

#	Comment	Comment Received From	Staff Reviewer	Staff Response	NN Suggested "Staff Response"	NN to AMATS: Proposed Action for Plan Documents
1	<p>I fully support the plan outlined, it has all the necessary elements to make UMED a leading community showing how Anchorage can move forward. My main priority is speed, I hope we can implement temporary changes to get safe routes created and test ideas before making longer-term changes. Build on the success at ANMC where Southcentral Foundation has put excellent secure bike parking and facilities all through campus for employees.</p> <p>Winter maintenance - there are so many northern communities doing this well, I know we can do better. Reducing single-occupant vehicles is the thing that will make so many problems all over Anchorage more manageable and give us room to find solutions without the burden of managing so much road and parking infrastructure. Thank you!</p>	Kerry Lynch	Jon Cecil	<p>Thank you for your comments. The Final Plan contains an implementation section to build on the success of the study. One of the goals of the study is to explore ways to reduce the reliance on single occupancy vehicles (SOV) by giving people who live, work and play in UMED other alternatives to arrive and leave from their destinations.</p>	<p>Thank you for your comment and support for Destination UMED. The study represents over 18 months of work by the consulting team, project management team, and community advisory committee with great input from members of the public.</p> <p>To advance implementation, the Final Plan contains an implementation chapter (Chapter 7) to build on the success of the study. Several strategies, including Pl.1 - Winter Maintenance & Safety Program, are recommended for 'Jumpstarting Implementation' and set the stage for moving quickly to create long-term changes.</p> <p>It is one of the goals of the Destination UMED study to reduce dependence on single-occupant vehicles and give people who live, work, and play in UMED other alternatives to arrive and leave from their destinations.</p>	No action needed.
2	<p>Just this week I came across a cyclist who got lost trying to go through UMED from East Anchorage and another who wanted to find an alternative to cycling on dangerous Lake Otis to get to her job on UAA campus. The elements in this plan will help solve both of those issues.</p>	Kerry Lynch	Jon Cecil	<p>One of the most frequently commented projects identified in the Plan is wayfinding. Conversations among various stakeholders have begun.</p>	<p>Thank you for your comment. The UMED community has shared several stories of getting lost in the District, and the issues associated with current wayfinding.</p> <p>Strategy CM.4 - Mobility Wayfinding & Signage Program aims to address these issues, and conversations among our community groups and partners have already begun.</p>	No action needed.
3	<p>I have lived within the U-Med District for 30+ years. I took a quick look at the Draft Plan and Strategy Toolkit. There's a lot of information there. I am interested in it, but it's really too much to digest.</p> <p>The one area that really stood out was the Issues and Opportunities section of the Plan, pages 27-38. I thought this section was very well done. I felt that you "got" the important issues and explained them clearly. I agree with most of this section. I think that most of the "opportunities" or "strategies" suggested for improving transportation are incremental. I don't know whether that's what you look for in this type of study, or whether we should be looking for more systemic changes. I would like to see more emphasis on aligning the solutions with overarching problems like climate change. Are we talking about that enough? Shouldn't part of every transportation plan include ways to reduce the carbon footprint of our large institutions and our lifestyles and our ridiculous transportation culture?</p> <p>I also didn't see anything about the potential large homeless facility at Tudor and Elmore. If it should be built there, an important piece of such a project should/will be meeting the daily transportation needs of many additional people – staff and clients – perhaps several hundred people. I don't expect a plan for that now, but we can't go ahead with a plan that ignores the possibility that something might be built there in the near future.</p> <p>I reviewed the documents very quickly, so maybe I missed these two important considerations (climate and possible homeless shelter).</p>	Peggy Kugel	Jon Cecil	<p>Thank you for your comments and observations. The study represents over 18 months of work by the consulting team, project management team and community advisory committee with great input from members of the public. The study approach multiple recommendations that can have an impact on systemic issues including reduction of the carbon footprint. The study does not directly address the homelessness issue in the community but it does recommend the need for additional housing and mixed use development. Transportation issues were a key part of the study.</p>	<p>Thank you for your comment. The study represents over 18 months of work by the consulting team, project management team and community advisory committee with great input from members of the public.</p> <p>One of Destination UMED's values is "Sustainability with climate-friendly travel choices." There are other goals that do not specifically name climate, but address climate impacts. For example, by increasing the amount of trips by walking, biking, transit, or ridesharing, there will be fewer single-occupancy vehicle trips and likely fewer greenhouse gas emissions. This study process built upon the Anchorage Climate Action Plan, adopted in 2019, but is focused specifically on strategies to make the transportation system more efficient.</p> <p>Destination UMED is not a housing, land use, or social services study, but does have recommendations to encourage more mixed land uses throughout UMED to allow for shorter trips between destinations, and allow for growth and new development without increasing drive-alone trips. Many of the recommended strategies would support more travel choices for lower-income households.</p>	No action needed.
4	<p>Now that COVID appears to be over (we all hope) I have been considering signing up for some post-graduate classes at UAA. I do not drive any more. I WISH THE PEOPLE MOVER BUSES WOULD RUN FROM CHUGIAK TO THE UAA CAMPUS. Now there is one morning bus and one afternoon bus to Eagle River at the red train station.</p>	Rosemary in Chugiak	Jon Cecil	<p>Unfortunately, PTD (People Mover) has no immediate plans for a bus route between Chugiak and Midtown (UAA) area due to funding limitations.</p>	<p>Thank you for your comment. At this time, PTD (People Mover) has no immediate plans for a bus route between Chugiak and Midtown (UAA) area due to funding limitations.</p> <p>Strategy PP.4 - Enhanced Transit Services describes how transit access in UMED could improve with additional funding, marketing of existing service, and/or district circulators.</p>	No action needed.
5	<p>Over the years, the UMED district has been the place where family members attended university and were employed, where I have had regular medical treatment, commuted by bike, attended my place of worship, and frequently recreated. It is and should be a model for the rest of our city! Thank you for the opportunity to provide the following comments:</p>	Colin Singleton	Jon Cecil		<p>N/A, see responses below.</p>	No action needed.

6	* What we heard from the Travel Survey - The summary paragraph on page 58 didn't seem to line up as well with the actual survey question/results: the results don't mention transit and the summary doesn't highlight the long trip distance or the portion of people already biking and walking (shows interest).	Colin Singleton	Jon Cecil		Thank you for your comment. We will update the narrative and/or graphic on page 58 for consistency and clarity.	Update page 58 narrative & graphic.
7	* TDM Strategy Toolkit, PI.2, 3, & 5 - Considering the relatively high traffic volumes on Lake Otis (~17,500) and the relatively low vehicle volumes on Elmore Road and Providence Drive (<7,000), Elmore Road and Providence Drive may be better candidates for converting a travel lane to protected bike lanes or combined bus/bike preferential lanes. It would be very neat for these primary interior UMED roads to demonstrate the priorities of this plan and provide (direct) last mile connections for existing on-street bicycle facilities on Elmore. Such improvements could pilot the use of bus/bike preferential lanes for emergency vehicles during peak hours.	Colin Singleton	Jon Cecil		Thank you for your comment. Strategies PI.2 and PI.3 identify safety and connectivity improvement opportunities on streets to, from, and within UMED. Elmore Rd. and Providence Dr. were not specifically identified as candidates for conversion of a vehicle travel lane as part of this study or other previous UMED/AMATS studies. Future planning studies may offer opportunities to revisit how these internal rights-of-way are allocated by travel mode.	No action needed.
8	* TDM Strategy Toolkit, PI.5 figure shows proposed bicycle network crossing Lake Otis Pkwy at Duke Dr/W Campus Dr where there's currently no designated crossing. Can you add a "midblock crossing opportunity" on the PI.3 figure for this location?	Colin Singleton	Jon Cecil		Thank you for your comment. Your suggestion will be added to the Opportunity Areas map as part of Strategy PI.3 - Safety & Connectivity Improvements to UMED.	Update PI.3 figure
9	* TDM Strategy Toolkit, PI.3, 6th Bullet - the other non-motorized bridges at Goose Lake and East High School come to mind as well.	Colin Singleton	Jon Cecil		Thank you for your comment. Your suggestion will be added to Strategy PI.3 Safety & Connectivity Improvements to UMED.	Update PI.3 narrative
10	* TDM Strategy Toolkit, PI.5 - The figure legend shows "existing sidewalk," but none were identified in the figure.	Colin Singleton	Jon Cecil		Thank you for your comment. Your suggestion will be addressed in Strategy PI.5 - Transit & Active Trip Improvements.	Update PI.5 figure
11	* TDM Strategy Toolkit, PI.7 I think the connection between mixed land use and more willingness to walk and bike is understated in this section and by the public in general. If the public identified long travel distance as the third highest limitation in survey responses on page 58 and 60, doesn't it follow that we should explore options to reduce that distance by offering more housing availability within/closer to UMED?	Colin Singleton	Jon Cecil		Thank you for your comment. Destination UMED is not a housing or land use study. As a transportation study, Destination UMED encourages implementation of the 2016 UMED District Plan (Strategy PI.7). The 2016 UMED District Plan was a robust community planning effort that calls for a mix of land uses throughout UMED to allow for shorter trips between destinations to reduce the barrier to travel distance for people who walk and bike. Changes to the land use program in UMED should be primarily guided by the 2016 study.	No action needed.
12	I really appreciated the quality of the plan and the ideas being shared. I also didn't see anything about the potential large homeless facility at Tudor and Elmore. If it should be built there, an important piece of such a project should/will be meeting the daily transportation needs of many additional people – staff and clients – perhaps several hundred people. I don't expect a plan for that now, but we can't go ahead with a plan that ignores the possibility that something might be built there in the near future. I reviewed the documents very quickly, so maybe I missed these two important considerations (climate and possible homeless shelter). Thank you for the opportunity to comment.	Colin Singleton	Jon Cecil	The issue of homelessness was outside of the scope of the study. The issue of climate change is addressed in the sustainability actions that will complement the work being done by individual institutions as well as the Municipality and AMATS.	Thank you for your comment. Destination UMED is not a housing, land use, or social services study, but does have recommendations to encourage more mixed land uses throughout UMED to allow for shorter trips between destinations, and allow for growth and new development without increasing drive-alone trips. Many of the recommended strategies would support more travel choices for lower-income households.	No action needed.

13	<p>I'm writing to send big kudos and thank you's for your work moving this planning process along. The toolkit is awesome, and if we could manage to implement a quarter of these ideas, it would be a major improvement!</p> <p>I didn't see a strategy in the toolkit that I didn't think was worth pursuing, but I just wanted to voice extra support for mixed use development (the UMed Village idea or something similar). In addition to eliminating the need to drive because people would be able to walk to groceries, restaurants, pharmacies, etc, it would also dramatically change the vibe in the district (for good!). I have never been on a college campus where there weren't food options within walking distance! With the addition of these destinations, people would spend more time the district, which would spur on more support for additional bike/ped upgrades. And similarly, the district might even be a destination for people who aren't just going there for work or medical care!</p> <p>After UMed is complete, I'm so hoping you have plans to continue this planning process in other neighborhoods across the Muni. I was recently walking around the Hollywood neighborhood in Portland and just kept being shocked at how pleasant it was to walk because of the large buffer between the sidewalk and the road that residents had filled with trees and rose bushes. Yay for intentional, thoughtful, human (and natural space)-centered urban planning. Keep it up!</p>	Micah Hahn	Jon Cecil	<p>Thank you for your comments. A lot of effort was made to identify TDM best practices from other communities across the country which informed the strategy development. Mixed use development was a component of the 2016 UMED District Plan and we have included that within the Final Plan for the study. The strategies in this study can be applied elsewhere in Anchorage.</p>	<p>Thank you for your comment. Destination UMED is not a housing or land use study. As a transportation study, Destination UMED encourages implementation of the 2016 UMED District Plan (Strategy PI.7).</p> <p>The 2016 UMED District Plan was a robust community planning effort that calls for a mix of land uses throughout UMED to allow for shorter trips between destinations to reduce the barrier to travel distance for people who walk and bike. Changes to the land use program in UMED should be primarily guided by the 2016 study.</p> <p>AMATS and MOA are continuing to explore future opportunities to address similar transportation challenges in other parts of Anchorage with TDM and other innovative transportation strategies.</p>	No action needed.
14	<p>This is so poorly presented that whomever is in charge needs to be replaced with someone with communication skills. DESTINATION UMED. What is it? Of course you would have to be an idiot not to know what it is. Well I have a 151 IQ and 40 years as a professional engineer in transportation in Anchorage but had no idea what DESTINATION UMED WAS. And I'm married to a professional transportation planning manager. It wasn't until several pages into the report that it was divulged in plain English without cryptic abbreviations what the report is all about. Had this report been turned into me before I retired from a senior position with DOT&PF I would have terminated your contract or had the team leader relaced. It is that poorly presented.</p>	Jerry George	Jon Cecil		<p>Thank you for your comment and taking the time to learn more about Destination UMED. The study represents over 18 months of work by the consulting team, AMATS project management team, a community advisory committee, and AMATS standing committees, with great input from members of the public. All of its content was presented, reviewed, and shaped by a diverse cross-section of UMED stakeholders at multiple points during the study.</p>	No action needed.
15	<p>Nice work! Great easy to understand publication. My two cents is definitely secure bike lockers would have me bike to the UMED area. And cleared sidewalks and bike paths.</p>	Jennifer Henzler	Jon Cecil		<p>Thank you for your comment. Strategy PI.1 - Winter Maintenance & Safety Program includes recommended locations to prioritize snow clearance on sidewalks and bike paths, and Strategy PI.5 - Transit & Active Trip Amenities describes opporutnities for secure bike parking. Several UMED employers already have some secure bike parking for their employees, but public comments have made it clear that more is necessary for students and/or visitors. The map on page 25 of the TDM Strategy Toolkit highlights potential locations for more long-term or secure bike parking.</p>	No action needed.