

## 2050 MTP Public Review Draft Comment Response Summary

10/23/2023

Topic	Comment	Comment Received From
Add scored project	<ul style="list-style-type: none"> <li>● Add project: Reconstruct Arctic Blvd between Fireweed Ln and W International Road, or Tudor Road, or 36th Ave to add separated bike facilities, increase sidewalk widths, and continue bike facilities through intersections. The current road is very poorly designed as a complete street, with many breaks in bike infrastructure, and is a Non-motorized core arterial. The reconstruction is a high priority project in the 2021 Non-motorized plan.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Add scored project	Add Artillery Road/ Eagle Road/ Glenn Highway Interchange This is the top priority for the community of Chugiak/Eagle River. We have had multiple studies point to this being a top priority in the area.	AMATS Community Advisory Committee
Add scored project	Please rank and score the following projects: <ul style="list-style-type: none"> <li>●Artillery Road/ Eagle Road/ Glenn Highway Interchange</li> </ul>	AMATS Community Advisory Committee
Add scored project	<ul style="list-style-type: none"> <li>●Glenn Highway/Artillery Road interchange expansion. The project would provide safer intersections for vehicles and pedestrians at Artillery Road, Eagle River Road, Brooks Drive, Cross Road, and the Old Glenn Highway. It will allow for the connection of the bike path that ends north of Artillery Road at Brooks Drive and begins again at VFW Road. Other road and pedestrian projects have been put on hold due to the need for more interchange buildings.</li> </ul>	AMATS Community Advisory Committee
Add scored project	<ul style="list-style-type: none"> <li>●Farm Ave. Sidewalk Old Glenn Highway to New Glenn Highway. The road is unsafe for pedestrians and bicyclists.</li> </ul>	AMATS Community Advisory Committee
Add scored project	<ul style="list-style-type: none"> <li>●Secondary access for Eagle River High School and Eagle Pointe subdivision. Given the earthquake and wildfire danger, the lack of secondary access could quickly turn deadly. The only two options are 1) across MHLT property from Colusa Dr. or 2) from the southeast side of Yellowstone Drive. Either option would connect to Eagle River Loop.</li> </ul>	AMATS Community Advisory Committee
Add scored project	<ul style="list-style-type: none"> <li>●Safety engineering and road improvements for Highland Road. This road is a checkerboard of State and Muni responsibilities and needs to be upgraded.</li> </ul>	AMATS Community Advisory Committee
Add scored project	<ul style="list-style-type: none"> <li>●Glenn Hwy. Eastside Frontage Rd.--Mirror Lake to Thunderbird Falls Exit</li> </ul>	AMATS Community Advisory Committee
Add scored project	<ul style="list-style-type: none"> <li>●Glenn Hwy Bike Trail Extension - Peters Creek to Knik River</li> </ul>	AMATS Community Advisory Committee
Add scored project	<p>Page 23</p> <p>When was the last time the feasibility of rail as a commuter option to/from Eagle River was evaluated? Consider adding a study on commuter rail to Eagle River and within the Anchorage Bowl to the 2050 MTP.</p>	Anchorage Assembly
Add scored project	Add a project to improve the Glenn Highway interchanges at Hiland Road and Artillery Road to provide safer and more efficient movements in the Eagle River area.	Anchorage Assembly
Add scored project	<p>Projects to add to the 2050 MTP in RCCC area:</p> <p>RCCC is aware that projects not listed in the 2050 MTP have almost no chance of getting built with AMATS or State funding. Over the past many years, we have identified and brainstormed options for several projects not included in the 2050 MTP that are critical to the safety and connectivity of our Council area. We have submitted, and will continue to submit, these in one form or another to the Municipality’s Capital Improvement Program, Alaska State Legislature’s CAPSIS project list, and other planning opportunities. We respectfully request these now be added to the MTP. The need for these primarily Active Transportation projects is affirmed in the 2050 MTP maps. These document that RCCC has no existing pedestrian network, and only a couple of proclaimed bicycle “facilities” along the shoulders of unsafe roads (Figures 1.1 and 1.3, pages 26 and 27).</p> <p>A. Old Seward Highway recreational corridor from Rabbit Creek Road to Potter Valley Road add as a Short-Term project before 2035. This stretch of Old Seward Highway has poor sightlines, steep embankments, and no shoulders although it is heavily used by non- motorists. Low-lying areas flood periodically and the crumbling pavement must be resurfaced every few years. Vehicles must share the lanes with walkers, cyclists, wildlife viewers, and roller skiers. This area is evolving into a recreation hub, with the pending creation of a new parking pullout, connections to the Turnagain Arm Trail, and a large new municipal park and watershed conservation area. RCCC requests that this stretch of Old Seward Highway be designed as a low-speed recreation corridor, including appropriate signage.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Add scored project	B. Golden View Drive separated pedestrian pathway from Rabbit Creek Road to Romania – A separated pathway is needed through a school zone and to connect several parks and trails.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Add scored project	C. Elmore Road pedestrian bridge across Rabbit Creek – A pedestrian bridge will provide a safe, north-south commute option for South High students as well as cyclists commuting to town.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Add scored project	D. Bainbridge Drive pathway connection to DeArmoun Road and 140th Ave – Currently the DeArmoun pathway ends at a blind stretch of road with no safe crossing or neighborhood connections. This is an important pathway for commuting and neighborhood connectivity.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Add scored project	E. Schools on Trails connections on existing platted easements from Bear Valley School to Goldenview Middle School and Section 36 - Bear Valley Elementary School has zero safe walking or biking routes to school. Middle School students have almost no safe routes, either. RCCC has identified numerous possible connections along undeveloped easements and Rights-of-Ways.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council

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Add scored project	Commuter rail should be addressed Passenger rail would be an efficient future transportation mode that would meet many of the MTP's goals for equity, safety, sustainability, and efficient land use. RCCC requests that a commuter rail study be added to the MTP project list.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Add scored project	Lastly, I recommend an additional project be considered that has consistently not been prioritized – the upgrade of Turnagain Street between West Northern Lights and McRae. This project has been a priority of the neighborhood for many years, and has had full design work done for upgrading this segment of the street, completed in 2010. The southern portion (Turnagain Boulevard) has been upgraded for several years now, with safer non-motorized facilities (bike lane, trail, sidewalk) as well as better drainage, which was sorely needed. However, recent communications with AMATS staff helped me understand that as designed, the project is now infeasible, and will never be prioritized. That has never been communicated back directly to the community, and so it continues to be a priority but has no realistic path forward. My comment specifically requests that a Reconnaissance Study be completed for this portion of Turnagain Street, with alternatives proposed to the current 2010 design that requires a level of facilities (and property acquisition) that makes it infeasible, so the community can find an alternative to getting this road upgraded. If this project is not appropriate for AMATS funding, an alternative plan should be put forward by the Municipality for this project. Thank you,	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Add scored project	Complete missing link in non-motorized areas to Palmer from Mirror Lake/Anchorage	Anonymous
Add scored project	Our town's priority, clearly expressed, is to address the Artillery Road interchange. I personally absolutely oppose the reduction of Glenn Hwy from 4 --> 2 lanes. I've never heard of any desire for reduction.	Anonymous
Add scored project	Leave the Old Glen 4 lanes. Add the Arterily Inter change to the plan	Anonymous
Add scored project	Turnagain Street has been on the TCC CIP list for decades! It's not even mentioned in the MTP!	Anonymous
Add scored project	Integrated plans and studies have been done and this project (Artillery Road Interchange) is a high priority project and needs to be included in the plan.	Anonymous
Add scored project	Work that was done on the 2035 and 2040 plan was all for nothing? Artillery Road has been a high priority for this community for years and where did it go? We've been advocating for years but we're getting burnt out on this process and continually advocating for the projects we care about. *Artillery Road on the plan. Brooks Drive cross road. Highway intersection. Monty "all the way around".	Anonymous
Add scored project	Express support for Artillery Road and dislike the lane reduction on Old Glenn. *One member countered that is really unpleasant to walk there and if we accommodate more motorized activity in a comfortable format while expanding access to neighborhoods. Same young person went on an advocacy speech for dense land use and lane reductions for the Old Glenn.	Anonymous
Add scored project	Artillery Road continues to be a high priority for the community and should be included and reflected in this plan.	Anonymous
Add scored project	Artillery Road interchange is the #1 priority and we still have some funding allocated.	Anonymous
Add scored project	Does the fact that we have funding via a state grant matter in getting that project (Artillery) back into the plan? \$4million - Used about \$1.1million and the Muni or the state has the funding. How much weight does that add?	Anonymous
Add scored project	Agree with Crystal to support the Artillery Road and do not support the lane reduction on the Old Glenn Highway.	Anonymous
Add scored project	The Artillery Road project needs to be added as this intersection can be dangerous due to its current design	Anonymous
Add scored project	Please update the plan to include Eagle River bike paths. They are important for safe travels and community access. Specifically, please include the following: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Anonymous
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Anonymous
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd	Anonymous
Add scored project	The Artillery road interchange should have been rated including non motorized trail links and intersections with Eagle River business included in project- not just separate projects. Feel free to contact me if you have any questions.	Arlene Rasic

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Add scored project	1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Bernadette Martel
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Bernadette Martel
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. These connections and bike paths are also very important to me and my spouse. Please consider these in the 2050 plan. It is very shortsighted to exclude them over the next 25 years. Our area is only growing and hopefully improving. Let's help continue the movement for more walking, biking, running and alternative forms of transportation then always having to drive everywhere, even for simple shopping and errands locally. We are competing as a state to find some of the best workforce we possibly can and citizens to help move our state forward and keep us strong. We have to provide excellent recreation, including simple, local recreation: parks and paths. It doesn't do any good if the state of Alaska only has folks that live in it that are under 65. It's best to keep all of our citizens here for as long as they want to live here. Thank you	Bernadette Martel
Add scored project	Sitka Park Trail Connection to Chester Creek - Connector trail between Sitka Park and Chester Creek Trail. Add this Project. This connection (also discussed above) will open up the Chester Creek Trail to the Fairview neighborhood.	Bob Butera
Add scored project	Laborers' Local 341's union hall is located at 2501 Commercial Dr, and our members and staff drive, walk, and bike to the hall. The 2050 MTP should include a left turn lane for westbound traffic on Commercial Dr turning into the union hall, just west of the intersection with Reeve Blvd. There have been dangerous rear end collisions at this intersection due to high speeds with the current road design. In addition, Commercial Drive should have bike lanes and crosswalks at major cross streets between Mountain View and Downtown. The high-speed design of the road without bike lanes and cross walks is extremely dangerous for our members and staff who commute by walking or biking. Thank you,	Brandon Calcaterra, President   Assistant Business Manager, Laborers' Local 341
Add scored project	Subject: Eagle River Road Pathway As a homeowner living off Eagle River road I am more than familiar with the bicycle traffic headed to and from the Nature Center. In the summer hundreds of cyclists every week enjoy some of the most amazing views the Anchorage bowl has to offer. As a Firefighter Paramedic, cyclist, and father, I have never personally rode my bicycle to the Nature Center because, in my educated opinion, it is a death trap. I won't let my children venture from our road on to Eagle River because it is simply unsafe. I always give as much space possible to the terrified cyclists trying to enjoy themselves in this unmatched beauty and also not have today be their last. Making the cycling path extend to the Nature Center would simply be a crown jewel in the Anchorage Parks master plan. The development of the path out there would easily draw national attention as one of the most amazing rides within close proximity to a metropolitan center on the continent. As well it would attract more of the young adventuresome professionals to settle down here that we need as a community to prosper. The limited investment necessary to make this path happen with not only make a highly dangerous road safer, but grant better access to one greatest assets our State has to offer. Thank you for your consideration on this matter.	Brent Davenport
Add scored project	Subject: Glenn Highway Bike Path Reviewing the plan, I noticed that there weren't any projects for some critical public safety improvements for the Glenn Highway Bike Path. Artillery Road / Old Glenn Highway / Eagle River Road Crossing. One of the best features of the Glenn Highway bike path is the fact that you don't have to cross lanes of traffic, making it ideal for long bike rides or runs. However, at Eagle River, that feature doesn't exist. You have to cross two crosswalks at a busy street. My son and I have almost been hit by traffic turning from Artillery Road onto Eagle River Road a number of times. I now opt to cross Eagle River Road near the Fire Station for safety reasons. When it's safer to jaywalk than use the crosswalk, it should be part of the plan to fix, and I can't believe that it isn't. Does somebody have to die for us to do something about it?	Brian Slater
Add scored project	Hello, I was informed that the Chugiak-Eagle River bike paths have been cut from the AMATS 2050 MTP (transportation plan). This is very upsetting as my husband and I live in Eagle River and are avid cyclists and use the trails and paths several days a week, year round. We also have children and grandchildren that ride and run these areas. I'm requesting that the Glenn Hwy and Eagle River Rd pathways be added to the plan. Specifically: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	BW
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	BW
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. We need safe bikeable, walkable areas to be expanded in our community and these areas should not have been dropped from the plan. Thank you!	BW
Add scored project	Why have the Chugiak-Eagle River bike paths been dropped from AMATS 2050? I see TIP NMO 5 covering the Glenn highway trail connection from Ski Road to Settlers Drive. I do NOT see any reference to a pathway at the Artillery Road Exit, which is needed for locals to be able to bike and not have to drive when staying in the community.	Carlene Van Tol

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Add scored project	Please include connecting the Glenn highway path from Eklutna to Mirror Lake to enable more bicyclists to be able to bike to the trails at Mirror Lake. It is sad that bikes must be driven to the trailheads because there is such poor, or many cases no, bike paths available for use.	Carlene Van Tol
Add scored project	<p>Finally, TIPCS 11 shows Eagle River road rehab from milepost 0-5.3, Old Glenn to Oriedner but it appears to only be referring to road rehab; we need a protected bike path along this route so bikers riding to Mirror Lake trails are safe from the automobile traffic.</p> <p>Please add the Glenn highway and Eagle River road pathways to the plan. We have a large number of bicyclists, both adults and kids, who would benefit from such additions as they could get out and ride more, which helps both physical and mental health in addition to reducing the number of cars on the roadways.</p> <p>Thank you for your time and attention to the above.</p> <p>Respectfully submitted,</p>	Carlene Van Tol
Add scored project	<p>MISSING FROM MTP DRAFT COMPLETE STREET PROJECT LIST:</p> <p>Turnagain Street Upgrade: Over the years, TCC has been consistent in our yearly ranking of Capital Improvement Program (CIP) Road &amp; Drainage Projects, with only slight ranking changes made when warranted. For over 20 years, Turnagain Street Upgrade has been ranked in our top 10 project lists — and has risen to our #2-ranked project for most of the past 10 years. TCC has advocated for improvements to this frequently-used — but unsafe for pedestrians/cyclists — roadway between West Northern Lights Boulevard &amp; 35th Ave./McRae Road ever since funding was approved for design of Turnagain Street and Turnagain Boulevard in 2011, and approval of a Design Study Report for both roadways occurred in 2016. (Upgrades for Turnagain Boulevard were completed in 2018.)</p> <p>Due to narrow right-of-way widths along Turnagain Street, road design amenities were limited to street lighting, curb/gutter/drainage, and a sidewalk on the west side of the street.</p> <p>Despite TCC’s continued requests for upgrade funding to Turnagain Street, the project has never been put on a Road &amp; Drainage Bond, included on an AMATS MTP list, etc. Recently, Assembly member Anna Brawley communicated with AMATS staff regarding this road improvement need; according to AMATS Coordinator Aaron Jongenelen, Turnagain St. Upgrades did not score high enough to “fit within the fiscal constraint” of the 2050 MTP Draft (cost estimate: around \$25M).</p> <p>TCC thanks Assembly member Brawley and Mr. Jongenelen’s discussion regarding Turnagain Street, and the council appreciates the advice that a Reconnaissance Study for Turnagain Street be conducted to identify other potential improvements that could address safety concerns associated with this Turnagain neighborhood collector.</p> <p>Again, thank you for the opportunity to provide input to the 2050 AMATS Metropolitan Transportation Plan. Please contact me, if you have any questions or need clarification on the above comments.</p>	Cathy L. Gleason, Act President, Turnagain Community Council
Add scored project	<p>To Whom It May Concern</p> <p>I understand that several bike paths have been cut from the AMATS 2050 MTP. Specifically concerning are the:</p> <ul style="list-style-type: none"> <li>- Connect Glenn Hwy pathway from Eklutna to Mirror Lake</li> </ul>	Chris Reifel
Add scored project	Connect Glenn Hwy pathway at Artillery Rd Exit	Chris Reifel
Add scored project	<p>Extend the Eagle River Rd pathway from Eagle River Loop to O'Riedner Rd</p> <p>Here in Alaska, we have a very active and outdoor culture. Our citizens use our trails year round. My family and I have lived her in Eagle River for 10 years and we use the Glenn Hwy Pathway frequently in both directions. These improvements will provide greater access and improve safety by avoiding travel on busy street segments between Eagle River and Eklutna/Mirror Lake. These are meaningful improvements with significant return on investment and I respectfully ask that they be added back into the AMATS 2050 MTP.</p> <p>Thank you for your consideration</p>	Chris Reifel

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Add scored project	<p>Attached is a resolution passed at the September meeting of the Eagle River Community Council. The resolution was unanimously passed to support the inclusion of the Glenn Highway/Artillery Road Interchange along with improvements to the roads intersecting Artillery Road including Eagle River Road, Old Glenn Highway, Brooks Drive and Cross Road and improvements to the associated non-motorized trails. <b>[see attachment]</b> Eagle River Community Council Resolution 2023-4</p> <p>Regarding The AMATS 2050 Metropolitan Transportation Plan (MTP) projects for the Eagle River Central Business District.</p> <p>September 14, 2023</p> <p>WHEREAS, under Municipal Charter, Article VIII, Community Councils are established to afford citizens an opportunity for maximum community involvement and self-determination; and</p> <p>WHEREAS, The draft 2050 MTP project prioritization list excludes projects in the Eagle River Central Business District that have been identified in the Community as priorities; and</p> <p>WHEREAS, The Eagle River Traffic Mitigation plan including Artillery Road, Eagle River Road, Old Glenn Highway, Brooks Drive and Cross Road intersections and Glenn Highway/Artillery Road interchange, deficiencies are well defined; and</p> <p>WHEREAS, The State of Alaska has provided funding of \$8,674,00.00 for the design and construction of portions of this project; and</p> <p>WHEREAS, the Municipality of Anchorage has engaged DOWL to provide Eagle River Traffic Mitigation design solutions addressing public safety including non-motorized multiuse trails, vehicle travel, transit, emergency response and freight movement; and WHEREAS, The State Department of Transportation and MOA Project Management &amp; Engineering concluded that any design and construction of the Artillery Road, Eagle River Road and associated intersection must coincide with the design and construction of the Glenn Highway/Artillery Road interchange; NOW, THEREFORE BE IT RESOLVED, the Eagle River Community Council request the Eagle River Traffic Mitigation Artillery Road, Eagle River Road, Old Glenn Hwy, Brooks Drive, Cross Road intersections and associated non-motorized trails and the Glenn Hwy/Artillery Road interchange be included in the AMATS 2050 Metropolitan Transportation Plan.</p> <p>The resolution passed with _18 Yeas and _0 Nays of those in the audience.</p>	<p>Chuck Homan II President Eagle River Community Council</p>
Add scored project	<p>I was shocked and disappointed to learn that the <b>Glenn Highway bike path extensions and connections</b> have been cut from the transportation plan. These pathways are critical to the safety of the local population and encourage healthy activity. This decision seems irresponsible and shows no regard for the safety of people outside of the Anchorage core. Both bicyclists and motorists benefit from these separated bike paths/lanes. We support these type of projects throughout the Anchorage Bowl with our tax dollars and should not be neglected. Please reconsider.</p> <p>Thank you .</p>	<p>Clark Saunders</p>
Add scored project	<p>To Whom it Concerns, This email is to convey my support for the <b>Glenn Hwy</b> and Eagle River Road <b>pathways</b>. The Eagle River path extension is specifically needed for bicyclist safety. A big concern is kids being able to ride to school on the Eagle River Road path which isn't finished. Kids shouldn't have to ride on such a busy street to get to school. Thank you for you thoughtful consideration of bicyclist needs and safety.</p>	<p>Clover McNeil</p>
Add scored project	<p>To Whom it Concerns, This email is to convey my support for the Glenn Hwy and <b>Eagle River Road pathways</b>. The Eagle River path extension is specifically needed for bicyclist safety. A big concern is kids being able to ride to school on the Eagle River Road path which isn't finished. Kids shouldn't have to ride on such a busy street to get to school. Thank you for you thoughtful consideration of bicyclist needs and safety.</p>	<p>Clover McNeil</p>
Add scored project	<p>To Whom it Concerns, This email is to convey my support for the Glenn Hwy and Eagle River Road pathways. The <b>Eagle River path extension</b> is specifically needed for bicyclist safety. A big concern is kids being able to ride to school on the Eagle River Road path which isn't finished. Kids shouldn't have to ride on such a busy street to get to school. Thank you for you thoughtful consideration of bicyclist needs and safety.</p>	<p>Clover McNeil</p>

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Add scored project	<p>Subject: Bike Path Concerns - Eagle River</p> <p>To whom it may concern,</p> <p>I am writing because I was informed that <b>three sections of the Chugiak - Eagle River bike paths</b> are being cut from the funding list. If this is so, it is extremely disappointing. Primarily the connection between the Glenn path and Artillery Road exit. This is a very treacherous area, and it would eliminate so many risks if they were connected. I do not enjoy having to ride on the road against traffic hoping people are paying attention. Also, the extension path on Eagle River Road is crucial for safety, as well. If you could limit the rider's time on the road, why wouldn't you? This would allow more people to enjoy the beautiful scenery on that road without almost getting hit by cars. The shoulder is too small for bikers already. You are asking for an accident or someone to be killed. Please help us stay safe and allow for these projects to be completed!</p> <p>Thank you so much for your help and I hope you take our concern seriously!</p> <p>If you have any questions, please feel free to reach out!</p>	Cristopher Williams
Add scored project	<p>Subject: Bike Path Concerns - Eagle River</p> <p>To whom it may concern,</p> <p>I am writing because I was informed that three sections of the Chugiak - Eagle River bike paths are being cut from the funding list. If this is so, it is extremely disappointing. Primarily the connection between the <b>Glenn path and Artillery Road exit</b>. This is a very treacherous area, and it would eliminate so many risks if they were connected. I do not enjoy having to ride on the road against traffic hoping people are paying attention. Also, the extension path on Eagle River Road is crucial for safety, as well. If you could limit the rider's time on the road, why wouldn't you? This would allow more people to enjoy the beautiful scenery on that road without almost getting hit by cars. The shoulder is too small for bikers already. You are asking for an accident or someone to be killed. Please help us stay safe and allow for these projects to be completed!</p> <p>Thank you so much for your help and I hope you take our concern seriously!</p> <p>If you have any questions, please feel free to reach out!</p>	Cristopher Williams
Add scored project	<p>Subject: Bike Path Concerns - Eagle River</p> <p>To whom it may concern,</p> <p>I am writing because I was informed that three sections of the Chugiak - Eagle River bike paths are being cut from the funding list. If this is so, it is extremely disappointing. Primarily the connection between the Glenn path and Artillery Road exit. This is a very treacherous area, and it would eliminate so many risks if they were connected. I do not enjoy having to ride on the road against traffic hoping people are paying attention. Also, the <b>extension path on Eagle River Road</b> is crucial for safety, as well. If you could limit the rider's time on the road, why wouldn't you? This would allow more people to enjoy the beautiful scenery on that road without almost getting hit by cars. The shoulder is too small for bikers already. You are asking for an accident or someone to be killed. Please help us stay safe and allow for these projects to be completed!</p> <p>Thank you so much for your help and I hope you take our concern seriously!</p> <p>If you have any questions, please feel free to reach out!</p>	Cristopher Williams
Add scored project	<p>The first priority for the Chugiak Eagle River community should be the Glenn Highway, Artillery Road interchange (#152/CPS047). We have funding available now to continue its planning and design. This has been the number one priority for the community for over a decade so it needs to be addressed ASAP.</p>	Crystal Kennedy
Add scored project	<p>Subject: Please connect the pathways!</p> <p>I've heard that the AMATS 2050 MTP has excluded crucial sections of pathways in the Eagle River/Chugiak area. This seriously diminishes the value of the incredible, nearly complete network existing pathways. The Glenn and Eagle River areas will be much safer and convenient for cycling with the pathways segments listed below.</p> <p>Thank you for considering these,</p> <ol style="list-style-type: none"> <li>1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.</li> </ol>	Dana Drummond, Anchorage, AK
Add scored project	<ol style="list-style-type: none"> <li>2. Connect the Glenn Hwy pathway at the Artillery Rd exit.</li> </ol>	Dana Drummond, Anchorage, AK
Add scored project	<ol style="list-style-type: none"> <li>3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd.</li> </ol>	Dana Drummond, Anchorage, AK
Add scored project	<p>I am a 66 year old Chugiak resident and I have made use of our local trails nearly every day for the past 13 years. Ongoing trail improvements in recent years have contributed immeasurably to my quality of life and to that of countless other members of this community, as well as visitors to this region. I am asking that funding be restored for the following crucial projects:</p> <ol style="list-style-type: none"> <li>1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.</li> </ol>	Danny Preston Gray
Add scored project	<ol style="list-style-type: none"> <li>2. Connect the Glenn Hwy pathway at the Artillery Rd exit.</li> </ol>	Danny Preston Gray
Add scored project	<ol style="list-style-type: none"> <li>3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd.</li> </ol> <p>Thanks for your consideration.</p>	Danny Preston Gray

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Add scored project	Review of the the 2050 MTP shows a complete lack of true consideration of what is most needed for the Eagle River community. Inputs from the community councils in Eagle River have been completely ignored. The highest priority should be the work required to improve the Artillery Road Overpass.	Debbie Bailey
Add scored project	<p>Goal 4 -Support the Economy</p> <p>Trails and active transportation are economic drivers. As Anchorage continues to diversify its economy, and more independent travelers choose to travel to Alaska, let's give them one more reason to stay one more day in Anchorage. Bicycle and pedestrian improvements that are good for us are also good for travelers.</p> <p>The Alaska Long Trail (AKT) is a visionary economic driver to connect 500 miles of trails between Seward and Fairbanks with braids to Anchorage. The Anchorage portion of the AKT includes the Moose Loop, connecting from the north on the Glenn Highway Trail and from the south on a proposed extension of the Bird to Gird Trail to Potter Marsh. The Alaska Legislature and Governor supported more than \$5.5 million in investments to make this a reality, including a re-con study to connect Eklutna to the Glenn Highway trail system and wayfinding on Anchorage trails to connect to the AKT.</p> <p>Please add these projects that support the AKT: •NM0198 Glenn Hwy Pathway planning has already been funded by the legislature, and the first segment (TIPS Glenn Hwy Trail Connection) is programmed in the 23-26 TIP. Eklutna is the only recognized native village in the Municipality of Anchorage and it deserves to have a bike and pedestrian path.</p>	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project -Extend Coastal Trail south from Kincaid to Potter Marsh	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project -Add protected bike facilities on W 88th fromCampbell Creek Trail to Dimond High to Jewel Lake (Moose Loop and Safe Routes toSchools)	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project -multi-use path on Safer Seward Highway project from Potter Marsh to Indian	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project -add nonmotorized facilities on E 76th from New Seward to Old Seward (facilities end at new roundabout under New Seward going west), this is a good low-stress East-West route connecting CC Trail at Taku to FNBP at Elmore but missing even basic sidewalks.	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project -Kincaid Road west from Sand Lake Rd, non- motorized facilities -narrow road may not accommodate bike lanes, but could lower speed limit, traffic calming for safe access to Jodhpur trail head.	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project -Jodhpur Road between Kincaid and Dimond, non-motorized facilities -narrow road may not accommodate bike lanes, but could lower speed limit, traffic calming for safe access to Jodhpur trail head.	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project -International Airport Rd -non motorized facilities from Seward Hwy to Minnesota. With a non motorized crossing of both the Seward and Minnesota already in place, Int'l Airport could be a great low-stress east-west route if missing bike infrastructure is installed. The road is too wide and has plenty of room to reduce vehicle lanes, traffic is low volume and mainly industrial, can be low speed. Tudor is the closest alternative but is a busy vehicle corridor with high-stress crossings of Seward, C Street and Minnesota and likely a lot of conflicts from property owners. Raspberry/Dowling are good, but high-speed and too far south to connect Spenard/West Anchorage to Midtown.	Diana Rhoades, Anchorage Park Foundation
Add scored project	•Connect Fish Creek Trail to Midtown, no other direct routes (36th, Tudor, N Lights/Benson all high-stress and lots of conflicts with land use) •Forest Park Drive (West Northern Lights Blvd to Hillcrest Drive (NM0190) needs to be safer. It's so dark and narrow in winter and it's just a matter of time until something terrible happens.	Diana Rhoades, Anchorage Park Foundation
Add scored project	•New Active Transportation project: The "C" Street hill connecting 4th Avenue and Ship Creek is an important bicycle connector to the Ship Creek Trail and new business investment happening on the eastside of Downtown. We would like to explore creative opportunities to use this frontage road as a bike lane. Thank you for the opportunity to work with you to make our city safer and healthier for all.	Diana Rhoades, Anchorage Park Foundation
Add scored project	<p>As a community member of Chugiak, AK for the past 15 years, I am writing in favor of ensuring that the Glenn Highway Bike Path extension. Here are the main points that need to be considered.</p> <p>Funding - Alaska received significant funding for the "Infrastructure Bill" from the federal government and some of those funds should go specifically for projects like this</p> <p>Safety - I drive that highway daily and there are constantly persons on the highway that are biking or running and it is incredibly dangerous.</p> <p>Community - Investing in community improvements creates better neighborhoods, creates value in our homes and property.</p> <p>Thank you for your consideration,</p>	Elinor
Add scored project	Hi- I am writing in support of keeping <b>bike trail extensions for Eagle River Rd</b> and Glenn Highway in the budget/plan for development. To not extend the bike path up Eagle River Rd. would be a bad idea. There is bound to be an accident one of these days and the kids up and down the road have no safe way to walk between houses. Our kids go to Ravenwood and traversing ER road is scary. Please help keep ER safe.	Erik Gabrielson

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Add scored project	Hi- I am writing in support of keeping bike trail extensions for Eagle River Rd and <b>Glenn Highway</b> in the budget/plan for development. To not extend the bike path up Eagle River Rd. would be a bad idea. There is bound to be an accident one of these days and the kids up and down the road have no safe way to walk between houses. Our kids go to Ravenwood and traversing ER road is scary. Please help keep ER safe.	Erik Gabrielson
Add scored project	Hi- I am writing in support of keeping bike trail extensions for Eagle River Rd and Glenn Highway in the budget/plan for development. To not extend the <b>bike path up Eagle River Rd.</b> would be a bad idea. There is bound to be an accident one of these days and the kids up and down the road have no safe way to walk between houses. Our kids go to Ravenwood and traversing ER road is scary. Please help keep ER safe.	Erik Gabrielson
Add scored project	All Chugiak-Eagle River bike paths have been cut from the AMATS 2050 MTP. Please reconsider the following: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Heather Paxson
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Heather Paxson
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. Anchorage has an entire bike path system that safely connects from East Anchorage all the way to Kincaid and various other parts of town. C-ER does not have such a system. I personally was almost hit by a car while biking near the Artillery road exit multiple times. I was wearing reflective gear and had lights on. I was paying attention and stopped or I would've been hit. What if I were a kid? And someone hit me? In a cross walk even! It is not safe. There is no bike path prett much all of Eagle River road above ER loop. All of this would improve safety for all pedestrians and cyclists in CER. Additionally, I think something needs to be done at the JBER Richardson gate. The vehicles do not stop coming and it is unsafe for cyclists and pedestrians to cross here, especially in the busy morning and afternoon hours. It has taken me sometimes 5 minutes of waiting to cross. Please reconsider removing these improvements from the plan. Our tax dollars should be allowed to be used towards improvements in our local community, not just Anchorage. Thank you	Heather Paxson
Add scored project	Fix Artillery Road intersection 1st.	Jan Wachsmuth
Add scored project	4) We have to get serious about some form of light rail at some point. Even if it is only a few miles that connects commercial centers with those areas in red in Figured 6-8. For instance, running a light rail from Mountain View Drive at Bragaw along Commercial Drive to 3rd and Ingra would connect a known low-income area to a commercial center, providing increased mobility and disposable income to residents in only 2 miles. Extending that to 3rd and K is only 3.25 miles. Rail also comes with increased development along the route because it is a signal to the market that increased foot traffic will persist. This is much stickier than other improvements such as bus. The Infrastructure Investment and Jobs Act includes a "small start" provision for fixed guideway systems estimated to cost less than \$150 million. <a href="https://www.law.cornell.edu/uscode/text/49/5309">https://www.law.cornell.edu/uscode/text/49/5309</a> However, to qualify, it must be part of an approved plan, such as this one. This is not a pipedream like a Knik Arm or Turnagain Arm Bridge. This is something that could be constructed with mostly Federal funds that would greatly help people who need it and spur investment and redevelopment in the east downtown area, which has been a goal for many years.	jasonmnorris
Add scored project	I am disappointed to learn that the <b>Glenn Highway bike path extensions and connections</b> have been cut from the transportation plan. These pathways are critical to the safety of the local population and encourage healthy activity, not to mention provide missing linkages to our existing paths. Both bicyclists and motorists benefit from these separated bike paths/lanes. We support these type of projects throughout the Anchorage Bowl with our tax dollars and should not be neglected. Please reconsider. Thanks,	Jessica Horwatt
Add scored project	I am disappointed to learn that the <b>Glenn Highway bike path extensions and connections</b> have been cut from the transportation plan. These pathways are critical to the safety of the local population and encourage healthy activity, not to mention provide missing linkages to our existing paths. Both bicyclists and motorists benefit from these separated bike paths/lanes. We support these type of projects throughout the Anchorage Bowl with our tax dollars and should not be neglected. Please reconsider. Thanks,	Jessica Horwatt
Add scored project	Please restore funding for all Glenn Highway-Eagle River bike paths that has been cut from the AMATS 2050 MTP. Specifically: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Joe Hackenmueller
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Joe Hackenmueller



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Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. All three of these projects should be considered health and safety issues. The use of these pathways has increased dramatically and will continue to grow. Let's make this community a safe place for non-motorized commuters and recreational users.	Joe Hackenmueller
Add scored project	The second would be to add the Artillery Road intersection project to the plan. This has been a priority for 20 years and there is money (4 million) set aside for this project. Many of us believed this project was a done deal and we're shocked that it was off the table at this time.	John Rathert
Add scored project	Need to add the Artillery Road project in Eagle River to the plan	John Rathert
Add scored project	Subject: Bike pathways Hey Good Folks, Please don't forget to add bike trails along the road. Biking is going to continue to grow as a draw for tourists, as well as, continue to grow in popularity with residents and taxpayers. We need to connect the Glenn Highway pathway to Eklutna and Mirror Lake, where biking opportunities are available.	Judy Lyon
Add scored project	Also, we need to connect the Glenn Highway pathway to the Artillery Road exit and extend the Eagle River Road pathway from the Loop Road to O'Riedner Road. Thank you for your service to the public,	Judy Lyon
Add scored project	The Glenn Highway/Artillery Road Interchange should be the #1 priority for Chugiak Eagle River. This plan seems to discard the decades of effort and funding poured into this project. Cars, transport, biking, walking, and wheelchairs would all benefit tremendously from improvements to this intersection.	Kevin Cross
Add scored project	Commercial Drive Improvements for Bike/Pedestrian Access I bike to work at the Local 341 union hall on Commercial Drive near the intersection with Reeve Blvd. This is a terrifying route for bikes and pedestrians. Not only have I been passed by high-speed commercial trucks, but I have seen individuals in wheelchairs riding down the road when the sidewalks are inaccessible, which is almost daily in winter. This is an important link between downtown and the Mountain View neighborhood, and we need bike lanes, crosswalks, and lower traffic speeds. There should also be a left hand turn lane for vehicles entering the Local 341 Hall from Commercial Drive. The high speeds make this turning access hazardous with the current design.	Khalial Withen
Add scored project	Hello, I'm writing to get the following projects added back into the 2050 AMATS Plan. 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake. Doing this would help support the Alaska Long trail efforts to creating a trail from Seward to Fairbanks.	Lee Weikert
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit. This would eliminate the dangers of having to ride on the road to get from the disconnected portions of the Glenn highway trail in Eagle River	Lee Weikert
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. This also would support the efforts of the Alaska Long Trail. Removing these projects from the 2050 plan would continue to put cyclists, pedestrians, and hikers in danger from trying to connect various disconnected sections of the separated pathway. Putting these projects back into the plan would help to create a world class pathway that all types of users would come here to experience as well as impact the safety of Alaskan's that live and recreate/travel here in a positive way. Sincerely, Lee Weikert Anchorage and Alaskan resident.	Lee Weikert
Add scored project	We would like you to fund the the <b>pathway from Eklutna to Mirror lake</b> , connect the pathway from the Glenn to Artillery Road, and extend the Eagle River road pathway from EA. Loop Road to O'Riedner Rd. These projects will make our area of Anchorage much more livable for the local residents and attractive to outdoor type tourists. It will be cheaper to do this project now than in the future when our population density has increased. Eventually the Long Trail will be built and this will be part of it. Do it now don't wait. We are home owners and tax payers in Chugiak, Perters Creek area and are willing to pay for this project. We have resided here since 1992. Sincerely,	Mark and Ruth St. Amour
Add scored project	We would like you to fund the the pathway from Eklutna to Mirror lake, <b>connect the pathway from the Glenn to Artillery Road</b> , and extend the Eagle River road pathway from EA. Loop Road to O'Riedner Rd. These projects will make our area of Anchorage much more livable for the local residents and attractive to outdoor type tourists. It will be cheaper to do this project now than in the future when our population density has increased. Eventually the Long Trail will be built and this will be part of it. Do it now don't wait. We are home owners and tax payers in Chugiak, Perters Creek area and are willing to pay for this project. We have resided here since 1992. Sincerely,	Mark and Ruth St. Amour
Add scored project	We would like you to fund the the pathway from Eklutna to Mirror lake, connect the pathway from the Glenn to Artillery Road, and <b>extend the Eagle River road pathway from EA. Loop Road to O'Riedner Rd.</b> These projects will make our area of Anchorage much more livable for the local residents and attractive to outdoor type tourists. It will be cheaper to do this project now than in the future when our population density has increased. Eventually the Long Trail will be built and this will be part of it. Do it now don't wait. We are home owners and tax payers in Chugiak, Perters Creek area and are willing to pay for this project. We have resided here since 1992. Sincerely,	Mark and Ruth St. Amour

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Add scored project	Please add the Artillery Road intersection project in Eagle River to the MTP 2050. That area is notoriously difficult to navigate and Eagle River is growing with new housing. That intersection continues to be a very difficult area to navigate and there are many accidents due to it's poor design.	Mark Hamm
Add scored project	Subject: Save the Glenn Highway Pathway - AMATS 2025 MTP (Public Input) AMATS, Please include the Chugiak-Eagle River bike paths in the AMATS 2050 MTP. It's ridiculous that a city or municipality would cut or (intentionally) not plan for safe transportation for cyclists (and pedestrians). The Glenn Hwy and Eagle River Rd pathways need to be added to the plan. Specifically: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Mark Sabroski
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Mark Sabroski
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. And these are just physical pathways for everyone. As a disabled Veteran, cycling has been and continues to be better therapy and better medication than any physician or hospital can provide. I've added bike commuting to and from work recently has done wonders for my mental & physical health - not to mention the amount of money I'm saving on fuel (especially in this economy!). I would definitely like to see these basic improvements included in the plan as well as others. Biking from my residence in Eagle River to my job in Anchorage just some 12 miles to the South, cyclists have to ride along unprotected bike paths on Eagle River Road and then cross a very busy and dangerous "intersection" at the Ft. Richardson Gate to Joint Base Elmendorf Richardson (JBER) at the Glenn Highway and D Street. We all know traffic can be extremely heavy at this gate, but when you add to it the poorly designed pedestrian/cyclist crossing, it gets super dangerous. Motorists exiting the highway from the North are generally looking left for traffic coming towards them from the overpass then proceeding forward (to the Right) towards the Ft. Richardson Gate where the poorly designed crosswalk is located. The best answer is probably a tunnel similar to all the other tunnels in town and on the Glenn Highway Pathway. As a community and municipality, we should be doing a lot more to make cycling in the MOA more accessible and safer for everyone. Not just for health and safety reasons, but for recreation, transportation, commuting, and even tourism! <b>[see attached for screenshot]</b>	Mark Sabroski
Add scored project	Additionally, I see a lack of Chugiak Eagle River projects, mainly including the design and. Construction. Of Artillery Rd. Interchange. This project has been reported as a top priority project by all of the community councils, and recently even had unanimous support for using remaining funds from Eagle River traffic mitigation study to be used on the design of Artillery Road.	Matt Cruickshank
Add scored project	Subject: We want the eagle river bike paths Please add these paths back into the budget. Anchorage has on many bike friendly paths meanwhile our kids in eagle river aren't getting around safely. Having a bike path down eagle river road would be so great for our kids! As it is now, there's a tight shoulder and no space. It's super dangerous. Not to mention the boost in business sales by bringing in bikers from around Alaska. Reconsider your removal of these paths. We pay tax dollars to fix anchorage all the time. Let's give Eagle River something too! We need it!	Merlyn Savikko
Add scored project	Please add the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd in the AMATS 2050 MTP. This is important to me because my family enjoy biking every chance we get during the summer and a bike path along Eagle River Rd would be an excellent addition to bike paths in the area. Thanks for your consideration,	Mike Wright
Add scored project	Table 23 MTP Rail Projects The 2050 MTP should add a commuter rail study. Passenger rail would meet many of the MTP's goals for equity, safety, sustainability, and efficient land use.	Nancy Pease
Add scored project	Add several Active Transportation projects to Table 21, for the south end of town. Figures 1.1 and 1.3 of the draft 2050 MTP show almost no sidewalks or bicycle facilities south of O'Malley Road. I echo Rabbit Creek Community Council's request for several new projects to be added to the 2050 MTP so that these projects will have legitimacy for various funding sources, whether AMATS or other sources. : Old Seward Highway recreation corridor from Rabbit Creek Road to Potter Valley Road,as a short-term project before 2035	Nancy Pease
Add scored project	Golden View Drive separated pedestrian pathway from Rabbit Creek Road to Romania	Nancy Pease
Add scored project	Elmore Road pedestrian bridge across Rabbit Creek	Nancy Pease
Add scored project	Bainbridge Drive pathway connection to DeArmoun Road pathway terminus near 140th Ave	Nancy Pease
Add scored project	Schools on Trails connections on existing platted easements from Bear Valley School to Goldenview Middle School and Section 36	Nancy Pease

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Add scored project	Subject: SAVE THE GLENN HWY PATHWAY Please add the Glenn Hwy and Eagle River Rd pathways back to the plan! 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Nena C. Wendzel
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Nena C. Wendzel
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. Many people would use these pathways for commuter & recreational purposes, and these areas are dangerous without these additions.	Nena C. Wendzel
Add scored project	I wish to express my concern and dismay that bike paths on the Chugiak-Eagle River area are not included in the AMATS 2050 MTP plan. Bicycle paths that extend and connect between communities are crucial to promoting bicycle use in the area. Please include bike paths in the upcoming plan. Specifically: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Petko Zlatev, Eagle River
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Petko Zlatev, Eagle River
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. Thank you	Petko Zlatev, Eagle River
Add scored project	To Whom It May Concern: As a resident of Chugiak with children and elderly parent living here, I feel it's important for our community to have safe modes of transportation for all. I do hope the exclusion of bike pathways from the transportation plan was a mere oversight. Please be sure to include all Chugiak-Eagle River bike paths in the AMATS 2050 MTP transportation plan. Specifically, 1. Connect the Glenn Highway bike path from Mirror Lake to Eklutna.	Relena Lyddon Myers
Add scored project	2. Connect the Glenn Highway pathway at the Artillery Road exit.	Relena Lyddon Myers
Add scored project	3. Extend the Eagle River Road pathway from Eagle River Loop Road to O'Riedner Road. These existing and expanded pathways give all residents throughout the lifespan a way to safely traverse our community, explore our fantastic community, and spend time with family and friends outdoors. Recreation opportunities help communities to strengthen. Thank you again for your time and consideration. Sincerely with peace and hope,	Relena Lyddon Myers
Add scored project	I am so surprised that there has not been a plan to construct a light rail between Wasilla and Anchorage. It makes so much sense to reduce traffic and accidents on the highway. So many cities have benefited from this mode of transportation. Just was in Vancouver BC and took light rail there.	RR
Add scored project	Hi, I am writing with concern that key pieces of the Glenn Highway bike path were omitted from the 2050 Metro transportation plan. I bike commuted to work for a few days per week from Eagle River to downtown Anchorage during biking season. It was so great to have a safe commute along the Glenn Highway until the Boniface exit. I am now semi-retired and enjoy biking the other direction, towards Chugiak. Please reinstate the following into the 2050 MTP 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake. This would be amazing to have a path from Mirror Lake to Eklutna.	Sandy Halstead
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit. The bike lane at the Glenn continues past Hiland Road to Artillery on the old Glenn but then disappears near the VFW. The busy intersection of Old Glenn and Business Blvd makes it difficult to know where bikes should continue on and bikers have to navigate the car traffic to find the bike trail that eventually starts again after Wells Fargo Bank.	Sandy Halstead
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. I live on Lower Terrace, by O'Reidner Road. We have a great bike lane/trail to the top of the Eagle River Road hill but it disappears near Wren Lane. The tight shoulder from P&M gardens to Upper Terrace makes for a dangerous yet beautiful bike ride. Thank you for considering my comments	Sandy Halstead
Add scored project	I'm writing to ask you to please include the <b>Glenn Hwy</b> and Eagle River Road Pathways to the AMATS 2050 MTP. The Eagle River Road pathway extension is especially important to my family. The designed pathway was in the local newspaper when we were house shopping in 2018, and was a major consideration when we chose our home on Eagle River Road. The pathway extension will connect us to the bulk of the Eagle River neighborhood community and Ravenwood elementary school where our three children attend. It will provide us and our young children with a safe way to travel and exercise. Eagle River Road is currently too busy and dangerous to allow our kids to bicycle on. In some areas the guardrail is so close to the edge of the road that it forces bike riders out into the driving lane. Additionally, the speed limit is 55 mph for much of the planned extension. Please prioritize this project for the safety of the Eagle River Valley community.	Sarah Davenport

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Add scored project	I'm writing to ask you to please include the <b>Glenn Hwy</b> and Eagle River Road Pathways to the AMATS 2050 MTP. The Eagle River Road pathway extension is especially important to my family. The designed pathway was in the local newspaper when we were house shopping in 2018, and was a major consideration when we chose our home on Eagle River Road. The pathway extension will connect us to the bulk of the Eagle River neighborhood community and Ravenwood elementary school where our three children attend. It will provide us and our young children with a safe way to travel and exercise. Eagle River Road is currently too busy and dangerous to allow our kids to bicycle on. In some areas the guardrail is so close to the edge of the road that it forces bike riders out into the driving lane. Additionally, the speed limit is 55 mph for much of the planned extension. Please prioritize this project for the safety of the Eagle River Valley community.	Sarah Davenport
Add scored project	I'm writing to ask you to please include the Glenn Hwy and <b>Eagle River Road</b> Pathways to the AMATS 2050 MTP. The Eagle River Road pathway extension is especially important to my family. The designed pathway was in the local newspaper when we were house shopping in 2018, and was a major consideration when we chose our home on Eagle River Road. The pathway extension will connect us to the bulk of the Eagle River neighborhood community and Ravenwood elementary school where our three children attend. It will provide us and our young children with a safe way to travel and exercise. Eagle River Road is currently too busy and dangerous to allow our kids to bicycle on. In some areas the guardrail is so close to the edge of the road that it forces bike riders out into the driving lane. Additionally, the speed limit is 55 mph for much of the planned extension. Please prioritize this project for the safety of the Eagle River Valley community.	Sarah Davenport
Add scored project	Please add the following items back into the transportation plan. Eagle River cyclists deserve safe, accessible paths in their community to recreate and build healthy habits. 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Shirley Greeninger
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Shirley Greeninger
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd.	Shirley Greeninger
Add scored project	The MTP should prioritize completion of regional trail projects, including all paved portions of the Alaska Traverse (in other words, all sections of the Alaska Traverse not on State Park or National Forest backcountry lands; in Anchorage, large missing links include a safe connection from Kincaid Park to Bird, and from the current terminus of Glenn Highway shared use path to points north).	State Representative Zack Fields, House District 17
Add scored project	The MTP should include the Sitka Street Park to Chester Creek trail connection, a regionally important connection providing safe non-motorized access to the Anchorage Senior Center, for residents of adjacent senior housing, and for nearby neighborhoods.	State Representative Zack Fields, House District 17
Add scored project	Subject: glenn highway bike trail needed Biking ON the Glenn Highway is very dangerous. Please add the Glenn Hwy and Eagle River Rd pathways to the plan. Specifically: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Stephen Bugno
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Stephen Bugno
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. These additions would be a much needed addition to a great trail system and would be used by many cyclists. Thank you for this consideration.	Stephen Bugno
Add scored project	I want to see that the Glenn Hwy and Eagle River Rd pathways be added to the plan. Specifically: 1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.	Terry Slaven
Add scored project	2. Connect the Glenn Hwy pathway at the Artillery Rd exit.	Terry Slaven
Add scored project	3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd.	Terry Slaven
Add scored project	I wanted to connect and ask that the bike paths be included in the 2050 plan. -Please connect the glenn hwy path from eklutna to mirror lake.	Timely Cox
Add scored project	Please connect the glen hwy path at the artillery rd exit.	Timely Cox

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Add scored project	<p>Please extend the eagle river rd pathway from eagle river loop rd to o'riedner rd.</p> <p>These connections link communities together and allow friends and family a safe fun healthy activity. With these bike paths our community can grow. These bike paths are important to people considering moving to the area.</p> <p>Bikes are fun and empowering, please help our state become a positive example for utilizing our beautiful outdoor spaces for the public good!</p> <p>Thank you for all you do.</p>	Timely Cox
Add scored project	<p>The design and Construction Of Artillery Rd. interchange should be the highest priority. As Matt mentioned, this project has been reported as a top priority project by all of the community councils, and recently even had unanimous support for using remaining funds from Eagle River traffic mitigation study to be used on the design of Artillery Road.</p>	Todd R.
Add scored project	<p>Subject: GLENN HWY PATHWAY</p> <p>Hi, I am an Eagle River property tax paying resident. I commute to work by bike regularly. We are in an age with growing global warning signs and we MUST support alternate means to fossil fuels. Please add the Glenn Hwy and Eagle River Rd pathways to the AMATS 2050 MTP plan. We are an area where we feel little support from our government. We are constantly community funding our tennis courts and public space areas. This cannot continue us and will significantly impact voting decisions. Please do the right thing and:</p> <ol style="list-style-type: none"> <li>1. Connect Glenn Hwy pathway from Eklutna to Mirror Lake.</li> </ol>	Toya Brown
Add scored project	<ol style="list-style-type: none"> <li>2. Connect the Glenn Hwy pathway at the Artillery Rd exit.</li> </ol>	Toya Brown
Add scored project	<ol style="list-style-type: none"> <li>3. Extend the Eagle River Rd pathway from Eagle River Loop Rd to O'Riedner Rd. Keeping our community members safe and actively engaging in plans to offset fossil fuels is a top priority now. Thank you</li> </ol>	Toya Brown
Add scored project	<p>Hello, I would like to add Glenn Highway/Artillery Road inner change on the AMATS priority list. Thank you,</p>	Wendy Thomas
Add scored project	<p>NM0198 Glenn Hwy Pathway planning has already been funded by the legislature, and the first segment (TIP5 Glenn Hwy Trail Connection) is programmed in the 23-26 TIP. This project should be included as it has already been funded and programmed.</p>	Will Taygan, Executive Director, Chugach Mountain Bike Riders (CMBR)
Add unscored project	<p>First link to Muldoon: Extend the pavement from the existing paved path along Cheney Lake northward to connect directly to 16th Avenue. The existing park trail here is graded, gravelled and heavily used. This will provide the only paved connection from the Chester/Campbell Creek trail system into the Chester Valley and Muldoon neighborhoods. This will remove bicycle traffic from Beaver Place, which is frequently blocked by cars parked on the sidewalk and bike lane.</p>	Michael Rehberg, Muldoon
Add unscored project	<p>Second link to Muldoon: Make non-motorized improvements on 16th Avenue from Beaver Place to Patterson Avenue. Presently this is an overly-wide neighborhood street with a narrow sidewalk. Add non-motorized facilities, neck down the width where appropriate for safe crossings or traffic calming. This will connect pedestrian/bicycle traffic from the paved Cheney Lake path (suggested above) to the newly improved Patterson St non-motorized corridor (Project NMO290).</p>	Michael Rehberg, Muldoon
Add unscored project	<p>Third link to Muldoon: Signage at 16th Ave and Patterson St directing non-motorized travellers north onto the Patterson St non-motorized facilities, then turning right onto Chester Court.</p>	Michael Rehberg, Muldoon
Add unscored project	<p>Fourth link to Muldoon: Non-motorized improvements to Chester Court and make substantial improvements to the neglected pathway connecting through Begich Middle School and ending at the existing underpass on Creekside Center Drive. This allows non-motorized users to completely avoid Debarr Road while connecting into Muldoon. Improvements would include reconfiguring the western entry gate and pathway to be wider.</p>	Michael Rehberg, Muldoon
Add unscored project	<p>Fifth link to Muldoon: Provide signage and non-motorized facilities at the existing pathway/Creekside Center Drive crossing. Signage directing to both (a) crossing Muldoon Rd at Creekside Center Drive traffic light, then connecting northward on existing bike path to Chanshtnu Muldoon Park or southward to the neighborhoods east of Muldoon Road. (b) To cross Muldoon Rd at Debarr Road traffic light, connecting with Chanshtnu Muldoon Park, Fred Meyer shopping center, and neighborhoods west of Muldoon Road.</p>	Michael Rehberg, Muldoon

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Add unscored project	<p>Nomination and Scoring of an Active Transportation project not shown in the draft MTP 2050 Evaluate an Active Transport project for inclusion in the MTP, to enable funding implementation of Bike Facilities recommended by the UMED Transportation Demand Management report. This addition would support the report's Implementation Roadmap Elements/ Actions PI 5 A and B, including:</p> <ul style="list-style-type: none"> <li>● Provide high-quality, short-term bike parking at building entrances and key nodes</li> <li>● Provide secure long-term bike parking at all major employers.</li> <li>● Provide bike parking for adaptive bikes, cargo bikes, and e-bikes (including battery charging)</li> <li>● Install bike repair stands at each major employer spread through the District for public use</li> </ul> <p>The TDM report lists Roadmap Elements A &amp; B as a short-term need. In the Summary of Funding Opportunities table page 91, funding through the AMATS TIP is listed as a High Priority source of funding. Since inclusion on the MTP is a prerequisite to consideration as a TIP project, it is imperative that this project be included in MTP 2050, in order to pursue short-term funding as recommended in the UMED TDM. Bike Anchorage has solicited and received a budgetary estimate of \$500-\$600 thousand for design and installation of work scope listed in Implementation Roadmap Strategy PI.5 listed above. The estimate comes from a nationally-recognized Bike Parking Facility infrastructure expert, Ground Control Systems. Rationale for late nomination: The nomination period for MTP 2050 ended July 2022. The UMED TDM Project Team began engagement with the public in Autumn 2022, after the MTP nomination process had closed. The UMED is one of the greatest economic drivers in our community, and should be a model district for Active Transport. This project would enable the many low-earning employees supporting the health-care industry and students commuting to the District to use a healthier, cost-effective means of active transportation to work and school and would benefit our whole community. In addition, the Alaska Native Tribal Health Consortium within the District provides a full range of healthcare services to the entire Alaska Native community (traveling to Anchorage without local means of vehicle transport). For many reasons, this Project deserves consideration to reap these benefits, and enable timely implementation recommended by the TDM report.</p> <p>Thank you again for the opportunity to comment on this document. We look forward to enacting a more bike-friendly Anchorage by 2050!</p>	Alexa Dobson, Executive Director, Bike Anchorage
Add unscored project	<ul style="list-style-type: none"> <li>●Addressing the traffic and safety impacts with Monte Drive at the Old Glenn Highway in Eagle River</li> </ul>	AMATS Community Advisory Committee
Add unscored project	<ul style="list-style-type: none"> <li>●Brooks Road / Brooks Drive / Cross Road upgrade. This project will provide a safer route for vehicles heading north from Brooks Drive and Cross Road.</li> </ul>	AMATS Community Advisory Committee
Add unscored project	<ul style="list-style-type: none"> <li>●Eastside Dr.-Settlers Dr. to Lake Hill Dr.-- Bike/Pedestrian Path.--Peters Creek to Mirror Lake</li> </ul>	AMATS Community Advisory Committee
Add unscored project	<ul style="list-style-type: none"> <li>●Glenn Hwy at South-bound Peters Creek on-ramp Safety Improvements</li> </ul>	AMATS Community Advisory Committee
Add unscored project	Add a reconnaissance study for Turnagain Street to evaluate options for potential Complete Streets improvements.	Anchorage Assembly
Add unscored project	I'd love to see a pedestrian connection from the on-street bike path/sidewalk to the ped overpass (i.e. go up the hill) ( <i>this comment was made in reference to Northern Lights Blvd just north of Goose Lake</i> )	Anonymous
Add unscored project	The ped/bike connection is missing here (Reeve to Mtn View)	Anonymous
Add unscored project	Thank you for including Eklutna in the master plan. We want and look forward to a bus shelter and stop at Eklutna southbound on the Glenn Hwy. This will permit our residents to get to Anchorage for jobs, meetings, appointments, and shopping. We also plan to put a road in Eklutna behind the clinic to connect with our Emergency Operations Center/Office building. While it is still several years away from being built and completed, we want to see it on the long-term plan. Eklutna Inc. and the Native Village of Eklutna would also be interested in using TIP and TTPA funds to help carry out transportation programs and projects that might be beneficial to both parties. Utilizing the 202(a)(9) transfer process, we could take over bridges and roads in our mapped area, thus freeing up your money to work on other projects.	Brenda Hewitt, MPM, Tribal Administrator, Native Village of Eklutna
Add unscored project	Fort Richardson Crossing. Any time I ride my bike to work in midtown from my home in Eagle River, it's very challenging to cross the path at Fort Richardson during rush hour. At 7 am, that road is non-stop traffic. Most folks don't stop for you there. There should be a tunnel under the Fort Richardson road so that pedestrians and cyclists can make their way through without traffic interference. Please add these to the plan. They would be valuable improvements.	Brian Slater

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Add unscored project	<p>We request that AMATS add an Active Transport project to enable funding implementation of Bike Facilities under the UMED Transportation Demand Management project. The project support the report's Implementation Roadmap Elements/ Actions PI 5 A and B, including:</p> <ul style="list-style-type: none"> <li>Provide high-quality, short-term bike parking at building entrances and key nodes</li> <li>Provide secure long-term bike parking at all major employers.</li> <li>Provide bike parking for adaptive bikes, cargo bikes, and e-bikes (including battery charging)</li> <li>Install bike repair stands at each major employer spread through the District for public use</li> </ul> <p>The TDM report lists Roadmap Elements A &amp; B as a short-term need. In the Summary of Funding Opportunities table page 91, funding through the AMATS TIP is listed as a High Priority source of funding. Since inclusion on the MTP is a prerequisite to consideration as TIP project, it is imperative that this project be included in MTP 2050, in order to pursue short-term funding as recommended in the UMED TDM.</p> <p>Bike Anchorage has solicited and received a budgetary estimate of \$500-\$600 thousand for design and installation of work scope listed in Implementation Roadmap Strategy PI.5 listed above. The estimate comes from a nationally-recognized Bike Parking Facility infrastructure expert, Ground Control Systems.</p> <p>Rationale for late nomination: The nomination period for MTP 2050 ended July 2022. The UMED TDM Project Team began engagement with the public in Autumn 2022, after the MTP nomination process had closed. The UMED is one of the greatest economic drivers in our community, and the improvements represented by this project deserve consideration to enable timely implementation.</p> <p>Thank you,</p>	Carolyn Ramsey, Chair, Citizens for Responsible Development
Add unscored project	<p>Prioritize low cost and high impact projects such as a roundabout at 15 th and L outbound to slow speeds and reduce noise.</p>	Cheryl Richardson, Anchorage Citizen's Coalition
Add unscored project	<p>I would like to have a trail that connects Windsong Park to Muldoon Chanshtnu Park. It would start where the trail ends at the south east corner of the dog park, make a switchback turn down the hill to a small bridge crossing over Chester Creek and connecting to the north west corner of an existing trail that loops Windsong park.</p>	Dave Ulmer
Add unscored project	<p>I would also like a paved trail from where the existing trail ends by the Pump Track and continue to the eastern edge park edge at JBER</p>	Dave Ulmer
Add unscored project	<p>We would like the MTP 2050 plan to allow AMA TS to fund a Complete Streets Plan for the Municipality of Anchorage - so that voter-supported capital improvement road projects in the bond have a way to become "complete streets" and fit into the approved Metropolitan Land Use Plan. It makes sense for the Muni, State and AMATS to all operate on a similar system.</p>	Diana Rhoades, Anchorage Park Foundation

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Add unscored project	<p>Goal 6 -Advance Equity</p> <p>We appreciate your support to advance equity. We would like to add a new project for it based on Alaska Native populations living here and traveling here to receive health care at Alaska Native Medical Center. We would like the MTP 2050 to include authorization to implement community-supported priorities for safe active transportation infrastructure recommended by AMATS' Destination UMED Travel Demand Study.</p> <p>The University Medical District (UMED) is the 2nd largest employment center in Anchorage, and a major economic, healthcare, educational, and recreational hub. Strava data for 2019-2022 shows UMED as the 2nd most popular destination for bike commuters after Downtown/ UMED is surrounded by high-speed vehicle corridors that have few safe crossings for pedestrians and bikes. We received a small grant from Rails to Trails Conservancy to prioritize connections to and wayfinding within the UMED. Based on the 2016 UMED District Plan goal to reduce single occupant vehicle travel into the area, work has already begun to: •Explore low-cost opportunities to reallocate right of way between King Tech High School and University of Alaska Anchorage's campus to create a safe walking and biking connection (NM0313) and would like to implement a pilot safety project working with UAA students.</p> <ul style="list-style-type: none"> <li>•Identify hot spots for infrastructure improvements and begin a priority project list for inclusion in future funding allocations or grant applications. (NM0119)</li> <li>•Build upon the work Anchorage Parks and Recreation Department, Traffic and APF are doing to create cohesive branding and wayfinding.</li> <li>•Convene stakeholders to finalize proposed locations, cost estimations, design, and outcomes of a wayfinding plan. A high school, middle school, two elementary schools, two universities, 10 community councils and two major medical campuses participated in the study, including the Alaska Native Medical Center.</li> </ul> <p>Anchorage is located on Dena'ina Etnena, the traditional homelands of Dena'ina Athabascans and the Native Village of Eklutna. It is Alaska's largest city and home to more than 40% of the state's population. Today, 12% of Anchorage residents are Alaska Native -the highest population nationally among cities with more than 100,000 residents. Alaska Native people across the state come to the Alaska Native Medical Center (ANMC) for their health care. Many of those villagers' families stay in the hotel in the UMED district adjacent to ANMC. And many who have landed in Anchorage for longer stays walk to the hospital and are looking for the safest route. Trail users often see these rural visitors asking for directions, which can be difficult to provide. AP F's work with the Indigenous Place Names Project has created signage along the Moose Loop, including Chanshtnu, which means grassy creek, the Indigenous name for Chester Creek that runs through the UMED District. This has been helpful and welcoming for all Alaska Natives, but wayfinding is needed to get them and all the other users to their final destination.</p>	Diana Rhoades, Anchorage Park Foundation
Add unscored project	<p>I have a few projects that really need to be considered as well. These projects would help elevate some of our problems.</p> <p>Connection from Anchorage to Eagle River &amp; Connection from Eagle River to Palmer-</p> <p>If the Glenn highway were to be completely closed down due to bridge damage and or major road damage there would be no other way out of anchorage Due to the lack of an alternative connection from Anchorage to Eagle River and Eagle River to Palmer.</p> <p>There have been several times where the Glenn highway had to be completely shut down due to several issues. There are two neighborhoods one in Eklutna and one near Edmonds Lake that would completely lose access to the hospital and shopping due to the fact that there is no alternative route.</p> <p>While I am aware that things are being done to improve and fix issues along the Glenn, we still have the issue of the neighborhoods one in Eklutna and one near Edmonds Lake completely losing access. We also face the issue of losing access to Palmer due to the lack of an alternative connection.</p> <p>Again a connection from Anchorage to Eagle River &amp; a Connection from Eagle River to Palmer needs to be looked at.</p>	James Lincoln
Add unscored project	<p>Minnesota Drive Mobility- from international airport RD to the Glenn and New Seward highway:</p> <p>With traffic in midtown and Downtown Anchorage worsening, studies need to be done to find ways and ideas to directly connect Minnesota drive to the Glenn and Seward highways. Connecting Minnesota drive directly to the Seward and Glenn highways would help reduce traffic congestion in the Midtown and Downtown areas.</p> <p>Most of the traffic that is using Minnesota drive is coming from the Glenn and Seward highways. This is causing traffic congestion to worsen throughout the midtown and downtown area's.</p> <p>Fixed are needed and Minnesota Dr needs to be connected to the Seward and Glenn Highways.</p>	James Lincoln
Add unscored project	<p>Minnesota Dr connection to the Seward Highway in South Anchorage:</p> <p>traffic on O'Malley RD continues to worsen with accidents worsening in the area. A Minnesota Dr connection directly to the Seward highway would help elevate traffic congestion and accidents in the area.</p> <p>This connection would also provide direct access to Minnesota drive. And would help eliminate many of the issues the area is facing in a Daly bases.</p> <p>The time has come to directly connection Minnesota Dr to the Seward highway.</p>	James Lincoln



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Add unscored project	<p>I have another RD that needs to be considered in one neighborhood. Forest Park Drive expansion (Hillcrest Drive to the Alaska Railroad): Portions of Forest Park Drive is extremely narrow making access to Woodruff Overlook extremely difficult to access. Portions of this road also is making it difficult to access Castner Cir due to the lack of Wideness.</p> <p>Portion of Forest Park Drive needs to be widened to create a more and safer access for portions of the neighborhood. The narrowness of portions of Forest Park Drive is causing issues at times.</p> <p>Again please look at widening portions of Forest Park Drive.</p> <p>Please if you know of any way I can get these two projects to the right team that would be great. <b>[See attached for photos]</b></p>	James Lincoln
Add unscored project	<p>Thank you for taking my comments.</p> <p>1) There is no safe way for kids from west of Huffman Elementary to access the school. There is no sidewalk on the north side of Huffman connecting to the school. Therefore, if a kid lives off of Lake Otis north of Huffman, and they want to get to school without a car, they must cross to the south side of Huffman at Lake Otis, proceed eastward on Huffman along a very underdeveloped system of sidewalks and dirt paths to Lorraine, then wait for a crossing guard. This could be alleviated by extending the sidewalk on the north side of Huffman. It could be alleviated even more cheaply by installing signage that directs kids from the end of the north-side sidewalk at Avion, taking a path of: north on Avion, east on Cleo, and into the backside of the Huffman Elementary property near the hockey rink. Another idea would be to pave the existing dirt/mud footpath that connects the trail between Monarch and Greenscreek to Gander, then paving a trail along what looks like the East Klatt Road right of way to Cange and connecting to the north side of Avion via the street that passes just south of the Cange runway.</p>	jasonmnorris
Add unscored project	<p>2) The Muni recently presented a plan for Lake Otis between Huffman and O'Malley that converts Lake Otis to a 3-lane with a center turn lane and bike lanes. Since this is a project already underway, that may be why I didn't see it in the MTP. However, this is an important project that should be completed.</p>	jasonmnorris
Add unscored project	<p>3) It is disappointing to see there is not bus service for the far south side of town. Our daughter recently got her Seawolf Card and it promises her free transit on the People Mover. This would be very convenient if it took her straight up Lake Otis to UAA. However, there is no bus service in our part of town. I recently read the U-Med Plan and it wanted to reduce single-person vehicular trips. This would be a good way to do that.</p>	jasonmnorris
Add unscored project	<p>SACC Specific Comments</p> <p>Add project: way finding in South Addition, too many people end up on the Minnesota Drive freeway at lagoon who should be directed to west high school trail. Signage at 15th and L is atrocious. Similar way finding signage needed at 26th or so and Minnesota. The pavement preservation project currently in design at DOT&amp;PF should incorporate as much wayfinding along I and L street as within the bounds of that footprint.</p>	John Thurber, President, South Addition Community Council
Add unscored project	<p>Add project: Connect L street sidewalk to coastal trail behind guard rail at 15th and L to 16th and Coastal Trail. Introduce a bike diverter/island to slow downhill traffic behind the guard rail. (DOT&amp;PF said the old trail was eliminated because high speed bikers tee'd into the coastal trail at the bottom.)</p>	John Thurber, President, South Addition Community Council
Add unscored project	<p>Add project: Sidewalk infill for 14th St East of C Street. High density housing without any sidewalks or connection to neighborhood greenspace. Consolidate parking lot access and driveways to alleys. Add landscaping, bulb outs, street trees, snow storage.</p>	John Thurber, President, South Addition Community Council
Add unscored project	<p>I have owned a home on Wentworth Street for 24 years in Anchorage. Upon reviewing the list of potential projects I would like to strongly vote in favor of: A sound fence from Rogers Park Elementary to Drake Street along Northern Lights/Benson.</p>	Karin Wanamaker
Add unscored project	<p>Ditto with Hyder St from 15th-6th, 36th from Minnesota to the highway, Raspberry/Dowling from Jewel Lake to Arctic as alternatives that could actually be nice.</p>	Krista Dennison
Add unscored project	<p>Where is cycletrack for Tudor, Debarr, and Northern Lights??? Side walks are inadequate, used for snow storage and dangerous for bike pedestrian simultaneous use ; The APD exit on to Tudor needs to be reset so automobiles have the stopsigns Cost\$ 1 hr labor Considered? ROFL</p>	M Ambrose
Add unscored project	<p>The <b>right turn lanes on Tudor at Lake Otis</b> and at the new ones at C Street and at Dimond Boulevard should be redesigned. The pork chop/island features of these right turn lanes are dangerous for bicyclists who are not on the sidewalk and are exercising their rights to be in the vehicle lanes. The "Ped Xing" signs do not seem to slow many drivers.</p>	Mel Langdon
Add unscored project	<p>The right turn lanes on Tudor at Lake Otis and at the <b>new ones at C Street and at Dimond Boulevard</b> should be redesigned. The pork chop/island features of these right turn lanes are dangerous for bicyclists who are not on the sidewalk and are exercising their rights to be in the vehicle lanes. The "Ped Xing" signs do not seem to slow many drivers.</p>	Mel Langdon
Add unscored project	<p>Complete missing link for non-motorized traffic from Glenn Hwy transfer center exit to ER high school</p>	Nes Nedwick
Add unscored project	<p>bike and walk lane between Eagle River High School and Eagle River bridge</p>	Nes Nedwick

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Change project	At Wisconsin and Northern Lights, the MTP includes “installing non motorized crossing infrastructure.” This is not necessary: the intersection already has push buttons and marked crosswalks; upgrades won’t increase the occasional foot/ bicycle traffic. What both that intersection and the one at Northern Lights and Forest Park need are roundabouts. Bicyclists waiting to cross Northern Lights (particularly in winter) often wait minutes for a red light to change while there is no traffic. If Northern Lights west of Lois were just one lane with protected bicycle lanes, all the better. Last winter snowfall and plowing inadequacy left many of Anchorage’s stroads reduced to half their lanes. During that time traffic continued to move, but the impatient driver didn’t have an extra lane to zip more quickly to the next light, to race through that light that was turning red, or to get ahead of the van obscuring their view. And sidewalks felt safer with the buffer of snow creating separation from vehicular traffic. When the snow melted, the whine of speeding vehicles along our stroads returned, motorcycles at 2 a.m. being the most memorable. The extra lane that could have been turned into bicycle (or walkway, or elder tricycle, e-bike, motorized wheelchair) space was ceded again to impatient and deadly vehicles. Currently, those who cannot safely drive are handicapped in this town. I would like to be able to bicycle to do errands, but it is not safe, even though the nearest grocery store is only a mile away. Young families would like to let their kids walk or bicycle to school, but it is almost never safe. Struggling Alaskan households’ work prospects are limited because they cannot traverse Anchorage safely without ever more expensive motor vehicles. E-bikes are now allowed on our narrow and poorly maintained mixed use trails, making them less safe too.	Tina Tomsen
Change project	<ul style="list-style-type: none"> <li>For Complete Streets projects, please specify that the project should prioritize (not just accommodate) non-motorized transportation. This will build a balanced network where all modes have safe and convenient options to access all parts of the city. This should include <b>TIP CS 1 (Fireweed)</b>, TIP CS 2 (Spenard), TIP CS 5 (Potter), TIP CS 10 (Chugach), TIP CS 13 (Lois and 32nd), and others. Features such as traffic calming, mode filters, wide sidewalks, and a design speed of 20-25 mph would help accommodate non-motorized users.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>For Complete Streets projects, please specify that the project should prioritize (not just accommodate) non-motorized transportation. This will build a balanced network where all modes have safe and convenient options to access all parts of the city. This should include TIP CS 1 (Fireweed), <b>TIP CS 2 (Spenard)</b>, TIP CS 5 (Potter), TIP CS 10 (Chugach), TIP CS 13 (Lois and 32nd), and others. Features such as traffic calming, mode filters, wide sidewalks, and a design speed of 20-25 mph would help accommodate non-motorized users.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
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Change project	<ul style="list-style-type: none"> <li>Academy/Vanguard (TIP CS 7): Given recent concerns about how or if DOT&amp;PF objectively scores projects, and given community opposition to TIP NHS 1 (which is the only reason TIP CS 7 was identified as necessary), please carefully examine whether TIP NHS 1 meets MTP objectives and priorities. If it doesn’t, please redirect this funding to non-motorized or equity projects in this neighborhood.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>Air Quality education campaign (TIP CMAQ 2): Education has only a tiny effect on behavior. This funding would more effectively reduce emissions if spent on public bus routes and schedules, best-practice bike facilities, speed limiters for MOA vehicles, and car parking enforcement.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>Traffic Control Signalization (TIP CMAQ 4): Mitigating congestion will only encourage more people to drive more often. Air quality would be improved more by encouraging walking, biking, and busing. Please instead spend this funding to implement leading pedestrian intervals, automated pedestrian phases, additional crosswalks where currently missing at signalized intersections, bike signals at bike lanes, bike detection at all signals, and bus detection on bus routes.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>Winter trail grooming equipment (TIP CMAQ 6): Please instead direct this funding to snow blower/sweeping equipment. Grooming is largely for recreation and thus doesn’t belong in a transportation plan. For daily transportation, groomed trails are only reasonably usable by people who have fat bikes. Walking, running, other forms of rolling such as carts and strollers are made less accessible by the groomed and often post-holed surfaces, making this an inequitable form of maintenance. Fish and Ship Creek are currently swept, making them much more accessible for all users. This maintenance method also dramatically reduces the several weeks’ springtime breakup season when groomed trails with deep snowpacks become barely walkable and inaccessible to other users.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage

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Change project	<ul style="list-style-type: none"> <li>● Capital Vehicles (TIP CMAQ 8): As new buses are purchased, please transition People Mover and Anchor Rides to fully electric vehicles to improve local air quality and remove the substantial noise pollution from buses. This shouldn't be a priority over more frequent service or additional routes, but should be done as part of routine fleet replacement.]</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● Gambell/Ingra signal upgrades (TIP HSIP 2): What is the need for the signal upgrades? Please instead spend this safety funding to address real safety problems on this corridor, such as unplowed sidewalks, high-speed traffic through the middle of the city, and emissions and noise pollution for nearby residents.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● Flashing Yellow upgrades (TIP HSIP 4): How does this improve safety? Please instead spend this safety funding to address real safety problems, such as unplowed sidewalks, high-speed traffic through the middle of the city, and emissions and noise pollution for residents near DOT&amp;PF arterials.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● Campbell Tract entrance alignment (TIP Other 1): This is on the Complete Streets list but does not mention non-motorized improvements. Please update the Project Description to specify how all modes will be improved by the realignment. It's also not clear how or if this is a transportation issue; shouldn't BLM or State recreation funds be used instead of FHWA if this is for recreational access?</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● University Lake Drive extension (TIP Other 2): What is the justification for spending public transportation funds on this project? Wouldn't it only affect recreation (access to dog park) and access to private property (APU field)?</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● Canyon Rd parking (CIP 5): Expanded parking will only fill up again. This is inevitably a losing battle and should not be included in our transportation plan. This also does not provide equitable access across modes; even if a sidewalk or bike lane were added, the grade is too steep for most people to bike. This project thus does not qualify as a Complete Street and constructing it only for drivers could be a PROWAG violation. Please instead spend this funding on efforts that will ease parking demand as well as providing equitable access, such as bus service and an ADA-compliant paved separated pathway from the bowl. Video camera monitoring should also be added to mitigate parking demand for the existing parking lot.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● Northwood Drive Extension (CIP 7): Increasing traffic and speed near Dimond High School will increase danger to students and other road users. Please instead address issues around why alternative modes (biking, walking, school bus, public bus) are insufficient, or why so many people choose to drive.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● Mountain View Dr (NMO250): Instead of only widening sidewalks, please make this a Complete Streets project that also includes protected bike lanes (removing car travel lanes or the center turn lane as needed). This would connect the Glenn Hwy trail to Downtown, improve access to commercial areas of Mountain View, and provide safe and equitable access to Clark Middle School and Mountain View Public Library.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	<ul style="list-style-type: none"> <li>● (NMO160) G St: Add additional scoping language to make a distinction for the section of G Street between 10th and 15th. This section should be vehicle traffic calmed and redesigned to be accessible for all non-motorized users, but does not need separated bike lanes with low traffic volumes and 25mph speed limit. We also do not recommend painted bike lanes, which are not suitable for most users and non-existent in winter months. This project should be focused on slowing and diverting through vehicle traffic and not delineating vehicle lanes. Delineating lanes here would increase potential for driver speed and vehicle throughput, decreasing safety and accessibility for all road users.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Change project	TIP CS11 - Eagle River Road Rehabilitation The community does not support this project as a whole. Part of the project - to have non-motorized connectivity between the north and south sides of the Old Glenn Highway is supported, but reducing the facility to two lanes is not.	AMATS Community Advisory Committee
Change project	<b>CIP-8 &amp; CIP-11</b> These projects need more information. Are they on the short-term or long-term list? There are concerns with shutting down the only access road into the Port for these projects.	AMATS Community Advisory Committee
Change project	<b>CIP-8 &amp; CIP-11</b> These projects need more information. Are they on the short-term or long-term list? There are concerns with shutting down the only access road into the Port for these projects.	AMATS Community Advisory Committee
Change project	Page 29 "Pedestrian infrastructure inventory data has not been updated" Is this meant to be addressed by TIP Plans 9: Nonmotorized Facilities Inventory and Mapping? The Assembly previously passed Resolution 2022-254(S), regarding Assembly-Recommended Changes to AMATS TIP, in response to community members' desire to include adding "non-motorized easements, pedestrian ROW, and undeveloped ROW easements" to this inventory and to make this inventory accessible to the public via GIS mapping. This should be added, either by amendment to the project description, or as a separate project on the MTP. Lack of easy and transparent public access to public easement information, in particular, creates real conflict in the community.	Anchorage Assembly
Change project	Page 63 Project TIP Plans 8 - Consider amending the language of the project description, including title, to make it clear that multi-use pathways and trails are not purely recreational. Multi-use pathways and trails are also used as means of safely commuting to destinations via active transportation. Our trail system is a vital part of our non-motorized transportation network.	Anchorage Assembly

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Change project	<p>Page 58, TIP NHS 3: RCCC is participating in the Stakeholders Working Group (SWG) for the Safer Seward Highway Project that extends from Bird Flats to Rabbit Creek. The discussions of the SWG have emphasized safety, and on recognizing this project as a corridor with many uses and values; it is not just a roadway. Therefore, the project description should be amended as follows:</p> <p>TIP NHS 3. Seward Highway Mile Post 95.1 to 118 Bird Flats to Rabbit Creek. better accommodate traffic flow and address safety concerns</p> <p>Align and design the highway corridor to increase safety; improve reliability of traffic flow; provide a non-motorized pathway; ensure safe local and recreational access; preserve recreation, scenic, and natural resource values; and include opportunities for alternative transportation.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Change project	<p>Other Complete Streets projects of concern to RCCC: Page 54, TIP CS 7: Academy Drive/Vanguard Drive to Abbott Road traffic circulation \$18.7 M.</p> <p>RCCC requests this project be delayed and re-designed to emphasize non-motorized connections. The adjoining neighborhoods need safer connectivity, but safety is best achieved without high speed through-traffic. Data show that vehicle capacity is not an issue.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Change project	<p>Additional comments about projects included in the 2050 MTP:</p> <p>RCCC supports synchronization of road projects and intersection projects so that increased traffic does not create a bottleneck or safety hazard. Several projects have a road extension in the short term and an intersection in the long term. It would seem more efficient and economical to combine these projects into one. Two specific examples follow.</p> <p>Page 54, TIP CS 6 Mountain Air Drive should include an intersection project at the Rabbit Creek Road Intersection.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Change project	<p>Page 59, CIP 7, Northwood Extension to Dimond at Victor needs to be synchronized with CPS 075, the future intersection project which is currently scheduled for after 2035.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Change project	<p>Page 61, CPS096, Glenn Highway Management Study should be in the short term not long term given the large daily traffic use and opportunities to reduce GGE and congestion sooner, rather than later, through study findings.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Change project	<p>Page 69, NMO 306 Railroad: Non-Motorized pathway and crossing study.</p> <p>This study is focused on potential non-motorized use of the Railroad corridor in the Spenard area. Rabbit Creek Community Council requests expansion of this study to include potential pathway alignment along the railroad in South Anchorage. Our Community Council members must use on-the-road routes for north-south bike commuting (Brayton Drive or Ocean View subdivision roads, for examples). Mingling with vehicle traffic is not safe for many potential bike commuters.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Change project	<p>Regarding TIP 2, Minnesota Blvd / I and L corridor:</p> <p>I have concerns about how this road and the intersections are being constructed now, with a focus on stopping people cross the road rather than addressing the fact that there is a great deal of distance between legal crossings (Benson to Spenard), which is part of what drives the behavior to cross mid-block. I also have found it a challenging road to bike or walk across, even with the islands in the middle that allow for someone to pause if they can't cross both segments quickly enough. I hope pedestrians and non-motorized users are prioritized in any future design, recognizing that this is a major north-south corridor, but also over time has bisected the Spenard neighborhood and particularly at intersections like Tudor Rd. is very unsafe for people not in cars.</p>	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Change project	<p>Leave the Old Glen 4 lanes. Add the Arterily Inter change to the plan</p>	Anonymous
Change project	<p>At grade crossing would be way better (<i>arrow in reference to NMO006</i>)</p>	Anonymous
Change project	<p>The Old Glenn through Eagle River is the only way to get from one side to the other when there is an accident on the Glenn Highway. Reducing the lanes will only cause major congestion. In the winter many days traffic is lined up in town as it us when there are accidents on the highway. Not to mention when the bridge was closed for weeks due to damage and the only route from the valley to Anchorage was through Eagle River on the Old Glenn.</p>	Anonymous
Change project	<p>Tolls on The Glenn Highway are also a burden to drivers. High gas prices and taxes are enough without adding more fees to get to work. Is the plan to push Eagle River out of the municipality because these actions only encourage us to want to exit.</p>	Anonymous
Change project	<p>Express support for Artillery Road and dislike the lane reduction on Old Glenn. *One member countered that is really unpleasant to walk there and if we accommodate more motorized activity in a comfortable format while expanding access to neighborhoods. Same young person went on an advocacy speech for dense land use and lane reductions for the Old Glenn.</p>	Anonymous
Change project	<p>Oppose changing the 4 lanes to 2 as it is not going to address the volume, speeds, and other issues that are the main issues. And it is used as the alternate route for the Highway when the Glenn is shut down. Old Glenn serves many functions.</p>	Anonymous
Change project	<p>Agree with Crystal to support the Artillery Road and do not support the lane reduction on the Old Glenn Highway.</p>	Anonymous
Change project	<p>Would traffic lights might be helpful on Old Glenn?</p>	Anonymous
Change project	<p>Rewrite the scope of work to broaden the description to remove the "lane reduction" would be the solution.</p>	Anonymous
Change project	<p>Though a low ranking project, <b>CPS091</b> and <b>NM0190</b> should incorporate a non-motorized connection along Hillcrest Drive from Forest Park to Wildwood to match into existing non-motorized facilities.</p>	Anonymous
Change project	<p>Though a low ranking project, <b>CPS091</b> and <b>NM0190</b> should incorporate a non-motorized connection along Hillcrest Drive from Forest Park to Wildwood to match into existing non-motorized facilities.</p>	Anonymous

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Change project	The first map that appeared in this process to show the JBER Muldoon Boundary Trail did not go all the way to the Ship Creek Bridge where there is an underpass to connect with the Glenn Hwy. Bike Trail. Please correct the initial map. Connecting the Glenn Hwy. Bike TRail with the new Chugach Foothills Connector Trail is the goal by way of the Ship Creek Bridge Underpass on the Glenn Hwy and realigning the JBER Muldoon Boundary.	Anonymous
Change project	Please delay all Downtown Anchorage projects until the Downtown Streets Engineering Study is completed so we don't waste money on changes that don't align with the recommendations from the study. For example, bike signals would be needed on streets that receive bike lanes, so upgrading the signals now would be wasteful (assuming bike signals would not be added now). The Downtown study might also recommend changing one-way streets to two-way, also requiring further changes to the signals. And of course any road rehabilitation that occurs now and conflicts with the study's recommendations would be a waste. This would include <b>TIP CS 4</b> , TIP CS 12, TIP CS 16, TIP CS 17, and TIP HSIP 3 in the near term. Please also ensure the A/C and I/L corridor plans dovetail with the Downtown study.	Anonymous
Change project	This would include TIP CS 4, <b>TIP CS 12</b> , TIP CS 16, TIP CS 17, and TIP HSIP 3 in the near term. Please also ensure the A/C and I/L corridor plans dovetail with the Downtown study.	Anonymous
Change project	This would include TIP CS 4, TIP CS 12, <b>TIP CS 16</b> , TIP CS 17, and TIP HSIP 3 in the near term. Please also ensure the A/C and I/L corridor plans dovetail with the Downtown study.	Anonymous
Change project	This would include TIP CS 4, TIP CS 12, TIP CS 16, <b>TIP CS 17</b> , and TIP HSIP 3 in the near term. Please also ensure the A/C and I/L corridor plans dovetail with the Downtown study.	Anonymous
Change project	This would include TIP CS 4, TIP CS 12, TIP CS 16, TIP CS 17, and <b>TIP HSIP 3</b> in the near term. Please also ensure the A/C and I/L corridor plans dovetail with the Downtown study.	Anonymous
Change project	This would include TIP CS 4, TIP CS 12, TIP CS 16, TIP CS 17, and TIP HSIP 3 in the near term. Please also ensure <b>the A/C</b> and I/L corridor plans dovetail with the Downtown study.	Anonymous
Change project	This would include TIP CS 4, TIP CS 12, TIP CS 16, TIP CS 17, and TIP HSIP 3 in the near term. Please also ensure the A/C and <b>I/L corridor plans</b> dovetail with the Downtown study.	Anonymous
Change project	Folker Street (TIP CS 14): Include traffic calming to discourage exceeding the 25 mph speed limit, as drainage changes, more lighting, and non-motorized facilities will open up the corridor a bit and thus encourage faster driving. Controlling speed is especially important given the park and assisted living facility in this corridor.	Anonymous
Change project	Dale Street (TIP CS 15): Include traffic calming to discourage exceeding the 25 mph speed limit, as drainage changes, more lighting, and non-motorized facilities will widen the corridor a bit and thus encourage faster driving.	Anonymous
Change project	COS096 Glenn Hwy toll charges or ways to get income - mass transit isn't feasible with Alaska limited population and distances. The bus system doesn't work with peoples work schedules. Alternative funding thru EV vehicle charges or registration to cover usage. Add lanes to give car pool's priority for less pollution. Etc	Arlene Rasic
Change project	NMO 084 - Strongly support this project. This pathway is hazardous in its present condition. When it is rebuilt it should ideally be located as far away from the traffic lane as possible. The road right of way is wide enough at this location to accomplish this.	Bob Butera
Change project	TIP Plans 8 - Support. A connection from Chester Creek Trail (at Maplewood Spur) over Chester Creek to Sitka Street Park should be one of the included expansions. It will open up the Chester Creek Trail to many Fairview Residents.	Bob Butera
Change project	TIP Plans 4 - Resignalization of these intersections should include flashing yellow yield signals.	Bob Butera
Change project	TIP Plans 5 - A long sought inclusion in this project would be median landscaping of Northern Lights Boulevard between Latouche Street and Drake Drive. Northern Lights should live up to its "Boulevard" name	Bob Butera
Change project	NMO 124 - Revise the MTP scope to use a bridge to replace both the trail tunnel and Creek Culvert. Both are undersized. The final Midtown Congestion Relief PEL is based on and included concept sketches of a bridge at this location. A template for it is the combined creek/pathway bridges along Campbell Creek.	Bob Butera
Change project	<b>COMPLETE STREET PROJECT CSP091 — Forest Park Drive (Northern Lights Boulevard to Hillcrest Drive) [pg. 61]</b> & ACTIVE TRANSPORTATION PROJECT NMO190 — Forest Park Drive (West Northern Lights Boulevard to Hillcrest Drive) [pg. 69] TCC has identified improvements to Forest Park Dr. as one of our Turnagain Safe Routes to School Projects, to provide safer use of this narrow neighborhood collector for pedestrians and bikers traveling to/from West High School & Romig Middle School. o Due to the limited roadway right-of-way width as well as long-time resistance by Turnagain residents along this roadway for any significant road improvement projects, TCC's only request for Forest Park Dr. has been minor rehabilitation. This includes the Municipality of Anchorage's scheduled repavement (2024) that will incorporate narrowing of traffic lanes (by moving lane paint stripes closer to the roadway center), resulting in larger shoulder widths for non-motorized use. Cutting back overgrowth grass/vegetation over the existing pavement edges is also included in this effort. TCC notes that between the two MTP Draft project descriptions, \$5,720,000 is the estimated cost for upgrades to Forest Park Dr. TCC requests more detail and a cost breakdown, so that we can review the scope of what roadway upgrades are being proposed — and assess potential impacts to properties along this narrow roadway.	Cathy L. Gleason, Act President, Turnagain Community Council

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Change project	<p><b>COMPLETE STREET PROJECT CSP091 — Forest Park Drive (Northern Lights Boulevard to Hillcrest Drive) [pg. 61] &amp; ACTIVE TRANSPORTATION PROJECT NMO190 — Forest Park Drive (West Northern Lights Boulevard to Hillcrest Drive) [pg. 69]</b></p> <p>TCC has identified improvements to Forest Park Dr. as one of our Turnagain Safe Routes to School Projects, to provide safer use of this narrow neighborhood collector for pedestrians and bikers traveling to/from West High School &amp; Romig Middle School.</p> <p>o Due to the limited roadway right-of-way width as well as long-time resistance by Turnagain residents along this roadway for any significant road improvement projects, TCC's only request for Forest Park Dr. has been minor rehabilitation. This includes the Municipality of Anchorage's scheduled repavement (2024) that will incorporate narrowing of traffic lanes (by moving lane paint stripes closer to the roadway center), resulting in larger shoulder widths for non-motorized use. Cutting back overgrowth grass/vegetation over the existing pavement edges is also included in this effort.</p> <p>TCC notes that between the two MTP Draft project descriptions, \$5,720,000 is the estimated cost for upgrades to Forest Park Dr. TCC requests more detail and a cost breakdown, so that we can review the scope of what roadway upgrades are being proposed — and assess potential impacts to properties along this narrow roadway.</p>	<p>Cathy L. Gleason, Act President, Turnagain Community Council</p>
Change project	<p><b>ACTIVE TRANSPORTATION PROJECT TIP NMO 1 — Fish Creek Trail Connection (Northern Lights Boulevard to the Tony Knowles Coastal Trail) [pg. 63]</b></p> <p>Last year, TCC passed a resolution in support of this important trail connection project, proposed to be located within our council boundaries. However, our support position is very clear with regard to the specific type and route location of this trail, as expressed in the following TCC-approved documents (separately attached to the email sent with this comment letter):</p> <p>11-3-2022 TCC Resolution In Support of Fish Creek Trail Connection, Trail Route and Maps 11-3-2022 TCC Letter Re: Fish Creek Environmental Comments</p> <p>The rationale for our conditional support is to minimize project development and trail user impacts on nearby property owners/neighbors as well as to the incredibly high-value environmental attributes associated with the protected Fish Creek Estuary and surrounding undeveloped habitat areas.</p> <p>At this point, TCC is not able to ascertain whether the MTP Draft \$15,700,000 estimated cost of this project reflects TCC's trail and route location recommendations, and requests more detailed information from the Project Team regarding the Preferred Alternative Route recently identified in the updated project website.</p> <p>TCC has been following the Fish Creek Trail Connection project and will continue to collaborate with the Project Team, to ensure this trail will be a positive, beneficial asset within our neighborhood as well as to the trail user community at-large.</p>	<p>Cathy L. Gleason, Act President, Turnagain Community Council</p>
Change project	<p><b>ACTIVE TRANSPORTATION PROJECT NMO359 — Wisconsin Street (Spenard Road to Northern Lights Boulevard) [pg. 69]</b></p> <p>TCC has ranked Wisconsin Street Resurfacing as #7 on our 2024 Capital Improvement Plan Project list. However, we note that the MTP Draft project description for Wisconsin Street includes multiple non-motorized amenities that have not specifically been identified/requested by TCC. And we also note that the resurfacing/repavement that we have requested as part of our CIP project request is not included in the MTP Draft project scope.</p> <p>TCC supports safer streets for non-motorized users of this well-used neighborhood collector, but would need more information regarding the MTP Draft's specific projects proposed for this roadway, to ensure the proposals are compatible with the specific location right-of-way widths, existing landscaping, resident fencing, etc.</p> <p>We also request that the project scope incorporate our council's request for pavement resurfacing, repairing of subsiding manhole covers, curb repair, etc. — which will contribute to safer use of this Turnagain roadway.</p>	<p>Cathy L. Gleason, Act President, Turnagain Community Council</p>
Change project	<p><b>ACTIVE TRANSPORTATION PROJECT NMO334 — Spenard Road at Hillcrest Drive Intersection [pg. 69]</b></p> <p>While this MTP Draft project intersection falls within the Spenard Community Council boundaries, it is in close proximity to the TCC boundaries, and is part of a Hillcrest Drive/Spenard Road connecting road system heavily used by Turnagain neighbors and those traveling to/from the West High School/Romig Middle School campus in east Turnagain.</p> <p>TCC supports safer streets for non-motorized users of this well-used roadway intersection, but would like the following addressed, considering the estimated cost of this project is \$500,000:</p> <p>TCC requests an explanation as to why the intersection design “to accommodate non-motorized users” wasn't included in the upgrades to this northern portion of Spenard Road/Hillcrest Drive intersection constructed just a few years ago? TCC requests more detailed information with regard to specific changes that would be implemented with this intersection project and how it would affect/impact the lighted street ID stand as well as any landscaping or other amenities that were installed at this intersection as part of the relatively recent upgrade of Spenard Road at this location.</p>	<p>Cathy L. Gleason, Act President, Turnagain Community Council</p>

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Change project	<p>ACTIVE TRANSPORTATION PROJECT NMO345 — Turnagain Boulevard and Spenard Road Intersection [pg. 69]</p> <p>This intersection is also located within the Spenard Community Council boundaries, but very closely abuts the TCC boundary in this area, where the majority of Turnagain Boulevard is located.</p> <p>TCC supports a safe street crossing for non-motorized users of this well-used roadway intersection, but requests more detailed information with regard to specific changes that would be implemented with this intersection project and how it would affect/impact the lighted street ID stand as well as any landscaping or other amenities that were installed at this intersection as part of the upgrade to Turnagain Boulevard in 2018.</p>	Cathy L. Gleason, Act President, Turnagain Community Council
Change project	<p>ACTIVE TRANSPORTATION PROJECT TIP NMO 7 — Multi-use Pathway from Tudor Road to Northern Lights Boulevard [pg. 63]</p> <p>TCC draws attention to two items associated with this proposal:</p> <p>TCC long advocated for the Fish Creek Trail Connection to be located within the Alaska Railroad right-of-way corridor north of West Northern Lights; until last year, AKRR adamantly opposed the proposal, citing safety and access issue concerns.</p> <p>Has the AKRR provided input/support for this MTP Draft Multi-use Pathway project between Tudor Road and Northern Lights Boulevard?</p> <p>Also, the project description states this pathway would “connect to the existing trail to the north...” This description should be amended to state, “...along the Alaska Railroad corridor and connect with the proposed Fish Creek Trail Connection to the north...,” as the Fish Creek Trail Connection does not, yet, exist.</p>	Cathy L. Gleason, Act President, Turnagain Community Council
Change project	<p>Project CPS 151 Old Glenn Highway from North Eagle River Loop Road to Eagle River Access Road project was discussed. No one in attendance voiced support for the reduction of lanes as proposed. There is support for safety improvements for vehicles, pedestrians and non-motorized trail improvements.</p>	Chuck Homan II President Eagle River Community Council
Change project	<p>TIP CS 18 O'Malley Road Reconstruction - improve safety and capacity at intersections and improve pedestrian facilities \$350,000 Could this be clearer about what “capacity” entails and who the “safety” is for?</p>	Daniel
Change project	<p>TIP CS 1 Fireweed Lane Rehabilitation (Spenard Road to Seward Highway) - include a road diet, changing Fireweed from 4 lanes to a maximum of 3 lanes (2 with a center turn lane), and non-motorized improvements. \$50,000,000 ●Please use a raised median.</p> <ul style="list-style-type: none"> <li>●Please consider road diet, and protected bike lanes (But with a focus on protecting cyclists, not car finishes_ protected with concrete, not plastic)</li> <li>●Remove turning lanes at intersections</li> </ul>	Daniel
Change project	<p>TIP CS 2 Spenard Road Rehabilitation (Benson Blvd to Minnesota Drive) - improve traffic flow and include non-motorized improvements \$7,739,000 ●Add medians, 25mph design speed.</p> <ul style="list-style-type: none"> <li>●Please require the MOA PME department/AKDOT to implement the standards/cross section of the Spenard Corridor plan.</li> <li>●Please ensure that any construction accommodate through infrastructure across Minnesota.</li> </ul>	Daniel
Change project	<p>TIP CS 3 Rabbit Creek Road Rehabilitation (Seward Highway to Goldenview Drive) - look at left turn accommodations where possible and include non-motorized improvements. \$33,550,000 ●Narrow lanes</p> <ul style="list-style-type: none"> <li>●This is a rural area by choice, please consider how car infrastructure investments in this area might be taking away funding for other types of needed infrastructure in more populated areas.</li> </ul>	Daniel
Change project	<p>TIP CS 4 East 4th Avenue Signal and Lighting Upgrade (Cordova Street to Ingra Street) - reconstruct the traffic signal and street lighting system and replace sidewalk and curb ramps \$5,580,000 Great project, please add sidewalks, road diet, and consider roundabouts.</p>	Daniel
Change project	<p>TIP CS 7 Academy Drive/Vanguard Drive Area Traffic Circulation Improvements (Brayton Drive to Abbott Road) - Improve and align Academy Drive and Vanguard Drive west of Abbott Road, include non-motorized improvements and consider adjacent land use. \$18,700,000 Reduce Brayton drive to 1 lane. The connection under the Seward Highway should only be non-motorized</p>	Daniel
Change project	<p>TIP CS 8 Safety Improvement Program (Traffic Count Support) - Collect traffic data within the AMATS area completed by the ADOT&amp;PF Central Region Highway Data Section and MOA Traffic Department Data Section \$17,640,000 Please sharpen this so it isn't just about motor vehicle safety. Traffic engineer design and speed are major contributors to safety issues.</p>	Daniel
Change project	<p>TIP CS 9 Spenard Road Rehabilitation (Minnesota Drive to Northwood Drive) - rehabilitate road, include non-motorized improvements, and consider adjacent land use. \$18,000,000 ●25 MPH design speed, multiple mid block crossings. Raised crosswalks, remove signal with roundabout if possible.</p>	Daniel
Change project	<p>TIP CS 12 3rd Avenue Signals and Lighting Upgrade (E Street to Cordova Street) - reconstruct the traffic signal and street lighting system and replace sidewalk and curb ramps \$11,000,000 Please do a road diet and consider roundabouts whenever feasible.</p>	Daniel
Change project	<p>TIP CS 13 Lois Drive &amp; 32nd Ave Upgrade (Benson Blvd to Minnesota Drive) - upgrade road to current collector standards, including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible. \$16,800,000 I am wary of “upgrade to collector standards” because that usually means “Widen the road for cars, and through the walkers a few bones with a few more feet of sidewalk”. I would like to see this area centered around non-motorized users with very slow design speeds. Keep it a local street for cars but an “arterial for people”. The classifications are a problem.</p>	Daniel

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Change project	TIP CS 16 5th Ave Signals and Lighting Upgrade (L to H St) - Replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; replace sidewalks and pavement as necessary for electrical work and to meet ADA requirements \$11,000,000 Please delay the design and construction for this project until after the Downtown Streets Engineering Study so that the results of the study will be reflected in the upgrade design. If the project must go forward, do not upgrade the signals and design the lighting such that it will be useful for a road diet and reconfiguration (i.e. mid-block only)	Daniel
Change project	TIP CS 17 5th Ave (H St to Cordova St) and 6th Ave (L St to Cordova St) Signals and Lighting Upgrade - Replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; replace sidewalks and pavement as necessary for electrical work and to meet ADA requirements. \$11,000,000 This study should wait until the Downtown Streets Engineering Study is complete.	Daniel
Change project	TIP Plans 6 AMATS Regional Household Travel Survey - gather information on travel behaviors and patterns of the households in the region. \$600,000 This is ok but if possible please focus on how existing infrastructure is shaping the behaviors which this study will be observing—and include info about how other infrastructural decisions might result in different observable behaviors in the future. .	Daniel
Change project	TIP Plans 11 AMATS Climate Action Plan - build on the Anchorage Climate Action Plan (adopted May 2019). Inventory current and past Anchorage/Chugiak-Eagle River transportation system greenhouse gas (GHG) emissions (including carbon) in order to quantitatively evaluate strategies and actions to reduce future GHG emissions, including carbon reduction strategies, related to transportation. Focus on equity and include a strategic implementation plan. \$450,000 Please also consider all types of pollution from vehicles, including EVs.	Daniel
Change project	TIP CMAQ 10 Seniors and Youth Ride Free - Provide transit trips for people 18 and under and 60 and over. \$1,000,000 ●I would rather see service improved on paid routes over free rides. People will pay for something if it is worth the value.	Daniel
Change project	TIP HSIP 2 Gambell and Ingra Streets - Overhead Signal Indication Upgrades \$8,325,000 Please spend this money on actually fixing the road design. Flashing lights don't make lanes narrower.	Daniel
Change project	TIP HSIP 3* 5th Ave: Concrete Street to Karluk Street Pedestrian Improvements \$3,867,000 ●Please consider noise protection for any pathway.	Daniel
Change project	TIP HSIP 4 Anchorage Flashing Yellow Arrow and Signal Head Display Improvements \$22,326,000 Please spend this money on actually fixing the road design. Flashing lights don't make lanes narrower.	Daniel
Change project	TIP HSIP 5* Tudor Road: Baxter Road to Patterson Street Channelization \$8,467,000 Please reduce high-speed-high-danger design as part of this.	Daniel
Change project	TIP NHS 5* Glenn Highway Incident Management Traffic Accommodations - Construct modifications and improvements to facilitate efficient through travel along the highway and nearby roads between Airport Heights and the Parks Highway so when lanes are blocked by crashes or other events, ensuing traffic congestion is mitigated and gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley. \$19,900,000 Consider contraflow instead.	Daniel
Change project	CIP1 48th Avenue Upgrade (Cordova Street to Old Seward Highway) - to urban collector standards. \$8,100,000 Please provide walkways on both sides of the avenue and a bike lane.	Daniel
Change project	CIP 2 Cordova Street Reconstruction (48th Avenue to International Airport Road) - to urban collector standards. \$6,000,000 Please provide walkways on both sides of the street and a bike lane.	Daniel
Change project	CIP 3 68th Avenue Reconstruction (Brayton Drive to Lake Otis Parkway) - to urban collector standards. \$12,000,000 Please redesign to 25mph design speed, traffic calming, chicanes. School crossing should be raised.	Daniel
Change project	CIP 4 120th Avenue Upgrade (Johns Road to Old Seward Highway) - to urban collector standards. \$8,000,000 Change the DCM and upgrade to the smallest, most efficient road possible.	Daniel
Change project	CIP 5 Canyon Road Improvements (Upper De Armoun Road to Chugach State Park) - upgrade and include a parking lot for trail users. \$5,000,000 Please clarify that this is a parking lot for trail users arriving by motor vehicle. This project will directly encourage more driving, please use it instead for a shuttle, parking lot monitoring, live feedback on availability, etc. This is not fair for all modes, and is prioritizing driver access over other for people.	Daniel
Change project	CIP 6 Lore Road Reconstruction (Sandlewood Place to Lake Otis Parkway) - include installation of traffic calming measures. \$12,000,000 Tighten intersection radii, traffic circles, raised crosswalks, feeder trails to access for non-motorized users. lore/petersburg intersection needs bulb outs and raised crosswalk to allow neighborhood children safe access to playground on south side	Daniel
Change project	CPS020 36th Avenue (Spenard Road to Lake Otis Parkway) - rehabilitate to remove a vehicle lane, install a separated bike lane through intersections, widen sidewalks, and slow speeds to 30 miles per hour. \$35,400,000 Wasn't this just reconstructed? Is anyone tracking how expensive all this car infrastructure is per project over time? Please put in a huge road diet—Reallocate the existing ROW by building raised medians and putting barriers up for a lane in each direction to have protected bike lanes. This should be a major bike corridor as it connects the university, library, and midtown.	Daniel
Change project	CPS026* 5th & 6th Avenue Complete Streets (I to Reeve) - remove a lane of traffic, slow speeds, add protected bike lanes, and upgrade pedestrian infrastructure. \$55,800,000 Please consider measuring long-term cost savings for removing a lane.	Daniel



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Change project	CPS006 15th Avenue (L Street to Gambell Street) - rehabilitate to a two lane roadway with protected bike lanes, reduce speed, raised medians, and single lane roundabouts at K Street, E Street, and Cordova Street. Remove telephone poles and add street lighting, crosswalks at intersections, ADA ramps, and signage \$11,000,000 Good project. Please add roundabouts when possible.	Daniel
Change project	CPS008 15th Avenue Complete Street & North-South crossing (Karluk Street to Orca Street) - reconstruct to remove a lane of traffic and add speed reduction, protected bike lanes, and pedestrian under/overpass crossings where possible. \$5,400,000 Great! Please add separated at grade crossings.	Daniel
Change project	CPS014 32nd Avenue and 33rd Avenue Upgrade (Arctic Boulevard to Old Seward Highway) - Rehabilitate to collector standards, to include non-motorized improvements and consider adjacent land use. \$13,700,000 Are these collector standards what people actually want, or just what the current framework allows? Make this an “arterial for people”	Daniel
Change project	CPS072 Denali Street Complete Street (Fireweed Lane to Tudor Road) - reconstruct and include non-motorized infrastructure. \$19,200,000 Great project. Please do a major road diet	Daniel
Change project	CPS118 Ingra Street (3rd Avenue to 15th Avenue) - rehabilitate Ingra Street to a 3-lane Blvd and include separated non-motorized facilities. \$22,300,000 Should be 2-lanes and 25 MPH design speed.	Daniel
Change project	CPS115* I St & L Street Reconstruction to Complete Streets (9th Avenue to Westchester Lagoon) - use a 25 mile per hour design speed and consider the following design elements: buffered bike lanes, enhanced vegetation, upgraded school zones, improved bus stops, improved pedestrian crossing at 12th Avenue, reduce lane widths, crosswalks on all 4 corners at 9th Avenue, transition L St to 2 traffic lanes, slow traffic platoons at 13th Avenue, remove L Street left turn lane at 13th Avenue for the buffered bike path. On I Street, add bulb outs and non-motorized connection signage, striping, enhanced transit stop. \$27,100,000 Remove a lane and put up some concrete barriers.	Daniel
Change project	CPS141 Minnesota Drive Separated Bikeway (Dimond Road to Hillcrest Drive) \$12,500,000 This is a great project BUT—please take the pathway away from existing road lanes, and not from adjacent park land or private property. Also include sound protection from car noise impacts.	Daniel
Change project	CPS074 Dimond Boulevard (C Street to Corbin Drive) - rehabilitate to accommodate non-motorized users. \$34,600,000 ●Here it says “to accommodate non-motorized users”. Please use the same language when talking about accommodating motorized users. ●narrow lanes, reduce speed to 35mph and narrow intersections by reducing number of turning lanes.	Daniel
Change project	CPS092 Gambell Street (3rd Avenue to 15th Avenue) - rehabilitate to a 3-lane Blvd and include separated non-motorized facilities. \$22,300,000 Please change to 2 lanes.	Daniel
Change project	CPS075 Dimond Boulevard intersection with Victor Road and Northwood Drive - redesign the intersection to extend bike lanes through the intersection, add bike detection, and add the 4th leg crosswalk. \$2,000,000 Make easier for kids to cross.	Daniel
Change project	CPS198 Lake Otis Parkway at 20th Avenue Channelization – This project would construct safety improvements to this intersection. Dedicated left-hand turn lanes on Lake Otis Parkway are anticipated. The curb bulb-out on the northeast side of the intersection may be removed to allow for an optional straight ahead/right-turn lane traveling north on Lake Otis Parkway. In addition, the traffic signals will be altered to match the new lane configuration. \$3,000,000 ●Instead of adding a through lane, please remove the right lane and create a buffered walkway with some street parking or grass. ●This is a city street that should be for local traffic. It doesn't need to be a high speed arterial.	Daniel
Change project	CPS096* Glenn Highway Management Study (Airport Heights Drive to Knik River Bridge)- study tolling, including a review of federal and Alaska regulations/legislation and ways to dedicate toll funding for maintenance/transportation improvements. Explore High Occupancy Vehicle (HOV) lanes and Bus Rapid Transit (BRT) lanes as options \$500,000 Good project. Especially focus on mitigating maintenance costs through user fees, and how tolls impact driver decisions.	Daniel
Change project	TIP CMAQ 9 Seniors and Youth Ride Free - Provide transit trips for people 18 and under and 60 and over. \$1,916,000 Ok, but please focus on providing better service before free fares.	Daniel
Change project	TIP CMAQ 11 Muldoon Transit Hub Mixed Use Development - replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction \$3,705,000 Muldoon is a loud hell because the road facility is designed that way. Please change the road design to be more appropriate for a city, not a suburban stroadland.	Daniel
Change project	CIP NMO 1 E 20th Avenue Pedestrian Improvements (Tikishla Park to Bragaw Street) - construct a pedestrian facility. \$4,500,000 Good, please include noise protection for pedestrians.	Daniel
Change project	CIP NMO 2 East Northern Lights Boulevard Pedestrian Overpass - replace the existing overpass at Rogers Park Elementary with an ADA compliant structure. \$10,000,000 Pedestrian overpasses are motor vehicle infrastructure. As part of this, please also consider making it safer for human beings to cross NL at grade.	Daniel
Change project	NMO146 Denali Street (Tudor Road to East Fireweed Lane) and Eagle Street (East International Airport Road to Tudor Road) - construct a separated bikeway and pedestrian infrastructure. \$3,460,000 Terrific project, thanks. Please consider adding noise protection from automobiles.	Daniel
Change project	NMO067 Airport Heights Drive (Debarr Road to Glenn Highway) - construct non-motorized facilities on the west side of the road and non-motorized crossing infrastructure at Airport Heights Drive and Glenn Highway. \$1,800,000 Terrific project, thanks. Please consider adding noise protection from automobiles.	Daniel

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Change project	NMO319 Seward Highway (East 20th Avenue to Energy Court) - construct pedestrian infrastructure. \$2,300,000 Terrific project, thanks. Please consider adding noise protection from automobiles.	Daniel
Change project	NMO096 Boundary Avenue (Homecrest Place to Boniface Parkway) - construct a separated bikeway as per the AMATS Non-Motorized Plan. \$4,320,000 Great project, thanks. Please consider adding noise protection from automobiles.	Daniel
Change project	NMO148 Dimond Boulevard (Minnesota Drive to Arctic Boulevard) - rehabilitate to add non-motorized infrastructure and transit access. \$17,500,000 Good project idea, please include noise protection from car noise.	Daniel
Change project	NMO004 13th Avenue (Nelchina Street to C Street and E Street to S Street) - construct missing sidewalks, widen existing sidewalks, and construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$3,420,000 Good project idea, please include noise protection from car noise.	Daniel
Change project	NMO252 Mountain View Drive at McCarrey Street Non-motorized Wayfinding - install non-motorized wayfinding signage to the Ship Creek Trail and to the Glenn Highway Trail. \$150,000 Good project.	Daniel
Change project	NMO098 Bragaw Street (East Northern Lights Boulevard to Mountain View Drive) - construct a multi-use separated pathway including non-motorized crossing infrastructure at Bragaw and Penland Parkway. \$3,500,000 Good project idea, please include noise protection from car noise.	Daniel
Change project	NMO344 Tudor Road Pedestrian Safety (Harding Drive to Muldoon Road) - install pedestrian safety infrastructure, including lighting and sidewalks/pathways. \$17,400,000 Good project idea. Please definitely consider noise protection from cars on Tudor. It's horrible to use.	Daniel
Change project	NMO001 10th Ave (Gambell Street/Ingra Street) - install non-motorized crossing infrastructure at the intersections. \$250,000 Would love to see signalization called "motorized crossing infrastructure"	Daniel
Change project	NMO091 Boniface Parkway (DeBarr Road to 22nd Avenue) - construct pedestrian infrastructure. \$1,900,000 I support this, thank you. Please consider adding noise protection for users.	Daniel
Change project	NMO343 Tudor Road Pathway (MacInnes Street to Lake Otis Parkway Campbell Creek Bridge) - construct a pathway from Tudor Road/McInnes Street to the Lake Otis Parkway Campbell Creek Bridge shown in the 2023-2026 TIP. \$1,700,000 I support this, thank you. Please include noise protection infrastructure here, as Tudor is truly horrible.	Daniel
Change project	NMO333 Spenard Road (Wisconsin Street to International Airport Road) - install non-motorized crossing infrastructure. \$860,000 Slow down spenard and make crossings safer. Charge Mcdonalds for inducing more traffic via double drive through.	Daniel
Change project	NMO267 Northern Lights Boulevard (Lovejoy Drive to Wesleyan Drive) - rehabilitate the pathway on the north side to provide a buffer and include non-motorized crossing infrastructure at Lovejoy Drive. \$3,440,000 I support this, thank you. Please include noise protection against norther lights drivers.	Daniel
Change project	NMO052 88th Avenue (Jewel Lake Road to Blackberry Street) - construct a pedestrian facility on the south side. \$500,000 Please coordinate with school walking route	Daniel
Change project	NMO190 Forest Park Drive (West Northern Lights Boulevard to Hillcrest Drive) - construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$1,160,000 Please just build a sidewalk.	Daniel
Change project	NMO027 36th Avenue (Woodland Park to Minnesota Drive) - extend the non-motorized pathway. \$1,060,000 This should include landscaping between the pathway to the curb. Lots of parked cars encroach on the pathway in the winter. Daylight the intersections. The intersection of Woodland Drive and 36th is a disaster for kids to cross. Lots of cut-through traffic going fast here. Consider raising that crossing/intersection to a table to enhance non-motorized crossing	Daniel
Change project	TIP Transit 4 Bus Stop Improvements/1% Section 5307 Transit Improvements - funds the upgrade of bus stop sites to meet both the federally-mandated ADA requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. \$600,000 This would be great, many stops are terrible. But please also ensure they get maintained.	Daniel
Change project	TIP Transit 9 Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities - may include purchasing buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; mobility management pro- grams; and acquisition of transportation services under a contract, lease, or other arrangement. Other activities may include travel training; volunteer driver programs; building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, ride-sharing and/or vanpooling programs; and mobility management programs. \$960,000 This seems like a weird fantasy project. Volunteer drivers is not a sustainable solution to this issue. If this goes through, please focus on real, structural solutions.	Daniel
Change project	TRN100 30-Minute Frequencies - Increase all existing 60-minute frequency routes to 30 minutes. Transit on the Move (TOTM) Priority # 7. as funding available Prioritize routes that connect to downtown and city core over routes outside of the city center	Daniel
Change project	TIP ARRC 2 Preventative Maintenance (5307) - partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset. \$29,000,000 Make AKRR serve residents better first.	Daniel

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Change project	Kind of a big theme, but since the projects call out non-motorized/pedestrian, I would love to see them call out motorized/vehicular as well. For example: MTP #; Description; More Accurate Description TIP CS 18 - O'Malley Road Reconstruction - improve safety and capacity for drivers at intersections and improve pedestrian facilities	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	TIP CS 2 - Spenard Road Rehabilitation (Benson Blvd to Minnesota Drive) - improve vehicular traffic flow and include non-motorized improvements	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	TIP CS 3 - Rabbit Creek Road Rehabilitation (Seward Highway to Goldenview Drive) - look at how to accommodate drivers turning left where possible and include non-motorized improvements.	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	TIP CS 8 - Safety Improvement Program (Vehicular Traffic Count Support) - Collect vehicular traffic data within the AMATS area completed by the ADOT&PF Central Region Highway Data Section	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	TIP HSIP 2 - Gambell and Ingra Streets - Overhead driving Signal Indication Upgrades	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	TIP NHS 3 - Seward Highway Mile Post 98.5 to 118 Bird Flats to Rabbit Creek - better accommodate vehicular traffic flow and address driver safety concerns.	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	TIP NHS 4 - Seward Highway and Tudor Road Interchange Reconstruction - interchange is at the end of its design life and has operational issues with the current vehicular traffic loads.	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	CIP 5 - Canyon Road driving Improvements (Upper De Armoun Road to Chugach State Park) - upgrade and include an unpriced parking lot for trail users accessing the area by motor vehicle.	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	CIP 7 - Northwood Drive Extension (88th Avenue to Dimond Boulevard) - construct a missing link in the road network and enhance vehicular traffic circulation in the vicinity of Dimond High School. We got into a big thing about this with "trail access" in Girdwood—it turned out a ton of the improvements weren't to "Help people access trails" but rather "Help people drive to trails and park for free".	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Change project	•NM0167 has also already been programmed. The Glenn Hwy to Eagle River Rd Pathway was rebuilt this year, and the Hillcrest to O'Riedner pathway is a part of the programmed TIPCSII Eagle River Road Rehabilitation -MP 0.0 to MP 5.3 (Eagle River), The 23-26 TIP description states, "Special consideration will be made to improve the non-motorized facilities, both parallel to and within the roadway" Please include this sentence in the MTP2050 description.	Diana Rhoades, Anchorage Park Foundation
Change project	Subject: TIP CS 4 East 4th Avenue Signal and Lighting Upgrade (Cordova Street to Ingra Street) I agree with plan for upgrade and look forward to seeing these improvements. I would suggest every effort be made to slow traffic and improve safety for pedestrians on 4th Avenue. Disabled residents of my assisted living facility at 337 East 4th Avenue frequently cross these intersections. They have reported multiple near misses from high speed traffic on 4th Avenue as they attempt to transit these intersection in motorized and non motorized wheelchairs. Recommend installation of traffic signals with ADA compliant pedestrian walk signals at the following intersections: 4th and Barrow 4th and Denali 4th and Eagle Additional signage cautioning motorists about disabled pedestrians in wheelchairs would also enhance safety.	Jack Pomerantz
Change project	TIP CS 4 East 4th Avenue Signal and Lighting Upgrade (Cordova Street to Ingra Street) - reconstruct the traffic signal and street lighting system and replace sidewalk and curb ramps These improvements are welcome but do not go far enough to make 4th Ave safe for pedestrians and appealing for foot traffic. Motorists still treat 4th Ave from C St. to Ingra as a superhighway. Can we add additional stop lights and reduce traffic to either 2 lanes single direction or (even better) 2 lanes; one east bound, one west bound with a large landscaped center median? With a little TLC and some improvements to the old Native Hospital site this part of the city could be reborn as an appealing residential / shopping / restaurant district.	Jack Pomerantz
Change project	The underpass tunnel under the Seward highway may need to be reviewed because of the water table identified at 36th as a reason there needs to be an overpass on the Seward highway over 36th. A pedestrian bridge could be explored at this time of the highway expansion through midtown. I hope the plan includes periodic reviews to accommodate changes and that community councils and open houses are provided for more community input. Thank you.	JILL KLEIN
Change project	TIP CS 4: East 4th Ave signal and Lighting upgrade: instead of replacing the traffic signal, consider a roundabout. It will cost less to maintain and is safer. Single lane roundabouts are working well along Huffman and prove it can be an option in an urban section	John Thurber, President, South Addition Community Council
Change project	TIP CS 12: 3rd Ave Signal and Lighting Upgrade: Same comment as above. Replace the traffic signals with roundabouts. Provide a buffer between sidewalks and roadway. Lots of pedestrians in this area. Consider road diet. Traffic volumes don't warrant multiple lanes in both directions.	John Thurber, President, South Addition Community Council

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Change project	TIP CS 13: Lois Drive & 32nd Upgrade: The Aquarian Charter school has completely ruined this neighborhood's accessibility and roadway. This project needs to be coordinated with the school district to upgrade their circulation plan and reduce cutthrough traffic on Lois. This project should address adjacent street's lack of sidewalk to reach the school and add modal filters and a diverter at the intersection of Lois/32nd.	John Thurber, President, South Addition Community Council
Change project	<b>TIP CS 16 &amp; 17:</b> 5th and 6th Signals and Lighting Upgrade: Delay these projects from starting until after the downtown streets study. It will be waste to replace the signals if the entire corridor will be shifted from one-way to 2-way and have road diets. 5th and 6th are high crash rate corridors for non-motorized users. Speeding, red light running, and not yielding will not be fixed by only addressing signal upgrades.	John Thurber, President, South Addition Community Council
Change project	<b>TIP CS 16 &amp; 17:</b> 5th and 6th Signals and Lighting Upgrade: Delay these projects from starting until after the downtown streets study. It will be waste to replace the signals if the entire corridor will be shifted from one-way to 2-way and have road diets. 5th and 6th are high crash rate corridors for non-motorized users. Speeding, red light running, and not yielding will not be fixed by only addressing signal upgrades.	John Thurber, President, South Addition Community Council
Change project	CS6: Mountain Air Drive Extension: the road extension is supported but the project should not include a new separated pathway at this time. How will that be maintained so far away from the downtown core? There are neighborhoods who don't have sidewalks. This location shouldn't get non-motorized facilities before Fairview, Mountain View, Spenard and East Anchorage get basic sidewalks! Is this a high priority on the non-motorized plan? I challenge the equity of providing such an expensive amenity to the sparsely developed residential area.	John Thurber, President, South Addition Community Council
Change project	NMO004: Amats should explain why this is a priority – I believe it's for infill and redevelopment, but it should be spelled out. No more rolled curb! Sidewalk should include bulb outs at intersections, narrow driveway aprons, curb and gutter, planted street trees and snow storage. Parking lots need to have a raised curb between the sidewalk to prevent parking on sidewalks. Driveways should be consolidated to alley access/parking. Narrow curb radii at intersections.	John Thurber, President, South Addition Community Council
Change project	TIP Plans 2: Include assembly resolution 2022 into project description – that called for a complete street study	John Thurber, President, South Addition Community Council
Change project	NMO002: Amats should explain why this is a priority – I believe it's for infill and redevelopment, but it should be spelled out. Include bulb out and reduced crossing at C St/12th intersection to improve safety for pedestrians crossing C street. Bulb outs on all intersections with narrow radii at intersections. 12th/E street could have a traffic circle to reduce cut/through	John Thurber, President, South Addition Community Council
Change project	NMO160: Amats should explain why this is a priority – I believe it's for infill and redevelopment, but it should be spelled out. E street should remove onstreet parking north of 9 Street and install a protected bike lane. Incorporate recommendations from SACC Central Middle School walk audit Sept 1, 2023.	John Thurber, President, South Addition Community Council
Change project	CPS037: street crossings to access transit stops, provide	John Thurber, President, South Addition Community Council
Change project	NMO139: It's definitely an example of why we need EXCELLENT nonmotorized ranking criteria. Has existing separated bike lane but needs protected bike lane by swapping parking adjacent to bike lane barrier. Consolidate driveways	John Thurber, President, South Addition Community Council
Change project	NMO064: Incorporate transit upgrades to the North side bus stop and mid-block crossing to the park with raised crosswalk. sounds wonderful, except for nasty slope on E street	John Thurber, President, South Addition Community Council
Change project	The plan to REDUCE vehicular traffic lanes through Eagle River is ridiculous and foolish! (ref CPS151) As a main thoroughfare thru town, why would you reduce the capacity for traffic? It makes no sense. Why not establish wider "sidewalks that also serve as bike paths? "Laned" paths are already in use throughout Anchorage's existing bike path system. I do not see how crippling traffic flow and safety is any improvement.	Karen Ottenbreit
Change project	Biking/Walking to Government Hill The A/C bridges and links to the Loop Road are unsafe for those who are biking and walking to school or work between Government Hill and downtown. I have biked the bridge, and the sidewalk is too narrow. While there are not actually a high number of cars on the bridges, their speeds make it dangerous particularly since the sidewalk connection to the Loop Road is located at a curve so there is a very short sight distance despite high speeds. A wider separated bike/ped lane or track would be appropriate, and the current four lanes of traffic could be reduced to make space for this improvement.	Khalial Withen
Change project	On project CPS151 as a resident of the fire eagle condos HOA I would greatly appreciate if these improvements could be extended at least to the fire lake side side of the intersection. For instance having a matching pedestrian trail on the fire lake side of the intersection to match the one next to the Providence building to give access to the already present pedestrian tunnel currently anyone who wants to avoid the red right turn has to go 1.3 miles in the opposite direction to fire lake which doesn't have a sidewalk and you have to walk around a blind corner on a 2 lane road to connect to the multi use trail to the safest pedestrian crossing . I have been hit trying to use the crosswalk and have had many other near misses because of blind red turn. The fire eagle condo association is one of the few medium to high density areas surrounding the project and I feel like it would be a missed opportunity to not have these improvements connect to the fire eagle subdivision area as well as the only walking path to fire lake elementary indicated in the safe routes to school handbook	Kyle Mielke

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Change project	There are a number of projects in Fairview that will make the neighborhood immediately safer for all, including <b>Ingra St (CPS118 and CPS117)</b> and Gambell St (CPS092), preconstruction NMO193, Fairview Greenway Phase 1 (NMO182), Fairview Non-Motorized Street Network Study (NMO183), Hyder Pedestrian Blvd (NMO220). If possible, including language to support the design and construction to Reconnect Fairview, as will be recommended through the community-led Reconnecting Communities grant program, will better align the city and state planning efforts.	Lindsey Hajduk
Change project	There are a number of projects in Fairview that will make the neighborhood immediately safer for all, including Ingra St (CPS118 and <b>CPS117</b> ) and Gambell St (CPS092), preconstruction NMO193, Fairview Greenway Phase 1 (NMO182), Fairview Non-Motorized Street Network Study (NMO183), Hyder Pedestrian Blvd (NMO220). If possible, including language to support the design and construction to Reconnect Fairview, as will be recommended through the community-led Reconnecting Communities grant program, will better align the city and state planning efforts.	Lindsey Hajduk
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Change project	I do not support the reduction of lanes, included in the scope of CPS 151.	Matt Cruickshank
Change project	North-South CPS 198 A protected bike lane along Lake Otis, particularly from Northern Light to 20th Avenue, should be provided. Improvements on Lake Otis in this section is another project that has languished, having at one time started and then put on hold.	Mel Langdon
Change project	Environmental and safety: NMO 124 Instead of merely widening the tunnel, install a bridge over Chester Creek for the Seward Highway (Gambell-Ingra couplet). Rogers Park Community Council resolutions 2019-02 and 2020-01 advocate for using a bridge to replace the creek culvert and trail tunnel. The final MCR PEL is based on a bridge at this location. Please change the MTP scope to use a bridge to replace the culvert and tunnel.	Mel Langdon
Change project	Planning TIP Plans 3 Tudor Road corridor, Minnesota to Muldoon. This is a mishmash of safe and unsafe pedestrian and bicycle facilities. Three especially troubling features along Tudor that should be addressed sooner than a full blown study include:	Mel Langdon
Change project	Lack of a signalized crossing somewhere between Lake Otis and the Seward Highway, such as at MacInnes. If such a signal can be placed on 36th Avenue at MacInnes, why not on Tudor? Especially since there is a fire station at Tudor and MacInnes. This could be included in NMO343, extending the pathway to south of MacInnes as well.	Mel Langdon
Change project	Connectivity TIP Plans 8 Recreational Trails Plan Update As part of this update, include a connection of the Chester Creek Trail to Sitka Street. And go a step further to extend the trail to the Sitka Street Park.	Mel Langdon
Change project	NMO239 East side of LaTouche between Benson and Northern Lights. A bike lane should be provided. Plenty of room; easy to do!!	Mel Langdon
Change project	NMO084 Regrade and repave trail along south side of Benson, LaTouche to Seward Highway	Mel Langdon

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Change project	Recommended Project List, pages 54-75 Table 20, Complete Streets, TIP CS 7 Academy Drive/Vanguard Drive to Abbott Road traffic circulation \$18.7 M Delay and re-design this project to emphasize non-motorized connections. The adjoining neighborhoods need safer connectivity, but safety is best achieved without high speed through-traffic. Data shows that vehicle capacity is not an issue. The associated Seward Highway upgrade is also being delayed and re-considered: re-design this project as a stand-alone neighborhood safety and connectivity improvement.	Nancy Pease
Change project	Table 20, TIP Plan 9 – Non Motorized Inventory and Mapping. This project should be fast-tracked for completion before the Anchorage Recreational Trails Plan Update reaches its draft stage. The mapping and inventory should depict as many platted but undeveloped easements as practical.	Nancy Pease
Change project	Table 20, TIP Plan 11 - AMATS Climate Action Plan Set a fast completion date for this project. The planet is heating up dangerously fast—: observe the record heat all over the globe in 2023 (except Anchorage).This project description should be revised to specify that it will include targets, modeling, and monitoring of Greenhouse Gas Emissions from transportation.	Nancy Pease
Change project	<b>CPS142</b> , CPS006, CPS008 Muldoon Road, 15th Ave, rehabilitate to reduce vehicle speeds and make safer for pedestrians and bikes. These projects are currently scheduled for the long-term. They merit shorter-term scheduling.. They are good examples of projects that promote safety and equity for underprivileged neighborhoods, and can encourage infill in areas zoned for higher density.	Nancy Pease
Change project	CPS142, <b>CPS006</b> , CPS008 Muldoon Road, 15th Ave, rehabilitate to reduce vehicle speeds and make safer for pedestrians and bikes. These projects are currently scheduled for the long-term. They merit shorter-term scheduling.. They are good examples of projects that promote safety and equity for underprivileged neighborhoods, and can encourage infill in areas zoned for higher density.	Nancy Pease
Change project	CPS142, CPS006, <b>CPS008</b> Muldoon Road, 15th Ave, rehabilitate to reduce vehicle speeds and make safer for pedestrians and bikes. These projects are currently scheduled for the long-term. They merit shorter-term scheduling.. They are good examples of projects that promote safety and equity for underprivileged neighborhoods, and can encourage infill in areas zoned for higher density.	Nancy Pease
Change project	TIP CS 6 Mountain Air Drive should include an intersection project at the Rabbit Creek Road Intersection.	Nancy Pease
Change project	CIP 7, Northwood Extension to Dimond at Victor needs to be synchronized with CPS 075 is the future intersection project which is currently scheduled for after 2035.	Nancy Pease
Change project	CPS092 – Gambell Street (3rd Avenue to 15th Avenue) rehabilitate to a 3-lane Boulevard and include separate non-motorized facilities. This project is overdue to restore safety and connectivity in Fairview, but it should be paired with re-configuration of Ingra Street because both corridors create major barriers to Fairview re-development.	Nancy Pease
Change project	Table 20, CPS 096 Glenn Highway Management Study—this should be in the short term not long term,. Set a completion date of 2025 or 2026. Specify this study as a Transportation Demand Management study, not just a tolling study, so that hugely expensive freeway upgrades can be compared to alternatives. Take a broad approach to reduce reliance on vehicular travel by providing commute alternatives, including rapid, frequent transit, van pooling, and rail.	Nancy Pease
Change project	Table 21, NMO 306 Railroad NON-Motorize pathway and crossing study—This study is focused on potential non-motorized use of the Railroad corridor in the Spenard area. Rabbit Creek Community Council requests expansion of this study to include potential pathway alignment along the railroad in South Anchorage. Residents must currently use on-the-road routes for north-south bike commuting (Brayton Drive or Ocean View subdivision roads, for examples). Mingling with vehicle traffic is not safe for many potential bike commuters.	Nancy Pease
Change project	MTP# NMO189 Project name: Foothill Drive and Sherwood Avenue The trail connection from the east side of Cheney Lake through the neighborhood to Patterson does not serve a lot of folks and is incomplete. The best connection is from the north end of Cheney Lake Park utilizing the existing park and trail connection to East 16th Avenue. East 16th is in need of an enhanced shared roadway on the south side to Patterson St. and Chester Valley Elementary School. There are many children that utilize 16th for school. The sidewalk on the north has 6 road crossings, but the south side only has one at a 4-way stop intersection. This route would connect with the already scheduled Patterson St. project. This enhancement needs to continue to Chanshtnu Muldoon Park, and can easily do so with signage and identification on maps. Off Patterson St. is a short dead-end street –Chester Court—which leads directly to a paved trail around Begich Middle School. Although the short connection trail needs pavement improvements between Chester Ct and Begich MS, this work should be accomplished through Street Maintenance and is not large enough for a capital project. From there the route can split on Creekside Center Drive to the north on DeBarr and east to Muldoon. Both ends of Creekside Center Drive are signalized onto the larger roadways, and both have signalized crossings of Muldoon to get to Chanshtnu Muldoon Park. A north-south non-motorized connection between the new connector trail in Scenic Foothills to the Glenn Highway trail is a high community priority project which I will address in a separate comment. I made this same comment under the Non-motorized Plan a couple years ago as Chair of the Northeast Community Council CIP Committee, but it was not incorporated.	Representative Donna Mears
Change project	I am encouraged to see CPS151 on the list, but it should extend all the way through Eagle River to the intersection of Eagle River road and Old Glenn, which is a dangerous intersection for pedestrians and cyclists and needs to be addressed soon.	Sam Weatherby
Change project	CPS151 should extend all the way to the artillery road intersection	Sam Weatherby

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Change project	The Arctic is experiencing the effects of global carbon pollution at a much faster rate than the rest of the world, so it is imperative that we plan accordingly if we want Anchorage to be the crown jewel of Arctic cities. Within the Downtown Core, such as the 5th and 6th Avenue Complete Streets (MTP#: CPS026), I respectfully request you considering adding green scaping and urban tree planting requirements as part of the environmental sustainability and climate resiliency of our transportation corridors moving forward.	Senator Löki Gale Tobin, District I
Change project	The plan should also encourage the use of electric vehicles especially when replacing current public transportation vehicles and for new fleet vehicles as part of the development of a proposed micro-transit project (MTP#: TIPMAQ10).	Senator Löki Gale Tobin, District I
Change project	I respectfully request the expansion of the Seniors and Youth Ride Free program (MTP#: TIPMAQ10) to also include foster youth and youth experiencing homelessness, up to the age of 26.	Senator Löki Gale Tobin, District I
Change project	I concur with Matt Cruikshank's comment. I do not support the reduction of lanes, included in the scope of CPS 151.	Todd R.
Change project	I am also in favor in adding additional crosswalks between the intersection at Fred Meyers and Business boulevard for safety reasons. I do not see the request for a bike path alongside the Old Glenn Highway as being necessary nor a need to decrease posted speed limits- increased traffic enforcement and better snow removal efforts should alleviate pedestrian and bicyclists concerns.	Todd R.
Change project	NM0167 has also already been programmed. The Glenn Hwy to Eagle River Rd Pathway was rebuilt this year, and the The Hillcrest to O'Riedner pathway is a part of the programmed TIPCS11 Eagle River Road Rehabilitation - MP 0.0 to MP 5.3 (Eagle River), The 23-26 TIP description states "Special consideration will be made to improve the non-motorized facilities, both parallel to and within the roadway" Please include this sentence in the MTP2050 description.	Will Taygan, Executive Director, Chugach Mountain Bike Riders (CMBR)
Document formatting	Good afternoon MTP Project Team - please find attached comments on the 2050 MTP. Thanks for all your hard work, Page/ Sheet No.Comment viiConsider including CPS in the abbreviation/glossary	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering
Document formatting	54-75Consider including a separate highlight color or other indicator to show which projects are not part of a MTP scoring process and are incorporated by TIP/STIP reference.	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering
Document formatting	The table in chapter 5 would benefit from having footnotes at the bottom of each page giving information on why some projects have asterixis and others don't and what some of those colors mean.	AMATS Community Advisory Committee
Document formatting	Add the table format of Appendix 7 to the tables in the main document.	AMATS Community Advisory Committee
Document formatting	Add the Complete Streets abbreviation to the header so it's clear.	AMATS Community Advisory Committee
Document formatting	Pg 15 "Objective 2B." under Goal 2 should be bolded, for consistent formatting.	Anchorage Assembly
Document formatting	Page 18 - Chapter 4 Intro Hyphenate "in-depth."	Anchorage Assembly
Document formatting	Page 26 The various mapped items in Figures 11 and 12 are hard to discern from each other due to the monochromatic color coding.	Anchorage Assembly
Document formatting	Page 27 Typo in second paragraph. Should read "In addition, the MOA..." where it currently reads "In addition 0the MOA..."	Anchorage Assembly
Document formatting	Page 30 Syntax error. Should read: "Passenger trips, revenue hours, and fleet miles decreased during the pandemic and started to increase again in 2021, while remaining significantly below 2019 levels."	Anchorage Assembly
Document formatting	Page 44 In Table 11, please also include the "Trend" Land Use alternative. The importance of the links between housing density, infrastructure/transportation costs, and preferred modes of travel cannot be understated. Transportation planning is relevant to discussions in other areas of planning, such as residential zoning. Policymakers and planners alike should take a holistic view, and these VisionEval models provide helpful scenarios. The Table could also make it more clear that a reduction in VMT is the desired goal. A notation of "+++" could lead the viewer to believe that a scenario was increasing VMT.	Anchorage Assembly
Document formatting	Page 62 If possible, consider changing acronym convention for Active Transportation projects from "NMO" to "AT" for consistency.	Anchorage Assembly

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Topic	Comment	Comment Received From
Document formatting	Some comments on using the documents: - The two-page landscape layout is difficult to read/navigate on most screens.	Anonymous
Document formatting	In the Draft Project List in Appendix 5, please define what the “Funding programmed?” column means, why some dollar amounts are in red, and why the Score column is blank for many projects. Perhaps a paragraph at the start of Appendix 5 would be useful to explain these points and how this Draft Project List differs from the one in Appendix 7.	Anonymous
Document formatting	When viewing the interactive map, it would be helpful to include the timeline for each project in the Attribute Table.	Anonymous
Document formatting	Page v – Glossary. Complete Streets is listed twice.	Craig Lyon, Director, Planning Department
Document formatting	P 18 – Photo caption says Tudor Center. Photo on P 22 says Tudor Centre Drive. I believe it is Centre	Craig Lyon, Director, Planning Department
Document formatting	P 19 – I know I have a pet peeve about hyphenating words, it annoys me. Probably not a big deal for others. But hyphenating AM-ATS under Population and Employment hurts me. As I said, probably doesn’t bother others so feel free to ignore . . .	Craig Lyon, Director, Planning Department
Document formatting	P 27 – Typo after In addition, Othe MOA. I think that’s a zero (0), not an O.	Craig Lyon, Director, Planning Department
Document formatting	P 35 – Middle column under Vehicle Transportation Discussion brakes is misspelled as breaks.	Craig Lyon, Director, Planning Department
Document formatting	P 36 & 39, probably other places also. Could abbreviate Ted Stevens airport as TSAIA	Craig Lyon, Director, Planning Department
Document formatting	P 40 – potentially the only stock photo. I know you threw that Easter egg in for a reason . . .	Craig Lyon, Director, Planning Department
Document formatting	P 51 – Last sentence above graphic, less projects should say fewer projects.	Craig Lyon, Director, Planning Department
Document formatting	P 53 – Last sentence above the graphic again, reads Highlighted/stared. Should be starred.	Craig Lyon, Director, Planning Department
Document formatting	P 64 – Two projects in table are not in bold. NMO043 and 096	Craig Lyon, Director, Planning Department
Document formatting	P 65 – NMO315 and 244, there is a Meyer Street and Meyer Avenue. I believe Street is correct.	Craig Lyon, Director, Planning Department
Document formatting	P 76 – Caption on photo says Warnzof. I believe it should be Woronzof unless there is an alternative spelling I’m not aware of.	Craig Lyon, Director, Planning Department
Document formatting	P 78 – This is so minor and maybe it’s my eyes playing tricks on me but in the table, under 1A-10 Rolling Stock, under Van, the N/A under 2023 target appears to a smaller font than the rest of the N/As. Feel free to ignore this comment . . .	Craig Lyon, Director, Planning Department
Document formatting	P 84 – First paragraph, the word humanactions should be two words. Thanks again, this is a great looking draft. Well done.`	Craig Lyon, Director, Planning Department
Document formatting	I like the layout for reading on a screen, but it’s hard for reading on half the screen and taking notes on the other half.	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Document formatting	I think there might be a typo here? (Or maybe alternative spelling)	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Document formatting	include a filter on the GIS portal to show projects within community council boundaries to sort easily	John Thurber, President, South Addition Community Council
Document formatting	Chapter 6, Table 20 (Page 54): please add the anticipated year of construction into the tables and also a more descriptive title for each of the near-term projects with a breakdown of the scores.	John Thurber, President, South Addition Community Council



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Negative - general	While there are a few items in the MTP where roads lose vehicular lanes to provide space for protected bicycle lanes, the majority of funding is for more of the same old: “construct an enhanced shared roadway” means put paint on the street and a sign declaring it a “shared road” or “sharrow,” which is not safe for bicyclists. “Install non motorized crossing infrastructure” meaning a button to push and paint on the street, maybe more hospitable curb cuts. These continue to accommodate the criss-crossing stroad structure of our city, a structure that has caused 573 vehicular fatalities between 2017 and 2021. There are several proven strategies that need to be utilized, which are absent from or are underrepresented in this plan: 1) traffic absolutely must be slowed to reduce accidents and fatalities. To do this 2) the core of the city (where most of the fatalities occur) needs to be bypassed by high-speed traffic, rather than criss-crossed or bisected by stroads.* To do this 3) excess lanes along our stroad network need to be replaced by protected cyclepaths (eg. Northern Lights/ Benson), 4) vehicle lanes in the core of the city need to be narrowed to reduce speed, and 5) many more signaled intersections should be replaced by roundabouts. (*Stroad: a hybrid street/road, usually built to road/ highway design specifications, but traversing towns where streets should be. Elements such as straight stretches and wide lanes encourage faster speeds, which posted signs are ineffective at reducing.)	Tina Tomsen
Negative - general	General – Project List There is a lack of projects in the Chugiak/Eagle River area	AMATS Community Advisory Committee
Negative - general	Some members find this document confusing.	AMATS Community Advisory Committee
Negative - general	The timing of public comment on the MTP and the STIP were confusing to the community.	AMATS Community Advisory Committee
Negative - general	My comments are from myself as Assembly Member for West Anchorage (District 3). Overall, I appreciate the opportunity to comment and think long term about our transportation policy, and the increasing awareness at AMATS and broadly at the Muni about the connections between land use, transportation, and other policies like public finance and infrastructure maintenance. We have built a very inefficient city in terms of our development patterns and miles of road to maintain; however, we have many opportunities to improve that trajectory toward more thoughtfully planned transportation corridors, multi-modal infrastructure, and recognizing non-motorized users’ needs beyond our recreational trails. Specifically for West Anchorage: I noticed there are relatively few projects in West Anchorage – however, I recognize that we have benefited from road projects in the past, and that some of our roads are state roads or otherwise not ideal for federal funding through AMATS.	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Negative - general	Why is the Glenn Hwy marked as a Complete Street? It will always be unsafe for non-motorized. Instead: Debarr Rd, Mountain View Dr, Commercial Dr = Complete Streets Needed	Anonymous
Negative - general	So you use numbers / percentages to sway people to your predetermined plan. Who ever facilitated your meeting is an excellent manipulator. Those of us who are poor Seniors do not get medical not because of the lack of transportation it is the lack of doctors taking medicare. You are not looking at all aspects of what effects a persons life. Seniors can not walk in winter nor can some of ride a bike. Anchor rides is unreliable. On page 21 you used 22% increase in people of color. How many people is this in actual numbers. At my work we were reprimanded for losing 16% on card sign up. This 16% was 2 people. USE REAL NUMBER not % of rise. Since cars pay taxes for roads why does majority have to be tossed aside for pie in the sky ideas that have a narrow Utopian view of the world. If the Mat - Su borough want to make big bucks get a COSTCO. Then those of us who hate Anchorage can move there and help their economy. Rural road dwellers only com to Anchorage for Costco, Hospitals and Doctors.They will come to only Wasilla. Also most tourists I see through my work think Anchorage is ugly and has no ALASKAN style. paraphrasing they feel that Anchorage is the worst of the lower 48. Why are the many punished for the misdeeds of the few. Why are you wanting to punish those who drive (a majority) for the misguided ideas of the few. You whole plan is over inflated especially since all oil and gas earnings are being removed from Alaska. We are going to have even more loss of population. Look at history.	Anonymous
Negative - general	While the Metropolitan Transportation Plan (MTP) aims to address long-range transportation needs, I believe the current funded “programmed” list for the Eagle River and nearby communities falls short in several aspects and seems to prioritize the areas within the Anchorage Bowl, neglecting the unique needs and characteristics of the Eagle River communities. Firstly, the plan fails to adequately address and fund the transportation challenges faced by the Eagle River area residents. The proposed solutions predominantly focus on Anchorage’s streets, sidewalks, and public transit, while neglecting the importance of improving connectivity and infrastructure in Eagle River's suburban and rural areas. This oversight can lead to increased congestion, decreased accessibility, and limited mobility options for the residents of Eagle River.	Cliff Cook
Negative - general	Listen... no more roundabouts	David Wade
Negative - general	Government is tasked with making infrastructure better, not creating more problems. With only two roads available for traffic between most of the state and Anchorage via Eagle River, taking one of those two options and reducing the number of lanes is just stupid. Not to mention the complete waste of money for such a product. Stop ignoring input from the community councils of the Eagle River area. They are a vital part of our government process.	Debbie Bailey

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Negative - general	2. I remain concerned regarding the priorities used to select and grade projects. The emphasis on existing projects, alternative and little used travel modalities, and emphasis on lower socioeconomic neighborhoods will cause future problems. Populations living on the outskirts of the Bowl are disadvantaged with these priorities. Yet these areas are where Anchorage's growth will occur. Most people (particularly in the outskirts) drive. Shouldn't this also be a priority criterion?	Debbie Ossiander
Negative - general	As a born and raised Alaskan and resident of Chugiak/ER, I think it's ridiculous that all the projects for Chugiak/ER have been cut from the master plan. It is shortsighted and disheartening. I grew up in Thunderbird Falls and used to ride my bike to Chugiak High School on a dark, unlit highway. That was 30 years ago. Back then, a bike path was discussed. It's sad that my kids who are now at CHS, have seen little progress. It's apparent that the state doesn't care about making our communities healthier, safer, and more fun. Quality of life matters. Recreational opportunities close to where people live matter. Safe pathways to work and schools matter. The fact that these trails are being cut from a master plan is stupid. There is no other way to put it. If State transportation planners and our local representatives lack the foresight to include these particular trail extensions they will have failed the Chugiak/ER community.	Emily Poray
Negative - general	However I don't find the plan bold enough; the transit goals are lacking, which is unfortunate because climate change goals and air quality impact are noted in the plan. The only way to reduce vehicles is through alternative transportation options, so I believe this should be the priority. I am disappointed to see that studies for a commuter rail from Wasilla, Eagle River, Downtown, and the Airport are not included. Land use is inherently tied to transportation so I would have also liked to have seen more analyses on future and denser growth toward transit and pedestrianized zones. 2050 is twenty-seven years away, so I don't think it's too outlandish to aspire for grade-separated rail options. The city was founded as a rail hub after all. I believe a strong pedestrian/cycling/transit network and dense mixed-use housing is the only way to mitigate the population loss described in the beginning of the study. Regardless, I am excited to see the changes the develop in the city. Thank you for your work, Geoffrey Keegan	Geoffrey Keegan
Negative - general	● SACC appreciates the emphasis on Complete Streets but is concerned that AMATS' Complete Streets policy is too vague to produce the desired result- safe streets for all users.	John Thurber, President, South Addition Community Council
Negative - general	Perhaps Chugiak Eagle River should have its own scoring system moving forward. I appears that projects get factionalized into different categories and thus projects that touch on a multitude of needs are not adequately measured.	Kevin Cross
Negative - general	Subject: separating fast traffic and non-motorized users Improving non-motorized facilities on north-south arterials like Minnesota and C St is fine, but what would really make a difference would be to have a lesser-used road like Arctic prioritized for bikes and peds. Minnesota and C are never going to be safe or pleasant places outside of a car (in my lifetime) so why attract more vulnerable users to these fast-moving streets? It doesn't matter how nice the trail alongside these streets is if you're potentially going to get crushed by an F-250 turning right at dozens of cross streets or parking lots.	Krista Dennison
Negative - general	AMATS continues to refuse to collaborate with MoA recognized community councils, in the past having claimed that it does not have adequate time or funding, and that it has no obligation so to do as it is not an MoA agency so is not covered by the ordinances mandating same. It is ridiculous to read about AMATS public outreach when it us eschewing the very entities identified by the MoA to address same.	M Ambrose
Negative - general	While the Rogers Park overpass CIP2 is identified for replacement (found to be out of code and of course non-ADA compliant a decade ago) there are some half a dozen other bridges of the same age and design which are not apparently listed and were not even identified as having issues in the NMP!!! Why is that?!?!?	M Ambrose
Negative - general	Slip lanes (pork chops) are the most dangerous design yet brought to Anchorage for non-motorized users yet their use proliferates despite protest. What does that tell us?	M Ambrose
Negative - general	The Midtown Community Council (MTCC) submits these comments in response to the draft 2050 MTP. It has been a challenge to review the documents and have time for a meaningful comparison of this draft versus previous plans.	Midtown Community Council

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Topic	Comment	Comment Received From
Negative - general	<p>Subject: highway improvements needed</p> <p>My head swirls with the various highway projects in Alaska and questionable decisions being made at the state level. Millions were spent for the Seward - Glenn Highway connection with a design that no longer serves our needs. Millions have been spent on the Cooper Landing bypass with costs now so escalated, this project, discussed since I was a teenager in the 70's, is stalled. Millions of infrastructure dollars being directed to rebuild still functioning Richardson Highway and Chena Road bridges will primarily serve the needs of private gold ore mining companies while other highway bridges languish. The \$450 million price tag for the proposed West Susitna Access Road is being challenged as a government subsidy to private foreign industry.</p> <p>With the exception of improvements on the Seward Highway in Anchorage, at Portage and outside of Seward, the lack of funding for our EXISTING highway maintenance is shameful. I recently traveled from Anchorage to Dawson City using the Glenn, Richardson, Tok Cutoff, Alaska, Taylor, and Top of the World Highways. Those improvements on the Glenn, especially in the Glacier View area are much appreciated, yet other dangerous, curvy, narrow sections haven't been improved one iota since I was a passenger in the 60's! The King Mountain bridge is thankfully being rebuilt, but with the encroachment of the Matanuska River, I predict future news reports where the one highway which provides the most direct entrance and exit to Alaska has been taken out by the expanding waters.</p> <p>And who needs to ride the roller coaster at the Fair when you can drive the Tok Cutoff highway? DOT might invest in hundreds of "dip and bump" signs, but instead drive very slowly and cautiously lest you take out your springs or puncture your tire like we witnessed with others. The "paved" Taylor Highway is a nightmare with potholes, bumps, dips, washboard, eroded sides, loose gravel; 35 mph is the maximum safe speed and be prepared to brake to a crawl to allow two vehicles to pass in some areas. The Canadian side of the Top of the World Highway is not paved, but a dusty gravel road that needs yearly washboard grading, yet it is wide and smooth enough to travel at 60 mph; we welcomed the lack of "pavement."</p> <p>Curiously on the American side after the Eagle Junction, you are treated to 13 miles of smooth, paved road right to the border. Is this to serve as an illusion for those arriving in Alaska about our highways? We witnessed caravans of RVs and vehicles from the US, Canada, and Europe on these highways. Most have probably vowed never again to drive these routes.</p> <p>Should we only focus on those highways that the majority of Alaskans drive rather than visitors? I believe this is shortsighted; tourism is a renewable resource that could be an even bigger driver in our economy if we wisely develop it. Didn't I just read visitors spend over \$2 billion annually in our state providing many jobs? In Switzerland, I learned tourism generates over \$12 billion annually, and it's a country smaller than the Kenai Peninsula! Just imagine what we could be offering tourists with 36 times more area! The cruise industry has reached saturation concentrating visitors in parts of the state. Improvements to our existing highways and visitor amenities, including campgrounds, could spread the tourism dollars to many other areas.</p> <p>The Parks Highway, with the exception of sections around Denali, is a great corridor to drive. Can we expand on what we've done well in this state?</p>	Tam Agosti-Gisler
Negative - general	Here is some really good information on what is going on with AMATS MTP and the history of how we got here. <a href="https://wethepeoplealaska.substack.com/p/amats-2050-mtp-action-needed">https://wethepeoplealaska.substack.com/p/amats-2050-mtp-action-needed</a>	WTPA
Plan content/process	9Consider including Our Downtown Plan in the list of new plans as it is referred to elsewhere in this document.	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering
Plan content/process	15Consider rewording Goal 2A to more clearly align with the performance measures for Goal 2A and Vision Zero concepts: "Reduce the number of severe injury and fatal....". As written, it could appear that reducing quantity of total crashes and reducing severity of crashes as two parallel objectives.	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering
Plan content/process	45Shifts in mode seem quite low. Under the highest vehicle pricing and project implementation would only result in a projected 1% shift away from car trips by 2050?	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering
Plan content/process	57TIP CMAQ 5-10 seem like they would fit better under the Transit table than Complete Streets project.	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering

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Topic	Comment	Comment Received From
Plan content/process	<p>Overall comments:</p> <ul style="list-style-type: none"> <li>The expected mode-share changes in Table 12 are minimal under every scenario, including what is expected if all proposed 2050 MTP projects are completed. What would be needed to make a stronger mode shift to support Municipal policy goals to substantially increase biking, walking, and busing? Please further expand the scenario parameters to predict what would double or triple those mode shares. Such information could be used to guide AMATS, MOA, and DOT&amp;PF decisions on where and how to direct funding to best support policy goals (as reflected in, for example, Anchorage 2040 Land-Use Plan, Anchorage Non-Motorized Plan, Anchorage Climate Action Plan). If this cannot be done as part of the 2050 MTP, we recommend funding a study to determine how to meet the mode-shift policy goals.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Plan content/process	<ul style="list-style-type: none"> <li>While Complete Streets will accommodate non-motorized users, those projects still center largely around cars, and most of their funding goes to motorized facilities. Please instead dedicate more funds to non-motorized projects to allow more of those to be completed sooner. This should be a higher priority than expanding or tweaking existing roads that already provide access for the motorized network. For example, removing just 6 highway projects (TIP NHS 1, TIP NHS 3, TIP NHS 4, TIP NHS 5, STIP 1, and STIP 2) would free up double the short-term funding needed to immediately complete all 58 Active Transportation projects and all 6 Transit projects that are currently programmed for long-term funding, and thus would accommodate all of our suggested changes below.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Plan content/process	<ul style="list-style-type: none"> <li>Please apply the scoring criteria to all projects, including those currently in the TIP and STIP that were not scored for the 2050 MTP. The MTP is the first filter for projects, with the TIP and STIP (supposed to be) drawing from the MTP list. That means that the MTP process must be rigorous and must be able to identify whether new projects are a higher or lower priority than those currently in the TIP or STIP. This is especially necessary with the STIP providing no information on its own project scoring process.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Plan content/process	<ul style="list-style-type: none"> <li>Please provide the complete scoring information (i.e., the points awarded for each criterion) for each project in addition to the total score. This will help the public understand why some projects scored higher or lower than others, and will help commenters explain why they think a particular project should be scored high enough to make the final list (or not).</li> </ul> <p>Project-specific comments:</p>	Alexa Dobson, Executive Director, Bike Anchorage
Plan content/process	<ul style="list-style-type: none"> <li>TIP HSIP 5, 6: Please provide definitions for jargon such as “channelization.”</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Plan content/process	<p>Pg 2, Pg 15</p> <p>Goal 1 of the MTP (pg 15) is consistent with National Goals number 2 (pg 2) to maintain existing infrastructure in a state of good repair. However, it should be acknowledged that new capital projects, particularly large highway expansion projects, increase the need for future maintenance expense. Every extra mile of lane is a mile that must be maintained. Consider adding “Objective 1C. Prevent unnecessary future maintenance expense by being responsive when previous projections exceed realtime travel demand and population growth.”</p>	Anchorage Assembly
Plan content/process	<p>Also, consider that Active Transportation includes more than walking and bicycling. It also includes other Vulnerable Road User travel modalities: wheelchairs, electric kick scooters, skateboards, etc.</p>	Anchorage Assembly
Plan content/process	<p>Page 19</p> <p>All population growth projections are speculative. As we have seen with projects that are currently programmed on the MTP and TIP, such as the Seward Highway Dimond to O’Malley Boulevard Reconstruction Phase II, for instance, often the population reality is quite the opposite of what was once projected. Increasingly in the planning community, some are questioning the validity of future traffic and population projections. (See: Why Traffic Studies Are 'Junk Science' — And Why We Rely On Them Anyway — Streetsblog USA) Strong caveats should be made that these projections are speculative in nature and that the MTP should be a living document that is responsive when past projections do not prove accurate.</p> <p>The MTP should also contemplate a model where population remains stagnant.</p>	Anchorage Assembly
Plan content/process	<p>Page 32</p> <p>The Anchorage Assembly appreciates the acknowledgment that poor winter maintenance is a barrier to active transportation and public transit utilization. That “all transit riders begin as active transportation users, either by walking or biking to a stop” is a particularly salient point.</p> <p>Poor winter maintenance is also a barrier to healthcare, as was discussed in-depth at a meeting of the Anchorage Assembly’s Health Policy Committee after a heavy snowfall in 2022. If residents can’t use active transportation infrastructure to get to public transit, they may not be able to keep their medical appointments or pick up their medications. Additionally, poor winter maintenance that causes temporary shutdowns of services like AnchorRIDES jeopardize the Municipality’s ADA compliance obligations.</p> <p>Consider adding language about the importance of winter maintenance to healthcare access under this section or in the discussion about health and equity that starts on page 20.</p>	Anchorage Assembly

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Topic	Comment	Comment Received From
Plan content/process	<p>Page 47</p> <p>It is stated that the “All Projects” preferred alternative “prioritizes active transportation.” How? This seems to be in direct conflict with Table 11, which indicates less support for bicycling and no change in walking. Dense Land Use appears to be the only scenario that supports all goals and should therefore be reconsidered as the preferred alternative or an integral part of the preferred alternative.</p>	Anchorage Assembly
Plan content/process	<p>Page 53</p> <p>It is stated that the “Projects from the 2023-2026 Transportation Improvement Program (TIP) and 2023 Statewide Improvement Program (STIP) are included under short term funding.” The MTP should reflect that STIP projects are scored by the MTP criteria and prioritized accordingly.</p>	Anchorage Assembly
Plan content/process	<p>Page 54</p> <p>Why is O’Malley Road Construction listed first, in nonnumerical order?</p>	Anchorage Assembly
Plan content/process	<p>1. Include the concept of design to minimize conflicts and crashes. Design is an effective and self-enforcing way to ensure safe travel behavior, including safe speeds, driver attentiveness, and use of safe crossing points.</p> <p>a. Safety, Objective 2C. Use facility design to minimize conflicts between different modes of travel, reduce unsafe behaviors, and increase attentiveness and awareness.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>2. Include the concept of safe speeds within the Safety Goal. Speed is the main factor in how badly someone gets hurt in a crash.</p> <p>a. Add an objective 2D: Design for safe speeds, especially in residential and high density urban areas, in order to minimize crashes and the severity of impacts.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>B. The Equity Analysis map (Figure 6, page 21) appears to have several anomalies. If equity is based on income, race, other demographics, and health factors, then it seems unlikely that Far North Bicentennial Park/Basher area and Connors Bog should be rated for moderate need, when they have few or no underprivileged residents. Rating the strip of pricey residential land along the West Dimond Bluff as high need seems highly unlikely if based on economic demographics.</p> <p>While generally supporting the equity analysis, we believe the plan would be improved by also considering an equity overlay for schools, because most school children are non-drivers. Safe walking and biking to school should be a city-wide priority reflected on the maps of this MTP as well as in the text, in coordination with the Municipality’s Safe Routes to Schools manual.</p> <p>Consider traffic volumes as an equity factor. While RCCC is generally a low density area, we have several high-volume traffic corridors such as Rabbit Creek Road that are increasingly unsafe as new subdivisions increase traffic there.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>C. Integrating land use and transportation investments. Thank you for citing the 2040 Land Use Plan. There is great potential for MTP transportation planners to collaborate with Municipal land use planners and the Assembly to direct transportation investments to support infill and redevelopment in specific neighborhoods, centers and corridors targeted for growth and change, per Land Use Plan Policies 6-7 and 6-8. We recommend including the objective of walkable neighborhoods in this MTP.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>1. Create a new objective to prioritize transportation that catalyzes infill and redevelopment in locations identified in Land Use plans, either under Goal 4, Support the Economy, or Goal 5, Promote a Healthy Environment.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>2. Modify Objective 5E (page 17) to read: Promote healthy lifestyles and a healthy environment by connecting everyday destinations through increased active transportation, and by designing for 15-minute walkable neighborhoods.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>3. Add the following performance measures for promoting infill and redevelopment, and walkable neighborhoods:</p> <p>a. Percentage of roadway funding and percentage of non-motorized funding that supports targeted infill and redevelopment.</p> <p>b. Percentage of residents in 15-minute walkable neighborhoods.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>D. Page 22, Land Use. The current statement on page 22 is vague, and this MTP does not define “diverse forms of land use.” We suggest revising the statement regarding land use to read:</p> <p>1. By facilitating efficient forms of transportation, AMATS can help support conditions for more diverse forms of land use and affordable alternatives to driving, AMATS can help reduce transportation costs, support targeted infill, and support the livability, affordability, and diversity of neighborhoods.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>E. The draft MTP notes that “the public wanted to be able to see performance measures and targets” to ensure that the investments of the MTP project list are meeting the adopted goals. We support the MTP statement on page 77 that “Performance measures should be based on actual data and have targets for a set time.” However, the performance measures in Table 24 (pages 78-79) are insufficient. The implementation strategies in Tables 25 and 26 lack both actual data and a set time.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	<p>F. Revise Table 24 to specifically address the number of Deaths and serious injuries.</p> <p>1. The MTP 2050 should set more ambitious reduction targets for fatalities and serious injuries than the Federal Highway Administration targets, which show very slow reductions. This does not seem to comport with the federal goal 23 USC 150(b) of significant reduction in traffic fatalities and serious injuries cited on page 2.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council

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Plan content/process	2. Items 2A-2 and 2A-4 should include a conversion of the death and injury rate to the actual deaths and injuries in the Municipality, so that the public understands the human toll: for example, 1.3 deaths per million vehicle miles traveled will equal XX deaths in 2022.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	3. The MTP 2050 should set continuous, long-term targets for the reductions of fatalities and serious injuries, not just one year at a time as DOTPF and FHWA apparently do. One-year safety targets fail to exert due scoring influence on the funding of long-term projects.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	G. Revise Table 25, MTP Implementation Strategies with corresponding related goals. RCCC is pleased that the MTP has outlined the process for developing local performance measures: thank you! The MTP should further commit to expeditiously completing that important task with these recommendations:	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	1. Include a timeframe and completion date for setting targets for new local performance measures.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	2. Include the commitment of AMATS staff time to the effort of developing new local performance measures.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	3. Include a more definitive commitment to reducing vehicle miles traveled and to reducing Greenhouse Gas Emissions (GGE) by adding the following language: Anchorage transportation currently emits 53% of the local GGE output, so transportation policy is instrumental in achieving meaningful GGE reductions. By 2024, AMATS will set annual and long-term targets for reducing GGE. The targets will be synchronized with the targets set by the Anchorage Climate Action Plan (a 50 percent reduction in GGE from baseline levels by 2030 and 80 percent by 2050). By 2025, AMATS will adopt modeling and monitoring practices for quantitatively tracking future and current GGE.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	H. RCCC would specifically like to see more robust performance measures and targets for: 1. Walkable routes to schools. Walkable schools are a bellwether for safety, equity, reducing congestion at peak hours, and enabling rising generations to reduce their vehicle dependency. Safe routes to schools will require Anchorage School District participation, but AMATS is a key player in investing in safe routes. We are particularly concerned with this issue as the one elementary school in our RCCC area, Bear Valley, is one of only two schools in the District with zero walkable routes.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	2. Roads and trails in good repair. AMATS could adopt standards that exceed the 10 to 20 percent good repair standards of FHWA.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	3. Vehicle Miles Traveled. Set a reduction target for total Vehicle Miles Traveled, as well as a reduction target per capital. Reduced Vehicle Miles Traveled is a key metric for safety, public health, reduced GGE, and more efficient land use. With fewer vehicle miles traveled, there will be reduced needs for lane miles and parking; and more walkable, livable urban centers.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	4. Greenhouse gas emissions. Coordinate with, and base the performance targets for GGE on the Anchorage Climate Action Plan, which aims to reduce citywide emissions by 80 percent from base levels, by 2050.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	Comments on the Recommended Project List General comment from the summary tables: Page 53, Table 17: We note that Complete Streets projects are a funding priority in the near term (68 before 2035; 29 from 2035-2050) and Non-Motorized Projects are mostly funded in the Long-term (32 before 2035, and 75 from 2035-2050). Earlier dates for more non-motorized projects will better allow the MTP to meet safety, health, equity, land use, and GGE reduction goals.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Plan content/process	Does the "Land Use Plan" apply to only a singular plan?	Anonymous
Plan content/process	Excluding currently programmed projects, how many projects does CER have?	Anonymous
Plan content/process	What project is going to take away traffic from downtown ER?	Anonymous
Plan content/process	Evaluation criteria - ER should have its own opportunity to score.	Anonymous
Plan content/process	With the EJ definition and the lack of funding for CER projects in the recommendation, does that mean CER is now an underserved population?	Anonymous
Plan content/process	Who has final approval of the this plan?	Anonymous
Plan content/process	Please prioritize non-motorized facilities over road improvements. For Non-motorized projects, please prioritize projects needed in low income or otherwise disadvantaged neighborhoods over those elsewhere.	Anonymous

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Plan content/process	Please focus metropolitan spending on areas where it will serve the most numbers of people, ie within the Bowl, rather than out in Eagle River. I fully support people having choices about where they live, but I think people who choose to live in low-density areas with few services need to understand that it simply does not make a lot of sense for them to live away from cities but also demand high-dollar, city-level infrastructure projects be accommodated in the same way. Quaint country roads are the whole point i thought? ;)	Anonymous
Plan content/process	AMATS is tasked with addressing the most pressing transportation concerns in the most efficient way. I'm sorry, but specially accommodating the complaints of Eagle River, an area that chooses to live far away from everything, does not seem in line with the whole point of an MPO. Thank you	Anonymous
Plan content/process	Some additional information on project prioritization/selection would be helpful. For example, CPS146 scored lower than CPS131, but 146 was programmed while 131 was not. What caused that decision?	Anonymous
Plan content/process	I very much agree with all of the above. The winter snowmagedon did slow down traffic and didn't cause any serious/deadly crashes. it did harm non-motorized users even more than normal though by them having to navigate roads instead of sidewalks. road diets and roundabouts are the answer to solving the speeds, access, safety, maintenance	Anonymous
Plan content/process	To whom it may concern, Please include the Eagle River bike paths and Chugiak bike path connections in the 2050 MTP plan. This is extremely important to me as I bike and walk these paths daily and year -round and, rely on them for safe, off-road - (from cars) corridors. Concerning the existing bike trails and sidewalks, (namely, the Loop Road and the sidewalk along the right, driving North down the Glenn Highway cutting through the main section of Eagle River town above the business loop)... these are often completely snow-covered and plowed over and left unusable/unsafe. This leaves nowhere else to walk/ bike except for on the road or cutting through parking lots, etc. Of course, this is very dangerous in the winter time. Please consider additional funding for having sidewalks plowed along the old Glenn Highway through Eagle River from the artillery rd exit, past the loop rd to the next on-ramp at Fred Meyer's and connecting to the path in Chugiak along the old glen hw. Additionally, as this is a plan through 2050, it would be prudent to continue to include high quality, recreational, and pedestrian options in the Eagle River in Chugiak area. It's difficult enough to attract excellent workforce, and other folks that want to live in this area without providing additional options for recreation that one doesn't necessarily have to drive to, or isn't really far away. Not everyone can drive long distances to recreate in the Chugach mountains, nor might they even be physically able to. Clear and connected bike paths provide excellent loops, safe and easy terrain for people to loco-mote on year-round. I understand there are many pressing demands for new trails and new accesses to trails. It all takes money, money, money. However, I find that simply taking better care of already existing trails is an economical way to improve the lives of our citizens, and increase trail/ path access. As I said, earlier, I and my spouse, use these paths daily and year around. Please consider them for the 2050 plan. We rely on them.	Bernadette Martel
Plan content/process	AMATS Team and Municipal Planning Department, Please accept the attached Turnagain Community Council comments on the 2050 AMATS MTP Public Review Draft. Also attached as part of our comments are two TCC documents associated with the Fish Creek Trail Connection project: 11-3-2022 TCC Resolution RE: Conditional Support of the Fish Creek Trail Connection Project 11-3-2022 TCC Letter RE: Fish Creek Trail Connection Project Environmental Considerations Please contact me if you have any questions or need clarification on this submission. Sincerely, Thank you for the opportunity to provide comments on the 2050 AMATS Metropolitan Transportation Plan Public Review Draft (MTP Draft). Turnagain Community Council (TCC) has reviewed the Complete Streets Project and Active Transportation Project lists and provides the following comments:	Cathy L. Gleason, Act President, Turnagain Community Council
Plan content/process	Thank you for your detailed and concrete transportation comments Zack. I also appreciate they come from you as a parent experienced in transporting young children by bicycle. Your recommendations are spot on, and I can only hope local and state officials pay close attention. I'd like to recommend that you work towards ADOT sharing a larger portion of its federal funding with local government to meet locally determined priorities. Nothing but inertia prevents ADOT from going beyond federal minimum formulas and providing AMATS with additional resources to meet local needs. One small detail: I too used to bicycle my young child to Government Hill, and would have loved a surface route that allowed safe access up to the neighborhood. The surface route has never felt safe since officials closed the northern road into the neighborhood. I was never comfortable using the bridge. Today's tangled freeway type intersections warrant redesign to provide safe access for all users. Again, thank you for your well considered, experience based recommendations to target Anchorage's transportation investments so they provide real change sooner rather than later.	Cheryl

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Plan content/process	<p>Safe and more direct bike and pedestrian access</p> <ul style="list-style-type: none"> <li>- Please demonstrate how pavement preservation projects improve and add non-motorized infrastructure including reduced speeds and road noise through road and lane diets, adding bike lanes and better buffering from traffic, striped pedestrian and shared pathways.</li> <li>- Reexamine non motorized spending to consider more than spot improvement projects and ensure system improvements that provide safe access to important destinations including schools, town and neighborhood centers, bus stops, parks and outdoor recreation.</li> <li>- Accelerate non-motorized solutions, especially those that are simple and low cost, to the top of funding lists.</li> </ul>	Cheryl Richardson, Anchorage Citizen's Coalition
Plan content/process	<p>Bus service that allows us to 'leave the car at home' or indeed, not own a car</p> <ul style="list-style-type: none"> <li>- Include a timeline for securing additional operating funds for People Mover (MTP Table 26) to grow beyond today's minimal routes and service frequency.</li> <li>- Adopt a goal of changing federal policy to establish parity between spending on road construction and transit operations.</li> </ul>	Cheryl Richardson, Anchorage Citizen's Coalition
Plan content/process	<p>Prioritize transportation spending to support urban infill and redevelopment</p> <ul style="list-style-type: none"> <li>- Transform Anchorage's dangerous, auto-centric infrastructure into a modern multi-modal transportation system.</li> <li>- Demonstrate the benefits of infill and redevelopment alongside transportation investments in one or two targeted urban locations rather than try to fix the whole community at once, building on the success of Cook Inlet Housing's Chugach Way development and the downtown's Block 96 apartments on K Street.</li> <li>- Work with elected officials to secure a larger share of ADOT's federal funding to implement local priorities. ADOT's resources are vast compared with the small amount they are federally required to share with AMATS, and state policy can be changed to allow Anchorage to control a greater share of the state's federal transportation resources.</li> <li>- Prioritize conversion of Anchorage's high-speed couplets into two-way Complete Streets.</li> <li>- Review and revise Anchorage's Complete Streets policies to ensure rigorous safety and land use compatibility standards.</li> <li>- Ensure designers do not over-build slow neighborhood streets when, for example, people simply want safe pedestrian access.</li> <li>- Review and revise as needed Anchorage's Design Criteria Manual to ensure non-motorized users are valued and fully entitled roadway users in design and construction.</li> </ul>	Cheryl Richardson, Anchorage Citizen's Coalition
Plan content/process	<p>Reduce vehicle miles travelled (VMT) and greenhouse gas emissions</p> <ul style="list-style-type: none"> <li>- Add statement that the MTP is intended to reduce urban sprawl and transportation costs through targeted infill and alternatives to driving.</li> <li>- Add traffic volumes and pollution as a factor when calculating equity.</li> </ul> <p>And thank you AMATS, for providing a plan that can simply benefit from 'tweaking' and doesn't drive us to call for a rewrite!</p>	Cheryl Richardson, Anchorage Citizen's Coalition
Plan content/process	<p>In closing, to create a more inclusive and comprehensive transportation plan, it is essential for the authorities to actively involve the Eagle River communities in the decision-making process. By incorporating the input and concerns of local residents, businesses, and community organizations, a more balanced and effective transportation plan can be developed that truly meets the needs of Eagle River and contributes to its long-term sustainability and livability.</p>	Cliff Cook
Plan content/process	<p>VI – UAA is specifically listed as a freight generator, would seem to make sense to me to list U-Med as a whole instead of just UAA but maybe the numbers suggest otherwise.</p>	Craig Lyon, Director, Planning Department
Plan content/process	<p>VII – TIP is a 4 year program not 3. Also, the language says roadways, trails etc. Should that be non-motorized instead of trails?</p>	Craig Lyon, Director, Planning Department
Plan content/process	<p>P 66 – NMO064. Also is this A Street project really slated to cost \$41M? It's a big project but that seems high, but I'm not the expert. Just stands out.</p>	Craig Lyon, Director, Planning Department
Plan content/process	<p>I know I should have provided comments before, but I went through this this weekend and had some additional thoughts (Maybe for the next one?): It would be awesome if there was a reference or appendix in the document that showed cross sections for the existing "local" "boulevard" or "collector" "urban collector" "enhanced shared roadway" or other road standards so that people could reference them as they review the projects. (or maybe there is and I couldn't find it?). Same with "Channelization" or "Complete street".</p>	Daniel Mckenna-Foster, Senior Planner, Planning Department, MOA
Plan content/process	<p>I believe ,that the alleviation of traffic congestion ,especially on A &amp; C streets and downtown, could be established by designated truck routes ( meaning tankers and semi's) It is crucial, in my opinion, to keep all large freight vehicles off 5th and 6th avenues,between A &amp; C streets and " L street. As it is ,now, allowing those massive trucks in the immediate downtown area is very dangerous and creates extensive congestion,along with taking away from the downtown " ambiance".</p>	F. Romick
Plan content/process	<p>Please provide books of tickets on the buses for AnchorRIDES. Please provide trash receptacles on the buses. It would be great if there were restrooms on the larger buses.</p>	Irene Schachtel
Plan content/process	<p>Idea for the future - make a way for citizens to sit in their car and enjoy a view of the Eagle River waterway.</p>	Jan Wachsmuth



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Plan content/process	Make it safe for bikes/walkers to use, especially in light of increased density of housing proposed for core of ER. AARP plan to improve our community for the growing elderly population	Jan Wachsmuth
Plan content/process	<ul style="list-style-type: none"> <li>Do any of the larger projects include money for long term maintenance? When ranking, are points given for lower long term maintenance costs? Non-motorized facilities are less expensive to maintain than facilities for heavy vehicles and if we are facing an economic downturn investing in projects now that will cost us less later only makes sense.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>Please prioritize non-motorized facilities over adding road when ranking projects.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>Of those non-motorized projects, please prioritize projects needed in higher density, urban and low income or otherwise disadvantaged neighborhoods over those elsewhere.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>An additional criteria to consider including for the Goals 1, 3 &amp; 5 would be points for re-allocation of the ROW from car use to non-motorized use or to decommission lanes to reduce overall pavement hardscape to landscape/rain garden/buffered areas between facilities.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>How does this plan reduce speeds? Speeding is a contributing factor in all the crash categories and speed reduction through infrastructure changes is the best way to address safety across all modes, 24/7/365.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>Please add a new project criteria for quick-build ROW re-allocation for faster implementation of non-motorized assets until a follow-on capital project can reconstruct. Examples include: lane drops with concrete barrier, incorporating lane reductions, bulb-outs, driveway consolidations, daylighting intersections, neighborhood modal filters, diverters, tighten radii at intersections into pavement preservation projects to address neighborhood speeding and increase nonmotorized comfort quickly.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>Please add a discussion about low-cost maintenance improvements like replacing traffic signals with roundabouts to reduce the financial burden while improving safety. Consider a "roundabout 1st" policy for Anchorage intersections.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>All projects should include landscaping and public art from a local artist as soft infrastructure to enhance buffers/separation/comfort for motorized users.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>Please include a timeline and priority order for Table 26, Strategic Planning Implementation Strategies.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>Please add an action to shift freight hauling from trucks onto rail.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	<ul style="list-style-type: none"> <li>Climate change and greenhouse gas experts, both national and local, conclude that vehicle electrification will not advance quickly enough to meet minimum GHG reduction goals, and communities need to begin reducing the overall vehicle miles travelled. The MTP50 needs to explain the current information we have about GHG goals and carbon reduction strategies.</li> </ul>	John Thurber, President, South Addition Community Council
Plan content/process	Specific Comments -Chapter 2, "Other Plans"(Page 9): add the DOT&PF STIP as another plan that needs to be incorporated	John Thurber, President, South Addition Community Council
Plan content/process	Chapter 4, Table 2 (Page 24): Freight challenges include impact to adjacent land use and development. Freight network needs to be decided, in conjunction with DOT&PF, in order to make appropriate investments and change existing harms from NHS through neighborhoods such as high-speed couplets through Fairview and Downtown.	John Thurber, President, South Addition Community Council
Plan content/process	<p>I am writing to urge safer transportation design in the 2050 MTP for those who walk and bike to work and schools in Anchorage. Across the board, the 2050 MTP should reflect safe multimodal transportation for both quality of life as well as to reduce the number of preventable accidents and deaths. Cities across the U.S. have for decades been making their bike/pedestrian infrastructure safer for all users, which has enhanced quality of life and economic prosperity. In particular, the Commercial Drive corridor and intersections need improvement for bikes and pedestrians. The route to Government Hill via A/C bridges is also dangerous and necessitates lower speeds and safe, separated bike/ped access. Finally, most of the wide intersections in midtown Anchorage are completely unsafe for bikes and pedestrians given the lack of bike lanes and inadequate number of crosswalks.</p> <p>At a high level, the 2050 MTP is behind what other major cities have already designed and implemented with enhancing non-motorized access on current city streets. That's why I would urge AMATS to incorporate safe non-motorized access without delay on our current city streets by using existing street space to add separated facilities for people walking and biking for transportation. This should be coupled with funding for traffic calming projects to help keep residents safe.</p>	Khalial Withen

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Plan content/process	<p>Midtown Anchorage</p> <p>I have previously commuted by bike to an office in midtown, and many people bike and walk to the various commercial locations in midtown. These massive intersections are treacherous and unacceptable. They are challenging to cross given the lack of crosswalks or bike lanes where they are needed most. We need safe, visible bike/pedestrian infrastructure so that drivers expect to see bikes and pedestrians and drive accordingly. This is an area that needs to be revisited by adding safe non-motorized access to all existing city streets as soon as possible, which will help lower the number of preventable injuries and deaths.</p> <p>Making Anchorage a safe, fun place to get around will boost our quality of life and our economic growth. Please prioritize national design standards across the city to help residents access their workplaces, schools, and recreation with safe walking, driving, and biking.</p> <p>Thank you,</p>	Khalial Withen
Plan content/process	<p>Jewel Lake Road was unfortunately 'improved' to be too wide, with the inevitable increase in speeding.</p> <p>I would happily cycle 25 minutes from my home in Sand Lake to work in Midtown, but I tried it once and it's not very pleasant, so I'll be driving. I think there are a lot of people like me who would get out of our cars if it seemed safe to do so. Focusing spending on giving non-motorized users their own paths across the city, away from traffic, would be a win/win.</p>	Krista Dennison
Plan content/process	<p>After reviewing the entire plan draft I would like to submit the following comments for consideration.</p> <p>It seems that an additional of focus can be included when considering how to best reduce CO emissions and support Goal 5. The plan seems to avoid discussing the embrace of shifting towards electric vehicles as a way to accomplish this. Sure, active transportation is excellent but in reality cars are part of our lives and more Alaskans would be willing to make the switch with they felt that there was land use planning to support easy charging while on the go. Are there opportunities to offer EV charging at trail heads? Or any other place where there in MOA transit infrastructure?</p> <p>With regard to upgrading the fleet of vehicles used by the MOA for many services, I saw mention of utilizing new technologies when replacing old assists but nothing specific about the option of an electric fleet (TIPCAQ8). Nor could I find about the improvements to the facilities where these assists are houses and maintained that included any discussion of charging infrastructure. TIP TRANSIT 6 no EV ideas mentioned.</p>	Kristen Hartung
Plan content/process	<p>Below are my comments on the MTP2050. As a long-range plan for our community's transportation priorities, the MTP provides the opportunity to elevate active transportation and transit for a system that serves youth, seniors, and those with disabilities. I've included comments especially on projects I support that help move us toward the overall goals for a safer, accessible, and equitable transportation system.</p> <p>Goals &amp; Objectives</p> <p>I'm glad to see "promoting a healthy environment" objective 5B "increase community resilience to climate change," which should also include the overall goal to make it safe and convenient to use active transportation and transit options. The "advancing equity" is also critical for vulnerable populations, including objective 6B that should also allow for the undoing of decades of harm brought by transportation decisions in vulnerable communities. An example of this is including language to implement the design and construction of the Reconnecting Fairview planning effort, which aligns with projects on Ingra and Gambell St. including in the project list.</p> <p>As Anchorage's population ages, mobility is a challenge to keep people connected and active. The plan should overall support year-round active transportation and transit, especially in the winter, with seniors and people with disabilities in mind. When our transportation network is safe and accessible to these populations, it will benefit everyone.</p>	Lindsey Hajduk
Plan content/process	<p>Making our community more livable is important in attracting the working-age population and families to move here or stay. We need to celebrate that we live in Alaska and ensure people can move around safely, and not solely depend on vehicles. By improving active transportation, we also "support the economy" and should have an objective to capture the goal to stop out-migration and improve quality of life.</p>	Lindsey Hajduk
Plan content/process	<p>The first goal of "maintaining existing infrastructure" is important, especially when it comes to rehabilitating existing infrastructure or pavement preservation projects.</p> <p>However, it should be included that rehab projects allow for redesigning our roadways to meet all the goals in this plan. For example, the current Spenard Road rehab should allow for reducing speed and lane widths to also allow for safer, connected and accessible active transportation infrastructure, but the project is limited by engineers and bureaucracy.</p>	Lindsey Hajduk
Plan content/process	<p>System Deficiency Summary</p> <p>The Vehicle Transportation System Needs finds that our system is not heavily congested. However, it seems engineers still prioritize level of service for vehicles at the expense of other modes, including on high-cost projects. Road redesigns often add lanes, do not reduce driving speeds, prioritize vehicles at signalized intersections, etc., rather than address the long list of active transportation and transit needs also listed in this summary.</p>	Lindsey Hajduk

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Plan content/process	<p>Safety Summary</p> <p>We should be alarmed that pedestrians, cyclists, and motorcyclists are over-represented in high-severity and fatal crashes, and it's getting worse in recent years. The main causes of failure to yield, aggressive erratic operation, and red-light violations are not surprising to anyone who has spent time on our streets. The MTP just focuses on projects and engineering to address this, but educational campaigns and enforcement need to align too.</p> <p>Figures 15 and 16 in the report include "top human circumstances" to describe pedestrian and bicycle crash trends. It's unclear if these "humans" are the ones on foot or bike, or if it refers to the human in the vehicle. I find this confusing and don't understand what information it is trying to convey.</p>	Lindsey Hajduk
Plan content/process	<p>I would also note that the "rehabilitation" projects have caused many challenges on the ground to meet the goals of the MTP or other planning documents. It may be more appropriate to call them "reconstruction," "upgrades," or "complete streets." This includes Fireweed Lane, Spenard Road, Chugach Way, etc.</p>	Lindsey Hajduk
Plan content/process	<p>For the Corridor Plans, I'm weary that we will spend millions to plan, but then not implement them as we've seen the Spenard Road Corridor Plan. That said, we need Minnesota Dr. &amp; I/L Street, Tudor, Northern Lights and Benson Blvd., 36th Ave. to be safer for all roadway users. We need to ensure the plan lays out a clear path to the future design efforts to meet the goals of the MTP and neighborhoods.</p>	Lindsey Hajduk
Plan content/process	<p>Maybe not the business of AMATS, but definite safety concerns:</p> <p>Striping for transitions between bike lanes at intersections. These should be clearly marked to allow bicycles that are not turning to move to the through lanes, rather than be shunted to the right and get mixed up with turning traffic. A prime example is northbound A Street turning east at Benson.</p> <p>Timing of green lights for bicyclists who are not pushing the pedestrian crossing request button. For instance, at 42nd Street crossing C Street. This is a wide (6 lane) crossing that barely allows time for a biker to cross, unless the pedestrian button is activated. But that button is located behind the sidewalk and beyond a right turn only lane, which requires the bicyclist to move off the street to access it.</p> <p>Education of drivers! How many drivers know what a "sharrow" means and how to drive in these zones? This should be included in the DMV drivers license manual! Vehicle drivers should also be educated about what signs such as "Ped Xing" mean for drivers and that this is inclusive of bicycles (for instance, at those pork chop right turn features). For instance, it means to slow down BEFORE the sign at the (generally) painted line (not visible in winter) and YIELD to pedestrians and bicyclists.</p> <p>Thanks again for your work on this document and the opportunity to comment.</p>	Mel Langdon
Plan content/process	<p>We are still unclear how the projects are actually scored and what place comments from the Business Community really plays in the AMATS process. The following comments are a combination of comments from the Anchorage Citizens Coalition, South Addition Community Council and Rabbit Creek Community Council. They are supportive of pedestrian and other non-motorized improvements.</p>	Midtown Community Council
Plan content/process	<p>However, the missing piece to these projects and improvements is some form of mitigation for the tax paying businesses that have access to their livelihoods restricted or reduced. Its all well and good for the small percentage of non-motorized users to have connected trails, but it should not be done to the detriment of most businesses that need access to and from their properties and means to satisfy their customer's needs.</p>	Midtown Community Council
Plan content/process	<p>Some of the comments we recommend:</p> <ul style="list-style-type: none"> <li>- Safe and more direct bike and pedestrian access</li> <li>- Demonstrate how pavement preservation projects improve and add non-motorized infrastructure including reduced speeds and road noise through road and lane diets, adding bike lanes and better buffering from traffic, striped pedestrian and shared pathways.</li> <li>- Reexamine non motorized spending to consider more than spot improvement projects and ensure system improvements that provide safe access to important destinations including schools, town and neighborhood centers, bus stops, parks and outdoor recreation.</li> <li>- Accelerate non-motorized solutions, especially those that are simple and low cost, to the top of funding lists.</li> </ul>	Midtown Community Council
Plan content/process	<p>Bus service that allows us to 'leave the car at home' or indeed, not own a car</p> <ul style="list-style-type: none"> <li>- Include a timeline for securing additional operating funds for People Mover (MTP Table 26) to grow beyond today's minimal routes and service frequency.</li> <li>- Establish a goal of changing federal policy to allow parity between spending on road construction and transit operations.</li> </ul>	Midtown Community Council

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Plan content/process	<p>Prioritize transportation spending to support urban infill and redevelopment</p> <ul style="list-style-type: none"> <li>- Transform Anchorage's dangerous, auto-centric infrastructure into a modern multi-modal transportation system.</li> <li>- Demonstrate the benefits of infill and redevelopment alongside transportation investments in one or two targeted urban locations rather than try to fix the whole community at once, building on the success of Cook Inlet Housing's Chugach Way development and the Block 96 apartments on K Street downtown.</li> <li>- Work with elected officials to secure a larger share of ADOT's federal funding to implement local priorities. ADOT's resources are vast compared with the small amount they are federally required to share with AMATS, and state policy can be changed to allow Anchorage to control a greater share of the state's federal transportation resources.</li> <li>- Prioritize conversion of Anchorage's high speed couplets into two-way Complete Streets.</li> <li>- Review and revise Anchorage's Complete Streets policies to ensure rigorous safety and land use compatibility standards.</li> <li>- Ensure designers do not over-build slow neighborhood streets when, for example, people simply wanted safe pedestrian access.</li> <li>- Review and revise as needed Anchorage's Design Criteria Manual to ensure non-motorized users are treated as valued and fully entitled roadway users in design and construction.</li> </ul>	Midtown Community Council
Plan content/process	<p>PROJECTS:</p> <ul style="list-style-type: none"> <li>- Budget now to support design and reconstruction of the Gambell-Ingra couplet into a Complete Street.</li> </ul>	Midtown Community Council
Plan content/process	<p>Reduce vehicle miles travelled (VMT) and greenhouse gas emissions</p> <ul style="list-style-type: none"> <li>- Add statement that the MTP is intended to reduce urban sprawl and transportation costs through targeted infill and alternatives to driving.</li> <li>- Add traffic volumes and pollution as a factor when calculating equity</li> </ul>	Midtown Community Council
Plan content/process	<p>Observations –</p> <ul style="list-style-type: none"> <li>☑ Lots of work planned for Midtown --</li> </ul>	Midtown Community Council
Plan content/process	<ul style="list-style-type: none"> <li>☑ Big emphasis on non-motorized access particularly on the east/west streets</li> </ul>	Midtown Community Council
Plan content/process	<ul style="list-style-type: none"> <li>☑ Trend toward complete streets – several of these studies will lead toward streets with greater non-motorized access, landscape amenities, fewer/narrower lanes, slower speeds; this could mean greater need for improved maintenance in MCC</li> </ul>	Midtown Community Council
Plan content/process	<p>A.Goals and objectives (pages 15-17).</p> <p>1.Include the concept of safe speeds as an objective under the Safety Goal. Speed is a major factor both for avoiding crashes and for reducing their severity.</p> <p>a.Add: Objective 2D: Design for safe speeds, especially in residential and high density urban areas, in order to minimize crashes and the severity of impacts.</p>	Nancy Pease
Plan content/process	<p>2.Include the concept of design to minimize conflicts and crashes. Design is an effective and self-enforcing way to ensure safe travel behavior. Design can prevent excessive speed, improve driver attentiveness, and deter unsafe crossings..</p> <p>i.Safety, Objective 2C, add four words: Use facility design to minimize conflicts between different modes of travel, reduce unsafe behaviors, and increase attentiveness and awareness. In case AMATS staff feel that implementation measures should not be specified within objectives, other MTP objectives do just that. For example, two objectives specify the Context Sensitive Solutions process as the means of implementation</p>	Nancy Pease
Plan content/process	<p>Although AMATS isn't responsible for land use, AMATS is responsible for transportation outcomes, and therefore AMATS should adopt the 15-minute walkable city concept as a measurable outcome for its goals of lowering vehicle miles traveled, and reduced dependence on driving.</p> <p>a.Create a new Objective 4F Prioritize transportation that catalyzes infill and redevelopment in locations identified in Land Use plans, to support denser land use and a mode shift away from vehicle travel.</p>	Nancy Pease
Plan content/process	<p>b.Modify Objective 5E to read: Promote healthy lifestyles and a healthy environment by connecting everyday destinations through increased active transportation, and by designing for 15-minute walkable neighborhoods.</p>	Nancy Pease
Plan content/process	<p>c.Add performance measures for promoting infill and redevelopment and walkable neighborhoods:</p> <p>i.Percentage of roadway funding and percentage of non-motorized funding that supports targeted infill and redevelopment</p> <p>ii. Percentage of residents in 15-minute walkable neighborhoods</p>	Nancy Pease
Plan content/process	<p>d.Page 22, Land Use. The current statement on page 22 is vague, and this MTP does not define "diverse forms of land use". Revise the statement on page 22 regarding land use:</p> <p>By facilitating efficient forms of transportation, AMATS can help support conditions for more diverse forms of land use and affordable alternatives to driving, AMATS can help to reduce transportation costs, support targeted infill, and support the livability, affordability, and diversity of neighborhoods.</p>	Nancy Pease

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Plan content/process	<p>C.Performance measures.</p> <p>The MTP commendably states on page 77 that “Performance measures should be based on actual data and have targets for a set time.” However, the performance measures in Table 2.4 (pages 78-79) are insufficient. The implementation strategies in Table 2.5 and 2.6 have no actual data and no completion times.</p> <p>a.Revise Table 2.4, Deaths and serious injuries. Set more ambitious local reduction targets for fatalities and serious injuries than the FHWA targets. The very gradual FHWA reduction targets do not align with the federal goal in 23 USC 150(b) of significant reduction in traffic fatalities and serious injuries cited on page 1.</p>	Nancy Pease
Plan content/process	<p>b.Items 2A-2 and 2A-4 should include a conversion of the death and injury rate to the resulting numbers deaths and injuries, so that the public understands the human toll.</p>	Nancy Pease
Plan content/process	<p>c.Set continuous, long-term targets for the reductions of fatalities and serious injuries, not just one year at a time as DOTPF and FHWA apparently do. One-year safety targets fail to exert due scoring influence on the funding of long-term projects.</p>	Nancy Pease
Plan content/process	<p>d.Add a performance measure related to Objective 5A: 5A-3: greenhouse gas emissions from transportation sources (tons per year).</p>	Nancy Pease
Plan content/process	<p>e.Add two performance measures related to 5C-: 5C-1: percent of trips by auto, transit, and active transportation; and 5C-2 (Or New Objective 4F, proposed above): percent of residents living within 15 minute-walkable neighborhoods</p>	Nancy Pease
Plan content/process	<p>D.Revise Table 2.5, Performance Measures Implementation Strategies.</p> <p>It is exciting that the 2050 MTP has outlined the process for developing local performance measures, rather than just adopting federal and state performance measures as a default. Federal and state performance measures for safety are not ambitious compared to the Muni’s Vision Zero. And there are still no Federal or State standards for GGE reductions, whereas the Muni has committed to 80 % reduction of GGE by 2080 (Anchorage Climate Action Plan). The MTP should further commit to developing local standards for safety and GGE expeditiously:</p> <p>a.In Chapter 7, include a timeframe and completion date of 2025 for setting targets for new local performance measures in Table 2.5, Performance Measures Implementation Strategies (page 77)</p>	Nancy Pease
Plan content/process	<p>b.Include the commitment of AMATS staff time to the effort of new local performance measures (Table 2.5, Page 77).</p>	Nancy Pease
Plan content/process	<p>c.Include a more definite commitment to reducing vehicle miles traveled and to reducing Greenhouse Gas Emissions (GGE) by adding the following language to Page 77, Coordinated Efforts, with the completion dates also noted in Table 2.5: Anchorage transportation currently emits 53% of the local GGE output, so transportation policy is instrumental in achieving meaningful GGE reductions. By 2024, AMATS will work with Municipal agencies to set annual and long-term targets for reducing Greenhouse Gas Emissions. The targets will be synchronized with the targets set by the Anchorage Climate Action Plan (a 50 percent reduction in GGE from baseline levels by 2030 and 80 percent by 2050). By 2025, AMATS will adopt modeling and monitoring practices for quantitatively tracking future and current GGE.</p>	Nancy Pease
Plan content/process	<p>In conclusion, this draft 2050 MTP is something of a pivot toward safety, alternative transportation, and integrating land use planning into transportation planning. That’s all good: but I hope AMATS will pivot harder.</p>	Nancy Pease
Plan content/process	<p>Finally, I hear from four community councils about the importance of safe roads throughout Anchorage, particularly emphasizing pleas for traffic calming measures.</p>	Representative Alyse Galvin
Plan content/process	<p>Subject: 2050 MTA</p> <p>Dear Planners --</p> <p>Wow -- this document is impressive -- lots and lots and lots of details.</p> <p>I live at the Chugiak-Eagle River Senior Center and I was NOT able to participate in any of the planning meetings because we were so short of bus drivers that the buses only took residents to medical appointments. I did email to someone a couple of comments -- mostly focusing on the need for MUCH MORE TRANSIT SERVICE from our area to the main part of Anchorage.</p> <p>The Chugiak-Eagle River Senior Center has limited transit service in the Chugiak-Eagle River areas and also into the main part of Anchorage -- WHEN THERE ARE ENOUGH BUS DRIVERS. We have no transit services in the evenings nor on Saturdays or Sundays. YES, WE ARE VERY GRATEFUL for our bus and van transportation services, but we need so much more and we need to be connected with you folks. Also, I sure would like to see PEOPLE MOVER in Anchorage coordinate and work with VALLEY TRANSIT in the Mat-Su Valley. Surely, you smart folks can find a way to work out an efficient system in this entire area. I know you folks are smart -- just look at the incredible document you sent me. I'm sure glad I'm on your emailing list.</p>	Rosemary Vavrin
Plan content/process	<p>What's the possibility of having one of your public/open house meetings here at the Chugiak-Eagle River Senior Center? I'm a resident here [and I'm also on the Board of Directors], I'm emailing you as a resident because I do not drive any more. During the 1990s and into 2011, I lived in Mid-Town Anchorage and became quite familiar with the People Mover System and VERY GRATEFUL for it -- 7 days a week. Then when I lived in Wasilla, I represented bus riders of all ages on the Mat-Su Transit Coalition.</p>	Rosemary Vavrin

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Plan content/process	Thank you again for an opportunity to comment on the Public Review Draft for 2050 Metropolitan Transportation Plan. The inclusion of performance measures and targets makes the plan much more transparent, as do the clearly laid out project prioritization criteria.	Senator Löki Gale Tobin, District 1
Plan content/process	I've attached comments on the draft 2050 MTP. Dear AMATS, I am writing to provide public comments on the 2050 MTP. This plan, and projects prioritized in the corresponding STIP, should transform Anchorage's dangerous, outdated auto-centric infrastructure into a modern, multi-modal transportation system. There is no excuse for continuing to build roads that only consider pedestrians, bicyclists, kids, seniors, and people with disabilities as an afterthought if at all. Local and state governments outside of Alaska have been building safe, modern infrastructure for decades, and FHWA provides ample guidance to states and MPOs about how to use federal funds to build modern infrastructure. While there are some positive provisions in the 2050 MTP, it needs major structural reforms as well as the inclusion of certain specific projects: Structural Reforms: 1) The MTP needs to clearly identify how pavement preservation projects will add or improve safe, modern non-motorized infrastructure for Anchorage roadways that lack it--which is nearly all our roadways. Relegating non-motorized upgrades to a tiny pool of HSIP funds, or to once-in-a-decade special projects like the Spenard Road redesign, leaves us on a path to endure dangerous and outdated infrastructure for a century or more. Use existing federal guidance to ensure every pavement preservation project adds or significantly improves non-motorized infrastructure, including road and lane diets, additions of bike lanes and cycle tracks, conversion of un-buffered into buffered bike lanes, and striping pedestrian/shared use pathways for those streets that lack sidewalks. Immediate conversion of dangerous, auto centric streets into safe, multi-modal streets should be the top priority for the MTP.	State Representative Zack Fields, House District 17
Plan content/process	2) The MTP should clearly articulate how AMATS will be deploying non-motorized solutions on existing streets immediately, not waiting for decades-long studies. Numerous other cities across the country like Washington DC and New York City, many of which have more vast and complicated transportation infrastructure, have written and fully deployed such plans in the time it took Anchorage to build a single bike lane on Spenard Road. There is no excuse for our MPO's extraordinary lethargic deployment of safe infrastructure on the streets that lack it. We do not need to acquire more right of way on Gambell/Ingra, southern Spenard Road, Tudor, Benson, Northern Lights, Airport Heights, just to name a few examples of roads that needed separated bike facilities and wider pedestrian pathways added yesterday--we need to take lane width immediately and convert it to non-motorized uses.	State Representative Zack Fields, House District 17
Plan content/process	3. The MTP should provide a large pool of funding sufficient for community councils to fund all identified traffic calming projects. The city's current process for traffic calming is grossly underfunded and utterly dysfunctional. Without huge infusions of funding, an appalling lack of basic infrastructure such as crosswalks and traffic calming will continue to undermine safety and liveability within neighborhoods.	State Representative Zack Fields, House District 17
Plan content/process	The MTP should include language such as "support design and construction in accordance with recommendations related to the Reconnecting Communities grant, for planning in and near Fairview."	State Representative Zack Fields, House District 17
Plan content/process	The MTP should prioritize fixing and extending Anchorage existing bike lanes, nearly all of which are out of conformance with federal design standards. Due to a combination of incompetence, ignorance, and animus toward non-motorized users by previous Municipal traffic engineers, bike lanes on roads such as Spenard, Arctic, Mountain View, E St, and others are of inadequate width, terminate prior to intersections or lack striped buffering where there is more than adequate road width. Simply following national design standards would help make the few existing bike lanes we do have work better. Again, there is no excuse for Anchorage being 30 years behind almost all other localities in implementing the most basic bike and pedestrian infrastructure.	State Representative Zack Fields, House District 17
Plan content/process	For too long, Anchorage's dangerous, anachronistic roadways caused avoidable pedestrian and bike deaths and contributed to outmigration among working-age Alaskans, who overwhelmingly want walk and bike-friendly communities. Our auto-centric roadways are appallingly dangerous for seniors, who represent the fastest growing share of Alaska's population. For the sake of Anchorage residents' lives, particularly our most vulnerable users such as children and seniors, and for the sake of our economic prosperity, please use this MTP to catch up to modern design standards and fix the outdated, deadly roads that dominate our urban landscape at present.	State Representative Zack Fields, House District 17
Plan content/process	Subject MTP2050 Scoring Questions Chugiak-Eagle River Pathways. Hi Chelsea, thanks for answering questions at the virtual MTP open house yesterday. cc: Taryn, Van, Matt, Blake, Diana Could you please send me the scoring for NM0198 Glenn Highway Pathway - Settlers Drive to Knik River Bridge and NM0167 Eagle River Loop Road Pathway - Hillcrest Lane to Eagle River Nature Center. As you may know, portions of both of these projects have been programmed in the 23-26 TIP and connect children (vulnerable populations) to schools and parks. There are no alternate routes for these vulnerable populations. There are no side roads, no dirt paths, no local road service area options to serve these neighborhoods. It is imperative that both of these projects are included in the MTP2050. Scoring must not only include connecting Anchorage to the edges of the AMATS service area, but also prioritize connecting these vulnerable populations back to urban services. Underserved populations within higher income areas can be more at risk due to lack of infrastructure. I can imagine scoring these can be difficult, since the NMP has both of these projects as a series of smaller segments, and the MTP lumps them all together.	Will Taygan, Executive Director, Chugach Mountain Bike Riders (CMBR)

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Plan content/process	The draft MTP2050 for these projects needs to be updated to accurately reflect that these projects have been started, accurately score them for serving vulnerable populations with no alternate routes, and account for the multiple NMP segments included in each TIP/MTP project. Please call or email with any questions.	Will Taygan, Executive Director, Chugach Mountain Bike Riders (CMBR)
Positive - general	Thank you for this opportunity to comment on the draft 2050 MTP. We appreciate AMATS's work in developing a well-thought-out project list drawn from public nominations and publicly reviewed scoring criteria. Thank you for also prioritizing non-motorized projects and facilities, which will help make up for decades of deprioritizing those facilities and limiting the transportation choices that Anchorage residents can make. We have a few overall comments as well as a number of project-specific comments that would help make Anchorage even more bike-friendly and less car-centric. We would be happy to further discuss any of these comments if you would like any clarification.	Alexa Dobson, Executive Director, Bike Anchorage
Positive - general	Page 20 The Anchorage Assembly appreciates the focus on health, equity, and diversity. The link between transportation and public health should remain a high priority of transportation planning in Anchorage.	Anchorage Assembly
Positive - general	Page 21-22 The Anchorage Assembly appreciates the focus on land use. We concur that the 2040 Land Use Plan calls for increased housing density over time, more mixing of uses, more travel choice, and promoting the use of public transportation.	Anchorage Assembly
Positive - general	Page 29 The Anchorage Assembly appreciates a good pun.	Anchorage Assembly
Positive - general	Please accept the attached comments of the Rabbit Creek Community Council on the August Draft 2050 Metropolitan Transportation Plan for Anchorage. We appreciate the opportunity to review and provide comments on this important document which will prioritize and guide Anchorage transportation projects and networks for many years. We appreciate the opportunity to comment on the draft 2050 Metropolitan Transportation Plan (MTP). Rabbit Creek Community Council (RCCC) reviewed the 2050 MTP through its Land Use and Transportation Committee. At a monthly general meeting on September 14, 2023, RCCC voted to send the following comments by a vote of 14 yeas to 5 nays, with 3 abstentions. RCCC welcomes the improvements we see in many of the Goals and Objectives of the Draft MTP, including the acknowledgement for needing to integrate land use and transportation planning. RCCC encourages further collaboration among Anchorage Metropolitan Area Transportation Solutions (AMATS), municipal transportation planners, and municipal land use planners to support compact land use. We would further encourage these experts to pursue alternatives to driving, in conjunction with targeted infill and redevelopment locations, particularly within denser development areas within the Anchorage Bowl. In our area, active transportation options are especially limited; RCCC has no existing pedestrian network, and only a couple of proclaimed bicycle "facilities" along the shoulders of unsafe roads, as confirmed in 2050 MTP maps. Please see the Attachment for our detailed comments on the draft 2050 MTP goals and policy statements, and specific projects in the project lists. We have also recommended including several additional projects in our area. These are projects we have previously submitted, and will continue to submit, in one form or another to the Municipality's Capital Improvement Program, Alaska State Legislature's CAPSIS project list, and other planning opportunities. Thank you for your attention to our comments and recommendations. We would be happy to discuss these with you. Our comments are organized into a section of 'General Comments' covering data and policy statements in the 2050 Metropolitan Transportation Plan (MTP), followed by comments on the recommended project list. We have also recommended several additions to the project list that are within the Rabbit Creek Community Council (RCCC) area.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Positive - general	General comments This draft 2050 MTP shows a welcome shift in many of the Goals and Objectives. It also acknowledges the need to integrate land use and transportation planning. RCCC encourages further collaboration among Anchorage Metropolitan Area Transportation Solutions (AMATS), municipal transportation planners, and municipal land use planners to support compact land use. We would further encourage these experts to pursue alternatives to driving in conjunction with targeted infill and redevelopment locations within the Anchorage Bowl.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Positive - general	Data and policy statements in the MTP A. Goals and objectives (pages 15-17). RCCC is pleased to see that these goals incorporate many of our Council's perennial priorities: an emphasis on safety and alternative modes of transportation, avoiding induced traffic demand, and minimizing traffic impacts to neighborhoods and the natural setting. We have two comments:	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Positive - general	Yes roundabouts! Safety! Smooth flow!	Anonymous
Positive - general	Good to see so much consideration given to Complete Streets! Do any of the larger projects include money for long term maintenance? And, if not, is that taken into consideration when selecting final projects? Non-motorized facilities are less expensive to maintain than facilities for heavy vehicles and if we are facing an economic downturn investing in projects now that will cost us less later only makes sense.	Anonymous

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Positive - general	Thank you for considering so many stand-alone non-motorized projects! Too often we have to wait until the whole road is redone before we can hope for any improvements to the sidewalks or sidepaths, even when the sidewalks/paths are substandard, unsafe, and uncomfortable (while the road is perfectly drivable). I'd like to see more of these sidewalk/path projects (both construction and widening) moved into the short-term bucket. These should replace the very large, expensive highway projects that are largely about vehicle traffic flow (and that's certainly where most of the expense is), even if they're categorized as Complete Streets here.	Anonymous
Positive - general	Hello, I LOVE the idea of more walking and bike trails in the city. Anchorage is listed as one of the most dangerous cities to bike in and the more trails away from traffic and out of harms way, the better. These are also important to be giving incentive to get out of our cars and away from burning harmful pollutants. I am especially excited about the perimeter trail down the military fence in east Anchorage. It is pretty rare when these kinds of benefits go to that part of town.	Anonymous
Positive - general	I very much agree with all of the above. The winter snowmagedon did slow down traffic and didn't cause any serious/deadly crashes. it did harm non-motorized users even more than normal though by them having to navigate roads instead of sidewalks. road diets and roundabouts are the answer to solving the speeds, access, safety, maintenance	Anonymous
Positive - general	i support this too!	Anonymous
Positive - general	Dear sirs, I have reviewed the 2050 MTP and am impressed with the amount of work and thought that has gone into it. Attached are my comments	Bob Butera
Positive - general	Anchorage Citizens greatly appreciates that AMATS MTP 2050 represents a leap forward from its predecessors and is significantly more responsive to long held community values for: <ul style="list-style-type: none"> <li>- Safer and more direct bike and pedestrian access;</li> <li>- Bus service that allows us to 'leave the car at home' or indeed, not own a car;</li> <li>- Prioritizing transportation dollars to support urban infill and redevelopment;</li> <li>- Reducing vehicle miles travelled (VMT) and greenhouse gas emissions.</li> </ul> While this plan offers a healthier, safer vision of transportation that is more responsive to land use goals, we recognize that bureaucracies operate with inertia and Alaska's state Department of Transportation is slow to respond to local priorities. As this plan is implemented, we ask you to show us how land use and transportation planners are working cooperatively toward mutual goals. Please make it easier for citizens to understand how effective programs and projects are in changing our infrastructure to provide cleaner, safer, more affordable and environmentally responsible transportation choices for freight and people. Specific comments follow:	Cheryl Richardson, Anchorage Citizen's Coalition
Positive - general	First I want to reiterate how much I like this version of the MTP. Having been involved in the creation of a few over the years I can confidently say that this is my favorite edition. As my mother used to say it's "short, sweet, and hard to beat." Graphically pleasing, not super jargon filled and a very nice length. I also like that as far as I can tell with maybe one exception all of the images are clearly local. Here are my comments, let me know if any of them don't make sense and I'll attempt to clarify.	Craig Lyon, Director, Planning Department
Positive - general	Page 12 – Love the graphic about What CAN and CAN'T the MTP Do? Love this.	Craig Lyon, Director, Planning Department
Positive - general	P 24 through . . . Really like how Vehicle transportation is listed last when discussing the Existing conditions etc. Helps reset the priority of our program	Craig Lyon, Director, Planning Department
Positive - general	As someone who enjoys biking around Anchorage for errands and to work, I support the MTP 2050. It will provide safer and more direct bike and pedestrian access. This, along with improved bus service, will allow us to be car-free if we wish or are required to. It will reduce transportation costs, vehicle miles travelled (VMT), greenhouse gas emissions, and reduce urban sprawl. Thank you for supporting community preferences in the MTP 2050.	Dael Devenport
Positive - general	I, Darrin Giggy, am a resident of eagle river. Currently I drive my car for short trips that I would bike for if there was a safe bike lane available. I want to voice my approval and request for more bike friendly roads and city planning.	Darrin Giggy



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Topic	Comment	Comment Received From
Positive - general	<p>Good evening</p> <p>Thank you for hard work on this plan! Here are our suggestions. We look forward to working with you to make these things happen. The Anchorage Park Foundation mobilizes public support and financial resources for Anchorage parks, trails, and recreation opportunities. We also lead the Anchorage Trails Coalition, a quarterly meeting of trail and active transportation advocates.</p> <p>As part of our trails work, APF has been updating OpenStreetMap, which feeds many routing apps and is used as the basis for many mapping applications. We are adding multi-use paths, sidewalks, and bicycle amenities such as bike parking. It is hoped that by making data open and available to everyone, these routes can become less secret and more discoverable. We encourage you to support open data whenever possible. We can then use tools available such as People for Bikes' Bike Network Analysis to visualize gaps in our network and identify even more neighborhoods that do not have access to low-stress routes for active transportation.</p> <p>Thanks for the opportunity to submit comments on the draft MTP 2050 and to make our city safer and healthier for all. We are offering comments per each goal section in the document. Goal 1 -Maintain Existing Infrastructure</p> <p>Anchorage is a winter city. With snow on the ground for 6 months out of the year, your Goal No. 1 to maintain existing infrastructure is a good one. Please update your plans to make sure priority snow removal for cars includes priority removal of snow and ice to walk, bike and roll. We recently attended a workshop put on by AARP and 880 Cities about winter placemaking and have ideas to activate public streets and sidewalks areas. We are working with AARP to bring 880 cities back for a pilot project to make our city more accessible for all. We would love to work with you on this.</p>	Diana Rhoades, Anchorage Park Foundation
Positive - general	<p>Goal 2 -Improve Safety and Security</p> <p>We appreciate your interactive map showing the recommended projects for active transportation and the Complete Streets approach, which has been shown to create more livable communities by reducing traffic speed and making it easier and more desirable to get outside. Thank you to all involved in the new pilot protected bike lane on Pine Street. We strongly support testing this system downtown on 5th or 6th next summer and look to the future of permanent protected bike lanes across the city.</p> <p>In addition to supporting all your non-motorized projects downtown, we would like the plan to prioritize downtown neighborhoods as an area where moving traffic isn't the priority. We would like the plan to articulate safety for pedestrians, bike, transit, and motor vehicles in that order for the urban core. From Gambell and Ingra to Land I streets, and between 3rd avenue and at least 15th Street - the plan should prioritize safety for humans walking and biking vs. delayed convenience for vehicles passing through.</p>	Diana Rhoades, Anchorage Park Foundation
Positive - general	<p>Good afternoon, I appreciate the plan and the effort put into it. My general thoughts are below: The complete streets and active transportation projects are great progress, and I am happy to read about bicycle lanes being separated and included in street designs. Even with separated bike lanes and more indicative crosswalks, walking and cycling in Anchorage is terrifying and dangerous due to drivers, so I hope these designs address this. The pedestrianized streets are a wonderful change that I had not expected. Bus service on holidays, a Muldoon mixed-use transit hub, and bus stop improvements are great ideas.</p>	Geoffrey Keegan

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Positive - general	<p>Thank you for this opportunity to comment on this much improved AMATS plan.</p> <p>My top priority for transportation is protecting people who are not in vehicles. Pedestrians and bicyclists are killed on Anchorage streets nearly every month. Writing tickets isn't the solution - safe streets is. We need to change our transit/transportation infrastructure from the design of the 1950's to a healthier, safer and more responsible model.</p> <p>Some things I am very pleased to see are a focus on greenhouse gas reduction, conflict reduction between different transportation users, as well as integrating land-use planning with transportation planning.</p> <p>Specifically, I'm glad to see more direct bike routes and pedestrian access emphasis, decreasing GHG emissions through reduced vehicle numbers &amp; miles, bus service that lets people get around to errands, jobs and events reliably, and using transit dollars to support land use &amp; development.</p> <p>When I walk around my neighborhood, I am always disgusted by the stench of automobiles. They aren't just smelly, they are bad for my health. I want to see more places that have pathways that are well separated from vehicles.</p> <p>As a kid, I walked to school, starting in 1st grade. Students need safe and direct routes to their schools and bus stops. Though I own a car, I try to get around as much as I can on foot or bike, and find some areas relatively safe, but others very unfriendly. Anchorage is divided by creeks, and in some areas, we need much gentler routes in and out of the creeks so that bicycling is easier.</p> <p>I want to see transit greatly improved. In the 30 years I've lived here, PeopleMover's routes have gone up and down, but mostly down. We need to put real effort into funding our bus system, plus we need rail from both the north and the south of town. Doing so will decrease the amount of congestion in and out of town and have the added benefit of creating demand for transit focused/friendly businesses. Money targeted for the Scooter/Acadamy intersection, which the plan appears to have dropped, should be used for increasing pedestrian/bike safety and for transit upgrades.</p> <p>We have a lot of car lots and parking structures, but extremely little covered bike parking. A dozen bikes can be parked in the same amount of space as it takes to park one car. Public covered bike shelters could also be fit with solar panels, batteries and lights to increase security.</p> <p>I want Anchorage to be walkable, and I want Anchorage to be bikeable, and I want the air to be breathable.</p> <p>Thank you for the obvious effort that's been put into improving the AMATS plan that's been put forward.</p> <p>Sincerely,</p>	George Donart
Positive - general	<p>AMATS plan shows improvement and consideration of human priorities in Anchorage. Thank you. Please emphasize the safety and health of those who choose not to or cannot drive automobiles. In the winter, pedestrians and bicyclists face many obstacles to safely transport themselves on Anchorage streets. Your projects should support the need for affordable housing near central or cluster services and/ or public transit. Lobby the State government to cooperate with AMATS in funding and planning our Municipal roads and public transit needs.</p>	Gordon and Sharon Clawson
Positive - general	<p>Thank you for thinking of our future and bringing our Transportation Systems forward by implementing Progressive and Climate Positive Solutions.</p> <p>Most Sincerely</p>	James Apone
Positive - general	<p>I support the goals as outlined in the plan.</p>	Janet McCabe
Positive - general	<p>Attached are the South Addition Community Council comments on the 2050 Metropolitan Transportation Plan. These comments were reviewed and approved at our South Addition Community Council Meeting on September 28, 2023. Sincerely, The South Addition Community Council (SACC) Membership have reviewed the draft Metropolitan Transportation Plan 50 (MTP50) and have approved the following comments be submitted as part of the public record for the public comment period ending October 9, 2023.</p> <p>General Comments</p> <ul style="list-style-type: none"> <li>☑ This plan is head and shoulders above previous AMATS long range transportation plans, especially in its shift towards:             <ul style="list-style-type: none"> <li>o Directing transportation funds to implement adopted land use plans,</li> <li>o Prioritizing transit and non-motorized investments to achieve urban infill and redevelopment,</li> <li>o Offering multiple engagement avenues to the community with robust advertisements (social media, public notifications, online, community events, etc).</li> </ul> </li> </ul>	John Thurber, President, South Addition Community Council
Positive - general	<p>I am very much in favor of most of what this plan covers. I would like to seem MANY MANY more sidewalks throughout the MOA though.</p>	Kristen Hartung
Positive - general	<p>Overall, thank you for a plan that brings together goals, priorities, and projects from our many planning documents that prioritize safe, accessible, and equitable transportation system that prioritizes active transportation and transit.</p> <p>Thank you!</p>	Lindsey Hajduk
Positive - general	<p>Traffic calming, via lane narrow, trees, and sidewalks. No more lanes</p>	Max Nedwick
Positive - general	<p>I support improving our infrastructure for bikers and pedestrians. I am an avid bike commuter. It is healthy, cheap, and good for the environment. The city should encourage others to bike by making it safer and more pleasant, for example by having bike lanes and lowered corner sidewalks for easy bike entry. In the winter, the sidewalks should be plowed.</p> <p>Thank you for your time.</p>	Michal Stryszak

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Positive - general	<p>The following areas have our support, at least to the extent that funding and work with the needs of the business community are proportionately supported. Times are changing! AMATS MTP 2050 is greatly improved from its predecessors and is much more responsive to long held community preferences for</p> <ul style="list-style-type: none"> <li>- Safer and more direct bike and pedestrian access,</li> <li>- Bus service that allows us to 'leave the car at home' or indeed, not own a car,</li> <li>- Prioritizing transportation dollars to support urban infill and redevelopment,</li> <li>- Reducing vehicle miles travelled (VMT) and greenhouse gas emissions,</li> </ul> <p>While this plan offers a healthier, safer vision of transportation that is more responsive to land use goals, bureaucracies operate with inertia and Alaska's state Department of Transportation is slow to respond to local priorities. Citizens will need to 'follow the money' and press for land use and transportation planners to demonstrate they are working cooperatively toward mutual goals. We must scrutinize programs and projects to ensure they are effectively changing our infrastructure to provide cleaner, safer, more affordable and environmentally responsible transportation choices for freight and people.</p>	Midtown Community Council
Positive - general	<p>☑ Big emphasis on the western part of midtown in the near term – Spenard, Minnesota, Chugach – much needed improvements in this area –</p>	Midtown Community Council
Positive - general	<p>☑ 36th Ave Interchange/ 33rd/ Tudor Road projects will all improve Seward Highway to be less of a barrier for east/west non-motorized travel --</p>	Midtown Community Council
Positive - general	<p>Attached are my comments on the draft 2050 MTP. There is a lot to be hopeful about in your draft 2050 MTP. Thank you for the opportunity to comment on the draft 2050 Metropolitan Transportation Plan (2050 MTP). In the comments below, bold and underlined text indicates language that I propose be added to the MTP. Bold is used for a suggested change for which I didn't offer exact language. Italics is used for emphasis on certain explanations. General comments</p> <p>Thank you, AMATS staff, for improving the Goals and Objectives compared to those in the previous MTP (MTP 2040). There are still some considerable weak points in the objectives regarding safety, reducing greenhouse gas emissions, and coordinating land use and transportation planning. Please consider the following revisions to make the objectives clearer and more measurable. What gets measured, gets managed. Ensure accountability for the MTP.</p>	Nancy Pease
Positive - general	<p>B.Goals and Objectives for Integrating land use planning and transportation planning</p> <p>Thank you for incorporating the 2040 Land Use Plan in your modeling. And thank you for your sharing your modeling analysis on page 47: "...concentrating future population and employment growth in the high-density designations of the Anchorage 2040 Land Use Plan has noticeable effects on lowering vehicle-miles traveled; shifting travel to transit, walk and bike; and lowering congestion. These are all outcomes supportive of the MTP goals." AMATS and the 2050 MTP have a critical role in supporting denser development that does not overwhelm targeted areas with traffic.</p>	Nancy Pease
Positive - general	<p>The multiple public engagement opportunities, presentations, and the interactive map have all been very helpful in getting more people involved in the planning process, which I am confident will be reflected in robust public comments you will receive from Anchorage residents and transportation stakeholders across the state. Please let me know if I can be of any assistance. I look forward to working with AMATS to plan for better and more resilient transportation infrastructure in and around Anchorage.</p>	Senator Löki Gale Tobin, District 1
Positive - general	<p>I wholeheartedly support the AMATS MTP 2050 plan. It will allow for:</p> <ol style="list-style-type: none"> <li>1) Safer and more direct bike and pedestrian access.</li> <li>2) Improved bus service so that folks can leave their car at home or not need to own a car at all.</li> <li>3) Prioritization of transportation funds to support redevelopment and urban infill.</li> <li>4) Lessen greenhouse gas emissions due to a reduction of vehicle miles travelled.</li> </ol> <p>Thank you for reading these comments.</p>	Terry S. Johnson
Project question	<p>Regarding CIP7, Northwood Drive Extension:</p> <p>I understand the traffic issues around this area, and the desire to connect existing streets for better circulation. However, I have concern about this being prioritized over upgrades to existing roads, and the opportunity cost of constructing new road in the greenbelt. I would like to understand this project better, and will follow up with the Muni about this one since it's on the CIP list.</p>	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project question	<p>CPS091 and NMO190 Forest Park Dr Projects - Need more details to know if ROW will be encroached</p>	Anonymous
Project question	<p>TIP Plans 13 (Ocean Dock Road): Wasn't this reconnaissance study completed in 2022? <a href="https://dot.alaska.gov/creg/oceandock/">https://dot.alaska.gov/creg/oceandock/</a></p>	Anonymous comment

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Project question	I've taken an initial look at the 2050 MTP recommended projects and found a few overlaps with current and recent PM&E projects. I haven't found the proposed timeline for completing the 2050 MTP projects but it seems there's potential for AMATS projects to demolish work recently completed by PM&E if some of the 2050 MTP projects are slated for short-term completion (15th Ave & E 20th Ave). I think it's also worth coordinating who will complete improvements for Eagle and Patterson Streets to avoid a similar scenario for these projects. Road Section; MTP #; PM&E #; PM&E Status; Comments 15th Avenue – Minnesota to Gambell; CPS006; 19-06; 2021 Construction (Complete); ADA Ramp Upgrades and Pavement Preservation	Brandon Telford, P.E., Design Section Manager, Project Management & Engineering, MOA
Project question	East 20th Avenue – Rosemary St to Bragaw; NMO019; 14-16; 2023 Construction; Installation of new sidewalk on south side, new curb and gutter on both sides, and new pavement across full road	Brandon Telford, P.E., Design Section Manager, Project Management & Engineering, MOA
Project question	Eagle Street – Chester Creek to E Fireweed; NMO169; 21-03; Scoping for 2027 Construction	Brandon Telford, P.E., Design Section Manager, Project Management & Engineering, MOA
Project question	Patterson Street – Debarr to Sherwood; MNO290; 18-13; Scoping for 2027 Construction	Brandon Telford, P.E., Design Section Manager, Project Management & Engineering, MOA
Project question	TIP CMAQ 3 Arterial Roadway Dust Control - Magnesium chloride (MgCl <sub>2</sub> ) dust palliative applied to approximately 70 miles of high volume State and Municipal roadways prior to and after spring sweeping \$2,800,000 ●Not a useful comment, but I would love to see how much of this could be reduced if we had designed less intensive infrastructure.	Daniel
Project question	TIP CMAQ 6 Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails - purchase maintenance equipment to groom greenbelt trails during the winter months. \$658,000 Is this for bikes/ped, or ski enthusiasts?	Daniel
Project question	TIP CMAQ 10 Microtransit - Establish a new on-demand service, to be managed by the MOA Public Transportation Department. Includes professional services, software, equipment and/or other Microtransit technology. The primary goals of the project are to connect residents to jobs, activity centers, and existing fixed-route bus service while providing a low-cost transportation alternative to single-occupancy vehicles. \$225,000 I think we already have this, it's called "walking to a reliable bus system"	Daniel
Project question	NMO144 Debarr Road (Boston Street to Cross Pointe Loop) - construct missing sidewalks. \$520,000 Did the sidewalks escape somewhere? Oh, not designed.	Daniel
Project question	TIP Transit 8 Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or microtransit public transit service. \$300,000 Is there a way to contract this out on a very small scale?	Daniel
Project question	3. I understood that many Glenn on and off ramps were too short and thus a safety concern, but I don't see them mentioned.	Debbie Ossiander
Project question	4. What is happening with the Eagle River Artillery Road project? At one time there was funding for planning. Has this project been dropped?	Debbie Ossiander
Project question	2050 MTP – comments regarding impacts to Midtown Community Council The following projects that are included in the draft MTP are likely to have an impact (positive and/or negative on the MCC: <input type="checkbox"/> Fireweed Lane Rehabilitation - will change Fireweed from 4 lanes to 3 or possibly 2 and improved bike/ped facilities	Midtown Community Council
Project question	<input type="checkbox"/> Spenard Road Rehabilitation, Benson to Minnesota – converts Spenard from 4 lanes to 3 and enhanced non-motorized facilities	Midtown Community Council
Project question	<input type="checkbox"/> Spenard Road Rehabilitation, Minnesota to Northwood – improved pathways and road rehabilitation	Midtown Community Council
Project question	<input type="checkbox"/> Chugach Way Rehabilitation, Spenard to Arctic – repave Chugach Way and improve pedestrian facilities	Midtown Community Council
Project question	<input type="checkbox"/> AMATS Minnesota Drive and I/L Street Corridor Plan from International to 3rd Ave – study of Minnesota Drive – Complete Street rehabilitation	Midtown Community Council
Project question	<input type="checkbox"/> AMATS Tudor Road Corridor Plan Muldoon to Minnesota – comprehensive plan for future improvements	Midtown Community Council
Project question	<input type="checkbox"/> AMATS Northern Lights Blvd and Benson Blvd Corridor Plan, Latouche to Minnesota – comprehensive plan for future improvements	Midtown Community Council
Project question	<input type="checkbox"/> Northern Lights Sidewalk/Pathway – Minnesota to Seward Highway	Midtown Community Council
Project question	<input type="checkbox"/> Benson Boulevard Pathway Rehabilitation	Midtown Community Council
Project question	<input type="checkbox"/> Seward Highway/Tudor Rd Interchange Reconstruction – likely to be similar configuration with wider bridge and improved pedestrian facilities	Midtown Community Council
Project question	<input type="checkbox"/> 36th Avenue Interchange – builds a new interchange at 36th Ave/New Seward with new pathways connecting to Tudor Road and improved frontage road access to adjacent properties	Midtown Community Council
Project question	<input type="checkbox"/> Seward Highway Pedestrian Tunnel at 33rd Ave	Midtown Community Council
Project question	<input type="checkbox"/> 36th Ave Corridor Study – Spenard to Denali	Midtown Community Council
Project question	<input type="checkbox"/> 36th Avenue Spenard to Lake Otis Parkway – convert from 4 lanes to 3 with improved pedestrian facilities	Midtown Community Council
Project question	<input type="checkbox"/> 32nd and 33rd Ave Upgrade, Arctic to Old Seward – upgrade the roads and convert this corridor to prioritize non-motorized facilities	Midtown Community Council
Project question	<input type="checkbox"/> A/C Couplet Complete Streets – reduce speeds, encourage residential development, safer nonmotorized facilities	Midtown Community Council

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Project question	☑ 48th Ave Upgrade Cordova to Old Seward – upgrade to urban collector, new ped facilities	Midtown Community Council
Project question	☑ Cordova Street Recon, Brayton to Lake Otis - upgrade to urban collector, new ped facilities	Midtown Community Council
Project question	☑ Denali Street Complete Streets, Fireweed to Tudor, reconstruct and include non-motorized facilities	Midtown Community Council
Project question	☑ 40th Ave/Wilson Street, Old Seward to Chugach Way – enhance shared roadway	Midtown Community Council
Project question	☑ Transit – increase all 60 minute headways to be 30 minute headways, pending available funding	Midtown Community Council
Project question	☑ If Benson and Northern Lights are reduced to create better pedestrian facilities, it will impact traffic capacity; that question will need to be answered for the overall Midtown area - particularly since they also have plans to reduce Fireweed and 36th Aves to be 3 lane roads.	Midtown Community Council
Project question	☑ Several corridor studies are planned and all of them could impact MCC - you need to be prepared to provide comment on those plans	Midtown Community Council
Project support	43, 61, 81Supportive of the use of pricing strategies in the Travel Demand Model, CPS096, and in the Strategic Planning Implementation Strategies.	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering
Project support	62-69Supportive of projects identifying the AMATS NMP “enhanced shared roadway” concept	Zak Hartman, Traffic Calming/Bicycle/Pedestrian Coordinator, Municipality of Anchorage – Traffic Engineering
Project support	NMO290: Support. Full support to improve the non-motorized features of Patterson St. south of Debarr and north of Sherwood. The street has essentially no pedestrian or bicycle facilities, and is far too wide, attracting fast cut-through traffic. I support funding to make this a safer street for drivers and non-motorized users. Necking down the street at intersections, at least, installation of wider, proper sidewalks and/or bicycle facilities, and correcting the Patterson/20th Ave intersection to improve its poor visibility, slow down turning cars and made school kids crossing the street safely.	Michael Rehberg, Muldoon
Project support	NMO364: Support. Wayfinding could be improved, but with more focus on usable content and not just graphics or branding (which are cool). Numerous un-marked intersections to neighborhood spurs can be perplexing. Putting larger context on minor intersection signs would be nice... similar to highway signs: they tell us where local exit ramps go ("Turn Here for Maplewood St", but also remind/reassure the major destination the highway leads to ("Coastal Trail 4 miles."))	Michael Rehberg, Muldoon
Project support	NMO146: Support. Completing this connection to midtown, the library and Cuddy Park from the Chester Creek Trail is important. Protected non-motorized facilities to avoid parked cars blocking access is a need on Denali St.	Michael Rehberg, Muldoon
Project support	TRN101: Support. Connecting Muldoon to U-Med, Midtown, and the Airport gives faster direct access to employment centers for people living in our neighborhood. Consider running up Baxter Road instead of Boniface to connect thru the denser parts of the neighborhood, and to bring back bus service inside the neighborhood that was removed years ago.	Michael Rehberg, Muldoon
Project support	TRN100: Support. Increased frequency can only help people and students dependent on the bus.	Michael Rehberg, Muldoon
Project support	TIP CMAQ 11: Support. Muldoon is a hub like Dimond and needs facility to serve the people using it.	Michael Rehberg, Muldoon
Project support	CIP5: Support. Access to our backyard public lands is extremely limited. This is an important step making the park open and accessible to all, and is currently a particularly hazardous and haphazard trailhead.	Michael Rehberg, Muldoon
Project support	NMO091: Support. Existing bike path in Russian Jack Park is not a replacement for the missing, safe pedestrian facilities on Boniface Parkway.	Michael Rehberg, Muldoon
Project support	TIP NMO 6: Strong support. This is the missing link of the existing trail system. This omission is equivalent to, say, Chester Creek Trail crossing C Street with a traffic light. It took years to get Campbell Creek Trail connected under the freeway, and the East side of the trail system still needs equitable attention to the West side. Existing workaround using the pedestrian tunnel 2 blocks south introduces 4 crosswalk crossings of side streets along busy Lake Otis parkway, with left-turning traffic on the 4-lane road and right-hooks a real hazard. Presently, Strava heatmaps indicate people either jaywalk at the proposed overcrossing location or skip the trail entirely to use Waldron Drive instead.	Michael Rehberg, Muldoon
Project support	NMO338: Support. This is only logical. Existing informal, ungraded connections could be improved to allow wheelchair access. Some unconnected streets (e.g., Elmore) would benefit from non-motorized bridge construction over creeks.	Michael Rehberg, Muldoon
Project support	● AMATS Complete Streets Plan (TIP Plans 5): Please make this an immediate priority, as it is needed to inform all road projects in Anchorage.	Alexa Dobson, Executive Director, Bike Anchorage
Project support	● We support these projects to improve transportation options and equity and would like to see them completed as soon as possible: <b>CPS020</b> , CPS026, CPS142, CPS006, TIP Plans 4, TIP Plans 10, NMO1, NMO6, and NMO158.	Alexa Dobson, Executive Director, Bike Anchorage

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Project support	<ul style="list-style-type: none"> <li>We support these projects to improve transportation options and equity and would like to see them completed as soon as possible: CPS020, <b>CPS026</b>, CPS142, CPS006, TIP Plans 4, TIP Plans 10, NMO1, NMO6, and NMO158.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
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Project support	<ul style="list-style-type: none"> <li>We also support CPS151 (Old Glenn Hwy in Eagle River) and would like to see this completed in the short term. A road diet and Complete Street here would be a valuable opportunity for the 15% of Anchorage residents who live in Eagle River to experience what proper bike infrastructure can do for the community. This would also lay the groundwork for additional public transit and active transit in the area, which is imperative to do early as the Eagle River community continues to grow. The project would also help connect existing fragments of the bike network and provide a safe and dignified way for everyone to use Eagle River's main transit corridor regardless of their choice of transportation mode.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Project support	CIP4 - 120th Avenue Upgrade on page 58 This project is a high priority for the community.	AMATS Community Advisory Committee
Project support	TIP CS3 – Rabbit Creek Rd on page 54 This project is a high priority for the community. The project should focus on safety for children and school buses that use the facility. This facility is also important for egress from the area in the event of an emergency.	AMATS Community Advisory Committee
Project support	<ul style="list-style-type: none"> <li>Merge lane improvements along the Glenn Highway from Ft. Richardson to Eklutna</li> </ul>	AMATS Community Advisory Committee
Project support	<ul style="list-style-type: none"> <li>Highland Road Interchange</li> </ul>	AMATS Community Advisory Committee
Project support	Add a project to improve the Glenn Highway interchanges at Hiland Road and Artillery Road to provide safer and more efficient movements in the Eagle River area.	Anchorage Assembly
Project support	Page 72 The Anchorage Assembly strongly supports projects <b>TRN100</b> , TRN102, and TRN103 as efforts to provide a greater level of service for public transit.	Anchorage Assembly
Project support	Page 72 The Anchorage Assembly strongly supports projects TRN100, <b>TRN102</b> , and TRN103 as efforts to provide a greater level of service for public transit.	Anchorage Assembly
Project support	Page 72 The Anchorage Assembly strongly supports projects TRN100, TRN102, and <b>TRN103</b> as efforts to provide a greater level of service for public transit.	Anchorage Assembly
Project support	The Anchorage Assembly strongly supports projects <b>TRN101</b> and TRN104 to expand public transit service routes, and requests that TRN101 to create a new route on 36th Ave. be prioritized as much as fiscally possible.	Anchorage Assembly
Project support	The Anchorage Assembly strongly supports projects TRN101 and <b>TRN104</b> to expand public transit service routes, and requests that TRN101 to create a new route on 36th Ave. be prioritized as much as fiscally possible.	Anchorage Assembly
Project support	Table 20, Complete Streets Projects in RCCC area: Page 54, TIP CS 3: RC Road Rehabilitation (Seward Hwy to Goldenview) \$33.5 M left turn accommodations where possible and separated non-motorized path. RCCC supports the high priority for this project. This section of Rabbit Creek Road is a high-volume, high-speed collector that has substandard sightlines, many turning movements, and an unfortunate crash record. Rabbit Creek Road is a key ingress-egress route in case of wildfire or other disasters on the Hillside.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	Page 54, TIP CS 6 Mountain Air Drive \$15 M Extend to Sandpiper and recommend separated pathway. RCCC supports the high priority for this project. Mountain Air Drive provides critical secondary ingress-egress for current, recently platted, and future subdivisions. It will also facilitate non-motorized access among neighborhoods and to Bear Valley Elementary School.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	Page 54, TIP CS 8: Safety Improvement Program - Collect traffic data \$17.6 M. RCCC supports data collection as the best basis for safe designs.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council

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Project support	Pages 55 – 56, <b>TIP Plans 2, 3, 4, 5, 7, 10</b> ; also, Page 59, CPS 037 for A & C Complete Streets: RCCC supports Plans for Complete Street studies and Corridor studies of our main urban arterials. These studies support safety, livability, and efficient compact land use in Downtown and Midtown.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
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Project support	Page 56, TIP Plan 9: Non-Motorized Inventory and Mapping. RCCC strongly supports and has previously requested this mapping. The mapping and inventory should depict as many platted but undeveloped easements as practical.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	Page 56, TIP Plan 11: AMATS Climate Action Plan. RCCC supports this project, and is on record in support of developing targets, modeling, and monitoring of Greenhouse Gas Emissions from transportation.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	Page 58, CIP 5: Canyon Road Improvements to CSP upgrade and include a parking lot for trail users. RCCC supports this project. The existing road is unsafe and creates dust harmful to residents, recreationists, and overall air quality. There will be considerable public health, tourism, and thus economic benefits with this project.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	Page 59, CPS142, CPS006, CPS008: Muldoon Road, 15th Ave, rehabilitations to reduce vehicle speeds and make safer for pedestrians and bikes. These projects are currently scheduled for the long term. They are good examples of projects that promote safety and equity for underprivileged neighborhoods and can encourage needed infill in areas zoned for higher density.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	Page 59, CPS142, CPS006, CPS008: Muldoon Road, 15th Ave, rehabilitations to reduce vehicle speeds and make safer for pedestrians and bikes. These projects are currently scheduled for the long term. They are good examples of projects that promote safety and equity for underprivileged neighborhoods and can encourage needed infill in areas zoned for higher density.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
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Project support	Page 63, TIP Plans 8: AMATS Recreational Trails Plan Update. RCCC looks forward to participating in this planning process. It is important to our area that this plan includes use of platted easements that can provide safe, direct, off-the-roadway connections for non-motorized users.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	Increase transit services RCCC supports increased transit service as an investment in equity and an important step toward more compact land use instead of more road lanes and parking. RCCC specifically supports these transit projects (page 72): TRN100 30-minute Transit Frequencies, as funding is available. TRN102 Increase weekend span of service to add a couple of evening hours \$1M.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	TRN103 Restore holiday service on 5 holidays (MLK Jr, President’s Day, Seward’s Day, Veterans’ Day, and Day after Thanksgiving) \$700K.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Project support	TRN104 New Route Independence Park to Dimond Transit center with Muldoon and Debarr Transit hubs, shopping center at C and 100th (Target store), and Alaska Native Medical Center \$4.1M.	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council

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Topic	Comment	Comment Received From
Project Support	I support the projects listed: TIP NMO 2, Fish Creek Trail Connection	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	CPS 091, Forest Park Drive This street was recently funded for resurfacing and restriping, with 10 foot lanes to make more shoulder room for people walking and biking. This project should be coordinated with that effort, and timed accordingly since that smaller investment is already being made.	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	TIP CS 13, Lois and 32nd Upgrade	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	NMO 359, Wisconsin Street especially intersection redesigns and bicycle detection for signal timing	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	TIP NMO 7, Multi-Use Path along ARRC corridor	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	NMO 027, 36th Pathway	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	TRN 101, New Transit Route along 36th that connects the Airport area with more destinations further east, especially the service to the UMED area.	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	CIP10, West Dimond Blvd upgrades	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	CPS 075, Dimond Blvd between Victor and Northwood	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project Support	CPS 002, 100th and Victor Intersection	Anna B. Brawley, Assembly Member serving West Anchorage, District 3
Project support	Safe pedestrian crossing and link to the campbell cr trail @ Lake Otis by the playground	Anonymous
Project support	Perimeter Trail N/S Connector is a necessary safety connection!	Anonymous
Project support	Yay!!! I'm super excited about the trail extension ( <i>arrow in reference to TIP NMO 1</i> )	Anonymous
Project support	Yay!!! The railroad trail is going to be amazing!	Anonymous
Project support	Stroad - "Old Glenn is a stroad" and agree that in conjunction with the lane reduction (to slow speeds) something needs to be done. All that traffic needs to go somewhere else. Another person expressed support for the road dict.	Anonymous
Project support	I support upgrades to upper canyon road. This area is a super popular access point to the park with a major trail and trail upgrades with no infrastructure to support it. It is very frustrating for park users and residents.	Anonymous
Project support	totally disagree with M Ambrose. the trail connection is definitely needed. right now the at-grade crossing is dangerous. Lake Otis it way too busy to navigate for children and seniors. the existing detours are too far out of the way.	Anonymous
Project support	Regarding CIP5 on page 58 of the MTP and in Appendix 7, a Canyon Road trailhead and parking lot would be a WELCOME addition to our community. I support this proposed project.	Bill Fleming
Project support	Hello - We have received the information on the AMATS 2050 Master Plan. We are in support of all of the following items and any other planned projects pertaining to the Eastside/Muldoon area. Thank you for your work on this Plan. Respectfully submitted,	Bob & Toni Reupke, Muldoon Residents
Project support	· East Tudor Road to Glenn Hwy Pathway (MTP #NMO288)	Bob & Toni Reupke, Muldoon Residents
Project support	· Study for Chanshtnu Muldoon Park Trail to E. 20th Ave (MTP #NMO0335)	Bob & Toni Reupke, Muldoon Residents
Project support	· Boundary Ave to Debarr Rd Safety Study (MTP #NMO223)	Bob & Toni Reupke, Muldoon Residents
Project support	· 6th Ave: Bragaw St to Cherry St (MTP #NMO043)	Bob & Toni Reupke, Muldoon Residents
Project support	· Non-Motorized Pathway Connection from Trail at Patterson Street/Hunt Ave to Muldoon Road (MTP #NMO259)	Bob & Toni Reupke, Muldoon Residents
Project support	· Patterson Street Non-motorized Corridor from Boundary Ave to Tudor Rd (MTP #NMO290)	Bob & Toni Reupke, Muldoon Residents
Project support	· Pedestrian Infrastructure on Boniface Parkway from DeBarr Road to 22nd Ave (MTP #NMO091)	Bob & Toni Reupke, Muldoon Residents
Project support	o Enhance shared roadways on Foothill Dr from Sherwood Ave to Cheney Lake Park and Foothill Dr to Patterson St (MTP #NMO189)	Bob & Toni Reupke, Muldoon Residents
Project support	NMO 239 - Support. This route is highly used for pedestrians and school children. The present condition of having to cross 3-legs of the intersection is daunting.	Bob Butera
Project support	TIP CS 1 - Support. This project has long been needed. Fireweed Lane needs renewal, could be a great multimodal road and there are many low value lots that can provide parking for existing businesses.	Bob Butera



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Project support	CPS 020 - Support. Brilliant idea for this connection between the University and Midtown.	Bob Butera
Project support	NMO 321 - Support. Would tie together large neighborhood including Stephens Park Housing to Midtown.	Bob Butera
Project support	I'm commenting on the Canyon Road Project at the Rabbit Lake Trailhead. We desperately need more parking. This is an awesome idea, and don't undershoot the size of the project 'cause Anchorage is growing. Make it happen. Thanks.	Brian Harder
Project support	Subject: Support for Project NMC288 To Whom it May Concern, It was recently brought to my attention that there has been a proposed multi-use path that will run the perimeter of JBER on the East Side of Anchorage, called the "East Tudor Road to Glenn Highway Pathway". This is an exciting project that would bring access to Anchorage's amazing trail system to thousands of residents here on the east side and I wanted to express my full support. There are many of us military members here on the east side of Anchorage given the close proximity to JBER. Many of us bike, and we were sad to see how cut off East Anchorage is to the rest of the trail system. This project would fix this issue. Again, I am emailing to express my support for this project, our community NEEDS to make this happen. It would benefit so many people and make Anchorage that much better. Thanks.	Capt Robert "Miles" Brodsky
Project support	PROJECTS: - Budget now to support design and reconstruction of the Gambell-Ingra couplet into a Complete Street.	Cheryl Richardson, Anchorage Citizen's Coalition
Project support	Move promptly to rebuild the A/C couplet downtown as the transit supportive corridor it is already designated.	Cheryl Richardson, Anchorage Citizen's Coalition
Project support	Rebuild the tangle of freeway style ramps at the foot of Government Hill to allow safe bicycle and pedestrian passage from Ship Creek to the neighborhood above.	Cheryl Richardson, Anchorage Citizen's Coalition
Project support	With all that, I do not support the current programmed plan to reduce any lanes down to 2 on the Old Glenn but do agree that Hiland exit needs some improvements.	Cliff Cook
Project support	TIP CS 10 Chugach Way Rehabilitation (Spenard Road to Arctic Blvd) - rehabilitate and include non-motorized improvements using the Chugach Way Area Transportation Elements Study for design development. \$11,600,000 ●Good project, please don't widen the road though.	Daniel
Project support	TIP Plans 2* AMATS Minnesota Drive and I/L Street Corridor Plan (International Airport Road to 3rd Ave) - a comprehensive analysis of the corridor's current conditions, anticipated growth patterns and impacts, likely outcomes and reasonable mitigation alternatives. Include recommended improvements based on identified needs and community input, a timeline for implementation, modeling analysis, and engineering work as needed. Evaluate the corridor for rehabilitation as a Complete Street \$700,000 Good project, a minnesota corridor study would be very important. Please do not have AKDOT lead on this.	Daniel
Project support	TIP Plans 3* AMATS Tudor Road Corridor Plan (Muldoon Road to Minnesota Drive) - a comprehensive analysis of the corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. Include recommended improvements based on identified needs and community input, a time-line for implementation, modeling analysis, and engineering work as needed \$700,000 Good project, thanks. Please do not have AKDOT lead this.	Daniel
Project support	TIP Plans 4 AMATS Northern Lights Boulevard and Benson Boulevard Corridor Plan (LaTouche Street to Minnesota Drive) - a comprehensive analysis of the corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. Include recommended improvements based on identified needs and community input, a timeline for implementation, modeling analysis, and engineering work as needed \$700,000 Good project, thanks. Please do not have AKDOT lead this.	Daniel
Project support	TIP Plans 5 AMATS Complete Street Plan - provide planning guidance for street types, sidewalks, roadways, intersections, curbsides, and ADA accessibility as well as plan implementation. Develop multimodal street typologies and a corresponding map. These typologies may include recommendations for development review, streetscape design, traffic signal upgrades, recommended road reclassifications, and bicycle and pedestrian facilities design. \$450,000 Good project, thanks. Please do not have AKDOT lead this.	Daniel
Project support	TIP Plans 10* A/C Street Corridor Plan (Tudor Road to 3rd Ave) - a comprehensive analysis of the corridor's current conditions, anticipated growth patterns and impacts, likely outcomes and reasonable mitigation alternatives. Include recommended improvements based on identified needs and community input, a timeline for implementation, modeling analysis, and engineering work as needed. Evaluate the corridor for rehabilitation as Complete Streets. \$700,000 Good project. Please do not let AKDOT lead.	Daniel
Project support	TIP Plans 12 Anchorage Human Services Coordinated Transportation Plan - Following federal transit law, identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. \$600,000 Sounds good, nice project.	Daniel

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Project support	TIP CMAQ 5 Non-Motorized Facility Maintenance Equipment - purchase maintenance equipment to plow and sweep non-motorized facilities during the winter and summer. \$3,300,000 Please reallocate more money to this (maybe from the useless educational campaigns) to get more functioning maintenance.	Daniel
Project support	TIP HSIP 1 Gambell Street Utility Pole Removal and Increased Lighting \$8,250,000 Great project, thanks.	Daniel
Project support	CIP 11 Whitney Road Upgrade (North C Street to Post Road) \$12,000,000 I support this being the main freight corridor to stop freight from using 5th and 6th	Daniel
Project support	CPS021 36th Avenue Corridor Study (Spenard Road to Denali Street) - a comprehensive analysis of the corridor's current conditions, anticipated growth patterns and impacts, likely outcomes and reasonable mitigation alternatives. Include recommended improvements based on identified needs and community input, a timeline for implementation, modeling analysis, and engineering work as needed. \$250,000 Good study, but please don't let engineers control "anticipated growth" because they will assume all growth will be cars growing like mushrooms.	Daniel
Project support	CPS089 Eyak Drive Pedestrian Street (15th Avenue to Cordova Street) - convert to pedestrian street. \$2,300,000 Terrific, thanks for including.	Daniel
Project support	CPS165 Photo Avenue (Spenard Road to end of the road) - redesign to be a non-motorized only boulevard. \$1,760,000 Great project. Except how about you just do all of Benson as a ped/bike/bus and make northern lights 2 way? AKDOT destroyed a ton of houses for this road which doesn't really seem to do that much.	Daniel
Project support	CPS151 Old Glenn Highway (Eagle River Loop Road to North Eagle River Access Road) - rehabilitate to reduce lanes, slow speeds, add additional non-motorized crossing options, and add bike infrastructure where possible. \$15,000,000 Sounds good, if we have money leftover from addressing the needs in the real urban areas.	Daniel
Project support	CPS117 Ingra Street (15th Avenue to 20th Avenue) - install slower speed notification infrastructure. \$150,000 This should be on AKDOT's list of "to do now" projects.	Daniel
Project support	TIP NMO 7 Multi-use Pathway from Tudor Road to Northern Lights Boulevard - Construct a multi-use pathway along the Alaska Railroad corridor and connect to the existing trail to the north and on Taft and Tudor Road. \$15,284,000 Great project. Please encourage anyone to provide the match.	Daniel
Project support	TIP Plans 8 AMATS Recreational Trails Plan Update - A comprehensive update to include primary and secondary linkages to established multi-use pathways as well as recreational facilities such as single track bicycle trails, hiking networks, and bicycle parks. Study trail expansion opportunities and strengthening the connections between recreational trail development and fostering economic growth. \$450,000 Nice project, i support, thanks.	Daniel
Project support	TIP CMAQ 6 Bus Stop & Facility Improvements - funds new and existing facilities and bus stop sites to meet both Americans with Disabilities Act [ADA] requirements and operational needs. Typical bus stop activities include design/engineering, bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility activities include design/engineering, upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. \$2,000,000 Good project, please do.	Daniel
Project support	NMO043 6th Avenue (Bragaw Street to Cherry Street) - redesign to be a primarily non-motorized route, including new non-motorized infrastructure, intersection redesign, traffic calming, lighting, and wayfinding. Consider enhanced shared roadway as per the AMATS Non-Motorized Plan. \$6,000,000 Terrific project, thanks	Daniel
Project support	NMO028 3rd Avenue (C Street to Post Road) - construct pedestrian infrastructure, including adding non-motorized crossing infrastructure at A Street and Karluk Street. \$1,880,000 Terrific project, thanks	Daniel
Project support	NMO038 5th and 6th Avenue (M Street to Reeve Boulevard) - rehabilitate to remove a lane of vehicular traffic on each road and add a separated bikeway, widen sidewalks, improve non-motorized crossing infrastructure. \$13,600,000 This is great, thank you. I support this project.	Daniel
Project support	NMO288 East Tudor Road to Glenn Highway Pathway - construct a shared use pathway as per the AMATS Non-Motorized Plan along the JBER perimeter, including a connection at Chanshtnu Muldoon Park. \$12,400,000 Great project.	Daniel
Project support	NMO158 E Loop Road (Government Hill to Downtown) - construct a non-motorized connection, which could include protected bike lane. \$3,000,000 Cool.	Daniel
Project support	NMO182 Fairview Greenway Phase I - construct a separated pathway along the east side of Ingra Street from 20th Avenue to a point approximately 200' south of 15th Avenue where it will enter an enhanced bike/ped tunnel under Ingra Street. On the west side of Ingra, the pathway will travel in a northwesterly direction to an enhanced tunnel under 15th Avenue and terminating at surface of an improved Hyder Street. \$11,000,000 Nice.	Daniel
Project support	NMO183 Fairview Non-Motorized Street Network Study - study non-motorized street network and make recommendations. \$200,000 I support this, thank you	Daniel
Project support	NMO291 Penland Parkway to Mountain View Neighborhood - construct a non-motorized connection. \$10,000,000 I support this, thank you	Daniel
Project support	NMO021 27th Avenue (Blueberry Road to Minnesota Drive) - construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$1,540,000 I support this, thank you	Daniel
Project support	NMO031 3rd Avenue (C Street to L Street) - construct a separated bikeway as per the AMATS Non-Motorized Plan. \$1,080,000 I support this, thank you	Daniel

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Project support	NMO119 Career Center/Seawolf/Piper Street (East 48th Avenue to East Northern Lights Boulevard) - construct a separated bikeway as per the AMATS Non-Motorized Plan. \$2,820,000 I support this, thank you	Daniel
Project support	NMO268 Northern Lights Boulevard at Bragaw Street Non-Motorized Crossing improvements - install non-motorized crossing infrastructure at the intersection. Consider islands or medians. Include safety study in project process. \$15,000,000 I support this, thank you	Daniel
Project support	NMO315 Richmond Avenue (Meyer Street to Ship Creek Multi-use Trail) - construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$440,000 I support this, thank you. Great to have connections to the big trail systems.	Daniel
Project support	NMO244 Meyer Avenue (Peterkin Avenue to Richmond Avenue) - construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$120,000 I support this, thank you	Daniel
Project support	NMO019 East 20th Avenue (Russian Jack Spur Elementary School Access Gate to Rosemary Street) - construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$1,220,000 I support this, thank you	Daniel
Project support	NMO321 Seward Highway Pedestrian Tunnel (33rd Avenue/Old Seward Hwy to Energy Court) - construct a pedestrian tunnel. \$10,000,000 I support this, thank you. Hope it drains ok.	Daniel
Project support	NMO032 West 40th Avenue (Old Seward Highway to Arctic Boulevard) - construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$2,000,000 I support this, thank you	Daniel
Project support	NMO084 Benson Boulevard Pathway Rehabilitation (Seward Highway to LaTouche Street) - rehabilitate to widen and replace pavements on the south side. \$300,000 I support this, thank you	Daniel
Project support	NMO160 E & G Street Bike Infrastructure (2nd Avenue to 15th Avenue) - construct separated bikeways. \$1,780,000 I support this, thank you	Daniel
Project support	NMO239 LaTouche Street (East 36th Avenue to Northern Lights Boulevard) - construct a separated bikeway as per the AMATS Non-Motorized Plan on the east side of the street, add crosswalk lights, and add crosswalk striping for non-motorized crossings at the intersections of LaTouche Street and Northern Lights Boulevard and Benson Boulevard. \$1,380,000 I support this, thank you	Daniel
Project support	NMO259 Non-Motorized Pathway Connection from Trail at Patterson Street/Hunt Ave to Muldoon Road - construct a non-motorized pathway from the existing trail. \$1,080,000 I support this, thank you	Daniel
Project support	NMO253 Multi-use path from West 40th Ave and Indiana Street to Arctic Boulevard - construct a multi-use pathway. \$120,000 I support this, thank you	Daniel
Project support	NMO335 State Street study (Chanshtnu Muldoon Park Trail to East 20th Avenue) - study and identify non-motorized infrastructure for safety. \$100,000 I support this, thank you	Daniel
Project support	NMO292 Petersburg Street to 56th Avenue Non-Motorized Pathway - construct a multi-use pathway connection. \$400,000 I support this, thank you	Daniel
Project support	NMO092 Boniface Parkway at 6th Avenue Pedestrian Signal - add a pedestrian signal or beacon at the intersection. \$1,000,000 I support this, thank you	Daniel
Project support	NMO278 Old Seward Highway (Huffman Road to O'Malley Center Drive) - construct a separated bikeway as per the AMATS Non-Motorized Plan. \$2,300,000 I support this, thank you	Daniel
Project support	NMO211 Hartzell Road (Abbott Road to Lore Road) - construct a separated bikeway as per the AMATS Non-Motorized Plan. \$1,000,000 I support this, thank you	Daniel
Project support	NMO258 Non-motorized Pathway Connection from Creekside Center Drive to Creekside Street - construct a pathway connection. \$260,000 I support this, thank you	Daniel
Project support	NMO197 Glenn Highway Non-motorized Overhead Crossing (Boundary Avenue to pathway and regional commercial center) - construct a non-motorized overcrossing. \$10,000,000 I support this, thank you	Daniel
Project support	NMO205 Glenn Highway Southside Pathway Extension (Airport Heights Drive to Bragaw Street) - construct a non-motorized pathway connection to the existing pathway at Bragaw Street along the south side of the Glenn Highway. \$1,500,000 I support this, thank you	Daniel
Project support	NMO026 36th Avenue at Patterson Street non-motorized pathway to Campbell Creek Trail - construct a non-motorized pathway. \$11,040,000 I support this, thank you	Daniel
Project support	NMO359 Wisconsin Street (Spenard Road to Northern Lights Boulevard) - install non-motorized crossing infrastructure, including redesigning the intersections at 35th Avenue, 40th Avenue, and Northern Lights Boulevard to carry the bike lanes through the intersections and adding bike detection. \$2,340,000 I support this, thank you	Daniel
Project support	NMO276 Nunaka Valley Non-Motorized Infrastructure Study - study and make recommendations for non-motorized infrastructure. \$200,000 I support this, thank you	Daniel
Project support	NMO124 Chester Creek Trail at Seward Highway - widen the Chester Creek Trail tunnel. \$15,000,000 I support this, thank you	Daniel
Project support	NMO346 Turpin Street (East 16th Avenue to Boundary Avenue) - add bike lanes and redesign intersections to continue bike lanes through entire road. \$2,320,000 I support this, thank you. Through connections very important.	Daniel

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Project support	NMO014 17th Avenue (Chester Creek to E Street at 15th Avenue) - construct sidewalk on the north side, add a separated bikeway, and widen the existing sidewalk on the south side. \$440,000 I support this, thank you	Daniel
Project support	NMO169 Eagle Street (East Fireweed Lane to Chester Creek Trail) - construct an enhanced shared roadway as per the AMATS Non-Motorized Plan. \$660,000 I support this, thank you	Daniel
Project support	NMO293 Pine Street and San Roberto Avenue Intersection - install pedestrian crossings and associated signals. \$250,000 I support this, thank you	Daniel
Project support	NMO354 Wayfinding for Non-Motorized Users, including trail users - funding to implement wayfinding signage, including on paved and soft surface trails. \$2,000,000 Terrific	Daniel
Project support	NMO313 Redwood Place/Zarvis Place/Wentworth Street/Stanford Drive/Campus Drive/Mallard Lane (Alumni Drive to LaTouche Street) enhanced shared roadways and wayfinding - construct enhanced shared roadways as per the AMATS Non-Motorized Plan, include wayfinding signage, and consider other non-motorized facilities to connect the neighborhood to the Campbell Creek and Chester Creek trails, such as a bike boulevard. \$3,540,000 I support this, thank you	Daniel
Project support	NMO316 Russian Jack School Park Pathway repaving and new connection from Pine Valley Court - widen and replace the pavement and add new non-motorized pathway connections from Pine Valley Court and E 20th Avenue at Wesleyan Drive to Russian Jack Park trails and elementary school. \$1,720,000 I support this, thank you	Daniel
Project support	NMO306 Railroad Non-Motorized Pathway and Crossing Study - study the feasibility of a non-motorized pathways along the Alaska Railroad Right of Way, including a railroad crossing in the Spenard area, to make recommendations for safety improvements and future projects. Consider pedestrian signal on Spenard Road at Alaska Railroad crossing. \$1,500,000 I support this, thank you. The crossing on West Tudor by Spenard Builders is really bad. It needs a crossing that connects transit users to the trail system	Daniel
Project support	TIP Transit 5 ITS/Automated Operating System/ Management Information Systems - funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographical Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers. Funds staff and capital resources to provide project oversight, capital, and day-to-day operational support for ITS for all public transportation services. \$200,000 This is probably necessary, I support it.	Daniel
Project support	TIP CMAQ 11 Muldoon Transit Hub Mixed Use Development - replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction. \$14,155,000 Good project, I support this.	Daniel
Project support	TRN101 New Route 36th Ave - Establish a new east/west connection between the airport and the Muldoon and Debarr Transit Hub with 30-minute frequency. Provide service on International Airport Road, 36th Avenue, C Street, and Boniface Parkway with direct access to the Loussac Library and the Anchorage Neighborhood Health Center (ANHC). TOTM Priority #4. \$3,500,000 Sounds great. I support it.	Daniel
Project support	TRN102 Increase weekend Span of Service - Increase weekend service hours from 8 am – 8 pm to 8 am – 10 pm or 7 am – 9 pm. TOTM Priority #2 \$1,000,000 Sounds great, please do it. Thank you.	Daniel
Project support	TRN103 Restore holiday service on 5 holidays - Martin Luther King Jr. Day, President’s Day, Seward’s Day, Veteran’s Day, and Day After Thanksgiving. TOTM Priority # 9 \$700,000 Sounds great, please do it. Thank you.	Daniel
Project support	TRN104 New Route Independence Park - Provide additional service in South Anchorage that connects the Dimond Transit Center with the Muldoon and Debarr Transit Hub via Independence Park, Elmore Road and Baxter Road with 30-minute frequency. This route would provide direct access to the shopping center at C Street and 100th Avenue and the Alaska Native Medical Center. TOTM Priority #6. \$4,100,000 I would also love to see a “rec route” to Kincaid, hillside, etc. Sounds great, please do it. Thank you.	Daniel
Project support	Good Afternoon, I am writing in support of the Upper Canyon Road improvement project (CIP5) as it pertains to the MTP. Access to Chugach state park has always been, and will continue to be an important part of life for residents of Anchorage, Eagle River and other neighboring communities. Properly designed access is essential to mitigate against user conflicts, vehicle and pedestrian traffic safety and the road maintenance hazards common in many unofficial or poorly designed access points. I believe this project is a step toward addressing these issues. Thank you for your consideration!	David Finocchio
Project support	Goal 3 Objective 3D - Connectivity Our offices are located along the new Midtown Corridor - complete with attractive wayfinding signage and street markings for bicyclists and pedestrians. It is great! This is a model project, and we want to celebrate it with a ribbon cutting. Let's plan it for Bike to Work Month 2024! The person who designed the wayfinding art should get an award. Other projects we support include: Fairness for Fairview: •NMO220 - Hyder Pedestrian Blvd - 15th to 5th	Diana Rhoades, Anchorage Park Foundation

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Project support	•NM0182- Fairview Greenway Phase 1- 20th to 15th	Diana Rhoades, Anchorage Park Foundation
Project support	•NM0323 Sitka Park Trail Connection to Chester Creek	Diana Rhoades, Anchorage Park Foundation
Project support	oBicycle Projects - (project 252) Sitka/Off Street Shared Use Pathway	Diana Rhoades, Anchorage Park Foundation
Project support	oPedestrian Network Projects - (project 227) Sitka St to Maplewood St We are working to raise funds for the Sitka Street project. It serves two of the poorest neighborhoods downtown and remediates a blighted, abandoned area that has become a magnet for crime. It better connects the Anchorage Senior Center and Fairview Elementary to a safer, better walking and biking area. This project also adds value to the recently awarded U.S. DOT Reconnecting Communities Grant to Reconnect Fairview: Neighborhood Revitalization through Community-Led Highway Redesign.	Diana Rhoades, Anchorage Park Foundation
Project support	Connectivity on the Eastside NM0288 -East Tudor Road to Glenn Highway Pathway -Construct a shared use pathway along the JBER perimeter, including a connection at Chanshtnu Muldoon Park. We are requesting funds for a recon study for this project from the Alaska Legislature.	Diana Rhoades, Anchorage Park Foundation
Project support	Goal 5 -Promote a Healthy Environment We appreciate your air quality campaign and funding to make it easier for people to get outside walking and biking. The free bike helmets and locks and safety gear for winter walking are invaluable.	Diana Rhoades, Anchorage Park Foundation
Project support	Existing TIP Projects We support existing investments in the TIP including: •Campbell Creek Trail, Lake Otis Parkway Crossing	Diana Rhoades, Anchorage Park Foundation
Project support	•Downtown Trail Connection -connecting Ship to Coastal	Diana Rhoades, Anchorage Park Foundation
Project support	•Fish Creek Trail to Tony Knowles Coastal Trail	Diana Rhoades, Anchorage Park Foundation
Project support	•Potter Marsh Improvements -also, we want a non-motorized path to Bird to Gird Trail!	Diana Rhoades, Anchorage Park Foundation
Project support	•Downtown Streets Engineering Study	Diana Rhoades, Anchorage Park Foundation
Project support	•Spenard Railroad Multi-Use Pathway	Diana Rhoades, Anchorage Park Foundation
Project support	•Fireweed Lane Road Diet	Diana Rhoades, Anchorage Park Foundation
Project support	•Folker Street Upgrade	Diana Rhoades, Anchorage Park Foundation
Project support	•Glenn Highway Trail Connection	Diana Rhoades, Anchorage Park Foundation
Project support	•Street Typology Plan	Diana Rhoades, Anchorage Park Foundation
Project support	•Recreational Trails Plan Update	Diana Rhoades, Anchorage Park Foundation
Project support	•Chugach Way	Diana Rhoades, Anchorage Park Foundation
Project support	•Safety Campaign	Diana Rhoades, Anchorage Park Foundation
Project support	•Nonmotorized facilities inventory and mapping	Diana Rhoades, Anchorage Park Foundation
Project support	•Northern Lights Blvd and Benson Blvd corridor plan -important high-risk safety issues that prevent trail users from accessing employment/commerce in Midtown/Spenard Winter maintenance and intersection improvements sorely needed	Diana Rhoades, Anchorage Park Foundation
Project support	•Spenard Road Improvements	Diana Rhoades, Anchorage Park Foundation

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Project support	•Pavement replacement and non-motorized safety improvements to Forest Park Drive between W. Northern Lights Blvd. and Arlington Dr. ;	Diana Rhoades, Anchorage Park Foundation
Project support	More projects supported by the Bike Network Analysis as places where Anchorage needs improvement: •MTP # TIP Plans 10 -prioritize A/C corridor study, important link to connect Midtown to Chester Creek and Campbell Creek trails.	Diana Rhoades, Anchorage Park Foundation
Project support	•MTP# CPS006 -prioritize complete streets project on 15th, safe route to schools and access to Chester Creek trail and downtown.	Diana Rhoades, Anchorage Park Foundation
Project support	You will never get freeway level traffic through 4 stops and the bottleneck of merging back to one lane to get back on the highway without turning ER into a parking lot. The freeway was rerouted to bypass the town so as not to destroy it (see Wasilla for example of the alternative). I have lived in ER central for decades. The bridge being struck once is not an excuse to make the ER main street a fast bypass for highway traffic. When accidents happen they often try to clear one lane to allow people through. People should be incentivized to stay on the highway as much as possible.	Diana Weatherby
Project support	I would say a proper canyon road trailhead parking lot is long overdue & I support this project.	Eric Bjelland
Project support	Dear Policy Committee, I want your support for prioritizing Canyon Rd, CIP#5, for funding. This project checks so many boxes in terms of planning factors and national goals for transportation infrastructure funding. By investing in and improving access roads to our beautiful neighbors to the east, Chugach State Park, we are investing in what we value as Alaskans, spending time in the great outdoors. We will be supporting community economic vitality and enhancing the travel and tourism sector at the same time because this much needed project is in an area that already receives so much use. Investing in our local public parklands access is surely an equitable thing to do as it's increasing usage for everyone regardless of economic background. By improving the roads and parking lot, we can greatly enhance the safety of this route to the park. Because of the rugged nature of the road's location, the lack of funding for maintenance and upgrades and the increase in use since the acquisition of land at the end of Canyon Rd, the road has fallen into a shameful state of disrepair. We need funding to improve accessibility for all people, improve the resiliency and reliability of the access point, and reduce congestion at one of the most highly used access points for outdoor recreation in Anchorage. Alaska DNR has already secured grant funding of \$1.9 million through American Rescue Plan, Land and water conservation fund monies, to build a parking lot at the end of Canyon Rd. We need AMATS to fund the access road improvements. Upper DeArmoun Rd was paved over unsuitable subgrade in 1987 and has been falling apart ever since. With two brand new subdivisions recently approved and in development, this area has seen a dramatic uptick in traffic. Canyon Rd runs through a narrow, steep section of land that is currently an UNAUTHORIZED prescriptive easement. It will take a serious committed outreach effort by city planners to come up with a solution that will be economically viable and practical. It needs to be done, the people have waited long enough for improvements to these roads. I urge you to prioritize funding these 3 miles of roadway in the 2050 MTP. Thank you,	Greg Kuijper, Glen Alps CC, VP Glen Alps Board of Supervisors, Officer
Project support	I support improvement to Canyon parking area	Harvey Brett
Project support	AMATs, I here is a more updated list of projects that i like and don't like as well as a list of projects that should be looked at. I contact with a few concerns, requests and comments. Northwood St connection to Dimond BLVD – Northwood Dr Extension - 88th Ave to Dimond Blvd (The project will construct a missing link in the road network and enhance traffic circulation in the vicinity of Dimond High School). I support the Northwood Dr Extension - 88th Ave to Dimond Blvd due to the fact that traffic in the area continues to increase and continues to worsen. This connection would allow Northwood Dr to become more accessible. Northwood ST can be pretty hard to access during the school year so the Northwood Dr Extension - 88th Ave to Dimond Blvd would allow for better access and would enhance traffic circulation something that is really needed in this area.	James Lincoln
Project support	Campbell Tract Facility Alternate Entrance Alignmen: I support this project due to the fact that this area is seeing an increase in traffic. This project would move the entrance over to the nearby intersection and would provide better access to that area and would allow for more and safer parking to be added.	James Lincoln
Project support	Forest Park Drive (Northern Lights Boulevard to Hillcrest Drive) and (West Northern Lights Boulevard to Hillcrest Drive): I support these projects and improvements such as widening the shoulder and making room for street parking is needed. I do not support and like the use of stop signs at 5 of the intersections along Forest Park Drive. Having stop sings at 5 half intersections does not make sense. These stop signs are in weird locations as well. The speed limit along Forest Park Drive should be raised to 45.	James Lincoln

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Project support	Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements: I support this project and would actually like to see some improvements to the on and off ramps. The on and off ramps are in need of a realignment to help with traffic flow in the area. With this exit being busy at times stop lights should be added to this exit to help with traffic flow. These improvements would fix this exit and would make it safer and more user friendly.	James Lincoln
Project support	Glenn Highway: Airport Heights to Parks Highway Rehabilitation: I support this project and would actually like to see the left shoulder of the free way widened. I would like to see more blue information signage with lodging, food, camping, gas and more. I would like to see the green exit signs include numbers on them. These numbers would allow travelers to know what exit they need. I would like to see lightning improvements along the Glenn such as changing all of the lights out to LED's. I would like to see more fencing added along the Glenn to help keep animals off the road. I would like to see the speed limit be raised to 75.	James Lincoln
Project support	Support decrease in lanes on Old Glenn and traffic calming to slow traffic speeds, making it safer to enter/leave and cross the Old Glenn in a car.	Jan Wachsmuth
Project support	I live in midtown Anchorage and support the projects for road maintenance and improvements, as well as pedestrian improvements for safety and walkable areas in and around the Benson, Northern Lights, Seward Highway, Latouche and Lake Otis Parkway. These intersections are highly congested and accident prone with a lack of safe pedestrian walkways. I urge the transportation planners to review ADEC reports about one way streets and the dangers of high speeds on these roads and explore the options for making changes to these large roadways bisecting neighborhoods from commercial areas that could and should be more connected by walkways with wider sidewalks and lights.	JILL KLEIN
Project support	<ul style="list-style-type: none"> <li>● Include purchasing new equipment for maintaining non-motorized facilities (small sweepers, small plows)</li> </ul>	John Thurber, President, South Addition Community Council
Project support	CPS006: don't know where this is on the priority list, but it's a great vision, and should be elevated, wherever it is. Also contributes to Land Use Plan 2020 and 2040's vision of 15th as a transit corridor. Roundabouts at L Street, I Street, E Street	John Thurber, President, South Addition Community Council
Project support	I fully support the NMC0288 perimeter trail project. This would be a huge step in making non-motorized travel North/South safe and enjoyable for northeast residents. The perimeter trail would reduce conflicts with JBER by providing an alternative to the Bulldog trail for traveling north/south.	Karen Bronga
Project support	CIP2 reconstruct the overpass from Rogers Park Elementary. Many stairs are unsafe or broken, fencing is loose not to mention the needles, bottles, vomit and general unsafe nature of the overpass.	Karin Wanamaker
Project support	NM0313 create non motorized bike/pedestrian lanes in the College Village neighborhood specifically, Redwood, Zarvis, Wentworth. Thank you,	Karin Wanamaker
Project support	Canyon road improvements should be top priority to give users parking options without encroaching on fire lanes.	Kjerstin Thomas
Project support	Ditto with <b>Hyder St from 15th-6th</b> , 36th from Minnesota to the highway, Raspberry/Dowling from Jewel Lake to Arctic as alternatives that could actually be nice.	Krista Dennison
Project support	Ditto with Hyder St from 15th-6th, <b>36th from Minnesota to the highway</b> , Raspberry/Dowling from Jewel Lake to Arctic as alternatives that could actually be nice.	Krista Dennison
Project support	Fireweed seems promising, so hope the improvements there do go forward.	Krista Dennison
Project support	The following items I am particularly interested in the MOA completing. <b>TIP PLANS 1-12</b> ; STIP 1; CPS: 020, 037, 115, 141; TIP NMO 1-8; NMO: 321, 084, 160, 239, 334, 313, 190, 319, 338, 345; CIP5; CIP2; TIP NHS 3 Thanks for your time.	Kristen Hartung
Project support	The following items I am particularly interested in the MOA completing. <b>TIP PLANS 1-12</b> ; STIP 1; CPS: 020, 037, 115, 141; TIP NMO 1-8; NMO: 321, 084, 160, 239, 334, 313, 190, 319, 338, 345; CIP5; CIP2; TIP NHS 3 Thanks for your time.	Kristen Hartung
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Project support	The following items I am particularly interested in the MOA completing. TIP PLANS 1-12; STIP 1; CPS: 020, 037, 115, 141; TIP NMO 1-8; NMO: 321, 084, 160, 239, 334, 313, 190, 319, 338, 345; CIP5; CIP2; <b>TIP NHS 3</b> Thanks for your time.	Kristen Hartung
Project support	Subject: CPS023 42nd Avenue Upgrade (Lake Otis Parkway to Florina Street) CPS023 42nd Avenue Upgrade (Lake Otis Parkway to Florina Street) To current urban standards including a new road base, storm drain installation, curb and gutters, pedestrian facilities, street lighting, and landscaping. \$ 6,640,000 all Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability 2023-2026 Nominated but not included in TIP 73.3 long term Please include this project. There was another big flood on E 42nd this spring, something failed under the ground. The road is in terrible shape now. We have lots of increased vehicle, pedestrian & bicycle & wheelchair traffic. Folker Park improvements were made & lots of people are coming to use it. Respectfully,	Kristine Hestnes, Board member College Place Condominium Association
Project support	I support the reduction in lanes in CPS 151 as well as any other improvements to non motorized facilities in that corridor. I bike and walk in that area regularly and it does not feel safe	Kyle Mielke
Project support	As and cyclist and avid trail user I fully support CIP5, Canyon Road improvements with a much needed parking lot to access Chugach State Park.	Kyle Shedd
Project support	I also support TIP Other 1 to align the BLM Smokejumper trailhead with the 68th street light, as it will reduce congestion and improve safety.	Kyle Shedd
Project support	Projects I am happy to see a many projects in the plan, including: Fireweed Lane Rehabilitation (TIP CS 1),	Lindsey Hajduk
Project support	Spenard Road Rehab (TIP CS 9),	Lindsey Hajduk
Project support	Chugach Way Rehab (TIP CS 10),	Lindsey Hajduk
Project support	Lois Dr. & 32nd Ave upgrade (TIP CS 13),	Lindsey Hajduk
Project support	Canyon Road Improvements (CIP5),	Lindsey Hajduk
Project support	5th & 6th Ave. Complete Streets (CPS026),	Lindsey Hajduk
Project support	32nd & 33rd Ave. upgrades (CPS014),	Lindsey Hajduk
Project support	Denali Complete Street (CPS072),	Lindsey Hajduk
Project support	Minnesota Dr. separated bikeway (CPS141),	Lindsey Hajduk
Project support	Downtown trail connection (TIP NMO 1),	Lindsey Hajduk
Project support	Fish Creek trail connection (TIP NMO 2),	Lindsey Hajduk
Project support	multi-use pathway from Tudor to Northern Lights along the railroad (TIP NMO 7),	Lindsey Hajduk
Project support	Bragaw Street (NMO098),	Lindsey Hajduk
Project support	27th Avenue (NMO021),	Lindsey Hajduk
Project support	Blueberry Road (NMO090),	Lindsey Hajduk
Project support	W 40th Ave (NMO034)	Lindsey Hajduk
Project support	and 41st Ave (NMO035),	Lindsey Hajduk
Project support	Pine St/McCarrey (NMO294),	Lindsey Hajduk
Project support	W 40th Ave (NMO032),	Lindsey Hajduk
Project support	LaTouche St. (NMO239),	Lindsey Hajduk
Project support	multi-use path W 40th (NMO253),	Lindsey Hajduk
Project support	Spenard Rd. (NMO333),	Lindsey Hajduk
Project support	Eagle St (NMO169),	Lindsey Hajduk
Project support	Pine St. (NMO293),	Lindsey Hajduk
Project support	Railroad crossing (NMO306),	Lindsey Hajduk
Project support	36th Ave (NMO027),	Lindsey Hajduk
Project support	Harrison St. (NMO210).	Lindsey Hajduk
Project support	CIP5 Canyon Road Improvements and parking/trailhead. This project is greatly needed for the safety of park visitors. The road does not provide sufficient space for parking and turnaround. With more demand for access points to Chugach State Park it is important to upgrade and increase capacity where possible. Thank you for undefining this important project.	Lucy Wittlinger
Project support	I am writing in support of canyon road trailhead improvements. I've enjoyed use year round but struggled with parking and a safe place to turn around.	Luke Roobol

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Topic	Comment	Comment Received From
Project support	I support the Canyon Road Improvement project. Keep up the good work!	Mark
Project support	Subject: MTP # NMO288 Good morning, I am a homeowner in Northeast Anchorage and I support MTP #NMO288, the East Tudor to Glenn Hwy path to construct a shared path along the JBER perimeter and connect to Chanshtnu Muldoon Park. This project would increase accessibility to recreational areas on the east side for non-military connected residents and would help more people in East Anchorage get around without motorized transportation. More infrastructure supporting biking, walking, and running would encourage a more healthy community. Please support the construction of this multi-use path.	Mary McQuilkin
Project support	Thank you for the opportunity to comment on the draft 2050 Metropolitan Transportation Plan. Here are some comments. Safe bicycle corridors East-west connections through midtown are NEEDED: TIP CS1 Fireweed Lane should be a TOP priority. This project has been languishing for years. Fireweed is quite dangerous for non-motorized travelers and urgently needs pedestrian improvements, especially around C Street. And also safety features for bicyclists.	Mel Langdon
Project support	<b>TIP Plans 4</b> and TIP NMO4 Northern Lights-Benson should be a second top priority. This couplet carries so much vehicular traffic. There are many businesses along this corridor that non-motorized travelers should be able to safely access. It is 4-lanes wide! How can a bike traverse this? The existing pathways are discontinuous, some are too narrow (like the south side, between Arctic and Spenard) and not well maintained in the winter.	Mel Langdon
Project support	TIP Plans 4 and <b>TIP NMO4 Northern Lights-Benson</b> should be a second top priority. This couplet carries so much vehicular traffic. There are many businesses along this corridor that non-motorized travelers should be able to safely access. It is 4-lanes wide! How can a bike traverse this? The existing pathways are discontinuous, some are too narrow (like the south side, between Arctic and Spenard) and not well maintained in the winter.	Mel Langdon
Project support	Operations and Maintenance TIP CMAQ 5 and 6 Equipment for cleaning, and clearing pathways should be a priority. As should funding for maintenance of and operators of that equipment <b>CPS 043(?)</b> To the extent that AMATS can influence funding and performance standards for regular operations and maintenance of active transportation facilities, these should be emphasized. In particular, performance standards for operations should be developed for non-motorized routes in the Municipality, such as how soon after a snowfall of a given depth (3 inches?) should be specified, as is done for roadways. Another example is when trail sweeping in spring should be completed, especially where the trails have received sediment from adjacent roads or snow storage.	Mel Langdon
Project support	Operations and Maintenance <b>TIP CMAQ 5</b> and 6 Equipment for cleaning, and clearing pathways should be a priority. As should funding for maintenance of and operators of that equipment <b>CPS 043(?)</b> To the extent that AMATS can influence funding and performance standards for regular operations and maintenance of active transportation facilities, these should be emphasized. In particular, performance standards for operations should be developed for non-motorized routes in the Municipality, such as how soon after a snowfall of a given depth (3 inches?) should be specified, as is done for roadways. Another example is when trail sweeping in spring should be completed, especially where the trails have received sediment from adjacent roads or snow storage.	Mel Langdon
Project support	Operations and Maintenance TIP CMAQ 5 and <b>6 Equipment</b> for cleaning, and clearing pathways should be a priority. As should funding for maintenance of and operators of that equipment <b>CPS 043(?)</b> To the extent that AMATS can influence funding and performance standards for regular operations and maintenance of active transportation facilities, these should be emphasized. In particular, performance standards for operations should be developed for non-motorized routes in the Municipality, such as how soon after a snowfall of a given depth (3 inches?) should be specified, as is done for roadways. Another example is when trail sweeping in spring should be completed, especially where the trails have received sediment from adjacent roads or snow storage.	Mel Langdon
Project support	The Seward Highway overpass (TIP NHS 4). This overpass is downright dangerous. Non-motorized travelers crossing the Seward Highway and Tudor Road at the intersections of the off-ramps are challenged by narrow sidewalks and tiny areas to stand and wait for the light to change. This overpass is even more difficult in winter due to lack of snow storage area. Adequate and safe room for waiting and crossing must be included in the redesign.	Mel Langdon
Project support	Move promptly to rebuild the A/C couplet downtown as the transit supportive corridor it is already designated.	Midtown Community Council
Project support	Rebuild the tangle of freeway style ramps at the foot of Government Hill to allow safe bicycle and pedestrian passage from Ship Creek to the neighborhood above.	Midtown Community Council
Project support	Prioritize low cost and high impact projects such as a roundabout at 15th and L outbound to slow speeds and reduce noise.	Midtown Community Council

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Project support	Please fix the canyon Rd trailhead parking! It is one of the highest use spots throughout the park and is not only in disrepair, but way too limited!	MN
Project support	Table 20, <b>TIP Plans 2, 3, 4, 5, 7, 10.</b> Also CPS 037 for A & C Complete Streets. I support Complete Street studies and Corridor studies for our main urban arterials. These studies support safety, liveability, and efficient compact land use in Downtown and Midtown.	Nancy Pease
Project support	Table 20, TIP Plans 2, <b>3, 4, 5, 7, 10.</b> Also CPS 037 for A & C Complete Streets. I support Complete Street studies and Corridor studies for our main urban arterials. These studies support safety, liveability, and efficient compact land use in Downtown and Midtown.	Nancy Pease
Project support	Table 20, TIP Plans 2, <b>3, 4, 5, 7, 10.</b> Also CPS 037 for A & C Complete Streets. I support Complete Street studies and Corridor studies for our main urban arterials. These studies support safety, liveability, and efficient compact land use in Downtown and Midtown.	Nancy Pease
Project support	Table 20, TIP Plans 2, <b>3, 4, 5, 7, 10.</b> Also CPS 037 for A & C Complete Streets. I support Complete Street studies and Corridor studies for our main urban arterials. These studies support safety, liveability, and efficient compact land use in Downtown and Midtown.	Nancy Pease
Project support	Table 20, TIP Plans 2, <b>3, 4, 5, 7, 10.</b> Also CPS 037 for A & C Complete Streets. I support Complete Street studies and Corridor studies for our main urban arterials. These studies support safety, liveability, and efficient compact land use in Downtown and Midtown.	Nancy Pease
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Project Support	CIP 5 Canyon Road Improvements to CSP upgrade and include a parking lot for trail users. This is long overdue. The existing road is unsafe and dusty. There will be considerable public health and tourism benefits.	Nancy Pease
Project Support	Table 21, TIP CMAQ 9 Micro transit Bravo! Micro transit has high potential in terms of equity and affordability. Set a short-term completion date for this study	Nancy Pease
Project Support	Table 22, Frequent transit Increased transit service is an important step toward more compact land use instead of more road lanes and parking. Reliable, frequent transit is also a huge equity factor and a component of housing affordability. Transit can supplant the need to own a car, a savings of up to \$1,000 per month per AAA calculations. I especially support: TRN100 30-minute Transit Frequencies, as funding is available	Nancy Pease
Project Support	TRN102 Increase weekend span of service to add a couple of evening hours \$1M	Nancy Pease
Project support	TRN103 Restore holiday service on 5 holidays (MLK Jr, President's Day, Seward's Day, Veterans' Day, and Day after Thanksgiving) \$700K	Nancy Pease
Project support	TRN104 New Route Independence Park to Dimond Transit center with Muldoon and Debarr Transit hubs, shopping center at C and 100th (Target store) and ANMC \$4.1M	Nancy Pease
Project support	I have reviewed the interactive map, (great map!), and I am very thankful that you have included Canyon Road improvements to include trailhead parking. There is an app now that lists the parking lot for flattop as this canyon road entrance, and I have steered tourists back around, down the road to the true Glenalps trailhead. At any rate, this side of flattop and the Rabbit trail are extremely popular and a truly valuable part of the Anchorage trail system. These trails are very busy at times, more accessible given the trail upgrades, and it is time for a real parking lot. Thank you so much!!!	Patty Mcloughlin
Project support	I support Canyon Rd improvements, particularly the establishment of trailhead parking. Current lack of capacity is causing safety issues and frustration.	Peter Taylor
Project support	I am submitting these comments on the 2050 Metropolitan Transportation Plan. Specifically, I want to express my support for the following projects: CPS020: Improving 36th Avenue to including a bike lane and slowing traffic to 30 MPH would be a marked improvement for the neighborhoods in the area. This area needs pedestrian and bike safety measures.	Representative Alyse Galvin
Project support	TIP PLANS 4: In the consideration of the North Lights/Benson corridor, there needs to be a crosswalk connecting the MAJOR grocery store on Northern Lights and Minnesota to the MAJOR Drug Store Walgreens (also at Northern Lights and Minnesota). This will be a critical crossing for Alaskans. Whether there is a crosswalk or not, people will walk across, so we must add a crosswalk there to avoid serious accidents. Also, throughout all of the sidewalks on Benson and Northern Lights, there does not seem to be enough measures to allow for access by wheelchairs, particularly in the winter months.	Representative Alyse Galvin
Project support	CIP2: This is a project that I hear from a lot of constituents about. The current bridge crossing over Northern Lights from Roger's Park simply needs to be replaced. Children use this vital pathway to get to and from Roger's Park Elementary School.	Representative Alyse Galvin

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Project support	<b>NMO313</b> , NMO032, NMO090, NMO021, NMO027, NMO277, NMO146, NMO064, NMO210, NMO035, NMO027: Improving and growing non-motorized pathways and enhancing access to trails from these areas is a priority.	Representative Alyse Galvin
Project support	NMO313, <b>NMO032</b> , NMO090, NMO021, NMO027, NMO277, NMO146, NMO064, NMO210, NMO035, NMO027: Improving and growing non-motorized pathways and enhancing access to trails from these areas is a priority.	Representative Alyse Galvin
Project support	NMO313, NMO032, <b>NMO090</b> , NMO021, NMO027, NMO277, NMO146, NMO064, NMO210, NMO035, NMO027: Improving and growing non-motorized pathways and enhancing access to trails from these areas is a priority.	Representative Alyse Galvin
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Project support	MTP#NMO288 Project Name: East Tudor Road to Glenn Highway Pathway This project is a high priority of the Northeast Community Council and Scenic Foothills Community Council. With an east-west connection from Cheney Lake (in another comment for MTP#NMO189) this north-south connection would provide excellent connectivity for East Anchorage, as well as good access to the Glenn Highway trail. Although location along the JBER perimeter is the desired routing, provision of routing on existing roadways could be accomplished much more quickly. The community connection would continue to be valuable when the JBER perimeter route is eventually complete.	Representative Donna Mears
Project support	Whether transit service is expanded via the regular People Mover buses, or via demand-response Anchor Rides or whether you help us have enough bus drivers so our buses and vans can bring senior citizens to more Anchorage events/shopping/meetings, etc., -- whatever is fine. I do hope you will continue FREE BUS FARES on Wednesdays for Senior Citizens. Wednesday is the best day to go shopping. If you like [and I hope you do] my suggestion to have a public forum and open house here at the Chugiak-Eagle River Senior Center for residents as well as folks of all ages who live in the greater Chugiak-Eagle River area, please plan it enough ahead of time so that folks can make plans. To set up such an important meeting, please contact Heather Sommerville, PR Coordinator	Rosemary Vavrin
Project support	On behalf of Senator Tobin, I am submitting the attached comments on the draft 2050 MTP. Please let me know if you have any questions. Thank you for your time and work, Thank you for the opportunity to submit comments on the public review draft of the 2050 Metropolitan Transportation Plan. It is imperative the final plan meets the needs of our diverse neighborhoods through thoughtful land use and accessible transportation options. I support the investment in active transportation projects across Senate District I. The construction of non-motorized connections, such as the <b>Government Hill to Downtown project (MTP#: NMO158)</b> and a Coastal Trail to Ship Creek Connection (MTP#: TIP NMO01) will increase the ability for residents to make it to their destinations safely and comfortably.	Senator Löki Gale Tobin, District I
Project support	I support the investment in active transportation projects across Senate District I. The construction of non-motorized connections, such as the Government Hill to Downtown project (MTP#: NMO158) and a <b>Coastal Trail to Ship Creek Connection (MTP#: TIP NMO01)</b> will increase the ability for residents to make it to their destinations safely and comfortably.	Senator Löki Gale Tobin, District I
Project support	When considering pedestrian infrastructure improvements like the 15th Street Complete Street and North/South crossing project (MTP#: CPS008), it is important to invest in safe and accessible options for bicyclist and disabled users who use mobility aides like wheelchairs and walkers.	Senator Löki Gale Tobin, District I
Project support	Additionally, the <b>A/C Street</b> and the <b>I/L Street Corridor</b> studies called for in the plan will be important for evaluating how we meet the future transportation needs along those thoroughfares while increasing livability and safety for those who live in adjacent neighborhoods.	Senator Löki Gale Tobin, District I
Project support	Additionally, the <b>A/C Street</b> and the <b>I/L Street Corridor</b> studies called for in the plan will be important for evaluating how we meet the future transportation needs along those thoroughfares while increasing livability and safety for those who live in adjacent neighborhoods.	Senator Löki Gale Tobin, District I
Project support	The proposed downtown transit center (MTP#: TRN106) will be an incredibly important project that will allow users a safe and warm place to wait for their bus.	Senator Löki Gale Tobin, District I

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Project support	I also support the proposed increase in the frequency of bus service along the Debarr transportation corridor and I hope this can be replicated along other vital transportation corridors throughout Anchorage. This will be helpful for residents who live and work in those neighborhoods, especially in the winter months where shortening wait times becomes important for the accessibility and safety of riders.	Senator Löki Gale Tobin, District I
Project support	Specific Projects: In addition to fixing these structural flaws with the current draft of MTP 2050, I fully endorse the detailed written comments of the South Addition Community Council. The massive, overbuilt, dangerous, loud de-facto freeways of I, L, A, and C Street are anathema to the health of surrounding neighborhoods and the city's attempt to develop more housing. Reduction of automobile travel lanes, addition of separated bike facilities, major reductions in allowable automobile travel speeds, and significant additions to landscaping to reduce noise pollution for these roadways should be a top priority of MTP 2050, as should conversion of the destructive 5th/6th Avenue couplet into a low-speed urban street with separated bike facilities.	State Representative Zack Fields, House District 17
Project support	It is imperative to add functional biking and walking facilities to the bridge connecting the A/C couplet with Government Hill, and to the Loop Road that extends from the bridge up to Government Hill. The sidewalk on the bridge and along the Loop Road is not wide enough for bikes to pass one another or for bikes to pass pedestrians. When I take my girls to school/daycar by bike, when we encounter pedestrians on the bridge they have to climb onto the guardrail to let us by—this is an absurd situation considering the massive excess capacity on the bridge itself, some of which should be reprogrammed for bicyclists. The bridge has ample width and capacity to add a cycle track on an existing vehicle travel lane. Current pedestrian crossings of on/off ramps on the Government Hill side of the bridge occur at low-visibility, high-speed locations, and the signage does not convey that cars should yield to pedestrians/bicyclists.	State Representative Zack Fields, House District 17
Project support	As a hiker, biker and xc skier I am in favor of the Canyon Road project. Thanks	Steve Thomas
Project support	<p>Subject: NMO288</p> <p>Making a comment on the proposed trail connecting the Glenn Hwy. Bike Trail by going under the Ship Creek Glenn Hwy. Bidge, ( it is big enough to drive a tank under it) with the Campbell Green Belt Trail by way of the proposed extended Gas Line Trail along the Muldoon Military Boudnary to the New Chugach Foothills Connector Trail. This clearly is the biggest and boldest move in years for the Anchorage Bowl. Folks advocating the Alaska Long Trail have pointed out one option could be to have a spurr to Centennial Campground at the north end of Muldoon. Hikers could come over Powerline Pass from Indian and camp at Centennial Campground where they have good bus access to see the sites in Anchorage, showers and now new Bear Boxes. This would be a very good thing for the great eateries in Muldoon and the Hmong market (on Saturdays and ?Sundays next to the Caqmpgeround) and the Muldoon Farmers' Market (Saturdays 9 to 2). Centennial Campground could go into the bike rental business as well offering a real fun option for all those through hikers and other tourist.</p> <p>In short the Moose needs a thicker neck! Support the gas line trail extension to the Ship Creek Glenn Hwy. Bridge. A realignment of the Military Muldoon Boundary will be needed. Lets get the ball rolling ASP!</p>	stugrenier
Project support	I am writing to express my support for Canyon Road Improvements in the 2050 Metropolitan Transportation Plan. Canyon road is heavily used by thousands of Anchorage residents year round and the road leading to Chugach State Park - as well as the parking lot at the end of the road - is in dire need to maintenance and repairs. This is one of the more popular trailheads for Chugach State Park - and is one of the few trailheads that sees steady traffic during the winter months. Road and parking improvements are crucial for this area as popularity continues to increase.	William Finley
Project support	I am writing to specifically support CIP5, Canyon Road improvements including a parking lot for trail users. Access to Chugach State Park is critical. Thank you	Yvonne Wu Goldsmith
Remove project	I had a couple issues with line items. In the MTP, significant dollars are slated to turn the 36th and Seward Highway intersection into a cloverleaf intersection. This is both wasteful and detrimental. While a bike underpass is included nearby in this plan, it will simply deliver more northbound high-speed traffic to the Northern Lights intersection, encouraging the division of the city into east and west with a highway running through it. Remember H2H? This is the back door to resurrecting that plan. A better solution would be to bypass the core of the city by routing traffic from the Seward Highway to the Glenn around via Tudor/ Muldoon. We would save a lot of money, as well as nearby neighborhoods and businesses, by NOT proceeding with this project.	Tina Tomsen
Remove project	<p>Attached please find comment on the AMATS 2050 MTP. Thank you for the hard work on this plan and opportunity for comment.</p> <p>Best,</p> <p>----</p> <p>NMO180: Amend this project. The Foothill Drive non-motorized improvement does not serve bicycle and pedestrian traffic patterns in our neighborhood. Foothill Drive is very low traffic side street, it is not a high-speed vehicle cut-through to anywhere, and does not bring cyclists or pedestrians from anywhere useful to anywhere useful. Connection from Foothill Drive to Cheney Lake Park is informal: a steep dirt berm. As planned, the improvement would connect an ungraded dirt/mud (not gravel) trail in Cheney Lake Park to Sherwood Avenue, one block from the Patterson St bike path.</p> <p>Non-motorized traffic in our neighborhood will be best served by re-configuring this project to provide a strong link for pedestrians, utility/commuter cyclists, and recreational cyclists from the east end of the Chester Creek Trail system, through the neighborhood, and to the nearest safe crossing points over Muldoon Road for connecting to Chanshtnu Park and the new East Side Connector Trail. While using more direct, existing, graded trail facilities. This</p> <p>Suggestion: remove the Foothill Road improvements. In their place:</p>	Michael Rehberg, Muldoon

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Remove project	<ul style="list-style-type: none"> <li>● TIP NHS 3 “Safer Seward Hwy” Milepost 98.5 to 118.. We don’t understand the basis of the listed budget of \$90MM. The latest approved STIP budget (2020 - 2023) was approximately \$700MM to complete the Governor’s vision to convert the existing highway to 4 lanes, supposedly including a separated pathway for non-motorized users. The Project Team has not yet released the suite of alternatives under the Environmental Linkages study, but has not indicated a departure from this vision. The vague project description in this draft MTP does not specifically mention non-motorized facilities. For the fiscally-constrained MTP 2050, it is poor planning to underfund a project and put AMATS on the hook for completing it by later shifting significant budget away from many needed projects (as noted in Overall Comment, bullet # 2 as currently ordered). We do not support this project as presented.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Remove project	<ul style="list-style-type: none"> <li>● Seward Hwy expansion O’Malley to Dimond (TIP NHS 1): This project would likely be dropped if the MTP scoring criteria/ranking were applied. There’s currently no need for an expansion (declining traffic counts), no community support for this project (except perhaps a bike/ped underpass without associated road changes), and this is a lot of money for something with no current need or benefit. Please remove this project from the list.</li> </ul>	Alexa Dobson, Executive Director, Bike Anchorage
Remove project	<p>Page 57 Delete Project TIP NHS 1: Seward Highway O’Malley Road to Dimond Boulevard Reconstruction Phase II from the 2050 MTP. This project is exorbitantly expensive and increases future maintenance costs. It is no longer justified as population and travel demand projections have proven inaccurate over time. It also runs counter to Goal 6, 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.” In an era of transportation planning where various entities in Anchorage and Alaska are applying for federal grants to reconnect communities, it is unconscionable that a highway expansion project which would divide and divert increased traffic through a lower income neighborhood and remove recreational opportunities like soccer fields would be prioritized in the AMATS area. Please provide to the Anchorage Assembly, and to the public, the anticipated future maintenance costs of this project. This funding of \$105 million should instead be reprogrammed, in whole or in part, to design and construction of the Seward to Glenn Highway road rehabilitation (Gambell/Ingra corridor) upon completion of the Seward to Glenn Connection PEL Study and Reconnecting Fairview projects.</p>	Anchorage Assembly
Remove project	<p>Page 57, TIP NHS 1: Seward Highway O’Malley Road to Dimond reconstruction \$105 M . RCCC continues to ask that this project be deleted. Traffic data shows that this expensive freeway expansion is not needed. In addition, the added lanes and high-speed traffic pose safety risks and adverse health and land use impacts to low income neighborhoods. Re-design this project with a non-motorized crossing on the 92nd Avenue alignment and a separated pathway along Brayton.</p>	Ann Rappoport & John Riley, Co-chairs, Rabbit Creek Community Council
Remove project	Lane reduction delete project. Use funds for Glenn Artillery Rd intersection	Anonymous
Remove project	For example, these mega-projects have little community support and their main expenditure is to expand existing roads, which is unnecessary given declining traffic counts in most of Anchorage, so I suggest removing these projects: <b>TIP NHS 1</b> , TIP NHS 3, TIP NHS 4, TIP NHS 5, STIP 1, and STIP 2.	Anonymous
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Remove project	For example, these mega-projects have little community support and their main expenditure is to expand existing roads, which is unnecessary given declining traffic counts in most of Anchorage, so I suggest removing these projects: TIP NHS 1, TIP NHS 3, TIP NHS 4, TIP NHS 5, STIP 1, and <b>STIP 2</b> . Removing those 6 projects would free up *double* the funding needed to complete all 58 of the long-term Active Transportation projects *and* all 6 long-term Transit projects in the short term. This substitution would provide much better value-per-dollar for Anchorage residents. The MTP should carefully consider these tradeoffs even when other plans have supported specific projects (especially when those projects have been selected by the State, which doesn't share local priorities nor provide information on how projects were selected).	Anonymous
Remove project	Remove all traffic calming / lane removal projects. There are far too many projects having nothing to do with traffic transportation. Do walkers and bikers pay registration? Reduced revenue for road maintenance probably equates to less roads. Why the push to remove the ability to travel freely?	Anonymous
Remove project	CPS 151 to narrow Eagle River Road from 4 lanes to two is a plan proposed by a child for a school project. It is not needed or supported by any of the Eagle River that we have discussed it with.	Anonymous
Remove project	Removing 6 awful highway projects ( <b>TIP NHS 1</b> , TIP NHS 3, TIP NHS 4, TIP NHS 5, STIP 1, and STIP 2) would free up *double* the funding needed to complete all 58 of the long-term Active Transportation projects *and* all 6 long-term Transit projects in the short term. funding car infrastructure is a losing battle and is stagnating our city. we are overbuilt and can't maintain the car lanes. road diets are needed everywhere	Anonymous

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Remove project	Removing 6 awful highway projects (TIP NHS 1, <b>TIP NHS 3</b> , TIP NHS 4, TIP NHS 5, STIP 1, and STIP 2) would free up *double* the funding needed to complete all 58 of the long-term Active Transportation projects *and* all 6 long-term Transit projects in the short term. funding car infrastructure is a losing battle and is stagnating our city. we are overbuilt and can't maintain the car lanes. road diets are needed everywhere	Anonymous
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Remove project	Here are some comments regarding priorities CPS151 old Glenn Hwy- change to two lane for bikes Eagle River traffic is congested and it is difficult to cross as it is- reducing lanes will only make it worse. Bike traffic in Alaska will never increase enough to justify the cost. Community does NOT support this. ERVCC meeting had NO support and neither did Road Board.	Arlene Rasic
Remove project	TIP NHS 1 - DO NOT Support. One of the highest cost projects on the list with little value. Please delete this project. It has been shown to be unnecessary and is only justified using outdated traffic data. The Hillside area will not see significant growth in the future. We cannot maintain the lane miles we already have, let's not build ones that are unnecessary.	Bob Butera
Remove project	With all that, I do not support the current programmed plan to reduce any lanes down to 2 on the Old Glenn but do agree that Hiland exit needs some improvements.	Cliff Cook
Remove project	The concept of reducing lanes on the Old Glenn Highway from Eagle River Loop Road to the North Eagle River Access road (#98/CPS151) is a bad idea. The traffic on that road is heavy during the day so squeezing it down into two lanes instead of its current four would only make safety worse for vehicles and negatively impact the many businesses along that road as well as the access to numerous neighborhoods. There are other options for better traffic controls including addressing speeding, improving pedestrian crossing and bike lanes that should be considered that would not impede traffic and create even more safety hazards for everyone. We need to remember that with the frequent Glenn Highway closures in that area due to weather and vehicle accidents, that road (Old Glenn Highway) is often the ONLY additional access for vehicles traveling between Anchorage and the Mat-Su. It is also the only access for large equipment/ wide loads being moved on the Glenn Highway because our interchange overpass at the Artillery Road exit has limited height restrictions like many overpasses but there is no ability for trucks on that portion of the highway to go over top of the overpass. They have to detour through Eagle River and on the Old Glenn Highway..	Crystal Kennedy
Remove project	TIP CS 6 Mountain Air Drive (Rabbit Creek Road to Sandpiper Drive) - Extend road and recommend separated pathway. \$15,000,000 I do not support so much investment in infrastructure for an area which people chose because it is "rural". Let's hold the line against people who want the pleasantries of rural living but also demand the convenience of city-level infrastructure. By all means let them form a road service district.	Daniel
Remove project	TIP CS 11 Eagle River Road Rehabilitation (milepost 0.0 to 5.3, Old Glenn Highway to Oriedner Road) - construct selected traffic, safety, drainage, intersection, roadside hardware, and ADA improvements; improve the non-motorized facilities; may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and/or utility relocations \$60,000,000 This seems like a lot of investment for Eagle River. They have chosen to live in the car-centered suburbs, so i would prefer not to spend public money on trying to put pedestrian lipstick on a motor vehicle built environment pig.	Daniel
Remove project	TIP Plans 9 Non-Motorized Facilities Inventory and Mapping - inventory the non-motorized facilities within the AMATS area and create a GIS layer with this information. \$300,000 ●This seems like something MOA already has. Please re-allocate this money to something that might result in positive human-safety changes in the built environment.	Daniel
Remove project	TIP CMAQ 1 Anchorage Ridesharing/Transit Marketing - funding for the Municipal RideShare program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort. \$29,100,000 ●This seems like a lot of money for funding a program which doesn't address the heart of the problem. ●Please consider using this money (or emphasizing that the money would be better used) for operating transit.	Daniel



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Remove project	TIP CMAQ 2 Air Quality Public & Business Awareness Education Campaign - inform the public about air quality issues and steps to reduce pollution. \$8,400,000 ●Please reallocate this money to something that would actually address the problem through design or other meaningful change. Education does not seem that useful if we have many other things we can do directly.	Daniel
Remove project	TIP CMAQ 4 Traffic Control Signalization - provide proactive efficiencies with better/more updated signal timing plans to address intersection congestion and improve air quality. Funding supports development of Traffic Management Center and emergency vehicle and low priority transit signal preemption. \$11,200,000 Understanding that this may be a federal requirement, please consider moving away from mitigating congestion as the primary purpose of our lives.	Daniel
Remove project	TIP NHS 1 Seward Highway O'Malley Road to Dimond Boulevard Reconstruction Phase II - includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway). \$105,000,000 ●Where is the support from this project? ●Please no more with these rude-goldberg "iNnOvAtiVe iNtErSeCtioN DeSigNs" that are slightly better for pedestrians but still 100% vehicle centered.	Daniel
Remove project	TIP NHS 2* Glenn Highway: Airport Heights to Parks Highway Rehabilitation - coordinated with HSIP safety improvements. \$66,500,000 I do not support this since I read "rehabilitation" and I think "widening"	Daniel
Remove project	TIP NHS 3 Seward Highway Mile Post 98.5 to 118 Bird Flats to Rabbit Creek - better accommodate traffic flow and address safety concerns. \$90,224,000 ●I do not support this project. ●Please require anyone to provide a justification for this project. ●Please change the priority away from flow; also clearly identify what is causing the "safety" issues—is it just DOT doing construction? ("Why are you hitting yourself)	Daniel
Remove project	TIP NHS 4 Seward Highway and Tudor Road Interchange Reconstruction - interchange is at the end of its design life and has operational issues with the current traffic loads. \$36,000,000 Please include design details. I don't trust traffic engineers to do anything that doesn't further wreck the built environment, so it's hard to support this.	Daniel
Remove project	STIP 1 Seward Highway at 36th Avenue Interchange - Reconstruct as a controlled access interchange including frontage road connections, bike and pedestrian accommodations, safety related improvements, drainage, and other associated improvements \$102,000,000 This is a highly unpopular project and I hate to see so much money wasted on encouraging more driving. . Maybe try narrowing the lanes, slowing things down to address the same problems.	Daniel
Remove project	STIP 2 Seward Highway: Rabbit Creek Road to Girdwood Planning Environmental Linkage Study - further refine and analyze conceptual highway improvements to evaluate environmental challenges and improve the understanding of various design issues and anticipated project costs. \$3,000,000 Why do this if AKDOT is just going to hammer through their billion dollar road expansion anyway?	Daniel
Remove project	TIP Other 1 Campbell Tract Facility Alternate Entrance Alignment - Relocate the entrance road 260' to align with East 68th Avenue. \$4,921,000 This is too much to move a driveway 260' feet. Not a good use of federal funding.	Daniel
Remove project	TIP Other 2 AK094 & AK105 (Construction & Road Improvements @ APU) - Upgrade and extend University Lake Drive approximately 1/4 mile eastward to a two lane urban road with accommodations for pedestrians \$2,951,000 What is the justification for this project?	Daniel
Remove project	CIP 7 Northwood Drive Extension (88th Avenue to Dimond Boulevard) - construct a missing link in the road network and enhance traffic circulation in the vicinity of Dimond High School. \$20,000,000 The point of the transportation system is not to circulate traffic, but to connect people to places Before starting this, can anyone provide an accounting of how much driving activity it will induce?	Daniel
Remove project	CPS192 Transit Supportive Development Corridor Strategic Implementation Plan (Spenard Road, 15th Avenue/DeBarr Road, Northern Lights Boulevard) and Secure Bicycle Parking Facility Study - study and develop a strategic implementation plan for projects to support transit, and locations to install secured bike parking facilities in conjunction with local businesses, the community, and agencies. \$400,000 Please no study. Just implement this. Make it easier to build on private property around transit corridors.	Daniel
Remove project	TIP NMO 8 AMATS Non-Motorized Safety Campaign - provide education and safety equipment. Campaign is based on analyses of data with a multi-media approach that could incorporate crash behavior patterns, MOA generated heat maps, public polling and focus group(s) results. \$2,800,000 Educational campaigns are not that useful. If someone really wants this, please just use the money buying kids helmets or lights or something.	Daniel
Remove project	TIP CMAQ 1 Anchorage Ridesharing/Transit Marketing - funding for the Municipal RideShare program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort. \$13,500,000 This seems like a waste of money. Please use this for increasing operations, if possible.	Daniel
Remove project	NMO338 Study to Convert Non-Through Streets into Pedestrian Streets - study converting not fully connected through streets into pedestrian streets. \$500,000 Sounds good but please just implement instead of studying.	Daniel

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Remove project	Instead, this plan's two initiatives for Eagle River include the illogical proposal CPS151. One of the goals of the proposal is to reduce traffic congestion and the plan's solution is to reduce the number of lanes from four to two and to add a bike lane. Did someone get confused and think our climate was going to change so much that biking would be a priority mode of transportation? When the Glenn Highway closes and traffic is routed onto the Old Glenn Highway through Eagle River, are drivers supposed to park their cars and grab bikes to continue their commute to Anchorage? While it would be nice to have a better walking/biking plan for Eagle River, this extreme change would benefit 1% of the population and hurt the other 99% to accommodate four months of biking weather.	Debbie Bailey
Remove project	Subject: Comments on MTP 1. I strongly oppose project 151 ( narrowing the Old Glenn). This road was recently improved and serves as a vital alternative route to the Glenn. It is already bordered by an excellent bike path.	Debbie Ossiander
Remove project	Fish Creek Trail Connection (Northern Lights Boulevard to the Tony Knowles Coastal Trail): I do not support this trail connection as it is too close to the nearby railroad. This connection would cause many problems and would hurt the community even more. If this trail connection is going to be done this connection should be done under ground to help prevent issues with the railroad and surrounding neighborhoods.	James Lincoln
Remove project	5th & 6th Avenue Complete Streets (M Street to Reeve Boulevard) and (I to Reeve): I do not support this project as it would remove lanes and worsen traffic congestion on an already extremely busy corridor. If this project were to happen it needs to happen when A Glenn to Seward connection is formed.	James Lincoln
Remove project	Glenn Highway Management Study (Airport Heights Drive to Knik River Bridge): I do not support this study on tolling on the Glenn. The Glenn is the only way in and out of Anchorage currently. Tolling the Glenn would force several people not to come or leave Anchorage.  Tolls can be expensive so tolling the Glenn would just hurt more people's budget when traveling to Anchorage for work on a daily basis. It would be different if we had another route from the valley to Anchorage but we currently don't.	James Lincoln
Remove project	Subject: CPS151 Lane reduction on Eagle River Loop Rd. Whose dumb idea was this? This is a waste of \$15M. ER Loop Rd. gets backed up for miles when there's an accident on the Old Glenn. This has happened several times over the last couple of years, especially in the winter time. The residents of ER don't support this idea.	Jason
Remove project	I am a resident of Eagle River and have two comments. The first is to remove the current Eagle River project on the Old Glenn. It is not a priority of the community.	John Rathert
Remove project	and remove the traffic calming project from Old Glenn in Eagle River.	John Rathert
Remove project	Project Specific comments: CS18: O'malley road reconstruction should not include capacity improvement. That is counter to safety improvement. Drop this project as unneeded.	John Thurber, President, South Addition Community Council
Remove project	TIP CS3: Rabbit creek Rehab: this is way too much money to spend on this road. Project need is not demonstrated/viable. Some of the least dense area of town. I would like to see the equity score on this project. Urban streets with high density transit and non-motorized usage such as areas of Fairview, East Anchorage, Spenard and Mountain view should be higher priority for sidewalks. I challenge the equity of selecting this massive project for that area of town with so few residents. Children need sidewalks in Fairview, Spenard and East Anchorage to walk to school. Fairview and East Anchorage have the highest rates of transit ridership. Let's give them a leg up to safely get to where they need to go before expensive projects in less populated areas/suburban anchorage.	John Thurber, President, South Addition Community Council
Remove project	TIP plans 13: Port of Alaska Multimodal Improvements Study: delete this project. The State Planning and Environmental Linkage Study encompasses this area and could include recommendations of how to improve non-motorized users in this area along with the State's HSIP railroad crossing project in this area.	John Thurber, President, South Addition Community Council
Remove project	TIPNMO 6 - the bridge over lake otis at campbell creek park has never been necessary or requested broadly by the public as you have been repeatedly advised. The \$13000000 is under budget by at least 100% while an alternate solution is already in place at a cost of less than \$100K, a fraction of this ridiculously unnecessary project	M Ambrose
Remove project	Pine valley ct access to rjsp: Low priority path already botched once by APF and YEP used by almost no one and unnecessary as there is park access from 20th. This should never be paved	M Ambrose
Remove project	Wesleyan and 20th gravel trail into RJSJ Created by YEP new without any public consultation or any process whatsoever it should rightfully be destroyed, but it certainly should never be paved. There are also two other access point to park off 20th	M Ambrose
Remove project	Please reconsider CPS198* (Lake Otis Channelization). This project will not make the road safer; it will induce more traffic and faster vehicle speeds. More traffic on Lake Otis will also harm Airport Heights when vehicles use E 20th to avoid congestion at the intersection. Please do not induce more traffic on Lake Otis under the guise of safety.	Mikhail Siskoff

## 2050 MTP Public Review Draft Comment Response Summary

10/23/2023

Topic	Comment	Comment Received From
Remove project	Table 20, TIP NHS 1 - Seward Highway O'Malley Road to Dimond reconstruction \$105 M. Delete this project. Traffic data shows that this expensive freeway expansion is not needed. In addition, the added lanes and high-speed traffic pose safety risks and adverse health and land use impacts to low income neighborhoods. Re-design this project with a non-motorized crossing on the 92nd Avenue alignment and a separated pathway along Brayton.	Nancy Pease
Remove project	Table 20, STIP 1 – Seward Highway at 36th Interchange. Delete or delay this project. \$102 million price tag, a loss of a couple acres of valuable Midtown commercial land, and worsened commercial access... for what public benefits? The Muni should negotiate with DOTPF on the value of infill and redevelopment in urban centers versus traffic inducing, capacity-building mega roadway projects? Re-design this intersection with a more cost-efficient solution that emphasizes safety, not just traffic flow.	Nancy Pease
Remove project	TIP Other 1 – realignment of Campbell Tract Facility Entrance. Delete or down-size this project It is excessively expensive: \$5 million for a 260-foot-long realignment, for a low volume of traffic.	Nancy Pease
Remove project	Re: NMO290, which turns Patterson St. into a non-motorized corridor. Please reconsider this project. This is the access that I use almost exclusively to/from the neighborhood daily. While I support additional shared use pathways (ideally separated from roadways), this project reduces vehicular access to the neighborhood, forcing traffic to Muldoon, which is both inconvenient and time consuming. Additionally, this cuts off efficient vehicular access to local shopping centers. There is a well-developed pathway system at Begich Middle School and Creekside Center Drive - why is the focus not on connecting these existing facilities (and the adjoining city center) into the existing path network? I would encourage the team to find potential projects, routes, and ROW (like use of existing school or park ROW) that maintain existing vehicular access while providing additional shared use active transportation options.	Phil Cheasebro
Remove project	Regarding NM0259 - Non-Motorized Pathway connection from Trail at Patterson Street/Hunt Avenue There is already a connection from Patterson Street to Muldoon Road. There is also no room for another connection in the proposed area and it would be a duplication of what is already there.	Terry Cummings