

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
1	7//21	Project #210	I am a parent of 3 students at Grace Christian School located on Pintail Street, just off Huffman Road, in south Anchorage. For 7 years, I have been very concerned about the difficult intersection at Huffman and Pintail. Difficulties at this intersection include recent accidents with injuries as well as numerous close-calls to, not only, families and students of Grace, but also the neighbors of Grace and others traveling the busy Huffman corridor. It is my understanding that MTP project #210 is currently under consideration. I am writing to politely ask that MTP project #210 be moved from the long term list to the short term list so that we can begin to plan on how to best address this dangerous and stress-filled intersection. Thank you for your consideration.	Aaron Jabaay	Staff appreciates your concern and thanks you for taking the time to submit your comment. Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term. Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
2		Active Transportation and Health	On behalf of Alaska Division of Public Health Physical Activity and Nutrition Unit, I submit comments to the Anchorage Metropolitan Area Transportation Solutions draft 2040 Metropolitan Transportation Plan (MTP). In 2019, the State of Alaska Physical Activity and Nutrition program started working with the Vision Zero Anchorage team to connect safe routes for walking and biking with everyday destinations like schools, workplaces, stores and playgrounds. Connecting everyday destinations with activity friendly routes means that we should be able to safely travel to stores, schools, workplaces and other places by walking, biking or bus. Pedestrian, bicycle systems that are direct and safe and transit systems that are convenient and frequent to everyday destinations increase a community's physical activity. Every bit of physical activity adds up each day to help us stay healthy and reduce our chances of developing diseases like type 2 diabetes, heart disease and many types of cancers. Implementation of the many elements of the MTP 2040 will have a positive impact on the health and safety of our community by improving its walkability. Comments are attached for your review. Appreciation <ul style="list-style-type: none"> • Appreciate the time and effort that has been committed to development of the MTP, including numerous advisory committees and uploading AMATS MTP Public Meeting Feb 5, 2020 on Vimeo to be viewed by those unable to attend the public meeting. • Appreciate the inclusion of the Vision Zero High Injury Network Corridors in the scoring and specifically identified in the project description. This helps us understand the purpose and focus on projects of relevance to our objectives. 	Alaska Division of Public Health Physical Activity and Nutrition Unit	Thank you for your comment. The 2040 MTP includes policy 5-2 that "Encourages and promote projects and programs for active transportation to maintain the health and welfare of citizens."	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
3	5//23, 8//4, D//5	Safety	Please replace the word accident with crash in these three locations; Chapter 5//23, Chapter 8//4, and Appendix D//5. National Highway Transportation Safety Alliance, and Vision Zero network both recommend using the word crash or collision because the word accident suggests there was no fault. Crashes can be minimized or prevented when causal agents are addressed.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff concurs.	Staff recommends changing "accident" to "crash" in Chapter 5//23, Chapter 8//4, and Appendix D//5.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
4	7//7	Project #102	#102 3rd/6th Ave Couplet [5th and E to 2-way conversion] We are supportive in a study to convert some of the Central Business Districts (CBD) one-way streets back into two way streets. Properly designed two-way streets will slow traffic and make travel through the CBD safer. Moving the one-way streets to 3rd/6th will help protect the core area of downtown and make travel safer for pedestrians and bicyclist while continuing to allow vehicles travel.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
5	7//13	Project #119	#119 Minnesota Drive – Northern Lights /Benson Widening Minnesota to build parallel turn lanes may be good for moving traffic but would increase crossing times for pedestrians. Please ensure pedestrians' needs are considered in this redesign and that pedestrian have access to pedestrian refuges, and a four-way crossing with sufficient time to cross. Ensure that widening of Minnesota doesn't reduce pedestrian travel widths – as sidewalks are already very narrow given the speed at which vehicles travel through this area. Consider lowering speed limit through this section of Minnesota to improve safety.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff recommends forwarding this comment to DOT&PF.	Staff will forward to this comment.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
6	7//16	Project #133	#133 Planning projects While we are supportive of the list of possible projects listed in #133, please consider adding finalize Complete Streets implementation to this list.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Finalizing the Complete Streets checklist is already in the 2021-2022 AMATS Unified Planning Work Program, which is the more appropriate place for it.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
7	7//37	Project #406	#406 CBD intersection pedestrian improvement study We are supportive of an intersection study that evaluates the need for additional pedestrian improvements.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
8	7//38	Project #409	#409 We are supportive of overcrossing of Lake Otis Parkway for the Campbell Trail providing students, recreationalist, and neighbors a safe way to cross Lake Otis Parkway as a Vision Zero High Injury Network option.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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9	7//38	Project #410	#410 We are supportive of Chugach Foothills Connector Phase II- Regal Mountain Drive to Campbell Airstrip Road, as a Vision Zero High Injury Network option. Please include Safety (Vision Zero High Injury Network Corridor) in Purpose.	Alaska Division of Public Health Physical Activity and Nutrition Unit	This location is not on the Vision Zero High Injury Network map. Staff does not concur with recommendation.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
10	7//40, 7//41	Projects #417, #421	#417 E Street Shared Road Bicycle Facility – 3rd Ave to 9th Ave #421 G Street Share Road Bicycle Facility – 3rd Ave to 9th Ave We are supportive of the "shared road bicycle facility" providing bicyclist a safe way to enter and exit the CBD and surrounding neighborhood.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
11	7//38, 7//46	Project #412, Project #500	#412 Coast Trail Widening – Earthquake Park to Westchester Lagoon #500 Chester Creek Trail Widening – Westchester Lagoon to Goose Lake Please consult with the Municipal Parks and Recreation and Anchorage Park Foundation before pursuing these projects.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Thank you for your comment. Staff consulted with the MOA Parks and Recreation Department who provided a recommended change to the project description.	Staff recommends adding the following sentence to these projects "Project will coordinate with MOA Park and Recreation Department prior to and during project implementation."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
12	4//24	Transit	Please consider inserting trend of weekday and weekend ridership as a result of the 2017 changes to the transit system. Please consider adding data about the number of Anchorage School District students that use the use this program. Including these data will better inform the public and policy decisions.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff concurs with updating the transit data where possible.	Staff recommends updating Figure 4-13 and Figure 4-14 on pages 4//26 and 4//27 with ridership data provided by the MOA Public Transportation Department. Additionally staff recommends updating Figure 4-12, the Transit routes map with the data provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
13	4//29	General	Please be more specific about which TIP is being referenced or include a link to the TIP.	Alaska Division of Public Health Physical Activity and Nutrition Unit	This appears to be an error.	Staff recommends removal of the sentence "According to the TIP, approximately 155 miles of sidewalks will be improved upon or added in the near future." from page 4//29.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
14	7//3	New Figure	Please consider adding a figure similar to Figure 7-1 Summary of Projects by Mode, by Number, that identifies cost per number of projects related to mode.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff does not agree. A large number of projects in the 2040 MTP supports all modes and is hard to show in a graphic broken down by cost.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
15	7//6	General	Consider rewriting the last sentence in 2nd paragraph "It also allows transit, one of the safest mode of transportation, to move faster and more efficiently through the road network."	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff concurs.	Staff recommend rewriting the last sentence of the 2nd paragraph on page 7//6 to the following "It also allows transit, one of the safer modes of transportation, to move faster and more efficiently through the road network."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
16	8//4	2A-1	We are very supportive of item 2A-1; the data clearly show right-hand hooks are a prevalence cause of injury. Consider adding "with extra focus on High Injury Network, as identified by Vision Zero."	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff concurs.	Staff recommends editing 2A-1 to the following "Explore removing Right Turn on Road at selection locations, with a focus on the Vision Zero High Injury Network, within AMATS."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
17	8//7	3D-2	Consider rewording the action to clear state use of evidence based safe routes to school strategies. "Work with the Anchorage School District on congestion during pickup/drop-off at all schools to implement evidence based safe routes to school.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff is supportive of adding to 3D-2 the safe routes to school.	Staff recommends editing 3D-2 to the following "Work with the Anchorage School District on congestion during pickup/drop-off at all schools by supporting carpooling and Safe Routes to Schools program."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
18	Appendix D//4	Bicycle and Pedestrian Safety Planning List	Consider adding Vision Zero to the list of "other plans/program" list.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff concurs.	Staff recommends adding a 4th bullet point to the 3rd column that says "MOA Vision Zero Plan".	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
19	Appendix D//5	Safety and Security - Bicycle	The plans states security includes protecting property and people from intentional damage, criminal activity, or terrorism. Please specifically address bicycle security from bicycle thefts which are a threat to the area and its transportation system and users	Alaska Division of Public Health Physical Activity and Nutrition Unit	Staff agrees some clarification is needed.	Staff recommends the following change to the last paragraph of the Introduction section of the first column "For this MTP, security includes protecting property and people from intentional damage, criminal activity, or terrorism for all modes. It also includes responses to natural and man-made hazards."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
20		Plan Coordination	General Comments •When relevant, please add language acknowledging other Muni plans, such as Vision Zero and Complete Streets and identify opportunities for enhanced coordination when relevant and overlapping performance measures exist.	Alaska Division of Public Health Physical Activity and Nutrition Unit	Chapter 8 includes several action items for coordinated plan review and implementation, including action items 2A-3, 2D-2, 5H-1, 5I-2, and 5I-4.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
21		Vision Zero - Speed Limit Reduction	•Consider adding a study to reduce speed limits in Vision Zero High Injury Network: research shows that higher speeds cause increased levels of injury and fatalities. The Governors Highway Safety Association (GHSA) acknowledges that little progress has been made to curb speeds in America. Their 2019 report, Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge [https://www.ghsa.org/sites/default/files/2019-01/FINAL_GHSA_Speeding19.pdf], highlights speed as a persistent factor in over one-third of all motor vehicle-related fatalities.	Alaska Division of Public Health Physical Activity and Nutrition Unit	The Vision Zero implementation plan includes many action items that would help identify problems before solutions are decided upon. MTP action item 2A-3 will review the Vision Zero implementation plan for projects to be considered for inclusion in the next MTP update.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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22		MTP Criteria	•Please consider adding criteria to give additional priority to proposed projects that connect everyday destinations (home, school, work, stores, and parks) with physically active friendly routes.	Alaska Division of Public Health Physical Activity and Nutrition Unit	The criteria were approved and used for the 2040 MTP update. This can be reviewed for possible inclusion in the next MTP update.	Staff recommends this comment be reviewed for consideration for the next MTP update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
23		EJ/Title VI	•Please consider adding "Develop and expand partnerships with agencies that serve historically disenfranchised and under-served populations" or "implement innovative strategies to engage historically disenfranchised and underserved populations".	Alaska Division of Public Health Physical Activity and Nutrition Unit	AMATS already does this with its Title VI, LEP, and Public Involvement plans.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
24	General		Project Level Comments: Our office recommends consulting on a project-basis as they move into construction/implementation as the built environment will continue to age-in as the years pass. Districts - such as designed landscapes, subdivisions, or neighborhoods should be taken into consideration as possible cultural resources.	Alaska State Historic Preservation Office	Staff concurs.	Staff recommends adding the following to page 8/22 after the last paragraph: "Alaska State Historic Preservation Office (SHPO) recommends consulting with SHPO and Anchorage Historical Commission on all projects in MOA that are not covered by the FHWA PA as a Programmatic Allowance and also with the Chugiak-Eagle River Historical Society on projects that are not covered by the FHWA PA as a Programmatic Allowance in the Chugiak-Eagle River area."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
25	8//21		Policy Level Comments: Pg. 8 21: Recommend consulting with SHPO and Anchorage Historical Commission on all projects in MOA that are not covered by the FHWA PA as a Programmatic Allowance and also with the Chugiak-Eagle River Historical Society on projects that are not covered by the FHWA PA as a Programmatic Allowance in the Chugiak-Eagle River area.	Alaska State Historic Preservation Office	Staff concurs.	Staff recommends adding the following to page 8/22 after the last paragraph: "Alaska State Historic Preservation Office (SHPO) recommends consulting with SHPO and Anchorage Historical Commission on all projects in MOA that are not covered by the FHWA PA as a Programmatic Allowance and also with the Chugiak-Eagle River Historical Society on projects that are not covered by the FHWA PA as a Programmatic Allowance in the Chugiak-Eagle River area."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
26	8//21		Pg. 8 21: Consulting the "SHPO inventory of reported sites" is a good start, but our office recommends additional steps to determine whether a project may affect cultural resources. The Alaska Heritage Resources Survey (AHRs) is the State of Alaska's inventory of known or reported cultural resources that is maintained by the Office of History and Archaeology. Please note that only a very small portion of the state has been surveyed for cultural resources and therefore the possibility remains that previously unidentified resources may be located within any given project area.	Alaska State Historic Preservation Office	Staff concurs.	Staff recommends adding the following to page 8//21 in the last column at the end of the first paragraph under the header Historic and Tribal Consultation: "Alaska State Historic Preservation Office (SHPO) recommends consultation of the Alaska Heritage Resources Survey (AHRs), the State of Alaska's inventory of known or reported cultural resources maintained by the Office of History and Archeology."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
27	8//21-22		Pg. 8 21-22: Recommend updating the Cultural Resources section. The discussed programmatic agreement has been revised and incorporates historic roads guidance. The agreement name is: First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska State Historic Preservation Officer, and the Alaska Department of Transportation and Public Facilities Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska.	Alaska State Historic Preservation Office	Staff concurs.	Staff recommends updating the section regarding Programmatic Agreement starting on page 8//21 and ends on page 8/22. Replace the entire section with the following: The DOT&PF has signed an updated Programmatic Agreement (PA) with FHWA, the Advisory Council on Historic Preservation, and the Alaska State Historic Preservation Officer to help streamline Section 106 of the National Historic Preservation Act (36 CFR 800) processing for Federal-Aid Highway Program projects that may affect roads eligible for the National Register of Historic Place (NRHP). The new PA, First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska State Historic Preservation Officer, and the Alaska Department of Transportation and Public Facilities Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska, incorporates historic roads guidance. For more information about the PA, contact the DOT&PF Cultural Resources Manager, Statewide Environmental Office in Anchorage or DOT&PF Environmental webpage at http://dot.state.ak.us/stwddes/desenviro/resources/historicproperties.shtml	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
28		General	Comment was too large for the comment response summary. Please see attachment A for the comment.	Allen Kemplen	The 2040 MTP Objective 5F, action 5F-1, and action 5H-1 all seek to minimize negative impacts to the community. The 2040 MTP is required to address regional traffic needs. The 2040 Land Use Plan also acknowledges that some roadway improvements will be needed. The Land Use Plan also still accommodates privately owned vehicles while shifting away from SOV trips. The 2040 MTP includes over 30 actions that promote and support non-SOV and non-motorized travel.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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29		Transit	<p>The MTP appears to not address certain required elements identified in Title 23 450.300 particularly the purpose to encourage and promote intermodal facilities and support intercity transportation including intercity buses and inadequately considers resiliency needs associated with the movement of commuters between the AMA TS area and the Mat-Su Valley.</p> <ul style="list-style-type: none"> While past MTP's have recognized the linked relationship between affordable housing in the Mat-Su and higher wage employment in the AMATS, there is a noticeable gap in the current draft MTP. This is reflected by omission of Bus Rapid Transit along the Glenn Highway Corridor. The entire transit section is very weak and delegates public transit consideration to the People Mover's Short Range Transit Plan. There appears to be no discussion of mid to long term public transit options. The Draft MTP appears to not comply with 450.324 (f) (2) which identifies minimum requirements for consideration of intercity and intermodal connectors over the period of the transportation plans which is 20 years and not just 5 years. This appears to be an oversight that should be corrected. 	Allen Kemplen	<p>Title 23 CFR 450.300 refers to the overall transportation planning process not the specific content of the MTP.</p> <p>The socio-economic report for the AMATS model does take into account the relationship between the Mat-Su Valley and Anchorage.</p> <p>Bus Rapid Transit is a specialized capital intensive service that could be provided by a Transit Authority, but there is no funding mechanism in place for that.</p> <p>The 2040 MTP financial plan in Chapter 6 projects no additional funding for transit, aside from the 1 new route added in 2019 for the Old Seward Highway to the Library. Without additional funding, no new transit projects were able to be added to the 2040 MTP.</p> <p>Title 23 CFR 450.324 (f) (2) does specify content to be included in the MTP. Staff concurs that there should be a section discussing intercity bus facilities and intermodal facilities. The 2040 MTP already discusses intermodal connectors "that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan."</p>	<p>Staff recommends the following on Page 4//41 Section Title: Change from, "Regional Highway Connections" to "Regional Connections"</p> <p>Insert new introduction to overall section: "Railroad tracks and only two road connections, the Glenn Highway and Seward Highway, link Anchorage by land to the north and south, serving freight distribution and travelers via an intermodal transportation system. This travel corridor is essential as no alternative roadway routes existing between Anchorage and the rest of the state. If these routes are closed due to a crash or other emergency event, travel to and from Anchorage become severely limited. Other key access roads on the NHS connect the regional Glenn and Seward highways to TSAIA, the Port of Alaska, and the Alaska Railroad.</p> <p>Insert new sub-header, "Regional Highway Connections" just above existing text.</p> <p>At end of the "Regional Highway Connections" section, add new sub-header: "Regional Passenger Transportation"</p> <p>Add following text under "Regional Passenger Transportation": "Rail travel is an important component of the regional transportation system. The ARRC carried approximately 522,100 passengers statewide in 2019 and 531,600 in 2018, mostly Alaska visitors and cruise ship passengers.</p> <p>The Glenn Highway corridor links the Anchorage Bowl with Chugiak-Eagle River and the Matanuska-Susitna Borough. Valley Transit, based in Wasilla, offers the only year-round, regularly scheduled public transportation service with five buses a day. It offers 14 peak period commuter round-trips Monday through Saturday between Downtown Anchorage and several park-and-ride lots in the Borough. In 2019 Valley Transit began fare free Fridays for senior and youth on the commuter route. Commuter ridership was approximately 51,465 in 2019 and 50,574 in 2018. Over the next 5 years they plan to replace their fleet with over-the-road commuter coaches, and to update their fare collection system."</p>	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
30		Commuter Rail	<p>The issue of resiliency within the transportation system appears to be addressed only superficially. This lack of robustness is particularly evident in the omission of commuter rail between the Anchorage Bowl and the Mat-Su urbanizing core. Given there was a serious effort by Governor Walker to fund a pilot commuter rail initiative offering seasonal commuter rail service along the Glenn Highway corridor, it is difficult to understand why the MTP does not include such a discussion. The document also only includes the Alaska Railroad's short range list of capital improvements. The ARR Corporation is not tasked with long range planning responsibilities. Alaska Statutes gives that responsibility to the Alaska Department of Transportation and Public Facilities which is a participating member of AMA TS. Thus the MTP is the appropriate place for discussing how - over the mid to long term - certain strategic investments in commuter rail could benefit the regional surface transportation system. The MTP per 450.324 (b) shall include both long range and short range strategies/actions that provide for the development of an integrated multimodal transportation system. There is evidence this requirement is not met in the public draft document. This appears to be an oversight that should be corrected.</p> <ul style="list-style-type: none"> Relevant to rail, there is a lack of attention to Planning Factors (6) and (10) required to be considered as per 450.306 Scope of the metropolitan transportation planning process and thus may not be compliant with 450.324 Development and content of the metropolitan transportation plan. The Anchorage area is subject to significant seasonal variation in travel patterns associated with the peaking of the Alaska tourism season. This creates significant demand for passenger rail service, charter tour buses and other types of seasonal mobility services. However, the MTP appears to substantively ignore this reality. Traffic, as measured by Average Daily Traffic volumes, on the surface transportation network can increase on some routes by fifty percent relative to winter traffic volumes. Inadequate recognition of this unique seasonal traffic pattern results in recommendations focused on improving seasonally skewed Level of Service metrics. This produces a bias toward road expansion to address summer traffic volumes when it may be more cost effective to consider seasonal transit options. This appears to be an oversight that should be corrected. 	Allen Kemplen	<p>While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation.</p> <p>Per Title 23 CFR 450.324 (b) the 2040 MTP does address connectivity and accessibility with action items 3E-3 and 6F-9.</p> <p>Planning Factor 6 is covered by Goals 3, 4, & 5 and associated action items. Planning Factor 10 is covered by Goal 4 and associated action items.</p> <p>Nearly all road project descriptions include integration of non-motorized facilities. The 2040 MTP identifies the adjacent land use that calls out the transit supportive development corridors. These projects will need additional attention for intermodal connectivity.</p> <p>AADT accounts for seasonal fluctuations that happen from things like tourism.</p>	<p>Staff recommends that the next MTP consider refining the objectives and action items to strengthen intermodal connectivity.</p> <p>Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail"</p> <p>Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."</p>	Recommend approval of AMATS Staff Recommendation.	<p>Approved TAC Recommendation.</p> <p>Approved TAC Recommendation.</p>

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31		Railroad	The MTP section on rail could be improved with a discussion of how investments in additional train stations within the Anchorage Bowl could contribute to a more balanced and resilient transportation system. The Anchorage Land Use Plan identifies opportunities for new train stations at Spenard Road and at the Dimond Center. This appears to be an example indicating the MTP is not consistent with major Municipal land use planning documents. The fact the MTP substantively ignores the potential long term benefits of strategic investments in public transit (both buses and rail) appears to indicate an unbalanced analysis and a bias toward the movement of vehicles .	Allen Kemplen	The 2040 Land Use Plan does say that there are options for train stations, however they were not included on the land use map due to lack of funding. The 2040 is consistent in that regard. Staff agrees a section on commuter rail should be added to the MTP.	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
32		Transportation and Land Use Integration and Implementation - TSDC	The MTP appears to present an inconsistent approach to incorporating Municipal land use planning initiatives into the planning of the future surface transportation network. While there is language stating the recent update of the Municipal Land Use Plan was used when developing the document, the actual analysis and recommendations appears to not reflect the narrative. This is most evident in the lack of specific recommendations for implementing the Primary Transit Corridors. These linear links in the network are characterized by higher residential densities, more mixed-used development and distinctive trip patterns. For example, due to the relative ease of movement between housing and employment, there are typically much fewer inter-zonal trips and more intra-zonal trips. These shorter trips lend themselves to walking, biking, public transit or other non-personal vehicle type of travel. As such, the MTP would, if truly incorporating the Land Use Plan, include an itemized table of implementing projects unique to the Primary Transit Corridors. It does not. Thus it does not appear to fully implement Goal/ 3 Improve Travel Condition which calls for an efficient multi-modal transportation system nor does it appear to comply with Goal/ 5 Support Environmental Sustainability by supporting planned land use patterns.	Allen Kemplen	Staff does not concur. The 2040 MTP does have a list of project that are unique to the primary transit corridors, it is the project lists in chapter 7. Each project identifies key land use features necessary for implementation of the transit corridors such as Transit Supportive Development Corridors (TSDC), Reinvestment Focus Areas, and the Greenway Supportive Development Corridors. Additionally, chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration including TSDC implementation: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
33		Population and Employment Data	There appears to be an inconsistency between the two documents as Table 1 of the MTP states by 2040 the population will be 358,363 and employment will be 239,500 while the Anchorage Land Use Plan states the population will be 362,000 with an employment of 220,280. While the population figure is within a technically acceptable margin of error for long range planning purposes, the employment discrepancy is another matter. The difference of 19,220 jobs can have a significant impact on network performance particularly in the peak commute hours. This inconsistency should be addressed and reconciled in the MTP narrative.	Allen Kemplen	AMATS and the 2040 Land Use Plan used different assumptions for population and employment data. The population numbers are different because AMATS does not include all of the Municipality of Anchorage, as anything south of Potter Marsh Weigh Station is not included in the AMATS boundary. AMATS used the Alaska Department of Labor and Workforce Development data while the 2040 Land Use Plan used a consultant with different assumptions for employment. The AMATS model was updated to account for a large number of self-employed persons. Additionally the 2040 Land Use Plan assumed the Knik Arm Crossing project would be completed by 2040 in their growth forecasts. AMATS 2040 MTP does not include the KAC as directed by the AMATS Policy Committee.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
34		Goal 5E	There appears to be a gap between the document and Goal 5E - Coordinate transportation and land use decisions to support livable northern communities. For example, while the Anchorage Land Use Plan calls for certain corridors and sub-areas to develop at a more human scale, there are no clear links in the MTP list of recommendations for how this is to be effectively implemented over the short, medium and long term. A more robust approach is required relative to development and maintenance of pedestrian infrastructure in particular. This lack of attention to pedestrian infrastructure results in the MTP focusing much of the federal-aid funds toward the movement of vehicles rather than the mobility of people. At the very least, the MTP should prioritize the importance of a complete pedestrian infrastructure network within the Primary Transit Corridors where transit-supportive land use development is promoted in the Anchorage Land Use Plan.	Allen Kemplen	Staff does not concur. The 2040 MTP does have a list of project that are unique to the primary transit corridors, it is the project lists in chapter 7. Each project identifies key land use features necessary for implementation of the transit corridors such as Transit Supportive Development Corridors (TSDC), Reinvestment Focus Areas, and the Greenway Supportive Development Corridors. Additionally, chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration including TSDC implementation: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
35		Transit	The MTP appears to minimize the role of public transit (rail, bus) and only casually addresses the emergence of new disruptive transportation technologies. This is reflected in very little consideration of the recent system restructuring by the People Mover with resultant shortening of bus headways along key corridors. Chapter 4 should include a peer level discussion treating road improvements, transit and non-motorized projects on an equal basis. Such a discussion could identify how many bus stops have been upgraded, what investments have occurred in small scale snow removal efforts and how has pedestrian access to bus stops been improved within the Primary Transit Corridors.	Allen Kemplen	Chapter 4 discusses the existing transit system today. Please see the additional updates provided by the MOA Public Transportation Department in the comments below.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
36		E-Bikes /Scooters	It is also reflected in that there is very little discussion of the potential impact that electric bikes and scooters could have on modal choice particular along and within the areas of increased density identified in the Anchorage Land Use Plan.	Allen Kemplen	AMATS does not have the data to determine if these will be disruptive to the transportation system in Anchorage. The Municipality of Anchorage is looking at these, but the next MTP may take a closer look. Safety is also another consideration.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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37		New Technology	The MTP should acknowledge the reality of technological disruption more explicitly, accept there is still a significant amount of uncertainty and make recommendations for special studies and/or analytical efforts. Such an approach would allow the next MTP update to proceed from a more informed base of knowledge. The current approach appears to minimize or ignore what is happening and as such introduces a significant amount of risk into the transportation planning process.	Allen Kemplen	The following action items in the 2040 MTP support the new objective 4D to set policy and plan for new technology, 4D-2, 4D-3, 4D-4, 4D-5, and 4D-6.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
38		Performance Measures	The MTP appears not in compliance with 450.306 (d) (4) which requires integration of other performance oriented transportation plans. Of particular note is the lack of discussion relative to the State asset management plan for the NHS. Many of the principal arterials within the AMATS area are identified as part of the National Highway System (NHS). They carry the majority of the vehicular traffic, are subject to significant wear and tear and are heavily relied upon to meet the mobility needs of the metropolitan area. They are also subject to federal performance based metrics including pavement preservation, system performance, life cycle network planning and risk analysis. The MTP should clearly highlight the unique nature of these facilities as they constitute an important component of the federally required State asset management plan.	Allen Kemplen	Title 23 CFR 450.306 (d) (4) refers to the overall transportation planning process not the specific content of the MTP which are listed under 450.324, Development and Content of the MTP. Staff agrees some more information on the NHS and performance measures is needed on page 3//9.	Staff recommends the following text replace the sentence in the second column page 3//9: "The National Highway System (NHS), as described on page 4//10, represents a large portion of the roadway network for the 2040 MTP. These roads are subject to a higher level of federal requirements due to the significant vehicular traffic they carry. The Federally required performance measures show on Table 3-2 reflect recent targets set that cover the NHS routes within the AMATS area. While the targets in Table 3-2 are statewide targets, the AMATS area contributes a large number of routes to these targets and play a key role in ensuring the State and AMATS help to meet these established targets. The FHWA targets apply only to NHS facilities, expect for Safety, which apply to all public roads."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
39		Goals and Objectives Implementation	In addition, the discussion should address how such designation presents challenges to effective implementation of other MTP goals and objectives. Particularly as it relates to the Municipality's policy direction for Complete Streets and the proposed Unified Planning Work Program (UPWP) project to establish a street typology within the Anchorage Bowl.	Allen Kemplen	The AMATS Street Typology Plan underway will consider functional classification, the AMATS Complete Streets Policy, all users, and identify the primary users of the roadways. It will also look at and consider the land use adjacent to the facilities and special corridor designations. It maybe be possible that different segments of an NHS route could have different street typologies. This will be an AMATS plan that will included DOT&PF and the MOA.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
40		Complete Streets	There appear to be conflicting transportation priorities within the AMATS area that the MTP should be highlighting, clarifying their nature and proposing recommendations for resolving such conflicts. For example, if the Municipality intends to establish more pedestrian friendly streetscapes then it may be more appropriate for the Municipality of Anchorage to own the right-of-way within those pedestrian priority corridors and/or subareas. The Municipality is better equipped to operate and maintain Complete Streets as the State DOT&PF has limited capacity for anything but the safe and efficient movement of vehicles on the principal arterial network. At the very least, the MTP should acknowledge this conflict between priorities of key AMATS members and recommend a Special Study or similar effort for reconciliation of the conflict prior to the next required MTP update.	Allen Kemplen	These issues will be addressed as needed while the AMATS Street Typology plan is underway. The Street Typology will then be integrated into the AMATS process, see action items 5I-3 and 5I-4. AMATS staff recommended the following action be added to the 2040 MTP: "Evaluate the road ownership patterns and identify potential transfers of ownership between the MOA and DOT&PF to provide efficiency or cost savings in maintenance." However, this was removed by the Policy Committee for the Public Review draft.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
41		Performance Measures	The Section on Performance Measures and Targets could be improved. The federally required performance metrics are not all applicable to all public roads. For example, while all roads are subject to consideration within the Safety category, other performance measures apply only to the National Highway System or to the surface transportation network as a whole. The current narrative seems to imply universal application of all performance measures while the reality is a more nuanced set of federal policies.	Allen Kemplen	Staff agrees some more information on the performance measures is needed on page 3//9.	Staff recommends the following text replace the sentence in the second column page 3//9: "The National Highway System (NHS), as described on page 4//10, represents a large portion of the roadway network for the 2040 MTP. These roads are subject to a higher level of federal requirements due to the significant vehicular traffic they carry. The Federally required performance measures show on Table 3-2 reflect recent targets set that cover the NHS routes within the AMATS area. While the targets in Table 3-2 are statewide targets, the AMATS area contributes a large number of routes to these targets and play a key role in ensuring the State and AMATS help to meet these established targets. The FHWA targets apply only to NHS facilities, shown on Figure 4-5 on page 4//13, expect for Safety, which apply to all public roads."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
42	3//10	Table 3.2	It should be noted that Table 3.2 and the section titled "Performance of the NHS, Freight and CMAQ Measures (PM3) states the relevant performance measures as "Percent of person miles traveled on the Interstate System that are reliable" and Percent of person miles on the non-Interstate NHS that are reliable ." However when one reads the MTP, there is a focus on roadway congestion using vehicle level-of-service only. There is no discussion of how mobility could be improved on the surface transportation network by investment in solutions that focus on improving the reliability of person miles traveled. This again illustrates the disconnection between Municipal planned land use development plans/strategies and the MTP and appears to reflect a lack of compliance with Title 23 450.300 which requires a focus on the mobility of people and freight where vehicles are only one option, though an important one.	Allen Kemplen	Title 23 CFR 450.300 refers to the overall transportation planning process not the specific content of the MTP which are listed under 450.324, Development and Content of the MTP. On page 5//17 it explains the 2040 MTP uses Level of Service which is consistent with previous MTPs. In the middle of the 2040 MTP update a shift happened to move away from Level of Service based on the federal performance measures. Action items 3A-2, 3M-1, 3J-1, and Policy 6-1 show that future MTPs will utilize the new federal performance measures that focus on reliability for all users on Interstate and non-Interstate NHS.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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43	3//10	Table 3.2	Table 3.2 could be improved by adding the State Asset Management Plan adjacent to the Transit Assessment Plan. All NHS facilities are subject to this federally required performance driven planning document and most of the important Arterial roads within the AMATS area are subject to its policies and recommendations. The MTP is required to coordinate with other performance oriented plans.	Allen Kemplen	Table 3.2 already covers the State Asset Management Plan by incorporation the performance measures under Infrastructure condition, which are the federally required performance measures outlined on page 19 of the Transportation Asset Management Plan approved in 2019. A footnote can be added to identify these are consistent with the State Asset Management Plan.	Staff recommends adding the following footnote to the Infrastructure Condition (PM2) on table 3-2: "These performance measures are consistent with the State Asset Management Plan."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
44	3//10	Table 3.2	Table 3.2 could also be improved by adding new performance measures for System Reliability within the Safety (Transit) category. It is suggested that "Riders per Operating Hour" and/or "Number of persons within 1/4 mile of a Primary Transit Corridor centerline" be added. This would improve the ability of the transit system to measure access and productivity improvements over time.	Allen Kemplen	The Transit Safety Performance Measures in Table 3-2 are the federally required measures and are consistent with our Transit Planning partners. At this time no measures above and beyond those required by FHWA/FTA are being added to the MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
45	4//10	First Column	The Section on Roadways in the first column highlights the connection between Anchorage and the Mat-Su area. It also notes that traffic volumes on the Glenn Highway are increasing at a faster rate than population. The impact of this information is lost in the narrative and it is recommended it be highlighted in a "Call-Out Box". This is an important characteristic of the regional transportation system but is lost in the more generalized discussion about roadways.	Allen Kemplen	Staff concurs.	Remove last sentence on page 4//10 of the first column. Add a call out box for the 2nd to last sentence.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
46		Roadway Ownership	The MTP states that one-third of vehicular traffic occurs on the Freeway system with much of the rest on principal arterials. This information needs a more robust discussion. The MTP could be improved by highlighting how the institutional ownership of the Anchorage Bowl principal arterial network contributes to a disconnect in policy implementation. For example, the Municipality is intent on shaping a more pedestrian friendly urban form and seeks more pedestrian scaled street cross-sections. But most of main roads are owned by the State DOT&PF whose priority is moving vehicles safely and efficiently. A discussion of alternative approaches to resolving this conflict is warranted. One option would be for the two organizations to cooperatively determine which road corridors are to be designed primarily for vehicles with secondary usage by other modes and which road corridors are to be designed primarily for transit, pedestrians and bicyclists with vehicles as a secondary user. It is suggested that those road road corridors identified in the Anchorage Land Use Plan for future transit supportive development are a good place to start.	Allen Kemplen	The AMATS Street Typology Plan underway will consider functional classification, the AMATS Complete Streets Policy, all users, and identify the primary users of the roadways. It will also look at and consider the land use adjacent to the facilities and special corridor designations. It maybe be possible that different segments of an NHS route could have different street typologies. This will be an AMATS plan that will included DOT&PF and the MOA.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
47	4//12, 4//13	Figure 4-4, Figure 4-5	The two graphics used for Figure 4-4 and Figure 4-5 do not convey adequately that the National Highway System is subject to more rigorous performance based planning and programming (PBPP) mandates. • The performance measures identified in the MTP do not appear to line up with the preferred land use development priorities of the Municipality nor AMATS proposals for certain road corridors to prioritize multi-modality. The MTP could be improved by highlighting the inconsistency and proposing specific actions to resolve the disconnect particularly as it relates to Principal Arterials within Primary Transit Corridors.	Allen Kemplen	Staff agrees some more information on the performance measures is needed on page 3//9.	Staff recommends the following text replace the sentence in the second column page 3//9: "The National Highway System (NHS), as described on page 4//10, represents a large portion of the roadway network for the 2040 MTP. These roads are subject to a higher level of federal requirements due to the significant vehicular traffic they carry. The Federally required performance measures show on Table 3-2 reflect recent targets set that cover the NHS routes within the AMATS area. While the targets in Table 3-2 are statewide targets, the AMATS area contributes a large number of routes to these targets and play a key role in ensuring the State and AMATS help to meet these established targets. The FHWA targets apply only to NHS facilities, shown on Figure 4-5 on page 4//13, expect for Safety, which apply to all public roads."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
48		Person Trips	This reflects an issue running throughout the draft MTP relating to person trips and vehicular trips. The MTP uses vehicle trips and level-of-service as key metrics for determining the top priorities for project identification and development. However, the Municipal Land Use Plan, the Bike and Pedestrian Plans and the Short Range Transit Plan all place a greater emphasis on person trips.	Allen Kemplen	On page 5//17 it explains the 2040 MTP uses Level of Service which is consistent with previous MTPs. In the middle of the 2040 MTP update a shift happened to move away from Level of Service based on the federal performance measures. Action items 3A-2, 3M-1, 3J-1, and Policy 6-1 show that future MTPs will utilize the new federal performance measures that focus on reliability for all users on Interstate and non-Interstate NHS.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
49		Street Typology	The MTP could be improved by recognizing that not every arterial is to be designed and constructed for maximization of vehicle trips. A greater sense of balance between transportation modes would be established if the MTP identified which of the arterials are identified as Primary Transit Corridors and thus designed and constructed for the maximization of person trips. This is a point already noted in earlier comments but is important enough to be repeated.	Allen Kemplen	The AMATS Street Typology Plan underway will consider functional classification, the AMATS Complete Streets Policy, all users, and identify the primary users of the roadways. It will also look at and consider the land use adjacent to the facilities and special corridor designations. It maybe be possible that different segments of an NHS route could have different street typologies. This will be an AMATS plan that will included DOT&PF and the MOA.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
50		Street Typology	The MTP could also be improved by noting that where arterial roadways are within designated sub-areas identified by the Anchorage Land Use Plan as City Centers or nodes of mixed-use development density then the design emphasis for the roads should be on person trips versus vehicular trips.	Allen Kemplen	The AMATS Street Typology Plan underway will consider functional classification, the AMATS Complete Streets Policy, all users, and identify the primary users of the roadways. It will also look at and consider the land use adjacent to the facilities and special corridor designations. It maybe be possible that different segments of an NHS route could have different street typologies. This will be an AMATS plan that will included DOT&PF and the MOA.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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51		TDM/TSM	The section on Roadway Congestion appears to focus solely on vehicular trips and the corresponding level-of-service metric. Noticeably absent is any discussion of Transportation Demand Management or Transportation System Management options for reducing roadway congestion. The MTP could be improved by incorporating a discussion of such approaches as they are commonly used in other metropolitan areas to address congested roadway conditions.	Allen Kemplen	The 2040 MTP action items/policies related to TSM/TDM, 2A-1, 2A-2, 2A-3, 3-1, 3D-2, Policy 3D-5, Policy 3D-6, 3E-1, 3E-2, 3E-4, Policy 3E-5, 3G-1, 3H-2, 3L-1, Policy 3I-2, 4B-2, Policy 5-1, 5B-1, Policy 5D-1, 6F-1, and 6F-8.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
52		Non-motorized Safety	Chapter 4 discusses traffic safety issues within the roadway but appears to ignore the safety of pedestrians and bicyclists within the same road right-of-way. This again illustrates the unbalanced approach to mobility issues evidenced within the MTP. The MTP could be improved by placing equal importance on the safety of people using the transportation system not just those driving personal vehicles.	Allen Kemplen	Chapter 4 of the 2040 MTP, pages 4//29-4//35 does contain a discussion about the non-motorized system that includes safety. Pages 4//34 and 4//35 specifically discusses the collisions involving bicycle-vehicle and pedestrian-vehicle that occurs in within the AMATS area. Additionally see figures 4-18 and 4-19 that show the crash data for non-motorized users. The section on vehicular safety and non-motorized safety are approximately the same length, showing a heat map of crashes and chart(s) with a discussion on the concerns.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
53		Safety - Transit	It would be fair to include in the discussion transit related safety statistics. For example, how many fatalities have occurred while using the Public Transit system? I may be mistaken but there may have never been one. The fact that travel on public transit is inherently safer should not be ignored by the MTP.	Allen Kemplen	Staff concurs.	Staff recommends working with Vision Zero to review statistics for Transit safety.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
54		Commuter Rail	Chapter 4 would also benefit with a section on passenger rail. The narrative should note statistics associated with summer tourism person trips as well as the effort by Governor Walker to implement a pilot project for seasonal commuter rail service between the Mat-Su and Anchorage.	Allen Kemplen	While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation. Staff agrees a section on commuter rail should be added to the MTP.	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
55		Railroad	• The Alaska Railroad operates summer passenger service between the Anchorage International Airport terminal and downtown with shuttles to local hotels. These person trips should be noted as they represent an important characteristic of an Anchorage economy with a heavy tourism component.	Allen Kemplen	Staff consulted with the Alaska Railroad Corporation and were told that passenger service from the Anchorage International Airport to Downtown is not currently being done.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
56		Tourism	The MTP appears to underplay the fact that when the tourism season is in full swing there are many more pedestrians and bicyclists using the transportation system. This appears to reflect an excessive preference for commuting vehicle trips at the expense of other travel outside the peaks and of other modes of travel.	Allen Kemplen	AADT accounts for seasonal fluctuations that happen from things like tourism. The 2040 MTP does account for seasonal tourism.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
57		Transit	The section on Public Transportation is focused solely on the short term and completely ignores the medium and long term. This lack of consideration can appear to reflect a biased approach toward roadways as the only viable medium and long term solution. The MTP could be improved by incorporating a discussion of what medium and long term improvements are needed to support public transportation alternatives. At the very least the MTP should include discussion of what improvements are needed to increase ridership within the Primary Transit Corridors. This would include more resources allocated to buildout of the pedestrian network within 1/4 mile of the roadway edge right-of-way. Every rider of public transit is also a pedestrian and the existing pedestrian infrastructure is significantly underdeveloped. This is illustrated in Figure 4-15.	Allen Kemplen	The Transit projects in the 2040 MTP on table 7-6 page 7//53 does include long term projects. The 2040 MTP does not anticipate any additional funding for transit above and beyond what is in place now. This is based on discussions with the MOA Public Transportation Department. The 2040 MTP calls out, as identified in the 2040 Land Use Plan, #133 Transit Supportive Development Corridor Strategic Implementation Plan which will look at specific corridors, identified in the Land Use Plan, for improvements and identify what improvements are needed to implement the TSDC. AMATS is currently looking at developing an AMATS specific performance measure that might look at 1/4 mile improvements for non-motorized users/transit. This work has not yet been completed.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
58	4//30	Figure 4-15	Figure 4-15 could be improved by highlighting the designated Primary Transit Corridors.	Allen Kemplen	Staff does not concur. This map is just showing the existing sidewalks in the Anchorage Bowl and Chugiak-Eagle River. Staff recommends adding in the actions map from 2040 Land Use Plan.	Staff to add in the 2040 Land Use actions item map.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
59		Non-motorized Infrastructure	A case can be made that the MTP should be recommending funds be programmed for sidewalk development in a multi-year and systematic fashion with a goal of establishing a robust pedestrian infrastructure network within the Primary Transit Corridors by the year 2040.	Allen Kemplen	Municipal Long Range Planning reminds us that priorities for Transit Support Development Corridors change over time depending on many factors, particularly as development occurs. TSDC strategic implementation plans will identify discrete projects with planning level cost estimates for consideration for funding. Priorities for implementation will be coordinated with MOA Long Range Planning.	2040 MTP action item 3E-2 recommends revising the AMATS funding percentages. During this effort, AMATS staff could review the possibility of a portion of AMATS funding go towards non-motorized improvements focused on the TSDCs identified in the 2040 Land Use Plan.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
60		Safety	It is important to point out that the Non-motorized section states that Alaska ranks number one in pedestrian and bicycle fatalities per commuter but that the Safety analysis and recommendations appear to emphasize vehicles with little consideration for the other modes.	Allen Kemplen	Chapter 4 of the 2040 MTP, pages 4//29-4//35 does contain a discussion about the non-motorized system that includes safety. Pages 4//34 and 4//35 specifically discusses the collisions involving bicycle-vehicle and pedestrian-vehicle that occurs in within the AMATS area. Additionally see figures 4-18 and 4-19 that show the crash data for non-motorized users. The section on vehicular safety and non-motorized safety are approximately the same length, showing a heat map of crashes and chart(s) with a discussion on the concerns. 2040 MTP projects #133 recommends development of an AMATS specific safety plan and an Ingra/Gambell Pedestrian safety study. See action items 2A-1, 2A-2, 2A-3, 2A-4, 2A-5, 2A-6, 2D-1, and 2D-2.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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61		Complete Streets	It is noted that while the older neighborhoods have the more complete sidewalk networks this is also where some of the most dangerous road corridors for bikes and pedestrians are located. This is another example of how the MTP appears to prioritize vehicle mobility, often at the expense of people's lives. The MTP could be improved by recommending that not all roads should be designed to maximize the efficient throughput of vehicles and that certain roads should be set aside to maximize the safe movement of people and non-motorized modes of travel.	Allen Kemplen	The AMATS Street Typology plan is the first step in looking at this option.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
62		Transit	Thank you for the opportunity to comment. I believe that a Transit Hub in midtown where all forms of transit converge would benefit the Anchorage and the state as does Ted Stevens Airport. Transit Hub in Midtown where taxis, buses, light rail, vans, cars, trucks, light rail similar to light rail at St Paul Minnesota airport light rail is. with connections and light rail corridor to Chugiach, Eagle River, All the Malls, etc.,.	Alvin Virella	Thank you for your comment.	Staff recommends this comment be forwarded to the MOA Public Transportation Department for their consideration.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
63		HOV Lanes	Consider HOV High Occupancy Vehicle lanes particularly to Palmer and beyond and Seward. A bridge across the inlet to Kinai, Soldotna would cut traffic drive time from 3 hours to less than 30 minutes. Reducing the carbon foot print. Perhaps future endeavors of mass transit would include High Speed Bullet Trains or Magnelev trains from Alaska to Canada. As Canada already have these trains across their country ending at the American border of New York and New Jersey. Connections to Valdez, Fairbanks, Seward, Soldotna, Homer, Kenai, Eagle River, Palmer, Wasilla, etc. Perhaps Canada may wish to do a joint venture with Alaska to boost Commerce and Trade.	Alvin Virella	HOV lanes are in the 2040 MTP illustrative list project #305, but are dependent upon interchange improvements along the Glenn Highway first. AMATS can only plan for improvements within our Planning area. Anything outside of the Kink River Bridge to the north or anything outside of the Potter Weigh Station to the south are outside the AMATS Planning area.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
64		General	In Dubai and in Japan they build a airport and a city by dumping rocks in the ocean. This was done what everyone said could not be done. A future endeavor as such may make it possible to connect every village in Alaska with a road. The price tag would be enormous but not entirely impossible. Even the city of Anchorage could expand its Downtown Center or base out in to the Inlet. Thanks again for this opportunity to comment. Keep up the good work!	Alvin Virella	Expanding the land base is outside of the AMATS purview. Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
65	8	General	Should Matt [Cruickshank] be called out as Chair of CAC on p8?	AMATS CAC	Staff concurs.	Add chair to Matt Cruickshank's name in the Acknowledgments section.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
66	8	General	Wrong Debbie (not Ossiander) on p8.	AMATS CAC	Debbie Ossiander was part of the development of the 2040 MTP as a CAC member. Debbie Rinkey will be added in as her replacement.	Add in Debbie Rinkey to the Acknowledgments section for the CAC.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
67	4//3	Figure 4-15	Figure 4.1 - I question those numbers. Are there 3,523 miles of AMATS roads? I think AMATS roads are closer to 500 miles - p63 - I think the numbers should be derived from Figure 4-5. National Highway System on p73.	AMATS CAC	Yes these numbers are correct. The NHS system on figure 4-5 is a specific roadway classification and do not represent the entire roadway system.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
68	4//4	Table 4-1	Chapter 4, Table 4-1, align the text in the table.	AMATS CAC	Staff concurs.	Align the text in table 4-1.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
69	4//30	Figure 4-15	Figure 4-15. Sidewalks in Anchorage Bowl and Chugiak-Eagle River - same question about mileage of AMATS trails and sidewalks. The large quantity of trails shown does not accurately illustrate the trails that fall under AMATS jurisdiction.	AMATS CAC	Staff agrees the map needs to be updated.	Staff recommends updating Figure 4-15 on page 4//30 with the new map provided by HDR.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
70	4//32	Figure 4-16	Figure 4-16. Bicycle Facilities in Anchorage Bowl and Chugiak-Eagle River - same comments about showing trails outside of AMATS jurisdiction.	AMATS CAC	This is the data available to AMATS.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
71	4//34	Figure 4-17	The maps heat map used for Chugiak-Eagle River uses a different scale then the Anchorage Bowl heat map. It makes the accidents appear to appear more often in Eagle River then Anchorage Bowl. Also the map needs a legend.	AMATS CAC	Staff agrees these maps are confusing and recommends a replacement.	Staff recommends replacing figure 4-17 heat map with a map showing the accident locations.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
72	8//18		White print on blue table is very hard to read. Also, please include military and list JBER as a contacted member.	AMATS CAC	Staff concurs.	Staff will edit text color and add JBER to the list.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
73	7//21	Project #210	Hello, my name is Amy Reed. I am the parent of one child at Grace Christian School located on Pintail Street, just off Huffman Road, in south Anchorage. For quite some time, I have been very concerned about the difficult intersection at Huffman and Pintail. Difficulties at this intersection include recent accidents with injuries as well as numerous close-calls to, not only, families and students of Grace, but also the neighbors of Grace and others traveling the busy Huffman corridor. It is my understanding that MTP project #210 is currently under consideration. I am writing to politely ask that MTP project #210 be moved from the long term list to the short term list so that we can begin to plan on how to best address this dangerous and stress-filled intersection. Thank you for your consideration.	Amy Reed	Staff appreciates your concern and thanks you for taking the time to submit your comment. Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term. Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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74		Air Quality	In 2005, local air quality officials learned that the proposed projects in Anchorage's Long Range Transportation Plan would increase carbon monoxide levels in two square kilometers of Fairview [1 - Page 6 paragraph 4, Analysis of the Air Quality Impacts of the Anchorage Long Range Transportation Plan, October 6, 2005] by doubling traffic along the Gambell - Ingra corridor. Particle pollution from roadway silt and normal engine exhaust would also rise. These important findings have not been acknowledged publicly nor taken into consideration as ADOT continues to propose building a freeway connection through downtown and midtown Anchorage. [2 - http://www.highway2highway.com/documents/CHUAC/091508%20CHUAC%20Data%20Presentations.pdf . (slides 40-54)] Local studies show that children living near "busy roads" are significantly more likely to have asthma than children living farther away, even when the city meets federal air quality standards. [3- http://www.bvsde.paho.org/bvsacd/cd47/traffic.pdf .] Gambell – Ingra through Fairview and Midtown is already one of Anchorage's busiest roads and increased traffic will bring increased air pollution that is associated with asthma, upper respiratory infections, heart disease and premature death.	Anchorage Citizens Coalition	The 2040 MTP air quality analysis has determined that the projects in the plan will not jeopardize the Statewide Implementation Plan Transportation Control Measures. The air quality determination was done in accordance with federal regulations and is included in Chapter 9 of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
75		Air Quality	Sources and health effects of air pollution Carbon monoxide is a poison that starves the body of oxygen and is especially threatening to children and unborn fetuses. [4 - The diameter of a human hair is about 80 microns.] Coarse particle pollution called "PM10" or particle matter less than 10 microns, is associated with increased asthma and upper respiratory infections, even at levels the federal government now considers safe or "healthy." [5 - http://www.ehponline.org/docs/1996/104-3/gordian.html] Fine combustion particles "PM2.5" are associated with increased death of people with lung or heart disease. [6 - https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm] Particulate levels rise with increased vehicle speeds, weight and miles traveled. This is especially troubling because Alaska Department of Transportation persists in advocating for increased traffic through downtown and midtown residential districts while ignoring very real environmental and health consequences. The Anchorage Citizens Coalition calls on local and state government to be honest with the people of Anchorage and acknowledge the health threats of adding traffic by building this highway connection through the most dense residential areas of Anchorage. It is time for Anchorage to invest in a safe, healthy and environmentally responsible transportation system coupled with land use strategies that reduce the need to drive to secure everyday necessities.	Anchorage Citizens Coalition	Fulfilling the 2040 Land Use Plan long range vision for higher density and infill, that could lower dependence on private vehicles, is dependent on an expanded transit service. See pages 3 and 60 from the 2040 Land Use Plan that talks about these issues. Additional funding, outside the 2040 MTP, is needed for an expanded transit system.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
76	7//38	Project #409 - Support for Project	Comment was too large for the comment response summary. Please see attachment B for the comment.	Anchorage Park Foundation	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
77	7//38	Project #409 - Support for Project	Comment was too large for the comment response summary. Please see attachment C for the comment.	Anchorage Trails Initiative	Thank you for your comment. Staff recommends forwarding this comment to MOA PM&E for their consideration.	Staff forward comment to MOA PM&E.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
78		Modeling, Commuter Rail, and Bus Rapid Transit	The presentation did not address the connection between housing in the Mat-Su and employment in the Anchorage Bowl. The Glenn Highway corridor is shared holistically with the Alaska Railroad. There is no discussion of shifting people community to/from Mat-Su to season commuter rail or to Rapid Bus Service. These vehicles coming in from the Valley make a significant contribution to congestion on the roads network in the Anchorage Bowl. This is a glaring omission since Gov. Walker recently proposed just such a service and it was supported by the public.	Anonymous - Public Meeting	The 2040 MTP model does take into account induced demand for housing in the Mat-Su Borough and Anchorage. See report Socio-economic projections and land use allocation report 2016 (get link). While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation. Bus Rapid Transit on the Glenn Highway was not included as there is no funding for it. This would require a Transit Authority/taxing/funding/etc.	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
79		Vehicle Trips	The MTP focus on vehicle trips established a bias for road expansion projects. This is occurring despite the fact that the FHWA has stated that person trips are the proper metric. The decision to focus on AADT and vehicle trips distorts the priorities of the MTP and arguably runs counter to the federal rules. This vehicle centric approach also run counter to the recently adopted Anchorage Bowl Land Use Plan and its recommendations for a more pedestrian oriented metropolitan area.	Anonymous - Public Meeting	AMATS is in transition from using Level of Service/Vehicle Trips to Person Miles Traveled. The new federal measures for Performance of the National Highway System on page 3//10 will help AMATS move in this direction, but the reporting periods for these measures are not complete and no data is available for the 2040 MTP. See page 5//17 last paragraph for more information.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
80	7//20	Project #208 - Glenn Highway Tolling Study	Project 208 seems like an odd project to me. It seems that (1) it would be difficult, politically, to toll a state road is the only road between 2 major population centers. (2) It seems like it would be one more hit to Anchorage retailers. Particularly if the city sales tax is implemented probably doesn't meet goals 3 or 4.	Anonymous - Public Meeting	This is a study to look at what it will take to toll the Glenn Highway, which includes looking at all Alaska laws, and the negative/positive impacts on the Municipality of Anchorage and the Mat-Su Borough.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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81		#117, #212 - Midtown Congestion Relief #214, #316 - Seward Highway to Glenn Highway Connection	I would focus more funding/effort into the H2H connection than appears to be in the plan. IMO [In My Opinion] there are many projects that would not have really the benefits of that connection.	Anonymous - Public Meeting	The projects in the 2040 MTP were scored, ranked, and put into the MTP by the AMATS Technical Advisory Committee and Policy Committee after a public review period. This was heavily dependent upon available funding and timing of projects.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
82		Transit	I am not sending in my comments via email as I do want my comments to be public information. I have lived in Anchorage since 1972. Here are my comments 1. It is unrealistic for me to use a bus, as there are no bus routes near my house. Even in summer, the distance I would have to walk to reach a bus is too far.	Anonymous - Resident of Midtown Anchorage	Staff recommends forwarding this comment to MOA Public Transportation Department.	Staff forward comment to MOA PTD.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
83		Non-motorized	2. I do not bike, and I am NOT going to start now, as I am too old. How can one bike when the streets are not plowed and extremely narrow?	Anonymous - Resident of Midtown Anchorage	The 2040 MTP has action items for Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4 that can help address this concern.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
84		Transit	3. I am not going to use a van pool as it is too inconvenient, and I am too busy to wait for one.	Anonymous - Resident of Midtown Anchorage	Staff recommends forwarding this comment to MOA Public Transportation Department.	Staff forward comment to MOA PTD.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
85		Air Quality	PS: I have never used the fireplace in our house, and we do not have a wood stove. I do respect the environment, but there has to be a balanced solution.	Anonymous - Resident of Midtown Anchorage	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
86		General	Good job! It looks like a tremendous amount of work to put together this comprehensive plan. To work through all the various options and input and actually get a document put together is impressive.	Anonymous- Public Meeting	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
87		Non-motorized Infrastructure	Comment was too large for the comment response summary. Please see attachment D for the comment from page 1 to middle of page 2 that ends with "Let us persevere in making Anchorage a city in which citizens can safely travel to get places they need to go without always having to use motorized transportation."	Barbara and Michael Carlson	At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. These projects can be nominated for the next MTP update.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
88		Non-motorized Maintenance	It is critical to maintain and repair the trails we have as a priority.	Barbara and Michael Carlson	This is best addressed as part of the trails plan update.	Staff recommends forwarding this comment to the AMATS trails plan update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
89		Non-motorized Maintenance	Continue close some non-paved trails during breakup to protect them while they are wet and vulnerable to damage. Every year we see instances of ruts caused by people who disregard this rule, which is unfortunate.	Barbara and Michael Carlson	This is best addressed as part of the trails plan update.	Staff recommends forwarding this comment to the AMATS trails plan update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
90		Wildlife	It should also be a consideration to close some trails during moose calving and the first month after calf dropping. The single-track trails have put people and large mammals on collision courses with one another and we are concerned for the safety of citizens and the well-being of the wildlife. It is unfortunate that in the Kincaid woods, many single-track bikers race by just feet away from other trails; in places that break up the habitats into smaller areas making it harder for wildlife to get away from people. There are frequent and dangerous conflicts with moose, especially those with new calves and also confrontations with bears and their cubs. This also makes wildlife more likely to be agitated and possibly attack other humans nearby, who had nothing to do with said disturbance.	Barbara and Michael Carlson	This is best addressed as part of the trails plan update.	Staff recommends forwarding this comment to the AMATS trails plan update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
91		Non-motorized	Parks and Rec might consider the possibility of alternating days when single tracks could be used by bikers, providing some days of the week when people who are watching wildlife to have a more pleasant and safe experience.	Barbara and Michael Carlson	This is best addressed as part of the trails plan update.	Staff recommends forwarding this comment to the AMATS trails plan update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
92		Wildlife	Keep trails out of the Anchorage Coastal Wildlife Refuge (ACWR) and important adjacent wetlands upon which its wildlife depend. It is a wildlife refuge and the only other purposes allowed are those which will not interfere with wildlife and the habitat. During spring, roughly early April through mid-May many species migrate through Anchorage and stopover in the ACWR to rest, preen and feed. The ACWR is part of the National Audubon recognized Anchorage Important Bird Area of Continental significance that stretches from Ship Creek to Potter Marsh. a. Among the 220 species of birds who visit or live here are the sensitive sandhill crane, <i>Grus canadensis</i> . The breeding population has fewer than twenty pairs which use the narrow marsh and grasses with fresh water closest to the toe of the bluff. They are territorial and require a large amount of space around them to nest and	Barbara and Michael Carlson	This is best addressed as part of the trails plan update.	Staff recommends forwarding this comment to the AMATS trails plan update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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			<p>successfully raise their broods. Additionally, there is a small group of resident cranes who are non-breeders that grace the refuge each year, filling some quiet days and nights with primordial sounds.</p> <p>b. Another notable migratory bird that depends on the ACWR is the snow goose, <i>Chen caerulescens</i>. This distinctive white goose with black tipped wings stops over in the refuge in spring for an important refueling station en route to Wrangel Island north of Siberia. It is inspiring for citizens and visitors to be able to see these birds at overlooks and along extant trails. Although they are not endangered, for unknown reasons the last decade the snow geese coming through the ACWR has declined. Please be careful not to put trails in the habitat they use which would displace them.</p> <p>c. Among the iconic wildlife the refuge supports are the endangered Cook Inlet beluga whale, <i>Delphinapterus leucas</i>.</p>					
93	7//49	Project #601	<p>With regards to MTP # 601, connecting Kincaid to Potter, that ship has sailed if one takes it to the extreme. The City has allowed the coastal land between the destinations to be developed, for which they collect handsome taxes. We believe the destinations should still be connected, but it will have to be done with connecting various trails and have some road crossings and stretches along roads. Overpasses and underpasses should be included wherever possible to make crossings safer. Wherever possible, trails should lead to scenic overlooks along the coast, where there are rest stations and educational signage created in collaboration with the appropriate agencies and groups, such as the United States Fish and Wildlife Service (USFWS), the Alaska Department of Fish and Game (ADF&G), Audubon, the National Marine Fisheries Service (NMFS), and (Friends of the Anchorage Coastal Wildlife Refuge) FAR. (Although Barbara is president and executive director of FAR, we write today as citizens.) We assert that to be in the MTP this section should properly be transportation related and not merely recreational. Although recreation is a good thing, these are primarily transportation funds.</p>	Barbara and Michael Carlson	<p>The aligned for this project is not set yet and still needs to be review. However, this project is in the illustrative of the 2040 MTP and is not anticipated to receive funding by 2040.</p>	Staff recommends this comment be forwarded to the MOA parks department and the AMATS trails plan update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
94		Non-motorized Infrastructure	<p>Regarding the stated goals 3, 5, & 6, as described.</p> <p>a. Goal 3: Providing at least a bike lane and possibly sidewalks and/or a multi-use trail along W Dimond Blvd/Jodhpur/Kincaid Road, the aforementioned and described route, would both decrease the hazards for motorized users to have conflicts with nonmotorized users by separating the surfaces upon which they travel. This is a more efficient and safer system than currently exists.</p> <p>Goal 5: Providing at least the bike lane along this route would help promote environmental sustainability by making it possible to travel within the footprint of an established road, and not destroy or diminish valuable wildlife habitat.</p> <p>i. Find ways to calm traffic through this area to make it safer to have a bike lane which would take less land, as opposed to a separated multi-use trail if possible.</p> <p>ii. Consider dedicated street crossings if it will allow for this facility to be included. For example, if the public easement along a stretch is problematic because houses are too close to the road, a bike lane, sidewalk, or separated multi-use trail might be possible if there is a crossing and it switches from one side of W Dimond to the other.</p> <p>Goal 6: It would seem to have the highest benefit-cost ratio to design with a simple bike lane. If there are locations along the stretch where a bike lane would be prohibitively costly, the route might travel for a distance as a multi-use trail, along, for example, an electric easement.</p>	Barbara and Michael Carlson	<p>These projects can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
95		Transit - On time Performance	<p>I take the bus everyday to work and I take the route 20. My only concern is that they need to stick to the time shown on the text messages when we text to check the bus time. Sometimes they take [comment ends]</p>	Bernadine Fiu - Public Meeting	<p>Thank you for your comment.</p>	Staff recommends this comment be forwarded to the MOA Public Transportation Department for their consideration.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
96		General	<p>In July 2019 we sent comments about the 2040 MTP project list, and in August 2019 we provided comments and testimony before the Policy Committee. We voiced our support for projects like 32nd Avenue and 33rd Avenue Rehabilitation that make biking and walking safer and easier, and encouraged AMATS to delay a number of large highway projects to reflect the current state fiscal climate and shift short term funding priorities to non-motorized facilities to reflect public sentiment. In this document, we repeat the same concerns along with new detailed comments. We reiterate our position recognizing that the MTP is running out of time to incorporate this input in a meaningful way. Our hope is that these comments will influence the initiation and trajectory of the next MTP cycle and that we can collaborate with you more closely in the future.</p> <p>Our greatest concern with the 2040 MTP is that it appears to follow an unsustainable precedent, prioritizing the same metrics of decreased travel time and congestion, relying on outdated design standards and assumptions, and maintaining similar funding allocations. While we applaud key non-motorized projects and the inclusion of Vision Zero considerations, the emphasis remains on moving vehicles. This is not only to the detriment of human life and impactful to the most vulnerable among us, it weakens our community, our local economy, our environment, and our future. By maintaining this trajectory the plan appears unresponsive to our current fiscal climate, demographic trends, ability to maintain facilities, public sentiment, vision zero concerns, and</p>	Bike Anchorage	<p>Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access". FHWA also requires the MTP to look at regional mobility.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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			<p>environmental impact. Ultimately the MTP needs to be better aligned with the Land Use Plan, creating a transportation system that sustains the right type of growth and supports our community.</p>		<p>The MOA Energy and Sustainability group did a review of the 2040 MTP and provided staff with a document showing the overlap between the Climate Action Plan and the 2040 MTP. See attachment E CAP and 2040 MTP Overlap.</p> <p>AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.</p> <p>Also see action item 2C-2 and policy 3-3.</p>			
97	7//11, 7//12, 7//13	Project #112, #117, #120	<p>The MTP survey results revealed that the public is most interested in alternatives to the automobile as a way to safely and efficiently travel. However, funding in the current project list is heavily skewed toward highway and widening projects. We believe the high levels of funding for the Midtown Congestion Relief project, Glenn Highway improvements, and other widening projects do not accurately reflect the priorities expressed by the public, and instead preclude non-motorized projects from being able to be funded.</p> <p>To free up funds for projects that most accurately reflect public sentiment, we recommend moving the following projects from ST to LT:</p> <ul style="list-style-type: none"> ● #112 Glenn Highway Hiland Road Interchange reconstruction (\$30,000,000) ● #117 Midtown Congestion Relief (\$193,288,000) ● #120 Mountain Air Drive - Rabbit Creek Road to E 164th Avenue (\$13,500,000) <p>Our previous comments also raised concerns about the following projects that are underway:</p> <ul style="list-style-type: none"> ● #126 Widen Seward Highway O'Malley to Dimond (\$130,930,000) ● #128 Seward Highway/O'Malley Interchange (\$20,800,000) ● #129 Scooter Avenue to Academy (\$75,830,000) <p>The MTP currently spends the majority of transportation dollars on a handful of big projects. We do not believe this is in alignment with both the public's desires and the current fiscal climate of the state.</p>	Bike Anchorage	<p>These projects are funded with federal monies that go towards addressing DOT&PF priorities. Based on consultation with DOT&PF, the AMATS committees developed the fiscal analysis with these projects in the short term of the MTP. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
98		Support 3E-1 and 3E-2	<p>While we recognize the importance of programmed highway improvements to address vulnerabilities like overpasses and old bridges, we see a disproportionate focus on improving highways while conditions that lead to pedestrian deaths go unaddressed (e.g. Benson, Tudor). There are streets throughout Anchorage where no or minimum-width pedestrian facilities make streets impassable in the winter (e.g. Northern Lights, west end of 36th Ave) and aging streets in central urban areas and surrounding neighborhoods that don't have accessible routes because of utilities (e.g. East side of C St, 13th Ave). The large highway projects may be important for the future but there are plenty of current concerns that don't appear to be addressed by the plan. Additionally, we would like to see a greater emphasis placed on re-allocating existing roadway width and making sure our local and collector roads have appropriate width, speeds, and connectivity to support the non-motorized network.</p> <p>For this reason we strongly support actions 3E-1 and 3E-2. Pursuant to all stated goals, especially Goals 4-6, we request that the percentage of transportation funds for Muni collector roads and non-motorized facilities across the system be increased from historic amounts in order to:</p> <ol style="list-style-type: none"> 1. Prioritize places of economic exchange over transportation of goods and people, making urban centers more attractive and livable (Goal 4) 2. Build a core of active transportation facilities connected to essential services and places of employment, making urban centers more accessible (Goal 5) 3. Utilize Federal funding for priority Muni collectors/active transportation facilities and certify projects through the Muni in order to decrease project engineering and construction costs from multi-agency coordination and significant phasing (Goal 6) 	Bike Anchorage	<p>The 2040 MTP has the following action/policy items to help address Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4.</p> <p>The 2040 MTP action item 3E-2 that recommends looking at the AMATS funding percentages by mode and adjusting them.</p> <ol style="list-style-type: none"> 1) The 2040 MTP needs focus on both the transportation of goods and people and the places of economic exchange. Both are dependent upon each other. 2) The 2040 MTP action item 3F-2 will help with building the core active transportation facilities throughout the AMATS area. 3) All federally funded projects are required to go through DOT&PF for certification. This is outside the MTP purview. 	No changes.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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99		General Goals	Some of the goals include components that could be applied in a conflicting manner: Reduce vehicle, pedestrian and bicycle crashes (2A), decrease emergency response time (2B), and minimize conflicts between freight and motorized/non-motorized travelers are all under the same goal of improved safety. While 2B is important it can be applied by increasing design speeds, widening lanes and turning radii, and removing speed humps and raised intersection for large emergency vehicles—all of which decrease the safety for pedestrians and cyclists. Alternatively 2B could be achieved by adding connectivity of low-speed collectors, encouraging denser infrastructure in urban cores, and ensuring snow storage and adequately funded snow removal. The intent of how 2B will be applied is not adequately described. Similarly 2D is so general that it can be used to discourage or remove adjacent non-motorized facilities or build bypass routes that are not expedient for the most vulnerable users. Likewise decrease travel time (3A), improve roadways to handle projected traffic (3B), promote bicycle, pedestrian, and transit use (3E), and reduce congestion (3H) are all under the same goal of improving travel conditions. Since 3A and 3H don't mention "all modes" and have historically not been used to make expedient bicycle and pedestrian connections, they appear to compete with 3E. If 3A, 3B, and 3H are implemented to prioritize moving vehicles per the historic precedent, the result is a net negligible increase or even a decrease in bicycle, pedestrian, and transit use. Every intersection lane that's added, every extended signal time, every expanded controlled access facility can result in an added obstacle for bicycles and pedestrians. Lumping these aspects into the same goal makes it difficult for the public and local agencies to understand whether a project will measurably enhance travel for non-motorized users, or simply keep Alaskan vehicles moving.	Bike Anchorage	This comment can be reviewed for the next MTP. The 2040 MTP has to balance the needs of all users. The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP. This can be reviewed for consideration for the next MTP update.	Staff recommends this comment be reviewed for consideration for the next MTP update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
100		Add Projects	The following projects are not listed but should be prioritized: o Adding sidewalks on W 36th (Iowa to Woodland), W 40th (Arctic to C), and Chugach Way. o Improving sidewalks on 13th (C to Nelchina), Benson (East of Arctic), and the Tudor Overpass. o Adding bike lanes on Arctic (S of Benson), E 56th, and LaTouche.	Bike Anchorage	These projects can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
101		MTP Alignment with Complete Streets and Non-motorized Plan	Questions 1. How will AMATS ensure MTP projects are in alignment with both the Complete Streets Policy and goals of the Non-Motorized Plan?	Bike Anchorage	The AMATS non-motorized plan is not yet approved and subject to change. 2040 MTP 4B-3 recommends reviewing the AMATS non-motorized plan, when adopted, for the next MTP. The AMATS Complete Street Policy checklist is not yet completed. Once this is done it can be incorporated into the AMATS process. 2040 MTP action item 5I-1 address this issue.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
102		Safety Scores	2. How will AMATS ensure projects receiving high safety scores will result in demonstrable reductions in injuries and fatalities?	Bike Anchorage	Project #133 includes a project to prepare an AMATS safety plan to look at the data closure. AMATS has more work to do to be able to demonstrate this.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
103		Non-motorized Plan	Non-motorized Plan To achieve a complete network, all proposed projects should align with the adopted Anchorage Complete Streets Policy, and the MTP should be updated to reflect the conclusions and prioritization of the Anchorage Non-Motorized Plan when it is finalized. We encourage AMATS to host a worksession to quickly incorporate Non-Motorized Plan projects as soon as the plan is released.	Bike Anchorage	The AMATS non-motorized plan is not yet approved and subject to change. 2040 MTP 4B-3 recommends reviewing the AMATS non-motorized plan, when adopted, for the next MTP. The AMATS Complete Street Policy checklist is not yet completed. Once this is done it can be incorporated into the AMATS process. 2040 MTP action item 5I-1 address this issue.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
104		Vision Zero and Projects	Vision Zero We are encouraged to see reference to the Vision Zero High Injury Network in some project descriptions. Implementing significant safety upgrades on this network should be a top priority. We are also encouraged to see Access Management projects like MTP #101, #251, #313, , and #319 will decrease conflicts for bikes/peds at driveways and side streets. However, we believe only projects which include demonstrable safety improvements should receive a high safety score. If a project is located on the Vision Zero High Injury Network but does not include any demonstrable improvements in safety for vulnerable users, it should not qualify for a higher safety score.	Bike Anchorage	Vision Zero is a good first step for identifying locations for safety concerns. However, it did not address the cause or contributing factors. Project #133 includes a project to prepare an AMATS safety plan to look at the data closure.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
105	7//16	Project #135 [134]	Roadway Projects The following roadway projects should receive short-term priority in order to quickly enhance safety and comfort for all road users: ● MTP #135 - Spenard Road Rehabilitation - Benson Blvd to Minnesota Drive The non-motorized improvements on Spenard Road have already resulted in a thriving, walkable business district. MTP #132 will expand on this success.	Bike Anchorage	Project #134 is in the AMATS 2019-2022 TIP for funding and has started the design work. Projects in the 2040 MTP are not prioritized in the Short or Long Term.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
106	7//10	Project #110	● MTP #110 - Fireweed Lane Rehabilitation - Spenard Road to Seward Highway Initiating a road diet with a cycle track or bike lanes on Fireweed will transform an already well used non-motorized corridor into a comfortable and safe East/West connection.	Bike Anchorage	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
107	7//7	Project #100	● MTP #100 - 32nd Avenue and 33rd Avenue Rehabilitation - Arctic Blvd to Old Seward Highway This project will set important design precedent, be a boon to Anchorage's non-motorized network, and is a unique opportunity to attract cyclists of all comfort levels.	Bike Anchorage	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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108	7//47	Project #508	<p>Non-Motorized Projects</p> <p>The following non-motorized projects should receive short-term priority in order to quickly enhance safety and comfort for all road users:</p> <ul style="list-style-type: none"> ● MTP #508 - Northern Lights Blvd Lane Reduction - Minnesota Drive to Seward Highway <p>We are excited by the prospect of a road diet on Northern Lights. Despite its dangerous and uncomfortable configuration for non-motorized users, it currently receives heavy use from cyclists and pedestrians.</p>	Bike Anchorage	This project in the Long Term of the 2040 MTP. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
109	7//35, 7//36, 7//39, 7//40, 7//42, 7//43, 7//44, 7//45, 7//46, 7//47, 7//48	Project #401, #402, #403, #404, #413, #416, #417, #418, #423, #424, #426, #427, #428, #430, #434, #501, #502, #506, #507, #509	<p>[The following non-motorized projects should receive short-term priority in order to quickly enhance safety and comfort for all road users:]</p> <ul style="list-style-type: none"> ● The following projects address critical gaps in the existing non-motorized network: <ul style="list-style-type: none"> MTP #'s 401, [88th Avenue Bicycle Lanes - Jewel Lake Road to Northwood Street] 402, [A St Sidewalk/Pathway - 13th Ave to Fireweed Lane] 403, [A St West Side Sidewalk - Benson Blvd to 36th Ave] 404, [A St West Side Sidewalk - Fireweed Lane to Benson Blvd] 413, [Coronado Street Separated Pathway - Old Glenn Highway to Echo St, along North Eagle River Loop Spur to North Eagle River Loop Road] 416, [Downtown Trail Connection - Coastal Trail to Ship Creek Trail] 417, [E Street Road Bicycle Facility - 3rd Avenue to 9th Avenue] 418, [Eagle River Rehabilitation and Extension - Old Glenn Highway to Mile Hi Ave] 423, [Golden Bear Drive Sidewalks Construction - Muldoon Road (North) to Bartlett High School] 424, [Klatt Road Paved Shoulder Bikeway - Victor Road to Puma Street] 426, [Mountain View Drive Pathway Reconstruction - Bliss Stree to North Bunn Street] 427, [Northern Lights Blvd Sidewalk/Pathway Rehabilitation - Wesleyan Drive to Muldoon Road] 428, [Northern Lights Blvd Sidewalk/Pathway Rehabilitation - Drake Drive to Lake Otis Parkway] 430, [Old Seward Highway Pathway - DeArmoun Road to Rabbit Creek Road] 434, [Reka Drive Sidewalks Construction - Bragaw Street to Pine Street] 501, [Eagle River Loop Road (Veteran's Memorial Highway) Separated Pathway - Glenn Highway to Eagle River Bridge] 502, [Elmore Road Pathway Construction - DeArmoun Road to Rabbit Creek Road] 506, [Lore Road Bicycle Lanes - Seward Highway to Lake Otis Parkway] 507, [Lore Road Pathway and Shared Road Bike Facility - Lake Otis Parkway to Elmore Road] and 509 [Oberg Road Separated Pathway Construction - Glacier Vista Road to Glennway Drive] 	Bike Anchorage	<p>All the #400 project are in the Short Term of the 2040 MTP.</p> <p>The 2040 MTP used the Vision Zero High Injury Network to determine which projects helped to address safety. Projects #403, #404, #426, and #434 are identified to help with safety.</p> <p>Projects in the 2040 MTP are not prioritized within the Short or Long Term.</p> <p>Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
110		Safety and Security	How about a flyway over Anchorage. Like an overpass but bypassing the drug-infested parts of the trip.	Bob Bravo - Facebook	The 2040 MTP mentions security for travelers in Appendix D, but does not delve into the effects on crime on travel. The next MTP could look at this for possible recommendations.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
111		Right Turn on Red	<p>Hello,</p> <p>This is a general comment on a small part of transportation planning.</p> <p>I have reached retirement and often walk around Anchorage. There is just a small percentage of people walking compared to driving.</p> <p>There are many instances where traffic does not stop at stop signs, accelerates at caution and red lights, and drivers are texting and looking at their phones.</p> <p>Maybe engineering solutions could be made to lessen these infractions.</p> <p>A suggestion is, at intersections, to keep the right lane turning radius small. Traffic can proceed at an unsafe speed for pedestrians turning right at intersections with a large radius dimension. It is often that drivers do not look for a pedestrian while in a hurry to turn right and do not come to a full stop knowing the large radius can accommodate their speed.</p> <p>Thank you for the opportunity to comment</p>	Brian Corcoran	The 2040 MTP includes action item 2A-1 to explore removing right turn on red at select locations within the AMATS area.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
112	7//38	Project #409	<p>THEREFORE, BE IT RESOLVED THAT; The Campbell Park Community Council strongly supports the MTP 2040 plan to build a bridge or equivalent infrastructure to provide a safe crossing at Lake Otis from Campbell Park to 47th Court on the Campbell Creek Trail;</p> <p>BE IT FURTHER RESOLVED THAT; The Campbell Park Community Council urges AMATS to prioritize funding for the project in the next Transportation Improvement Plan and other federal, state and local funding sources.</p>	Campbell Park Community Council	<p>Thank you for your comment.</p> <p>The TIP nomination process is sperate from the MTP. This project can be nominated for the TIP and staff encourages to commenter to do so during the next TIP nomination process expected to begin in a few years.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
113		Non-motorized Winter Maintenance	<p>I enjoy living and working in midtown, in part because it has allowed our family to resist buying a third vehicle as my children have grown into teenagers and begin to drive. I have challenged myself to get around through a combination of walking, biking, riding the bus, and asking for rides a lot more than I used to. I have lived in the North Star neighborhood since I moved to Anchorage in 1995, between Arctic and C, near the C Street gardens. My comments are completely based on my many years of experience moving around in this neighborhood. My daughter jokes that I cannot retire until the C Street sidewalk is fixed. So, let me start!</p> <p>C Street between 15th and 36th, especially on the West side of the street is impassable the winter, and uncomfortable the rest of the year. While there is a sidewalk, it is buried under snow in the winter, and not regularly cleared the rest of the year (leaving it dusty and accumulating dirt and weeds). For many years, it was hard to know there was even a sidewalk between W 19th and Fireweed. When Loussac Place replaced Loussac Manor, the sidewalk was uncovered, but since then it does not seem to be on a regular list of maintenance. The Municipality and the State are both aware of the lack of maintenance of the West side of C</p>	Carma Reed	<p>The 2040 MTP has action items for Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4 that can help address this concern.</p> <p>The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate. Actions 2D-2, 5I-2, 5I-4, and 5I-3 in the 2040 MTP help to address this issue.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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			<p>maintainance. The Municipality and the State are both aware of the lack of maintenance of the West side of C Street, especially in the winter, quite a list of reasons why it is a difficult sidewalk to maintain in the winter (snows plow from left to right and dump on that sidewalk, no one removes the snow on a regular basis, there is a guardrail along C Street from Chester Creek almost to Fireweed that makes removing that snow even harder, etc., etc.). But the fact remains pedestrians DO use this side of the street to walk, even when it is dangerous and dark and slippery in the winter, and cramped with bikes and pedestrians sharing a narrow, steep, dirty sidewalk the rest of the year. Buses stop on this West side of the street, and there is no way to safely cross C Street (a major thoroughfare) to reach the sidewalk that is slightly better maintained on the other side. It is a recipe for disaster, and certainly an undignified walk to work or wherever one is trying to go.</p>					
114		Non-motorized Maintenance	<p>In the last few years, the stairs from North Star Elementary to 21st street have been removed and the hill fenced, leaving even more people focused on C Street as a pedestrian route between Chester Creek and Midtown. While it may be more convenient for those responsible for street maintenance for pedestrians to use other routes, it is clear that pedestrians do not agree, and will use this route. There are no signs not to, and it really does make sense as the shortest distance from point A to point B, and usually only past the point of no return does one realize he/she has put his life in jeopardy by trudging through the snow berm in the dark next to roaring traffic.</p>	Carma Reed	<p>The 2040 MTP has action items for Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4 that can help address this concern.</p> <p>The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate. Actions 2D-2, 5I-2, 5I-4, and 5I-3 in the 2040 MTP help to address this issue.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
115		Complete Streets	<p>Another annoyance I will mention (which I have mentioned in other comment opportunities) is actually joining C Street on a walk to midtown from North Star (walking south). An unofficial pedestrian walkway has been carved from the southern tip of the C Street Gardens area where 21st street would continue, if C Street were not there, up to the sidewalk on the West side of C Street. The alternative is to walk North to 19th street then double back to walk South up C Street. It is faster, but unpleasant and dangerous, to cut up the bank. If you go look, you will see pedestrians have carved this unofficial alternative – throughout the year (through snow in the winter, through mud in the spring, through weeds in the summer). Farther south, the West side of C Street also boasts fire hydrants in the middle of the sidewalk (by Popeye's, just south of Benson), and plenty of driveways crossing over the sidewalk with cars looking only North as they merge on to C Street, not South. It begs for a "complete streets" look – there is plenty of right of way, or at the very least underutilized parking lots and unkempt weeds, lots of pedestrians and bicyclists, cars, buses and bus-stops, but no maintenance and no hint of thoughtful planning, in both winter and summer.</p>	Carma Reed	<p>The 2040 MTP has action items for Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4 that can help address this concern.</p> <p>The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate. Actions 2D-2, 5I-2, 5I-4, and 5I-3 in the 2040 MTP help to address this issue.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
116		Non-motorized Infrastructure	<p>I don't see this thoroughfare of pedestrians and bikes between midtown and downtown addressed in this plan, unless it is part of the "midtown congestion relief" project, but that does not seem likely to address this sidewalk, nor is C Street colored as a "short term" project street in figure 7-4, or a long term project in figure 7-5, or a Recommended Non-Motorized Project in table 7-4 or Long-Term 7-5 (A street is addressed, but not C). I don't know how this stretch could be ignored, still, with the increased development along C Street and loss of the North Star stairs, increased biking (page 4-33) and a rather hot heat-map of ped-bike-vehicle crashes (page 4-34).</p> <p>Please take another look and find a way to address this critical street. If there is anything I can do to help, please let me know. And if I miss an opportunity to comment please do not think it is because the problem has been solved (until it has), but rather because I, like many others who walk C Street, am very busy, with work, being a mom, volunteering in a variety of ways, and, well, walking to work.</p>	Carma Reed	<p>The 2040 MTP has action items for Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4 that can help address this concern.</p> <p>The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate. Actions 2D-2, 5I-2, 5I-4, and 5I-3 in the 2040 MTP help to address this issue.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
117		Non-motorized Winter Maintenance	<p>Bad trail maintenance. Elmore and Dowling not wide enough for bikes & walker esp in winter. Where do we send pictures of problems?</p>	Churchel - Public Meeting	<p>MTP action items 3F-3 and 5E-2 pertain to non-motorized maintenance.</p>	Picture of problem areas can be sent to Paul VanLandingham at gaylon.vanlingham@anchorageak.gov .	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
118	7//21	Project #210	<p>Hello, my name is Cortland Reger. I am the parent of 3 students at Grace Christian School located on Pintail Street, just off Huffman Road, in south Anchorage. For quite some time, I have been very concerned about the difficult intersection at Huffman and Pintail. Difficulties at this intersection include recent accidents with injuries as well as numerous close-calls to both families and students of Grace, as well as, neighbors of Grace and others traveling the busy Huffman corridor. It is my understanding that MTP project #210 is currently under consideration. I am writing to politely ask that MTP project #210 be moved from the long term list to the short term list so that we can begin to plan on how to best address this dangerous and stress-filled intersection. Thank you for your consideration.</p>	Cortland Reger	<p>Staff appreciates your concern and thanks you for taking the time to submit your comment.</p> <p>Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term.</p> <p>Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p> <p>In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
119		Transit	<p>In general, I do not support building of any new motorized infrastructure (particularly that which would undermine the quality of life in our lower-income communities), as long as the MOA has not made the attempt to make a functional, attractive-to-use public transit system a reality, city-wide. As the PeopleMover exists now, it is neither - buses are late, there were entire high volume routes removed at last revision, and costs to the ridership went up.</p>	Courtney Swartz	<p>Recommend forwarding this comment to the Municipality of Anchorage Public Transportation Department.</p>	Staff will forward to this comment.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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120	Erratta Pages	Project #131 - Seward Highway Scooter-Academy Interchange	In other large metropolitan areas such as L.A. and Seattle, the "build it and they will come" philosophy has been tried, and retracted. Building more and more infrastructure that we cannot later afford to maintain, makes zero sense, when the most common-sense approach would be to find ways to reduce the total number of drivers on the road (PeopleMover, bikes, bike-to-bus). So, as you might imagine, I appreciate that there have been amendments made to support non-motorized use of existing corridors; I encourage you to do the same with the Scooter-Academy underpass (project 103). [...] Thank you for your time, work, and consideration, and thank you for the changes that you *have* made to the MTP 2040, thus far, to make Anchorage a better, nicer place to live. Please continue in that vein, and consider making the Scooter-Academy project into a non-motorized underpass.	Courtney Swartz	The Scooter-Academy underpass project is #131. Project #103 is the realignment of Academy-Vanguard to connect to the Scooter-Academy underpass. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	Staff recommends no change to the MTP. Staff recommends forwarding comment to the DOT&PF project manager.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
121		Transit	To expand on the improvement of public transit angle: I'm a year-round bike commuter who also makes use of the bus lines. At last revision of the PeopleMover system, my bus commute went from 30 minutes flat, to more than an hour on any given morning, assuming I do not miss my very tight transfer window. I can literally ride my bike to work in less time than that, even in the winter. However, it is not always practical for me to do so. While I am aware that this comment form is for the AMATS MTP 2040, one can hardly address the construction of new infrastructure, without bringing in the reduction of volume/burden on those structures.	Courtney Swartz	Recommend forwarding this comment to the MOA Public Transportation Department.	Staff will forward to this comment.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
122		General Support for Assembly Resolution	I strongly support the Assembly's list of transportation amendments [...]. Anchorage needs to join the 21st century by focussing on the climate change impacts of transportation policies.	Cynthia Wentworth	Please see responses to the Municipality of Anchorage Assembly. Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
123	7//12, 7//22, 7//23, 7//31	Projects #117, #212, #214, and #316	Thank you for the opportunity to review the Metropolitan Transportation Plan. I support the amendments recommended by the Anchorage Assembly. I appreciate the changes that take long-term maintenance costs of infrastructure and climate change into account. Many of the amendments (i.e. redesigning A and C Streets to be Complete Streets) support non-motorized transportation and public transportation. This will make our community safer and healthier for everyone who lives in Anchorage. I appreciate that no more work will be done on the freeway interchanges (projects 117, 212, 214 and 316) as I do not support these projects. They will bisect low-income and minority communities and work against the goals of a vibrant downtown and a walkable midtown.	Dael Devenport	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
124	7//8	Project #103 [#131]	I also do not support project 103. It would be more cost effective to change the Scooter-Academy underpass to a non-motorized corridor.	Dael Devenport	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	Staff recommends no change to the MTP. Staff recommends forwarding comment to the DOT&PF project manager.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
125		Non-motorized	Thank you for prioritizing pedestrian and bicycle traffic!	David Cushwa	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
126		Data	Commnet provided was too long to put into the comment/response summary. Please see attachment F for the entire comment.	DE	Population, Housing, and Employment estimates used for the AMATS travel demand model update were latest available from the Department of Labor as documented in the AMATS Socio-Economic Projections and Land Use Report - April 2016, which is posted on the AMATS website. This data was used for the latest AMATS travel demand model update completed in 2016 and the 2040 MTP update started in early 2017. The model is required to be used for the MTP, but model updates are a sperate task need prior to the beginning of the MTP. Therefore the model is a snapshot in time and may not agree with later estimates.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
127		Cost Estimates for MCR	Also, Table 7-1 (short term) project 117 says the MCR "2018 Cost Estimate" is \$193M. And Table 7-2 (long term) project 212 MCR "2018 Cost Estimate" is \$250M. Cost estimates for all projects associated with the MCR should be updated with the upper bound cost estimates from the current MCR PEL project; even though it is not final yet, it represents the "latest data."	DE	As of development of the 2040 MTP project list and fiscal assumptions for the MCR PEL was not final AMATS and couldn't use it as it is subject to change. The estimates shown in the 2040 MTP were provide to AMATS by DOT&PF.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
128		Non-motorized Facilities Design and Enforcement	I have riden the cycling trails for many years. I love the 14' wide trail from Kincaid park to Westchester. I think all trails and sidewalks should be much wider. Pedestrians like to walk abreast to traffic. Cyclists ride two abreast. Putting light poles, signs and hydrants in the cycle pedestrian area should be prohibited. Enforce single file walking. Do not play games across the trails. Thanks.	Donals Hennessy - Public Meeting	These are design level details that are outside the scope of the 2040 MTP. The AMATS draft non-motorized plan includes chapter 7 design guide that address width of trails. Goal 3 and 7 in the non-motorized plan included several objectives that help to address user conflicts. These recommendations will be reviewed for possible consideration in the next MTP update.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
129	General		Thank you for contacting us regarding the Anchorage Metropolitan Area Transportation Solutions and providing the plans. We reviewed the motorized and non-motorized projects in relation to Eklutna properties in Eagle River, Chugiak, Birchwood and Eklutna Village. Eklutna has no concerns with the project affects on wetlands and believe that proper mitigation measures will be undertaken if necessary. In addition, the motorized projects address the congestion problems being experienced in this area and will add a measure of safety to vehicle travel. Likewise, the non-motorized projects will increase the safety for people walking and biking, which is important.	Eklutna Inc.	Thank you for your comments.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
130		Transit - Access	Comment was too large for the comment response summary. Please see attachment G for the comment.	Emily Weiser	<p>Goal 1, not prioritized, is preservation of the existing system - maintain the transportation system in a state of good repair. Connectivity and Accessibility are also important objectives, 3F and 3G, under Goal 3 - Improvement Travel conditions. We must strive to meet both goals without sacrificing one for the other.</p> <p>The 2040 MTP has action items for Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4 that can help address the winter maintenance of non-motorized facilities concern.</p> <p>The AMATS Street Typology plan will review roadways in the AMATS boundary for all users, including coordination between various agencies on improvements for the transportation system. The plan will have a public process and staff encourages the commenter to participate.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
131		Seward Highway to Glenn Highway Connection	<p>The Fairview Community Council (FVCC) is submitting formal comments to AMATS regarding the public draft Metropolitan Transportation Plan 2040 (MTP2040). We have serious concerns about the way the MTP2040 appears to perpetuate social, economic and environmental injustices.</p> <p>The FVCC is greatly disappointed of the short shrift given to reducing uncertainty about the timing and phasing of the Interstate connection between the Glenn and New Seward Highways. The MTP2040 appears to disregard the harm to our neighborhoods and businesses caused by the continued routing of regional and commuter traffic through the heart of our community. The FVCC has waited patiently for AMA TS to resolve the uncertainty created by the extensive pre-EIS work done in the early 2000's on the H2H connection. It's been nearly twenty years and we are still waiting. The public draft MTP2040 asks us to wait at least another 10 years just to get started. How long must local residents, property owners and businesses endure the steady deterioration of our commercial corridor?</p> <p>The -revitalization of the East Downtown and Fairview areas are held back by the lack of clarity regarding advancement of the highway to highway connection. Potential investors are aware DOT&PF has purchased the old Green Connection business on 15th A venue and the two residential properties on the west side of the fourteen hundred block of Ingra Street. Other property owners along the corridor are not investing in properties because they recognize these actions as meaningful intent to route the highway along the Hyder Street corridor alignment. The draft MTP2040 does not reduce this uncertainty. The result is incremental and inexorable depreciation of housing stock and business vitality and arguably an inverse condemnation of property values. AMA TS can help create a more positive economic investment climate. The MTP2040 can do this in the following ways:</p> <p>I. Move proposed Project 117, the Mid-Town Congestion Relief Project to the long term. It is inappropriate for this project to commence before the other critical corridor element (i.e. the Seward to Glenn, PEL) is completed and the two projects are understood as a whole.</p>	Fairview Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
132	7//23	Project #214	Move proposed Project 214 Phase I of the Seward to Glenn Highways connection to the short term. Essentially, replacing #117 with #214.	Fairview Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
133	7//31	Project #316	Move proposed Project 316 remainder of the Seward to Glenn Highways connection from Illustrative to the Long Term. The time is now to relieve the uncertainty of this corridor and relieve the inverse condemnation.	Fairview Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
134	7//31	Project #316	Break #316, the remainder of the Seward to Glenn Highways connection, into several discrete projects that can fit into a fiscally constrained transportation improvement program. Every conceivable aspect of this project doesn't need to be lumped together into one mega-project. See the Attachment [H] for one conceptual approach for how a phased approach could be reasonably achieved.	Fairview Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
135		Fiscal Assumptions	<p>Adopt a more entrepreneurial, can-do attitude to defining what constitutes reasonable "fiscal constraint". The MTP2040 uses an overly conservative forecasting methodology ignoring the historical precedents of periodic supplemental funding outside of the annual federal formula-aid program. Nor does the MTP 2040 acknowledge the potential for lease revenue generation through economic development caps and property adjacent to a sunken facility. Such revenues could support project revenue bonds and, upon retirement of the bonds, the revenues could provide perpetual operation and maintenance funds.</p> <p>These requested changes will meaningfully address the significant social, economic and environmental injustices inflicted upon the residents and businesses to our community.</p>	Fairview Community Council	<p>The fiscal assumptions were approved by the AMATS Policy Committee, who chose a more conservative approach.</p> <p>Any potential new revenue sources must be supported by legislative or assembly action demonstrating a commitment to provide funding including bond measures that could provide a more solid basis for revenue projections.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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136		Support Spenard CC Comments	<p>Friends of Fish Creek is a local not-for-profit, which seeks to daylight and rehabilitate Fish Creek / Ch'atanalstsegh Liq'aka Betnu, and to recognize the historical name and uses of the creek by the Dena'ina peoples, the area's first inhabitants. We work closely with neighborhoods in Spenard and with the Spenard Community Council on these common goals.</p> <p>Friends of Fish Creek concurs with comments submitted by the Spenard Community Council and would like to be on record as such.</p>	Friends of Fish Creek	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
137		Spenard Corridor Plan	<p>In particular, we support the following and ask that they be included in the MTP 2040:</p> <ul style="list-style-type: none"> Full inclusion of the Spenard Corridor Plan into the MTP 2040. The SCP represents several years of public process and work by community residents, businesses and organizations, Friends of Fish Creek included, to identify priorities for long range planning. We would like to see the full inclusion of the SCP adopted in the MTP 2040. 	Friends of Fish Creek	<p>The AMATS Spenard Corridor Plan is still in draft format and subject to change before final approval. It is not included as such.</p> <p>The plan will be reviewed for the next MTP.</p>	Staff recommends a new action "To review the final Spenard Corridor Plan for policies, action items, and recommended projects for inclusion in the MTP."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
138		New Project	<ul style="list-style-type: none"> Specific language that supports daylighting of Fish Creek. The MOA conducted a feasibility study to ascertain viability of daylighting the creek, which was determined in the positive. Daylighting Fish Creek and designating an adjacent greenbelt that includes an east/west multi-use path are goals included in the SCP and the 2040 Anchorage Area Plan, and enjoy broad community support. The Anchorage Assembly has unanimously passed a Resolution to Daylight Fish Creek. The MOA supports daylighting Fish Creek as part of its goals to replace existing infrastructure with green infrastructure, found to be much more cost-effective over the long term, as outlined in its recent revision of the Design Criteria Manual. 	Friends of Fish Creek	<p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p> <p>The only way AMATS could include select segments of Fish Creek for daylighting would be as part of a related roadway project. This roadway project could be nominated for the next MTP update.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
139	7//7, 7//10, 7//13, 7//16, 7//22, 7//45, 7//48	Project #100, #101, #110, #117, #119, #120, #134, #135, #436, #512	<ul style="list-style-type: none"> Adoption of the Spenard Community Council recommendations for Minnesota Drive #119 and #120, 36th Avenue, Spenard Road, Northern Lights and Benson Boulevard, Tudor Road multi-use paths, 32nd and 33rd Avenues, Fireweed Road, Midtown Congestion Relief Project. 	Friends of Fish Creek	<p>Please see responses to the Spenard Community Council comment number:</p> <p>For Project #101 - #447 For Project #110 - #450 For Project #117 - #451 For Project #119 - #439, #445 For Project #120 - #439, #446 For Project #134 - #439, #441 For Project #135 - #439, #441 For Project #436 - #448 For Project #512 - #448</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
140		New Project	<ul style="list-style-type: none"> Chugach Way revitalization should be included in the MTP 2040. 	Friends of Fish Creek	<p>This project can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
141		Project #601	<p>Comments provided were too large to fit into the AMATS comment/response summary. Please see attachment I from the Friends of the Anchorage Coastal Wildlife Refuge.</p>	Friends of the Anchorage Coastal Wildlife Reuge	<p>The 2040 MTP does allow for the development of recreation trails through the Transportation Alternatives Program (TAP). TAP does allow for federal funding to be spent on recreational trails, however this funding is very limited.</p> <p>Project #601 would not be limited to just recreational uses.</p> <p>The final alignment of project #601 has not been decided. This project is in the illustrative of the 2040 MTP and is not anticipated to be funded by 2040. If it were to be moved into the MTP extensive public involvement would be required before and if that happens.</p>	No change,	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
142		Tranist - Support	<p>I just read an article at KTUU about how it is being considered to focus more on other transportation methods in Anchorage than just cars. I was born and raised there and I moved, partly because I had little to no options of transportation without a car. People want to visit cities with easy and accessible public transportation, and cities that are dense and livable, so unless Anchorage changes its design and habits, it is just going to get worse and worse for everyone. I am thrilled to see that the mindset is changing.</p>	Geoffrey Keegan	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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143	7//21	Project #210	Hello, my name is Heather Stewman. I am parent of a child at Grace Christian School located on Pintail Street, just off Huffman Road, in south Anchorage. For quite some time, I have been very concerned about the difficult intersection at Huffman and Pintail. Difficulties at this intersection include recent accidents with injuries as well as numerous close-calls to, not only, families and students of Grace, but also the neighbors of Grace and others traveling the busy Huffman corridor. It is my understanding that MTP project #210 is currently under consideration. I am writing to politely ask that MTP project #210 be moved from the long term list to the short term list so that we can begin to plan on how to best address this dangerous and stress-filled intersection. Thank you for your consideration.	Heather Stewman	Staff appreciates your concern and thanks you for taking the time to submit your comment. Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term. Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
144	General	Permits	My only comment is that each of these projects will need to budget for state and federal regulatory requirements if there are state or federal funding and permits involved.	Historic Preservation Commission	The project costs already include a percentage for environmental work which would include permits.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
145	8//17- 8//22	Edits	a. Page 8//17: third column first full paragraph, last word: add an "s" to the last word "section" to read, "sections." b. Page 8//17: Add Header before last paragraph, third column to read, "Watershed Management". c. Page 8//20: Third column above last 3 sentences: Insert Header, "Magnuson-Stevens Fishery" d. Page 8//21: Third Column, add Header following first paragraph, "Tribal Consultation" e. Page 8//21 above last 4 sentences, add Header, "Section 106 Programmatic Agreement" f. Page 8//22, add new Header at end, "Anchorage Historical Preservation Commission"	Historic Preservation Commission	Staff concurs.	Staff recommends the following edits to Chapter 8: a. Page 8//17: third column first full paragraph, last word: add an "s" to the last word "section" to read, "sections." b. Page 8//17: Add Header before last paragraph, third column to read, "Watershed Management". c. Page 8//20: Third column above last 3 sentences: Insert Header, "Magnuson-Stevens Fishery" d. Page 8//21: Third Column, add Header following first paragraph, "Historic and Tribal Consultation" e. Page 8//21 above last 4 sentences, add Header, "Section 106 Programmatic Agreement" f. Page 8//22, add new Header at end, "Anchorage Historical Preservation Commission"	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
146	8/22	New Paragraph for Anchorage Historical Preservation Commission	Add the following text to the 2040 MTP "There is potential for impacts to cultural resources throughout Anchorage due to the use of Tikatnu' (Dena'ina country) by Alaska Native Tribal groups as they camped, hunted, fished and in one known location were engaged in a battle for a control of a certain area of Anchorage. Kari and Fall provide a thorough documentation of these places in Shem Pete's Alaska. Historic and cultural resources established from the 1800s - forward are found in trails and construction including the National Historic Iditarod trail route, Alaska Railroad, and subsequent homesteading, military, mid-century, 1964 Earthquake, and oil boom time frames. These resources exist throughout Anchorage and should be considered during the Section 106 cultural and historic resources review process. Historic resources continue to be documented by the Anchorage Historic Preservation Program and the AK DOT&PF with historic property surveys, and determinations of eligibility, which have been completed for neighborhoods and individual properties throughout Anchorage."	Historic Preservation Commission	Staff concurs.	Staff recommends adding the new paragraph under the header Anchorage Historical Preservation Commission on page 8/22: "There is potential for impacts to cultural resources throughout Anchorage due to the use of Tikatnu' (Dena'ina country) by Alaska Native Tribal groups as they camped, hunted, fished and in one known location were engaged in a battle for a control of a certain area of Anchorage. Kari and Fall provide a thorough documentation of these places in Shem Pete's Alaska. Historic and cultural resources established from the 1800s - forward are found in trails and construction including the National Historic Iditarod trail route, Alaska Railroad, and subsequent homesteading, military, mid-century, 1964 Earthquake, and oil boom time frames. These resources exist throughout Anchorage and should be considered during the Section 106 cultural and historic resources review process. Historic resources continue to be documented by the Anchorage Historic Preservation Program and the AK DOT&PF with historic property surveys, and determinations of eligibility, which have been completed for neighborhoods and individual properties throughout Anchorage."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
147	108	MLK extension to Piper	medium impact: potential for subsurface features, several traditional cultural resources (Campbell Creek Qin Cheghitnu)	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #108: Historic Preservation: Medium Impact - Potential for subsurface features, several traditional cultural resources (Campbell Creek Qin Cheghitnu).	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
148	110	Fireweed Lane Rehab Spenard to NSH	medium impact: potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #110: Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
149	214	Midtown Congestion Relief Project	medium impact: potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #214: Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
150	215	Tudor Road Access Management -	low impact: some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #215: Historic Preservation: Low Impact - Some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
151	216	Turnagain St Rehab	Mapped feature is on Barbara St. UPDATE NEEDED. Medium impact: potential for subsurface features, buildings and districts of potential local significance, traditional cultural resource (fish creek Ch'atanaltsegh)	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #216: Historic Preservation: Medium impact - Potential for subsurface features, buildings and districts of potential local significance, traditional cultural resource (fish creek Ch'atanaltsegh).	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
152	300	120th from OSH to Johns	Low impact: potential for subsurface features, structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #300: Historic Preservation: Low Impact - Potential for subsurface features, structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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153	301	48th/Cordova Recon	Low impact: some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #301: Historic Preservation: Low Impact - Some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
154	302	C St/IAR imps	No impact: no known features.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #302: Historic Preservation: No impact - No known features.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
155	303	ER CBD	No impact: no known impacts.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #302: Historic Preservation: No impact - No known impacts.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
156	304	Glenn Hwy frontage, Peters Creek to Thunderbird Falls	High impact: potential for subsurface features, several traditional cultural resources, irreversible impacts to historic resources such as the Old Glenn Highway	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #304: Historic Preservation: High impact - Potential for subsurface features, several traditional cultural resources, irreversible impacts to historic resources such as the Old Glenn Highway.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
157	305	Glenn HWY, HOV from Airport Heights to Peters Creek	Extremely High impact: potential for subsurface features, several traditional cultural resources, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Old Glenn Highway.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #305: Historic Preservation: Extremely High Impact - Potential for subsurface features, several traditional cultural resources, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Old Glenn Highway.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
158	306	Glenn Highway Intermediate Interchange Ramp Terminal Ugrades	Extremely High impact: potential for subsurface features, several traditional cultural resources, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Old Glenn Highway.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #306: Historic Preservation: Extremely High Impact - Potential for subsurface features, several traditional cultural resources, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Old Glenn Highway.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
159	307	Hartzell Road Rehab 79th to Dimond	Low impact: potential for subsurface features, structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #307: Historic Preservation: Low Impact - Potential for subsurface features, structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
160	308	Hiland Rd Imp	low impact: some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #308: Historic Preservation: Low Impact - Some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
161	309	Lk Otis Pkwy recon, Debarr to NLB	medium impact: potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #309: Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
162	310	Minnesota Dr Hillcrest to Tudor	High impact: potential for subsurface features, some traditional cultural resources, buildings, districts, and features of potential local and national significance, potential impacts to historic resources such as the Center Bowl.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #310: Historic Preservation: High Impact - Potential for subsurface features, some traditional cultural resources, buildings, districts, and features of potential local and national significance, potential impacts to historic resources such as the Center Bowl.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
163	311	Minnesota/Spenard Rd intersxn imps	low impact: some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #311: Historic Preservation: Low Impact - Some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
164	312	Minnesota/Tudor Rd intersxn imps	low impact: some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #312: Historic Preservation: Low Impact - Some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
165	313	NLB/Benson NSH to Minnesota	low impact: some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #313: Historic Preservation: Low Impact - Some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
166	314	Ocean Dock Rd Rehab Whitney to Anchorage Port	low impact: some potential for subsurface features.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #314: Historic Preservation: Low Impact - Some potential for subsurface features.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
167	315	Raspberry Rd Recon Sand Lake to Jewel Lake	low impact: some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #315: Historic Preservation: Low Impact - Some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
168	316	H2H 13th to Airport Heights	high impact: potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance, listed historic resource (cemetery)	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #316: Historic Preservation: High Impact - Potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance, listed historic resource (cemetery).	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
169	317	NSH Recon Potter WS to 154th Ave	Low impact: potential for subsurface features, Alaska Railroad.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #317: Historic Preservation: Low Impact - Potential for subsurface features, Alaska Railroad.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
170	318	NWH Rabbit Creek to Girdwood PEL	Extremely High impact: potential for subsurface features, several traditional cultural resources, infrastructure, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Alaska Railroad and Johnson (Turnagain Arm) Trail, impacts to listed historic resources (Potter Section House).	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #318: Historic Preservation: Extremely High Impact - Potential for subsurface features, several traditional cultural resources, infrastructure, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Alaska Railroad and Johnson (Turnagain Arm) Trail, impacts to listed historic resources (Potter Section House).	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
171	319	Tudor Rd Access Mngt NSH to Patterson	low impact: potential for subsurface features, some structures over 50 years old.	Historic Preservation Commission	Staff concurs.	Staff recommends adding the following to the project description of project #319: Historic Preservation: Low Impact - Potential for subsurface features, some structures over 50 years old.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
172		Definitions for Historic Perservation Commission Comments	<p>Extremely High Impact: very high potential for adverse effects to surveyed and unsurveyed subsurface features, traditional cultural resources, infrastructure, buildings, districts, and features of potential local and national significance; irreversible impacts to listed historic resources.</p> <p>High Impact: high potential for adverse effects to surveyed and unsurveyed subsurface features, buildings, infrastructure, and districts of potential local and national significance; some impacts to listed historic resources.</p> <p>Medium Impact: some potential for adverse effects to surveyed and unsurveyed subsurface features, buildings, districts of potential local significance, and traditional cultural resources; few impacts to listed historic resources.</p> <p>Low Impact: low potential for adverse effects to surveyed and unsurveyed subsurface features; few impacts to structures over 50 years old.</p> <p>No Impact: no adverse effects anticipated. This does not exempt project from EPA Section 106 process.</p>	Historic Preservation Commission	Staff concurs.	<p>Staff recommends adding the following Historical Preservation Definitions on page 7//33 along with a header titled Historic Preservation Definitions:</p> <p>Extremely High Impact: very high potential for adverse effects to surveyed and unsurveyed subsurface features, traditional cultural resources, infrastructure, buildings, districts, and features of potential local and national significance; irreversible impacts to listed historic resources.</p> <p>High Impact: high potential for adverse effects to surveyed and unsurveyed subsurface features, buildings, infrastructure, and districts of potential local and national significance; some impacts to listed historic resources.</p> <p>Medium Impact: some potential for adverse effects to surveyed and unsurveyed subsurface features, buildings, districts of potential local significance, and traditional cultural resources; few impacts to listed historic resources.</p> <p>Low Impact: low potential for adverse effects to surveyed and unsurveyed subsurface features; few impacts to structures over 50 years old.</p> <p>No Impact: no adverse effects anticipated. This does not exempt project from EPA Section 106 process.</p>	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
173		New Project	<p>Please add a project for a pathway along Brayton between Legacy and Huffman. A pathway currently exists between DeArmoun and Legacy.</p> <p>Support: This completes a gap in the pedestrian infrastructure. This is a segment frequently used and would benefit nearby subdivisions, a church, and Rabbit Creek Elementary. This is non controversial.</p>	Huffman/O'Malley Community Council	<p>This project can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
174	7//31	Project #315	Project #315 - Raspberry Road from Sand Lake to Jewel lake project should be addressed sooner than 'after 2040' considering the numerous studies conducted, the lacking illumination adjacent to Kincaid elementary school, the frequency of moose/vehicle interactions and inadequate drainage along the southside non-motorized pathway (it floods for weeks on end during breakup at the bottom of the hill). Perhaps the MOA and AMATS could work with the developers who continue to build houses off Sand Lane Road to, at a minimum construct traffic control improvements at the Raspberry/Sand Lake intersection and add illumination adjacent to Kincaid Elementary (the ONLY segment of Raspberry that is not illuminated).	J Weed	<p>The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.</p> <p>The 2040 MTP does have action item 2A-5 which helps to address the conflicts between wildlife and vehicles.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
175		Freight	<p>I'll keep this brief and to the point. I would like to see designated "Truck Routes," with designated signage, throughout the Municipality of Anchorage.</p> <p>Thank you for your time and attention.</p>	James Bethany	<p>The 2040 MTP policy 4-1 is recommending promoting signage for freight throughout the AMATS area.</p> <p>Action item 4A-1 is recommending adoption of a freight route map.</p>	Staff recommends forwarding this comment to the MOA Traffic section.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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176		New Project	<p>Thank you for the opportunity to comment on the public review draft of the 2040 MTP. I appreciate the considerable amount of work that has gone into the plan already. While it is somewhat late in the planning process to adjust the plan's priorities, I would like to highlight three relatively small projects and one esoteric large one for your consideration, specifically:</p> <p>Consider adding a pedestrian walkway, bike path and/or wider road shoulder around the south side of Lake Hood. Most of this infrastructure exists already, but gaps exist in front of the Lakefront Hotel and at various locations on the southcentral side of the lake. Bike and foot traffic currently routes to the north to avoid these issues, but would have significantly improved connectivity if some form of pedestrian and/or bike pathway existed. Adequate right-of-way likely already exists along the existing road through all areas of gap.</p>	James Sowerwine	<p>This project can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
177		New Project	<p>Likewise, Forest Park Drive between Northern Lights Boulevard and West High would benefit considerably from the addition of bike lanes. The road is narrow and generally congested in the mornings, but also carries a notable amount of bicycle traffic. Similarly existing undeveloped right-of-way appears to exist for use.</p>	James Sowerwine	<p>This project can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
178		New Project	<p>Consider signing 11th Avenue between Bootleggers Cove Drive and Gambel Street as a shared road bicycle facility. It provides an excellent East-West bike corridor directly south of downtown with minimal traffic and intersections with stop lights.</p>	James Sowerwine	<p>This project can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
179		New Project	<p>And finally, a big idea. Consider constructing a multi-use pathway between the Campbell Creek Trail and the Fish Creek Trail. Necessary property is either municipally owned, HOA owned greenspace, or existing right-of-way. Specifically, the pathway could run from the Campbell Creek Trail north to Berry Patch Drive, then through Muni property to and over Raspberry Road, then over the existing utility access road within Muni and airport property associated with Connors Bog Park, then north to Northwood Drive, then through the existing (but poorly used) pedestrian tunnels that cross International at Minnesota, then finally through Spenard through the somewhat incomplete Fish Creek Trail. With a bit of work the route could connect the Chester Creek and Campbell Creek trails. Variations could make use of the right-of-way associated with Minnesota Drive. Overall, connecting the two trails would provide West Anchorage with a direct and mostly uninterrupted bike route between downtown and the southwest neighborhoods, thereby increasing the safety and attraction of bike commuting.</p>	James Sowerwine	<p>This project can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
180		Transit	<p>Please expand daily and weekend bus routes to, within, and from Eagle River! It is infuriating that those of us that don't drive are relegated to the cost prohibitive practice of using ride share services in our daily commute in, around, and out of town simply because the city can't be bothered to improve transportation services for those in desperate need of them in Eagle River. This needs to be a priority!!</p>	Jason Bacon	<p>Thank you for your comment.</p>	Staff recommends this comment be forwarded to the MOA Public Transportation Department for their consideration.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
181		Light Rail	<p>I'd just like to say that it's time for Anchorage to be forward-thinking and while I applaud the amount of non-motorized alternatives considered, it really is time to start looking at light rail options. A downtown circulator that runs along 9th Avenue to Fairview, up to 3rd Avenue, then west to L Street makes a lot of sense. It could then be further augmented with a spur down C Street through Hotel Row to Dimond Center, with a separate spur out to the airport</p> <p>Thank you for the opportunity to comment and have a great day.</p>	Jason Norris	<p>Light rail is not supported by the population density that Anchorage currently has and would require significant additional Right of Way.</p> <p>The 2040 MTP action item 4D-4 promotes a downtown automated vehicle shuttle demonstration project, which would be a more cost effective solution.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
182	7//20, 7//27	Projects #206, #207, and #304	<p>Project will construct a frontage road system on both sides of the Glenn Highway from Muldoon Parkway to Hiland Road: JBER is willing to explore this alternative, however, land limitations do exist.</p>	JBER	<p>Thank you for your comment. JBER will be a key stakeholder for these projects when they are developed.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
183	7//27	Project #305	<p>Widen Glenn Highway to add an additional High Occupancy Vehicle Lane (HOV) in each direction from Airport Heights to Peters Creek Interchange: JBER is willing to explore this alternative, however, land limitations do exist. We suggest a "swing HOV lane" be used adjusting to rush hour traffic, similar to the design used in Seattle's 1-5 corridor.</p>	JBER	<p>Thank you for your comment. These are design elements that can be considered during project development.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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184		Port of Alaska	<p>My name is Jerry George, PE. I worked for DOT&PF and it's predecessors for 39 years, retiring as head of Engineering Operations. At one point I managed a contract with USDOT that was the precursor to the US Department of Transportation's Intermodal Surface Transportation Act (ISTEA) that funded surface transportation for many years and helped bring American transportation into the modern era.</p> <p>As a precursor to ISTEA, USDOT funded 7 states to develop a comprehensive intermodal transportation plan for their state or region. Alaska was chosen as one of those 7 states because of our unique dependence on intermodal transport. A subset of that plan was a study of the Port of Alaska (Port of Anchorage) and its role and impact on intermodal transport. It was a textbook study as the Port of Anchorage brings in the vast majority of all goods into Alaska and distributes them by highway, rail, and pipeline to the end users. It was a model of how these intermodal connections fail and the impacts of the inter connectivity failures.</p> <p>In the case of Anchorage that failure is that the majority of all goods entering Alaska then are driven on surface streets through the center of Alaska's largest city - Anchorage. The intermodal study looked at efficiencies that could be gained by routing that truck traffic along alternative routes. The positive economic, environmental, and social impacts were astounding. Yet for political reasons this study was ignored and remains ignored by your 2040 Draft. The Port of Anchorage is undergoing a multi-million/year rebuilding that will further exacerbate the problem as materials necessary for the rebuilding of the port will also need to come to the Port on surface transportation streets through the city center.</p> <p>Solutions for the Port of Anchorage connectivity were carefully coordinated with the military at JBER. My sense of the 2040 plan is that JBER was not an active participant. This is unfortunate as JBER is a huge generator of traffic and also controls the land which is essential to solving some of Anchorage's critical transportation challenges for the future. Solutions such as rerouting port truck traffic away from downtown. High speed commuter rail connectivity to Palmer and Wasilla. Highway-to-Highway all require a significant partnership with JBER.</p> <p>The 2040 plan largely ignores this seminal study and continues to ignore the positive impacts dealing with these issues head on would have on Anchorage.</p>	Jerry George	<p>JEBER is a key stakeholder for the 2040 MTP and has provided many comments on the MTP. JBER is a key planning partner for all planning efforts and is included in all AMATS projects that are tangential to them.</p> <p>As part of the 2040 MTP public process a JBER Freight Route study was considered, but later removed as it was not generally supported by JBER.</p> <p>The 2040 MTP action item 4A-1 does say to adopt a freight route map that will look at alternatives freight routes.</p> <p>While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation.</p>	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
185		Port of Alaska Modernization Project and Seward Highway to Glenn Highway Connection Support	<p>The year I was born there were 3,650 residents in Anchorage. When I graduated from Anchorage High School there were 36,500 residents. And today we add another zero. So I have a personal and professional historical perspective on Anchorage's transportation issues. When the Highway Department (predecessor to DOT&PF) originally designed Minnesota Blvd from downtown Anchorage to the Seward Highway it was planned and designed as a thruway. But one powerful man with a vested interest in developing land along the route used his political clout to scrap the thruway. One man. And I look at it today and can only envision how much better Anchorage would be today if it had been a thruway from downtown to O'Malley.</p> <p>And the same can be said for the Highway to Highway project. Connecting the Seward Highway and Glenn Highway has been a dream for decades and has died horrible deaths along with the Knik Arm Crossing every time it has been tried. Again the Highway to Highway project was killed by one man who had considerable political clout.</p> <p>I especially disagree with your downgrading the importance of the Highway to Highway project. Your rationale is faulty.</p> <p>But you naively say the transparent public process of today eliminates political and financial self interests from skewing the process. Maybe. But minimizing the Port of Anchorage and the Highway to Highway issues seriously flaws the 2040 plan. If I were on the AMATS Board, I would not approve this document until these two issues were upgraded in their importance.</p>	Jerry George	<p>The 2040 MTP is consistent with the Statewide Transportation Plan regarding the importance of the Port of Alaska Modernization project and is included in text on page 7//58.</p> <p>The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee. This list accounted for funding constraints for these massive projects. The Seward Highway to Glenn Highway Connection and the Midtown Congestion Relief projects were included as they are shown with input from the DOT&PF members on these committees.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
186		Emergency Planning	<p>Longrange Plan 2040 MTP: (1)-Set aside a fund to support emergency planning, fixtures and repairs.</p>	Jessie Phillips	AMATS does not do this level of emergency planning. The 2040 MTP does refer to other efforts, see Appendix D Safety and Security. The 2040 MTP does have 2C-1 Secondary Access for Resiliency and 2C-3 review the MOA all Hazards Mitigation Plan for items to include in the next MTP update.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
187		Right Turn on Red	<p>(1A.) Emergency Planning: -I don't know anybody who likes to plan for emergencies, but when they happen, they can be life threatening. The Department of Motor Vehicles 2020 Handbook, pages 31 & 32, does not require a full stop and search for pedestrians, before continuing and completing a right hand turn. Neither does it specify if a vehicle should have the ability to make a full right hand turn if the light is red. To me, this is a huge safety issue for pedestrians and the driver. https://driving-tests.org/alaska/ak-dmv-drivers-handbook-manual/</p>	Jessie Phillips	The 2040 MTP includes action item 2A-1 to explore removing right turn on red at select locations within the AMATS area.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
188		Emergency Planning	<p>(1A.) Emergency Planning should also include natural disasters and to have ability to cover at least one half the total cost of replacement of current and future equipment.</p>	Jessie Phillips	AMATS does not do this level of emergency planning. The 2040 MTP does refer to other efforts, see Appendix D Safety and Security. The 2040 MTP does have 2C-1 Secondary Access for Resiliency and 2C-3 review the MOA all Hazards Mitigation Plan for items to include in the next MTP update.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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189		Design Issues	(1B.) Additional fixtures that should be implemented are: -highway speedometers -pedestrian cameras to make sure the pedestrians cross safely -re-painting the visibility of the road outlines -heavy-duty rail guards where steep and difficult turns are expected to be made during icy road conditions -20ft.-50ft. fence guards where rock slides are expected to be made as a result of ongoing weather and climate change -Los Angeles recently painted their roads white to cut the cost of energy savings: https://www.cbsnews.com/news/los-angeles-is-painting-some-of-its-streets-white-and-the-reasons-why-are-pretty-cool/ -If we're to be a small part of a global problem, we can assist our state to appear neatly trimmed, cleaned and pruned- like Florida. In the place of maintaining more plants and grasses around the road, Florida plants many tree's within their medians and clean's up the State and Local parks. All of that, is more fuel for cost efficiency. Anything you see laying on the floor bed of the forests, can be recyclable material. The key to not getting lost in the forests- is to leave the Goggle Maps turned on, and have the aide of an assisted helicopter.	Jessie Phillips	Staff recommends these comments be forwarded to MOA and DOT&PF Traffic and Design sections.	Forward to MOA and DOT Traffic and Design sections.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
190		Climate Change	If we are to be moving forward into 2040, we need to look at climate change action steps we can do now, to reduce our carbon footprint. Current research tells me that solar panel roads doesn't appear to be much of a successful possibility; but heated roads- like those in Japan with the use of heated water pipes might be a future possibility and prevent total snow accumulation build-ups to the city water drain pipes.	Jessie Phillips	The 2040 MTP includes Policy 3-3 and Action Item 2C-2 that relate to reducing the carbon footprint from transportation within the AMATS area.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
191		Emergency Planning	(1C.) Total cost of repairs, as needed, examining past years of the total cost of repairs and using approximately 35-65% of the mean total cost; with mean representing the average in the past 20 years.	Jessie Phillips	AMATS does no do this level of emergency planning. The 2040 MTP does refer to other efforts, see Appendix D Safety and Security. The 2040 MTP does have 2C-1 Secondary Access for Resiliency and 2C-3 review the MOA all Hazards Mitigation Plan for items to include in the next MTP update.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
192		Safety and Security	It is opinion. We should be looking toward the safety of consumers. I hope this helps.	Jessie Phillips	Safety is one of the 2040 MTP goals. Project #133 includes development of an AMATS Safety Plan. Chapter 8 includes action items under Goal 2 Safety and Security, pages 8//14 and 8//15. Appendix D covers safety and security.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
193		Non-motorized Infrastructure	I have lived in Anchorage for 47 years and as a place where people reside for active living, our transportation plan needs to reflect it. This means giving people more opportunity to get to work and play in a clean and safe environment. We have the opportunity to use federal dollars on connecting more bike paths, pedestrian walkways that will do two things: 1. Improve air quality for health 2. Calm our city for more community connections as we move about our city living together Half of highway federal funds can be used to make Anchorage a more walkable/bike able city. This popular improvement will bring more families to live and work in Anchorage. We need new families to move to Anchorage and revive the city for all the right reasons. If we put heavy traffic through the middle of town where people choose to live, it will defeat our quality of live objectives.	Joan Diamond	2040 MTP has the following action/policy items that can help to address this concern: Action 3E-1, 3E-2, and Policy 3I-2 focus on reviewing AMATS funding and mode share percentages.	No changes.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
194	1//4	Introduction	Introduction. Let's jump right in and say what we are up to: •The MTP2040 guides how we will spend \$2.6 Billion on transportation capital projects over the next 20 years. These funds will come from local, State and Federal sources." •Move the third paragraph on this page to go right after this statement. •The MTP is a blueprint System improvements."	John Weddleton	Staff concurs.	Staff recommends adding the following sentence before the first paragraph on page 1//4 "The 2040 Metropolitan Transportation Plan (MTP) guides how \$2.6 billion will be spent over the next 20 years on transportation capital projects that meet broad community goals and that address federal transportation goals and planning factors. These funds will come from local, state, and federal sources" Staff recommends moving the 3rd paragraph on page 1//4 to be after the comment above.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
195	3//4	Goals and Objectives	Chapter 3 Goal 2 Improve Safety Add 2E. Provide secondary routes for evacuation and other life/safety requirements	John Weddleton	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP. This can be reviewed for consideration for the next MTP update. This comment can be reviewed for the next MTP.	Staff recommends this comment be reviewed for consideration for the next MTP update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
196	3//5	Goals and Objectives	Goal 3.F add 'Town and Regional Centers' to tie in with our Comp Plan phrasing.	John Weddleton	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP. This can be reviewed for consideration for the next MTP update. This comment can be reviewed for the next MTP.	Staff recommends this comment be reviewed for consideration for the next MTP update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
197	3//5	Goals and Objectives	Goal 4 Add to 4A 'Land Use Plan.'	John Weddleton	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP. This can be reviewed for consideration for the next MTP update. This comment can be reviewed for the next MTP.	Staff recommends this comment be reviewed for consideration for the next MTP update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
198	3//10	Performance Measures	Chapter 2 Table 3.2 Make clear in the title these are Statewide goals.	John Weddleton	Staff concurs.	Staff recommends adding a statement to the text on page 3//9 the Table 3-2 reflects the Statewide Targets.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
199	3//11	Table 3-2	Table 3-2 •It's not clear what the target '%' are a percent of.	John Weddleton	Staff agrees there needs to be some clarification for some of the performance measures.	Staff recommends adding text to pages 3//9 to provide some explanation of what the percentages/targets mean for the following Performance Areas: Performance of the NHS Freight Movement/Economic Vitality Environmental Sustainability Transit Rolling Stock Transit Equipment Transit Facilities	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
200	4//10		"Approximately one-third of vehicular travel occurs on the freeway system ..." •Is this cars counted, miles travelled or hours? If it's just the car count in Table 4-3, it's hard to see the point of this statement since virtually all of those cars spread out to other types of roads.	John Weddleton	Staff agrees some clarification is needed.	Staff recommends adding a unit of measures to the text.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
201	4//10		'Road ownership and maintenance are the responsibility of local, state and federal agencies.' •What federal agencies are responsible for which Anchorage roads?	John Weddleton	Bureau of Land Management (BLM) has road responsibility within the AMATS area. JBER has road responsibilities within the AMATS area.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
202	4//18		"Travel times during these peak periods and all times of day should be minimal for optimal roadway conditions.' •Is this really our goal? This guarantees overbuilding. Add 'We accept some delay at peak periods.' •Figure 4-8 shows that even at peak times, we are under 20 minutes to get across the bowl. There is a delay from the typical non-peak of 12 minutes or less but that is not enough to justify overbuilding.	John Weddleton	Accepting some delay at peak travel periods needs further discussion by AMATS with its partner agencies, DOT&PF and the MOA. The FHWA required performance measures of Annual Hours of Peak Hour excessive Delay is something AMATS will have to set a target for in the near future. How much delay is expected? Especially in light of the new FHWA performance measure.	Staff recommends removal of the sentence "Travel times during these peak period and all times of day should be minimal for optimal roadway conditions." from pages 4//18 first column.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
203	4//20		Given the change in reporting in 2013, we should delete conclusions based on the change from prior years. •Delete: '; however, since 2013, there has been a significant reduction in total reported crashes.' And 'Despite a decrease in overall vehicle crashes since 2013.' •Add to Figure 4-10 a clear indication that from 2012 to 2013 there was a reporting method change.	John Weddleton	Staff concurs.	Staff recommends changing the 2nd paragraph on page 4//20 first column to the following: "Between 2005 and 2012 total crashes ranged from 6,000 to 8,000 per year. While 2013 shows a decrease in the number of crashes, it should be noted that the reporting methodology changed from 2012 to 2013 to comply with State mandates. As a result, a direct comparison of 2013/2014 data to previous years is not recommended." Staff recommends adding a call out box to the figure 4-10 indicating a reporting method change from 2012 to 2013.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
204	4//24		Formatting Suggestions It looks like a couple main section headings were missed. Add a banner for Paratransit after the second sentence. You could add that banner and move the rest of this paragraph to go with the last paragraph of this section that is on p 4//27 to get all of the Paratransit discussion together.	John Weddleton	Staff concurs.	Staff recommends moving the 2nd sentence from paragraph one on page 4//24 to page 4//27 with the last paragraph. Also add a banner for Paratransit before the last paragraph on page 4//27.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
205	4//26		Figure 4-13 People Mover Average Daily Riders It would be really nice and inform the conversation better if we showed the recent success in ridership for PM.	John Weddleton	Staff concurs with updating the transit data where possible.	Staff recommends updating Figure 4-13 and Figure 4-14 on pages 4//26 and 4//27 with ridership data provided by the MOA Public Transportation Department. Additionally staff recommends updating Figure 4-12, the Transit routes map with the data provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
206	4//37	Freight Distribution and Regional Connections	Chapter 4 Table 4-8 Truck Volumes It's surprising to see such high counts on Elmore Road...612 tractor trailers per day? That's more than Minnesota.	John Weddleton	This is the data available to AMATS from the AMATS freight mobility study.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
207	4//37		table 4-8 Daily Truck Volumes Do we have data for C St and Seward Hy? These are main freight corridors.	John Weddleton	The data came from the AMATS Freight Mobility study and this was the data used as part of the Status of the System report. There is no additional data from the Freight Mobility Study for C Street, Seward Highway, and Glenn Highway.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
208	4//41		Reword to this: "...connects Anchorage to the northwest. The Seward Highway runs through the Anchorage Bowl to its termination in Seward 125 miles to the south." Daily traffic ..."	John Weddleton	Staff concurs.	Staff recommends changing the second sentence on page 4//41 to the following: "Then Glenn Highway, a 135-mile highway, connects Anchorage to the northwest. The Seward Highway runs through the Anchorage Bowl to its termination in Seward 125 miles to the south."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
209	5//6		2d para 'In agreement with the adopted comprehensive plans, citizens continue to express their desire for Anchorage to grow in ways ...' This appears to switch cause and effect, the plans should agree with citizens. Let's say "As reflected in adopted comprehensive plans, citizens continue to express their desire for Anchorage to grow in ways ...'	John Weddleton	Staff concurs.	Staff recommends replacing "In agreement with" with "As reflected in" on page 5//6 second paragraph.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
210	5//6		"... the land use plan map for the Anchorage Bowl. The intent of this plan ..." Change to '... an intent of.'	John Weddleton	Staff concurs.	Staff recommends changing on page 5//6 "The intend of this plan..." to "An intent of this plan..."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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211	5//10		there are a few uses of the phrase 'bike paths.' Those should be changed to 'pathways' or 'separated pathways' to be consistent with other plans and the rest of this document. On p 6//13-14 the phrases 'bicycle paths,' 'separated path' and 'trails' are used. If they are different, please define them. If they are meant to be the same, please pick 'path' or 'separated path' or what I believe is more typical in our non motorized plans 'pathway.'	John Weddleton	Title 9 of the AMC still uses the word bikepath under 9.18.060 and 9.40.170. The MTP was trying to be consistent with local definitions.	Staff recommend replacing "bike paths" on page 5//10 with "pathways". Staff recommends changing the first sentence of the second paragraph on page 6//13 to the following: "Estimated maintenance costs for non-motorized facilities adjacent to roadways are incorporated into the roadway O&M."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
212	5//12		'The MTP is recommending integrating recommendations and actions from the CAP.' •Is there a list?	John Weddleton	See chapter 8 action item 2C-2 and Policy 3-3. More work needs to be done for the next MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
213	5//17		LOS Somewhere in the document is a figure showing the letters and more about what they are. Put that here.	John Weddleton	Staff agrees some clarification is needed.	Staff recommends changing the first sentence on page 5//17 to the following: "Level-of-service (LOS), a measure of congestion as described in chapter 4 on page 4/14, is calculated by dividing the capacity of the road segment by the volume of forecast for that roadway segment by the model."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
214	5//18		Figure 5-6 Baseline Peak Period LOS 2013. •Why does this show more E and F segments than Figure 4.6? Seward Hy in this figure does not show the yellow LOS D between Dowling and Abbott that is in Figure 4.6	John Weddleton	Figure 4-6 was from the Status of the System report that only looked at the highways. Figure 5-6 is using the AMATS model that looked at all the roadways from collector and above which shows more roads, such as Tudor and more LOS E & F. Figure 4-6 is from the Status of the System report, which looks at PM peak hour conditions based on travel time reports, while Figure 5-6 shows model results for an average volume to capacity ratio for the entire peak period including AM and PM peaks. They are different methodologies.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
215	5//19		Peak Period Level of Service, 2040 E+C •What is '2040 E+C'?	John Weddleton	E+C is Existing + Committed projects as described on page 5//14, under Deficiencies Analysis. 2040 E+C is what the roadway network would look like in 2040 if only the projects funded in 2018 were completed and nothing else.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
216	5//20	Figure 5-6	[T]his figure 5.6 is referred to as 'Congestion Management Process (CMP) network/deficiencies' Is that a better title for this figure?	John Weddleton	Staff agrees there needs to be some clarification here.	Staff recommends replacing the words "Congestion Management Process (MCP) network/deficiencies..." on page 5//20 with "Baseline Peak Period Level of Service, 2013..."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
217	5//29	Table 5-9	Table 5-9 •Why is 'Reduces FTA required fleet size' a negative? If we can do more with fewer busses, isn't that a win?	John Weddleton	Typically, a reduction in fleet size results in a reduction of service. If you have 10 buses driving 16 hours a day, you have 160 hours or service available. Reduce the number of buses to 9, you only have 144 hours of service, no matter how you route the buses.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
218	5//30		Table 5-10 •It would be more clear if this were titled "2040 Prioritization Criteria for Standalone Non-motorized Projects" There is frequent confusion that these are all the projects neglecting the non-motorized facilities that are standard on most road projects.	John Weddleton	Thank you for your comment.	Staff recommends looking at this for the next MTP.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
219	5//30		•Explain this criteria: Potential for New Trips Considering Type of Facility, Nearby Facilities, Topography, etc.	John Weddleton	Table 5-10 was not copied into the 2040 MTP correctly.	Staff will update Table 5-10 to show the correct non-motorized criteria approved as part of Tech Memo 1B.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
220	6//2		Start off with a clear statement of what we're talking about here: •The expected cost of the projects on the list cannot exceed the expected \$2.6 billion in revenues we expect to generate."	John Weddleton	Staff disagrees. This is already covered on page 6//3 in the first paragraph in the second sentence.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
221	6//3		In the third column, this sentence 'The costs to design, construct, operate, and maintain all elements of the recommended MTP through 2040 are more than \$4 billion.' is nice information but is a distraction from the discussion of fiscal constraint. This could be moved to the Introduction on p 1//4 after making clear that the MTP only addresses design and construction.	John Weddleton	Staff disagrees. The 2040 MTP does not only address design and construction, but also O&M. Which is in this chapter as it is part of the fiscal constraint analysis.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
222	6//6		first para '... purpose of the NHS is to provide an interconnected system of principal arterial routes ..." •Not also highways and freeways?	John Weddleton	Good catch. Yet the Highways and Freeways are part of the NHS.	Staff recommends adding "Highway and Freeways" to the second sentence on page 6//6 in the first column.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
223	6//6		•Third column change 'Estimates of individual transportation road project costs ...'	John Weddleton	Staff agrees the word estimated is needed in this sentence.	Staff recommends adding "Estimates of" to the beginning of the first sentence on page 6//6 in the last paragraph on the third column.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
224	6//10		Please add to this section a discussion of how Anchorage's AMAT's \$ allocation is calculated. •The discussion of Federal funds is confusing. Does AMATS get \$25 M/year in NHS funds plus \$18.6 million/years in non-NHS for a total of \$43.6 million? Or does AMATS get just the \$18.6M and the \$25M is to AKDOT?	John Weddleton	For federal funding on NHS roadways the MTP assume \$25M a year beginning in 2019 from DOT&PF and \$18.6M from AMATS.	Staff recommends adding in some clarifying language to this section.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
225	6//13	Roads & non-motorized	Chapter 6 The second paragraph uses the phrase "bicycle path" That is sooo 70's! We don't have 'bike paths' in Anchorage. Please say 'path' or 'pathways.'	John Weddleton	Title 9 of the AMC still uses the word bikepath under 9.18.060 and 9.40.170. The MTP was trying to be consistent with local definitions.	Staff recommends changing the first sentence of the second paragraph on page 6//13 to the following: "Estimated maintenance costs for non-motorized facilities adjacent to roadways are incorporated into the roadway O&M."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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226	6//13		Operations & Maintenance •Move from the bottom of the second column to the second sentence in the first column this important message: 'The ability and willingness to pay the additional cost of maintaining an expanded system should be resolved before a commitment to build more infrastructure is made.'	John Weddleton	Staff concurs.	Staff recommends moving the sentence "The ability and willingness to pay the additional cost of maintaining an expanded system should be resolved before a commitment to build more infrastructure is made." from the second column on page 6//13 to the first column as the second sentence.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
227	6//13		•Second column, would it be accurate to change '... formal maintenance agreements' to 'Transfer of Responsibility Agreements?'	John Weddleton	Staff disagrees.	Staff recommends changing it to Maintenance Memorandum of Agreement. This is based on discussion with DOT&PF.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
228	6//15	Operations and Maintenance	Table 6-4 O&M road costs It seems odd to have CBERRSA included but not the Hillside LRSAs and RRSAs.	John Weddleton	Based on historical data and previous MTPs the LRSAs have no been included. Staff can do more research for the next MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
229	6//16		Public Transportation '... no additional operating funding is forecasted between now and 2040.' We fooled you! The new route added this year. Can we at least make note of that?	John Weddleton	Staff concurs.	Staff recommends adding ""In 2020, a new bus route was added." at the end of second paragraph.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
230	7//4	Figure 7-2	Figure 7-2 Summary of projects by goal. •Really like the icons but it would help to have each goal title in words added.	John Weddleton	Staff concurs.	Recommends adding the Goal titles to figure 7-2 with the icons.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
231	7//16	Table 7-1	25)Table 7-1 Recommended MTP Road projects Short Term •Project 133 All of these are studies. Change the title to 'Short Term MTP Implementation Studies' or change to match the title on p 7/59 'Recommended Special Plans, Projects and Studies.'	John Weddleton	Staff agrees with this administrative edit.	Add Studies to the Project name for projects #133 and #211.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
232	7//60	Table 7-9	Table 7-9 •What is '2040 E+C'?	John Weddleton	E+C is Existing + Committed projects as described on page 5//14, under Deficiencies Analysis. 2040 E+C is what the roadway network would look like in 2040 if only the projects funded in 2018 were completed and nothing else.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
233	7//60		•Showing the % of time in each LOS would make it easier to compare the alternatives realities. LOS 2013 2040 E+C Recommended A 3,828,191.00 83% 4,130,997.00 70% 4,004,910.00 67% B 328,382.00 7% 631,066.00 11% 698,091.00 12% C 261,692.00 6% 354,420.00 6% 487,015.00 8% D 150,353.00 3% 254,674.00 4% 206,669.00 3% E 27,173.00 1% 202,807.00 3% 197,333.00 3% F 43,493.00 1% 340,496.00 6% 383,688.00 6% TOTAL 4,639,284.00 100% 5,914,460.00 100% 5,977,706.00 100%	John Weddleton	The table shows Vehicle Miles of Travel in each LOS category, not time. The time would be a function of the congested speed on each link which cannot be inferred from the table.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
234	8//5	Implementation	Chapter 8 2C-1 Change 'roads' to neighborhoods.' Delete 'for the next MTP Update.'	John Weddleton	The "roads" has already been changed to neighborhoods. Staff concurs with removing "for the next MTP update".	Staff recommends removing "for the next MTP update" from action items 2C-1.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
235	8//6	Implementation	3-2 'Develop an interconnected network ... and (d) to promote and even distribution of traffic.' Delete (d) or change to 'reduce VMT.'	John Weddleton	Staff disagrees. This originally came from the Chugiak-Eagle River Long Range Plan (2007) and was included in the 2035 MTP and changed to consider all areas. Even distribution of traffic is still an important concept.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
236	8//7	Implementation	3D-2 'Work with ASD on congestion during ... and support school carpooling' add 'and encourage walking and taking the bus.'	John Weddleton	Staff agrees.	Staff recommends adding "and encourage walking and taking the bus" to action item 3D-2.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
237	8//7, 8//11	Implementation	3D-1 and 4D-1 It's unclear the connection with the U-Mad TDM and this action. Are we saying, if tha goes well, we'll do more?	John Weddleton	Yes. The UMED TDM study will be a prototype for future TDM studies that will cover the rest of the AMATS boundary where possible.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
238	8//9	Implementation	3I-1 'Work with MOA planning to implement the 2040 LUP to increase land use diversity...' Is diversity the goal? Change to 'increase efficient land use ...'	John Weddleton	Staff consulted with the MOA Planning director who agrees that the current language to increase land use diversity is appropriate in the context of mixed-use especially for Centers and Corridors as identified in the 2040 Land Use Plan. The term "Efficient Land Use" pertains to the whole of the 2040 Land Use Plan. AMATS's role is a supportive one that provides infrastructure that is needed in mixed-use areas.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
239	8//9	Implementation	3K-1 'Work with MOA on establishing districts to collect revenue for improved winter maintenance' We are doing this now and it ties with 302 and 3C-1 Is there such a plan?	John Weddleton	Staff sought further clarification from the commenter and were told it was ok to skip this comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
240	8//11	Implementation	4D-3 Instead of 'Uber/Lyft' use generic term like 'Transportation Network Companies' or "Rideshare Companies.'	John Weddleton	Staff agrees.	Staff recommends changing "Uber/Lyft" to "Transportation Network Companies" for action item 4D-3.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
241	8//23		The last sentence of the first column is misleading. •The Highway Trust Fund is not just from fuel taxes, it is supplemented with billions of general funds. "The AMATS TIP and the DOT&PF STIP are funded primarily with federal transportation dollars originating from the gasoline tax paid into' •From TaxPolicyCenter.org "Before 2008, highway tax revenue dedicated to the trust fund was sufficient to pay for outlays from the fund, but that has not been true in recent years. Since 2008, Congress has sustained highway spending by transferring \$140 billion of general revenues to the fund, including \$70 billion in 2016 because of legislation enacted at the end of 2015. Those transfers will enable the trust fund to meet spending obligations through 2020, but projected shortfalls will appear again by the end of 2021 (figure 2). The Congressional Budget Office projects that outlays from the Highway Trust Fund will exceed trust fund reserves by a cumulative \$119 billion for the highway account and by \$42 billion for the mass transit account by 2028, even if expiring trust funds taxes are extended (Congressional Budget Office 2018)."	John Weddleton	Staff concurs.	Remove the following from the last sentence on page 8//23 "originating from the gasoline tax paid into the Highway Trust Fund."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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242	General		<p>Administrative Edits.</p> <ol style="list-style-type: none"> 1. P 5//14 Table 5-4 Correct Diamond Boulevard. 2. P Projects 564, 573, 606 and 609 are repeated on the second page showing this table. 3. TThe heading of the table on the second page does not match the heading on page 8. It should start with 'MTP' 4. P 5//5 Figure 5.1 Please label the X-Axis 5. P 4//24 Second paragraph change 'passenger' to 'passengers' 6. M p. 5//7 last word change to 'centers.' 7. S p. 5//11 3rd bullet. Change 'results' to 'result.' 8. M p. 6//3 Table 6.1 The tables shows a surplus of \$14.0 million, the footnote says \$14.1 million. 9. M P. 6//10 first column fix 'aver -age' 10. M P. 7//60 Line 5 change 'hows' to 'shows' 11. M P 8//25 Figure 8-2 Fix 'Federal Approval' 12. M1) Add to Glossary Appendix A 13. MHD 14. MADT 15. MSC 16. MOD 17. MSACE 	John Weddleton	Staff concurs.	<p>Staff recommends making the changes listed below:</p> <ol style="list-style-type: none"> 1. P 5//14 Table 5-4 Correct Diamond Boulevard. 2. P Projects 564, 573, 606 and 609 are repeated on the second page showing this table. 3. TThe heading of the table on the second page does not match the heading on page 8. It should start with 'MTP' 4. P 5//5 Figure 5.1 Please label the X-Axis 5. P 4//24 Second paragraph change 'passenger' to 'passengers' 6. M p. 5//7 last word change to 'centers.' 7. S p. 5//11 3rd bullet. Change 'results' to 'result.' 8. M p. 6//3 Table 6.1 The tables shows a surplus of \$14.0 million, the footnote says \$14.1 million. 9. M P. 6//10 first column fix 'aver -age' 10. M P. 7//60 Line 5 change 'hows' to 'shows' 11. M0) P 8//25 Figure 8-2 Fix 'Federal Approval' 12. M1) Add to Glossary Appendix A 13. MHD 14. MADT 15. MSC 16. MOD 17. MSACE 	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
243	7//21	Project #210	<p>Hello, my name is Julie Barrow, I am the parent of a 5th grader at Grace Christian School located on Pintail Street, just off Huffman Road, in south Anchorage. For quite some time, I have been very concerned about the difficult intersection at Huffman and Pintail. Difficulties at this intersection include recent accidents with injuries as well as numerous close-calls to, not only, families and students of Grace, but also the neighbors of Grace and others traveling the busy Huffman corridor. I have used the Pintail and Huffman intersection almost daily for 6 years during the school year and have personally witnessed numerous accidents and near misses. My mother picks my daughter up after school and is so uncomfortable with the Pintail/Huffman intersection she refuses to use it, forcing her to use Merganser as a through fair.</p> <p>It is my understanding that MTP project #210 is currently under consideration. I am writing to politely ask that MTP project #210 be moved from the long term list to the short term list so that we can begin to plan on how to best address this dangerous and stress-filled intersection. I believe a roundabout would be welcomed with open arms.</p> <p>Thank you for your consideration.</p>	Julie Barrow	<p>Staff appreciates your concern and thanks you for taking the time to submit your comment.</p> <p>Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term.</p> <p>Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p> <p>In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
244		New Project	<p>Anchorage lacks an attractive way for visitors who stay at the many hotels/motels in the midtown area to access and enjoy the numerous restaurants and shops that contribute to the unique character of our downtown. This could be accomplished by designating one street as a pathway to downtown, with a light rail or shuttles that could be used by tourists and residents who now hesitate to drive into town because of scarce and expensive parking.</p> <p>The concept of reconstructing A, C, I and L Streets to "Complete Streets" standards could accomplish this goal, increase tourist spending, and provide more of them with the opportunity to truly experience the great northern city that is Anchorage.</p> <p>Thank you for giving us the opportunity to comment about this.</p>	Kathie and Doug Veltre	The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate. Actions 2D-2, 5I-2, 5I-4, and 5I-3 in the 2040 MTP help to address this issue.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
245		Non-motorized Infrastructure	<p>I understand that everyone wants to improve the highways but it's really not too bad. I have been a resident of Alaska for 30 years.</p> <p>The only think that is missing is more non motorized travel. There's so many trails in Anchorage but not enough between cities. The reason why people live in Alaska is to enjoy the scenery. It's not for the long winters or the darkness or winter depression that comes with it. It's for the summers and fall when you see almost everyone outside. There needs to be more bike trails and hiking. There needs to be more fun indoor activities for the long winters. Transportation isn't a huge deal as there isn't a huge congestion of people.</p> <p>People want fun and fresh air here in Alaska. Especially when it's too cold to take your children outside. Recreational activists in the winter would be more beneficial to the residents of Alaska and more ways to enjoy the summer.</p>	Kimberly Haynes	<p>AMATS planning boundaries are the Knik River to the North and Potter Weigh Station to the south. The following projects call for non-motorized improvements on the Glenn Highway, #112, #203, #204, #206, and #214.</p> <p>The 2040 MTP includes 32 action items to promote or support non-motorized travel.</p> <p>The majority of roadway project in the 2040 MTP do include a non-motorized component.</p>	Staff recommends adding the following to project #207 "Project would include non-motorized improvements."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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246		General	<p>I think the word that best characterizes the MTP2040 Update is "insidious", in no small part because it denigrates non-motorized usage by death through a thousand cuts, as it were.</p> <p>The document amounts to mostly a self-congratulatory wallow based on a successful obfuscation of the underlying circumstances. And yet, people have been providing commentary on AMATS practices for years, and none of that commentary seems to appear in the draft plan. The document seems to bathe in the glowing description of the miles of sidewalks and other "amenities". But if a sidewalk is buried in ice placed there by DOT regularly, it is no longer reliable for transportation purposes. And if I have to hike half mile to a bus stop, then the public transit system also becomes unreliable. Bike lanes are not protected which as NACTO notes, frightens (for good reason) users away from cycling so increasing bike lanes on arterials arguably REDUCES the number of bicyclists. And while AMATS has indicated that NACTO guidelines will be included in the non-motorized plan, the 2040 MTP DOES NOT INCLUDE any of the planning considerations recommended by NACTO.</p> <p>I think it is highly salient that though the Municipality specifically provides a detailed explanation of how agencies should use the community councils for obtaining public feedback, the Update makes it clear that the agencies involved could not be bothered with ACTUALLY involving the public in a manner that the MOA identifies, preferring, instead, to rely on methods which they can massage to their own benefit.</p> <p>And, of course, the nature of the cost constraint approach means that effective design protecting the most vulnerable will always be seen as the least cost effective alternative. In other words, the model is designed, intentionally, to maintain the status quo. Go figure!</p> <p>The meat of the Update goes on to exclude direct reference to any cycle tracks, and largely suggests that, if there is any consideration of non-motorized use, the "project would include non-motorized improvements" which invariably translates to paint, recognized by NACTO with respect to the roads mentioned as TOTALLY INADEQUATE.</p> <p>There are one or two sops to the non-motorized crowd (like another small piece of bicycle path along the Glenn Highway), but there is a total absence of reference to any NACTO Design Guides. The NTSB just SPANKED the FHWA and NHTSB for failing to touch much of ANYTHING about planning and designing infrastructure to protect vulnerable users. While this update has all the lip service the Planners thought necessary, it fails to adequately acknowledge that our transportation systems are committing murder and assault on a daily basis, and our systemic response to this epidemic are a series of nods and winks!</p> <p>p.s. I would appreciate it if you provided the BPAC analysis for the Draft 2040 Plan Update.</p>	Marc Grober	<p>The 2040 MTP contains 32 action items that support improvements for non-motorized users.</p> <p>Chapter 8 of the MTP includes several actions item for year round mobility for non-motorized travel. Action items 3K-1, 5E-1, and 5E-2.</p> <p>Design level details are not included in the 2040 MTP. Chapter 7 of the AMATS non-motorized plan update does include design guides. The non-motorized plan is not yet approved and will be reviewed for inclusion in the next MTP update, see action item 4B-3.</p> <p>The Federation of Community Councils is identified as a stakeholder on page 9 of project specific public involvement plan for the MTP which was approved by the AMATS TAC on 4/13/17. The FCC is on the list to receive all communications regarding the MTP and a number of presentations were given to the FCC over the course of the project. As an AMATS project, this MTP followed the AMATS public involvement process.</p> <p>A cost constraint approach is required by the Federal Highway Administration, Code of Federal Regulation 23 CFR § 450.324 which governs the MTP development process. The 2040 MTP strived for more realistic cost estimates for all modes, but project cost estimates at this time are very high level.</p> <p>The AMATS BPAC did not provide any feedback on the 2040 MTP draft document.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
247	7//14	Project #121	<p>Refer to Table 7-1, MTP# 121, Mountain Air Drive - Rabbit Creek Road to E 164th:</p> <p>E 164th does not exist to the east of Goldenview Dr. Is it the intent of this plan to construction E 164th to connect to Mount Air Drive as shown on Fig 7-4? Do not believe it feasible to construct E 164th in the proposed alignment due to topography, stream in its alignment, and existing homes. Perhaps this is a typographical mistake from previous report/plan and was meant to be E 154th/156th Ave as reflective in the "Hillside District Plan" - Map 4.1 Roadway Connections, Special Study Area "B". Connection of Mountain Air Drive to Goldenview Drive via E 156th Ave rather than constructing E 164th would be significantly more feasible utilizing and existing section line easement, less costly to construct and still provide effective access and emergency response capability.</p>	Mary Cary	The project will be looked at in more detail during the design phase.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
248		Commuter Rail	I don't see commuter railroad from the Valley to ANC Airport included in this plan anywhere (maybe I missed it???)... Make stops to connect with buses downtown, at Spenard, at Airport at Arctic and at Dimond Center... of course this would be an electrified commuter rail line!	Matt Bergan	<p>While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation.</p> <p>Staff agrees a section on commuter rail should be added to the MTP.</p>	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
249		Non-motorized Winter Maintenance	<p>I am a 12 year old who goes to Stellar Secondary School. As I was walking to the PeopleMover bus stop this afternoon, many of the sidewalks (including the one next to Northern Lights) that I usually walk on were covered in snow from plows depositing it there. Because of this, I was forced walk in the streets. Cars swerve around me, and I was put in danger. I reached my bus stop and took the bus to the Providence and Elmore stop. When I got off the bus, I found the same problem, but on a larger scale. Snow was piled up 6 feet on the sidewalks, and there was no possibility at all of being able to walk out of the street.</p> <p>I am hoping that the sidewalks and pathways for pedestrians will be clear in the future for all to use.</p>	Merridy Littell	Chapter 8 of the MTP includes several actions item for year round mobility for non-motorized travel. Action items 3K-1, 5E-1, and 5E-2.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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250	7//21	Project #210	Hello, my name is Michael Stewman. I have a child who goes to school at Grace Christian School located on Pintail Street, just off Huffman Road, in south Anchorage. For quite some time, I have been very concerned about the difficult intersection at Huffman and Pintail. Difficulties at this intersection include recent accidents with injuries as well as numerous close-calls to, not only, families and students of Grace, but also the neighbors of Grace and others traveling the busy Huffman corridor. It is my understanding that MTP project #210 is currently under consideration. I am writing to politely ask that MTP project #210 be moved from the long term list to the short term list so that we can begin to plan on how to best address this dangerous and stress-filled intersection. Thank you for your consideration.	Michael Stewman	Staff appreciates your concern and thanks you for taking the time to submit your comment. Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term. Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
251		Air Quality and Transit	Thank you for your time and energy spent on creating a transportation plan for our city's future! As a millennial and someone who does not own a car, I was very interested to read the recommendations. My comments are below. •I was pleased to see your efforts put into a campaign that would inform the public about air quality and ride sharing.	Molly Mattingly	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
252		Safety and Security	•As a young woman, it is good to see that you are considering more lights on the trails.	Molly Mattingly	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
253		Safety and Security	•Unfortunately, bike theft is a big problem in Anchorage. It would be great to see plans for bike lockers/indoor bike racks. This would help promote biking, rather than driving.	Molly Mattingly	The 2040 MTP Policy 5-2 calls for projects and programs to maintain the welfare of citizens. Action Item 6F-1 is to work with the private sector to install non-motorized friendly amenities. These could include bike lockers/indoor bike racks to help with non-motorized safety.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
254		Non-motorized Signal Issue	•In a few areas, I see a mention of checking the responsiveness to cross-walks. I would like to see more of this. I bike from Lake Otis to Midtown every day and none of the crosswalk buttons I use are responsive to when I hit the button; each one goes through the same cycle before I can cross. There is no point in having crosswalk buttons if they don't actually do anything when you hit them.	Molly Mattingly	Staff recommends this comments is forwarded to MOA and DOT&PF Traffic sections.	Forward to MOA And DOT&PF Traffic sections.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
255		Non-motorized Winter Maintenance	•Also did not see that you all are considering increased plowing of roads and sidewalks in the winter. When it snows so frequently here, it doesn't make sense that it gets plowed on a schedule, rather than being responsive to when it actually snows. Most cities, where it snows frequently, have snow plows that plow when snow falls. Snowy streets are hard for drivers but worse for pedestrians. Often, it is difficult to bike without a fat tire bike, which only few can afford; and I cannot imagine trying to get a wheelchair or walker through the snow on the pathways. It is the responsibility of the city to care for the most vulnerable in our community, who are often people who don't have access to car/have disabilities.	Molly Mattingly	Chapter 8 of the MTP includes several actions item for year round mobility for non-motorized travel. Action items 3K-1, 5E-1, and 5E-2.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
256		Congestion	•In the plan, you discuss the importance of putting effort behind long-term projects. However, I do not see the allocation of so much funding/effort behind the work on the Seward Highway as part of that. In your review of Anchorage's future transportation needs, you explain that vehicle usage is going to decrease for a number of reasons and you mention you want to decrease overall vehicle trips, so why would you put more money towards a project that relieves congestion when that is going to happen naturally? Plus, congestion may cause people to try other options, such as biking or riding the bus, where they could work on something else.	Molly Mattingly	Chapter 5 of the 2040 MTP discusses the future transportation network of the AMATS area and includes information on changing demographics based on national trends, such as the Millennial generation driving less. However, these national trends may or may not develop for Anchorage, but they are issues that need to be considered as we continue to plan. The 2040 MTP has to be based on data and local data, based on AADT, is showing an increase in driving throughout the AMATS area. While the 2040 MTP will continue to monitor the data and national trends, congestion still exists.	Staff recommends add the following sentence to Chapter 5 on page 5//9: "The demographic trends in this section are based on national data and need to be considered for the AMATS area for future planning."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
257		Transit	•I was happy to see the plans to improve accessibility to bus stops, as well as increased bus routes. A few things I would add to this section would be an increased use of buses so that riders don't have to wait as long, the ability to transfer buses with a one way ticket without having to buy another one, and improve the bus tracker. It would be helpful to not have to be redirected to another page in order to see when the buses are actually coming. Again, if you are trying to promote less car usage, it would behoove you to make more of the bus and sidewalk plans a priority.	Molly Mattingly	Thank you for your comment.	Staff recommends this comment be forwarded to the MOA Public Transportation Department for their consideration.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
258	1//4	Introduction	Before the first paragraph add: "The MTP2040 guides how \$2.6 billion will be spent over the next 20 years on transportation capital projects that meet broad community goals. These funds will come from local, state and federal sources."	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends adding the following sentence before the first paragraph on page 1//4 "The 2040 Metropolitan Transportation Plan (MTP) guides how \$2.6 billion will be spent over the next 20 years on transportation capital projects that meet broad community goals and that address federal transportation goals and planning factors. These funds will come from local, state, and federal sources"	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
259	1//4	Introduction	Move third paragraph on this page to go right after previous amendment	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends moving the 3rd paragraph on page 1//4 to be after the comment above.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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260	3//4	Goal 1	Change the word "system" to "infrastructure".	Municipality of Anchorage Assembly	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	Staff recommends this comment be carried forward for the next MTP development.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
261	3//6	Goal 5	In the Goal 5 narrative: explicitly include "public transportation". Also see pg. 8//12 recommendation.	Municipality of Anchorage Assembly	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	Staff recommends this comment be carried forward for the next MTP development.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
262	3//6	Objective 5J	Add under Goal 5 objectives: "5J. Consider Public Transit's role in environmental sustainability and social justice as an alternative or component of all transportation projects."	Municipality of Anchorage Assembly	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	Staff recommends this comment be carried forward for the next MTP development.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
263	4//10	Roadways	Delete [The importance of regional mobility and economic development cannot be overstated].	Municipality of Anchorage Assembly	Staff does not concur. The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
264	4//14	Roadway Congestion	Eliminate the first two sentences under the heading "Roadway Congestion" Add: "A traditional approach to congestion and a focus on congestion in roadway construction in other parts of the country has exacerbated problems through induced demand."	Municipality of Anchorage Assembly	Staff does not concur. Keep first two sentence about congestion. Congestion is a federal planning factor the MTP must address. Congestion does have negative impacts on the economy. Staff do not agree with adding the suggested opinion sentence that "A traditional approach to congestion and a focus on congestion in roadway construction in other parts of the country has exacerbated problems through induced demand." The AMATS model does take into consideration induced demand, from both projected housing growth/densification and improved transportation facilities. The 2040 Land Use Plan for the Bowl, p. 22, acknowledges that densification will cause increased congestion, but that the mitigation for the increased congestion is expanded transit service and trails. The Comprehensive Plan expects transit service to eventually merge with its long-range vision for a high-frequency transit network operating along many street corridors (page 3); however, the main obstacle to expanded transit is lack of funding. The lack of funding for expanded transit operations needs to be addressed at the local level to help alleviate congestion caused by densification. We should note that the federal performance measures for congestion are moving away from Level of Service (volume/capacity) toward a measure of delay based on Annual Hours of Peak-Hour Excessive Delay Per Capita, not per vehicle, and begins to get to the issue of accepting some measure of acceptable congestion/ delay in travel. The 2040 MTP action items/policies related to TSM/TDM, 2A-1, 2A-2, 2A-3, 3-1, 3D-2, Policy 3D-5, Policy 3D-6, 3E-1, 3E-2, 3E-4, Policy 3E-5, 3G-1, 3H-2, 3L-1, Policy 3I-2, 4B-2, Policy 5-1, 5B-1, Policy 5D-1, 6F-1, and 6F-8. The 2040 MTP action items/policies related to Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
265	4//18	Roadway Travel Times	Delete: [Travel times...for optimal road conditions] Replace with: "We accept some delay at these peak travel periods."	Municipality of Anchorage Assembly	Accepting some delay at peak travel periods needs further discussion by AMATS with its partner agencies, DOT&PF and the MOA. The FHWA required performance measures of Annual Hours of Peak Hour excessive Delay is something AMATS will have to set a target for in the near future. How much delay is expected? Especially in light of the new FHWA performance measure.	Staff recommends removal of the sentence "Travel times during these peak period and all times of day should be minimal for optimal roadway conditions." from pages 4//18 first column.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
266	4//20	Figure 4-10	Add to Figure 4-10 a clear indication that from 2012-2013 there was a reporting method change.	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends adding a call out box to the figure 4-10 indicating a reporting method change from 2012 to 2013.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
267	4//20	First Column	Delete [; however since 2013, there has been a significant reduction in total reported crashes].	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends changing the 2nd paragraph on page 4//20 first column to the following: "Between 2005 and 2012 total crashes ranged from 6,000 to 8,000 per year. While 2013 shows a decrease in the number of crashes, it should be noted that the reporting methodology changed from 2012 to 2013 to comply with State mandates. As a result, a direct comparison of 2013/2014 data to previous years is not recommended."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
268	4//24	Public Transportation	Update the data in the narrative.	Municipality of Anchorage Assembly	Staff concurs with updating the transit data where possible.	Staff recommends updating Figure 4-13 and Figure 4-14 on pages 4//26 and 4//27 with ridership data provided by the MOA Public Transportation Department. Additionally staff recommends updating Figure 4-12, the Transit routes map with the data provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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269	4//26	Figure 4-13	Update Figure 4-13 to show increased ridership from 2016 through 2019	Municipality of Anchorage Assembly	Staff concurs with updating the transit data where possible.	Staff recommends updating Figure 4-13 and Figure 4-14 on pages 4//26 and 4//27 with ridership data provided by the MOA Public Transportation Department. Additionally staff recommends updating Figure 4-12, the Transit routes map with the data provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
270	4//37	Table 4-8	Add to Table 4-8 freight data for C Street and Seward Highway.	Municipality of Anchorage Assembly	The data came from the AMATS Freight Mobility study and this was the data used as part of the Status of the System report. There is no additional data from the Freight Mobility Study for C Street and Seward Highway.	Staff recommends looking at this as part of the next Status of the System Report for the next MTP.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
271	5//6	Second Paragraph	Delete [In agreement with] Replace with: "As reflected in"	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends replacing "In agreement with" with "As reflected in" on page 5//6 second paragraph.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
272	5//12	Correct Page no. Per John's comments	Add reference to specific Climate Action Plan goals and action items	Municipality of Anchorage Assembly	See chapter 8 action item 2C-2 and Policy 3-3.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
273	5//17	Level of Service	Add a copy of the LOS criteria, Table 4-4 on pg. 4//14, to give meaning to figures here.	Municipality of Anchorage Assembly	Staff agrees some clarification is needed.	Staff recommends changing the first sentence on page 5//17 to the following: "Level-of-service (LOS), a measure of congestion as described in chapter 4 on page 4/14, is calculated by dividing the capacity of the road segment by the volume of forecast for that roadway segment by the model."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
274	6//10	Figure 6-2	Update the graphic by adding "related amenities" to the description of roads and spell out B/P/T.	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends updating figure 6-2 on page 6//10 to add "and related amenities" to the Roads legend and change B/P/T to Non-motorized.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
275	6//13	First and Second Column	Move "The ability...is made." to second sentence first column. Also change "important" in first sentence first column to "essential".	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends moving the sentence "The ability and willingness to pay the additional cost of maintaining an expanded system should be resolved before a commitment to build more infrastructure is made." from the second column on page 6//13 to the first column as the second sentence. Staff also recommends changing the word "important" to "essential" in the first sentence of the first column on page 6//13.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
276	6//16	Public Transportation	Add: "In 2020, a new bus route was added." at the end of second paragraph.	Municipality of Anchorage Assembly	Staff concurs.	Staff recommends adding "'In 2020, a new bus route was added.'" at the end of second paragraph.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
277	7//8	Project #103	Increase estimated cost to \$25 million. In title, remove [improvements] Edit project description first sentence to read: "Realign Academy Drive south of Abbot Road to accommodate increased traffic caused by 96th Avenue/Academy Seward Highway Underpass (#131)."	Municipality of Anchorage Assembly	A change in the cost estimate of a project is considered to be a significant change that would require an update of the fiscal analysis, as project(s) would have to be removed to make room for the additional cost. This would require the 2040 MTP to go back out for public comment and delay approval.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
278	7//8	Project #103(a)	Add project 103(a): Vanguard South of Academy	Municipality of Anchorage Assembly	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
279	Errata Pages	Project #131	Build project for non-motorized use only until Project 103 and 103(a) are complete and then reassess.	Municipality of Anchorage Assembly	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	Staff recommends no change to the MTP. Staff recommends forwarding comment to the DOT&PF project manager.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
280	7//12, 7//22-23, 7//31	Projects #117, #212, #214, and #316	No further work on these projects until such time as the Seward/Glenn Highway PEL (#214) and Seward/Glenn Connection at Airport Heights (#316) is complete and then conduct the Environmental Assessment phase for 117, 212, 214 and 316 concurrently to avoid inappropriate segmentation.	Municipality of Anchorage Assembly	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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281	7//16	Project #133	Add to MTP # 133 studies: Pedestrian improvements at 7th and I Street.	Municipality of Anchorage Assembly	This is covered under the Intersection Operations and Safety Improvements Program listed under project #133.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
282	7//18	Project #202	Amend purpose to include: Safety	Municipality of Anchorage Assembly	AMATS staff used the Vision Zero High Injury Network to determine if a project purpose included safety. This project is not on the High Injury Network map.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
283	7//29	Project #309	Recommend fully vetting alternatives to alleviate identified problems without requiring acquisition of homes along Lake Otis for right of way.	Municipality of Anchorage Assembly	This will be done as part of the design/environmental work if the project is ever funded/started.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
284	8//6	Goal 3	Amend Goal 3 to: "Develop an efficient multi-modal transportation system to reduce travel time, promote accessibility, and improve system reliability."	Municipality of Anchorage Assembly	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
285	8//6	Goal 3	Add: "3-4 Action Adopt a method to estimate greenhouse emissions from the AMATS transportation system (construction, maintenance, freight) and commute to an annual calculation and public reporting relative to the Climate Action Plan goals."	Municipality of Anchorage Assembly	AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage. Also see action item 2C-2 and policy 3-3.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
286	8//9	Objective 3J	Add: "3J-2 Policy Maximize all potential sources of operating funds for transit, including existing busses not in service. Evaluate the use of flex funding for federal highway dollars."	Municipality of Anchorage Assembly	AMATS funding is used where possible and as flexible as possible to help with transit, which is unable to be used for operating. Federal dollars, in general, are not allowed to be used for operating for transit. Funding outside the federal program is needed.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
287	8//12 & 3//6	Goal 5	Edit Goal to read: "Develop a transportation network that protects and enhances the natural and built environment with a focus on quality of life, equity of all users and social justice."	Municipality of Anchorage Assembly	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
288	8//12	Goal 5	Add Objectives: "5-3 Action Reduce emissions of greenhouse gases from the AMATS system by 40% from 2008 levels by 2040."	Municipality of Anchorage Assembly	AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
289	8//12	Goal 5	5-4 Action Expand affordable and convenient transportation options for traditionally underserved populations, including children, elders, and people with disabilities."	Municipality of Anchorage Assembly	Staff agrees a new action item related to this is needed.	Staff recommends adding the following new action item "5-3 Explore and consider how to expand affordable and convenient transportation options to traditionally underserved populations, including children, elders, and people with disabilities."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
290	8//12	Objective 5B-2	Add at the end: "and encourage transitions to more efficient and alternative energy vehicles."	Municipality of Anchorage Assembly	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
291	8//14	New Objective	Add new "Objective 5J - Consider Public Transit's role in environmental sustainability and social justice as an alternative or component of all transportation projects." And below it: "5J-1 Policy Maximize opportunities for transit operating funds through federal sources." And develop other action or policy items to implement as appropriate.	Municipality of Anchorage Assembly	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP. AMATS funding is used where possible and as flexible as possible to help with transit, which is unable to be used for operating. Federal dollars, in general, are not allowed to be used for operating for transit. Funding outside the federal program is needed.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
292	8//23	Project Implementation	Edit the last sentence in second paragraph to end with "federal transportation dollars and complemented by state or local matching funds."	Municipality of Anchorage Assembly	Staff concurs.	Remove the following from the last sentence on page 8//23 "originating from the gasoline tax paid into the Highway Trust Fund."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
293		New Project	Tudor/Muldoon Curve - Short term - Add project to improve safety and reduce speeds along the curve past Patterson through the intersection at Tudor and Baxter.	Municipality of Anchorage Assembly	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
294		New Project	Brayton Sidewalk - Short term - Add sidewalk to Brayton Drive from Legacy to Huffman.	Municipality of Anchorage Assembly	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
295		New Project	Boulevard Project for A and C Streets from 3rd to 36th Avenue - Two-way complete streets boulevards.	Municipality of Anchorage Assembly	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
296		New Project	Daylight Fish Creek - Extend open creek channel from 36th Avenue and Kathy Estates Trailer Court west.	Municipality of Anchorage Assembly	At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. Additionally this type of project is outside the scope of what the 2040 MTP can fund. The 2040 MTP could only fund the transportation element, if it included one.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
297		New Project	North Fork Chester Creek Trail Connectivity - Connect Tikishla Park to Chanshtnu Muldoon Park, through Russian Jack Park and Cheney Lake to the north of Northern Lights Boulevard. As part of this effort, pedestrian improvements need to be made on Nichols Street between the current termination of the trail to the south of the Whaley School and the resumption of the trail near between the Mental Health Trust Authority and Catholic Social Services. The other priority along this route is a connection from Cheney Lake to the Begich Middle School field. From there, trails already exist to bring a resident all the way to the edge of JBER.	Municipality of Anchorage Assembly	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
298	4//24	Transit	Delete the 2nd paragraph in the first column that starts with "Ridership has increased..."	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends removing the 2nd paragraph of the first column on page 4//24.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
299	4//24	Transit	Update the first paragraph under the Bus Service Header with the following changes: "On October 23, 2017, a new transit system was implemented that improves bus frequency on many routes in the region. Prior to October 2017, People Mover operated one route on 20-minute headways (minutes between bus service), three on 30-minute headways, nine on 60-minute headways, and one commuter route with limited service. The Today, the new system has more frequent service, including, between the hours of 6 AM and 8:30 PM: four frequent routes with headways of 15 minutes, one route with 20-minute headways, three five with varying headways between 15 and 30-minutes, headways, three three with 60-minute headways, and two commuter routes that operate during peak periods only. Figure 4-12 shows the location of the 13 14 different fixed bus routes in Anchorage as of October April 202017 . Frequencies of bus services for commuter routes and all lines routes after 8:30 PM and on weekends range from 30 to 60- minutes. Routing assistance, as well as service times and locations, can be found on the People Mover website or by calling 343-6543."	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends making the edits provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
300	4//24	Transit	Update the first paragraph in the third column to read: "Prior to the launch of the new bus system in October 2017, there were two transit connections between Chugiak-Eagle River and the Anchorage Bowl. Riders could take People Mover Route 102, a fixed-route commuter service during peak hours, or Eagle River Connect, a deviated fixed-route service combined with a dial-a-ride service for the link between Chugiak-Eagle River and the University Medical (U-Med) area. As of October April 20172020 , People Mover Route 92 provides the Anchorage Bowl to Eagle River connection with approximately 30-minute (morning) and 30/60-minute (afternoon) headways during peak hours."	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends making the edits provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
301	4//26	Transit	Update the paragraph on this page with the following changes: "In 2008, for the first time since 1983, the system surpassed an annual ridership of 4 million. People Mover has experienced slightly declining ridership ever since. Transit ridership is affected by many factors, some outside the control of the transit agency. Factors include the population and employment density, the fare cost compared to other transportation costs, travel time, reliability of service, frequency of service, and other amenities. After the launch of the new bus system in October 2017, ridership is now increasing. Figure 4-13 shows the average daily riders by People Mover for weekday and weekend trips between 2007 and 20162019 ."	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends making the edits provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
302	4//27	Transit	Update the first pagraph on this page with the following changes: "Looking beyond ridership alone, agencies track other metrics to determine how cost-effective their services are compared to similarly sized agencies. One such metric, transit system productivity, is a ratio of ridership to revenue hours. Transit systems aimed at maximizing ridership typically have higher productivity than those that are designed to provide service coverage. Prior to October 2017, People Mover operated a system aimed at providing service coverage over maximizing ridership. Between 2010 and 20142016 , bus revenue hours increased remained about the same , while ridership declined . Revenue hours increased with the new bus system in an effort to increase ridershipslightly ; Figure 4-14 illustrates the slight decline in productivity from 28-826.7 passengers per bus hour in 2010 to 25 21.7 passengers per bus hour in 20142016 . In 2018, it begins to increase as more riders use the new bus system."	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends making the edits provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
303	4//27	Transit	Update the second paragraph on this page with the following changes: "PTD also offers AnchorRIDES, a demand responsive, curb-to-curb transportation service for seniors and people with disabilities. AnchorRIDES is a service that meets the requirements of the American's with Disabilities Act (ADA) and is eligible for FTA paratransit funding. It also receives state and federal subsidies. Trips on AnchorRIDES increased from 173,000 passengers in 2001 to a peak in 2011 of 198,500 passengers, dropping to 167,000123,520 in 20196."	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends making the edits provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
304	4//28	Transit	Update the paragraph under the Ride Sharing header with the following changes: Ride sharing, also known as carpooling, is an important component of a multi-modal transportation network. According to the most recent census data, almost 12% of all employees in the Anchorage area carpool to work. Most carpooling occurs among friends and family; the 2014 regional household travel survey found that, of the 12% of carpool commute trips, only 17% include driving with a non-household member (2% of all commute trips). the 2014 regional household travel survey found that only 17% of those Anchorage-area carpool commute trips include driving with a non-household member (a total of 2% of all commute trips). To complement informal carpooling, organized ride sharing services are an increasingly important transportation mode. Anchorage's ride sharing system, RideShare, offers participants the opportunity to commute in organized carpools and vanpools. As shown in Table 4-6, there was a significant increase in vanpooling participation over the past 10 years, from 375 to 1,152 in 2011, though participation decreased in 2014 to 840. However, active vanpools remain steady at 65 and has experienced a steady increase since 2006. Active carpoolers have decreased steadily over time, from 659 to 250, though it may be possible that informal carpools have been established outside the formal RideShare systemprogram .	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends making the edits provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
305	4//25	Figure 4-12	Update figure 4-12 People Move Bus routes, with the information provided by the Public Transportation Department. This updates the map to reflect the 2019 route changes.	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends making the edits Figure 4-12 provided by the MOA Public Transportation Department regarding the route changes in 2019.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
306	4//3	System Overview	Figure 4-1 shows 13 Transit routes and there are 14.	Municipality of Anchorage Public Transportation Department	Thank you for letting staff know.	Staff recommends updating Figure 4-1 to show the correct number transit routes.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
307	4//24	Bus Service	In the 3rd sentence remove the section that says "one route with 20-minutes headways" as there are not 20 minutes headways.	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends removing "one route with 20-minute headways" from the 3rd sentence under Bus Service on page 4//24.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
308	4//24	Bus Service	Correct the number of fixed bus routes from 13 to 14.	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends updating the number of bus routes on page 4//24 from 13 to 14.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
309	4//24	Bus Service	In the third column on this page change the last sentence of middle paragraph to the following "As of October 2017, People Mover Route 92 provides the Anchorage Bowl to Eagle River connect with a commuter route."	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends updating the last sentence of the second paragraph in the third column on page 4//24 to the following "As of October 2017, People Mover Route 92 provides the Anchorage Bowl to Eagle River connect with a commuter route."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
310	4//25	Figure 4-12	Update Figure 4-12 to remove the 20 min on the red lines. It is only 15 minutes. Route 25 [Tudor] should be purple (15-30 minute headways).	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends updating 4-12 to remove the 20 minutes on the red line.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
311		General	Throughout the document change the "short-range transit plan" statement to just say "transit plan".	Municipality of Anchorage Public Transportation Department	Staff concurs.	Staff recommends changing "short-range transit plan" to "Transit On the Move Transit Plan" throughout the 2040 MTP.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
312		Greenhouse Gas Emissions	<p>Thank you for the opportunity to provide comments on the Public Review Draft Metropolitan Transportation (MTP) 2040 Plan update for Anchorage and Eagle River.</p> <p>The crux of my comments is that MTP 2040, not the next MTP, should commit to reduction of greenhouse gases, and to projects that will create a transition to a sustainable, safe, transportation system. The MTP 2040 should delay or delete several freeway projects and set targets to reduce single-occupancy vehicle trips and miles traveled (see project-specific comments). Staff should produce new goals that implement the Land Use Plan and the Climate Action Plan; a concise set of measurable objectives; and data collection and reporting requirements for all objectives (see specific comments on goals and objectives). Scoring criteria for projects should be over-hauled, with public input.</p> <p>The next decades will be a period of major local and global transition, driven by global forces such as climate change and technology. Anchorage must invest innovatively in new transportation modes and patterns to maintain economic vitality and quality of life, and improve social equity, during this transition.</p> <p>The current draft MTP is a mid-LAST CENTURY plan that will handicap our city's advance into the middle of the current century. This draft plan spends inordinately on high-speed roads for peak-hour vehicle movement. That focus is outdated and inadequate. (See Attachment 1 [J]) It is irresponsible to the needs of the coming generations.</p> <p>And, the MTP focus on high-speed roads will not solve congestion in Anchorage. That strategy hasn't worked for any U.S. cities. The 100 largest urban areas in the U.S increased their freeway lane-miles by 42 percent from 1993-2017. That outpaced population growth of 32 percent in those same urban areas over that period. Yet, the congestion in those urban areas grew by a staggering 144 percent!</p> <p>In past rounds of public input, staff gave many lip-service responses. For examples, staff pledged in its 2017 written comment response to adopt a method for estimating greenhouse gas emissions, and to adopt an energy efficiency policy: but did neither in this draft MTP. The comment review process should be receptive and responsive to all well-founded criticism: otherwise, the process is an abuse of public time and trust. AMATS staff should not give the response that 'major revisions would require a new public comment period: let's take the time to shape the transportation transition that will meet 2040 condition and beyond..</p> <p>This draft MTP 2040 needs substantive revisions to boldly begin the transition to a sustainable, equitable transportation system.</p>	Nancy Pease	<p>AMATS staff did not "pledge in its 2017 written comment response to adopt a method for estimating greenhouse gas emissions and to adopt an energy efficiency policy". Here is what staff said in the comment response summary when asked about adding a new sub Goal 5 regarding energy efficiency and greenhouse gas emissions "This is a policy level statement. Staff recommends including this for review as an action item in the Implementation Chapter of the MTP." Staff did review and provided the actions listed below for energy efficiency, however AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.</p> <p>Energy efficiency speaks to promoting non-sov travel. The 2040 MTP includes several action items to promote non-sov options, including 5D-1, Policy 5, 5E-4, 3E-5, 4B-2, 6F-1, 6F-8, 3G-1, Policy 3E-1, 3E-2, Policy 3I-2, 3K-1, 5E-1, 5E-2, 5E-3, 3H-2, 3D-5, 4D-1, and 5B-1.</p> <p>The 2040 MTP Goals 2 and 5 address safety and promoting environmental sustainability.</p> <p>The 2040 MTP includes action item 2C-2 and 3D-3 to help address the Climate Action Plan.</p> <p>The 2040 MTP includes 3I-1, 4D-3, 5D-2, 6F-2, 6F-5, and 6F-6 to help implement the 2040 Land Use Plan.</p> <p>AMATS is still in the process of reviewing non-federal performance measures that could be adopted later. Targets, data collections, and reporting will be part of that discussion.</p> <p>The scoring criteria for the 2040 MTP was overhauled and did have public input.</p> <p>The 2040 MTP action item 3D-7, 4D-2, 4D-4, 4D-5, 4D-6, and 5B-2 help to address emerging technology.</p> <p>The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access".</p> <p>The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
313		Goal 3	Goal 3 "Improve Travel Conditions" is too vehicle-focused and should be re-written to improve access and connectivity for pedestrians, bicyclists, and transit users.	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
314		Objective 3A	Objective 3A for decreasing travel time should specifically apply to pedestrian, bicyclist, or transit user travel time first.	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
315		Objective 3H	Objective 3H includes congestion reduction often is interpreted as higher-speed traffic. This objective should be revised to support lower speed limits for safer roadways and greater lane capacity, which can mean decreased or no-change to drive times..	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
316		Performance Measures	The performance measures to improve safety should include lower, not higher targets, for number of serious injuries and fatalities. Estimated population increases should not correlate to more injuries and deaths.	Nancy Pease	The safety measures follow the requirements set by the Federal Highway Administration in their development of the performance measures. It is based on data even if the data shows the number going up. These targets are set in coordination with the State of Alaska DOT&PF.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
317		Non-motorized	Objectives around increasing access should prioritize access for people on foot, bike and bus. Those modes are available to non-drivers, which includes the young, the elderly, and non-drivers.	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
318		Goal 5	GOAL 5: Split it into two parts:	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
319		New Objective	Add an additional objective: Reduce transportation-sector emissions of greenhouse gases from the AMATS system by 50 percent from 2008 levels, by 2040 (a target set by the Anchorage Climate Action Plan).	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
320		New Objective	Add another objective: Continuously reduce mobile source emissions of other air pollutants. Measurements should include: Reducing vehicle miles traveled; increasing the number of people who walk, bike, and take transit; reducing the number of fossil fuel powered vehicles on the road; electrifying vehicles and buses; enhancing regional transit; free and expanded local transit; and expanding paid/managed parking.	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
321		New Objective	Protect and enhance health and well-being Add an additional objective: expand affordable and convenient transportation options for traditionally underserved populations, including children, elders, and people with disabilities. Measurements should include: percent of students with a safe walking route to schools, and frequency and cost of transit routes in neighborhoods with low incomes or senior populations.	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
322		New Objectives	OBJECTIVES Other Metropolitan planning areas have adopted monitoring systems to assess whether their transportation spending is producing efficient, affordable, accessible, safe transportation and supporting their desired land use patterns and neighborhood. For example: Boulder CO has specific, measurable objectives to reduce GHG emissions. I advocate using Boulder's objectives as a template, with specific targets for 1. VMT. Reducing vehicle miles traveled (VMT), with a percent overall reduction, and trip distance reductions for both residents and commuters: MEASURES • Total VMT • Daily resident VMT • Average one-way commute distance for non- residents 2. MODE SHARE Increase walking, biking, and transit to XX percent of all trips for residents and to XX percent of work trips for non-residents. Transit mode-share is particularly low in Anchorage, at 1.7 percent of trips in 2017 compared to 5 percent nationally: we should set a transit trip target of 10 percent. MEASURES • Resident mode share for each: pedestrian, cycling, transit • Non-resident mode share for each 3. CLIMATE 3A. By 2030, reduce transportation-sector GHG emissions by 50 percent and continuously reduce mobile source emissions of other air pollutants.	Nancy Pease	The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP. Fulfilling the 2040 Land Use Plan long range vision for higher density and infill, that could lower dependence on private vehicles, is dependent on an expanded transit service. See pages 3 and 60 from the 2040 Land Use Plan that talks about these issues. Additional funding, outside the 2040 MTP, is needed for an expanded transit system. AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
323		Greenhouse Gas Emissions	3B. Adopt a method to estimate GHG emissions from AMATS transportation system (construction, maintenance, transport), and commit to an annual calculation and public reporting relative to the Anchorage Climate Action Plan goals.	Nancy Pease	AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
324		Greenhouse Gas Emissions	3C. Revise the AMATS modeling to include GHG reduction targets adopted in the ACAP. MEASURES <ul style="list-style-type: none"> Number of million metric tons of GHG produced Number (or share of) of electric vehicles in city, transit and private fleets. 	Nancy Pease	AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage. AMATS will need to do more research on how this can be incorporated, if at all, into the AMATS model.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
325		Non-motorized Infrastructure	4. WALKABLE NEIGHBORHOODS Increase the share of residents living in walkable (15-minute) neighborhoods by 50 percent from current measure. MEASURES Distance and safe pedestrian/cycling connections to parks, schools, greenbelt trail system, community centers, and retail services	Nancy Pease	The AMATS Street Typology Plan will review walkability and what it means for different land use districts. Walkability might mean different things for a Transit Supportive Development corridor compared to another part of town. In order for AMATS to do this, there would have to be a baseline developed which would take a lot of time and effort. AMATS staff needs to do more research on this effort as right now there is limited/incomplete Municipal data regarding sidewalks/pedestrian and bike infrastructure. AMATS staff is also working on developing AMATS specific performance measures that can review this option.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
326		Criteria	SCORING CRITERIA The scoring criteria are written to give automatic high scores to existing large road projects. The criteria appear to lack any quantitative relation to energy efficiency, greenhouse gas emissions, or land use impacts. The criteria should be re-vamped from scratch with a board public and professional advisory group.	Nancy Pease	The scoring criteria were developed to reflect the MTP multimodal goals. Greenhouse Gas emissions and Energy Efficiency have not been evaluated by AMATS for use in performance measures, which must be done, before including them in the scoring criteria. Land Use and transportation are very closely linked, but thinking about impacts on the land use from transportation one must also think about the impacts of the land use densification on the transportation system and its capacity. The deficiency analysis that was done for the 2040 MTP is in large part due to the increase in projected densification in the 2040 Land Use Plan.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
327	7//20, 7//27	Projects #206, #207, and #304	PART TWO: PROJECTS TO DELETE OR DELAY I am especially opposed to frontage road construction along the Glenn Highway: 206, 207, 304. Frontage roads are not needed for access to military lands from Muldoon to Eagle River. Beyond Chugiak, they are not needed for the low density development appropriate for those areas. To encourage higher development is to perpetuate auto-dependent sprawl along a 20 mile corridor: not energy-efficient or sustainable.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP. The frontage roads for the Glenn Highway are not intended to access military land or solely local access in Chugiak and beyond, but to help with incidents and keeping the traffic flowing during these incidents.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
328	7//8 and Errata Sheet	Projects #131, 103	DELETE. Poor cost-benefit ratio. Excessive taking of land. Impacts to residential neighborhoods. Assembly opposes this: MOA burdened by road upgrades. Not needed because retail patterns in Dimond area have changed.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

2040 MTP Public Review Draft Comment Response Summary

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
329	7//9	Project #108	DELETE. Poor cost-benefit ratio. Traffic inducing. Delays infill of downtown and midtown. Excessive taking of land. Impacts to residential neighborhoods. Burden to MOA for local road upgrades	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
330	7//12	Project #117	H2H freeway first phase from Tudor to 20th Avenue, with frontage roads [PROJECTS TO DELETE OR DELAY] Losses outweigh the benefits to the small percentage of through-traffic. Frontage roads will eliminate valuable commercial space and split the Rogers Park/Geneva Woods neighborhoods from non-motorized access to mid-town commercial centers	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
331	7//22	Project #213	H2H Freeway from Tudor Road to 20th Ave (Chester Creek crossing) DELAY or delete. Poor cost-benefit because 85 % of traffic is not through traffic. Major loss of residential and commercial land.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
332	7//23	Project #214	H2H Freeway from 20th Ave to 13th Ave with 2 interchanges [PROJECTS TO DELETE OR DELAY] Major loss of land and environmental impacts to greenbelt.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
333	7//31	Project #316	H2H Freeway 13th Ave to Airport Hts interchanges [PROJECTS TO DELETE OR DELAY] This should be studied as a traffic-reduction sector, with neighborhood connectivity and urban infill weighed as importantly as through-traffic speeds.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP. The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access".	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
334	7//10, 7//11, 7//19, 7//20	Projects #111, #112, #113, #114, #203, #204, #205, #207 [#206], #207	Glenn Hwy southbound from Hiland Road to Artillery Road Glenn Hwy Hiland Rd interchange Glenn Hwy interchange studies north of Eagle River Glenn Hwy interchange studies Hiland Road and Artillery Road Glenn Hwy Eagle River off-ramp Glenn Hwy Artillery Rd Interchange Genn Hwy on-ramp merge lanes Glenn Hwy frontage road study Thunderbird Falls Glenn Hwy frontage roads Muldoon Road to Hiland Road DELETE very poor cost-benefit returns. These pass along Military land. Not needed for local access to lands.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP. These projects are not limited to just providing local access to lands. These help to address regional mobility, safety, and help to provide alternatives routes during incidents on the Glenn Highway. The 2040 MTP cannot ignore the people who live out in Eagle River-Chugiak/Peters Creek and Eklutna and their needs.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
335	7//27	Project #305	PART THREE: PROJECTS TO ADD, MODIFY, or ADVANCE 305 – Modify the HOV lane proposal from Airport Heights to Eagle River and make it reverse direction express bus lane plus HOV lane. Building just an HOV lane still caters to vehicles: there should be equal or greater convenience for buses. A reverse direction lane is more cost-efficient than an added lane in each direction.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
336	7//49	Project #601	601 – Segment the southern extension of the Coastal Trail into sections. The southern segment from Potter Marsh to Ocean View Park could be installed in the 2030 time-frame, using the Alaska Railroad ROW. A second section, Ocean View to Johns Park, could be added in 2040. These would serve a missing part of the north-south non-motorized system for south Anchorage.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change. Staff recommends reviewing for next MTP update for possible inclusion.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
337	7//46	Project #502	502 – Elmore Road pathway from DeArmoun to Rabbit Creek should be broadened in scope to allow a routing study, as specified in the Hillside District Plan, which acknowledges issues of terrain, creek crossing, and traffic safety.	Nancy Pease	A project can't be broadened to add a study. The study would have to be a new project to be added to the 2040 MTP. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. This study can be nominated for the next MTP update.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
338	7//38	Project #411 [This is project #412]	411 - Coastal Trail widening to 14 feet – this should have a change-of-scope to allow other capacity and safety options. Separated single-direction lanes, or separated walk/run versus cycling/electric-cycling lanes, or passing zones, might be a safer solution. Other cities have used separated lanes rather than super-wide multi-direction lanes.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
339		Commuter Rail - New Project	Commuter rail - add it as a near- and mid-term project for northbound commuting. A large percentage of Anchorage's commuters travel a single corridor....with an existing railway easement. This option should be a partial replacement for the billion-plus money currently aimed at Glenn Highway vehicle trips.	Nancy Pease	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
340		Parking	Parking management studies-- areawide parking studies, including land use impacts and parking pricing, should be specifically funded. Every "free" parking space, public or private, is an inducement to perpetuate vehicle mode share, and a low-value use of urban land, and a contribution to urban sprawl.	Nancy Pease	AMATS has been included in discussions on parking with MOA Long Range Planning, which support 2040 MTP action items 3E-5 and 6F-3.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
341	Erratta Pages	Project #131	There are some specific project changes in the MTP that could demonstrate intent to shift the direction of this plan away from ever-faster Single Occupancy Vehicle travel, which degrades neighborhoods, endangers other modes of travel, and disenfranchises the poor, disabled, elderly, children and any other non-drivers. In lieu of the Scooter and Academy Drive interchange and freeway connections, create a bike-ped corridor project that connects Abbott and Independence Park to Dimond Center retail areas.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	Staff recommends no change to the MTP. Staff recommends forwarding comment to the DOT&PF project manager.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
342	7//12, 7//22, 7//23, 7//31	Projects #117, #212, #214, and #316	In lieu of midtown-freeway interchanges that will reduce the commercial acreage and non-motorized connections in midtown, focus on the 13th Avenue to Airport Heights traffic corridor, so that east downtown and Fairview have safe circulation and the opportunity to infill and redevelop.	Nancy Pease	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
343		New Project	In lieu of numerous arterials running east-west in midtown north of Tudor, create a bikeable greenway with a day-lighted Fish Creek along the 40th Avenue alignment to Spenard.	Nancy Pease	At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
344		New Project	In lieu of high speed arterials downtown, reconstruct A, C, I and L Streets to "Complete Streets" standards to reduce congestion and improve safety and compatibility with adjacent residential and commercial land uses.	Nancy Pease	The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate. Actions 2D-2, 5I-2, 5I-4, and 5I-3 in the 2040 MTP help to address this issue.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
345		New Project	In lieu of retro-fitting bike trails onto freeway frontage roads and arterials, find parallel lower speed corridors for bike and pedestrian ways. For example, 27th Avenue in lie of Northern Lights for east-west commuting, and the Alaska Railroad ROW for a north-south non-motorized corridor from Potter to Tudor.	Nancy Pease	27th Avenue has already been looked at by the Municipality of Anchorage as a bike boulevard and was found to be very impactful to property and was not recommended to move forward on. Currently AMATS is working with the Alaska Railroad Corporation on a Fish Creek Trail to Costal Trail connection north using the Railroad ROW. If this project is successful, other parts of town with the Railroad ROW might be future candidates for non-motorized projects. 2040 MTP action items 3G-1 and 2C-1 will help with this issue.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
346		Transit	Transit remains a poorly --championed mode of travel because of the lack of pass-through operating funds. Parking management is another important component of reducing vehicular travel. These are not within the scope of the MTP, but they merit focus by municipal leaders.	Nancy Pease	The Transit system needs a stable dedicated local funding source that is not dependent upon the Assembly having to allocate funds every years. This needs to be explored more on how it can be achieved and what limitations there are. Until this happens Transit will not have the stability needed to plan for long term growth. The 2040 MTP action items 6F-3 and 3E-5 will help with parking options/changes.	Staff recommends the following new action item be added to Chapter 8 "Explore with planning partners the opportunities and tools available to establish a dedicated funding source for transit operations that will also support implementation of the 2040 LUP goals."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
347		AMATS Model	ATTACHMENT 1 [J] – MTP RELIES ON AN ANACHRONISTIC MODEL •The model. AMATS's computer model places the highest priority on reducing traffic delay [Level of Service (LOS)] at peak rush hour on major roads. This skews spending toward freeways and throughways. FHA has recently devalued the Level of Service criterion. Yet, our MTP 2040 is based on the outdated model, and AMATS staff say that they are not allowed to decouple their planning from the model. AMATS staff say there is no time to consider other planning criteria before the November adoption deadline. Yet this plan will set 20 years of transportation and land use patterns.	Nancy Pease	While the 2040 MTP does look at 20 years of transportation and land use patterns and makes recommendations on projects, it has a shelf-life of 4 years as required in the Federal Regulations 23 CFR 450.324 (c). The next MTP update will begin as soon as the 2040 MTP is approved. Additionally if the 2040 MTP approval is not completed by November, AMATS will go into a conformity lapse will prevent any project using federal fund to be started or new phase started. This will impact hundreds of millions in federal funding. AMATS is in transition from using Level of Service/Vehicle Trips to Person Miles Traveled. The new federal measures for Performance of the National Highway System on page 3//10 will help AMATS move in this direction, but the reporting periods for these measures are not complete and no data is available for the 2040 MTP. See page 5//17 last paragraph for more information.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
348		Data	<ul style="list-style-type: none"> The data. Most of the data in this plan is over 5 years old and fails to reflect major changes. Cycling data predates 2014 and the fat-tire and winter bike commuting surge. Transit data predates the 2018 change in bus routes. Demographics are from 2016, predating statewide population loss and current economic shocks to Alaska, such as the reluctance of major investors to invest in our Alaska oil development prospects. 	Nancy Pease	Population, Housing, and Employment estimates used for the AMATS travel demand model update were latest available from the Department of Labor as documented in the AMATS Socio-Economic Projections and Land Use Report - April 2016, which is posted on the AMATS website. This data was used for the latest AMATS travel demand model update completed in 2016 and the 2040 MTP update started in early 2017. The model is required to be used for the MTP, but model updates are a separate task need prior to the beginning of the MTP. Therefore the model is a snapshot in time and may not agree with later estimates.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
349		General Goals	<ul style="list-style-type: none"> The goals. The basis for these goals is the 2035 MTP, which was adopted in 2012, with discussion of goals dating back to 2008-2009. The goals are vague and convoluted. 	Nancy Pease	The 2040 MTP goals and objectives are based on the MOA 2020 Comprehensive Plan. Although they reference the 2035 MTP and earlier versions, they align with the comprehensive plan which did not receive an update until the 2040 Land Use Plan was completed. The guidance given to AMATS staff for the 2040 MTP was to update the goals and objectives for the 2040 Land Use Plan. These goals and objectives went through a public comment period.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
350		General Goals	<ul style="list-style-type: none"> The goals appear NOT to support, and in some cases, to thwart, the 2040 Land Use Plan and Comp Plan. For example, the MTP focuses on midtown arterials, and on a freeway to bypass downtown, which work against the intended infill of a vibrant downtown and a walkable midtown. 	Nancy Pease	<p>Staff does not concur. The 2040 MTP goals and objectives support the 2040 Land Use Plan and 2020 Comprehensive Plan where possible. There are difference between the two plans, for example the 2040 Land Use Plan assumes the Knik Arm Crossing will be completed by 2040 and the 2040 MTP does not.</p> <p>Tech Memo #1A, approved on 9-28-17, shows the comparison between the 2035/Interim 2035 MTP Goals and Objectives and makes recommendations for changes to match the 2020 Comprehensive plan. The 2040 Land Use Plan used the same goals as the 2020 Comprehensive plan. The 2040 MTP where possible, tried to address the policies established in the 2040 Land Use Plan, but few are transportation specific. AMATS staff worked closely with MOA Long Range Planning to incorporate the 2040 Land Use Plan into the 2040 MTP. For example, AMATS used the 2040 Land Use Special Features (Transit Supportive Development Corridors, Greenway Supportive Development Corridors, and Reinvestment Focus Areas) to score projects. The AMATS model also included the 2040 Land Use Plan land use assumptions. The AMATS model also included the 2040 Land Use Plan land use assumptions, see page 5//6, 5//7 & 5//8.</p> <p>Additionally, Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access".</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
351		Climate Action Plan	<ul style="list-style-type: none"> The Anchorage Climate Action Plan is not implemented at all through this plan. The Anchorage Climate Action Plan commits to 40 percent reduction of greenhouse emissions (GHG) by 2030; and transportation emits 42 % of Anchorage's GHG. Yet the draft MTP merely references the ACAP in an appendix, and says it will "recommend integrating actions from the ACAP" (p 5-12. There are no implementation actions to track or reduce GHG. 	Nancy Pease	<p>AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.</p> <p>The MOA Energy and Sustainability group did a review of the 2040 MTP and provided staff with a document showing the overlap between the Climate Action Plan and the 2040 MTP. See attachment E CAP and 2040 MTP Overlap.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
352		General Objectives	<ul style="list-style-type: none"> The objectives. This draft MTP lacks measurable objectives. Without measurements, the public and officials have no evidence whether a plan is achieving its goals. There is no accountability. 	Nancy Pease	Tech Memo #1A made recommendations on performance measures for AMATS. While the 2040 MTP does show the FHWA required measures, AMATS staff is still working on developing AMATS specific measures.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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353		Data	•Data collection and reporting. This draft MTP does not require or enable data collection and reporting to the public and elected leaders.	Nancy Pease	The AMATS Status of the System does provide data and talks about the collection and reporting of it for the transportation system within AMATS. Chapter 4 of the MTP is based on the data from Status of the System report. Additionally AMATS will be reporting on FHWA performance measures in the future.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
354		General	<p>The narrow emphasis on vehicle speed and delay underlies all of the regulations, procedures, and cultural norms behind transportation decisions, from the standards engineers use to design roads to the criteria states use to prioritize projects for funding. This leads us to widen freeways reflexively, almost on autopilot, perpetuating the cycle that produces yet more traffic</p> <p>For roads that are already in good condition, it still costs approximately \$24,000 per year on average to maintain each lane-mile in a state of good repair, creating significant financial liabilities now and for years into the future. Transportation for America, "the Congestion Con: You've bee played" March 5, 2020</p> <p>The U.S. added 30,511 new freeway lane-miles of road in the largest 100 urbanized areas between 1993 and 2017, an increase of 42 percent. That rate of road expansion significantly outstripped the 32 percent growth in population in those regions over the same time period. Ye, the congestion grew by a staggering 144 percent!</p> <p>-- Transportation for America, "the Congestion Con: You've been played" March 5, 2020</p> <p>Lanes and interchanges demonstrably do not solve congestion. This is a travel demand problem. We need to the need to drive, and reduce trip lengths, through alternative transportation integrated with land use planning.</p>	Nancy Pease	<p>Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and move away from the traditional way of implementing transportation improvements:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more then access".</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
355		Commuter Rail	We need to consider setting up a commuter railway from Wasilla/Palmer to Anchorage. It could start at the split area to Wasilla/Palmer (with parking) and end at the Ship Creek depot. BUT - this then needs to be backed up with reliable (KEY) shuttles/buses to major areas of employment/attendance - Midtown (library/Century theaters, downtown, PAMC/UAA/ANMC, ARH, JBER, Dimond Center. It also needs to consider employment start times. 0630 & 1830 for hospitals, etc.	Naomi Zurba	<p>While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation.</p> <p>Staff agrees a section on commuter rail should be added to the MTP.</p>	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
356		Non-motorized Facilities Design	In Anchorage, more must be done to keep walking a valid option. Moving sidewalks back from immediate street side would make it feel safer. It is not inductive to walking when you are right next to 50+ mph traffic. Grass medians would improve the feel and look.	Naomi Zurba	Design level details are not included in the 2040 MTP. Chapter 7 of the AMATS non-motorized plan update does include design guides that help to address buffering for non-motorized facilities. The non-motorized plan is not yet approved and will be reviewed for inclusion in the next MTP update, see action item 4B-3.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
357		Non-motorized Maintenance	Keeping these sidewalks cleared is also of utmost importance. Example - it took 2+ weeks for sidewalks to be cleared in Jewel Lake area. This is an impediment to walking for for disabled people.	Naomi Zurba	Chapter 8 of the MTP includes several actions item for year round mobility for non-motorized travel. Action items 3K-1, 5E-1, and 5E-2.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
358		Glenn Highway	Also there needs to be a third lane to the Glenn between ANC and Valley.	Naomi Zurba	<p>Project #111 is adding a third lane to the Southbound Glenn Highway from Artillery Road Interchange to Hiland Road Interchange.</p> <p>Adding a third lane to the rest of the Glenn Highway, beyond Artillery Road interchange, is not part of the 2040 MTP.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
359	7//21	Project #210	I am asking that MTP project #210 be moved from the long term project list to a more prominent position with a short term implementation. Huffman and Pintail is a dangerous intersection with several close calls every school day. As a Grace Christian School parent of 13 years I have had to alter my route down back roads just to avoid it. Please reconsider the project.	Nathan McKay	<p>Staff appreciates your concern and thanks you for taking the time to submit your comment.</p> <p>Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term.</p> <p>Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p> <p>In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
360		Chapter 8	The Chapter 8 language on consultation previously provided by NVE on page 8//21 looks fine.	Native Village of Eklutna	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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360		Spenard Area	I appreciate the MTP's focus on sustainable infrastructure, environmental justice, and non-motorized transport. As the city of Anchorage matures, I see the need to shift away from a car-dominated transportation system. New infrastructure for pedestrians and bicycles is integral to that change. As a resident of Spenard, I hope to see more of that focus on Spenard Road. I really like the way bike lanes and a center turn lane were integrated north of Northern Lights: I would love to see that same design between Minnesota and Benson... and eventually from Minnesota to Northwood. The current layout serves no one but car drivers: the sidewalks are crumbling and disjointed, making them unpleasant to bike on during the summer and all but impossible in the winter. With the current four lane setup, I do not feel safe biking on the road. I have a vision of the future where the Minnesota/Northern Lights/Int'l Airport grid complex primarily serves cars in the future, while Spenard Road serves as a haven for pedestrians and bikers. Plenty of my neighbors share this vision too. Thank you for undertaking this challenging mission; I look forward to seeing what materializes from this process.	Oleksandr Lushchik	Projects #134 and #135 are in the short term of the 2040 MTP to continue efforts on Spenard from Benson Blvd to Northwood Drive. Project #134 is currently under design. These projects will have their own public process and AMATS encourages the public to participate. Staff recommends forwarding this comment to the project manager for project #134 Spenard Road Benson Blvd to Minnesota Drive.	Staff will forward to this comment.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
361	General	Congestion	To discuss congestion as a consideration for Anchorage transportation planning is ludicrous. Anchorage does not experience traffic congestion with the possible exception of Glenn Highway when there is an accident. Building more lanes will NOT solve that problem. Alternative modes such as improved/increased rail and bus service and new and improved methods of moving people from drop-off points (probably downtown) to places of employment is a reasonable approach.	Peg Tileston	Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and alternative modes of travel: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6. While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation.	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
362	General	Non-motorized Maintenance	Road, walkway and trail maintenance should have a much higher priority than building new or expanding roads. High consideration should be given to connecting people to where they need to go; such as employment, shopping and recreation areas. Better interaction with land use in the Anchorage bowl is vital but often a neglected aspect. Improved methods to reduce single occupant use and encourage multi-purpose trips should also be considered in AMATS planning process.	Peg Tileston	Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and alternative modes of travel: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
363	General	Speed Limit	More attention is required to reduce the frequency of accidents from red-light and school zone infractions and exceeding speed limits. Improve coordination and communication with police to identify most egregious violation areas could be helpful.	Peg Tileston	These are enforcement issues that fall under the MOA Police Department.	Staff recommends forwarding this comment to APD.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
364		Unknown	The gasolines area acid fermented from multi ethnic racial entries or blood wines.	Public Comment after Assembly Work Session	Staff was unable to decipher this comment. Please see attachment K.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
365		Unknown	Comment received during the public meeting was illegible and staff was unable to copy it to the comment response summary.	Public Meeting	Staff was unable to decipher this comment. Please see attachment L.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
366		Climate Action Plan	The Rabbit Creek Community Council has reviewed the proposed 2040 Metropolitan Transportation Plan (MTP). This document is immensely important to everyone in Anchorage as it provides the framework for all modes of transportation for our community for many, many years, and would tap hundreds of millions of federal dollars to support these transportation options, in addition to millions in our very limited state and municipal funds. We are concerned that this dense, complex document falls far short of where it should. In brief, we are extremely concerned that the document: 1) Fails to acknowledge or coordinate with goals and commitments in the Anchorage Climate Action Plan as adopted by the Assembly, May 21, 2019. According to the Climate Action Plan, the MTP was to address climate change and greenhouse gas emissions (GHG). Unfortunately, it does not and this shortcoming needs to be addressed, particularly given that transportation accounts for 40% of GHG emissions in the Muni.	Rabbit Creek Community Council	AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage. The MOA Energy and Sustainability group did a review of the 2040 MTP and provided staff with a document showing the overlap between the Climate Action Plan and the 2040 MTP. See attachment E CAP and 2040 MTP Overlap.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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367		Performance Measures	2) Fails to include Performance Measures, contrary to a stated expectation. For reasonable examples, see Transportation Plans from Portland, Oregon (https://www.portlandoregon.gov/transportation/67263) and Boulder County, Colorado (https://www.bouldercounty.org/transportation/plans-and-projects/transportation-master-plan/).	Rabbit Creek Community Council	The 2040 MTP uses the AMATS Status of the System report, which Chapter 4 is based on, to report on performance measures from previous MTPs. Tech Memo #1A, for the 2040 MTP, made recommendations on new performance measures for AMATS while providing recommendations for updates to existing measures used in the Status of the System report. While the 2040 MTP does show the FHWA required measures, page 3//9 and Table 3-2 on page 3//10, AMATS staff is still working on developing AMATS specific measures.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
368		General	Focuses on tremendously expensive, land intensive projects favoring long transits across and out of the Muni over much less expensive, less land intensive, shorter connections, transit, and pedestrian options more in keeping with the 70-80% of trips that are for local travel within the Muni.	Rabbit Creek Community Council	Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6. The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access".	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
369		General	See Attachment [M], unanimously approved at the RCCC's February 13th meeting with 14 yeas, zero nays, and zero abstentions, for additional specifics on the overall MTP. Our detailed recommendations and comments are organized into four attachments: (I) an overview of recommendations and comments on the overall MTP as noted above; (II) Table 1 covers projects presented in the plan that are within or adjoining the area of the Rabbit Creek Community Council. These recommendations were approved at the RCCC's February 13th meeting by a vote of 12 yeas, zero nays, and 1 abstention; (III) Table 2 covers several projects in the area of the greater Municipality, but which are routes to major shopping, work, recreation, and broader transit connections commonly used by Rabbit Creek, as well as other residents and visitors; and (IV) RCCC May 31, 2019 recommendations on the Muni's 2020 Capital Improvement Program for transportation, which document our continuing support for some of the projects in MTP 2040. Many of these recommendations have been made repeatedly over the years, and are pertinent to our recommendations on the MTP. Please note that our recommendations are also consistent with the long-standing Hillside District Plan as well as with the Anchorage Comprehensive Plan, both of which resulted from several years of study and citizen input. Given the significance of this document economically, environmentally, and for how Anchorage will continue to thrive as a community where we can all live, work, and play, we would appreciate your incorporating our recommendations as you finalize this plan. Please do not hesitate to contact us if you would like to discuss these comments, or need further clarification.	Rabbit Creek Community Council	Thank you for your comments. Please see below responses to the specific comments.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
370		Climate Action Plan	Recommended Changes to the Goals, Policies and Data Included in the MTP 2040 These recommendations were unanimously approved at the RCCC's February 13th meeting with 14 yeas, zero nays, and zero abstentions. Climate Action Plan, energy efficiency, and greenhouse gas emissions The draft MTP needs specific, data-based objectives for reducing greenhouse gas emissions and increasing energy efficiency to implement the Anchorage Climate Action Plan (ACAP) adopted by the Anchorage Assembly, May 21, 2019. The ACAP sets a goal of reducing greenhouse gas (GHG) emissions by 40% by 2030 and by 80% by 2080 (from the emission levels of 2008). The ACAP notes that, "Transportation causes 42 percent of greenhouse gas emissions in Anchorage." Other U.S. cities (e.g., Portland, Seattle, Boulder) have clear and specific data-based objectives for reducing GHG. For examples, see Transportation Plans from Portland, Oregon (https://www.portlandoregon.gov/transportation/67263) and Boulder County, Colorado (https://www.bouldercounty.org/transportation/plans-and-projects/transportation-master-plan/). This draft MTP provides no goals, no objectives, no data collection, no mention at all of vehicular contribution	Rabbit Creek Community Council	AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage. The MOA Energy and Sustainability group did a review of the 2040 MTP and provided staff with a document showing the overlap between the Climate Action Plan and the 2040 MTP. See attachment E CAP and 2040 MTP Overlap. What staff actually said in the comment response summary for Tech Memo #1A is "AMATS does not currently have a policy or position on energy consumption. Staff recommends consideration [bold emphasis added] of a policy on energy consumption/energy efficiency." AMATS staff had originally anticipate the FHWA Greenhouse Gas Emission performance measure rulemaking to provide the emissions estimation methodology, but that rule was rescinded in	Staff recommends the following new action item be added to Chapter 8 "Explore with planning partners the opportunities and tools available to establish a dedicated funding source for transit operations that will also support implementation of the 2040 LUP goals."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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			<p>to greenhouse gas emissions and climate change. While this draft cites the existence of the ACAP (Appendix D, page 6), it offers only one vague Policy, 3-3 (page 8-6: "Promote reduction of the carbon footprint resulting from the transportation system in the AMATS area through the more efficient movement of people and goods.") Policy 3 is lip-service: it could be interpreted to imply that peak-hour roadway congestion is a main cause of GHG. The carbon footprint must be calculated to include the total vehicle miles traveled, and the miles traveled in single occupant vehicles, as well as the construction and maintenance of additional lane-miles and acres of roads, interchanges, and parking.</p> <p>In continuing to improve the MTP, AMATS staff need to follow through on earlier written intentions: "The draft MTP will include a section on GHG emissions. The 2040 MTP includes a task to review various methods of estimating GHG emissions, and will make a recommendation to AMATS."</p> <p>"AMATS does not currently have a policy or position on energy consumption. Staff recommends a policy on energy consumption/energy efficiency." (Tech Memo 1A from 8/10/2017)</p> <p>This draft MTP has one objective (3-4) that could reduce GHG: reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita. In actuality, the MTP does the opposite, enabling the miles traveled to increase 29% and hours traveled to increase 25% by 2040. Severe congestion (Level of service E and F) will increase 80 to 90 percent by 2040. (Table 7-9, P. 7-60). This draft is freeway-intensive; does not reduce VMT; and does not support a shift to transit commuting or rail freight.</p> <p>RCCC recommends the following to incorporate GHG reduction actions into the MTP 2040:</p> <p>Recommendation 1. Adopt a method to estimate GHG emissions from AMATS transportation system (construction, maintenance, transport), and commit to an annual calculation and public reporting relative to the Anchorage Climate Action Plan goals. Revise the AMATS modeling to include GHG reduction targets adopted in the ACAP.</p>		<p>the middle of the 2040 MTP development. However, Energy efficiency speaks to promoting non-sov travel . The 2040 MTP includes several action items to promote non-sov options, including 5D-1, Policy 5, 5E-4, 3E-5, 4B-2, 6F-1, 6F-8, 3G-1, Policy 3E-1, 3E-2, Policy 3I-2, 3K-1, 5E-1, 5E-2, 5E-3, 3H-2, 3D-5, 4D-1, and 5B-1.</p> <p>AMATS is in transition from using Level of Service/Vehicle Trips to Person Miles Traveled. The new federal measures for Performance of the National Highway System on page 3//10 will help AMATS move in this direction, but the reporting periods for these measures are not complete and no data is available for the 2040 MTP. See page 5//17 last paragraph for more information.</p> <p>The Transit system needs a stable dedicated local funding source that is not dependent upon the Assembly having to allocate funds every years. This needs to be explored more on how it can be achieved and what limitations there are. Until this happens the 2040 MTP is unable to include any additional transit project above what is in place now, due to a lack of funding.</p>			
371		Climate Change Goal	<p>Recommendation 2. Adopt a multi-pronged climate change goal and imperative similar to Boulder, CO: Accelerated efforts are needed to reduce GHG emissions. Reducing vehicle miles traveled; increasing the number of people who walk, bike, and take transit; and reducing the number of fossil fuel powered vehicles on the road will help us meet our goals. The city should move quickly to implement programs such as electrifying vehicles and buses, enhancing regional transit, offering free and expanded local transit and expanding paid/managed parking.</p>	Rabbit Creek Community Council	<p>Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and reduce auto dependency/VMT: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>The Transit system needs a stable dedicated local funding source that is not dependent upon the Assembly having to allocate funds every years. This needs to be explored more on how it can be achieved and what limitations there are. Until this happens the 2040 MTP is unable to include any additional transit project above what is in place now, due to a lack of funding.</p> <p>AMATS has been included in discussions on parking with MOA Long Range Planning, which support 2040 MTP action items 3E-5 and 6F-3.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
372		Performance Measures	<p>Recommendation 3. Adopt specific, measurable objectives, with data collection and a public-reporting plan to:</p> <ul style="list-style-type: none"> Reduce vehicle miles traveled, Shift mode-share to reduce the percent of travel in single-passenger vehicles, Support a shift to non-GHG emission vehicles, and Increase the percent of residents in walkable neighborhoods (80 percent of residents within 15 minutes' safe walking of basic services) 	Rabbit Creek Community Council	<p>Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and reduce auto dependency/VMT:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>The AMATS Street Typology Plan will review walkability and what it means for different land use districts. Walkability might mean different things for a Transit Supportive Development corridor compared to another part of town.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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					<p>In order for AMATS to do this, there would have to be a baseline developed which would take a lot of time and effort. AMATS staff needs to do more research on this effort as right now there is limited/incomplete Municipal data regarding sidewalks/pedestrian and bike infrastructure.</p> <p>The 2040 MTP uses the AMATS Status of the System report, which Chapter 4 is based on, to report on performance measures from previous MTPs. Tech Memo #1A, for the 2040 MTP, made recommendations on new performance measures for AMATS while providing recommendations for updates to existing measures used in the Status of the System report. While the 2040 MTP does show the FHWA required measures, page 3//9 and Table 3-2 on page 3//10, AMATS staff is still working on developing AMATS specific measures.</p>		Recommend approval of AMATS Staff Recommendation.	
373		Energy Efficiency and Energy Consumption	<p>Recommendation 4. Adopt a policy on energy efficiency and energy consumption.</p> <p>Adjust the project scoring criteria to award points to projects that minimize fossil fuel consumption and GHG emissions from construction, maintenance, and vehicle operation.</p>	Rabbit Creek Community Council	<p>Energy efficiency speaks to promoting non-sov travel. The 2040 MTP includes several action items/policies to promote non-sov options, including 5D-1, Policy 5, 5E-4, 3E-5, 4B-2, 6F-1, 6F-8, 3G-1, Policy 3E-1, 3E-2, Policy 3I-2, 3K-1, 5E-1, 5E-2, 5E-3, 3H-2, 3D-5, 4D-1, and 5B-1.</p>	Staff recommends some more research on this topic.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
374		Data	<p>Other recommended changes</p> <p>Recommendation 5: Incorporate up-to-date data in the models, especially for population.</p> <p>The data is mostly pre-2014 (e.g. Glenn Highway Crash Data 2005-0014 and bike statistics 2007-2014). The transit statistics are from 2007-2016, even though there was a dramatic re-structuring of routes in 2017. Population growth predictions are from 2016, before the depletion of our state's budget and the out-migration of residents.</p>	Rabbit Creek Community Council	<p>Population, Housing, and Employment estimates used for the AMATS travel demand model update were latest available from the Department of Labor as documented in the AMATS Socio-Economic Projections and Land Use Report - April 2016, which is posted on the AMATS website. This data was used for the latest AMATS travel demand model update completed in 2016 and the 2040 MTP update started in early 2017. The model is required to be used for the MTP, but model updates are a separate task need prior to the beginning of the MTP. Therefore the model is a snapshot in time and may not agree with later estimates.</p> <p>Crash data is from the AMATS Status of the System Report, worked on it 2015 using 2014 data and approved in early 2016. The Status of the System report is used to develop Chapter 4, existing system, and has to be completed before starting development of the MTP. Previous MTPs have experienced similar lag time for this data based on how long it takes to do the Status of the System report and the MTP.</p> <p>Staff concurs with updating the transit data where possible.</p>	Staff recommends updating Figure 4-13 and Figure 4-14 on pages 4//26 and 4//27 with ridership data provided by the MOA Public Transportation Department. Additionally staff recommends updating Figure 4-12, the Transit routes map with the data provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
375		Goal 5	<p>Recommendation 6: Change current GOAL 5 by splitting it into two parts:</p> <ul style="list-style-type: none"> Promote environmental stewardship and sustainability. 	Rabbit Creek Community Council	<p>The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
376		New Objective	<ul style="list-style-type: none"> Add an additional objective: Reduce emissions of greenhouse gases from the AMATS system by 40 percent from 2008 levels, by 2040. 	Rabbit Creek Community Council	<p>The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP.</p> <p>AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
377		New Objective	<ul style="list-style-type: none"> Protect and enhance health and well-being Add an additional objective: expand affordable and convenient transportation options for traditionally underserved populations, including children, elders, and people with disabilities. 	Rabbit Creek Community Council	<p>The 2040 MTP goals and objectives were already developed with extensive public input. The entire 2040 MTP was developed based on these goals and objectives. Making changes would require additional public involvement and delay approval of the MTP. This can be reviewed for consideration for the next MTP update.</p>	Staff recommends reviewing this comment for consideration for the next MTP update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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378		Criteria	<p>Recommendation 7: Revise the project scoring criteria to increase the points for sustainable, safer, and more equitable travel modes.</p> <p>Old traffic patterns and projects should not be self-perpetuating. The Prioritization Criteria (Tables on pages 5-28 to 5-30) give maximum points to highways and freeways, and to projects that are the “next logical phase” or have “no foreseeable obstacles”. Furthermore, nothing in the scoring criteria specifically awards points for environmental sustainability or neighborhood impacts. This prevents the evolution of the transportation system to meet 21st century needs and realities.</p> <p>Chapter 7 (page 2) acknowledges that the public and other stakeholders want the transportation system to change by becoming:</p> <ul style="list-style-type: none"> •More multi-modal •More environmentally sustainable •Safer •Connecting neighborhoods better •Including new technology, and •Improving mobility for everyone. <p>Unfortunately, this draft plan “balances what residents want” with the “needs” of vehicular travel increases from past decades (p 7-2).</p>	Rabbit Creek Community Council	The criteria were approved and used for the 2040 MTP update. This can be reviewed for possible inclusion in the next MTP update.	Staff recommends this comment be reviewed for consideration for the next MTP update.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.												
379		Performance Measures	<p>Boulder, CO and Portland, OR have specific goals and measurable objectives, all on one page. Anchorage’s MTP needs similar clear, concise, MEASURABLE targets that will ensure accountability.</p> <p>Following is an excerpt from the Boulder County, CO transportation plan showing specific, measurable objectives that aim to reduce GHG emissions:</p> <p>01. VMT By creating high-quality travel choices, reduce vehicle miles of travel (VMT) in the Boulder Valley by 2030:</p> <ul style="list-style-type: none"> •Overall: by 20 percent •Daily resident VMT: to 7.3 miles per capita •Non-resident one-way commute VMT: to 11.4 miles per capita <p>MEASURES</p> <ul style="list-style-type: none"> •Total VMT •Daily resident VMT •Average one-way commute distance for non-residents <p>02. MODE SHARE Increase walking, biking, and transit to 80 percent of all trips for residents and to 40 percent of work trips for non-residents.</p> <p>MEASURES</p> <ul style="list-style-type: none"> • Resident mode share • Non-resident mode share <p>Proposed 2030 Mode Share Targets</p> <table border="1"> <thead> <tr> <th>Resident Trips</th> <th>Non-Resident Trips</th> </tr> </thead> <tbody> <tr> <td>Ped 25%</td> <td>0%</td> </tr> <tr> <td>Bike 30%</td> <td>2%</td> </tr> <tr> <td>Transit 10%</td> <td>12%</td> </tr> <tr> <td>SOV 20%</td> <td>60%</td> </tr> <tr> <td>MOV 15%</td> <td>2</td> </tr> </tbody> </table> <p>03. CLIMATE By 2030, reduce transportation-sector GHG emissions by 50 percent and continuously reduce mobile source emissions of other air pollutants.</p> <p>MEASURES</p> <ul style="list-style-type: none"> • Number of million metric tons of GHG produced • Number (or share of) of electric vehicles in city, transit and private fleets. <p>08. WALKABLE NEIGHBORHOODS Increase the share of residents living in walkable (15-minute) neighborhoods to 80 percent.</p> <p>MEASURES</p> <ul style="list-style-type: none"> • Percent of residents living in a walkable neighborhood 	Resident Trips	Non-Resident Trips	Ped 25%	0%	Bike 30%	2%	Transit 10%	12%	SOV 20%	60%	MOV 15%	2	Rabbit Creek Community Council	<p>Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and reduce auto dependency/VMT:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor’s sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor’s group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.</p> <p>The AMATS Street Typology Plan will review walkability and what it means for different land use districts. Walkability might mean different things for a Transit Supportive Development corridor compared to another part of town.</p> <p>In order for AMATS to do this, there would have to be a baseline developed which would take a lot of time and effort. AMATS staff needs to do more research on this effort as right now there is limited/incomplete Municipal data regarding sidewalks/pedestrian and bike infrastructure.</p>	Staff recommends the following new action item be added to Chapter 8 “Explore with planning partners the opportunities and tools available to establish a dedicated funding source for transit operations that will also support implementation of the 2040 LUP goals.”	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
Resident Trips	Non-Resident Trips																			
Ped 25%	0%																			
Bike 30%	2%																			
Transit 10%	12%																			
SOV 20%	60%																			
MOV 15%	2																			
380	Erratta Pages	Project #127	<p>Table 1. Proposed MTP 2040 Projects within & adjoining Rabbit Creek Community Council Recommendations and Comments approved at the RCCC’s February 13th meeting by a vote of 12 yeas, zero nays, and 1 abstention.</p> <p>Rabbit Creek Road Reconstruction – Seward Hwy to Golden View Dr with center turn land and non-motorized improvements</p> <p>NEEDS DESIGN CONSTRAINTS:</p> <ol style="list-style-type: none"> 1. A continuous lane would be a serious hazard: turn pockets are needed. 2. Should specifically include speed management. 3. The cost does not specifically include intersection upgrades at Old Seward and at Golden View. These should be integrated. 4. Pathway should be separated because of traffic speeds and turning. 	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 MTP. This comment can be forwarded to the project manager when the project starts.	Staff recommends forwarding this comment to Rabbit Creek Reconstruction project manager when it starts.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.												
381	7//14	Project #121	<p>Mountain Air Dr. Rabbit Cr Rd to E. 164th Ave w/ separated pathway recommended</p> <p>SUPPORT with inclusion of a separated pathway for fire and other emergency purposes, future secondary access to Bear Valley should be considered. Project should ensure pedestrian and bike access to Bear Valley school, including pedestrian safety at Rabbit Cr intersection.</p>	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 MTP. This comment can be forwarded to the project manager.	Staff recommends forwarding this comment to the Mountain Air Drive project manager for consideration.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.												

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382	7//21	Project #209	Golden View Dr. rehab from Rabbit Ck Rd to Romania Dr to collector stnds SUPPORT with design of a safe school walking zone and crossings. Clarify whether this includes the Rabbit Creek intersection and pedestrian crossings	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
383	7//31	Project #317	Seward Hwy reconstruction, Potter Weigh Station to 154th ADVANCE TIMEFRAME [2030]: There have been numerous fatalities. This is a designated safety corridor and scenic corridor. Because it is also a State Wildlife Refuge of both economic and environmental values to the State and Muni, protection of environment should be a design factor. Potter Valley Rd intersection will need upgrades to handle increased residential access. Consider moving highway west of RR tracks	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
384	7//32	Project #318	Seward Hwy, Rabbit Cr Rd to Girdwood planning & environmental linkages SUPPORT RCCC continued input into Seward Hwy planning. [Advance Timeframe to 2030]	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
385	7//44	Project #430	Old Seward Hwy pathway, DeArmoun to Rabbit Ck Rd SUPPORT? Cost is very high for less than one mile of pathway. Crossing at Old Seward /RC intersection must be included.	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
386	7//45	Project #435	ADA ramps for existing Seward Hwy overpass at Rabbit Ck Elem DELETE: Cost-benefit unclear and another option exists: sidewalks and a tunnel for wheeled access via DeArmoun Rd. Also Special Education busing transports students in wheel chairs.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
387	7//46	Project #502	Elmore Rd path, DeArmoun to Rabbit Ck Rd REVISE DESCRIPTION to allow alignment determination. The creek crossing at Elmore would be very expensive. Would need to be phased to mesh with intersection upgrade at Rabbit Ck Road for safety. This is a Special Study Area in the Hillside District Plan: design requires analysis. [Advance Timeframe to 2030]	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
388	7//49	Project #600	Pathway along Abbott/Hillside Dr: Birch to Abbott to Hillside to DeArmoun ADVANCE TO NEAR-TERM [2030]: Extend southern terminus to Rabbit Ck Rd at Mountain Air Dr. for full north-south connectivity, in accord with MOA Land Use Plan and Hillside District Plan.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
389	7/49	Project #601	Coastal Trail South extension, Jodhpur St to Potter Marsh ADVANCE TO NEAR- OR MID-TERM [2030]: Overdue need for community connectivity and non-motorized links in south Anchorage. Divide this into segments. Move the southern segment to near term: Potter Marsh to Ocean View/Johns Park via the railroad right of way. This improvement should be coordinated with other local recreational and infrastructure improvements	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
390		Add Project	Old Seward Hwy pathway, Rabbit Ck Rd to Potter Valley Rd - RCCC has repeatedly recommended this improvement. Pedestrian/bicycle use is frequent along Old Seward and will likely accelerate with upcoming improvements at Potter Marsh and residential development. This improvement should be coordinated with other local recreational and infrastructure improvements [2030 Time Frame]	Rabbit Creek Community Council	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
391		Add Project	Old Seward Hwy, Rabbit Ck Rd to Potter Valley Rd - RCCC has repeatedly recommended this improvement to Old Seward Hwy in a manner that preserves rural character of area and promotes reduced speed of traffic. This improvement should be coordinated with other local recreational and infrastructure improvements 2030 Time Frame]	Rabbit Creek Community Council	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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392		Add Project	North South Connector – Elmore Alternative - RCCC has repeatedly recommended North-South additional connectivity is needed in Elmore area for connection to high school. This improvement should be coordinated with other local recreational and infrastructure improvements. This is a Special Study Area in the Hillside District Plan: design and routing require analysis. [2030 Time Frame]	Rabbit Creek Community Council	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
393		Add Project	East West Connector – Evacuation/ Preparedness - Resilience studies identify difficulties with east-west movement on the Hillside, particularly in cases of disasters/ emergencies. This connectivity should be coordinated with other local recreational and infrastructure improvements. [2030 Time Frame]	Rabbit Creek Community Council	This project can be nominated for the next MTP update. This update is expected to start within the next year. Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
394	7//8 and Errata Sheet	Project #131, #103	Proposed MTP 2040 Areawide Projects with RCCC Recommendations to Advance, Modify, or Delete Scooter Ave underpass & interchange at Seward Hwy Local roads from 131st, Scooter Ave underpass east to Abbott (Academy Dr, Vanguard) DELETE: Poor cost-benefit ratio. Excessive taking of land. Impacts to residential neighborhoods. Assembly opposes this: MOA burdened by road upgrades. Not needed because retail patterns in Dimond area have changed since project originally proposed.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
395	7//9	Project #108	MLK Drive extension – Elmore Road west to Piper Street DELETE: Poor cost-benefit ratio. Traffic inducing. Excessive taking of land, impacts to residential neighborhoods. Burden to MOA for local road upgrades	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
396	7//32	Project #319	Tudor Rd Access Mgt Seward Hwy to Patterson: convert to throughway with limited local access ADVANCE THIS in lieu of H2H: This could serve as a bypass for freight traffic not destined for Anchorage, in lieu of H2H.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
397	7//16	Project #133	“Slush fund” for short term planning: lists over a dozen possible studies SPECIFY: AMATS safety plan and Glenn Highway transit and HOV lane study should be priorities Project recommendations provided above were discussed and approved at the February 13th General Membership meeting of the RCCC.	Rabbit Creek Community Council	This project doesn't prioritize the studies as they are limited by available funding including match.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
398	7//53	Project #702, #708	The RCCC Land Use and Transportation Committee reviewed and supports the comments and recommendations on transit, rail, and freeway projects in the table below. However, there was not time at the February 13th meeting for a vote by the general membership on these projects. Because Committee members spent a considerable time reviewing and preparing comments on the MTP 2040, these additional comments are provided for your consideration. Transit fleet replacement INCREASE: Only \$2 million for transit fleet replacement/improvements from now until 2040 seems miniscule for the needs of the people and opportunity to support the Muni's Climate Action Plan.	Rabbit Creek Community Council	This is an average per year amount of AMATS funding going to these projects. The total amount of funding would be the \$2M per year over the 20 years of the MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
399	7//56, 7//57	Project #801, #806	Rail INCREASE: Similarly, only \$8 million for preventative track maintenance over the next 20 years seems insufficient. Moreover, commuter rail should be addressed.	Rabbit Creek Community Council	This is an average amount per year over the life of the 2040 MTP. While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. AMATS will continue to monitor the commuter rail situation.	Staff recommends the following on Page 5//12: Add a new sub-title after "Climate Change": "Commuter Rail" Add following text under "Commuter Rail": "Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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400	Errata Pages	Project #129	The emphasis on freeway construction drains the budget, does not solve congestion, and thwarts compact land use and transit. Given those issues, including the state's incredibly limited revenue options, spending \$1.4 billion of state and federal funds on an H2H freeway appears completely illogical. Freeways induce further traffic demand and do not resolve congestion, as demonstrated in Lower 48 cities. The H2H project has repeatedly been challenged as unnecessary, ineffective for our transportation needs, and unpopular given how it would destroy existing communities. NOTE – as proposed, these projects could total expenditures of \$293 million to 2030; \$640 million from 2030-2040; and \$809 million in out years (total of \$1.4 billion for H2H and \$405 million for Glenn Hwy). H2H study of freeway connection from 20th Ave to Airport Hts DELETE: Poor cost-benefit ratio. Excessive taking of land. Impacts to residential neighborhoods. MOA burdened by road upgrades.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
401	7//22	Project #213	H2H Freeway from Tudor Road to 20th Ave (Chester Creek crossing) DELAY or delete. Poor cost-benefit because 85 % of traffic is not through-traffic. Major loss of residential and commercial land.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
402	7//23	Project #214	H2H Freeway from 20th Ave to 13th Ave with two interchanges DELAY or delete. Poor cost-benefit because 85 % of traffic is not through-traffic. Major loss of residential and commercial land.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
403	7//31	Project #316	H2H Freeway 13th Ave to Airport Hts interchanges DELAY or delete. Poor cost-benefit because 85 % of traffic is not through-traffic. Major loss of residential and commercial land, plus impacts to community connectivity.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
404	7//20	Project #207	Glenn Hwy frontage roads Muldoon Road to Hiland Road DELETE very poor cost-benefit returns. These pass along Military land. Not needed for local access to lands.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP. The frontage roads for the Glenn Highway are not intended to access military land or solely local access in Chugiak and beyond, but to help with incidents and keeping the traffic flowing during these incidents.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
405	7//27	Project #305	Glenn Hwy HOV lane Airport Hts to Peters Creek This could be moved to earlier years	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
406	7//8, 7//18	Projects #105, #201	Van sharing, and transit marketing INCREASE THIS AMOUNT: This project will reduce traffic demand; thus it merits more than \$1 million/yr in order to meet the Climate Action Plan.	Rabbit Creek Community Council	This is the amount of money per year that AMATS receives for these projects. This is CMAQ money for Statewide Implementation Plan projects. The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
407	7//10	Project #110	Fireweed Lane rehab and road diet to 3 lanes, add non-motorized. SUPPORT: Supports re-investment and walkability.	Rabbit Creek Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
408	7//29	Project #310	Minnesota Drive Hillcrest to Tudor "multi-way boulevard" Project description needs clarifying. Is transit included?	Rabbit Creek Community Council	This would have to be looked at during the study that is in the 2040 MTP to look at what it would take to make Minnesota Drive a multi-way Blvd project #120.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
409	7//35	Project #402	Sidewalk on west side of A Street 13th Ave to Fireweed FURTHER DESIGN: \$20 mil for less than a mile seems excessive. Recommend a more cost-effective, alternative alignment be considered.	Rabbit Creek Community Council	Non-motorized improvements are expensive and the project will look at minimizing costs were possible. This was identified as a need in the Pedestrian plan.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
410	7//36	Project #403	Sidewalk on west side of A Street Benson to 36th Similarly, \$5 million for 3 blocks seems unreasonable.	Rabbit Creek Community Council	Non-motorized improvements are expensive and the project will look at minimizing costs were possible. This was identified as a need in the Pedestrian plan.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
411	7//36	Project #405	Sidewalk on west side of A Street, Fireweed to Benson Again, \$5 million for 1 block is even more unreasonable. What are the alternatives?	Rabbit Creek Community Council	Non-motorized improvements are expensive and the project will look at minimizing costs were possible. This was identified as a need in the Pedestrian plan.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
412	7//38	Project #412	Coastal Trail widening to 14 feet from Westchester Lagoon to Earthquake Park RECOMMEND FURTHER DESIGN: Consider one-way lanes for safety. Also, design should include soft-shoulder, per MOA design standards for multi-use.	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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413	7//47	Project #508	Northern Lts Blvd Road diet: convert an existing travel lane to expand non-motorized pathways ADVANCE: Move this to nearer term. Non-motorized users currently do not have safe, buffered corridor along any east-west midtown roads. [Time Frame 2030]	Rabbit Creek Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
414	7//38	Project #409	I write to you in support of 2040 MTP Non-Motorized Short-Term Project #409, the Campbell Trail Overcrossing at Lake Otis Parkway. The overcrossing of Lake Otis Parkway will be a major advance in the connectivity of the trail system, allowing cyclists and runners to smoothly travel over fifteen miles from Westchester Lagoon to the University to Campbell Creek, then on towards Campbell Lake. The existing tunnel under Lake Otis near Waldron Drive requires a lengthy detour which encourages trail users to risk running across multiple lanes of traffic on Lake Otis Parkway. An overcrossing will make Campbell Creek Trail more inviting and safer for all. This overcrossing has been a goal of Anchorage residents for more than a decade. I represent the area surrounding the proposed project and I live nearby. I have heard strong support for the project from neighbors and the Campbell Creek Community Council. The connection between public health and access to outdoor recreation is well established. Please keep Campbell Trail Overcrossing at Lake Otis Parkway on the short-term project list and let's work together to find a way to fund it!	Rep Andy Josephson	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
415		New Project	Thank you for the opportunity to comment on the public review draft of the 2040 MTP. I appreciate the considerable amount of work that has gone into the plan already. While it is somewhat late in the planning process to adjust the plan's priorities, I would like to make a small suggestion: Consider making one direction of C Street a bike lane for its entirety from the Klatt Road roundabout to Government Hill. For example, make the current southbound lanes into a bike and pedestrian only street, a lane going north and south each and a greenspace in the center lane. The current northbound lanes would become north and south lanes with a turning lane in the center. The C and A Street corridor is horribly congested every day and is not ideal for the amount of traffic it currently receives. Reducing the capacity for vehicular traffic of this route would dramatically improve the livability and ambiance of midtown, downtown, and the southside. Cyclists would use this route to travel to and from their home and jobs. Businesses would spring up to cater to the commuters and walkers. This would transform the center of the city into an attractive urban landscape and would connect our existing infrastructure. We could take it a step further and make the lanes still open to vehicular traffic a dedicated bus route. This would further connect the city in ways unseen before. Anchorage is ripe for a public transit revitalization and ending the chaos of C Street is an obvious first step to creating a livable, community oriented, safe, and just city. Thank you for taking comments, I look forward to your response.	Robert Clark	C Street is a Freight Corridor. AMATS has to consider all users. The AMATS Street Typology plan will review roadways in the AMATS boundary for all users. The plan will have a public process and staff encourages the commenter to participate.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
416	7//21	Project #210	Hello, my name is Roi Lee Cotter, I am the grandparent of a 5th grader at Grace Christian School located on Pintail Street, just off Huffman Road, in south Anchorage. For quite some time, I have been very concerned about the difficult intersection at Huffman and Pintail. Difficulties at this intersection include recent accidents with injuries as well as numerous close-calls to, not only, families and students of Grace, but also the neighbors of Grace and others traveling the busy Huffman corridor. I have sent multiple children and now grandchildren to Grace Christian over the past 30 years and the Huffman and Pintail intersection has grown alarmingly dangerous. How many more Anchorage residents are we going to allow to be injured before action is taken? Even 1 death would be too much at an intersection that the community has been begging for changes for years. It is my understanding that MTP project #210 is currently under consideration. I am writing to politely ask that MTP project #210 be moved from the long term list to the short term list so that we can begin to plan on how to best address this dangerous and stress-filled intersection. I have driven through roundabouts at intersections in Anchorage that see a significantly less amount of traffic and wonder how much longer we must wait to address this issue. Thank you for your consideration.	Roi Lee Cotter	Staff appreciates your concern and thanks you for taking the time to submit your comment. Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term. Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
417		New Project	Background: In 2019, the 1,500-foot stretch of Tudor Road lying to the east of the Baxter Road intersection experienced 3 motorist deaths. These fatalities amounted to more than 3 percent of all motorist fatalities within the State of Alaska for the year 2019. There has been an increase in crashes and fatalities along this stretch of road. Tudor Road became a 4-lane paved roadway in 1976. At that time the average vehicles per day was 9,800, with estimated daily truck volume of 500. In 2004 AMATS estimated that an average of 30,000 vehicles per day traveled this corridor, of those vehicles, approximately 1400 were trucks and 200 to 250 were tractor/trailer units. The increase of traffic has not been met with safety improvements. The current posted speed limit on this section of roadway is 50 miles per hour. The 50 miles per hour speed limit was established by the Alaska Department of Highways in the 1970s. There is a traffic signal at the intersection of Baxter Road. The next traffic signal to the east is 36th Avenue, a distance of 1.3 miles. Vehicle travel in this 1.3 mile section of roadway is unabated, and is associated with excessive driver speeds. Tudor Rd. near the Muldoon curve has an approximately 800 feet of this stretch of roadway which is elevated as much as 15 feet above adjacent Kensington Park Subdivision, which lies on the north side of Tudor Road. This elevated section of Tudor Road has a steep embankment on the Kensington Park Subdivision side. This location has experienced numerous	Scenic Foothills Community Council	At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	Staff recommends forwarding this comment to the DOT&PF Traffic and Safety section for their consideration.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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			<p>vehicle rollovers and vehicle travel onto private property incidents since 1976, when the Tudor Road was first widened to 4 lanes. It should be noted that those vehicles traversed the pedestrian pathway before going over the embankment.</p> <p>Hereby be it Resolved that measures must be taken to increase the safety of all transportation users, including pedestrians, bicyclists, transit users, and homeowners in the area of road from Baxter to 36th avenue. Some suggestions include: reducing speed limit, limiting trucking through the curve, adding a curb to the median, adding a barrier to the north of Tudor near just west of Chugach square.</p>					
418	7//12, 7//22	Project #117, #212	<p>I've got one more comment that is a repeat from last summer. Projects 117 and 212 do not represent the Midtown Congestion Relief projects that were developed in the Planning and Environmental Linkage study. The descriptions currently have inaccuracies including reference to "interim projects". There are 5 different projects with independent utility. I've attached project descriptions from the PEL for the preferred concept and the estimate ranges below.</p> <p>[See Attachment N from Sean Holland]</p>	Sean Holland - DOT&PF	These were the project descriptions given to AMATS staff at the TAC/PC meetings during development of the 2040 MTP. They were approved for use by the committees.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
419	7//12, 7//22, 7//23, 7//31	Projects #117, #212, #214, and #316	<p>I strongly oppose any plan to build a freeway through Fairview and Midtown. This would be destructive to the quality of lives of people who live there; for the businesses that would be inundated with increased traffic congestion, pollution and noise; for the safety of pedestrians and bikers, and for traffic congestion itself. The proposal is a knee-jerk, non-solution that would cost vast amounts of taxpayer money, and in the end would fail to achieve its goal of relieving congestion.</p> <p>The recently released T4America's latest report—the Congestion Con, analyzed the top 100 most populous urbanized areas in the U.S.. The report uncovered how the billions of dollars spent widening and building new highways have failed to "relieve congestion"— even finding that congestion worsened in urbanized areas that added new freeways while population decreased. We have spent billions of dollars nationally to widen or expand roads and have seen almost nothing logical or helpful in return.</p> <p>We must think deeper and find better ways to solve the problem and use taxpayer money more wisely. We cannot continue to throw millions at it in Anchorage converting roads into freeways and get the same result – more congestion while destroying neighborhoods and local businesses, especially small ones, and worsening safety for pedestrians and bikers.</p> <p>A major risk of a freeway through Fairview and Midtown is safety, especially for pedestrians and bicyclists, especially in the winter when it is dark much of the time, and when pedestrians are often forced to wall on shoulders or even in the roads because of snow and ice accumulation. Are we willing to risk an even higher rate of pedestrian and bike deaths in Anchorage? Shouldn't our traffic plans make pedestrian/bike safety a key focus? Moving cars from Point A to Point B as fast as humanly possible without addressing pedestrian/bike safety is irresponsible.</p> <p>Please find solutions that take into account quality of life of Anchorage residents, pedestrian/bike safety, local businesses, and actual results rather than widening, widening, widening without evidence it works. Where in Anchorage has wholesale throwing money at widening roads resulted in improved traffic flow, better quality of life for residents, increased pedestrian/bike safety, decrease in congestion, and enhanced local businesses?</p> <p>The effect on local businesses is very important, in my opinion, because retail businesses, especially small ones, get cut off for extended periods of time, including months to a year or more, during construction, costing loss of revenue and possibly jobs. During construction, small businesses are confronted with chaotic traffic patterns, which often cut off motorists' access to business. The access doesn't always improve after completion because of the new medians or other devices that make it harder to reach their parking lots. We have lost enough businesses in the past few years; we don't need to make it harder to do business because of inane proposals such as this one.</p>	Sharon Stockard	<p>Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.</p> <p>The Fairview Neighborhood Plan support the Seward Highway to Glenn Highway connection and it is a priority in the plan.</p> <p>Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and reduce auto dependency/VMT:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The 2040 MTP needs to strongly consider the regional mobility and economic development within Alaska and what part Anchorage plays. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access".</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
420		Transit - Bus Fleet	How about we buy buses appropriate for the number of commuters? Larger buses with more, smaller buses for less. Seems like common sense - but it's not happening.	Shawn Williams - Facebook	The MOA Public Transportation Department currently use two sizes of buses, larger 40' buses for frequent service and areas with higher ridership and smaller 22' buses for neighborhood routes traveling on local roads with lower ridership. There is minimal cost savings between the two sizes (fuel and maintenance), but the labor cost to drive the bus is the same. Smaller buses tend to meet capacity more often causing riders to be left at the bus stops.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
421		Spenard Corridor Plan	<p>Thank you for the opportunity to provide comments on the Public Review Draft Metropolitan Transportation (MTP) 2040 Plan update for Anchorage and Eagle River. These comments are submitted on behalf of the Spenard Community Council (SCC).</p> <p>We appreciate the muni's efforts to incorporate priorities from across our community, and the process to move them forward into a reality. One major gap for Spenard, however, is the lack of adoption of the vision, principles, and projects included in the draft Spenard Corridor Plan. This plan has not yet been adopted by the muni but has undergone extensive public process involvement and is the best place to understand Spenard's priorities for motorized and non-motorized projects. Many of our comments for MTP 2040 will reference the SCC's comments in the Spenard Corridor Plan, as well as reference many of the principles detailed in the plan.</p> <p>The Metropolitan Transportation Plan (MTP) 2040 is the blueprint document of recommended transportation improvements over the next twenty years. The plan includes goals around creating a safe and efficient transportation network that offers transportation choices, supports local economy, and enhances our quality of life. The comments in this document reflect priorities of the Spenard Community Council (SCC) aligned with these goals.</p> <p>Overall, the SCC wants to see the MTP framed with a longer-term vision for our city. The MTP is short-sighted when it comes to considering big picture climate solutions like light rail, when it comes to re-centering our lifestyle toward non-motorized and public transit options, and when it comes to reducing pedestrian deaths by prioritizing projects above freight and vehicle travel. Anchorage needs to extend the lifespan of our roadways using better construction materials and design, rather than coming back to the same problem intersections and reconstructing them year after year. The MTP is Anchorage's opportunity to think beyond just 20 years and beyond.</p>	Spenard Community Council	<p>The AMATS Spenard Corridor Plan is still in draft format and subject to change before final approval. It is not included as such.</p> <p>The plan will be reviewed for the next MTP.</p>	Staff recommends a new action "To review the final AMATS Spenard Corridor Plan for policies, action items, and recommended projects for inclusion in the MTP."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
422		Adopted Plans Integration	<p>The MTP should also integrate other important planning documents currently adopted or underway, like the 2040 Land Use Plan, Spenard Corridor Plan, Anchorage Climate Action Plan, and the Anchorage Non-Motorized Plan. Land use plans must be integrated with our transportation planning efforts, especially with future plans to increase housing density closer to work and commercial centers. The Spenard Corridor Plan is also the SCC's most recent effort to vision and plan for community priorities, including around design strategies, land use, and transportation needs. Without aligning the MTP 2040 with the Spenard Corridor Plan, neighborhood priorities like daylighting Fish Creek and developing a trail system are not incorporated into this long-term document. The Anchorage Assembly voted to advocate in its comments on this plan for Phase I studies and preliminary engineering work for daylighting Fish Creek and building out associated greenway and trail connections from Midtown Cuddy Park to existing daylight creek segments west of Minnesota Blvd. Connecting these plans in the umbrella of the MTP is an opportunity to align all public engagement efforts, rather than promoting siloed efforts and offering conflicting projects.</p>	Spenard Community Council	<p>The AMATS Spenard Corridor Plan and AMATS non-motorized plan are still in draft format and subject to change before final approval. They were not included as such. These plans will be reviewed for the next MTP.</p> <p>Tech Memo #1A, approved on 9-28-17, shows the comparison between the 2035/Interim 2035 MTP Goals and Objectives and makes recommendations for changes to match the 2020 Comprehensive plan. The 2040 Land Use Plan used the same goals as the 2020 Comprehensive plan. The 2040 MTP where possible, tried to address the policies established in the 2040 Land Use Plan, but few are transportation specific. AMATS staff worked closely with MOA Long Range Planning to incorporate the 2040 Land Use Plan into the 2040 MTP. For example, AMATS used the 2040 Land Use Special Features (Transit Supportive Development Corridors, Greenway Supportive Development Corridors, and Reinvestment Focus Areas) to score projects. The AMATS model also included the 2040 Land Use Plan land use assumptions, see page 5//6, 5//7, & 5//8.</p> <p>Chapter 8 of the 2040 MTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6.</p> <p>The MOA Energy and Sustainability group did a review of the 2040 MTP and provided staff with a document showing the overlap between the Climate Action Plan and the 2040 MTP. See attachment E CAP and 2040 MTP Overlap.</p>	Staff recommends a new action "To review the final AMATS Spenard Corridor Plan and AMATS Non-Motorized Plan update for policies, action items, and recommended projects for inclusion in the MTP."	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
423		Goal 1	<p>Chapter 3: MTP 2040 Goals and Objectives</p> <p>The SCC prioritizes the goals 2 and 3 in the MTP around safety and multi-modal development. The SCC also encourages more measurable objectives to have clear benchmarks for success.</p> <p>Goal 1 "Preserve the Existing System" is important as maintenance in our winter climate is critical, but maintaining a flawed system does not increase safety. Maintenance should be a factor in all transportation projects, but it should not be the plans #1 goal.</p>	Spenard Community Council	<p>The 2040 MTP Tech Memo #1A looked at refining the AMATS goals and objectives to be more measurable and make recommendations for performance measures. However, this has proved difficult to achieve and AMATS staff is will working on developing AMATS specific performance measures that will have targets.</p> <p>The 2040 MTP goals are not prioritized.</p>	No changed.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
424		Goal 2	<p>Goal 2 "Improve Safety" is essential to make our city safer for all roadway users: people in cars, on foot, on bikes, and on the bus. Reducing traffic fatalities and major injuries, especially for pedestrians, should be the top priority for our city's transportation network based on the current rates of pedestrian fatalities per capita. Goal 2D can only be achieved when improvements for motorized and non-motorized users are incorporated on freight corridors. Currently, design for moving freight quickly at the expense of other users leads to unsafe conditions.</p>	Spenard Community Council	<p>The AMATS Street Typology Plan now underway will consider all users and seek to identify primary users. This plan will help to identify potential conflicts and will provide a chapter on design guidance.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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425		Goal 3	Goal 3 "Improve Travel Conditions" includes language about improving multi-modal transportation system, but many of the objectives are vehicle-focused instead of developed to improve access and connectivity for pedestrians, bicyclists, and transit users.	Spenard Community Council	Many of the objectives under Goal 3 support multi-modal travel and non-motorized users. 3D, 3E, 3F, 3G, 3H, 3I, 3J, 3M objectives support non-SOV travel. Within these objectives there are many actions item that support non-SOV travel.	Staff recommends the next MTP update look adding "for all modes" to objective 3A and 3K.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
426		Objective 3A	Objective 3A for decreasing travel time should specifically apply to pedestrian, bicyclist, or transit user travel time first.	Spenard Community Council	Staff disagrees. The FHWA performance measure that apply to this objective, percent of person miles traveled on the Interstate System/Non-Interstate NHS that are reliable and Truck Travel Time Reliability look at all users.	Staff recommends the next MTP update look adding "for all modes" to objective 3A.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
427		Objective 3H	Objective 3H includes congestion reduction, which is often prioritized over the safety and quality of life in our city. Congestion in Spenard at certain intersections at acceptable levels according to the MTP's projections. Relieving congestion does not mean increasing speed limits; lower speed limits may make for safer roadways and also support steadier flows of traffic without increased drive times.	Spenard Community Council	The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access". Increasing mobility/reducing congestion does not always mean increasing speed limits. Action items 3H-1 and 3H-2 relate to TSM/TDM project/strategies. The 2040 MTP does look at helping to minimize speeding in neighborhoods with Objective 5F relates and action item 5F-1.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
428		Performance Measures	The performance measures to improve safety actually include higher targets for number of serious injuries and fatalities, rather than reducing those numbers to zero. Estimated population increases should not correlate to more injuries and deaths. The goal of this plan is to improve roadway design to reduce collisions and conflict, so these numbers should reduce toward zero, aligning with the State's "Toward Zero Deaths" and muni's "Vision Zero" initiatives.	Spenard Community Council	The safety measures follow the requirements set by the Federal Highway Administration in their development of the performance measures. It is based on data even if the data shows the number going up. These targets are set in coordination with the State of Alaska DOT&PF.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
429		Safety/Objectives	Objectives around increasing access should prioritize access for people on foot, bike and bus. Safe automobile access is necessary, but encouraging more access on bike, foot, and bus would alleviate stress on vehicular access.	Spenard Community Council	The 2040 MTP addresses limiting vehicular access to the street through policy 3D-6, while other action items seek to expand access/connectivity to bicycle and pedestrian travel. The AMATS Street Typology Plan will review walkability and what it means for different land use districts. Walkability might mean different things for a Transit Supportive Development corridor compared to another part of town.	Staff recommends for the next MTP update to add "for all modes" to objective 3F.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
430		Goal 4	Goal 4 "Support the Economy" is important for the Spenard region as it serves as a hub for airport access, tourism stays, and hosts accessible industrial and commercial business centers. Improving accessibility for pedestrians, bicyclists, and transit users is linked to improved local business activity and should be a priority in Spenard.	Spenard Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
431		Greenhouse Gas Emissions	Goal 5 "Promote Environmental Sustainability" is essential for our community's future. By improving non-motorized and transit access in Spenard, our transportation system will serve all members in our community. Goals created in the Anchorage Climate Action Plan should be more fully incorporated in the MTP 2040. The CAP commits Anchorage to a reduction of greenhouse emissions of 40% by 2030, of which transportation currently consists of 42% of Anchorage emissions. The projects and plans identified in the MTP 2040 should have criteria to move Anchorage toward meeting our CAP goals.	Spenard Community Council	AMATS will not be able to address a target for GHG emissions until more work is done. The first step is for the Mayor's sustainability group to determine a baseline of GHG emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For AMATS to adopt a target, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage. Also see action item 2C-2 and policy 3-3.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
432		Goal 6	Goal 6 "Quality Decision-Making" is central to a number of the SCC's comments, especially to incorporate public engagement in other muni-wide planning efforts. Optimizing projects with high benefit-cost ratios is at the heart of recognizing which projects are most justifiable for the capital expenses.	Spenard Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
433		Transit	Chapter 4: Existing Conditions Public Transit System People Mover has recently undergone a transformation to the system, and in the first year has experienced increased ridership. The data and modeling in this plan do not include these updates, which occurred in 2018 and have since seen ridership increases. These improvements include: <ul style="list-style-type: none"> More frequent service on routes to offer less waiting time Expanded hours of service Better service with more frequent buses and a wider range of travel Anchorage is currently in the process of reinstating a bus route on 36th Avenue, which the SCC has supported. With the increase in ridership, it makes sense to increase coverage of bus service along one of the most requested roadways. The MTP should project what additional needs will be required in 20+ years now that we are on this new trajectory. In Spenard, the SCC is encouraged to see the bus route along 36th Avenue, plan for a transit hub at Spenard and the Railroad, and promote higher density housing along the community's transit routes.	Spenard Community Council	Staff concurs with updating the transit data where possible.	Staff recommends updating Figure 4-13 and Figure 4-14 on pages 4//26 and 4//27 with ridership data provided by the MOA Public Transportation Department. Additionally staff recommends updating Figure 4-12, the Transit routes map with the data provided by the MOA Public Transportation Department.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

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434		Non-motorized Infrastructure	<p>Pedestrian Transportation Network</p> <p>Currently pedestrians disproportionately suffer serious injury and death in traffic collisions in our city. According to Anchorage's Vision Zero Action Plan, 1 in 22 pedestrians die in vehicle collisions. The SCC has identified gaps in our neighborhood and arterial roads that do not have sidewalks or multi-use paths. Sidewalks on our major roads are not ADA compliant, are narrow, and often have obstructions. Pedestrian facilities are also designated for snow storage, especially on State of Alaska maintained roadways, causing hazardous or impassable conditions for pedestrians. This is an example when "Goal 1" on maintenance for vehicles is prioritized above other roadway users.</p>	Spenard Community Council	<p>Thank you for your comment. The AMATS non-motorized plan update is underway and addresses many of these issues. 2040 MTP action item 4B-3 recommends reviewing the AMATS non-motorized plan update when completed for recommendations to be included in the next MTP update.</p> <p>The 2040 MTP includes the following Year Round Mobility/Active Transportation action items/policy: 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4.</p> <p>The following projects will provide improvements for non-motorized users within the Spenard Area: #134, #135, #122, #119, #120, #110, #101, and #213.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
435		Non-motorized Infrastructure	<p>Bicycle Transportation Network</p> <p>Similar to pedestrian facility deficiencies, bicycle infrastructure is also designated snow storage for much of the year. The bicycle network is also discontinuous and do not meet current design standards. Many multi-use pathways also allow for user conflict, lack signage, and are in disrepair. In general, design that reduces conflict between pedestrians and bicyclists, as well as vehicles, is preferable. Multi-use trails often remove bicyclists from vehicle drivers' line of vision and can lead to conflicts at intersections because of the speed of bicyclists versus pedestrians.</p> <p>Corridors with in our council with high frequencies of pedestrian-vehicle and bicyclist-vehicle collisions are centered on Spenard Road, Northern Lights Boulevard, Benson Boulevard, Minnesota Drive, and Tudor Roads.</p>	Spenard Community Council	<p>Thank you for your comment. The AMATS non-motorized plan update is underway and addresses many of these issues. 2040 MTP action item 4B-3 recommends reviewing the AMATS non-motorized plan update when completed for recommendations to be included in the next MTP update.</p> <p>The 2040 MTP includes the following Year Round Mobility/Active Transportation action items/policy: 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4.</p> <p>The following projects will provide improvements for non-motorized users within the Spenard Area: #134, #135, #122, #119, #120, #110, #101, and #213.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
436		Data	<p>Chapter 5: Looking to the Future</p> <p>Population Estimates</p> <p>The 2040 population estimates are a foundation for what the future needs of our community may be. However, the population projects are high. Projections used in the MTP are from a 2013/2016 study, which was reduced in August 2018 by AKDOLWD putting projections closer to 316,000 for 2040, rather than 358,363 (over 40,000). The higher population estimate currently used in the plan throws off all of the benefit-cost ratios and projected demands for roadways, putting boondoggles like the highway-to-highway project in a more favorable light. Population data also predates recent statewide populations losses.</p>	Spenard Community Council	<p>Population, Housing, and Employment estimates used for the AMATS travel demand model update were latest available from the Department of Labor as documented in the AMATS Socio-Economic Projections and Land Use Report - April 2016, which is posted on the AMATS website. This data was used for the latest AMATS travel demand model update completed in 2016 and the 2040 MTP update started in early 2017. The model is required to be used for the MTP, but model updates are a separate task need prior to the beginning of the MTP. Therefore the model is a snapshot in time and may not agree with later estimates.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
437		Financial Assumptions	<p>Chapter 6: Financial Plan</p> <p>The financial estimates for the recommended projects illustrates that the priority transportation type in this plan are vehicles and freight. "Roadway" projects account for 37 projects (\$979.6m) in the short-term and 17 projects (\$1,132.3m) in the long-term. Combining transit, railroad, and non-motorized there are 53 projects (\$273.7m) short-term, and 29 projects (\$211.5m) in the long-term. Though some roadway projects include some pedestrian or bicyclist facility improvements, the scales are tipped toward motorized transportation.</p>	Spenard Community Council	<p>Staff disagrees. Nearly every roadway project will include non-motorized improvements, however it is difficult to estimate the cost of the non-motorized improvements associated with the roadway project. So, a direct comparison between the cost per mode is difficult.</p> <p>The number of projects that support non-motorized/multi-modal is significantly more than the non-motorized list alone. This also includes the studies in projects #133 and #211 that support non-motorized/multi-modal improvements.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
438		General	<p>Another cost factor for projects is awarding contracts to outsiders. The state and muni tend to favor the same consultants, often out-of-state and charge high rates with unsatisfactory returns. There should be a transparent and fair request for proposal process to contract with for the best services for Alaska.</p>	Spenard Community Council	<p>This is beyond the scope of AMATS and the 2040 MTP.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
439		New Project and Support for projects #119, #120, #134, #135,	<p>Chapter 7: Recommendations</p> <p>As the SCC, our council is mainly commenting on projects within or adjacent to our community council boundaries. Other community councils should also comment or prioritize projects within their boundaries. Spenard's top three priority projects to support in the MTP 2040 include: Spenard Road upgrades, removing the Northern Lights-Benson Boulevard couplets, and improving the Minnesota Drive corridor.</p> <p>One project not included in the plan should be Chugach Way, as detailed in our draft Spenard Corridor Plan. Chugach Way needs more pedestrian safety improvements with sidewalks and designated bike lanes. The speed, curve, and narrow roadway is very dangerous for all roadway users.</p>	Spenard Community Council	<p>This project can be nominated for the next MTP update. This update is expected to start within the next year.</p> <p>Staff is looking at ways to provide more information to the public/community councils on the project nomination process for the next MTP update.</p> <p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p> <p>2040 MTP project #133 include the Chugach Way Study - Transportation Element.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
440		New Project	<p>Another priority project not included in the plan should be daylighting of Fish Creek, as detailed in our draft Spenard Corridor Plan. This is a long-term priority for Spenard and should be reflected in our long-term planning. Fish Creek connects us in Spenard, and there are missing links from Cuddy Park in Midtown through to the Fish Creek Estuary that should be integrated into all transportation projects in Spenard. This concept is refined and delineated by Anchorage Assembly Resolution 2018-277, which supports efforts to daylight Fish Creek, also known by the Dena'ina people as Ch'atanaltsegh LiQ'Aka Betnu. A benefit of daylighting Fish Creek is also to manage stormwater above ground, instead of replacing aging (and expensive) stormwater infrastructure.</p>	Spenard Community Council	<p>The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.</p> <p>Additionally this type of project is outside the scope of what the 2040 MTP can fund. The 2040 MTP could only fund the transportation element, if it included one.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
441	7//16	Projects #134, #135	<p>Spenard Road: MTP #135 [134] & 135</p> <p>The SCC fully supports implementing these projects. The northernmost portion of Spenard Road (Hillcrest to 31st Ave) was an immense success and improvement to the area. The road lane diet north of 31st Avenue has been successful and may be able to accommodate and make the roadway safer for all users and is preferable for the full stretch of Spenard Road.</p> <p>This remaining section has been long-neglected and dangerous. These projects are essential for a healthy and vibrant community. These projects are also aligned with the SCC's input in the draft Spenard Corridor Plan, which details preferable design strategies, including reduced lane widths for slower speeds (20-25mph) and a major transit hub near Spenard Road and Alaska Railroad. Public transportation is an important feature throughout the neighborhood and should continue to lead future planning efforts.</p>	Spenard Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
442	7//22	Project #213	The community has clearly spoken against routing northbound traffic from Minnesota Blvd. onto Eastbound Spenard Road, a proposal AK Department of Transportation refers to as "the Couplet." The MTP Project #213 for the Minnesota-36th Ave-Spenard couplet is not supported by the SCC and should be removed from the long-term project list.	Spenard Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
443	7//29	Project #311	MTP Project #311 [Minnesota Drive/Spenard Road Intersection Improvements] details preferable intersection improvements at Minnesota and Spenard, rather than a couplet.	Spenard Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
444	7//47	Project #508	<p>Northern Lights and Benson Boulevard: MTP #508</p> <p>A lane reduction along Northern Lights and Benson Boulevards is an essential upgrade to each corridor to allow for safer pedestrian, bicycling, and transit access. Both corridors are high speed corridors with narrow and obstructed sidewalks, often used for long-term snow storage. This is a much needed upgrade for each roadway.</p>	Spenard Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
445	7//13	Project #119	<p>Minnesota Drive: MTP #119</p> <p>The project to widen Minnesota Drive at Northern Lights Boulevard will offer new challenges to pedestrians and should not be prioritized. Currently pedestrians need to cross 7 lanes of traffic, even with a median for relief. Enlarging the intersection may not relief congestion, but may add to already bad air quality. Instead, adding a crosswalk across the southern portion of intersection (connecting Walgreens to Carrs) should be the priority.</p>	Spenard Community Council	Project #119 will add crosswalks that are missing at Minnesota Drive and NLB and Minnesota Drive and Benson Blvd. This was recommended in the Minnesota Corridor Study that AMATS funded. It will help to improve the non-motorized connectivity and access in this area.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
446	7//13, 7//29	Projects #120, #310	<p>Minnesota Drive: MTP #120 [Minnesota Drive Multiway Blvd Planning and Environemntal Linkages (PEL) Study - Hillcrest Drive to Tudor Road]</p> <p>The SCC fully supports this proposed study, and the MTP Project #310 [Minnesota Drive Multiway Blvd - Hillcrest Drive to Tudor Road] to implement this after 2040 if not sooner. Currently Minnesota Dr. acts as a highway dividing our community, obstructing access across superblocks, and creating high air pollution along its route. The multi-way concept from Hillcrest to Tudor roads will test for solutions our community members have long sought out, including reduced speeds (to 35 mph), safer and more frequent crossings, a lane diet, and supporting the daylighting of Fish Creek Road. This length is just 1 mile long, but these upgrades will go a long way.</p> <p>The SCC supports Minnesota Dr. being considered part of our neighborhood's active network, as detailed in the draft Spenard Corridor Plan. It should have multi-use paths along it as it is an important connector between businesses, neighborhoods, and more as previously stated. Improved pedestrian access, possibly with over/underpasses, flashing lights at crosswalks, and adequate sidewalks are much needed. Crossings of Fish Creek must also be incorporated. It is important that all crossings are ADA compliant and wheelchair accessible. Lighting should also be improved for pedestrian safety. This north/south corridor is an important connector for bicycle travel as well, which should be incorporated into the design studies.</p>	Spenard Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
447	7//7	Project #101	<p>36th Avenue: MTP #101 [36th Ave Access Management Study - Spenard Road to Denali Street]</p> <p>This study is much needed opportunity to determine public transit access along 36th from Spenard to the university, including the possibility of Rapid Bus Transit. The muni has gathered feedback from experts from Sweden and Switzerland along this roadway, and they should be incorporated into the study, as well as the "Midtown Plan" or "Westside Plan." 36th Ave also has the potential to receive a road diet and include on-street bicycle infrastructure (and potentially is considered in the Anchorage Non-Motorized Plan).</p> <p>36th Avenue is also a high-collision corridor and should have improved pedestrian and bicycling facilities. The project team should consider extending the study area from Spenard Road passed Denali street to New Seward Highway, an especially dangerous intersection.</p>	Spenard Community Council	<p>The 2040 MTP does not anticipate a transit route on 36th Avenue by 2040.</p> <p>Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
448	7//45, 7//48	Projects #436, #512	Tudor Road multi-use paths: MTP #436 & 512 The SCC supports the development of a multi-use path from Minnesota to Harding Road, where one currently does not exist. When considering the multi-use path improvements along Tudor from Patterson to Minnesota (MTP # 512), it is important to select strategic sections along the existing pathway to upgrade and reduce collisions, possibly including reducing the number of parking lot driveways along the roadway and taking care to make the pathways more visible at intersections. Tudor Rd. currently has a mixture of sidewalk, multi-use path, and extremely wide shoulders. Tudor has the potential to have bicycle lanes on this stretch and not just default to "multi-use path" designation and should be considered (and potentially is considered in the Anchorage Non-Motorized Plan).	Spenard Community Council	Thank you for your comment. The AMATS non-motorized plan update is underway and will contain a chapter on design guidance that is anticipated to help address these issues.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
449	7//7	Project #100	32nd and 33rd Avenue: MTP #100 [32nd Ave and 44rd Ave Rehabilitation - Arctic Blvd to Old Seward Highway] This rehabilitation project is necessary for storm water upgrades and overall aligns with the SCC's vision for a more connected bicycle and pedestrian network. Most collisions occur on 36th Ave and Northern Lights/Benson, and though the hope is to divert pedestrian and bicycle traffic to this roadway it is important to recognize that the commercial business along these roads are the destinations of choice, so these roadways should be prioritized for improvements within this plan.	Spenard Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
450	7//10	Project #110	Fireweed Road: MTP #110 [Fireweed Road Rehabilitation - Spenard Road to Seward Highway] This project is much needed and should be a priority for the plan. These changes are also in other council boundaries and should have their input as well. The improvements made on the northern section of Spenard Road, including a road diet, wide sidewalks, and bicycle lanes, have been a success and boon to the area. Fireweed should be three lanes with a center turn lane, allowing for wider sidewalks and bike lanes. Fireweed is prime for similar upgrades to northern Spenard Rd., especially as it hosts two schools and many local businesses.	Spenard Community Council	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
451	7//12	Project #117	Midtown Congestion Relief Project: MTP #117 Though the SCC is largely commenting on Spenard-area projects, there are a number of projects that fall in line with the "Highway-to-Highway" project, accounting for a lion's share of the short-term and long-term project costs. The SCC urges these projects to be removed from the project lists to reallocate resources for projects that will come to fruition and meet the goals of this plan. At the very least, all the projects that make up the midtown highway should be moved to the long-term list. This project, along with many others in the plan, represent nearly \$1 billion. These funds are better spent to improve our quality of life in Anchorage, rather than tearing down communities for a boondoggle project. The number of projects in the MTP 2040 that favor midtown arterials and freeways, like the ones that make up the so-called "Midtown Congestion Relief," go against community goals to create a more walkable downtown and infill a more vibrant downtown. It's important to complete Glenn Highway to Seward Highway connections from Airport Heights to 13th Avenue before any new Midtown right of way acquisition, design or construction is prioritized	Spenard Community Council	Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
452	6//3	Table 6-1 - Administrative Edit	Table 6-1 under short term project costs is missing a "1" and ", ". The project costs should be 1,104.7 not 104.7	Staff Edit	Staff concurs.	Staff recommends making this edit.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
453	7//5	Figure 7-2, 7-3 - Administrative Edit	Update figure 7-3 to be the same as the figure 7-2 where it shows the mode, how many projects, and which performance area they match up with. This figure is missing the non-motorized, transit, and railroad projects and some performance areas.	Staff Edit	Staff concurs.	Staff recommends making this edit.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
454	D//4	Column 2	Change MOA Non-motorized plan to AMATS non-motorized plan. This is an AMATS plan.	Staff Edit	Staff concurs.	Staff recommends making this edit.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
455	D//5	Column 1	Remove the 2nd paragraph as it is a repeat of the last sentence of the 1st paragraph.	Staff Edit	Staff concurs.	Staff recommends making this edit.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
456	8//13	Objective 5F & 5G	Add "Objective" to 5F and 5G.	Staff Edit	Staff concurs.	Staff recommends making this edit.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
457	8//17		Update the information in the middle column with the sentence beginning "The locations..." to the following: The locations of recommended road and non-motorized project improvements in the MTP were overlain on MOA Coastal Zone resource maps showing sensitive areas consisting of wildlife habitat, wetlands, other physical features, and historic cultural resources sites provided by the Alaska State Historic Preservation Office.	Staff Edit	Staff concurs.	Staff recommends making this edit.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
458	8//17		Update the sentence in the 2nd paragraph that begins with "To prepare this section..." to the following: To prepare this section of the MTP, the team facilitated discussion with federal, state, local, and tribal entities responsible for land management and wildlife, as well as regulatory agencies, during plan development.	Staff Edit	Staff concurs.	Staff recommends making this edit.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
457		New Project	Please reconsider a collector or minor arterial connection between DeArmoun and Rabbit Creek Road. The distance between Hillside and Seward Highway is so far that folks drive through the residential neighborhoods and the impact is significant particularly on Buffalo and Ebergreen. Elmore is the logical choice and is planned for a pedestrian corridor but a collector or arterial is much needed. A lot of out of direction travel, cut-through of neighborhood streets, etc. In the winter Rabbit Creek overflows the crossing at 140th/Buffalo and then there is no option to get through for long periods while maintenance crews try to keep it open. This significantly impacts everyday services/response time for the neighborhoods south of DeArmoun. Pedestrian traffic on Buffalo is significant with no space to walk except on a narrow strip-paved road.	Steve Noble - Public Meeting	This project can be nominated for the next MTP update. At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
458	7//21	Project #210	Request that project MTP#210 be moved from the long term list to the short term list. Thanks!	Troy Fritzel	Staff appreciates your concern and thanks you for taking the time to submit your comment. Staff consulted with DOT&PF about the safety concerns for this intersection. At this time the intersection does not score high enough for Highway Safety Improvement Program (HSIP) funding. It did score high enough to be included in the 2040 MTP and was included in the Long Term due to the limited available funding in the Short Term. Changing any project timeframe would require redoing the fiscal analysis and putting the project list out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding. In the mean time DOT&PF will continue to monitor the site as an unsignalized intersection for potential HSIP funds.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
459	7//23	Project #216	1) SPECIFIC AMENDMENT REQUESTS: UNDER Recommended 2040 MTP ROAD Projects — Long-Term Projects (2031-2040) • #216 — TURNAGAIN STREET REHABILITATION - NORTHERN LIGHTS BLVD. TO 35TH AVE. o Turnagain Community Council (TCC) has consistently ranked the rehabilitation of Turnagain St. in our top five CIP projects for many years — it is currently ranked #2 in our CIP list, approved June 2019. o This busy street has major problems with drainage and pedestrian safety, and lacks neighborhood connectivity to adjacent parkland/open space areas. Additional lighting, curbs and drainage, potential traffic calming, and pedestrian amenities are all needed. o Because of the likely need to acquire additional right-of-way from some adjacent property owners, our support of this project has been contingent on adherence to a context sensitive design that would include limiting pedestrian/non-motorized facilities to a single sidewalk on the west side of the roadway as well as other input TCC submitted during road design solicitation in the past. TURNAGAIN COMMUNITY COUNCIL REQUEST: TCC is very supportive of this project and requests that TURNAGAIN ST. REHABILITATION BE MOVED TO THE MTP ROADS SHORT-TERM PROJECT LIST — WITH A HIGH RANKING — to reflect the importance of this upgrade to the Turnagain community.	Turnagain Community Council	Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP. These are design details that are outside of the 2040 MTP purview.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
460	7//38	Project #412	UNDER Recommended 2040 MTP NON-MOTORIZED Projects — Short-Term (2018- 2030) • #412 — COASTAL TRAIL WIDENING - EARTHQUAKE PARK TO WESTCHESTER LAGOON o A past proposal to widen this section of the Tony Knowles Coastal Trail running through the TCC boundaries to 12 feet was opposed by TCC. The project description included in this Draft 2040 MTP Public Review Draft is now proposing to widen the Coastal Trail to 14 feet. o TCC recently asked a Sr. Planner within the Parks and Recreation Dept. if their Dept. proposed this trail widening project — this employee was unaware of this project and stated their standard width criteria for the Coastal Trail was 8 1/2 feet, with 2-foot shoulders on their side. o TCC's concerns with any Coastal Trail widening proposal between Earthquake Park and Westchester Lagoon (and west to Kincaid Park) include: • Changing the trail user experience by turning the Coastal Trail into the feel of a Coastal Trail Highway, which could, in turn, create a safety hazard. Cyclers, roller bladders, skateboarders, etc. would likely be inclined to travel at higher speeds on the wider pavement among slower speed pedestrians, dog walkers, parents pushing baby strollers, etc., threatening the safety of all trail users. • Require cutting/removal of an extensive amount of trees and other natural vegetation along the Coastal Trail in this area. This vegetation currently provides important benefits, including aesthetic buffering, wildlife habitat (including in the area of the Fish Creek Estuary), and coastal erosion protection — particularly important in the lower elevations areas of the trail, where this has already been an issue — and rising sea levels due to climate change will only make this more troublesome in the future. Negative impacts from removal of this trail greenbelt would be significant considering the area needing to be denuded of vegetation would not only be to accommodate 4 feet more of trail pavement, but 2-foot-wide soft shoulders on either side of this newly expanded pavement. • Private property, dedicated parkland and the Fish Creek Estuary land uses where this portion of the Coastal Trail is located would be heavily and negatively impacted — and TCC sees no way this could appropriately and adequately be mitigated. TURNAGAIN COMMUNITY COUNCIL REQUEST: TCC opposes this project proposal and requests that THE COASTAL TRAIL WIDENING PROJECT BE REMOVED FROM THE 2040 MTP DOCUMENT.	Turnagain Community Council	The project list in the draft 2040 MTP was developed by the AMATS Technical Advisory Committee and Policy Committee based on input from the public, our planning partners, and the fiscal constraint analysis. The projects in this list go towards helping to achieve the priorities of the MOA, DOT&PF, and AMATS. Any changes to projects at this time would require an update of the fiscal constraint analysis and additional public comment. This would delay approval of the 2040 MTP.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
461	7//13	Project #119	2) COMMENTS/REQUEST FOR MORE INFORMATION: Recommended 2040 MTP ROAD Projects — Short-Term Projects (2018-2030) • #119 — MINNESOTA DRIVE — Northern Lights Blvd./Benson Blvd. Improvements o Because this new roadway design proposal would circulate traffic differently from the current configuration, TCC would need more information to determine if this is an appropriate modification to an extremely busy roadway — especially at these two intersections. o TCC would also need more information on how adjacent land uses would be impacted — and if/how impacts would be adequately addressed.	Turnagain Community Council	More information about this project can be found in the AMATS Minnesota Drive Corridor Study found on the AMATS website here: https://www.muni.org/departments/ocpd/planning/amats/documents/minnesota_drive_study/amats_minnesota_drive_study_final.pdf	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
462	7//13	Project #120	#120 — MINNESOTA DRIVE MULTIWAY BLVD. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY — Hillcrest Dr. to Tudor Rd. o Because this is a new roadway design proposal, TCC would need more information to determine if this is an appropriate modification to an extremely busy roadway (especially from Hillcrest Dr. to W. Northern Lights Blvd. [WNL] & Benson Blvd., where evening rush-hour traffic can back up as far as the Hillcrest Dr., exit). o TCC would also need more information on how adjacent land uses would be impacted — and if/how impacts would be adequately addressed.	Turnagain Community Council	This project is a study which would look at if Minnesota Drive could be converted into a multi-way Blvd. At this time there is no additional information as the study is not done. Project #310 is the follow on construction project, but it is illustrative and not anticipated for funding until after 2040.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
463	7//14	Project #122	• #122 — NORTHERN LIGHTS BLVD/BENSON BLVD ISLAND SEPARATED TURN LANES — Minnesota Dr. to Arctic. o Because this new roadway design proposal would circulate traffic differently from the current configuration, TCC would need more information to determine if this is an appropriate modification to extremely busy roadways. o TCC would also need more information on how adjacent land uses would be impacted — and if/how impacts would be adequately addressed.	Turnagain Community Council	These are design details that are outside of the 2040 MTP purview.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
464	7//29	Project #310	Recommended 2040 MTP ROAD Projects — Illustrative (after 2040) • #310 — MINNESOTA DRIVE MULTIWAY BLVD. PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY — Hillcrest Dr. to Tudor Rd. o Because this is a new roadway design proposal, TCC would need more information to determine if this is an appropriate modification to an extremely busy roadway (especially from Hillcrest Dr. to W. Northern Lights Blvd. [WNL] & Benson Blvd., where evening rush-hour traffic can back up as far as the Hillcrest Dr., exit). o TCC would also need more information on how adjacent land uses would be impacted — and if/how impacts would be adequately addressed.	Turnagain Community Council	This project is the follow on construction project to project #120, but it is illustrative and not anticipated for funding until after 2040. Project #120 will need to be done before any additional information is available for this project.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
465	7//30	Project #313	#313 — NORTHERN LIGHTS/BENSON BLVD ACCESS MANAGEMENT - SEWARD HIGHWAY TO MINNESOTA DRIVE o Because this new roadway design proposal would circulate traffic differently from the current flow of traffic, TCC would need more information to determine if this is an appropriate modification to extremely busy roadways. o TCC would also need more information on how adjacent land uses would be impacted — and if/how impacts would be adequately addressed.	Turnagain Community Council	These are design details that are outside of the 2040 MTP purview.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
466	7//47	Project #508	#508 — NORTHERN LIGHTS BLVD LANE REDUCTION — Seward Highway and (to?) Minnesota Drive o Because converting an existing vehicle travel lane on WNL to expand existing sidewalks would be a significant change, TCC would need more information to determine if this is an appropriate modification to this extremely busy roadway, especially as west-bound traffic approaches the Minnesota Dr. intersection. o While REI has relocated to the east at Midtown Mall, new businesses are opening at the Northern Lights Center commercial area and heavy ingress/egress vehicle traffic in this area will likely continue into the future. o Not only would a lane reduction potentially create an increase in backed up, west-bound vehicle traffic east of the Minnesota Dr. intersection, it could also potentially create more pedestrian safety hazards, depending on how this project is designed. o TCC would also need more information on how adjacent land uses/business would be impacted by this lane reduction proposal — and if/how impacts would be adequately addressed.	Turnagain Community Council	These are design details that are outside of the 2040 MTP purview.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
467		General	Comment was unreadable.	Unreadable - Public Meeting	Staff was unable to decipher this comment. Please see attached comment form M.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.
468		Chapter 8	I did review the documents you sent and I didn't have any specific comments because locations of potential future projects were not at any detail or planning stage to be able to determine wetland or other waters impacts. Therefore, EPA comments are limited to just restating our previous general comments that were included in the review package and are still valid.	US Environmental Protection Agency	Thank you for your comment.	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.

#	Chapter/ Page	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS TAC Recommendation	AMATS PC Action
469		New Project	<p>Making Anchorage A Better City- Build a Beltway</p> <p>For 40 years the design has been collecting dust at AKDOT. Anchorage needs a beltway around the City. Currently its feeble attempts at moving traffic dump Minnesota into downtown Anchorage on the north and the traffic light at Old Seward and O'Malley in the south. Ditto the New Seward Highway, screeching halt to the north at 36th and neck down to one lane at Potter Marsh in the south.</p> <p>Minnesota should bend into the Old Seward row and proceed up Rabbit Creek to Hillside and across to the north and join in with the Glenn with nary a stop light. On the west end to the North end it should run through its row to the railroad row and proceed below the bluff line and join in with the Glen, again with no stoplights. A beltway around the city, like Fairbanks, Reno, Las Vegas, Chicago, Minneapolis, EVEN PARIS!</p> <p>What does this do?</p> <ol style="list-style-type: none"> 1. It allows traffic to move efficiently cutting emissions that accrue in the current gridlock. 2. It avoids frustrations of tourists and people from the north headed to the Kenai and vice versa. 3. It allows commercial traffic to circumvent the chaos that is midtown and downtown Anchorage <p>You will hear all kinds of protestations but any reasonable person would look at the current situation and conclude that if you want to benefit 99.5% of the people and cut greenhouse emissions a beltway is the answer. The beauty is we could probably get major Federal participation in a phased approach.</p>	Williford Gay	<p>At this time the 2040 MTP has already gone through the project nomination and selection phase. All nominated projects were scored, ranked, and the project list was provided to the public for their review/comments. Then the AMATS Policy Committee used the public feedback to revise the project lists. Adding any new project would require staff to score, rank, and put the new projects out for public comment. This would delay approval of the 2040 MTP and put in jeopardy millions in federal funding.</p>	No change.	Recommend approval of AMATS Staff Recommendation.	Approved TAC Recommendation.