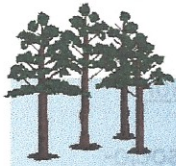


Correspondence



RABBIT CREEK COMMUNITY COUNCIL (RCCC)

A Forum for Respectful Communication & Community Relations



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

ADOT & PF
P.O. Box 112500
3132 Channel Drive
Juneau, AK 99811-2500

October 30, 2022

Dear Alaska Department of Transportation & Public Facilities:

The Rabbit Creek Community Council (RCCC) appreciates this opportunity to provide comments on the State of Alaska Department of Transportation & Public Facilities (ADOT) Draft Long Range Transportation Plan, Alaska Moves 2050 (Draft 2050). While we have provided comments on this policy document in the on-line comment form, we wanted to emphasize those comments here, and let you know that the RCCC approved these comments at our October 13th monthly meeting with a vote of 16 ayes, zero nays, and zero abstained.

Our comments are provided with reference to the numbered policies in the draft plan.

1. Safety

- a. Design for safety, by designing for maximum speeds on urban streets and other roadways with complex travel patterns.
 - i. *The current actions ignore that design is a key factor in transportation safety.*
- b. Set Targets for ZERO roadway deaths.
 - i. *Currently, DOTPF sets an annual death target for the next 3 years, and historically has maintained the same death target.*

4. State of Good Repair

- a. "Fix it First." Prioritize a state of good repair on all roads, bridges and trails before new construction.
 - i. *Currently, the main action is to "plan for life-cycle costs" which is a budgeting exercise that does not guarantee a priority on maintenance.*

5. Resiliency

- a. Identify risks from ALL weather extremes, not just flooding and inundation. This should include extreme heat, extreme cold, and freeze-thaw cycles that will be more common because of climate change.

6. Sustainability

This goal includes an intention of wider social and environmental benefits but does not commit to any actions to achieve those benefits, which should ultimately be quantified in the full plan.

- a. Avoid induced vehicle travel demand by investing in more-efficient transportation modes and Travel Demand Management.
- b. Increase the convenience and affordability of rail, transit, and active transportation.
- c. Data gathered needs to reflect changing and current trends. This includes that socio-economic data reflects the flat lining of our population counts, and incorporates long-term trends such as tele-commuting, and preferences for less driving in upcoming generations.

Under the Sustainability policy for 'Clean Transportation,' Page 67:

- a. 'Innovative transportation technologies' sets a performance measure of "Increased number of electric and low- or zero-emission vehicles in use." This is too low and should be revised to: electric and low or zero emission vehicles will be the majority of vehicles.
- b. Commuter rail should be supported within this policy.
- c. A statement should be added that aims for 80 percent Greenhouse Gas Emission reductions by 2050, in keeping with national climate goals (and Anchorage's goal).

Thank you for your attention to our comments.

Sincerely,



Ann Rappoport, Co-chair
Rabbit Creek Community Council

cc: Aaron Jongenelen, AMATS
Craig Lyon, Director, Planning, Anchorage