

Summary of Fireweed Lane project TIP nomination for RPCC

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) is the Anchorage Bowl and Chugiak-Eagle River region's short range project plan for transportation improvements. It outlines the investment program of capital improvements to the metropolitan transportation system. The TIP is the means of implementing the goals and objectives of the Metropolitan Transportation Plan (MTP). Additionally, the TIP process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307.

Anyone can nominate a project to the TIP, and projects do not need to be in the MTP to be nominated (though to be included in the TIP they do need to be added to the MTP during the ongoing MTP update). The TIP nomination page is here: https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_TIP.aspx

The MTP update project page is here: <https://www.amats2050.com/>

The 30-day TIP nomination period closes at 5 pm on February 14, 2022, the day of the next RPCC meeting.

The "Fireweed Lane Rehabilitation" project was highly ranked in RPCC's 2021 Capital Improvement Program survey. A project description follows. On behalf of the RPCC membership, that project was nominated to the TIP by the RPCC Transportation Committee on February 6, 2022.

MTP project #110 & TIP project #RDY00001

Fireweed Lane Rehabilitation - Spenard Road to Seward Highway

This 2040 MTP "Short-Term Priority" project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway, changing it from 4 lanes to 3 lanes (2 lanes with a center turn lane). Non-motorized improvements are also included-see AMATS Non-Motorized Plan (NMP).

This was a highly ranked State of Alaska project in the 2021 Rogers Park Community Council (RPCC) Capital Projects survey.

The current TIP budget for this project is \$1M for design in 2019 and \$2.5M for ROW acquisition in 2021, yet no work has been done.

The proposed Complete Streets approach presented in the NMP would provide a much-needed improvement to Midtown business access to and from our council neighborhood.

This project is also critically important to winter non-motorized users. Maintenance personnel state that the sidewalks are not wide enough for pathway-sized snow plows, so graders must be used. The sidewalks are infrequently cleared of snow, so pedestrians and even people in wheelchairs use the street as a de facto sidewalk in winter.