



Alaska Statewide Long Range Transportation Plan May 2014 Public Open House Summary

The Alaska Department of Transportation and Public Facilities (DOT&PF) is in the process of updating its Statewide Long Range Transportation Plan (LRTP). The LRTP is a document that provides direction for all modes of transportation; it aligns the state's policy direction, addresses needs, communicates issues, and prioritizes solutions. The previous plan, *Let's Get Moving 2030*, was prepared in 2008 and looked at a target year of 2030. The current update looks at statewide transportation issues and needs through the year 2035.

Open Houses

In May 2014, DOT&PF held a series of open houses to provide information about the update and solicit information from the public about current and future transportation infrastructure needs and policies, and how to prioritize transportation system expenditures to balance wants and needs statewide.

Meetings were held in Fairbanks (May 7), Mat-Su/Wasilla (May 8), and Anchorage (May 13). Informal open houses were available from 4:30 to 8:00 pm, and a presentation, followed by a question and answer session, was provided at 5:30 each evening.

Public Open House Schedule

May 7	Noel Wein Library 1215 Cowles Street Fairbanks
May 8	Curtis D. Menard Memorial Sports Center 1001 South Mack Drive Wasilla
May 13	Loussac Library 3600 Denali Street Anchorage

All meetings will be from 4:30 PM to 8 PM with a presentation at 5:30 PM.

The Purpose

The Alaska Department of Transportation and Public Facilities (DOT&PF) is updating the statewide long-range transportation plan (LRTP), which will provide future direction for our highways, aviation, transit, rail, marine, bicycle, and pedestrian transportation.

The LRTP, written with agency and public collaboration, will develop Alaska's transportation priorities based on the common interests and needs of Alaskans statewide.

DOT&PF wants to hear from you!

Imagine the future... It's 2035. What will our transportation infrastructure look like? What works well today? What else will the future bring? What will come of our transportation system? What types of transportation will we use? What needs improvement now, five years from now, or well into the future?

How do we plan for the future?

We will hold three Public Open Houses this spring in Anchorage, Fairbanks and Wasilla with an On-line open house to follow in the fall. To learn more about the planning process, sign up for e-mail notifications, or send us your comments, visit the website below.

www.dot.alaska.gov/lrtpplanupdate

DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: www.dot.alaska.gov/tva-statement.shtml. To file a complaint go to: www.dot.alaska.gov/csltr/titlvienv.shtml. DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Julie Jensen, 907-644-2075, Public Involvement Manager, or Alaska Relay at telephone number: 711. Requests should be made at least 5 days before the accommodation is needed make any necessary arrangements.

Figure 1: LRTP Open House Post Card

Post card invitations were sent to more than 1200 individuals and organizations on the project mailing list (Figure 1), and more than 900 e-mail notices were sent. Meeting announcements were also publicized in “What’s Up¹,” state online public notices, and the Anchorage Federation of Community Council’s list serve. Print advertisements in the Fairbanks Daily News Miner (May 4 and 7), Mat-Su Valley Frontiersman (May 4 and 7), and the Anchorage Daily News (May 9 and 13). An article about the plan update, “The State Seeks Input on Transportation Projects,” appeared in the Frontiersman on May 6. In total, more than 100 people attended the open houses in person (Table 1).

Table 1: Open House Attendance

Fairbanks	Wasilla	Anchorage
27	37	42

What we heard

The plan update is in the early stages, and the purpose of the meetings was not to present findings or final recommendations and transportation goals over the next 20 years. Nor was the meeting to discuss individual, local projects, which are addressed in local and regional plans. Rather, the meeting was designed to encourage conversation on how the transportation system has a whole can best be planned for and managed to meet our current and future travel demands. Input was sought on what policies, performance measures, funding opportunities, and long-term goals of statewide importance that should be addressed in the plan. This information will be considered within the Statewide LRTP; comments on individual projects and regional needs will be shared with DOT&PF regional planners and with the State’s two Metropolitan Planning Organizations, Anchorage Metropolitan Area Transportation Solutions (AMATS) and Fairbanks Metropolitan Area Transportation

LRTP presentations were also made to the following groups, agencies, and organizations:

- Alaska Tribal Transportation Symposium (April 14)
- Alaska Statewide Trails Conference
- The Mat-Su Transportation Advisory Board (April 24)
- Alaska Community & Public Transportation Advisory Board (May 6)
- Fairbanks Metropolitan Area Transportation System (FMATS) technical committee (May 7)
- Anchorage Metropolitan Area Transportation Solutions (AMATS) technical committee (May 8)
- Fairbanks Chamber of Commerce Transportation Committee (May 8)

Presentations by project team members or DOT&PF regional planning staff about the LRTP and the transportation planning process are available upon request.

¹ What’s Up is a list serve maintained by Peg Tileston on behalf of the Alaska Center for the Environment and Alaska Women’s Environmental Network. What’s Up has a membership of more than 2500 individuals.

Comments ranged from support for “roads to resources” to opposition to mega projects that take funding from more pressing community needs. Comments offered support for multiple modes of transportation, from trails, to airports, ferries, rail, and highways. Some comments expressed support for specific design features, while others voiced support or opposition for specific local projects. Transit was a recognized need throughout. Table 2 lists the thoughts posted in response to these questions.

Table 2: Public Comments on Posters

Fairbanks	Wasilla	Anchorage
<i>What works well</i>	<i>What works well</i>	<i>What works well</i>
FMATS	Glenn/Parks Junction (sort of); Trunk Road Expansion	Traffic circles (have more); coordinated (smart) traffic lights (have more)
ADOT cancelled unnecessary road through Creamers Field Refuge—public process worked well with staff willingness to meet with the public	Bike trails	Service levels have improved on Seward, 36 th and Dowling; Parks north of Willow, E-W (?) on Dowling
Funding to maintenance; less to mega projects	Overpasses (e.g., Seward Meridian)	Rural airports
Identifying road maintenance [needs] is fairly responsive	Move traffic, not store it.	Trails and moose (accidents)
	Frontage roads (i.e. Parks Highway MP 35-42)	Roundabouts
	Park-n-Rides	Project teams work well when they have clear direction—with public and with property owners.
<i>What performance measures would you recommend</i>	<i>What performance measures would you recommend</i>	<i>What performance measures would you recommend</i>
Infrastructure condition and safety	Satisfaction surveys/public comments	Regional support for projects, prioritized by mode
Mega project planning is wasteful; Knik Arm Bridge unnecessary to Fairbanks	Time to get between points at key times (e.g. rush hour)	AADT, Safety, Support of Economic Development
More state dollars to more road service districts (more districts)	We need roads that do not to be resurfaced so often.	Number of households/DUs within ¼, ½ mile of transit routes
Access to transit for all areas on the road system	Opportunity to bypass stop and go shopping district for through traffic	Multi-model level of service metrics
No more double trailers	Rear-end accidents	Service levels for existing demand
Infrastructure maintenance and repair	Consistent travel times from point A to point B	Performance measure needed for integration of transportation into the fabric of

		a healthy community; complete streets. Do not develop measures focusing just on vehicle movement!
Reliable, safe ferry operations, both long- and short-run routes		Rough fiscal balance; prioritize
Fix roads before building new ones		Less talk, more action; getting things done infrastructure
Miles of roads; flow (speed) high		Reduction in fatal accidents/crashes
Long- and short-route ferries as important part of public access in Southeast and Gulf of Alaska AND as part of tourism. Among my best trips in Alaska as tourist and VFR with car were on ferries. Also moved here two times on ferry.		# of linear feet of separated pathways in good or better condition
Evaluate construction and maintenance costs in a changing climate (i.e. 50 year projections)		# of linear feet of pedestrian infrastructure within state-owned right-of-way
Condition of existing infrastructure		Cost effective/bang for buck
Congestion level and transit times		
Watch/weigh application of weight restrictions and indication of inadequate road condition		
Pedestrian accessibility in all seasons		
Bike accessibility of bike trails in winter—yes. There are a lot of winter bike commuters		
For freight transport: Ton/miles per dollar Ton/miles per gallon of fuel Ton/miles per accident		
For city busses: Timeliness of arrivals Usefulness of routes		
Air pollution reduction with less traffic and more public transportation to help Fairbanks get healthy air.		
<i>What needs improvement now and in the future?</i>	<i>What needs improvement now and in the future?</i>	<i>What needs improvement now and in the future?</i>

Cancel road to Umiat and road to Ambler	More transit, especially for seniors	Problem: Girdwood road danger; complete Elmore, Bragaw to D'Armoun
Adequate sidewalks in urban areas for kids, bikes, wheelchairs, and walker-assisted access, especially by schools	Knik Arm Crossing with connection to Port Mackenzie to Parks Highway (Houston), with eventual connections further north across Susitna and up to Trapper Creek. Congestion on Parks and KGB	Open up 84 th between Elmore and Lake Otis. We cannot exit our subdivision; Extend Elmore to 15 th
Stable funding sources	Legislation statewide for two ways in and out of subdivisions	More bike/ped infrastructure; culvert improvements for fish
Roads to resources	The powers that be should have listened and made a 4-lane highway from Willow to Wasilla when 2/4/ lane built where and all the no pass lanes were put in "south". I can get to Anchorage from Wasilla quicker than I can drive from Willow to Wasilla!	Build for a long range plan. Consider, but do not be dictated by, local neighborhood. NIMBY will always oppose!
The Alaska Railroad is facing a tremendous unfunded federal mandate called PTC (positive train control). The railroad has never asked for state funds since the transfer of ownership. This federal mandate would put the railroad out of business unless other funding is secured. The railroad successful moves <u>thousands</u> of <u>tons</u> of freight every day, plus passengers in the summer. It is a huge part of the Alaska economy.	Communication between the state agencies involved in transportation (i.e. DOT&PF/DHSS/DOE/DOC)	Communication with Regions to set priorities and integrate projects into emerging growth areas (Mat-Su, Kenai)
No roads to resources	Local bus service needs huge expansion and improvement ASAP	Neighborhood concerns and wishes need to be listened to and incorporated into development plans. If the adjacent neighbors don't want a project, it should not move forward.
Serve public transportation needs and multimodal [connections] if new roads	Sidewalks and bike trails	Protect against residential encroachment on airports, local as well as statewide.
More roads, focus on motor vehicles	Rail transportation from Palmer or Wasilla to	Clean the slate; work with communities and regions to

	Anchorage Airport.	pare “wants” to “needs”
At-grade railroad crossings	Time the traffic lights on the Parks Highway through Wasilla. Through traffic should be able to pass through town non-stop.	Protect adjacent established residential neighborhoods from encroaching airport development at TSAIA—protect high value Turnagain Bog

No rail to Nome, Barrow, or Lower 48; beef up existing railroad for Alaskan resident and passenger travel needs		State DOT process needs more transparency, accountability to the public
Statewide complete streets policy		Transparency of decision-making process, with clear decision metrics
Expand infrastructure for non-motorized vehicles		Get the politics out of STIP decisions
Need complete streets policy for Fairbanks and Anchorage		Use airships to carry freight to rural communities—I concur!
Maintenance should have priority over building more infrastructure		Sustainable decision making—we can't start and stop projects or not complete what we start
Affordable transit for all on the road system—connections		Process too political—we <u>have</u> to say <u>no</u> sometimes, we cannot afford everything
Fewer at-grade crossing causing delays		Fix what we have
Rail to Nome, Barrow, Lower 48, Russia!		Better bus service in Anchorage—natural gas buses, more routes, more frequency. Many folks don't/can't drive
Building more new roads should not be a priority in these times of ever diminishing funds		(down arrow) moose on roads
Need increased and steady funding of pavement rehabilitation and safety improvement, rural road projects.		Maintain existing transportation elements in good condition
Need increased and steady funding of pavement rehabilitation and safety improvement, rural road projects.		Eagle River greenbelt trails (up arrow) Quality of life
		Connect Elmore between O'Malley and Abbott; 4 lane from Abbott to N. Lights
		Eagle River bridges
		Fix what we have before we add a whole bunch of new projects (i.e. Knik Arm Crossing, Ambler Road, etc.) (added by another person: Umiat Road, Juneau Access)
		Trails; public transportation

		Spenard Road
		Better maintenance and preservation; safety upgrades; more public transportation
		Communities with means—taxing authority need some skin in the game
		We need a non-motorized plan (walking, biking, etc.); we need more commuter rail
		More split-give public transportation fare/fair share
		Fix Spenard Road (with 38 !s)
		Connect Elmore between O'Malley and Abbott Loop
		Alternative Transportation: pedestrian, bicycle, transit

A final question on the posters asked participants to flag the areas they considered to be the most important transportation issue facing the state (Table 3).

Table 3: Most Important Transportation Issues Facing the State

	Connectivity	Environment	Financing	Economic Development	Freight	Goals/ Objectives/ Policies	Other Plans	Public Involvement	Transportation Issues	Other
Fairbanks	2	4	8	3	2			2		1
Mat-Su	1		3	2	1			1	2	1
Anchorage	7	3	5	2	1	3		5		1
Overall rating from all open houses* <small>*not statistically valid sample</small>	10	7	16	7	3	3	0	8	2	3

Additional comments on the most important transportation issues confronting the state included:

- Public involvement with full costs for building and maintaining roads in advance of moving forward
- We need local, state, and federal support for greatly expanded bus service in the Valley. Our population is increasing.
- Multi-modal transit networks

- Slow cars should not speed up in Passing Zones, must be only for passing on state roads. Fine slow cars on Seward and state highways.
- Mega projects are not always the best use of transportation dollars. Cancel Knik Arm Bridge, Juneau Access, Ambler.
- Anticipated population growth and resulting congestion.
- Glenn Highway bridge, trails, quality of life, Eagle River greenbelt. (down arrows) ice, moose
- Collaboration and priority setting with communities and regions—we can't afford everything (from someone else: agree with this).
- Keep bicycle infrastructure a priority.
- Keep trails out of game refuges.
- Infrastructure! i.e., railroad to Nome, North Slope
- Climate change impacts (erosion, floods, avalanches, melting permafrost, increased snow removal, increased episodes of "black ice").
- Complete streets on roads through communities and neighborhoods
- Responsible development = long term fiscal responsibility. 79% loss of Anchorage Bowl wetlands is a huge deal. Protect our wetlands.

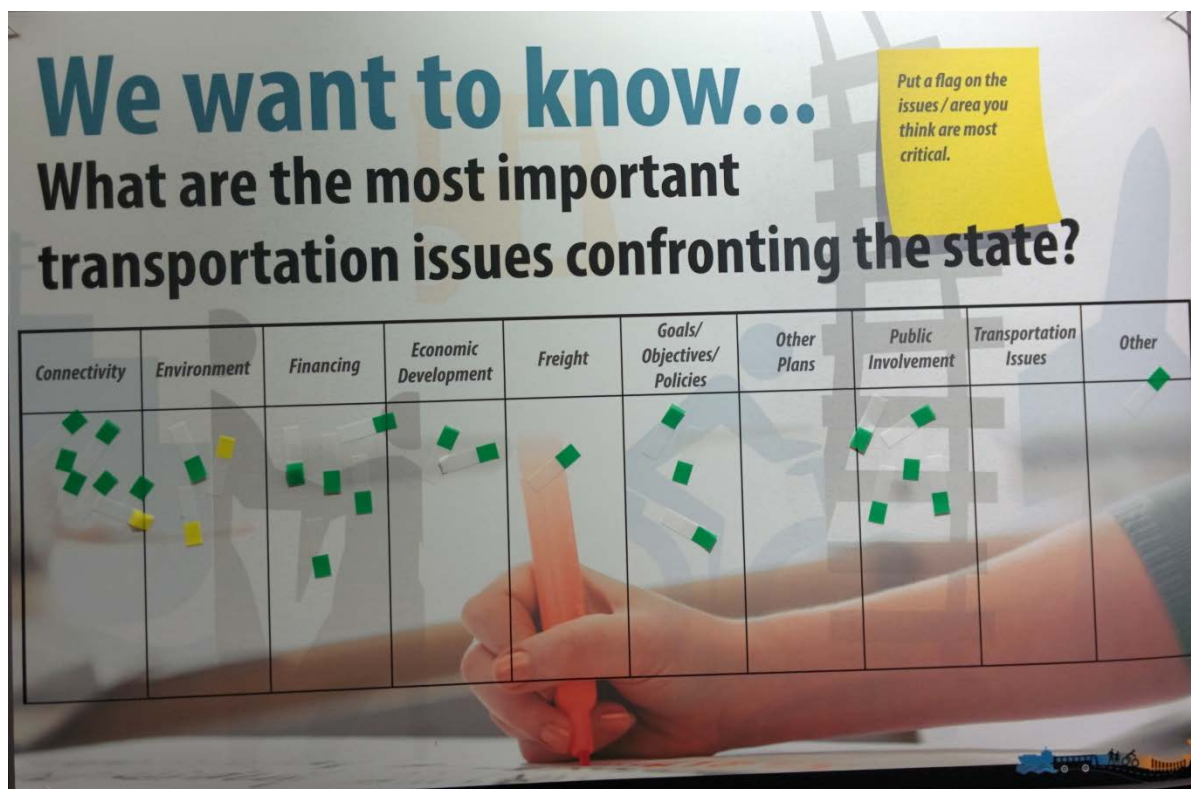


Figure 3: Sample Flags on Open House Poster

A presentation was made at 5:30 at each of the open house events (Appendix B). The presentation provided additional information on why DOT&PF was updating its long range plan, what societal and financial trends are emerging that might shape future policy and decision-

making, and how the LRTP will help plan for potential future scenarios. Following the presentation, the project team asked for questions and comments regarding the plan (Table 4).

Table 4: Open House Questions and Comments

Fairbanks	Wasilla	Anchorage
Does DOT&PF have a list of the Governor's priorities?	How can the public influence the plan?	We have reduced funding but a boomer strategy (TIFIA funds). Less transportation pie to Anchorage, but Anchorage has the largest population. Get rid of mega projects and focus on what we need (e.g., sidewalks)
How are maintenance and costs figured in to the plan	Title 35 requirements— DOT&PF needs to work with cities on long-range plans, be more collaborative (DOT&PF, MSB, cities)	How will the LRTP address MAP-21's mandate to move arterial streets onto the national Highway System? How will the state address that expansion with reduced funding?
How enforceable are the goals and policies?	What is early acquisition	Add a mission statement to the project website; add goals to address the changing conditions. Ask different voices to add personal and professional knowledge to those goals. Use coordinators to collect regional input.
How are you dealing with constantly changing TSA, etc. requirements (e.g., security infrastructure needs)?	Identify future routes and reserve land now	Add an advisory committee for non-motorized users (e.g., conservation voice). Have a public meeting in Juneau for folks to talk about ferries. How will there be accountability for the comments collected?
	Speed up and streamline the planning process	Don't look to fictitious sources for funding to support projects. What happens when funds don't show up? How will the LRTP be "fiscally constrained"?
	Will this be a 2034 plan? Are we looking at goals first?	Is there any outreach as to where people need to get to or to ask about future needs? How are you measuring "connectivity"?

	Expand the Governor's priority #2 (tracking platting)	Use criteria to determine and illustrate trade-offs. Mega projects will take funds from other projects. Look at payback. Sort on existing commitments versus existing needs. Address that conflict and don't have principles work against each other. Be realistic and find a methodology to address trade-offs.
	Does DOT&PF have plans to expand para-transit and funding opportunities?	Look at alternative transportation to support younger and older populations who don't want to drive—look at density.
	What percentage does transit cover in the aviation, ferries, and highways chart? What percentage of travel is transit?	Add more refineries for using existing pipeline system; use Canadian resources to support Alaska's refineries.
	Where is rail [in the plan]? Especially commuter rail? We need a demonstration project.	How is the Arctic port going into the plan/timeline?
	Need to improve rail support services (especially at the Wasilla station—i.e. ticket purchase machines)	Most mega projects will not be built. State funding could be spent elsewhere. Focus funding on 1 or 2 projects that have public support.
		What is driving the LRTP schedule? How does it fit within regional plan processes and support coordination with other plans?
		Invest funds on where the economics can pay back or add future economic activity.
		Look to private sector to help fund projects
		If FHWA has not yet provided guidance, how will we develop performance measures?
		Use refineries and the Port Mac tank farm for providing refined fuel to Western communities



Figure 4: Participants at the Fairbanks Presentation, May 7, 2014

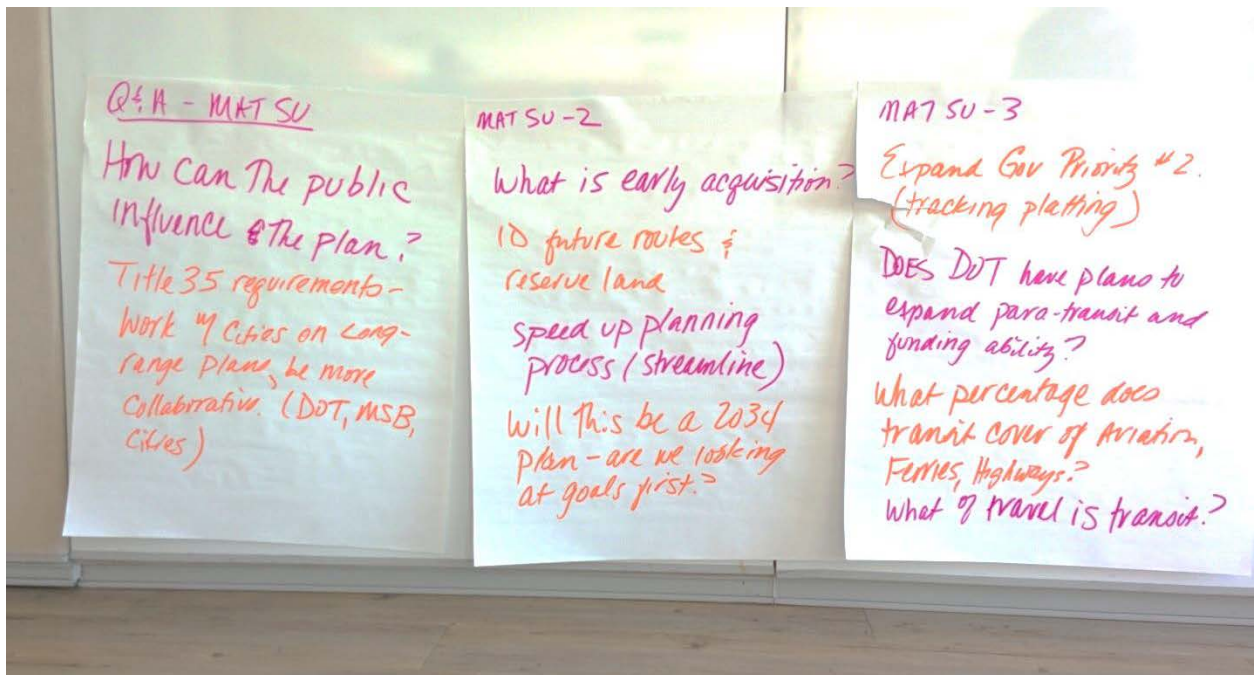


Figure 5: Sample Q&A Questions from Open House, May 8, 2014

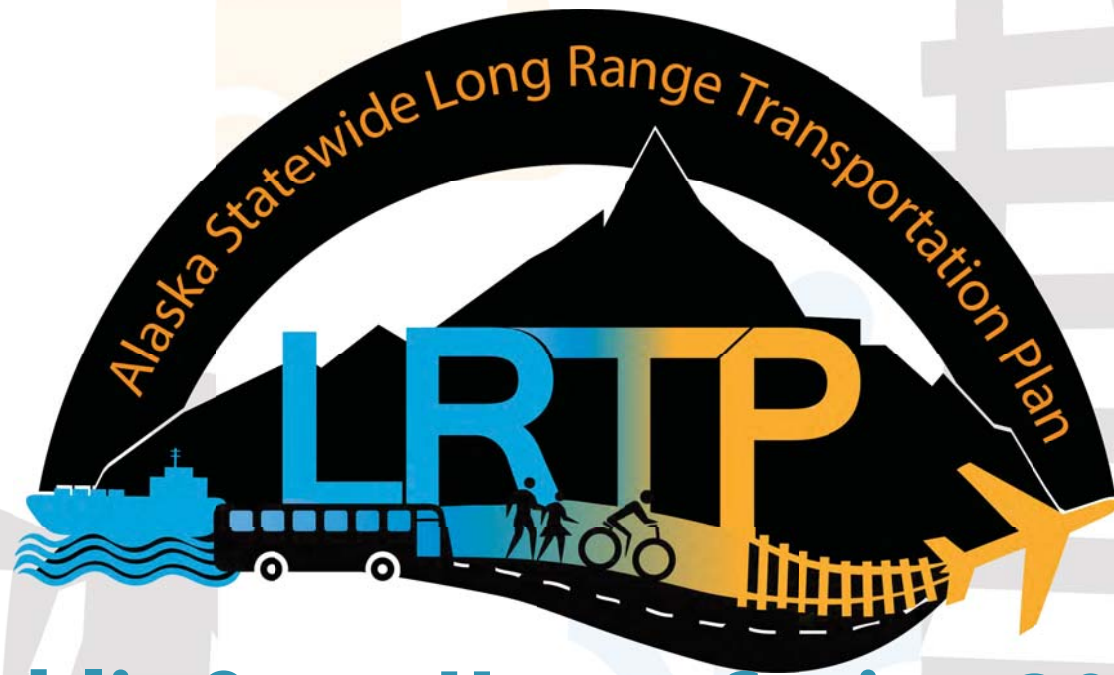
Individuals were invited to submit comment forms at the open houses or to submit comments on-line via the project website (www.dot.alaska.gov/lrtpplanupdate). As of May 16, 2014, more than 28 individuals submitted 103 separate issue comments regarding the plan and transportation issues in our state; another 15 written comments were submitted by anonymous

writers at the open houses. A full accounting of the comments received is included in Appendix C.

The project team will use the comments gathered on-line and through the open houses as they continue to analyze current transportation conditions and trends, look at state policy needs, and evaluate potential long-term economic and infrastructure scenarios. A preliminary plan will be developed later this fall and posted on the project website: www.dot.alaska.gov/lrtpplanupdate. DOT&PF will also hold an on-line open house to provide an update on the planning process and seek public input on the draft plan.

Appendix A: Boards

Welcome



Public Open House Spring 2014

Open House 4:30 - 8pm

Presentation at 5:30



Background

What is the LRTP? The Alaska Statewide Long Range Transportation Plan looks at highways, aviation, transit, rail, marine, bicycle and pedestrian transportation. It aligns with the State's policy direction; identifies future transportation challenges and opportunities; and ensures safe, reliable transportation for all Alaskans. The plan must be updated every five years.

What does the LRTP cover?

- ↘ Needs analysis by mode
- ↘ Policy recommendations
- ↘ Freight leads
- ↘ Performance goals
- ↘ Plan strategies and actions
- ↘ Future scenarios
- ↘ Priorities and capital investment needs
- ↘ Current and future funding forecast

What the plan

Does

- ↘ Identifies priorities
- ↘ Provides direction
- ↘ Sets goals
- ↘ Meets State and Federal requirements
- ↘ Prioritizes actions
- ↘ Sets performance measures

Does not

- ↘ List and identify projects
- ↘ Identify capital programs
- ↘ Identify specific costs
- ↘ Set local transportation priorities



Trends and Conditions

Population

- ↘ Anchorage/Mat-Su population growth (40%)
- ↘ Most other regions flat/slow growth
- ↘ Few population centers – rest of the population is dispersed
- ↘ Senior and veteran population growing fast - higher than the national average
- ↘ 47% of new construction in state in Mat-Su

Economy

- ↘ Job growth forecast highest in education and health services
- ↘ Anchorage will continue to be primary center of employment
- ↘ Volatile economy affected by global energy demand, strong underlying performance

Travel Demand

- ↘ Increase in number of vehicles, but not miles traveled
- ↘ Higher demand/capacity needs in urban areas
- ↘ More connections between population centers
- ↘ Increased demand for public transit



We want to know...

What works well today?

Write your thoughts on a post-it note.

One thought per post-it please.



We want to know...

How would you measure performance?

The number of accidents? Infrastructure conditions? Highway congestion? Delayed flights? Ferry reliability?

*Write your
thoughts on a
post-it note.*

*One thought per
post-it please.*



We want to know...

What needs improvement now? / future?

*Write your
thoughts on a
post-it note.*

*One thought per
post-it please.*



We want to know...

What are the most important transportation issues confronting the state?

Put a flag on the issues / area you think are most critical.

<i>Connectivity</i>	<i>Environment</i>	<i>Financing</i>	<i>Economic Development</i>	<i>Freight</i>	<i>Goals/ Objectives/ Policies</i>	<i>Other Plans</i>	<i>Public Involvement</i>	<i>Transportation Issues</i>	<i>Other</i>



Process / Plan Elements

We are here



Comments

Leave us a comment!
We want to hear from you!

Visit

www.dot.alaska.gov/lrtpplanupdate



to sign up for future plan updates and to learn more about this project.

What needs improvement now - or in the future?

What are the most important transportation issues confronting the state today?

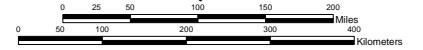
How can the LRTP help your community?

What aspects of our transportation system work well?



ALASKA, YUKON TERRITORY, AND NORTHERN BRITISH COLUMBIA MINERAL AND ENERGY RESOURCES WITH TRANSPORTATION INFRASTRUCTURE

May 2014



Mineral Deposits ¹		National Highway System	
⊗ Active Mine	⊗ Major Project	⊗ Other Significant Prospect	⊗ Other
● Silver	● Gold	● Copper	● Platinum
● Lead/Zinc	● Nickel +/- PGE	● Molybdenum	● Rare Earth Elements
● Coal	● Other	● Coal Field or Province	
⊕ State Owned Airports	● Populated Place	● Major City	⊠ Existing Port
⊠ Potential Port ²	⊠ Existing Railroad	⊠ Oil and Gas Well	⊠ Active Oil and Gas Lease / Disposition
⊠ Mineral claim staked in 2013 and 2014	⊠ Mineral claim	⊠ Park/Forest - withdrawal area	⊠ National Petroleum Reserve Alaska (NPR)

¹ Mine and potential deposit information for Alaska comes from ICMB Significant Metallic Lode Deposits and Placer Deposits of Alaska, U.S. Geological Survey Bulletin 1346, 1986, and various reports from the U.S. Geological Survey. The information for the Yukon comes from the Mineral Services List of the Yukon Geological Survey. The information for British Columbia comes from the Ministry of Energy and Mines. ² The information for potential ports is derived from the Alaska Department of Natural Resources. ³ The information for oil and gas wells is derived from the Alaska Department of Natural Resources. ⁴ The information for mineral claims is derived from the Alaska Department of Natural Resources. ⁵ The information for mineral claims staked in 2013 and 2014 is derived from the Alaska Department of Natural Resources. ⁶ The information for mineral claims is derived from the Alaska Department of Natural Resources. ⁷ The information for mineral claims is derived from the Alaska Department of Natural Resources. ⁸ The information for mineral claims is derived from the Alaska Department of Natural Resources. ⁹ The information for mineral claims is derived from the Alaska Department of Natural Resources. ¹⁰ The information for mineral claims is derived from the Alaska Department of Natural Resources.



Appendix B: Presentation



Public Open House

Spring 2014



HDR

**PARSONS
BRINCKERHOFF**

Welcome and Agenda

- What is the Long Range Transportation Plan (LRTP)
- Plan Update Process
- Role of Alaska DOT&PF
- Current Conditions
 - *Population*
 - *Economy*
 - *Funding*
- What can we expect
 - *Funding*

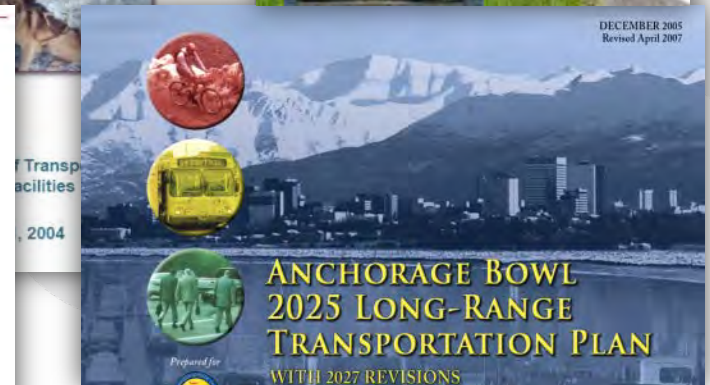
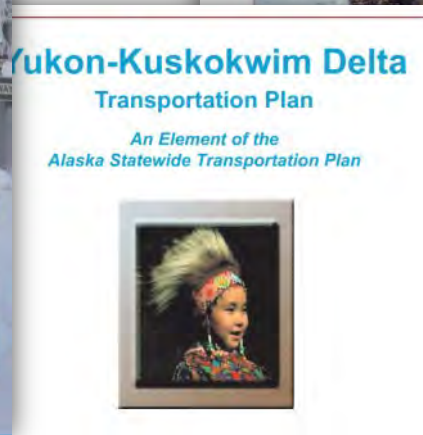
What is the LRTP?

- Address state's role in transportation statewide
- Address MAP-21 requirements
- Align with policy direction for the state
- Official state plan – required to meet state and federal mandates
- Address all modes of transportation



What is the LRTP?

- Provide strategies and actions to link the plan to other detailed plans/goals (e.g. regional plans, strategic plan, performance measures)

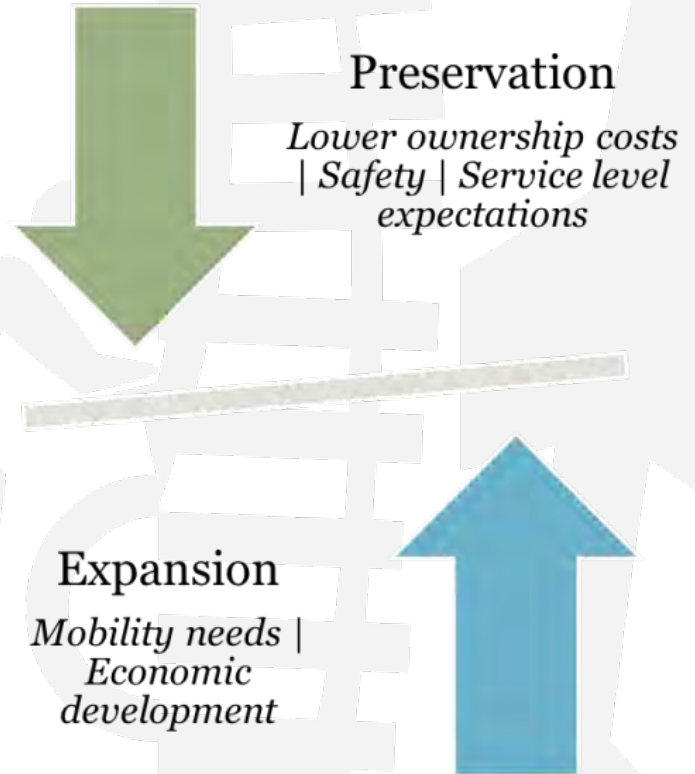


What's Covered in the LRTP?

- Provides future direction
- Identifies:
 - *Short-term prioritized projects*
 - Committed and/or funded
 - *Long-term needs*
 - Categories of needs, not individual projects
 - *Policies*
 - *Strategies*
 - *Funding opportunities*

What's Covered in the LRTP?

Balancing various needs – Type, Location, Mode



What's Covered in the LRTP?

- Aligns with Governor's priorities
 - *Live within our means*
 - *Focus on our priorities*
 - *Maintain what we have*
 - *Finish what we have started*
 - *Keep Alaska Moving to Keep Alaska Strong*

What's Covered (And What Isn't)

The plan will

- Align policy direction
- Be system level
- Address all modes
- Address DOT&PF responsibilities as the owner
- Identify priorities
- Set performance measures
- Meet State and Federal requirements

Will not

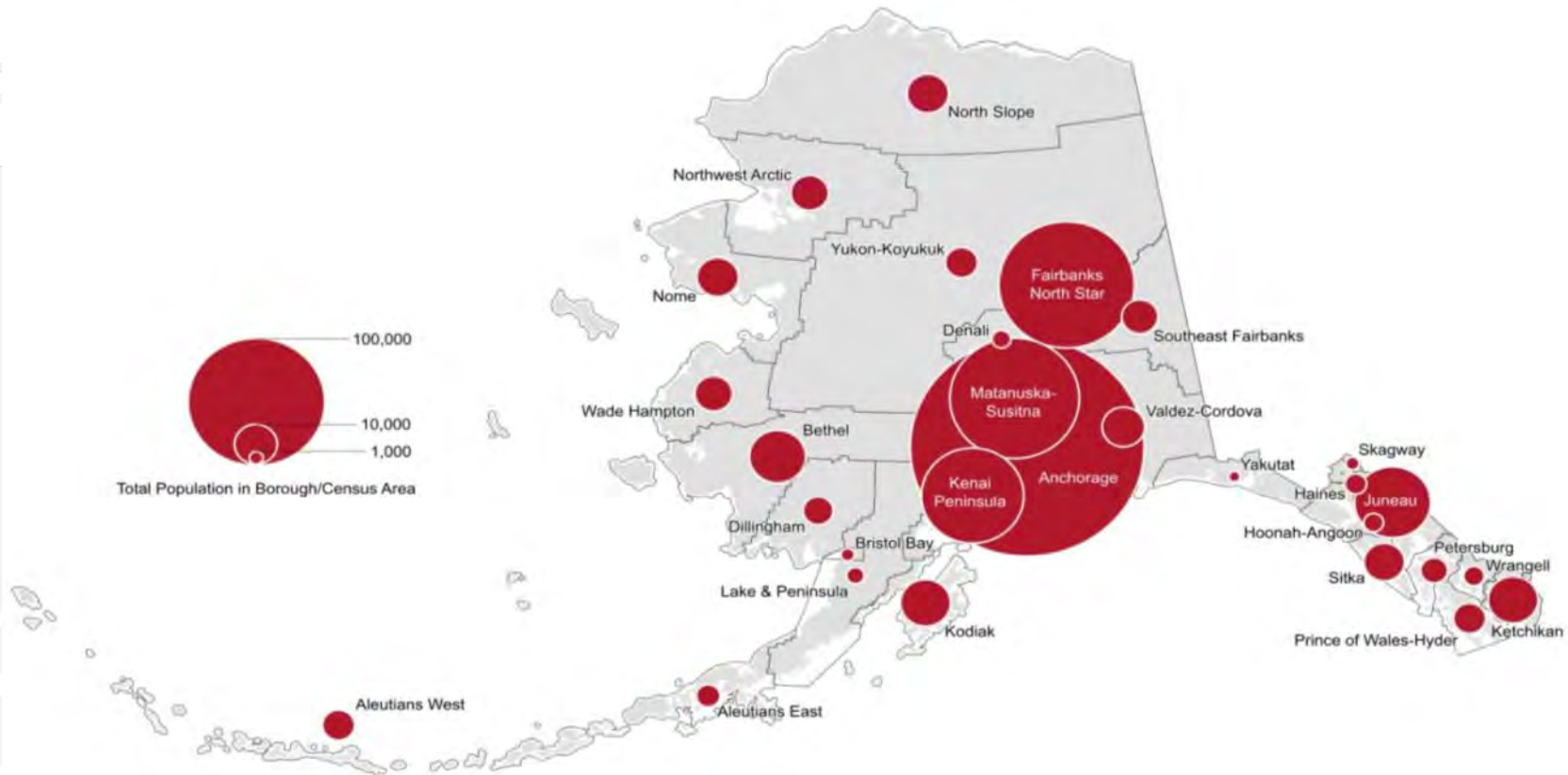
- List all projects
- Be unrealistic
- Too general
- Identify specific costs
- Identify local transportation priorities

Plan Update Process

- Involves stakeholders and public in the plan update
- Builds on and improves prior process and analysis approach
 - *More forward-looking trends analysis for future readiness*
- Addresses MAP-21 requirements
 - *Performance measures, targets and asset management*
- Establishes agreed upon investment priorities
 - *Identify a strategy for funding them*
- Prepares a 10-year capital improvement plan
 - *Major projects in the pipeline (funded/committed)*

Where Are We Today?

Total Population by Borough/Census Area



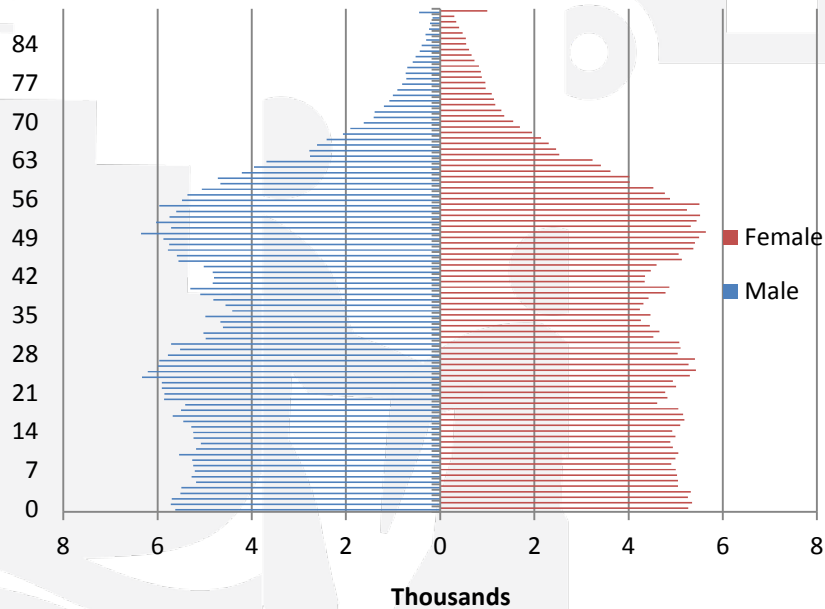
Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section; 2010 U.S. Census

Where Are We Today?

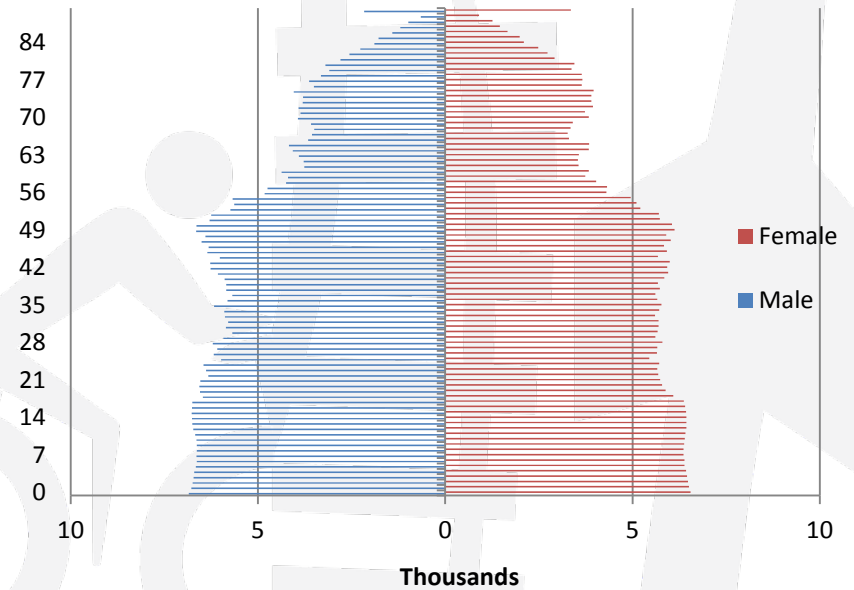
- Alaska has the fastest growing population of seniors in the country, which will affect transportation needs
 - *A relatively small percentage*
 - *Not the fastest aging state*

Where Are We Today?

Alaska Population by Age and Gender, 2010



Alaska Projected Population by Age and Gender, 2035

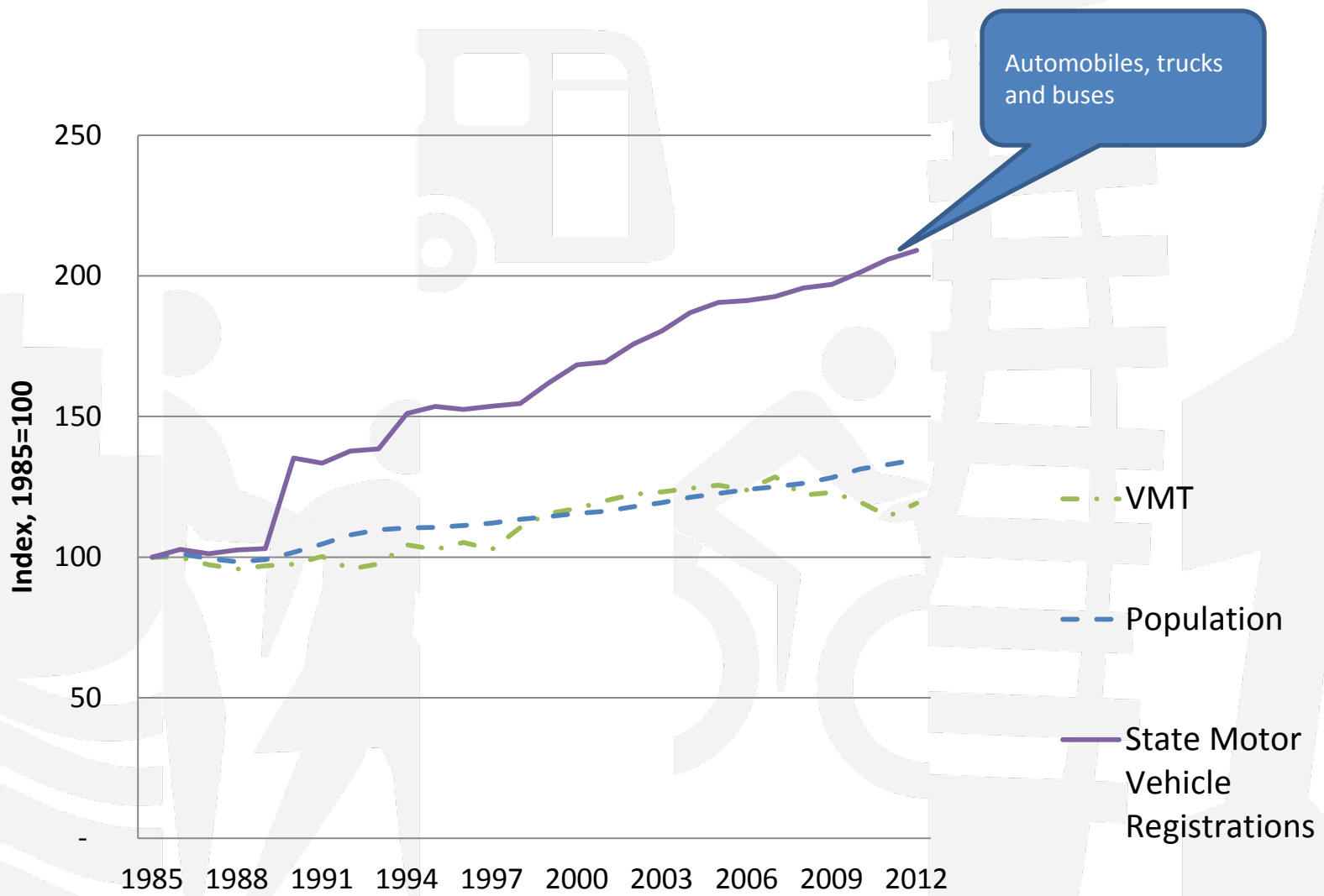


- “Aging in place”

Our Travel Habits

- Number of registered vehicles increasing, but vehicle miles traveled is flat/decreasing
 - *Consistent with national trend*
 - *Partly attributed to economy, people living closer to work, rising gas prices, telecommuting*

Our Travel Habits



Freight Movement

New component of the plan

Goods movement patterns

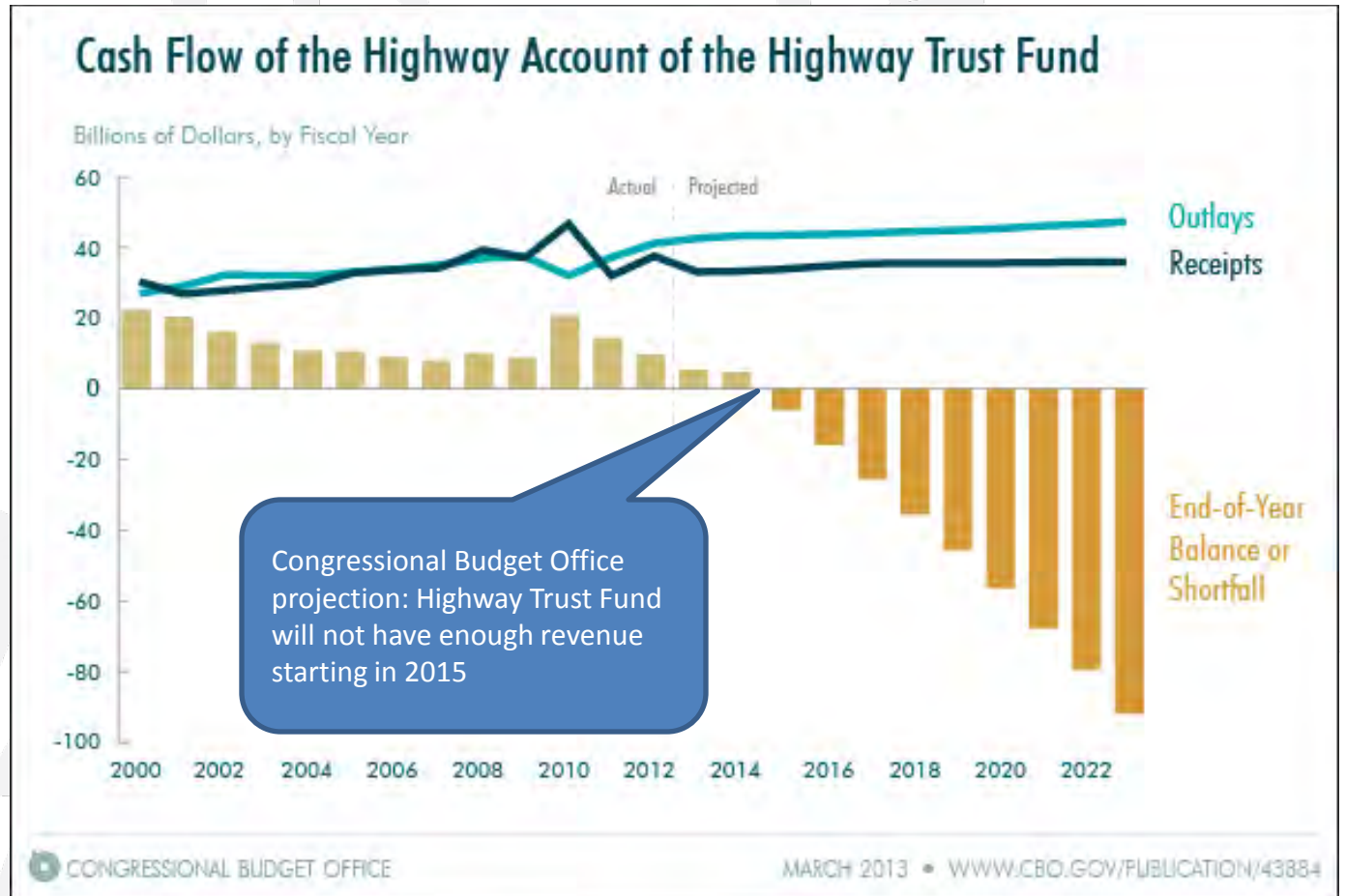
- High value goods (electronics, pharmaceuticals, etc.)
- Heavier goods (coal, crude oil)



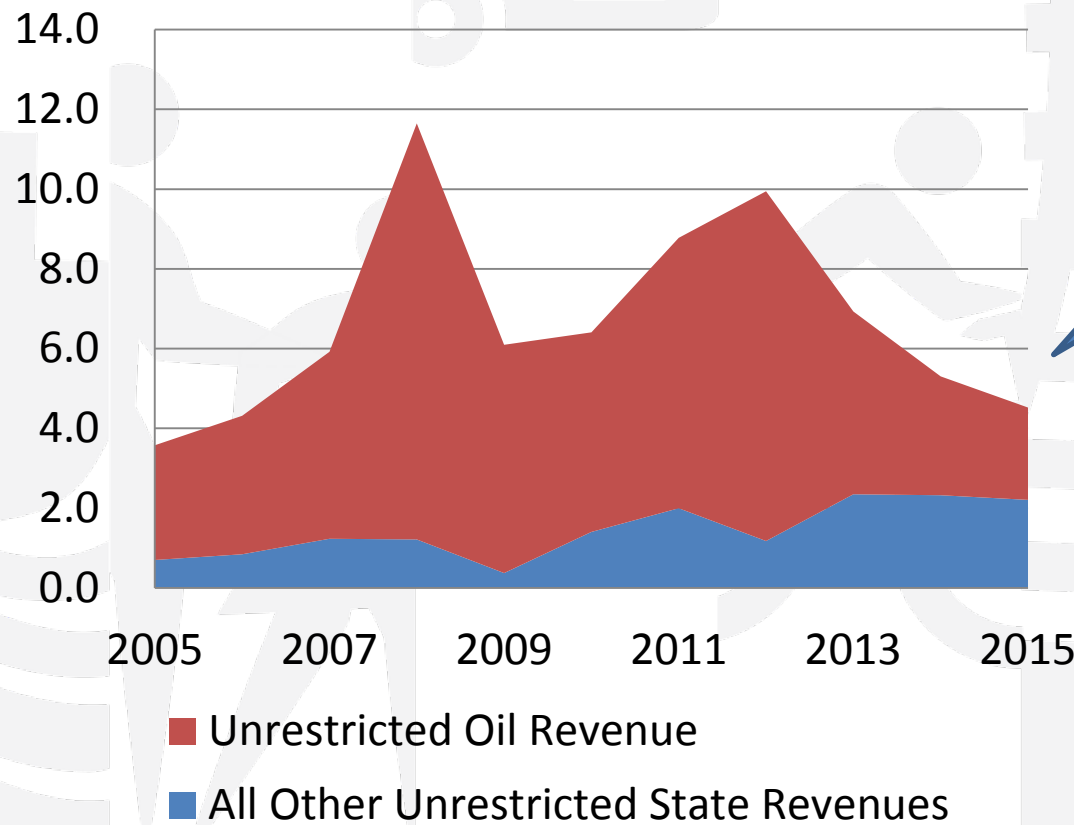
Funding Revenues

- Historical dependence on Federal funds (Highway Trust Fund)
- State General Funds
 - *Petroleum revenues make up over 90% of this fund*

Funding: Highway Trust Fund Forecast



Funding: State General Fund Forecast



Forecast: Decline in General Fund revenues

What Does This Mean for Future Needs?

■ Population

- *Increased demand for public transit, especially in urban centers*
- *much higher than U.S. average*
- *Need for improved statewide connectivity and integrated transportation system*
- *Need for additional capacity in urban areas (Anchorage/Mat-Su fastest growing in state – 40%)*

■ Travel Demand

- *Increase in number of vehicles, but not miles traveled*
 - Economy, rising gas prices, telecommuting

What Does This Mean for Future Needs?

- Funding

- *Reliance on Federal funds, CBO predicts insufficient revenues to meet obligations*
- *Secondary source reliant on oil and gas revenues, Alaska Department of Revenue forecasts decline*

What Will The LRTP Do About It?

- Clear policies and strategies to help prioritize among needs categories
 - *Preserve the system vs. modernize vs. expand*
- Identify needs clearly to make a case for more funding
- Provide guidance to other plans to ensure consistency
- Identify major projects already funded/committed
- Include performance measures to help track progress against goals
 - *Capability to share data easily with all interested parties*

We Want to Hear from You

What are the most important transportation issues confronting the state today?

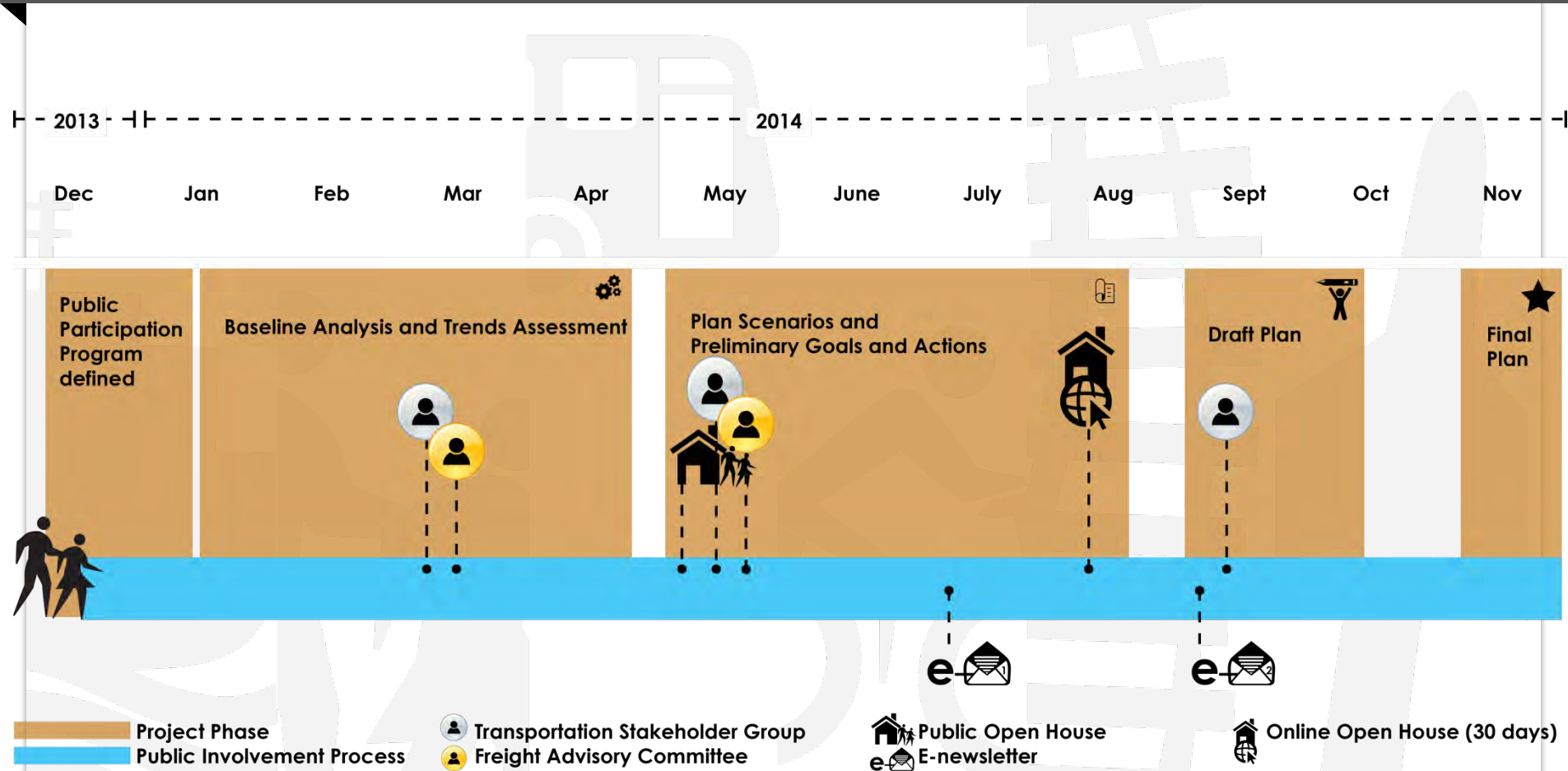
What aspects of our transportation system work well?

We Want to Hear from You

What needs improvement now - or in the future?

How can the LRTP help your community?

Next Steps





Questions/Comments

Website: www.dot.alaska.gov/lrtpplanupdate

Contact: Eric Taylor

Email: eric.taylor@alaska.gov

Ph: 907-465-8958

Appendix C: Public comments received through May 16, 2014

	Comment	Commentor Name	Source	Venue	Date	Issue 1	Issue 2	Issue 3
1	The ferry system has been a key component of travel and transportation of goods, services and equipment and vehicles for many years. DOT has consistently tried to make it less useful and efficient but it still is one of the best modes of travel for those of us living in Southeast.	Cynthia Lagoudakis/Petersburg Chamber of Commerce	Public Comment	Website	4/8/14	Connectivity		
2	De-emphasize expensive road planning efforts that have been recycled many times--the Juneau Access Road, for example. That money could have gone into keeping the ferry system assets up to date and effective. Now, we have reams of paper and ferries in disrepair and no one is being served well.	Cynthia Lagoudakis/Petersburg Chamber of Commerce	Public Comment	Website	4/8/14	Transportation Issues	Financing	
3	New roads are of little use if the State doesn't have the funds to maintain or repair them, yet while the State acknowledges declining funds for infrastructure upkeep, it keeps pushing new (and unpopular) roads. Repair the old ones including facilities and equipment used along the "Marine Highway". If roads were the only answer to economic wealth and opportunity, Haines, Skagway, Haines Jct. and Carcross would be of greater regionally impact, financially and otherwise. A recent Capital City Weekly ran an article called "The Invisible Problem" by James Brooks. It might not appear to be related to transportation til you realize that Juneau can ill afford additional impacts to an infrastructure it is unable to maintain. The choice of roads vs. ferries needs to be looked at from the standpoint of these secondary impacts, and I think the choice will be much clearer.	Cynthia Lagoudakis/Petersburg Chamber of Commerce	Public Comment	Website	4/8/14	Financing	Transportation Issues	Connectivity
4	Reliable, frequent and affordable ferry service that maximizes revenue opportunities for the ferry system AND passengers (incl. internet to allow business travelers connectivity when underway). New road construction is de-emphasized over fixing infrastructure in the latest MAP-21 legislation and that State should adopt the same approach.	Cynthia Lagoudakis/Petersburg Chamber of Commerce	Public Comment	Website	4/8/14	Financing	Goals/Objectives/Policies	
5	I would like to see any drafts of the updated LRTP and in particular any changes or additions to Department goals, policies and strategies related to asset management, performance management and risk management.	Dave Stanley	Public Comment	Website	4/8/14	Public Involvement		
6	Rural AK barge delivery systems need attention for sub-region and regional docks, pipeline connections, fuel storage and potentially short roads for container/construction material haul from Yukon and Kuskokwim Rivers to communities while these are primarily private sector beneficiary improvements, public efforts to understand needs and identify priority order developments (see USACE barge landing studies) they allow the private sector to prioritize their own investments. Long term, connect barge operations back to Fairbanks through Tofti Road extension or Dalton Highway routes.	Mike McKinnon	Public Comment	Website	4/18/14	Freight	Connectivity	
7	The need for easier access to rural Alaska, do to the high cost of air travel and freight. The air carriers and freight companies keep around 20 to 30 year round employee's, now roads would keep hundreds and in some cases thousands working year round do to the lower cost of business start up and logistics alone would open and keep jobs going strong. Tourism would make it possible for the average family to see parts of Alaska that only locals and the rich have seen.	Jimmy Dale Enright	Public Comment	Website	4/21/14	Connectivity	Economic Development	Transportation Issues
8	The cities in Alaska get most of transportation money so in my case the only thing I can add is funding is becoming available	Jimmy Dale Enright	Public Comment	Website	4/21/14	Financing		
9	Why aren't there any capitol projects slated for rural Alaska. I don't mean improvements, I mean access. The last big access project was the haul road to the North Slope and that's not open to the public. The only access to western Alaska is by airplane or boat and boats are seasonal. Alaskan's are getting tired of being at the mercy of the ice and air travel. The cities of Alaska don't need more roundabouts and widening of roads we need to make Alaska available to all Alaskan's. You know that there are people alive in Alaska today that haven't seen western Alaska except on TV or in a picture and they have lived here thier whole lives and in this day and age there will be life long Alaskan's who will die without seeing any part of western Alaska.	Jimmy Dale Enright	Public Comment	Website	4/21/14	Connectivity	Transportation Issues	

10	I have several questions about the MAP-21 program Alaska has 1.25 billion and the list of projects slated under this program in the coming years are already built roads and improvements to a couple of small communities and 40 mile of existing road system and basically no capitol projects or new road system. The Bristol Bay road proposal can use several parts of the STIP program both Federal and State to go forward. FLAP funds could be used under the access to federal lands, this would have to remain under federal control because the road would cross a little over 20 miles of the Peninsula reserve and they might want to close it a couple of weeks out of a year for migrational birds or caribou. But I think most of the migrational animals will be on state lands. The PLNG and Denail Commission would both have a say in design. IRR funding would be available from UTV. Alaska has the funding and the man power to do this project and there are hundreds of reasons to build this road but I'll give two of the most important. The savings in fuel to stop at Wide Bay and off load freight would save in millions of gallons of fuel consumption yearly. Smaller vessels could stop and haul out and tow the vessel across saving hundreds of miles in travel. Also the residents of Bristol Bay would have access to all that Kodiak has to offer, these days Bristol Bay residents have to travel to Anchorage meet all their needs. The year round jobs that a road would generate would be good for local economy and that is needed these days because more and more villages are losing their children to the cities because the parents have to work. This road would bring families back and maybe keep the schools open in the area. This is an ideal project for what they had in mind for MAP-21.	Jimmy Dale Enright	Public Comment	Website	4/21/14	Financing	Connectivity	Economic Development
11	There is a growing need to build a road from Wide Bay on the south side of the Alaska peninsula to Bristol Bay. At it's widest point it is a little over 60 air miles and if a road were built it would be about the same if the road ended at or near the Ugashik-Pilot Point area. The road would open up year round jobs not only in its construction and maintenance but it would make Bristol Bay a new kind of place to live. Having cheaper freight, Coastal shipping out of Seattle has weekly north bound sailings making freight accessible year round and the Alaska Marine Highway system would be available to Bristol Bay residents.	Jimmy Dale Enright	Public Comment	Website	4/21/14	Connectivity	Economic Development	Freight
12	The tribes of the Yukon Koyukuk and Lower Yukon Regions including the communities of: Galena, Huslia, Kaltag, Koyukuk, Nulato, Ruby, Holy Cross, Anvik, Grayling, and Shageluk have voiced serious concerns with the quality of rural air carrier services. These 10 communities represent a demographic in Alaska that is frequently mentioned when discussing Alaska's "unique" transportation issues (remote communities without road access). The tribes in these communities deserve the chance to have their comments and concerns recorded in the LRTP and should be contacted. Please email me for additional contact information for these communities.	Stephanie Ashcraft	Public Comment	Website	4/22/14	Public Involvement		
13	Quality of Rural Air Services (including but not limited to: increase of passenger pricing, decrease in flight availability and the decreasing quality that air carriers deliver bypass shipments to rural Alaska.	Stephanie Ashcraft	Public Comment	Website	4/22/14	Connectivity	Transportation Issues	
14	The flexibility of certain air carriers to work to accommodate community concerns and needs.	Stephanie Ashcraft	Public Comment	Website	4/22/14	Transportation Issues		
15	More community involvement in determining which air carriers receive the bypass mail contract and better transparency when it comes to passenger pricing.	Stephanie Ashcraft	Public Comment	Website	4/22/14	Transportation Issues	Financing	Public Involvement
16	Providing a transportation infrastructure that helps reduce transportation costs for its(Alaskans') prohibitively high costs. Maintaining and improving existing transportation facilities for maximum life and the most cost efficient designs for future expansions(s).	Donald Fancher	Public Comment	Website	4/23/14	Financing	Goals/Objectives/Policies	
17	With the advent of MAP-21, the DOT & PF "headquarters" in Juneau has totally and instantly shifted its priorities to exclusively the NHS road system at the cost of any and all rural communities needing those FHWA funded projects. They need to promote and help procure some sort of Alaskan funded transportation program(s) that help close this gap.	Donald Fancher	Public Comment	Website	4/23/14	Other Plans	Financing	Connectivity
18	Having safe, accessible and lighted rural airports in almost all communities. The delivery of freight to major hub communities for regional/sub-regional distribution of people and goods.	Donald Fancher	Public Comment	Website	4/23/14	Connectivity	Freight	
19	Rural surface transportation for inter-modal uses between air, roads and marine deliveries. More state funding since MAP-21 provides ZERO funding for rural road development projects. Larger aviation facilities in rural sub-regional hubs to help reduce costs for goods and travel by their consumers and transportation providers.	Donald Fancher	Public Comment	Website	4/23/14	Connectivity	Financing	Freight
20	Most Anchorage arterials, but they need updating and need the UAA route Parks Highway and Dalton Highway, but they need to continue to receive primary attention for commercial freight and industrial freight haul. Rural Airports system, airports overall are extraordinary quality and allow private sector to provide solid service levels.	Mike McKinnon	Public Comment	Website	4/28/14	Freight		
21	It is good to see a long term planning process happening, I have always found it funny Anchorage is such a young city but missed the 'urban planning' craze of the 1970s.	Caitlan Dowling	Public Comment	Website	4/30/14	General		
22	Public Transit! It is crazy how car-reliant Anchorage is for such a small city.	Caitlan Dowling	Public Comment	Website	4/30/14	Transportation Issues		
23	We need a viable economy for our local community. Highways Juneau Access Road, Haines Highway Upgrade	Patty Campbell	Public Comment	Website	4/30/14	Economic Development	Connectivity	

24	For the South Central region: sole access to Anchorage from the north is the Glenn Highway and sole access from the south is the Seward Highway. They suffer from dangerous congestion during busy periods. Also, if natural or man-made disaster should close either, there is no practical alternate route for commuters.	Karen Robinette	Public Comment	Website	4/30/14	Transportation Issues	Connectivity
25	I really like the Trunk Road improvements of the last few years. Nicely done.	Karen Robinette	Public Comment	Website	4/30/14	General	
26	The Parks Highway from the Seward Meridian junction through the Pittman Rd. junction or even the Big Lake junction.	Karen Robinette	Public Comment	Website	4/30/14	General	
27	If the Point MacKenzie ferry or bridge ever get built, Knik Goose Bay Rd. will require major improvement. The combination would provide an alternate access to Anchorage for commuters from the north side.	Karen Robinette	Public Comment	Website	4/30/14	Transportation Issues	Connectivity
28	some roundabouts, not dowling	Barbara Weinig	Public Comment	Website	4/30/14	Transportation Issues	
29	Deteriorating highwaysSpeed limits too high near cities	JW Musgrove	Public Comment	Website	4/30/14	Transportation Issues	
30	Brushing back to see moose	JW Musgrove	Public Comment	Website	4/30/14	Transportation Issues	
31	Increase the speed limits : Especially the border to Tok and also on to Fairbanks should be 70 MPH Increase the speed limit Tok to Anchorage 70-75 would be great (we already drive 70-80 so why the low limit.) There will always be accidents and traffic deaths on our highways. How much greater is the crash survival rate of a 80 MPH accident compared to a 65 MPH accident?	J Jernigan	Public Comment	Other E-mail	4/30/14	Transportation Issues	
32	Alaska's highways are very long and residents spend many/many hours on the road traveling to major stores (205 miles Tok to Fairbanks and 323 Miles to Anchorage) and to visit relatives and senior citizens who may be in care facilities.	J Jernigan	Public Comment	Other E-mail	4/30/14	Connectivity	
33	Lack of accessible and efficient public transportation, especially for elderly, disabled and youth. Inability for pedestrians and cyclists to travel safely.	Dael Devenport	Public Comment	Website	5/1/14	Missing Elements	Transportation Issues
34	bus system and bike routes are good, but need to be improved	Dael Devenport	Public Comment	Website	5/1/14	Transportation Issues	Connectivity
35	public transportation options, especially for disabled, elderly and youth, cycling options, pedestrian and cyclist safety	Dael Devenport	Public Comment	Website	5/1/14	Transportation Issues	
36	There is a lack of accessible and efficient public transportation options, especially for the elderly, the disabled and youth. It is dangerous to be a pedestrian or a cyclist and especially dangerous for children. Traffic laws that would improve pedestrian and cyclist safety are not enforced. Narrow sidewalks are placed right next to fast moving traffic making them extremely dangerous in the winter especially because they are not maintained well. This makes it impossible for disabled people or elderly people to get around safely.	Dael Devenport	Public Comment	Website	5/1/14	Missing Elements	Transportation Issues
37	Cost of freight being shipped to and through-out the State of Alaska. Having more options to ship freight will lower the cost of shipping.	David Beals	Public Comment	Website	5/5/14	Freight	
38	Expanding the highway system in Alaska will assist in lowering the cost of shipping freight. Expanding the railroad system to connect with the rail system in Canada will assist in lowering the cost of freight being shipped to Alaska. Expanding the rail system in Alaska will also lower the freight costs in the state.	David Beals	Public Comment	Website	5/5/14	Freight	Economic Development
39	Many of the rivers are frozen in the winter and some sea shipping routes. Expanding the highway and rail systems will cross some of the navigable rivers in the state. Where the highway and rail cross the river could be uses as a transfer point for freight during the summer. Also, some of the towns along the highways and railroads can be used as hubs for airports to assist in freight transfer for the smaller airplanes to move freight to the nearby towns with an added bonus of increasing flight safety.	David Beals	Public Comment	Website	5/5/14	Freight	Connectivity Economic Development
40	Federal funds are drying up. Massive spending on mega projects is a bad use of our limited transportation money. More money should not be spent on roads into un-roaded regions of Alaska, where there is significant opposition. In the past we have spent tens of millions of dollars on studies for roads to Rampart, the road to Juneau, the Road to Ambler, the road to Umiat, etc. when there was very little public support for these roads. We need to prioritize our projects. The Knik bridge is too expensive for the limited amount of benefit. The Road to Juneau is too expensive, to dangerous & will still require a ferry.	Ron Yarnell	Public Comment	Website	5/5/14	Financing	Goals/Objectives/Policies
41	We can barely maintain the roads we have today. Building new ones, into regions where there is significant opposition is not in the best use of our limited resources. Upgrading the roads we already have, where people support the upgrade, is a better use of our limited money. Resurfacing the hundreds of miles of crumbling roads we already have should be our priority. Expanding our road service districts, so neighborhoods can actually have better roads and better maintenance would be a far better use of our resources. Not everybody wants roads built into every corner of Alaska. The marine ferry system works well.	Ron Yarnell	Public Comment	Website	5/5/14	Transportation Issues	Financing Goals/Objectives/Policies
42	Maintenance & preservation. Priority should be in system development in areas of existing infrastructure. Roads should not be built into areas without existing infrastructure unless there is significant local public support for these projects & very little opposition. Local roads need funding & improvement. Surfacing all Alaska's roads should not be a priority. Alaskan's love their gravel roads. i.e. Denali Highway & the road to McCarthy. Upgrading is one thing. Surfacing is another. Consult the locals. You don't work just for Princess Tours & NovaCopper!	Ron Yarnell	Public Comment	Website	5/5/14	Transportation Issues	Financing Goals/Objectives/Policies

43	You want input & you limit us to 400 characters! That is nuts. I had far more to say, but had to cut it. The public should be involved in this effort. When you hold hearings in local areas, LISTEN! I have attended far too many meetings where the locals say they don't want these roads & DOT & AIDEA ignore their input. They schedule far to little time in these communities. They take up all the time presenting their presentation and don't allow people enough time to give the state their opinions. Not that it matters, because DOT & AIDEA don't listen anyway! Their mind is made up. No wonder people are disillusioned in these villages. AIDEA should be required to be part of this overall planning process. Their projects should not be out of the scope of this process, otherwise why are we doing it?	Ron Yarnell	Public Comment	Website	5/5/14	Public Involvement	
44	more bike safety lanes	Brandy Pennington	Public Comment	Website	5/6/14	Transportation Issues	
45	need a light rail	Brandy Pennington	Public Comment	Website	5/6/14	Transportation Issues	
46	With the passage of recent legislation, the Knik Arm Crossing is moving forward to construction and should be open to traffic by 2020. Toll revenue from the facility will pay for operations, maintenance and debt service. Excess tolls can be used for Title 23 eligible transportation projects statewide. In order to optimize toll generation and ensure success of the toll facility, it will be important to establish a controlled access connector from the end of the KAC project at Point Mackenzie Road/Burma Road north to the Parks Highway, bypassing the Wasilla/Big Lake area.	Judy Dougherty	Public Comment	Website	5/7/14	Financing	Transportation Issues
47	Bus service is not available to us in Lower Hillside (along Elmore Road). This is now a major highway and we need public transportation..Also, the extension of Elmore to DeBarr is now critical to improve the north-south flow of traffic.	Irene Ritter	Public Comment	Website	5/7/14	Transportation Issues	Connectivity
48	Most things except exiting the Winchester Heights subdivision, which is adjacent to Elmore. Opening Elmore was wonderful, but it is very busy and has greatly impacted the ability of our residents to get out of our subdivision. We need a light at 84th and Elmore---and soon!	Irene Ritter	Public Comment	Website	5/7/14	Transportation Issues	
49	Open up 85th between Elmore and Lake Otis. We cannot get out of our subdivision (Winchester Heights). There is a "back way" which is long and probably looks good on a map, but the hill is so steep that it cannot be used nine months of the year...Of an immediate nature---we need a light at Elmore and 84th. Exiting not only takes up to 16 minutes, but is very dangerous.	Irene Ritter	Public Comment	Website	5/7/14	Transportation Issues	
50	Congestion on the existing highways. Lack of alternatives to automobile/truck travel.	John Brown	Public Comment	Website	5/7/14	Transportation Issues	
51	The Fairbanks and Anchorage Airports are lavishly over built and we should stop spending on them, even if most of it is federal money.	John Brown	Public Comment	Website	5/7/14	Financing	

52	We need to push the rail belt freight onto the train. Double trailers and over weight and over size loads are wrecking the Parks and Seward Highways. These big trucks also cause congestion and reduce highway capacity. And of course, there are obvious safety concerns particularly during the winter months. We need a Cook Inlet Ferry that runs from Anchorage to Kenai. This ferry needs to work on a regular schedule and be priced to compete with the cost of driving. The reduced vehicle traffic on the Seward and Sterling Highways will be our payback. This ferry also needs to be a dedicated vessel with a small crew, no staterooms and a quick loading operation. Take a look at the ferries in the Baltic or on the English Channel...no more 13 knot Tustemena type ships. They don't have to be fast catamarans, but let's get something modern and cheaper to operate.	John Brown	Public Comment	Website	5/7/14	Freight	Transportation Issues
53	Long term energy costs need to be reduced. Every DOT employee doesn't need a fuel hog 3/4 ton diesel crew cab pickup. Street lighting should be 100% LED. The truck fleet should be converted to natural gas. We should investigate electrifying the railroad. Traction gravel should be gathered and re-used from the big intersections, not just swept off the pavement to clog the culverts. We should have an energy and resource conservation plan that runs parallel to this long range plan.	John Brown	Public Comment	Website	5/7/14	Missing Elements	
54	A major one is the Cooper Landing Bypass Route on the Kenai Peninsula. I last attended a program in Cooper Landing about 2-3 years ago regarding status. Accidents continue to happen with the current narrow road thru Cooper Landing without shoulders and the increasing volume of TRUCK AND SEMI TRAFFIC along with summer RV traffic. Oil industry is going wild on the western Kenai and we do need the Bypass Route.	Peter Hansen	Public Comment	Website	5/8/14	Freight	
55	the state needs to ensure adequate funds are provided every year to maintain roads and paths and remove snow so they can be used safely.	Peter Stern	Public Comment	Website	5/8/14	Financing	Transportation Issues
56	FMATs and DOT do a good job with public meetings. Not sure if public comment is used as much as it should be.	Peter Stern	Public Comment	Website	5/8/14	Public Involvement	
57	Better design to avoid garbage roadway like the johansen between peger road and danby and the horrible johansen danby intersection. Wembly and danby intersection finally being slated for a roundabout but postponed. Dot needs to finalize a plan for johansen steese intersection and find a solution for old steese between trainor gate and johansen. Find a way to work with FAA on nav aids and weather stations at rural airports. Nextgen isn't entirely the answer. Stable funding sources for State and city for snow removable on both streets, sidewalks and bike paths for year around use.	Peter Stern	Public Comment	Website	5/8/14	Transportation Issues	Financing
58	LRTP presentation was quite ambiguous and didn't have much about freight or aviation aspects of the planning process.	Peter Stern	Public Comment	Website	5/8/14	Public Involvement	
59	We greatly expanded transit service in the entire Mat-Su Borough. We need more bus service in the core business area of Wasilla and Palmer and also to the other towns in the Mat-Su Borough, which is as big as several of the smaller states in the Lower 48 states. We need more frequent routes and we also need week-end service-currently we have limited Monday through Friday service only	Anonymous	Public Comment	Open House	5/8/14	Transportation Issues	
60	The population of this part of the state is expanding. With more traffic; there needs to be more "pullouts" for buses to load and unload passengers in a safe manner	Anonymous	Public Comment	Open House	5/8/14	Transportation Issues	
61	We need more cooperation and coordination amoun the transit providers in South Central Alaska- the Mat-Su Valley and Anchorage	Anonymous	Public Comment	Open House	5/8/14	Transportation Issues	
62	The Mat-Su Valley also need verbal support for our local and commuter transit services, we need federal and state grant money to expand transit to meet the needs of our growing population and we need more money for more modern and up-to-date buses for SAFETY.	Anonymous	Public Comment	Open House	5/8/14	Financing	
63	Please work with University officials in the Mat-Su Valley and Anchorage (and state-wide) to provide more transit service to and from University campuses from early in the morning til the end of classes in the evening. Our young people need the support for the generation ahead of them.	Anonymous	Public Comment	Open House	5/8/14	Transportation Issues	
64	Need more time on the walk sign for these crossing a 4 Lane especially for people that are handicap and walk with canes or use walkers and wheelchairs. Way the buses are going we will have no way to get to places but walk as is too much for cabs and for seniors and youngers that is a big question. Bus's are having to cut back on routes and buses since they are not getting enough grants to keep going. I use a bus wherever I go. I need them for doctors (appointments) or just getting out.	Christina Rackard	Public Comment	Open House	5/8/14	Transportation Issues	
65	I would like to see Wasilla Bypass be speeded up to get the traffic jams clear up in Wasilla. The Knik Bridge needs to be built to take the Fairbanks/Slope Traffic out of Wasilla. For the long term lets build a road to Nome to open up Alaska to more mining and jobs and bring the cost of living down for the villages in the interior.	Daniel Shaw	Public Comment	Open House	5/8/14	Connectivity	
66	Existing plan, priorities, etc. seems unfair not to have a "guide" to the process	Beth Fread	Public Comment	Open House	5/8/14	Public Involvement	
67	Start projects in spring not mid-summer, starting in July is to late.	Kent Mosher	Public Comment	Open House	5/8/14	General	
68	Buses that run on Sundays even if it is a short schedule and also later nights May-Sept.	Anonymous	Public Comment	Open House	5/8/14	Transportation Issues	

69	The people making these decisions and long-range plans need to be aware of the long-range economic impact of transit service- \$\$\$ spent in stores and festivals and special events and the Alaska State Fair OR \$\$\$ money not spent if there is not adequate transit service for our projected increase in population in the Mat-Su Valley. The "umbrella "phrase is "Quality of Life in the Mat-Su Valley.	Anonymous	Public Comment	Open House	5/8/14	Financing		
70	Please plan for the increased number of young families in the Mat-Su Valley: -More Elementary - Medical clinics for mothers, babies, and children - homes and apartments for young families. All of these will need road and transit access for all kinds of activities- "Quality of Life."	Anonymous	Public Comment	Open House	5/8/14	General		
71	We need more sidewalks and bike paths on both sides of busy highways. Sidewalks would make it safer to walk to the stores for shopping as well as to community events, which are frequent in the summer in the Mat-Su Valley. Sidewalks are safer to walk on than the shoulders of the highways. If Rail service will be expanding, then we need a train station in Wasilla where people can buy tickets and get schedules and make plans. And the trains/rail needs to connect with the local buses and the commuter buses.	Anonymous	Public Comment	Open House	5/8/14	Transportation Issues	Connectivity	
72	Since the Glenn is the only road from Wasilla to Anchorage, bottle necks need to be removed. The area around Eagle River is especially bad given any sort of weather. This needs to be improved now. *Traffic lights on major roads should be timed to keep traffic moving especially through Wasilla *Why Can't more truck traffic be moved by rail instead of contributing to traffic congestion. *Bike trails should be included in all major roadwork. It encourages alternative ways to work and improves living. *Expand public transportation options making them a viable alternative to driving (Valley Mover to People Mover) Speed up project process-thinking "mile 49" programs seems to be taking forever.	Anonymous	Public Comment	Open House	5/8/14	Connectivity	Freight	Transportation Issues
73	The idea that our long range planning should reflect a specific administration's desires, are part of what has gotten us into making so many wasteful decisions about specific large scale projects. As we all know, each administration has specific pet projects they would like to see started or finished. How we can justify continuing to allow each administration to push their own agenda is beyond me. I believe this is totally contrary to the idea of long range planning. Administrative priorities should not be a basis for long range planning goals. If this remains to be part of the LRTP then we will continue to pour good money down projects that may be of lower priority, projects unlikely to get finished anytime soon, or projects that may be plain old unwanted or unnecessary!	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Goals/Objectives/Policies		
74	When you mentioned that our list of projects exceeds our available funds, then not only do I question our ability to be able to prioritize these projects, but I suspect we are confusing the difference between "need" and "want"! We all have a lot of "wants", but daily we make budgetary decisions as to which of these we actually pursue. Unfortunately, in the political process a lot of money gets spent where it should not be spent. Proper long range planning should provide a guideline to minimize this kind of wasteful spending.	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Goals/Objectives/Policies	Financing	
75	Another area where I think this planning process is going down the wrong path is in this "connectivity" idea. The idea itself is important, but often the type of connectivity proposed is wrong for the specific region we may be talking about. (Road vs. air vs. water transport).	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Connectivity		
76	My biggest complaint are roads. Far too often we spend millions of dollars, actually hundreds of millions of dollars on proposed roads into regions where the local people don't want to be connected to the rest of the Alaska highway system. This is very wasteful spending, because the roads usually don't get built.	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Connectivity	Financing	
77	Before including these expensive projects in long range planning initiatives, the people living in these areas should be asked if they want the project. Far too often projects are pushed by outside interests. Often very expensive public projects are pushed that benefit a very select group of individuals, companies or corporations. This is the kind of planning that causes so much wasteful spending.	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Public Involvement	Financing	Other Plans
78	Another area that disturbed me very much was the idea that since we have already spent so much money on a project, we need to complete it! So, even if it is a bad idea, or a lower priority, or shouldn't be built at this time, are we really suppose to go ahead finish such projects, at the expense of other more worthwhile projects, that may have a higher priority? Sometimes we just have to say "no", we made a mistake, pay the extra money to close a project down, and wait until we can actually afford it. The savings can then be spent on projects with a higher priority.	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Financing	Goals/Objectives/Policies	Other Plans

79	<p>Here are three projects that I think should be removed from the long range transportation plan.</p> <p>1) The Road to Juneau: You stated that the ferry system takes more than half the M & O budget. Now, the goal of trying to reduce this budget is a good one. But for the life of me I don't understand how building a road to Juneau will do that. True, if you could build a road all the way through southeast Alaska, you could probably get rid of the ferry system, except for short hops. But is this even possible? Is this what the people want? How many billions of dollars would this cost? The road north of Burners Bay is going to be very expensive to build. (It has already been very expensive)! It is going to be ugly. It is going to be dangerous. How many lives are going to be lost to avalanches? And we are going to still need a ferry! How does this eliminate the need for the rest of the ferry system? How much money does this really save the state? Is this what the people want?</p> <p>2) Knik Arm Bridge: Few people argue that this bridge will never be built. Do we need it now? Is this the best use of our resources at this time? Who does this bridge benefit? What are the benefits? Do these benefits justify the spending? What projects do we have to give up to see this bridge to completion? Paying for the costs incurred already and closing this project down, may still be the best alternative.</p> <p>3) Road to Ambler: Do the people of the Koyukuk & Koyuk Valleys want to be connected to the rest of Alaska's highway system? Who does this road benefit? (NANA & NovaCopper). Why have the local people not been asked if they want this road or not? Why does DOT & AIDEA listen to NANA & NovaCopper & not ask the local people what they want? How can we justify spending all this money when there is so much local opposition. (Six local villages have already come out against this road and TCC). Before building roads into un-roaded areas of the state, the people living there should be consulted as to whether they want these roads or not. If they say no, then upgrading the air & water transport systems would be a much better expenditure of public funds than building roads the people don't want.</p>	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Transportation Issues	Financing	Other Plans
80	<p>It seems a lot more logical to me to propose projects that are wanted by the people, projects that we can afford, then prioritize these project according to how much money we have. The LRTP that is being done appears to continue the process of pushing projects that influential people, politicians, bureaucrats, companies & corporations want and not what the people want. Somehow long range planning needs to start to reflect what the people want and not what our transportation planners, or other influential people & corporations say the people want, need, or should have.</p>	Ron Yarnell	Public Comment	Other E-mail	5/11/14	Public Involvement	Goals/Objectives/Policies	
81	<p>Being able to define the most important transportation needs based upon Statewide development plans. This would include the Knik Arm Crossing, the Natural Gas Line, the undersea internet connection, the long-term postponement of road-system airport infrastructure improvement, the Roads to Resources, the decaying ferry system, etc. The primary measures should be Economic Development, Accident Rates based on dangerous roads vs. dangerous driving, and expansion of existing services.</p>	Beth Fread	Public Comment	Website	5/13/14	Goals/Objectives/Policies		
82	<p>Having a powerful legislature to analyze and define priorities for statewide issues and plans. More and more I am becoming convinced that our planners are looking at Alaska as a part of the lower 48 with the same needs and definitions as the larger areas in the contiguous states.</p>	Beth Fread	Public Comment	Website	5/13/14	Goals/Objectives/Policies		
83	<p>Access to the Pt. MacKenzie Port and completion of the Knik Arm Bridge. Installation of underground conduits for electricity; telephone and natural gas when improving and expanding roadways; recognition that airports are economic and safety areas and that a reduction in planes is not foreseeable; plans for a freight-dedicated airport and increased foreign trade zones and bonded warehouses. Transit encouragement opportunities should be incorporated into all roadway plans. This could be facilitated by adding park & rides with bus stops along major roadway improvements and expansions. An example would be the large piece of unused land between "3 Bears" and the end of Hollywood near the Vine Road intersection. A land-use area that could support a park and ride and increased retail/minor industrial business. Move the top light @ Vine and KGB to facilitate the use of the area.</p>	Beth Fread	Public Comment	Website	5/13/14	Transportation Issues		
84	<p>Much of this is incorporated above. But, reduced funding is always the charge when I make these types of statements. Funding sources could be used by incorporating negotiations with private landowners, utility companies, local government and the state. Additionally, it is my understanding that TRUE alternates to major highways, like the Port to Parks ending in Houston (a city that wants it), would have a better chance of winning federal dollars than a re-build of existing roadways into communities that don't want it, like Big Lake.</p>	Beth Fread	Public Comment	Website	5/13/14	Financing		

85	The DOT Long Range Transportation Plan Open House, held in Wasilla, was (for transportation issues) a well attended event. There were 2 problems with it. The first was that two of the people with whom I spoke about it said that when they called the DOT to see what it was about, they were told, "don't bother". The second was that these are intended for your average, everyday citizen who knows little about transportation or transportation planning/ implementation. It could assist the community in better understanding the LRTP and the processes involved if the overall premises for the plan were displayed. In other words, public education was sorely missing. Adding boards that indicate what basic priorities were identified in the last update, what decisions were made based upon those priorities, and how those decisions were implemented, would greatly add to the average resident's ability to truly participate more effectively in events such as this last! open house.	Beth Fread	Public Comment	Website	5/13/14	Public Involvement		
86	Because of indeterminate volatility of global economics, technology advancements in long-range plane/flying capability, and hugely negative impacts to high value coastal tidelands, municipal dedicated parkland, the existing Coastal Trail, West Anchorage residents (noise, jet fumes, air pollution), the TSAIA as well as DOT&PF should remove a second N/S runway from its Master Plan Update and any other state aviation plans. Don't want it/won't need it, won't even need the negative impacts to the W. Anchorage community. Can't afford it.	Anonymous	Public Comment	Open House	5/13/14	Other Plans		
87	Protect Airport approach/departure corridors from residential encroachment-statewide and locally	Paul Bowers	Public Comment	Open House	5/13/14	Other Plans		
88	Build road/bridge across Turnagain Arm direct from Anchorage to Kenai: will dramatically reduce travel times and open new areas to development/recreation	Paul Bowers	Public Comment	Open House	5/13/14	Connectivity		
89	Do not allow NIMBY to dictate local/community planning (consider, yes, dictate, no)	Paul Bowers	Public Comment	Open House	5/13/14	Public Involvement		
90	Access mineral/resource development areas by road and/or rail.	Paul Bowers	Public Comment	Open House	5/13/14	Connectivity	Freight	
91	Focus resources into/onto infrastructure maintenance- not just development (and use harder aggregate for pavement)	Paul Bowers	Public Comment	Open House	5/13/14	Transportation Issues		
92	Focus on transportation infrastructure that benefits resource development specifically- not generically, such as access to water for fish hatchery development that will enhance (and/or build) salmon runs (i.e. start runs that do not now exist), that will benefit fisheries and tourism.	Paul Bowers	Public Comment	Open House	5/13/14	Economic Development		
93	Push FAA to develop/improve upon GPS approaches at rural airports	Paul Bowers	Public Comment	Open House	5/13/14	Transportation Issues		
94	DO NOT pave rural airports not already paved. Gravel is for giving regarding subterranean movement (i.e. permafrost changes)' asphalt is not. Plus no local hot plant makes any repairs problematic.	Paul Bowers	Public Comment	Open House	5/13/14	Transportation Issues		
95	Time for a reality check on the ability to finance construction, operation and maintenance of a transportation system serving disconnected and sprawling developments. LRTP needs to be honest with Alaskans about the need to re-think how we grow. Update needs to have a serious discussion of the fiscal benefits that come from a concerted effort to strengthen the transportation-land use connection. Need to advocate for more partnerships between local governments (land use) and the State/Federal governments (Transportation)	Anonymous	Public Comment	Open House	5/13/14	Financing	Other Plans	
96	Update needs to seriously address the issue of climate change and how it is increasing costs across the board for transportation in Alaska. IPCC models show increased precipitation for the state. Increase in extreme weather events. This results in increased floods, blown-out culverts, damaged infrastructure, more severe avalanches, etc. Warming temperatures are Thawing the permafrost creating need fore expensive reconstruction of roads and runways. Coastal and river infrastructure have to be more heavy or more to protect from severe hydraulics.	Anonymous	Public Comment	Open House	5/13/14	Environment		
97	Due to the State's decreasing budget we need to focus on projects that help facilitate future economic growth that will create potential income to the State in the future. We should also pursue public-private partnerships that will help leverage private sector funding for the public (and private) good, roads, railroads, ports/harbors, etc. should help facilitate oil and gas, mining, etc. development, if they do you will be more likely to attract private sector funding.	Loran Baxter	Public Comment	Open House	5/13/14	Economic Development	Financing	
98	Ensure that controversial projects that benefit a few, like KABATA, can be funded with adequate toll revenue. I'm happy to hear that AIDEA is involved with roads and resources. The cost burden should be shifted to the developos of the resources. I support fairness in funding based on population. Emphasis on better mass transit in Anchorage and Mat-Su.	Steven Helgason	Public Comment	Open House	5/13/14	Financing	Transportation Issues	
99	At Port Mackenzie a 29 million gallon tank farm is being built as a transfer site for Delta Western fuel shipping company (Barge) with more in-state oil refinery could assist in with transfer of fuel products instead of importing fuel of outside of Alaska	David K. Beaus	Public Comment	Open House	5/13/14	Freight		
100	Take off the megaprojects (they will suck the money from maintaining the existing transportation system). Complete safety improvements on all the existing roads and trails, trails and airports before building new stuff.	Mark Butler	Public Comment	Open House	5/13/14	Financing	Transportation Issues	

101	In the LRTP, we should only include projects that will be affordable and not decrease our declining general funds thus removing funding necessary for maintaining appropriate levels of funding for public safety, education, theater, and social services, among other priorities. Shelve big projects like KABATA that is/will be an economic drain on the state and destroy established neighborhoods. Another example is the U-Med Northern Access Road that isn't funded to the level necessary to make it safe and that isn't wanted by the surrounding neighborhoods.	Anonymous	Public Comment	Open House	5/13/14	Financing		
102	Over half of the refined fuels used in Alaska is shipped from out-of-state. The Tesoro Refinery in Kenai produces about 70,000 barrels of fuel a day which includes ultra-low sulfur diesel. The ASRC refinery produces about 50,000 barrels of fuel a day which include ultra-low sulfur diesel. The ASRC refinery near Fairbanks produces about 17,000 barrels of fuel a day. The Flint Hills refinery near Fairbanks, which is closing down in June 2014, is able to produce 220,000 barrels of fuel a day; however, Flint Hills didn't upgrade the refinery to produce the ultra-low diesel. The ultra-low diesel that was used in the Interior of Alaska was shipped into the area and Tesoro's refinery in Kenai was the major source. Crude oil is being shipped via the pipeline from the North Slope to Valdez and the Alaska Railroad has tracks running south from Fairbanks could ship the fuel from the 220,000 barrel a day refinery. The Alaska Railroad has a railyard at the 220,000 barrel refinery. The Alaska Railroad is also building a rail spur to Port MacKenzie, and a 16.8 million gallon tank farm is also being built at the port to assist in transferring fuel to the western half of the state. Alaska has 4 refinery's within the state, and could produce more of the Alaska's crude oil for use in the state if the 220,000 barrel refinery is updated with newer equipment and brought back into production. If the North Slope oil production isn't enough, the oil production area near Carmacks, Yukon Territory has plans on shipping about 2000 barrels of crude oil south through the port at Skagway, Alaska. The infrastructure to produce more fuel in Alaska is already in place with the exception of the rail spur and tank farm at Port MacKenzie. The only major concern is the upgrade and maintenance of the infrastructure and oil refinery to handle the fuel and oil transportation.	David Beals	Public Comment	Other E-mail	5/14/14	Missing Elements	Freight	
103	• Development of a prioritized system for road repair and maintenance funds. We had originally done an analysis of SW AK roads based on their Pavement Management Systems data – rut, IRI and PSR. Drew Pavey can get you the latest PMS info. Anyhoo, this gets tricky when you are trying to avoid a “worst first” response. At one point a data-driven program for distributing NHS funding was allegedly going into one of the funding bills, but I am not sure where that ever ended up. I don't think it made it in, and even though the state as pretty good PMS data, they were hesitant to establish standards for replacement because they didn't want to have to change them a year or two later when the new funding bill presented itself.	Irene Gallion	Public Comment	Other E-mail	5/15/14	Financing	Goals/Objectives/Policies	
104	• Developing a prioritized system for divestment of local road infrastructure, and provide funding support for local communities that take on local road ownership. As the state tries to give away roads that are used primarily for local purposes, what strategies can they employ? What rewards and standards?	Irene Gallion	Public Comment	Other E-mail	5/15/14	Missing Elements		
105	• Recommend a strategy for ensuring rural community local road applications for funding and development projects are not adversely affected by limited official crash data. This one is a big deal for smaller communities. To summarize, in order for accident data to be competitive in grant applications, it must be official. Some smaller communities do not have law enforcement to submit official reports, and the Department of Health and Human Services Alaska Trauma Registry is not considered official. Seems an easy fix might be to make the DDHS source official. Anyhoo, here is the skinny from our report, in section 2.2: http://www.dowlhkm.com/projects/SWAKTP/new_website/docs/Phase%20I%20Report/2.0.%20Transportation%20in%20the%20Region.pdf	Irene Gallion	Public Comment	Other E-mail	5/15/14	Financing	Goals/Objectives/Policies	
106	• Cost of living reductions through marine improvements. This was to be looked at with both ferries and improved shore-side facilities, such as barge landings and harbors. However, seems the state wanted to do this as a whole rather than as a region, since funding and priorities might clash. Also, ferries are funded through GO, and don't have the long-term financial stability to plan.	Irene Gallion	Public Comment	Other E-mail	5/15/14	Goals/Objectives/Policies	Financing	
107	Statewide funding trends for transportation projects. As you no doubt know, writing a transportation plan without a stable funding regime is fun.	Irene Gallion	Public Comment	Other E-mail	5/15/14	Financing		
108	• Industrial road standards at international ports. This may or may not be an issue, depending on who you talk to. Mike McKinnon is a big advocate. Anyhoo, Asian and European roads can handle larger loads than ours can. For ports shipping to these markets, the limit on filling containers is not the size of the container, but how much it weighs, since these containers need to be driven to ports. Our competitors in Europe and Asia can fully fill their containers. Shipping charges by container rather than weight, so our competitors have an instant advantage.	Irene Gallion	Public Comment	Other E-mail	5/15/14	Transportation Issues	Freight	
109	• Examine the potential for a Vessel Traffic Separation System within Unimak Pass. Technically, this is a federal issue. But, if there is some sort of shipping disaster, the impacts will be profoundly local.	Irene Gallion	Public Comment	Other E-mail	5/15/14	Freight	Goals/Objectives/Policies	

110	In road construction zone, traffic fines are double to assist in protecting the workers in the area. Also, several locations along the highway system in Alaska have been established as safety zones with double traffic fines. According to the research I've done on the safety corridors, school zones haven't been classified as safety zones. In Anchorage, I have seen cars traveling over the posted speed limits and passing other cars when there is double solid lines painted on the pavement. I have also seen cars passing other moving cars when a dozen cars parked along the edge of the street with parents inside waiting for the school kids to arrive from the school. I would like to see school zones also be classified as safety zones with double fines to assist in protecting pedestrians in the area near the school. Is the safety zone with double fines for school zones a possible idea to include in the LRTP Plan?	David Beals	Public Comment	Other E-mail	5/15/14	Missing Elements	Transportation Issues	
111	one more thing – trails. No one will be happy to talk about that, because DOT does not want to be in the trails business, and DNR wants to build the trails they want. BUT, there are a number of communities whose primary access to intermodal services are via trails – for instance, the villages in the DLG area, or the Chigniks. The state would like to focus on transportation between communities, and in these cases, that is happening via trails. It would help everyone out if there could be some resolution on who is responsible, or clarifying who is not.	Irene Gallion	Public Comment	Other E-mail	5/15/14	Connectivity		
112	We are highly concerned that the Alaska Department of Transportation is attempting to ignore citizen voices and the needs of local communities in its update of the Alaska 2035 Long Range Transportation Policy Plan. Specifically, no public meeting has been scheduled for Southeast Alaska while three have been held along the Railbelt in Fairbanks, Wasilla and Anchorage. We request that a public meeting also be held in Juneau.	SEACC (Southeast Alaska Conservation Council)	Public Comment	Other E-mail	5/16/14	Public Involvement		
113	Furthermore, we request that AK DOT include a cost-effectiveness analysis for new highways, terminals, ferries, and other major components of the plan as required by AS 44.42.050(e). Failure to include this analysis in the Plan would frustrate an informed evaluation of the Plan by the Alaska Legislature and public.	SEACC (Southeast Alaska Conservation Council)	Public Comment	Other E-mail	5/16/14	Financing		

114	<p>This is of particular importance because the AK DOT presentation available at http://dot.alaska.gov/stwdplng/areaplans/lrtpp2014/docs/TSG_Meeting_Preso_030314.pdf singles out "Juneau Access" in both the "Current Conditions" and "Problems" sections when all the other issues speak to general, statewide concerns like "bike/ped" and "secondary roads." No other project is specifically promoted in the way that AK DOT is using this draft 2035 LRTP Update process to promote construction of a new road and ferry terminal north of Juneau even though other proposals like the Knik Arm Bridge could have an even bigger impact for the State's population center and budget.</p>	SEACC (Southeast Alaska Conservation Council)	Public Comment	Other E-mail	5/16/14	Goals/Objectives/Policies	Financing	
115	<p>Furthermore, Juneau is connected to the road system – via the Alaska Marine Highway. The State has gone out to bid for one of two Alaska Class Day Boat Ferries, taking an inexpensive step toward increasing the frequency of service in the Lynn Canal corridor between Juneau, Haines, and Skagway. These vessels, totaling \$120 million together, will reduce costs and increase frequency of service. For example, they require only 9 crew members as opposed to a mainliner ferry's crew of 50. AK DOT predicts that these vessels will meet 95% of the traffic demand in the corridor. http://www.dot.alaska.gov/amhs/alaska_class/faq.shtml. Additional demand can be met by scheduling additional ferries to run during special events like the Southeast Alaska State Fair.</p> <p>These vessels can be run from Juneau's existing terminal at Auke Bay. Yet AK DOT continues to promote the construction a new half-billion dollar, 50-mile driveway to a new ferry terminal at the uninhabited Katzeihin River delta.</p>	SEACC (Southeast Alaska Conservation Council)	Public Comment	Other E-mail	5/16/14	Transportation Issues		
116	<p>Given sharp declines in federal and state funding, there will be pressure to reduce large and unnecessary expenditures. We are concerned that AK DOT presents the Juneau Access road as a forgone conclusion or as part of the existing infrastructure. In no way has this issue been decided. The public has yet to review an updated EIS, and the Federal Highway Administration has not signed off on a Record of Decision. This spring alone, over 2,000 citizens signed a petition or sent public comment letters asking the Legislature to remove the Juneau Access road from Alaska's capital budget.</p> <p>The Juneau Access road is exactly the type of investment that needs careful consideration in a statewide plan. We do not believe it should be a priority as the state is already taking cost effective measures to improve an existing system. Again, the absence of a cost-effectiveness analysis, as required by law, hamstrings the public review and evaluation of the proposed Update.</p>	SEACC (Southeast Alaska Conservation Council)	Public Comment	Other E-mail	5/16/14	Financing	Other Plans	
117	<p>In general, we believe the State should prioritize maintenance and enhancement of existing infrastructure vital to our communities - including roads, bridges, and ferries - over construction of costly and controversial new mega-projects. Like an aging road, Alaska's mainline ferries need to be replaced and deserve special attention in the Long Range Transportation Plan. Alaska should also invest in more public transportation and non-motorized (i.e., walking, biking, trail) transportation options. Fishing is vital to Alaska's economy; transportation planners should pay close attention to repairing and constructing fish culverts to allow for healthy fish stocks.</p>	SEACC (Southeast Alaska Conservation Council)	Public Comment	Other E-mail	5/16/14	Goals/Objectives/Policies	Transportation Issues	Environment
118	<p>We are also concerned that no group representing conservation, non-motorized transportation, tribal, or worker interests is part of the Transportation Stakeholders Group. We respectfully request that these interests be given a seat at the table.</p>	SEACC (Southeast Alaska Conservation Council)	Public Comment	Other E-mail	5/16/14	Public Involvement		
119	<p>In road construction zones, traffic fines are double to assist in protecting to workers in the construction zone. There are also several safety zones along the highways in Alaska with double fines. I would like to know why school zones are not considered safety zones with double fines to assist in protecting children in the area? When I am driving a car in a school zone, I drive a little slower than the posted speed limit to assist in avoiding an accident with anyone walking in a school zone while children are present. I have witnessed other cars speeding in school zones. I even seen other cars illegally pass other cars in a school zone while children are present and a long line of cars parked along the road full of parents.</p> <p>I do beleive school zones should be considered safety zones with doulbe fines.</p>	David Beals	Public Comment	Other E-mail	5/16/14	Transportation Issues		