

151g	Kristine Bunnell	<p>5. Address Shortcomings & Assumptions of the Model As noted above, the PEL materials appear primarily focused on vehicle flow rather than measuring other variables that might better align with community priorities. The following excerpts from the Travel Demand Modeling Memo provide some examples: “The model does not forecast pollutant emissions. It also does not represent safety improvements, sidewalks, bicycle lanes, pedestrian crossings, and non-capacity enhancements or policies. Impacts of such improvements will need to be assessed with tools other than the model, although model outputs such as volumes can be helpful to such assessments.” (Page 6) “The 2019 base year recalibration will ensure that overall volume and flow estimates will remain robust, but any project treatment of TNC and MaaS will need to be done off-model.” (Page 6). “The project team does not plan to test different future land use scenarios.” (Page13). “Future traveler behavior for both passenger vehicles and freight vehicles will largely be motivated by existing behavioral patterns. The model forecasts cannot account for ‘paradigm shifts’, for example wholesale future changes in where people work or where residents and businesses obtain goods and services.” (Page 14). “As mentioned in the model limitation sections above, the model does not produce outputs on some topics that may be of interest to SG PEL stakeholders. It does not deal with safety improvements and thus produces no findings on crashes; nor does it by itself estimate mobile source air pollutant emissions.” (Page 15). Although draft PEL materials do offer information about historical documents, travel characteristics, and traffic counts, the documentation is not clear whether the model is the AMATS model or a modified variant. The materials do not provide adequate discussion of: Declining traffic counts over the past 10 years. Considering the “corridor” as a length of ROW from Airport Heights to Tudor Road. Assumptions about building to peak conditions. Existing economic conditions and concerns about a recession. The changes to workforce behavior and commuting patterns that may linger after COVID-19. Whether increasing freight truck traffic will be coming from the Port of Alaska or Ted Stevens Anchorage International Airport (TSAIA), and whether cargo at TSAIA enters the road system or is simply transferred to other flights.</p>	<p>The quotes pulled from the traffic modeling technical report already acknowledge the short-comings of the model. The traffic model is only one potential tool that is proposed to be used. A considerable number of other topics and evaluations will be used in the consideration of alternatives. The following FAQ provides some details: The study is being prepared as a Planning and Environmental Linkages Study. According to the Federal Highway Administration (FHWA), Planning and Environment Linkages Studies represent a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process. See more at: https://www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx. Learn more about the PEL process in this downloadable handout: https://dot.alaska.gov/stwddes/desenviron/assets/pdf/procedures/pel_guidebook.pdf. Specific questions are answered below: (1) The traffic model is a modified variant of the AMATS model used for the 2040 MTP. The AMATS model was updated with the latest population and employment projects. (2) Traffic trends, including declining traffic counts on some facilities are presented in the Traffic Forecast Technical Memorandum available on the project web site. (3) Considering the “corridor” as a length of ROW from Airport Heights to Tudor Road. The Midtown area has already had a PEL study. This PEL study will coordinate and be consistent with the results of that study. Breaking the corridor at 20th Avenue was a decision made by AMATS in the adopted MTP. (4) Building to peak hour conditions is common traffic engineering practice. (5) The traffic forecast memo recognizes that existing economic conditions and concerns about a recession and changes to workforce behavior and</p>
151h	Kristine Bunnell	<p>6. Use Funding More Appropriately for Community Needs. PEL funding should be directed toward a more comprehensive NEPA process focused on additional planning, appropriate review and considering of alternatives, the environmental, social, and economic impacts, and engineering concepts to meet a purpose and need that in not focused on moving cars and trucks. Thank you again for the opportunity to comment. Kristine Bunnell Manager Long-Range Planning Division.</p>	<p>The PEL study was commissioned by AMATS which includes both DOT&PF and MOA representation. The PEL planning process occurs prior to a NEPA process for a specific construction process; it is considered a "pre-NEPA document". The purpose and need document has been updated and posted on the project website; it includes more discussion of nonmotorized uses. Moving cars and trucks is the purpose of the highway system. The challenge is finding solutions that meet the conflicting goals of the different functional classifications of the facilities within the study area.</p>
152	Sandra Millhouse	<p>Hello. My name is Sandra Milhouse. My phone number is (907) 373-8761. This is the third message I've left in the last two weeks, trying to get information about the project when I go online. My building has directly online to what's going on, but it doesn't actually specify what's going to happen. As I said, this is the third request I sent for a return phone call. If somebody could please call me. Really, really appreciate it. My number is (907) 373-8761. And again, my name is Sandra Mail House and my property is a 10 East Sixth Avenue. Thank you so much.</p>	<p>A member of the project team contacted the caller and provided information on how to reach the project website at www.sewardglennmobility.com</p>