

Correspondence  
South Addition Community Council

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RE: AMATS MTP 50 South Addition Community Council Comments

The South Addition Community Council (SACC) Transportation committee, executive team have reviewed the draft Metropolitan Transportation Plan 50 (MTP50) and has approved the following comments be submitted as part of the public record for the public comment period ending October 9, 2023.

### General Comments

- This plan is head and shoulders above previous AMATS long range transportation plans, especially in its shift towards:
  - Directing transportation funds to implement adopted land use plans,
  - Prioritizing transit and non-motorized investments to achieve urban infill and redevelopment,
  - Offering multiple engagement avenues to the community with robust advertisements (social media, public notifications, online, community events, etc).
- 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.
- 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.
- Please prioritize non-motorized facilities over adding road when ranking projects.
- Of those non-motorized projects, please prioritize projects needed in higher density, urban and low income or otherwise disadvantaged neighborhoods over those elsewhere.
- An additional criteria to consider including for the Goals 1, 3 & 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.
- 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.
- 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 non-motorized comfort quickly.

- 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 1<sup>st</sup>” policy for Anchorage intersections.
- All projects should include landscaping and public art from a local artist as soft infrastructure to enhance buffers/separation/comfort for motorized users.
- Include purchasing new equipment for maintaining non-motorized facilities (small sweepers, small plows)
- Please include a timeline and priority order for Table 26, Strategic Planning Implementation Strategies.
- Please add an action to shift freight hauling from trucks onto rail.
- 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.

### Specific Comments

-Chapter 2, “Other Plans”(Page 9): add the DOT&PF STIP as another plan that needs to be incorporated

-include a filter on the GIS portal to show projects within community council boundaries to sort easily

-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.

-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.

Project Specific comments:

-CS18: O’malley road reconstruction should not include capacity improvement. That is counter to safety improvement. Drop this project as unneeded.

-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.

-TIP CS 4: East 4<sup>th</sup> 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.

-TIP CS 12: 3<sup>rd</sup> 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.

-TIP CS 13: Lois Drive & 32<sup>nd</sup> 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 cut-through 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/32<sup>nd</sup>.

-TIP CS 16 & 17: 5<sup>th</sup> and 6<sup>th</sup> 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. 5<sup>th</sup> and 6<sup>th</sup> 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.

-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.

-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.

### SACC Specific Comments

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 15<sup>th</sup> and L is atrocious. Similar way finding signage needed at 26<sup>th</sup> or so and Minnesota. The pavement preservation project currently in design at DOT&PF should incorporate as much wayfinding along I and L street as within the bounds of that footprint.

Add project:

Connect L street sidewalk to coastal trail behind guard rail at 15<sup>th</sup> and L to 16<sup>th</sup> and Coastal Trail. Introduce a bike diverter/island to slow downhill traffic behind the guard rail. (DOT&PF said the old trail was eliminated because high speed bikers tee'd into the

coastal trail at the bottom.)

Add project:

Sidewalk infill for 14<sup>th</sup> 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.

MTP 50 Projects within SACC boundary (Comments in RED):

NMO004	13th Avenue (Nelchina Street to C Street and E Street to S Street)	<p>Construct missing sidewalks, widen existing sidewalks, and construct an enhanced shared roadway as per the AMATS Non-Motorized Plan.</p> <p>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.</p>
TIP Plans 2	AMATS Minnesota Drive and I/L Street Corridor Plan (International Airport Road to 3rd Ave)	<p>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.</p> <p>Include assembly resolution 2022 into project description – that called for a complete street study</p>

NMO002	12th Avenue (C Street to E Street)	<p>Construct an enhanced shared roadway as per the AMATS Non-Motorized Plan.</p> <p>Amats should explain why this is a priority – I believe it’s for infill and redevelopment, but it should be spelled out.</p> <p>Include bulb out and reduced crossing at C St/12<sup>th</sup> intersection to improve safety for pedestrians crossing C street. Bulb outs on all intersections with narrow radii at intersections. 12<sup>th</sup>/E street could have a traffic circle to reduce cut/through</p>
NMO160	E & G Street Bike Infrastructure (2nd Avenue to 15th Avenue)	<p>Construct separated bikeways.</p> <p>Amats should explain why this is a priority – I believe it’s for infill and redevelopment, but it should be spelled out.</p> <p>E street should remove on-street parking north of 9 Street and install a protected bike lane.</p> <p>Incorporate recommendations from SACC Central Middle School walk audit Sept 1, 2023.</p>
CPS037	A and C Complete Streets Project (9th Avenue to 15th Avenue)	<p>Reconstruct to reduce speeds and allow safe street crossings to access transit stops, provide non-motorized travel, encourage high quality residential development, and reduce vehicle and noise pollution.</p>
CPS006	15th Avenue (L Street to Gambell Street)	<p>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.</p> <p>don’t know where this is on the</p>

NMO139

Cordova Street (East 15th Avenue to East 3rd Avenue)

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 15<sup>th</sup> as a transit corridor.  
Roundabouts at L Street, I Street, E Street

Construct a separated bikeway as per the AMATS Non-Motorized Plan and include non-motorized crossing infrastructure at Cordova Street and 16th Ave intersection.

It's definitely an example of why we need EXCELLENT non-motorized ranking criteria. Has existing separated bike lane but needs protected bike lane by swapping parking adjacent to bike lane barrier. Consolidate driveways

NMO064

A Street (Whitney Road to West Tudor Road)

Construct non-motorized infrastructure on both sides, including bike lanes, pedestrian infrastructure, separated pathway, additional crossing infrastructure. Consider protected bike lanes.

Weird. How does this relate to complete streets study? No mention of 'reduce speeds?' what priority is it? The construction funds should be broken out into phases with specific design criteria and associated studies to coordinate included into the description.

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.

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