

Anchorage Metropolitan Transportation Solutions - 30-day review for amendment to the Transportation Improvement Program (TIP), ends March 29. See link below.

The TIP amendment focuses on getting federal funding for design of local roads to handle traffic from the Seward Highway Overpass at Scooter Road Underpass, so that the Muni is not on the hook for \$20 million when DOTPF pushes ahead with the Overpass. John Weddleton initiated this amendment; the Assembly fought the Overpass, and RCCC has previously submitted comments opposing the Overpass.

There are also two Rabbit Creek area projects on this TIP. These two projects are already approved for design funding. This is an opportunity to re-iterate our concerns about the scope of design. We have commented on the scope of design before, but DOTPF hasn't been listening.

Following are proposed comments for the RCCC to consider making on this TIP:

RDY 00005 Rabbit Creek Rd Reconstruction from Seward Hwy to Golden View Dr
RCCC continues to request that this project be scoped as an upgrade with turning pockets, not a contiguous center lane. This is a critical safety concern.

RDY00010 Mountain Air Drive

This is recommended to have a separated pathway. Other projects specify the amenities, without the qualifying term "recommended". We would like to change the project scoping and design to say: Non-motorized access will include a separated pathway and safety features required for a Safe Route to School."

RDY00013 Academy Drive/Vanguard Drive

RCCC has repeatedly commented to AMATS that the Overpass at Scooter Road is not merited by current land use and traffic patterns and will induce additional vehicle travel through neighborhoods. The Overpass remains unnecessary.

If Scooter Underpass is built, we are relieved that this TIP uses federal funding and avoids a \$20 million burden to Muni taxpayers for local road upgrades. We would like the TIP to specify that the design funding will include analysis of two specific alternatives: a no-build alternative for the Overpass at Scooter Road; and an Overpass with deferred connectivity, such that the Overpass would be open only for emergency egress and non-motorized traffic until and unless land use patterns merit vehicle connection.

https://www.muni.org/departments/ocpd/planning/amats/amats_tip_docs/2019_2022/amendment_2/2019_2022_tip_amendment_2_public_review_draft.pdf