

ATTACHMENT 1 – 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 Yet, our MTP 2040 is based on the outdated model, and AMATS staff say that they are not allowed to decouple their planning from the model.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.
- 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.
- 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.
 - 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.
 - 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.
- 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.
- Data collection and reporting. This draft MTP does not require or enable data collection and reporting to the public and elected leaders.

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

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 been played” March 5, 2020

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!

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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.