

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

Planning & Development Center

**Training Room
4700 Elmore Road
Anchorage, Alaska**

**November 7, 2022
1:00 PM**

This meeting was conducted in-person and virtually

COMMUNITY ADVISORY COMMITTEE MEMBERS		
NAME	REPRESENTING	IN ATTENDANCE
S.J. Klein	District 1	Yes
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	Yes
Jim Winchester	Planning & Zoning Commission	Yes
Jon Scudder	Joint Base Elmendorf-Richardson	Yes

Also in attendance:

Name	Representing
Sean Baski	DOT&PF
James Starzec	DOT&PF
Christine Schuette	AMATS Planner
Aaron Jongenelen	AMATS Coordinator
Mark Butler	North Star Community Council

1. CALL TO ORDER/ROLL CALL

VICE CHAIR SCUDDER called the meeting to order at 1:01 pm. A quorum was reached.

3. APPROVAL OF AGENDA

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

Hearing no objections, the agenda was approved.

5. BUSINESS ITEMS

- a. **Resolution in Support of changes to the 2023-2026 Transportation Improvement Program (TIP) requested in Assembly Resolution AR2022-254S**

MS EVANS gave a [presentation](#) in response to the Technical Advisory Committee (TAC) motion made at the November 3rd meeting making recommendation to the Policy Committee on Section 1 Item 3 in the Assembly Resolution AR2022-254S

Delete: the current project (NHS0004) that contains the construction of the vehicular underpass at 92nd Avenue/Scooter Avenue (part of NHS0004) and delete the Academy Drive/Vanguard Drive circulation improvements (RDY00013). Add a new project that mirrors Project NHS0004, but instead provides for a non-vehicular freeway crossing at 92nd Avenue and Scooter Drive.

(The TAC recommended to the Policy Committee to support the project as currently designed due to the infeasibility of implementing a non-motorized only design).

MR. REHBERG asked if the issue identified in the Assembly Resolution is with the safety of the non-motorized crossing at the roundabout.

MS. EVANS stated that her biggest concern was with the safety of the roundabout.

Mr. HORN directed a question to Sean Baski in attendance from DOT&PT;

1. How would deleting the vehicular crossing affect the intent of the project?
2. What are the traffic projections in the area?

MR. BASKI stated, regarding Mr. Horn's second question that traffic counts have decreased slightly since pre-pandemic times, but in certain areas that trend is starting to increase again as people's habits change. Mr. Baski stated that a new traffic analysis has not been done since 2017 because there is not enough new data to do those projections. AMATS itself is using a 18% increase in population over the next 30 years for all its projections.

MS. EVANS said that one thing that has always concerned her with traffic modeling is the sensitivity of the data. They are based on population projections that could be off year to year. She stated that she does not think there has been a good effort to take multiple projections into consideration to account for this possible variation. How likely is the predicted 18% increase in population?

MR. BASKI stated that they do run sensitivity analyses to account for this variation, but they typically do not factor into the equation a possibility of a decrease because they want to ensure that they are not breaking an intersection.

MS. EVANS stated that there is always a possibility of an increase or a decrease, but DOT&PF always wants to go up.

MR. BASKI stated that regarding Mr. Horn's first question, the purpose and needs of the project were based on all the areawide planning documents. The Seward Highway is a barrier to communities, and we have resolved a couple of those areas. Specifically regarding this project, there is a transit need identified in some of the planning documents that would not be addressed with a non-motorized only crossing. When the project went before Planning & Zoning, the committee approved the project with those planning documents in mind.

MR. HORN asked Mr. Baski how much of the connectivity would be degraded by the deletion of the vehicular crossing?

MR. BASKI stated that there is a need for a non-motorized crossing in the area and that when they visited the community councils during the public outreach on this project, they were all in support. There is also a

need for a motorized connection. He stated that their traffic analysis showed that the traffic isn't cut-through traffic, that traffic is generated by people in the neighborhood.

MR. KLEIN asked if there is a current need that warrants this project or is this based on projections?

Mr. BASKI said that yes, on opening day while the projected use would not be as high as future years, the facility could see anywhere between 5000 – 8000 trips. And those numbers could be between 12,000 – 14,000 trips in design years once the Academy/Vanguard project is constructed with the Abbott intersection being signalized. Without a signal at Abbott there are limitations on what the volume will be. The Project is using the AMATS model for predictions.

MR. KLEIN asked if that projected use is supposed to decrease the load on Dimond Blvd. and Huffman Rd.?

MR. BASKI said that yes, the project is expected to reduce the load on Dimond Blvd. and O'Malley Rd. There are potential trips in addition that otherwise would not have been made.

MS. EVANS stated that regarding Mr. Klein's question, she was copied on an email where the project manager from DOT&PF explained that there were movement delays at the Dimond Interchange based on 2016 data during peak PM hours. Ms. Evans further asked; Do we want to design all of our facilities based on peak conditions or move towards using annual average daily traffic counts?

MR. FRENCH asked if the undercrossing will include a connection to Abbott Rd?

MR. BASKI said the DOT&PF originally included a project all the way to Abbott Rd, but that the Municipality of Anchorage asked that that portion become part of its capital improvement program since the facility is owned by the Municipality of Anchorage, so the DOT&PF removed it from this project. He furthered that it is now an AMATS project.

MR. FRENCH asked if there is a time frame for that project to be completed?

MR. BASKI stated that the Academy/Vanguard project is just starting up and should be delivered in 4 to 5 years.

VICE CHAIR SCUDDER asked if there was any more discussion.

MS. EVANS mentioned that there were a few other items addressed in the Assembly Resolution that the committee should show possible support for.

MR. JONGENLEN outlined the items in the Assembly Resolution that are already being done and which ones are part of the proposed Amendment 1 of the 2023-2026 TIP.

MS. EVANS proposed that the committee discuss possible support of Section 1 Items: 1,3, and 4 of the Assembly Resolution.

MR. KLEIN stated as a point of order that the committee should take up each item as a separate resolution.

MS. EVANS read the first resolution.

Now therefore be it resolved that the AMATS Community Advisory Committee supports incorporation of Section 1 Item 1 of Assembly Resolution AR2022-254S into the 2023-2026 Transportation Improvement Program (TIP).

Item: A Greenhouse Gas Emissions (GHG) Reduction Plan is needed for the Anchorage transportation system that is a data-based and directly targets current and future Anchorage GHG emissions and quantitatively evaluates strategies and actions to reduce GHG emissions from the Anchorage transportation system.

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

MS. EVANS spoke to the motion. She stated that a reason to do this plan is that the plan would provide access to additional federal funding in the Inflation Reduction Act and help the MOA comply with a proposed rule on greenhouse gas reductions.

MR. JONGENLEN stated that just to clarify, the Municipality of Anchorage is not required to meet that rule from FHWA, the MPO, so AMATS, is required to meet that. So as a point of clarification, AMATS would benefit from the plan not the Municipality of Anchorage.

VICE CHAIR SCUDDER called for a vote on the resolution.

Matt Cruickshank	AYE
S.J. Klein	AYE
Steve Horn	AYE
Diana Evans	AYE
Mike Rehberg	AYE
Bob French	AYE
Jim Winchester	AYE
Jon Scudder - Chair	NAY

The motion passes.

MS. EVANS read the second resolution.

Now therefore be it resolved that the AMATS Community Advisory Committee supports incorporation of Section 1 Item 3 of Assembly Resolution AR2022-254S into the 2023-2026 Transportation Improvement Program (TIP).

Item: Delete the current project (NHS0004) that contains the construction of the vehicular underpass at 92nd Avenue/Scooter Avenue (part of NHS0004) and delete the Academy Drive/Vanguard Drive circulation improvements (RDY00013). Add a new project that mirrors Project NHS0004, but instead provides for a non-vehicular freeway crossing at 92nd Avenue and Scooter Drive.

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

No discussion from the committee.

MR. BUTLER from the North Star Community Council stated that there is certainly less public interest in this project than in many other projects. Mr. Butler asked at what cost are we doing these large suburbanite projects at the expense of other ones? He referenced the interest from the North Star and Midtown Community Councils in the Fireweed Lane project that is scheduled for completion, but is still many years out. Mr. Butler stated that there is a coalition forming made up of community councils, assembly members, and possibly legislative

members to get these legacy projects, like Fireweed Lane, done first before we expand freeways to move more cars faster.

VICE CHAIR Scudder called for a vote on the resolution.

Matt Cruickshank	NAY
S.J. Klein	AYE
Steve Horn	NAY
Diana Evans	AYE
Mike Rehberg	NAY
Bob French	AYE
Jim Winchester	NAY
Jon Scudder - Chair	NAY

The motion fails.

MS. EVANS read the third resolution.

Now therefore be it resolved that the AMATS Community Advisory Committee supports incorporation of Section 1 Item 4 of Assembly Resolution AR2022-254S into the 2023-2026 Transportation Improvement Program (TIP).

Item: Add a corridor studies of A and C Streets from 3rd Avenue to Tudor Road.

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

No discussion from the committee.

No public comment.

VICE CHAIR Scudder called for a vote on the resolution.

Matt Cruickshank	AYE
S.J. Klein	AYE
Steve Horn	AYE
Diana Evans	AYE
Mike Rehberg	AYE
Bob French	AYE
Jim Winchester	AYE
Jon Scudder - Chair	NAY

The motion passes.

7. General Information – NONE

MR. JONGENELEN let the committee know that Amendment 1 of the 2023-2026 Transportation Improvement Program (TIP) would probably be out for public review before their next quarterly meeting and mentioned that the committee might want to reschedule the 2023 first quarter meeting so that it would align with the public comment period.

8. Committee Comments - NONE

10. ADJOURNMENT

Hearing no objections, the meeting adjourned at 2:09 p.m.