

**DRAFT - Summary comments on the 2023-2026 Transportation Improvement Program
for RCCC discussion – April 14th meeting**

TIP Narrative:

2.3 Consistency with Other Plans – is not adequate

- * Fails to mention/comply with Anchorage Climate Action Plan
- * No targets for reducing Greenhouse Gas Emissions
- * Neglects Vision Zero targets of reducing pedestrian/bike deaths and injuries.

TIP project list

- Rabbit Creek Road Reconstruction: Design for left turn pockets, not center turn lane and separated non-motorized path
- Mountain Air Drive: Consider connection to Bear Valley - critical for wildfire evacuation
- \$200 Million, 1-mile road vs. Academy/Vanguard neighborhood - local road connections: Why spend \$200 million on 1-mile Seward Highway (Dimond to O'Malley) for 92nd/Scooter underpass based on 20-yr old traffic patterns? Instead use funds for more neighborhood-centric projects.
- AMATS street typology plan: Involve public, develop new typologies
 - Consider 'Greenway' or 'Recreation Corridor' for Old Seward Highway east of Potter Marsh
 - Develop a typology to prioritize safe access to schools
 - Develop a typology for non-motorized connections as emergency evacuation routes

AMATS Recreational Trails Plan Update: Revise title to better reflect what it should do – e.g., 'Transportation and Recreation Trails' to recognize utilitarian trails. Current plan is incomplete (focuses on Downtown, Midtown).

Non-motorized facilities:

- Support multi-use pathway from Tudor Rd to Northern Lights Blvd and West Tudor
- Nonmotorized Facilities Inventory and Mapping – include existing easements and undeveloped rights-of-way suitable for non-motorized connections.
- Non-Motorized Facility Maintenance Equipment purchases and Winter Greenbelt Equipment purchases– much needed

Capital Vehicles Fleet replacement: include language to switch the fleet to EV over time (define)

Magnesium Chloride for dust control along roads: how does this chemical affect water quality?

Seward Highway from MP 98.5 to MP 118 DeArmoun/Huffman: include options around optimum capacity and safety cost/benefits; don't assume 4-lane entire route (at \$662 Million)

Is AK094 ad AK105 Construction & Road Improvements at APU: is this Bragaw extension???

Draft Details for Summary Comments on the 2023-2026 TIP – previous page
For Community Council discussion at our April 14 meeting

TIP Narrative Section

2.3 Consistency with Other Plans

Compliance of the draft TIP with other plans is not adequate.

1. Fails to mention or comply with the Anchorage Climate Action Plan . Fails to mention targets for reduction of Greenhouse Gas Emissions.
2. Fails to mention or comply with the targets of Vision Zero for reduction of pedestrian and bicyclist deaths and injuries.

TIP project list

Rabbit Creek Road Reconstruction

Design for left turn pockets, not center turn lane. Center turn lanes are notoriously unsafe. Specify that non-motorized pathway should be separated because of the high-speed, high-volume traffic, which might be possible if there were turn pockets instead of a center lane

Mountain Air Drive

Consider connection to Bear Valley: critical to have secondary egress to Bear Valley for wildfire evacuation

Academy/Vanguard neighborhood and local road connections: these projects cost \$18 million and are precipitated by an UNNEEDED interchange and underpass of the Seward Highway at 92nd/Scooter Drive. RCCC has commented on this project repeatedly: the interchange was designed 20 years ago when Dimond Mall was the only big regional mall in town. Current traffic patterns and counts do not need this interchange. The interchange is so close to Dimond Boulevard interchange that the FHWA must grant a waiver for this second interchange. This is a big waste of public money and land, and will flood neighborhoods with cut-through traffic. Don't fund this project, or the interchange at 92nd/Scooter Drive

AMATS street typology plan

Involve the public to ensure a range of context-sensitive street typologies, including new typologies.

One corridor of specific concern to Rabbit Creek Community Council is the Old Seward Highway east of Potter Marsh adjoining the Coastal Wildlife Refuge, where we would like to see a typology such as a Greenway or a Recreation Corridor.

Develop a typology that prioritizes safe access to schools.

Develop a typology: Non-motorized connections that can serve as emergency evacuation routes: for example, off-the-roadway trails that could serve as a bypass or detour for vehicles in the case of an evacuation.

AMATS Recreational Trails Plan Update

Use a different title, such as **Transportation and Recreation Trails**. This plan will include trails reflects trail connections for commuting to work, school, and other neighborhoods. There is sometimes prejudice against trail investments precisely because they are viewed as recreational rather than as part of the transportation network. The current Non-motorized Plan includes very few parts of the pedestrian network (only the main pedestrian corridors in Downtown and Midtown). This Trails Plan update will therefore include many utilitarian trail connections throughout Anchorage—not just trails for recreation.

Non-motorized facilities: Multi-use Pathway from Tudor Road to Northern Lights Blvd and West Tudor Connection We support the multi-use pathway along the RR ROW from Tudor to Northern Lights. This offers a low-stress corridor for pedestrians and bicyclists, separated from high-volume traffic corridors.

Nonmotorized Facilities Inventory and Mapping

This inventory should include not just existing facilities but existing easements and undeveloped ROW that are suitable for non-motorized connections. There are dormant easements all over town that could increase the efficiency and safety of the non-motorized network.

Non-Motorized Facility Maintenance Equipment purchases and Winter Greenbelt Equipment purchases— much needed

Capital Vehicles Fleet replacement— include language to switch the fleet to EV over time

Magnesium Chloride for dust control along roads— how does this chemical affect water quality?

Seward Highway O'Malley Road to Dimond Blvd Reconstruction Phase II

Underpass at Scooter Drive and 92nd is not needed. The underpass/interchange is so close to the Dimond Interchange that FHWA must issue a variance. Cost of this stretch of highway is \$105 million that we could use somewhere else. Plus, this interchange necessitates \$18 million in neighborhood road upgrades at Vanguard and Academy. This is a misuse of public funds.

Seward Highway from MP 98.5 to MP 118 DeArmoun or Huffman— the design study is worded as: reconstruct it to a four-lane highway. Comment: the design should include options to determine the optimum configuration for optimum capacity and safety cost/benefits and not assume four miles the whole way. If the project is likely to cost \$662 million cost, the design should look at the cost/benefits very seriously.

Is AK094 ad AK105 Construction & Road Improvements at APU a code word for Bragaw extension?