

2050 MTP Goals and Objectives Comment Response Summary

#	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation
1	Anchorage 2020	While we understand that the 2040 and 2050 MTPs have been valuable exercises in goal making and in providing feedback to AK citizens. It brings to light important difference among the Muni's various comprehensive plans (e.g. Anchorage 2020, Chugiak – Eagle River Comprehensive Plan Update (2006) and AMATS Spenard Corridor Plan). As a result of comparing these plans, we request the Muni to propose, at the next available opportunity, the addition of the 1st three and last goals of the Chugiak – Eagle River Comprehensive Plan Update (2006) to the next version of the Anchorage 2020 Plan. These goals address important environmental issues. They are sorely missing from the Anchorage 2020 Plan and should be added to the next version.	University Area Community Council	This is outside the scope of what AMATS can do as AMATS does not have the ability to edit the Anchorage 2020 plan. Staff can pass this comment onto the appropriate Municipality of Anchorage Planners.	No change. Forward comment to the MOA Long Range Planning team for consideration.
2	General Comment	I don't see a 3K above in the Goal 3 section. Please follow up.	AMATS Bicycle and Pedestrian Advisory Committee	Thank you for the comment. This is referring to the fact that the 2040 MTP objective 5E was addressed by the 2040 MTP objective 3K. The 2040 MTP objective 3K is now 2050 MTP objective 3H. Staff will correct the tech memo to reference 2050 MTP objective 3H.	Staff recommends editing the tech memo text detailing what happened to 2040 MTP objective 5E to read as follows: "Cut: Addressed in 3H."
3	General Comment	Would recommended go through and changing to everyday words, otherwise known as "Plain language" in the world of Department of Transportation. There are many technical terms that can be replaced by plain language or an everyday word. This would improve the public's ability to understand this document and participate in the review process. The U.S. Department of Transportation supports plain language and resources can be found here: https://www.transportation.gov/regulations/plain-language The Centers for Disease Control and Prevention calls plain language "everyday words" and resources can be found here: https://www.cdc.gov/healthliteracy/developmaterials/plainlanguage.html According to this Center for Plain Language, "The average American is considered to have a readability level equivalent to a 7th/8th grader (12 to 14 years old)." https://centerforplainlanguage.org/what-is-readability/ .	AMATS Bicycle and Pedestrian Advisory Committee	Thank you for your comment. Staff will look to edit the text to include plain language where possible.	See staff comments for specific changes.
4	General Comment	I encourage the use of examples when possible, which helps define these terms that might not be clear to others. For example, "transportation infrastructure (such as roads, bike and walking trails, sidewalks, etc.)..." I am not sure if about the difference between the meaning of "transportation infrastructure" vs "transportation system." Are these terms interchangeable or different? If interchangeable, select one for the entire document and use it. Do not switch between terms because it is confusing to the reader. However, the use of plain language would likely fix this confusion.	AMATS Bicycle and Pedestrian Advisory Committee	Thank you for your comment. Staff will look to add definitions where possible and help to streamline the language used through the document.	See staff comments for specific changes.
5	General Comment	Include the Anchorage Vision Zero Action Plan	AMATS Bicycle and Pedestrian Advisory Committee	The MTP Goals and Objectives are broad based statements of what the MTP is trying to achieve and how to achieve it. It pulls from multiple plan. The Vision Zero Action plan will be evaluated and included where possible as part of the MTP projects, Policies, and/or Action Items.	No change. Forward comment to consultant for consideration during the project, policies, and action items development phase of the MTP.
6	General Comment	The Rabbit Creek Community Council (RCCC) appreciates your attention to our October 22, 2021, request for a longer review period for the Goals and Objectives of the Metropolitan Transportation Plan (MTP) 2050 Goals and Objectives. We have now had time to review this document and are herein providing our comments, as approved by a unanimous vote at our December 9, 2021 meeting., . The MTP 2050 will guide at least \$2 billion in local transportation spending, and maybe much more as a result of the federal infrastructure bill that our Alaska congressional delegation supported. With that influx of funding, it is critical that the Goals and Objectives provide a strong, rational framework for the MTP 2050. Where and how we expend these funds to build roads and trails, and route buses, will shape the efficiency of our city, and the livability of our neighborhoods, for decades to come.	Rabbit Creek Community Council	Thank you for your comment.	No change.

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7	General Comment	The Objectives should be worded as outcomes, not practices! The Objectives should preferably set targets, but at the least, they should identify outcomes that can be defined quantitatively and measured by publicly-noticed performance standards.	Rabbit Creek Community Council	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
8	General Comment	A number of the Objectives in this draft are not worded as outcomes, so our specific comments attempt to express desirable outcomes. We understand the Anchorage Metropolitan Area Transportation Solutions (AMA TS)' will use- these Goals and Objectives to draft Performance Standards. Performance must be measured. We request that AMA TS identify protocols for measuring the transportation system to see if each Objective is being met. The AMATS measuring protocols need to include a reporting_ process, with clear information and analysis, for presentation to the public and decision-makers. We are encouraged to see that reducing greenhouse gas emissions (GHG) and reducing Vehicle Miles Traveled (VMT) have been added to the objectives. These objectives are key indicators of an efficient and sustainable transportation and land use system, and should be strongly worded.	Rabbit Creek Community Council	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
9	General Comment	[pt 3 below is covered in obj 1, I incorporated 1 and 2 into a closing para - Design for safety over speed on local and arterial roads. Roads surrounded by development have lots of points of conflict, and should be designed to serve those areas with speeds of 35 mph or under, as speeds under 35 mph dramatically decrease the likelihood of fatalities in a crash.	Rabbit Creek Community Council	This is a design level detail that is beyond the scope of what AMATS does as part of the MTP and is up the MOA or DOT&PF. However, the Draft 2050 MTP Goals and Objectives help to encourage that transportation project will account for the land use in the area.	No change.
10	General Comment	2. Connect people to jobs, services, and community destinations. There are multiple measures for the ease of arriving at one's destination, including equity, affordability, and length of trip and total travel time, and not just speed of vehicular travel.	Rabbit Creek Community Council	Thank you for your comment. These will be looked at during the development of the 2050 MTP Performance Measures and Targets.	No change. Forward comment to consultant for consideration during the performance measures and targets development phase of the MTP.
11	General Comment	3. Prioritize maintenance for existing facilities before adding more facilities. a. Plan and budget for maintaining both new roads and the entire system.]	Rabbit Creek Community Council	The 2050 MTP Goals and Objectives are not prioritized. This covered as part of the financial chapter, but the MTP is always working on making improvements. This is a concern for the MTP project team and we welcome any suggestions on how better to incorporate this into the process.	No change. Forward comment to consultant for consideration during the performance measures, targets, and criteria development phase of the MTP.
12	General Comment	In closing, we would like to emphasize a couple points that should be part of the MTP 2050 as it is further developed. These include the importance of designing for safety over speed on local and arterial roads. Roads surrounded by development have many points of conflict, and should be designed to serve those areas with speeds of no more than 35 mph, as speeds under 35mph dramatically decrease the likelihood of fatalities in a crash. Additionally, efficiently, economically, and sustainably connecting people to jobs, services, and community destinations should be a primary concern for the overall plan. There are multiple measures for the ease of arriving at one's destination, including equity, affordability, and length of trip and total travel time - not just speed of vehicular travel. Thank you for considering these recommendations. If you have any questions or would like to discuss them further, do not hesitate to contact us.	Rabbit Creek Community Council	Thank you for your comment.	No change.
13	General Comment	[Excerpt from RPCC2022-1 resolution passed on January 10th, 2022] NOW THEREFORE, be it resolved that the Rogers Park Community Council agrees with and supports the Rabbit Creek Community Council's comments on the 2050 MTP draft Goals and Objectives, as submitted to AMATS in their 22 December 2021 letter, attached.	Rogers Park Community Council	Thank you for your comment. Please see the responses to the Rabbit Creek Community Council incorporated throughout this document.	No change.

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14	General Comment	<p>University Area Community Council Comments on the 2050 Metropolitan Transportation Plan dtd October 2021</p> <p>The UACC appreciates the time and work that has gone into this document. It was a detailed and commendable effort. The meat of this plan is in the 6-page table attached to the 8 pages of text. It explains the changes that were made from the 2040 Goals to the 2005 Goals. But the attached table is terse, vague and difficult to read. It also has errors, contradictions and dead ends which should be clarified. (The reader seems forced to make an assumption that a 2050 goal approximately to the right of a 2040 goal is addressing the same subject even though it has a different goal number.) The structure makes for a concise table but at the expense of readability. Below are just a few examples of the many issues that should be addressed. Please go over the table with a sharp eye to catch all such problems.</p>	University Area Community Council	<p>This is regarding the tech memo that was draft version on the AMATS TAC/PC agendas. A number of these technical errors were corrected for the documents/survey released as part of the public comment period in December of 2021.</p> <p>Thank you for your comments.</p>	No change.
15	General Comment	On line 5 of page 2 of the main 8-page document, please add a comma after the word "travel," delete the next word (and), then add "and environmental values" after the word "tourism."	University Area Community Council	These are the federal planning factors as written in law.	No change.
16	General Comment	Please look for other opportunities in the 2050 MTP to strengthen its environmental provisions related to rapid action to diminish transportation related pollutants. This should include stronger incentives to diminish concrete road dust and to convert to electric buses, including school buses, trucks, cars and motorcycles.	University Area Community Council	Thank you for your comment. This can be looked at the MTP is further developed.	No change. Forward comment to the consultant for consideration during the performance measures, targets, projects, policies and action items development stages of the MTP.
17	General Comment	The UACC also fully supports and endorses the attached 12/22/21 comments on this document submitted to AMATS by the Rabbit Creek Community Council.	University Area Community Council	Thank you for your comment.	No change.
18	General Comment	Our city, and our global community, are in an inflection period in the next couple of years. Locally, and globally, we face massive challenges of climate change, sustainability, and inequity. There will be a major infusion of federal funding from the Economic Recovery Act and the Infrastructure Bill from 2021. Climate scientists tell us we must cut greenhouse gas emissions in half by 2030, and build resiliency into our environment. Engineers recognize that we need to build to different standards to mitigate and withstand climate change. Anchorage has imperatives to transform how we build our city; and we have prospective increased funding. Given this inflection opportunity, Anchorage would be blind to keep planning future transportation based on past transportation. For example, rail should be one of our objectives for future multi-modal travel. Any plan that purports to be long-range must be innovative and transformational.	Nancy Pease	Thank you for your comment. Future rail for multi-modal travel will be reviewed as part of this plan update.	No change.
19	General Comment	<p>These draft goals and objectives are more progressive than MTP 2040, but not transformational on the scale that the moment demands. There a couple of measurements of transformation that need to be more prominently in these Goals and Objectives: greenhouse gas emissions, and vehicle miles traveled, and pedestrian/bike predominant neighborhood centers.</p> <p>In addition, draft Goal 5 seems to have regressed from MTP 2040 in terms of protecting the natural environment. The natural environment in Anchorage is essential to climate resiliency, to our physical and mental health, and to our city's economic competitiveness as a desirable place to live, work, and play.</p> <p>The AMATS MTP 2050 objectives should spell out more clearly what outcomes we want from our transportation spending. In coming years, the public should be able to measure the return on investment from the billions of dollars allocated through AMATS. The Objectives should express outcomes that can be defined quantitatively and measured by performance standards. A number of the Objectives in this draft are vaguely worded and not quantifiable.</p> <p>Regarding public participation in the MTP development, a 45-day comment period would greatly assist Community Councils to publicize and discuss these complex issues. Also, please avoid major holidays and mid-summer for future comment periods.</p>	Nancy Pease	AMATS has a deadline with this plan and must be approved by August 26th, 2024. In order to achieve that target and to ensure there is time for a lengthy review for the public review draft document and allow time for changes to be made based on public comment (the number one comment we heard on the final document from the 2040 MTP), the initial comment periods of the MTP will have to accommodate.	No change.

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20	General Comment	<p>This latest draft of MTP 2050 Goals and Objectives is a major improvement over past efforts. The draft responds well to the Comprehensive Plan and public opinion by increasing the relative importance of nonmotorized and transit travel, and the need for transportation investments to support desired land uses. It gives us hope that Anchorage’s transportation investments will turn around and begin to reduce greenhouse gas emissions.</p> <p>Most of the goals and objectives are clear and represent measurable ‘outcomes’ such as ‘improve’ or ‘reduce.’ Please review the document and replace verbs such as ‘support’ and ‘promote’ with outcome statements. Even better, please assign target numbers to ‘improve’ and ‘reduce.’</p>	Anchorage Citizens Coalition	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmtools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This should be reviewed as part of the performance measures and targets development phase of the MTP.</p>	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
21	General Comment	<p>In the past, Anchorage has resisted measuring its transportation goals and objectives. This MTP is an opportunity to ‘measure what we value,’ though it will take another round of editing from consultants and staff to determine just how to do that. Some more obscure objectives will need tighter definition, including ‘supports local and regional economy and job growth,’ ‘resiliency to climate change’ and ‘equitably distribute adverse impacts.’</p> <p>We recommend AMATS review Anchorage’s data reporting systems and prepare concrete strategies to measure transportation outcomes that affect Comprehensive Plan goals.</p>	Anchorage Citizens Coalition	<p>This should be reviewed as part of the performance measures and targets development phase of the MTP where a number of these items can made clearer.</p> <p>"We recommend AMATS review Anchorage’s data reporting systems and prepare concrete strategies to measure transportation outcomes that affect Comprehensive Plan goals." This comment should be reviewed during the actions and policies development section of the 2050 MTP.</p>	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.
22	General Comment	<p>Most importantly, goals and objectives should direct spending. In the past, this connection has been fuzzy with too many unstated, obstructive assumptions carried over from year to year. We trust that once Goals and Objectives are finalized, AMATS’ Project Ranking Criteria will be reexamined to ensure consistency and target spending to fulfill community priorities.</p> <p>The goals and objectives would be stronger if the October 2021 Technical Memorandum supporting this work is updated to show how well they contribute to achieving Anchorage 2020’s goals for public health, air quality, environment, economic security, neighborhood integrity, climate change, infill and redevelopment, and more.</p> <p>We also recommend extending the review period for key documents to 45 days, giving more community councils the opportunity to weigh in.</p>	Anchorage Citizens Coalition	<p>Project Ranking criteria will be developed to ensure consistency with the 2050 MTP Goals and Objectives.</p> <p>The tech memo already reviewed the Anchorage 2020's Goals and the 2040 Land Use for compatibility.</p> <p>We have a deadline with this plan and must be approved by August 26th, 2024. In order to achieve that target and to ensure there is time for a lengthy review for the public review draft document and allow time for changes to be made based on public comment (the number one comment we heard on the final document from the 2040 MTP), the initial comment periods of the MTP will have to accommodate that schedule.</p>	No change.
23	General Comment	<p>Unsafe, high speed urban arterials ADOT managed roadways in the urban core (A-C, I-L, Gambell-Ingra) are unsafe to cross on foot or bike and discourage new investment in historic, downtown neighborhoods because of excessive speeds and noise.</p> <p>The high speed designs of A and C especially discourage much needed residential infill and redevelopment, in a highly desirable part of town between downtown and midtown employment centers. Please identify the goals and objectives that target fixing these problems and call for project prioritization in the near term, understanding that the Gambell-Ingra PEL is already funded.</p>	Anchorage Citizens Coalition	This is covered under multiple objectives 3C, 3E, and 4E.	No change.
24	General Comment	When comparing the Goals and Objectives of this plan with the 2040 plan, it is exciting to see the addition of equity as it's own goal and significantly more focus on walking, biking, and transit throughout.	Airport Heights Community Council	Thank you for your comment.	No change.
25	General Comment	I agree with all of the Rabbit Creek Community Council's comments in their letter you dated 12/22/2021. Please consider their comments to be my comments as well.	David Evans	Please see individual responses under Rabbit Creek Community Council's comments.	No change.
26	General Comment	I would like to comment on AMATS' Long-Range Transportation Goals & Objectives. I appreciate the work and thought you put into these objectives. Clearly you are trying to make them equitable, and to make protection of our health and of our environment a critical underpinning of these goals. I appreciate that the goals & objectives weight transit, bike and walking more heavily than bigger, faster roadways. Roadways should never be at the expense of our neighborhoods' and community's health and welfare, nor of the environment. Our goals should reflect what we value.	Sharon Stockard	Thank you for your comment.	No change.
27	General Comment	This latest draft of MTP 2050 Goals and Objectives is a welcome departure from past transportation plans. It responds well to the Comprehensive Plan and public opinion, and increases the relative importance of both non-motorized and transit travel.	Sharon Stockard	Thank you for your comment.	No change.

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28	General Comment	<p>The goals and objectives are mostly simple and clear. Planners need to ensure objectives are outcome statements and measurable.</p> <p>Anchorage needs to ensure Municipal data collection measures “what we value.” ie: percent of household income spent on transportation, air quality near major roadways, how safe and convenient it is to get to school and work on bus, foot and bike, total government costs of urban redevelopment compared with building on raw land, and so forth.</p> <p>Ensure objectives will direct spending and not get lost “on the shelf.” After adopting objectives, ensure Project Ranking Criteria are consistent and target spending to fulfill community priorities.</p> <p>The AMATS MTP 2050 objectives should spell out what outcomes we want from our transportation spending. In coming years, the public should be able to measure our return on investment from the billions of dollars allocated through AMATS. Some of these proposed MTP goals and objectives are too vague or broad for accountability. Below are specific revisions that would make the MTP 2050 Goals and Objectives more measurable</p>	Sharon Stockard	Thank you for your comment.	No change.
29	General Comment	<p>Ladies and Gentlemen,</p> <p>I wanted to take a moment to provide you some of the comment on your survey among what I believe is the largest bike forum in Anchorage (below).</p> <p>Many found that your language was so ephemeral and your focus so misguided it was not even worth their time, and some argue that is, after all your intent: to so alienate the public that the public gives up because as has been the case all along, you do what you want no matter how many people die :-)</p>	Marc Grober	Thank you for your comment.	No change.
30	General Comment	<p>Another example of why AMATS is really the cause of most of our transportation issues (https://www.amats2050.com/open-public-review) Rarely have I seen a survey so poorly built of jibberish and jargon, with inspiring words signifying nothing. “Where’s the beef?”, as it were... Objectives are - wait for it - objective, measurable, steps towards a goal. The stated goals are so obliquely stated they are virtually meaningless, and the objectives sound like they were written by ‘60s beauty queen competitors.</p>	Provided by Marc Grober	Thank you for your comment.	No change.
31	General Comment	Took the words right out of my mouth. I started filling out the survey and punted because it would be a total waste of time.	Provided by Marc Grober	Thank you for your comment.	No change.
32	General Comment	The survey was about the worst written I’ve ever taken unless your goal was to ignore public opinion as previous AMATS survey’s have done. Then it’s 100% spot on...	Provided by Marc Grober	Thank you for your comment.	No change.
33	General Comment	Seriously. Most of it read like “do you think making safe roads is an effective strategy to make roads safer?” only in more convoluted language...	Provided by Marc Grober	Thank you for your comment.	No change.
34	General Comment	even those (from Anchorage Citizens Coalition) are not adequately measurable to be objectives though they move in the right direction.	Provided by Marc Grober	Thank you for your comment.	No change.
35	General Comment	They need objectives like each year redesign and re construct at least 5% of all roads now evidencing speed limits 30 mph or over in such a manner as to make it physically threatening to move at over 30 mph, lol	Provided by Marc Grober	Thank you for your comment.	No change.
36	General Comment	I concur!	Provided by Marc Grober	Thank you for your comment.	No change.
37	General Comment	General survey feedback. This survey is geared towards transportation engineers and planners, and not the general public. In order to get feedback from everyone, you need to offer links to easy to understand definitions of many of the terms in this survey. Overall, I don’t know how effective the survey will be because of the lingo and lack of definitions.	Anonymous	<p>Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page.</p> <p>Staff is working on trying to streamline and use plain language for the MTP.</p>	Staff recommend any future surveys include any definitions for words or phrases that can not be turned into plan language.
38	General Comment	Roads around activity centers and major roads are certainly cleared, while neighborhood roads (especially in low income neighborhoods) are not cleared. Anchorage roads are significantly narrower in these neighborhoods and quickly become clogged. A greater budget for snow plowing services and equipment is desperately needed. This issue goes beyond the transportation budget. I'm not sure if this can be addressed through the zoning code. For example, increasing the width of the streets to accommodate maximum winter snow accumulation.	Luz Smeenk	<p>Streets widths are design level details outside the scope of the MTP. These are determined during the project design by DOT&PF and the MOA.</p> <p>AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.</p>	No change. Forward comment to the consultant for consideration during the criteria, project, financial analysis, and policies and actions development phases of the MTP.

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39	General Comment	I appreciate the opportunity for public involvement, but this survey uses jargon, concepts, and terminology that I don't understand. I imagine that folks in underserved populations who may not be comfortable speaking English, have reliable internet access, or have limited literacy skills would feel confident completing a survey like this.	Sarah Preskitt	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plain language.
40	General Comment	I will not go into a lengthy discussion of the draft Goals and Objectives with this comment. However, I strongly encourage AMATS to acknowledge the reality of Anchorage's physical parameters that significantly impacts transportation mobility. First, the fact we are located at 61.2 Degrees north latitude and in a sub-arctic environment where winter is six months in length. Second, the fact Anchorage is hemmed in by large water bodies, a major State Park and large amounts of Federal lands. Please ensure the Goals and Objectives specifically acknowledge these realities. Thank you for the opportunity to comment.	Allen Kemplen	Objective 1A refers to achieving "a state of good repair with effective use for all modes of travel year-round." Effective use year round is intended to acknowledge the Municipality of Anchorage's climate in the objectives section. Objective 3G also specifically addresses winter mobility from both a design and maintenance perspective. Performance measures and project prioritization are being developed that will further address this concern. Regarding physical constraints, Objective 3E addresses the land use and transportation connection while stating the desire to avoid "unwanted induced demand impacts." This, combined with the other objectives addressing the land use and transportation connection, provides guidance that recognizes geographic constraints while staying within AMATS's scope of what it can directly affect. The final MTP will also include analysis of existing conditions, which directly address geographic constraints.	No change.
41	Goal 1	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.	AMATS Bicycle and Pedestrian Advisory Committee	The MTP Goals and Objectives are not prioritized. While this Goal is listed at #1 it does not mean it is the most important goal.	No change.
42	Goal 1	Draft Goal 1: Prioritize Maintenance for Preserve Existing Infrastructure. Budget for repairs and rehabilitation before funding new projects. <i>The goal should be to "Fix It First" not construct new infrastructure while current infrastructure crumbles. The capacity to fund maintenance should be taken into account before funding new infrastructure.</i>	Rabbit Creek Community Council	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift from what this goal is trying to accomplish. However, this goal can be edited to be a little clearer. "Maintain Existing Infrastructure".	Staff recommends making the follow edits to Goal 1: "Maintain Preserve Existing Infrastructure."
43	Goal 1	I personally support the move toward electric buses, and the addition of more routes to all parts of Anchorage to cut down on individual vehicle use.	Anonymous	New routes and buses will be looked at as part of the MTP project development stage. This comment can be carried forward to be considered then.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
44	Goal 1	needs to include good maintenance, especially snow removal	Anonymous	Thank you for your comment.	No change.
45	Goal 1	If you are referring to the existing subsidized public transportation system it would be more cost effective and efficient to close and abandon all equipment and employment supporting this system in favor of an uber, lyft or taxi voucher. The result is taxpayers would save money and have a more efficient transportation system through competition in the market.	Michael Tavoliero	Thank you for your comment.	No change.
46	Goal 1	I wish I had more information about how much of the infrastructure is dedicated to cars and how much to other modes. For example, say we have 10 million dollars of bike/ped infrastructure and 2 billion dollars of roads. "Maintain & Rehabilitate" keeps us stuck in maintaining and rehabbing an extremely unbalanced system which prioritizes the most expensive types of infrastructure first. I would rather see something like: "Maintain and rehab, with a shift towards more economical types of infrastructure over time". For most of the massive, dangerous roads throughout the City I think it would be worth considering shrinking some of them to save cost/long term maintenance rather than just keeping them as they are to perpetuate the same problems.	Anonymous	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.
47	Goal 1	I don't believe that it should be just about "preserving", although I do want everything in good repair. I believe that we should always look to make improvements even if they are small ones.	John Miller	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.
48	Goal 1	Making Anchorage more walkable/bike-friendly year round are important goals.	Anonymous	Thank you for your comment.	No change.
49	Goal 1	Hard to tell how effective this is without details on how it will be achieved.	Anonymous	This will be looked at as part of the MTP performance measures and targets development phase of the MTP.	No change. Forward comment to the consultant for consideration during the performance measures and targets development phase of the MTP.

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50	Goal 1	It's a good objective, but measuring it could be challenging...perhaps break into parts to monitor success...how well are we meeting good repair?/effective usability?/all modes?/year round?	Lauren Kelsy	This will be looked at as part of the MTP performance measures and targets development phase of the MTP.	No change. Forward comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
51	Goal 1	I think the Goal is not going far enough and presupposes the existing infrastructure is already, "...equitable, safe, accessible, and reliable..."	Anonymous	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.
52	Goal 1	Preserving existing infrastructure doesn't necessarily mean keeping all current infrastructure in place when it conflicts with other goals. An example might be that a community wants a walkable downtown. That might call for the removal of traffic in certain downtown areas.	James Bennett	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.
53	Goal 1	Priority on keeping sidewalks clear of snow	Tyler Boyes	Thank you for your comment. AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to the consultant for consideration during the criteria, project, financial analysis, and polices and actions development phases of the MTP.
54	Goal 1	How is infrastructure defined. Is it just the roads and trails or the services provided like buses or airplanes?	Tim Kosednar	Staff agrees that a definition of infrastructure is needed.	Staff recommends adding the following definition for Infrastructure: "Infrastructure refers to the physical system that enables or facilitates the movement of people and goods."
55	Goal 1	I realize that AMATS programs/projects are mainly for capital improvements and repairs, but the best, accessible, safe, and usable sidewalk, bike path, bike lane, or road lane can be made completely unusable and unsafe due to poor maintenance.	Anonymous	Thank you for your comment.	No change.
56	Goal 1	Most roads are effectively usable year round, while sidewalks and bike routes aren't. Goal should reflect a greater focus on increased usability for non drivers.	Anonymous	Objective 1A added in a focus on usability for all modes year-round.	No change.
57	Goal 1	Again such maintenance and preservation is unreliable in its cost recovery and will continue to be subsidized costs taxpayers more than the service is worth when compared to privatization.	Michael Tavoliero	Thank you for your comment.	No change.
58	Goal 1	There is no public transportation system available in Chugiak and Eagle River, so "maintenance only" will continue to preserve the inequality in bus service	Debbie Ossiander	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have. Other goals focus on expansion of services.	No change.
59	Goal 1	Thank you for the opportunity to comment. I am writing as a citizen and support the following recommendations: AMATS is, at heart, a huge twenty-year spending plan. The AMATS MTP 2050 objectives should spell out what outcomes we want from our transportation spending. In coming years, the public should be able to measure our return on investment from the billions of dollars allocated through AMATS . Some of these proposed MTP goals and objectives are too vague or broad for accountability. Following are specific revisions to make the MTP 2050 Goals and Objectives more measurable. Comments on Goal 1: Preserve Existing Infrastructure . Goal 1 is not bold enough to ensure efficient spending. Preservation should be the priority before new construction. The goal and intent statement should read: PRIORITIZE preserving existing infrastructure . Commit to preserve and maintain existing infrastructure before funding new construction.	Barbara Carlson	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift what this goal is trying to accomplish. However, this goal can be edited to be a little clearer.	Staff recommends making the follow edits to Goal 1: "Maintain Preserve Existing Infrastructure."
60	Goal 1	GOAL 1 Draft Goal 1 misses the opportunity to commit to fiscal responsibility. We need to prioritize maintenance. "Fix it First!" Crumbling infrastructure is a waste of public funding, and costs individual travelers through damage to vehicles and danger of crashes and injuries. Revise Goal 1: Preserve existing infrastructure. Prioritize maintenance. Budget for repairs and rehabilitation to keep existing facilities in good repair before funding new projects.	Nancy Pease	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift what this goal is trying to accomplish. However, this goal can be edited to be a little clearer.	Staff recommends making the follow edits to Goal 1: "Maintain Preserve Existing Infrastructure."

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61	Goal 1	Below are my comments on the goals/objectives for the 2050 MTP This is a long-term transportation spending plan that should be very detailed in how it measures its effectiveness for combating climate change--among other objectives. Goal 1: emphasize in stronger terms that preserving infrastructure is key before spending on new projects.	Dianne Holmes	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift what this goal is trying to accomplish. However, this goal can be edited to be a little clearer.	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
62	Goal 1	1: We suggest that this Goal should recognize that, given expected funding limitations, not all infrastructure can be preserved. We will neglect some infrastructure, and we should do so strategically. Our budget is not well spent on expensive infrastructure that does not create value for the city. Before infrastructure is maintained, a cost-benefit analysis should be performed to evaluate whether the infrastructure is the best possible use of the space. For example, some roads might better serve the community if they were converted to smaller streets, non-motorized paths, or housing and businesses.	Bike Anchorage	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift what this goal is trying to accomplish. However, this goal can be edited to be a little clearer.	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
63	Goal 1	Goal 1: Preserve Existing Infrastructure Objective 1A should be much stronger, ie: 'Place the highest priority on keeping existing infrastructure in good repair.' That should affect project ranking criteria by focusing more spending on repair than on adding lane miles of roadway. Please review this objective and rewrite it to place the highest priority on good repair.	Anchorage Citizens Coalition	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift what this goal is trying to accomplish. However, this goal can be edited to be a little clearer.	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
64	Goal 1	Comments on Goal 1: Preserve Existing Infrastructure. Goal 1 is not bold enough to ensure efficient spending. Preservation should be the priority before new construction. The goal and intent statement should read: PRIORITIZE preserving existing infrastructure. Commit to preserve and maintain existing infrastructure before funding new construction.	Sharon Stockard	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift what this goal is trying to accomplish. However, this goal can be edited to be a little clearer.	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
65	Goal 1	The objective is good, but we need to ensure funding is available to meet the objective.	Anonymous	Thank you for your comment. The MTP is required to be fiscally constrained, but does have to work within the limits of funding.	No change.
66	Goal 1	Existing infrastructure isn't usable or equitable to all modes of transportation. What is the point of maintaining a system that doesn't support the main vision?	Anonymous	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. There is a specific goal for equity.	No change.
67	Goal 1	is there a definition of "existing infrastructure" anywhere?	Anonymous	Staff agrees that a definition of infrastructure is needed.	Staff recommends adding the following definition for Infrastructure: "Infrastructure refers to the physical system that enables or facilitates the movement of people and goods."
68	Goal 1	Due to increasing numbers of bikers and pedestrians, if winter maintenance cannot be more consistent for safety, separate paths and trails should be included for transportation, which will also need to be maintained consistently in winter. People are biking and traveling on foot year round and need safe ways to do that.	Anonymous	Thank you for your comment.	No change.
69	Goal 1	The objective in itself is good but in no way guarantees that the state of Alaska will provide the necessary funds to achieve this objective. It should be put to the voters to approve a state tax to ensure that adequate funds are available to meet transportation needs and objectives. I was amazed and impressed at the quick turn around in repairing the 2018 earthquake road damage and the bridge overpass damaged by a truck collision. I'm not sure what funds were used to accomplish this, but I am very grateful for the speed and quality of the repair.	Luz Smeenk	This is outside what the MTP can accomplish. Maintenance of the transportation is reviewed as part of the Financial analysis of the MTP.	No change.
70	Goal 1	Wit effective usability for ALL POPULATIONS and all modes year-round. The current transportation infrastructure could be improved by making it more accessible and safe for those travelling without vehicles, by choice, or not.	Anonymous	All modes covers all populations as it focus on how the individual is traveling.	No change.
71	Goal 1	The goal needs to be more than to just maintain the state of present infrastructure, for the infrastructure itself needs improvement: the sidewalks are impassable in numerous parts of the community and the roads themselves are a danger.	Steven Bridwell	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.

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72	Goal 1	We need to prioritize maintenance of existing roadways over any new construction. As an engineer, I know it is always more interesting to design something new, but the reality is we have an overabundance of existing roads and the majority of them are in poor condition. With climate change coming on fast, increased driving will soon be a thing of the past. We do not want to spend our money building more capacity that will not be needed. The very definition of a white elephant.	Bob Butera	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.
73	Goal 1	The total exiting infrastructure is built to mainly serve and induce single occupied vehicle use and sprawl. In doing so it is over-built and unfeasible to maintain given our exiting tax base. Prioritization should be given in preserving Anchorage's core infrastructure to an immaculate standards that promote community wealth preservation. The transportation system I want to see involves switching mode shares to more economically viable transpiration modes through infrastructure change.	Donovan Camp	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.
74	Goal 1	Places all modes usability as a monolithic state and does not distinguish equitability of maintenance needs for different mode users. add "equitable usability". "good" is a value judgment word and should reworded to be objective based.	Donovan Camp	We define what State of Good Repair as : "State of Good Repair: A condition in which the existing physical assets, both individually and as a system (a) are functioning as designed within their useful service life, (b) are sustained through regular maintenance and replacement programs. State of Good Repair represents just one element of a comprehensive capital investment program that also addresses system capacity and performance." Equity is addressed under Goal 6.	No change.
75	Goal 1	We have too much expensive infrastructure draining our budget. We should prioritize streets that create actual economic value and find creative reuses for budget-negative streets. Not all infrastructure can be preserved. We will neglect some infrastructure, we should do so strategically. Our budget is not well spent on expensive infrastructure that does not create actual economic value for the city. Before infrastructure is maintained, a cost benefit analysis should be performed. Many roads could be converted to smaller streets, non-motorized paths, or even housing and businesses.	Graham Downey	This Goal is intended to ensure the transportation facilities are kept in good working order while working on making changes. The MTP does review the existing infrastructure to see where changes can be made to improve the equity for all modes.	No change.
76	Goal 1	Sidewalks are not maintained in winter. This forces pedestrians into the road, and some of those people will be killed by cars.	Graham Downey	Thank you for your comment.	No change.
77	Goal 1	Eagle River seems to have above-average road conditions.	Kevin Brent Cross	Thank you for your comment.	No change.
78	Goal 1	Current infrastructure is not safe or does not provide a specific area for bikes and or pedestrians.	Anonymous	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. There is a specific goal for safety.	No change.
79	Goal 1	It makes no sense to preserve infrastructure that is dangerous for others than cars.	Anonymous	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. There is a specific goal for safety.	No change.
80	Goal 1	More sidewalk away from traffic for people to walk and commute without vehicles	Anonymous	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. Goal 3 covers this comment.	No change.
81	Goal 1	Maintaining the current state of infrastructure provides good transportation options only for cars. I would like to see the addition of bike lanes and trails to existing infrastructure to provide better opportunities for different modes of transportation. I would also support development of new infrastructure like buses and light rail.	Stephanie Rice	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. Goal 3 covers this comment.	No change.
82	Goal 1	Existing infrastructure is unsafe for cyclists.	Sam	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. There is a specific goal for safety.	No change.
83	Goal 1	The "plan" is just the goal in different wording.	Sam	Thank you for your comment.	No change.
84	Goal 1	The current infrastructure is motorized heavy and much of it needs to be redesigned as it is wholly inappropriate	Anonymous	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. There are many other Goals that help address this comment.	No change.
85	Goal 1	Nonsensical restatement; the kind of crap that Craig's staff specialize in	Anonymous	Thank you for your comment.	No change.

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86	Goal 1	Goal 1 is not bold enough to ensure efficient spending. Preservation should be the priority before new construction. The goal and intent statement should read: PRIORITIZE preserving existing infrastructure. Commit to preserve and maintain existing infrastructure before funding new construction.	Anonymous	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift from what this goal is trying to accomplish. However, this goal can be edited to be a little clearer. "Maintain Existing Infrastructure".	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
87	Goal 1	This statement is too vague. What infrastructure specifically? Roads? Bike trails? How do you plan to maintain and/or rehab it?	Anonymous	Staff agrees that a definition of infrastructure is needed.	Staff recommends adding the following definition for Infrastructure: "Infrastructure refers to the physical system that enables or facilitates the movement of people and goods."
88	Goal 1	Do to budget constraints roads have drastically deteriorated in the last 10 years. Neighborhood roads are DESTROYED due too NO maintenance along with massive traffic on Tudor/ Debarr/Northern lights/Boniface road(s).	Mike Reidell	Thank you for your comment. This is supported in Goal 1.	No change.
89	Goal 1	Preserving existing infrastructure sacrifices non-existent separated pathways for bikers, pedestrians, and other users at the support and expense of increasing vehicle traffic and vehicle speeds. More traffic and higher speeds increases the lethality of pedestrian/bicyclist collisions with vehicle traffic.	Anonymous	Goal 1 is one of many goals in the MTP. This goal is intended to focus on maintaining what we have while improvements are made. Goal 2 focuses on safety.	No change.
90	Goal 1	For non- motorized transport this objective is particularly important in the winter. Fixing cracks, pedestrian bridges and tunnels, keeping sidewalks/trails plowed (and/or swept) are also important.	Anonymous	Thank you for your comment.	No change.
91	Goal 1	The current wording is milquetoast. Beef it up. Preservation should be funded before new construction. The goal and intent statement should read: Prioritize existing infrastructure. Commit to preserving and maintaining existing infrastructure BEFORE funding new construction.	Anonymous	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift from what this goal is trying to accomplish. However, this goal can be edited to be a little clearer. "Maintain Existing Infrastructure".	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
92	Goal 1	1. fund maintenance and rehabilitation before funding new construction 2. calculate the life-time maintenance costs of any proposed construction, and ensure that future costs are part of the future budget	Joan Diamond	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift from what this goal is trying to accomplish. However, this goal can be edited to be a little clearer. "Maintain Existing Infrastructure".	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
93	Goal 1	Need to see this happen	Helen	Thank you for your comment.	No change.
94	Goal 1	Snow removal from sidewalks and separated grade bike paths need to be as great a priority as clearing the collector streets. During the long winter season, a day or two of deep snow or dangerous ice is, in effect, a breakdown in pedestrian and biking infrastructure. Not different in effect than a road that had been allowed to go uncleaned and unpatched to the point where vehicles could no longer safely pass.	Anonymous	Thank you for your comment. AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to the consultant for consideration during the criteria, project, financial analysis, and polices and actions development phases of the MTP.
95	Goal 1	#1 should be stronger: 'Place the highest priority on keeping existing infrastructure in good repair' to focus more spending on repair than on adding lane miles of roadway.	Sharon Stockard	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift from what this goal is trying to accomplish. However, this goal can be edited to be a little clearer. "Maintain Existing Infrastructure".	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."
96	Goal 1	Commit to preserve and maintain existing infrastructure before funding new construction.	Anonymous	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. These changes are a significant shift from what this goal is trying to accomplish. However, this goal can be edited to be a little clearer. "Maintain Existing Infrastructure".	Staff recommends making the follow edits to Goal 1: " Maintain Preserve Existing Infrastructure."

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97	Goal 1	Define "Transportation Infrastructure" and "effective usability".	MTP Project Team	Staff recommends adding definitions for each of these terms.	Staff recommends the following definition for Infrastructure: "Infrastructure refers to the physical system that enables or facilitates the movement of people and goods." Staff recommends the following definition for Effective Use: "The degree to which the transportation system can be successful in producing desired or intended results."
98	Goal 2	Talk a bit about what "secure" means. It doesn't seem like the right term here. Is it about emergency responders arriving quickly? We are not sure what this is referencing. Could you be more specific? Is it about emergency response times? If yes, then say that. Or delete the term because safer covers it?	AMATS Bicycle and Pedestrian Advisory Committee	Security is part of the FHWA Planning Factors we are required to incorporate into our planning process. Staff will do mor research and provide a definition for security.	Staff recommends adding a definition for "security".
99	Goal 2	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.	AMATS Bicycle and Pedestrian Advisory Committee	The MTP Goals and Objectives are not prioritized. Pedestrian safety is an important part of the MTP.	No change.
100	Goal 2	Draft Goal 2: Improve Safety and Security. Provide Design safer and more secure places to live, walk, bike, ride the bus, and drive.	Rabbit Creek Community Council	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
101	Goal 2	What do you mean by "provide safer and more secure places...to drive"? Making driving safer (wider lanes, larger clearance areas, more limited access) usually comes at the cost of higher risk for everyone else. Meanwhile making walking safer probably actually makes everyone safer because it slows down speeds overall. To me this feels like it is phrased to include a contradiction. Yes I would love to not feel death over my shoulder while walking or riding, but no I do not want more car-centered safety measures.	Anonymous	Security is part of the FHWA Planning Factors we are required to incorporate into our planning process. Staff will do mor research and provide a definition for security.	Staff recommends adding a definition for "security".
102	Goal 2	There are hazardous intersections on major road systems that should be funneled to left turn only. A lot of people do not know that center lanes are for left turn only and pull into that lane and travel or wait until clear to proceed causing held on collisions. ex: Old Seward and Huffman Business park, Old Seward and 120th. Funnel traffic to left turns and use the roundabouts created to ease flow of traffic.	David Weeks	This is a design level detail that is not part of the scope of the MTP. AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
103	Goal 2	Such transportation venues historically lead to inflated costs for maintenance and operation once the infrastructure is manufactured. Additionally, such manufacturing costs are never recovered and burden the taxpayer.	Michael Tavoliero	Thank you for your comment.	No change.
104	Goal 2	See previous. If no bus service and only limited bike commuter trails exist, putting priority on existing service worsens the problem	Debbie Ossiander	The MTP can do both, make improvements to the existing system and plan for new service.	No change.
105	Goal 2	"increase attentiveness and awareness" sounds a lot like victim blaming, or even driver blaming when really the road design is the problem. Can you really blame someone for looking down at their phone when they get a message if they are driving on a large, well lit, wide road with high speeds? They are lured into complacency by road design. Do you think that same person would be checking their phone the same way if they were driving through a bazaar in India? Maybe, but probably not--because there would be 1000 more things to pay attention to and so that incoming text would not seem as important. Minimizing conflicts starts with road design, and not necessarily separating all uses. Sometimes it means increasing the number of things going on (while lowering speeds) so that people have to pay attention more. I know whoever is reading this is probably on board, but do the traffic engineers understand? Have them walk along Northern Lights in the snow sometime.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
106	Goal 2	The wording is great. At this time there needs to be more than words.	John Miller	Thank you for your comment.	No change.
107	Goal 2	Lacks specificity as to how any of these goals will be achieved.	Anonymous	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.

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108	Goal 2	Separation of bike/walking paths from roads is a really good idea. I always think it is a bad idea for paths to swerve towards roadways at intersections (stop signs).	Anonymous	Thank you for your comment.	No change.
109	Goal 2	Driving around my Sand Lake neighborhood there is STILL a lot of snow on sidewalks on Jewel Lake road used by students and 88th St as well. It's nice to have the infrastructure but maintenance is more important in the winter.	Shawn Campbell	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
110	Goal 2	Very vague. Would love to hear more specifics for each middle, how we are needing up or cutting back in each area.	Katie Roberts	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
111	Goal 2	Additional protected or separated biking infrastructure (for commuting, transit - not just recreation) is critical.	Anonymous	Thank you for your comment.	No change.
112	Goal 2	need more bike lanes, more bus service, open the indoor waiting area at the downtown bus station, need frequent 24 hour police presence on the coastal, chester, and campbell trails, and sidewalk snow removal all over anchorage	Elizabeth Stergiou	These can be looked at during the project development phase of the MTP.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
113	Goal 2	These are certainly good objectives, but it is very hard to see how they can be used in an objective and quantifiable way to inform decisions on why one project should be scored higher than another as far as meeting the objective.	Anonymous	The scoring criteria will help to demonstrate how projects scored and what Goals/Objectives they are helping to meet.	No change.
114	Goal 2	Work with maintenance to ensure that non-motorized transportation options are maintained (plowed and cleared) during the snowy and icy months.	Sarah Preskitt	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
115	Goal 2	Yiur premise is based on government controlled behavior to enhance risk avoidance. No honest and genuine studies have ever concluded this. Incidences of such behavior are largely sensationalized to promote more control and centralize power by limiting free transportation choice.	Michael Tavoliero	Thank you for your comment.	No change.
116	Goal 2	Prioritizing existing service penalizes newer communities that don't have the same level of services	Debbie Ossiander	The MTP can do both, make improvements to the existing system and plan for new service.	No change.
117	Goal 2	Goal 2: Improve Safety and Security Change the intent statement to: DESIGN safer and more secure places... , rather than "provide" safer spaces... There are two critical ways to increase safety: design for safe travel: and ensure safer speeds.	Barbara Carlson	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.

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118	Goal 2	<p>GOAL 2</p> <p>Revise Draft Goal 2: Improve Safety and Security. Provide Design safer and more secure places to live, walk, bike, ride the bus, and drive.</p> <p>Goal 2 misses the mark by not committing to significantly reduce injuries and deaths; and by not addressing security. Security can be broadly defined as low-stress conditions for walkers and cyclists</p> <p>This Goal has the opportunity for transformational equity by committing to the safety of all users. Create an objective for moderated—not maximum-- vehicular speeds on arterial and collector roads. Add the concept of a “low-stress” system for pedestrians and bicyclists, which means designing separation from high-speed traffic, often on parallel routes instead of back-of-curb on a multi-lane roadway.</p> <p>What pedestrians and cyclists really need: infrastructure that consistently makes room for them, prioritizes their safety and comfort above vehicle speed, and that provides greater visibility for all road users when they do mix with traffic, so that when drivers need to share the road, it doesn’t come as a surprise.” (T4AmericaBehind the scenes on the rise in ped and cyclist fatalities and injuries, Nov. 2021)</p> <p>Design for physical separation is critical because drivers are incorrigibly inattentive to nonmotorized users. As one example, more than half of drivers don’t scan intersections for pedestrians and bikes before right turns (University of Toronto 2018). https://phys.org/news/2018-08-drivers-dont-cyclists-pedestrians.html</p> <p>Roads surrounded by development should be designed to serve those areas with speeds of 35 mph or under, as speeds under 35 mph dramatically decrease the likelihood of fatalities in a crash. Roadways through developed areas have lots of points of conflict (driveways, intersections, bicyclists, pedestrians). From Transportation for America https://t4america.org/platform/principles</p>	Nancy Pease	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
119	Goal 2	Goal 2: safety CAN be designed and should be part of an objective for Goal 2. Design for safety rather than speed.	Dianne Holmes	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
120	Goal 2	2: We know that speed causes 25% of traffic deaths, yet Goal 2 points only to vague distracted and “unsafe” behavior. The 2050 MTP should call for an overall reduction in traffic speed, achieved through lower speed limits, road redesign, and automated enforcement.	Bike Anchorage	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
121	Goal 2	Goal 2: Provide safer and more secure places to live, walk, bike, ride the bus, and drive. Thank you for adding the word ‘live.’ That’s the point.	Anchorage Citizens Coalition	Thank you for your comment.	No change.
122	Goal 2	Goal 2: Improve Safety and Security Change the intent statement to: DESIGN safer and more secure places... , rather than "provide" safer spaces... There are two critical ways to increase safety: design for safe travel: and ensure safer speeds.	Sharon Stockard	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
123	Goal 2	Pedestrian facilities should be added to any project throughout the city.	Anonymous	The MTP looks at adding non-motorized facilities into every roadway project where possible. This is supported by the AMATS Complete Streets policy which works towards "streets that are designed, used and operated to enable safe access for all traffic (defined as pedestrians, bicyclists, motorists and public transportation users of all ages and abilities) to safely move through the transportation network."	No change.
124	Goal 2	Again, funding is critical to meeting this goal. The bus system is so sketchy that I won't allow my teens to ride the bus. Safety and security needs to improve in order to increase rider numbers.	Anonymous	Goal 2 includes Transit safety.	No change.
125	Goal 2	Behavioral modification is only partially effective in achieving goals like this. First, the transportation system needs to be designed to deter and prevent unsafe behaviors. These are two separate goals.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.

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126	Goal 2	If "Reduce barriers to timely emergency response" includes building new roads, such as the Bragaw Extension, this is not what the community wants. Also, the community wants speed-reducing measures in neighborhoods, which might be considered a barrier to timely emergency response, but provides significant safety improvements to neighborhoods. Prohibiting speed-reducing measures (speed bumps, roundabouts, etc.) and building new roads across trails in fact makes less safe and less secure places to live, walk, bike, ride the bus, and drive.	Brita Mjos	Reducing barriers to timely emergency response is just one aspect of the Goals and Objectives of the MTP. The other goals and objectives to help to guide projects to meet this issue.	No change.
127	Goal 2	Taking into account the winter months is critical. We have long winters and it is key that safety for all modes is year round. People used to believe that there were not bicycles or many pedestrians during winter months, but that has changed dramatically, making it necessary for planners to ensure that the safety is provided for all transportation modes.	Anonymous	Thank you for your comment.	No change.
128	Goal 2	Again, the goals and objectives are well stated but 2A and 2C are confounded by inadequate funding at the state and city levels. Boniface Parkway in Anchorage is a good example. There are sidewalks along most of the street & clearly marked cross walks. However, in the winter, the lack of sidewalk plowing makes them impassable. Consequently people of all ages and abilities are forced to walk in the street to get to their destination or even to the school or municipal bus stops. Street intersections are slick and could use more stone deposited. Many bikers -- although they use studded tires, wear safety gear and use lights -- are at risk of crashes and fatalities as cars skid through the intersections. Street cameras could help to fine drivers who run the red lights. More money is needed to increase the number of municipal bus stops and reduce the distance that a pedestrian has to travel by foot.	Luz Smeenk	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
129	Goal 2	Invest more into sustainable, non-car transportation methods, to make them viable, time-efficient and safe. At present, I feel scared to ride a bike in town for fear of getting hit; I know multiple people, including close friends who have gotten hit by a car while riding a bike in Anchorage. I am afraid of taking the bus in town because the wait times are so long, and the bus stops are unsafe. I either freeze, or get harassed at a bus stop while waiting for a ride home. As a young woman, I feel particularly unsafe at the bus stops. In terms of walking, the trail systems are nice and I enjoy them, but I've been accosted and harassed, stalked, followed, etc, while using them to get from point A to point B. Perhaps increasing security along the trails could be of benefit. On the topic of safety, for vehicles, I think safety could be GREATLY increased by increasing the budget for plowing. The amount of snow and ice on the roads is SO unsafe, especially for inexperienced drivers.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself. Thank you for your comment. This is part of what Goal 2 is trying to help with.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
130	Goal 2	Make the city pedestrian and bike friendly, like the majority of Scandinavian cities, and this goal will be achievable. If we continue on the path of bigger, faster in-town streets to accommodate hillside dwellers your goal will be but dust on someone's windshield.	Steven Bridwell	Thank you for your comment.	No change.
131	Goal 2	None of these are measurable. Reduce to what? The best way to improve safety is to lower speed limits. There is a vast difference between 25 and 35 and 45 mph. NO city street that is not limited access should have a speed limit greater than 35 mph.	Bob Butera	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.

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132	Goal 2	<p>These goals are not specific enough. They do not address the known cause of traffic violence: speed. Distracted driving is a very small problem compared to speeding.</p> <p>We know that speed causes at least 25% of traffic deaths, yet this only mentions vague distracted and "unsafe" behavior. The MTP should call for an overall reduction in traffic speed, achieved through lower speed limits, road redesign, and automated enforcement.</p> <p>If a road needs to be 40mph or greater, than it needs to be isolated, like a limited access highway.</p> <p>Instead of focusing on emergency response, we should focus on emergency causes. Any stretch of road with more than 1 collision per 6 months must be redesigned.</p>	Graham Downey	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This should be reviewed as part of the performance measures and targets development phase of the MTP.</p>	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
133	Goal 2	Without adequate law enforcement patrols and cameras at the lights in Eagle River NO way to achieve this goal. Twice this past summer I would have been fatally injured by red light runners at the Old Glenn/Business Blvd light.	Anonymous	Thank you for your comment.	No change to Goals and Objectives. Forward this comment to project selection phase for review.
134	Goal 2	While those objectives sound great, I can't really grade how effective they are if you don't specify how you are going to achieve those objectives. So to be honest it makes no sense even to grade them.	Anonymous	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This should be reviewed as part of the performance measures and targets development phase of the MTP.</p>	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
135	Goal 2	Just hollow nonsense devoid of any substance like Vision Zero	Anonymous	Thank you for your comment.	No change.
136	Goal 2	Again, this is just silly language that has had and will have no impact of transportation design	Anonymous	Thank you for your comment.	No change.
137	Goal 2	Change the intent statement to: DESIGN safer and more secure places..., rather than "provide" safer spaces... There are two critical ways to increase safety: design for safe travel: and ensure safer speeds.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
138	Goal 2	Cars are priority in anchorage period. Winter last up to 7 months so snow plows cover ALL walkways in the city with 4 to 5 foot snow BERMS. It takes weeks to clear them so SCHOOL CHILDREN are walking IN TRAFFIC to the schools	Mike Reidell	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
139	Goal 2	All road projects (city, state, borough) should include separate dedicated bike pathways and adequate sidewalks for pedestrians for year-round use. Painted lanes and sidewalks currently become snow dumps for multiple agencies and take on average 3-5 days to be cleared (if ever). Bike pathways and sidewalks need to be incorporated into street design that gives equal priority to clearing and use for people year round just like vehicle lanes.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
140	Goal 2	Current designs have given bikes painted lanes (Pine Street to Debarr for example) that have become snow dumps and parking spaces for cars. Sidewalks are not cleared until 3-5 days after a snow event and until equitability of snow clearing matches that of road, then commuters that must travel by foot, bike, bus put their safety at risk to get to accessing transportation corridors that they need.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
141	Goal 2	Having separate bike lanes and more sidewalks or trails for non-motorized users will help improve safety. Growing and connecting the trail network from Eklutna to Girdwood would be amazing!	Anonymous	These will be looked at during the project selection phase of the MTP. Girdwood is outside of the AMATS boundary and is not part of the MTP.	No change. Forward comment to consultant for project selection review for the portion that falls within the AMATS boundary.
142	Goal 2	Safety requires better street design, in order to reduce the physical points of conflict. Change the intent statement to: "Design" safer and more secure places ...etc, rather than "provide" safer spaces	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
143	Goal 2	Separated bike and pedestrian paths are needed to avoid danger from vehicles with motors.	Anonymous	Thank you for your comment.	No change.
144	Goal 2	Paved bike path expansions!!!!	Anonymous	Thank you for your comment.	No change.

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145	Goal 2	Provide more bike lanes and trails to encourage more non motorized transportation. Connect existing bike lines that end unexpectedly	Anonymous	Thank you for your comment.	No change.
146	Goal 2	design for safe travel: and ensure safer speeds.	Joan Diamond	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
147	Goal 2	Can't tell if it works until the plan is implemented	Helen	Thank you for your comment. Performance Measures and Targets are intended to help measure if and how we are succeeding with implementing the MTP.	No change.
148	Goal 2	Given the reality of the pending climate change catastrophe, and the ever-rising cost of maintaining and powering large vehicles, a growing number of people are going to transitioning both by choice and by necessity to walking, riding bikes, using e-bikes of one kind or another, and even skiing, as their primary transportation mode inside the city. A priority AMATs must be to start building the mid-21st century transportation system that will meet this new world. Public transport will be key, and should be given dedicated lanes on key corridors with priority. Building or repurposing vehicle infrastructure for use by non-motorized or only partly motorized travel modes is another. Imagine Benson & NLts with one lane reserved for use by buses, bikes and pedestrians.	Anonymous	Thank you for your comment.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
149	Goal 2	Improve mobility options, definitely. Improve access and mobility, yes. But these goal must explicitly prioritize non-motorized or lightly motorized vehicles over the mass of cars and trucks on the streets. So not equitably. We must structure the transportation priorities so that they make it easier to travel by nonmotorized and lightly motorized vehicles. A paradigm shift. To ignore the need to change our transportation system in the face of climate change would be akin to ignoring a tsunami or earthquake hazard to infrastructure.	Anonymous	The MTP can do both. While it is helping to shift how people travel it will also need to account for the vehicles that will still be present on the transportation system, such as cars, buses, and freight.	No change.
150	Goal 2	Thank you for adding the word 'live' to: Provide safer and more secure places to live, walk, bike, ride the bus, and drive.	Sharon Stockard	Thank you for your comment.	No change.
151	Goal 2	Bike paths!	Lori Houston	Thank you for your comment.	No change.
152	Goal 2	Define "Security" - Security is: freedom from harm from INTENTIONAL incidents or find a different definition.	MTP Project Team	Security is part of the FHWA Planning Factors we are required to incorporate into our planning process. Staff will do mor research and provide a definition for security.	Staff recommends adding a definition for "security".
153	Goal 3	what does "people to succeed" mean? recommend being more specific. Should this be "increase mobility options" then it would be: if I wanted to go somewhere, I would have choices of how to travel there, I could bus, bike, walk or drive?	AMATS Bicycle and Pedestrian Advisory Committee	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improving access and mobility to all activities."
154	Goal 3	Clarify how reliability interacts with objectives.	AMATS Community Advisory Committee	Reliability is related to all the objectives. By ensuring that there is a choice and consistency in transportation options, the objectives are meeting the public's expectations. For example for Objective 3G, an efficient transit schedule gives the public confidence that they can rely on transit to get to where they need to go on a daily basis.	No change.
155	Goal 3	Draft Goal 3: Improve Mobility Options. <i>This is an exceedingly broad goal, and would be clearer if stated as: Improve travel efficiency and reliability.</i>	Rabbit Creek Community Council	This is just the name of the Goal which is intended to be broad so it can cover all objectives. The actual Goal text is more specific.	No change.
156	Goal 3	Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improves access and mobility to all activities to neighborhood, jobs, and community destinations. We have deleted 'words that are overly vague. There is no way to measure "allows people to succeed" and "all activities" -delete those phrases. We have suggested more outcome-based wording for the Objectives particularly regarding non-motorized uses and compact land use. We also want to protect neighborhoods from cut-through traffic.	Rabbit Creek Community Council	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improving access and mobility to all activities."

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157	Goal 3	I think the goal does, but I think there is more to this question. If we were truly concerned about equity we would either 1) design a system that did not require a car for the majority of all activities or 2) provide every single person a car so that they could all access our car-centered built environment equally. This goal is fine but it seems kind of weak and directionless. Also I would propose removing the word "mobility"--as that often gets translated into flow/LOS or all the other things that traffic engineers love at the cost of everything else. Access means getting people to destinations, mobility means moving people quickly. The purpose of a transportation system is to provide access, not move people around at high speed (yes, some people like to drive for fun, but for most people it's about getting somewhere). We should be de-emphasizing moving fast and focusing more on connecting people to places. But this would mean deprioritizing LOS, building more stuff closer, etc.	Anonymous	Mobility is not just about "moving people quickly". It is about having transportation options and the quality of those options. Mobility goes hand in hand with Access. Both must be looked at in the context of making improvements to the transportation system. The MTP Goals and Objectives does place a much greater emphasis on integrating the transportation and land use that focuses on connecting people to places.	No change. Forward comment to the consultant for consideration during the criteria development phase of the MTP.
158	Goal 3	Very unsafe conditions all areas for foot traffic, bicycle traffic, and no safe travel for individuals using handicap equipment. Sidewalks are too close to road surface and force people to use road surface during winter months.	David Weeks	Thank you for your comment.	No change. Forward comment to the consultant for consideration during the criteria development phase of the MTP.
159	Goal 3	I'm not sure what this means. Is it realistic to have a goal of access/mobility to all activities?	Anonymous	Yes. That is something the transportation plan and system should be working toward. This is a goal not just for near term improvements, but for what we hope to achieve by 2050. Having Goals like this helps to move us in that direction.	No change.
160	Goal 3	The biggest problems that I see in improving equitable access and mobility currently are maintenance and operation problems, not infrastructure problems. We will never be a functional and equitable winter city if: DOT keeps piling snow onto sidewalks that the MOA just cleared off; Snow berms are not removed between bus-stops and the bus; bus routes that don't go where people need to go; Where there are such long delays between buses that a bus trip takes 5 to 10 times as long as a trip by car. We have a completely marginal and failing public transportation system, and sidewalks and pathways that are unusable by people with mobility difficulties because there is not enough money spent on maintenance and operations. It takes more buses going more places more often. It takes roads, sidewalks, paths and lanes being cleared with an eye towards facilitating and maintaining uses other than just cars getting from one place to another.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
161	Goal 3	Again this is a biased assumption with no tangible nor historical basis.	Michael Tavoliero	Thank you for your comment.	No change.
162	Goal 3	Once again. Equity is not served is newer communities lack similar infrastructure	Debbie Ossiander	Thank you for your comment.	No change.
163	Goal 3	My issue with TDM is that I think it (mostly) focuses on the wrong side of the equation--demand rather than supply. People choose to drive not because of some land use, but because there are roads and parking to get them there. The roads/parking we build are what encourage driving, not the land use. Put another way, the only *really* important land use in travel prediction is the land use within the ROW--but this is absent from almost every model. Two quotes relevant to this: "The 5Ds measure a lot of the landscape, but not the landscape that holds cars" and also: "governments give drivers free land; people as a result drive more than they otherwise would. That's it. The rest is commentary". (https://www.tandfonline.com/doi/abs/10.1080/01944363.2016.1249508?journalCode=rjpa20)	Anonymous	Thank you for your comment.	No change.
164	Goal 3	I get a bit lost in the verbiage, words that engineers might understand but not sure I know what they all mean.	John Miller	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
165	Goal 3	Add: Add more connectivity to the trail and bicycle network through bike-only lanes, while prioritizing snow removal on trails and bicycle network to ensure their use year-round.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
166	Goal 3	Please keep in mind High School Students may need transportation for after-school activities, even in more affluent areas. Respect those currently unconnected neighborhoods that may not want increased through traffic.	Patti Higgins	Thank you for you comment. This is an issue that will be considered as the MTP is developed.	No change. Forward comment to the consultant for consideration during the criteria and project development phases of the MTP.

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167	Goal 3	Anchorage is not yet ready to ramp up transit services and "multimodal facilities to accommodate winter mobility." The next 20 years should be about maintaining what we have, completing the grid, and adding better pedestrian and bike paths around town (this is an important part of completing the grid). After all of that is done (and we have increased population density), we will be in much better position to address transit and multimodal facility needs.	Anonymous	The MTP can do both. The Goals and Objectives recognize the need to maintain what we currently have (Goal 1), while also providing new and improvement options (Goal 2, Goal 3, Goal 4, Goal 5, and Goal 6).	No change.
168	Goal 3	Anchorage has very slow bus service. An hour between buses is way too long. In San Francisco it's 10-15 minutes between buses on routes that connect to routes with wait times of 10-15 minutes. It would be excellent to have that service here.	Shawn Campbell	Thank you for your comment.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
169	Goal 3	Anchorage is not a walkable city, and public transportation does not cover enough area (i.e. Kincaid Park, Campbell Creek area, and south Anchorage, including Girdwood, and anywhere north of the VA). The expansion of current services would greatly reduce the amount of vehicles on the road.	Anonymous	Girdwood is outside of the AMATS boundary and is not part of the MTP. Thank you for your comment.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
170	Goal 3	I would love to make Anchorage a more vibrant walkable city in the summer AND winter. For everyone. Considerations of strollers/wheelchairs (sidewalks) and plowing and upkeep is HUGE	Katie Roberts	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
171	Goal 3	Reduce the size of vehicle infrastructure to create a denser city and promote infill development - reducing travel distances and encouraging travel by means other than personal vehicle.	Anonymous	The 2050 MTP incorporates the 2040 Land Use Plan and places a greater emphasis integrating transportation and land use.	No change.
172	Goal 3	open downtown bus station, sidewalk and bust stop snow removal	Elizabeth Stergiou	Thank you for your comment.	No change.
173	Goal 3	More connections for bicycles and pedestrians are needed especially in the winter	Tyler Boyes	Thank you for your comment.	No change.
174	Goal 3	Just say no to the grid!	Tim Kosednar	Thank you for your comment.	No change.
175	Goal 3	We definitely need to see greater connectivity of non-motorized transportation options: safe and connected bike commuter routes, and sidewalks separated from large streets.	Sarah Preskitt	Thank you for you comment. This is an issue that will be considered as the MTP is developed.	No change.
176	Goal 3	All you're doing is creating more government which will impact free behavior and cost tax payers more money. Is that what this is really about?	Michael Tavoliero	Thank you for your comment.	No change.
177	Goal 3	New developments need to have access to the same transportation modalities as older long established communities	Debbie Ossiander	New development is outside the scope of the MTP. The MTP responds to the 2040 Land Use Plan and the land use plan used in Eagle River.	No change.
178	Goal 3	Goal 3: Improve Mobility Options This goal is too vague. A clearer goal is: Improve choices for efficient and reliable travel. In the statement of intent, "all destinations" is too broad to measure. A more measurable intention is to "improve efficient and reliable access to all neighborhoods, jobs and community destinations."	Barbara Carlson	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improves ing access and mobility to all activities."
179	Goal 3	Draft Goal 3, Improve Mobility Options, iis an exceedingly broad goal with a convoluted statement of intent. Revise it for clarity and accountability. There is no way to measure "allows people to succeed" and "all activities"; therefore, delete those words. Regarding Vehicle Miles Traveled: VMT is a keystone measure for an efficient and environmentally-sustainable land use and transportation system. Other municipalities seek to reduce ALL vehicle miles traveled, including freight miles. Vehicle freight miles can be reduced by more efficient land use patterns and delivery systems, and maybe by rail or drone delivery. Aim to reduce ALL VMT, not just passenger miles. And delete the "per capita" allowance for VMT. Do not accept VMT growth as an inevitable part of population growth: a growing city has even more incentive to reduce their VMT overall in order to have more compact land use and more street-level human activity. The community and its residents are healthier if there is less time driving and riding in vehicles. Regarding induced demand: ensure that any proposed new project must calculate induced demand. Regarding robust options for travel: Options for travel are key to responding and adapting to congestion. Providing more options will not reduce congestion, but it will allow people to adapt and travel in the most productive ways. Regarding congestion: a hierarchical road network manufactures congestion, rather than dispersing it. What is the intended outcome of Objective 3D? Revised Goal 3: Improve travel efficiency and reliability. Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improves access and mobility to all activities to neighborhoods, jobs and community destinations .	Nancy Pease	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improves ing access and mobility to all activities."

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#	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation
180	Goal 3	Goal 3: transportation is more than just roads and vehicles. It must include, in ways that can be measured and clearly defined, the goal to provide for non-motorized facilities that also encourage their use.	Dianne Holmes	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
181	Goal 3	Goal 3: Improve Mobility Options We especially appreciate the objectives that address •Compatibility with intended land uses, benefitting •Bike and ped travel, •Transit and •Winter mobility.	Anchorage Citizens Coalition	Thank you for your comment.	No change.
182	Goal 3	Transit Staff objects to goals increasing transit frequency, saying that's not doable until Anchorage increases operational spending. Alternatively, we ask, when will AMATS and/or People Mover form a task force to study ways to find the money and recommend action by the administration and/or assembly? Increased operational funding is needed to start filling the gaping hole left by limited transit service in Anchorage.	Anchorage Citizens Coalition	Operational Funding is outside the scope of the MTP. The MTP can review this comment during the policies and action chapter for consideration.	No change. Forward comment to the consultant for consideration during the policies and actions development phase of the MTP.
183	Goal 3	- Suggest adding an objective under this goal to improve wayfinding systems (e.g. maps and signs) that encourage walking, transit use, and bicycling by providing easy-to-understand maps and directional information installed at key decision-making route locations.	Airport Heights Community Council	This is already in the MTP under Goal 4, objective 4B.	No change.
184	Goal 3	Goal 3: Improve Mobility Options This goal is too vague. A clearer goal is: Improve choices for efficient and reliable travel. In the statement of intent, "all destinations" is too broad to measure. A more measurable intention is to "improve efficient and reliable access to all neighborhoods, jobs and community destinations."	Sharon Stockard	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improves access and mobility to all activities."
185	Goal 3	Multimodal facilities must be maintained during all seasons to be effective. This may require additional maintenance funding.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
186	Goal 3	Most of these goals focus on people who already own a vehicle, not on those who cannot afford a vehicle, therefore you're not really hitting the main objective of EQUITABLE access.	Anonymous	Under Goal 3 objectives 3A, 3B, 3C, 3D, 3G and 3H are not vehicular focused and do help with equity. Goal 6 focus specifically on equity.	No change.
187	Goal 3	Start with the basics and then upgrade to ITS, etc. as needed. Anchorage and Alaska in general don't even have sufficient pedestrian, bike, and public transportation options to start with. These need improvement before anything else. Car infrastructure is in place and VHTs are already super low compared to other cities. No need to focus on lower VHTs or VMTs unless the goal is to get people out of cars altogether and using other modes of travel.	Anonymous	The MTP can do both. It can recommend making improvements on what is existing while also trying to shift the transportation system away from a car only infrastructure.	No change.
188	Goal 3	I have no idea how TSM, TDM, or ITS function, so I really have no basis to say whether they would be effective to achieve whatever goals. Seems like a lot of these should have an "I don't know" option instead of 1-5 forced choice answers.	Oleksandr Lushchik	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plain language.

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189	Goal 3	Please define equitably in the context used - please use terminology referenced to traditional measures for public investment and not social engineering concepts. Does equity mean taking limited resources and using a prioritization that is focused on a cost/benefit analysis that includes: 1) Safety, 2) Economic Benefit based upon the total of the served population including time expended for necessary travel, 3) Viability to maintain in a subarctic environment, 4) Future development patterns constrained by available land and infrastructure, and what markers transportation planners/engineers/public officials have traditionally used to make investment decisions? It it does not mean those time-tested practices are followed then it is not acceptable.	Anonymous	Equity is defined as follows: "Equity in transportation seeks fairness in mobility, accessibility, and distribution of impacts to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved." Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page.	Staff recommend any future surveys include any definitions for words or phrases that can not be turned into plan language.
190	Goal 3	Building code changes for future buildings requiring structural inclusion of covered sidewalks to support ADA type access throughout the winter. Improved surface water management and inclusion of barriers along urban corridors to support pedestrian traffic and avoid the current intolerable situation where persons on the existing pathways are routinely doused by improperly managed melt/stormwater	Anonymous	Building codes are outside the scope of the MTP. This comment can be forwarded to the MOA planning staff for consideration.	No change. Forward comment to the MOA current planning section for consideration.
191	Goal 3	Ok as is	Anonymous	Thank you for your comment.	No change.
192	Goal 3	It would be nice, in the long term, to consider revising the current street layouts. The amount of one way streets in busy shopping centers feels very inefficient, especially in the midtown area. It takes a long time and is a hassle to get from point A to point B. ESPECIALLY trying to get out of the Fred Meyers parking lot on Northern Lights, as well as the Walgreens parking lot on Northern Lights. It's dangerous.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
193	Goal 3	More separated bike lanes, more buses and bus routes like one to Girdwood (why there isn't is baffling: small Gunnison, CO has a bus to their ski resort, Crested Butte, and there are only 5,000 people in that town), and sidewalks that are actually cleared for pedestrian use will make your o achievable, more roads for more bug vehicles will not. It'll increase pedestrian fatalities.	Steven Bridwell	These types will be looked at during the project scoring and selection phase of the MTP if they are nominated. Girdwood is outside of the AMATS boundary and is not part of the MTP.	No change.
194	Goal 3	These are good starts but are vaguely worded. We need to stop enabling vehicular mobility by building more, wider and faster roads. This needs to be incorporated into these objectives.	Bob Butera	The Goal does account for this, especially with Objectives 3C, 3D, and 3H.	No change.
195	Goal 3	Too vague, embedded values. Over connected unmanaged vehicle networks in neighborhoods and streets are often a burden to the health, economic mobility, and safety of the communities residents and businesses. The sentence should specify preference for modes that are know to build socioeconomic status of the community.	Donovan Camp	Thank you for your comment.	No change.
196	Goal 3	No city or State can afford to pave every trail or path to allow mobility limited persons to use them all.	Anonymous	This is a 20 year plan that will be fiscally constrained. A majority of the pathways within the AMATS boundary are paved.	No change.
197	Goal 3	I believe it is a waste of time and \$\$ to plow the bike trails along the Glenn Hwy in the winter.	Anonymous	Thank you for your comment.	No change.
198	Goal 3	It feels offensive to read that one of the goals of such big and important document is reducing the time people spend in their cars. The Anchorage Bowl Area is already car centric, and the traffic is extremely LOW. Stop prioritizing and thinking of improving motorists experiences when others are literally dying just because safe infrastructure is not provided.	Anonymous	The MTP can do both. Account for the time people spend in their cars and help reduce it while also providing safer infrastructure for all users.	No change.
199	Goal 3	Plowing bike paths seems to be poorly implemented, add packing and grooming trails as an alternative to plowing.	Will Taygan	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
200	Goal 3	Plow the sidewalks!!!! Before people go to work not during	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
201	Goal 3	Passenger vehicles are currently the only reliable way to get around town. Not everyone can afford to own a car, and not owning a car has become a barrier to employment because of our transportation system.	Stephanie Rice	Thank you for you comment. This is an issue that the MTP is trying to address.	No change.
202	Goal 3	There are conditionals that make the objective arguably impossible. What a huge waste of resources AMATS is	Anonymous	Thank you for your comment.	No change.
203	Goal 3	Almost competent and effective language in some respects. Technology is not the answer	Anonymous	Thank you for your comment.	No change.

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204	Goal 3	Revise goal to: Improve choices for efficient and reliable travel. The statement of intent, "all destinations" is too broad to measure. Revise to "improve efficient and reliable access to all neighborhoods, jobs and community destinations."	Anonymous	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improving access and mobility to all activities."
205	Goal 3	Current and past projects have focused on increasing vehicle speeds and vehicle lanes to get vehicles moving faster. Road diets in other places especially ones in northern climates like Anchorage have not only reduced traffic, but have increased multi-modal transportation opportunities and have increased safety for all transportation users. Focusing on improving roads for vehicles only have increased the speeds and lethality of vehicle and other transportation users accidents.	Anonymous	Thank you for your comment.	No change.
206	Goal 3	Too broad and vague. A clearer, more accountable goal is: Improve travel efficiency, reliability, and choices. In the statement of intent, "all destinations" is too vague to measure. A more measurable intention is:: ...efficient and reliable access to all neighborhoods, jobs, and community destinations.	Anonymous	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improving access and mobility to all activities."
207	Goal 3	Winter mobility is very limited for those not in cars.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
208	Goal 3	Increase the connectivity of our paved bike trails. Decrease the time lag between street plowing and sidewalk plowing - sidewalks piled with street snow causes pedestrians in the major roadways.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
209	Goal 3	More bike lanes and trails throughout the city and to suburbs outside of Anchorage such as Girdwood.	Anonymous	Girdwood is outside of the AMATS boundary and is not part of the MTP. Thank you for your comment.	No change.
210	Goal 3	better goal: improve choices for efficient and reliable travel.	Joan Diamond	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improving access and mobility to all activities."
211	Goal 3	Many so-called "barriers and disconnections of existing roadways" around the city are actually functioning under the radar as some of the most efficient and popular transportation corridors for non-motorized commuting and general cross-town travel. The "Bragaw Extension" is a particularly apt example. Installing a vehicle boulevard connecting Elmore with Bragaw without at least bridges or tunnels plus ample grade separated MU pathways, and the city would be crippling a key transportation hub. Yes, it's true that area is used for recreation. But a vast number of the people walking, biking and/skiing across that corridor are traveling to work or to a destination, and they freely chose to use non-motorized modes because in that locale they were more efficient than driving. Go there in winter and look! You'll find a well-packed and largely user-maintained transportation network that's thriving without a drag on muni financing.	Anonymous	Thank you for your comment.	No change.

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212	Goal 3	I especially appreciate objectives that address land use: 'Implement transportation facilities that are appropriate for the intended adjacent land use.' and 'Manage congestion to support land use goals and facilitate efficiency while avoiding unwanted induced demand impacts.' and 'Design and maintain multimodal facilities to accommodate winter mobility.' High speed urban roads must be redesigned to invite bicycles, pedestrians and redevelopment. ADOT managed roadways in the dense urban core are unsafe to cross and discourage new investment with excessive speeds, pollution and noise. I strongly support: 'Reduce the vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita. To meet national climate change goals, overall VMT must be reduced. Electrification, while popular, is too slow to do the job by itself.	Sharon Stockard	Thank you for your comment.	No change.
213	Goal 3	Edit Goal 3 to be easier to understand: Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improves access and mobility to all activities.	MTP Project Team	"People to succeed" means that people have access to education, job, social services, recreation, healthcare, and other aspect of everyday life. Staff agrees that the Goal 3 language should be more clear and concise.	Staff recommends the following edits to Goal 3: "Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improv ing ing access and mobility to all activities."
214	Goal 3	6. The Objectives of Goal 3 could be improved. For example; 3A "Innovative" instead of "innovate", 3C "are" instead of "area". Note that Objectives 3F and 3G appear to conflict. Reducing passenger vehicle hours could seem to call for reduced public transit hours as every bus rider is a passenger in a vehicle.	Allen Kemplen	Staff made various edits to the objectives under Gaol 3. Please see responses to objectives 3A, 3C, 3D, and 3F.	No change.
215	Goal 4	add text at end of sentence: ", while maintaining and enhancing the surrounding area's land use character." A project that benefits the MOA economy should not overrule the desired character of a neighborhood or district.	AMATS Community Advisory Committee	Staff disagrees. This is already addressed with the objective 4C.	No change.
216	Goal 4	Support the economy is a code phrase for new and higher government fees and taxes.	Michael Tavoliero	Thank you for your comment.	No change.
217	Goal 4	I am interested in the typologies project, but wary that it will get stuck in the idea that ROW has to respond to context when arguably it is the ROW which *defines* the context more than anything else. That means though that road builders/planners have massive power to define the built environment (even though they pretend they dont). Turn Spenard/Chugach into a pedestrian street and the land use will follow. Design it according to LOS or whatever and it will remain a auto-centric hell. Tudor, Lake Otis, or any of these other massive stroads don't suck because of the land use, they suck because of what's in the ROW.	Anonymous	Thank you for your comment.	No change.
218	Goal 4	Again, not sure what all the above means. Sounds cool but not sure I track all that they mean.	John Miller	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
219	Goal 4	Add multi-modal routes and facilities, and transit to 4A.	Anonymous	That is not the intent of the objective as it focus on intermodal connections. These are already covered in most of the other Goals and Objectives.	No change.
220	Goal 4	The asterisks seem to have no explanations. I don't know what these terms mean. Do ghe asterisks indicate required answers? This is a problem with many questions on this survey.	Rebecca Norsworthy	The * mean that an answer to the question is required. The MTP will ensure to include this in future surveys.	Staff recommends future surveys and documents ensure they explain any * mark.
221	Goal 4	Are you hoping for general public to engage in this survey? Would be helpful if definitions/examples/hyperlinks were provided for items like intermodal capabilities, Context Sensitive Solutions, Complete Streets policies...or offer an option of "I don't know/no opinion" for topics that non-transportation expert laypeople might not have a good sense about...	Lauren Kelsy	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.

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222	Goal 4	Fairview had complete streets and that came with some huge problems and an expensive price tag to fix those problems.	Patti Higgins	The MTP project team was not aware of this issue and will do more research. Thank you for your comment.	Staff recommends more research on the issue raised with this comment.
223	Goal 4	EV and Autonomous vehicles are so far out, as a winter state by 2050, we're going to have per capita the least amount of these vehicles.	Anonymous	The MTP should account and plan for EV and Autonomous vehicles as they will have an impact on the transportation system.	No change.
224	Goal 4	Promote highway charging stations, but the city area itself won't benefit from investment in electric or autonomous vehicles. Non-personal vehicle infrastructure is critical.	Anonymous	The MTP can do both. Plan for EV and Autonomous vehicles while making improvements/adding new non-personal vehicle infrastructure.	No change.
225	Goal 4	Complete streets should be a priority as well as planning for future transportation needs including electric vehicles and bicycles	Tyler Boyes	The Goals and Objectives are not prioritized.	No change. Forward this comment to the consultant for review during the criteria development.
226	Goal 4	People mover provides 15 minute wait time, for major routes so workers can reach employment. Equipping those buses with a bike racks is essential. Please keep that up.	Tim Kosednar	Thank you for your comment.	Staff recommends forwarding this comment to the Public Transportation Department.
227	Goal 4	Improving safety and security will aid in creating an environment where the economy can thrive: tourists will feel confident exploring beyond downtown Anchorage, our city can become a destination for business travel, and residents will feel confident exploring their own neighborhoods as well as others across town if they feel safe and confident traveling our sidewalks, paths, and streets as well as navigating our public transit systems.	Sarah Preskitt	Thank you for your comment.	No change.
228	Goal 4	Appropriate design trumps complete streets policies that tack on unsafe and inefficient bike and ped lanes to high speed arterials and other roads.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
229	Goal 4	Now you are stating more government land use control. Who is the Marxist who wrote this?	Michael Tavoliero	Thank you for your comment.	No change.
230	Goal 4	Goal 4: Support the Economy. This goal is broad, but can be measured through clearer objectives.	Barbara Carlson	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
231	Goal 4	Goal 4: considering my 3C comments, include and expand Goal 4 to protect neighborhood character and enhance aesthetics.	Dianne Holmes	Staff agrees this Goal could included some additional language about the land use.	Staff recommends adding the following language to Goal 4: "while maintaining or enhancing the surrounding area's land use character."
232	Goal 4	4: We suggest specifically referring to known problems here. For example, the Seward Highway corridor through the city is a hindrance to economic development because it is not attractive to businesses or customers. Reducing speed limits to 20mph in business areas would also be a specific step that would support the economy by encouraging drivers to stop and visit businesses rather than simply driving through, and also by making the corridor safer and more appealing to travel by other modes, which likewise encourages spending at local businesses.	Bike Anchorage	Staff agrees this Goal could included some additional language about the land use.	Staff recommends adding the following language to Goal 4: "while maintaining or enhancing the surrounding area's land use character."
233	Goal 4	Goal 4: Support the Economy In the past, AMATS simply gave more economic points for building more lane miles. Those points devalued small scale neighborhood commercial development, accessible by foot and bike that generates significant taxable property value and promotes community interaction.	Anchorage Citizens Coalition	Thank you for your comment.	No change.
234	Goal 4	add at end of the sentence: ", while respecting the surrounding area's land use character." A project that benefits the economy should not degrade the character of a neighborhood or district. Adding this phrase supports objective 4E.	Airport Heights Community Council	Staff agrees this Goal could included some additional language about the land use.	Staff recommends adding the following language to Goal 4: "while maintaining or enhancing the surrounding area's land use character."

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235	Goal 4	Goal 4: Support the Economy. This goal is broad, but can be measured through clearer objectives.	Sharon Stockard	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
236	Goal 4	Mass transit is part of a thriving economy. More needs to be done to make mass transit safe and secure.	Anonymous	Thank you for your comment.	No change.
237	Goal 4	We need ped/bike infrastructure more than investment in autonomous vehicle infrastructure. We should be prepared for new tech, but we have to support a more equitable approach to transportation by providing basic bike/ped and public transportation options first.	Anonymous	The MTP can do both. Plan for EV and Autonomous vehicles while making improvements/adding new non-motorized infrastructure.	No change.
238	Goal 4	It's really difficult to give a worthwhile answer to these questions without having additional information about policies like Context Sensitive Solutions and Complete Street Policies. They sound really nice on paper and make me think of road diets and bike lanes, but I don't really know if I'm providing useful feedback without first vetting those policies. Perhaps future surveys could have little pop-up informational blurbs about policies/jargon?	Oleksandr Lushchik	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
239	Goal 4	Anchorage needs many more electric vehicle charging stations, with universal plug adapters.	Brita Mjos	This can be reviewed as part of the project development section of the MTP.	No change. Forward this comment to the consultant for consideration during the project development.
240	Goal 4	Side walks and bus stops are key transportation elements that relate to job growth and the economy. More sidewalks and bus stops are needed. The amounts budgeted for snowplowing are essential for traffic safety.	Luz Smeenk	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
241	Goal 4	Context Sensitive Solutions and Complete Streets policies should be tuned to address the climatic conditions and the reality of Anchorage as a poorly developed community which was badly planned throughout high-growth periods as politicians focused upon satisfying highly engaged developers versus long-term planning. I suspect that the damage that was done throughout the 1980 to today cannot be repaired with the 2050-time horizon and under the reality of our political system.	Anonymous	Thank you for your comment.	No change.
242	Goal 4	I think EV are great, but I'd also like to see more of an emphasis on increasing non-vehicle transportation methods. Finding as many opportunities to address environmental/sustainability and climate change concerns while also supporting the economy is what my priorities as a young person would be.	Anonymous	The MTP can do both. Plan for EV and Autonomous vehicles while making improvements/adding new non-motorized infrastructure.	No change.
243	Goal 4	Fewer vehicles on the road means fewer deaths. Better public transportation such as increased bus routes or even a train or lightrail to and from Ted Stevens, downtown, Glenn Alps, Girdwood, JBER, and throughout the Anchorage community will achieve your goal. Electric cars and autonomous vehicles simply replace gas vehicles, they don't relieve congestion nor do they reduce fatalities.	Steven Bridwell	Girdwood is outside of the AMATS boundary and is not part of the MTP. Thank you for your comment.	No change.
244	Goal 4	The goal should prioritize community wealth preservation over economic development, which is typically short term focused or less beneficial to sustainable growth of the city.	Donovan Camp	The MTP Goals and Objectives are not prioritized.	No change.
245	Goal 4	Be more specific. There are known problems we need to address: shrink the Seward Highway so there isn't a street-level highway running through downtown. Reduce speed limits to 20mph in dense residential and business areas. Instead of huge, complicated, expensive fixes, we should permit and encourage low-cost, temporary infrastructure changes to experiment with road redesigns. Too many of our solutions are all or nothing, they take many years and many millions of dollars. It would be cheaper and more effective to use an incremental and experimental approach. We should create a division of iterative design which will solicit citizen ideas and experiment with new traffic solutions at a small scale.	Graham Downey	The Goals and Objectives are meant to be more broad based in their approach. Specific project recommendations or policies will be considered during that portion of the MTP development.	No change. Forward comment to the consultant to consider during the project and policy development portions of the MTP.
246	Goal 4	See above answer [I believe it is a waste of time and \$\$ to plow the bike trails along the Glenn Hwy in the winter.]	Anonymous	Thank you for your comment.	No change.
247	Goal 4	Eagle River streets don't have amenity standards like Anchorage. We don't want them either. I don't want street lights on our subdivision.	Anonymous	Thank you for your comment.	No change.

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248	Goal 4	See above [Eagle River streets don't have amenity standards like Anchorage. We don't want them either. I don't want street lights on our subdivision.]	Anonymous	Thank you for your comment.	No change.
249	Goal 4	Non motorized infrastructure is proven to provide economical and financial growth in communities. There's dozens of articles and data that proves that bikeable and walkable cities also thrive economically. The solution is crystal clear.	Anonymous	Thank you for your comment.	No change.
250	Goal 4	Electric cars are still cars	Anonymous	The MTP should account and plan for EV and Autonomous vehicles as they will have an impact on the transportation system.	No change.
251	Goal 4	If we want people to use bus and bike options we need to make them more attractive than single use vehicles.	Will Taygan	Thank you for your comment.	No change.
252	Goal 4	A walkable and bikeable community will support a thriving economy, but only if the infrastructure is there to support it. Infrastructure such as safe, accessible bike parking, sidewalks, moving parking lots away from the road and storefronts closer to sidewalks and road fronts for better accessibility by non-motorized users.	Anonymous	Thank you for your comment.	No change.
253	Goal 4	Promote tourism and local recreation opportunities by collaborating to expand long trail systems in the municipality such as connecting the Ekluta Lake trails to other municipal and state trails.	Anonymous	Thank you for your comment. This can be looked at the MTP is further developed.	No change. Forward comment to consultant for consideration during the criteria and project development process.
254	Goal 4	Public transportation should be a public service. Sustainable where possible, sure, but not designed with boosting the economy as the goal.	Sam	Staff disagrees. It can do both.	No change.
255	Goal 4	Because that statement is completely equivocal nonsense	Anonymous	Thank you for your comment.	No change.
256	Goal 4	More jargon which can and will be used to promote more of what we have now, rofl	Anonymous	Thank you for your comment.	No change.
257	Goal 4	Not going to work driving in anchorage is DANGEROUS.	Mike Reidell	Thank you for your comment.	No change.
258	Goal 4	We have NO integrated bus/rail system I would ride this system since IT WORKS IN EUROPE so it is not a unknown solution	Mike Reidell	Thank you for your comment.	No change.
259	Goal 4	Anchorage has such a great trail network that can continue to grow and attract more tourists.	Anonymous	Thank you for your comment. This can be considered as the MTP is further developed.	No change. Forward comment to consultant for consideration during the criteria and project development process.
260	Goal 4	4F-4H Protect neighborhood character and cohesion by minimizing cut-through traffic and designing safe local connections. Restore esthetics if we ever expect to attract more business and tourism	Joan Diamond	This can be considered as the MTP is further developed.	No change. Forward comment to consultant for consideration during the criteria and project development process.
261	Goal 4	Previously, AMATS simply gave more economic points for building more lane miles. Points should also go to small scale neighborhood commercial development, accessible by foot and bike that increases taxable property value and promotes community interaction.	Sharon Stockard	This can be reviewed during the criteria development section of the MTP.	No change. Forward comment to the consultant for consideration during the criteria development stage of the MTP.
262	Goal 5	Goals created in the Anchorage Climate Action Plan should be more fully incorporated in the MTP 2040 [2050]. 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 [2050] should have measurable criteria to move Anchorage toward meeting our CAP goals.	AMATS Bicycle and Pedestrian Advisory Committee	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP. The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additional the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.

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263	Goal 5	Add to end of goal ", including consideration for identified EJ population areas." The areas with EJ populations have little access to natural areas. It seems that this goal should especially highlight the need in this area. Even though the next Goal is directed toward EJ populations, it is geared toward transportation, not access to natural areas...	AMATS Community Advisory Committee	This goal already covers EJ populations.	No change.
264	Goal 5	Draft Goal 5: Promote a Healthy Environment. Protect, preserve, and enhance the natural environment to promote sustainability and public health. <i>We concur with this goal, however the previous MTP 2040 objectives under a similar goal were more specific, and outcome based. The vague language in the draft MTP 2050 is less accountable. Objective 5D is especially egregious by aiming for "compatibility with the natural environment," while Goal 5 specifies "protect, preserve, and enhance the natural environment."</i>	Rabbit Creek Community Council	Thank you for your comment.	No change.
265	Goal 5	Difficult to see how the proposed objectives will promote a healthy environment for all. Improving air quality is a laudable goal. Greenhouse gas emissions is a politically charged term that doesn't mean the same thing to everyone. A reasonable balance between reducing emissions that are bad for health and the environment, promoting alternative transportation, and sustainable use of vehicular transport should be the goal.	Anonymous	Goal 5 is only one goal of the MTP. All the goals and objectives working together help lead in the direction indicated in the comment.	No change.
266	Goal 5	Understandably this survey is biased as it seeks to avoid an explanation of thw condition, "If yes, why so?".	Michael Tavoliero	Thank you for your comment.	No change.
267	Goal 5	Objectives seem to favor established development and existing commuter routes	Debbie Ossiander	The MTP does take into account the Land Use plans that are in place for the Anchorage Bowl and Eagle River-Chugiak. This helps to include areas not currently developed that will see development and future commuter routes.	No change.
268	Goal 5	I don't think anyone really cares about healthy lifestyles or climate change. Of course some do, but even the prius drivers aren't serious enough to stop driving altogether. I think the best way to improve things is simply focus on cost and safety. A car centric environment is insanely expensive and hard to maintain. There are many better alternatives that save everyone money (including in housing costs) and long term costs.	Anonymous	Staff disagrees with the notion that no one cares about healthy lifestyles or climate change. The goal isn't to get everyone to stop driving altogether. The goal is to help shift people away from car centric where possible while providing different mobility options. The MTP Goals and Objectives help with this issue.	No change.
269	Goal 5	Not everyone is capable of walking or bike riding around town as a mode of transportation. Requiring such will impact physically impaired persons in a negative manner, potential forcing them to rely on public transportation increasing their travel to work time and reducing autonomy.	Anonymous	The MTP does not focus on only walking and biking as a mode of transportation. Thank you for your comment.	No change.
270	Goal 5	I think you need to define active transportation.	Anonymous	Active Transportation is defined as "Any mode of transportation that is fully or partially human-powered, such as walking or bicycling." Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
271	Goal 5	What is active transportation?	Anonymous	Active Transportation is defined as "Any mode of transportation that is fully or partially human-powered, such as walking or bicycling." Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
272	Goal 5	Prioritize using already developed areas over destroying green space in Anchorage. The city should be prioritizing the preservation of green space.	Anonymous	Thank you for your comment.	No change
273	Goal 5	sidewalk snow removal	Elizabeth Stergiou	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.

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274	Goal 5	5A & B - Anchorage is actually pretty well positioned to deal with climate change and its drivers (e.g., greenhouse gasses). If we were built on permafrost or had a more exposed port, it might be a different story. But in our particular situation, public health would be best addressed by healthier options.	Jena Ferrarese	Thank you for your comment.	No change.
275	Goal 5	All points 5 a to 5 e are good	Tyler Boyes	Thank you for your comment.	No change.
276	Goal 5	Please ensure that any designs are able to be maintained by winter maintenance crews. Healthy and active transportation cannot happen if the sidewalks aren't plowed in the wintertime.	Sarah Preskitt	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
277	Goal 5	There is no scientific evidence nor conclusions that "green house house gases", notably, carbon dioxide, harms our ecosystem. Again a biased claim with no scientific backing or proof.	Michael Tavoliero	Thank you for your comment.	No change.
278	Goal 5	Very difficult to commute to work in Midtown if you live in Chugiak. Private auto is the only option (and share a ride)	Debbie Ossiander	Thank you for your comment.	No change.
279	Goal 5	Goal 5. Promote a Healthy Environment. Except for a new reference to green house gas emissions, this goal is weaker than in the previous MTP. There is poor accountability in using the words "promote" and "compatibility with" the natural environment, rather than the prior words "protect" the environment, and "minimize and mitigate impacts". Also, the previous MTP listed specific types of environmental considerations. Change the Goal to: Protect a Healthy Environment.	Barbara Carlson	This changes the entire intent of the Goal. Staff disagrees.	No change.
280	Goal 5	Goal 5 and objectives should be very clear on how 2050 MTP can protect the environment (such as air quality, water, wildlife/fish wetlands) and reduce greenhouse gases. Add specific goals, with percentages, on how the MTP can accomplish the goals that have been referenced in Anchorage's Climate Action Plan. Public health should always be a objective component of any infrastructure plan whether it is land use or transportation.	Dianne Holmes	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
281	Goal 5	5: These are all too vague to be effective. The document provides no guide for weighing these goals against other priorities; for example, should roads not be maintained (Goal 1) because they detract from a healthy environment? What happens when "compatibility with the natural environment" conflicts with supporting the economy? We suggest that this section should instead set specific targets, such as for a percent reduction in greenhouse gas emissions, that would provide the context for working toward all the other Goals. A healthy environment would support all other goals in this plan, so specific objectives here could provide an initial filter to evaluate plans under the other Goals and Objectives.	Bike Anchorage	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
282	Goal 5	Goal 5: Promote a Healthy Environment We appreciate that this goal was used to add public health into AMATS' objectives, even though transportation's effects on both public health and environment are each important enough to warrant their own separate goals. Please restore listing the environmental conditions that are affected by transportation: noise, air quality, water resources, fish and wildlife habitat, watersheds and wetlands, open space and parklands. For many folks, 'environment' is just another word and does not call to mind the different elements we consider 'environment.'	Anchorage Citizens Coalition	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.

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283	Goal 5	Goal 5. Promote a Healthy Environment. Except for a new reference to greenhouse gas emissions, this goal is weaker than in the previous MTP. There is poor accountability in using the words "promote" and "compatibility with" the natural environment, rather than the prior words "protect" the environment, and "minimize and mitigate impacts." Also, the previous MTP listed specific types of environmental considerations. Change the Goal to: Protect a Healthy Environment.	Sharon Stockard	This changes the entire intent of the Goal. Staff disagrees.	No change.
284	Goal 5	All good, though the climate change and resiliency goal needs more info. It's way too general as written.	Anonymous	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
285	Goal 5	Increased bike route connectivity throughout the city would definitely get more of us riding and riding more frequently.	Oleksandr Lushchik	Thank you for your comment.	No change.
286	Goal 5	Quality of life in Anchorage would increase with better trail connections and better infrastructure for bikes and pedestrians on busy streets. More trails and more bike lanes would significantly improve safety and quality of life. The trails are why I live here.	Brita Mjos	Thank you for your comment.	No change.
287	Goal 5	Many Anchorage residents walk and bike to work or school. I see more of this in Anchorage than in any city that I have ever lived. So there are a lot of bike paths and sidewalks. But again, aggressive plowing is needed to make the system sustainable.	Luz Smeenk	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
288	Goal 5	YES! A lot of support for this section.	Anonymous	Thank you for your comment.	No change.
289	Goal 5	I approve. Let's do this now, not 2050.	Steven Bridwell	Thank you for your comment.	No change.
290	Goal 5	A good goal and I would have rated the objectives higher if they had concrete objectives. How about a specific target for 5A Greenhouse gas emissions. If we don't focus (and focus hard) on this, we may not be here in 2050. It really takes precedence over ever other part of this plan and should be front and center.	Bob Butera	This is too specific for Goals and Objectives. This can be reviewed during the development of the performance measures and targets, the next step in the MTP development.	No change. Forward this comment to the consultant for consideration during the performance measures and targets development process.
291	Goal 5	These are all too vague to have much of effect. The document provides no guide for weighing these goals against other priorities. If we set clear goals, we can be accountable to them. If we miss them or need to change them, we can adjust later. But fear of accountability shouldn't keep us from being ambitious.	Graham Downey	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
292	Goal 5	Build more roads in and out of Anchorage to reduce idling and accidents. Build the bridge to Pt. McKinzey. Put a road from Eagle River to Girdwood.	Kevin Brent Cross	Thank you for your comment.	No change.
293	Goal 5	I've lead a healthy lifestyle for 50+ years w personal Transportation. Not interested in being on public transit.	Anonymous	Thank you for your comment.	No change.

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294	Goal 5	It would be insightful to know how these objectives will be achieved. Otherwise I can't know if I support them or if they are efficient.	Anonymous	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
295	Goal 5	Strengthen Active Transportation as a goal.	Will Taygan	Thank you for your comment.	No change.
296	Goal 5	More bike trails more better.	Stephanie Rice	Thank you for your comment.	No change.
297	Goal 5	Too bad the language is so equivocal	Anonymous	Thank you for your comment.	No change.
298	Goal 5	Except for new reference to GHG emissions, this goal is weaker than the previous MTP. Replace words "promote" and "compatibility with" the natural environment, with prior words "protect" the environment, and "minimize and mitigate impacts". Also, the previous MTP listed specific types of environmental considerations. Revise Goal to: Protect a Healthy Environment	Anonymous	This changes the entire intent of the Goal. Staff disagrees.	No change.
299	Goal 5	Cars are convenient since anchorage is spread over 1500 square mile	Mike Reidell	Thank you for your comment.	No change.
300	Goal 5	Projects that only increase vehicle lanes or speeds allow more vehicles to be used which only keeps increasing the number of vehicles. Road diets and incorporating separate bike lanes and pedestrian walkways will give viable alternatives and if put into all projects will increase the ease and safety of non-motorized users to want to use environmentally friendly transportation methods to complete their daily tasks.	Anonymous	Thank you for your comment. This can be considered as the MTP is developed.	No change. Forward comment to consultant for consideration during the criteria and project development process.
301	Goal 5	Active transportation is beneficial on so many levels. Increasing safety and access to trails, sidewalks, bike lanes/paths, secure bike racks/storage will hopefully encourage more non-motorized transport.	Anonymous	Thank you for your comment.	No change.
302	Goal 5	Wording for the Goal: The aim should be to "protect" rather than to "promote" a healthy environment.	Anonymous	This changes the entire intent of the Goal. Staff disagrees.	No change.
303	Goal 5	More bike paths, lanes, and better connected green belt trails.	Anonymous	Thank you for your comment.	No change.
304	Goal 5	Change the Goal to: Protect a Healthy Environment.	Joan Diamond	This changes the entire intent of the Goal. Staff disagrees.	No change.
305	Goal 5	adding a reference to targets set by the Anchorage Climate Action Plan of 80 percent reductions by 2050	Joan Diamond	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP. The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additionally the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.
306	Goal 5	Bike paths, pedestrian walkways, lightly motorized vehicle routes, ski tracks all should be given a priority in the budget over traditional vehicle transportation. Existing traffic lanes should, where possible, be closed off the private vehicles and reserved for these 21st century modes of travel. Let's get on the right side of history and transform Anchorage.	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.

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307	Goal 5	I appreciate that public health was added here, even though transportation's effects on both public health and environment are each important enough to warrant their own separate goals.	Sharon Stockard	Thank you for your comment.	No change.
308	Goal 5	Design and build walkable neighborhood centers, accessible by foot and bike to increase property values and promote community interaction.	Anonymous	Thank you for your comment.	No change. Forward comment to the consultant for consideration during the criteria and project selection phases of the MTP.
309	Goal 6	Please review the resources at the Centers for Disease Control and Prevention, Resources & Style Guides for Framing Health Equity & Avoiding Stigmatizing Language https://www.cdc.gov/healthcommunication/Resources.html Suggested revision: Promote equitable transportation options, improvements and maintenance activities for populations and communities that have been historically underserved and will benefit the most.	AMATS Bicycle and Pedestrian Advisory Committee	Staff disagrees. Vulnerable populations is a nationally recognized term that is more encompassing than underserved populations. Definitions of the different terms have been provided as part of the Goals and Objectives. Staff will review the information provide from the CDC website.	No change.
310	Goal 6	Draft Goal 6: Prioritize equity. Promote equitable transportation options, improvements and maintenance activities Prioritize projects that improve the ease of travel for vulnerable populations.	Rabbit Creek Community Council	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: "Prioritize-Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.
311	Goal 6	Again I want to answer yes here but I think "prioritize equity" often gets translated into "we need better busses!" or something similar that sort of helps but doesn't really make that much of a difference in the face of 50x as much transportation spending on SOVs. Let's either be serious about a built environment which does not make the costs of single occupancy vehicle ownership a requirement for life, or simply just give cars to every low income person so that they can enjoy the network like the rest of us. For every 10 people who say they support equity in transportation, how many of them actually ride the bus? The bus system here is much better than it once was but no one with a better option will ride it--and that's because the option of driving is too attractive. Sort of related: "Excess driving is not a result of people failing to take transit; it is a result of people driving. Therefore, the problems of the car will not be solved by transit." (Manville & Taylor)	Anonymous	The Goal 6 equity is not just focusing on buses. Thank you for your comment.	No change.
312	Goal 6	I am in favor of equality, not equity. I am against any system that inherently assumes certain races, genders, or other personal qualities are more important than others. We should all be treated equally rather than based on check-box stereotypes for how we were born.	Anonymous	The point of equity is recognizing that in order to reach equality some populations need additional support or help. It also doesn't assume one population is more important than others.	No change.
313	Goal 6	See above comments. Lack of infrastructure is not the problem. Lack of funding for maintenance and increased operations is the problem	Anonymous	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
314	Goal 6	Define "vulnerable populations". Then quantify this definition proportionlly to the existing population. After tjis is complet3d define, categorize and establish the money necessary to accomplish relative to the cost benefits achieved.	Michael Tavoliero	Vulnerable populations "include low-income, minorities and people of color, limited English proficiency and linguistically isolated, adults over age 64, children, and people with disabilities. Other demographic categories that face challenges engaging with the transportation process and reaping equitable benefits may also be included. " Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
315	Goal 6	So equity means only serving "vulnerable " populations.? It appears to ignore new and developing populations	Debbie Ossiander	If the new or developing populations fall under the vulnerable populations definition then they will be captured as part of this goal. If not, then the other 5 goals of the MTP will capture them where appropriate.	No change.
316	Goal 6	Transportation barriers to public places is my main concern.	Anonymous	Thank you for your comment. This can be considered as the MTP is developed.	No change. Forward comment to consultant for consideration during the criteria and project development process.
317	Goal 6	This is probably the single biggest improvement Anchorage can make. We're not doing too horribly in the other categories, but we've got a ways to go with this one. I'm glad to see it on the list.	Jena Ferrarese	Thank you for your comment.	No change.

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318	Goal 6	Define "underserved neighborhoods" and "underrepresented groups". Then quantify this definition proportionally to the existing population. After this is completed define, categorize and establish the money necessary to accomplish relative to the cost benefits achieved." Then quantify this definition proportionally to the existing population. After this is completed define, categorize and establish the money necessary to accomplish relative to the cost benefits achieved.	Michael Tavoliero	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words or phrases that can not be turned into plain language.
319	Goal 6	Again "traditionally underrepresented ". ? Nothing for low population or new development	Debbie Ossiander	If the new or developing populations fall under the vulnerable populations definition then they will be captured as part of this goal. If not, then the other 5 goals of the MTP will capture them where appropriate.	No change.
320	Goal 6	Goal 6: Prioritize Equity. The equity goal is worthy but the statement of intent is vague. It would be clearer to say: Prioritize projects that improve the ease and affordability of travel for vulnerable populations.	Barbara Carlson	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: " Prioritize Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.
321	Goal 6	GOAL 6 The current wording of the Objectives is not grammatical and speaks more to mobility than to equity. Identify measurable outcomes. Commit to equity for the vulnerable whether or not they are considered underprivileged (e.g. persons with mobility impairments of any social-economic background). New Objective 6A: Prioritize projects that improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations.	Nancy Pease	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: " Prioritize Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.
322	Goal 6	Goal 6: equity can be emphasized with clearer language that addresses under-served areas of town and populations.	Dianne Holmes	This is exactly what Goal 6 does.	No change.
323	Goal 6	6: This goal also lacks metrics or measurable outcomes. We suggest adding an objective to conduct a study of Anchorage's Transportation Insecurity (perhaps following https://www.surveypractice.org/article/3706) to make evidence-based investments in equity.	Bike Anchorage	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmtools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
324	Goal 6	Goal 6: Prioritize Equity. This new goal is welcomed. It should include consideration of how much of a family's household budget is devoted to owning and maintaining cars and paying for affordable housing which is often farther from employment and shopping. For instance: 'Reduce share of lower-income households' budgets that are spent on transportation and housing.'	Anchorage Citizens Coalition	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: " Prioritize Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.
325	Goal 6	AHCC strongly supports the addition of this goal and related objectives. - Suggest improving language based on Centers for Disease Control and Prevention Resources & Style Guides for Framing Health Equity & Avoiding Stigmatizing Language available at https://www.cdc.gov/healthcommunication/Resources.html .	Airport Heights Community Council	Vulnerable populations is a nationally recognized term that is more encompassing than underserved populations. Definitions of the different terms have been provided as part of the Goals and Objectives. Staff will review the information provide from the CDC website.	No change.
326	Goal 6	Goal 6: Prioritize Equity. The equity goal is worthy but the statement of intent is vague. It would be clearer to say: Prioritize projects that improve the ease and affordability of travel for vulnerable populations.	Sharon Stockard	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: " Prioritize Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.

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327	Goal 6	How will those barriers be reduced? All good goals, but not enough detail.	Anonymous	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and target development phase of the MTP.
328	Goal 6	Bringing back a bus route that runs by Loussac Library was a big step in the right direction here. Now, if only one could travel from east side to west side without going through downtown...	Oleksandr Lushchik	Thank you for your comment.	No change.
329	Goal 6	Support higher housing density and mixed-use development to house people close to schools, shops, and businesses.	Brita Mjos	The MTP does not decide on density as that is part of the land use plans.	No change. Forward this comment to the Long Range planning section at the MOA for their consideration.
330	Goal 6	I live in Palmer. My roads and sidewalks are well plowed. My daughters lived in an off campus apartment in Anchorage while attending UAA (2018). They used the roads, sidewalks, bike paths and trails to get to UAA. The main roads closer to UAA were well plowed. The neighborhoods that they passed through were a nightmare. Inadequate snow removal for weeks at a time, making it difficult to pass through any low income neighborhoods in the winter time. My apologies for being so critical. I commuted to Anchorage every day by ride share for 8 years, until reassigned to work from home during the pandemic in 2020 . The Glenn Hwy improvements provided safe travel to my employment. I only wish for others needs to get to work and school be as adequately addressed.	Luz Smeenk	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
331	Goal 6	Please define equitably in the context used - please use terminology referenced to traditional measures for public investment and not social engineering concepts.	Anonymous	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
332	Goal 6	By the way, much transportation investment has already been made in "underserved communities" without any apparent benefit to the communities. We see street corridor enhancements as monuments to a society that appears to focus on putting lipstick on a problem versus working at a deeper, more meaningful approach that is intensely focused on education, mental health, and the eradication of alcohol/drug dependency.	Anonymous	Thank you for your comment.	No change.
333	Goal 6	Ok as is	Anonymous	Thank you for your comment.	No change.
334	Goal 6	YES, love this section a lot. Our current transportation system disproportionately impacts vulnerable populations big time. A trip that takes 15 minutes by car ends up taking 1.5 hours by bus, as well as long, freezing waiting times. We should prioritize our public transportation system for those who need it and depend on it for basic needs (work, groceries, education, etc.)	Anonymous	Thank you for your comment.	No change.
335	Goal 6	A highway through downtown is not equitable. 4+ lane speedways through neighborhoods aren't either. Thy are only there for the vehicle driver, not the local neighborhood.	Steven Bridwell	Thank you for your comment.	No change.
336	Goal 6	Define "Vulnerable Populations" and use verbiage that focuses on who or what they're vulnerable to.	Donovan Camp	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
337	Goal 6	Still, all too vague. We should conduct an actual study of transportation insecurity to tailor our strategy and make evidence-based investments in equity: https://www.surveypractice.org/article/3706 .	Graham Downey	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.

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338	Goal 6	Use AnchorRides as they are without spending hundreds of millions for active transport that most of the population Won't use.	Anonymous	Thank you for your comment.	No change.
339	Goal 6	Eh, this one is pretty weak.	Will Taygan	Thank you for your comment.	No change.
340	Goal 6	Again, great rhetoric with no real substance Objectives should be - wait for it - objective: quantifiable and measurable. Goals should be reached on the basis of meeting objectives. This whole survey is simply laughable and the best thing that could happen to Anchorage would be elimination of AMATS staff	Anonymous	Thank you for your comment.	No change.
341	Goal 6	The equity goal is worthy but the statement of intent is vague. It would be clearer to say: Prioritize projects that improve the ease and affordability of travel for vulnerable populations.	Anonymous	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: " Prioritize Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.
342	Goal 6	No buses no riders along with the homeless sleeping on the existing bus system. Oh and using them as bathrooms	Mike Reidell	Thank you for your comment.	No change.
343	Goal 6	Painted lines on some projects while increasing lanes or vehicle speeds is not equitable. Painted lines become invisible during winter and the bike lanes/sidewalks become snow dumps that take too long to clear (if ever). Disabled, pedestrians, cyclists, and those that depend on bus transportation have no safe access to transportation needs at the same priority as road users.	Anonymous	Thank you for your comment.	No change.
344	Goal 6	The statement of intent defies measurability, and thus accountability. It would be a clearer commitment to Equity to say: Prioritize projects that improve the ease and affordability of travel for vulnerable populations.	Anonymous	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: " Prioritize Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.
345	Goal 6	Prioritize projects that improve the ease and affordability of travel for vulnerable populations.	Joan Diamond	The MTP Goals and Objectives are not prioritized. This comment can be considered when developing the MTP criteria.	Staff recommends changing the name of Goal 6 to the following: " Prioritize Advance Equity" Forward comment to the consultant for consideration during the development of the MTP criteria.
346	Goal 6	Transforming the existing road system so that it's easy to walk, bike and ski in and out of neighborhoods will dramatically boost equity. Prioritizing vehicle transportation—as has been the case for decades—will increase inequality. Our most underserved citizens often don't own a reliable car or can't afford to drive the one they do own. Let's make a transportation network that not only responds to the climate crisis that will overwhelm our country only a few decades in the future, but also caters to human-powered and sensible mass transit at the expense of high-cost vehicles.	Anonymous	Thank you for your comment.	No change.
347	New Objective - Goal 3	Suggested addition: Can we add something about improving wayfinding? Suggest: Improve wayfinding systems (e.g. maps and signs) that encourages walking, transit use, and bicycling by providing easy-to-understand maps and directional information installed at key decision-making route locations.	AMATS Bicycle and Pedestrian Advisory Committee	This is already covered under objective 4B.	No change.
348	New Objective - 1B	Add Objective 1B: Provide timely seasonal maintenance, especially winter ice removal and springtime sand cleanup.	Anchorage Citizens Coalition	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
349	New Objective - 1B	1B. fund maintenance and rehabilitation before funding new construction	Anonymous	Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility.	No change.
350	New Objective - 1B	Objective 1 B: Prioritize maintenance for existing facilities before adding more facilities.	Rabbit Creek Community Council	Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility.	No change.
351	New Objective - 1B	Objective 1B: Prioritize maintenance for existing facilities before constructing more facilities.	Nancy Pease	Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility.	No change.
352	New Objective - 1C	Add Objective 1C: Reduce the road, bridge and transit maintenance backlog by half by 2035.	Anchorage Citizens Coalition	This comment is not clear on what it means.	No change.
353	New Objective - 1C	1C. Maintain a fiscally-constrained maintenance budget, and determine the cost burden of the life-time maintenance costs of any proposed construction	Anonymous	The MTP is fiscally constrained and maintenance of the projects listed in the plan are reviewed.	No change.
354	New Objective - 1C	Objective 1C: Plan a fiscally;constrained budget for maintaining both new roads and the entire system.	Rabbit Creek Community Council	The MTP is fiscally constrained and maintenance of the projects listed in the plan are reviewed.	No change.

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355	New Objective - 1C	Objective 1C: Create a fiscally-constrained maintenance budget for maintaining both new roads and the entire system.	Nancy Pease	The MTP is fiscally constrained and maintenance of the projects listed in the plan are reviewed.	No change.
356	New Objective - 1C	Objective 1D: Cut the road, bridge, and transit maintenance backlog in half by 2035.	Nancy Pease	This comment is not clear on what it means.	No change.
357	New Objective - 2D	Add a new Objective 2D: Design for safety over speed on local and arterial roads to reduce crashes and severity of injuries.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
358	New Objective - 2D	Objective 2D: Design for safety over speed on local and arterial roads, with a maximum 35 mph speed (per studies and recommendations by T 4America)	Rabbit Creek Community Council	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
359	New Objective - 2D	New objective 2D: Design for safety over speed on local and arterial roads surrounded by development, with a maximum 35 mph speed (Per studies and recommendations by T4America)	Nancy Pease	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
360	New Objective - 2D	Speed is linked exponentially to fatalities, especially for crashes between motorized and non-motorized users. Add a new objective2D: Design to emphasize safety over speed on local and collector roads in order to reduce crashes and severity of injuries.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
361	New Objective - 2E	Objective 2E: Limit points of conflict on highways, freeways and arterials	Rabbit Creek Community Council	This objective is not clearly explained and is better suited for possibly being a performance measures, targets, and/or criteria of the MTP.	No change. Forward comment to consultant for consideration during the performance measures, targets, and criteria development phase of the MTP.
362	New Objective - 2E	New Objective 2E: Limit points of conflict by providing bike and pedestrian facilities offset from, or separated from, highways, freeways and arterials, and high-volume streets.	Nancy Pease	This new objective is already covered under objectives within Goals 2, 3, 4, 5 and 6.	No change.
363	New Objective - 3F	New Objective 3F. Avoid induced vehicle travel demand that will create negative impacts, such as increased VMT and GHG or reduced safety. Calculate induced demand and resulting impacts for all proposed new facilities.	Rabbit Creek Community Council	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmtools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf .	No change. Forward comment to consultant for consideration during the performance measures and targets development phase of the MTP.
364	New Objective - 3G	New 3G. Avoid induced vehicle travel demand that will create negative impacts, such as increased VMT and GHG or reduced safety. Calculate induced demand and resulting impacts for all proposed new facilities.	Nancy Pease	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmtools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This should be reviewed as part of the performance measures and targets development phase of the MTP.	No change. Forward comment to consultant for consideration during the performance measures and targets development phase of the MTP.
365	New Objective - 4F	A thriving city is built from great neighborhoods. Add: Objective 4F: Protect neighborhood character and cohesion by minimizing cut-through traffic and designing safe local connections.	Barbara Carlson	This proposed objective is highly subjective and immeasurable. The concept is addressed in Objectives 4e, 5c and 5d which connect transportation, land use and neighborhood context without specific design requirements which are determined at the project level	No change.
366	New Objective - 4F	<i>The heart of any great city is great neighborhoods.</i> Add an objective: Objective 4F: Protect neighborhood character and cohesion by minimizing cut-through traffic and designing safe local cross-travel along high-traffic routes.	Rabbit Creek Community Council	This proposed objective is highly subjective and immeasurable. The concept is addressed in Objectives 4e, 5c and 5d which connect transportation, land use and neighborhood context without specific design requirements which are determined at the project level	No change.
367	New Objective - 4F	The success of any great city includes great neighborhoods and distinct aesthetics. Add a new objective: New objective 4F: Protect neighborhood character and cohesion by minimizing cut-through traffic and designing safe local cross-travel along high-traffic routes.	Nancy Pease	This proposed objective is highly subjective and immeasurable. The concept is addressed in Objectives 4e, 5c and 5d which connect transportation, land use and neighborhood context without specific design requirements which are determined at the project level	No change.

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368	New Objective - 4F	This goal is broad, but can be measured through clearer objectives. A thriving city is built from great neighborhoods. Add: Objective 4F: Protect neighborhood character and cohesion by minimizing cut-through traffic and designing safe local connections.	Anonymous	This proposed objective is highly subjective and immeasurable. The concept is addressed in Objectives 4e, 5c and 5d which connect transportation, land use and neighborhood context without specific design requirements which are determined at the project level	No change.
369	New Objective - 4F	The transportation system should protect neighborhoods so they are not overwhelmed or bisected by traffic and parking. Add an objective: 4F: Protect neighborhood character and cohesion by minimizing cut-through traffic and designing safe local connections.	Anonymous	This proposed objective is highly subjective and immeasurable. The concept is addressed in Objectives 4e, 5c and 5d which connect transportation, land use and neighborhood context without specific design requirements which are determined at the project level	No change.
370	New Objective - 4F	A thriving city is built from great neighborhoods. Add: Objective 4F: Protect neighborhood character and cohesion by minimizing cut-through traffic and designing safe local connections.	Sharon Stockard	This proposed objective is highly subjective and immeasurable. The concept is addressed in Objectives 4e, 5c and 5d which connect transportation, land use and neighborhood context without specific design requirements which are determined at the project level	No change.
371	New Objective - 4G	The previous MTP had goals for aesthetics, so restore those. Restore similar intent: Objective 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.	Barbara Carlson	This objectives is too vague and subjective. It was cut and combined into Objective 4B as something that the MTP could actually measures. Objective 3C also helps to achieve what is asked for in this comment.	No change.
372	New Objective - 4G	<i>The MTP 2040 had objectives (5H and 5I) to promote aesthetics. These should be restored as a new 4G:</i> Objective 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.	Rabbit Creek Community Council	This objectives is too vague and subjective. It was cut and combined into Objective 4B as something that the MTP could actually measures. Objective 3C also helps to achieve what is asked for in this comment.	No change.
373	New Objective - 4G	The MTP 2040 had objectives to promote aesthetics. This should be restored: New Objective 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.	Nancy Pease	This objectives is too vague and subjective. It was cut and combined into Objective 4B as something that the MTP could actually measures. Objective 3C also helps to achieve what is asked for in this comment.	No change.
374	New Objective - 4G	The previous MTP had goals for aesthetics, so restore those. Restore similar intent: Objective 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.	Anonymous	This objectives is too vague and subjective. It was cut and combined into Objective 4B as something that the MTP could actually measures. Objective 3C also helps to achieve what is asked for in this comment.	No change.
375	New Objective - 4G	The MTP2040 had goals for aesthetics, so restore those: Add an objective: 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.	Anonymous	This objectives is too vague and subjective. It was cut and combined into Objective 4B as something that the MTP could actually measures. Objective 3C also helps to achieve what is asked for in this comment.	No change.
376	New Objective - 4G	Objective 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.	Joan Diamond	This objectives is too vague and subjective. It was cut and combined into Objective 4B as something that the MTP could actually measures. Objective 3C also helps to achieve what is asked for in this comment.	No change.
377	New Objective - 4G	The previous MTP had goals for aesthetics, so restore those. Restore similar intent: Objective 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.	Sharon Stockard	This objectives is too vague and subjective. It was cut and combined into Objective 4B as something that the MTP could actually measures. Objective 3C also helps to achieve what is asked for in this comment.	No change.
378	New Objective - 4H	Walkable neighborhoods are highly valued. Add: Objective 4H. Design and build walkable neighborhood centers , accessible by foot and bike to increase property values and promote community interaction.	Barbara Carlson	The concept is included in Objectives 4E, 5C and 5D which connect transportation, land use and neighborhood context without specifying design requirements, which are determined at the project level and outside the scope of the MTP.	No change.
379	New Objective - 4H	Walkable neighborhoods are highly valued. Add: Objective 4H. Design and build walkable neighborhood centers , accessible by foot and bike to increase property values and promote community interaction.	Sharon Stockard	The concept is included in Objectives 4E, 5C and 5D which connect transportation, land use and neighborhood context without specifying design requirements, which are determined at the project level and outside the scope of the MTP.	No change.
380	New Objective - 4H	Walkable neighborhoods are highly valued. Add: Objective 4H. Design and build walkable neighborhood centers, accessible by foot and bike to increase property values and promote community interaction.	Anonymous	The concept is included in Objectives 4E, 5C and 5D which connect transportation, land use and neighborhood context without specifying design requirements, which are determined at the project level and outside the scope of the MTP.	No change.
381	New Objective - 4H	Walkable neighborhoods are vibrant, safer, healthier, and have enhanced property values. Add an objective: 4H. Create walkable neighborhoods, where commercial centers are accessible by foot and bike within 15 minutes, to increase property values and community interaction.	Anonymous	The concept is included in Objectives 4E, 5C and 5D which connect transportation, land use and neighborhood context without specifying design requirements, which are determined at the project level and outside the scope of the MTP.	No change.

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#	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation
382	New Objective - 4H	Objective 4H. Design and build walkable neighborhood centers, accessible by foot and bike to increase property values and promote community interaction.	Joan Diamond	The concept is included in Objectives 4E, 5C and 5D which connect transportation, land use and neighborhood context without specifying design requirements, which are determined at the project level and outside the scope of the MTP.	No change.
383	New Objective - 5F	Add new Objective 5F: Identify and prioritize compact zones where active transportation systems can be enhance to create 15-minute-walkable neighborhoods." This geographic approach can be measured better than "healthy lifestyles".	Nancy Pease	The concept is included in Objectives 4E, 5C and 5D which connect transportation, land use and neighborhood context without specifying design requirements, which are determined at the project level and outside the scope of the MTP.	No change.
384	New Objective - 5G	There should be a new Objective 5G: Research and adopt design standards to mitigate and withstand new climatic conditions, such as the urban heat island effect, and larger precipitation events.	Nancy Pease	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward comment to consultant for consideration during the policies development phase of the MTP.
385	New Objective - 5G	Suggest keeping 2040 objectives because they use everyday words. 5G. Minimize and mitigate impacts on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands, and parklands.	AMATS Bicycle and Pedestrian Advisory Committee	This is covered under objective 5D.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support Context-Sensitive Solutions process during transportation project development. design standards in order to ensure transportation system compatibility with the natural environment. " Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
386	New Objective - 5H	5H. Enhance aesthetics through transportation improvements consistent with community character.	AMATS Bicycle and Pedestrian Advisory Committee	This objectives is too vague and subjective. Objective 3C & 4B helps to achieve what is asked for in this comment.	No change.
387	New Objective - 5I	5I. Match street design to the use and character of the community/neighborhood through Complete Streets, recognizing that characters may vary from primarily commercial to primarily residential and from primarily urban to primarily rural.	AMATS Bicycle and Pedestrian Advisory Committee	This is covered under objectives 4E and 5D.	No change.
388	New Objective - 6D	Add: 6D. Create more opportunities for multi-modal transportation from underserved neighborhoods including trail connections, bicycle-only lanes, and wide usable sidewalks that aren't littered with utility poles and other infrastructure.	Anonymous	This is already covered under objective 6A.	No change.
389	New Objective - Goal 3	3: Add: Permit and encourage low-cost, temporary infrastructure changes to experiment with road redesigns. Too many of our solutions are all or nothing, and take many years and millions of dollars. It would be cheaper and more effective to use an incremental and experimental approach. We suggest calling for the creation of a division of iterative design which will solicit citizen ideas and experiment with new traffic solutions.	Bike Anchorage	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward comment to consultant for consideration during the policies, actions, and projects development phases of the MTP.
390	New Objective - Goal 5	The objectives here are meaningful and appropriate. Please consider adding: 'Prioritize active transportation systems to create '15 minute walkable neighborhoods.'	Anchorage Citizens Coalition	The concept is included in Objectives 4E, 5C and 5D which connect transportation, land use and neighborhood context without specifying design requirements, which are determined at the project level and outside the scope of the MTP.	No change.
391	New Objective - Goal 5	Consider a new objective 'Give priority to projects that reduce acreage of pavement.'	Anchorage Citizens Coalition	This is more suited to the criteria of the MTP and can be considered then.	No change. Forward comment to the consultant for consideration during the development of the MTP criteria.
392	New Objective - Goal 6	Suggest adding an objective under this goal such as (c/o Karol Fink, DHSS): "Document and i ncrease mobility and access for the elderly and persons with disabilities."		This is more suited to the criteria of the MTP and can be considered then.	No change. Forward comment to the consultant for consideration during the development of the MTP criteria.
393	New Objective - Goal 6	This new goal is welcomed. Families are well aware how much it costs to own and maintain cars and pay rent or mortgages. Recommend new objective: 'Reduce share of lower-income households' budgets that are spent on transportation and housing.'	Sharon Stockard	This is more suited to the criteria of the MTP and can be considered then.	No change. Forward comment to the consultant for consideration during the development of the MTP criteria.
394	New Objective - Goal 6	Document and increase mobility and access for the elderly and persons with disabilities.	AMATS Bicycle and Pedestrian Advisory Committee	This is already covered under the vulnerable populations language in the Objectives for Goal 6.	No change.

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395	New Objective - MTP Objective 3C	Don't cut [2040 MTP Objective 3C], but add non-motorized to the 2040 objective for 2050 MTP. This objective could and should be met through NM projects which use ROW or easements to provide such access into and out of subdivisions. Especially important in EJ areas where many daily activities are accomplished without cars.	AMATS Community Advisory Committee	2040 MTP Objective 3C: Establish an adequate number of access points from subdivisions to adjacent higher-order streets. This objective is covered under the new objective 3D. Staff will review objective 3D to amend the "street network" language to encompass non-motorized facilities that are not part of the street.	Edit Objective 3D to clarify the objective is not just focusing on vehicular improvements. "Enhance the connectivity of the existing street network transportation system, minimizing barriers and disconnections of the existing roadways, and improve multi-modal access to activity centers."
396	New Project	1 Extend the Bike trail on N side of ER Road past its current terminus to Eagle River Lane. This will allow children from Subdivisions there can ride to the Park and ball fields staying OFF of Eagle River Road. 2. Replace the ENTIRE section of multiuse trail along Eagle River Road from Genora Street to the old Fire Station. Multiple breaks in current trail from roots, uneven breaks at top of the trail where traffic post located as the trail dips into the wooded section. Also at the bottom of the small dips the asphalt is uneven and broken.	Anonymous	This is a new project and can be carried forward to the project nomination phase of the MTP development.	No change. Forward this comment to the consultant for consideration during the project development phase of the MTP.
397	New Project	Eagle Rive Road, from Eagle River Loop Rd to the nature center desperately needs a bike trail. There is a very popular nature center at the end of the 12 mile road that is popular for bikers and runners and most of the road does not have a bike trail. It would be great to have a trail system close to the river, away from traffic that is traveling 55 mph plus.	Kevin Brent Cross	This is adding in a new project and can be looked at during the project selection phase of the MTP development.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
398	New Project	Eagle River Road, from Eagle River Loop Rd to the nature center desperately needs a bike trail. There is a very popular nature center at the end of the 12-mile road that is popular for bikers and runners and most of the road does not have a bike trail. It would be great to have a trail system close to the river, away from traffic that is traveling 55 mph plus. There should be a highway from Eagle River to Girdwood. This would allow a ton of traffic to bypass Anchorage, and create a bypass route for times when there is a major incident on the Seward Highway Between Anchorage and Girdwood which happens regularly.	Kevin Brent Cross	This is adding in a new project and can be looked at during the project selection phase of the MTP development.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
399	New Project	Provide calm active transportation routes by developing Greenbelt corridors in Chugiak-Eagle River.	Will Taygan	This is adding in a new project and can be looked at during the project selection phase of the MTP development.	No change. Forward comment to the consultant for consideration during the project development phase of the MTP.
400	New Project	Building out a bike path system connecting Eklutna with the Coastal Trail, extending up Turnagain Arm to Portage, would leverage a surge in tourism centered around biking and hiking this "long trail" along one of the world's most stunning settings. This would ccreate a destination that would boost tourism as dramatically as a having a new national park. Re-locating overhead powerlines from view sheds is another way to produce tourist buzz. Goose Lake Park beach is an example. What might be one of the most stunning views in the city has high-voltage wires strung across it. What's become invisible to locals is repulsive to high-rolling visitors.	Anonymous	This is a new project and can be carried forward to the project nomination phase of the MTP development.	No change. Forward comment to the consultant to consider during the project development portion of the MTP.

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401	New Project	<p>GOAL: complete calm and inviting greenbelt and roadway active transportation corridors to outlying communities (e.g. Eklutna and Girdwood.)</p> <p>Adopted muni, state and federal plans call for a bike path from the Mat-Su to Turnagain Pass, including a northern extension of the Coastal Trail connecting Eklutna to Eagle River. Chugiak-Eagle River still has significant undeveloped land to build out the greenbelt system laid out in Muni 1997 Areawide Trails Plan.</p> <p>Providing attractive, calm and speedy nonmotorized corridors will remove bicycles and pedestrian from motorized corridors (cars turning across sidewalks through downtown Eagle River is extremely dangerous for cyclists, but the Glenn Hwy path provides as safe and fast alternate route, making it safer and faster for drivers and cyclists.)</p> <p>Extending the Glenn Hwy bike path north to Eklutna will provide safe routes to schools and parks, and connecting trails along major roads (eg Oberg, Birchwood) and stream setbacks (Fire Creek, Mirror Creek, Edmonds Creek) will link to the proposed northern extension of the coastal trail.</p> <p>Please include these goals in the 2050 MTP.</p>	Will Taygan	This can be reviewed during the project selection phase of the MTP for consideration.	No change. Forward comment to consultant for consideration during the project selection and development phase of the MTP
402	Objective 1A	"Effective usability" and "all modes" need to be defined in order to increase the statement effectiveness. Without those definitions, I can't accurately evaluate it.	Jena Ferrarese	Staff agrees a definition for effective use can be added and to make the objective more clear it is talking about all modes of travel.	Staff recommends the following edits for Objective 1A: Maintain and rehabilitate existing infrastructure to achieve and preserve a state of good repair with effective use for all modes of travel year-round.
403	Objective 1A	I think this objective could be more simply stated, such as "maintain infrastructure to support its effective use year-round." The rest of the objective statement is largely implicit. Fundamentally, if you're maintaining infrastructure it will be preserved and in good repair allowing use by the modes it is intended to support.	Anonymous	The objective is meant to be this explicit so it can be measured as part of the performance measures and targets phase of the MTP.	No change.
404	Objective 1A	<p>"all modes" – is really jargony. Please consider everyday words.</p> <p>Suggested revision: Maintain and repair existing infrastructure (such as roads, sidewalks, biking/walking trails, etc.) to ensure they are safe and accessible for driving, walking, biking and, other modes of transportation, year-round.</p>	AMATS Bicycle and Pedestrian Advisory Committee	Staff agrees the objective could be made clearer.	Staff recommends the following edits for Objective 1A: Maintain and rehabilitate existing infrastructure to achieve and preserve a state of good repair with effective use for all modes of travel year-round.
405	Objective 1A	<p>Objective 1A Delete the words effective usability, which are not defined. Instead, add language to: 1. fund maintenance and rehabilitation before funding new construction 2. calculate the life-time maintenance costs of any proposed construction, and ensure that future costs are part of the future budget</p>	Barbara Carlson	<p>The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility.</p> <p>Maintenance cost of a project is reviewed as part of the fiscal constraint.</p>	No change.
406	Objective 1A	Objective 1A: maintenance is rarely considered adequately for new projects nor is it part of future budgets. Ensure with more precision and clarity that maintenance is addressed in budgets and all proposed projects.	Dianne Holmes	Thank you for your comment. The MTP is working on way to improve the maintenance considerations for future projects.	No change. Ensure comment is reviewed during the fiscal analysis for the 2050 MTP.
407	Objective 1A	1A: Without overt maintenance priorities, car-centric infrastructure is prioritized in Anchorage. When there isn't a plan and priority for maintaining sidewalks and bike lanes, those facilities become unusable (through deterioration or inadequate winter maintenance), which forces people into the road, and some of those people will die. To help meet the other Goals of the plan (especially Goals 2, 3, 5, and 6), we suggest explicitly calling for prioritization of non-motorized facilities for maintenance.	Bike Anchorage	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
408	Objective 1A	- Prioritize maintaining walk, bus, and bike facilities (i.e. bus stops, sidewalks, paths, trails) over motorized infrastructure. The funding percentage for these facilities should be increased to align with this priority. - It's important to have quality, year round maintenance and update our existing infrastructure before building new infrastructure.	Airport Heights Community Council	AMATS plays an important role in coordination between the MOA and DOT&PF regarding snow maintenance and is still trying to figure out our ability to influence maintenance budgets. The MTP will be talking more about this in the document itself.	No change. Forward comment to consultant for consideration during the performance measures, targets, criteria, project, and policies and actions development phases of the MTP.
409	Objective 1A	<p>Objective 1A Delete the words effective usability, which are not defined. Instead, add language to: 1. fund maintenance and rehabilitation before funding new construction 2. calculate the life-time maintenance costs of any proposed construction, and ensure that future costs are part of the future budget</p>	Sharon Stockard	<p>The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility.</p> <p>Maintenance cost of a project is reviewed as part of the fiscal constraint.</p>	No change.

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410	Objective 1A	Objective 1A Delete the words effective usability, which are not defined. Instead, add language to: 1. fund maintenance and rehabilitation before funding new construction 2. calculate the life-time maintenance costs of any proposed construction, and ensure that future costs are part of the future budget	Anonymous	The MTP Goals and Objectives are not prioritized. Scoring criteria is the place where projects are compared to see if it should be a new project or a rehabilitation of an existing facility. Maintenance cost of a project is reviewed as part of the fiscal constraint.	No change.
411	Objective 1A	In proposed Objective 1A, delete the words "effective usability", which are obscure jargon.	Anonymous	Staff agrees the objective could be made clearer and a definition for effective use added.	Staff recommends the following edits for Objective 1A: Maintain and rehabilitate existing infrastructure to achieve and preserve a state of good repair with effective use for all modes of travel year-round. Staff recommends the following definition for Effective Use: "The degree to which the transportation system can be successful in producing desired or intended results."
412	Objective 1B	More specific comments: 1 Add a new Objective 1.B Promote TSM solutions adapted for a Sub-Arctic metropolitan area with an emphasis on winter usability of existing transportation infrastructure.	Allen Kemplen	TSM strategies are covered under objective 3A. Objective 3E addresses winter mobility. The project and policy recommendations portion of this plan will be the best place to come up with specific ways to concurrently address both objectives.	No change.
413	Objective 2A	Break into separate motorized and non-motorized goals. The means of achieving reductions are different, which will require different performance measures to track and actions to improve. Also, this will encourage continued and perhaps more granular look at the separate statistics of these two goals.	AMATS Community Advisory Committee	Staff disagrees. Goals and Objectives should be more broad based statements. This is better covered under the performance measures, targets, and criteria stage of development.	No change.
414	Objective 2A	The Objectives are too vague. We have suggested defined outcomes, not just the vague assurance of "reduced" harm. We want to emphasize physical designing for safety, because speed and inattention will always pose danger to travelers. "What pedestrians and cyclists really need: infrastructure that consistently makes room for them, prioritizes their safety and comfort above vehicle speed, and that provides greater visibility for all road users when they do mix with traffic, so that when drivers need to share the road, it doesn't come as a surprise" (https://t4america.org/2021/11/30/behind-ped-cyclist-fatalities/)2. Unfortunately, pedestrian and cyclist fatalities and injuries have been on the rise in Anchorage. Revise Objective 2A. Reduce the number and severity of vehicle, pedestrian, bicycle and motorcycle and commercial vehicle crashes with a target of zero pedestrian and bicyclist fatalities in keeping with Vision Zero (https://visionzeronet.org/).	Rabbit Creek Community Council	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This comment is better covered under the performance measures, targets, and criteria section of the MTP. The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.	No change. Forward this comment to the consultant for consideration during the performance measures, targets, and criteria development phases of the MTP.
415	Objective 2A	re: 2A - while crashes are tragic, they also seem to be a fairly low percentage of deaths in Anchorage. I don't have the stats in front of me, so that may be incorrect.	Jena Ferrarese	Thank you for your comment.	No change.
416	Objective 2A	In Objective 2A: Reduce the number of non-motorized fatalities to near zero in keeping with the Vision Zero plan already adopted by the Municipality Add a new Objective 2D: Design for safety over speed on local and arterial roads to reduce crashes and severity of injuries.	Barbara Carlson	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This comment is better covered under the performance measures, targets, and criteria section of the MTP. The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.	No change. Forward this comment to the consultant for consideration during the performance measures, targets, and criteria development phases of the MTP.

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417	Objective 2A	Draft Objective 2A. Revise it as follows: Reduce the number and severity of vehicle, pedestrian, bicycle and motorcycle and commercial vehicle crashes in conformance with Vision Zero.	Nancy Pease	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This comment is better covered under the performance measures, targets, and criteria section of the MTP.</p> <p>The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.</p>	No change. Forward this comment to the consultant for consideration during the performance measures, targets, ad criteria development phases of the MTP.
418	Objective 2A	Objective 2A: Reduce the number and severity of vehicle, pedestrian, bicycle, motorcycle and commercial vehicle crashes and fatalities. Can you add numbers or percentages to this objective?	Anchorage Citizens Coalition	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This comment is better covered under the performance measures, targets, and criteria section of the MTP.</p> <p>The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.</p>	No change. Forward this comment to the consultant for consideration during the performance measures, targets, ad criteria development phases of the MTP.
419	Objective 2A	In Objective 2A: Reduce the number of non-motorized fatalities to near zero in keeping with the Vision Zero plan already adopted by the Municipality	Sharon Stockard	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This comment is better covered under the performance measures, targets, and criteria section of the MTP.</p> <p>The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.</p>	No change. Forward this comment to the consultant for consideration during the performance measures, targets, ad criteria development phases of the MTP.
420	Objective 2A	2A should distinguish what roadway users are causing crashes and fatalities and work to minimize their mode share and behavior accordingly. The current sentence contributes a false narrative that each mode shares contributes equally to unsafe streets.	Donovan Camp	<p>Staff disagrees. This objective is not saying that. It is saying all modes need to be looked and have their numbers of crashes and fatalities reduced regardless if one mode has a higher number of them or not.</p>	No change.

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421	Objective 2A	In Objective 2A: Reduce the number of non-motorized fatalities to near zero in keeping with the Vision Zero plan already adopted by the Municipality	Anonymous	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This comment is better covered under the performance measures, targets, and criteria section of the MTP.</p> <p>The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.</p>	No change. Forward this comment to the consultant for consideration during the performance measures, targets, ad criteria development phases of the MTP.
422	Objective 2A	In objective 2A: Reduce the number of non-motorized fatalities to near zero in keeping with the Vision Zero plan already adopted by the Municipality	Anonymous	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This comment is better covered under the performance measures, targets, and criteria section of the MTP.</p> <p>The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.</p>	No change. Forward this comment to the consultant for consideration during the performance measures, targets, ad criteria development phases of the MTP.
423	Objective 2A	DESIGN safer and more secure places In Objective 2A: Reduce the number of non-motorized fatalities to near zero in keeping with the Vision Zero plan already adopted by the Municipality	Anonymous	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This comment is better covered under the performance measures, targets, and criteria section of the MTP.</p> <p>The MOA Vision Zero plan is not the only plan that AMATS has to accommodate in the MTP.</p>	No change. Forward this comment to the consultant for consideration during the performance measures, targets, ad criteria development phases of the MTP.
424	Objective 2B	Re: 2B - This is often used as an excuse to widen roads and design for higher speeds. Emergency response can still be effective and quick if the response system is altered to adapt to new/changed or multi-modal transportation systems instead of the other way around.	Anonymous	Objective 2B is just one of many objectives in the MTP. Each project will be scored to see how it helps to address all Goals and Objectives.	No change.
425	Objective 2B	I proving emergency response times does not address the core issue of vehicle/pedestrian/cyclist collisions. The best way to reduce traffic accidents and fatalities of walkers and bikers is to provide an off road path or to have barriers between the roadway and bike lanes.	Stephanie Rice	Objective 2B is just one objective of the MTP. The other objectives and goals are intended to help improve the transportation system for all users as well.	No change.
426	Objective 2B	re: 2B - I've never heard of an instance where emergency response time was the critical factor in injury severity or death related to transportation. It's entirely possible it's actually a significant factor, but if that's the case it hasn't been well publicized or communicated. While I don't think this should be ignored, I also don't see a need to focus on reducing what seem to be already adequately low barriers.	Jena Ferrarese	Emergency Response times are a critical factor in helping to save lives. Thank you for your comment.	No change.
427	Objective 2B	Not sure what question 2be was all about.	Tim Kosednar	Thank you for your comment.	No change.

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428	Objective 2B	2b is in contrast to 2a and 2c given current fire department/emergency response preferences that typically require increased turn radii, more and wider lanes, etc. Number of crashes is unrelated to severity, e.g. there are often more, less severe crashes in roundabouts, on narrower streets, and I'm traffic calmed streets that should not impact the goal of decreased severity	Anonymous	The MTP can do both. Reduce the number of crashes and the severity of crashes.	No change.
429	Objective 2B	2B: Instead of focusing on emergency response, we should focus on emergency causes. We suggest calling for any stretch of road with more than 1 collision per 6 months to be redesigned, and the contributing factors to the collisions should be avoided in designing future facilities..	Bike Anchorage	This is more suited to the criteria of the MTP and can be considered then.	No change. Forward comment to the consultant for consideration during the development of the MTP criteria.
430	Objective 2B	Objective 2B: Reduce barriers to timely emergency response. This wording is improved from previous that implied additional lanes to improve response time.	Anchorage Citizens Coalition	Thank you for your comment.	No change.
431	Objective 2B	Item 2B should be removed or rewritten. As written it only provides an excuse to build faster roads.	Bob Butera	You can help with emergency response in other ways besides building faster roads. This is only one objective and all projects will have to be weighed against all other objectives during the project scoring phase of the MTP.	No change.
432	Objective 2B	2B, Barriers can and often include roadway design and infrastructure that makes roadways safer for people outside of cars. This sentence should include confining verbiage that necessitates a greater increase to public safety when barriers are reduced.	Donovan Camp	This is only one objective and all projects will have to be weighed against all other objectives during the project scoring phase of the MTP.	No change. Forward comment to consultant for consideration during the project criteria development phase of the MTP.
433	Objective 2B	Change "Reduce barriers..." to "Improve ability to achieve"...	MTP Project Team		Staff recommends the following changes to objective 2B: " Reduce barriers Improve ability to achieve timely emergency response".
434	Objective 2C	Especially 2C seems like a hodge-podge of different issues combined to one measure. Break into 3 items when monitoring for success... Perhaps include a measure of health equity...institute policies to limit over-policing of BIPOC community members and/or ensure that resources for safe bike/ped/bus modes are equitably available to community members regardless of race/ethnicity/economic status	Lauren Kelsy	Thank you for your comment. These ideas can be considered when developing the performance measures and targets (how the goals and objectives will be measured) in the next step of the MTP.	No change. Forward comment to consultant for consideration during the development of the MTP performance measures and targets.
435	Objective 2C	re: 2C - this seems like it would address the most frequent issues	Jena Ferrarese	Thank you for your comment.	No change.
436	Objective 2C	2C: It sounds like 2C aims to change individual behavior through educational campaigns (although that is not completely clear from the wording). If so, that is unlikely to be a successful way of achieving the objective of Improving Safety & Security. It would be more effective to specify that the objectives in 2C will be achieved through changing infrastructure. For example, a more effective option would be to call for converting roads with a 40mph or greater posted speed limit to limited-access roads, including physical barriers and few or no intersections. Roads not suited to being limited-access should be redesigned for a lower speed limit appropriate to local use. Vehicles traveling over 40mph are inherently dangerous and must be separated from each other and other modes of travel.	Bike Anchorage	The MTP can do both. Call for ways to help with individual behaviors and help with changing infrastructure. A number of the Goals and Objectives do just that. A number of these items are design specifics and outside the scope of the MTP.	No change.
437	Objective 2C	It sounds like 2C aims to change individual behavior through educational campaigns (although that is not completely clear from the wording). If so, that is unlikely to be a successful way of achieving the objective of Improving Safety & Security. It would be more effective to specify that the objectives in 2C will be achieved through changing infrastructure.	Anonymous	The MTP can do both. Call for ways to help with individual behaviors and help with changing infrastructure. A number of the Goals and Objectives do just that. A number of these items are design specifics and outside the scope of the MTP.	No change.
438	Objective 2C	2C Add - separate mode prioritized networks to minimize conflict points and level of stress between different.. Specify what "attentiveness and awareness" is referring to. Add verbiage that specifies equitable levels of responsibility for the different modes.	Donovan Camp	This is more suited to the criteria of the MTP and can be considered then.	No change. Forward comment to the consultant for consideration during the development of the MTP criteria.
439	Objective 2C	For 2C, I would add "...and increase user attentiveness and awareness."	Anonymous	Thank you for your comment.	No change.
440	Objective 2D	Add a new Objective 2D: Design for safety over speed on local and arterial roads to reduce crashes and severity of injuries.	Sharon Stockard	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
441	Objective 2D	2. Add a new Objective 2D Support development of a Housing Plan that promotes multi-modal transportation options.	Allen Kemplen	A housing plan is outside the scope of the MTP. This is better addressed by the local planning group. Some aspects of a housing plan can be considered for incorporated into the MTP. Staff will forward this comment to the MOA long range planning group for their consideration.	No change. Staff recommends forwarding this comment to the MOA long range planning staff for consideration.
442	Objective 2E	3. Add.a new Objective 2E Explore innovative system approaches to reducing conflicts between motorized and non-motorized travel.	Allen Kemplen	Minizing conflicts is already covered under objective 2C.	No change.

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443	Objective 3A	Innovative technologies (I'm assuming you are referring to electric cars) are not conducive to affordable transportation. Elec vehicles are not a benefit to low-income households since they are expensive and low-income people rent. Landlords are not going to pay to charge their cars, and elec vehicles do not break down cheap.	Kevin Brent Cross	Objective 3A is just one objective of the MTP. Other objectives throughout Goal 3 and Goal 6 help with equity. The MTP can do both, account for the emergence of electric vehicles and their impact on the transportation system while also incorporating equity.	No change.
444	Objective 3A	Not sure what 3A terms mean...provide definitions/examples in further surveys?	Lauren Kelsy	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
445	Objective 3A	Too much jargon in 3A. What do these things do?	Anonymous	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
446	Objective 3A	3A, 3C might be OK, but lack enough information to explain what these programs and jargon mean in real life.	Anonymous	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
447	Objective 3A	3A: Instead of using buzzwords, say what you mean.	Graham Downey	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
448	Objective 3A	Edit Objective 3A to be easier to understand: Improve the existing transportation system efficiency through the implementation of effective and innovative strategies and technologies, such as Transportation System Management and Operations (TSMO), Transportation Demand Management (TDM), and Intelligent Transportation System (ITS) strategies .	MTP Project Team	Staff agrees the objective could be made clearer.	Staff recommends the following edits to objective 3A: Improve the existing transportation system efficiency through the implementation of effective and innovative strategies and technologies, such as Transportation System Management and Operations (TSMO), Transportation Demand Management (TDM), and Intelligent Transportation System (ITS) strategies .
449	Objective 3B	We like these however please give examples of transportation facilities. Thank you. Suggested revision: Provide infrastructure (such as roads, sidewalks, biking/walking trails, etc.) to encourage and accommodate pedestrian and bicycle travel.	AMATS Bicycle and Pedestrian Advisory Committee	Staff agrees the objective could be made clearer.	Staff recommends the following edits to objective 3B: "Provide transportation facilities to encourage transit use and improve accommodate pedestrian and bicycle travel."
450	Objective 3B	suggested revision: MTP 2040's 3E goal included "transit use." We suggest adding this back into this objective for facilities since 3G focuses on services.	AMATS Bicycle and Pedestrian Advisory Committee	Staff agrees that transit is an important part of the transportation system and it should be part of this objective.	Staff recommends the following edits to objective 3B: "Provide transportation facilities to encourage transit use and improve accommodate pedestrian and bicycle travel."
451	Objective 3B	Replace draft Objective 3B: Provide transportation facilities to encourage and accommodate pedestrian and bicycle travel. Design low-stress bicycle and pedestrian facilities to community destinations and schools to encourage these travel modes. "Low stress" is an emerging term in transportation planning for minimizing points of conflict between motorized and non-motorized users.	Rabbit Creek Community Council	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward this comment about "stress level of non-motorized facilities" to the consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.
452	Objective 3B	Objective 3B: Use more direct language. Revision should say: Design low-stress pedestrian and bike facilities to encourage and accommodate these travel modes.	Barbara Carlson	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward this comment about "stress level of non-motorized facilities" to the consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.

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453	Objective 3B	Replace draft Objective 3B: Design low-stress bicycle and pedestrian facilities to increase mode share by these travel modes. Identify zones where bicycle and pedestrian travel are the pre-eminent travel mode, such as some commercial 'main streets', and school and community park environs.	Nancy Pease	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward this comment about "stress level of non-motorized facilities" to the consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.
454	Objective 3B	3B: We suggest being more specific here to ensure this document guides appropriate implementation of infrastructure to achieve Goal 3. For example, metrics such as "Dedicate at least 25% of all street miles to prioritize non-motorized vehicles and/or transit by 2050, meaning 1% per year" or "Build 3 miles of protected bicycle lanes per year" would be more effective because they are specific and quantifiable.	Bike Anchorage	This is more suited to be part of the performance measures and targets development phase of the MTP.	No change. Forward comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
455	Objective 3B	- Add "transit" to this objective	Airport Heights Community Council	Staff agrees that transit is an important part of the transportation system and it should be part of this objective.	Staff recommends the following edits to objective 3B: "Provide transportation facilities to encourage transit use and improve accommodate pedestrian and bicycle travel."
456	Objective 3B	Objective 3B: Use more direct language. Revision should say: Design low-stress pedestrian and bike facilities to encourage and accommodate these travel modes.	Sharon Stockard	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward this comment about "stress level of non-motorized facilities" to the consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.
457	Objective 3B	3B: Add more specificity: "Dedicated at least 25% of all street miles to prioritize non-motorized vehicles and/or transit by 2050, meaning 1% per year." "Build 3 miles of protected bicycle lanes per year."	Graham Downey	This is more suited to be part of the performance measures and targets development phase of the MTP.	No change. Forward comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
458	Objective 3B	Objective 3B revise to: Design low-stress pedestrian and bike facilities to encourage and accommodate these travel modes.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward this comment about "stress level of non-motorized facilities" to the consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.
459	Objective 3B	Objective 3B: Careful design and alignment is essential to make active transportation an inviting choice. Add the words: Design low-stress pedestrian and bike facilities to encourage and accommodate these travel modes.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward this comment about "stress level of non-motorized facilities" to the consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.
460	Objective 3B	Edit Objective 3B to call out transit use and to be more clear. "Provide transportation facilities to encourage transit use and improve accommodate pedestrian and bicycle travel."	MTP Project Team		Staff recommends the following edits to objective 3B: "Provide transportation facilities to encourage transit use and improve accommodate pedestrian and bicycle travel."
461	Objective 3B-3F	3b-3F "improve efficient and reliable access to all neighborhoods, jobs and community destinations. Design low-stress pedestrian and bike facilities to encourage and accommodate these travel modes. Design infrastructure that supports intended land use patterns and avoids negative impacts to surrounding neighborhoods and land uses. Manage congestion by optimizing overall travel times for all travelers, not just vehicular travel speeds. reduce miles driven by better land use patterns, better road connections, and alternative delivery modes such as rail.	Joan Diamond	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change. Forward this comment about "stress level of non-motorized facilities" to the consultant for consideration during the performance measures, targets, criteria, and policies and actions development phases of the MTP.
462	Objective 3C	We like these however please give examples of transportation facilities. Thank you. Implement infrastructure (such as roads, sidewalks, biking/walking trails, etc.) that are appropriate for the intended adjacent land use.	AMATS Bicycle and Pedestrian Advisory Committee	The objective should be broad enough to allow for all options. Staff would have to list every since transportation option/facilities possible to ensure nothing is missed.	No change.

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463	Objective 3C	Reword draft Objectives 3C and 3E, both of which address land use, insert a new 3F, revise old 3F and renumber it as 3G, then renumber the following objectives as 3H and 3I: Objective 3C. Implement transportation facilities that are (sic) appropriate for the intended adjacent land use. Design infrastructure that supports intended land use patterns and avoids negative impacts to surrounding neighborhoods and land uses.	Rabbit Creek Community Council	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
464	Objective 3C	3C - I'm not sure what this is supposed to mean/I'm having trouble visualizing examples of appropriate/inappropriate...	Jena Ferrarese	This objective is meant to ensure transportation project looks at the adjacent land use and ensure that the project fits within that land use. For example, if the land use is mixed residential you would go to the 2040 Land Use plan and see what it calls for regarding transportation that fits the land use.	No change.
465	Objective 3C	3A, 3C might be OK, but lack enough information to explain what these programs and jargon mean in real life.	Anonymous	Staff agrees that definitions should have been included as part of the survey. They were included in a separate document on the MTP project page. Staff is working on trying to streamline and use plain language for the MTP.	Staff recommend any future surveys include any definitions for words for phrases that can not be turned into plan language.
466	Objective 3C	Reword draft Objective 3C and 3E, both of which address land use: Revised objective 3C: Design infrastructure that supports intended land use patterns and avoids negative impacts to surrounding neighborhoods and land uses.	Nancy Pease	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
467	Objective 3C	Objective 3C: the MOA has many land use plans that support neighborhoods and 2050 MTP should coordinate designs that do not end up impacting the city in negative ways.	Dianne Holmes	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
468	Objective 3C	3C: Implementing transportation facilities for adjacent land use does not take through-traffic into consideration through-traffic, even though the MTP is meant to facilitate transportation (not local land use). We suggest that transportation facilities should also take connectivity into account, especially for underserved modes of transportation, for which connectivity is currently insufficient for access to many parts of the city. We also suggest referring specifically to the desired adjacent land use, in recognition of the fact that the community's vision for a corridor may not match the current condition and updating the transportation facilities will be an important step in activating the vision.	Bike Anchorage	The MTP is referring the 2040 Land Use plan and the Eagle River-Chugiak Land Use plan when talking about the desired adjacent land use. Those documents are where a project will have to look to see the land use. Connectivity is part of objective 3D.	No change.
469	Objective 3C	Objective 3C: Support our adopted land use and neighborhood plans. Revision should say: Design infrastructure that supports intended land use patterns and avoids negative impacts to surrounding neighborhoods and land uses.	Sharon Stockard	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
470	Objective 3C	3C: Implementing transportation facilities for adjacent land use does not take into consideration through-traffic, where someone using a given mode of transportation may not be using the adjacent land, but still needs a connected network to reach their ultimate destination.	Anonymous	Connectivity is part of objective 3D.	No change.
471	Objective 3C	3C: Change to "Implement transportation facilities for the desired adjacent land use."	Graham Downey	Thank you for your comment.	No change.
472	Objective 3C	Objective 3C: Support our adopted land use and neighborhood plans. Revise to: Design infrastructure that supports intended land use patterns and avoids negative impacts to surrounding neighborhoods and land uses.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
473	Objective 3C	Objective 3C: Avoid negative impacts to land uses envisioned in our adopted plans. Revise the objective to say: Design infrastructure that supports intended land use patterns and avoids negative impacts to surrounding neighborhoods and land uses.	Anonymous	AMATS is not a design entity that is up to DOT&PF and MOA. AMATS can take a role in helping with this by implementing and supporting policies such as the Context Sensitive Solutions and Complete Streets. These policies help to shape transportation projects to account for all users.	No change.
474	Objective 3C	Edit Objective 3C to correct a spelling error. "Implement transportation facilities that area appropriate for the intended adjacent land use."	MTP Project Team		Staff recommends the following edit to objective 3C: "Implement transportation facilities that area appropriate for the intended adjacent land use."
475	Objective 3D	If 3D includes constructing new roads through forests, parks, wetlands, and trail systems, the community does not want this.	Brita Mjos	Objective 3D is just one objective. All projects will have to be weighed against the other objectives as part of the project scoring. Other objectives take into account impacts to the environment.	No change.

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476	Objective 3D	As worded, it focuses too much on "street" which implies to will help cars get from point A to B. Also, using some everyday words would help this. suggested revision: "enhance the connectively of the pedestrian and bicycle network, minimize barriers."	AMATS Bicycle and Pedestrian Advisory Committee	Staff will review objective 3D to amend the "street network" language to encompass non-motorized facilities that are not part of the street.	Staff recommends the following edits to objective 3D: "Enhance the connectivity of the existing street network transportation system , minimizing barriers and disconnections of the existing roadways , and improve multi-modal access to activity centers."
477	Objective 3D	3D - I don't want any more reasons for people to race down large, well-connected streets than they already have. Anchorage is small enough that we do NOT need more connections, we just need to leave 5 min earlier and follow the traffic rules. Neighborhoods should never be interrupted to accommodate heavier traffic passing through them.	Jena Ferrarese	Thank you for your comment.	No change.
478	Objective 3D	Objective 3D: The current objective about congestion is too vague. Write this objective for travel efficiency, not "facility efficiency". Revise it to say: "Manage congestion by optimizing overall travel times for all travelers, not just vehicular travel speeds."	Barbara Carlson	Objective 3E deals with congestion. This comment is better considered as part of the scoring criteria and performance measures and targets phase of the MTP.	No change. Forward comment to consultant for consideration during the development of the MTP performance measures, targets, and scoring criteria.
479	Objective 3D	Draft objective 3D: define what outcome is intended from connecting the road network. If the intent is just to infuse traffic into all neighborhoods, with the inevitable negative impacts, then delete this Objective. A replacement Objective 3D: Connect discontinuous roadways where these connections will shorten local trips and encourage non-motorized travel, and not where they will create cut-through traffic that impacts local neighborhoods.	Nancy Pease	Staff will review objective 3D to amend the "street network" language to encompass non-motorized facilities that are not part of the street.	Staff recommends the following edits to objective 3D: "Enhance the connectivity of the existing street network transportation system , minimizing barriers and disconnections of the existing roadways , and improve multi-modal access to activity centers."
480	Objective 3D	3D: Enhancing connectivity of the existing street network will have limited success in meeting this goal because the existing street network does not always provide options for all modes. We suggest explicitly calling for improving mobility options in the existing network, not just connecting what currently exists.	Bike Anchorage	The MTP can do both. Connectivity is an important factor to work along. Objective 3H deal with mobility.	No change.
481	Objective 3D	Objective 3D: The current objective about congestion is too vague. Write this objective for travel efficiency, not "facility efficiency". Revise it to say: "Manage congestion by optimizing overall travel times for all travelers, not just vehicular travel speeds."	Sharon Stockard	Objective 3E deals with congestion. This comment is better considered as part of the scoring criteria and performance measures and targets phase of the MTP.	No change. Forward comment to consultant for consideration during the development of the MTP performance measures, targets, and scoring criteria.
482	Objective 3D	3D: Enhancing connectivity of the existing street network will have limited success in improving mobility options because the existing street network does not always provide options for all modes.	Anonymous	Thank you for your comment.	No change.
483	Objective 3D	3D is self-contradictory. Making a vague gesture towards "not inducing demand" is inadequate.	Graham Downey	Thank you for your comment.	No change.
484	Objective 3D	3D - this objective should be split in two. Improving multi-modal access to activity centers (while incredibly important and sorely lacking in Anchorage) is separate from enhancing the street connectivity and removing barriers to traffic.	Anonymous	They are actually very related in both their approach and overall Goal.	No change.
485	Objective 3D	Objective 3D: Revise for travel efficiency, not "facility efficiency". "Manage congestion by optimizing overall travel times for all travelers, not just vehicular travel speeds."	Anonymous	Objective 3E deals with congestion. This comment is better considered as part of the scoring criteria and performance measures and targets phase of the MTP.	No change. Forward comment to consultant for consideration during the development of the MTP performance measures, targets, and scoring criteria.
486	Objective 3D	Objective 3D: The term "facility efficiency" could rationalize keeping traffic speeds high despite negative impacts. Change this objective to "travel efficiency". Add: "Manage congestion by optimizing overall travel times for all travelers, not just vehicular travel speeds."	Anonymous	Objective 3E deals with congestion. This comment is better considered as part of the scoring criteria and performance measures and targets phase of the MTP.	No change. Forward comment to consultant for consideration during the development of the MTP performance measures, targets, and scoring criteria.
487	Objective 3D	Edit Objective 3D to clarify the objective is not just focusing on vehicular improvements. "Enhance the connectivity of the existing street network transportation system , minimizing barriers and disconnections of the existing roadways , and improve multi-modal access to activity centers."	MTP Project Team		Staff recommends the following edits to objective 3D: "Enhance the connectivity of the existing street network transportation system , minimizing barriers and disconnections of the existing roadways , and improve multi-modal access to activity centers."
488	Objective 3D & 3H	3D and 3H are the most important to me. As a bike/pedestrian commuter route connections and winter mobility are very important. My son uses People Mover to commute to/from middle school. It is a great resource and I'd like to see it better utilized.	Anonymous	Thank you for your comment.	No change.
489	Objective 3E	Objective 3E. Manage congestion to support land use goals and facility(sic) efficiency while avoiding unwanted induced demand impacts. Manage congestion by optimizing overall travel times for all travelers, not just vehicular travel speeds.	Rabbit Creek Community Council	This comment is better considered as part of the scoring criteria and performance measures and targets phase of the MTP.	No change. Forward comment to consultant for consideration during the development of the MTP performance measures, targets, and scoring criteria.
490	Objective 3E	3E is similarly just a bunch of meaningless jargon.	Anonymous	Thank you for your comment.	No change.
491	Objective 3E	Re: 3e: managing (reducing) congestion is in direct conflict with land use goals that encourage economic activity(e.g. commercial development, especially smaller scale). Congestion in these places is a sign of success and should be viewed as such.	Anonymous	Thank you for your comment.	No change.
492	Objective 3E	Delete draft Objective 3E. New objectives to replace 3E: New 3E: Manage congestion by optimizing overall travel times for all travelers, not just vehicular travel speeds.	Nancy Pease	This comment is better considered as part of the scoring criteria and performance measures and targets phase of the MTP.	No change. Forward comment to consultant for consideration during the development of the MTP performance measures, targets, and scoring criteria.

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493	Objective 3E	3E: Managing congestion doesn't seem relevant to this goal because it won't improve mobility options; it only improves conditions for one mode (motorized traffic, which is the only mode with congestion issues currently). We suggest removing this objective.	Bike Anchorage	Motorized traffic is a mode of transportation that the MTP must consider. This objective also covers Public Transportation, a mode that is affected by congestion, and links up directly to other modes of travel such as biking/walking.	No change.
494	Objective 3E	- Recommend adding an MTP project selection criteria to penalize projects that induce unwanted demand.	Airport Heights Community Council	This comment is better considered as part of the scoring criteria.	No change. Forward comment to consultant for consideration during the development of the MTP scoring criteria.
495	Objective 3E	3E was less than clear.	Anonymous	Thank you for your comment.	No change.
496	Objective 3E	3E: Managing congestion doesn't seem relevant to this goal because it won't improve mobility options; it only improves conditions for one mode (motorized traffic, which is the only mode with congestion issues currently).	Anonymous	Motorized traffic is a mode of transportation that the MTP must consider. This objective also covers Public Transportation, a mode that is affected by congestion, and links up directly to other modes of travel such as biking/walking.	No change.
497	Objective 3E	I don't understand 3E - specifically the linkage between congestion and the support of land use goals.	Anonymous	This objective is about the relationship between land use and transportation. The MOA's Land Use Plan has goals and specifies areas for achieving the goals. The MTP helps plan for future transportation projects and those projects should be compatible with the Land Use goals and Land Use Map. Congestion can be managed by ensuring the land use (housing, schools, employment centers) and the transportation facility type (local roads, sidewalks, collector, higher-level roadways) are compatible.	No change.
498	Objective 3F	Regarding 3F, I have benefitted from the share ride system for years. I know more people from the valley would take the bus if there were more connections and buses to get them to their Anchorage employment in a timely fashion.		Thank you for your comment.	No change. Forward this comment to consultant for consideration during the MTP project development phase.
499	Objective 3F	Is this the reverse of "more people walk, bike and bus"? This could backfire b/c this encourages faster speed limits, designing roads that take the most direct route even if it cuts through a neighborhood. Can we reword to get what we really want? How about say "more people walk, bike and bus"?	AMATS Bicycle and Pedestrian Advisory Committee	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
500	Objective 3F	Revise Objective 3FG. Reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita . <i>Vehicle Miles Traveled is a keystone measure for an efficient and environmentally-sustainable land use and transportation system. Other municipalities seek to reduce ALL vehicle miles traveled, including freight miles. Vehicle freight miles can be reduced by more efficient land use patterns and delivery systems, and maybe by rail or drone delivery. Thus this objective should not be limited to reduction of passenger miles. The "per capita" allowance should be deleted so as not to accept VMT growth as an inevitable part of population growth: a growing city has even more incentive to reduce their VMT overall in order to have more compact land use, more street-level human activity, and lower GHG emissions. It is good for the health of the communiyt and for individuals if people spend less time driving and riding in vehicles.</i>	Rabbit Creek Community Council	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
501	Objective 3F	Objective 3F: Aim to reduce all vehicle miles traveled, not just passenger miles traveled. Vehicle freight miles can be reduced by better land use patterns, better road connections, and alternative delivery modes such as rail.	Barbara Carlson	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
502	Objective 3F	Revise Draft Objective 3F. Reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita .	Nancy Pease	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
503	Objective 3F	3F: Reducing VHT could be accomplished (or attempted) through raising speed limits. It would help to explicitly state that VMT and VHT need to shift from cars to other modes to achieve this objective	Bike Anchorage	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.

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504	Objective 3F	Climate Change Objective 3F: Reduce the passenger vehicle miles travelled (VMT) and passenger vehicle hours traveled (VHT) per capita. This objective is woefully inadequate, especially by including 'per capita.' In fact, to meet national climate change goals, overall VMT must be reduced. Electrification, while popular and capturing new funding, is too slow to do the job by itself. Remove 'passenger' and 'per capita' from the objective. Then develop concrete strategies to reduce VMT in the near term and the longer term, while maintaining mobility. New federal infrastructure money is coming, and it is critically important that Anchorage not use it to add vehicle capacity, induce demand and backslide from climate change objectives. Meeting climate change goals will require additional transit service in the short term. Is Anchorage even 'on record' with USDOT seeking correction for lopsided federal spending and equity in federal funding between adding lane miles and transit operations?	Anchorage Citizens Coalition	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
505	Objective 3F	- The way this objective is currently worded seems to encourage faster speed limits and designing roads that take the most direct route even if it cuts through a neighborhood, which does not align with the other goals and objectives in this plan nor with our community council values.	Airport Heights Community Council	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
506	Objective 3F	Objective 3F: Aim to reduce all vehicle miles traveled, not just passenger miles traveled. Vehicle freight miles can be reduced by better land use patterns, better road connections, and alternative delivery modes such as rail.	Sharon Stockard	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
507	Objective 3F	3F: Reducing VHT could be accomplished (or attempted) through raising speed limits. It would help to explicitly state that VMT and VHT need to shift from cars to other modes to achieve this objective.	Anonymous	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
508	Objective 3F	3F the reduction of travel is essential but need a goal.	Bob Butera	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
509	Objective 3F	Objective 3F: Aim to reduce all vehicle miles traveled, not just passenger miles traveled. Vehicle freight miles can be reduced by better land use patterns, better road connections, and alternative delivery modes such as rail.	Anonymous	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
510	Objective 3F	Objective 3F: This is a vital objective, but poorly worded. The objective should be to reduce ALL vehicle miles traveled, not just passenger miles traveled. Freight miles can be reduced through more compact land use and through rail.	Anonymous	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
511	Objective 3F	Remove this as an objective and incorporate it as a Performance Measure, Target, or Criteria.	MTP Project Team	This objective is more suited to be part of the performance measures and targets portion of the MTP.	Staff recommends removing objective 3F and consider it as part of the performance measures and targets.
512	Objective 3G	3G include higher route frequency	Donovan Camp	Thank you for your comment.	No change.
513	Objective 3H	3H should include keeping bike lanes and sidewalks plowed through the winter and moving utility poles out of crosswalk ramps and sidewalks.		This is included in the objective. Thank you for your comment.	No change.
514	Objective 3H	"multimodal" can we use a different term, an everyday word? Can we just say pedestrian and bicycle?	AMATS Bicycle and Pedestrian Advisory Committee	This objective applies to more than just pedestrian and biking. In addition to pedestrians and bicycling, it covers driving, transit, para-mobility, and all other modes. These are all important for the MTP to consider.	No change.
515	Objective 3H	7. Objective 3H warrants attention. "Design and maintain multi-modal facilities to accommodate winter mobility".At the very least, the word "accommodate" should be changed to "improve". Accommodation of winter mobility implies an acceptance of current practices. A strong case can be made that existing winter maintenance practices on much of the pedestrian infrastructure are woefully inadequate to creating a vital, more livable winter city. This is particularly important to the issue of environmental justice. AMATS should not accept the subtle discriminations implicit in the current design and maintenance of pedestrian infrastructure used most heavily by residents with low-incomes.	Allen Kemplen	Staff understands this differently--"accommodating" winter mobility focuses on the <u>end state</u> , where facility design and/or maintenance results in effective, multi-modal, winter travel-- not a last resort for people lacking alternatives. "Improve" works, but "accommodate" better captures both (1) the implied improvements needed as well as (2) the end state for effective, multi-modal winter travel. In our opinion, simply having a sidewalk or pathway on a corridor does not equate to fully accommodating active transportation needs. We also recognize that there are many areas where facility design and/or maintenance does not adequately accommodate walking, biking, etc. in the winter.	No change.
516	Objective 4A	can this be translated to everyday words? "intermodal capabilities and optimize the transportation system"	AMATS Bicycle and Pedestrian Advisory Committee	Staff agrees that this objective can be modified to more easily understandable language.	Staff recommends the following changes to Objective 4A:"Enhance intermodal capabilities and optimize of the transportation system to meet the needs of freight generators the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, and other employment centers and industrial and commercial areas, while maintaining compatibility with the Land Use Plan."

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#	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation
517	Objective 4A	4A - MEETING the needs of the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, and other employment centers and industrial and commercial areas should occur in order to OPTIMIZE the needs of residents. Those two things are certainly compatible, but the emphasis on which gets priority (businesses vs individuals) is very important. We don't want to live in a company town.	Jena Ferrarese	Thank you for your comment.	No change.
518	Objective 4A	4A speaks only to getting trucks from one place to another. It ignores the fact that workers need to be able to get from their homes to those business centers, and still just promotes a car/truck centric view of the MOA's transportation system.	Anonymous	This is just one objective of the MTP. There are other objectives that cover this issue.	No change.
519	Objective 4A	Please expand Objective 4A to plan and facilitate regional system efficiency as called for in Objective 3A, especially expanding regional transit and rail freight.	Anchorage Citizens Coalition	Objective 3A already covers this issue.	No change.
520	Objective 4A	- The transportation system should be optimized for individuals before it is optimized for the port, airport, railroad, military base, other employment centers, etc. A healthy economy supports that goal, but PEOPLE are the ultimate bottom line and their quality of life within their community should be more greatly emphasized.	Airport Heights Community Council	The MTP has to both. This is only one objective and there are numerous other objectives that account for the people side of transportation.	No change.
521	Objective 4A	For 4A I would specifically mention the U-Med District as an important employment center.	Anonymous	Employment centers are not listed so it can cover all. If we have to list one, we have to list them all.	Staff recommends the following changes to Objective 4A: "Enhance intermodal capabilities and optimize of the transportation system to meet the needs of freight generators the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, and other employment centers and industrial and commercial areas, while maintaining compatibility with the Land Use Plan."
522	Objective 4A	Edit Objective 4A to be more clear. "Enhance intermodal capabilities and optimize the transportation system to meet the needs of freight generators the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, and other employment centers and industrial and commercial areas, while maintaining compatibility with the Land Use Plan."	MTP Project Team		Staff recommends the following changes to Objective 4A: "Enhance intermodal capabilities and optimize of the transportation system to meet the needs of freight generators the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, and other employment centers and industrial and commercial areas, while maintaining compatibility with the Land Use Plan."
523	Objective 4A	Define "freight generators".	MTP Project Team		Staff recommends adding a definition for the new words "freight generators".
524	Objective 4C	4C What does "adaptable transportation system mean?"	Anonymous	A transportation system that can adapt to change. This can include things like climate change or changes to how transportation system are studied or modeled.	No change.
525	Objective 4C	For 4C what is an adaptable trans system?	Anonymous	A transportation system that can adapt to change. This can include things like climate change or changes to how transportation system are studied or modeled.	No change.
526	Objective 4D	GOAL 4 Objective 4D is too limited. We need regional policy for travel in general, not just technology. Revise 4D: Plan and facilitate regional policy development for travel demand management and for new technology, such as connected, autonomous and electric vehicles, and passenger rail travel.	Nancy Pease	Passenger rail will be considered as part of the MTP. Regional policies are better covered under the policies and action items of the MTP.	No change. Forward comment to consultant for consideration during the policies and action items development phase of the MTP.
527	Objective 4D	4D: If "facilitating" the use of autonomous vehicles (AVs) or electric vehicles (EVs) is an objective of the plan, that makes it sound like the 2050 MTP is endorsing or encouraging the use of autonomous or electrical vehicles. However, AVs and EVs undermine several other proposed Goals: they contribute to the already unbalanced (car-prioritized) transportation network, do not improve safety (AVs are more dangerous, and EVs do not reduce the risk posed by gas-powered vehicles), do not promote a healthy environment (EVs are only a little better than gas-powered, especially in comparison to a true mode shift like to walking, biking, or transit), and undermine efforts to improve equity (AVs and EVs are even more expensive than traditional cars, and are far more expensive than walking, biking, or taking the bus). Instead of implying that AVs and EVs are a solution endorsed by the 2050 MTP, please instead specify that policy is needed to guide the safest possible integration of these vehicles into the transportation network. It is also unclear how this objective would support Goal 4.	Bike Anchorage	The MTP should account and plan for EV and Autonomous vehicles as they will have an impact on the transportation system.	No change.

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528	Objective 4D	- Suggest including other electric transportation modes to this objective, i.e. ebikes, segways, and other personal electric conveyances. Other future possibilities are inevitable and technology evolution is rapid.	Airport Heights Community Council	That is included in the new technologies portion. These can be considered during the project, policies, and actions development phases of the MTP. Staff recommends editing objective 4D to remove the specific new technology called out.	Staff recommends the following edit to objective 4D: "Plan and facilitate regional policy development for new technology, such as connected, autonomous and electric vehicles." Forward this comment to the consultant for consideration during the project, policies, and actions development phases of the MTP.
529	Objective 4D	4D: Autonomous or electrical vehicles do not address any other proposed goals. In contrast, they contribute to the already unbalanced (car-prioritized) transportation network, do not improve safety, do not promote a healthy environment (electric vehicles are only a little better than gas-powered, especially relative to a true mode shift like to walking, biking, or transit), and undermine efforts to improve equity (autonomous and electric vehicles are even more expensive than traditional cars, and far more expensive than walking, biking, or taking the bus).	Anonymous	The MTP should account and plan for EV and Autonomous vehicles as they will have an impact on the transportation system.	No change.
530	Objective 4D	Objective 4D is too narrow, and the outcome is not clear. Regional coordination is good, but for more than just technology. Add: ...facilitate regional policy development for demand management	Anonymous	This comment makes no sense. Demand management is already covered under objective 3A.	No change.
531	Objective 4E	Context Sensitive Solutions - can we change this to "use a Context Sensitive Solutions approach that includes stakeholders input"	AMATS Bicycle and Pedestrian Advisory Committee	Stakeholders input is already included in the Context Sensitive Solutions process.	No change.
532	Objective 4E	4E More meaningless jargon	Anonymous	Thank you for your comment.	No change.
533	Objective 4E	Objective 4E is too constrained. Complete Streets policies accommodate pedestrians in an auto-dominated corridor. There is a more transformational type of street, common in European cities: one that accommodates automobiles in a people-dominated corridor. This concept is presented in the Strong Towns approach. See strongtowns.org .	Nancy Pease	Thank you for your comment.	No change.
534	Objective 4E	We appreciate: Objective 4E: Match street design to local land use goals by applying the Context Sensitive Solutions and Complete Streets policies.	Anchorage Citizens Coalition	Thank you for your comment.	No change.
535	Objective 4E	4E seems redundant to 3C and has the same problem I commented on there (does not consider connectivity).	Anonymous	Connectivity is addressed as part of 3D. 4E and 3C do different things. Both work together and support each other.	No change.
536	Objective 5A	The MTP should commit to a specific target for Greenhouse Gas Emissions in order to meet the Anchorage Climate Action Plan's target of 80 percent greenhouse gas reduction by 2050. Revise Objective 5A: Improve air quality and reduce greenhouse gas emissions commensurate with the Anchorage Climate Action Plan target of 80% reduction by 2050.	Rabbit Creek Community Council	The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmtools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf . This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP. The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additionally the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.
537	Objective 5A	5A cannot only be used to prioritize expanding car/truck related travel. Cars getting from one place faster, with less delays does reduce greenhouse gasses, but not as much as facilitating more non-car/truck travel.	Anonymous	Thank you for comment.	No change.

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538	Objective 5A	Objective 5A: Strengthen the commitment to “reduce greenhouse gas emissions” by adding a reference to targets set by the Anchorage Climate Action Plan of 80 percent reductions by 2050. This is an adopted goal already: so be clear about it.	Barbara Carlson	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP.</p> <p>The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additional the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.</p>	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.
539	Objective 5A	<p>GOAL 5</p> <p>The previous MTP 2040 objectives were more specific, and outcome based. This draft MTP 2050 is potentially less accountable. Objective 5D. is especially egregious by aiming for “compatibility with the natural environment”, when Goal 5 calls for “protect, preserve, and enhance the natural environment.”.</p> <p>Revise the MTP Goal 5 Objectives to restore specific types of environmental outcomes from our future transportation sending. Also, aim for better public health indicators, not “healthy lifestyles, which can’t be easily measured. Public health indicators include rates of obesity, asthma, and mental illness as noted in the Anchorage Non-Motorized Plan.</p> <p>The MTP should commit to a specific target for Greenhouse Gas Emissions in order to meet the Anchorage Climate Action Plan’s target of 80 percent greenhouse gas reduction by 2050.</p> <p>Revised Objective 5A: Improve air quality and reduce greenhouse gas emissions commensurate with the Anchorage Climate Action Plan target of 80% reduction by 2050.</p>	Nancy Pease	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP.</p> <p>The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additional the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.</p>	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.

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540	Objective 5A	Objective 5A: Strengthen the commitment to “reduce greenhouse gas emissions” by adding a reference to targets set by the Anchorage Climate Action Plan of 80 percent reductions by 2050. This is an adopted goal already: so be clear about it	Sharon Stockard	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP.</p> <p>The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additional the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.</p>	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.
541	Objective 5A	Objective 5A: Strengthen the commitment to “reduce greenhouse gas emissions” by adding a reference to targets set by the Anchorage Climate Action Plan of 80 percent reductions by 2050. This is an adopted goal already: so be clear about it.	Anonymous	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP.</p> <p>The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additional the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.</p>	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.

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542	Objective 5A	Objective 5A: Strengthen the MTP commitment to “reduce greenhouse gas emissions” by referencing targets set by the Anchorage Climate Action Plan MOA has already adopted a target of 80 percent reductions by 2050: and transportation emissions must be reduced substantially to achieve this target.	Anonymous	<p>The 2050 MTP follows a performance based planning approach. Goals are a broad based statement of what we are trying to achieve. Objectives are specific measurable statements that help to support the associated goals. Performance Measures and targets are how the plan measures if you are meeting your goals/objectives. This broad based planning approach allows you to have fewer objective that cover multiple areas and integrate better. Additional information can be found here from the FHWA resources: https://www.tpmttools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf.</p> <p>This change is too specific for Goals and Objectives and should be considered for the performance measures and targets section of the 2050 MTP.</p> <p>The MOA Climate Action Plan (CAP) is not an AMATS Plan and AMATS is not solely responsible for meeting the targets it set. Additional the MAO CAP is not the only plan AMATS has to consider for the MTP. However, the 2050 MTP has and will review the MOA CAP for incorporation of policies and action items where possible.</p>	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.
543	Objective 5B	5B doesn't seem to be quantifiable.	Anonymous	Some objectives might have qualitative performance measures for them.	No change.
544	Objective 5B	Add reduce noise pollution	Donovan Camp	Noise pollution typically comes from vehicle types, facility design, or construction (short term) and not something AMATS or the MOA has control over except to ensure at the project level that activities are limited in duration and during least disruptive hours, and designs reduce potential impact.	No change.
545	Objective 5B	5b - reduce community contribution to climate change impacts	Donovan Camp	Increase community resiliency to climate change' is preferred over 'reducing community contribution to climate change impacts' as the scope of the MTP is more relevant and significant to long-term resiliency actions than short-term individual behavior changes. However, objective 5a. and all objectives related to increasing nonmotorized and transit use are reducing AMATS' contribution to climate change. Additionally, performance measures and targets will likely include things that are applicable to reducing contribution to climate change.	No change.
546	Objective 5C	can we use everyday words to describe “intermodal”	AMATS Bicycle and Pedestrian Advisory Committee	Staff agrees that this objective can be modified to more easily understandable language.	Staff recommends the following edits to Objective 5C: "Coordinate transportation and land use planning to support intermodal connections that reduce reliance on auto trips and encourage active transportation."
547	Objective 5C	Edit Objective 5C to be more clear. "Coordinate transportation and land use planning to support intermodal connections that reduce reliance on auto trips and encourage multi-modal trips active transportation."	MTP Project Team		Staff recommends the following edits to Objective 5C: "Coordinate transportation and land use planning to support intermodal connections that reduce reliance on auto trips and encourage active transportation."
548	Objective 5D	5D. Can this be translated into everyday words? The previous description were way more helpful.	AMATS Bicycle and Pedestrian Advisory Committee	Staff agrees that this objective should be made easier to understand what it is trying to do.	Staff recommends the following edits to objective 5D: " Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. "
549	Objective 5D	Support context-sensitive design standards policy in order to ensure transportation system compatibility with the natural environment.	AMATS Community Advisory Committee	Staff agrees that this objective should be made easier to understand what it is trying to do.	Staff recommends the following edits to objective 5D: " Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. "

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#	Section	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation
550	Objective 5D	<i>Revise Objective 5D to include the pertinent wording of objective 5G from MTP 2040: Support context sensitive design standards in order to ensure transportation compatibility with the natural environment. minimize and mitigate impact on the natural environment such as water resources, fish and wildlife habitat, watershes and wetlands, open spaces, and parklands.</i>	Rabbit Creek Community Council	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment." Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
551	Objective 5D	Exp 1 - On p.5 of the table, the 2040 goal 5D says "Use coordinated transportation . . . techniques . . . to reduce reliance on auto trips." This goal has been dropped out of the 2050 goals with a note saying "Cut: Addressed in 3K", but there is no goal 3K among the 2050 goals. Please add the essence of 2040 goal 5D to the 2050 goals.	University Area Community Council	The 2040 MTP objective 5D is in the 2050 MTP as objective 5C. Staff will correct the error referring to 3K.	Staff recommends editing the tech memo text detailing what happened to 2040 MTP objective 5E to read as follows: "Cut: Addressed in 3H."
552	Objective 5D	Exp 2 – Does 2050 goal 5D replace 2040 goal 5G? If so, most of the specifics from 2040 goal are in explicably dropped from 2050 goal 5D. They should be added back in.	University Area Community Council	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment." Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
553	Objective 5D	Add to 5D: "multi-modal transportation system" to replace transportation system. Transportation system is too narrow and only refers to vehicles.	Anonymous	The Transportation system refers to the entire network and all modes, not just vehicles	No change.
554	Objective 5D	Typo in 5D.	Rebecca Norsworthy	Thank you for your comment.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment." Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
555	Objective 5D	5D is meaningless jargon	Anonymous	Thank you for your comment.	No change.
556	Objective 5D	Replace Objective 5D with the more-specific language from MTP 2040: Minimize and mitigate impacts on the natural environment, such as impacts to water resources, fish and wildlife habitat, watersheds and wetlands, open space, and parklands.]	Barbara Carlson	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment." Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.

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557	Objective 5D	Revised Objective 5D is weak and constrained to a single approach, and “compatibility” is a weak outcome... Re-invigorate objective 5D with the more specific language from the MTP 2040. Restored Objective 5D: Apply context-sensitive design standards to minimize and mitigate impacts from the transportation system on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands, open space, and parklands.	Nancy Pease	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
558	Objective 5D	Replace Objective 5D with the more-specific language from MTP 2040: Minimize and mitigate impacts on the natural environment, such as impacts to water resources, fish and wildlife habitat, watersheds and wetlands, open space, and parklands.]	Sharon Stockard	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
559	Objective 5D	Replace Objective 5D with language from MTP 2040: Minimize and mitigate impacts on the natural environment, such as impacts to water resources, fish and wildlife habitat, watersheds and wetlands, open space and parklands.	Anonymous	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
560	Objective 5D	The "natural environment" is too broad and hard to measure. Retain the categorical language from MTP 2040: Objective 5D: Minimize and mitigate impacts to the natural environment, including water resources, fish and wildlife habitat, watersheds and wetlands, open space, and parklands.	Anonymous	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
561	Objective 5D	5D "Minimize and mitigate impacts on the natural environment", such as impacts to water resources, fish and wildlife habitat, watersheds and wetlands, open space, and parklands.]	Joan Diamond	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: "Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.

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562	Objective 5D	Edit Objective 5D to be more clear that AMATS is not a design entity. " Implement Support-Context-Sensitive Solutions design standards in order to ensure transportation system compatibility with the natural environment.	MTP Project Team	Staff agrees that this objective should be made easier to understand what it is trying to do. The specific environmental items were removed as those are too specific and we would have to list every possible item to cover them all. They are better utilized as part of the performance measures and/or targets.	Staff recommends the following edits to objective 5D: " Minimize and mitigate impacts on the natural environment by implementing the Support-Context-Sensitive Solutions process during transportation project development. design-standards in order to ensure transportation system-compatibility with the natural environment. " Forward the comment to the consultant for consideration during the performance measures and targets development phase of the MTP.
563	Objective 5E	Suggested revision: to "promote healthy lifestyles by connecting everyday destinations (home, schools, grocery stores, etc) with physically active friendly routes." Connecting destinations is an evidence based approach to improving health.	AMATS Bicycle and Pedestrian Advisory Committee	Staff agrees that this objective can be modified to more easily understandable language.	Staff recommends the following edits to Objective 5E: "Promote healthy lifestyles by connecting everyday destinations , through increased active transportation."
564	Objective 5E	<i>MTP Goal 5 Objectives should be revised to restore specific types of environmental outcomes from our future transportation spending. They should also incorporate better public health indicators, not "healthy lifestyles" which cannot be easily measured. Public health indicators include rates of obesity, asthma, and mental illness (AMA TS Non-Motorized Plan, 2021).</i> Revise Objective 5E: Promote healthy lifestyles through increased active transportation Improve public health indicators by minimizing air pollution impacts and increasing the percentage of active transportation, to increase scores	Rabbit Creek Community Council	Public health scores are one possible performance measure and target that can be used to help measure how this objectives will be achieved or as an MTP criteria.	No change. Forward comment to the consultant for review during the performance measures, targets, and criteria development phases.
565	Objective 5E	Exp 4 -Does goal 2050 5E mean walking, jogging, bike riding, skiing, etc.? If so, say so. The terms "increasing active transportation" is way too cryptic.	University Area Community Council	AMATS has a definition for active transportation that was included in the documents posted on the MTP project website. Active Transportation is defined as: "Any mode of transportation that is fully or partially human-powered, such as walking or bicycling."	No change.
566	Objective 5E	The objective for promoting healthy lifestyles would be stronger if tied to public health measures. Therefore revise Objective 5E: Minimize air pollution impacts and increase the percentage of active transportation to increase public health scores.	Barbara Carlson	Public health scores are one possible performance measure and target that can be used to help measure how this objectives will be achieved or as an MTP criteria.	No change. Forward comment to the consultant for review during the performance measures, targets, and criteria development phases.
567	Objective 5E	Revised Objective 5E: Promote healthy lifestyles through increased active transportation Improve public health by minimizing air pollution impacts and increasing the percentage of active transportation, to increase public health indicator scores	Nancy Pease	Public health scores are one possible performance measure and target that can be used to help measure how this objectives will be achieved or as an MTP criteria.	No change. Forward comment to the consultant for review during the performance measures, targets, and criteria development phases.
568	Objective 5E	- Suggest revision (c/o Karol Fink, DHSS): "to promote healthy lifestyles by connecting everyday destinations (home, schools, grocery stores, etc) with physically active friendly routes." Connecting destinations is an evidence based approach to improving health.	Airport Heights Community Council	Staff agrees that this objective can be modified to more easily understandable language.	Staff recommends the following edits to Objective 5E: "Promote healthy lifestyles by connecting everyday destinations , through increased active transportation."
569	Objective 5E	The objective for promoting healthy lifestyles would be stronger if tied to public health measures. Therefore revise Objective 5E: Minimize air pollution impacts and increase the percentage of active transportation to increase public health scores.	Sharon Stockard	Public health scores are one possible performance measure and target that can be used to help measure how this objectives will be achieved or as an MTP criteria.	No change. Forward comment to the consultant for review during the performance measures, targets, and criteria development phases.
570	Objective 5E	While I think 5E is in keeping with the spirit of this objective, it doesn't directly relate to the "environment" (instead relating to individual health) so it doesn't seem to fit here with the current wording.	Anonymous	Thank you for your comment.	No change.
571	Objective 5E	Tie Objective 5E to public health measures: Minimize air pollution impacts and increase the percentage of active transportation to increase public health scores.	Anonymous	Public health scores are one possible performance measure and target that can be used to help measure how this objectives will be achieved or as an MTP criteria.	No change. Forward comment to the consultant for review during the performance measures, targets, and criteria development phases.
572	Objective 5E	Strengthen the objective for promoting healthy lifestyles by referencing public health measures (such as those listed in the MOA Non-motorized plan). 5E: Minimize air pollution impacts and increase the percentage of active transportation to increase public health scores.	Anonymous	Public health scores are one possible performance measure and target that can be used to help measure how this objectives will be achieved or as an MTP criteria.	No change. Forward comment to the consultant for review during the performance measures, targets, and criteria development phases.
573	Objective 5E	The objective for promoting healthy lifestyles would be stronger if tied to public health measures.	Joan Diamond	Public health scores are one possible performance measure and target that can be used to help measure how this objectives will be achieved or as an MTP criteria.	No change. Forward comment to the consultant for review during the performance measures, targets, and criteria development phases.

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574	Objective 6A	<p>"improve access" suggest changing because this sounds like social services access.</p> <p>Suggested revision: Improve connections (physically activity friendly routes) between employment, education, recreation and essential services and neighborhoods that have historically received less transportation infrastructure investment.</p>	AMATS Bicycle and Pedestrian Advisory Committee	Staff disagrees. This in part what equity means for transportation is by improving access.	No change.
575	Objective 6A	<p>Objectives 6A and 6B are vague and weak. 6A speaks to mobility, not equity. They don't really address equity between privileged and underprivileged populations.</p> <p>Replace 6A: Improve access to employment, education, recreation and essential services for underserved neighborhoods. Improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations and underserved neighborhoods.</p>	Rabbit Creek Community Council	Safety for vulnerable populations is covered under Goal 2	No change.
576	Objective 6A	<p>In objective 6A, instead of vaguely improving access, instead say: Improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations and underserved neighborhoods.</p>	Barbara Carlson	Safety for vulnerable populations is covered under Goal 2	No change.
577	Objective 6A	<p>6A: Suggest changing to "Improve multimodal access" or "Improve transportation options to access". Otherwise it is unclear how this is relevant to the MTP.</p>	Bike Anchorage	Staff agrees being more clear that this objective relates to transportation.	Staff recommends the following change to objective 6A: "Improve multi-modal access to employment, education, recreation and essential services for underserved neighborhoods."
578	Objective 6A	<p>- Change "Improve access" to "Improve walking, biking, and bus routes and transportation connectivity"</p>	Airport Heights Community Council	Staff agrees being more clear that this objective relates to transportation.	Staff recommends the following change to objective 6A: "Improve multi-modal access to employment, education, recreation and essential services for underserved neighborhoods."
579	Objective 6A	<p>In objective 6A, instead of vaguely improving access, instead say: Improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations and underserved neighborhoods.</p>	Sharon Stockard	Safety for vulnerable populations is covered under Goal 2	No change.
580	Objective 6A	<p>6A: Suggest changing to "Improve multimodal access". Otherwise it is unclear how this is relevant to the MTP.</p>	Anonymous	Staff agrees being more clear that this objective relates to transportation.	Staff recommends the following change to objective 6A: "Improve multi-modal access to employment, education, recreation and essential services for underserved neighborhoods."
581	Objective 6A	<p>In objective 6A, instead of vaguely improving access, instead say: Improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations and underserved neighborhoods.</p>	Anonymous	Safety for vulnerable populations is covered under Goal 2	No change.
582	Objective 6A	<p>In objective 6A, instead of vaguely improving "access", set out measurable objectives: 6A: Improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations and underserved neighborhoods.</p>	Anonymous	Safety for vulnerable populations is covered under Goal 2	No change.
583	Objective 6A	<p>In objective 6A, instead of vaguely improving access, instead say: Improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations and underserved neighborhoods.</p>	Joan Diamond	Safety for vulnerable populations is covered under Goal 2	No change.
584	Objective 6B	<p>"Minimize and equitably distribute adverse impacts on existing neighborhoods resulting from transportation projects" What does this mean? Is this referring to bus stations or lightrail or something? How come roads never have to undergo the same level of scrutiny when they get built when they clearly increase traffic, increase noise, increase pollution, and increase runoff impacts? If it's referring to plowing roads through poor neighborhoods then I agree. But we all know how various reviews can be used to tank good projects ("the biKe LanE wILL sLOw TrAffic and ThaT meAns Idling!!") or ignored with others (DOT: "widening this lane to 15 lanes will reduce traffic which means more efficient engines"). Again, let's either 1) be serious about equity by unchaining people from cars, 2) be serious by giving everyone cars, or 3) stop pretending we care about it.</p>	Anonymous	Road projects do have a very rigorous process that they have to go through that deals with all of these issues. Each project has to be able to show that they are trying to avoid impacts where possible and if they can't how they are going to minimize those impacts. This objectives says to minimize those impacts and that any impact that can't be avoided should be distributed so it is not disproportionately impacting vulnerable populations in the area.	No change.
585	Objective 6B	<p>I am more worried about adverse effects on solid, established neighborhoods like College Village by projects such as Highway2Highway.</p>	Rebecca Norsworthy	Established neighborhoods are also included in this Goal.	No change.

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586	Objective 6B	I have no idea how you "equitably distribute adverse impacts on existing neighborhoods." What does this even mean? I am definitely in favor of minimizing adverse impacts.	Anonymous	Each project has to be able to show that they are trying to avoid impacts where possible and if they can't how they are going to minimize those impacts. This objectives says to minimize those impacts and that any impact that can't be avoided should be distributed so it is not disproportionately impacting vulnerable populations in the area.	No change.
587	Objective 6B	I don't understand 6B. Rewrite or delete.	Bob Butera	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
588	Objective 6B	Revise. You don't want to "distribute adverse impacts". Suggested revision: Minimize adverse impacts on existing neighborhoods resulting from transportation projects.	AMATS Bicycle and Pedestrian Advisory Committee	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
589	Objective 6B	Because Draft Objective 6B has poor grammar and needs to be clarified, we are unsure about its meaning and how to improve it.	Rabbit Creek Community Council	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
590	Objective 6B	Exp 3 – Presumably 2040 goal 5F is moved to "2050 goal 6 (meaning goal 6B)", but the specifics of 2040 goal 5F are mostly missing in 2050 goal 6 B. Pls add them back in.	University Area Community Council	They were too specific for Goals and Objectives. They can be reviewed during the development of the performance measures and targets, the next step in the MTP development. This is in line with the American Planning Association current recommendations. New modern plans have broad based Goals and Objectives and utilized performance measures and targets for this level of specificity.	No change. Forward to consultant for consideration as part of the performance measures and targets development phase of the MTP.
591	Objective 6B	6B is fairly meaningless unless there is actually money available to re-route around existing neighborhoods. See problems with Highway to Highway, and always choosing the least cost alternative.	Anonymous	Thank you for your comment.	No change.
592	Objective 6B	Draft Objective 6B is confusing. I can't revise it without understanding it.	Nancy Pease	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
593	Objective 6B	6B: If adverse impacts are expected, perhaps the project under consideration should not move forward. We suggest rewording to something like "Ensure that any adverse impacts on an existing neighborhood are outweighed by the benefits a transportation project will bring to the same neighborhood."	Bike Anchorage	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
594	Objective 6B	Please clarify 'equitably distribute adverse impacts' and ensure equity includes language to improve safety and total travel time to jobs and essential services.	Anchorage Citizens Coalition	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.

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595	Objective 6B	- Suggest revision (c/o Karol Fink, DHSS): "Minimize adverse impacts on neighborhoods resulting from transportation projects."	Airport Heights Community Council	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
596	Objective 6B	Objective 6B is ungrammatical and doesn't make sense.	Sharon Stockard	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
597	Objective 6B	6B: If adverse impacts are expected, perhaps the project under consideration should not move forward. Suggest rewording to something like "Ensure that any adverse impacts on an existing neighborhood are outweighed by the benefits a transportation project will bring to the same neighborhood."	Anonymous	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
598	Objective 6B	Objective 6B is ungrammatical and doesn't make sense.	Anonymous	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
599	Objective 6B	Objective 6B does not make sense. I can't understand it enough to edit it.	Anonymous	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
600	Objective 6B	Objective 6B doesn't make sense.	Joan Diamond	This objectives says to first try to minimize impacts from transportation projects. Since not every impact can be avoided, the next step is to distribute any remaining impacts so they are not disproportionately impacting vulnerable populations in the area. Staff agrees it can be rewritten to be made easier to understand.	Staff recommends the following edits to objective 6B: "Minimize adverse impacts on existing neighborhoods resulting from transportation projects; when impacts are unavoidable, equitably distribute them to avoid disproportionate impacts to vulnerable populations. " adverse impacts on existing neighborhoods resulting from transportation projects.
601	Objective 6C	6C, unfortunately underrepresented groups have more on their plates than public participation. It is up to others to advocate for them.	Bob Butera	Thank you for the comment. This is part of what objective 6C can help with.	Staff recommends the following edits to Objective 6C: Improve the ability of underrepresented groups to participate in the transportation decision making process. Reduce barriers to public participation for traditionally underrepresented groups."

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602	Objective 6C	Suggested revision Improve the ability of historically disenfranchised and underrepresented groups to participate in the public transportation decision making process. Or suggest really saying what you want. Ensure the full and fair participation of racialized minority groups. Foster more equitable treatment of diverse languages in public communications (e.g. translation of program/policy communication). Engage with foreign-born populations and women and female-headed households to deepen understanding of behavior and usage differences.	AMATS Bicycle and Pedestrian Advisory Committee	Thank you for the recommendation. These suggestions are more in line with the performance measures and targets	Staff recommends the following edits to Objective 6C: Improve the ability of underrepresented groups to participate in the transportation decision making process. Reduce barriers to public participation for traditionally underrepresented groups."
603	Objective 6C	6C Doesn't seem to be quantifiable	Anonymous	Thank you for your comment.	No change.
604	Objective 6C	6C Instead of only "reducing barriers", which would be a passive goal, 6C should state a goal of increasing input from underrepresented groups and require a more active approach.	Bike Anchorage	Thank you for the recommendation. These suggestions are more in line with the performance measures and targets	Staff recommends the following edits to Objective 6C: Improve the ability of underrepresented groups to participate in the transportation decision making process. Reduce barriers to public participation for traditionally underrepresented groups."
605	Objective 6C	6C include focus outreach to obtain public participation.	Donovan Camp	This is determined on a project by project basis.	No change.
606	Objective 6C	Edit Objective 6C to be more clear. " Improve the ability of underrepresented groups to participate in the transportation decision making process. Reduce barriers to public participation for traditionally underrepresented groups."	MTP Project Team		Staff recommends the following edits to Objective 6C: Improve the ability of underrepresented groups to participate in the transportation decision making process. Reduce barriers to public participation for traditionally underrepresented groups."
607	Objective 6D	4. Add a new Objective 6D Promote increased community investments winter maintenance of pedestrian infrastructure.	Allen Kemplen	This is already covered under objective 3H.	No change.
608	Objective 6E	5. Add a new Objective 6E Support innovative approaches to mitigating harmful noise levels generated by the transportation system.	Allen Kemplen	Objectives 4E and 5D discuss context-sensitive solutions, which is the process where projects are adapted/refined to mitigate negative impacts. This would include noise when that is a specific concern. 6B also discusses minimizing adverse impacts on existing neighborhoods from transportation projects.	No change.