

MEETING MINUTES

Rogers Park Community Council
General Council Meeting
Meeting Via Zoom
January 10, 2022

- I. **Call to Order, Rules of Conduct:** Peter Mjos called the meeting to order at 6:45pm, introduced Jim Wright to give the welcome message.
- II. **Welcome Message:** Jim Wright - Happy New Year! Welcome to 2022, looking forward to a great year. Note from the Alaska State Constitution: All persons have corresponding obligations to the people and to the state. We are all members of society bound to work together and treat each other with respect. That's why we have this community council. Everyone attending tonight is living up to the promise of the Alaska Constitution. Thank you for being here!
- III. **Review Agenda:** No corrections or comments to the agenda.
- IV. **Approval of December RPCC Minutes:** Linda Chase Motioned to Approve. Dave McCargo second, December Minutes approved.
- V. **FCC Report:** Jim Wright - Please see attached written report or contact Jim for additional information. There was a presentation to the FCC about noisy vehicles and the law. Police don't actually enforce the laws around noisy vehicles and some proposals are being brought forth regarding how to deal with noisy vehicles. FCC also spoke to the reapportionment of the Anchorage Assembly Districts (going from 11 seats to 12). FCC noted that there is a possibility that Community Council Districts may be redrawn. Assemblyman John Weddleton presented regarding homelessness.
Pete Mjos announced that Linda Chase will become the next FCC Representative.
- VI. **Treasurer's Report:** Ric Wilson - There is \$604.48 in the treasury. Nothing was spent, nothing received in the last month. Funds are stable.
- VII. **Legislative Reports:**
 - A. Senator Elvi Gray-Jackson: Not Present, please see attached report.
 - B. Representative Harriet Drummond: Not Present
 - C. Representative Andy Josephson: Not Present
- VIII. **Assembly Reports:**
 - A. Meg Zaletel - Regarding COVID-19: There is currently no municipal run testing. The municipality no longer holds those contracts. Now private entities are doing the testing, but the municipal COVID website is still a good place to check for where tests are available: <https://anchoragecovidtest.org/>. A new epidemiologist has been hired by the Health Department but not introduced yet. Right now the city is relying on home tests but there is not a reliable way to report those home tests which makes accurate case counts difficult.
 - B. Felix Rivera - Assembly meeting tomorrow. The assembly is going to be approving the 2022 Legislative Program. The Legislative Program is put together by the Mayor and the assembly approves it with or without amendments. It is the Assembly's wish list to the State. This year the requests are around the port, homelessness and capital projects (bridges and that type of infrastructure). Meg brought up to add the sound barrier issue on Northern Lights. Felix and Meg will have an amendment for that issue tomorrow. January 19th or 25th the Assembly is going to vote on the bonds and various ballot propositions. One proposition brought by the Mayor is regarding moving the municipal clerk position to an elected position. Felix is opposed to that proposition. There are two propositions regarding Eagle River exiting the Municipality. Regarding

reapportionment: the draft maps have been put out. Depending on the map, Rogers Park is still in midtown, moves to down town or moves to East Anchorage. There will be two town halls: January 26th, virtual only, and January 27 virtual with in-person option at Wilda Marston (6-8pm). Shortly after those town halls the reapportion committee (of which Felix is newly a member) will vote to send one map to the Assembly for approval. There will be two public hearings on the committee map (February 24th and March 1st) and then the map will be voted on sometime in March.

IX. Legislative Reports:

- A. Andy Josephson - He has pre-filed 4 bills so far. Bill 1: A reform of the Alaska permanent fund corporation board membership, including adding a member with a background in socially aware investments. The impetus behind the bill is the termination of Angela Rodell. He is concerned about the politicization of the Board of Trustees. Bill 2: This bill concerns contributions to campaigns. It graduates the contributions and restores a cap on out-of-state contributions. Bill 3: Would raise salaries for all attorneys that work for the state. There have been no salary increases for sometime now. Bill 4: Would take the higher education investment fund (where scholarships are housed) out of the general fund.

X. ASD Report:

- A. Carl Jacobs - ASD has an updated mitigation plan since the last meeting. The Board modified the superintendent's mask plan. Mask plan will continue. District has modified its quarantine procedure to match the CDC's guidance. The School Board is pushing for the availability of N95 masks to staff. COVID testing is available in schools for staff, students and household members. The superintendent search is ongoing. There is a survey online. Assembly will be addressing a number of bond propositions involving the school board tomorrow. Board leadership academy is later this month.

XI. APD Report:

- A. Officer Gittlein - Not Present

XII. Mayor's Office Report: Portia Erickson - The Mayor's office is asking the state legislature to act as quickly as possible with regard to the port. Serving on Boards and Commissions is a great way to serve your community, there are opportunities available. With regard to testing: Yes, there is a shortage of testing. There are no home tests available, they have gone through the initial 25,000 that were available. The Mayor's office has requested another 25,000 tests from the Federal government. Please go to the COVID secure website to look for testing locations. In the last 7 days there have been over 2000 tests done. Capstone and Beacon are both offering new locations. Testing is still free. Terrence Shanigan, Boards and Commission's Director with the Mayor's office, also spoke. Supply chain issues are affecting the receipt of home tests. The Mayor's office is trying to get people to use more of the testing locations. They are trying to get the home tests distributed outside of work hours to increase equity of distribution (once more tests are available). They will also try to identify testing locations on the bus routes.

XIII. JBER Report:

- A. Joy Boston - 2022 is the year for Arctic Thunder. Mark your calendars now for this summer's Arctic Thunder Open House at JBER on July 30-31, 2022. Find information at <https://www.arcticthunderopenhouse.com/> or on Facebook at <https://facebook.com/events/s/arctic-thunder-open-house-2022/868294350700826/>

XIV. Guest CC Report: Airport Heights Community Council President Carolyn Ramsey - They passed the CMO resolution with a bunch of edits. They passed an MTP resolution through their Executive Board. They have done MayDay tree smack downs. They appreciate

Rogers Park Community Council

(Including Anchor Park, College Village, Woodside East and Rogers Park)

Pete Mjos, President
Ph (907) 306-4231
Email: rogersparkcc@gmail.com

Scott McMurren, Vice President
Cassandra Raun, Secretary
Ric Wilson, Treasurer

Date: January 10, 2022

To: Mayor Dave Bronson
Anchorage Assembly
Federation of Community Councils
AMATS Policy Committee
2050 MTP Project Manager
MOA Planning Director

RESOLUTION RE: RECOMMENDING CHANGES TO AMATS* ON THE DRAFT 2050 MTP GOALS AND OBJECTIVES**

WHEREAS:

1. AMATS comment period for draft 2050 Metropolitan Transportation Plan Goals and Objectives was open December 1 - December 31, 2021,
2. That short comment period allowed insufficient time for RPCC to consider the issues and vote on a resolution at the RPCC's regular meeting on December 13, 2021,
3. At the RPCC's December 13, 2021 meeting, AMATS Policy Committee member Meg Zaletel stated that AMATS would consider a resolution passed by RPCC at its 10 January 2022 meeting.
4. The 2050 MTP will set MOA transportation spending priorities for the next 20 years,
5. The 2050 MTP goals and objectives section lays the groundwork for developing the remainder of the 2050 MTP and eventual project selections, and

6. Rogers Park Community Council's transportation values include:
- a. Support for multimodal safety through a variety of means such as the MOA's Vision Zero strategy, AMATS Complete Streets policy, and Safe Routes to School program;
 - b. Planning based on most currently available population projections and traffic counts/modeling forecasts to determine realistic transportation system needs;
 - c. Desire to preserve and expand safe non-motorized transportation options for commuting, daily living activities, and recreation for both health and environmental sustainability;
 - d. Efficient transportation systems which support the economy and are accomplished by innovative solutions (such as Transportation Demand Management);
 - e. Support for a transportation system whose operations and maintenance is within the fiscal capacity of the State of Alaska and MOA;
 - f. Full consideration of equitable transportation options that meet the needs of all community members, particularly those populations traditionally underserved.

NOW THEREFORE, be it resolved that the Rogers Park Community Council agrees with and supports the Rabbit Creek Community Council's comments on the 2050 MTP draft Goals and Objectives, as submitted to AMATS in their 22 December 2021 letter, attached.

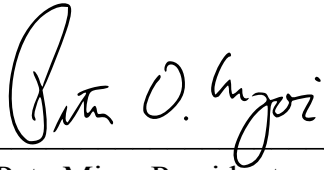
PASSED AND APPROVED by Rogers Park Community Council this 10th day of January, 2022.

This resolution passed with a full quorum and no objections. 1 abstention.

*AMATS = Anchorage Metropolitan Area Transportation Solutions

** MTP = Metropolitan Transportation Plan

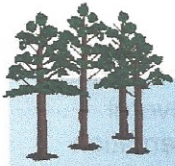
Respectfully,

A handwritten signature in black ink, appearing to read "Pete Mjos". The signature is written in a cursive style with a large initial "P".

Pete Mjos, President

Rogers Park Community Council

Resolution 2022-1



RABBIT CREEK COMMUNITY COUNCIL (RCCC)
A Forum for Respectful Communication & Community Relations

1057 West Fireweed Lane, Suite 100 / Anchorage, AK 99503

AMATS

Attn: Craig Lyon, AMATS Coordinator
632 W. 6th Ave.
Anchorage, AK 99501

December 22, 2021

Dear AMATS:

The Rabbit Creek Community Council (RCCC) appreciates your attention to our October 22, 2021, request for a longer review period for the Goals and Objectives of the Metropolitan Transportation Plan (MTP) 2050 Goals and Objectives. We have now had time to review this document and are herein providing our comments, as approved by a unanimous vote at our December 9, 2021 meeting.

The MTP 2050 will guide at least \$2 billion in local transportation spending, and maybe much more as a result of the federal infrastructure bill that our Alaska congressional delegation supported. With that influx of funding, it is critical that the Goals and Objectives provide a strong, rational framework for the MTP 2050. Where and how we expend these funds to build roads and trails, and route buses, will shape the efficiency of our city, and the livability of our neighborhoods, for decades to come.

GENERAL COMMENTS

The Goals should be strong guiding principles as stated in Goals 4 and 5. Our recommendations on other goals focus on strengthening and clarifying them.

The Objectives should be worded as outcomes, not practices: The Objectives should preferably set targets, but at the least, they should identify outcomes that can be defined quantitatively and measured by publicly-noticed performance standards.

A number of the Objectives in this draft are not worded as outcomes, so our specific comments attempt to express desirable outcomes.

We understand the Anchorage Metropolitan Area Transportation Solutions (AMATS) will use these Goals and Objectives to draft Performance Standards. Performance must be measured. We request that AMATS identify protocols for measuring the transportation system to see if each Objective is being met. The AMATS measuring protocols need to include a reporting process, with clear information and analysis, for presentation to the public and decision-makers.

We are encouraged to see that reducing greenhouse gas emissions (GHG) and reducing Vehicle Miles Traveled (VMT) have been added to the objectives. These objectives are key indicators of an efficient and sustainable transportation and land use system, and should be strongly worded.

SPECIFIC COMMENTS

The following are our specific comments on the six draft Goals in this document. Our recommended revisions to the draft Goals are provided by underlining additional recommended wording and striking through words to delete. We also recommend improvements to several objectives, and additional objectives to better frame development and effective implementation of the full plan. Our justification for these recommendations is provided in italics.

Draft Goal 1: Prioritize Maintenance for ~~Preserve~~ Existing Infrastructure.
Budget for repairs and rehabilitation before funding new projects.

The goal should be to “Fix It First” not construct new infrastructure while current infrastructure crumbles. The capacity to fund maintenance should be taken into account before funding new infrastructure.

Add new objectives:

Objective 1B: Prioritize maintenance for existing facilities before adding more facilities.

Objective 1C: Plan a fiscally-constrained budget for maintaining both new roads and the entire system.

Draft Goal 2: Improve Safety and Security.

Provide Design safer and more secure places to live, walk, bike, ride the bus, and drive.

The Objectives are too vague. We have suggested defined outcomes, not just the vague assurance of “reduced” harm. We want to emphasize physical designing for safety, because speed and inattention will always pose danger to travelers.

“What pedestrians and cyclists really need: infrastructure that consistently makes room for them, prioritizes their safety and comfort above vehicle speed, and that provides greater visibility for all road users when they do mix with traffic, so that when drivers need to share the road, it doesn’t come as a surprise” (<https://t4america.org/2021/11/30/behind-ped-cyclist-fatalities/>)². Unfortunately, pedestrian and cyclist fatalities and injuries have been on the rise in Anchorage.

Revise Objective 2A. Reduce the number and severity of vehicle, pedestrian, bicycle and motorcycle and commercial vehicle crashes with a target of zero pedestrian and bicyclist fatalities in keeping with Vision Zero (<https://visionzeronetwork.org/>).¹

Add new objectives:

Objective 2D: Design for safety over speed on local and arterial roads, with a maximum 35 mph speed (per studies and recommendations by T4America)

Objective 2E: Limit points of conflict on highways, freeways and arterials.

Draft Goal 3: Improve Mobility Options. *This is an exceedingly broad goal, and would be clearer if stated as: Improve travel efficiency and reliability.*

Support an efficient, reliable and connected transportation system that ~~allows people to succeed~~

The MTP 2040 had objectives (5H and 5I) to promote aesthetics. These should be restored as a new 4G:

Objective 4G: Enhance aesthetics and a sense of place by designing transportation improvements to reflect community character.

Draft Goal 5: Promote a Healthy Environment.

Protect, preserve, and enhance the natural environment to promote sustainability and public health.

We concur with this goal, however the previous MTP 2040 objectives under a similar goal were more specific, and outcome based. The vague language in the draft MTP 2050 is less accountable. Objective 5D is especially egregious by aiming for “compatibility with the natural environment,” while Goal 5 specifies “protect, preserve, and enhance the natural environment.”

MTP Goal 5 Objectives should be revised to restore specific types of environmental outcomes from our future transportation spending. They should also incorporate better public health indicators, not “healthy lifestyles” which cannot be easily measured. Public health indicators include rates of obesity, asthma, and mental illness (AMATS Non-Motorized Plan, 2021).³

The MTP should commit to a specific target for Greenhouse Gas Emissions in order to meet the Anchorage Climate Action Plan’s target of 80 percent greenhouse gas reduction by 2050.

Revise Objective 5A: Improve air quality and reduce greenhouse gas emissions commensurate with the Anchorage Climate Action Plan target of 80% reduction by 2050.

Revise Objective 5D to include the pertinent wording of objective 5G from MTP 2040: Support context sensitive design standards in order to ensure transportation compatibility with the natural environment, minimize and mitigate impact on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands, open space, and parklands.

Revise Objective 5E: Promote healthy lifestyles through increased active transportation. Improve public health indicators by minimizing air pollution impacts and increasing the percentage of active transportation, to increase scores

Draft Goal 6: Prioritize equity.

~~Promote equitable transportation options, improvements and maintenance activities~~ Prioritize projects that improve the ease of travel for vulnerable populations.

Objectives 6A and 6B are vague and weak. 6A speaks to mobility, not equity. They don’t really address equity between privileged and underprivileged populations

~~Replace 6A: Improve access to employment, education, recreation and essential services for underserved neighborhoods.~~ Improve the safety, affordability, and total travel time to jobs and essential services for vulnerable populations and underserved neighborhoods.

Because Draft Objective 6B has poor grammar and needs to be clarified, we are unsure about its meaning and how to improve it.

[pt 3 below is covered in obj 1, I incorporated 1 and 2 into a closing para -

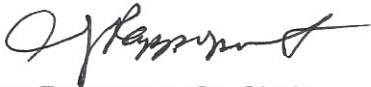
1. Design for safety over speed on local and arterial roads. Roads surrounded by development have lots of points of conflict, and should be designed to serve those areas with speeds of 35 mph or under, as speeds under 35 mph dramatically decrease the likelihood of fatalities in a crash.

2. Connect people to jobs, services, and community destinations. There are multiple measures for the ease of arriving at one's destination, including equity, affordability, and length of trip and total travel time, and not just speed of vehicular travel.
3. Prioritize maintenance for existing facilities before adding more facilities.
 - a. Plan and budget for maintaining both new roads and the entire system.]

In closing, we would like to emphasize a couple points that should be part of the MTP 2050 as it is further developed. These include the importance of designing for safety over speed on local and arterial roads. Roads surrounded by development have many points of conflict, and should be designed to serve those areas with speeds of no more than 35 mph, as speeds under 35mph dramatically decrease the likelihood of fatalities in a crash. Additionally, efficiently, economically, and sustainably connecting people to jobs, services, and community destinations should be a primary concern for the overall plan. There are multiple measures for the ease of arriving at one's destination, including equity, affordability, and length of trip and total travel time - not just speed of vehicular travel.

Thank you for considering these recommendations. If you have any questions or would like to discuss them further, do not hesitate to contact us.

Sincerely,



Ann Rappoport, Co-Chair
Rabbit Creek Community Council



Carl Johnson, Co-Chair
Rabbit Creek Community Council

cc: Federation of Community Councils
John Weddleton, Anchorage Assembly
Suzanne LaFrance, Anchorage Assembly
Brooke Blessing, Anchorage Trails Planner

¹ The Vision Zero Network is a non-profit, collaborative campaign helping communities reach their goals of Vision Zero -- eliminating all traffic fatalities and severe injuries -- while increasing safe, healthy, equitable mobility for all. They are committed to defining, building momentum, and advancing Vision Zero in communities across the U.S.

² T4America Blog: Behind the scenes on the rise in pedestrian and cyclist fatalities and injuries. 30 Nov 2021

³ https://www.anchoragenonmotorizedplan.com/wp-content/uploads/2021/07/20210205_non_motorized_plan_pubic_review_draft_with_appendices.pdf