

The points categories AMATS has decided on are:

Safety; mobility; economic; environment; and preservation

Proposed Criteria Changes:

SAFETY CATEGORY

- The Safety category does not currently award points for pedestrian safety improvements. It awards points for proposed truck, vehicle, and bike safety at intersections and corridors with above-average crash rates; but there is no similar points allocation for pedestrian safety improvements.
- There is nothing in these proposed criteria to promote School Zone safety. Some schools have NO designated School Zones with safe walking routes to school. Therefore, there is no crash data that would qualify potential School Zones for safety improvements.
- There is nothing regarding increase in evacuation routes. Bonus points for increasing the ability for residents to evacuate, i.e. wildfires. The hillside is a hazard area for wildfire. Evacuation is already a significant issue for us, an impossibility for many residents of the hillside because of congestion on rural roads and other considerations.

Proposed changes: Add points for pedestrian safety, and for School Zone Safety.

- Within 0.5 miles of any school:
- Negative 2 points for speeds above 25 mph or increased traffic volumes on roads that are not safe for students walking to schools and parks
- Plus 2 points for each new traffic-controlled intersection or grade separated crossing that meets Safe Routes to Schools standards
- Plus 2 points for each student-safe pedestrian pathway, which would include pathways detached from curb or physically protected from roadways

MOBILITY CATEGORY

- There are no points awarded for one of the supposed main mobility purposes “supports non-single-occupant vehicle travel”.
- The points awarded to reduced transit delay are too limited in scope and magnitude. New capital projects shouldn’t be just reducing transit delay: it should be helping transit to achieve parity with the travel time for vehicles. If buses or trolleys or trains are a fast way to go, that is a powerful incentive for travelers to shift from vehicles to transit.

Proposed changes: Award points for reducing mode share of single occupancy vehicles through transit network improvements, and for road design features such as carpool and transit lanes, and Park and Ride Parking.

ECONOMIC CATEGORY

The scoring criteria should apply negative points to projects that raise future costs, condemn valuable commercial or residential property, or reduce property values.

Proposed changes:

- Give negative points for projects that result in loss of residential housing, wetlands, or parklands;
- Give negative points for projects that result in loss of commercial land within designated commercial centers;
- Give negative points for projects that create backed-up or cut-through traffic in residential and school zones.

ENVIRONMENT CATEGORY

- The proposal to give stormwater 3 points and air quality 6 points does not seem to reflect the larger issue that we contend with in the Anchorage bowl; clearly storm water is a larger and more consistent issue than air quality right now. Propose 5 points for storm water, and 4 points for air quality.
- Air quality points are only linked to health equity areas and not the city at large. Propose bonus points for improving air quality linked to health equity areas and keep air quality improvements to the city at large.

PRESERVATION CATEGORY

No recommended changes