



2/9/2026

## **Bike Anchorage Comment Re: MTP Amendment #2**

To the AMATS Policy Committee,

Bike Anchorage submits this comment regarding Metropolitan Transportation Plan (MTP) Amendment #2, specifically the edited project description for the Seward Highway O'Malley Road to Dimond Boulevard Reconstruction (O2D).

AMATS was on the right track in revising the allowed scope of this project. The decision to revisit the purpose and need came from an appropriate and warranted concern about cost, fit, and regional priorities. However, it has become clear that the current guardrails are still not sufficient to ensure that it will become a project worth building.

First and foremost, this corridor is not part of Anchorage's identified high-crash network and its approaches are out of step with the direction set by Anchorage's Long Range Transportation Strategy. It is therefore difficult to justify continued advancement of a \$40 million project here when other state-owned roads in Anchorage are experiencing substantially higher rates of severe and fatal crashes but have minimal investment in safety improvements.

Bike Anchorage has participated in the O2D stakeholder working group over the past six months to revise the purpose and need statement. In that time, three core issues became impossible to ignore:

### **1. Unusual secrecy and limited transparency**

Stakeholders were instructed not to share project materials or concepts outside the working group for the first several meetings. This is not standard for public process and has made many stakeholders confused and uncomfortable. It has had the effect of limiting accountability, suppressing broader community understanding, and placing undue responsibility on a small group of stakeholders to react to evolving concepts behind closed doors.

### **2. Safety framing is being abused to facilitate highway widening**

This project's original scope involved widening the highway, and although that has been excluded from this new phase of the process, the project team has found a new way to add unnecessary vehicular lanes regardless. The concept of an "auxiliary lane" was advanced to address purported safety issues such as "ramp weaving" without providing



any evidence that such a safety concern exists, and without meaningful comparison to lower-cost, non-widening alternatives.

The result? The highway gets more lanes for vehicles, sidestepping clear direction from AMATS by using fabricated “safety” benefits as justification.

### **3. Foundational data has not been provided in a timely or complete manner**

Most troubling is the ongoing absence of basic data needed to evaluate the project at all.

We understand from the project team that DOT&PF has not furnished them with updated crash or speed data for this corridor. Over the course of nearly six months, stakeholders have received only a trickle of partial information, links to external databases, or limited analyses, and only in response to requests for specific items. Stakeholders have been placed in the position of digging through raw datasets ourselves to understand conditions on the ground.

As of the writing of this letter:

- We have not been provided a complete set of crash data for the project area;
- We have not been provided any speed data;
- Traffic volume trend and origin-destination data did not arrive until late January 2026, after three stakeholder meetings totaling more than 12 cumulative hours across nearly six months.

It is inappropriate for stakeholders to consider and rank potential infrastructure changes, as we have been asked to do, in the absence of this information.

Because of these issues, Bike Anchorage has withdrawn from the O2D stakeholder working group. We have requested that the project record clearly document the reasons for our withdrawal, as we do not believe the current process can produce a credible or accountable outcome.

Given that MTP Amendment #2 edits the O2D project description and advances the project within the long-range plan, AMATS has an opportunity to strengthen the constraints now.



We respectfully request that AMATS:

**1. Make the project guardrails substantially stronger and more explicit**

The MTP description should clearly state that this is not a capacity-expansion project, and that any proposal which adds general-purpose roadway capacity, including auxiliary lanes that functionally widen the highway, must be treated as a separate action requiring explicit justification and alternatives analysis.

**2. Require a complete baseline data package before any new concepts advance**

No concepts should be elevated, prioritized, or reflected in future TIP actions until stakeholders and decision-makers are provided with a full, clearly explained picture of crash history, speed conditions, and traffic trends for the corridor.

**3. Remove the project from the MTP if these constraints cannot be enforced**

If the project cannot be credibly reworked into a genuine safety project aligned with regional priorities, it should be removed from the MTP. Forty million dollars could deliver far greater safety benefits on other local roads that are demonstrably part of Anchorage's high-crash network and in urgent need of intervention.

Bike Anchorage supports safety investments that are transparent, data-driven, and focused where they will do the most good. We appreciate that AMATS has already recognized the need to revisit this project, and we urge you to go one step further to ensure that the MTP does not continue to enable a highway-widening project that remains misaligned with Anchorage's stated goals.

Thank you for the opportunity to comment, and we welcome written responses to the concerns and requests outlined above as part of the public record.

Sincerely,

Alexa Dobson  
Executive Director, Bike Anchorage