Public Outreach Summary

Public Meeting #4 & Comment Period

Alaska Department of Transportation and Public Facilities in partnership with Anchorage Metropolitan Area Transportation Solutions

Seward to Glenn Connection PEL Study

February 7, 2024 – April 7, 2024

Seward Glenn
CONNECTION

Table of Contents

Attachments

Public Outreach Summary: Preliminary Alternatives

Introduction

The Alaska Department of Transportation and Public Facilities (DOT&PF) is engaging the community and key agency stakeholders in the Seward to Glenn Connection PEL Study (Study) to guide the development and delivery of transportation investments in the Study area. The Study allows DOT&PF to develop and screen improvement alternatives with committees, agencies, and the public to narrow down alternatives to carry forward into the National Environmental Policy Act (NEPA) review and Study design phases. The Study is a collaborative effort between DOT&PF, Anchorage Metropolitan Area Transportation Solutions (AMATS), and the community.

This public outreach summary tracks and documents public involvement activities associated with the 60-day comment period (February 7 – April 4, 2024) on the Study's seven preliminary alternatives.[1] The summary includes public involvement strategies and tactics used to publicize the public meeting held on February 7, 2024, and engage stakeholders throughout the 60-day public comment period to encourage robust public input on the preliminary alternatives. The summary also includes a summary of comments heard and how those comments are reflected in the Study's development.

Outreach and Publicity Overview

The Study team utilized a variety of public outreach tactics to engage and inform the public about the Study and the 60-day public comment period on the Study's preliminary alternatives.

Public Meeting #4

The Study team hosted a fourth public meeting on Wednesday February 7, 2024, at the Fairview Recreation Center from 4:30 to 6:30 P.M. The purpose was to inform the public about the project status, request input on the seven preliminary alternative designs, and launch the 60-day public comment period on the preliminary alternative designs.

Meeting Summary

The meeting began with a 25-minute presentation (Attachment A) to share the meeting agenda, discuss the overall design approach, and introduce the seven preliminary alternative designs, which were displayed on posters (Attachment B) around the room. Following the presentation, attendees were invited to join staff at interactive stations focused on each alternative for the remainder of the allotted time. This gave the public the opportunity to have one-on-one time with

[1] See sewardglennconnection.com/documents/Alternative Report_020624.pdf for a full description of preliminary alternatives.

Study team members, ask questions, and submit comments on each preliminary alternative design.

Supplemental materials available at each table included the following:

- Laminated 11x17 "placement" of each preliminary alternative design (Attachment C)
- Cross section ideas, providing visual support to various labels on the alternative designs (Attachment D)
- Comment forms (Attachment E)

An online public meeting (Attachment F), including all information presented at the in-person open house, was available throughout the 60-day public comment period. The online public meeting included interactive maps allowing individuals to comment on specific locations within the preliminary alternatives. The online public meeting is archived for review on the project website at https://storymaps.arcgis.com/stories/5d1f194bea75497a8e31ea6f1c53e8ff.

Attendance
In addition to the Study team (Table 1), 83 people attended the meeting.

Table 1: Study team and leadership

DOT&PF	AMATS	HDR
Galen Jones, Project Manager	Aaron Jongenelen, Planning Manager	John McPherson, Project Manager
Kevin Jackson, Project Manager	Craig Lyon, Planning Director	Laurie Cummings, Planner
Mark Eisenman, Planner	Taylor Keegan, Parks Superintendent	Taylor Horne, Environmental
Luke Bowland, Engineer	Brad Coy, Traffic Department Director	Edith McKee, Engineer
Shannon McCarthy, Communications		Amy Burnett, Public Involvement
Sean Holland, Division Director		Alice Horazdovsky, Public Involvement
		Pearl-Grace Pantaleone, Public Involvement
		Garrett Rutherford, Engineer
		Chris Croft, Engineer

Publicity
The following methods were used to notify the public about the meetings, the public comment period, where to go for additional information, and how to comment:

- Information on the project website: www.sewardglennconnection.com (Attachment G)
- Meeting information distributed on area listservs (Attachment H):
  - What's Up, 3/16/24
  - Federation of Community Councils, 3/4/24
  - Anchorage Economic Development Corporation, 3/7/24
- Anchorage Chamber of Commerce Calendar website, 3/7/24
- *Anchorage Daily News* Calendar website 3/7/24

- State of Alaska Public Involvement Calendar, Central Region website, 3/1/24
- State of Alaska GovDelivery email sent on 3/1/24
- State of Alaska Online Public Notice (Attachment I) website:
  - Public meeting ad from 1/11/24 to 2/8/24
  - Public comment period ad from 3/1/24 to 4/8/24
- Seven E-blasts were sent to the project's 400-plus-person email list (Attachment J):
  - Public Meeting:
    - Public Meeting Announcement, 2/2/24
    - Public Meeting Reminder, 2/5/24
  - Public Comment Period:
    - Comment Period is Underway! 3/4/24
    - Comment Period Halfway Over! 3/26/24
    - Comment Period 4 Days Left! 4/4/24
    - Comment Period Closes Today! 4/7/24
    - Thank You For Your Comments, 5/20/24
- Eleven Facebook posts (97 shares; 237 reactions) (Attachment K):
  - Public Meeting:
    - Public Meeting – Join Us! 1/24/24
    - Public Meeting – Need Your Insights! 1/29/24
    - Public Meeting – Want Your Feedback! 2/2/24
    - Public Meeting – Reminder! 2/5/24
    - Public Meeting – Reminder Today! 2/7/24
  - Public Comment Period:
    - Comment Period is Underway! 2/29/24
    - Comment Period Halfway Over! 3/4/24
    - Comment Period Two Weeks Left! 3/21/24
    - Comment Period One Week Left! 4/1/24
    - Comment Period Last Call! 4/7/24
    - Comment Period Ends Thank You! 4/8/24
- Two flyers, one for the public meeting and one for the public comment period, were each distributed to all the following local businesses and residents (Attachment L):
  - Carrs on Gambell
  - Carrs on New Seward
  - Mountain View Red Apple
  - Fred Meyer Bensen
  - Fire Island Bake Shop Downtown
  - Fire Island Bake Shop Airport Heights
  - Mountain View Library
  - Loussac Library
  - First National Bank of Alaska
  - U.S. Post Office on Ingra
  - University of Alaska Anchorage (UAA) Student Union
  - UAA ConocoPhillips Integrated Science Building
  - UAA Rasmuson Hall
  - UAA/Alaska Pacific University Consortium Library

  - Fairview Recreation Center
  - Anchorage Senior Activity Center
  - Midtown Mall
  - Mountain View Library
  - Fairview Elementary School
  - Central Middle School
  - Denali Montessori School
  - Bettye Davis East Anchorage High

- Seven ads in the *Anchorage Daily News* (more than 24,000 impressions and 10% click rate) (Attachment M):
  - Public Meeting
    - Two display ads, 1/24/24 and 2/5/24
  - Public Comment Period
    - Four online ads, running weeks of 3/8/24 - 4/7/24
- Project mailers (post cards) distributed to over 10,000 households and businesses within the project area (Attachment N)
- One 30-second cinema ad that ran on 41 screens from 3/1124 to 4/7/24 (Attachment O):
  - Diamond Center Theatre, 9 screens
  - Century 16 and XD, 16 screens
  - Regal Tikahtnu Commons with IMAX RPX, 16 screens
- Two digital People Mover ads that ran on 60 buses, a public comment period focused ad that ran from 3/11/24 to 4/7/24, and a general project ad that ran from 4/8/24 - 9/10/24 (Attachment P)
- Mailings sent to 30 project-area churches (Attachment Q):
  - Alaska District Council of Assemblies of God, Inc.
  - Anchorage Unitarian Universalist Fellowship, Inc.
  - Trinity Christian Reformed Church
  - Catholic Social Services on Behalf of the Brother Francis Shelter
  - Bethel Hispanic Church of God
  - Anchor Park United Methodist Church
  - Crossroads Assembly of God, Inc.
  - First Evangelical Covenant Church of Anchorage Ak
  - Eastside United Pentecostal
  - Shiloh Missionary Baptist Church
  - East Third Ave Baptist Church
  - Central Lutheran Church
  - Alaska Corp of Seventh Day Adventists
  - Wat Lao of Anchorage
  - Grandview Baptist Church
  - Covenant House Alaska
  - American Baptist Home Mission Society
  - Corp Catholic Archbishop of Anchorage
  - Most Worshipful Prince Hall Grand Lodge of Alaska

    - Praise Temple Way of the Cross Church of Christ
    - Anchorage Church of Christ
    - Lighthouse Christian
    - Greater Friendship Baptist Church
    - Pentecostal Holiness Church
    - Lighthouse Christian Fellowship
    - Global Partnership Ministries
    - Voice of Christ Full Gospel Church
    - Church of the New Testament
    - Antioch Church of God in Christ
    - Manai For Assembly of God
- Sixteen meetings with stakeholder groups within the study area (described below)

Community Council Presentations
The Study team presented at the following community council meetings during the public comment period:

- Rogers Park on March 4, 2024
- Airport Heights on March 21, 2024
- Government Hill on March 21, 2024
- Fairview on March 14, 2024
- Mountain View on February 28. 2024

The presentation format included an overview of the project's purpose and need, preliminary alternatives, and a request for comments, followed by questions from the public.

Small Group Meetings
The Study team presented to several small groups, including:

- AMATS Freight Advisory Committee
- AMATS Citizen Advisory Committee
- AMATS Bicycle and Pedestrian Advisory Committee
- AMATS Technical Advisory Committee
- AMATS Policy Committee
- AMATS staff
- First National Bank
- Alaska Trucking Association
- Alaska Railroad, Alaska Regional Hospital
- Fairview Business Association
- Fairview Executive Committee.

The format was similar to the community council presentations, and attendees were encouraged to submit comments on the alternatives.

Stakeholder Committee Meetings
The Study team hosted meetings for the Agency and Tribes Committee, Community Advisory Committee, and Technical Advisory Committee. The format was similar to the community council presentations, and attendees were encouraged to submit comments on the alternatives.

The committees will continue to meet at key milestones throughout the PEL process.

Other Outreach
In addition to the activities listed above, the Study team hosted two listening posts at the Anchorage Museum during Anchorage Design Week, February 21-23, 2024, and hosted a booth at the Anchorage Transportation Fair on March 28,2024.

Public Comment and Response Summary

Summary of Public Comments on Preliminary Alternatives

During the comment period, the Study team received approximately 280 comments from the public and agencies (Attachment O). Most commenters indicated support for, concerns about, or a combination of support and concern, on the nine preliminary alternatives. Alternatives included:

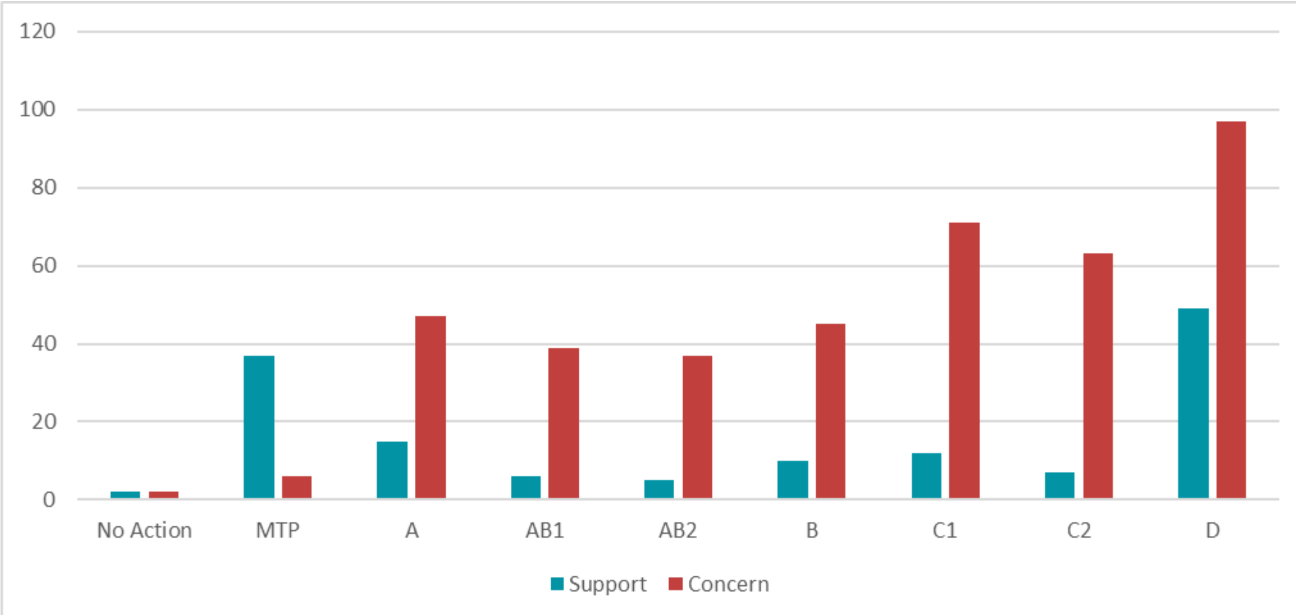
1. No Action – the existing project corridor stays the same
2. Metropolitan Transportation Plan (MTP) – a plan adopted by AMATS MTP 2050
3. Alternative A:
    a. Roadway Improvements - Roadway Improvements would provide a continuous freeway connecting the Glenn Highway and Seward Highway.
    b. Nonmotorized Connections - Nonmotorized Connections would improve local connectivity and improve quality of life.
4. Alternative AB1:
    a. Roadway Improvements – a variation combining aspects of both Alternatives A and B to reduce business impacts on the north side of East 5th Avenue.
    b. Nonmotorized Connections - The nonmotorized improvements in in Alternative AB1 are similar to the improvements in Alternative B, but AB1 has an Airport Heights interchange and routing from Alternative A to reduce commercial impacts along 5th Avenue and a depressed alignment on Ingra Street to separate regional and local traffic to reduce conflicts.
5. Alternative AB2:
    a. Roadway Improvements - a variation combining aspects of both Alternatives A and B to reduce business impacts on the north side of East 5th Avenue.
    b. Nonmotorized Connections - similar to the improvements in Alternative B.
6. Alternative B:
    a. Roadway Improvements - provide a continuous freeway connecting the Glenn and Seward Highways that reduces right-of-way along East 5th Avenue and Ingra Street.

   b. Nonmotorized Connections - would improve connectivity and quality of life by reducing lanes on Gambell Street and Ingra Street and creating a regional trail from Chester Creek to Ship Creek with an emphasis on nonmotorized connections.
7. Alternative C1:
   a. Roadway Improvements – create a continuous freeway through the study area connecting the Glenn and Seward Highways by using underutilized land and public right-of-way south of Merrill Field to try to reduce relocation impacts and largely bypass Fairview to reduce regional travel impacts.
   b. Nonmotorized Connections – improve connectivity and quality of life by using underutilized land and public right-of-way south of Merrill Field to try to reduce relocation impacts and largely bypass Fairview to reduce regional travel impacts with an emphasis on nonmotorized connections.
8. Alternative C2:
   a. Roadway Improvements – similar to Alternative C1, except along East 15th Avenue. In this alternative, the highway would be located just south of 15th Avenue, allowing 15th Avenue to remain continuous.
   b. Nonmotorized Connections - similar to Alternative C1, but alignment is south of 15th Avenue to keep 15th Avenue continuous, with an emphasis on nonmotorized connections.
9. Alternative D – Roadway Improvements would create a continuous freeway through the study area connecting the Glenn and Seward Highways by maximizing use of public land to minimize relocation impacts and bypass Fairview to reduce regional travel impacts.

Figure 1 offers a summary of opinions by alternative.[2]

[2] Some commentors expressed support or concern for multiple alternatives in one comment.

Figure 1. Comments by Alternative



People had a wide array of reasons for supporting alternatives, including that the alternative(s) has the fewest negative impacts on the surrounding neighborhoods, properties, and businesses; promotes commercial growth in Fairview by removing tens of thousands of vehicles from neighborhood streets; provides easy access to Downtown; uses existing routes; minimizes construction impacts; improves efficiency of freight movements; reduces the potential for cut-through traffic; improves safety for bicyclists and pedestrians; and improves trail connections. Some supportive comments included references to improved mobility and support for the redevelopment of Fairview. Of the seven alternatives, Alternative D received the most comments in favor, with the Metropolitan Transportation Plan (MTP) 2050, which received roughly 25% less favorable comments, in second place.

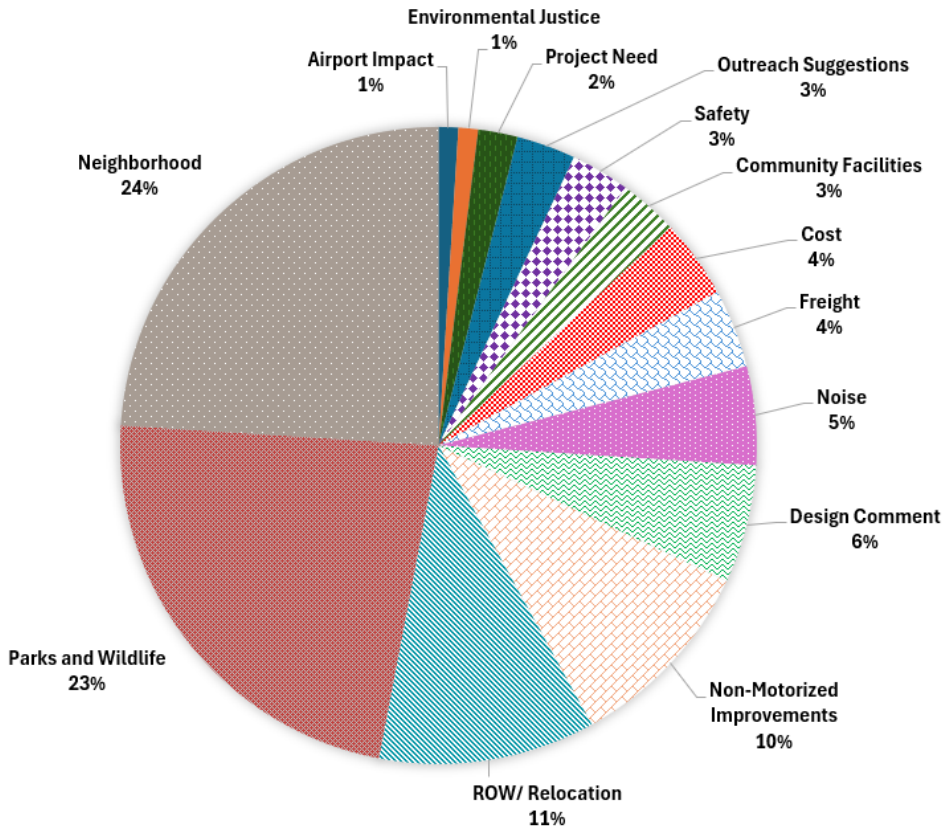
Commentors also expressed general concerns about the preliminary alternatives. Topics of concern included residential and commercial relocations; changes in travel patterns; loss of community cohesion and other neighborhood impacts; impacts to community facilities like parks and trails; reductions in property values; construction-related impacts; noise impacts; air quality impacts; impacts to prioritization and utilization of annual road construction and maintenance budgets; and impacts to environmental justice (low-income and minority) populations.

See Attachment P for a summary of comments on the alternatives and the team's responses.

Comments by Topic

Commentors raised 14 specific key topics and areas of support or concern related to the seven preliminary alternatives, with parks and wildlife and neighborhood impacts most frequently cited (Figure 2). See Attachment P for a summary of comments by topic and the team's responses.

Figure 2. Comments by Topic



How Comments Shape Analysis

Analysis Process Changes

One key outcome from the comment period is a revision to the way the team is implementing the Recommended Alternative Selection Criteria Memorandum (January 2023).

This PEL Study approach for developing and screening alternatives was developed to be consistent with federal guidelines, consider a wide array of transportation options, and conduct a methodical screening process to identify the alternative(s) that best meets the study's purpose and need while also considering other factors. The screening process tests the performance of alternatives by using criteria that identify whether an alternative reasonably meets the Study's purpose and need, and is acceptable from technical, environmental, community, economic, and cost perspectives.

The process consists of several steps, including alternatives development, Initial (Level 1) Alternatives Screening, further alternatives refinement, and Detailed (Level 2) Alternatives Screening, and ends with the identification of a Recommended Alternative or Alternatives. Initial (Level 1) Alternatives Screening is intended to be a coarse-level screening focused on eliminating the preliminary alternatives that have fatal flaws that are unacceptable to the community. This level will entail designing preliminary alternatives and developing qualitative and quantitative evaluation measures. Detailed (Level 2) Alternatives Screening will analyze the smaller subset of alternatives that pass the initial (Level 1) screening, which will be developed to a high level of detail. The Detailed (Level 2) Alternatives Screening will use screening criteria that focus on the needs identified in the Purpose and Need Statement, environmental impacts, costs, and technical feasibility, with the intent of showing differences between the detailed alternatives and resulting in the identification of a Recommended Alternative or Alternatives.

All nine of the preliminary alternatives are analyzed according to Level 1 screening. All preliminary alternatives featuring a highway connection for regional traffic dropped out when unmodified. Refinements are made by modifying and combining the best elements of varying alternatives to create refined alternatives that reduce or mitigate stakeholders' concerns and still meet the study's Purpose and Need. Refinements focus on reducing impacts to social, economic, and environmental resources as outlined in the screening criteria. The refined alternatives then go through Level 2 screening to ensure they continue to meet all screening criteria prior to being shared with the public.

Preliminary alternatives that move forward from Level 2 screening would be further evaluated and refined to minimize impacts to social, economic, and natural resources. These alternatives also go through additional traffic modeling.

Level 2 will involve more details in an alternatives screening that will focus on identifying reasonable alternatives in further consideration of environmental impacts, costs, and technical feasibility. Following Level 2 screening and another round of public comment, a Recommended Alternative or Alternatives will be identified.

Next Steps

The Study team will screen the preliminary alternatives based on the updated Level 1 screening "fatal flaw" criteria, further refine the alternatives with a focus on lessons learned from public feedback, develop traffic models and environmental analysis that compare benefits and challenges across the proposed alternatives, and carefully review the potential environmental effects.

The Study team will continue to provide updates to community councils and other stakeholders as the alternatives are refined. The next public open house will share how public comment on the preliminary alternatives and additional data collected are reflected in the refined alternatives and will seek additional public comments on the refinement of the alternatives.

Attachment A

Public Meeting Presentation

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Seward to Glenn Connection PEL Study

Open House #4

Preliminary Alternatives

February 2024

TRANSPORTATION & PUBLIC FACILITIES • STATE OF ALASKA •

Meeting Format

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- **Orientation**
  - Alternatives Overview
- **Breakout**
  - Independent poster tour
  - Alternatives stations:
    - ✓ Workshop-style review of alternatives
    - ✓ One-on-one with the project team
    - ✓ Share your feedback!

We want to hear from you!
Visit the Online Interactive Open House
sewardglennconnection.com

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CONNECTION

Preliminary Alternatives

Orientation

Balancing Issues & Challenges

Seward ↔ Glenn CONNECTION

Improve safety.

Reduce regional and local travel conflicts.

Consider the needs of all users *(pedestrians, bicyclists, vehicles, and freight)*.

Maintain National Highway System *(regional)* functionality.

Improve the ability to move safely and efficiently when accessing key destinations.

SCHOOL ZONE

TRUCK ROUTE

Port access routing: Improve access between the Port and the highway while also reducing neighborhood impacts.

Livability: Help reconnect the neighborhood *(physically and socially)* by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.

Accommodate ideas from adopted plans:
- Gambell Main Street Redevelopment
- Ingra Greenway Supportive Development Corridor
- Improvements for pedestrians and bicyclists
- Reconnecting Communities Grant *(forthcoming)*

Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).

Overall Design Approach

We incorporated the following ideas into every alternative:

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Improve Local Travel, Livability, and Economic Development

- A main street design on Gambell Street
- Complete street or woonerf design on Ingra Street and/or Hyder Street
- Reduce lanes on 5th and 6th Avenues and Gambell and Ingra Streets as described in the MTP 2050
- Pedestrian bridge (over depressed freeway alternatives) or nonmotorized upgrade on 10th Avenue

Reduce Travel Conflicts and Improve Safety

- Reduce local and regional travel conflicts by depressing the highway or routing it to bypass neighborhoods
- Remove Port traffic from neighborhoods

Improve Nonmotorized Travel and Livability

- Regional trail connecting Chester Creek Trail to Ship Creek Trail to form a loop around Anchorage's urban core (via proposed Fairview greenway connection, Ship Creek Trail, Coastal Trail, and Chester Creek Trail)
- Pedestrian bridges or tunnels across major roadways
- Roadway bridge over Chester Creek at Seward Highway to improve pedestrian undercrossing and return creek to natural conditions for fish passage
- Trail connections from Bragaw Street to Reeve Boulevard

Improve Regional Travel

- A free-flow highway connection from the Seward Highway to the Glenn Highway
- Fill in the gap between existing controlled-access freeways, improving connectivity for regional travelers

TRUCK ROUTE

Improve Freight Movement, Reduce Conflicts, and Improve Safety

- Reduce truck traffic on local streets by connecting the Port of Alaska directly to a highway interchange
- Increase freight mobility by keeping trucks on freeways and rerouting them to industrial streets without stop lights

Consistency with Adopted Plans

- Accommodation/promotion of planned improvements from:
  - Metropolitan Transportation Plan 2050
  - Anchorage Land Use Plan Map
  - Fairview Neighborhood Plan
  - Gambell Street Redevelopment and Implementation Plan

Regional Roadway Examples

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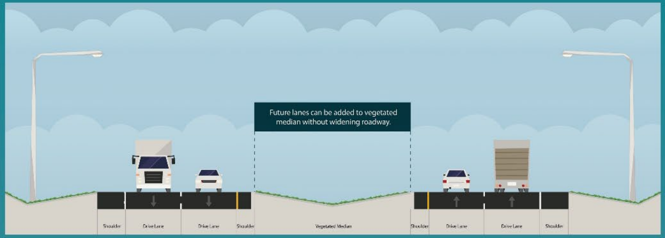
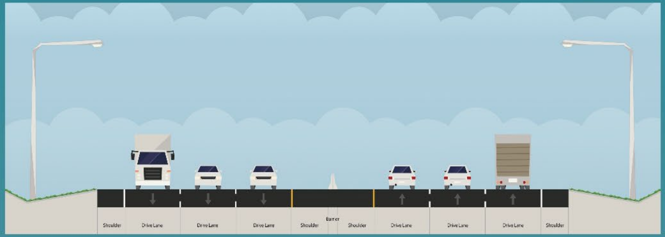
CONNECTION

At-Grade



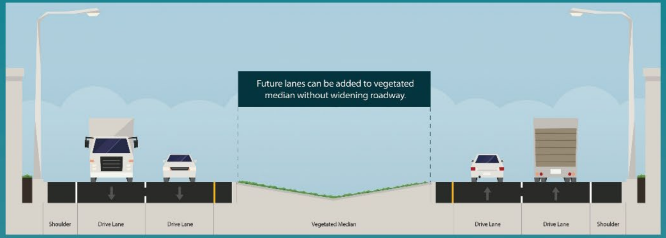
Vegetated Median (Initial Build-Out)



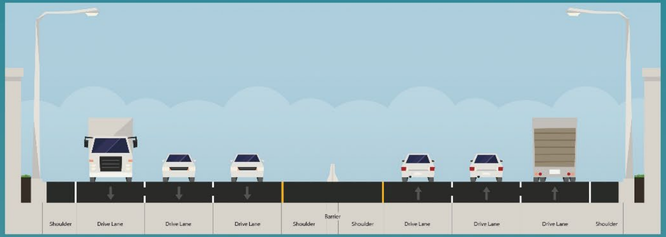
Concrete Barrier Median (Potential Future Build-Out)

Glenn Highway, Anchorage

Depressed



Vegetated Median (Initial Build-Out)



Concrete Barrier Median (Potential Future Build-Out)

Minnesota Boulevard, Anchorage

Viaduct (Bridge)

Elevated Section with 4 Lanes

Viaduct Example

Viaduct Example

Local Roadway Examples

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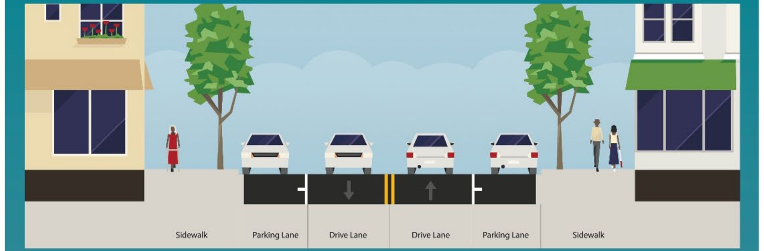
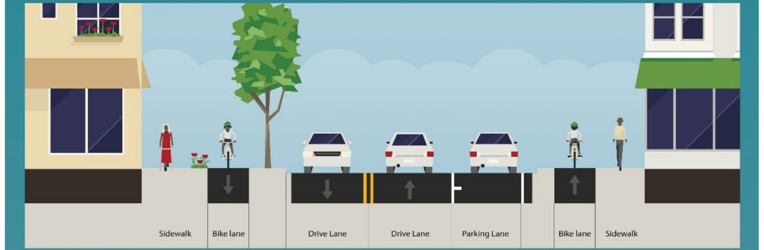
Main Street (Gambell)



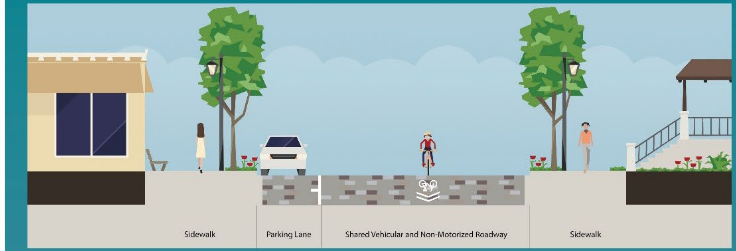
Main Street Example



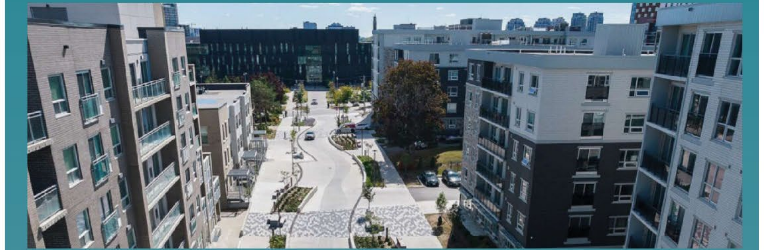
Main Street Example


West Fourth Avenue, Anchorage

Woonerf (Hyder)

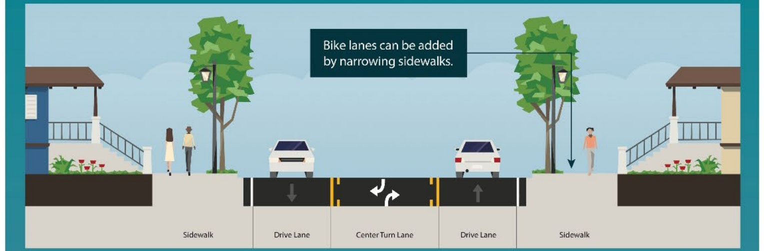


Woonerf Example

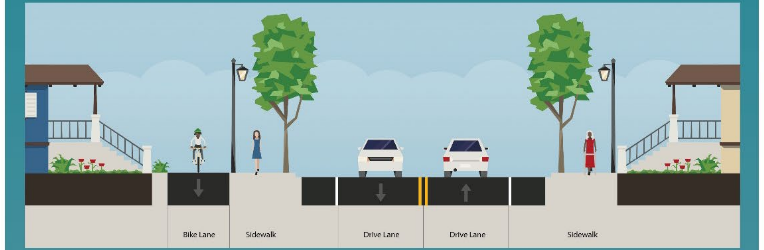

Modern Woonerf Example

F Street, Anchorage

Complete Street (Ingra)



Complete Street Center Turn Lane Example



Complete Street Greenway Example


Spenard Road, Anchorage Example

Alternative A

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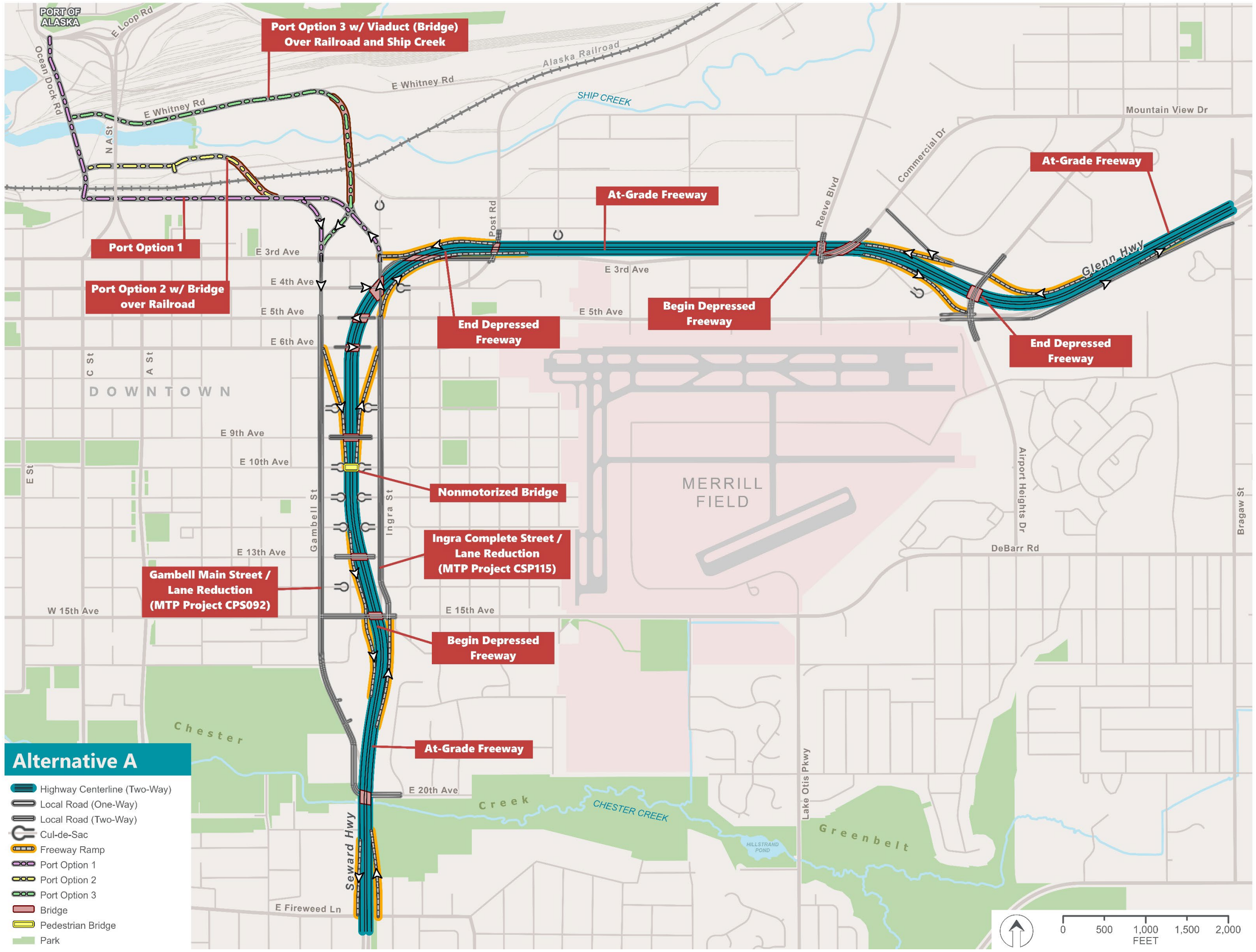
Design Approach

- Test Metropolitan Transportation Plan 2040 highway connection alignment
- Allow Ingra St to be utilized as a collector road to accommodate local traffic circulation in Fairview

Features

- Depressed alignment on Hyder St to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Multiple options for Port access using an extension of Gambell St and Ingra St
- Uses alignment ideas from past adopted plan
- Greenway trail connection along Ingra St



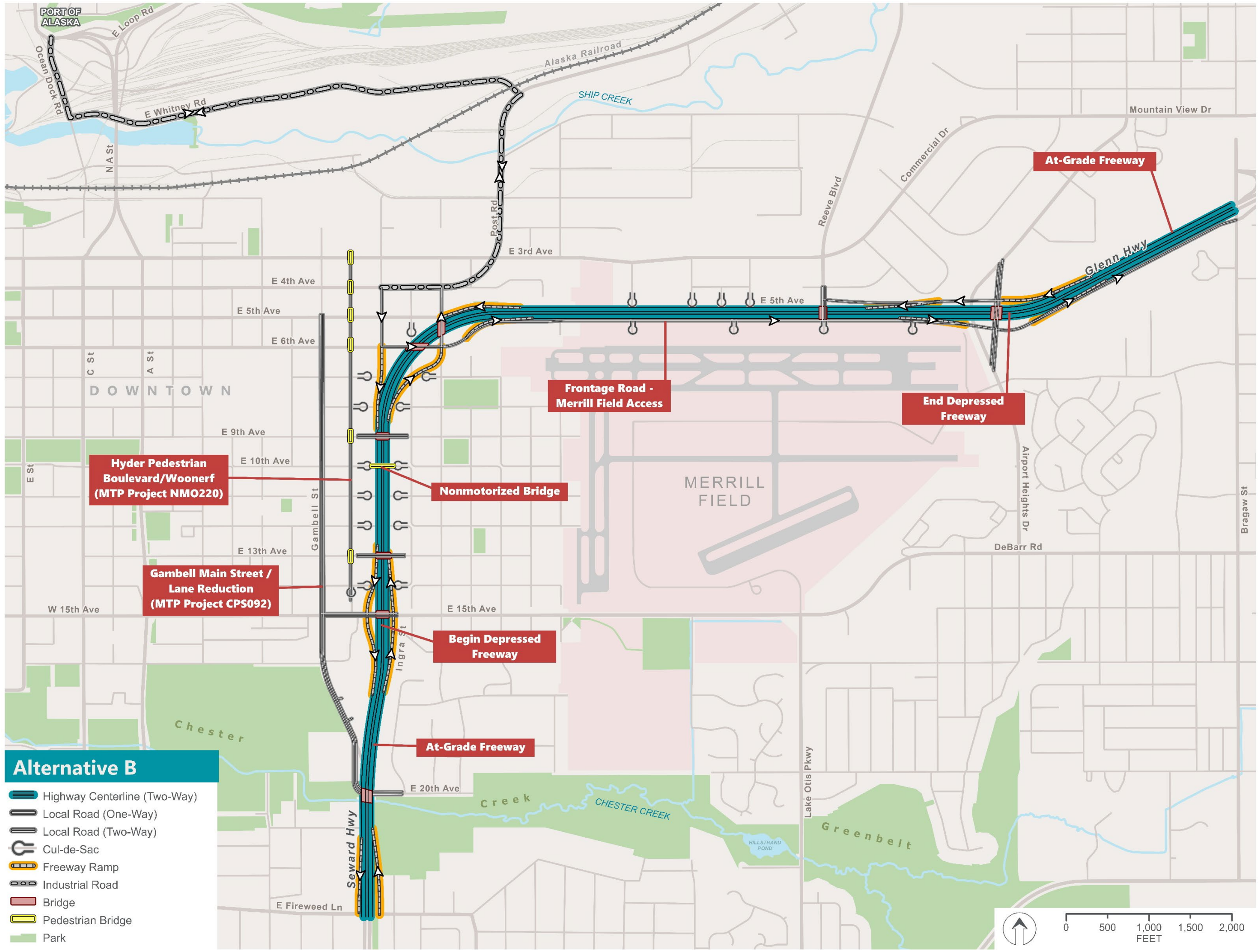
Alternative B

Design Approach

- Maximize use of existing DOT&PF right-of-way (on 5th Ave and Ingra St)
- Allow Hyder St to be utilized as a woonerf and greenway connection between Ship Creek and Chester Creek Trails
- Shorter version of a highway connection through Fairview with reduced business relocations at the north end

Features

- Depressed alignment on Ingra St to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Frontage road for Merrill Field access
- Port connection upgrade via Post Rd to Whitney Rd to a new interchange
- Greenway trail connection and woonerf on Hyder St



Alternative AB1

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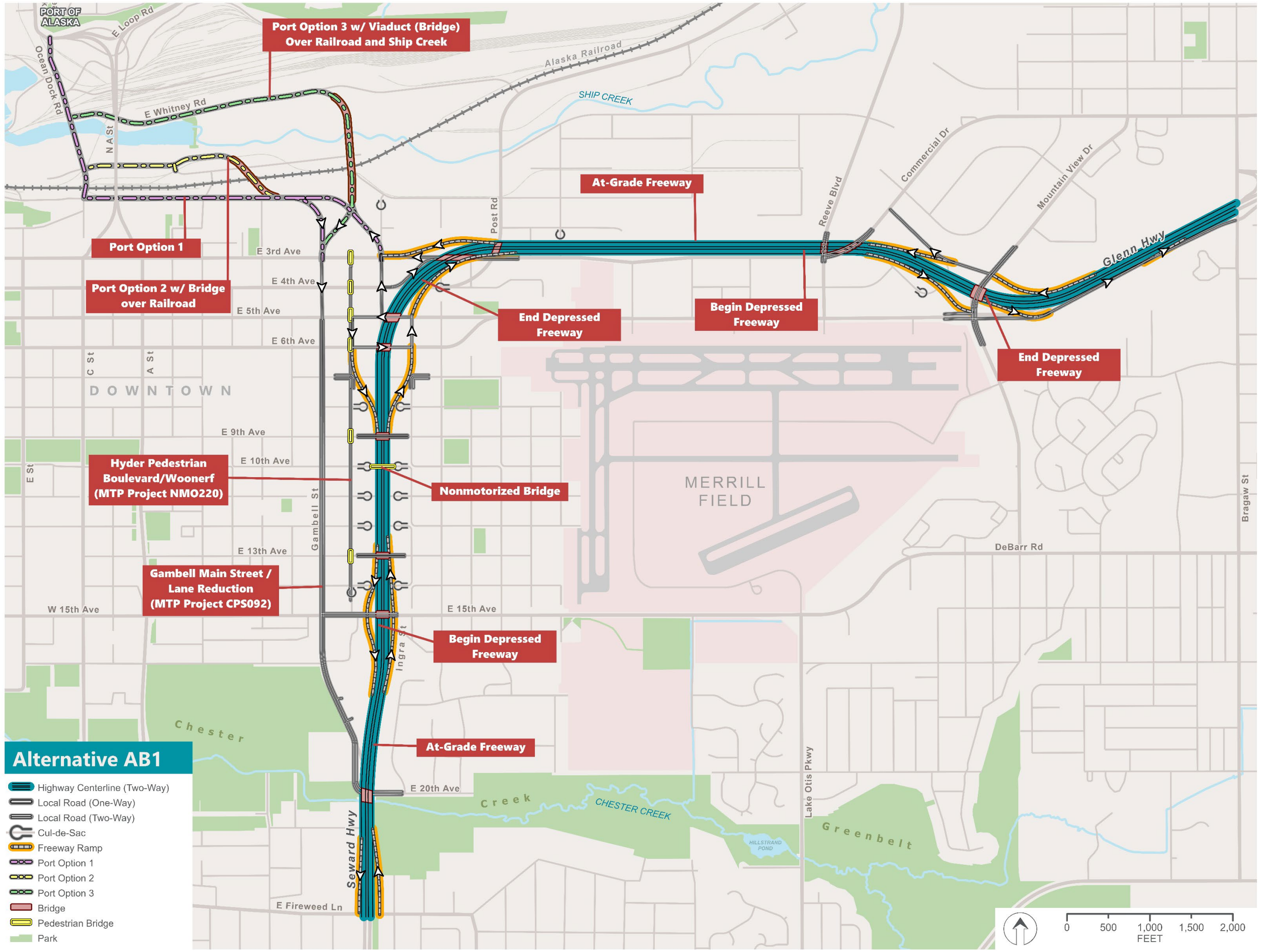
Design Approach

- Utilize existing DOT&PF right-of-way (on Ingra St)
- Use parts of Alternatives A and B to try to reduce commercial impacts
- Eliminate Merrill Field north access impacts
- Eliminate Merrill Field north RSA impacts

Features

- Interchange to directly access Downtown
- Airport Heights interchange and routing from Alternative A to reduce commercial impacts along 5th Ave
- Depressed alignment on Ingra St to separate regional and local traffic to reduce conflicts
- Frontage road for Merrill Field access
- Port connection upgrade
- Greenway trail connection and woonerf on Hyder St



Alternative AB2

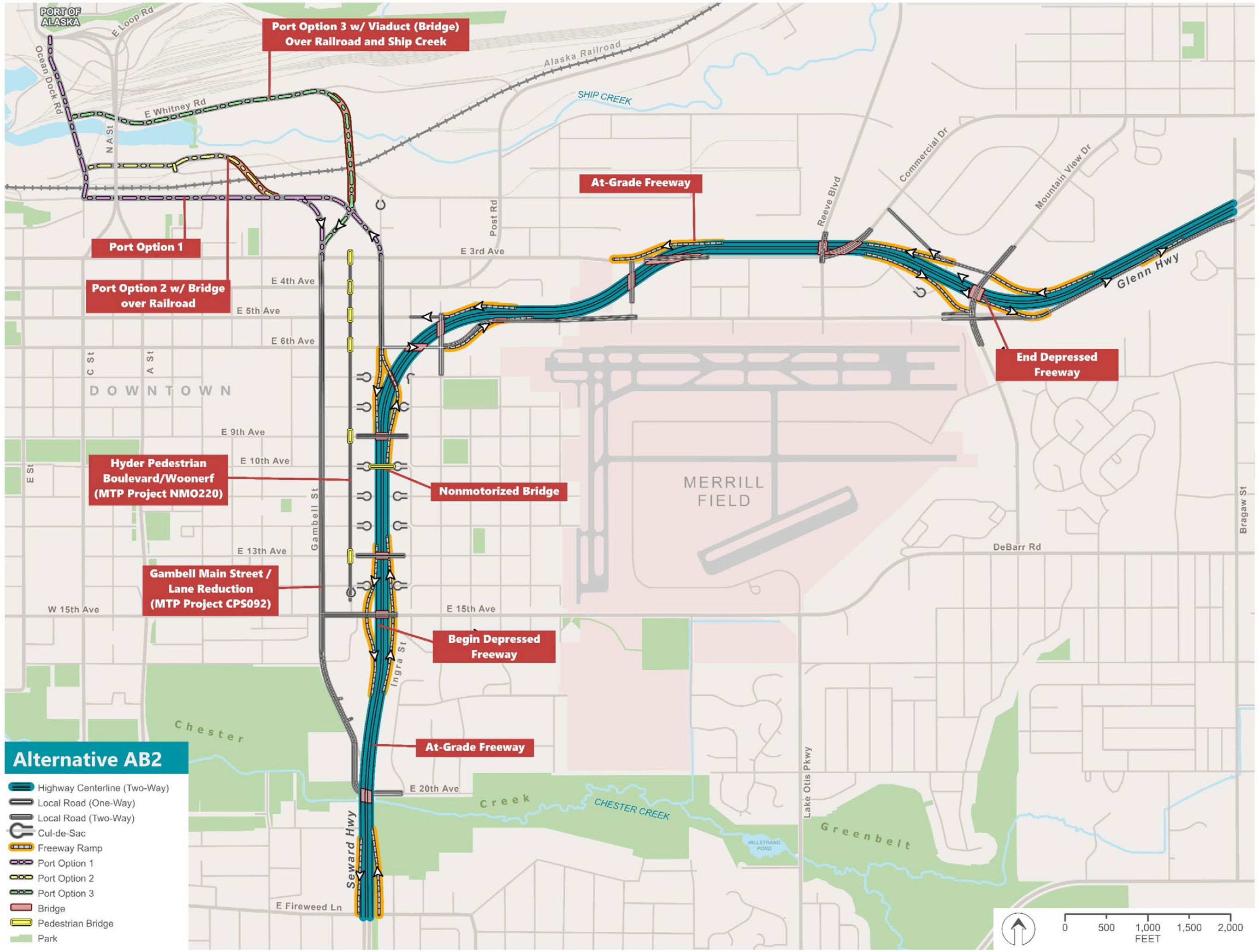
Seward Glenn CONNECTION

Design Approach

- Utilize existing DOT&PF right-of-way (on Ingra St)
- Use parts of Alternatives A and B to try to reduce commercial impacts
- Eliminate Merrill Field north access impacts
- Utilize Merrill Field north RSA to reduce commercial impacts along 3rd Ave

Features

- Airport Heights interchange and routing from Alternative A to reduce commercial impacts along 5th Ave
- Cross through Merrill Field runway protection zone to connect Alternatives A and B
- Interchange to directly access Downtown
- Depressed alignment on Ingra St to separate regional and local traffic to reduce conflicts
- Port connection upgrade
- Greenway trail connection and woonerf on Hyder St



Alternative C1

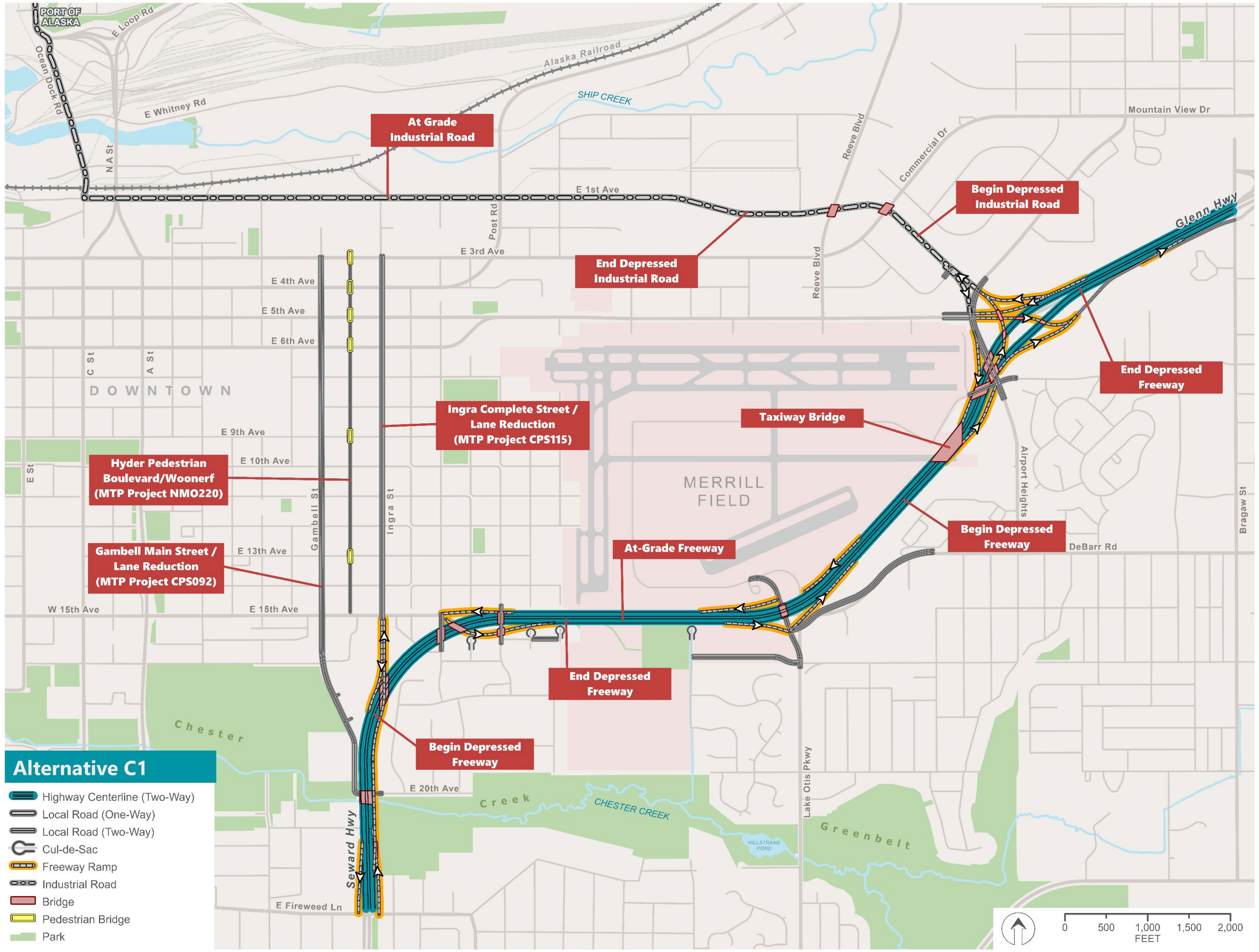
Seward Glenn CONNECTION

Design Approach

- Reduce relocation impacts by using underutilized land and public right-of-way south and southwest of Merrill Field
- Reduce length of physical barrier (depressed freeway) through Fairview neighborhood
- Largely bypass Fairview and Downtown to reduce regional trip lengths

Features

- Make use of public right-of-way south of Merrill Field and on 15th Ave
- Make use of vacant Northway Mall
- Interchange to access U-Med via Lake Otis Pkwy
- Depressed alignment on 15th Ave to separate regional and local traffic to reduce conflicts
- Port connection upgrade via 1st Ave, under Reeve Blvd and Commercial Dr to a new interchange
- Greenway trail connection and woonerf on Hyder St



Alternative C2

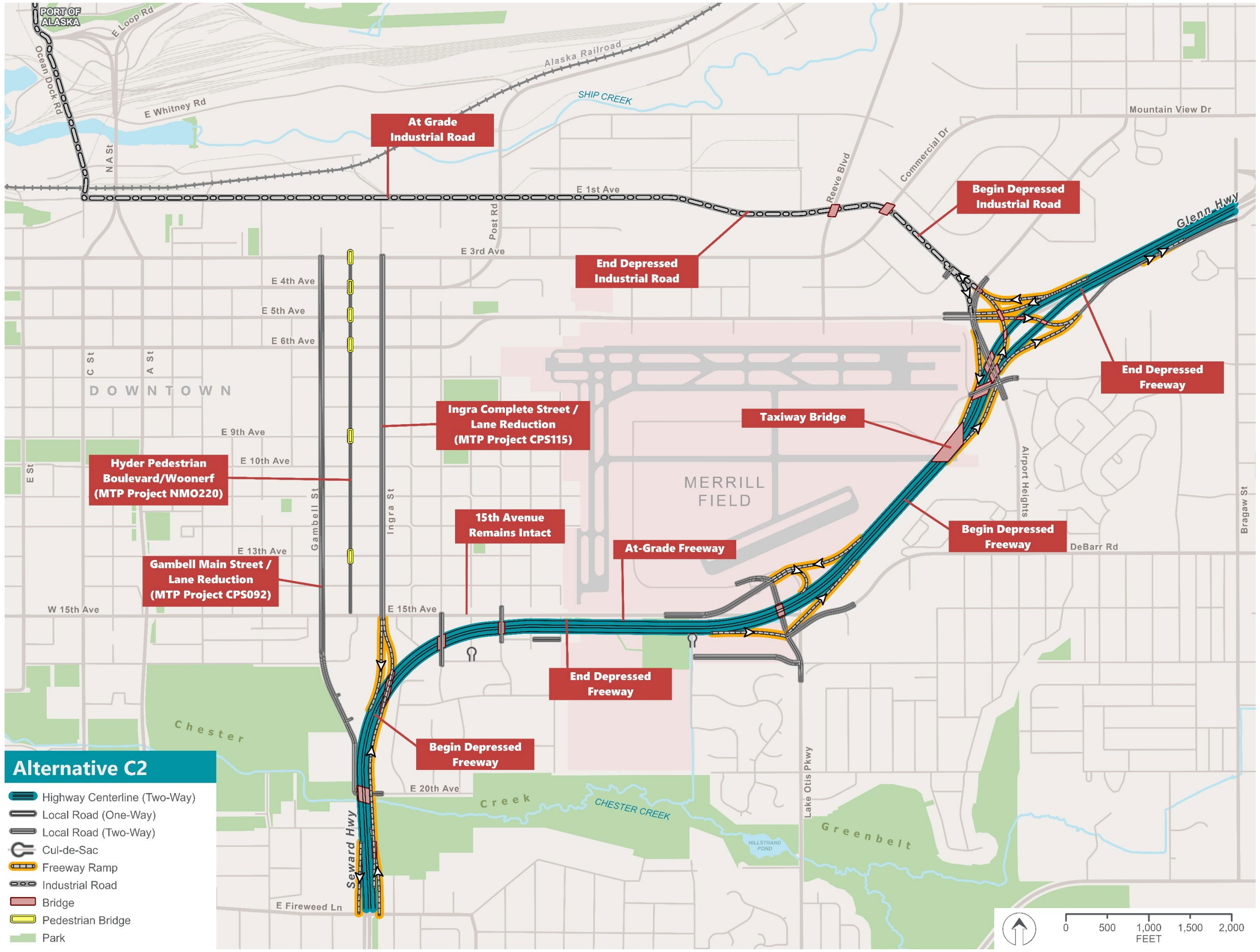
Seward ↔ Glenn CONNECTION

Design Approach

- Same as C1, but alignment shifted south of 15th Ave to keep 15th Ave continuous
- Eliminate impacts to existing 15th Ave complete street
- Allow local traffic to utilize the existing east-west connection on 15th Ave and not be required to utilize the proposed freeway for short trips

Features

- Depressed alignment along 15th Ave to separate regional and local traffic to reduce conflicts
- Make use of public right-of-way south of Merrill Field and on 15th Ave
- Make use of vacant Northway Mall
- Interchange to access U-Med via Lake Otis Pkwy
- Port connection upgrade via 1st Avenue, under Reeve Blvd and Commercial Dr to a new interchange
- Greenway trail connection and woonerf on Hyder St



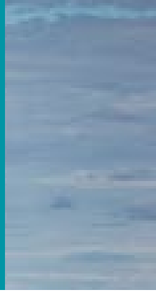
Alternative D

Design Approach

- Maximize use of public land to minimize relocation impacts
- Completely bypass Fairview and downtown to minimize Regional travel impacts to trip lengths
- Eliminate physical barrier (depressed freeway) through Fairview neighborhood

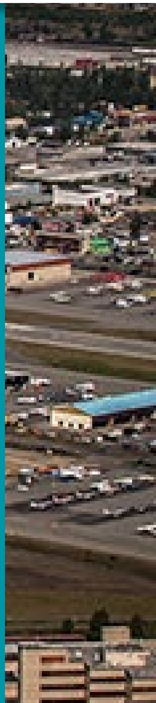
Features

- Make use of vacant Northway Mall
- Make use of public land south of Merrill Field and south of 15th Avenue
- Cross over Chester Creek Greenbelt on a viaduct (long bridge) to reduce park/trail impacts
- Interchange to access U-Med via Lake Otis Pkwy
- Port connection upgrade via Whitney Road to Viking Drive then under Commercial Drive to a new interchange
- Greenway trail connection and woonerf on Hyder Street
- Adds trail connection from Chester Creek to Debarr Road



Seward ↔ Glenn
CONNECTION

Breakout/Workshop



Your Project Team

Seward Glenn CONNECTION


Galen Jones

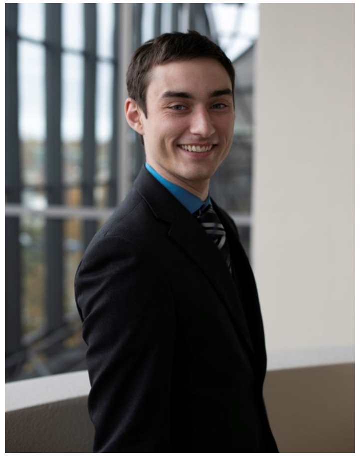

Taylor Horne


Edith McKee


Amy Burnett


Chris Croft


John McPherson


Garrett Rutherford


Alice Horazdovsky


Laurie Cummings

We want your input!

Seward Glenn CONNECTION

PUBLIC COMMENT PERIOD:

February 7, 2024 – April 7, 2024

60 DAYS

VISIT OUR ONLINE OPEN HOUSE AND COMMENT USING THE INTERACTIVE MAP

*Draft Alts and Ped Study Reports Available Online

SCAN ME WITH YOUR SMART PHONE

ONLINE *

sewardglennconnection.com

BY EMAIL

info@sewardglennconnection.com

BY PHONE

(907) 206-2289

Attachment B

Public Meeting Posters

WELCOME

Seward ↔ Glenn
CONNECTION

Seward to Glenn Connection PEL Study

Public Open House #4

February 7, 2024

Project Schedule

We are now in Phase 4 of the PEL Study. During this phase, a range of alternatives will be developed and reviewed for fatal flaws and reasonableness.

Timeframe	Summer 2021	Fall 2021 – Spring 2022	Spring 2022 – Winter 2023	WE ARE HERE Winter 2023 – Spring 2024	Spring 2024 – Fall 2024	Fall 2024 – Spring 2025
Study Step	**1 Project Initiation**	**2 Problems to be Solved**	**3 Purpose and Need and Evaluation Criteria**	**4 Develop Alternatives**	**5 Evaluate, Refine, and Select Alternatives**	**6 Finalize Documentation**
Objectives	Establish effective communications management protocols for a solid project foundation.	Identify problems to be solved based on updated data and public input.	Develop the Purpose and Need and evaluation criteria based on issues identified through data analysis and outreach.	Develop alternative concepts and review them for fundamental flaws and practicality.	Refine and further develop reasonable alternatives, arriving at a recommended alternative(s).	Develop final documentation that is easy to read, meets all requirements, and confirms DOT&PF, AMATS, and resource agency acceptance.
Activities	• Develop project management plan. • Establish schedule. • Prepare communications plan.	• Collect existing information (maps, studies, and data). • Develop baseline and forecasted traffic volumes. • Identify environmental constraints. • Identify safety needs, system performance standards, and facility deficiencies.	• Develop Purpose and Need. • Identify alternatives selection criteria based on: - DOT&PF design criteria - Environmental constraints	• Identify and develop alternatives. • Prepare centerline and typical sections. • Consider environmental and community factors. • Collect baseline data and conduct traffic study work.	• Refine and screen detailed alternatives. • Conduct traffic modeling. • Assess against screening criteria. • Assess environmental impacts. • Update cost estimates. • Identify draft recommendations.	• Refine recommended alternative(s). • Identify construction phasing plan. • Prepare financial analysis. • Write Draft PEL Study Report. • Host public review period. • Finalize PEL study report.

Community Engagement

- Create Website
- Form Committees
- Advisory Committee Meetings *Kick-off*
- Public Meeting #1 *Input on transportation problems to be solved*
- Small Group Meetings
- Advisory Committee Meetings
- Public Meeting #2 *Input on Purpose and Need and solicit alternatives ideas*
- Listening Posts
- Small Group Meetings
- Public Review and Comment *on Purpose and Need Statement, Evaluation Criteria, System Performance Memo, and Environmental Setting Report*
- Public Meeting #3 *Input to identify alternatives*
- Listening Posts
- Public Meeting #4 *Review and provide input on draft alternatives*
- Public Review and Comment *on preliminary alternatives*; Small Group Meetings
- Advisory Committee Meetings
- Small Group Meetings
- Stakeholder Workshop
- Public Meeting #5 *Review evaluation results and provide input on draft recommendations*
- Advisory Committee Meetings
- Stakeholder Workshop
- Advisory Committee Meetings
- Public Meeting #6 *Review and comment on Draft PEL Study Report*
- Public Review and Comment *on Draft PEL Study Report*

Alternatives Development Process

Public Comments | **Past Plans & Studies**

Public input was collected regarding transportation problems and needs in the study area via a public open house, a public comment period, and other outreach.

Purpose & Need

A draft Purpose and Need Statement was developed. Alternatives must address the Purpose and Need.

Design Criteria

Draft evaluation criteria were developed. Alternatives should conform to established design criteria. The Purpose and Need Statement and evaluation criteria were reviewed at a public open house and via other public outreach efforts.

Stakeholder Input → **Concepts**

Preliminary concepts were presented at a combined agency and community workshop.

Concepts were developed into alternatives based on input from the workshop and public meeting and feedback from other community outreach efforts.

Public & Agency Input → **Draft Alternatives**

We are here

DOT&PF is soliciting public input on the draft alternatives.
A public meeting and robust public outreach will inform further refinement.

DOT&PF will refine the alternatives based on public and agency input and share them with the public for further input.

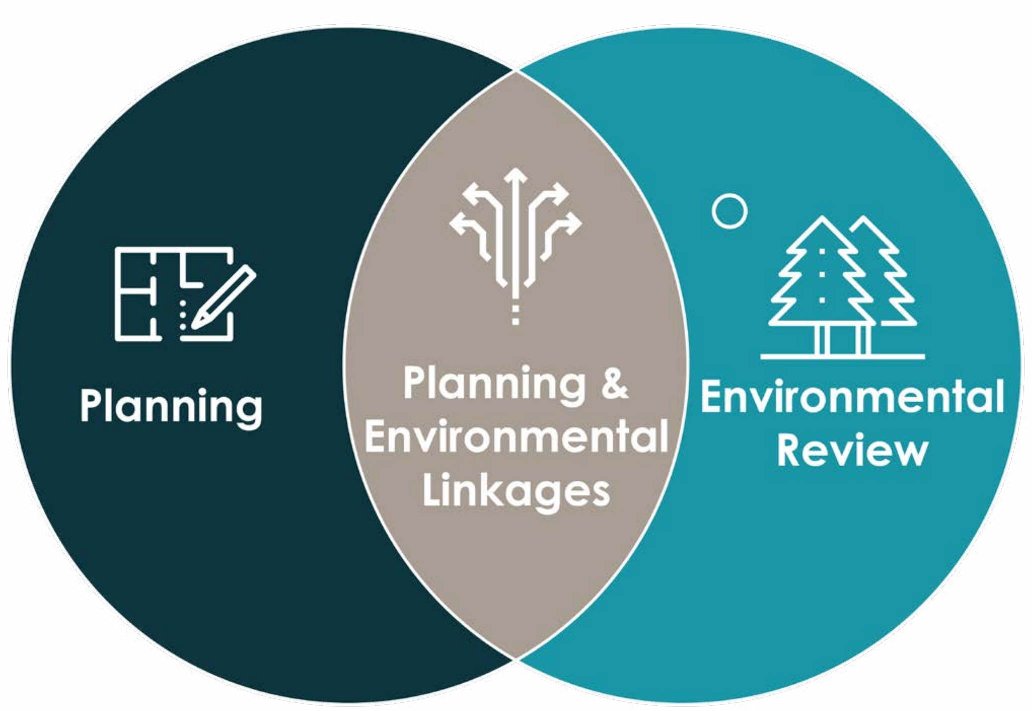
Alternatives Advanced for Screening and Analysis

Alternatives will be evaluated against Purpose and Need factors, right-of-way, and environmental impacts.

The Study

What is the purpose of the PEL Study?

Its purpose is to "identify and evaluate options to improve **livability, safety, access,** and **connectivity** between the **Seward Highway, near 20th Avenue and the Glenn Highway, east of Airport Heights and Mountain View Drives.** The project will also identify ways to **improve access to and from the Port of Alaska** to the interstate highway network."

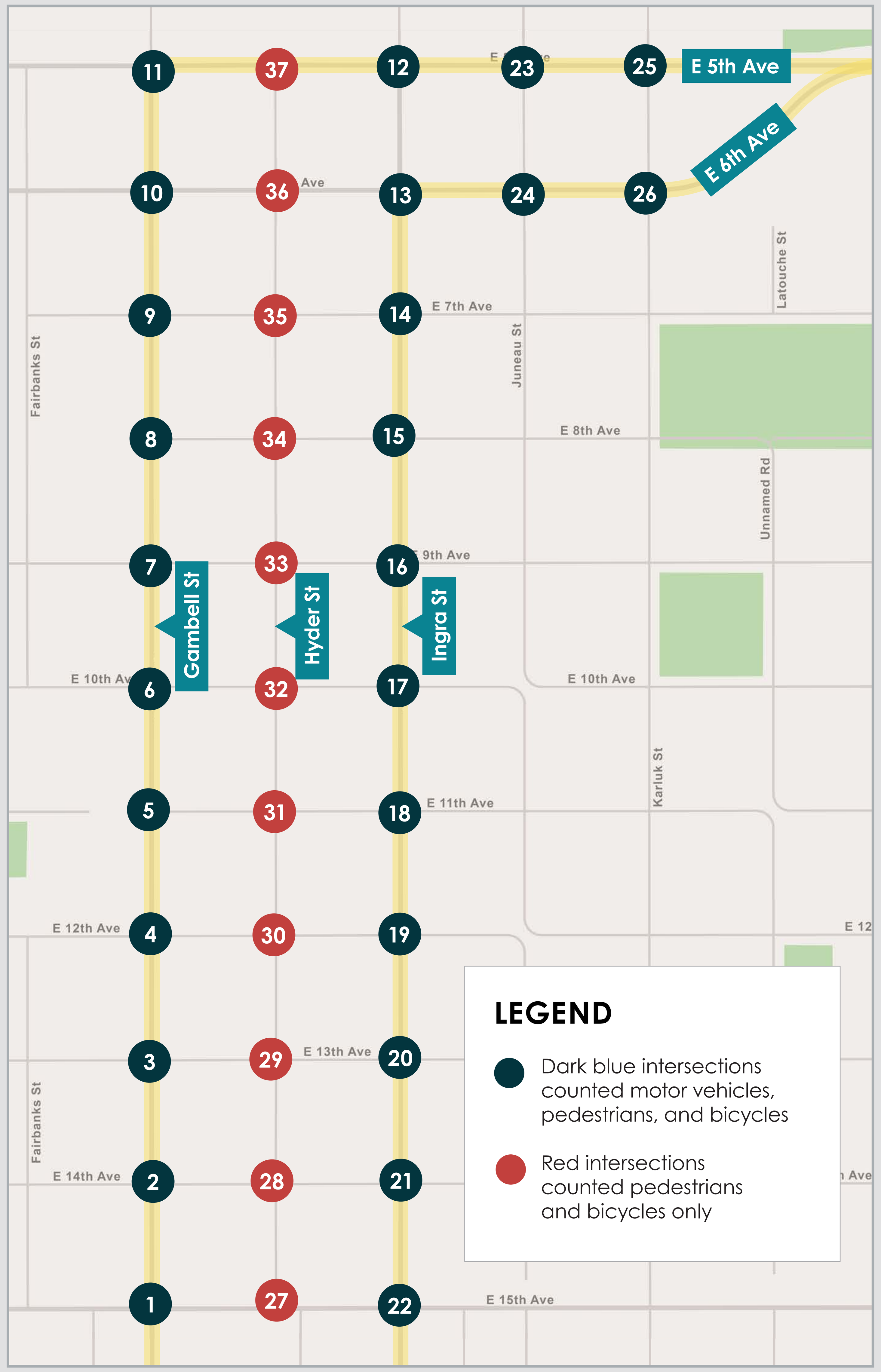


What is a Planning and Environmental Linkages (PEL) Study?

A PEL Study considers environmental, community, and economic goals during planning so that the information and analysis can be used in the environmental process.

Pedestrian and Bicycle Study

Pedestrian and Bicycle Count Locations



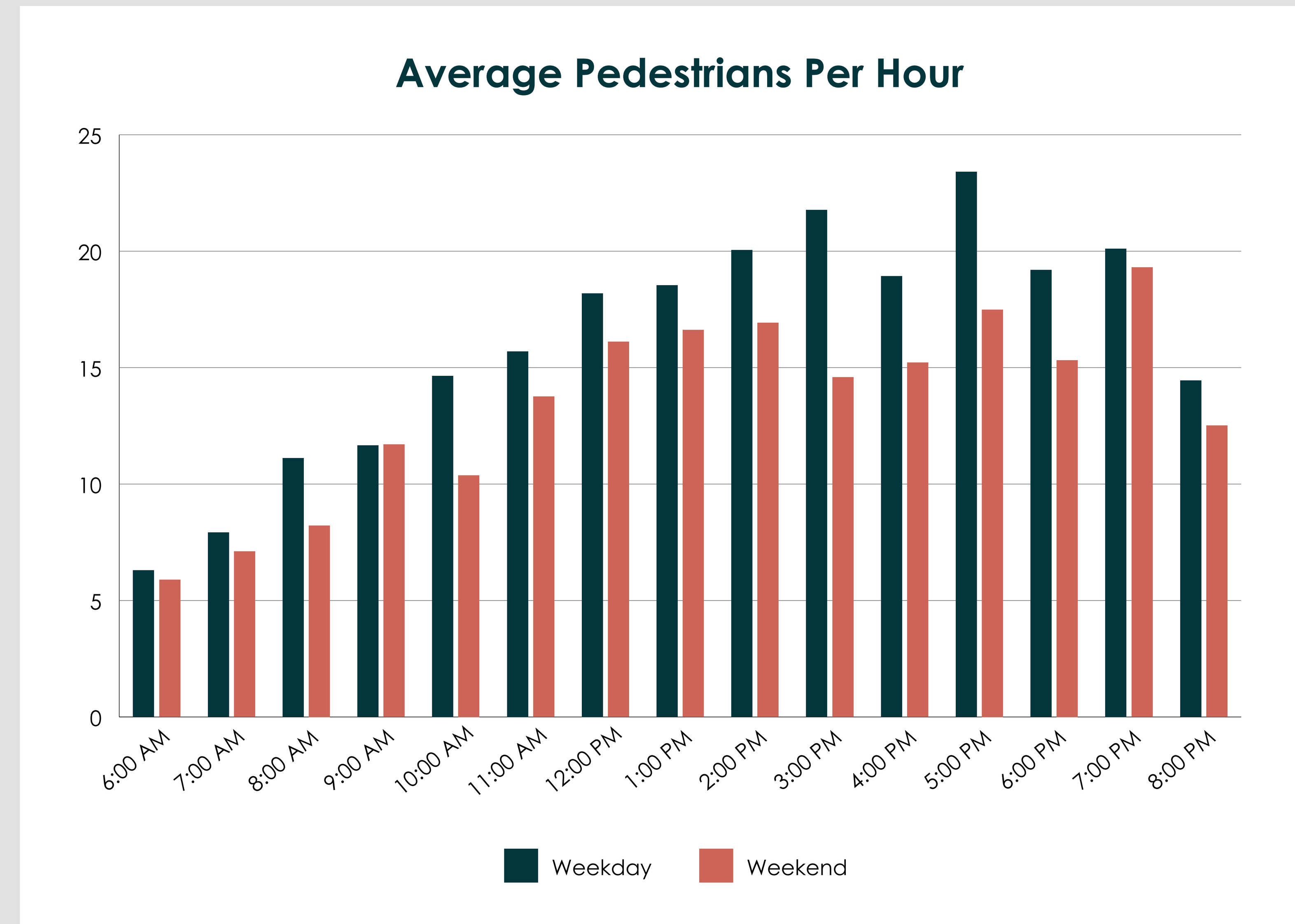
First attempt besides annual "bike to work day" to comprehensively count pedestrians and bicyclists

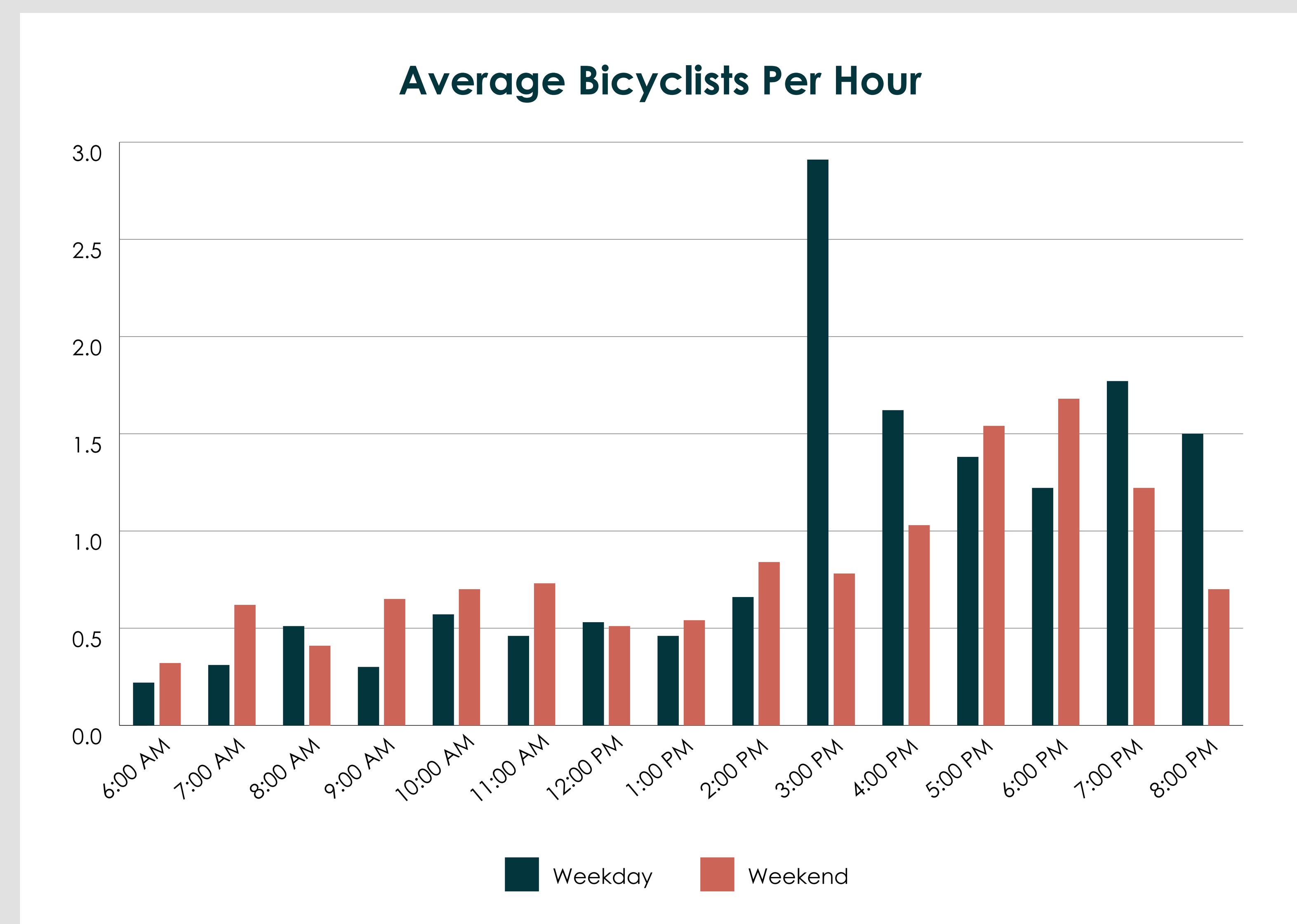
37 locations studied, including mid-block street crossings (between intersections)

Counts were done using digital video cameras

Data was collected during two weekdays and one weekend day, between 6 a.m. and 9 p.m., while schools were in session and prior to the onset of winter

Average Activity Per Hour





Pedestrian and bicycle activity was generally highest in the afternoon and early evening

Mon – Fri

Pedestrian activity was generally higher on weekdays than on the weekend

Pedestrian and bicyclist activity was generally highest on Gambell Street

Purpose & Need

The proposed purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port of Alaska by all modes (including people on foot, bicycles, and buses) while improving community cohesion. The intent is to (1) maintain the functionality of the National Highway System while meeting the local travel needs of residents who live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections and quality of life and accommodate adopted plans as practicable.

Reduce Conflicting Travel Functions

Serving competing regional and local travel functions on the highway network in the study area leads to conflicts that reduce mobility, safety, and accessibility for all users.

Improve Safety

Crashes between vehicles and people walking or bicycling are elevated at several study area intersections.

Promote Social Equity and Economic Development

Current highway and arterial design on the Seward/ Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.

These needs are presented in neither order of importance nor order of priority.

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168, Integration of Planning and Environmental Review. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 USC 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Public Input Meeting #1

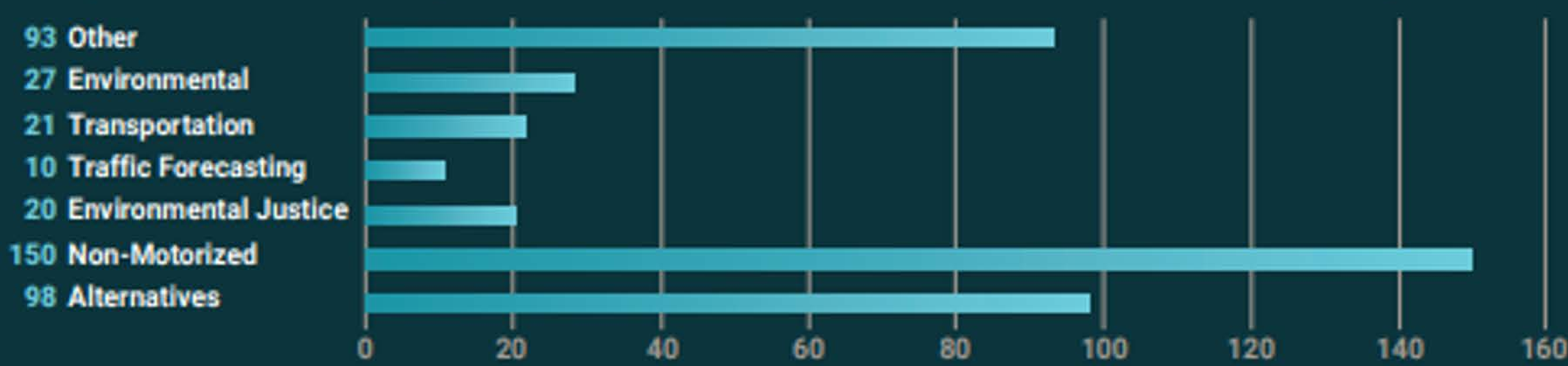
Meeting #1: Problems to be Solved

A study that considers environmental, community, and economic goals during planning so the information and analysis can be used in the environmental process.

COMMENTS

Comment Period: January 24 - February 28, 2022

The public submitted a grand total of 419 comments focused on the following themes:



60 received at the Virtual Public Meeting

203 received through the Online Open House Interactive Comment Map

63 received through the online comment form

4 received through phone

89 received through email

General Comments:

"The biggest problems with the current Gambell/Ingra configuration are the physical, social, and economic health burdens borne by Fairview, NOT any inconvenience to wealthy commuters from South Anchorage. If the N-S traffic is redesigned, mitigating Fairview's unfair burden should be the top priority."

"Freight traffic from the port area and highway often causes challenges for all road users, especially non-motorized."

"The ingra-Gambell corridor has been an economic dead zone for thirty years. Between the lack of certainty as to alignments for a highway upgrade, and the mismatch between land use designations (R4 and B3) and location (between two legs of a federal interstate highway), there has been a dearth of investment in residential or commercial construction. Evaluation criteria should include economic impacts on the surrounding areas. I've submit an email outlining proposed evaluation criteria based on these conditions."

"Walking on Ingra and Gamble is dangerous any time of year. In winter the sidewalks are not cleared. They plow the snow onto the sidewalks making uneven icy conditions that require mountaineer gear to navigate. The sidewalks are narrow with no buffer between pedestrians and traffic. Summer isn't much better. Street lights are short and don't give enough time to cross 4 lanes. The corners are very close to high speed traffic."

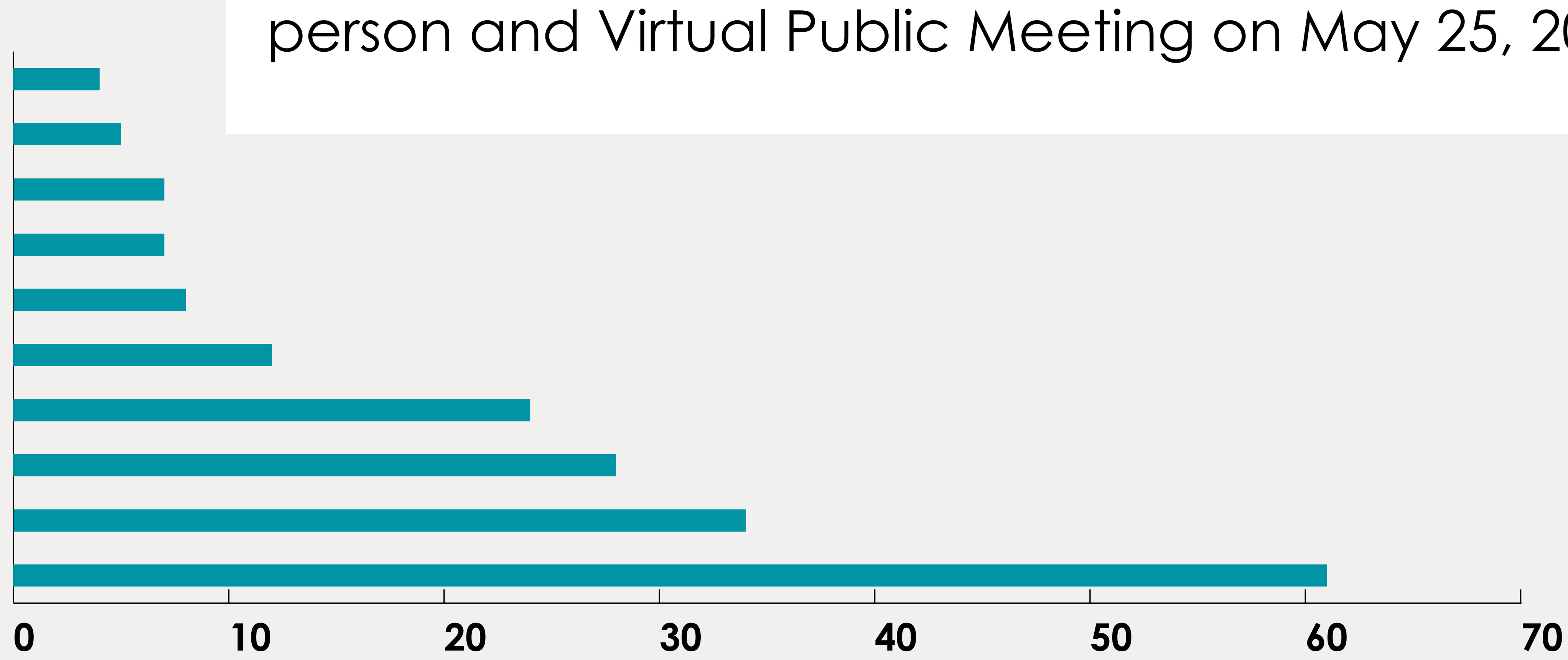
Comments are not edited — all are copied verbatim.
To view all comments and responses from each Public Meeting, scan the QR code below.

Public Input Meeting #2

COMMENTS

May 25, 2022 In-person and Virtual Public Meeting

4 - Want Pedestrian Data
4 - Administrative Questions
7 - Traffic Forecast/Model Questions
7 - Environmental Concerns
8 - System Performance Report
12 - Stakeholder Engagement
24 - Process/Scope of Study Questions
28 - Evaluation Criteria
34 - Suggestions for Alternatives
61 - Purpose and Need



Meeting #2: Purpose and Need

DOT&PF in collaboration with AMATS, hosted an In-person and Virtual Public Meeting on May 25, 2022.

> *I would like to believe that this time we can leverage the political will to create a piece of design and engineering that will be a source of pride instead of embarrassment for all Alaskans. This piece of highway is arguably the most important and yet probably the most neglected and undervalued in our state. Many like myself feel it is a vestige of the kind of engineering that puts the convenience and needs of stakeholders living in the shadow of these pieces of infrastructure. Almost with a certainty causing harm to those most vulnerable — to the detriment to us all eventually.*
>
> *— Anchorage Resident*

Example public comments from previous Seward-Glenn PEL Public Involvement efforts:

"Already suggested 3 lanes of traffic NOT 4 going through Ingra and Gamble Streets. Wider separation of traffic from the sidewalks."

"The only solution that allows Fairview to recover from the blight of this highway is the cut and cover plan. It allows pedestrians to move safety and the highway traffic trying to move through the area can go fast. I don't see any other equitable or safe solutions."

"This project should really be more about quality of life, other than level of service. Level of service being how efficiently we move vehicles through this corridor. And so, when you mentioned what we want to see, and what we don't want to see people said, we want to see the cut and cover project, we want to see the quality of life be restored to this area not be severed by this massive roadway."

"Commuting from south Anchorage to base or from the valley into Anchorage is slowed significantly by the fact the Seward and Glen are not connected. By creating a thoroughfare, bypassing the Merrill Field corridor, straight to 20th Ave (eventually bypassing 36th, Benson, Northern Lights, and Fireweed would be nice too), commute times would be significantly decreased, allowing not only for a speedier, but safer commute."

I don't care about cars. Let's get rid of cars and trucks in the center of valuable part of our city and make it more accessible for people across town to bike from southside to downtown or vice versa, or for walking or for people who use mobility it's like wheelchair or crutches, make this a walking infrastructure."

Comments are not edited — all are copied verbatim.
To view all comment and responses from each Public Meeting, scan the QR code below.

Public Input Meeting #3

Meeting #3: Public Meeting and Interactive Workshop

76 Public Meeting attendees

ADVERTISING & PUBLIC OUTREACH

3,713 postcards mailed

2 ads placed in the Anchorage Daily News

2 E-Blasts sent to **228 recipients**

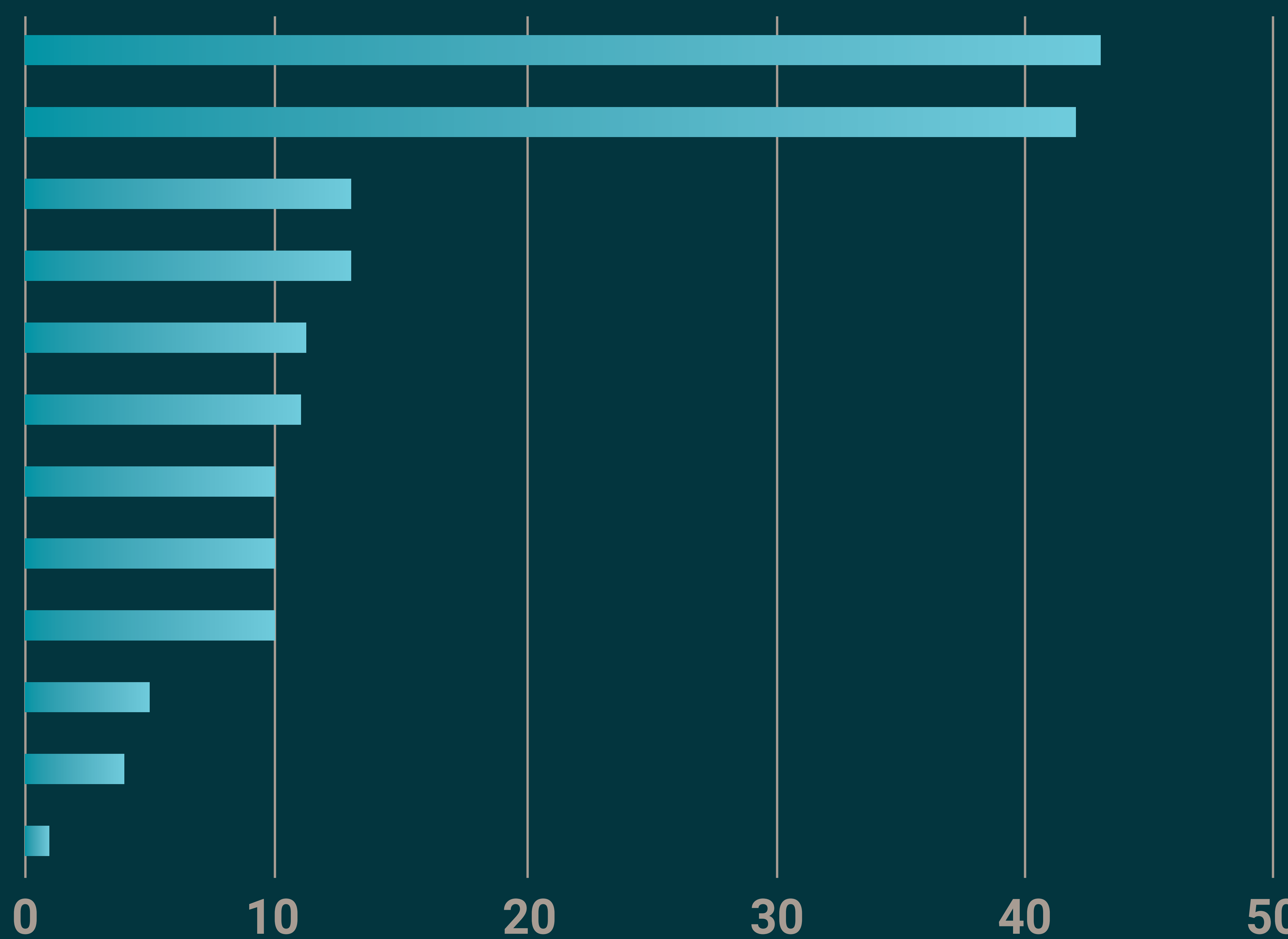
Meeting information distributed to the What's Up and Federation of Community Council listservs

2 DOT&PF Facebook posts

COMMENTS

The public submitted comments focused on the following themes:

43 Pedestrian & Bike Improvements
42 Alternative Ideas
13 Constraints / Impacts
13 Other
11 Public Outreach
11 Transit
10 Maintenance
10 Land Use
10 Safety
5 Environmental
4 Visual Design
1 Scheduling



SAMPLE COMMENTS:

"Bike traffic is an issue in the area. Please make it safer for bikes and cars."

"Will we have access to businesses during construction?"

"Suggested solutions for industrial traffic without impacting Fairview and Mountain View."

"Pedestrian access at Sullivan Arena."

"Restore sidewalks between Ingra and Gambell."

"Freight and truck traffic should route through the industrial port area. To bypass downtown entirely, east to approximately Merrill Field (i.e., Airport Heights)."

"These issues can't wait. There is a real life-safety issue along Ingra and Gambell that can't be put off for another 20-50 years. Wider sidewalks need to happen now. The facilities can support less lanes as they currently exist. This should be a high priority, low cost, high impact project high in the TIP [Transportation Improvement Program]."

"For realignment, taking of housing and businesses is inevitable, but not having a final plan for the alignment has been devastating for the neighborhood. Let's get it done, decided, and give people the security to invest in their property."

Comments are not edited — all are copied verbatim.
To view all comments and responses from each Public Meeting, scan the QR code below.

Balancing the Issues & Challenges

Please provide your feedback on alternatives that solve and balance the corridor's transportation issues and challenges:

Improve safety.

Reduce regional and local travel conflicts.

Consider the needs of all users ***(pedestrians, bicyclists, vehicles, and freight).***

Maintain National Highway System ***(regional)*** **functionality.**

Improve the ability to move safely and efficiently when accessing key destinations.

SCHOOL ZONE

TRUCK ROUTE

Port access routing: Improve access between the Port and the highway while also reducing neighborhood impacts.

Livability: Help reconnect the neighborhood ***(physically and socially)*** **by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.**

Accommodate ideas from adopted plans:

- **Gambell Main Street Redevelopment**
- **Ingra Greenway Supportive Development Corridor**
- **Improvements for pedestrians and bicyclists**
- **Reconnecting Communities Grant** ***(forthcoming)***

Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).

Overall Design Approach

We incorporated the following ideas into every alternative to the extent possible:

Improve Local Travel, Livability, and Economic Development

- A main street design on Gambell Street
- Complete street or woonerf design on Ingra Street and/or Hyder Street
- Reduce lanes on 5th and 6th Avenues and Gambell and Ingra Streets as described in the MTP 2050
- Pedestrian bridge (over depressed freeway alternatives) or nonmotorized upgrade on 10th Avenue

Reduce Travel Conflicts and Improve Safety

- Reduce local and regional travel conflicts by depressing the highway or routing it to bypass neighborhoods
- Remove Port traffic from neighborhoods

Improve Nonmotorized Travel and Livability

- Regional trail connecting Chester Creek Trail to Ship Creek Trail to form a loop around Anchorage's urban core (via proposed Fairview greenway connection, Ship Creek Trail, Coastal Trail, and Chester Creek Trail)
- Pedestrian bridges or tunnels across major roadways
- Roadway bridge over Chester Creek at Seward Highway to improve pedestrian undercrossing and return creek to natural conditions for fish passage
- Trail connections from Bragaw Street to Reeve Boulevard

Improve Regional Travel

- A free-flow highway connection from the Seward Highway to the Glenn Highway
- Fill in the gap between existing controlled-access freeways, improving connectivity for regional travelers

TRUCK ROUTE

Improve Freight Movement, Reduce Conflicts, and Improve Safety

- Reduce truck traffic on local streets by connecting the Port of Alaska directly to a highway interchange
- Increase freight mobility by keeping trucks on freeways and rerouting them to industrial streets without stop lights

Consistency with Adopted Plans

- Accommodation/promotion of planned improvements from:
  - Metropolitan Transportation Plan 2050
  - Anchorage Land Use Plan Map
  - Fairview Neighborhood Plan
  - Gambell Street Redevelopment and Implementation Plan

Alternative A

Roadway Improvements

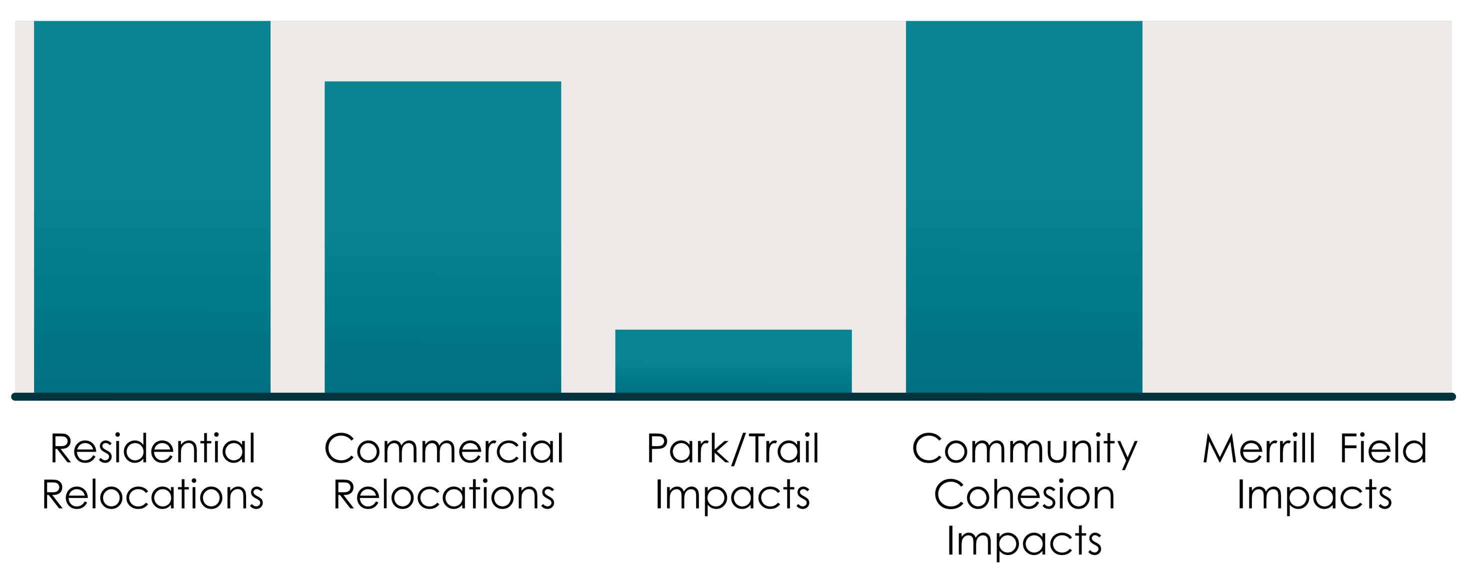
Design Approach

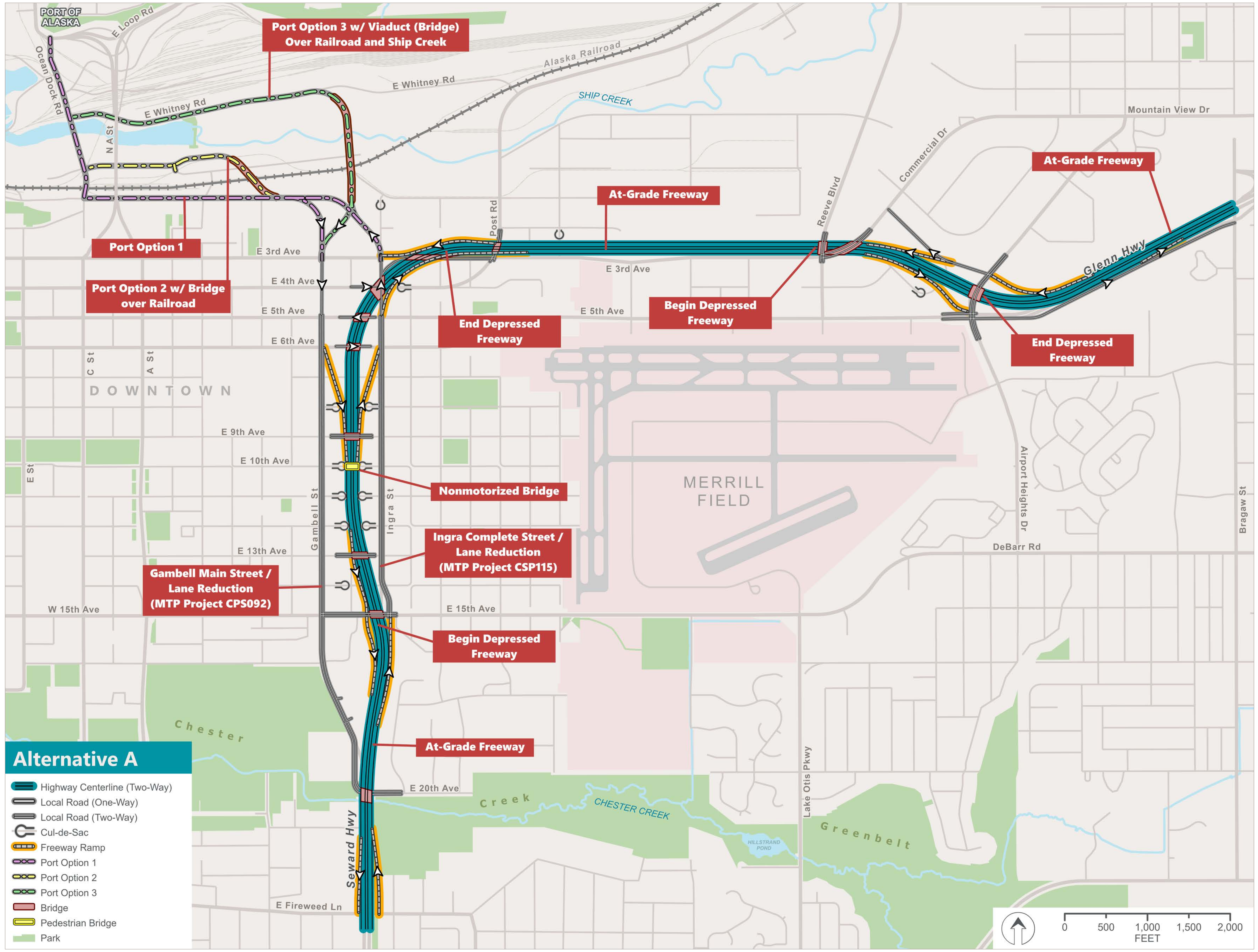
- Test Metropolitan Transportation Plan 2040 highway connection alignment
- Allow Ingra Street to be utilized as a collector road to accommodate local traffic circulation in Fairview

Features

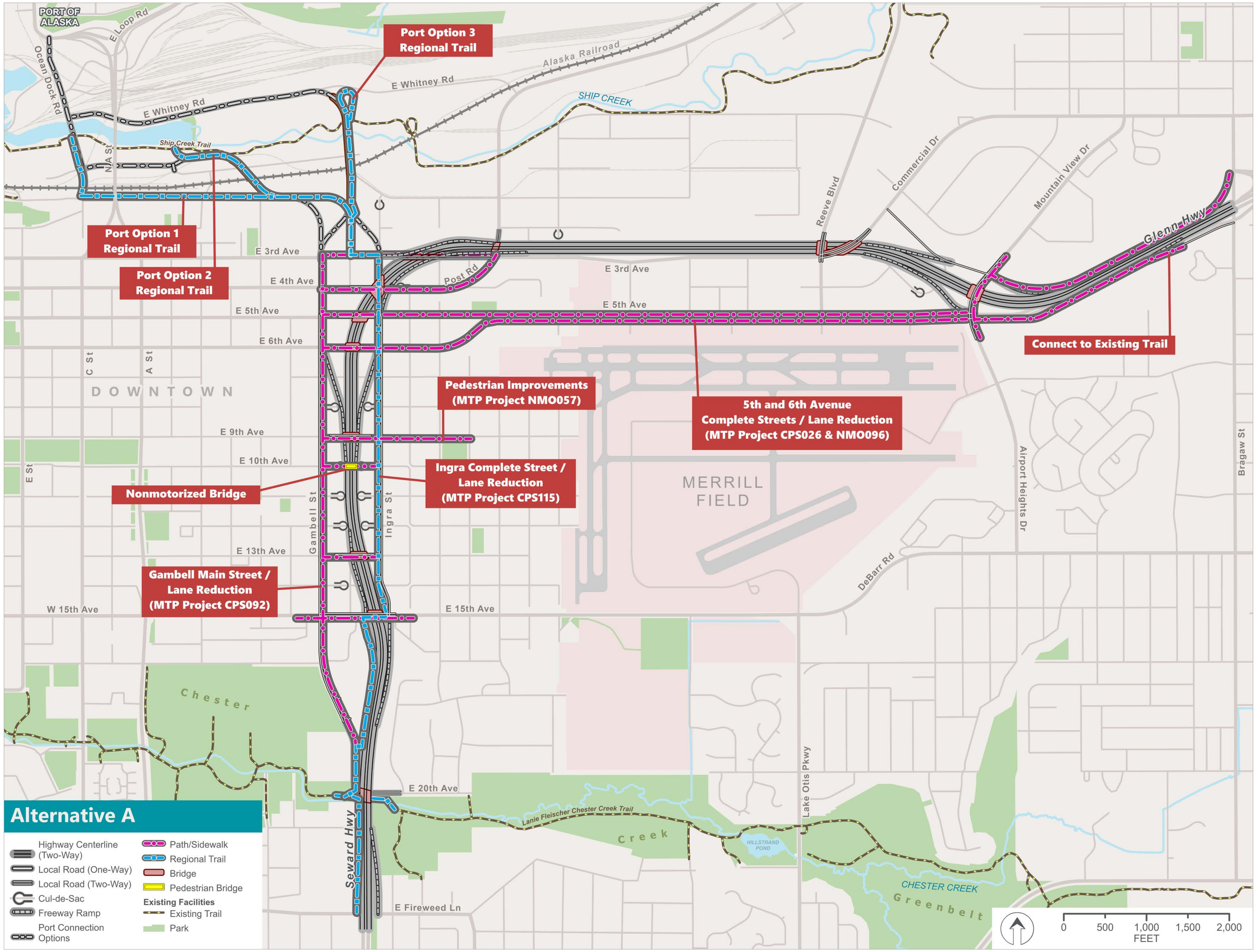
- Depressed alignment on Hyder Street to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Multiple options for Port access using an extension of Gambell and Ingra Streets
- Uses alignment ideas from past adopted plans
- Greenway trail connection along Ingra Street

Trade-offs





Alternative A Nonmotorized Connections



Alternative B

Roadway Improvements

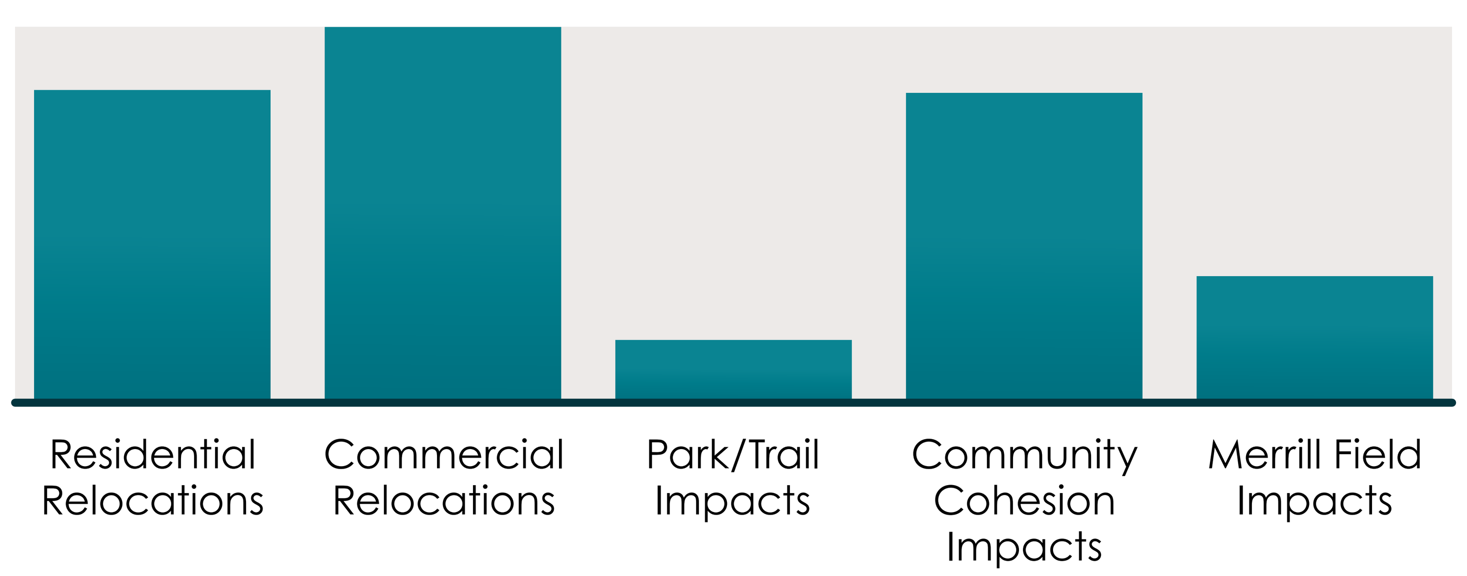
Design Approach

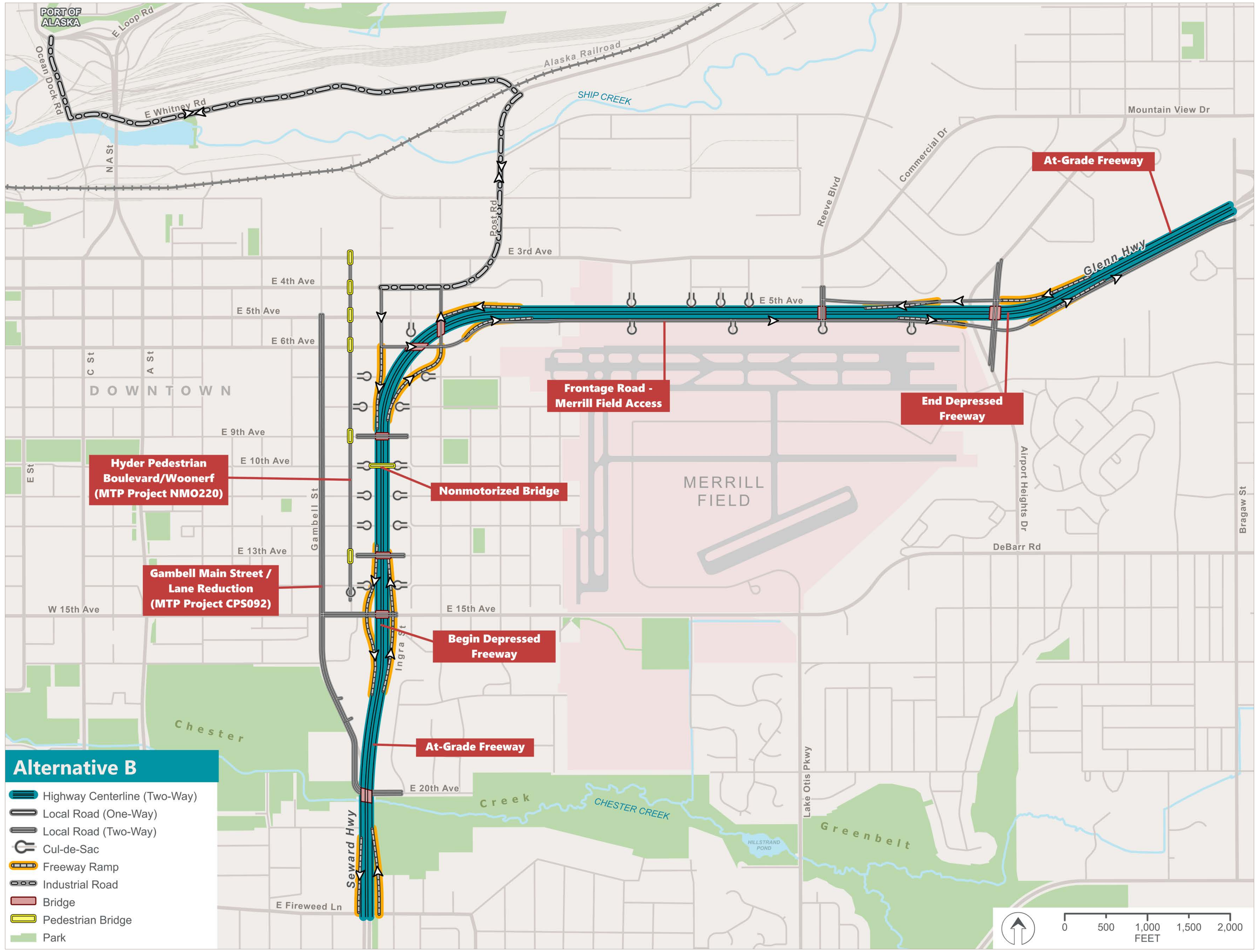
- Maximize use of existing DOT&PF right-of-way (on 5th Avenue and Ingra Street)
- Allow Hyder Street to be utilized as a woonerf and greenway connection between Ship Creek and Chester Creek Trails
- Shorter version of a highway connection through Fairview with reduced business relocations at the north end

Features

- Depressed alignment on Ingra Street to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Frontage road for Merrill Field access
- Port connection upgrade via Post Road-Whitney Road to a new interchange
- Greenway trail connection and woonerf on Hyder Street

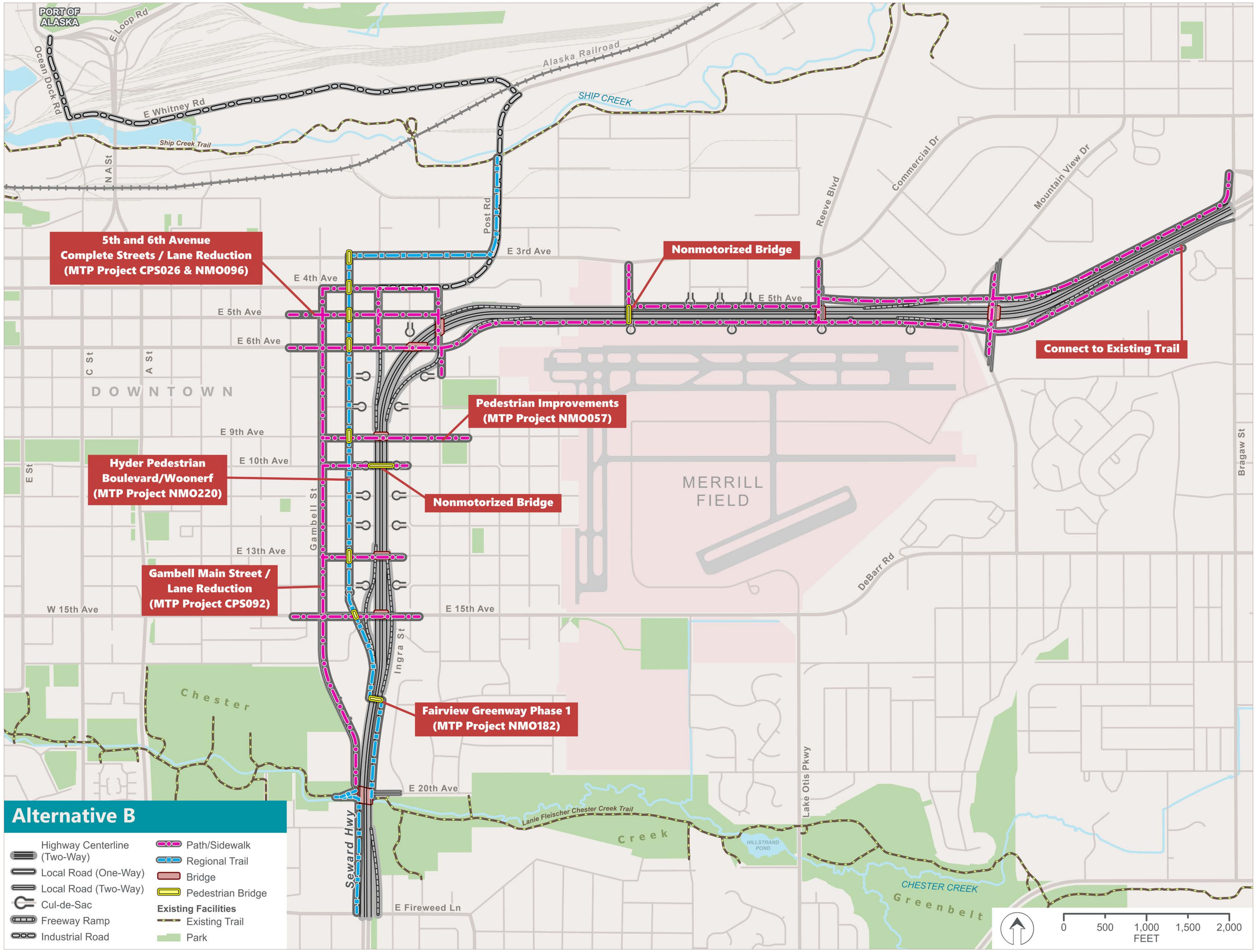
Trade-offs





Alternative B

Nonmotorized Connections



Alternative AB1

Roadway Improvements

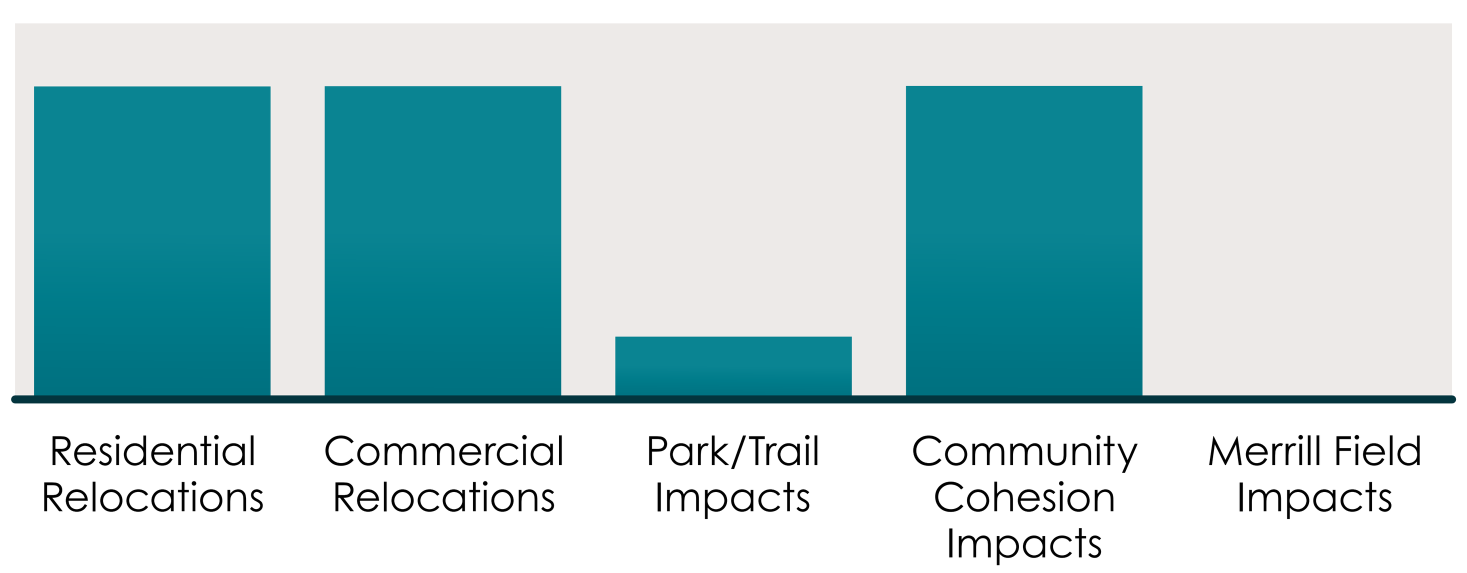
Design Approach

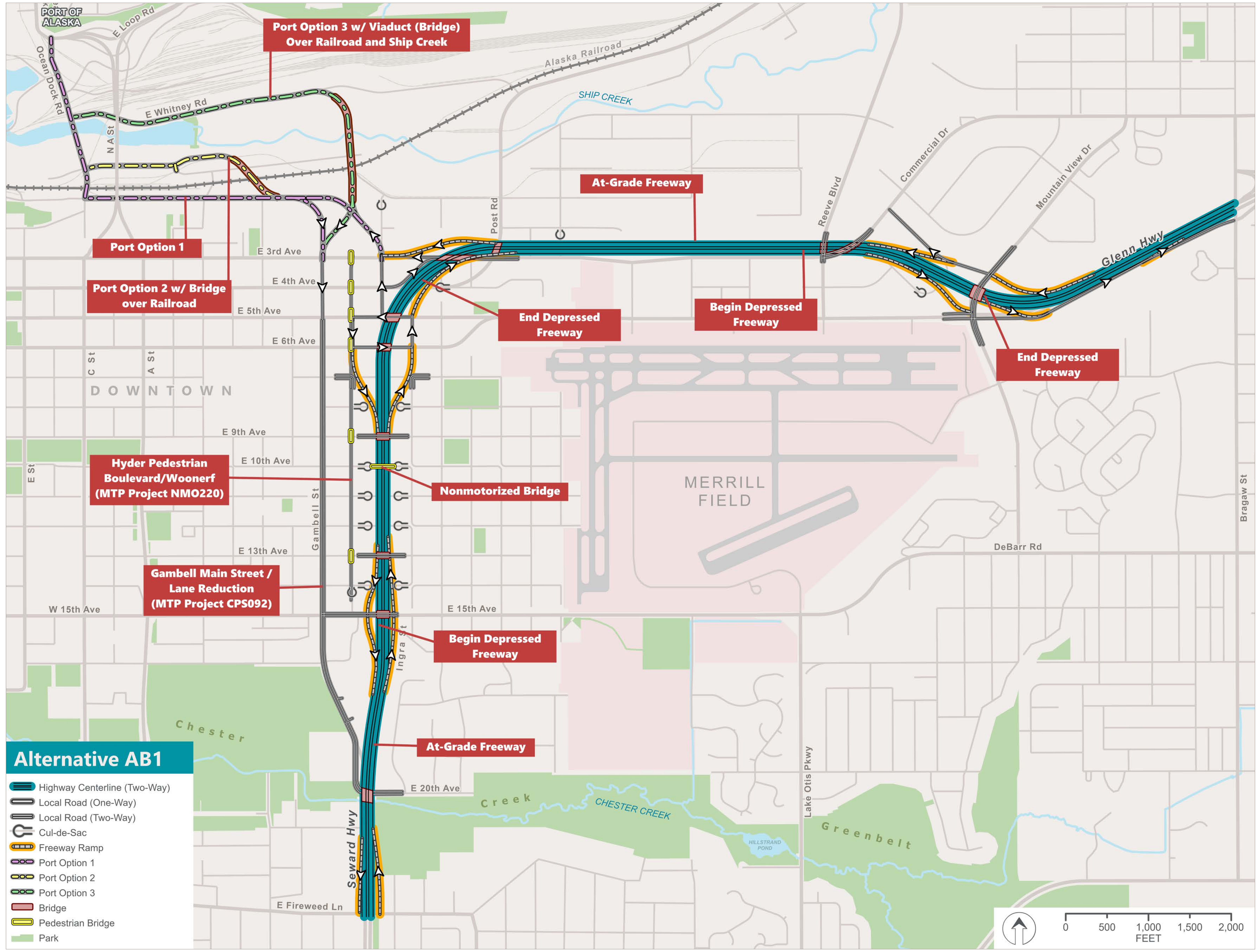
- Utilize existing DOT&PF right-of-way (on Ingra Street)
- Use parts of Alternatives A and B to try to reduce commercial impacts
- Eliminate Merrill Field north access impacts
- Eliminate Merrill Field north runway safety area (RSA) impacts

Features

- Interchange to directly access Downtown
- Airport Heights interchange and routing from Alternative A to reduce commercial impacts along 5th Avenue
- Depressed alignment on Ingra Street to separate regional and local traffic to reduce conflicts
- Frontage road for Merrill Field access
- Port connection upgrade
- Greenway trail connection and woonerf on Hyder Street

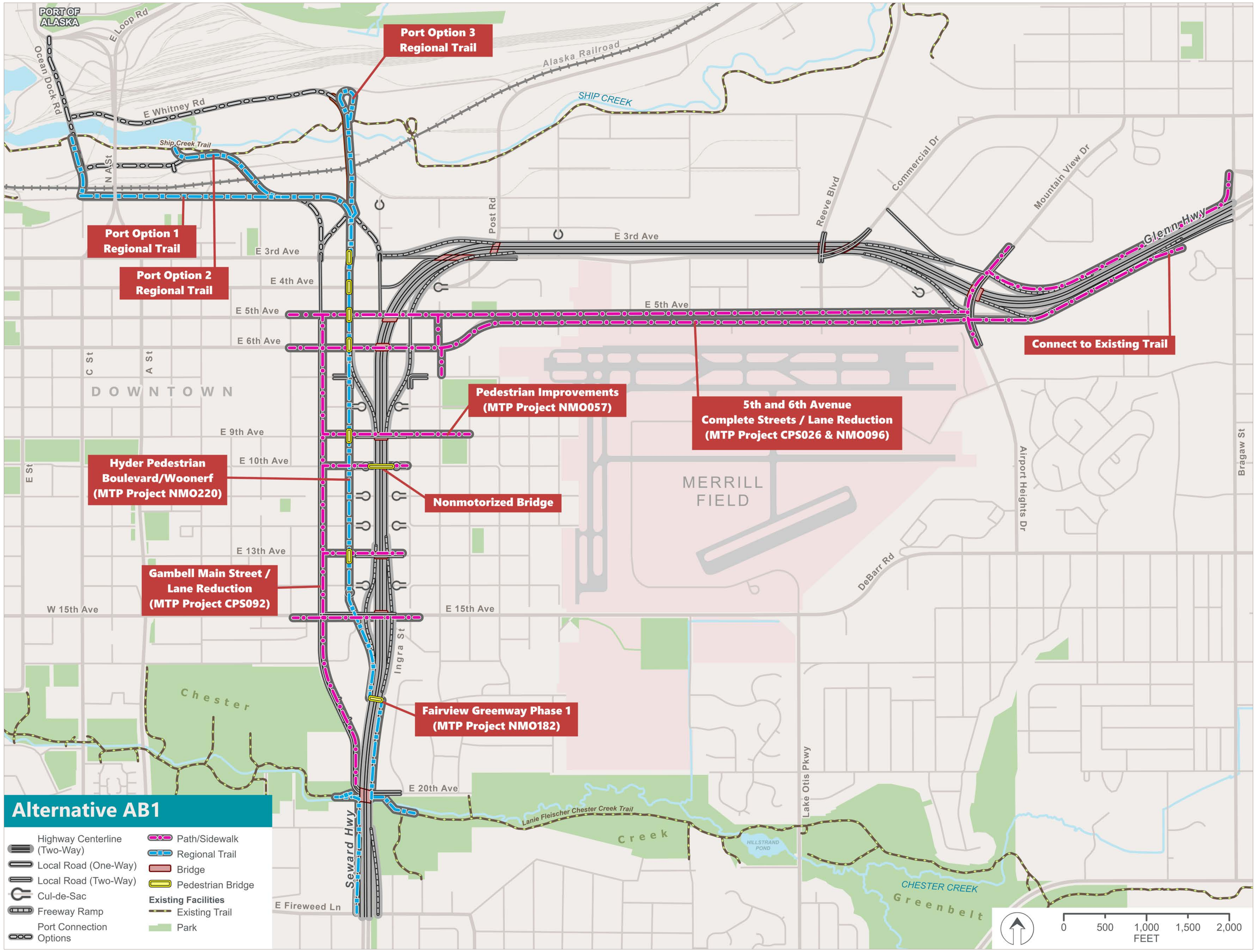
Trade-offs





Alternative AB1

Nonmotorized Connections



Alternative AB2

Roadway Improvements

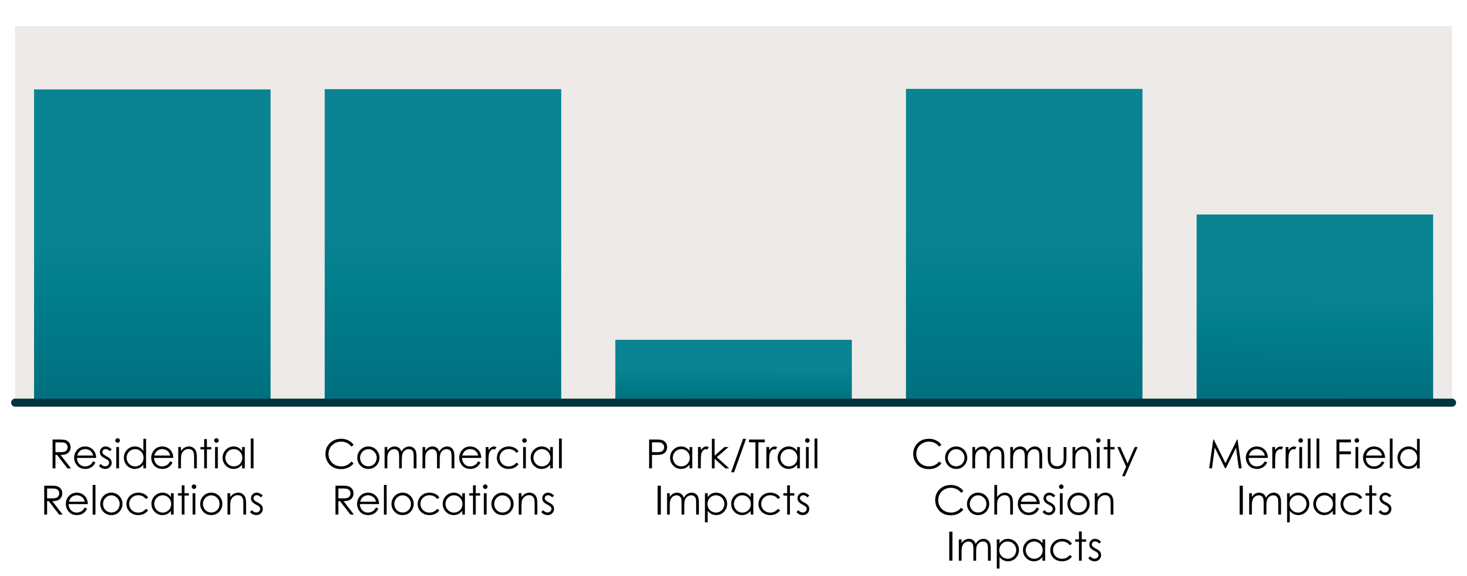
Design Approach

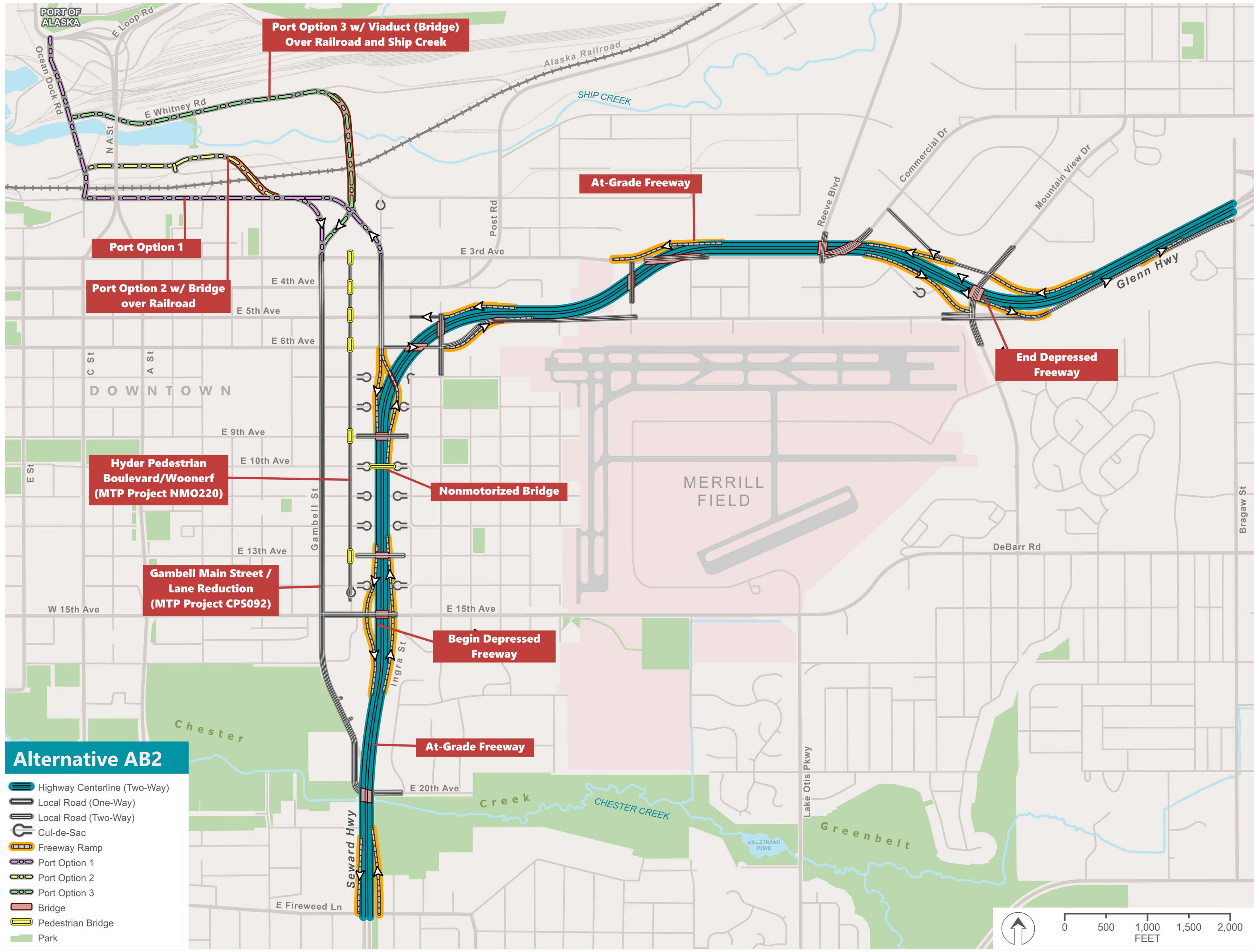
- Utilize existing DOT&PF right-of-way (on Ingra Street)
- Use parts of Alternatives A and B to try to reduce commercial impacts
- Eliminate Merrill Field north access impacts
- Utilize Merrill Field north RSA to reduce commercial impacts along 3rd Avenue

Features

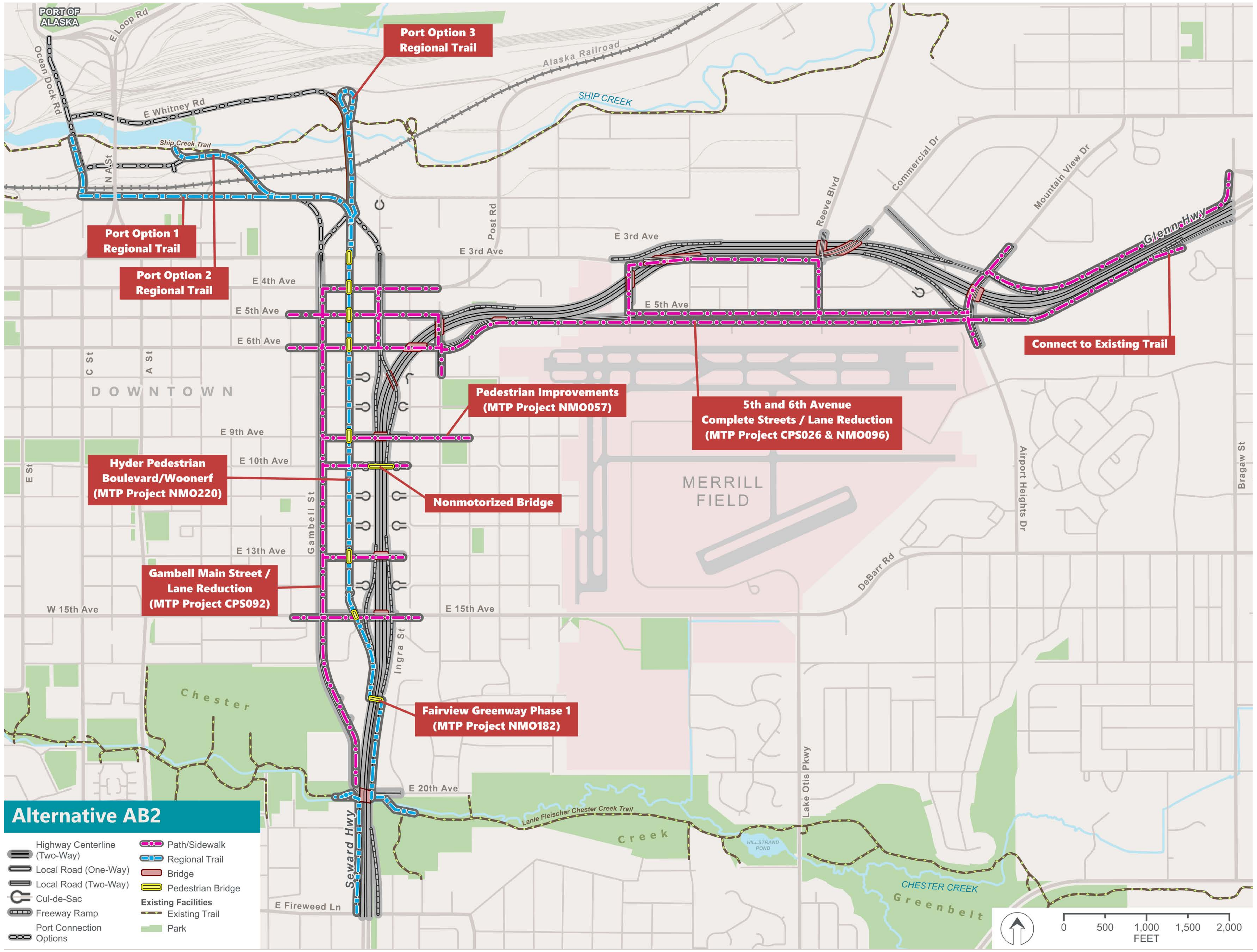
- Airport Heights interchange and routing from Alternative A to reduce commercial impacts along 5th Avenue
- Cross through Merrill Field runway protection zone to connect Alternatives A and B
- Interchange to directly access Downtown
- Depressed alignment on Ingra Street to separate regional and local traffic to reduce conflicts
- Port connection upgrade
- Greenway trail connection and woonerf on Hyder Street

Trade-offs





Alternative AB2 Nonmotorized Connections



Alternative C1

Roadway Improvements

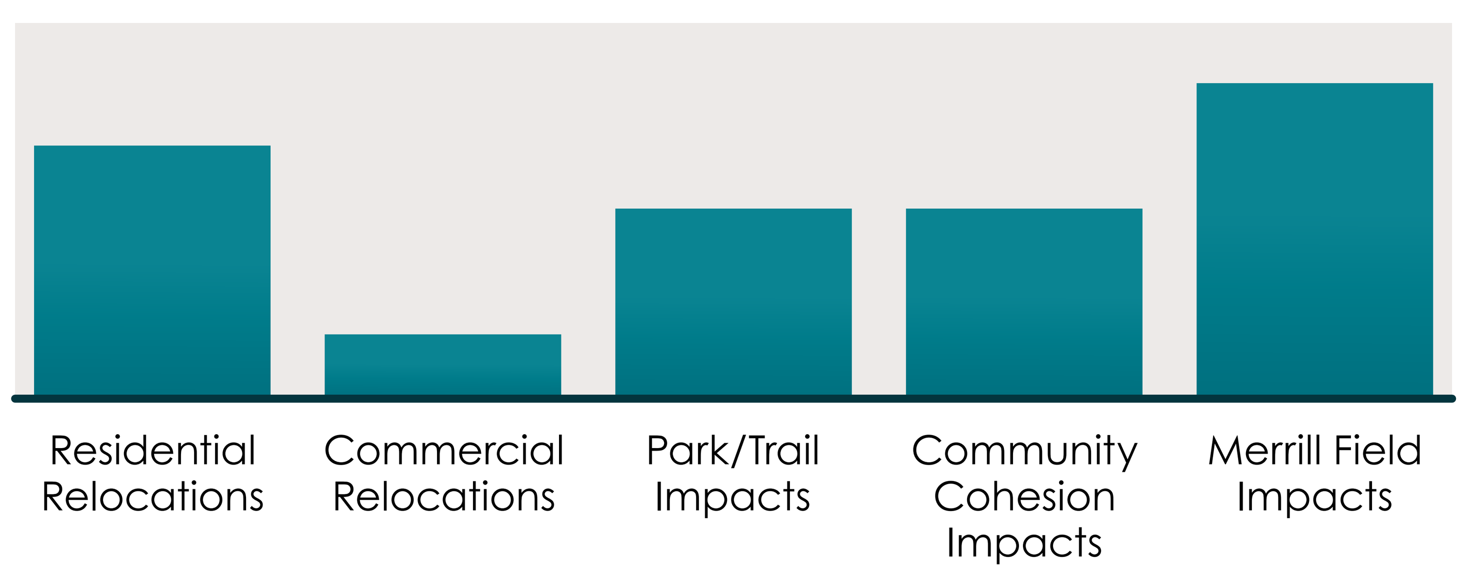
Design Approach

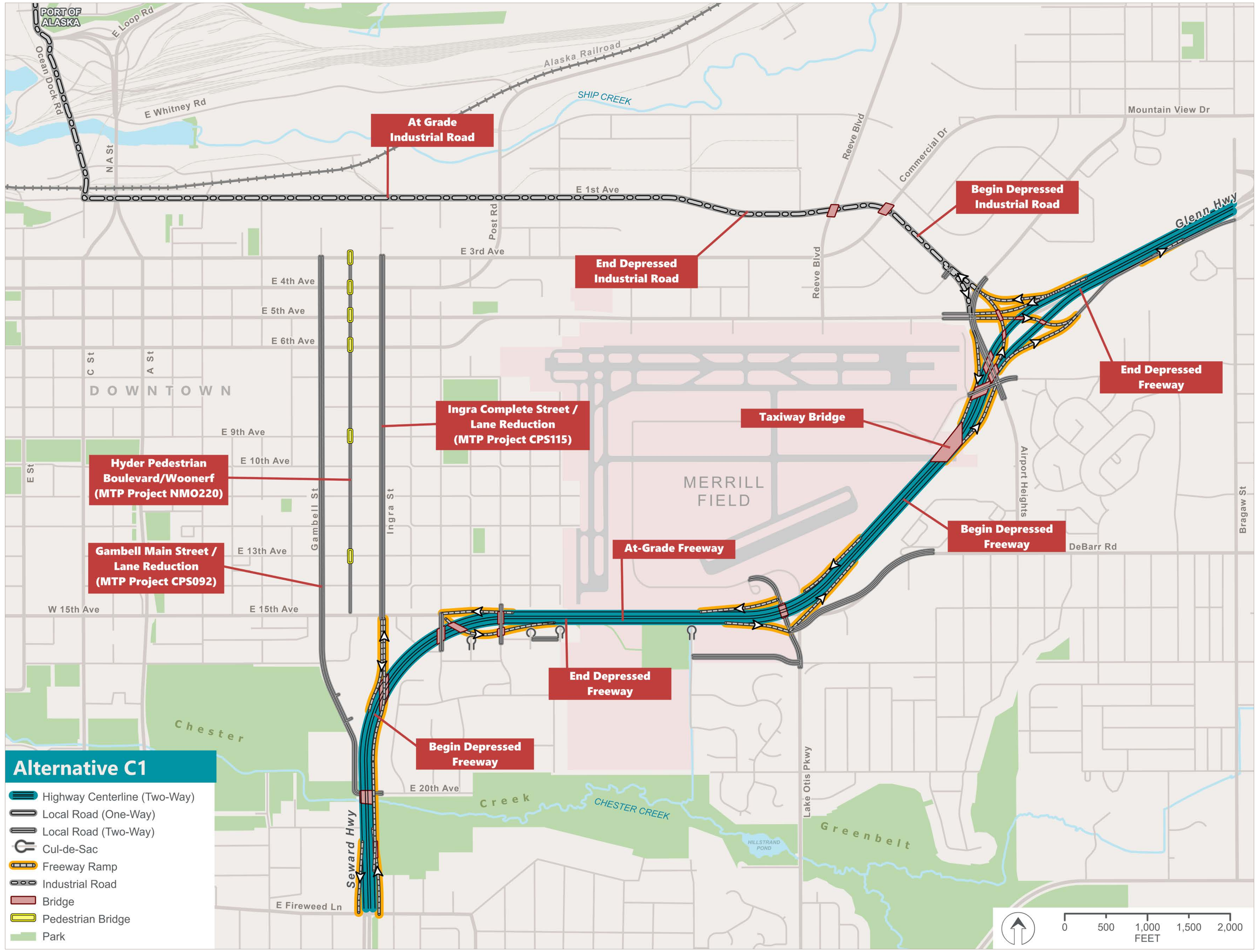
- Reduce relocation impacts by using underutilized land and public right-of-way south and southwest of Merrill Field
- Reduce length of physical barrier (depressed freeway) through Fairview neighborhood
- Largely bypass Fairview and Downtown to reduce regional trip lengths

Features

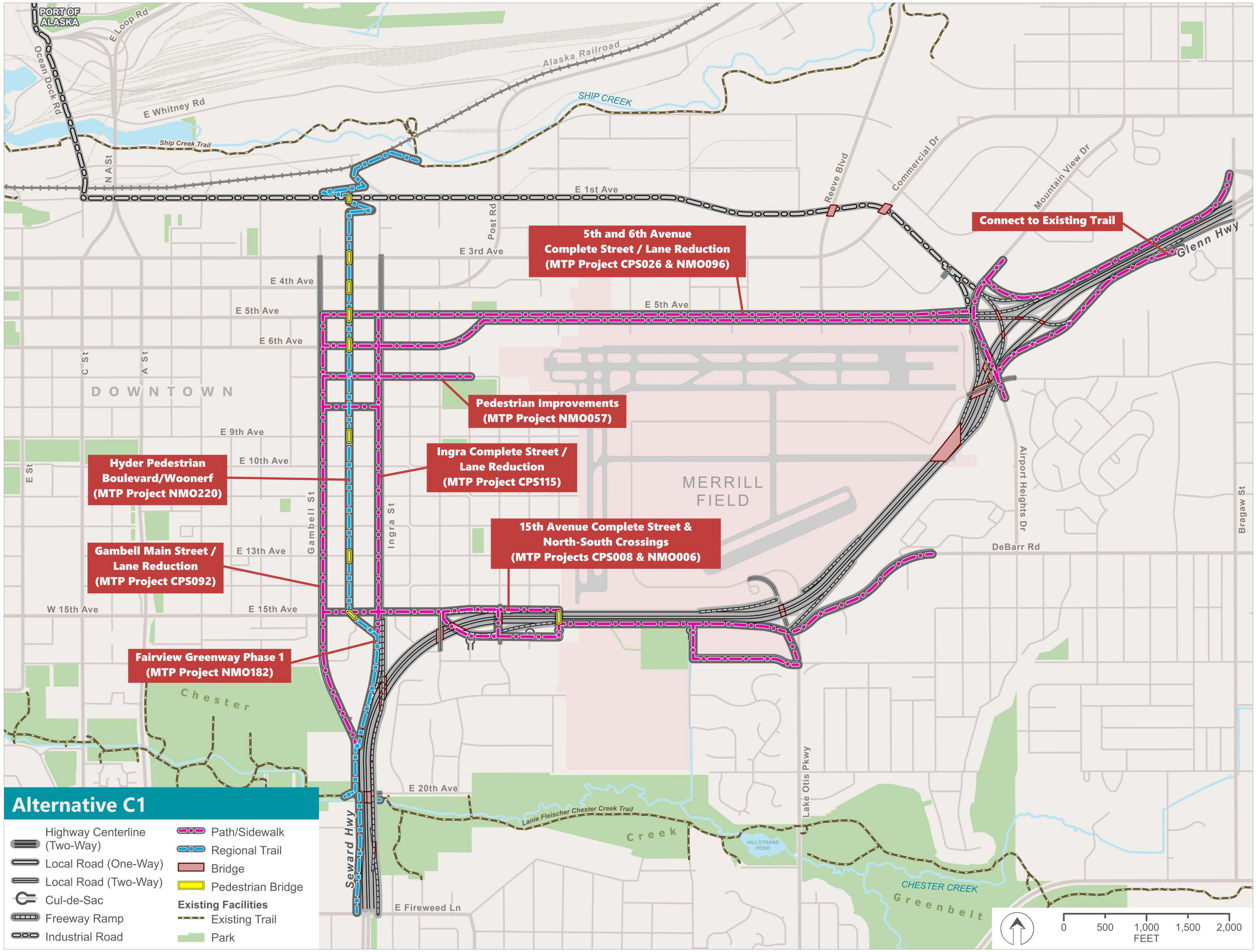
- Make use of public right-of-way south of Merrill Field and on 15th Avenue
- Make use of vacant Northway Mall
- Interchange to access U-Med via Lake Otis Parkway
- Depressed alignment on 15th Avenue to separate regional and local traffic to reduce conflicts
- Port connection upgrade via 1st Avenue, under Reeve Boulevard and Commercial Drive to a new interchange
- Greenway trail connection and woonerf on Hyder Street

Trade-offs





Alternative C1 Nonmotorized Connections



Alternative C2

Roadway Improvements

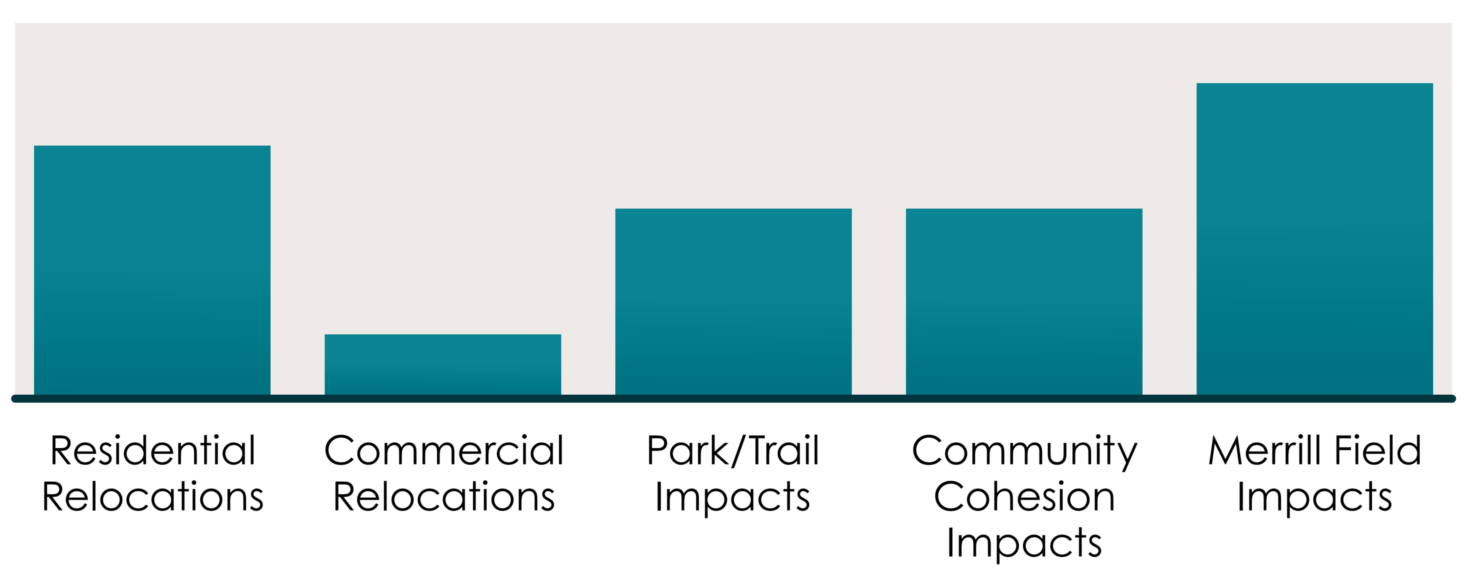
Design Approach

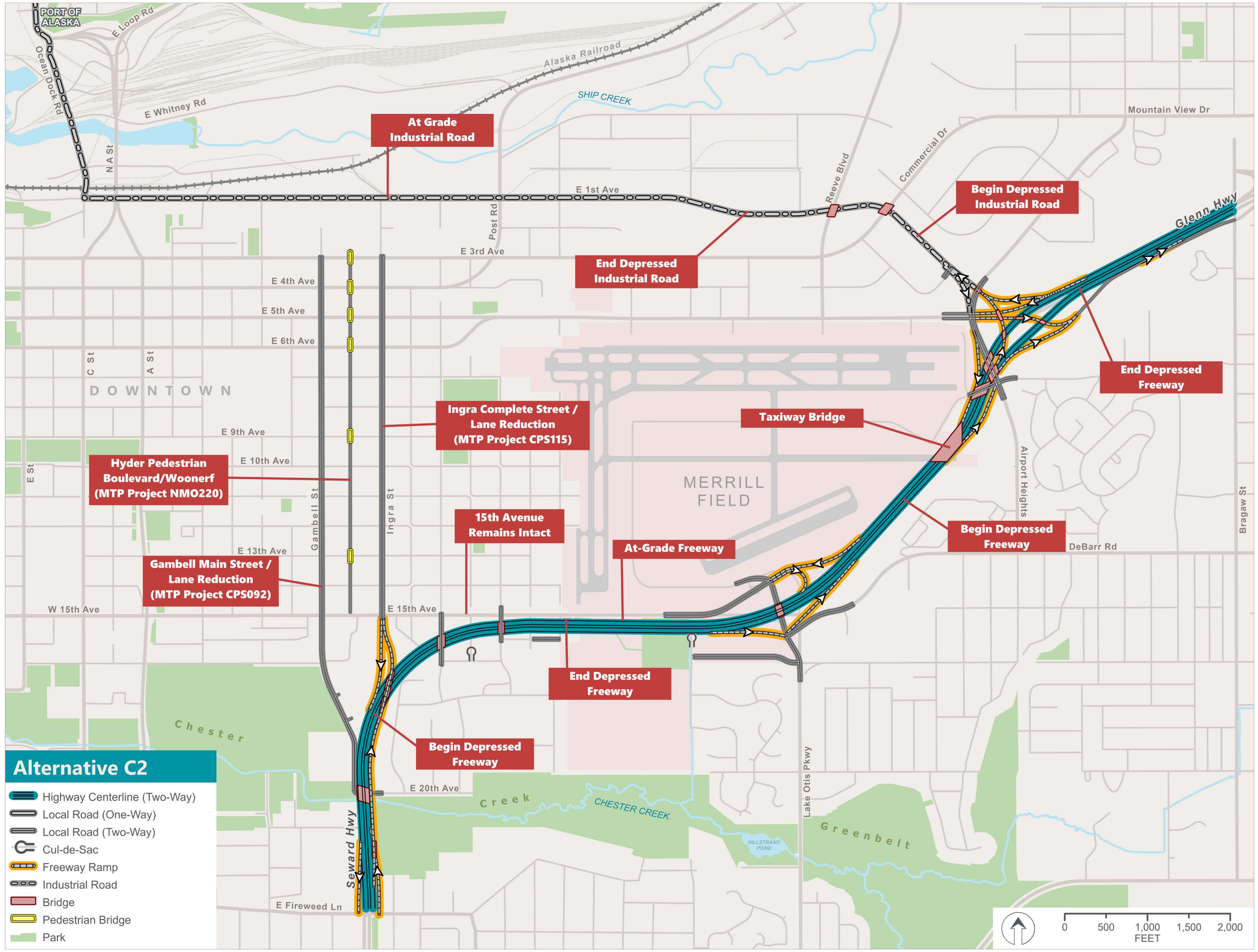
- Same as C1 Alternative, but alignment shifted south of 15th Avenue to keep 15th Avenue continuous
- Eliminate impacts to existing 15th Avenue complete street
- Allow local traffic to utilize the existing east-west connection on 15th Avenue and not be required to utilize the proposed freeway for short trips

Features

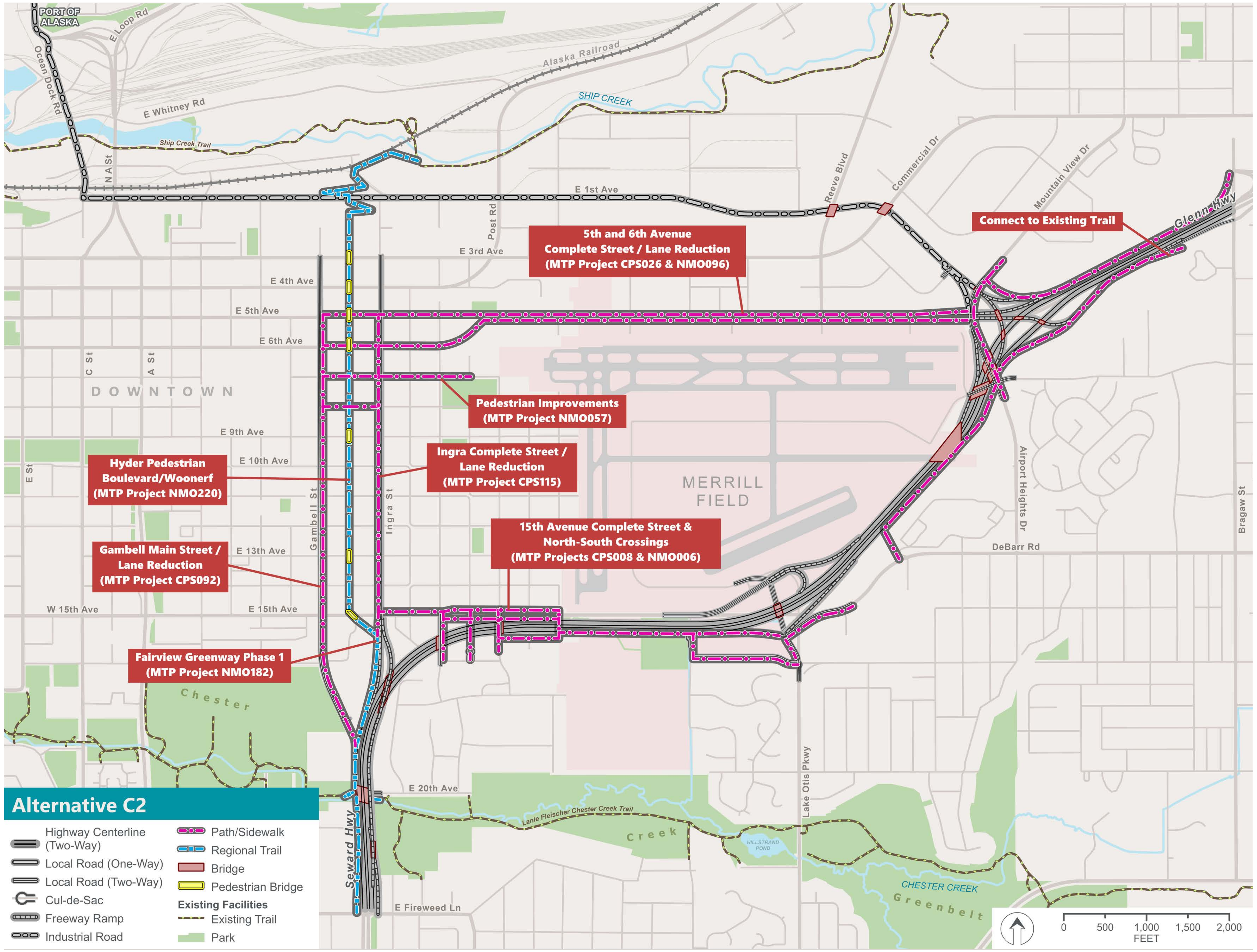
- Depressed alignment along 15th Avenue to separate regional and local traffic to reduce conflicts
- Make use of public right-of-way south of Merrill Field and on 15th Avenue
- Make use of vacant Northway Mall
- Interchange to access U-Med via Lake Otis Parkway
- Port connection upgrade via 1st Avenue, under Reeve Boulevard and Commercial Drive to a new interchange
- Greenway trail connection and woonerf on Hyder Street

Trade-offs





Alternative C2 Nonmotorized Connections



Alternative D

Roadway Improvements

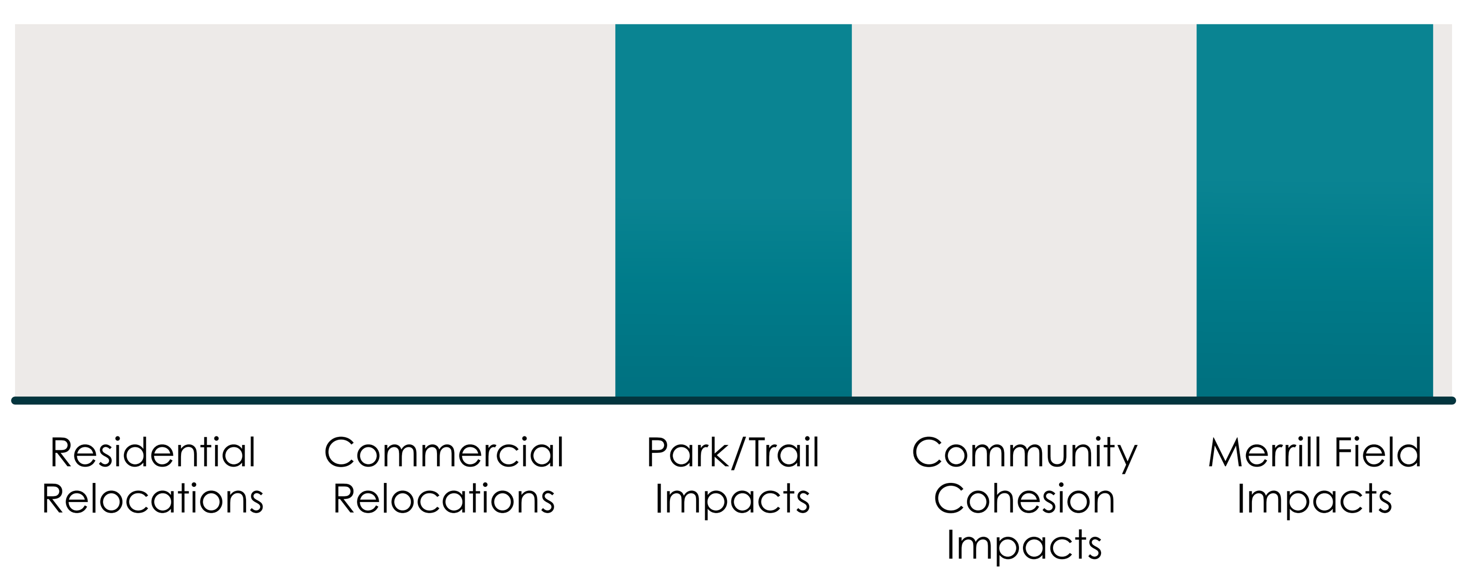
Design Approach

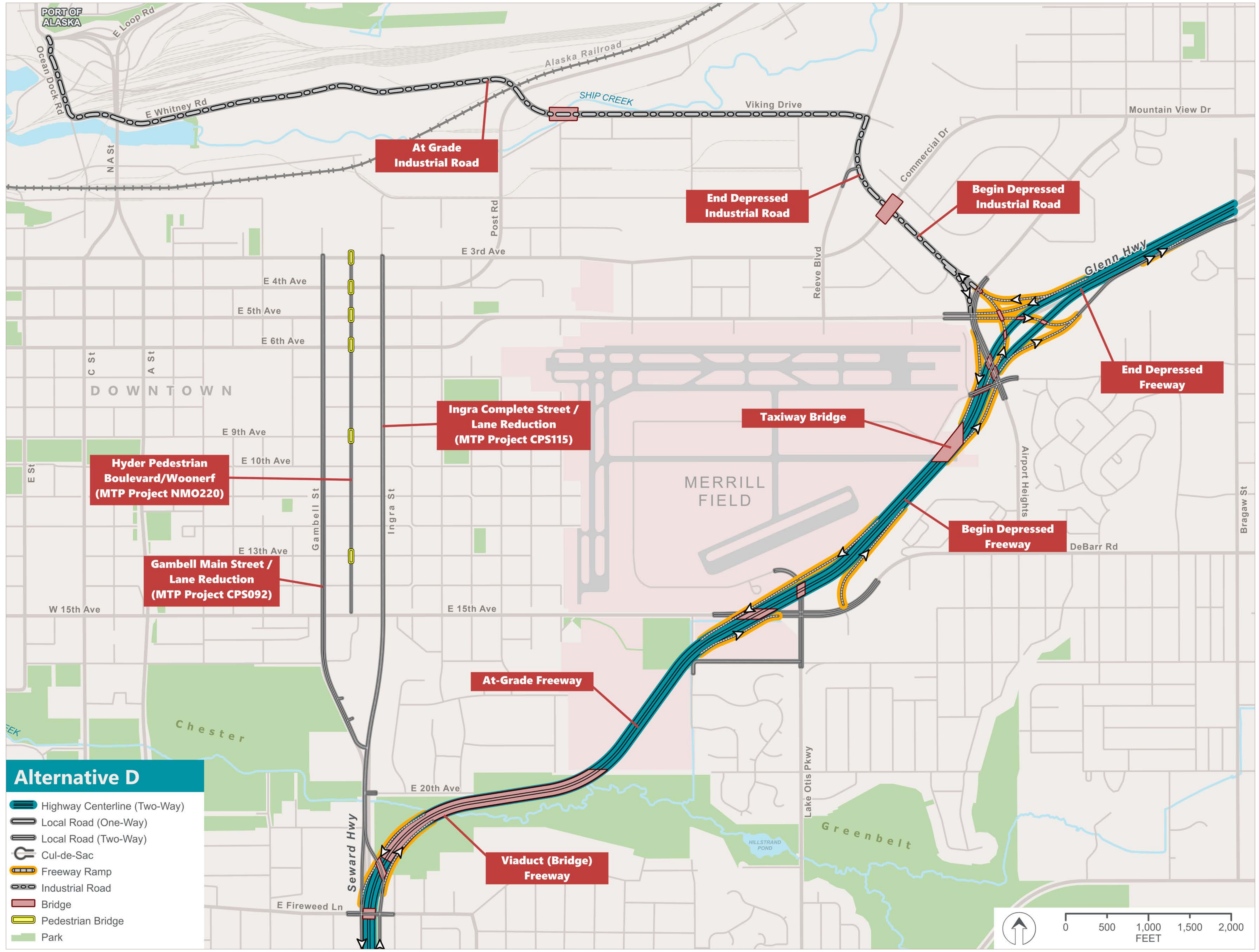
- Maximize use of public land to minimize relocation impacts
- Completely bypass Fairview and Downtown to minimize regional travel impacts trip lengths
- Eliminate physical barrier (depressed freeway) through Fairview neighborhood

Features

- Make use of vacant Northway Mall
- Make use of public land south of Merrill Field and south of 15th Avenue
- Cross over Chester Creek Greenbelt on a viaduct (long bridge) to reduce park/trail impacts
- Interchange to access U-Med via Lake Otis Parkway
- Port connection upgrade via Whitney Road-Viking Drive and then under Commercial Drive to a new interchange
- Greenway trail connection and woonerf on Hyder Street
- Adds trail connection from Chester Creek to Debarr Road

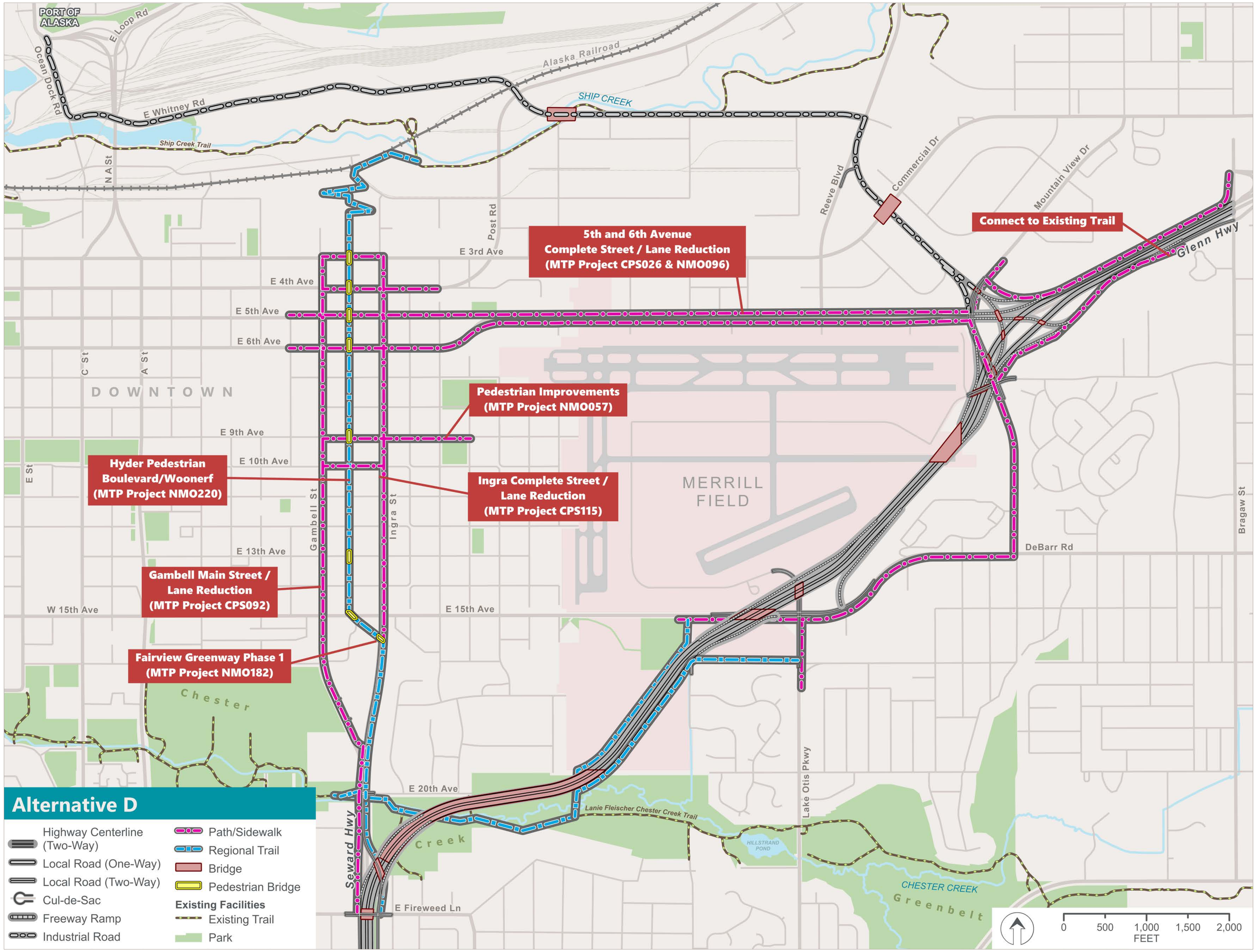
Trade-offs





Alternative D

Nonmotorized Connections

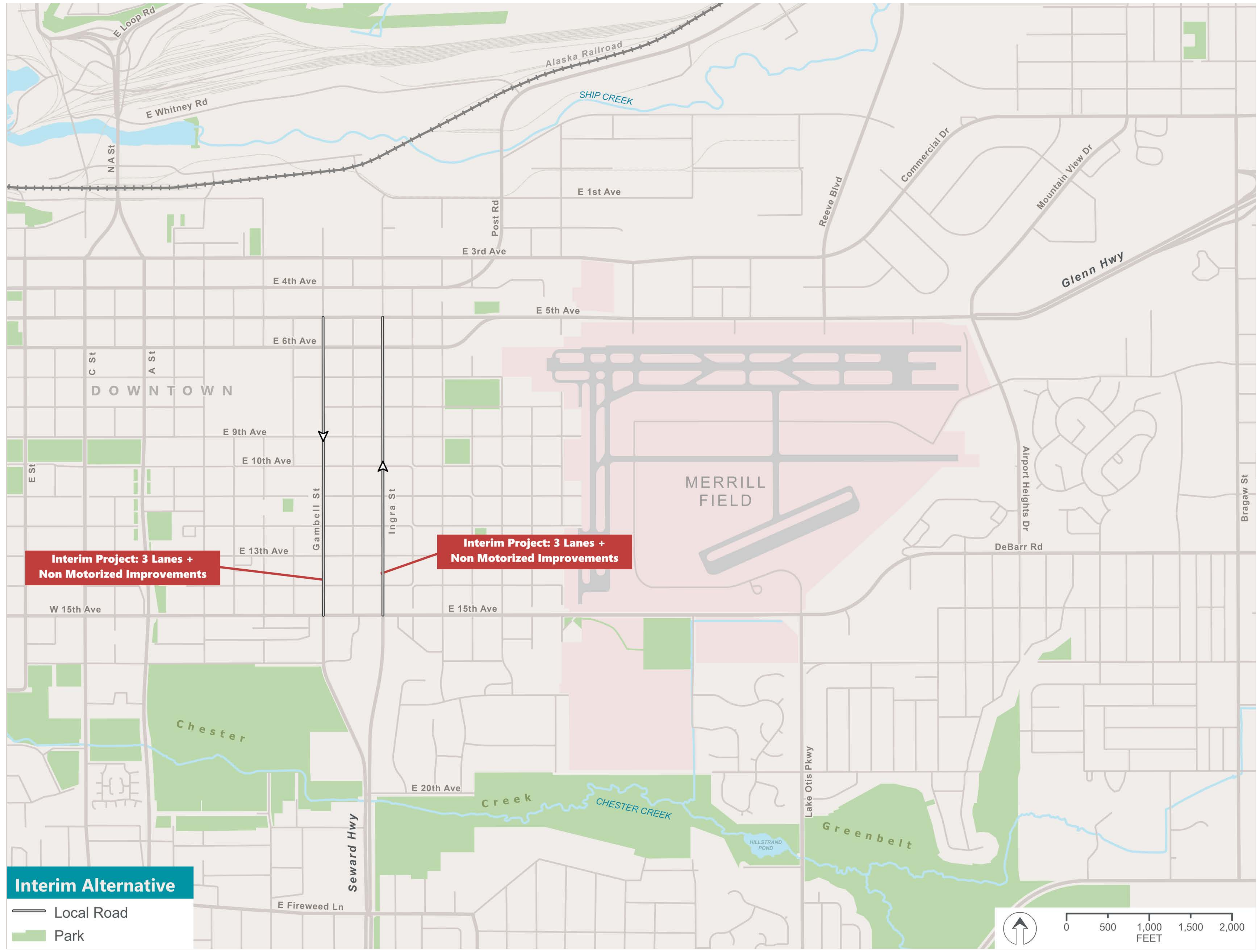


Interim Alternative

Roadway and Nonmotorized Improvements

Design Approach

- Possible interim solution for addressing project goals within the Fairview neighborhood
- Reduce Ingra and Gambell Streets by one lane to increase:
  – separation between vehicles and nonmotorized users
  – snow storage
- Traffic modeling will determine if and for how long this option might work without a freeway connection before traffic congestion becomes an issue

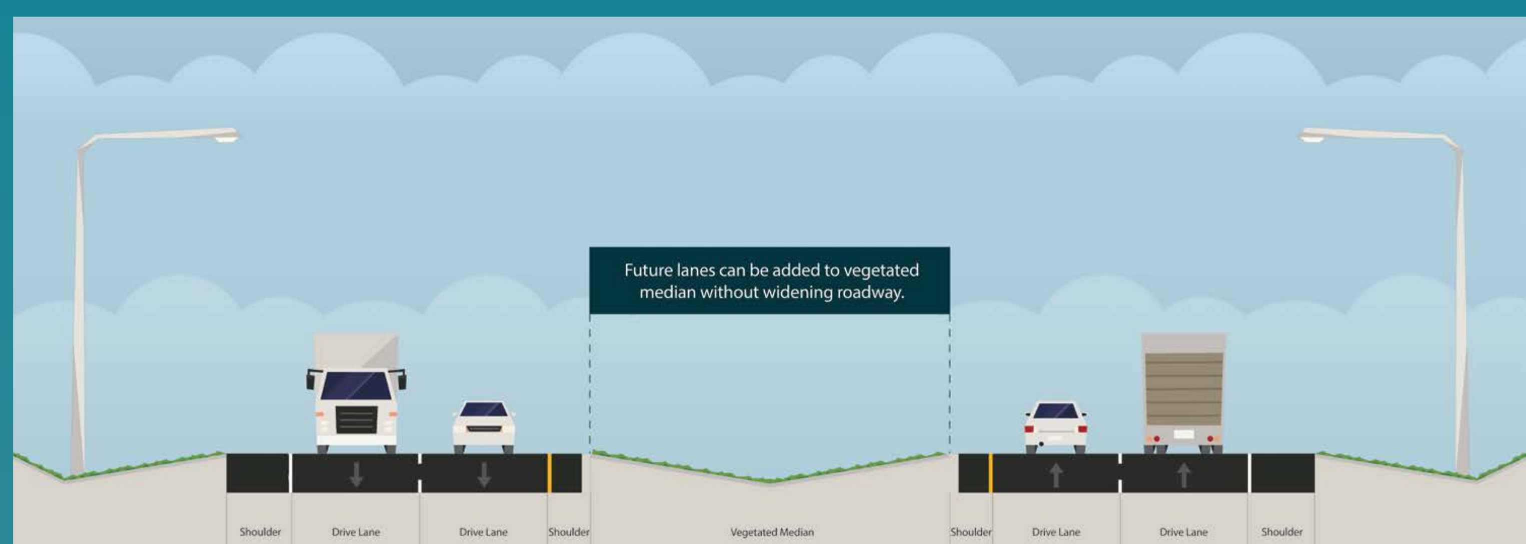


Regional Roadway Options

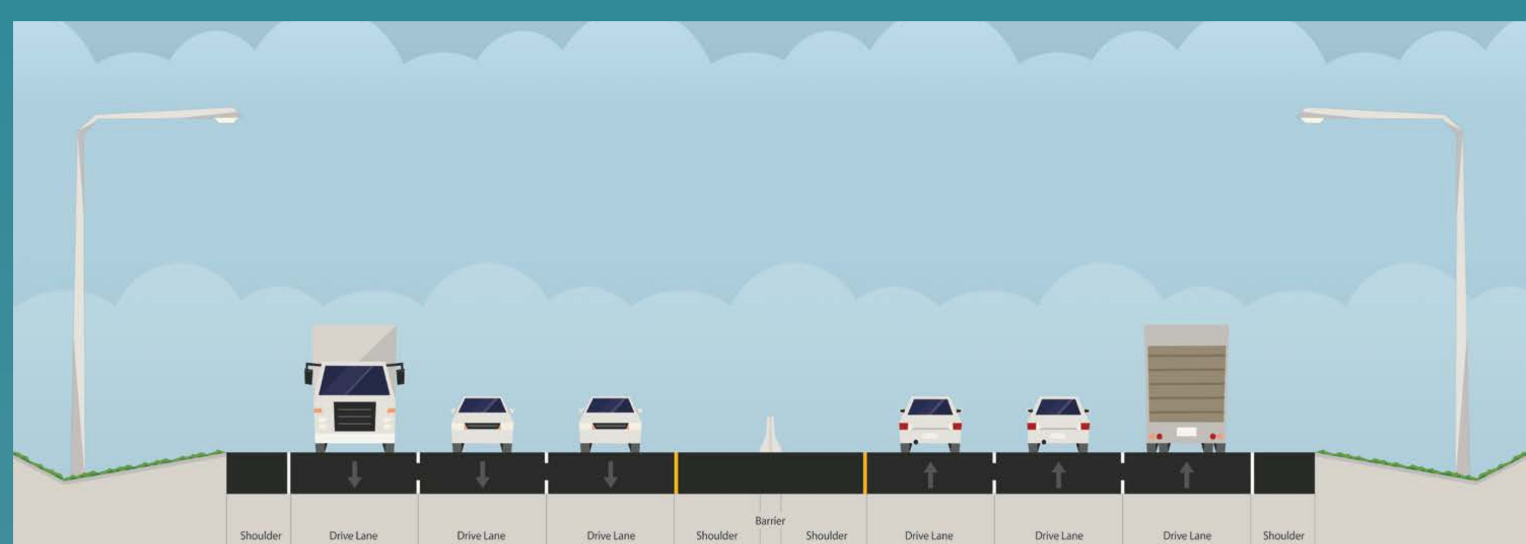
Freeway

The Municipality of Anchorage has defined freeways as limited access, high-speed roadways with grade-separated interchanges. These streets provide a potential solution where more than 40,000 trips per day need to be served. They should be built to freeway design standards, with full grade separations at intersecting streets and a minimum right-of-way width of 150 feet.

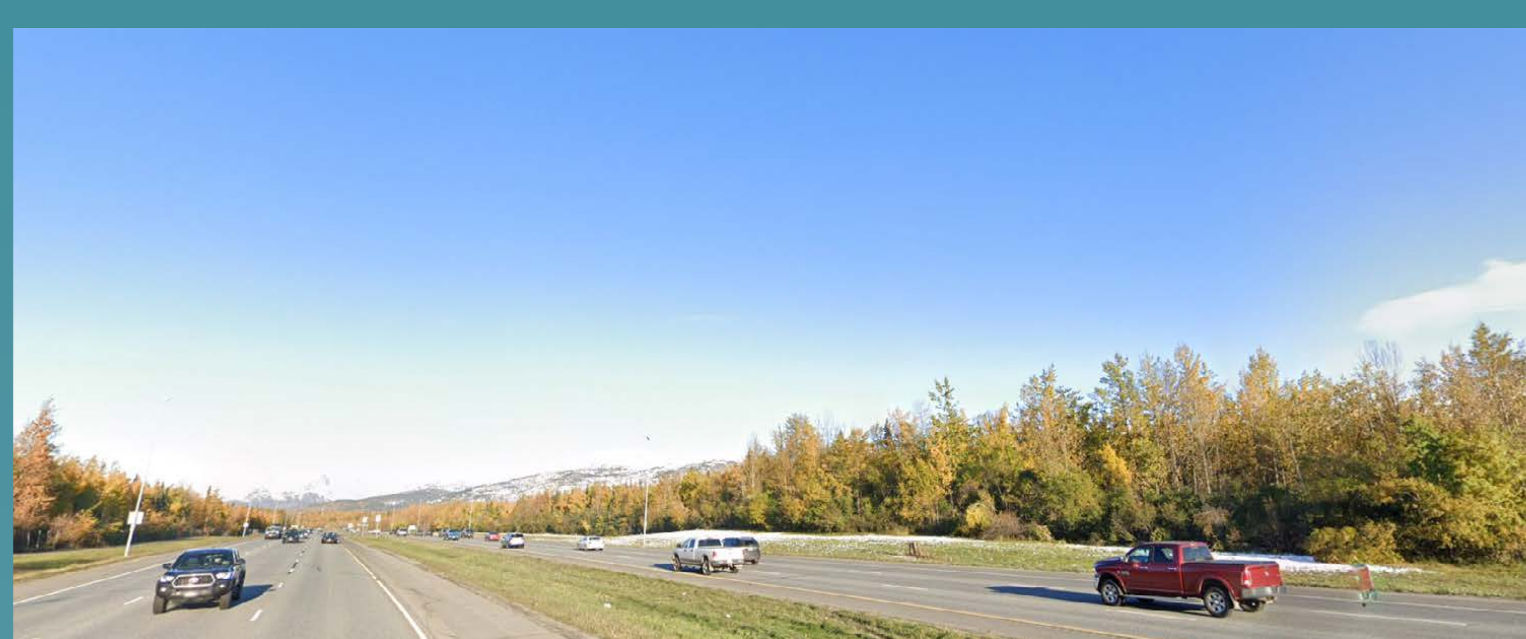
At-Grade



Vegetated Median (Initial Build-Out)

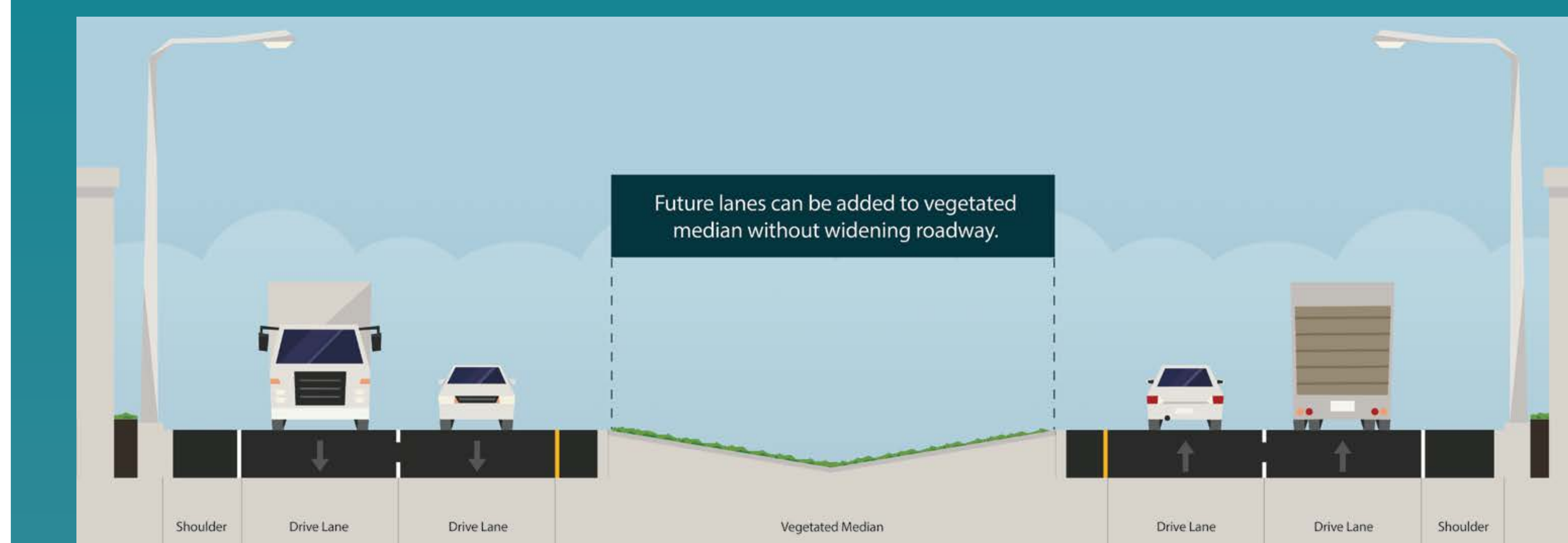


Concrete Barrier Median (Potential Future Build-Out)

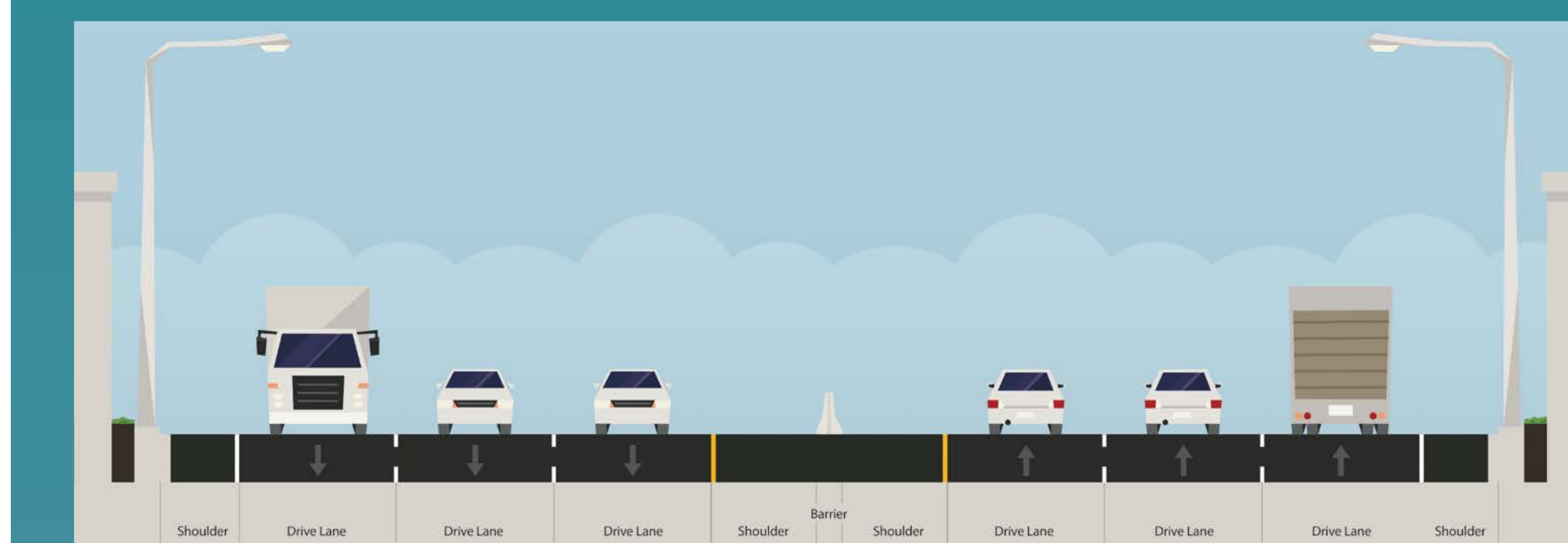


Glenn Highway, Anchorage

Depressed



Vegetated Median (Initial Build-Out)



Concrete Barrier Median (Potential Future Build-Out)

Minnesota Boulevard, Anchorage

Viaduct (Bridge)

Elevated Section with 4 Lanes

Viaduct Example

Viaduct Example

Local Roadway Options

Main Street (Gambell)

Provide for commercial and mixed uses, are pedestrian-oriented, and are transit-served. On-street parking offers benefits including better land usage than dedicated parking lots, slower traffic, and better business access. On-street parking can also have drawbacks including being less bike and pedestrian friendly, and being hard to access when the road is congested.

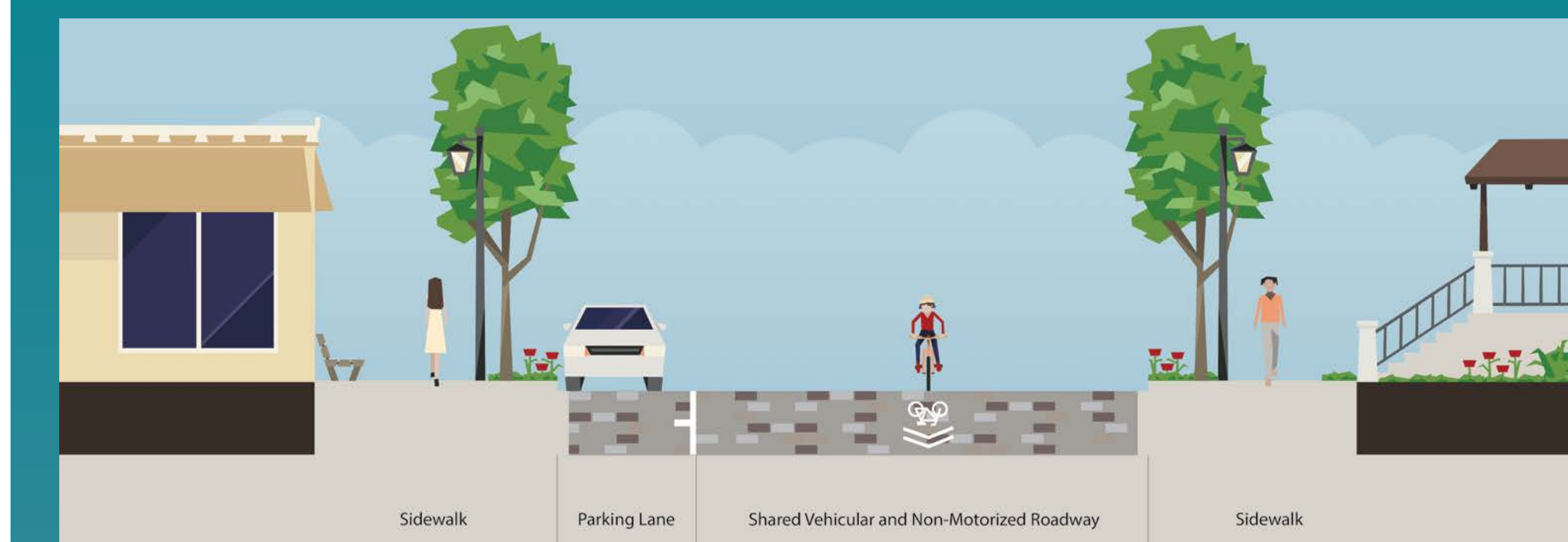
Main Street Example

Main Street Example

West Fourth Avenue, Anchorage

Woonerf (Hyder)

A woonerf, sometimes called a living street, allows drivers, bicyclists, pedestrians, and others to share the space simultaneously. These are typically viewed as social spaces rather than purely vehicle spaces. The four vital elements of a woonerf are (1) well-defined entrances, (2) a shared and well-marked space, (3) physical barriers to slow traffic, and (4) landscaping.



Woonerf Example

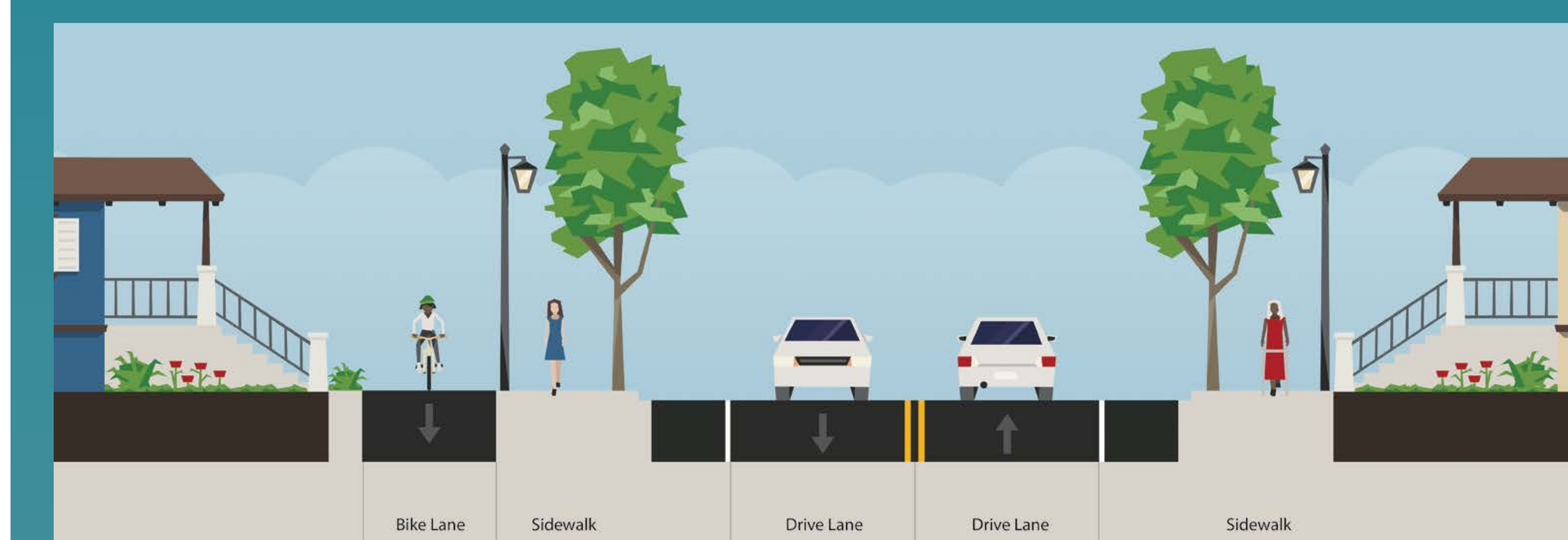
Modern Woonerf Example

F Street, Anchorage

Complete Street (Ingra)

Two-way, left-turn lanes provide a center lane for left-turning vehicles. Lanes separate turning traffic from through-traffic, reducing congestion and improving safety and travel times, as well as providing space for emergency vehicles and snow storage.

Complete Street Center Turn Lane Example



Complete Street Greenway Example

Spenard Road, Anchorage Example

Port and Trail Connections

Industrial Streets

- Industrial streets provide access to and from the Port of Anchorage for large vehicles such as trucks, trailers, and other delivery vehicles.
- Industrial streets typically consist of two to four wide travel lanes.
- Bicycle and pedestrian travel should be accommodated as well.

Regional Trail Connections

- All recommended alternatives will align with the Municipality of Anchorage recommendations for greenway-supported development.
- Alternatives will incorporate natural open spaces, creek corridors, and pedestrian routes.
- Every Seward to Glenn Connection PEL alternative includes connections to the regional trail system.

We Want Your Input!

PUBLIC COMMENT PERIOD:

February 7, 2024 – April 7, 2024

VISIT OUR ONLINE OPEN HOUSE AND COMMENT USING THE INTERACTIVE MAP

SCAN ME WITH YOUR SMART PHONE

ONLINE

sewardglennconnection.com

BY EMAIL

info@sewardglennconnection.com

BY PHONE

(907) 206-2289

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 USC 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Attachment E

Comment Forms

Seward ⟷ Glenn CONNECTION

Seward – Glenn PEL Study Comment Sheet

IRIS Program No. CFHWY00550 | Federal Project No. 0001653

Public Meeting #4 | Wednesday, February 7, 2024 | 4:30 pm - 6:30pm
Fairview Recreation Center, Anchorage, AK 99501

Please share your comments!

Name: ____________________

E-mail: ____________________

Address: ____________________

City: ____________________ State: __________ Zip: __________

Please add me to the project mailing list.

Comments can also be submitted via email at info@sewardglennconnection.com or mail:

Mail to:
Seward to Glenn Connection PEL Study
c/o HDR
582 E 36 Ave Ste 500
Anchorage, AK 99503

Please fold here and tape at bottom for mailing

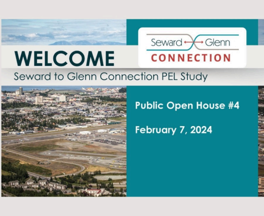
APPLY POSTAGE HERE

Seward to Glenn Connection PEL Study
c/o HDR
582 E 36 Ave Ste 500
Anchorage, AK 99503

Attachment F

Online Open House

Project Introduction



to improve livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods. The project will also identify ways to improve access between the Port of Alaska and the highway network.

Your input is critical to the success of the study. We hope you will take time to review the alternatives and share your feedback.

You may download PDF document of project related materials listed below. These documents are either downloadable PDF documents or weblinks. Adobe Reader is required to view the PDF documents. You may obtain a free copy at https://get.adobe.com/reader

Project Fact Sheet (*pdf download*)

English | Hmong | Samoan | Spanish

FAQs (*pdf download*)

English | Hmong | Samoan | Spanish

Study Area

The study will identify and evaluate improvements needed to improve transportation safety, access, connectivity, and livability. The study area generally follows Bragaw Street on the east, Northern Lights Boulevard on the south, C Street on the west, and Joint Base Elmendorf-Richardson on the north. It includes areas where potential transportation improvements could be developed between the Glenn and Seward Highways and to and from the Port of Alaska. The study area is broad enough to also gauge how traffic levels on parallel routes may be affected.

Project Schedule

The project is currently in Phase 4 (see schedule graphic to the left). We have developed preliminary alternatives phases and are soliciting feedback to refine the alternatives.

The Seward to Glenn Connection PEL Study is scheduled to finish in spring 2025.

The major decision points of the PEL study are:

1. Purpose and Need & Evaluation Criteria
2. Range of Alternatives
3. Screening of Alternatives
4. Final Recommendations

A public meeting will occur at each major decision point to encourage public input.

If you would like to be kept informed of PEL Study progress, please visit and sign up for the **email list.**

Alternatives Development Process

Ideas for alternatives were collected from public input and a review of plans and studies and through outreach and workshops with city and state representatives and representatives of community groups.

The team created alternatives to try and solve the transportation problems in the corridor and conform to established design criteria. The DOT&PF is currently asking for public input on the alternatives and will further refine them based on that input.

Alternatives will then be evaluated against purpose and need factors, right-of-way, and environmental impacts.

What is a PEL?

The purpose of the PEL Study is to "… identify and evaluate options to improve transportation mobility, safety, access, and connectivity between the Seward Highway, near 20th Avenue, and the Glenn Highway, east of Airport Heights and Mountain View Drives. The project will also identify ways to improve access to and from the Port of Alaska to the interstate highway network."

A Planning and Environmental Linkages (PEL) Study considers environmental, community, and economic goals during planning so that the information and analysis can be used in the environmental process.

Purpose and Need

The purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port of Alaska by all modes (including people on foot, bicycles, or buses) while improving community cohesion. The intent is to (1) maintain the functionality of the National Highway System while meeting the local travel needs of residents who live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections, enhance quality of life, and accommodate adopted plans, as practicable.

The needs are presented below (in no specific order):

- Reduce Conflicting Travel Functions:
  - Serving competing regional and local travel functions on the highway network in the study area leads to conflicts that reduce mobility, safety, and accessibility for all users.
- Improve Safety:
  - Crashes for vehicles and people walking and bicycling are elevated at several study area intersections.
- Promote Social Equity and Economic Development:
  - Current highway and arterial design on the Seward/Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.

Public Input Meeting #1

Input from Public Meeting #1 in January 2022 focused on "Problems to be Solved."

During the comment period of January 24 – February 28, 2022, the public submitted a total of 419 comments focused on the following themes:

- 93 Other
- 27 Environmental
- 21 Transportation
- 10 Traffic Forecasting
- 20 Environmental Justice
- 150 Nonmotorized
- 98 Alternatives

To see the comments received and the study team's responses, download the: **Comment Responses from Public Meeting #1**

Public Input Meeting #2

Public Meeting #2 on May 25, 2022, provided an opportunity for the public to provide input on the draft Purpose and Need Statement and the evaluation criteria proposed for the study.

The study team revised the Purpose and Need Statement to reflect the input received.

To see the comments received and the study team's responses, download the:

Comment Responses from Public Meeting #2

Public Input Meeting #3

Public Meeting #3 on May 18, 2023, was held in a workshop format and allowed the public to help create the alternatives presented in the fourth public meeting (now!). The study team provided large maps of the area and had engineers on hand to help capture the public's ideas for alternatives.

To see the comments received and the study team's responses, download the:

Comment Responses from Public Meeting #3

Balancing the Issues & Challenges

Solving the transportation challenges requires balancing several competing interests and needs. The study team created alternatives that attempt to:

- Improve safety.
- Reduce regional and local travel conflicts.
- Consider the needs of all users (pedestrians, bicyclists, vehicles, and freight).
- Maintain National Highway System (regional) functionality.
- Improve the ability to move safely and efficiently when accessing key destinations.
- Improve access between the Port and the highway while also reducing neighborhood impacts.
- Improve livability by helping reconnect the neighborhood (physically and socially) by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.
- Accommodate ideas from adopted plans.

Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).

Pedestrian and Bicycle Study

From our outreach during the study, we have heard numerous concerns about pedestrian safety in the Gambell-Ingra corridor. Through our examination of existing data, it became clear that there was a gap in our knowledge related to how much nonmotorized travel was occurring in the corridor, where it was occurring, and how much exposure nonmotorized travelers might have to vehicle movements. As a result, DOT&PF commissioned a nonmotorized activity study.

This study counted nonmotorized crossings along Gambell, Hyder, and Ingra Streets to identify high-use locations and evaluated intersections against turn movement counts to identify exposure levels. This count data is being used to refine the traffic model and will be used to evaluate potential nonmotorized improvements.

Learn more by reading the **Draft Pedestrian and Bicycle Study Report.**

Regional Roadway Options

The Municipality of Anchorage has defined freeways as limited access, high-speed roadways with grade-separated interchanges. These streets provide a potential solution where more than 40,000 trips per day need to be served. They should be built to freeway design standards, with full grade separations at intersecting streets and a minimum right-of-way width of 150 feet.

Each alternative has various sections of the highway that are on the surface or depressed, and Alternative D includes a long bridge over the Chester Creek greenbelt.

Local Roadway Options

These local roadway options offer examples of street types envisioned, with a focus on improving livability and safety on Gambell, Hyder and Ingra Streets in particular.

Woonerf (Hyder Street)

A woonerf, sometimes called a living street, allows drivers, bicyclists, pedestrians, and others to share the space simultaneously. These are typically viewed as social spaces rather than purely vehicle spaces. The four vital elements of a woonerf are (1) well-defined entrances, (2) a shared and well-marked space, (3) physical barriers to slow traffic, and (4) landscaping.

Main Street (Gambell Street)

Main streets provide for commercial and mixed-uses, are pedestrian-oriented, and are transit-served. On-street parking offers benefits including better land usage than dedicated parking lots, slower traffic, and better business access. On-street parking can also have drawbacks including being less bike and pedestrian friendly, and being hard to access when the road is congested.

Complete Street (Ingra Street)

Complete Streets are streets designed and operated to enable safe use for all users, including people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

A complete street with a center turn lane provides for two-way traffic and offers a single center lane for left-turning vehicles. Lanes separate turning traffic from through-traffic, reducing congestion and improving safety and travel times, as well as providing space for emergency vehicles and snow storage.

Port and Trail Connections

Each alternative includes an improved connection to the Port of Alaska from the highway network. This connection is not envisioned as a highway but rather as an industrial road to facilitate the movement of trucks.

Each of the alternatives includes a regional trail connection between the Chester Creek Trail and the Ship Creek Trail. Such a connection through Fairview would create a regional loop trail (Fairview Trail-Ship Creek Trail-Coastal Trail-Chester Creek Trail).

Alternative Concepts

Overall Design Approach

The study team incorporated the following ideas into every alternative, to the extent possible:

- **Improve Local Travel, Livability, and Economic Development**
  - A main street design on Gambell Street
  - Complete street or woonerf design on Ingra Street and/or Hyder Street
  - Road Diets on 5th and 6th Avenues and Gambell and Ingra Streets with nonmotorized upgrades
  - Pedestrian bridge (over depressed freeway alternatives) or nonmotorized upgrade on 10th Avenue
- **Improve Nonmotorized Travel and Livability**
  - Regional trail connecting Chester Creek Trail to Ship Creek Trail to form a regional loop trail around Anchorage's urban core (via Ship Creek Trail, Coastal Trail, and Chester Creek Trail)
  - Pedestrian bridges or tunnels across major roadways
  - Add bridge at Chester Creek to improve pedestrian undercrossing and return creek to natural conditions for fish passage
  - Trail connections from Bragaw Street to Reeve Boulevard
- **Reduce Travel Conflicts and Improve Safety**
  - Reduce local and regional travel conflicts by depressing the highway or routing it to bypass neighborhoods
  - Remove Port traffic from neighborhoods
- **Improve Freight Movement, Reduce Conflicts, and Improve Safety**
  - Reduce truck traffic on local streets by connecting the Port of Alaska directly to a highway interchange
  - Increase freight mobility by keeping trucks on freeways and rerouting them to industrial streets without stop lights
- **Improve Regional Travel**
  - A free-flow highway connection from the Seward Highway to the Glenn Highway
- **Consistency with Adopted Plans**
  - Accommodation/promotion of planned improvements from:
    - Metropolitan Transportation Plan 2050
    - Anchorage Land Use Plan Map
    - Fairview Neighborhood Plan
    - Gambell Street Redevelopment and Implementation Plan

Alternative A: Roadway Improvements

Alternative A: Roadway Improvements would provide a continuous freeway connecting the Glenn Highway and Seward Highway.

Interchanges are proposed to be built at Airport Heights Drive, 5th/6th Avenues, and a partial interchange at East 15th Avenue/Ingra Street. From a new Airport Heights Drive/Glenn Highway interchange, the highway would head northwest, staying low to traverse underneath Mountain View Drive and Commercial Drive and Reeve Boulevard. The alignment would traverse along the north side of East 3rd Avenue below the bluff and stay low as it turns south along Hyder Street going under East 3rd, East 4th, and East 5th Avenues. It would be depressed along Hyder Street with various cross streets connecting overhead, eventually daylighting from the depressed section south of East 15th Avenue.

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Design Approach

- Test Metropolitan Transportation Plan 2040 highway connection alignment
- Allow Ingra Street to be utilized as a collector road to accommodate local traffic circulation in Fairview

Features

- Depressed alignment on Hyder Street to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Multiple options for Port access using an extension of Gambell and Ingra Streets
- Uses alignment ideas from past adopted plans
- Greenway trail connection along Ingra Street

Trade-offs

Alternative A: Nonmotorized Connections

Alternative A: Nonmotorized Connections would improve local connectivity and improve quality of life. Key features include reducing lanes on Gambell Street and redeveloping it as a main street, reducing lanes on Ingra Street, and creating a regional trail connecting Chester Creek Trail to Ship Creek Trail. With regional traffic on a highway connection, lanes can be reduced on 5th and 6th Avenues and that space can be converted to nonmotorized uses without impinging on regional vehicle and freight movements.

Alternative B: Roadway Improvements

Alternative B: Roadway Improvements would provide a continuous freeway connecting the Glenn and Seward Highways that maximizes use of DOT&PF right-of-way along East 5th Avenue and Ingra Street.

Attachment G

Website Updates

Seward Glenn CONNECTION

Public Outreach

Public and Agency Involvement is Critical to a Successful PEL

The process will involve many individuals and groups to inform the study, develop and screen alternatives, and review the Draft PEL Study. This includes agencies, Tribes, elected officials, utilities, emergency responders, businesses, nonprofits, community organizations, and the public.

We are committed to conducting a process that is equitable and responsive to the needs of traditionally underserved communities. This means:

- Providing accessible, inclusive, and convenient opportunities to engage.
- Reaching out to and integrating feedback from individuals and groups that are traditionally underserved by existing transportation systems.
- Communicating with you regarding the feedback we have received.

Completed and Upcoming Outreach Activities

Date	Description
July 20, 2024	Fairview Block party
June 6, 2024	Downtown Streets Engineering Study Agency Meeting
March 21, 2024	Mountain View Community Council Presentation
March 21, 2024	Airport Heights Community Council Presentation
March 14, 2024	Fairview Community Council Presentation
March 8, 2024	Technical Advisory Committee Meeting #3
March 6, 2024	Agencies and Tribes Committee Meeting #3
March 4, 2024	Community Advisory Committee Meeting #4
February 28, 2024	Mountain View Community Council Presentation
February 27, 2024	AMATS Bicycle & Pedestrian Advisory Committee Meeting Presentation
February 27, 2024	AMATS Community Advisory Committee Presentation
February 7, 2024	Public Meeting #4 • Online Open House Archive • Posters (14mb - large file) • Presentation
February 1, 2024	American Society of Landscape Architects Meeting Presentation
January 25, 2024	Mat-Su Transportation Fair
January 11, 2024	Fairview Potluck
November 3, 2023	AMATS Walking Tour of the Fairview Area
October 18, 2023	MOA Transportation Committee Meeting
October 17, 2023	Fairview Collaborative Meeting
October 4, 2023	AMATS Safety Plan Walking Tour of the Ingra-Gambell Couplet
September 11, 2023	Fairview Collaborative Meeting
August 16, 2023	AARP Walk Audit of the Anchorage Senior Center
August 14, 2023	Fairview Collaborative Meeting
July 20, 2023	Comment Responses from Public Meeting #3
June 20, 2023	Fairview Tuesdays
May 18, 2023	Public Meeting #3 and Interactive Workshop
February 28, 2023	Alternatives Workshop #1
February 16, 2023	Airport Heights Community Council Presentation
January 30, 2023	May 2022 Comment Responses from Public Meeting #2
January 12, 2023	Anchorage Transportation Fair
January 10, 2023	AMATS Community Advisory Committee Presentation
August 3, 2022	Anchorage Senior Center Presentation
June 15, 2022	**Technical Advisory Committee Meeting #2** • See the Committee page for more information.
June 15, 2022	**Agencies and Tribes Committee Meeting #2** • See the Committee page for more information.
June 14, 2022	Information Kiosk at Carrs/Safeway on Gambell
June 13, 2022	**Legislative Update Meeting** • Meeting Notes
June 1, 2022	**Community Advisory Committee Meeting #3** • See the Committee page for more information.
May 25, 2022	**Public Meeting #2 Meeting Advertising:** • E-Blasts: April 28, 2022, May 23, 2022, May 27, 2022, June 15, 2022 • Newspaper Ads: May 5 & 23, 2022 • Social Media Posts: May 4, May 11, & May 23, 2022 • Postcard Mailing: May 6, 2022 • Flyers Posted: May 16-20, 2022
May 24, 2022	**January 2022 Comment Responses from Public Meeting #1**
May 24, 2022	Anchorage International Rotary Club Presentation
May 11, 2022	**Freight Advisory Committee**
April 28, 2022	**AMATS Policy Committee Presentation** • Agenda • Meeting Link
February 25, 2022	Anchorage International Rotary Club Presentation
February 23, 2022	Information Kiosk at Fairview Community Recreation Center
February 23, 2022	Information Kiosk at Carrs/Safeway on Gambell
February 21, 2022	Eblast: Update on Information Kiosks
February 17, 2022	Government Hill Community Council Presentation
February 17, 2022	Anchorage Public Works Monthly Meeting (AMATS presentation)
February 16, 2022	Federation of Community Councils Presentation
February 14, 2022	AMATS Community Advisory Committee Presentation
February 10, 2022	Fairview Community Council Presentation
February 10, 2022	Stakeholder Discussion with Municipality of Anchorage Ombudsman
February 10, 2022	Third Avenue Radicals Presentation
February 9, 2022	Anchorage Downtown Partnership Presentation
February 8, 2022	Stakeholder Discussion with Downtown Hope Center
Jany 24 - Feb 28, 2022	**Social media announcements** • https://www.facebook.com/AlaskaDOTPF
Jan 24 - Feb 28, 2022	**Online Open House and Public Comment Period**
January 27, 2022	Virtual Public Meeting #1 Meeting Advertising: • E-Blasts: November 19, 2021; January 10& 24 2022; February 21.2022 (follow-up) • Newspaper Ads: January 10 & 20, 2022 • Social Media Posts January 17, 24, & 27, 2022; February 14, 2022 • Postcard Mailing: January 10, 2022 • Flyers Posted: January 13 - 19, 2022 • Link to view the January 27, 2022 recorded Virtual Public Meeting.
January 5, 2022	Downtown Community Council Presentation
December 29, 2021	Newsletter Mailing
November 18, 2021	**Executive Committee / AMATS Policy Committee Meeting** • See the Committee page for more information.
October 20, 2021	**Community Advisory Committee Meeting** • See the Committee page for more information.
October 20, 2021	**Technical Advisory Committee Meeting** • See the Committee page for more information.
October 20, 2021	**Agency and Tribes Committee Meeting** • See the Committee page for more information.
Aug – Dec, 2022	Coordination with utilities (GCI, AT&T, Enstar, and Chugach Electric)
June 2, 2021	Seward Glenn PEL Project Joint Meeting with Department of Transportation & Public Facilities (DOT&PF), Anchorage Metropolitan Area Transportation Solutions (AMATS), Municipality of Anchorage (MOA), and contractors

Opportunities to get involved!

Input from the community and stakeholders is an essential part of the PEL Study process. The project team encourages you to share your thoughts about the project because it will help us develop the best possible solutions.

Sign up for our email list to stay updated on opportunities to share your thoughts!

Join our E-mail List!

Committees

DOT&PF has created committees to provide feedback to the Project Team throughout the PEL Study. The committees have an important role in the project and provide meaningful feedback to the project team. Learn more about the project's committees on the Committee page.

Committees

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The 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 Amy Burnett, (907) 865-2220, or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.

What's New

The final Pedestrian and Bicycle Count Study is now available on the project library page.

The 60-day comment period for preliminary alternatives closed on April 7. The project team is evaluating your feedback and continuing to advance the study!

Stay up to date on study progress! Subscribe to our email list!

Join our E-mail List!

Quick Links

- Contact the project team!
- Central Region
- Central Region Projects
- DOT&PF Projects

Top

Department of Transportation & Public Facilities
PO Box 112500 (mailing)
3132 Channel Drive
Juneau, Alaska 99811-2500
Contact Info

Attachment H

Listservs

From: whatsup@npogroups.org on behalf of Peg Tileston via whatsup list
To: whatsup@npogroups.org
Subject: [whatsup] What;s Up 3/16/2024
Date: Sunday, March 17, 2024 9:52:58 PM

What's Up
March 17, 2024
Compiled weekly by Peg Tileston on behalf of Trustees for Alaska, The Alaska Center, and The Alaska Conservation Foundation.

****Marks new items in this issue.**

CONFERENCES, WORKSHOPS, SEMINARS, SPECIAL EVENTS

March 18 - 20
JUNEAU - The **ALASKA JUST TRANSITION SUMMIT** will be held at Centennial Hall. The Alaska Just Transition Collective is an intersectional cohort of regional organizations who collaborate through an aligned vision for a just and equitable transition away from an extractive economy into a resilient one based on care. The Just Transition Summit is our biennial gathering to share knowledge, skills, inspiration, and connect about the equity and justice work we are doing in our communities. Register online here.

March 22 & 23 (Virtual)
The **ALASKA FARMERS MARKET ASSOCIATION** will hold a Virtual Summit from 9am to 1pm for workshops, keynote speakers, panels discussion and virtual meetups! Market managers, farmers, local food leaders and enthusiasts will come together to highlight the incredible work of market managers and farmers. Register for FREE at alaskafarmersmarkets.org/event/afma-summit/.

March 23 & 24
ANCHORAGE - The **SPRING GARDEN CONFERENCE 2024** will be held at the Dena'ina Civic and Convention Center. The Alaska Botanical Garden (ABG) is currently accepting proposals for speakers, vendors, and workshops. All speaker and workshop proposals must be received by January 19th. Please submit proposals using our online forms at stacey.shriner@alaskabg.org. For more information, contact Stacey Shriner at 907-770-3692.ource research, planning, development, management, and education. The intention is that this will be a hybrid conference. We highly encourage all who can to attend in person. Please visit the conference website for information, sponsor opportunities, registration, abstract submissions at https://www.alaskabg.org/spring-garden-conference-2024.

****April 1 - 3 (In-person & virtual)**
FAIRBANKS - 2024 ALASKA SECTION AWRA ANNUAL CONFERENCE will be held at Pike's Waterfront Lodge, Registration is OPEN! AWRA's mission is to advance multidisciplinary water resources education, management, and research. Our annual conference is an opportunity for collaboration among physical, biological, and social scientists, engineers, and students concerned with water resource research, planning, development, management, and education. The intention is that this will be a hybrid conference. We highly encourage all who can to attend in person. Stay tuned and keep an eye out for more details in your inbox and on this page regarding conference information, abstract submission, and more! For more information, go to https://ak-awra.org/ameetings/2024am/index.shtml.

April 2 – 4
NOME – **16TH WESTERN ALASKA INTERDISCIPLINARY SCIENCE CONFERENCE AND FORUM (WAISC): THEME: "WESTERN ALASKA in TRANSITION"** brings together people invested in sharing information important to rural communities in Western Alaska. We do this through Western Alaska knowledge and science. The 2024 conference will highlight needs to maintain strength, health, and subsistence lifestyles while moving forward during rapid transitions within the environment, ecology, and industries of Western Alaska. A conference priority is the continued sharing of knowledge across cultural boundaries. Event Link.

April 3 – 5
ANCHORAGE – ALASKA OUTDOOR ALLIANCE 9th ANNUAL CONFLUENCE SUMMIT will be held at the Anchorage Museum and is an annual conference where Alaskans come together to discuss trends in outdoor recreation and to share ideas to expand the sector. Over multiple days, we roll up our sleeves to shape outdoor recreation policies, foster collaboration, listen to influential speakers and thought leaders in the field, participate in critical conversations, and develop funding ideas that strengthen our sector and Alaska. You will have the opportunity to join business owners, elected officials, public land managers, allied nonprofits, and other community leaders in shaping the future of outdoor recreation in the state.

April 10 – 12
ANCHORAGE - ARCTIC ENCOUNTER will be held at the Dena'ina Convention Center. As the largest Arctic policy and business conference in North America, with partners and convenings worldwide, the Arctic Encounter continues to gather leading voices from around the world. The Arctic Encounter is eager to welcome 1,000+ participants to Alaska for a world-class arts and cultural experience, including policy debates, dialogue with international leaders, business executives, Indigenous peoples, scientists, students, defense leaders, diplomats, policymakers, and more. Registration is now open. Event Link.

April 10 - 12 (In-person & Virtual)
ANCHORAGE - STATEWIDE TRAILS CONFERENCE will be held at the BP Energy Center. The conference provides trail users and the wider public a statewide opportunity for training and networking with trail professionals. There are many ways to enjoy Alaska's trails and the conference brings them together all under one roof. Trails and outdoor recreation are a public health asset and an economic engine for the state and the trails conference seeks to raise the profile of trails and their importance to Alaska. Please see the Conference Archives to view recorded sessions and presentation slides at https://www.alaska-trails.org/conference-archive-links.

April 16 – 18
SITKA – The **2024 LOWELL WAKEFIELD FISHERIES SYMPOSIUM: SHIFTING DISTRIBUTIONS and PHENOLOGIES: IMPLICATIONS for FISHERIES** will bring together fishery researchers and managers to address how political decisions, jurisdictional arrangements, and survey management structures can adapt to environmental changes and shifting species distributions. Participants worldwide are invited to share case studies and contrast approaches in different regions. Discussions will be forward-looking, and solutions focused. Early bird registration is open through **March 18**. Register at https://seagrant.uaf.edu/events/ssl/register.php?id=483.For more information, go to 2024 Wakefield Fisheries Symposium website.

****April 27**
The **ALASKA CENTER'S ANNUAL AUCTION and CELEBRATION** the Dena'ina Civic and Convention Center. Doors open and silent auction starts at 5pm. At 7pm, Keynote address, live auction, live musical performance, and three-course dinner will be served. Ticket Levels: Super Supporters: $150; Climate Collaborator: $75; Grassroots Giver: $40.

May 13 - 16
ANCHORAGE, -20th INTERNATIONAL CONFERENCE on COLD REGIONS ENGINEERING will be held at the Egan Civic & Convention Center. This conference is being organized by the Cold Regions Engineering Division (CRED) and supported by the Aerospace Engineering Division (ASD) and the Forensic Engineering Division (FED), of the American Society of Civil Engineers (ASCE) and will be hosted by the University of Alaska Anchorage. The conference aims at connecting engineers, academics, and cold regions experts from various disciplines to share their knowledge and experience. The **conference theme** is **SUSTAINABLE and RESILIENT ENGINEERING SOLUTIONS for CHANGING COLD REGIONS**.. Event Link.

May 20
ANCHORAGE -The **2024 CLIMATE INNOVATION SHOWCASE,** sponsored by **LAUNCH ALASKA** will be held from 5:30 to 7:30pm at the Williwaw Social. Launch Alaska hosts this event to celebrate Launch Alaska Portfolio companies and build new connections between the people and projects accelerating the energy transition in Alaska. This event is held the day before the Alaska Sustainable Energy Conference and is part of that program. Enjoy refreshments, win prizes, and plug into game-changing climate technologies + plenty of networking opportunities. RSVP at https://www.launchalaska.com/calendar/2024showcase. Event Link.

May 21 – 23
ANCHORAGE - ALASKA SUSTAINABLE ENERGY CONFERENCE guided by the theme "**TRANSFORMING ENERGY NOW for the NEXT 50 YEARS**,". The 2024 Alaska Sustainable Energy Conference will focus on real world examples in Alaska and around the globe demonstrating progress in the energy transition including established renewable sources, advancements in energy storage, and emerging technologies such as green fuels and advanced nuclear power. World-renowned speakers and experts will highlight the agenda, along with breakout tracks, panel discussions, and multiple networking opportunities. Event Link.

June 24 – 30
EXPERIENCE ALASKA on the **TRUSTEES for ALASKA 50th ANNIVERSARY TOUR** to the **GATES of the ARCTIC**. Seating is limited for the private 7-day excursion. The trip includes guidance from a professional photographer, Carl Johnson, on taking photos of wildlife and landscape and conversations with Teresa Clammer, Trustees legal director. **Sign up by March 15**. $8995 per person. For more information, go to .https://trustees.org/join-us-on-a-gates-of-the-arctic-tour-in-june-2024/ or contact Tracy Lohman at (907) 433-2006 or email tlohman@trustees.org.

June – August
Registration is open for **ALASKA GEOGRAPHIC SUMMER FIELD COURSES in DENALI NATIONAL PARK**. Sign up now for these wilderness-based experiences led by experts in the fields of wildlife, botany, education, the arts and more! Courses include transportation, overnight accommodations, and hearty meals. Professional development credit is also available. Some courses are already sold out; however, the following courses still have space:
- **June 5 - 7** – Explore your Environment with **ALASKA PROJECT LEARNING TREE**
- **June 7 – 9 - BIRDS of DENALI**
- **June 25 – 27** – **WILDFLOWERS of DENALI**
- **June 28 – 30** – **ARTIST EXPEDITION: RESEARCHING WATER**
- **July 1 – 4** – Play in the Park: **FAMILY OUTDOOR SCHOOL for the VERY YOUNG**
- **July 19 – 21** – **DENALI'S ALPINE WILDLIFE**
- **August 2 - 4 - GEOLOGY of DENALI**
- **August 14 - 16 - BEARS of DENALI**
- **August 24 – 27 - ECOLOGY of MIGRATORY BIRDS in KANTISHNA**

For more information or to register, please visit: www.akgeo.org/field-courses or email courses@akgeo.org with any questions.

WEBINARS, FILMS, & VIRTUAL

March 18
An informational webinar will be held at 10am AKDT to review **Interagency Arctic Research Policy Committee (IARPC) ARCTIC RESEARCH PRIORITIES** for the next two years. IARPC is updating the implementation plan for the 2022-2026 Arctic Research Plan and is asking the community to help us celebrate our successes and accomplishments, highlight where we need to shift our attention, and suggest where new research deliverables may be needed. Join an informational webinar at https://www.iarpccollaborations.org/events/25198.

**** March 19**
THREE AMAZING RIVERS of the CENTRAL YUKON WATERSHED with refuge manager **DAVID ZABRISKIE** will be presented via Zoom from 5 to 6pm.Zpom webinar link will be posted HERE.. Three wildlife-rich refuges along the central Yukon River are named after the rivers that define them – Koyukuk, Innoko and Nowitna. Ecologically speaking, these rivers are the heart and lifeblood of the three National Wildlife Refuges. They are also the primary access to the refuges for the people of the central Yukon and beyond. Refuge Manager David Zabriskie, manager for all three refuges, will share with us his work to protect the Nowitna River, a National Wild and Scenic River, and more broadly the role all three of these rivers play in the lives of the wildlife and the people of the Central Yukon River Watershed. For a preview of this beautiful river David will be sharing with you, check out this two minute video. Read more about David's background and find the zoom link HERE.

March 20, 27, April 3, 10 & 17 (Virtual)
The Tongass National Forest will begin a multi-year effort to **REVISE the 1997 TONGASS Land and RESOURCE MANAGEMENT PLAN**. The Forest Plan Revision effort is an opportunity for the Forest Service to work collaboratively to adapt the Forest Plan to changes in social and ecological conditions that have occurred over the past 25 years. Through this process, we will create a Plan that protects cultural and natural resources, supports sustainable economies and communities, and maintains healthy ecosystems. In preparation for plan revision, the team will be gathering information and reaching out to Alaska Tribes, Alaska Native Corporations, public, partners, and other agencies to find out how they would like to be engaged during this multi-year process. The team is also sharing information about the planning process, starting with a series of public webinars. Join Zoom Gov Meeting at https://usfs.zoomgov.com/j/1609774055?pwd=bUNOL3loVkV2RWw1RUM0OW54QVRGdz09 with Meeting ID: 160 977 4055 and Passcode: GZ5r Webinars will be held from 5:30 to 6:30pm with the following topics:
- **March 20** - Wild and Scenic River Eligibility Study Process in Plan Revision
- **March 27 -** Sustainable Recreation and Tourism in Revision
- **April 3 -** Recommended Wilderness Process in Plan Revision
- **April 10 -** Planning for Species Diversity in Revision
- **April 17 -** Planning for Resource Use in Revision

If you are unable to attend the webinar a recording of the present

March 22 (Webinar)
MARCH 2024 NWS ALASKA IMATE OUTLOOK BRIEFING will be held from Noon to 1on AKDT presented by **RICK THOMAN**, Alaska Center for Climate Assessment and Policy. We will review recent and current climate conditions around Alaska, discuss forecasting tools, and finish up with the Climate Prediction Center's forecast for April 2024 and the early spring season. Join the gathering online to learn what's happened and what may be in store with Alaska's seasonal climate. Register HERE

OCEAN ACIDIFICATION in ALASKA has a new, free **ONLINE COURSE** that provides an understanding of ocean acidification's impacts in Alaska waters. The course comprises 8-modules that are filled with short videos, vibrant photos, and easy-to-digest language. Each module takes proximately 45-60 minutes to complete and can be accessed from your computer, tablet, or smartphone. The course does not require a log-in and there are no homework assignments. Anyone ages 14+ can learn how OA is affecting Alaska waters and its potential impacts on local species. Explore the course.

****March 28 (Virtual)**
GEOGRAPHIC LISTENING: THE APPRECIATION and MANAGEMENT of ACOUSTIC ENVIRONMENTS. will be presented from 6 to 7pm via Zoom. Join Alaska Wildlife Alliance and Alaska Quiet Rights Coalition for this FREE VIRTUAL presentation, **DAVYD HALYN BETCHKAL**, a biologist, geographer, and field acoustician serving with the Natural Sounds and Night Skies Division of the U.S. National Park Service, will help us explore how to listen geographically, using examples from acoustic recordings collected in support of the management of U.S. National Park System units in Alaska. Sounds continuously move through the air and waters of Alaska, carrying important sensory information for wildlife and human communities, alike. The persistent geophysical attributes of these sounds combine to form the acoustic environment of any listening animal, determining how far we can hear. Non-auditory context transforms these purely geophysical spaces into soundscapes, rich with corresponding human values. Noise, then, is defined as unwanted (and often wasteful) sound intruding into the soundscape. Zoom Link to Join the Virtual Presentation. Learn more and add to your calendar on our website or Facebook event.

PUBLIC HEARINGS/MEETINGS/OPEN HOUSE

****April 18**
HEALY - A public meeting will be held from 5 to 7pm in the Taiga Room of the Aurora Denali Lodge, 249.5 Parks Highway, to discuss the **DENALI AREA AIRPORT PLANNING STUDY (DAAPS)**. We will provide an overview of the project's purpose and process, and answer questions from the public. All are welcome to attend in-person or virtually. The DOT&PF is conducting an aviation system planning study for airports serving the residents, visitors, agencies, and businesses of the Denali Borough. It is essential to the viability of this study that all stakeholders have a voice in the process. There are no foregone conclusions in the planning process; the data and stakeholder input inform the outcome. Recommendations can range from 'do nothing' to constructing a new airport, and anything in between. Learn more at https://dot.alaska.gov/nreg/denaliairportstudy/. If you have any questions, please contact the project team at DenaliAirportStudy@respec.com.

March 19
FAIRBANKS - Information Session: **YUKON RIVER AGREEMENT CONCERNING CANADIAN-ORIGIN CHINOOK SALMON** will be held from 6:30 to 8pm at Pike's Waterfront Lodge and by web/teleconference. This meeting will be an informational session only. Members of Fish & Game Advisory Committees will be invited to share feedback with the department, and if time allows, additional feedback will be invited from the public. Advisory Committee members and the public may participate in the meeting in-person, online, or by telephone. A copy of the agreement under consideration is available at Yukon 7 Year Agreement.pdf. Join the meeting online: https://bit.ly/march19chinook. For more information, contact Kyle Campbell at (907) 459-7263or email kyle.campbell@alaska.gov.

March 20
A public hearing will be held telephonically from 4 to 6pm for comments on a **PLAN for FUTURE CHANGES to ALASKA DEPARTMENT of ENVIRONMENTAL CONSERVATION MREGULATIONS for the WATER QUALITY STANDARDS**. The federal Clean Water Act requires states to conduct a review of state water quality standards on a triennial basis. This ensures pollution limits for Alaska's waters are integrating recent science, technology, policy, and federal requirements in state water quality regulations. The triennial review is a planning process, not a rule making proceeding and will not directly result in new regulations The triennial review process provides an opportunity for the general public to engage with the department regarding its priorities and commitments. State WQS are subject to U.S. Environmental Protection Agency approval prior to implementation in state water pollution control programs. A copy of the potential topics being considered for the 2024-2026 triennial review cycle is available at https://water.alaskadec.commentinput.com?id=mtPEFZ8Mp. To participate in the hearing, call (800) 315-6338. Access Code 51851. Comments can be submitted at https://water.alaskadec.commentinput.com?id=mtPEFZ8Mp.For information, contact Brock Tabor at 907) 465-5185 or email tabor@alaska.gov or go to 2024.Tri_Review_Issues_Summary_01_08_24_Final.pdf.

****March 27**
WINTER BIRDING Register at Alaskans Afield. In this class you will learn about the physical characteristics of some of the common winter birds in the Anchorage area, along with their chirps, calls and songs. Bring your binoculars and dress for the weather, as after a short classroom session, we will explore the surrounding trails looking and listening for birds!

****March 30**
CHUGIAK – Public meeting will be held from 10am to 1pm at the Birchwood Civil Air Patrol
20100 Birchwood Spur Road to discuss the **BIRCHWOOD (BCV) AIRPORT MASTER PLAN UPDATE**. The draft plan is available at www.dot.alaska.gov/creg/birchwoodamp/. Join DOT&PF and the rest of the project team, to learn, ask questions, and provide your feedback regarding development alternatives for and the future of Birchwood Airport. Comments on the draft master plan may be submitted by April 8 to Shelly Wade at (907) 242-5326 or shelly.wade@lalska.gov. For more information, contact, Philana Miles at (907) 269-0516 or philana.miles@alaska.gov.

Now – April 7
Ob-line open house is available on the **SEWARD GLENN CONNECTION PEL STUDY PRELIMINARY ALTERNATIVES**. Seven alternatives have been presented to provide solutions to safety, access, functionality, and livability in the project area. Preliminary alternatives details, including an interactive map, can be viewed on the project public meeting website at https://qrcodes.pro/LgzMKv.Join our online open house and view the materials at your own pace now at sewardglennconnection.com.

****April 16**
BY-CATCH ADVISORY COUNCIL will hold a public meeting via Zoom webinar at 9am To join the meeting, go to https://us06web.zoom.us/j/87402041131. Agenda includes: * Introduction of two new BAC members * NPFMC by-catch update; * Review of townhall meetings in 2023 and plans for 2024.Updated progress report on ABRT recommendations; * Bycatch Utilization Subcommittee report Public comment; Information about the By-catch Advisory Council and future meetings is available at: https://www.adfg.alaska.gov/index.cfm?adfg=bycatchtaskforce.meetinginfo.For more information, contact Linda Kozak at 907-539-5585 pr email lindakozak@gmail.com.

****April 9**
SITKA – A public meeting will be held in the NSRAA Conference Room, from 6 to 9pm or earlier if adjourned on the **PROPOSED ISSUANCE of a PRIVATE NONPROFIT HATCHERY PERMIT** for northern southeast regional aquaculture association to operate **LITTLE PORT WALTER HATCHERY**. The purpose of the meeting is to take public comment on the issuance of a private nonprofit hatchery permit to Northern Southeast Regional Aquaculture Association (NSRAA) for on Baranof Island and will produce Chinook salmon. Copies of the Little Port Walter Hatchery permit application and Draft Basic Management Plan will be available for inspection at the meeting or may be obtained in advance by contacting Lorraine Vercessi at (907) 465-6423 or email at lorraine.vercessi@alaska.gov. **Written comments** are encouraged and will be **accepted through April 24**.

EVENTS & MEETINGS in the ANCHORAGE AREA

****March 18**
A watch party will be held in the Energy Center, Spruce Willow Room, to view **THREE AMAZING RIVERS of CENTRAL YUKON WATERSHED** with refuge manager **DAVID ZABRISKIE** from 5 to 6pm. Three wildlife-rich refuges along the central Yukon River are named after the rivers that define them – Koyukuk, Innoko and Nowitna. Ecologically speaking, these rivers are the heart and lifeblood of the three National Wildlife Refuges. They are also the primary access to the refuges for the people of the central Yukon and beyond. Refuge Manager David Zabriskie,is the manager for all three refuges, will share with us his work to protect the Nowitna River, a National Wild and Scenic River, and more broadly the role all three of these rivers play in the lives of the wildlife and the people of the Central Yukon River Watershed. For a preview of this beautiful river David will be sharing with you, check out this two minute video. Read more about David's background and find the zoom link HERE.

March 19
ALASKA TRAILS is hosting the next **TRAIL TALES** event at 7pm at the Anchorage Museum in partnership with the **NORDIC SKIING ASSOCIATION of ANCHORAGE**. Hear outdoor enthusiasts and trail lovers as they share seven-minute stories about their trail experiences, adventures, and life in general. Doors open at 6:30 p.m. and tickets cost $20. For more information and to purchase tickets, visit: http://www.alaska-trails.org/trail-tales.

March 20
CORMORANTS is the topic for the Anchorage Audubon Society meeting from 6 to 8pm at the Energy Center. UAA Biological Science professor **DOUGLAS CAUSEY** will reveal "The Mysteries of Cormorants in Beringia." The Beringian Islands include the Pribilofs, St. Matthew, and Hall Islands, and Doug's research targets marine birds in those areas. This will be a great look at birds we all see but know very little about.

March 20
CO-PRODUCING KNOWLEDGE in NORTHERN ALASKA will be presented from 7 to 8pm as part of the Fireside Chat Series at the Campbell Creek Science Center. Learn how co-production of knowledge with Alaska communities and Alaska Native peoples leads to the protection of wildlife and Alaska's wild places.

March 21
WINTERY WILD WOMXN MEET UP will be held from 5:30 to 7:30pm at the Eagle River Nature Center. Adult womxn are invited to this community group seeking to empower women to thrive mentally &

physically throughout the dark winter months. Enjoy good soup and good conversation during this monthly meet up. Plan to bring a camp chair and email naturalist@ernc.org to let us know you're coming!

March 21 (Virtual)
WINTER TREE IDENTIFICATION - including identifying some invasive trees and shrubs will be held at Noon via Zoom. Winter tree identification can be done on trees of all sizes by examining their dormant buds. We will show pictures and talk about the descriptions of the most common trees in Alaska, and a few of the invasive trees too. To Register: go to https://alaska.zoom.us/j/83880205957

****March 22- & 23 and 29 & 30**
Anchorage Audubon's **SPRING BIG DAYS will** be held from 5am until 5pm on each day5.You may also do a Big Day on BOTH of those days, but Birds may only be counted on the day they are seen. No Birds seen the second week may be added to your first week's totals. The advantages to adding the second period are that some migrants (gulls & waterfowl) may be present and weather conditions may be more conducive. If a new species record is set, it may be listed in the records with an asterisk since it will be one week later than previous Spring Big Days. This change will also give us a glimpse into how bird counts change during a short time in early Spring. It'll soon be Spring, and what better way to celebrate than by scouring the Anchorage Municipality for birds. From Eklutna to Portage--How many species can your team find in 24 hours from 5:00 pm Friday until 5:00 pm Saturday? It's a Big Day to usher in Spring. Who knows what will turn up? It's simple: Get a team together, make a strategic plan, and go birding. All team members must see all birds counted by the team. (An exception exists for hard-of-hearing team members—Birds may be counted if heard by all team members who do not have hearing problems. Bird as much or as little of the 24 hours as you like. See them, hear them, and write them down. Since the First Day of Spring falls in mid-week, Register your team in advance by emailing flybynightclub@gci.net. Then, just email your team's results to flybynightclub@gci.net and results will be emailed and posted.

March 24
LECTURE: BACK COUNTRY BATHROOM will be presented from 2 to 3:30pm at the Eagle River Nature Center/ The program is for all ages and no registration is required. Learn how to do your body doo-doo safely and ethically in the back country. Investigate products that can help ease your load and keep the wilderness pristine. Discover pro-tips for keeping your under carriage clean and the first 12 people through the door will receive a small kit to help along the way.

****April 25**
GIRDIE'S PARTY for BIRDS & BLOOMS will be held from 6 to 9pm. Bird Treatment and Learning Center and the Alaska Botanical Garden are teaming up to bring you "Girdie's Party for Birds & Blooms" at Main Event Grill and Catering, Visit with Girdie, everyone's favorite Crow! Bid on new and exciting items in the silent auction! Form a trivia or charades team with friends and family! Pose in the photo booth featuring Bird TLC Ambassador Birds! Enjoy excellent food! Proceeds from the event will support the missions of Bird Treatment and Learning Center to care and advocate for Alaska's wild birds through rehabilitation, education, and outreach and the Alaska Botanical Garden to showcase the beauty and value of Alaska's gardens and natural areas through science, education, and recreation using organic and sustainable practices.Buy Your Tickets Today!

****March 26 (Virtual)**
UPDATES ON RENEWABLE ENERGY LEGISLATION in ALASKA will be held via Zoom from 6 to 7pm Please join Alaska Common Ground for an update of renewable energy legislation pending in the Legislature, including where the bills are in the process and how you can get involved. **SENATOR BILL WIELECHOWSKI** will update us on the **Community Solar bill**, **LOUIE FLORA**, staff for Senator Tobin, on the **Renewable Portfolio Standard**, and **CHRIS ROSE**, Executive Director of REAP Alaska, will discuss the status of the **Green Bank** legislation. There will be time for your questions. This will be a Zoom only event. It will be recorded and posted on our YouTube page. No registration is required. To learn more about the programs in these bills, click here. Register for this event here!

March 28
The **ANCHORAGE TRANSPORTATION FAIR** will be held from 3 to 7pm at the Alaska Airlines Center in the Auxiliary Gym. L earn about road, rail, pedestrian, air, and safety projects being planned and designed near you. Snacks will be available while supplies last. **;**(Tentative): Seward Hwy/36th Ave Interchange; Spenard Road Rehabilitation: Minnesota to Benson; Seward - Glenn Mobility Planning & Environmental Linkages Study; 42nd Ave Upgrade; Providence/University Dr Surface Rehabilitation; Municipality of Anchorage Traffic Engineering; And many more. For more information, go to https://anchorage-transportation-fair-baker.hub.arcgis.com/.

March 29
GROW YOUR OWN STORY: STRATEGIES and TECHNIQUES to REFINE YOUR OUTDOOR WRITING will be held from 6 to 8pm at the Campbell Creek Science Center. Join **LISA MALONEY**, an award-winning author and freelance travel/outdoors writer based in Anchorage, for a two-hour workshop on taking the seeds of any outdoor experience and turning it into a story. This workshop is for anybody with an interest in outdoor writing at any level. You will have opportunities to read, write, listen, share, and expand your repertoire of story-building techniques. Come with an outdoor experience in mind or create your own by spending some time outside during the workshop. (Please dress for the weather!) This event is $35/person; register at Recreation.gov.

****April 27**
The **ALASKA CENTER** and The **ALASKA CENTER EDUCATION FUND will hold their 2024 ANNUAL AUCTION and CELEBRATION** at the Dena'ina Civic and Convention Center beginning at 5pm.with the Keynote address. Live auction and Live music beginning at 7pm. For more information, contact Alison Lum at alison@akcenter.org...

EVENTS & MEETINGS OUTSIDE of ANCHORAGE

****March 18**
HOMER & SOLDOTNA – Watch parties will be held to view **THREE AMAZING RIVERS of the CENTRAL YUKON WATERSHED** with refuge manager **DAVID ZABRISKIE** from 5 to 6pm at the Alaska Maritime Refuge's Islands & Ocean Visitor Center in Homer and at the Kenai National Wildlife Refuge Visitor Center in Soldotna. Three wildlife-rich refuges along the central Yukon River are named after the rivers that define them – Koyukuk, Innoko and Nowitna. Ecologically speaking, these rivers are the heart and lifeblood of the three National Wildlife Refuges. They are also the primary access to the refuges for the people of the central Yukon and beyond. Refuge Manager David Zabriskie, manager for all three refuges, will share with us his work to protect the Nowitna River, a National Wild and Scenic River, and more broadly the role all three of these rivers play in the lives of the wildlife and the people of the Central Yukon River Watershed. For a preview of this beautiful river David will be sharing with you, check out this two minute video. Read more about David's background and find the zoom link HERE.

****March 18 (In-person & virtual)**
COPPER RIVER-PWS FISH & GAME ADVISORY COMMITTEE will meet at 7 pm in the
CDFU Office and Zoom at https://us06web.zoom.us/j/83902026874?pwd=ykk3rX3pc6bb1fqwMhjNtwba0Ty8Fh.1 Meeting ID: 839 0202 6874 Passcode: 031823. Agenda Items Include: * Antlerless Moose Re-authorization; * Review AC Generated Proposals; * Any other items borough before the AC. To see the full agenda, go to Copper River-PWS AC Agenda 3.18.24.docx. For more information contact Fari Fernandez at 907-267-2354 or email fari.fernandez@alaska.gov.

****March 19**
FAIRBANKS – Open house will be held from 5 to 7pm at the Morris Thompson Cultural & Visitors Center on the **FAST PLANNING ELECTRIC VEHICLE INFRASTRUCTURE & DEPLOYMENT PLAN** to kick-off **PLANNING for ELECTRIC VEHICLES (EV): A CARBON REDUCTION PROGRAM-FUNDED PLANNING EFFORT** that will explore the potential deployment of electric vehicle infrastructure in the Fairbanks area. Share your needs and ideas for EV charging stations and more at this Open House. Enjoy sandwiches and drinks with us at the meeting as we will explore this newer topic together. For more information, contact Jackson Fox, FAST Planning Executive Director, at: (907) 205-4276 or email jackson.fox@fastplanning.us.

****March 20 (In-person & virtual)**
FAIRBANKS - FAST PLANNING POLICY BOARD will meet from Noon to 2pm in the FAST Planning Office, KeyBank Building, Suite 215s or attend by computer at www.fastplanning.us/keep/zoom. Main Agenda Items include: * Pearl Creek Elementary School Access Improvements and Motor Vehicle Plugins; * Annual Audit – Independent Auditor's Report to Policy Board; * Annual Tax Return (IRS Form 990) Review; * Office Lease Amendment for 3-Year Extension; * Local Electric Vehicle Infrastructure Deployment Plan; * Bylaws Update – Technical Committee Membership; * Comment Letter on Alaska DOT&PF Vulnerable Road User Assessment. For more information, contact Jackson Fox, FAST Planning Executive Director, at (907) 205-4276 or email jackson.fox@fastplanning.us.

****March 21 (In-person & virtual)**
DILLINGHAM - WOOD-TIKCHIK STATE PARK MANAGEMENT COUNCIL will meet at 9am am at the Bristol Bay Native Association or online using Microsoft Teams. Click here to join the meeting Meeting ID: 250 706 361 848 Passcode: 84R8sG. To see the agenda, go to 2024 WTSPMC Agenda 3.21.24.pdf. For more information, contact Alison Eskelin at 907-842-2641 or email alison.eskelin@alaska.gov.

****March 27**
JUNEAU – CLIMATE JUSTICE RALLY will be held from 10:45 to 1130 across from the State Capita loin with the 2024 Alaska Just Transition Summit and 350Juneau at the State capitol. Speakers include: **ENEI BEGAYE**. Executive Director of Native Movement, **ROBERT JOHNSON**, Kaktovik,
YOLANDA FULMER, Tongass Women for Forests, **ELAINE SCHROEDER**, Co-Chair 350 Juneau, and **JIM SIMARD**, Board Member 350 Juneau.

April 5
KETCHIKAN – The **2024 ANNUAL HUMMINGBIRD FESTIVAL** begins. Since 2006 a juried art show, dedicated to the migratory birds of Alaska, has been presented as part of the festival by the Southeast Alaska Discovery Center and the Ketchikan Visitors Bureau. Artists of all ages, from around Alaska are invited to participate in this exhibit. Prizes Juvenile Best of Show -$100.00 Juvenile First Prize - $75.00 Juvenile Honorable Mention - $50.00 Adult Best of Show (18 & p) - $500.00 Adult First Prize - $300.00 Adult Honorable Mention - $200.00. **Entry deadline: Friday, March 29** at 5: pm. Artwork must include birds, avian habitat and/or migratory bird patterns from the list provided on the back page of the entry form. For questions contact Hazel Brewi at 907-228-6246 or hazel.brewi@usda.gov.

DEADLINES

March 29
Deadline for nomination for the **EXXON VALDEZ OIL SPILL TRUSTEE COUNCIL PUBLIC ADVISORY COMMITTEE** to fill seven membership vacancies that represent aquaculture/mariculture, commercial tourism, recreation, subsistence use, commercial fishing, native landownership, and public-at- large interests. For more information on the role of the Public Advisory Committee or the nomination process, or copies of documents relating to the Public Advisory Committee or the work of the Trustee Council, go to www.evostc.state.ak.us or contact Joy Maglaqui at 907.278.8012 or email: joy.maglaqui@alaska.gov.

April 7
Deadline for comments on the **SEWARD GLENN CONNECTION PEL STUDY PRELIMINARY ALTERNATIVES**. Seven alternatives have been presented to provide solutions to safety, access, functionality, and livability in the project area. Preliminary alternatives details, including an interactive map, can be viewed on the project public meeting website at https://qrcodes.pro/LgzMKv.Your input is critical to the success of the study. your feedback.

April 12
Comments are due on the BLM proposal on **HELISKIING ON LANDS NEAR VALDEZ and THOMPSON PASS** for the next ten years. Current heliskiing Special Recreation Permits (SRPs) in the region are set to expire in May 2025. There are approximately 150,000 acres of BLM managed lands where four heliski tour operators have been authorized to offer services since 2005. The same meeting materials provided in Valdez will also be available on the BLM NEPA Register project webpage at https://eplanning.blm.gov/eplanning-ui/project/2031076/510. The public is encouraged to consider the following questions when commenting: * What activities do you participate in on these BLM managed lands during the months of February through May? * What opportunities would you like to have available on these BLM managed lands during the months of February through May? * Have you experienced any issues on these BLM manages lands? Please explain. * To what extent should existing commercial heliski permits be modified, enhanced, and/or expanded? * What limitations and restrictions, if any, are needed and why? * Are there user-conflict concerns? If so, what are they? The BLM will use input from this scoping period, including input from operators, affected user groups, agencies, Tribal consultations, and members of the public to draft an Environmental Assessment (EA). This scoping period provides the public the opportunity to submit ideas, comments, and concerns for the BLM to consider when developing this EA. For additional information, contact Outdoor Recreation Planner Sean Williams at 907-822-7322 or sdwilliams@blm.gov.

April 12
Deadline for comments on the public scoping for **POSSIBLE UPDATES and REVISIONS to DNR REGULATIONS INVOLVING COMMERCIAL USE PERMITS** specifically revising regulations in order to provide outdoor recreation opportunities, enhance public safety, provide public clarity, and update existing regulations for Commercial Use Permits (CUPs) to determine what criteria shall be met for an applicant to be eligible for a CUP, and when a CUP shall be suspended, denied, or revoked for a period of time or indefinitely. The purpose of this notice is to ask the public for their ideas and suggestions for possible changes and improvements related solely to before the department undertakes the task of drafting any specific proposed revisions of these regulations for public review. These ideas and suggestions can be as broad or as narrow, or as general or as specific, as a submitter may wish. The department is not currently proposing any specific changes at this Text for existing regulations governing the use of state park land and water is available at http://www.akleg.gov/basis/aac.asp#11.12.010. Submit comments to dpor.regulations@alaska.gov.

****April 15**
NOME - Comments are due on the **NORTON SOUND LARGE DREDGE PLACER MINERS GENERAL PERMIT**. The permit authorizes discharges of wastewater from suction dredges with intake diameters greater than 10 inches; suction dredge operations with a combination of intake hoses that have a combined intake area greater than 78 square inches; and mechanical dredges. The permit provides coverage for discharges to marine waters of Norton Sound up to three nautical miles offshore between Cape Rodney and Cape Darby with certain restrictions. Coverage does not include discharges to fresh or estuarine waters. Documents and Fact Sheet are available at file:///C:/Users/pegt/Downloads/akg374000_gp_240314_draft.pdf and file:///C:/Users/pegt/Downloads/akg374000_fs_240314_draft.pdf file:///C:/Users/pegt/Downloads/akg374000_fs_240314_draft.pdf. To submit comments or to request a public hearing, go to https://water.alaskadec.commentinput.com/?id=RbUT89CSu. DEC will transmit the final permit, fact sheet, and Response to Comments to anyone who provided comments during the public review period or requested to be notified of DEC final decision.

****April 18**
Deadline for comments on the **FIVE-YEAR SCHEDULE of TIMBER SALES for STATE FISCAL YEARS 2025-2029** for the **SOUTHERN SOUTHEAST AREA**. Per AS 38.05.113 this is a scoping document that outlines the proposed timber sale activity to be undertaken on State land over the next five years. The document is a scoping document that outlines the proposed timber sale activity to be undertaken on State land over the next five years. The Five-Year Schedule of Timber Sales is not a decision document. The document can be viewed at https://aws.state.ak.us/OnlinePublicNotices/Notices/Attachment.aspx?id=146729. For more information or to submit comments, contact Greg Staunton at (907) 225-3070 or email dnr.dof.sse@alaska.gov.

May 15
ANCHORAGE - Deadline for comments on the **AIRPORT COMMUNITY OUTREACH PLAN for the TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT** The Plan establishes guidelines for effective two-way communication between the Airport and the community. The plan can be found by clicking this link: Airport Community Outreach Plan. Please submit comments to Ian Rock Moore at ian.rockmoore@alaska.gov, or call at 266-2464.ANC - Airport Community Outreach Plan 2020.pdf.

May 31
Comments are due on the **Interagency Arctic Research Policy Committee (IARPC)** is **ARCTIC RESEARCH PRIORITIES for the NEXT TWO YEARS**. IARPC is updating the implementation plan for the 2022-2026 Arctic Research Plan and is asking the community to help us celebrate our successes and accomplishments, highlight where we need to shift our attention, and suggest where new research deliverables may be needed. Learn more: https://www.iarpccollaborations.org/implementation-plan-update.html Submit your input by May 31: https://docs.google.com/forms/d/e/1FAIpQLSfHIPEWmqdL3nNDTEwuiWPtr1urTwwG9CH1gFAQXOZs3ZAWRg/viewform?usp=sf_link.

GRANTS/AWARDS/SCHOLARSHIPS/FELLOWHIPS/ CONTESTS/RFP

ALASKA FELLOWSHIP PROGRAM (AFP) is looking for our next round of fellows! AFP is a fall-to-spring residential fellowship program that nurtures the next generation of Alaska-based leaders by pairing talented young people with strong communities and professional mentors. AFP has locations in four different communities within Alaska - Sitka, Juneau, Anchorage, and Fairbanks. Fellows work with a vetted nonprofit or public-sector organization to make tangible professional contributions, join a tight-knit residential fellowship cohort, and engage deeply with Alaska communities. We are excited to again work with many of our returning hosts as well as those who are hosting a fellow for the first time this year. New hosts include Alaska Travel Industry Association, Renewable Energy Alaska Project (REAP), and Coalition for Education Equity of Alaska, We also have several hosts rejoining us after a short absence - Alaska Network on Domestic Violence and Sexual Assault (ANDSVA) , UAF Center for Innovation, Commercialization, and Entrepreneurship, and Cook Inlet Housing Authority. Apply today!. Learn more and Apply.

March 30
Deadline for applications for the **ANCHORAGE PARK FOUNDATION GRANTS**:
The **COMMUNITY CHALLENGE GRANT** provides funding on a competitive basis for projects that improve Anchorage parks, trails, greenbelts, and recreation centers. Projects must benefit municipal park land and have meaningful community involvement. Grant funding is provided by Rasmuson Foundation to support community engagement and stewardship of public spaces. There is $200,000 available for awards up to $40,000. A 1:1 match of requested project funds is required. Read the Request for Proposals below to learn how to apply for a Community Challenge Grant. Go to Request for Proposals and Project Budget Template.
The **NEIGHBORHOOD FOREST GRANT** provides funding on a competitive basis for projects that restore, reforest, and sustain urban forests on public or private land. Projects must benefit underserved areas in north Anchorage and have meaningful community involvement. Grant funding is provided by the USDA Forest Service Urban and Community Forestry Program through the federal Inflation Reduction Act, an historic investment to boost the nation's tree cover in urban and rural communities nationwide. There is $200,000 available for awards up to $25,000. No match funding required. Read the below Request for Proposals to learn how to apply for a Neighborhood Forest Health Grant. Request for Proposals and Project Budget Template.

March 30
Deadline for **STUDENT APPLICATIONS** to join **OUTER COAST'S INAUGURAL UNDERGRADUATE COHORT**, Outer Coast offers an immersive two-year liberal arts education in Sitka, Alaska for a small and diverse group of students from Alaska and around the world. Rooted in both Indigenous and European traditions, our model is based on the belief that students should have agency and ownership in their education and the responsibility to positively affect the communities to which they belong. The 2024-2025 academic year will run August 2024 - May 2025. Students will earn up to 30 college credits in the first year and be on track to earn an Associate's Degree after two years. All those who have graduated high school or hold a GED by fall of 2024 are eligible. Cost will not be a barrier to attendance. Nominate a student for Outer Coast here. Apply to be a student at Outer Coast here. For more information, contact reyn@outercoast.org or go to http://outercoast.org/.

****April 13**
FAURBANKS/DELTA JUNCTIONS - Comments are due on the **POGO MINE - DEC WASTE MANAGEMENT PERMIT & DNR PLAN of APPROVALS**. Pogo Mine is an existing underground gold mine. Containment and disposal of mine tailings, waste rock, and other mine-related wastes are subject to regulation under a DEC Waste Management Permit. Copies of the proposed permit and application documents are at https://dnr.alaska.gov/mlw/mining/large-mines/pogo/. For more information, contact James Hyun, Large Project Coordinator, at (907) 334-2185 or email james.hyun@alaska.gov. To submit comments or request a public hearing, go to
https://water.alaskadec.commentinput.com?id=CkR4JcT5u.

April 30
Deadline for applications for the **MARTHA LEVENSALER FUND**, created in memory of Martha, a caring, compassionate, and enthusiastic woman with a passion for conservation in Alaska. Martha served as mentor to young leaders and women professionals, built capacity across the movement and served on the boards of several Alaska conservation organizations. Martha Levensaler Fund was created to benefit the people who are involved in improving Alaska conservation effort. The Fund will provide funds for training, skill building and organization development. The fund is particularly interested in supporting volunteers and youth Grant awards will range from $500-$3000. more and apply a thttps://alaskaconservation.org/take-action/legacy-giving/endowment-funds/current-endowment-funds/martha-levensaler-leadership-fund/.

September 1
Deadline for applications for the **CONSERVATION ALLIANCE GRANTS**. The Alliance, through the collective power of its 270-member companies (in the outdoor industry, brewers, bankers, sportsmen, and renewable energy), works to protect outdoor spaces and wild places. Through its Member-Directed Grants, the Alliance provides support for projects that seek to secure lasting and quantifiable protection of a specific wildland or waterway. The Alliance's Confluence Grants support historically racially excluded people working to protect natural places. Additional information about the Alliance and its grant programs as well as application instructions can be found at https://conservationalliance.com/.

ITEMS of INTEREST

On **MARCH 24, 1989, THE EXXON VALDEZ RAN AGROUND on BLIGH REEF and **SPILLED an ESTIMATED 11 MILLION GALLONS OF CRUDE OIL**. This year will mark the 35th anniversary of the spill and the Prince Williams Sound Regional Citizens' Advisory Council has a number of resources available to share for media outlets that may be interested in creating content around this date. Congress determined that complacency on the part of industry and government was a contributing factor and mandated citizen involvement in the oversight of crude oil terminals and tankers in the Oil Pollution Act of 1990. For the past 35 years, the Council has filled this role for Prince William Sound and its downstream communities, advocating for environmental safeguards to prevent oil spills and for a strong response system should prevention measures fail. The Council is a voice for the people, communities, and interest groups in the region oiled by the Exxon Valdez spill. Those with the most to lose from oil pollution must have a voice in the decisions that can put their livelihoods and communities at risk. The Council's reference page about the spill,

The **WRANGELL MOUNTAINS FIELD STUDIES PROGRAM** is hosting virtual presentations for students interested in the summer 2024 experience, a seven week, for-credit I**NTERDISCIPLINARY ACADEMIC PROGRAM**. Visit our program website https://wrangellmountainsfieldstudies.org to learn more. Email sabrina@wrangells.org to RSVP and receive the link to a virtual presentation. **Date for the Virtual Presentation** are: **March 24**, at 10 am.

The **TONGASS NATIONAL FOREST** has **RELEASED the FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS) for the GREENS CREEK NORTH EXTENSION PROJECT**, which proposes to expand the dry stacked tailings facility at the mine to provide for continued operations. The Final SEIS, with appendices, is available online at https://www.fs.usda.gov/project/?project=57306. This SEIS evaluates the Proposed Action of the Greens Creek Mine North Extension Project, No Action Alternative, and other Action Alternatives. The other Action Alternatives include additional tailings expansion and facility relocation options. The action alternatives are designed to achieve the purpose and need for action while addressing issues raised by the public. The estimated effects of each alternative were analyzed and compared in terms of meeting the purpose and need and possible impacts to resources. The Responsible Official for this project preferred alternative in the Final SEIS is the Proposed Action.

Bureau of Land Management (BLM) announced a **SIGNED RECORD OF DECISION** for its **REMEDIATION PLAN TO ADDRESS REMAINING CONTAMINATION at the ABANDONED RED DEVIL MINE**, a historical mercury mine site located along the Kuskokwim River in southwest Alaska. The approved plan was developed in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and marks a major step forward in this process to protect the public health and welfare and the environment from hazardous substances at the abandoned mine. This decision marks the culmination of years of data collection, analysis, and evaluation of multiple cleanup options in order to identify the most feasible course of action to address remaining contamination at the site. With this remediation plan approved, BLM will pursue funding to implement the actions outlined in the decision. The pace of the plan's implementation will depend upon funding received. Following completion of the remedial action, BLM will conduct long-term monitoring of the repository and the groundwater and lower Red Devil Creek to ensure continued project performance. More information on BLM's efforts to address contaminants at the Red Devil Mine can be found on the project website.

DENALI NATIONAL PARK 2024 SUMMER SEASONS RESERVATIONS OPEN T for Transit buses, Tours, and campgrounds for the entire 2024 summer season are now available. Visitors can book their trips online at www.reservedenali.com, or by calling 1-800-622-7272 or 907-272-7275. The reservations center is open daily, 9 am to 5:30 pm MST. Frontcountry Courtesy Shuttles and some tent-only campsites don't take reservations, additional information can be found on the park website at www.nps.gov/dena.

VOLUNTEER OPP OPPORTUNITIES

Volunteers are needed for the Spring 2-24 **ALASKA BELUGA WHALE MONITORING SEASON** at all sites from March to May 31. Start dates vary at each monitoring site depending on ice and weather conditions. Learn about the local beluga population, become a community scientist, and collect important information for the conservation of a critically endangered species. **NEW VOLUNTEER ORIENTATION** will be held virtually on March 20 from 6 to 7:39onThis orientation will be recorded for viewing at your convenience if you can't attend. Register at www.akbmp.org to attend virtually or receive a recorded copy. For more information, go toalaskabmp@gmail.com.

SIERRA CLUB ALASKA CHAPTER has two open positions: **SECRETARY & OUTINGS CHAIR**. The secretary has the overall responsibility of maintaining the records of the chapter, taking meeting minutes, and assisting the chair with meeting agendas. The Outings Chair provides leadership, direction, and oversight to the chapter outings program. The Outings Chair works to make outdoor activities an integrated and vital element of chapter efforts. As an executive committee member, you will have a say in the direction of the chapter and our conservation priorities, as well as the opportunity to travel and participate in Sierra Club events around the state. For more information, go to Alaska.Chapter@Sierraclub.Org.

The **CHUGACH NATIONAL FOREST** is recruiting to fill **15 COMMITTEE MEMBER POSITION**s on the **KENAI PENINSULA-ANCHORAGE BOROUGH RESOURCE ADVISORY COMMITTEES (RAC)**. Committee members serve a four-year appointment and meet one to two times a year to review and recommend submitted projects that benefit national forest system lands, monitor ongoing projects, and provide advice to the Forest Service. Past projects funded by RAC committees include cabin improvements, streambank stability, and trail and road reconstruction and maintenance. Those who desire to apply to member positions must reside within the region of Alaska in which the committee has jurisdiction. By law, members are divided into three groups, and each member represents a particular set of interests. Individuals may nominate themselves or others who may meet the criteria. These are not paid positions, however, travel and per diem expenses to the meeting location may be reimbursed. Click here to apply. For more information, contact Carlos.DeLaTorre@USDA.Gov.

INTERN OPPORTUNITIES

The **CLIMATE INITIATIVES PROGRAM at the **ALASKA NATIVE TRIBAL HEALTH CONSORTIUM** is recruiting a **CLIMATE COMMUNICATION INTERN** for 10 weeks in 2024. The start and end dates and work location within Alaska are flexible. The intern will be responsible for working with ANTHC staff and Alaska Native communities on the frontlines of climate change to develop content for the program's newsletter, which reaches a large international audience of climate adaptation practitioners, communities, funding agencies, policymakers, and influencers. This position's work is similar to investigative journalism and will include research on a variety of technical topics (science, engineering, construction, fish and wildlife, future environmental conditions) and travel to communities to interview Tribal staff and leadership. Communication activities will support communities by increasing awareness of challenges and solutions, and by advancing the equitable delivery of climate adaptation resources and services statewide. Depending on interest and capacity, this internship may include the opportunity to support other projects. This is an opportunity to join a growing, dynamic team and gain broad exposure to climate adaptation challenges and solutions across the state. **Apply for the Intern IV position by March 28** at www.anthc.org/anthc-job-openings/ Contact Tristan Morgan at tnmorgan@anthc.org with questions.

Spend a summer in the wilds of Southcentral Alaska and join the Wildlife crew with the USFS Cordova Ranger District as a **DUCKS UNLIMITED INTERN** that focuses on our dusky Canada goose program. Here's the link to the DU posting https://workforcenow.adp.com/mascsr/default/mdf/recruitment/recruitment.html?cid=7deee1c0-b159-4fdc-8bdb-3f1d87c47510&ccId=19000101_000001&lang=en_US&jobId=504089. Check out the blog from a prior intern so see some great photos and stories of working in some of Southcentral Alaska's wonderland at akducksintern.blogspot.com. Contact Nick Docken, at nicholas.docken@usda.gov or Greg Green with DU at ggreen@ducks.org for more information or questions on the position. Start/end dates are flexible but the sooner someone can start the better.

FARM INTERNS for **ALASKA PACIFIC UNIVERSITY'S SPRING CREEK FARM**. Full-time, Seasonal, May-October with preference for those who can work the entire period. Interns participate in all aspects of our sustainable vegetable production on our educational farm. In addition to hands-on learning and training, the internship includes guided educational opportunities such as field walks, weekly reflections, take-home readings, and exercises. $2000/month stipend with housing and farm veggies included. For more information and to apply, go to https://www.alaskapacific.edu/careers/2024-farm-internship/.

SCIENCE COMMUNICATIONS INTERN for the COLLABORATIVE for HEALTH & ENVIRONMENT to make the latest environmental health research widely accessible, strengthening the collective capacity to support health-promoting programs, policies, and practices. CHE's webinars are a cornerstone of our mission to amplify the latest environmental health science. Qualifications: * Familiarity with environmental health science and research; * Ability to work both independently and in teams; * Strong and versatile writing skills * Experience with social media platform. Benefits: Flexible schedule; Networking, mentoring and professional development opportunities; Stipend of $15/hour for 10-12 hours/week for 10 weeks. How to Apply Please send a resume and cover letter using the subject line "Science Communications Intern" to kristin@healthandenvironment.org. The position will remain open until filled. To see the full position description, go to https://www.healthandenvironment.org/about/career-opportunities/science-communications-intern.

POSITIONS AVAILABLE

The **ALASKA WILDLIFE ALLIANCE has the following positions are available:

GRANTS and DEVELOPMENT DIRECTOR to be responsible for leading all fundraising for Alaska Wildlife Alliance (AWA) to support our organization operations and wildlife conservation programs. The position develops, implements, and monitors a comprehensive fundraising plan to expand philanthropic support for the organization including identifying and strengthening relationships with philanthropic partners, actively pursuing and managing corporate and individual contributions, fostering strong donor stewardship, and seeking, applying for and managing grant funding. Additionally, this position plans two fundraising events each year. Learn more and apply at https://www.akwildlife.org/employment.

****ENVIRONMENTAL PROGRAM SPECIALIST IV** for the **AK DEPT. of ENVIRONMENTAL CONSERVATION, DIVISION of WATER** to plan, conduct and report on stream surveys in the Yukon-Kuskokwim region of Alaska. This position will be field oriented and during summer will include several trips to remote locations to conduct surveys. For questions contact amber.crawford@alaska.gov or call 907-269-7955. **The position closes April 5 at 5pm**. For more information, go to Workplace Alaska posting.

****SEASONAL NATURAL RESOURCES TECHNICIAN** for the **HOMER SOIL & WATER CONSERVATION DISTRICT** to help support the Certified Weed-free Gravel Program and assist with invasive plant work. This is a shared position with the Kenai Watershed Forum, and there is the option for this person to be based in Soldotna or Homer. The seasonal tech will primarily assist with terrestrial invasive plant surveys and treatments, Elodea surveys, engage with gravel producers about Alaska's Certified Weed-free Gravel Program, and inspect and certify gravel pits. We anticipate an average of 30 hours/week (maybe more) for April through mid- to late-September. **Applications are due March 22**. To see the job announcement for more info and application instructions: go to https://www.homerswcd.org/employment.htm.

ALASKA STATE DIRECTOR: for **The WILDERNESS SOCIETY (TWS)** to help set strategic direction and vision for our organization's work in Alaska. The State Director will have the responsibility to engage and lead a cross-departmental team, and build respectful, authentic partnerships aimed at achieving shared goals and building political influence. Anchorage is the preferred location; Salary of $110,000-125,000, DOE. To learn more and to apply go to https://www.wilderness.org/careers-internships. **Applications close on March 29.** No phone calls.

SUMMER NATURALIST TOUR GUIDES for **UAF LARGE ANIMAL RESEARCH STATION, in** Fairbanks to present tours to visitors daily, as well as staff our gift shop. Hiring full- and part-time positions. Must be 18 or older. For more information, go to https://careers.alaska.edu/en-us/job/527766/large-animal-research-station-summer-naturalist-tour-guides.

GENERAL MANAGER for the **TALKEETNA COMMUNITY RADIO, INC. (KTNA)** to achieve KTNA's mission to enrich and connect the communities of the upper Susitna Valley. A background working with a non-profit or a small business is good experience for this position. Radio experience is not required though familiarity with community radio as a listener is helpful. A full position profile is available at ktna.org/GeneralManager. This is a full-time, exempt position. Salary $50,000 to 60,000 based on experience. Benefits include a generous paid leave package, professional development, and initial membership in local arts and recreation organizations. To apply, submit a letter of interest, resume, and contact information for three references to GMsearch2024@ktna.org. Interested parties are encouraged to contact KTNA with questions at GMsearch2024@ktna.org. Position is open until filled.

LAND STEWARDS for the **GREAT LAND TRUST** seeking **TWO** self-motivated, organized, and detail-oriented individuals with strong conservation ethics to join our team This job offers a great opportunity to spend a lot of the summer outside while completing meaningful work to protect special natural places in Southcentral Alaska. Read the full job description and learn how to apply here: https://greatlandtrust.org/were-hiring/.

EDUCATION SPECIALIST for the **KACHEMAK BAY NATIONAL ESTUARINE RESEARCH RESERVE (KBNERR**), located in **Homer,** to communicate science to youth and community audiences. This includes classroom activities, Discovery Labs, and special events such as the Shorebird Festival. The ideal candidate is flexible, has excellent organizational and public speaking skills, and can work effectively with a variety of people, sometimes in changing situations that call for creativity and adaptability. Work is often performed in indoor settings (offices, classrooms, visitor centers) but some programs are taught in outdoor settings that involve hiking, climbing or on-the-water activities. This 6-month position is full time from mid-April through September with a possibility to extend based on funding and alignment with KBNERR needs. Learn more about KBNERR at: https://accs.uaa.alaska.edu/kbnerr/. To apply, submit your resume, cover letter, and 3 references through the UAA Temporary Research Technician for College of Arts and Sciences portal and specify interest in the "KBNERR Education Specialist" position. This position will remain open until filled. Committees will **begin reviewing applications** received by 5pm **March 22**. Contact Ingrid Harrald at ieharrald@alaska.edu with questions once an application is submitted.

SOUTHCENTRAL ALASKA RESTORATION PROJECT MANAGER for **TROUT UNLIMITED** to work within its newly created Habitat Restoration Program and. be responsible for working cooperatively with partners to develop new projects and continue ongoing restoration projects that benefit aquatic resources and native and wild fish populations in southcentral and interior Alaska including the Mat-Su basin, Kenai Peninsula regions and work with partners to improve fish passage, restore salmon habitat, improve valuable riparian vegetation, and help communities adapt to changing climates, among many others. To see the full position description and application directions, go to https://recruiting.paylocity.com/Recruiting/Jobs/Details/2136337.

NATURALIST GUIDE for **CAMP DENALI** with position term from late May through mid-September. For the past two seasons, Camp Denali has successfully operated as a fly-in lodge, and we will continue to do so until the Park Road reopens partway through the summer of 2026. The position of naturalist guide is a professional role, charged with implementing the educational mission of Camp Denali. A naturalist guide is a teacher of experiential learning, a backcountry hiking guide, and a competent driver. The position will be 2-5 days per week guiding, with the balance of responsibilities in the 5-day workweek in other departments, depending on company needs. **Compensation**: Pay begins at $19.00 per hour / $28.50 per OT hour / $209.00 per 10-hour day. To see the full position description, go to **https://s3.amazonaws.com/hoth.bizango/assets/22972/Naturalist_Guide_job_description_2020.pdf.**

TYONEK TRIBAL CONSERVATION DISTRICT has the following **JOB OPENINGS**:

COMMUNITY AGRICULTURE TECHNICIAN to assist with the Tyonek Grown Community Farm in Tyonek. This part-time seasonal position will assist with implementing an annual crop plan, on-farm conservation practices, infrastructure needs, and day-to-day tasks including seeding, planting, weeding, and harvesting. This position will be based in either Anchorage or Tyonek and will involve travel to the remote community of Tyonek for both day and overnight [multi-day] trips during the summer months. The ideal candidate has experience in farming or gardening, is comfortable working outdoors in all weather conditions, and has a team-oriented attitude while also thriving in the flexible, dynamic, and fast-paced environment of a growing and reflective nonprofit. The Community Agriculture Technician will gain valuable experience through exposure to the daily operations of a conservation nonprofit organization and community agriculture operation.

HABITAT PROGRAMS DIRECTOR to lead and implement fisheries and habitat monitoring and restoration projects throughout the remote 6.6-million-acre tribal conservation district. This permanent, full-time position leads and oversees project research and development, grant writing and reporting, field logistics, remote fieldwork, and data collection and analysis. TTCD's current fisheries and habitat projects are focused on invasive northern pike, salmon population monitoring, anadromous fish surveys, fish passage, stream temperature monitoring, and invasive plant surveys and control. Over the next two years, this team will also develop prioritization tools for future projects based on climate change modeling and assist with creating data-driven outreach. This position is based in Anchorage and involves day and multi-day travel to remote western Cook Inlet communities (Tyonek, Beluga, and Skwentna) and other locations during the summer months.

OUTREACH MANAGER to be responsible for community outreach, collaborative storytelling, and educational programming. Current projects include the development and implementation of K-12 conservation curriculum, content creation and curation for a new website concept, multi-modal community engagement, storytelling via social media and quarterly newsletters, networking with district partners, grant management, assisting other TTCD teams with their outreach needs, and monitoring measurable outreach goals for our outreach programs. The ideal candidate will have experience in developing and delivering place-based, culturally relevant curriculum for K-12 classrooms, collaborating with content experts to develop meaningful engagement, program management experience, excellent storytelling skills, and a work style conducive to learning and working on a variety of projects at once. The right candidate may not have a strong grant writing or evaluation background but is interested in developing expertise in these skills. This permanent, full-time position is based in Anchorage and includes travel to Tyonek and other remote locations for day and occasional overnight trips. Travel is likely to occur 2-6 days per month, depending on the season. For more information, contact Charlsie Huhndorf-Arend| Administrative Assistant. at 907-278-1022 or email chuhndorf-arend@ttcd.org.

STUDENT ASSISTANT for the **ALASKA SEA GRANT PROGRAM** in **Fairbanks** to support the research, education and outreach at UAF. Applicants will be reviewed on an as-needed basis during the year. To see the full position description, go to https://careers.alaska.edu/en-us/job/525122/student-assistant-alaska-sea-grant. For more information, contact Ashley Lindsoe, Signers' Business Office HR Manager, at aclindsoe@alaska.edu call 907-474-5664 **Applications close: June 30**.

PARTNERSHIP and OUTREACH COORDINATOR for the **MAT-SU TRAILS and PARKS FOUNDATION** located in Palmer seeking a dynamic and motivated individual to join our team as a Partnership and Outreach Coordinator to play a key role in managing general administrative tasks, outreach activities, and fundraising efforts. The successful candidate will be creative, engaged, and eager to contribute to the growth and impact of our small but mighty organization! Learn More About this Position!

DIRECTOR for 2024 CAMP HABITAT at CREAMER'S FIELD MIGRATORY WATERFOWL REFUGE in **Fairbanks**. Camp Habitat is a nature education and ecology day camp for youth ages 4-11. There are five (5) camp sessions that run in June and July. The Camp Director's primary responsibility is to oversee the day-to-day camp operations and supervise camp staff. This position reports directly to the Executive Director of Friends of Creamer's Field (FOCF). This is a Seasonal position: Part-time from March-May, Full-time from June through mid-August. Compensation is $20-$23/hour for the length of employment. For full job details, visit https://friendsofcreamersfield.org/job-opportunities/. To be considered, please submit ALL the following documents by 11:59pm (AKST) on February 28: Attestation, Cover letter, Resume, and Three professional references with complete contact information (name, phone number, email). The resume and cover letter should be no more than two pages each. Application materials should be sent to director@friendsofcreamersfield.org with the subject line: Camp Habitat Director "Last Name "First Name".

ALASKA BOTANICAL GARDEN in **Anchorage** has a number of positions available. To see the position descriptions and application information, go to https://www.alaskabg.org/employment?ss_source=sscampaigns&ss_campaign_id=65b55b1256c21137d8d98b10&ss_email_id=65b6b2862c7b332e799ec18b&ss_campaign_name=What%E2%80%99s+Happening+at+the+Garden&ss_campaign_sent_date=2024-01-28T20%3A01%3A22Z.

EXECUTIVE DIRECTOR for the **ANCHORAGE FEDERATION of COMMUNITY COUNCILS** who will have overall strategic and operational responsibility for the day-to-day functions, including administrative, operations, finances, and program activities. The updated position description allows for pursuing new and creative opportunities for strengthening organizational sustainability, cultivating lasting partnerships, and championing Community Councils with a renewed emphasis on building community, expanding membership, and cultivating engaged leaders. To see the full position description, go to Click here. For more information, contact FCC Secretary Amanda Moser at 907-830-560 or email amandakmoser@gmail.com.

EXECUTIVE DIRECTOR for **SOUTHEAST ALASKA CONSERVATION COUNCI (SEACC)** in **Juneau** to provide for oversight, execution, and implementation of the mission of SEACC and leads and support the staff working to protect both the Tongass National Forest and the lands and waters of Southeast Alaska. The Executive Director oversees and leads the business side of the nonprofit organization, including a $1.3 M annual budget and a substantial reserve and action fund. To see the full position description, go to https://morancompany.com/executive-director-southeast-alaska-conservation-council/. APPLY NOW.

INTERPRETIVE MEDIA SPECIALISTS / GRAPHIC ARTISTS (Anchorage) for the **ALASKA CONSERVATION CORPS**. The Alaska State Parks (Division of Parks and Outdoor Recreation) is seeking to fill seasonal positions up to 40 hours per week (*exceptions can be made for student schedules) in their Interpretation and Education Unit. These positions are for a person with strong skills in the Adobe Creative Suite that will work with a team to create media such as interpretive panels, brochures, bulletin boards, maps, and other publications for Alaska State Parks and its clients. We are working to fill the positions during the holidays, and they will close as soon as the positions are filled. For more information, go to http://dnr.alaska.gov/parks/misc/accinstr.htm#interp.

The **ALASKA WILDLIFE CONSERVATION CENTER has the following job opportunities available.

ASSISTANT MAINTENANCE MANAGER at the **ALASKA WILDLIFE CONSERVATION CENTER** Full-time, year-round to oversee the day-to-day operation of the maintenance staff. This includes, but is not limited to, custodial duties, grounds, facilities and building maintenance, fleet oversight and general construction. The Assistant Maintenance Manager is responsible for supporting the Maintenance Manager with on-boarding and training new maintenance personnel, and acts as a liaison for capital improvement projects should the Maintenance Manager not be present. $60,000 annual salary DOE. Additional benefits available for Full Time/Year-Round employees include health care premium paid in-full by the Alaska Wildlife Conservation Center as well as 2-weeks paid time off plus ten paid holidays. Applications will be accepted and reviewed until the position is filled. Click here to view a complete job description. A valid driver's license is required for all job listings. Click HERE to apply. Questions? Email info@alaskawildlife.org.

SEASONAL RETAIL CLERK Full-time, Seasonal. Role to August 1st to be responsible for daily transactions for AWCC visitors in the retail shop. Wage is $17/hour with free on-site, bunk style housing included. Applications will be accepted and reviewed until the position is filled. Click here to view a complete Job Description. A valid driver's license is required for all job listings. Click HERE to apply. For more information, email retail@alaskawildlife.org.

SEASONAL ADMISSIONS Full-time, Seasonal. Role is from April 15 to September 15 to be s responsible for daily transactions for AWCC visitors in the ticket booth. Wage is $17/hour with free on-site, bunk style housing included. Click here to view a complete Job Description. A valid driver's license is required for all job listings. Click HERE to apply. For more information, email jonathan@alaskawildlife.org.

STAFF ATTORNEY or SENIOR STAFF ATTORNEY for **TRUSTEES for ALASKA** in Anchorage to join our team working to protect a wild and vibrant Alaska where fish, wildlife, and people thrive. We will consider candidates for either position. The ideal staff attorney candidate has at least 3 years of litigation experience; the ideal senior staff attorney candidate has at least 7 years of litigation experience. All candidates should have a proven ability to foster coordination and cooperation among diverse groups to achieve conservation goals. We take on the most pressing conservation issues in Alaska for a variety of clients who bravely fight for their rights and for the health and culture of Alaska for future generations. This is a full-time position with benefits that include paid leave, sick time, and medical/dental/vision, along with flexibility for both in-office and at homework in Anchorage. The salary range for the staff attorney position is $77,000-87,000; the salary range for the senior staff attorney position starts at 87,000. For more information, see Employment: Trustees for Alaska.

The **ANCHORAGE PARKS FOUNDATION** has the following positions open:

COMMUNITY ENGAGEMENT MANAGER, to implement multiple strategies that highlight APF's mission through both innovative and conventional communications strategies and tactics. They will conduct day-to-day work in the areas of writing, print/electronic communication and publication, media and public relations, event planning, and project management. This position is ideal for a skilled storyteller with passion, creativity, and attention. The annual salary range for this position is $55,000 – $60,000. The position offers health care reimbursement, 403(b) retirement match, and a flexible work environment. This position is open until filled, View job description here.

PROGRAM COORDINATOR to focus on community projects that improve urban forest health, green public spaces, and involving youth in outdoor education. This position is ideal for someone skilled at project management, volunteer coordination, environmental stewardship, and comfortable working both in an office setting and outdoors on public lands. This is a full-time (35 hours a week) position. The annual salary range for this position is $50,000 – $55,000. The position offers health care reimbursement, 403(b) retirement match, and a flexible work environment. This position is open until filled. View job description here.

URBAN AGRICULTURE PROGRAM LEADER for the **ANCHORAGE SOIL and WATER CONSERVATION DISTRICT** to grow our agriculture program and provide technical assistance and outreach to farmers and gardeners in the Municipality of Anchorage. Duties will include managing a soil testing program, coordinating workshops, working directly with farmers and gardeners, leading agricultural research and demonstration projects, and bringing in continuing projects and funding to grow the program. This full-time hourly position will start at $25-29 per hour DOE. This is a permanent year-round position with PTO and holiday, contingent upon adequate grant funding. For the full announcement, go to https://anchorageswcd.org/pdfs/Urban%20Agriculture%20Program%20Leader%20Job%20Announcement%2011.6.23.pdf. Open until filled.

FACILITIES MANAGER for the **WRANGELL MOUNTAINS CENTER (WMC)** to oversee the facilities as a part of a collaborative leadership team working toward the successful operations and promotes living in close relationship with wilderness and with our local community f the campus. Estimated time commitment: Approximately May 1st – September 15th (depending on WMC activities and needs), averaging 40 hours/week. Due to a variety of unique factors, our 2024 summer season will be an exceptionally challenging one, and more hours may be required. Part-time remote work will be required before the on-site position starts date. These will be used to complete required training and courses, contribute to hiring facilities and attend planning meetings. Part-time work will potentially be 5-10 hours per month beginning in January. **Compensation**: $3,100/month including meals and primitive lodging (valued at approximately $1,200 per month).

EXECUTIVE DIRECTOR for **The HERRING PROTECTORS** to steward relationships with the yawn (the herring), our environment, and the community. The ideal candidate will be entrepreneurial, leading with intentionality and respect to evolve a grassroots movement into a sustainable organization. A successful leader will need to be highly organized, creative, and resourceful, able to build relationships and trust with Tribal citizens to advance ambitious goals through collective action. Details at https://www.herringprotectors.org/job-announcement.

RURAL DEVELOPMENT SPECIALIST – ENERGY for **RURAL CAP** to collaborate on project/program planning and design for energy initiatives across various programs including the Community Action Resource Center (CARC), Weatherization, Rural Housing, Facilities, and other programs; provides technical assistance to CARC clients on new opportunities to improve community-level energy infrastructure, resilience, and efficiency through the Infrastructure Investment and Jobs Act and supports various energy programs that serve low-income Alaskans through the evaluation of new opportunities and special projects including administrative support for energy audits, energy efficiency and renewable energy improvements for RurAL CAP-owned and managed facilities, and integration of renewable energy systems into rural housing and weatherization projects. Go to RurAL Development Specialist — Energy for the full position description.. RurAL CAP is based in Anchorage, but the location is flexible, and this position would be eligible for hybrid work under RurAL CAP's telework policy. For more information, please contact Jacquie Braden, Development Manager at jbraden@ruralcap.org.

CO-EXECUTIVE DIRECTOR for the **FAIRBANKS CLIMATE ACTION COALITION (FCAC**) to organize the WMC summer operations, contributing to a smooth running and financially sustainable organization. For more information, go to http://fbxclimateaction.org/jobs.

To **RECEIVE** What's Up, **ADD** items, **CHANGE EMAIL ADDRESS** or **UNSUBSCRIBE**, contact Peg Tileston at **pegtileston@gmail.com**. (**Please Note: MEW EMAIL ADDRESS**!).

To RECEIVE What's Up, ADD items, CHANGE EMAIL ADDRESS or UNSUBSCRIBE, contact Peg Tileston at pegt@gci.net.

From: AEDC
To: Pantaleone, Pearl-Grace
Subject: March eNews 2024
Date: Thursday, March 7, 2024 7:31:04 AM

You don't often get email from development@aedcweb.com. Learn why this is important

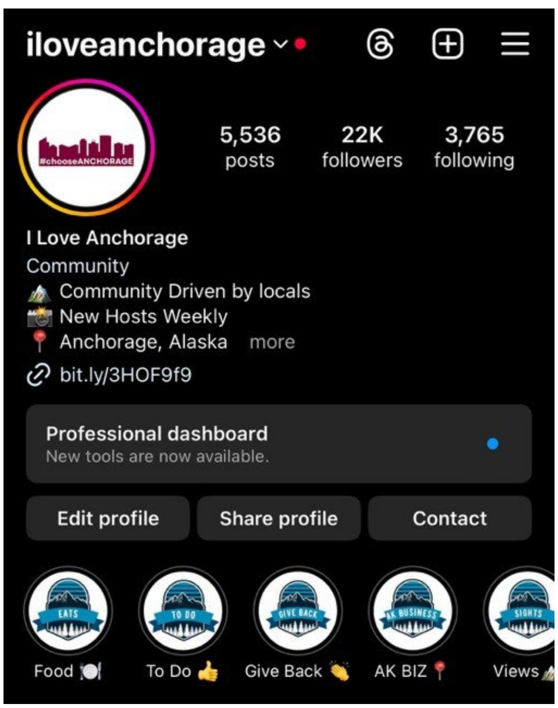
CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

February Recap

Jenna Wright, President & CEO of AEDC, presented our "Choose Anchorage" initiative and highlighted key elements of our 2024 Economic Forecast Report during the Alaska Air Carriers Association Annual Convention.

Natalie Gomez, our Workforce Development Program Manager, participated in the 2024 Innovation Summit organized by the Juneau Economic Development Council. This gathering unites entrepreneurs, business and industry specialists, policymakers, researchers, and influential change agents from both Alaska and other regions.

I Love Anchorage



Apply to host!

We take great pride in overseeing the I Love Anchorage Instagram account, which has over 22k followers. The goal of the page is to provide a platform for locals to highlight and celebrate all the wonderful aspects of their love for Anchorage.

Below is an outline of what a week as a Host would entail:

- Hosting - The week starts on Monday at 9:00 am and ends Sunday at 9:00 pm.
- Posts - We ask you to post 3-5 photos throughout the week.
- Stories - We ask you to post a minimum of 3 per day.

If you think you'd make a great host for the I Love Anchorage Instagram Account, we'd love to hear from you and invite you to apply.

Reports & Articles

Real-Time Jobs Intelligence Report 2023

Anchorage Consumer Optimism Index: Q4 2023

Open Reports Sponsorships

We're excited to announce that several co-sponsorships opportunities for our Reports have just opened up for 2024. Below, you'll find the available reports along with links to their latest publications.

[Real Time Jobs Index]

[Cost of Living Index Report]

[Anchorage Monthly Employment Report]

[Anchorage Consumer Confidence Index Report]

If you're interested in co-sponsoring any of these reports,

please email aebnet@aedceweb.com

Investor News

2024 Best of Alaska Business Awards

Nuvison Business After Hours

2024 Annual Banquet

Cook Inlet Housing Authority Job Fair

Seward-Glenn Connection project click here to view alternative details

Would you like your accomplishments or upcoming events highlighted in our newsletter? Please email: development@aedcweb.com

Thank You to Our Diamond Investors

AEDC STAFF

Jenna Wright - President & CEO

jwright@aedcweb.com

Ashley Ebnet - Director of Marketing & Development

aebnet@aedcweb.com

Natalie Gomez - Workforce Development Program Manager

ngomez@aedcweb.com

Our mailing address is:

Anchorage Economic Development Corporation

510 L Street

Suite 603
Anchorage, AK 99501

Add us to your address book

Use your own custom HTML

From: Community Councils Center
To: Horazdovsky, Alice
Subject: FCC Alert: Seward To Glenn Connection Preliminary Alternatives Comment Period Underway!
Date: Monday, March 4, 2024 2:18:23 PM

FCC Information Alert

on behalf of Seward Glenn Mobility

Seward to Glenn CONNECTION

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region, is conducting a Planning and Environmental Linkages (PEL) Study to identify and evaluate options to improve livability, regional travel between the Seward and Glenn Highways, and local travel within surrounding neighborhoods. The project will also identify ways to improve access between the Port of

Alaska and the highway network.

During a public meeting on February 7, 2024, DOT&PF released seven preliminary alternatives for the Seward-Glenn Connection project. Click the button below to view alternative details, including an interactive map.

Click Here for Details on the Alternatives

The public comment period is open for 60 days! Your input is critical to the success of the PEL study. We hope you will take time to review the alternatives and share your feedback. The last day to submit your comments is Sunday, April 7, 2024!

Online Open House Details

Want to know more about the project? Join our online open house and view the materials at your own pace, now through April 7, 2024: **www.sewardglennconnection.com**!

Questions or Comments?

PHONE: (907) 206-2289
EMAIL: info@sewardglennconnection.com
For project information,
visit www.sewardglennconnection.com

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(907) 206-2289 | **info@sewardglennconnection.com**

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review.
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Our mailing address is:
Seward to Glenn Connection PEL Study
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

This communication is being sent by the Federation of Community Councils, Inc. on behalf of the Alaska Department of Transportation and Public Facilities. The contents of the communication are the responsibility of the Alaska Department of Transportation and Public Facilities, not the Federation of Community Councils, Inc.

Community Councils Center
www.communitycouncils.org
info@communitycouncils.org
907-277-1977

Attachment I

State of Alaska Online Public Notice

February 7, 2024 - Seward to Glenn Connection PEL Study Public Open House #4

The Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study Public Open House #4 will be held on Wednesday, February 7, in Anchorage to identify and evaluate options to improve safety, livability, and regional travel between the Seward and Glenn Highways and the Port of Alaska; and to reconnect the surrounding neighborhoods. Participants will have an opportunity to provide their feedback on the preliminary alternative designs. For more information, visit the project website at www.sewardglennconnec?on.com. Seward to Glenn Connection PEL Study Public Open House #4 Wednesday, February 7, 2024, 4:30 – 6:30 P.M. Fairview Recreation Center 1121 E 10th Avenue Anchorage, AK 99501 People Mover Route 11

Attachments, History, Details

Attachments

None

Revision History

Created 1/11/2024 9:01:10 AM by jreese
Modified 1/11/2024 9:04:28 AM by jreese
Modified 1/11/2024 9:06:24 AM by jreese

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage
Project/Regulation #:	
Publish Date:	1/11/2024
Archive Date:	2/8/2024
Events/Deadlines:	Seward to Glenn Connec?on PEL Study Public Open Ho 2/7/2024 4:30pm - 6:30pm View on Map

Notice of Availability & Request for Public Comment for the Seward Glenn Connection PEL Study Preliminary Alternatives

Tools
Print
Short URL

Share

Comment Period February 7 – April 7, 2024

Seven alternatives have been presented to provide solutions to safety, access, functionality, and livability in the project area. Preliminary alternatives details, including an interactive map, can be viewed on the project public meeting website at https://qrcodes.pro/LgzMKv.

The public comment period is open for 60 days!

Your input is critical to the success of the study. We hope you will take time to review the alternatives and share your feedback.

Online Open House Details

Want to know more about the project? Join our online open house and view the materials at your own pace now through April 7, 2024 at sewardglennconnection.com.

Attachments, History, Details

Attachments
None

Revision History
Created 3/1/2024 1:58:41 PM by jreese

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Statewide
Project/Regulation #:	
Publish Date:	3/1/2024
Archive Date:	4/8/2024
Events/Deadlines:	

Attachment J

E-Blasts

Seward Glenn CONNECTION

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

Public Meeting #4

Join us! We want your feedback on the preliminary alternative designs for the Seward to Glenn Connection PEL Study.

We need your insights to help develop the best ideas to improve safety, livability, and regional travel between the Seward and Glenn Highways and the Port of Alaska; and to reconnect the surrounding neighborhoods.

Meeting Details

Date & Time
Wednesday, February 7, 2024
4:30 – 6:30 P.M.

Location
Fairview Recreation Center
1121 E 10th Avenue
Anchorage, AK, 99501
People Mover Route 11

Questions or Comments?

PHONE: (907) 206-2289
EMAIL: info@sewardglennconnection.com
For project information, visit
www.sewardglennconnection.com

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Seward Glenn Connection
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

Seward ⟷ Glenn
CONNECTION

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

Reminder to Join Us!

We need your insite and feedback!

Public Open House #4

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Seward to Glenn Connection PEL Study
Public Meeting #4
FEB 7, 2023 | 4:30 - 6:30 P.M.
Fairview Recreation Center

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Seward Glenn Connection
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

Add us to your address book

Want to change how you receive these emails?

Seward ⟷ Glenn CONNECTION

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region, is conducting a Planning and Environmental Linkages (PEL) Study to identify and evaluate options to improve livability, regional travel between the Seward and Glenn Highways, and local travel within surrounding neighborhoods. The project will also identify ways to improve access between the Port of Alaska and the highway network.

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Click Here for Details on the Alternatives

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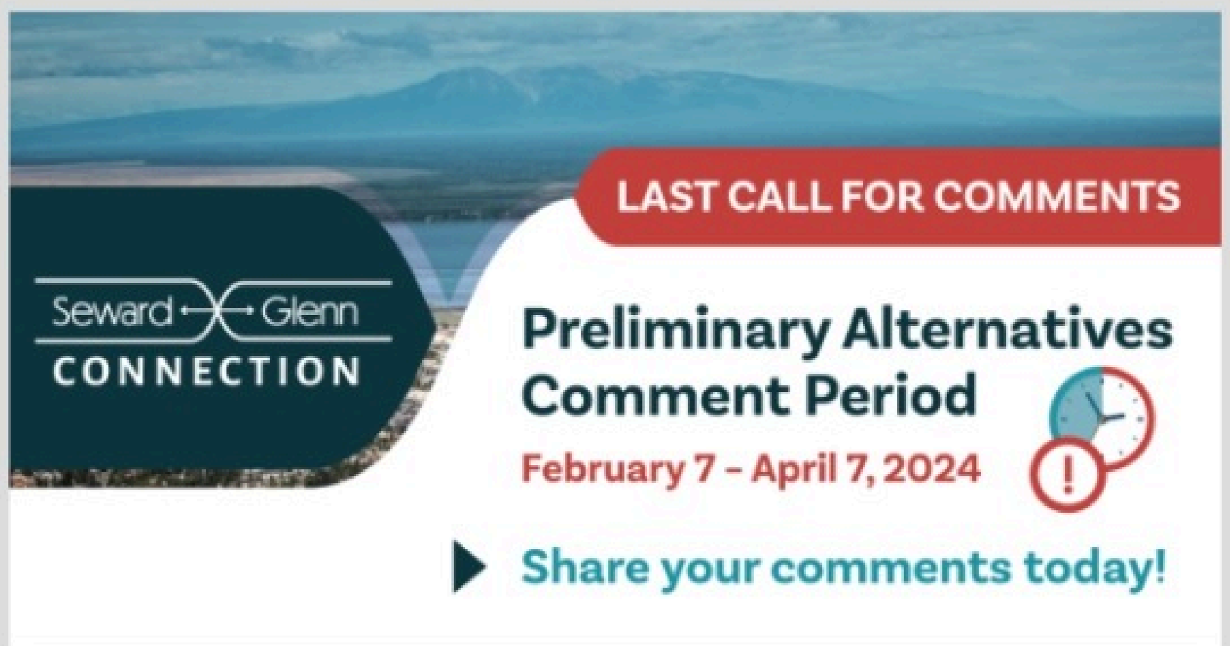
Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study



Comment Period Closes Today!

Today (April 7, 2024) is the last day to submit your feedback and thoughts on the Seward-Glenn Connection PEL Study preliminary alternatives.

Remember, you don't have to choose your favorite; we want your ideas on how to make the next round of alternatives even better!

Use the highway? Live near it? Work by it? We want to hear from everyone! Your participation will help make this project a success.

Click the button below to view the online open house materials and provide comment today!

Online Open House

Questions or Comments?

PHONE: (907) 206-2289

EMAIL: info@sewardglennconnection.com

For project information, visit

www.sewardglennconnection.com

¿Habla español? | Koj hais lus hmoob? | E te tautala samoa?
(907) 206-2289 | info@sewardglennconnection.com

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Seward ↔ Glenn CONNECTION

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

Our public comment period is open for 60 days to get your feedback and opinions on the seven Seward-Glenn Connection PEL Study preliminary alternatives presented at a public open house on February 7, 2024.

Click on the button below to visit our online open house to see some solutions for safety, access, functionality, and livability!

Online Open House

The public comment period is open for 60 days! Your input is critical to the success of the PEL study. We hope you will take time to review the alternatives and share your feedback. The last day to submit your comments is Sunday, April 7, 2024!

Questions or Comments?

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Our mailing address is:
Seward to Glenn Connection PEL Study
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

Comment Period Closes Today!

Today (April 7, 2024) is the last day to submit your feedback and thoughts on the Seward-Glenn Connection PEL Study preliminary alternatives.

Remember, you don't have to choose your favorite; we want your ideas on how to make the next round of alternatives even better!

Use the highway? Live near it? Work by it? We want to hear from everyone! Your participation will help make this project a success.

Click the button below to view the online open house materials and provide comment today!

Online Open House

Questions or Comments?

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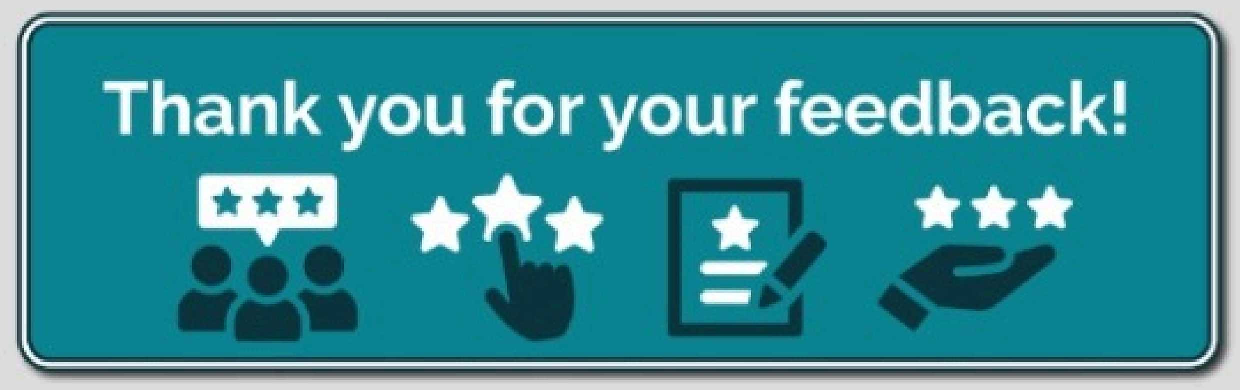
Seward Glenn CONNECTION

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study



We gathered more than **250 comments** from our Preliminary Alternatives Public Meeting and 60-day public comment period!

Our team is busy reading through comments, drafting responses, evaluating opportunities to incorporate feedback, and brainstorming design ideas for the refined alternatives. Thank you to everyone who took the time to share feedback. Your input is foundational to the team's ability to deliver possible solutions that optimize benefits to the community.

Be on the lookout for upcoming communications updates, including a summer project newsletter where we'll share a summary of what we heard!

Visit sewardglennconnection.com
to view the current project schedule and learn more.

What's Next?

We expect we'll have refined alternatives to share this fall. We'll keep you posted as the project progresses.

Questions or Comments?

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Anchorage, AK 99503-4169

Attachment K

Social Media Posts

Seward to Glenn Connection PEL Study

Preliminary Alternatives Comment Period - Facebook Posts

Date Posted	Content
January 24, 2024	Alaska Department of Transportation & Public Facilities January 24 · #SewardToGlenn Join us! We want your feedback on the preliminary alternative designs for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, and regional travel between the Seward and Glenn Highways and the Port of Alaska; and to reconnect the surrounding neighborhoods. Questions or comments? PHONE: (907) 206-2289 ... See more  6 · 6 shares Like Comment Share Write a comment...
January 29, 2024	Alaska Department of Transportation & Public Facilities January 29 · #SewardToGlenn Join us! We want your feedback on the preliminary alternative designs for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, and regional travel between the Seward and Glenn Highways and the Port of Alaska; and to reconnect the surrounding neighborhoods. Questions or comments? PHONE: (907) 206-2289 ... See more  9 · 1 comment 3 shares Like Comment Share

Seward to Glenn Connection PEL Study

Preliminary Alternatives Comment Period - Facebook Posts

February 2, 2024	Alaska Department of Transportation & Public Facilities February 2 · #SewardToGlenn Join us! We want your feedback on the preliminary alternative designs for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, and regional travel between the Seward and Glenn Highways and the Port of Alaska; and to reconnect the surrounding neighborhoods. Questions or comments? PHONE: (907) 206-2289 ... See more  SEWARDGLENNCONNECTION.COM Seward to Glenn Connection PEL Study PEL Study This study will identify and evaluate options to improve safety, livability, re... Learn more 114 · 34 comments · 29 shares Like · Comment · Share
February 5, 2024	Alaska Department of Transportation & Public Facilities February 5 · #SewardToGlenn REMINDER Join Us! We want your feedback on the preliminary alternative designs for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, and regional travel between the Seward and Glenn Highways and the Port of Alaska; and to reconnect the surrounding neighborhoods. Questions or comments? ... See more  6 Like · Comment · Share Write a comment...

Seward to Glenn Connection PEL Study

Preliminary Alternatives Comment Period - Facebook Posts

February 7, 2024

February 29, 2024

Seward to Glenn Connection PEL Study

Preliminary Alternatives Comment Period - Facebook Posts

March 4, 2024

Alaska Department of Transportation & Public Facilities

March 4 ·

Calling all #Anchorage commuters, truck drivers, residents, and motorists who use the #Seward and #Glenn Highways!

We are opening our public comment period for 60 days to get your feedback and opinions on the seven Seward-Glenn Connection PEL Study preliminary alternatives presented at a public open house earlier this month.

Click on the link below and visit our online open house to see some solutions for safety, access, functionality, and livability! www.sewardglennconnection.com

#KeepAlaskaMoving

SEWARDGLENNCONNECTION.COM

Seward to Glenn Connection PEL Study PEL Study

This study will identify and evaluate options to improve safety, livability, regio...

Book now

Pearl-Grace Pantaleone, Ryan Goentzel and 67 others   114 comments   42 shares

Like   Comment   Share

Seward to Glenn Connection PEL Study

Preliminary Alternatives Comment Period - Facebook Posts

March 21, 2024

April 1, 2024

Seward to Glenn Connection PEL Study

Preliminary Alternatives Comment Period - Facebook Posts

<table>
<tr>
<td>April 7, 2024</td>
<td>


Alaska Department of Transportation & Public Facilities
April 7 ·

LAST CALL!

This is your last chance! Today is the last day to submit your feedback and thoughts on the Seward-Glenn Connection PEL Study preliminary alternatives.

Use the highway? Live near it? Work by it? We want to hear from everyone! Your participation will make this project a success.

View the online open house materials and provide comment today!
www.sewardglennconnection.com

</td>
</tr>
<tr>
<td>April 8, 2024</td>
<td>


Alaska Department of Transportation & Public Facilities
April 8 ·

THANK YOU!

The public comment period is now CLOSED!

Thank you to all who took the time to review the seven Seward-Glenn Connection PEL Study preliminary alternatives and provide feedback and thoughts! We will review and consider each comment to help guide design refinement.

Still want to review the preliminary alternatives? Our public meeting information is now archived, but you can still review it here: http://qrcodes.pro/LgzMKv.

Stay up to date on upcoming opportunities to learn and engage on the study at www.sewardglennconnection.com!

</td>
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</table>

Attachment L

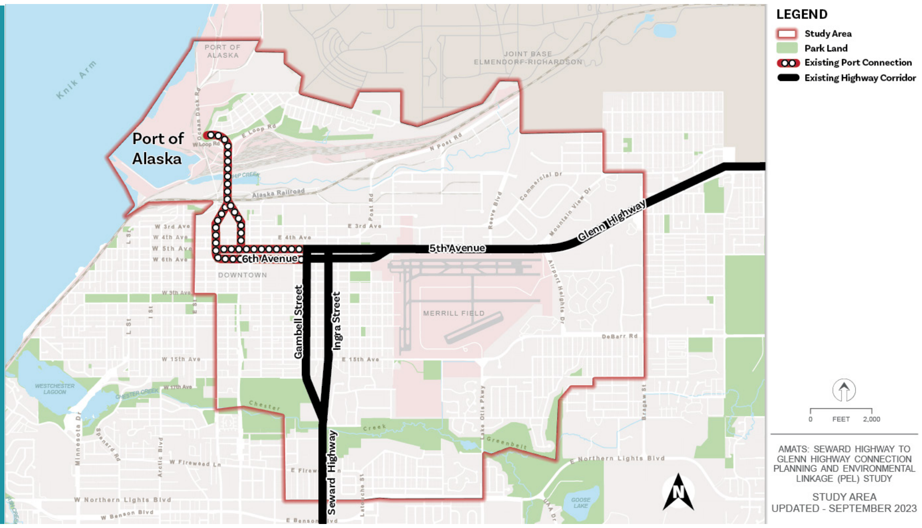
Flyers

Seward to Glenn Connection PEL Study Public Open House #4

Public Open House #4 and Interactive Workshop

Date & Time:
Wednesday, Feb. 7, 2024
4:30 – 6:30 P.M.

Location:
Fairview Recreation Center
1121 E 10th Avenue
Anchorage, AK 99501
People Mover Route 11



Join Us!

We want your feedback on the preliminary alternative designs for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, and regional travel between the Seward and Glenn Highways and the Port of Alaska; and to reconnect the surrounding neighborhoods.

SCAN ME TO VISIT THE PROJECT WEBSITE

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sewardglennconnection.com
for project information.

Questions or comments?
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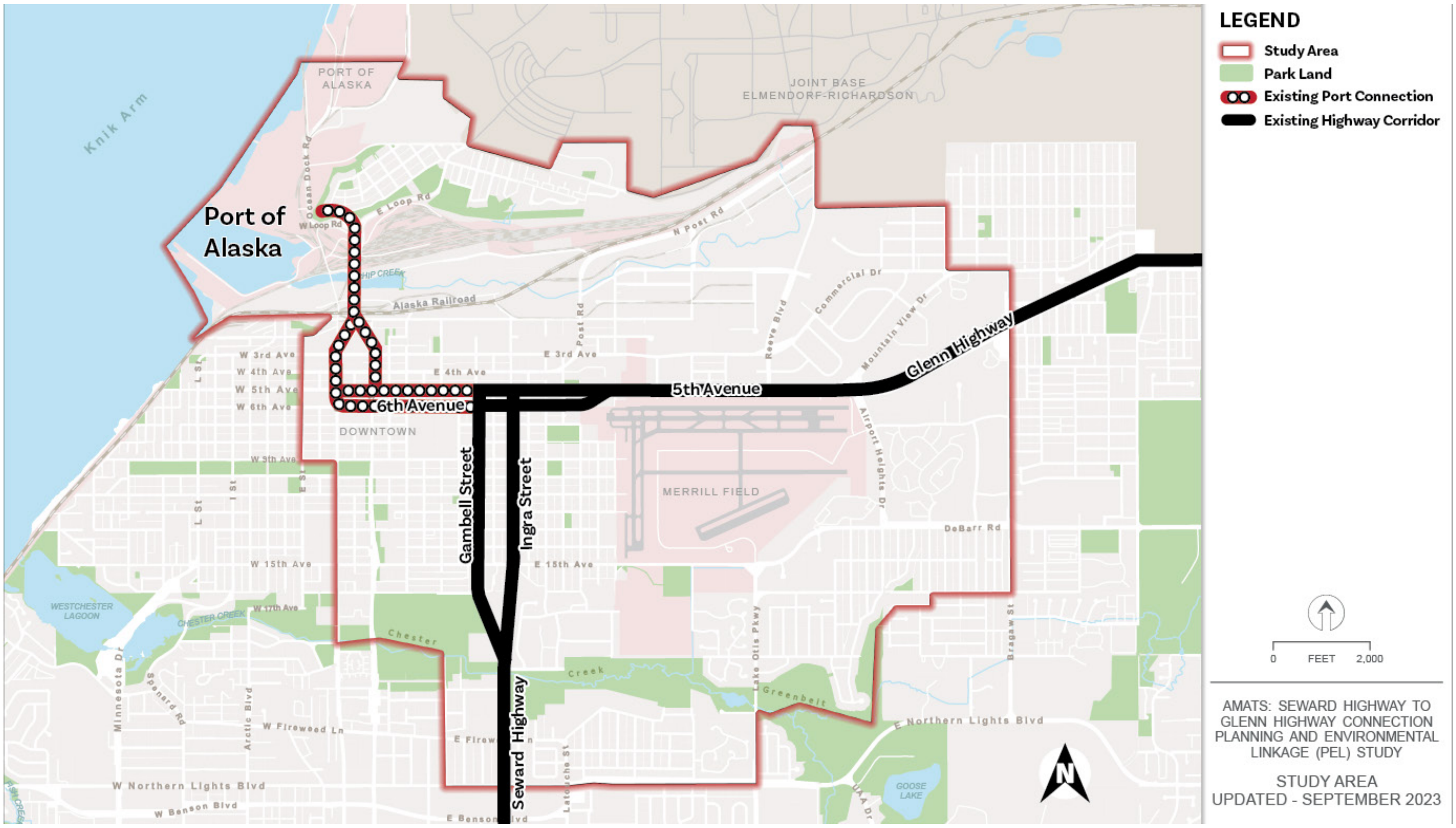
Seward to Glenn Connection PEL Study
Preliminary Alternatives Comment Period
February 7 – April 7, 2024

Seward ↔ Glenn CONNECTION

Notice of Availability & Request for Public Comment

We want to hear your voice!

Our 60-day public comment period is underway! Submit your feedback and opinions on the seven Seward-Glenn Connection PEL Study preliminary alternatives presented at a public open house in February.



Connecting communities – Improving livability – Emphasizing safety

SCAN ME TO VISIT THE PROJECT WEBSITE

Visit

sewardglennconnection.com

for project information.

Attachment M

Newspaper Ads

MAJOR LEAGUE BASEBALL

Beltré, Helton and Mauer have been elected to Hall of Fame

Ronald Blum
Associated Press

NEW YORK — Adrián Beltré, Todd Helton and Joe Mauer were elected to baseball's Hall of Fame on Tuesday while Billy Wagner and Gary Sheffield fell short.

Beltré was picked on 366 of 385 ballots from the Baseball Writers' Association of America in his first ballot appearance for 95.1%.

Helton received 307 votes for 79.7% in his sixth appearance, 18 more than the needed 289 for 75% after falling 11 votes short last year.

Mauer got 293 votes for 76.1% and like Beltré was elected on his first try.

Wagner was five short at 284 votes and 73.8%, but up from 68.1% last year. He will appear on the ballot for the 10th and final time in 2025, when Ichiro Suzuki and CC Sabathia are newly eligible.

Beltré, Mauer and Helton will be inducted at Cooperstown on July 21 along with Jim Leyland, elected last month by the contemporary era committee for managers, executives and umpires. There are 273 players among 346 people in the Hall.

Sheffield got 246 votes for 63.9% in his final appearance on the BBWAA ballot, up from 55% last year and 11.7% in 2015. He is eligible for consideration by the contemporary baseball player committee, which meets next in December 2025.

Beltré, a four-time All-Star and five-time Gold Glove third baseman, hit .286 with 477 homers and 1,707 RBIs for the Los Angeles Dodgers (1998-2004), Seattle (2005-09), Boston (2010) and Texas (2011-18). His 2,759 games at third base are second to Brooks Robinson's 2,870 and his 636 doubles are 11th on the career list.

Helton received 16.5% support in 2019, his first year on the ballot. A five-time All-Star first baseman and the 2000 major league batting champion, he hit .316 in 17 seasons for Colorado with 369 homers, 1,406 RBIs and 1,401 runs. He had widely divergent home/road statistics, batting .345 with 200 homers and 791 RBIs in the mile-high air of Coors Field and .287 with 142 homers and 547 RBIs on the road.

Mauer was a six-time All-Star, three-time Gold Glove winner and the 2009 AL MVP during 15 seasons with Minnesota. He is the only catcher to win three batting titles, and he became just the 20th player in the Hall who was primarily a catcher. He hit .306 with 143 homers and 906 RBIs with Minnesota from 2004-18.

Voters included an average of seven names per ballot, up from 5.86 last year, and 24.4% of the voters checked the maximum 10 candidates, an increase from 13.9%. Just 10 eligible voters failed to return ballots.

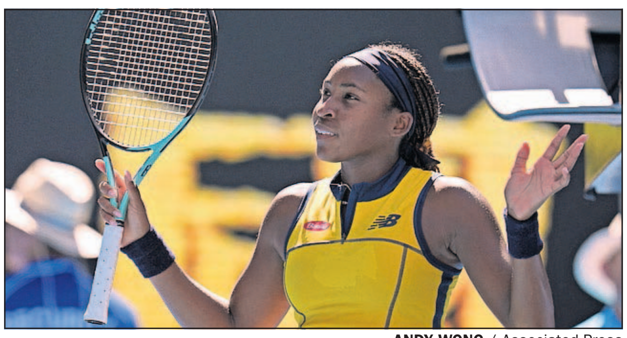
Alex Rodriguez and Manny Ramírez again lagged, hurt by suspensions for performance-enhancing drugs. Rodriguez received 34.8% and Ramírez 32.5%.

Among other first-time candidates, Chase Utley (28.8%) and David Wright (6.2%) will remain on next year's ballot.

José Bautista, Bartolo Colon, Matt Holliday, Adrián González, Victor Martinez, Brandon Phillips, José Reyes and James Shields all were under 5% and will be dropped.

EMILY MESNER / ADN

Chugiak's Hannah Shaha smiles as she crosses the finish line in first place during the Division I ASAA girls state cross-country championships at Palmer High School on Oct. 7.



ANDY WONG / Associated Press

Coco Gauff of the U.S. celebrates after defeating Marta Kostyuk of Ukraine in their quarterfinal match Tuesday at the Australian Open at Melbourne Park, Melbourne, Australia.

FROM PAGE A8

TENNIS

building into it. He's on a 33-match winning streak at the Australian Open — a tournament record he shared with his childhood inspiration, Monica Seles.

The first game took 16 minutes and the first set lasted 1 hour, 24 minutes. Fritz got the first break of serve, and Djokovic said he was on the back foot at times until the third set.

"Credit to him for playing really well. You could see that he had a clear game plan. He was really sharp," Djokovic said. "So it was definitely a struggle for me to play the first couple sets.

"In the third, things started to come together. I started to swing through the ball better. I started to feel better on the court. Serve, also. I wasn't serving well at all first two sets, and then third and fourth, great."

Fritz saved the first 15 breakpoints he faced, an unheard of stat against one of the best returners ever.

"My conversion was really poor but in the end of the day, I managed to break him when it mattered," Djokovic said. "I upped my game midway through the third set, all the way to the end."

The first game set the tone for a long, tough match. It contained 24 points, going to deuce nine times.

Then followed the longest first set of the tournament.

After Fritz held in the 11th game, Djokovic was agitated in the changeover and gesturing to get the attention of his support team, calling for salts.

But after holding and taking the set to a tiebreaker, Djokovic finished a 21-shot rally with a stunning backhand crosscourt winner to get five set points. He put his finger to his ear, nodded his head and blew a kiss toward a commentary box at the rear of the court.

It was Fritz who got the first service break to open the second set, having fended off eight in the first set against him.

He saved another seven break point chances in the second, mostly with clean winners, and maintained the break to level at one set apiece, closing with an ace.

After all that resistance, though, Fritz was broken in the second game of the third set when Djokovic converted his 16th chance. Djokovic broke again, at love, in the ninth game to wrap up the third set in 38 minutes.

In the fourth, there was an exchange of breaks until Djokovic served it out from 5-3 to improve to 9-0 against Fritz in career head-to-heads.

Fritz said the late start for Sinner and Rublev would be tough for whoever advanced, and scheduling had come up in the locker rooms after Daniil Medvedev's second-round match didn't start until after 11 p.m. and didn't finish until almost 4 in the morning. He said with physio, treatment and wrapping up, it takes hours after the match to get to sleep.

"It … just screws up your whole clock," Fritz said. "I pray for those guys."

FROM PAGE A8

SHAHA

season," Shaha. "Towards the end of the season, my coach reached out and asked 'Do you want to fill out this application?' and now it's just an added bonus to a really amazing season."

The award acknowledges a student-athlete for their exemplary academic achievement and exceptional character displayed on and off the trails in addition to their outstanding athletic achievements.

Shaha has donated her time to multiple community service initiatives through her church and has volunteered locally promoting recycling and caring for the environment.

"After high school and college, athletics is really hard to stay in but you can always find volunteer opportunities in the community," she said. "I think always finding ways to service means a lot to the community and it is so fun to be able to help in different ways."

She has also maintained a 4.0 GPA and is a violinist in the Chugiak Symphonic Orchestra.

"I've always tried to maintain a good GPA and I think it's super important for getting into good colleges eventually," Shaha said. "It shows the effort and determination to do well in classes and that definitely transfers over to sports."

The 5-foot-8 sophomore won the Division I state championship meet this past fall with a time of 19:19.82, which was nearly seven seconds ahead of the next-closest finisher, her teammate Alliyah Fields. Shaha's resume also includes winning the Cook Inlet Conference Region IV championship meet and placing 14th at the Nike Cross Northwest Regional Championships Open Division.

"The progress that Hannah made between her freshman and sophomore seasons was both surprising and impressive," Chugiak head coach Brian Kruchoski said in a statement. "From not being a part of the varsity team in 2022 to becoming the state champion in 2023, she surprised even herself with her amazing progress and success."

With the departure of Peterson last spring, Shaha and the rest of the Mustangs had big shoes to fill and an extremely high standard to maintain. Not only did she not feel any additional pressure or nervousness, she felt the exact opposite.

"I was just so excited to be able to be on the varsity team," Shaha said. "We all run so tight so we go back and forth. It could be anybody's day because all the other girls on varsity are such amazing athletes and students."

NFL PLAYOFFS

All Times AST
Conference Championships
Sunday's Games
AFC
Kansas City at Baltimore, 11 a.m. (CBS)
NFC
Detroit at San Francisco, 2:30 p.m. (FOX)
Super Bowl
Sunday, Feb. 11
At Las Vegas
TBD, 2:30 p.m. (CBS)

NBA

All Times AKST
EASTERN CONFERENCE

Atlantic Division	W	L	Pct	GB
Boston	34	10	.773	—
Philadelphia	29	13	.690	4
New York	27	17	.614	7
Brooklyn	17	26	.395	16½
Toronto	16	28	.364	18
Southeast Division	**W**	**L**	**Pct**	**GB**
Miami	24	19	.558	—
Orlando	23	21	.523	1½
Atlanta	18	25	.419	6
Charlotte	10	31	.244	13
Washington	7	35	.167	16½
Central Division	**W**	**L**	**Pct**	**GB**
Milwaukee	30	13	.698	—
Cleveland	26	15	.634	3
Indiana	24	20	.545	6½
Chicago	21	24	.467	10
Detroit	4	39	.093	26

WESTERN CONFERENCE

Southwest Division	W	L	Pct	GB
New Orleans	26	18	.591	—
Dallas	24	19	.558	1½
Houston	20	22	.476	5
Memphis	16	27	.372	9½
San Antonio	8	35	.186	17½
Northwest Division	**W**	**L**	**Pct**	**GB**
Oklahoma City	30	13	.698	—
Minnesota	30	13	.698	—
Denver	31	14	.689	—
Utah	22	23	.489	9
Portland	12	31	.279	18
Pacific Division	**W**	**L**	**Pct**	**GB**
L.A. Clippers	27	14	.659	—
Phoenix	25	18	.581	3
Sacramento	24	18	.571	3½
L.A. Lakers	22	22	.500	6½
Golden State	18	22	.450	8½

Monday's Results
Cleveland 126, Orlando 99
Milwaukee 122, Detroit 113
Philadelphia 133, San Antonio 123
Memphis 108, Toronto 100
Charlotte 128, Minnesota 125
Boston 119, Dallas 110
Phoenix 115, Chicago 113
Sacramento 122, Atlanta 107
Tuesday's Results
Denver 114, Indiana 109
New York 108, Brooklyn 103
New Orleans 153, Utah 124
Oklahoma City 111, Portland 109
L.A. Lakers at L.A. Clippers, late
Wednesday's Games
Charlotte at Detroit, 3 p.m.
Minnesota at Washington, 3 p.m.
Memphis at Miami, 3:30 p.m.
Cleveland at Milwaukee, 4 p.m.
Portland at Houston, 4 p.m.
Phoenix at Dallas, 4:30 p.m.
Oklahoma City at San Antonio, 5:30 p.m.
Atlanta at Golden State, 6 p.m.
Thursday's Games
Philadelphia at Indiana, 3 p.m.
Utah at Washington, 3 p.m.
Boston at Miami, 3:30 p.m.
Denver at New York, 3:30 p.m.
Minnesota at Brooklyn, 3:30 p.m.
Sacramento at Golden State, 6 p.m.
Chicago at L.A. Lakers, 6:30 p.m.

NHL

All Times AKST
EASTERN CONFERENCE

Atlantic Division	GP	W	L	OT	Pts	GF	GA
Boston	46	29	8	9	67	162	121
Florida	46	28	14	4	60	146	121
Tampa Bay	48	25	18	5	55	163	158
Toronto	45	23	14	8	54	161	148
Detroit	47	24	18	5	53	166	156
Montreal	47	19	21	7	45	130	169
Buffalo	46	20	22	4	44	134	146
Ottawa	43	18	24	1	37	147	155
Metropolitan Division	**GP**	**W**	**L**	**OT**	**Pts**	**GF**	**GA**
N.Y. Rangers	46	29	15	2	60	150	132
Philadelphia	48	25	17	6	56	145	139
Carolina	45	25	15	5	55	154	139
New Jersey	45	24	18	3	51	156	159
N.Y. Islanders	47	20	16	11	51	138	159
Washington	45	22	17	6	50	109	135
Pittsburgh	44	21	17	6	48	133	121
Columbus	46	14	23	9	37	136	173

WESTERN CONFERENCE

Central Division	GP	W	L	OT	Pts	GF	GA
Winnipeg	45	30	11	4	64	146	104
Colorado	47	30	14	3	63	179	150
Dallas	47	28	13	6	62	174	144
Nashville	47	25	21	1	51	144	146
Arizona	45	23	19	3	49	137	132
St. Louis	45	23	20	2	48	129	143
Minnesota	47	21	21	5	47	145	160
Chicago	47	14	31	2	30	103	167
Pacific Division	**GP**	**W**	**L**	**OT**	**Pts**	**GF**	**GA**
Vancouver	47	32	11	4	68	178	119
Vegas	48	28	14	6	62	156	131
Edmonton	43	27	15	1	55	153	123
Los Angeles	44	22	13	9	53	141	116
Seattle	46	19	18	9	47	127	137
Calgary	47	21	21	5	47	146	150
Anaheim	46	15	30	1	31	116	160
San Jose	47	12	31	4	28	98	189

NOTE: Two points for a win, one point for overtime loss. Top three teams in each division and two wild cards per conference advance to playoffs.

Monday's Results
Boston 4, Winnipeg 1
New Jersey 6, Vegas 5, OT
Florida 4, Nashville 1
Arizona 5, Pittsburgh 2
Vancouver 2, Chicago 0
San Jose 4, Los Angeles 3, SO
Tuesday's Results
Ottawa 4, Montreal 1
Dallas 5, Detroit 4
Tampa Bay 6, Philadelphia 3
Vegas 3, N.Y. Islanders 2
Minnesota 5, Washington 3
Edmonton 4, Columbus 1
St. Louis 4, Calgary 3
Buffalo at Anaheim, late
N.Y. Rangers at San Jose, late
Wednesday's Games
Arizona at Florida, 3 p.m.
Winnipeg at Toronto, 3 p.m.
Carolina at Boston, 3:30 p.m.
Washington at Colorado, 5:30 p.m.
Chicago at Seattle, 6 p.m.
St. Louis at Vancouver, 6 p.m.
Buffalo at Los Angeles, 6:30 p.m.
Thursday's Games
Arizona at Tampa Bay, 3 p.m.
Boston at Ottawa, 3 p.m.
N.Y. Islanders at Montreal, 3 p.m.
Philadelphia at Detroit, 3 p.m.
New Jersey at Carolina, 3:30 p.m.
Anaheim at Dallas, 4 p.m.
Nashville at Minnesota, 4 p.m.
Chicago at Edmonton, 5 p.m.
Columbus at Calgary, 5 p.m.
Friday's Games
Florida at Pittsburgh, 3 p.m.
Vegas at N.Y. Rangers, 3 p.m.
Los Angeles at Colorado, 5 p.m.
St. Louis at Seattle, 6 p.m.

COLLEGE BASKETBALL

Tuesday's Major Men's Results
EAST
Ball St. 87, Buffalo 59
Butler 90, Georgetown 66
Cornell 105, Wells 49
Dayton 66, La Salle 54
Duquesne 54, St. Bonaventure 50
Florida St. 85, Syracuse 69
Saint Joseph's 78, UMass 77
SOUTH
Charlotte 76, UAB 70
Duke 83, Louisville 69
Pittsburgh 72, Georgia Tech 64
South Carolina 79, Kentucky 62
UCF 72, West Virginia 59
VCU 74, Loyola Chicago 67
Virginia Tech 76, Boston College 71
MIDWEST
Akron 67, Ohio 58
Cent. Michigan 71, Miami (Ohio) 55
Creighton 85, Xavier 78
Illinois St. 77, Belmont 67
Kent St. 90, Bowling Green 84, OT
N. Iowa 70, Evansville 63
Nebraska 83, Ohio St. 69
Purdue 99, Michigan 67
Toledo 89, N. Illinois 73
W. Michigan 73, E. Michigan 56
Wisconsin 61, Minnesota 59
SOUTHWEST
TCU 74, Oklahoma St. 69
Texas 75, Oklahoma 60
Texas A&M 63, Missouri 57
WEST
Houston 75, BYU 68
San Diego 85, Portland 81
San Diego St. 81, Wyoming 65

■

Tuesday's Major Women's Results
MIDWEST
Fort Wayne 102, Chicago St. 76
UConn 85, Marquette 59
Wisconsin 59, Minnesota 56
SOUTHWEST
TCU 66, UCF 60
WEST
Nevada 78, Colorado St. 51

TENNIS

Australian Open Results
Tuesday
At Melbourne Park
Melbourne, Australia
Purse: AUD38,923,200
Surface: Hardcourt outdoor
Men's Singles
Quarterfinals
Novak Djokovic (1), Serbia, def. Taylor Fritz (12), United States, 7-6 (3), 4-6, 6-2, 6-3.
Women's Singles
Quarterfinals
Coco Gauff (4), United States, def. Marta Kostyuk, Ukraine, 7-6 (6), 6-7 (3), 6-2.
Aryna Sabalenka (2), Belarus, def. Barbora Krejcikova (9), Czech Republic, 6-2, 6-3.
Men's Doubles
Quarterfinals
Zhang Zhizhen, China, and Tomas Machac, Czech Republic, def. Ariel Behar, Uruguay, and Adam Pavlasek, Czech Republic, 6-3, 6-1.
Women's Doubles
Quarterfinals
Lyudmyla Kichenok, Ukraine, and Jelena Ostapenko (11), Latvia, def. Kristina Mladenovic and Caroline Garcia, France, 7-6 (2), 6-4.
Gabriela Dabrowski, Canada, and Erin Routliffe (4), New Zealand, def. Alexandra Panova, Russia, and Cristina Bucsa, Spain, 7-5, 6-2.
Mixed Doubles
Quarterfinals
Neal Skupski, Britain, and Desirae Krawczyk (2), United States, def. Heather Watson and Joe Salisbury, Britain, 6-1, 6-4.
Hsieh Su-wei, Taiwan, and Jan Zielinski (3), Poland, def. Kevin Krawietz, Germany, and Nicole Melichar-Martinez (7), United States, 6-2, 6-3.
Andrew Harris and Jaimee Fourlis, Australia, def. Laura Siegemund, Germany, and Sander Gille (5), Belgium, 7-5, 7-5.
Marc Polmans and Olivia Gadecki, Australia, def. Gabriela Dabrowski, Canada, and Nathaniel Lammons (6), United States, 6-4, 7-6 (7).

Pillaged in its final days, the SS Al-Ki was one of the legendary vessels of the Klondike gold rush

David Reamer

HISTORIES OF ALASKA

The SS Al-Ki was one of the legendary vessels of the Klondike gold rush, entrenched for its early role in the mad dash for mostly illusory fortunes. When the Portland, the "ton of gold" ship that kick-started the rush, arrived in 1897 Seattle with news of fabulous gold fields, the Al-Ki was the next transport scheduled for Alaska. In this way, the Al-Ki was a historical standout, the first ship north. Yet, the rest of the steamer's history was more typical of its era, including extensive smuggling, cutthroat interactions far from law enforcement, and maritime disasters in the treacherous Alaska waterways.

The New England Shipbuilding Co. in Bath, Maine built both the AL-Ki and Portland, the former launched in 1884 and the latter in 1885. The 200-foot-long, 1,259-ton Al-Ki, initially owned by the Border Line Transportation Co., featured room for 50 passengers but was intended more as a West Coast freighter. Its name comes from Chinook Jargon, a Pacific Northwest trade language that melds Indigenous and settler languages. The term translates as "soon" or "later" with the connotation of a promising future. It was featured on the Washington territorial seal and is the state's unofficial motto. After a few years of unremarkable service, the wooden steamship entered Alaska trade around 1896, reportedly the first ship in Alaska with news of William McKinley's election that year as president. The steamer wound a route between Seattle and the small Alaska towns and canneries, thus ensuring its position for the momentous events of the following year.

On July 17, 1897, the SS Portland arrived to a cheering crowd at Seattle's Schwabacher Dock. The rumors of a massive gold discovery in a fantastical-sounding place called the Klondike had spread in advance like wildfire. The Seattle Post-Intelligencer ran an extra edition that day with the details. As the newspaper declared, "This morning the steamship Portland, from St. Michaels for Seattle, passed up Sound with more than a ton of solid gold on board." Of the 68 passengers, "hardly a man has less than $7,000 and one or two have more than $100,000 in yellow nuggets." When one of the prospectors tried to lift his leather sack of gold off the deck, the handle snapped off in his hand.

The Portland forever became the "ton of gold" ship, and the dream of easy riches spread across the country, igniting the great Klondike gold rush. At that time, the United States was still entrenched in an economic depression after the Panic of 1893. For some people, the choice was easy. They weighed the familiar financial insecurity against the chance — a great chance as some newspapers reported it — to leave their money problems behind forever after a short stint as a prospector. So, around 100,000 people abandoned their lives for the rush north.

The impact in Seattle was immediate as thousands of future millionaires demanded tickets to Alaska and the goldfields beyond. From March 1897 to March 1898, the number of unique ships stopping there rose from 18 to 173. To meet the passenger and cargo demands, every available ship in the region converted for the profit-making cause with little concern for their condition. Some of the half-rotted hulls, like the infamous Eliza Anderson, failed to finish their first run.

As a treasury agent new to Seattle in 1897 noted, "nearly every vessel arriving here carries twice the passengers the law allows it to carry and many of them are condemned craft that have been fitted up for this trade." In some cases, they were also captained by inexperienced sailors. The 1966 H. W. McCurdy Marine History of the Pacific Northwest mentions the 45-foot launch Rustler that carried 70 passengers north in 1897 under the questionable leadership of a "former milk wagon driver."

While not the fanciest steamship on the Seattle-Alaska circuit, the Al-Ki was still a fully operational and seaworthy vessel. Moreover, when the Portland landed at Seattle on July 17, 1897, the Al-Ki was the next ship scheduled to depart for Alaska, suddenly the hottest ticket in town. It was advertised to depart at 9 a.m. on July 18. Amid the frantic attempts to pack more people and goods on board, it did not actually pull away from the dock until 5 p.m.

Ten-year-old Edith Feero boarded the Al-Ki that August with her mother, brothers, and sister. Her father, John, had already rushed to Alaska and was waiting for them at Skagway. The jubilant atmosphere at the Seattle dock stood out for her. As she later recalled, "When we got onto the boat, everybody was standing, the dock was lined (with people). Everybody yelled, 'Bring me a stocking full of gold!' They didn't even think of sacks then, they always wanted a stocking full of gold."

As for the Al-Ki itself, she said, "We had a little room with three single berths for five of us … There were no conveniences, you know, like today." Her foremost memory of the voyage was the press of stampeders packed onto the steamer. "I don't remember how many people were on the boat. There were so many (that) you took turns going down to the dining room. If you had the first table, you'd better be there! They did feed good."

Some histories and most fictional accounts depict the Klondike gold rush romantically with noble, rugged prospectors waging wars against the land itself to find a fortune. The reality was grimmer. Extremely few gold rush prospectors made money on the adventure. Only around half of the stampeders made it as far as the Klondike. Even there, the average experience around the gold fields was of exorbitant prices for goods, food shortages, and disease outbreaks due to the unsanitary conditions. There is little nobility in shivering while diseased and poor, thousands of miles from home. To be fair, there was little nobility in remaining poor in the Lower 48 either.

The steamships of the era are likewise often portrayed as vessels brimming with hope and ambition. Here again, the reality was more complicated. Apart from their varying seagoing quality and overpopulation, the steamships of this era doubled as smuggling vessels, answering demand in Alaska for banned Chinese laborers, liquor, and other, more illicit products.

According to some writing on bits of paper, alcohol was illegal in Alaska then, but most visitors might not have noticed. For years, the steamships plying the lanes to Alaska were regularly packed with booze. The smaller communities and canneries would occasionally run dry between visits, leading to unhinged celebrations when resupplied. As one Alaska cannery manager said, "For twenty-four hours (after a steamship visit), there is simply the deuce to pay with drunken fishermen and crazed people of both sexes. All the manager can do is to select one or two reliable assistants and be on the alert until the effects of the whisky has passed away."

The increased traffic to Alaska during the Klondike gold rush meant a similar increase in demand for alcohol, sometimes to the exclusion of necessities. In late 1897, customs agents in Seattle noted repeated complaints from Alaska that the freighters carried "too much whiskey and not enough food." Inspired to new levels of vigilance, the customs agents planned to rigorously inspect the next ship in port, which was none other than the Al-Ki. The Oct. 2 inspection discovered vast amounts of undeclared wine and liquor in crates marked as innocuous products like sugar or coffee.

Library of Congress photo

The Al-Ki wrecked on Point Augusta, Alaska, on Nov. 1, 1917.

Since 1897, the Al-Ki had operated for the Pacific Coast Steamship Co., but in 1909, the veteran steamer was laid up to be stripped down into a barge. Instead, it was sold to a new shipping operation that refitted the ship with oil burners. When first launched, the Al-Ki had a top speed of about eight knots. After the refit, it could surprisingly hit 11 knots, impressive for the old boat, if still slower than other notable ships of the era, like the Princess May and Princess Sophia. In a bit of whimsy, some Alaskans nicknamed her the Sitka Flyer.

Smaller and older than most other ships on the Alaska runs, the Al-Ki survived longer than many, including years past the 1910 demise of its sister ship, the Portland. Even after the gold rushes to Alaska faded, the shipping and passenger demand made the service wildly profitable. With dollar signs floating in their eyes, the steamer's owners were compelled to push the old boat out, year and year, pressing their luck for a little more return.

On Oct. 31, 1917, the Al-Ki headed south from Juneau amid snow and wind, and cold. She reached Hoonah, departing late in the morning of Nov. 1 for Sitka. Around 12:30 p.m., a sudden, heavy gust blew the steamship onto rocks by Chichagof Island near Point Augusta, southwest of Juneau. The news came so quickly that the Nov. 1 Alaska Daily Empire, now the Juneau Empire, carried two articles on the Al-Ki, an innocuous notice on page five about it leaving town and the front-page piece about its wreck.

Captain C. L. McGregor of the Al-Ki told the Empire, "As the steamer was rounding Point Augusta, a northwest gale was raging and the snow was blinding. We could not see a thing. The steamer was proceeding under a slow bell and the wind drifted here too close to shore. As I realized we were in too close, I signaled to reverse the engines, and just at that minute she struck amidships."

While trapped on a reef, no one on board suffered injuries or was in immediate danger. Per McGregor, "There was no excitement and the passengers were calm. The crew continued their duties as usual. At 6 o'clock the regular course dinner was served to the passengers in the dining room." Such dalliances with the rocky hazards of the Alaska waterways were a familiar experience for the crew and likely most of the passengers, either first or second-hand. While McGregor might have overstated the lack of excitement, modern Alaskans would probably be surprised at the relative calm of the people aboard a ship trapped on a reef in a driving winter storm.

Wikimedia Commons

The steamer Al-Ki at dock, probably Skagway, Alaska, in 1899.

Around 7 p.m. that same day, while the crew took their turn at dinner, a sharp crack sounded through the hull, and the steamship lurched to the side. From age and strain, the Al-Ki's back had broken. The rocks at Point Augusta were no longer a temporary inconvenience but a final resting place. As the Wrangell Sentinel described, "When abandoned the Al-Ki was sitting on a pinnacle of rock amidship with the bow and stern in deep water. The backbone of the ship was broken and the boat was sagging so badly it was unsafe for anyone to stay on board."

Updated SOS messages were dispatched, and the passengers and crew relocated to land. Of course, the cargo, mail, and most of the personal belongings remained on the Al-Ki, the assumption for passengers being that they would have a later opportunity to retrieve their property. To their great relief, a ship soon appeared, the Canadian-flagged fishing boat Manhattan. Yet, the new arrival paid no mind to the people but instead boarded the wreck of the Al-Ki and began merrily looting the vessel. As testified by witnesses at the subsequent trial, the crew of the Manhattan ransacked rooms, opened baggage, and generally stole everything of value, including sacks of mail. What they could not lift, they willfully mutilated, even kicking apart a piano too heavy to carry over. Then, the Manhattan simply left.

Some supposed aspects of old settler Alaska, like the "pioneer spirit" and "golden rule," are weakly evidenced at best. This is not to say that all old-time Alaskans were criminals. By and large, people avoided significant violations of the social contract, if only from a fear of reprisals. The same lack of law enforcement that enabled the worst offenders failed to protect the more moral segment of the population. But the easy path always tempts. For the crew of the Manhattan, it was easier and more financially rewarding to steal a fortune in cargo than assist the stranded, shivering passengers. Some Alaskans even defended the Manhattan crew, claiming that all fault, if it existed, lay with its captain.

Thankfully for the people of the Al-Ki, the fishing steamer San Juan and cableship Burnside came to their aid soon after the Manhattan disappeared. By the next day, the passengers and crew were all safely delivered to Juneau. A few days later, most crew members were already back in Seattle, reporting to ownership.

Then there was the twist. On Nov. 15, 1917, just two weeks after the Al-Ki hit a reef at Point Augusta, the Manhattan hit an uncharted rock near Lituya Bay and sank within minutes. It was the middle of the night, and the crew barely made it to the ship's small boats. The 90,000 pounds of fish on board were lost entirely. After the crew reached land, they were set upon by an especially enraged, sizeable brown bear.

The crew had no weapons and retreated to their boats again, yet the bear chased them even into the water. And so, they moved farther from shore, shivering in wet, insufficient clothing during a snowstorm. They drifted like this for hours, likely with little hope of salvation. Suddenly, the lights of the steamer Mariposa appeared in the distance. One man tore off a piece of his oilskin coat and lit it with his last remaining dry match, successfully attracting their rescue.

The Mariposa carried the surviving crew of the Manhattan to Juneau, where they were promptly arrested for looting the Al-Ki. A trial ensued, but in January 1918, the charges were dismissed for the most logical, if disappointing, reason. The evidence, the items from the Al-Ki, went down with the Manhattan. Said District Attorney J. A. Smiser, "They admit taking a few blankets but claim that they saved them for salvage. We have no evidence to warrant spending the government's money to bring them back when we couldn't convict them."

The Al-Ki was lost and pillaged, though the passengers and crew survived. The Manhattan was also lost, though its crew was saved and escaped criminal convictions. And the Mariposa, the ship that rescued the Manhattan crew, sank three days after the Manhattan, on Nov. 18, 1917. She hit a reef off the coast of British Columbia. Sometimes, it is challenging to derive reason or lessons from the past, except that the rain falls on the just and unjust alike.

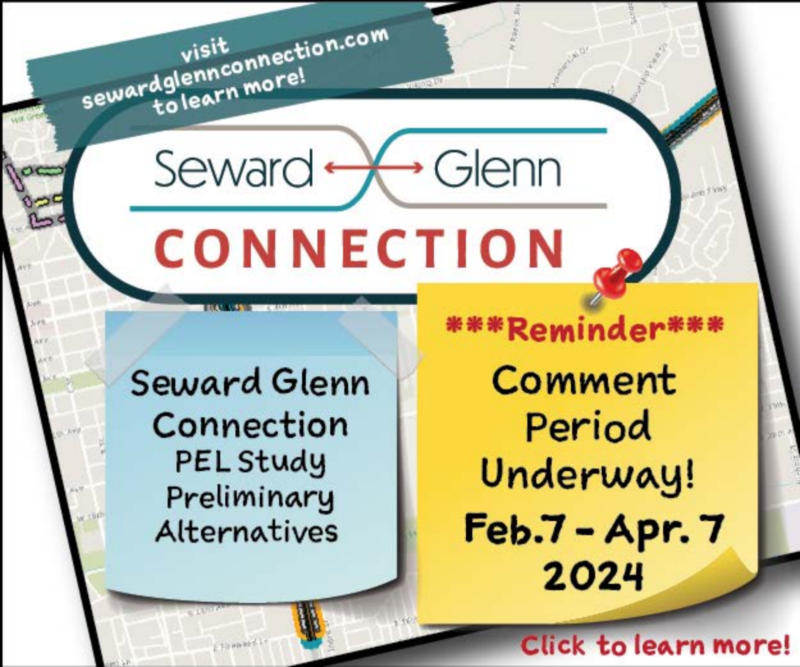
David Reamer is a historian who writes about Anchorage. He's a UAA graduate and nerd for research who loves helping people with history questions. He also posts daily Alaska history on Twitter @ANC_Historian.

Anchorage Daily News

HDR Alaska

Placement	Order Details	Geo Targeting	Campaign Start Date	Campaign End Date	Total Impressions Booked	Report Dates	Impressions Delivered	Clicks	Click Through Rate
adn.com	Seward Glenn - Weekends	Anchorage	3/8/24	4/7/24	25,000	3/8-4/7	24,965	24	0.10%
						Total	24,965	24	0.10%

Notes: Day-parting (ads ran Friday-Mondays only)



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Period
Underway!
Feb.7 - Apr. 7
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Preliminary Alternatives
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April 7, 2024
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PEL Study Preliminary Alternatives
We need your feedback!
Submit your comments by April 7, 2024
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Attachment N

Post Cards

Seward ↔ Glenn
CONNECTION

Seward to Glenn Connection PEL Study Public Meeting #4

Wednesday, Oct. 25, 2023
4:30 – 6:30 P.M.
In-person at the Fairview Recreation Center

This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 168 Integration of Planning and Environmental Review.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Seward to Glenn Connection PEL Study
C/O HDR
582 E 36th Avenue, Suite 500
Anchorage, AK 99503

Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study Public Meeting #4

Join us! We want to hear from you to shape alternatives for the Seward to Glenn Connection Planning and Environmental Linkage (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, regional travel between the Seward and Glenn Highways, access between the interstate highway system and the Port of Alaska, and local travel within the surrounding neighborhoods.

For project information, vist:
www.sewardglennconnection.com

Questions or comments?

PHONE: (907) 206-2289
EMAIL: info@sewardglennconnection.com

JOIN US

Public Meeting #4

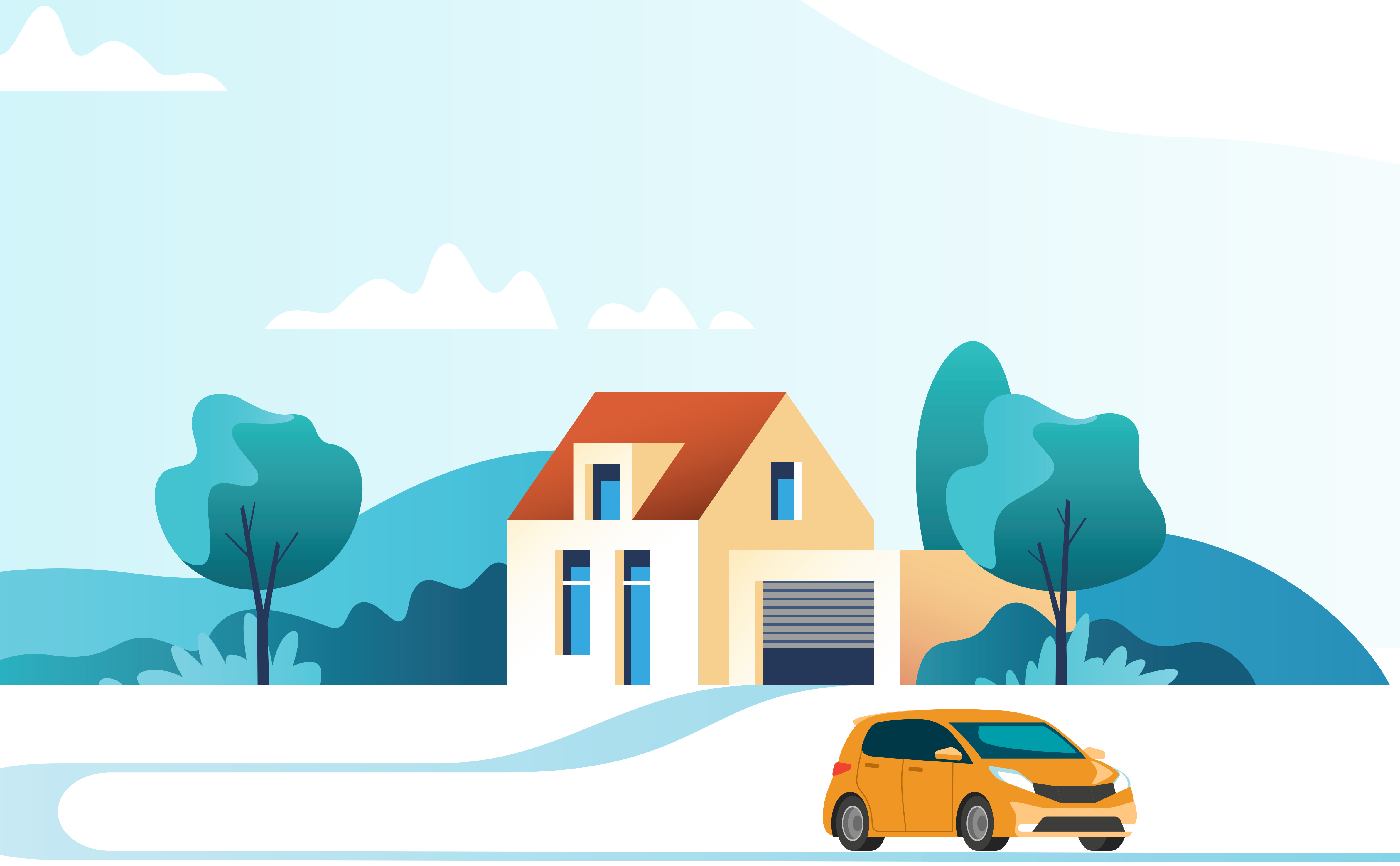
When:
Wednesday
Oct 25, 2023
4:30 – 6:30 P.M.

Where:
Fairview Recreation Center
1121 E 10th Avenue
Anchorage, AK 99501

¿Habla español? | Koj hais lus hmoob? | E te tautala samoa?
(907) 206-2289 | info@sewardglennconnection.com

Attachment O

Cinema Ads



Notice of Availability & Request for Public Comment

SEWARD GLENN CONNECTION PEL STUDY PRELIMINARY ALTERNATIVES

Comment Period February 7 – April 7, 2024

Seward Glenn

CONNECTION

SUBMIT COMMENTS TODAY!

CALLING ALL

WHO USE THE SEWARD AND GLENN HIGHWAYS!

We are opening our public comment period for 60 days!

Seward ↔ Glenn
CONNECTION

SUBMIT COMMENTS TODAY!

THE PUBLIC COMMENT PERIOD IS UNDERWAY!

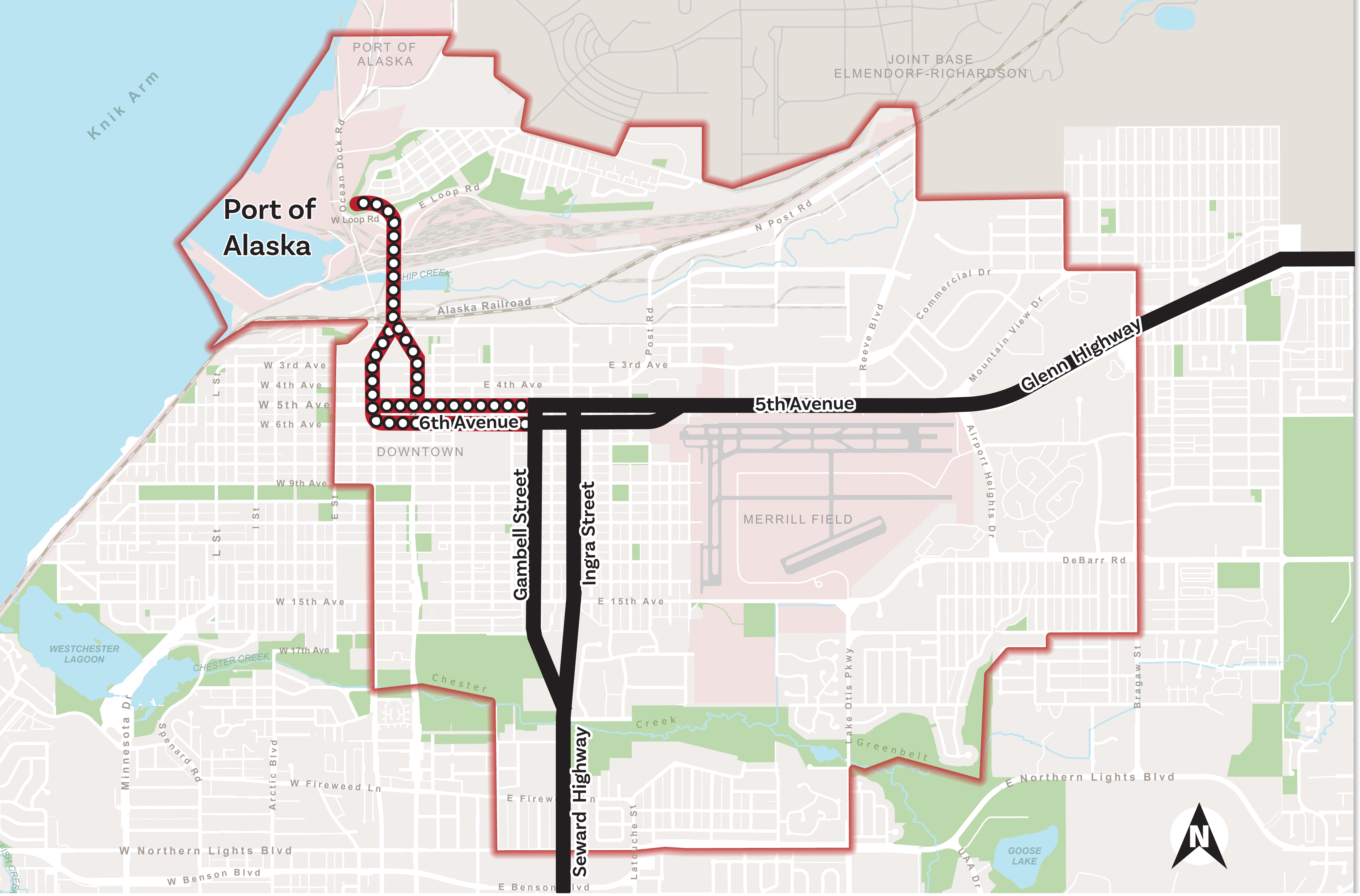
Your input is critical to the success of the study.

ONLINE OPEN HOUSE DETAILS

sewardglennconnection.com.

Seward Glenn CONNECTION

SUBMIT COMMENTS TODAY!



STUDY AREA

Seward ↔ Glenn CONNECTION

SUBMIT COMMENTS TODAY!

WE WANT YOUR INPUT!

PUBLIC COMMENT PERIOD:

FEBRUARY 7, 2024 – APRIL 7, 2024

Seward Glenn CONNECTION

SUBMIT COMMENTS TODAY!

Attachment P

Bus Ads

Notice of Availability & Request for Public Comment

SEWARD GLENN CONNECTION PEL STUDY PRELIMINARY ALTERNATIVES

Comment Period February 7 – April 7, 2024

Seward Glenn CONNECTION

WE WANT TO HEAR YOUR VOICE.

Submit your comments and feedback on alternatives today!

LEARN MORE TODAY! **sewardglennconnection.com**

Attachment Q

Church Outreach

Seward Glenn CONNECTION

March 14, 2024

Greetings,

Our team is reaching out to ask for your help in gathering community input for the ***Seward Glenn Connection Planning and Environmental Linkages (PEL) Study*** being performed by the Alaska Department of Transportation and Public Facilities (DOT&PF). Because your church is within the study area, we thought you and members of your congregation might like to share feedback on the preliminary transportation ideas the team has come up with.

Specifically, we are requesting that you share information about the study and our request for input, in your church bulletin and/or via our flyer posted on your church bulletin board. We've included a copy of the flyer in this mailing; you can also download the flyer from the project website's public outreach page.

This PEL Study is focused on identifying and evaluating options to improve local travel, transportation safety for all modes, and livability within surrounding neighborhoods. The project will also improve regional travel between the Seward and Glenn highways and efficiency between the Port of Alaska and the highway network.

We released seven preliminary alternatives at a Public Open House on February 7, 2024, and would appreciate feedback on the design concepts before the formal public comment period closes on April 7.

The preliminary alternative designs are detailed at our Online Open House linked on the Study's website (www.sewardglennconnection.com). Please take a look at the designs and send feedback via the comment methods noted below.

Online Open House	www.sewardglennconnection.com
Email	info@sewardglennconnection.com
Phone	(907) 206-2289
Direct Mail	Seward to Glenn Connection PEL Study C/O HDR 582 E 36th Ave Suite 500 Anchorage, AK 99503-4169

If you have any questions, you can reach us at the phone number or email address above.

Thank you so much for your consideration of our request. Community feedback is integral to delivering a successful study.

The Seward-Glenn Connection PEL Study Project Team
On behalf of Galen Jones
DOT&PF Project Manager

Attachment R

Comment Response Log

Comment Response Table of Contents

Alternative Links

Public Comment Log

Comment Number	Commentor	Comment	Response
349	Kathleen Knutson	I am writing today to strongly oppose options C and D noted on the Seward-Glenn connection study. I reject these options on the following basis: 1. As a resident of Eastridge 1 Condominiums, the highway proposed in option D would significantly impact my residence through increased noise, an unsightly massive road construction effort, and increased air pollution. It would greatly diminish our property value and essentially destroy the quality of life we have enjoyed since we bought the condo in 2016. All of the Eastridge properties, 1, 2, 3, and 4, would be significantly effected by having a highway constructed close to our homes. 2. Option D places a highway through a green belt area with an elevated section over the Chester Creek cycle and walking path. This will greatly decrease the enjoyment and tranquility of this heavily used Anchorage amenity. People move to Anchorage for many reasons, but people stay because of the outdoor opportunities, NOT the roads! My family, as well as many of our neighbors, use the Chester Creek path daily. Having a large, noisy, dirty highway overhead, and riding or walking among concrete road pillars along a section of the path will greatly decrease the value of this community asset, which is the pride of Anchorage. Road dirt and run-off will also pollute the Sitka Park wetlands and Chester Creek. 3. The reported purpose of the PEL study, based on a report given by the study authors at the Airport Heights Community Council meeting in March, is to try to rectify the damage to the Fairview neighborhood, done about 50 years ago with the creation of the Ingra and Gamble 4 lane motorways. It makes no sense when trying to repair one community to destroy another. Both Options C and D would do irreparable harm to the Eastridge and Airport Heights communities. 4. Option C would put a major highway close to two Title 1 schools, with all the accompanying noise and air pollution that comes with a major motorway. Lower income children suffer disproportionately from asthma, likely due to environmental influences. This option does not improve the Fairview area, and certainly negatively impacts my neighborhood. 5. Construction of a highway only encourages more single occupancy car trip, and does not significantly reduce or improve traffic flow, according to concerns listed in the AMATs letter to the PEL team. 6. At the Airport Heights Community Council meeting it was suggested that the Fairview Neighborhood does not support any of the alternatives listed in the PEL document. It was suggested that they wanted the 4 lane roads on Ingra and Gamble reduced to 3 lanes, with increased sidewalks and passage areas for pedestrians. A 'cut and cover' option was also mentioned. Neither of these suggestions appear in the PEL document. One improvement that I would personally love to see on the Anchorage roadways is increased use of roundabouts. These are extremely efficient, tend to keep traffic moving, cause less starting and stopping than traffic lights, cause fewer car crashes and those that occur are usually less severe as they are at lower speeds. Incorporating these along the Glenn and along 5th Avenue would be an improvement. A public education program on how to correctly use roundabouts would also be helpful. Thank you for your consideration.	Thank you for your feedback on the proposed alternatives. We appreciate your concerns regarding the potential negative impacts of alternatives C and D on the Eastridge and Airport Heights communities, as well as the environmental and safety implications. Click here to learn more about [Noise], [ROW/Relocation], [Safety], [Environmental Justice], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
400	Russell Carter	As an Airport Heights resident and property owner and a former Fairview resident but still current property owner there as well I will be impacted directly by this project moving forward regardless of which option or alternative is selected as the final. I have compiled my thoughts and comments for this project and have attached them to this email. Please find my attached comments for review. Should you have any questions, please feel free to contact me by e-mail at rwxxxxter@gmail.com or by telephone at 415-412-xxxx. Thank you, Russell Carter After review of the proposed options for the Glenn/Seward Highway Connector, I believe that what is proposed as the interim solution should be the final solution. The interim solution improves the situation in Fairview, slows traffic, and provides additional safe means of crossing Ingra and Gamble. It also is significantly cheaper than Alternatives A-D, it will have significantly less negative impact on residential neighborhoods, property values and associated municipality property tax revenue. Additionally, with Anchorage population is in decline and Alaska population staying flat recently, a low cost minimally invasive plan that preserves green space and doesn't bisect the city by a freeway seems to be the best option. Of the Alternatives shown in the draft report my comments are as follows: Alternative D Alternative D is absolutely unacceptable and is not a viable option. The following is a partial list of reasons why this option is unacceptable: * Diminish the livability, desirability, and property values of adjacent homes in the Airport Heights, Eastridge, South Fairview, and Rogers Park neighborhoods* Parks and greenbelts are NEVER a good choice for routing highways * Elevated highway viaducts do not mitigate road noise, light pollution, and air quality degradation through neighborhoods and green spaces.* Significantly decrease the wetland, wildlife, and recreational value of Sitka Park. and the Chester Creek Greenbelt and Trail.* Crowd Alaska Regional Hospital and Merrill Field* Introduce operation safety issues when operating from runways 25 and especially runway 23 at Merrill field having short final operating over a freeway *Reduce aircraft parking in Whiskey parking area at Merrill Field *Overwhelm 15th Ave– introducing an unprecedented level of traffic to feed a new interchange *Require an enlarged and widened Lake Otis Parkway which is already narrow for the existing number of lanes and cannot be widened without removing multiple single family residences *Fails to reduce the heavy volume of traffic through Fairview in and out of downtown *Dramatically decrease the desirability and livability of homes in Southern Fairview (between 15th and 20th ave), forcing existing residents to live in the literal shadow of a noisy elevated freeway. *Significant lost tax revenue for the city with reduced home values due to Freeway proximity in Airport Heights, Rogers Park, East Ridge, and East Chester. Alternatives C1 & C2 Alternatives C1/C2 are as egregious to the residents of Eastridge and Airport Heights as option D. However, it is significantly more egregious to the residents of Fairview, negatively impacting those who this project seeks to help. Some of the issues with options C1/C2 are similar to those identified with option D. Those will be repeated here for completeness along with additional issue unique to options C1/C2 *Diminish the livability, desirability, and property values of adjacent homes in the Airport Heights, Eastridge, and Fairview neighborhoods *Crowd Alaska Regional Hospital and Merrill Field *Introduce operation safety issues when operating from runways 25 and especially runway 23 at Merrill field having short final operating over a freeway *Reduce aircraft parking in Whiskey parking area at Merrill Field *Overwhelm 15th Ave– introducing an unprecedented level of traffic to feed a new interchange *Require an enlarged and widened Lake Otis Parkway which is already narrow for the existing number of lanes and cannot be widened without removing multiple single family residences *Fails to reduce the heavy volume of traffic through Fairview in and out of downtown and onto the Seward or Glenn Highways. *Dramatically decrease the desirability and livability of homes in the Fairview neighborhood especially in Southern Fairview *Bisects the Fairview neighborhood North to South dramatically reducing the access of the Southern Fairview/East Chester neighborhood to grocery stores, Fairview Elementary, Fairview Rec Center, restaurants, services, and down town *Functionally isolates Southern Fairview/East Chester, a historically black neighborhood, from the rest of the city *Isolates Shilo Baptist Church from the majority of the city and forces the church into the literal shadow of a freeway significantly impacting a culturally important historically black church. Significant lost tax revenue for the city with reduced home values due to Freeway proximity in Airport Heights, Fairview, East Ridge, and East Chester. Alternative B Alternative B would provide the advantage of a depressed highway through sections of Fairview and the reduction of lanes on Gambell Street. This would allow for more direct access for traffic from the Port to the Seward and Glenn Highways. My largest concern with Alternative B is as follows: *Reduced access to the businesses along 5th Ave. *Significant access issues to North Merrill Field and businesses that provide critical air taxi services to rural communities within that state and significant tourist operations. Alternative A Alternative A is an excellent option and provides the most balanced approach, allowing for a route that travels closest to the Port to facilitate direct access to the Seward and Glenn Highways. The route north of Merrill Field would still allow for access to the many aviation related businesses located along Fifth Avenue. The depressed section of highway through Fairview will provide for multiple vehicle and pedestrian overpasses and will improve safety and connectivity of the Fairview neighborhood. This option best lends itself to the addition of a "lid" type highway cover to further complement and better connect the Fairview neighborhood. Alternative A would lead to the least harm to residential neighborhoods, while still providing access to businesses north of Merrill Field, and importantly, improving pedestrian and vehicle safety through Fairview (an area where Port and downtown traffic will continue to flow regardless of which option is selected). In conclusion, my support for the options would be in the following order: 1. Alternative A 2. Alternative B 3. Alternative C 4. Alternative D Thank you for your time and consideration,	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Airport Impact], [Cost], [Noise], [Safety], [Community Facilities], [Freight] [Alt A], [Alt B], [Alt C1], [Alt C2], [Alt D], MTP], and other topics discussed in the project team's comment response document.
401	Loren Rancourt	Attached is a proposed schematics by my daughter, 7 years old, for sitka street park replacement (plan D). It incorporates a treehouse with a slide and a swingset. Thank you for her input. Also the "public use" area on top of merrill field, woukd be a great candidate for a flight themed park. It is on a hill that overlooks the proposed highway. Woukf be cool to put a donated jet, or airplane playground, to encourage young generations into flight. Something they can pretend to be a pilit in. Also I actually know the Merrills, and a homestead theme would be neat (hommage to the old homestead site). Could use lumber from the project for a little play cabin. We call that hill signe rose hill because we planted a bunch of rose seeds there (they are small right now). My daughters name (Signe Rose Rancourt) Thanks. Hello, I live in an area heavily effected by plan D (eastridge). Thank you for considering public input. I dont propose to know the best option for the problems presented, I just have a few requests as a neighbor (across the street from proposed highway, plan D). There should be adequate sound barriers. The most important part is landscaping. Not that cheap, sparsely spaced native tree crap. Im talking about syntropic agriculture and edible landscaping. See food forests on youtube. With bushes, trees and flowers. There are actually young fruit trees in the proposed path, which neighbors have planted. I worked at a nursery for years and am tired of the landscapers you use. That area is also one of the most toxic water areas in anchorage (historic merrill field dumpsite). There are tactics to reduce toxicity with plants (dogwood, cattails, lupine, sunflower, syntropic design). I have concerns about air quality. It is absolutely garbage in the neighborhood already (pun intended). My non smoking neighbor died of lung cancer. The fumes from H2s, or whatever landfill gas is, fills the neighborhood (on non windy days, especially cold ones). Combined with the exhaust from merrill field its a potent mix. Landfill site regeneration experts should be called in. There is no reason Anchorage doesnt have a burn off stack for that area, or even generators running off that gas. Lazy or cheap management is my guess (bury it and forget it). The little creek running out of their needs to be considered for a better leech field (at least put some cattails in). Also I am bummed about Sitka Street park being moved. My daughter and kids love it. Please intstall a cool playground. She really wants a treehouse (she drew a picture). I also work at Alaska Regional Hospital. Effected by the route. Patients love the view. I hear it daily. Consider the impact, and do some creative art in concrete or something. Railings, and trees. These patients just stare out of the window. For hours, days, weeks, months. I recommend copious trees in whatever plan you use. Studies show they have a calming effect and actually reduce crime. The idiots at the muni would cut them down, to keep homeless people from sleeping under them. This is the wrong approach. Plant edibles on gamble and benefit the poor. I have many traumatic stories from gamble/13th street, while working as an emt. What stuck with me most is starving alcoholics eating crabapples... and a neighborhood dog once. Save poor Lassy from the savagery and plant some edible trees, everywhere (they flower and make nice canopies anyways). If moose are your concern Ill donate fencing, its really not that hard. Bushes underneath will help with soil and frost/thaw cycle. There are experts in this area. Thank you.	Thank you for the mitigation input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Safety], [Noise], [Community Facilities], [MTP],, [Alt D], and other topics discussed in the project team's comment response document.
402	Jonathan Hartford	Subject: Seward-Glenn Connection PEL Study Open House #4 - Comment DOT-PF PEL and HDR Engineering, The board of directors, representing the Eastridge 4 Condominiums, comprised of one hundred and thirty-eight (138) units, adamantly opposes the proposed connection of the Seward Highway/Glenn Highway, Alternative D, as presented in the February 2024 Seward to Glenn Connection PEL Study - Online Open House #4. The rejection of this proposal is based on the the following: 1. Access to E 15th Ave. would be removed, restricting access to and from the neighborhood to the already overloaded Lake Otis Pkwy. Restricting access to a neighborhood of this size to one street would be detrimental to the neighborhood and for those who use Lake Otis Pkwy. 2. Sitka Street Park is heavily used by the entire Eastridge neighborhood, as well as residents of Fairview and the entire Anchorage Community. Constructing this alternative would remove access to the only municipal park in the neighborhood. In addition, the documents provided for public review are deceiving in that the proposed routing appears to impact only a small portion of the park. In reality, the main area of the park, including the play structures and pavilion, are in the southeast corner of the lot and will be eliminated by the proposed route. 3. Woodside Park off of E 20th Ave would be eliminated as part of the proposed freeway alignment. This would leave another neighborhood without a municipal park. 4. The close proximity of the proposed freeway to the Eastridge 4 Condominium complex would be a significant source of noise and visual obstruction, reducing the quality of life of nearby residents. 5. Sitka Park and East Chester Park are natural habitats full of wildlife, and both are beloved recreation areas for Anchorage as a whole. Constructing this alternative would decimate the local ecosystem and landscape. We have few areas left in this town that are untouched by urban development and it would be a shame to destroy this gem. Eastridge 4 Condominiums 6. The documents provided for public review are again deceiving. The Trade-offs graph for Alternative D shows no residential relocations and no commercial relocations. This is not true and is misleading to the public. Although minimal compared to the other alternatives, the graph should show some form of representation that there will be relocations as part of Alternative D. Should Alternative 4 continue, we would like to offer the following improvements to make it more accommodating to the residents of Eastridge 4 Condominiums: 1. Maintain access to Sitka Street. 2. Maintain Sitka Street Park and maintain direct access to Sitka Street Park from the Eastridge 4 Condominium complex. 3. Adjust the alignment of the proposed freeway to provide a buffer where the freeway bends at the northwest corner of the Eastridge 4 Condominium complex. Adjust the alignment of the east/west access road to the north along the Eastridge 4 Condominium property line. Leaving the existing trees and providing a buffer would greatly improve the negative impacts of placing a freeway next to a residential complex. Thank you for the opportunity to represent our community and for taking the time to consider our concerns and feedback.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Community Facilities], [Alt D], and other topics discussed in the project team's comment response document.
307	Mitchell Hansen	I'm very opposed to alternatives C and D which would have a great impact on the Airport Heights neighborhood and our trail system around Eastchester Park. Airport Heights is a wonderful neighborhood that is gaining popularity and being updated by new residents on a regular basis. Putting a highway next to the neighborhood would be sure to drop the popularity of this neighborhood and end the influx of new residents who are building a community there. Not to mention that the highway would go right past an elementary school and hospital that would add noise and decrease the quality of time spent at these two important parts of our community.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts],[Community Facilities], [Alt C1], [Alt C2],, [Alt D], and other topics discussed in the project team's comment response document.

407	Diana Rhodes	Dear Project Team, Anchorage Park Foundation (APF) is a community-based nonprofit founded in 2005 to mobilize public support and financial resources for Anchorage parks, trails, and recreation opportunities. We are also strong advocates for promoting connectivity between these community assets for recreation and active transportation. Anchorage Park Foundation's Programs Director and active transportation advocate, Diana Rhoades, participated in the Fairview Open House and several Fairview planning meetings, including a walk with members of the Greater Friendship Baptist Church. The turnout was amazing for all these events, showing the importance of the work you are doing. Thank you for the opportunity to comment on the Seward Glenn PEL. To start out, we appreciated the format of the public meeting held at Fairview Recreation Center. The overview by the consultants and project team members was informative, followed by the stations to learn about all the alternatives. We appreciated having the bicycle and pedestrian information detailed on all the alternatives separate from the motorized portion. Having someone there to answer questions at each station was particularly helpful – Thank you! I hope this will be a model for the future. We understand the intent is to (1) maintain the functionality of the National Highway System while meeting the local travel needs of residents who live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections, enhance quality of life, and accommodate adopted plans, as practicable.Among the alternatives presented for review at this time, we support the "2050 MTP No Highway Connection" alternative. This option seems the most realistic and gives us the opportunity to solve problems that we understand, while not creating new problems elsewhere. There were some lessons learned that we would like to share from the winter walk we helped host with Anchorage Museum, NeighborWorks, AARP and more than 50 people from Greater Friendship Baptist Church (GFBC.) It was held on a sunny afternoon on Sunday, February 25. We had a speed monitor to test the speeds of drivers. The starting point for our walk was the parking lot of the Church at 903 E 13th Ave. We headed west on E. 13th Ave crossing Ingra St., Hyder St. then Gambell St. to the parking lot of the Carrs grocery store. The return walk took us on E. 14th Ave. headed east crossing the same 3 streets. The snow was piled everywhere, and it was icy and slippery. Surprisingly, nobody was speeding in the window of time for the walk, but participants still commented on the perceived danger with the cars too close to the snowy icy path for walking. Team leaders let people know that one of the PEL options was to remove one lane from each direction to offer more room for snow storage, providing a barrier and to give some space between walkers and the road. One of the walking participants from the church lives in south Anchorage, and at first was concerned that removing a lane would slow down her commute. When she was informed that studies estimated times would be less than 2 minutes longer, there was no concern. We heard from several park and trail advocates that alternative D struck fear in their heart. The Chester Creek Trail is beloved, and there are plans to connect Sitka Street Park to the Chester Creek Trail and the Senior Center. We do not support alternative D. One thing we learned loud and clear is that Fairview residents want a greenway connection in the form of a safe active transportation multi-use path or separated path for bicyclists and pedestrians between the Chester Creek Trail and the Ship Creek Trail. Fairview residents have suggested Hyder Street for this option. We encourage the PEL team to find the best route to make that connection through the next round of development and screening so the public can provide feedback. We are very excited about AKDOT&PF's work with the Municipality of Anchorage's TrafficDepartment to launch the 2nd protected bike lane pilot project this summer on the north side of 6th Avenue. Perhaps something like this could work on Hyder Street to connect the Chester Creek Trail to the Ship Creek Trail. As for freight traffic, we recognize the difficulty of this situation, particularly since there is a lot of development activity planned between 3rd and 4th avenue both east and west of C Street. This is not a great location for freight activity. We would like to point out that we have a dream project to create a Gateway to Ship Creek downtown, that involves increasing bike and pedestrian activity west of C Street between 3rd Avenue and Ship Creek. Additionally, plans are underway to improve and activate two commercial buildings – a 250 room hotel and an adjacent grocery store, condos and shopping center both east and west of C Street between 3rd and 4th Avenues. That development is south of the Chinook lot, the large parking lot owned by the Muni that used to be the Saturday Market. Plans are underway to study the use of the Chinook Lot for a potential transit station. This could be an amazing walkable urban corridor with reduced speed limits and lots of active transportation activity. We encourage the PEL team to rework one of the alternatives to move freight traffic north to the Port of Alaska off the Glenn Highway from points further east. Not an easy thing to do, we realize, but it could meet the intent to maintain the functionality of the National Highway System while improving neighborhood connections and enhancing quality of life. Thank you for your hard work on this plan. We appreciate you. Sincerely,	Thank you for taking the time to provide input on the project, and for your ongoing engagement with the team. Click here to learn more about [Public Involvement], [Project Need], [Design], [Environmental Justice], [Non-Motorized Improvements], [Freight], [Community Facilities], [Safety], [MTP], [Alt D], and other topics discussed in the project team's comment response document. Additionally, Moving freight traffic off the Glenn Highway further east of study area was not considered because that would require the alternative to use JBER property. Access to JBER is not considered reasonable due to security issues.
302	Jason Burkhead	My overall observations from living in the connection area and looking at your plans are that I don't understand the need. Increasing "flow" for people traveling to-from MatSu and Kenai will have only minimal impact. A road diet approach will right some of the racial discrimination from the 1960s construction. All of these will increase noise and have negative impacts on the local community. This is not a balanced approach, but rather an approach to enhance convenience for a population that does not even live in Anchorage. Options that destroy the Chester Creek greenbelt or otherwise build over it are particularly egregious, as green areas are what make Anchorage a livable community in the first place.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Noise], [Project Need], [Alt D], and other topics discussed in the project team's comment response document.
350	Jody Sola	Galen's gang... First let me thank you for the presentation at our CC meeting in March. There is a lot of information to digest. In the subsequent days after the meeting, board members have been discussing alternatives. The process to get a resolution passed through the council takes a couple of months. I am asking at this point if we can have some leeway to submit our comments and a resolution. We would introduce a discussion committee at the meeting on April 18th along with the fact that we will draft a resolution based on the discussions. I will send out the draft resolution prior to the May meeting. That way, more people than those who attended the March meeting will have an opportunity to voice their concerns and their ideas. What that means for you is an extension for us until May 17th. Our meeting is on the 16th, so I would get the information to you by May 17th. Please advise at your earliest so we can make this happen. This is a big project for us to consider as ingress and egress to the port is vital to the stability and cohesion of our neighborhood. As you know, we have several active outdoors people on the Hill as well. The discussion of how parks and trails will be affected is also on the forefront. Thank you for your consideration.	Thank you for your input. Click here to learn more about [Public Involvement], [Parks & Wildlife], [Freight], and other topics discussed in the project team's comment response document.
266	Nathan Wolf	Hello, As a resident of the Eastridge 1 neighborhood, I request that you strongly consider the potential detrimental effects to our community posed by Alternatives C and D. While I respect the need for increased traffic access, Alternatives C and D will impact both the residents of the area and the natural value of the greenbelt space by increasing traffic, noise, pollution, and potentially providing new spaces for unsheltered people to congregate. This would serve to lower our quality of life and property values in order to increase commuting convenience for people from other parts of the city.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Environmental Justice], [Noise], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
267	Barry & Joyce Weiss	We have owned a home in the Eastridge 1 neighborhood for more than 20 years. It's a delightful place to live – quiet, far from main highways, and right near the Chester Creek bike path. We and our neighbors are aware the proposal to build a connector freeway between the Seward and Glenn Highways. We are writing to plead with you not to go forward with those plans. They will ruin the quality of our neighborhood forever, not to mention causing a substantial decrease in our property values. In particular, your proposals C and D will bring the freeway right near our neighborhood and surrounding neighborhoods. There will be years of construction noise and then highway noise forever. Furthermore, the effects on the Chest Creek trail cannot be understated. We selected our home specifically because of its proximity to the trail, and we use the trail regularly for bicycling towards the Chester Creek Lagoon. If your proposals go forward – not just C and D but any of them – they will change the wonderful atmosphere of the trail forever, having to bicycle under a noisy freeway overpass, plus the likelihood that the path might be closed for an extend period of time during construction. How awful. And, even if you were to figure out a way to keep the Chester Creek Trail open during construction, that won't change any of the other things mentioned above – the long-term noise and ruining the ambiance of our neighborhood. Please DO NOT go forward with the C and D plans, nor with any plan that affects the Chester Creek trail. Those plans are truly horrific for our neighborhood and those surrounding us.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Noise], and other topics discussed in the project team's comment response document.
304	Nicole Kimball	Dear Seward-Glenn Connection PEL Study Group: Please consider this comment on the ongoing study prior to April 7 deadline. Please seriously consider the comments from the Eastridge neighborhoods, the Fairview Community Council, and the Airport Heights Community Council. Residents empathize and understand the need to reduce impacts from the Fairview neighborhood and support that. Please elevate the 'interim approach', as suggested from the Fairview and Airport Heights, which goes a long way toward meeting multiple objectives of the project for Fairview without just shifting the negative impacts to an adjoining neighborhood. The level of impact from several alternatives on adjoining neighborhoods, which are similarly situated to Fairview (especially some Eastridge divisions) is significant and unnecessary. Why forward alternatives with clear negative impacts of noise, air pollution, runoff, traffic, in addition to seriously harming the greenbelt and those in midtown who use it, when better alternatives exist? Access to a quiet and safe greenbelt for recreation and transportation is a huge part of why people live in midtown. We've lived in Eastridge for 15 years and midtown can hardly take more negative impacts given the homelessness situation. Please do not make this more that midtown needs to bear when the greenbelt and our neighbors are just about the only thing keeping families here these days. The cloud of uncertainty and stress on residents could be alleviated by removing Alternatives C and D from further study, as you move into the design phase. They are not well supported and do not meet the objectives. Thank you.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [ROW/Relocation], [Noise], [MTP], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
305	Sue Liebner	Dear Seward-Glenn Connection PEL Study Group: Please consider this comment on the ongoing study prior to the April 7 deadline. We appreciate you taking note of the comments from the Eastridge neighborhoods, the Fairview Community Council, and the Airport Heights Community Council. Residents understand the need to reduce impact to the Fairview neighborhood and support that. Please elevate the 'interim approach', as suggested from the Fairview and Airport Heights Councils, which goes a long way toward meeting multiple objectives of the project for Fairview and alleviates the negative impacts to adjoining neighborhoods. By removing Alternatives C and D from further study prior to the design phase will also cut some costs.They are not well supported and do not meet the objectives. The level of impact from several alternatives on adjoining neighborhoods, which are similarly situated to Fairview (especially some Eastridge neighborhoods) is significant and unnecessary. Why forward alternatives with clear negative impacts of noise, air pollution, runoff, traffic, in addition to seriously harming the greenbelt and those in midtown who use it, when better alternatives exist? Access to a quiet and safe greenbelt for recreation and transportation is a huge part of why people live in midtown. We've lived in Eastridge for 3 years and midtown can hardly take more negative impacts given the homelessness situation. Thank you for considering my comments.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [ROW/Relocation], [Noise], [MTP], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
331	Marie Koitsalu	I am opposed to the Eastchester cutoff (option D). It would drastically reduce our quality of life as we wouldn't have access to the Greenbelt. Moreover, the viaduct would deteriorate that whole area around Chester creek that we love so much. Trash, crime and noise would increase. I wouldn't feel safe anymore.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Noise], [Safety], [Alt D], and other topics discussed in the project team's comment response document.
375	Rebecca Patterson	I am opposed to Alternative D. The presentation suggests it would involve no residential relocations, but that is false. I live on Fireweed in the Rogers Park neighborhood and DOTPF contractors have met with us on and off for the past few years to discuss the impacts of having the highway in our front yard. We are also opposed to having a bridge over the Chester Creek trail, an otherwise open nature area within a very congested portion of the city. DOTPF should focus on alternatives that use existing rights of way or that impact the airport or other underutilized municipal land, not thriving neighborhoods.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Row/Relocation], [Neighborhood Impacts], [Alt D], and other topics discussed in the project team's comment response document.
381	Laura Carter	Please DO NOT pass options C or D. Both of these would be extremely detrimental to the health, property values, and community well-being of Airport Heights, Eastridge, and Fairview (specifically Eastchester). These options will also require expanding Lake Otis to the detriment of the modest surrounding neighborhoods. Option D will ruin Sitka Street Park and a large chunk of the greenbelt. Green spaces make Anchorage unique and a desirable place for tourists to visit. Affordable, walkable neighborhoods make Anchorage a desirable place for young families to live-- options C and D will significantly damage neighborhoods. My first choice would be that you do not do any of the four options and use the interim solution of slowing Ingra and Gambell and making those two corridors more walkable as the permanent solution. If made to choose between the four options, this order is my preference: Best option: A, next best: B, then: D, then: C is the absolute worst. C and D are much worse options that A and B. Thank you, Laura Carter -- 35 year resident of Airport Heights where I grew up, attended school, and am now raising my own family.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.

332	Kevin McClear	Option D holds a lot of promise as it reconnects neighborhoods while improving access to the U-Med district. With option D, it is very possible that the Bragaw Extension will no longer be needed, thereby protecting park space and offsetting the impact of the viaduct on the overall park facilities of Anchorage. Would it be possible to have a pedestrian crossing over the new intersection where the Nortway Mall is now, and connect the Penland area to the Ship Creek trail system along the improved right-of-way heading twards the port?	The project team will consider this design suggestion if this alternative moves forward. Additionally, click here to learn more about [Parks & Wildlife], [Alt D] , and other topics discussed in the project team's comment response document.
338	Stephanie Cloud	Hi, I don't believe any of the options are the best for Anchorage. They all still go through the community and the overpass would do a lot of damage to our world-class trail system that is already struggling for safety. What about a tunnel to put all the cars underground? What about redirecting traffic from the east (Muldoon to Tudor)? Putting a highway through the city at all will have very negative consequences for the health, economy, and sense of community.	Thank you for your interest in the project and for providing input. The project team will be considering the potential for tunnels or covers over depressed sections to help mitigate impacts. Click here to learn more about [Parks & Wildlife], [Safety], [Alt D], and other topics discussed in the project team's comment response document.
258	John Christopherson	I am writing to comment on the Seward-Glenn Highway Connection PEL Study. I have lived In Rogers Park Neighborhood adjacent to the Chester Park Greenbelt for over 40 years. I chose this location because of the access to natural areas in the midst of the city. Anchorage residents use this parkland and the extensive connected trail system daily all year round. This area hosts marathons, ski races, sled dog races which bring our community together. In these tough economic times our local leaders never fail to praise our trail system as a major attribute which will attract new residents to our city. Alternative D proposes an elevated or at grade freeway in this greenbelt and associated natural areas between the current Seward Highway and Lake Otis. This will seriously degrade the value of the Greenbelt which is so important to me and all Anchorage residents. Riding or walking under a freeway for a half mile or more is not comparable to riding through the woods. Green space in the middle of our city is very valuable. Once it is destroyed by a road project is is gone for ever. Alternative D should not be built. It does not meet "the local travel needs of residents that live, play, and work in the area and must safely travel across or along those roadway". Alternative D does not "improve neighborhood connections" or "quality of life" for Anchorage residents.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Environmental Justice], [Alt D], and other topics discussed in the project team's comment response document.
306	Dan Rathert	This is a public comment prior to the 4/7 deadline. First, I suggest providing an explicit link on the project page for "public comments". The "contact us" link does not immediately seem like the right one and many people may not find it. Beyond that, I do not support this project in nearly any iteration. Alternatives C & D in particular should be dropped from consideration completely. Sacrificing the green belt for this would be a horrible trade off for a "problem" many consider questionable and marginal. 99% of the people i know who live in Rogers Park, Eastridge (where I live) and Airport Heights will tell you that access and use of the trail is one of the main reasons they live where they do. The Chester Creek green belt is already suffering from many negative stressors from homeless camps and associated illegal fires to invasive tree thinning. Building a freeway through this is a ridiculous concept that shouldn't even be considered a viable alternative. Eastridge in particular is cherished for its seclusion and minimal traffic and noise pollution, something a freeway would destroy. I am sympathetic to the Fairview perspective and encourage you to consider their support of the "interim solution". Please also take careful consideration of the Eastridge HOAs, and the Airport Heights and Rogers Park Community Councils who represent many hundreds of homes and many thousands of local midtown residents. Nobody who lives in this area supports these extreme plans.	Thank you for your input. Click here to learn more about [Public Involvement], [Parks & Wildlife], [Neighborhood Impacts], [Safety], [Noise], [MTP], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
314	Denny Wells	I'm not a fan of the plans that move the inbound highway up onto 3rd Ave (as in plans A and AB). I'm concerned with the residences that will be displaced near 15th & Ingra in the C plans, but otherwise they look pretty good. Plan D looks compelling, except I hate to see us sacrifice all that park land to cars.	Thank you for your input. The highway alignments in question would actually be north of 3rd Avenue, with 3rd Avenue left intact. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Alt A], [Alt B], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
333	Laura Fox	I am a resident of midtown writing to express my strong objection to project Alternative D. The other alternatives seem viable (albeit with pros and cons) because they simply rearrange and redevelop areas of town that are already developed. Alternative D, by contrast, slices through and over some of the few undeveloped greenspaces we have left in town. And once an undeveloped area is covered in asphalt and that greenspace and wildlife habitat is gone, the damage can never realistically be undone. So unlike the other alternatives that negatively impact only the homes and businesses within the project area, Alternative D negatively impacts all homes and businesses in the entire city by degrading the greenspace that we all share and that makes Anchorage a wild city. I remember when I was planning to move to Anchorage 16 years ago, a friend expressed his excitement and awe by telling me, "Wow, in Anchorage they have cross-country ski and bike trails through the woods right in the middle of town!" The Chester Creek trail is one of the trails he was talking about, and it is indeed one of the things that makes Anchorage special. And the trail is special not just to the homes directly on it but to everyone in Anchorage (and visitors) who bike, walk, run, commute, and ski along it. It's even an integral part of iconic Anchorage events like the Tour of Anchorage, Fur Rondy, and the Iditarod. The part of the trail that Alternative D would span with a viaduct currently feels like a lovely path along a creek where you frequently spot moose and can forget you're in the middle of a city. Alternative D would erase that experience just to shave a few seconds off people's drive times. Bottom line, if our roads and neighborhoods need improvement, they should be improved by rearranging and redeveloping areas that are already developed, not taking the short-sighted, easy route of just gobbling up more of our irreplaceable greenspace. Thank you,	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Alt D], and other topics discussed in the project team's comment response document.
336	Julie Hood	I am a resident on Bannister Street in Rogers Park Neighborhood. The proposed Alternative D with the viaduct bridge over the Chester Creek Greenbelt would basically be in our backyard. In addition to the noise we live with from all the planes flying over our house to land at Merrill Field, we would now also have a Freeway between a quarter to a half mile behind our backyard. So this would affect me personally in an enormous way and, honestly, likely drive me to leave the neighborhood I so dearly love. I spent a very long time pouring over the different alternatives because I don't just want to be a NIMBY. I want to understand the other alternatives and their respective impacts. Alternative D does not just impact Bannister Drive in Rogers Park. It would have a very detrimental impact to large parts of Fairview, East 20th, and 15th avenue. It is one of the alternatives with the most noise pollution impact on residential areas. And this does not even address the fact that it cuts right through the greenbelt!! I first learned of this proposed alternative just after the Fur Rondy dogsled races went through the greenbelt in this proposed corridor, then the ceremonial Iditarod start, then the Tour of Anchorage ski and bike race from Hillside to Kincaid. There are hundreds and hundreds of people using this greenbelt everyday of the year. It is a gem in our city. We can see moose, lynx, bald eagles, owls, bears, and all variety of other birds and wildlife. To think just because you have raised the freeway up on stilts that running it through the greenbelt won't destroy it is absurd. I am deeply opposed to this alternative. Alternative B which runs the proposed connector/freeway underground is, in my opinion. the option that would be most beneficial to the communities that this proposed Seward to Glenn connector will impact. It minimizes the noise pollution for all by running it underground. It does not go through the greenbelt. By running it underground it restores a larger number of streets to become more pedestrian and neighborhood friendly. So, it would have a more positive effect on Fairview neighborhoods, while still sparing the greenbelt and the noise pollution impact that a raised viaduct would have on other neighborhoods and residential areas. There is no proposal that will have zero impact - other than the status quo of not building this connector, perhaps. But, the long term gains to the community of having the highway underground seem that they would mitigate the short term impacts of business relocations. New business opportunities would arise on more pedestrian friendly streets that would no longer have the heavy traffic coming through them. I sincerely hope that my comments along with numerous others will save our greenbelt and our neighborhoods from this terrible proposal of a raised freeway over the Chester Creek greenbelt.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Noise], [Alt D], and other topics discussed in the project team's comment response document.
374	Russell Hood	I write to you as a resident of the Rogers Park neighborhood. I have spent much time reviewing the A-D alternatives for the Seward to Glenn bypass/freeway project. First, alternative D, which proposes an elevated freeway over the Chester Creek greenbelt should be "off the table." One of the few things Anchorage has done right from the beginning was the preservation of the greenbelts and subsequent trails systems that connect them. Putting a freeway over even a portion of any greenbelt should be a non-starter. Whatever "park-like" characteristic the area has now would be ruined. What I am FOR is the below-grade highway (freeway?) that remains below grade until 3rd ave. (I forgot which of the other alternatives this is but I believe it is B.). Even better, can the below grade portion simply be a covered tunnel? This would allow Fairview to revert to a unified community once again. Additionally, a public green space could be constructed atop the roadway. This would have the added effect of eliminating any snow removal issues from within the below-grade "trench". In closing, I would like to state that I am in favor of an alternative which reunites Fairview without negatively impacting any of our few remaining greenbelts. No neighborhood should come out of this project in a worse position (i.e. lower property values) than where they are now. I feel like that would be an excellent barometer to use when weighing the various alternatives. Thank you for listening to my input.	Thank you for your attention to the project and your input. The project team will be considering the potential for tunnels or covers over depressed sections to help mitigate impacts. Click here to learn more about [Design], [Neighborhood Impacts], [Parks & Wildlife], [Alt D], and other topics discussed in the project team's comment response document.
380	Dean Potter	Alternative D is a terrible option that forces permanent, disproportionate impacts onto the highest-value, most-scarce type of land in a city: parkland, recreation facilities, wildlife habitat, and water resources. Once this land is degraded or lost, it's gone forever. Chester Creek, its trail, and contiguous open space (including the large, wild wetland between the creek and 15th) are highlights of the city and significant assets to quality of life. A viaduct would not make this option more palatable. Go look under any big freeway bridge. It's a dead zone. Trash; debris plowed off the bridge; abandoned camps; invasive species. Anchorage residents and visitors don't want this in the city's remaining green spaces. This comment should not be considered to be supportive any other alternative; only that D is the worst of a poor set of options.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Environmental Justice], [Alt D], and other topics discussed in the project team's comment response document.

382	Anne Gore	I am writing to comment on the Seward to Glenn Highway connection study. As a resident of the Airport Heights neighborhood and an owner of real estate in the Eastridge development, I am strongly opposed to any proposal that affects the existing greenways, greenbelts, and open space corridors. Retaining open space buffers free from development and especially any major roadways is absolutely critical for the health of Chester Creek and the recreational use of the Chester Creek greenbelt. Furthermore, I do not see how a massive highway or overpass will address the other goals of the project, to create accessibility and connectivity for neighborhoods like Fairview. Instead, a massive road project will only serve to further cut off these neighborhoods. We currently have fairly good trail connectivity between midtown and downtown and there are many ways to provide better connectivity for cars that do not involve destroying our existing trail system and green spaces. I have multiple neighbors who chose to live in this neighborhood exactly because they are able to use the trails to walk to and from work. An elderly neighbor has been walking to work for decades. She is a low income worker and cannot afford a car. Many of your proposals would completely cut off her access to her downtown workplace. There are many more concerns that I have, but I will keep my comments to this main concern for now.	Thank you for your input. Click here to learn more about [Parks & Wildlife] [Neighborhood Impacts], and other topics discussed in the project team's comment response document.
385	Sarah Histand	Hello! I am an Anchorage resident living in the area of town that would be impacted by reroutes considered in Alternatives C & D. I chose this part of town to live because of its quiet, greenbelt access, and space from traffic. Alternatives C&D would interfere with this lived experience. Additionally, I am very concerned about the impact to the greenbelt with these proposed options. Anchorage's greenbelt is unique and one of the best features of town, and I would be incredibly disappointed if in our transportation planning this feature lost out to more roadways. Please drop all Alternatives C & D from your considerations. Thank you.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
408	Courtney Gerken	To whom it concerns, As an interested member of the community near 20th and Lake Otis, I strongly oppose Alternative D. Alternative D is by far the worst of the options presented in the plan for a number of reasons. 1. The most egregious thing about Alternative D is that the proposed route puts an at-grade freeway through what is currently undeveloped wooded area adjacent to Sitka park and the Eastridge Subdivision. Although the maps make the area appear to be concrete, like Merrill Field, this is inaccurate. The area is entirely treed and full of wildlife. To suggest that the area between Sitka park and the Chester Creek Greenbelt is more akin to a runway or snowdump than a forest is disingenuous. Compare Figure 27 from the Detailed Alternatives Report with the same map from Google Maps. Figure 27 from Alternatives Report Google Maps. And here is an aerial view. 2. Alternative D creates an at grade freeway that cuts through a playground (Sitka Park). Sitka Park is used by many people for summer gatherings and winter sledding. 3. Alternative D is the only option that takes the highway through areas of town not already occupied by roads. Options A, B, and C1 and 2 all appear to make use of the areas already occupied by existing roads deemed inadequate, and which will still require upgrading even if Alternative D is used. The result is more areas of construction disrupting traffic during what will no doubt be a lengthy construction period. It makes more sense to consolidate where the construction will be taking place. 4. Alternative D creates an at grade freeway close to residential areas that are not currently located near a highway. This will affect property values, disrupt homeowners, and be a general annoyance. Please don't put a freeway through some of the only greenspace in midtown.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Alt D], and other topics discussed in the project team's comment response document.
334	Ed Brewer	As has been stated the cut and cover option is the only option that repairs the damage to the Fairview neighborhood. The green belt options, all of them, really just destroy more neighborhoods, and Chester Greenbelt, in addition to the damage they would do to southern Fairview. Cut should have easy semi access to the port as it emerges in Ship Creek. The cut should join the Glenn at Airport Heights/ Mountain View/ Glenn interchange. The Cut should be express from the Airport Heights/ MtnView/ Glenn junction to Northern Lights with the exception of the semi exit to the port, at "the corner."	Thank you for your comments. The project team will be considering the potential for tunnels or covers over depressed sections to help mitigate impacts. The Port access route associated with Alternative A could be combined with several of the other alternatives. The project team will consider the use of this port route with the other alternatives. Click here to learn more about [Neighborhood Impacts], [Parks & Wildlife], [Alt D] for the project team's response and additional information.
360	David & Diana Evans	1. We oppose Alternative D because it would put a noisy and polluting major highway immediately adjacent to: a. Chester Park Estates and the Anchorage Senior Center, and the elevated part of the highway would shade some of those homes b. a pristine section of Chester Creek and through Class A wetlands that connect to Chester Creek and provide habitat for silver salmon fry Also, Alternative D would take housing from an established Rogers Park neighborhood and the elevated part would be closer to the remainder of the neighborhood, degrading it with increased noise and pollution. 2. We support the "2050 MTP (No Highway) Alternative" described in the draft PEL report, because none of the other alternatives appear to be needed within the PEL's time horizon, and they would be considerably more expensive than the "No Highway" alternative.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [ROW/Relocation], [Community Facilities], [Noise], [MTP], [Alt D], and other topics discussed in the project team's comment response document.
372	Myrna Clark	I attended the Jan. 2022 meetings and we were reassured EASTRIDGE TOWN HOMES would not be effected in any way. The info provided at this site appears to conflict with what we were told! There is a huge housing shortage in this city and you need to consider this and not focus on just traffic needs!! Consider overhead connections for certain streets,ie,13 & Ingra. Bikers and foot traffic already use trails through our area. NOTHING WILL WORK IF STREETS AND TRAILS ARE NOT CLEARED OF SNOW AND ICE! You need to have in-person meetings with housing associations involved! We need to be considered with respect and not treated like stones in the way. One concern is that current vehicles zips down streets like they're on the way to a fire. I travel the speed limit and vehicles (fancy new pickups) whip by with no concern for anything or others! No change of pathways will help without considering this issue. I was unable to attend your last meeting due to a Jan. surgery and three months of daily treatment, so, I am doing my best to provide comments as requested. Your plan is not totally clear, however, any imprint on Lake Otis and Northern Lights needs to be discussed with home owners in this area……An in person meeting is necessary with our homes involved. We are already cornered in by Lake Otis and Debar. Needless to say, I am unhappy with what I can make of your current plan. It is contradictory to what I was told at my first meeting!	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [ROW/Relocation], [Safety], [Non-Motorized Improvements],[Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
177	Barbra Reilly	1. Run the highway from the Port of Anchorage along Ship Creek! Connect to and enlarge 5th Avenue to connect with the Glenn. 2. Com out of the Port, follow the railroad and that ties you right into the Seward & Glenn Highway 3. You are destroying the neighborhoods of Eastridge 1, 2, 3, 4, Fairview, & Airport Heights. 4. The Sitka St. Park is a wildlife corridor that ties in with the Chester Creek. You are decimating this corridor. 5. The noise, construction, equipment during construction + after completion disrupts my property	The Port Access route associated with Alternative D runs parallel to Ship Creek and then connects with the Glenn Highway. Click here to learn more about [Noise], [Parks & Wildlife], [Neighborhood Impacts], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
178	Barbra Reilly	1. Work with JBER to come to the Glenn Hwy. Follow the railroad and go along Ship Creek to save the Airport/Fairview/Mountain View/ER III, 2, 1, 4 neighborhoods. 2. Follow the railroad along the port, west of Chester Lagoon etc. to connect up with the Seward. 3. You are negatively impacting seven neighborhoods with your plan. My property value will be destroyed. You are impacting the most vulnerable population! 4. The greenbelt south of Merrill Field is a wildlife corridor! I have watched bear, red fox, lynx, goshawks, moose, & salmon in the stream.	Thank you for your input. Due to security reasons, use of JBER land was not considered reasonable. Multiple port access routes are located in the Ship Creek valley. These routes can be considered with other alternatives. Developing a highway corridor along the railroad west of Chester Creek would not meet the purpose and need for the project. Most of the traffic is trying to get to and from major destinations like downtown and midtown. Click here to learn more about [Neighborhood Impacts], [Parks & Wildlife], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.

192	Barbara Reilly	The Sitka Street park, Sitka Street, Eastridge 1,2,3,4 is a wildlife corridor. I have lived at 1800 Parkside Dr sine 1990 and have on a regular basis, black bear, rabbits, moose ravens, bald eagles, malard ducks from my livingroom window. Salmon in the stream running by my house leading to Chester Creek. On a rarer basis I have seen goshawk, red fox, lynz, and horned owls. From my window. The connectivity DOT-PF proposes will disturb all of this wildlife and environment. As well as ruining this wildlife corridor, the noise, traffic, construction, parking and all human activity in this proposal will decimate property values and living quality of this area. In addition, this will not achieve your goal of "getting out of Anchorage'. Suggest you connect between the Glenn Highway, Boniface to Elmore, to Dowling, to New Seward. Or, run a road from the Port of Anchorage along Ship Creek, coordinate with JBER for road needs and tie into the Glenn that way. Then to connect to the Seward, run from the Port, down with the railroad, past West Chester lagoon on to the Seward. If you think the property will be too expensive, consider the cost of relocating all the people and businesses in Mt View, Airport Heights, East Ridge 1,2,3,4, Regional Hospital, and Fairview.	Thank you for your input. Most of the traffic traversing the study area is trying to get to and from major destinations like downtown, midtown, the port, JBER etc. Bypass routes that don't serve these major destinations would not solve the problems in the study area. Click here to learn more about [Neighborhood Impacts], [Parks & Wildlife], [Alt D], and other topics discussed in the project team's comment response document.
335	Dave & Marilyn Gardner	Review Comments from Airport Heights resident & homeowner SEWARD HWY to GLENN HWY CONNECTION Alternatives Study 2024 Draft First & foremost ALTERNATE D is TOTALLY UNACCEPTABLE!!! -The Chester Creek Greenbelt is a cherished and beloved gem that serves as a shared and well used common open space that provides immense value to the greater Anchorage community as well as all of the immediately surrounding neighborhoods. Building a new Highway through the heart of this Parkland will cause great harm, diminishing the livability, desirability & property values of the adjacent homes in the Airport Heights, Eastridge, South Fairview and Rogers Park neighborhoods!!! Alternate D is a total NO GO option IMO. -Parks & Greenbelts are NEVER a good choice for routing highways!! And an expensive elevated highway viaduct does not mitigate road noise, light pollution and air & water quality degradation, but rather, broadcasts it ever more widely. This Alternate Route will seriously diminish the wetland, wildlife and Recreational value of Sitka Park and the Chester Creek Greenbelt & Trail. -Significantly, this totally new, high volume Highway alignment proposal crowds the Hospital and Merrill Field Airport, and overwhelms 15th Avenue, with a new and accelerated level of traffic and related damaging environmental and pedestrian safety impacts. The proposed interchange and resulting dramatically increased traffic on the Lake Otis Parkway connection will deliver more cars, light pollution, vehicle emissions, noise and congestion into the Airport Heights Council area! -While this option more directly connects Seward to Glenn, and will certainly encourage & enable more Regional "bypass" traffic, it Does little to help get the substantial volume of traffic in and out of Downtown and on to the Regional Highway system more directly. With this option, There will continue to be similar traffic and safety problems in the Fairview neighborhood. ALTERNATES C1 & C2 likewise appear to be VERY BAD OPTIONS! -As in Alt. D, Most significantly, this totally new high volume Regional Highway alignment proposal crowds the Hospital & Airport, then completely overruns 15th Avenue, bringing traffic noise, light pollution, pedestrian safety and air quality impacts to the Airport Heights and Eastridge neighborhoods. Notably, adding this new highway will now further divide and separate south Fairview from the larger Fairview residential neighborhood to the north! -Like Alternate D, this option more directly connects Seward to Glenn , but Does little to help get traffic in and out of Downtown and on to the primary State Highway system more directly. There will continue to be significant traffic volumes and safety issues in the Fairview neighborhood. ALTERNATES B & A appear to be potentially ACCEPTABLE OPTIONS -A Depressed Highway section through Fairview with multiple vehicle and pedestrian overpasses provides for improved and safer connectivity for the Fairview neighborhood. These options best lend themselves to the addition of a Cut & cover "lid" type Highway treatment to further compliment and better connect the Fairview neighborhood. -All Port Access options more directly connect to the Seward/ Glenn Highways and will better take the Heavy trucking away from the Downtown area and off the Fairview local surface road system	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Community Facilities], [Noise], [Safety], [Freight], [Alt A], [Alt B], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
267	Barbara Reilly	TO: DOT-PF PEL and HDL Engineering The residents and Board of Directors of Eastridge III, comprised of seventy-six (76) town homes adamantly reject and oppose the proposed connection of the Seward Highway/Glenn Highway as presented in the February 2024 designs, including Alternative D, 4.6.1. The rejection of this proposal is based on the following: 1. The noise resulting by required preparation for construction (massive tree cutting and removal, inordinate amounts of fill for wetland conversion to buildable, stable ground, truck hauling, big equipment usage, parking requirements etc.), the actual construction effort, and the resulting traffic created by the connection, would decimate the quality of life for the residents, as well as annihilating all property values. 2. The safety of Eastridge III residents and drivers using the suggested highway would be significantly decreased by the enormity of heavy traffic, as well as flight emergencies from and to Merrill Field. 3. Chester Creek along Sitka Street provides an importance to the neighboring wetlands. The highway connection obliterates the current wildlife corridor allowing passage of moose, foxes, rabbits, black bear, multiple species of nesting birds, including eagles and owls, salmon, and myriad small wildlife. 4. This project negatively impacts some of the most vulnerable residents of Anchorage, namely, Fairview, Mountain View, Airport Heights, Eastridge I, II, III, IV., and Penland Park. The displacement of vulnerable residents in a city already suffering from housing shortage is not a benefit to the citizens or the tax base of Anchorage. 5. Businesses located with the domain of Bragaw St, C St., Fireweed and Joint Base Elmendorf Richardson (JBER) would be negatively impacted when faced with relocation and loss of revenue. 6. This DOT-PF-PEL provides no environmental or financial analysis or documentation. This information is critical. 7. The suggestions below utilize existing transportation and industrial facilities of Anchorage, which will save time, construction cost, investment monies, diminish environmental concerns and accomplish the stated goals of DOT-PF. SUGGESTIONS: 1. Run a highway/viaduct from the Port of Anchorage, along Ship Creek, since it's an industrial area anyway, along the southern border of Joint Base Elmendorf/Richardson (JBER) and connect to the Glenn Highway using Reeve or Concrete Blvd. This requires coordination with JBER but could be of great advantage and benefit to military security and response, as well as achieving stated DOT-PF goals. 2. Run a highway from the Port of Anchorage, following the Alaska railroad, along West Chester Lagoon (where there is already an elevated viaduct) and connect to the Seward Highway at Rabbit Creek, near the existing weigh station and train depot. The disturbance to businesses and homeowners is minimized and monies spent would probably be less than the cost of disrupting Airport Heights, Mountain View, Eastridge 1,2,3,4, Fairview homes and businesses. Construction costs would probably be reduced as well.	Thank you for your input. The goal is not simply to connect the highways, but to get people where they need to go. Most of the traffic traversing the study area is trying to get to and from major destinations like downtown, midtown, the port, Elmendorf etc. A bypass around the outside of the city would not solve the problems in the study area. Click here to learn more about [Freight], [Design], [Neighborhood Impacts], [Noise], [Parks & Wildlife], ROW/Impacts], [Alt D], and other topics discussed in the project team's comment response document.
361	Martha Jokela	The alternative "calming" along Ingra/Fairview area sounds like a good next step. Beneficial for we who live near, affordable, and mostly a positive impact. The worst proposal is an overpass over Chester Creek. We already deal with intense noise from Merrill Field and do not need more pollution and noise from probably multi-year construction then even more traffic noise.	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Noise], [Alt D], and other topics discussed in the project team's comment response document.
312	Kerry Brown	I'm appalled that "options" are considered to be 1) ripping apart Chester Creek Greenbelt or 2) throwing up an enormous highway between Fairview Elementary and the young students who go there. Could someone please call me with a brief explanation as to why roundabouts are not being considered to help traffic flow at Ingra and Gambell? Leaving a brief message is fine, but I would appreciate the call at your earliest convenience. Thank you,	Thank you for your input. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Design], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.

169	Clare Maxwell	Hello to the people who put on the meetings. I'm sorry I have not been able to attend. It was a near miss this afternoon, and I had thought about what I wanted to say. I don't have the faintest idea what you are proposing, but I suppose it might be on the order of extending the freeway part of the Seward and Glenn Highways so that it is freeway throughout - although how that might help the neighborhood to be more cohesive I could not tell you. I live in the western side of the Seward, roughly 12th and Eagle. I don't feel particular belonging to the eastern part, and I wonder if the east-west division was made so long ago now that the disruption it caused is history, won't really be undone. Demographics have changed. My area, on the west, now belongs to the outskirts of downtown. The east side of Ingra, where I have lived in the past, is its own neighborhood, north of the Glenn up to 20th or so, east of Ingra to the Merrill Field area. That leaves the two block strip between Ingra and Gambell as a no-man's land, somewhat descriptive of what I saw working for an agency that placed low income clients with chronic mental illness in housing there. There are the few businesses, the post office, laundromat and Carr's close by. The more family-oriented area on the east seems more attractive for living, vs just managing to get by. I suppose attractive foot routes from the east to the west and from the strip to the west might be useful. Routes from where people live to businesses and downtown. Speaking of foot routes, Anchorage is not in general a good walking town. Because of that, it is not a good town for anyone without a car. That includes low income, disabled, older. Children and youth too. It is impossible to walk anywhere or get to a bus in the winter. Have you seen the people walking in the street in the traffic on Gambell in the winter? What else are they supposed to do? There is not even a good alternative residential route. You can't do it in the summer either, unsafe, dirt path, no sidewalks, no buffer between you and traffic, nothing to indicate there might be a pedestrian to consider where streets turn off of or spill out onto Gambell between 15th and Northern Lights. I don't think people even try on Ingra. Where there are sidewalks - and this goes for all of Anchorage - they are not plowed. Streets are just not useful for foot transportation. I lived in Sioux Falls, SD, where they do not want for snow. "Property owners have up to 48 hours to clear sidewalks after snow has stopped falling." Most people do it right away. It was completely feasible for me to walk to work there no matter what the weather. The main problem was biting wind. If you do turn the current non-freeway parts of the Glenn and Seward into freeway, PLEASE AVOID two lane traffic circles, the kind of thing you find at Dowling. That is incredibly unsafe. The traffic is fast moving, it is hard to merge in, you have to know the correct lane for your desired exit before you enter the circle. You will never be able to change lanes once you are in. Traffic circles were invented to slow down residential traffic and to cope with not-too-busy intersections where traffic enters from more than 2 streets crossing. Any other use I can only guess has been to follow a fad. It is tremendously unsafe, and once it has been paid for, there will be no changing it. PLEASE DO NOT PROPAGATE THAT MISTAKE. The last thing I would like you to hear is that, again, if you turn it all into freeway, please do not work with whoever designed the new interchange at Muldoon and the Glenn Highway. Whoever did that must have come from out of state. I can't imagine anyone who has driven in winter in Alaska coming up with the paisley curves. Fortunately, there is some extra space, so most drivers just straighten their path as much as possible. Maybe someone had the idea that it would slow traffic, but what it has done is create a greater chance of losing control of the vehicle. Anyone familiar with the S-curves on I-405 south of Seattle? Same idea. Avoid gratuitous curves. Nobody from art school should be designing interchanges. I suppose you will spend a lot of money. I hope you make it safe not only for highway through traffic, but for neighborhood people who need to drive and walk around town. No fads, no fancy, just plain and safe. Traffic lights, sidewalks, snow removal. Yours truly,	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Design], [Safety], [Non-Motorized Improvements], and other topics discussed in the project team's comment response document.
173	Anonymous	• Groundwater – has it been looked at. Do these depressed work? • Global distribution centers for freight to move via rail to truck centers. • Relocate Merrill Field • Color code 'trade offs' and were these are. Can't see where those are on the map. • Separate satellite imagery map without Alts so people can orient themselves with the neighborhood. • Need single poster with all alternatives on 1 poster. Difficult to compare between stations.	Thank you for your input. For alternatives that move forward, groundwater will be a consideration examined. The railroad is good at moving freight long distances and already takes considerable freight to Fairbanks. Moving freight by rail within Anchorage is not feasible and most of the trucks traversing the study area are destined for the local market. There is no reason to go to the expense or impact of moving Merrill Field. The project team has found routes that minimize the impacts to Merrill Field. The graphical input will be considered. Click here to learn more about [Freight] [Public Involvement], and other topics discussed in the project team's comment response document.
259	Regina Sellers	1. What will be the speed limits along Ingra and Gambell? 2. How will residents cross Ingra and Gambell Streets when they live between these two streets?	Thank you for your input. The speed limits on Gambell and Ingra would be different for various alternatives. The current speed limit is 35 MPH. Options that include a mainstreet on Gambell would be 20 to 30 MPH and options that have a complete street design on Ingra would have a speed limit of 25 to 30. Please see [Safety] [Design] for the project team's response and additional information.
371	William Updegrove	My strong preference is to begin with the "interim alternative," reducing Indra/Gambell from four lanes to three with the addition of ADA compliant sidewalks. This opens the possibility for the area to become a new economic hub - expanding Anchorage's Downtown. The interim alternative will allow for an intelligent survey of traffic flow and volume before any possible disruption of existing neighborhoods in an attempt to link the Seward and Glenn Highways. Your "Plan D" (with non-motorized additions) is the most respectful of existing communities and allows for productive use of land adjacent to Merrill Field. Given the scarcity of funding for this major highway, we need to be certain of present and future need (beyond a faster commute for folks from the Valley). The cost of construction and maintenance between a "faster" several miles of highway and a new light rail link to MatSu need to be compared and weighed. Please also research the lower 48 cities that are now ripping up and rerouting their Interstates in order to restore housing and businesses to once thriving communities.	Thank you for your input. Click here to learn more about [Cost], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
377	Matt Cruickshank	Dear Seward Highway to Glenn Highway PEL Team, I am writing to express my strong support for the Seward to Glenn Highway connection. This long-discussed project is essential for enhancing safety by separating vehicles from pedestrians and cyclists, reducing accidents, and providing a safer alternative during heavy snowfalls. Additionally, the highway-to-highway connection will improve freight transport efficiency, alleviate congestion on local roads, and benefit both commuters and the growing Mat-Su Valley region. It's crucial to prioritize this infrastructure development for Anchorage's overall well-being and economic growth and surrounding areas. While there may be concerns about localized impacts, the broader benefits of this connection, including safety improvements, efficient freight transport, and reduced traffic congestion, make it a vital investment for the community's future. Thank you for considering my support for this important project. Thank you	Thank you for your input and support. Click here to learn more about 42 of our Public Involvement and Comment Summary for detailed response to issues raised during the comment period.
203	Becky Kurtz & Kevin Apgar	I can give you all of the good and bad reasons which concern the Connection but I want to reemphasize that to avoid these reasons, do not run traffic through Anchorage including alongside Merrill Field. Use the Muldoon to Tudor to Seward Highway or Seward Highway to Glenn via Tudor and Muldoon corridor and skip cutting through Anchorage. The more traffic through downtown Anchorage, the more there will be accidents and deaths. I heard a rumor that one of the plans is to widen Lake Otis. As the Airport Heights Community Council previous president for five years, unless you plan to buy out all of the houses on the east side of Lake Otis, the road can only be widen on the east side and can't be widen on the west side of Lake Otis because of power lines and the three East Ridge developments. Did you know this? Thank you for your attention.	Thank you for your input. Most of the traffic traversing the study area is trying to get to and from major destinations like downtown, midtown, the port, Elmendorf etc. A bypass around the outside of the city would not solve the problems in the study area. Click here to learn more about [ROW/Relocation], [Neighborhood Impacts], [Safety], and other topics discussed in the project team's comment response document.
388	Sheri Whitethorn	My general observations and comments are summarized here: 1. I support the recommendations in the recent AMATS letter to the Seward Highway to Glenn Highway PEL team. 2. For any of the proposed plans, I would like to see more information about the freight movements to and from the Port of AK. Perhaps your team has a great deal of information about the three primary movements of freight (freight that is destined to stay in Anchorage and the major locations in town where it comes and goes, freight destined to head north on the Glenn Highway to the Valley or beyond, and other regional freight destined for the Kenai Peninsula.) More road options in the Port area that can streamline freight as it moves to get to the right highway out of town are important no matter which Plan option chosen to go forward. 3. I am totally against any further consideration of Option C or D or any of their variations. These are both too drastic, too disruptive to too many people and neighborhoods, have too little to offer to counterbalance all the negatives with them, and are far too expensive. Please focus on the No Action Alternative, except further develop Port travel corridor options more fully.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Cost], [Freight], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
406	Christopher and Maria Crawford	Greetings Seward to Glenn PEL Study Team Members, First of all, thank you for being available at different times during this open comment period to do presentations, the open house, and other meetings that we were able to participate in person or view online. As Fairview residents we are very interested in the future of our neighborhood, and there are some great ideas that we are happy to see included in each alternative plan. Returning Gambell Street into a "Mainstreet," creating regional trail connections or a "Greenway" between the Chester Creek and Ship Creek Trails along Hyder or Ingra, and shifting port and freight traffic from Downtown are definite improvements. After reviewing the alternative concepts as a whole, we aren't convinced about how responsive they actually are to the "purpose and need" statement that is guiding this whole process. Change is inevitable, we understand that, but cutting the neighborhood apart with cul-de-sacs like in Alternatives A and B do nothing to reconnect the community. Alternatives C and D destroy positive features in Fairview like Eastchester Park's wetland or the park and trails along 15th between Ingra and Orca. All the plans would include expensive infrastructure that we wouldn't be able to afford to maintain, as well as taking away housing stock from our already stressed system in Anchorage, or even create a new severed part of Fairview, that would just expand an existing problem elsewhere. We would like to encourage the PEL team to consider adopting more ideas like the MTP 2050 Interim Alternative or even other "no highway connection" options into future drafts to be presented to the community. Thank you,	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Project Need], [Cost], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.

303	Becky Bitzer	It is disheartening to see all of the alternatives proposed prioritize single-occupancy vehicle through-traffic over quality of life and community connectivity. I fail to see how any of the proposed alternatives meaningfully address any of the issues this project is trying to solve. Six of the seven options could affect 133 to 568 housing units. In a city where the housing market is already extremely tight, it is unacceptable. The cost of any of these projects seems incredibly high, but of course your "study" does not include a disclosure of potential costs at this phase. Our city and state already have trouble maintaining our existing infrastructure. Taking care of our existing roads with regular resurfacing and plowing for both roadways and sidewalks would go a long way towards addressing the safety and navigability concerns and at a much lower price tag than any of the proposed options. The Fairview community has long been impacted by the Gambell-Ingra Corridor and have a Reconnect Communities project in place with the goals of making Fairview whole, putting environmental justice first and revitalizing Fairview. The A and B alternatives seem to further destroy and disconnect the community while the other alternatives simply shift the burden of a highway from Fairview to Eastridge and Airport Heights. As cliche as it is, two wrongs don't make a right. Moving the highway means more broken and fragmented communities. Come back to the public when you have "alternatives" that put people before vehicles and community before quick commute times. None of the alternatives proposed are acceptable. We don't need a mega project for the sake of a mega project. We need solutions that are scaled to the extent of the problem. Projects like those in the 2050 MTP, such as a complete street for Ingra/Gambell offer more realistic solutions for the community and safety challenges without the negative community impacts, the environmental impacts and the cost of these proposed projects. Partner with the community, partner with AMATS and come back to the public for comment when you have some sensible alternatives.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Cost], [Safety], [Non-Motorized Improvements], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
409	James Thornton	This public comment is submitted on behalf of myself, a small business owner in Fairview. I would first off like to thank the HDR team for all their work collaborating with the Fairview Community Council and for making substantive progress toward amplifying Fairview's voice. Historically, highway projects have not taken into account many of the impacts addressed in this PEL study. As the current PEL alternatives presented stand today, I can only support the MTP 2050 (no highway connection) or other potential no-built alternatives. I am not convinced that the future traffic forecasts presented are realistic due to a myriad of factors, and tend to support reducing traffic through Fairview as a priority over regional traffic needs. If a cut and cover option is feasible, I would like to see a more detailed study of how the covers would promote infill housing, business development, and other tax producing land use and zoning in addition to green spaces and non-motorized transportation. Current and future transit solutions should also be explored as it pertains to the potentially affected areas of this project. Large highway infrastructure projects with no price tag, and no current federal funding or support, only pose to cost Alaska a high dollar amount in project planning, construction, and maintenance. We should instead be focusing on a sustainable future landscape of transportation and land use, promoting municipal and state tax dollars and quality of life for Alaska's citizens. There is more work to be done before I can support any Highway connection alternatives. Alaska's most vulnerable population lives in Fairview, and deserves to have updated roads, sidewalks, and safe non-motorized travel paths. They have done without these things for decades. Far too long, while facilitating transportation through Anchorage at the expense of their safety, via the Gambell Ingra couplet. Having a highway project looming over it's head has caused additional economic despair in Fairview that needs to be remedied by immediate action. Please continue to support the Fairview Neighborhood plan, including a Gambell main street and Ingra road diet, in addition to other baseline improvements needed in Fairview. Fairness for Fairview, It's time. Respectfully,	Thank you for your input. The project team will be considering the potential for tunnels or covers over depressed sections to help mitigate impacts. Click here to learn more about [Design], [Cost], [Neighborhood Impacts], [ROW/Relocation], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] for additional information.
389	Laura Murray	As a 43 year community-involved, Alaska-loving resident of Anchorage, I appreciate the opportunity to give feedback on the Seward-Glenn Connection PEL study, which entailed exhaustive research and information on multiple alternatives. I was also informed by the Anchorage Metropolitan Area Transportation Solutions (AMATS / Aaron Jongenelen)) position statement and multiple statements written by would-be affected Home Owner Associations, community groups, residents, business owners and park and trail enthusiasts which has brought clarity to my position, which is: not to move forward with the Seward-Glenn Connection as outlined in any of the alternatives presented. Resonating points from the AMATS response and also reflected in community feedback were: that the connection makes local connectivity worse; the impacts to equity areas, to the greenbelt, and to the communities within Anchorage are not outweighed by the benefits that these projects "might" accrue; the alternatives shown do not match up with the purpose and need; there is no justification for the construction of a highway connection at the expense of communities; and that there are undetermined costs without funding, cost estimates or funding sources. The "interim" option reducing Gamble and Ingra to 3 lanes from 4, makes sense. It would provide pedestrian improvements, enhanced safety and better traffic management. Thank you for thoughtfully gathering and considering comments in this process.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Project Need], [Cost], [Safety], [Parks & Wildlife], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
354	Ryan Buchholdt	Dear Seward to Glenn Connection Project Team, The University of Alaska Anchorage (UAA) understands the challenge of this project and appreciates the efforts of the project team to develop alternatives that reduce the impact of this highway connection with an eye toward improving neighborhoods. After reviewing the options, UAA submits the following comments regarding the proposed options: Alternatives A, B, AB1, and AB2 Overall, these options do not appear to have a direct impact to UAA. That said, we do want to note that these options are perhaps a missed opportunity to correct the historic impacts to the Fairview neighborhood. Better diverting cut-through traffic from the Gamble/Ingra corridor would improve the neighborhood and create opportunities for more housing development that can benefit the Anchorage community as a whole. Alternatives C1 and C2 While the vast majority of UAA property is in the UMED District, we do have a robust aviation campus at Merrill Field. The proposed highway corridor is immediately adjacent to these facilities. Our programs at Merrill Field are the state's major workforce provider for the aviation sector, with degrees and certificates in air traffic control, aviation management, aviation maintenance, and professional piloting. Anything that diminishes our ability to meet the job training demands of the State of Alaska, our federal partners, and our industry partners, is of critical concern to UAA. While the concepts as presented appear to bypass our activities, we know these are just concepts. It appears that the proposed highway is depressed with bridges connecting the local circulation roads, but pedestrian access from Penland Pkwy to Merrill Field Drive is not clear. Students often make use of the People Mover to travel to and from this facility. UAA is concerned that the impacts to the area and the bus stops adjacent to the Northway Mall will diminish the ability for our students to utilize the People Mover to access our aviation programs. In addition to pedestrian access, we want to better understand the right-of-way impacts beyond the highway corridor itself. Given the spacing between Alaska Regional Hospital and Merrill Field, we are concerned about how components such as snow storage will bleed over into our property or inhibit access. We also see an opportunity to improve UAA's exposure through these options. With a depressed highway near our aviation facility, there may be a opportunity to better advertise our presence at Merrill Field through signage. Alternative D The comments for Alternatives C1 and C apply to this alternative. Beyond those comments, UAA is concerned about a viaduct over the pristine greenbelt and associated Chester Creek trail system. While trail connections are maintained, Anchorage's greenbelts are a treasure our community. The city's greenbelts converge on UAA's Anchorage Campus located in the UMED District, and we are seeking ways to enhance and grow the trail system. If Alternative D advances, we will want to better understand the impacts and mitigations to this signature trail. While this option does minimize the neighborhood and housing impacts, we also note that it appears to eliminate the Sitka Street park and its associated playground, diminishing recreating access for children in the surrounding neighborhood. UAA looks forward to the continued work of the project team and how we can help achieve the best result for the Anchorage community.	Thank you for your input. Click here to learn more about [Airport Impact], [Non-Motorized Improvements], [Community Facilities], [Environmental Justice], [ROW/Relocation], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
368	Caleb Newville	As a person who works at Merrill Field, and a pilot who bases their airplane there, there are serious concerns with proposed Alternatives C and D and their negative impacts to the airport. Merrill Field opened in 1930, and in the intervening nearly century long history, has been continuously encroached upon by incompatible land uses. Merrill Field is the second busiest airport in the state; it serves as critical link to countless vilages by the air taxies based there, and serves a huge economic as a hub of flight training, repair, manufacturing and other business and recreational uses. It also serves a literal life-saving function with fixed-wing medevac access to Alaska Regional Hospital. The proposed alternatives have the potential to severely distrupt the activities to the airport by encroaching on obstacle clearance zones, runways, taxiways and parking areas. In addition to the direct impacts to the airport, these alternatives could be negatively impacted by the compromise to the FAA grant assurances maintained by the airport. Before further consideration is given to these alternatives, a workgroup should be formed engaging Merrill Field Airport Management, the Municipal Airports Aviation Advisory Commission, FAA Air Traffic Control, FAA Alaska Region Airports Division, Aircraft Owners and Pilots Association, Alaska Airmens Association, Alaska Air Carriers Association and airport users.	Thank you for your input. Click here to learn more about [Airport Impact], [Community Facilities], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.

356	Mikhail Siskoff	If the PEL is a study of environmental linkages that will better connect the community and improve the quality of life, these draft alternatives do not accomplish that objective. These alternatives each involve a significant amount of ROW acquisition, ultimately removing more housing and businesses from the area during a housing crisis. There is a glaring oversight in the study so far: Merrill Field. Although Alternatives C&D skirt along the edge of Merril Field to the South, the airfield is excluded from the project area as if it is an inherently protected space, despite being a publicly owned asset. The public has not been allowed to consider alternatives that would eliminate Merrill Field. Reports have shown that small airplane overflights deposit lead particulates over the area. They also cause noise pollution and the risk of crashes or falling debris in surrounding communities, including downtown Anchorage, where small planes have been forced to land on roadways or collided with buildings in recent years. If removing Merrill Field sounds extreme or unrealistic, please consider that Denver moved its international (Stapleton) airport further away from the city in 1995. Please also consider the cost of moving this airfield compared to the costs of ROW acquisitions, bridges, and below-grade roadways. This isn't just a road project; it is a fundamental shift in how our area is connected, and it will significantly impact future development for the next 100 years. As part of this process, it is essential that we should be given the opportunity to discuss whether we want to continue having an airport downtown.	Thank you for your input. Click here to learn more about [Noise], [Parks & Wildlife], [Neighborhood Impacts], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.. Additionally, the project team has found routes that minimize the impacts to Merrill Field. The decision of whether Merrill Field should continue to be located in the urban area is a question for another forum.
396	Allen Kemplen	General 1. The Alternatives presented for consideration by the public are limited, restrictive and do not accurately reflect the extreme and radical uncertainties that exist in the world today. See attached Discussion Paper for a more detailed exploration of these uncertainties. 2. These restrictions on the analysis of what the transportation network may require in order to meet future travel demand serve to perpetuate modeling assumptions that are increasingly out of sync with socio-economic realities. 3. The regional traffic forecasting model and the algorithms within are built on development patterns that may not be the norm for the forecast year. While the project team may argue the alternatives must use what the local MPO has determined acceptable, it is asserted such a reliance subjects the neighborhoods to substantial risk. 4. The Seward-to-Glenn PEL Study is strongly encouraged to avoid excessive reliance on a modeling framework that assumes the future will be very similar to the past. 5. The Alternatives are built on a model framework that assumes a stationary world. This methodology has been used quite extensively for the past few decades and become accepted practice. The notion of a stationary world as main component of the modeling process has been used extensively across many disciplines and for many years proved of great utility. However, the 2008 financial crisis and the used of modeling assuming a stationary world proved that such a framework is no longer the bet approach. 6. As such, the project team is strongly encouraged to rely less on the regional traffic forecasting model and instead develop alternative Scenarios of the what the transportation system may look like in the forecast year. 7. The use of scenario planning is a way to bracket risk and uncertainty. Risk reduction in a period of extreme uncertainties is a prudent approach to planning for the future and seeking to determine the scale and type of very expensive and high impact major infrastructure investments. Specific 1. The Alternatives presented to the public all promote construction of controlled-access freeways through the densely developed metropolitan area. This would be appropriate if we were still in the 1960's when the nation was first developing the National Highway System. However, we exist in the 2020's and the nation has extensive experience with lessons learned from such an approach. States and major metropolitan areas across the nation have learned the hard way that such freeway projects create immense damage to the livability and economic vitality of regions. 2. The Alternatives do not include an option less reliant on freeway construction. There is ample evidence the Alternatives should include a non-freeway solution to urban and regional mobility. The use of Transportation System Management and/or Transportation Demand Management as reasonably prudent solutions should be included in the list of Alternatives. 3. The Alternatives presented do not include a cut-and-cover option which was developed as part of past pre-EIS analysis. Instead, the alternatives with a depressed freeway are open with only a few streets crossing the very large ditch. This is almost a carbon copy of designs used in the 1960's. Designs found to cause irreparable damage to urban areas. 4. The Alternatives going north-south through the Fairview neighborhood would perpetuate the inequitable and some would say racist decisions of earlier decades. 5. All of the proposed north-south alternatives worsen the disconnect between East and West Fairview. They will wipe out a number of viable local businesses along the corridor and remove a substantial number of housing units when there is already a significant absence of affordable housing options for low-income residents. 6. The Alternatives using the 15th Avenue alignment would physically isolate the South Fairview neighborhood and establish a structural framework for creation of an urban slum. 7. The proposed east-west alternatives would construct a controlled-access freeway on the west and north sides. South Fairview is already physically separated by the Chester Creek Greenbelt on the south and undevelopable lands owned by Merrill Field Airport on the east. The South Fairview area has the highest densities of low-income residents in the east side of the urban core. Each of the alternatives exhibit a lack of understanding about the land use and transportation relationship, particularly as it relates so socio-economic realities and historical environmental injustices. 8. The proposed alternative running from approximately Fireweed Lane in a diagonal alignment toward the Airport Heights and Glenn intersection would create significant negative impacts to Anchorage's disadvantaged population. 9. The proposed alternative constructs an extremely large highway viaduct over the residences of South Fairview, lower property values, negative impact the Anchorage Senior Center and the significant number of seniors living in the public housing across the street. 10. The proposed alternative would significantly impact the preservation wetlands just north of Chester Creek, south of 15h Avenue and between Orca and Sitka Streets. These wetlands are present as a result of hydrological characteristics associated with the water flows of the North Chester Creek tributary. 11. The proposed alternative would alter the natural hydrology and could result in significant negative impacts to the East Ridge Condominium neighborhood. The potential of such negative impacts warrants careful consideration and mitigation. 12. The proposed alternative could appear to be the most constructible of all the alternatives due to the practicality of project phasing, minimal impact to the existing highway network during construction and perhaps a less expensive right-of-way acquisition phase. However, the alternative will negative impact the viewshed of residents, create significant noise impacts, negative impact the user experience of Chester Creek Greenbelt stakeholders, lower property values, negatively impact preservation wetlands and create unknown and potentially significant negative impacts to surrounding lands due to shifting of the hydrology associated with the North Fork of Chester Creek. 13. The proposed alternative proposes an interchange at the Bragaw/15th Avenue and Lake Otis Boulevard which is very likely to negatively impact the Municipal Snow Dump. The potential loss of a location to store snow would negatively impact the ability of the Municipality to adequately maintain the local streets during the winter. 14. The proposed alternative would negatively impact the existing Sitka Park and reduce the availability of recreational opportunities for low-income residents. 15. The project team is to be commended for including the Fairview Greenway and the Interim Improvements option in all the proposed Alternatives. However, it must be explicit they are required as part of any proposed NEPA document developed for a freeway connection between the New Seward and Glenn Highways. 16. The proposal to improved freight access to the Port of Alaska via an improved road facility between the Port and a proposed Interchange at Glenn/Airport Heights along Whitney Road appears to have merit and warrants further consideration. Respectfully Submitted, Allen Kemplen Private Citizen and Fairview Resident	Thank you for your input and continued engagement in the project. Click here to learn more about [Design], [Cost], [Safety], [Neighborhood Impacts], [Environmental Justice], [Freight], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] for project team responses to some of the key issues you raised. Additionally, the TransCad model is the best tool available and includes accepted future population and employment projections and distributions, adopted projects and policies, and is the approved travel forecasting tool. For any projects within the metropolitan planning organization boundary, it is the tool required for use by FHWA. If any of the depressed freeway alternative move forward, mitigation such as cut and cover lids or tunnels will be examined.
379	Dean Potter	This study does not adequately address the alternatives to building a freeway. The study proposes to holistically consider factors such as social equity, livability, and the environment. In fact, the study is clearly biased toward viewing this strictly as a traffic problem and solving that by building a freeway. All of the alternatives propose a freeway. And when the impacts of building a freeway are presented, they address the following five areas: residential relocations; commercial relocations; park/trails impacts; community cohesion impacts; and Merrill Field impacts. Put another way, these areas are deemed acceptable to impact; these are the places where compromises will be required. There should be a sixth area where impacts and compromises are considered: free-flow highway connection/traffic congestion. But tolerating these impacts is off the table. This bias is clearly evident in the meager presentation of the Interim Alternative. "Traffic modeling will determine if and for how long this option might work without a freeway connection before traffic congestion becomes an issue." That is to say: if there is traffic congestion, the alternative doesn't "work." But if there are alternatives requiring home demolitions, degradation of parkland, encroachment on Merrill Field or Alaska Regional Hospital, neighborhood isolation or diminished quality of life -- those alternatives can still "work." The study fails to consider wider alternatives; privileges freeway-style mobility from facing impacts; and does not equitably evaluate impacts. These blind spots invalidate its conclusions.	Thank you for your input. Click here to learn more about [Project Need], [Noise], [Community Facilities], [Airport Impact], [Parks & Wildlife], [Neighborhood Impacts], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
189	Kelly Ittenbach	Dear Project Managers/Coordinators, Looking at the presented options at the PEL meeting, option D I feel is the best all around. It seems to take less properties from folks which is huge, and also reconnects Fairview in a better manner. I would love to see the bridges over the parks be art pieces in themselves, perhaps incorporating lights as part of the bridge itself. Thank you for all your efforts - this is a BIG project, but one that as a member of the Fairview community feels is important for the vitality of Fairview.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Community Facilities], and other topics discussed in the project team's comment response document.

187	Emily Weiser	Thanks so much for posting all the Seward-Glenn Connection materials online! For the interactive maps showing the draft alternatives, would it be possible to allow users to toggle to satellite view? That would be really helpful to orient myself to the routes compared to what's there now. Thank you,	Thank you for your input. Click here to learn more about [Outreach], and other topics discussed in the project team's comment response document.
412	Larry Michael	Of the five main alternatives presented, it appears two of them run through East Downtown by moving the POA A/C connector to Gambell/ Ingra. A third option brings traffic from the POA onto Post then connects to Ingra which also affects the Radicals neighborhood. Imminent Domain will remove residences and businesses in the area. Options four and five go from an Airport Heights interchange. Option four removes more residences; option five does not remove as many, but through an elevated portion of the highway it reduces the need for removal. It still impacts Airport Heights, south Fairview and north Rogers Park. This is my understanding. Not one design will be universally approved. Taking out political considerations is easier said than done. Since planning for H/H goes back to 1972 with multiple studies and plans, I advocate for the best solution that meets purpose and needs long term. This time is the one time to get it right. MTP 2050 will temporarily improve neighborhood connectivity, but it is not a good long term solution for freight/ trucking and increased regional transportation needs. I used to live in Eagle River with a regular commute to south Anchorage. Bypassing Gambell and Ingra improves this commute significantly. Even if population increases slowly, it will increase to the point the MTP2050 will not meet the need and potentially the first three options will not meet the need. Then another painful planning process will be necessary that will take time and money for studies and public input. So option 5 in my opinion may be the best long term solution for reducing the conflict between regional and local mobility needs. However, if DOT planners, with evidence, believe otherwise, then I (and other Radicals) defer to likely having maybe 15 years of life left to the East 3rd Avenue neighborhood and the aspirations for permanently activating the HLB parcel. The RV Resort Park then necessarily is only a temporary project. This saddens me, but I don't have personal property in the area anymore, so I defer to my Radical friends for this possible inevitability. For the sake of Downtown to East Downtown to Fairview I believe community cohesion is best met by option 5. From community cohesion, safety, livability and economic development follow. I like the non-motorized improvements for this option. It better meets the need for both regional and local travel functions without letting freight/ trucking dominate. Then East Downtown, its history and potential can be preserved in its entirety.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Freight], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
358	Alexa Dobson	Thank you for the opportunity to comment on the Draft Detailed Alternatives Report. We support the comments provided by AMATS (as approved at the Policy Committee meeting on March 21st) and the AMATS Bicycle and Pedestrian Advisory Committee (as approved on March 11th2). The following comments are additional and/or highlight key points: - We support the 2050 MTP (No Highway Connection) Alternative, also sometimes referred to as the interim alternative. This option aligns well with our request in our February 2022 comment to downsize the highway along 5th/6th and Ingra/Gambell to reduce its negative impacts on the community. Specifically, we support reducing the number of vehicle lanes, slowing motorized traffic, returning Gambell to a two-way street that caters to local traffic rather than through traffic, and improving or restoring connectivity (grid network with improved crossings) for non-motorized transportation. We also support including a greenway along Hyder Street with this alternative. - Please flesh out the material around the 2050 MTP (No Highway Connection) Alternative so the public can see the projects on a map and have information about how the various projects, or possible combinations thereof, and how they would fit together to influence motorized and non-motorized traffic. - Thank you for including the Pedestrian and Bicycle Study. This sets a great precedent for including such studies on all future transportation projects in Anchorage.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements] [MTP], and other topics discussed in the project team's comment response document. Additionally, The 2050 MTP is the adopted transportation plan for the AMATS area. Additional information about the projects included in this alternative can be found in the 2050 MTP plan available on the AMATS website (https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/Default.aspx)
414	SJ Klein	Thank you for the opportunity to submit comment on the Seward-Glenn PEL. I realize it is a day past the deadline, but these comments are intended to provide considerations when modifying the alternatives before running through the selection criteria. Hopefully you find them useful. I've broken them down into general comments, and specific suggestions for site/route considerations. General Comments: - I greatly appreciate the work the new project manager and HDR have put into listening to the concerns of the Fariview and other neighborhoods impacted by these proposals. I think the resulting plan will be much better at solving problems and will have more political will to actually be accomplished in the short- and medium-term. - The tradeoffs between livability and traffic mobility are clear in all of these alternatives, as none of the alternatives could be fully developed without impacting quality of life— either connections between parts of the neighborhood, significant reductions in housing/commercial property, or impacts on parkland. All suffer if traffic mobility through the neighborhood is prioritized. - The impacts of any freeway alternative spread way beyond the immediate impact on the properties that would have to be acquired: As soon as a freeway alignment is selected, whether the alignment is ever built or not, you have condemned the area that would be impacted to disinvestment and uncertainty— for the future of development of the area, for the acquisition of property for right of way, and for the impacts of reserved setbacks. This makes it difficult for the community to say "I like this alternative over that one. All of the alternatives will have short- and long-term impacts on economic investment and quality of life beyond the calculated costs of this assessment. We don't want to continue to lose our neighborhood to lines on a map! - Fairview has short-term interests in making Ingra and Gambell streets safer for the people that use it on bicycle and foot. This includes a number of projects in the MTP that are included in all of the alternatives. Specifically, narrowing the lanes for traffic, reducing the number of lanes, undergrounding utilities, and widening sidewalks will be significant improvements over what currently exists. - There are still issues of access to the Seward Highway from Ingra and Gambell that will need to be addressed in any interim solution. - Bicyclists come up from the Chester Creek trail on Juneau to get to 10th. This helps them avoid bicycling with traffic on the Seward Highway. A trail connection should include this. - I am interested in seeing a freeway alignment that mostly uses existing DOTPF and Municipal right of on fifteenth, and to the south on what becomes Ingra. What would that look like if the freeway went along 15th and took only commercial property to turn south? The goal would be to greatly reduce the taking of residential property. Could you just have a very slow corner? What about moving to the north as you come to Ingra so as not to lose properties in Eastchester Flats? - If a freeway's intent is to shuttle traffic through the neighborhood without impact, what does it look like if there is no access to it from Merril Field until it is south of 15th? This is a question that applies to several of the draft alternatives: In many cases, on and off-ramps take more land than the freeway lanes. - I question the need for a freeway connection at all: The justification is to move traffic out of the neighborhood, but if it is at the cost of losing hundreds of homes it may not be worth the expense if we can make the existing facility safer through other means. -There are several things that can chip away at the volumes of traffic coming through the neighborhood: If you can separate out traffic headed downtown before the neighborhood, both from the north and south, if you can provide an alternate access for heavy trucks to the north, you may reduce the need for anything more than the existing couplet. - I feel that a freeway alignment along 15th has the most potential: It can minimize the expense of trenching, use what is already a difficult-to-cross section of 15th, and it can be built over in a way that increases connections between North and South Fairview. - I would like to see what happens if we are able to do a number of projects that would chip away at the amount of traffic flowing through the neighborhood: Port access, downtown access, entrance and egress to the highway to the south: could these all be enacted in a way that would decrease the pressure on the system such that we could turn Ingra and Gambell into 2-way streets? -Access to the Airport from the Glenn Highway needs to be addressed in a way that takes pressure off of 5th/6th and downtown. This is outside the scope of this PEL, but the PEL should make a recommendation that access to International Airport Boulevard from the Seward Highway needs to be considered as a priority for AMATS. Alternative specific comments: No action plan- - You adequately document the problems a no action alternative would continue to promote. - All I can add is that the no action plan fails to meet the design standards for the federal highway system, specifically pedestrian facilities. If Gambell and Ingra are not brought to three lanes, it will not be possible to have compliant pedestrian facilities. 2050 MTP- - Are CIP8 and CIP11 Port upgrades intended to draw traffic away from A/C and 5/6th? Can other upgrades to connect POA to Merril Field be included with the other projects in this alternative? They seem independent and complimentary. Just like the 2050 MTP projects can be included in the interim of other alternatives? Alternative A - Would it be possible to limit access to and egress from the seward highway to the south of 15th? This would require a different port access besides the three options given. Dumping heavy truck traffic into North Fairview headed in both directions seems to fail to minimize impact on liveability. - Access to the North end of the Seward Highway significantly impacts property owners in North Fairview in the Ingra/Gambell corridor. The impact goes beyond the property acquisition required for right of way. Whether this phase ever got funded or not, it will create a cloud over the impacted area that will prevent development for decades. As soon as lines on a map are decided, it immediately impacts the ability to invest in property, decreasing taxbase, impacting development into potential setbacks, and causes capital to flee an area. Considering a freeway may not get built for as much as 50 years, these impacts must be considered in the selection process. - The port options run heavy truck traffic into gambell through the neighborhood. Is there a way to connect southbound traffic farther south, allowing trucks to continue to use C until it is less impactful to come to the Seward? - a depressed highway along Hyder fails to reconnect the East and West parts of the neighborhood. Unless there are full caps for large areas, the result would be a neighborhood that is bifurcated worse than it is by the status quo. - Current bike traffic prefers to avoid Ingra Street and use Juneau or Eagle to get from the Chester Creek trail to the 10th avenue bike boulevard. For the same reasons, I can't imagine bikers wanting to parallel the freeway access or frontage to get up the hill. I suggest realigning the bicycle access to paths currently under heavy use, especially Juneau Street. - I worry about liveability issues when you have cul-du-sacs backed up against a depressed highway. That means you're going to have a big fence in your back yard, which doesn't sound very liveable. All of the options running north/south on Ingra or Hyder face this issue unless you can build actual covers over the facility. This is the only way to truly reconnect the two sides of the neighborhood and reactivate the land use. - This is an alternative that highlights the importance of practical reality: If we put lines on paper and there is not political will to get funded projects into the STIP, this plan condemns dozens of acres to the same disinvestment that Hyder street has experienced for the last forty years. - If Ingra street were to have cycle tracks (a VERY interesting option...), what kind of street maintenance will be required to keep them from becoming snow storage nine months of the year? It seems four feet is not enough space to store snow. Alternative B-- This alternative provides access and egress to the Seward Highway in a better configuration that has less impact on the neighborhood. - I would want to see this option include alternative access to the Glenn Highway from the Port to decrease the load on North Fairview. - Pedestrian bridges that require people to go high enough to allow traffic at grade to pass under do not get used in Anchorage. They fail to redirect pedestrian traffic from crossing facilities at grade. For this reason, pedestrian bridges along hyder do not make sense unless they are incorporated into the natural flow of travel along hyder. - Can option B add alternative access to the Glenn from POA at Airport Heights drive? It seems this access would decrease the pressure in North Fairview and decrease the need for larger facilities on 5th and 6th. - I am interested in seeing what restricting access to the freeway to Airport Heights and to 15th would look like. Maybe an onramp and offramp for port traffic to the Seward Highway only at 3rd. - I worry about liveability issues when you have cul-du-sacs backed up against a depressed highway. That means you're going to have a big fence in your back yard, which doesn't sound very liveable. All of the options running north/south on Ingra or Hyder face this issue unless you can build actual covers over the facility. This is the only way to truly reconnect the two sides of the neighborhood and reactivate the land use. - Current bike traffic prefers to avoid Ingra Street and use Juneau or Eagle to get from the Chester Creek trail to the 10th avenue bike boulevard. For the same reasons, I can't imagine bikers wanting to parallel the freeway access or frontage to get up the hill. I suggest realigning the bicycle access to paths currently under heavy use, especially Juneau Street. Alternative AB1 - Access to the POA from the Glenn is greatly improved here. Access from POA to Seward still has significant impacts. As does access from POA to the Glenn. - Many of the same issues as A and B re: impacts on livability and pedestrian/bicycle usage. Alternative AB2 -Why isn't there access from POA to the Glenn along 3rd here? -Improved access to Seward from POA. -Similar issues as A and B re: impacts on livability and pedestrian/bicycle usage. Alternative C1 -Impacts on Eastchester Flats are significant. The loss of residential properties makes this alternative incredibly impactful, even more so if it never gets built as it would create a whole new dead zone where the threat of eminent domain, right of way and setbacks would bring disinvestment to one of the most ethnically diverse, socioeconomically depressed sections of the neighborhood. -The alternative to route POA traffic to Airport Heights can have significant positive impacts on the flow of traffic through the Fairview neighborhood. This option should be modeled for Alternatives A and B as well. - Access to the freeway from 15th from Karluk to Orca has a significant negative impact on quality of life and connectivity between North and South Fairview. This should be modeled without this connection. -Access to Seward from Ingra and Fireweed minimize impacts on commercial properties. -I'm interested in seeing what a freeway alignment along 15th could look like if you cut a little into the commercial properties at 15th and Ingra, slowed down the curve at 15th and Ingra, and provided access to the Seward only within the existing right of ways south of 15th on Ingra. The goal would be to minimize the impacts on residential properties and residential acquisitions. The down side is you wold be cutting off access between 15th avenue and debarr road/lake otis. Alternative C2- -Honestly, this alternative requires way too much residential property to make sense. It keeps the connection between 15th and debarr/lake otis, but at a cost of condemning dozens of new acreage to the impacts of future plans that may or may not get built. The alternative access to POA to and from the facility from Airport Heights can have positive impacts. Alternative D This alternative minimizes impacts on residential properties and uses public lands to bring freeway traffic completely away from the Farivies Neighborhood. Considering a freeway may never actually get into the STIP, this alternative is interesting in that it allows a freeway to be in the plan/model without impacting any area if it never get built. -I could see alternative D becoming adopted into the model, and if there was ever interest by DOTPF to execute the freeway, public reaction would be so severe that it would get tabled or redesigned again. While this is not the intent of a PEL, this could be an elegant solution to punting on a freeway design, keeping something on the books, and minimizing impacts until something - I imagine the airport heights neighborhood has made significant comment about the impacts of this alternative on their quality of life. I would want the same considerations for Airport Heights as we have for Fairview: does the project result in taking significant amounts of residential or commercial property such that it depresses investment for years to come? If so, what changes can be made to the alternative that would minimize that impact? Thanks and good luck threading all the needles that have come in! ---S	Thank you for your input and ongoing engagement with the study. The project team will consider this design suggestion if this alternative moves forward. Click here to learn more about [Parks & Wildlife], [Neighborhood Impacts], [Cost], [Noise], [Safety], [Non-Motorized Improvements], [Community Facilities], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] , and other topics discussed in the project team's comment response document. Additionally, for more information on possible impacts and affects to Merrill Field, Click here to learn more about [Airport Impact] for details on how the project team is considering the needs of one of Anchorage's most important airports, as well as [Freight] for details on how the Study considers the port connection and to review the study teams full response to key issues raised during the comment process

346	Kirk Rose	ACLT is a 501c3 nonprofit and a long-time partner to the Fairview community working together on community issues, economic vibrancy and business expansion. ACLT strongly supports reconnecting Fairview and reestablishing the community grid that was destroyed when Ingra and Gambell Streets were expanded to become effectively highway on/off ramps. This has cost the community and neighbors a great deal and commenced the severe economic decline of the community. Fairview deserves a plan that will promote reinvestment, be safer for residents and pedestrians and reestablish it as a hub of our city with multi-modal connectivity extending in every direction. Fairview neighbors have been collaborating with transportation bodies for years to right this wrong and their recommendations should be honored as they know best. As such, the interim "no highway" alternative is where time, energy and resources should be spent in the next steps of this study. As Anchorage sees outmigration and challenges maintaining its current transportation responsibilities, Alternatives A through D are far-fetched and unnecessary. Instead of analyzing pie in the sky options, we encourage you to zoom in on traffic flow and connectivity in Fairview by narrowing Ingra and returning Gambell to a community "main street". This alternative, proposed by the community and selected by AMATS for inclusion in the 2050 MTP, is the least impactful to surrounding communities as well. ACLT supports more research, analysis, and priority of the "no-highway" alternative and we encourage you to spend time with the economic impacts of this decision for Fairview and the North Anchorage region. This is missing from the current analysis and needs consideration. Property impacts don't comprise a full spectrum analysis of the neighborhood and regional economic implications of this decision. It's not enough to assess just what might be lost, but time must be spent with what could be gained from a restored "main street" and a commercially and economically vibrant Fairview. Without this consideration, aren't we in some ways repeating the wrongs of earlier decisions that consider only the route and not the community? If it currently is not anyone's mandate to address this question, we need to be sure that resources are acquired to get this information. As your work moving forward addresses decades of economic decline created by the historical wrong of dividing Fairview with highway infrastructure unsuitable for a neighborhood, we need to be sure we don't repeat the mistakes of the past. We must consider future decades of economic impacts and how they can be the most bright for Fairview. Let's not repeat the mistakes of the past on another front as well. Equity must be part of your decision making matrix and process. Work moving forward must be thoughtful and considerate of the Black history and institutions in the Fairview community. A stronger and more successful Fairview also supports regional goals for a revitalized, neighboring Downtown community and a more successful North Anchorage, comprising some of the lowest-income geographies in the Municipality. Reinvigorating the Fairview business corridor should not mean replacing neighborhood businesses and residents. Equity in this instance is about power and process and who has control. It is all our responsibility to ensure that those who have had the least consideration are empowered participants in this work and that their input is prized and honored. Again, if this is not currently anyone's mandate, let's see to it that changes. If we don't, this process will ultimately prove hollow and we will fail. We can and must do better to not repeat the failures of the past. Thank you,	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Environmental Justice], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
357	Gail Heineman	Seward to Glenn Connection PEL Study comments from I am a 40+ year resident of Anchorage. I often commuted by bicycle here in Anchorage before I retired, and in two other States where I lived previously. Although I've always been able to afford a car, and still use one regularly, it is my ambition to have Anchorage be like many places overseas where owning a car is not necessary. This would save the State and the City money on road building and maintenance, make it more affordable and desirable to live here, and leave the air cleaner.. Your pedestrian and bicycle counts are of limited value, because at present Anchorage is not a friendly place for pedestrians nor bicycles. Other than on the dedicated bicycle/pedestrian paths, bicyclists are at serious risk of being hit by cars because there is no physical separation from traffic lanes. Pedestrian counts in the winter would be useless (it appears you know that) because our sidewalks are usually not cleared of snow, almost never in the past couple of years in particular. Pedestrian counts would very likely be much higher if it was possible to cross streets safely, but with the multi-lane stroads we have now, it is not safe at all. Of the proposed roadway types and routes, I prefer the Interim Alternative, because it would likely immediately reduce pedestrian deaths in that area. It would also inform us if anything more is really needed. Besides narrowing the streets, traffic speed should be reduced both with signage and traffic calming structures. It's not at all clear to me why Anchorage should sacrifice anything just to make it faster for those in the Valley to get to the Kenai and back. Making the Glenn a toll road north of town is one way to help reduce the problem of these motorists not paying their way. This can and should be done electronically. It does make sense for trucks to be able to get to and from the Port safely. They should not be routed through downtown Anchorage, nor residential areas. Downtown should be migrated to pedestrian and bicycle only, and residential areas need calmer streets. So I think Alternatives C and D for the Port access make more sense than the others, keeping the trucks out of downtown. To undo some of the damage that has been done to the Fairview neighborhood by the current roads, I like the idea of going behind Merrill Field, which is already industrial. But an elevated viaduct anywhere, especially over a long stretch of Chester Creek, would be undesirable, not only esthetically but seismically and because of noise. The sunken roadways, if feasible, seem better than at grade, especially if pedestrian, bicycle and animal passage via bridges are put over them, and not so far apart that pedestrians are tempted to jaywalk. Whether or not these sunken roadways would work as far as snow plowing, and flooding in the spring, is a real question in my mind. And the pedestrian overpasses would have to be high enough to not be repeatedly knocked down by overheight vehicles as happens on the Glenn at Eklutna. As to traffic speeds in general, slow everything down. The only down side is the tiny amount of time lost to driving more slowly, but the gains are priceless: more safety for pedestrians and bicyclists, less gasoline used, and less air pollution. Thank you for this opportunity to comment. Gail Heineman	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Freight], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
329	Kevin McClean	Alternative D is an amazing proposal that can provide connection both for pedestrians and to/from U-MED.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements] [Alt D], and other topics discussed in the project team's comment response document.
204	Eric Stocki	As an active member of the community I would love to see the bike paths expanded in an effort to connect Anchorage to bird to gird.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], and other topics discussed in the project team's comment response document.
319	Diana Johnson	I prefer options A and B over options C and D because of C and D's negative impacts to the chester creek trail and local green spaces. Over options A, B, C, or D, however, I prefer shrinking Gambell and Ingra down to 3 lanes and improving non-motorized users' safety and enjoyment of the areas around those roads. I understand this option to be called an "interim" plan. I have not yet experienced an issue with significant congestion or traffic jams between the Glenn and Seward highways, despite living in mid-town Anchorage for most of my life. I have, however, regularly experienced an issue with unsafe and unpleasant walking and biking all along Gambell/Ingra in mid- and downtown Anchorage. Travel is so unpleasant by foot or bike that, when able, I often choose to drive despite needing to travel only a short distance along Gambell or Ingra. I would love to see improvements to the human-scale use of the areas around Gambell and Ingra rather than improvements to the speed of car travel along those roads. I am afraid that alternatives A, B, C, and D will increase the speed cars are traveling through fairview, rogers park, airport heights, and/or the chester creek greenbelt. Faster cars are louder and more unpleasant to spend time near, no matter the design of the road they're traveling on, so alternatives A, B, C, and D will all decrease human enjoyment of the parts of town through which this new road will travel. For this reason, simply shrinking Gambell and Ingra, without linking the Seward and Glenn highways, and adding human-scale non-motorized safety and business access improvements is far and away my preference. Let's design our city for human well-being, not car travel time.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Non-Motorized Improvements], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
413	Anne Brooks	I've reviewed the alternatives. I've been traveling so my comments are coming in a day late. Fairview has suffered for a long time and without support for real solutions so I appreciate the work the team is doing. I would like to see some relief for non motorized users in the corridor sooner rather than later. It takes years and decades it seems to deliver complex project solutions. As these solutions work their way thru the process property owners and residents are in a weird limbo -- unwilling and often unable to make positive changes to their property until the project is in that phase. I do not support alternatives that impact Chester Creek. I support alternatives that Fairview believes work for them. I like the idea of interim solutions -- including demonstration projects that reduce the # of lanes and get safe pedestrian crossings in place. All solutions need to work with port access. I worked on a project years ago that connected ingra gambell to the port. This could be resurrected as an early phase. In addition, the project needs to be creative about right of way acquisition because of the housing shortage in Anchorage will worsen with any alternative selected. Perhaps we can truly get the cart before the horse and build housing before we displace hundreds. Perhaps a good time to partner with HUD and Cook Inlet Housing. Let's continue to be thoughtful and creative in selecting a preferred alternative and find the one with the least impacts to residents, businesses and public spaces.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Non-Motorized Improvements], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
271	John Doe	The input map is broken, unable to place comments even when following directions. Either way, the existing traffic volume data is clear: there is no limited access highway connection needed here. The projections are not based in reality or historic trends. This project will negatively impact the city no matter which alternative is chosen. Cancel this highway connection and put the funds to better use.	Thank you for your input. Click here to learn more about [Project Need], and other topics discussed in the project team's comment response document.

299	Dorn Van Dommelen	Hello, I am not going to comment on specific alternatives. As a homeowner on Ingra Street in Rogers Park, my home will likely be lost as a result of these plans. This was the case with Midtown Congestion, too. It's likely inevitable at some point. I do, however, want to pose a more general question about the entire planning process. Or, actually, I think I want to reject the entire premise of the PEL alternatives. In January of 2021, President Biden issued an executive order requiring all federal agencies to tackle the climate crisis. In my interpretation of this order, which I know is far from expert, the Department of Transportation is required to consider climate change in all of its decisions. This would, of course, be accounted for in any NEPA documents or pre-NEPA documents produced to investigate the impacts of construction, significant or not. This PEL study says absolutely nothing about climate change. The words are not even mentioned in the document. In my opinion, you should be considering the climate change implications of any new project of this scale. This would require alternatives that seek to reduce the use of fossil fuels not increase them by making automobile transportation easier through this corridor. Why are there no alternatives that explore these sorts of options and why was the purpose and need written without consideration to our president's executive order? As environmental professionals, you should be following, if not embracing, this executive order and its implications in the environmental review process. Please develop creative alternatives that responsibly use highway construction funds to solve the climate crisis, not exacerbate it. In the very least, mention climate change and the fact that a major transportation projects like this one has real climate implications. I would love to hear any response you might have to this comment. Respectfully,	Thank you for your input. The project will consider climate change, for any alternative that moves forward for additional design and environmental analysis. Click here to learn more about [Project Need], [Parks & Wildlife], [Neighborhood Impacts] for the project team's response and additional information.
366	Karen Peterson	Totally unnecessary project.	Thank you for your input. Click here to learn more about [Project Need], and other topics discussed in the project team's comment response document.
384	Anne Marie Moylan	From reading and considering my own objectives from living in Airport Heights on the boundary of Fairview the sense of each entity existing in its own silo is evident. This project "has no purpose and need"---that was explicitly noted in the report. Plus, all other tangential modes of transportation (such as public transport) have not been included nor sought for their long range input. This plan should be proclaimed dead in the water! Collaboration is key and not enough of it has been invited to the process.	Thank you for your input. Click here to learn more about [Project Need], and other topics discussed in the project team's comment response document.
395	Ben Norman	Dear project team, I support the comments on the PEL study by AMATS. I used to live between Gambell and Ingra and hated having to run or bike across a highway every time I left the house. The noise of the roads made it difficult to sleep at night. The alternatives provided in the draft do not address the needs of the neighborhoods in and around the study area. Alternatives like cut and cover, a bridge over Chester Creek, and a highway around the airport will destroy housing, contribute to air and noise pollution, and won't fully reconnect Fairview. I support the 2050 MTP (No Highway Connection) Alternative. I think it is an appropriate compromise as we move away from building more destructive and costly highways. I would love to see this alternative fleshed out in the next round of public engagement. Thank you,	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Project Need], [Noise], and other topics discussed in the project team's comment response document.
355	Senator Loki Tobin	"Dear Director Holland, Please allow me to extend my gratitude and thanks to your team for all their hard work in engaging with the Fairview community in developing the proposed alternatives for the Seward to Glenn Connection. I extend special thanks to Galen Jones for all his hard work as project manager. The following comments regarding the proposed alternatives for the Seward to Glenn Connection not only come from my own personal experience living near the transportation corridor, but also from my extensive engagement with the communities I represent. In the purpose and need statement, the identified purpose of the Seward to Glenn Connection Planning and Environmental Linkages Study (PEL) is to improve transportation mobility, safety, access, as well as livability and connectivity; and it is also to identify ways to improve access to and from the Don Young Port of Alaska to the interstate highway network within the study area. In reviewing the proposed alternatives, I do not believe they are in alignment with the identified purpose and need of the PEL study. Further evidence of the voracity of this belief is derived from the public comments published alongside the Draft Alternatives Report. It appears that the proposed alternatives were developed without consultation to the existing land use and neighborhood plans for the corridor because of the number of housing or business relocations proposed in many of the alternatives. Failing to integrate municipal land use plans and local metropolitan transportation plans conflicts with the stated design approach for the PEL study. Furthermore, none of the proposed alternatives in their totality meet the goals of the project to reconnect the Fairview community or address the local transportation needs of the community. The PEL study will not find a successful outcome if the alternatives work against the goals of parallel transportation planning efforts like the Reconnecting Communities Grant work that is currently occurring within the study area. With that said, I recognize that this period of public comment is not to simply select an alternative but provide actionable feedback to the PEL study team to revise the alternatives to better address community concerns and needs. There are components of each proposed alternative that bear further consideration and review. At the same time, the design team did meaningfully incorporate neighborhood priorities in each alternative, including returning Gambell Street to a main street, a "regional trail connection" (or Greenway, or Woonerf), and removing freight from Downtown. The "Interim" Alternative, also called the Metropolitan Transportation Plan 2050 (no highway connection) alternative, takes a more balanced approach to meet the purpose and needs of the study, while still being able to meet the priorities of the neighborhood. This option should be explored as a long-term solution for the corridor and for the public to consider. There are many best practices to transportation planning, like Transportation Systems Management and Operations and Transportation Demand Management, which should be integrated into each alternative. Alternative A proposes a route with far too high of an impact on existing units of residential land and further exacerbates the division of the surrounding neighborhoods; however, proposed non-motorized connections such as lane reductions on Gambell and Ingra, and directional cycle track / sidewalk would greatly improve safety for cyclists and pedestrians in the corridor. This option seems to invest in moving regional traffic at the expense of low-income and minority residents. Please consider revising this alternative to prioritize local traffic and improve non-motorized transportation assets without continuing the division of the Fairview community. Alternative B incorporates the popular concept of the "regional trail connection" or woonerf on Hyder Street that nearby residents and pedestrians would benefit from; however, the large highway proposed still maintains the same level of community division as Alternative A. Both options would have unacceptable impacts to the neighborhood. The AB1 and AB2 variations do not significantly reduce these concerns. Furthermore, if a woonerf concept is to move forward, I implore the PEL study to actively work with the Fairview community to develop a neighborhood-specific definition of woonerf as Alaska has too often seen non-local design concepts crash and burn when applied to the unique dynamics of the Alaskan ecology and environment. Unfortunately, Alternatives C1 and C2 recreate historical trends of low-income and diverse communities bearing the brunt of the negative impacts by moving freight impacts into the Mountain View community, increasing noise pollution to the Penland Parkway mobile home park, and isolating the Eastchester Flats neighborhood. With that said, the paths and sidewalks outlined in these alternatives would be very positive for the study area, but they do not outweigh the anticipated negative impacts. Overall, the project team has worked to lay out a variety of options for an expansion of regional highways, but I do not believe these options successfully meet the needs of the local community, or the goals laid out in the design approach. The underlying assumption is that the corridor must include a highway expansion and not simply seek to lower the impact of regional traffic impact on the neighborhoods in the study area. As commented by constituents at a recent meeting regarding the Seward to Glenn Connection PEL, the traffic volumes and declining population do not necessitate prioritization of regional traffic. Instead, reconnecting communities long impacted by the interstate highway should be the primary focus of the PEL study. The woonerf street on Hyder, increased trail connectors, reducing motorized lanes with added nonmotorized infrastructure, and the decreased speeds on high conflict roads are all ideas supported by the community. These beneficial investments should be pursued without continuing or relocating the negative impacts of the corridor. With Gratitude, Senator Löki Gale Tobin District I"	Thank you for your input. While there are some Transportation System Management and Operations (TSMO) and Transportation Demand Management (TDM) elements already included in the project alternatives, the project team will consider integrating TSMO and TDM elements into the alternatives. The project team will also consider a new TSMO/TDM based alternative. Click here to learn more about [Project Need], [Outreach], [Design], and other topics discussed in the project team's comment response document.. Additionally, for more information on the outreach and public comment process, Click here to learn more about [Public Involvement] for the project team's full response to the issues raised during the comment period.
171	Daniel Mckenna-Foster	Hello. Would it be possible to get the GIS layers for the proposals shown at last week's open house? Thank you.	The GIS layers were shared.
367	Clare Maxwell	Where is a link to a page that describes your two preliminary plans???	Please see our project website at https://sewardglennconnection.com/ for more information about all alternatives and plans. Additionally, Click here to learn more about [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
180	Alexis	Hi, this is Alexis, I'm part of a Channel 9 Alaska's news source. I was just reaching out about the public meeting that you guys are holding today, just regarding the seward to Glenn Highway Connection and how that how that would impact our highway network in Alaska. I was hoping to get a quick interview with someone ahead of time. Just to understand how this connection would impact Alaskans. Would it be better with the different aspects to go into it. If you have time, give me a call back. This is my cellphone number. It's also (904) xxx-xxxx. Oh, I'm planning to be at the meeting. Just give me a call if you have time, Thank you so much. Alright, bye.	*Commenter was emailed back with details.*
181	Regina Sellers	My number is xxxxxxx and I'm calling regarding that Fairview Project, which I live right on the corner of the 11th and Ingra one of the newer homes that was built in Fairview and I do see a lot of traffic accidents right there on the 11th. If you could give me a call back. Thank you	*Commenter called back.*
200	Anonymous	"Hi, I'd like to report a down the road sign and one silver around trunk road shoot me a call back at (907) 315-xxxx."	No response needed.
348	John Pratt	"Hi, my name is xxxx. Today is Wednesday, and it's about quarter of noon. I need this chat with somebody about the project. If you could call me, I'd appreciate it. My name is xxxx. You can reach me at 907-xxxxxxx. Thanks."	*Commenter called back.*
352	Dave Cyren	I'm calling about 10:15 in the morning on Friday, April 5th and wondering where I can get a hard copy of the of the [PEL] Study. I'm not able to print what's on the internet. So, I'd like to pick up a hard copy somewhere today, if that's possible, to look over. I understand that comment deadline is, like, two days away, or something, so please call me and let me know where I can pick up a complete, printed, hard copy of this to review and submit some comment on (907) xxxxxx. Thank you."	*Commenter called back.*
193	Bob Charles	Hi, Is it possible I can receive shapefiles of the Seward to Glenn Connection PEL Study alternatives? It would allow us to conduct an analysis of the alternatives in ArcGIS Pro and provide comments on the upcoming Seward to Glenn Connection PEL Study // Agencies and Tribes Committee Meeting #3. Thanks.	*Commenter sent shapefiles for project*
201	Keri Knight	Good morning. Thank you for the email. I am reaching out because we will need to move this meeting if at all possible. Can you please advise of other time options you have open for next week? Thank you.	*Meeting rescheduled*

205	Greg Durocher	I'm in favor of Alternative D, because it is the least impactful to residential and commercial structures. In these times of limited availability, minimizing housing disruptions should be paramount.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.
265	Cody Gauer	I am opposed to alternative D as it has an outsized impact on the Eastridge communities and the Chester creek greenbelt.	Thank you for your input. Click here to learn more about [Neighborhood Impacts] [Alt D], and other topics discussed in the project team's comment response document.
207	Claudia Duffield	Hello I've been a resident in Alaska for over 40 years. After studying this project, I believe options C and D are totally unacceptable and way too disruptive! Option A seems the best, with option B the next best. Both will add improvements to Fairview and meet other goals as well. Please record and consider seriously these options. Thank you,	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Alt A], [Alt B], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
208	Stacey Dean	I would like to see Option D. It keeps as many businesses and homes intact as possible. In the last 15 or so years, the DOT has torn down over 100 dwelling units in Anchorage alone. Anchorage in 2023 only built 240 dwelling units. When you continue to tear down dwelling units in a town with a huge housing shortage, this effects everyone. The loss of businesses has been great also. Not just the loss of businesses, but the loss of jobs, income to businesses while road construction is happening is a problem also. Options A & B, Options C1 & C2 take out a tremendous amount of homes and businesses. Again Option D uses park land for road ways, which Anchorage has an amazing amount. More parks than just about any city in the US. I vote to lose parkland rather than homes & businesses. We can't maintain our parks as it is.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
209	Patrick Johnson	Hello: As a resident of Airport Heights, I am deeply concerned about "Concept 1: Lake Otis-Reeve Connector" and "Concept 7: 15th Avenue Bypass" within the Seward-Glenn PEL Detailed Alternatives Report. Airport Heights and Rogers Park are vibrant and diverse communities that are attracting more and more young working professional families interested in living and recreating in the heart of Anchorage. These neighborhoods would be severely negatively affected by the dramatic increase in noise and traffic associated with the selection of either of these Concepts, and would clearly make these parts of the City less pedestrian and bike friendly. The selection of either of these Concepts would almost certainly result in a large exodus of these families from this part of Anchorage. All of the other identified alternative concepts appear to have meaningful, tangible benefits to multiple neighborhoods without significant negative effects. As a result, I strongly encourage you to remove Concepts 1 and 7 from the alternatives analysis. Of the remaining options, Concept 6 seems to clearly stand out as the alternative that would maximize benefits to multiple neighborhoods in Anchorage. Sincerely,	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Noise], and other topics discussed in the project team's comment response document.
300	Teri Penn	As the Board of the Directors of the Eastridge 1 Neighborhood Association, we are writing on behalf of the homeowners of the 88 units in our neighborhood, and the nearly two hundred of individuals living in those units. We have reviewed the content of the AMAT Draft Alternative Report for the Seward-Glenn Highway Connection. We have also attended a presentation by a representative of the Planning Environmental Linkages (PEL) process. With that background, we want you to know that after reviewing that material, we are very concerned that what is being considered is not appropriate – for several reasons. First, the PEL representative noted several times that traffic congestion is not a problem on the roads currently used to connect the Seward and Glenn Highways. If the current travel routes are not creating traffic problems, one needs to question the need for a road project that will likely cost tens of millions of taxpayer dollars. Second, there were comments in the presentation suggesting that a reason for changing to a new highway route is to improve the ambiance of the Fairview neighborhood through which the current route travels. That may be true, but Fairview has adapted to those routes over a period of decades. An alternate route would just impair the ambiance of yet other neighborhoods, including ours, as the new route travels alongside them. So, there would be no net gain in those factors. Those negative effects are clear in relation to several of the specific routes under consideration. •Proposal D is of particular concern, as it would create a freeway that passes behind our Eastridge 1 neighborhood. It would also literally be only feet away from the Eastridge 4 neighborhood (one of our partner neighborhoods on the other side of 20th Avenue). Besides creating years of noise during construction, the route would have long-lasting effects by eliminating the current quiet ambiance of our neighborhoods, not to mention a reduction in our property values. We strongly urge you to discard Proposal D. •The two C proposals both create a major freeway along the south side of Merrill Field, just north of our neighborhood. This would transform 15th Avenue, the local road that we all use to go downtown, into a freeway, and it would create traffic/freeway noise for us and the other nearby Eastridge neighborhoods. Please don't do that, either. •The various A and B proposals, which route the new highway north of Merrill Field, would have minimal effects on our neighborhoods. So, we cannot object to them for that reason. They also seem to travel along a route that is more typical of the route currently used by traffic between the Seward and Glenn Highways, so that may create less change and have less impact on current neighborhoods. However, individuals living in those neighborhoods would be better qualified to comment on the appropriateness of proposals A and B. And as noted above, one needs to question whether there really is a need for any of the proposed new freeway routes. We hope that our input is useful to you, and that you will take it into serious consideration. Proposals C and D seem truly horrific from the point of view of our current neighborhood. On behalf of our board and our homeowners, we urge you to reject the C and D proposals.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Project Need], [Noise], [Environmental Justice], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
301	Hannah Hennighausen	I support the "interim solution", which reduces lanes on Gambra and Ingall. Anyone that claims Anchorage has a traffic problem has never been to a city. There is no need to extend the Seward Highway, especially if it only facilitates faster Valley traffic to the Kenai. Every alternative (A-D) will have large, negative impacts on people living in Anchorage (whether it is Fairview, Airport Heights or Rogers Park). Saving five minutes on one's commute is not worth the degradation in quality of life and property values that will come from each of these options.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Project Need], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
313	Todd Russell	-prefer route D for the changes. I live in Chugiak, and think that it's the best way to route traffic from the north on the Glenn highway to the Seward highway, with the least amount of disruption to the Fairview area. -Respectfully, - - -	Thank you for your input. Click here to learn more about [Neighborhood Impacts] [Alt D], and other topics discussed in the project team's comment response document.
320	Dan and Cathie Keyes	My husband and I have been owners in Eastridge for 8 years. Your decisions you will make concerning the Seward-Glenn Connection could have serious adverse affect to our neighborhood. Please consider the following prior to your April 7 deadline. Residents understand the need to reduce traffic impact to the Fairview neighborhood but not by similarly impacting other neighborhoods. Please elevate the 'interim approach' as suggested by the Fairview and Airport Heights Councils, which goes a long way toward meeting multiple objectives of the project for Fairview and alleviates the negative impacts to adjoining neighborhoods. By removing Alternatives C and D from further study prior to the design phase will also cut some costs. They are not well supported and do not meet the objectives. The level of impact from several alternatives on adjoining neighborhoods, which are similarly situated to Fairview (especially Eastridge), are significant and unnecessary. Why forward alternatives with clear negative impacts of noise, air pollution, runoff, traffic, in addition to seriously harming the greenbelt and those in midtown who use it, when better alternatives exist? Access to a quiet and safe greenbelt for recreation and transportation is a huge part of why people live in midtown. In midtown we already deal with the impacts of homelessness in our neigborhoods.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Noise], [Parks & Wildlife], [Alt C1], [Alt C2], [Alt D] [MTP], and other topics discussed in the project team's comment response document.
351	Michael Coles	Reviewed again. D alternative is the most sensible. Primarily--noninvasive of neighborhoods while still providing generous park amenities and bike trail/pedestrian access.	Thank you for your input. Click here to learn more about [Neighborhood Impacts] [Alt D], and other topics discussed in the project team's comment response document.
353	Natalie Kiley-Bergen	Please consider the follow as my public comment on the Seward-Glenn Connection PEL. Please confirm receipt of this email. I would like to voice my support for Alternative D. This project came out of the need to address environmental justice issues facing the Fairview neighborhood. The current alignment of Seward Glenn Connection is part of a dark period of our transportation infrastructure history. The primary purpose of this project should be to address the needs of the Fairview neighborhood. Alternative D is the only sensible option of the choices provided. It is imperative that the selected preferred alternative does not require any business or residential relocations. It is not justified to spend federal funding on a project that forces business and residential relocations when there is an alternative that does not have these impacts. I would like to see more detailed metrics provided for how you scale the five tradeoffs categories. There needs to be robust consideration of the ramifications of a residential relocation if it is going to be compared to the impacts to park users or recreational airplane users from each alternative. Do not underestimate the depth of relocation impacts. Further, Alternative D makes great use of adjacent industrial or vacant areas less sensitive to the congestion and noise impacts from highway traffic. I also support moving the highway alignment away from downtown due to the opportunity for connected urban density that it provides in the long term. I urge you not to make the same mistakes of many environmental processes by listening more closely to wealthier NIMBY commenters coming from outside of the immediately impacted neighbood - Fairview in this example. I bet you have received comments from people in Rogers Park opposing Alternative D and any impacts to the park - perhaps some commenters even identify themselves as lawyers already indicating how fiercely they would fight this alternative. Environmental planning decisions should not hinge on the resources of their opposition to fight, sue, etc. They must be based on the best use of federal funds and balance of environmental impacts which considers our history. Thank you for your consideration.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Environmental Justice], [Noise], [Safety], [Alt D], and other topics discussed in the project team's comment response document.

365	David Lockard	I support the interim improvements proposed for Hyder Street that will improve safety and quality of life for surrounding residents. I also support the plans to re-examine traffic flow patterns and trends in the study area as these have changed and continue to change in directions not foreseen in the 2010 study. I strongly support the comments made by AMATS in Aaron Jongenelen's March 2024 letter to the DOT PEL team. I encourage DOT to recognize the decreasing population and economic activity in Anchorage as well as the impacts of potential electrification of freight and passenger rail transportation. Finally, I believe this project benefits MatSu commuters to the detriment of Anchorage residents, which is not the mission or intent of the federal funding sources.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Project Need], [Freight], [MTP], and other topics discussed in the project team's comment response document.
369	John Stabb	I prefer options C and D. Go around Fairview, not through it!	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
370	Carl Peterson	In less than a month I will be closing on a property purchase in the Fairview neighborhood of Anchorage. I have several concerns about the impact these project alternatives on my pending investment: 1) The noise and chaos associated with a major highway construction project through the heart of Fairview, 2) The detrimental impact that the construction will have on my property's value. My primary and secondary preferences are as follows: Primary preference: Interim Alternative Secondary preference: Alternative D. Alternative A, B, and C are unacceptable to me due to the proximity to my property and the years of potential construction chaos and mess associated these alternatives.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Noise], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
390	Anna Brawley	Hello, Thank you for the opportunity to provide comments on this PEL study for improving the Seward-Glenn Hwy connection, and improving safety and quality for nearby residents and anyone traveling through this area. My comments are offered both as an Assembly member, and as a professional planner. I support the alternative being considered as "Interim," because it's consistent with the design the neighborhood of Fairview has asked for, and because it appears to be by far the least impactful and likely least expensive option being presented. It requires the smallest number of road-miles, it requires the least amount of property taking, it does not construct entirely new road routes through an existing urban area, and it still achieves the core objective to improve safety for all users in the existing corridor—including and especially Fairview and East Anchorage residents. This "Interim" solution should be given equal consideration, and presentation to the public, as a viable option, and not just a temporary step to some other project. Transportation projects should be fiscally responsible, and at a reasonable scale to achieve the goals. These goals should not just be movement of vehicles and freight, because that is the problematic and narrow-minded legacy of 20th century transportation policy. We need to start choosing solutions that are less costly, consume less land, and negatively impact fewer people (not to mention, consider who is negatively impacted, historically and to the present!). The choices we have made to date about how we use our land, including transportation facilities and routes, have had negative impacts: inefficient and sprawling use of land, high costs to maintain legacy infrastructure, longer travel times, worse air quality and other pollution, etc. In addition to these costs, we have also created long-term problems by our choices to highly subsidize and prioritize single-occupant vehicle use, from road construction to maintenance costs, over all other uses. We have continually chosen to put most of our transportation money in road and highway construction, road expansion, and treated all other modes (walking, bicycling, ridesharing, and public transit) as after-thoughts, only worthy of funding if there are enough resources to first accommodate our road projects. Until we decide to change the status quo, we will continue to see the same negative impacts: pedestrian, cyclist and driver deaths; disinvestment in a core neighborhood, where we should see revitalization over time; an unsafe and unattractive environment where there should be attention to neighborhood-scale activities; and an ever-increasing maintenance cost (and backlog) for a transportation system we could never afford to maintain. On top of all these issues, because this is a State project, the State has a specific responsibility and duty to coordinate with the local government (the Municipality and AMATS), as well as the community. For too many decades, Anchorage has been subject to, not a participant in, decisions that impact how we develop as a community. Almost all of the most dangerous roads in Anchorage are State facilities, and safety of our residents never seems to be a top concern. The State does not adequately plow our sidewalks and walkways in winter, which impacts our bus system. Anchorage continually has to fight to either prioritize projects we want, or try to stop or change projects that we did not ask for, are not priorities for the communities, and have negative consequences – like the decision to build a highway through the middle of Fairview. Furthermore, the intent of this project seems to be in conflict with other choices made by AK DOT&PF on other, similar roads through Anchorage. For example, the barrier fence on Minnesota Blvd. between Northern Lights and Benson was done without community consultation, and has the impact of making an area specifically marked in our Comprehensive Plan as a "Town Center" (walkable, pedestrian-friendly commercial area) look more like it's bisected by a highway. This decision was made, ironically, at the same time the Department was actually pursuing federal grant funding under the Reconnecting Communities program, a program intended to address and begin undoing the legacy of building highways through neighborhoods. If AK DOT&PF ascribes to the philosophy that highways built through neighborhoods is harmful, has historically caused harm specifically in Anchorage in multiple neighborhoods, and that we should make different choices to correct these harms – why was this fence built along Minnesota Blvd.? Why are the alternatives in the PEL mostly proposing to take more properties, and build more miles of road, through other parts of town, rather than beginning to fix the part of town that has already been negatively impacted by another highway? On the Seward-Glenn Connection project, like all major State projects, we ask that the Municipality and community not just be consulted, but have a key role in the decisions being made. Even though Anchorage does not own all of our roads, we have historically relied on the generosity of the State to both build and maintain these major facilities – and, we have seen lower levels of service over time, as we continue to over-build our community with infrastructure we cannot maintain. This saddles Anchorage with a huge burden: the need to keep up legacy infrastructure we did not always ask for, continue to ask the State Legislature to send us capital projects to fix these roads, and at the opportunity cost of any other projects we would want to prioritize to improve our built environment. We hear continually that "Anchorage will only get so much State funding" – and we can't just pay to fix roads we don't own. I worry that this project, if built out as proposed in many of those alternatives, will be another drain on our city's ability to function long term. At some point, we need to stop making these types of choices, decide to maintain what we have, and make our community safer by designing and building our roads to reduce speed. A highway through the middle of our city does the exact opposite. Anchorage and AMATS have already been moving in this direction – we ask that DOT&PF go alongside us, and work to make all our roads safer (and easier to maintain) for all users. We can't afford another generational mistake like what has happened to Fairview. Please elevate the "Interim" solution as a practical, more affordable choice, and fully involve our community in this critical decision.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Safety], [Non-Motorized Improvements], [Community Facilities], [MTP], and other topics discussed in the project team's comment response document.
404	Stephanie Prejean	Dear AKDOT Planners, I am an Anchorage resident and of the options to connect the Seward and Glenn highways, I support the interim alternative to improve the roads for pedestrians and bicycles and connect the trails, without building a major freeway through the center of Anchorage. A freeway would be convenient for those passing through Anchorage (a small % of the population), but would destroy some Anchorage neighborhoods and/or trail systems. The need is not worth the cost. Alternatives A-D all negatively impact different parts of the city and the plan does not fully acknowledge those impacts. For example, the PEL study fails to mention the fact that alternative D would destroy the character of Roger's Park, a historic and healthy community that is already bounded by several major thoroughfares. Alternative D also severely degrades the trail system through a wilderness area that thousands of people enjoy daily. This is one of the most beautiful sections of the trail. Once we've destroyed the wilderness we can't get it back, and everyday wilderness access is a key charm of our city. For this reason Alternative D is the worst option. I question why this study area is small and East Anchorage wasn't considered for a connection.	Thank you for your input. Most of the traffic traversing the study area is trying to get to and from major destinations like downtown, midtown, the port, Elmendorf etc. A bypass around the outside of the city would not solve the problems in the study area. Click here to learn more about [Project Need], [Non-Motorized Improvements], [Parks & Wildlife], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
411	Tamas Deak	Thank you for your work within this PEL and for reaching out to the community for comments. This has been an ongoing project for over a decade and a community issue since the Ingra/Gambell couplet was created. The project also resonates beyond the Fairview community as the A/C and the I/L couplets raise similar issues. These couplets with the 5th and 6th corridor originally created the needed regional connection to Anchorage in the 60s. We as a community reached the maturity where the original purpose and need statement of this project can be achieved while the stated community goals of livebility and equity are being concurrently pursued. This cannot be done with mixing these projects as shown by every Alternative except D. Alternative D clearly provides the high speed regional link AKDOT has been looking for many years, while providing dedicated and direct access to the port and also offering projects to mitigate the existing corridors (Ingra/Gambell, 5/6th) with various improvements. The details can be further developed and promise a resolution that does not try to pretend to solve conflicting criteria (high speed and efficient movement of vehicles, low speed lively neighborhood streets) within the same physical space. This entire project with Alternative D can only work, if achieving the regional connectivity goal of the state frees Anchorage from the remnants of the previous (60 year) phase/solution of this same goal. Namely, transferring back ownership of I/L, A/C and 5th/6th couplets in addition to the Ingra/Gambell corridor to Anchorage after the improvements have been made must be part of this project and be a condition of it. Cities have a much longer lifespan that we do, but they mature and change just like we do. After 60 years the couplets will change to be more community focused as the new regional link between Girdwood and Palmer and beyond is fully built out within Anchorage with its planned and existing linkages to the various neighborhoods and employment centers. Alternative D will be able to provide the missing piece between the Glenn and Seward highways for the next 60 or 100 phase in the life of Anchorage. Thanks for the opportunity to comment.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.

318	William Still	As an Airport Heights homeowner and longtime anchorage resident, utilizing the existing ROW along Ingra and 5th makes the most sense. However, Alternative C is also viable, however there needs to be significant thought put into reducing traffic cut-through in our neighborhood. Speeding and running stop signs is a significant problem during morning and afternoon rush hours already. I believe that Lake Otis should NOT connect to the highway. This road already necks down to 1-lane, which is one of the primary issues driving traffic into City View. Drivers should be utilizing the New Seward or Boniface roadways as those are already 4+ lanes with a center turn lane. Access to East High should also be reworked to avoid congestion during pickup and dropoff.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Alt C1], [Alt C2], and other topics discussed in the project team's comment response document.
345	Nate Carlson	DOT&PF, Today I am contacting to express my concerns. As I have looked over all of the alternatives that you have introduced, one Alternative stood out the most. I really love Alternative D because it would fix a major problem that our current road system is experiencing. I love Alternative D because it wouldn't effect business, it would shorten the distance between the Seward and the Glenn Highways, it would bypass the already busy Downtown and Fairview areas, it would utilize City and State Properties and Parks and would provide a direct connection to the Glenn and Seward Highways. Alternatives A, B and C don't really fix and Address the issues already occurring in the Downtown and Fairview areas. Alternatives A, B and C would require businesses and Families to relocate something that some businesses and families can't afford. Alternatives A, B and C would require an already struggling community to Sacrifice businesses and homes that have helped the community grow and strive. I do not support and like Alternatives A, B and C because it would ruin a community that is already struggling to grow and thrive. If I were you I wouldn't go with Alternatives A, B and C because of the impact it would have on the community. I do not support the use of an interim Alternative. The interim Alternative would make things in the Downtown and Fairview areas worse as it would create a traffic nightmare in the area. You already have traffic using other routes to bypass the Downtown and Fairview areas because of the traffic issue. Do you really think an interim alternative is going to work? I don't see the interim alternative working at all and I see the interim alternative creating more issues than the area can already handle. In a few years you will be back at the drawing board if you go with the interim alternative because of issues the interim alternative will create. This study that is being done is to help fix the problems that the Downtown and Fairview areas have been and are experiencing. The Downtown and Fairview areas have been asking for fixes and alternatives to be looked at for years and now the Downtown and Fairview area's would rather choose an alternative that won't work and will end up hurting the area even further if there choice is selected. If I were you I would go with Alternative D because of the minimal impacts it would have. Alternative D wouldn't effect business, it would shorten the distance between the Seward and the Glenn Highways, it would bypass the already busy Downtown and Fairview areas, it would utilize City and State Properties and Parks and would provide a direct connection to the Glenn and Seward Highways. I vote for Alternative D because it wouldn't hurt the Downtown and Fairview areas and it would allow traffic traveling through not to have to deal with the traffic in the Downtown and Fairview areas. I am asking you to pick and go with Alternative D which bypasses the Downtown and Fairview areas and would provide a direct connection to the Seward and Glenn Highways. Please consider	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
373	Sarah Cronick	Greetings, Good People of the Roads: I am born and raised Anchorage, Alaskan. I moved back several years ago to devote myself to helping make the place that raised me a wonderful place to live. For everyone. I have bragged to friends around the world about our greenbelt system, diverse peoples, and special neighborhood nooks. Anchorage is a city like no other when it comes to getting around: your likelihood of bumping into a bear is just as high as seeing an eagle on your drive to work. As you stare in awe at the White Raven, you keep your eye on the road for pedestrians making mad dashes to avoid being hit, which unfortunately happens too often. I was fortunate to grow up on the Hillside, where the transportation issues look quite different than downhill. The focus there is primarily expanding access to our beloved Chugach Mountains and snow removal. The neighborhoods are quiet, clean, preserved, well kept, and safe. Pristine and ideal living for those who can afford to live there. I now live downtown, in the heart of the city. I live in the only affordable housing in my South Addition neighborhood. While I am again fortunate to live in one of Anchorage's special nooks, it means I drive through and engage in the areas the Seward-Glenn Proposals would affect the most. I see what happens to neighborhoods and the lands they lie on when roads become the focus, instead of the people, parks and lands, businesses, and community centers which the people rely on. Instead of connecting one another through means that build community, poorly planned road systems create dangerous divisions, separation, and perpetuate systematic discriminatory practices. I strongly oppose all proposed plans for the Seward-Glenn Connection. I agree with the points brought forth from the Anchorage Metropolitan Area Transportation Solutions (AMATS) and know there are better ways to improve our roadway system. We must ask ourselves: Who are these plans benefitting? Who are they not? Why is that? What is the consequence of destroying the homes and livelihoods of the Good People living in these parts of town? How can we work together to improve their neighborhoods, and thus our entire city? How can we work together to create a thriving community for everyone, especially those living in disadvantaged areas? We are only as strong as our weakest parts. Right now, these areas are some of the most strained in our city. We need to shift our focus to improving these neighborhoods rather than decimate them as if they don't matter. These areas are the heart of our city. They are a reflection of our own hearts, and what we are capable of. Yes, hearts break. But, from the wise words of Leonard Cohen, "That's how the light gets in." It's time to mend our city's broken heart.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
399	Ben Matheson	Thank you for the chance to make comments and for providing detailed descriptions of the several alternatives. The study's purpose statement provides an excellent starting place for alternative development. "The purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port of Alaska by all modes (including people on foot, bicycles, or buses) while improving community cohesion." However, all of the highway building alternatives (Alternative A, Alternative B, Alternative C, and their variants) worsen local connectivity, safety, and livability in the study area and do not advance the major goals of the plan development. Point #2 of the AMATS staff comments (available here https://www.muni.org/Departments/OCPD/Planning/AMATS/Technical_Advisory_Committee/2024/030724/5B_AMATS_Letter_on_PEL_Alterantives.pdf) describe this broad mismatch between the proposed alternatives and the study's purpose and need. 1.The alternatives shown do not match up with the purpose and need. The alternatives show a focus on regional connectivity (building a highway facility) versus local connectivity and mobility. The 2050 MTP travel demand modeling shows that regional connectivity through 2050 is largely unchanged for vehicle delay without a highway connection. The System Performance Report for this project stated that, "A good part of the shift into LOS F [for PM Peak] is on the Glenn Highway in the northeastern corner of the Anchorage Bowl, and along the Glenn Highway and 5th Avenue within the project area. The LOS is not expected to rise to an unacceptable LOS within most of the study area." (LOS stands for Level of Service, which is a measure of vehicle traffic congestion). Additionally, the System Performance Report for the project show that the change for vehicle hours of delay is almost non-existent aside from the Glenn Highway, which is also very low. There appears to be little or no justification for the construction of a highway connection at the expense of the community." The alternatives that rely on a trenched freeway in particular do not improve local connectivity or livability and should not be further developed in alternatives. The alternatives do not meaningfully address bike and pedestrian mobility and safety in the study area. The AMATS staff comments (available here: https://www.muni.org/Departments/OCPD/Planning/AMATS/Technical_Advisory_Committee/2024/030724/5B_AMATS_Letter_on_PEL_Alterantives.pdf) describe the alternatives' general misalignment with the 2050 MTP (as well as many other state and local plans): "6 . The alternatives do not match up with the 2050 MTP goals to maintain existing infrastructure, improve safety and security, improve access and mobility options, promote a healthy environment, and advance equity. The alternatives also do not match up with the Federal-aid Highway Program performance goals of infrastructure condition and environmental sustainability." The alternatives do not accurately display or attempt to quantify the impacts from the removal of homes, businesses, and greenspace. Future depictions of these alternatives should show plainly the homes and businesses that are removed as part of the highway expansion. The alternatives do not include serious consideration of public transit, nor do they consider anything from the broad set of tools available in Transportation Systems Management and Operations (TSMO) practices. The alternatives do very little to encourage mode shift from vehicles to other forms of transportation and instead expand and invest in the specific urban freeway that is the source of community concerns and one of the core drivers of this PEL study. The viaduct alternative in Alternative D imposes a massive downgrade of the quality, experience, and functionality of the Chester Creek Trail - which is Anchorage's primary east-west bicycle and pedestrian corridor. This viaduct or any use of greenbelt space for highway use should not be pursued. The inclusion of Woonerf style streets is a good inclusion and should be incorporated into future plans. The inclusion of greenbelt trail connections is also a positive development and should be pursued. Thank you again for the chance to comment.	Thank you for your input. Click here to learn more about [Project Need], [Neighborhood Impacts], [ROW/Relocation], [Safety], [Non-Motorized Improvements], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.

403	Hannah and Kevin	The Seward to Glenn Connection PEL is a solution (build a highway!) in search of a problem. PEL presents a set of highway-linkage alternatives to reach that pre-determined solution, but that fail to meet most of the purpose and need criteria established. In fact, all of the action alternatives presented would be detrimental to safety, community cohesion, and the local travel needs of residents that live, play and work in the area. The alternatives report and accompanying StoryMap describe numerous problem statements but offer a series of alternatives that focus narrowly on addressing one or two at the expense of the issues of greatest importance. The Purpose and Need report states that the purpose is to: "improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and POA by all modes (including people on foot, bicycles, or buses) while improving community cohesion. The intent is to (1) maintain the functionality of the NHS while meeting the local travel needs of residents that live, play, and work in the area and must safely travel across or along those roadways; 5 and (2) improve neighborhood connections, quality of life, and accommodate adopted plans, as practicable" Nothing in this statement requires construction of a highway through Anchorage; however in this PEL, DOT&PF has narrowly constrained alternatives to those that include highway construction. Rather than "Balancing Issues and Challenges" (as suggested in the StoryMap), DOT&PF offers a single solution to "maintaining the national highway system (regional) functionality" at the expense of every other purpose and intent identified above. Alternatives take the form of asking the public to decide which neighborhood to destroy. Further, the report and StoryMap give lip service to improving safety, the needs of all users, and livability and neighborhood connections for the affected neighborhoods when in fact the "features" described for each alternative are largely measures that poorly mitigate the impacts of new highway construction. As such, the range of alternatives is inadequate. In the end, the purpose as written should not presume highway construction and alternatives should not be constrained to those that include highway construction. Rather, DOT&PF should consider alternatives that focus on moving people (on foot, by bike, or in cars) and materials (via truck, vehicle, or train) through Anchorage safely and for the maximum benefit and livability of our community. Efficiency of movement should be sought but should not take precedence over the people who live here. This is especially true given the lack of evidence that efficient movement of people and goods through Anchorage is actually a problem as described by AMATS in their comment letter: "The 2050 MTP travel demand modeling shows that regional connectivity through 2050 is largely unchanged for vehicle delay without a highway connection. The System Performance Report for this project stated that, "A good part of the shift into LOS F [for PM Peak] is on the Glenn Highway in the northeastern corner of the Anchorage Bowl, and along the Glenn Highway and 5th Avenue within the project area. The LOS is not expected to rise to an unacceptable LOS within most of the study area." (LOS stands for Level of Service, which is a measure of vehicle traffic congestion). Additionally, the System Performance Report for the project show that the change for vehicle hours of delay is almost non-existent aside from the Glenn Highway, which is also very low. There appears to be little or no justification for the construction of a highway connection at the expense of the community." Further, from data provided in Origin-Destination Study Report, it is not clear that there is extensive "regional" traffic moving through the Seward-Glenn corridor at times of peak traffic. Rather, the majority of inbound traffic on the Glenn appears to start the MSB/CER and NE Anchorage and use the Glenn corridor to access locations in Downtown, the Northwest, and to a lesser extent, Midtown. Evening patterns appear similar but in an opposite direction. These users would be served by improvements along the Glenn, options which do not require significant impacts on Anchorage neighborhoods. The origin-destination data for the Seward link appear somewhat more diverse but also seem to indicate a general pattern of people moving towards the northwest and downtown areas. Most importantly, the origin/destination of traffic during peak times should be strongly considered when developing alternatives. Alternatives C and D appear to miss this point entirely with the likely end result of worsening access to Downtown for both westbound and northbound traffic rather than improving it. Finally, safety and community connectivity would be better served by alternatives that slow speeds through the corridors, reduce the number of driving lanes, separate sidewalks and promote more use by pedestrians, etc. Notably, these are problems addressed by many of the Projects in the 2050 MTP, an alternative acknowledged in the Alternatives Report but ignored in the StoryMap except as a "Interim Alternative" on the second to last slide. Recommendations, given that none of the identified alternatives sufficiently address the Purpose and Need statement: • DOT&PF should fully evaluate the 2050 MTP as an alternative and fully disclose this alternative to the public. • DOT&PF should fully evaluate the 2050 MTP Alternative with a variation that considers improved access to the POA (i.e., the industrial road along 1st Ave included as part of Alternative C1). • DOT&PF should develop alternatives based on actual origin/destination patterns. For example, DOT&PF should consider alternative options to improve northbound (i.e., to East Anchorage and the MSB) traffic flow along 5th/6th Avenues that do not involve a highway connection. From experience, afternoon northbound traffic on the Glenn Highway is primarily constrained by the lights at Concrete and Reeve Blvd, not the Seward-Glenn intersection. The study should evaluate adjusting timing and/or removing these lights (and providing alternative Base Access if needed) as a solution to help mitigate traffic issues. The proposed alternatives, and particularly Alternatives C and D (and their variations) will only exacerbate this issue by creating another pinch point at on/off ramps to access downtown and/or C/A Streets. • If improving connectivity between areas south of Anchorage and those to the north is a driving need, three high-speed multi-lane roads already exist that connect South Anchorage to Northeast Anchorage in the form of Minnesota to 5th/6th Ave/Glenn, C/A Streets to 5th/6th Ave/Glenn, and Tudor to Muldoon. DOT&PF should consider whether any of these roads could provide the desired improvements to "regional" traffic flow. While these options would affect the communities through which they travel, they should also be considered as alternatives to construction of highway though Fairview, Eastridge, Airport Heights, Mountain View, and/or Penland Park. • All maps of Alternatives should be shown on aerial imagery to allow the public to see how many homes would be directly affected by all alternatives. This is particularly important in our city where the lack of affordable housing is already a major issue. • The evaluation of all alternatives should consider maintenance and operations costs. The safe and efficient travel of cars and pedestrians through core parts of our city is more impacted by DOT&PF's inability to maintain existing roads and sidewalks than a lack of highways. This is especially true for timely snow plowing and snow removal. Construction of additional highways when we currently are underfunding the maintenance and operations of existing ones will not meet the project purpose and need. I live in the study area and work in the study area. I travel on the study area roads by car, bike, and on foot daily. We love our community and the accessibility it offers to downtown, the trail system etc. All of the action alternatives presented would significantly negatively impact the economics and neighborhood connections of some of Anchorage's most diverse and valued neighborhoods. I strongly urge DOT&PF to significantly revise the range of alternatives to address all aspects of the purpose and need and prioritize people over roads. Sincerely, Hannah Griego & Kevin Sullivan	Thank you for your input. MTP 20250 was approved after the DOT&PF had already developed and published the alternatives for this project. Nonetheless the project team will be fully evaluating the 2050 MTP as an alternative and will fully disclose this alternative to the public. If no build improvements result from this study, the MTP 2050 will be the implemented solution. DOT&PF has agreed to examine additional enhancements to the MTP 2050 alternative including considering improved access to the POA, additional transit service, and demand management/system management solutions that do not involve building highway connections. The project team evaluated highway alternatives because MTP 2040 had a highway connection (Alternative A) in that adopted plan. The scope for the PEL study was intended to help refine the vision for the "Seward-Glenn Connection." In addition to being in the adopted plan when this PEL started, it is also the preferred alternative in Fairview's neighborhood plan. When the Highway-to-Highway project EIS was cancelled there were two highway connection alternatives still on the table (Alternatives A and C) and Alternative A remained in the MTP. Fairview was left without answers as to if or where a highway might be build. Answering that question is central to the PEL. The Seward Highway and Glenn Highway provide important connections from both the north and south and as such are designated as Interstate Highway and National Highway System routes. Fairview has been impacted by this traffic for more than 50 years. A key aspect of the study is to try to find a place to for this regional traffic that reduces the impacts to Fairview to allow Gambell and Ingra Streets to be returned to more local-serving travel. DOT&PF agrees that addition roadway classifications that do not warrant a highway should be examined and has agreed to develop such solutions in the next phase of the PEL study. Please see the full Public Meeting 4 PI and Comment Summary to see the study team's response to all of the key public concerns raised during the comment period.
362	Frank Rast	The Bicycle/ Pedestrian Corridor connecting the Glenn/Seward Hwy to the Coastal Trail should be on 3rd Ave, west of the buttress. Reeve Blvd should also be a designated connection	Thank you for your input. The project team will consider this design suggestion if this alternative moves forward.
387	Jack Bonney	The interim alternative reducing lanes on Gambell and Ingra and improving nonmotorized facilities on Hyder seem like a sensible, measure approach. The alternatives presented seem most focused on quickly moving traffic through the study area. It appears that C might I don't know that any fix Fairview and downtown, they just move the noise and the multilane route around. Is there any way for this connection to traverse the study area without just creating a river (or if depressed) a canyon of cars? C1 and C2 get a fair amount of traffic away from downtown and Fairview. Could these or the A or B alternatives include cut and cover tunnels to further reduce noise and improve connections in the neighborhoods they traverse? D alternative is just awful.	Thank you for your input. The project team will be considering the potential for tunnels or covers over depressed sections to help mitigate impacts. Click here to learn more about[Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D] , and other topics discussed in the project team's comment response document.
393	Nate Carlson	DOT&PF, Today I am contacting to express my concerns. As I have looked over all of the alternatives that you have introduced, one Alternative stood out the most. I really love Alternative D because it would fix a major problem that our current road system is experiencing. I love Alternative D because it wouldn't effect business, it would shorten the distance between the Seward and the Glenn Highways, it would bypass the already busy Downtown and Fairview areas, it would utilize City and State Properties and Parks and would provide a direct connection to the Glenn and Seward Highways. Alternatives A, B and C don't really fix and Address the issues already occurring in the Downtown and Fairview areas. Alternatives A, B and C would require businesses and Families to relocate something that some businesses and families can't afford. Alternatives A, B and C would require an already struggling community to Sacrifice businesses and homes that have helped the community grow and strive. I do not support and like Alternatives A, B and C because it would ruin a community that is already struggling to grow and thrive. If I were you I wouldn't go with Alternatives A, B and C because of the impact it would have on the community. I do not support the use of an interim Alternative. The interim Alternative would make things in the Downtown and Fairview areas worse as it would create a traffic nightmare in the area. You already have traffic using other routes to bypass the Downtown and Fairview areas because of the traffic issue. Do you really think an interim alternative is going to work? I don't see the interim alternative working at all and I see the interim alternative creating more issues than the area can already handle. In a few years you will be back at the drawing board if you go with the interim alternative because of issues the interim alternative will create. This study that is being done is to help fix the problems that the Downtown and Fairview areas have been and are experiencing. The Downtown and Fairview areas have been asking for fixes and alternatives to be looked at for years and now the Downtown and Fairview area's would rather choose an alternative that won't work and will end up hurting the area even further if there choice is selected. If I were you I would go with Alternative D because of the minimal impacts it would have. Alternative D wouldn't effect business, it would shorten the distance between the Seward and the Glenn Highways, it would bypass the already busy Downtown and Fairview areas, it would utilize City and State Properties and Parks and would provide a direct connection to the Glenn and Seward Highways. I vote for Alternative D because it wouldn't hurt the Downtown and Fairview areas and it would allow traffic traveling through not to have to deal with the traffic in the Downtown and Fairview areas. I am asking you to pick and go with Alternative D which bypasses the Downtown and Fairview areas and would provide a direct connection to the Seward and Glenn Highways. Please consider. Thanks,	Thank you for your input. Click here to learn more about [ROW/Relocation], [Parks & Wildlife], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D] , and other topics discussed in the project team's comment response document.. Additionally, Click here to learn more about [MTP] for more information on the MTP 2050 interim alternative and how the project team has analyzed key issues raised during the public comment period.

183	James Lincoln	Dear DOT, I love Figure 27: Alternative D because it would minimize the impact on the surrounding communities and businesses. I love figure 27 because it would keep E 15th Avenue and DeBarr Rd connected. I love the idea that Figure 27: Alternative D would shorten the distance and bypass the Fairview and Downtown area. I love and like that Figure 27: Alternative D runs through an existing park. Unlike other figures and alternatives that were presented I feel like Figure 27: Alternative D would have less of an impact on traffic during the time of construction as this project could be done in phases. Figure 27: Alternative D could happen in 2 or 3 phases. I love that Figure 27: Alternative D addresses several issues that the current area faces. Unlike other figures and alternatives, Figure 27: Alternative D would not affect businesses and the surrounding communities. I would like to urge you to go with Figure 27: Alternative D as it would allow for a smoother transition and would allow surrounding businesses and communities not to be affected. If we are going to connect the Seward and Glenn Highway we should use the alternative route with the less impact. I again urge you to go with Figure 27: Alternative D.	Thank you for your input. Please see the Public Outreach Summary for Public Meeting 4 and Comment Period to see how the project team responded to all key issues raised during the comment period. Visit pages [ROW/Relocation], [Parks & Wildlife], [Alt D], and other topics discussed in the project team's comment response document.
206	Larry Cantergiani	Adding more detail, I still feel alternates A through AB2 are difficult and displace far too many commercial and residential and look like a logistical nightmare, these are not good short- or medium-term options. Alternate C1 and C2 are closer to reality but still displace residential and commercial. Alternate D still makes the most sense by a large margin, zero commercial and residential displacement and a great use of public land. The Viaduct over Chester Creek will protect the existing trail system along with other trail improvements, I am an avid cyclist and ride through this area every day in the summer and very often in the winter along the Chester creek trail and greenbelt and I still support Alternate D	Thank you for your input. Please see the Public Outreach Summary for Public Meeting 4 and Comment Period to see how the project team responded to all key issues raised during the comment period. Visit pages [ROW/Relocation], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
310	Nate Carlson	DOT&PF, Today I am contacting to express my concerns. As I have looked over all of the alternatives that you have introduced, one Alternative stood out the most. I really love Alternative D because it would fix a major problem that our current road system is experiencing. I love Alternative D because it wouldn't effect business, it would shorten the distance between the Seward and the Glenn Highways, it would bypass the already busy Downtown and Fairview areas, it would utilize City and State Properties and Parks and would provide a direct connection to the Glenn and Seward Highways. Alternatives A, B and C don't really fix and Address the issues already occurring in the Downtown and Fairview areas. Alternatives A, B and C would require businesses and Families to relocate something that some businesses and families can't afford. Alternatives A, B and C would require an already struggling community to Sacrifice businesses and homes that have helped the community grow and strive. I do not support and like Alternatives A, B and C because it would ruin a community that is already struggling to grow and thrive. If I were you I wouldn't go with Alternatives A, B and C because of the impact it would have on the community. I do not support the use of an interim Alternative. The interim Alternative would make things in the Downtown and Fairview areas worse as it would create a traffic nightmare in the area. You already have traffic using other routes to bypass the Downtown and Fairview areas because of the traffic issue. Do you really think an interim alternative is going to work? I don't see the interim alternative working at all and I see the interim alternative creating more issues than the area can already handle. In a few years you will be back at the drawing board if you go with the interim alternative because of issues the interim alternative will create. This study that is being done is to help fix the problems that the Downtown and Fairview areas have been and are experiencing. The Downtown and Fairview areas have been asking for fixes and alternatives to be looked at for years and now the Downtown and Fairview area's would rather choose an alternative that won't work and will end up hurting the area even further if there choice is selected. If I were you I would go with Alternative D because of the minimal impacts it would have. Alternative D wouldn't effect business, it would shorten the distance between the Seward and the Glenn Highways, it would bypass the already busy Downtown and Fairview areas, it would utilize City and State Properties and Parks and would provide a direct connection to the Glenn and Seward Highways. I vote for Alternative D because it wouldn't hurt the Downtown and Fairview areas and it would allow traffic traveling through not to have to deal with the traffic in the Downtown and Fairview areas. I am asking you to pick and go with Alternative D which bypasses the Downtown and Fairview areas and would provide a direct connection to the Seward and Glenn Highways. Please consider.	Thank you for your input. Please see the Public Outreach Summary for Public Meeting 4 and Comment Period to see how the project team responded to all key issues raised during the comment period. Visit pages [Neighborhood Impacts], [ROW/Relocation], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
311	Peter Roberts	I live in East Fairview north of 15th and commute almost every day by either bike or car to/from downtown. I think Alternative D makes the most sense for my neighborhood, contractors, and motorists. Unlike routes that must maintain traffic flow adjacent to/during construction, this route makes use of land that is either vacant or muskeg. Construction could proceed at an unharried pace. The buffer on either side of the new road will mitigate noise during and after construction and be the most esthetically pleasing. Once finished the old through-streets of Gambell and Ingra (also Hydra) could be improved in the best possible way. The Northway Mall is now a derelict building so removing it would solve two problems at once. Also, this is the shortest route.	Thank you for your input. Click here to learn more about [ROW/Relocation] [Noise], and other topics discussed in the project team's comment response document.
383	Andrew Gilbert	Alternative D gets my vote. (1) I have no business or residential interests within the area of any alternative, but with the way the real estate market is in Anchorage, I feel for anyone who would be negatively impacted with relocation. (2) I think a viaduct over park area is absolutely fine. All trails and parks in Anchorage are already in an urban environment to one extent or another. (3) I like the shorter (and therefore faster) linkage between north and south Anchorage.	Thank you for your input. Click here to learn more about [ROW/Relocation] [Alt D], and other topics discussed in the project team's comment response document.
391	Luc Mehl	Thank you for collecting feedback on the PEL study. My overall concern is that ... given out fairly steady population, the money required for these proposals would be better spent on other community upgrades. I prefer options A, B, and suboptions that upgrade the existing Seward and Glenn corridors rather than create a diagonal connector. 'Simply' rounding the corner is preferable. I live in Airport Heights and proposals C and D would likely result in us moving to a different part of town. The existing highway noise is already one of the few drawbacks to this neighborhood. But I get it. People would be displaced either way. I hope it is not me. Thanks,	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt C1], [Alt C2], [Alt D], and other topics discussed in the project team's comment response document.
398	William Schmid	Alternative D - 1. It allows Fairview to become a real neighborhood again. 2. Traffic flow with Alt D is the smoothest flow and the least amount of private property being taken. Avoiding some level of disruption and acquisition costs. Traffic going to midtown and beyond will not have to use Fifth Avenue stop and go traffic. 3. With the trestle has the least amount of vehicular vertical up and down; thus eliminating some level of noise.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [Noise], [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.
170	Alberta Lippitt	I just wanted to mention that I have seen a 1950 map of Anchorage where the bypass for the city or town as it was back then was Tudor and Muldoon. Using those streets bypassed the rest of the town. In other cities in the US, I have noticed that there is a similar arrangement for some roads to be a bypass of the city so that drivers don't have to enter the city and get mixed with local traffic. It would have been easy for this arrangement in 1950, few people lived on Tudor and Muldoon compared to today. I am not sure how easy it would be to use these streets as the community bypass, but I wanted to let you know of past design. Thank you	Thank you for your input. The project team is aware of this of this design, which is outside our study area. We appreciate your attention to the matter.
174	David Hassell	• No alternative C all no! • No alternative D all No! • Missing light rail link to the airport and downtown and UAA • Yes alternative B	Thank you for your input. Please see [Non-Motorized Improvements], [Alt C1], [Alt C2], [Alt D] , and other topics discussed in the project team's comment response document. Additionally, while we will be investigating alteranative ways to remove traffic from the project area, it has generally been the case that Anchorage does not have the population base to support a light rail system. Based on the origin-destination study completed for the project, a light rail system on the route suggested would not meet the travel needs of the trips occurring on the National Highway System in the study area.
322	Jeenean Ferkinhoff	Incorporating an "express" lane (changes direction depending on busier traffic flow) would add an extra lane for rush hour traffic. It could even allow the total width of the roadway to be narrower while still maintaining the same traffic flow. an express way could also work throughout the Glenn Hwy., Minnesota Hwy., C St., etc. See example of Seattle express lanes at: https://wsdot.wa.gov/travel/roads-bridges/express-lanes	Thank you for your input. Congestion is not part of the purpose and need. A reversible express lane would still result in conflicts between regional traffic and local/pedestrian traffic and not meet local planning vision. Click here to learn more about [Project Need], and other topics discussed in the project team's comment response document.
378	Amanda Bourne	Alternative D Design sounds like the best possible solution. I like the idea of completely bypassing downtown. Seward to Dowling to MLK Dr. then to Boniface was the best route to the Glenn for a while. I think this will be the best option for travelers and will probably cut more travel time bypassing downtown.	Thank you for your input. The project team is aware of the route suggested. Most of the traffic traversing the study area is trying to get to and from major destinations like downtown, midtown, the port, JBER, etc. Bypassing downtown would not solve the problems in the study area.
337	Alice Young	"Yes, this is xxxxxx at chat area code (907) xxxxxx. I'm calling about Glenn To Seward Highway Connection and I wanna voice my opinion are to having that route there. Either, route C or D, and I think that the best connection would be the one that goes up fifth, and he had been going, are that actually, Gamble Street? At that turns into the Seward Highway, I think that original route would be the best route that would protect both you and airport heights, and I'm also concerned about how they're going to do ot. It looked like on plan. They were going to have a bike trail through East 16th Avenue, and it just brings more traffic into our neighborhood, and 16th and 20th are already overwhelmed with extra traffic. That goes through our neighborhood,so I'm a long time resident here, and I really much don't want to see this neighborhood broken up OK, Thank you."	*Commenter called back. Click here to learn more about [Non-Motorized Improvements], and other topics discussed in the project team's comment response document.*

175	Gary Snyder	Thanks for sharing these diverse alternatives. 10-15 years ago, I argued for what is essentially your alternative C1. I am glad it was included here, and it makes the most sense to me. It has potential to reconnect N + S Fairview if the highway is depressed and better utilizes land around Merrill Field and Northway Mall. IT makes the shortest connection that still allows easy access to downtown while still keeping most traffic out of downtown. I also like that it makes use of existing routes and stays out of the Chester Creek Greenbelt, so it protects some nature and wetlands in town. I am sure cost will factor into the decision, but I prefer C1 (not C2).	Thank you for your input. Click here to learn more about [Design], [Parks & Wildlife], [Safety], [Alt C1], [Alt C2], and other topics discussed in the project team's comment response document.
330	Elizabeth Newell	Strongly prefer D, the viaduct I live in south Anchorage. I visit downtown, Eagle River, and the senior center. I also use the greenbelt. Alternative D looks to be the best for the most number of people. It reserves urban centers as urban centers. It reduces distance and fuel use for those traveling between south Anchorage and Eagle River.	Thank you for your input.
171	Erin Ruebelmann	Hello, Aftee reviewing the proposed alternatives I wanted to provide feedback that Alternative D looks like it would be the most preferred option in terms of alignment that would have the least negative impacts on the surrounding neighborhoods while increasing access to the desired areas. Thank you,	Thank you for your input.
172	Mark Gordon	Congratulations! By the time this project actually turns dirt, it will only be a half century late. The problems I see after a review of project proposals is that they appear to be designed to please everybody on paper, and will infuriate everybody upon completion. All proposals ignore the Seward Highway between Fireweed and 36th. This will turn an already nightmarish choke point into complete gridlock. As a Mat-Su resident seeking a way through Anchorage, I'll be continuing to avoid that like I now avoid the Fukushima Fallout Zone. Hell, I won't live to see this circus act conclude, anyway. A merciful God blessed humanity with an escape hatch from this kind of social insanity, and that's the exit ramp I'm looking for. No sign bent up by ditch divers needed.....	Thank you for your input. This project would be designed to connect to the improvements identified in the Midtown Congestion PEL. That document should be consulted that document for additional information. Additionally, please see the public outreach summary for public meeting #4 and Comment period for the study team's full response to key issues raised during the comment period.
186	Jean Funatake	Prefer variant AB1 with port option 1.	Thank you for your input.
188	James Lincoln	D	Thank you for your input.
202	James Lincoln	Dear DOT, I love Figure 27: Alternative D because it would minimize the impact on the surrounding communities and businesses. I love figure 27 because it would keep E 15th Avenue and DeBarr Rd connected. I love the idea that Figure 27: Alternative D would shorten the distance and bypass the Fairview and Downtown area. I love and like that Figure 27: Alternative D runs through an existing park. Unlike other figures and alternatives that were presented I feel like Figure 27: Alternative D would have less of an impact on traffic during the time of construction as this project could be done in phases. Figure 27: Alternative D could happen in 2 or 3 phases. I love that Figure 27: Alternative D addresses several issues that the current area faces. Unlike other figures and alternatives, Figure 27: Alternative D would not affect businesses and the surrounding communities. I would like to urge you to go with Figure 27: Alternative D as it would allow for a smoother transition and would allow surrounding businesses and communities not to be affected. If we are going to connect the Seward and Glenn Highway we should use the alternative route with the less impact. I again urge you to go with Figure 27: Alternative D.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Neighborhood Impacts], [Design], [Alt D], and other topics discussed in the project team's comment response document.
255	Richard Martin	I have made Anchorage my home since I arrived in 1977. Having examined all the Alternate routes presented for this project, Alternate D would have minimal amount of impact to neighborhoods while allowing for efficient through traffic flow.	Thank you for your input. Please see [Alt D], and other topics discussed in the project team's comment response document.
260	Scott McMurren	Seward to Glenn Public Outreach staff: The Rogers Park Community Council (RPCC) transportation committee requests that you add the following paragraph to the public comment record for the Seward to Glenn Connection PEL Study. We'd also appreciate a reply so that we know you received this email. Thank you. *At its regular March 4, 2024 meeting, Rogers Park Community Council voted in favor of the following statement, by general consent of those present: The Rogers Park Community Council opposes Alternative D of the Seward Highway to Glenn Highway Connection Planning & Environmental Linkage Study Draft Detailed Alternatives Report dated February 2024 .*	Thank you for your input. Please see [Alt D], and other topics discussed in the project team's comment response document.
309	Paul	Why are we no longer preparing alternatives that follow the original concept of cut and cover along Ingra street. Do I have the false perception that the public comment process has been gradually used by DoT to steer comments away from this concept?	Thank you for your input. Alternative A and B are concepts that are similar to the alignments suggested. DOT&PF has decided to look at potential tunnel alternatives. For alternatives that move forward, covers over portions of the alignment remain a potential mitigation. Click here to learn more about [Alt A], [Alt AB1], [Alt AB2], [Alt B], and other topics discussed in the project team's comment response document.
363	G. Nelson	Dear DOT&PF, AMATS, and Project Team: There is a lot of good work in the draft detailed alternatives report (Feb 2024). My understanding from the project presentation at our community council and the meeting at Fairview Community Center hosted in part by Sen. Loki Tobin, is these are draft concepts and you are seeking input about how to make them better and about issues to consider. Purpose and Speed. The purpose and need is generally good. It is the right thing to work to minimize impacts to the Fairview neighborhood and resolve the status of the highway so that the neighborhood (and downtown more broadly) can flourish without unknowns hanging over the area. It appears an important consideration is the interpretation of the phrase "maintain the function of the National Highway System." This implies the function is not currently broken, and the project manager present at our community council meeting said the project is not about accommodating more traffic or making traffic go faster, it is about safety in the corridor and, in my interpretation, a better overall package for all modes of transportation—pedestrians, bikes, and cars/buses. With that in mind, I suggest that a "highway-speed" freeway through the project area is not necessary and that all the alternatives could be revisited to see if impacts can be reduced by allowing for lower speeds and stoplights. Working hard to create a freeway through this area when Fireweed, Northern Lights, Benson, and 36th still have major stoplight intersections does not make sense. And if DOT&PF's goal is, in fact, to create a freeway from highway to highway, the project should return to the H2H project area (Tudor to Bragaw, more or less) and avoid "segmenting" the intended project. Alternatives. While the purpose and need generally is good, it is NOT good to transfer road impacts to other places. Impacting Chester Creek Greenbelt parkland and Rogers Park, South Fairview, Eastridge, and Penland Park residences under Alternative D is a terrible idea. While it is legal under federal law to "take" homes and businesses, with fair compensation, it is not legal under federal transportation law to "take" parkland just because it is open land and appears available and easy. I believe the only exception is when there is literally no other option. The set of alternatives presented appears to indicate that there ARE other options that would have little or no use of important parkland, and the substantive use of dedicated parkland at Eastchester Park—even for pilings for an elevated road—should be dead on arrival. I understand DOT&PF probably had to look at it, but please remove it from the mix. Besides affecting the greenbelt park, Alternative D would: •Block solar access to a broad swath of homes and the Pioneer Home along the north side of the greenbelt, •Create new noise impacts to residences especially those at or above the elevation of the (elevated) road surface both in Rogers Park and South Fairview, •Create air pollution next to homes in new areas. •Fill wetlands and change the wetland hydrology and function of the North Fork of Chester Creek for the worse. The C Alternatives are better, principally by avoiding the Eastchester greenbelt park. Note that the transient campground on Merrill Field, open to the flying public, and Sitka Street Park also appear to be protected park and recreation lands. The Gambell-Hyder-Ingra alternatives (A, B, and AB) are intriguing and more in line with original concepts for this kind of project. I assume the expansive "lids" considered in the past, wide enough for separated pathways and expansive green space or even full-fledged park facilities, do not appear here because they are considered too expensive. However, showing at least one fully developed broad lid in the middle of Fairview connected with the regional trail could be an attractive oasis, similar on a smaller scale to the attraction that Midtown Park has become in an otherwise desolate hodge-podge of development in that part of town. Port Access. One of the best features of Alternatives C and D is the port access connection to the Airport Heights/Mountain View Drive/Glenn Hwy intersection. It appears to be a good goal to get any regional truck traffic off the surface streets of the downtown and Fairview areas, and the Alternative A and B truck routes retain truck traffic in those areas. Moving trucks under any alternative to the Mountain View Dr area and then sending them through a trench if they are going south appears to make the most sense. It is only slightly 'out of the way' to direct south-bound truck traffic this way. 'Interim' Alternative. The biggest omission in the alternatives report would appear to be consideration of the "Interim Alternative" not as interim but as a fleshed out concept that is a true alternative to evaluate equally next to others. We currently have stable or declining population and, as stated above, it appears the function of the National Highway System to accommodate or move traffic is not seriously at issue here. Complete investigation of using all possible downtown/Fairview projects in the 2050 plan and enhancing them as needed is warranted as a separate alternative (or perhaps more than one alternative). As an example, this alternative could be enhanced to borrow features of other alternatives. Consider running westbound Glenn Hwy traffic on or parallel to 3rd Ave and retain eastbound on 5th. From surface intersections somewhere between 6th Ave and 9th Ave, 1-2 lanes of traffic turning south could enter a trench, and 1-2 heading north could leave a trench. The other end of the trenches would be at the bluff south of 15th Ave. Such an alternative would benefit from no on- ramps or exits in this relatively short trenched section, reducing land impacts and saving cost. (Any freeway alternative could benefit from exploration of no on-ramps or exits between Mountain View Drive and Fireweed, which would truly separate the through traffic from the local traffic.) Gambell and Ingra surface streets would continue to operate as a couplet with 1-2 lanes each direction. It appears there would be an issue with getting the surface traffic on and off the through-road at the south end; perhaps the surface streets could double-stack for a short distance over the through-road in the Chester Creek area to make this happen within the right of way. Surely two separate trenches would have construction issues, but two narrow trenches instead of one wide trench should make bridges over the trenches substantially shorter, with less depth to each bridge, therefore less depth of the trench, and therefore no more expense overall. Merrill Field Alternative. It appears that Merrill Field was considered essentially as protected property. However, it is principally municipal land and already functions for transportation and industrial purposes. It appears that a viable alternative could be created by placing a 'Fairview bypass,' perhaps only one lane each direction, in a lidded trench along the west side of Runway 16/34. This would keep industrial transportation uses together and minimize the splitting of neighborhoods. I envision this transitioning to an open trench parallel to the south side of 15th similar to Alternative C. The bypass portion would have no exits between the Mountain View Dr interchange and Fireweed and would be intended entirely for regional truck, bus, and car traffic. Regional Trail. The ideal regional trail would function as a bike freeway, like the Chester Creek, Campbell Creek, and Coastal trails—with no need to stop for road crossings. Therefore, under any alternative that is trenched, it may be possible to achieve a better regional trail by following the top of the trenched freeway, connecting with each cul-de-sac. This bears further exploration. Sullivan Arena. It appear the current southbound exit from the Sullivan and Ben Boeke Arenas at Gambell would be eliminated under the A, B, AB, and C alternatives. Assuming the Sullivan Arena is hosting large events, is southbound traffic, adequately accommodated? I am glad to hear that that NeighborWorks Alaska has a Reconnecting Communities planning grant and that DOT&PF and NeighborWorks are collaborating. I am anxious to see the outcome of the joint planning effort for the betterment of the project and this important part of Anchorage.	Thank you for your input. The project team will consider this design suggestion if this alternative moves forward. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Cost], [Noise], [Environmental Justice], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] , and other topics discussed in the project team's comment response document..

Lindsey Hajduk	Hi Fairview PEL project team, **CLICK HERE TO SEE** attached for comments on behalf of NeighborWorks Alaska. Please let us know if you have any questions on the information included in in the document. Best, Lindsey	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Cost], [Noise], [Environmental Justice], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP], and other topics discussed in the project team's comment response document.
Cassandra Raun	Good morning, **CLICK HERE TO SEE** the attached resolution, passed unanimously by the Rogers Park Community Council on April 8, 2024. Our council strongly opposes Alternative D of the Seward Highway to Glenn Highway Connection Planning and Environmental Linkage Study Draft Detailed Alternatives Report (PEL report). Thank you for your review and consideration. Sincerely, Cassandra Raun Secretary, Rogers Park Community Council	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Environmental Justice], [Alt D], and other topics discussed in the project team's comment response document.
Chelsea Ward-Waller	Good evening, **CLICK HERE TO SEE** the Airport Heights Community Council resolution that was passed at our last meeting. Thank you again for giving us some extra time to get our comment submitted. Thanks! Chelsea -- Chelsea Ward-Waller 907.575.8583	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [ROW/Relocation], [Parks & Wildlife], [Neighborhood Impacts], [Environmental Justice], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] , and other topics discussed in the project team's comment response document..
James Thornton	Dear Seward Glenn Connection Team, **CLICK HERE TO SEE** attached Fairview Community Council Resolution Passed by the membership Thursday, April 11th 2024. Thank you for accepting it after the public comment deadline as our scheduled meeting fell just after it. Sincerely, James Thornton President, FVCC	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Cost], [Noise], [Environmental Justice], [Safety], [MTP] , and other topics discussed in the project team's comment response document..
Jody	Greetings, **CLICK HERE TO SEE** a copy of Government Hill Community Council's 2024-002 Resolution regarding the Seward-Glenn PEL. Please include this resolution as our "comment." Thank you for the opportunity to comment. Best, Jody	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Cost], [Noise], [Environmental Justice], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] , and other topics discussed in the project team's comment response document..
AMATS	**CLICK HERE TO SEE** a copy of the AMATS Community Advisory Committee Comments.	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] , and other topics discussed in the project team's comment response document..
AMATS	**CLICK HERE TO SEE** a copy of the AMATS Staff Comments.	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Safety], [Alt A], [Alt AB1], [Alt AB2], [Alt B], [Alt C1], [Alt C2], [Alt D], [MTP] , and other topics discussed in the project team's comment response document..
Anchorage Parks Foundation	**CLICK HERE TO SEE** a copy of the Anchorage Park Foundation Comments Dear Planning Team, Thank you for the opportunity to offer comments. All my best, Diana	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Non-Motorized Improvements], [Safety], [Alt D], and other topics discussed in the project team's comment response document..
Bike Anchorage	Hello, **CLICK HERE TO SEE** a copy of Bike Anchorage's comments on the Seward-Glenn PEL alternatives. Thank you! Alexa Dobson (she/her) Executive Director, Bike Anchorage (907) 351-5793	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Non-Motorized Improvements], [Safety], [MTP] and other topics discussed in the project team's comment response document..

Eastridge Condominium Board of Directors	**CLICK HERE TO SEE** the a copy of the official comment letter from the Eastridge 4 Condominium Board of Directors.	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Environmental Justice], [Alt D], and other topics discussed in the project team's comment response document.
Catholic Social Services	**CLICK HERE TO SEE** the a copy of the comment letter from Catholic Social Services.	Thank you for your input. Please see the Public Outreach Summary Public Meeting #4 & Comment period for the project team's full response to key issues raised during the comment period. See pages [Parks & Wildlife], [Neighborhood Impacts], [Safety], [Alt A], [Alt AB1], and other topics discussed in the project team's comment response document..

Public Comment Log

Map Pin Number	Commentor	Comment	Response	Closest Reference Points	Alternative
M26	Lindsey Hajduk	The East-West connection is cut off with very few bridges or pedestrian bridges (for this and alts A, B, AB1, AB2). Caps or additional should be considered to add better connection.	The project team will consider this suggestion if Alternative A moves forward for detailed study. The project team will be considering the potential for tunnels or covers over depressed sections to help mitigate impacts. Additionally, click here to learn more about [Alt A], and other topics discussed in the project team's comment response document.	11th & Hyder	A
M100	-	General comment for all alts: How does transit interface with each option?	Transit routes that are in adopted plans will be accommodated either with a bridge or rerouting. These details will be considered for alternatives that move forward for detailed study. Click here to learn more about [Alt B], and other topics discussed in the project team's comment response document.	8th & Gambell	B NonMotorized
M101	-	Should the average person be able to understand these interchanges? I don't.	Thank you for your input. Click here to learn more about [Design], and other topics discussed in the project team's comment response document.	Northway Mall	C1
M102	Erik Jones	Taking a step back and looking at all the Alternatives, this seems to achieve the goal of 'reconnecting' Fairview the best by impacting the least number of private properties. Yes, it may impact Anchorage's precious greenbelt. However, if designed well, we could maintain the feel of our greenbelt trails. The feel should be similar to how the Campbell Creek Trail crosses under Minnesota or New Seward Hwy (except more head room please!). Trail users will still be able to ride, run, roll, ski, etc. and Fairview will be whole again. Not only that, but truck traffic to the port will also be routed to the north of Ship Creek, reducing impacts on that multi-use trail rather than using the N C St bridge.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Freight], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M103	Jackie A McConnell	Alt D redistributes traffic generated by cars passing through downtown to get to a point on the other side of the city! However, it is important to ensure that measures are taken to reduce noise, protect the flora, consider air quality, and other related issues in the surrounding parks. This plan has the potential to greatly improve our city's traffic situation.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester & Sitka	D
M104	Janel Walton	This is a much more intelligent option that helps to correct the damage done to Fairview community. There are things that are not perfect, but of all the alternatives presented, this one does the best job of stopping people from trying to use 15th to cut off the highway (5th ave) traffict. This also does a much better job of getting people where they want to go, which is NOT Fairview. It also utilizes some park land that is practically unusable anyway due to the dampness of accumulated water.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Sitka St Park	D
M105	Janel Walton	This map makes it look like you can get from A street to 15th, but there is actually a bridge underpass there. They only way for people taking A to get to the new highway would be to use 16th and the very dangerous curve of Eyak or overshoot the turn off to another heavily residential and highly pedestrian area on 13th. The map need to be fixed to reflect this issue.	People would be able to take 16th Avenue to Gambel Street to 15th to get to the highway (they would not need to use Eyak). Gambell Street would connect to 16th Avenue and be a two-way street. Click here to learn more about [Alt AB2], and other topics discussed in the project team's comment response document.	A St & McGrath	AB2
M106	Kevin Sullivan	Global comment: All maps for public outreach should have satellite imagery available so the public can better see housing and neighborhood impacts.	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	3rd Ave	A
M107	Bridget	This proposal will greatly affect the Eastridge neighborhoods. It would be a freeway that passes behind Eastridge 1 neighborhood and only feet away from the Eastridge 4 neighborhood. It would also affect the neighborhoods of Airport Heights significantly. The route will affect the Sitka Park, Tikishla Park, Davenport fields and the most beloved Chester Creek Trail that is enjoyed by all of Anchorage. This proposal will create years of noise during construction. This proposal as well as proposal C will affect far many more neighborhoods than the one of Fairview which the Seward Green Connection is trying to save.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Sitka St Park	D
M108	-	Alts B, AB1, and AB2 would have devastating impacts to homes, businesses, and churches along Ingra. Greater Friendship Baptist Church is a historic property and Alaska's first Black church. It cannot be relocated.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Alt AB1], and other topics discussed in the project team's comment response document.	13th & Ingra	AB1
M109	-	The map should have a legend that stays in view as you scroll in and out. And why use such blocky linetypes instead of just solid colored lines? Makes it hard to zoom in and see the details.	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	5th & Ingra	A NonMotorized
M110	-	This exit appears to be downtown access, which is left (west) of the highway. Driver would take 6th avenue exit, then left on Juneau, then left on 5th? This access point needs more definition since this is likely the highest volume highway to downtown intersection. What happens when the lights (if any) are out of sync and traffic backs up the exist ramp?	Thank you for your input. Click here to learn more about [Design], [Alt A], and other topics discussed in the project team's comment response document.	6th & Ingra	A
M111	-	There should be more ped crossings of the highway here. Every year, people die along this corridor to access the businesses. Though controlling the crossings could reduce the collisions, it could also greatly impact access to businesses for people on foot.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Safety], [Alt B], and other topics discussed in the project team's comment response document.	4th & Unga	B NonMotorized
M112	-	This area has a high volume of pedestrians. When snowbanks are present, these people will be invisible to drivers. When snowbanks aren't present, drivers are likely to speed through the area. The 3-lane spenard project is nice, but even at low speeds it is VERY easy to almost hit a pedestrian. Additional traffic calming measures should be considered, such as speed tables, and safety measures such as lit cross walk signs to alert drivers.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Design], [Alt A], and other topics discussed in the project team's comment response document.	9th & Ingra	A NonMotorized
M113	Alyse Daunis	This would be super disappointing if it went through our Greenbelt. Our trails and open space is one of the best things about Anchorage! Please reconsider.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	19th & Orca	D
M114	Janel Walton	This map makes it look like you can get from A street to 15th, but there is actually a bridge underpass there. They only way for people taking A to get to the new highway would be to use 16th and the very dangerous curve of Eyak or overshoot the turn off to another heavily residential and highly pedestrian area on 13th. The map need to be fixed to reflect this issue.	People would be able to take 16th Avenue to Gambel Street to 15th to get to the highway (they would not need to use Eyak). Gambell Street would connect to 16th Avenue and be a two-way street. Click here to learn more about [Alt D] of the response document for additional information.	A St & McGrath	D
M115	-	See previous comments in Alt A and Alt B regarding the highway curve, northbound access to downtown, greenbelt impacts, usefulness of Hyder St spending, 5th avenue updates (Alt A). This plan features the least desirable aspects of both Alt A and Alt B. Do not recommend.	Thank you for your input. Click here to learn more about [Design], [Cost], [Alt AB1], and other topics discussed in the project team's comment response document.	4th & Juneau	AB1
M116	-	This highway runs right along a significant and well-established homeless camp and thoroughfare. How will materials and workers be protected during construction? It is unlikely that the camp and related support services will move once the highway is completed. Has there been consideration on how this plan would make the area "better" or if it would formally (albeit unintentionally) create a "skid row"?	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt A], and other topics discussed in the project team's comment response document.	3rd & 1st	A
M117	-	Pedestrian and bike use of new regional trail on Hyder and existing street on Gambell is unlikely due to real and perceived safety concerns until the neighborhood is re-outfitted. This will be perceived by the public as an unsuccessful project and waste of tax dollars indefinitely.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Safety], [Alt B], and other topics discussed in the project team's comment response document.	11th & Hyder	B NonMotorized

M118	-	I prefer this alternative over alternatives C or D, but I believe that any smoothing of the roadway between the glenn and seward highways will ultimately increase speeds along that roadway and decrease people's comfort spending time as pedestrians, bikers, or just people (outside of cars) in its vicinity. I believe that the only alternative that will improve locals' and visitors' experiences of downtown and fairview, as well as rogers park and airport heights, will be reducing the number of lanes on Gambell and Ingra and slowing traffic down.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Safety], [Neighborhood Impacts], [Alt A], and other topics discussed in the project team's comment response document.	Ingra St	A
M119	Laura Fox	This is one of the few areas in midtown where wildlife can hang out relatively undisturbed. Cutting an at-grade highway right through the middle of it would negatively impact Anchorage's wildlife and increase car collisions with moose.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Orca Pl	D
M12	Charles Springer	We should look to Norway as our guide for this project. A tunnel from the Glen to the Seward is the best long term solution. Costly sure; but if we really are serious, a tunnel is the best long term solution. The current plans are simply lipstick on a pig.	The project team will be considering the potential for tunnels or covers over depressed sections to help mitigate impacts. Additionally, click here to learn more about [Alt A] of the response document for more detailed information.	Muldoon Interchange	A
M120	Robert French	This option wipes out WAY too many businesses and homes.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt A], and other topics discussed in the project team's comment response document.	11th Ave & Ingra	A
M121	Janel Walton	I hate this alternative. How is this really any different than it is now. The Fairview Neighborhood will be cut in half even more than it was before. We won't even be able to drive across the street or walk across to see a neighbor. Terrible idea.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt A], and other topics discussed in the project team's comment response document.	A St & McGrath	A
M122	-	I'm surprised the regional trail runs along the west side of the highway, rather than on the east side. I think I'd prefer the east side, and move the highway to the west, rather than the strange crossover at 15th Ave.	The project team will consider this suggestion if Alternative A moves forward for detailed study. Click here to learn more about [Alt A] of the response document for additional information.	Ingra St.	A NonMotorized
M123	-	Move the trail to the west side of the highway connection to avoid criss-crossing the highway.	The project team will consider this suggestion if Alternative B moves forward for detailed study. Click here to learn more about [Alt B] of the response document for additional information.	Ingra & Juneau	B NonMotorized
M124	-	Five blocks is a long way to get between pedestrian bridges (9th to 13th). There needs to be more access points connecting the neighborhoods to encourage non-motorized use.	Additional crossings of Alternative A can be considered if this alternative moves forward for detailed development. Click here to learn more about [Alt A] of the response document for additional information.	13th & Ingra	A NonMotorized
M125	Janel Walton	I hate this plan. This completely cuts me off from my neighbors across the street. How is this fair for Fairview. Our neighborhood has already suffered decades of mistreatment by dumping highway traffic through the middle of our neighborhood and how you want to make it even worse with culdasacs without a way to walk across to see the East or West side of Fairview. This is a major disservice to our neighborhood and it unfairly dumps a state wide transfortation issue on one of the poorest neighborhoods in Anchorage.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Non-Motorized Improvements], [Alt B], and other topics discussed in the project team's comment response document.	14th & Hyder	B
M126	Robert French	Because of the poor quality of the map, I can't tell which businesses will be "Taken"	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt A], and other topics discussed in the project team's comment response document.	Industrial Way	A
M127	Janel Walton	This plan is just too much for the neighborhood. This would impact our most historical and important buildings like the Greater Friendship Church. This plan is wrong and again, destroys Fairview even more than it already has had to endure for decades.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Community Facilities], [Alt AB1], and other topics discussed in the project team's comment response document.	13th & Juneau	AB1
M128	-	The regional trail should have lots of traffic calming for Ingra. This mostly residential street has born the brunt of the highway for decades. People don't use their front doors, what would they do without alleys? They should get LOTS of beautiful greenway magic along this roadway.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt A], and other topics discussed in the project team's comment response document.	11th & Ingra	A NonMotorized
M129	-	Chester creek greenbelt natural environment would suffer under Alternative D. This is a loss for Anchorage's livability; parks and trails benefit residents and tourists and are a draw for those considering a move the our city.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M130	-	Expect substantial pushback and possible delays from businesses that currently front 5th Avenue, that would now be unintuitively accessed from 3rd avenue.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt B], and other topics discussed in the project team's comment response document.	3rd & Unga	B
M131	-	This is a bad alternative. In an effort to restore Fairview, this alternative negatively impacts other parts of Fairview (!), Airport Heights and Rogers Park. This alternative does not prioritize pedestrians and users of the Chester Creek trail system. It will lead to additional pollution and road noise (of which there is already too much).	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Non-Motorized Improvements], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M132	-	The main street idea is nice, but consider the challenges other parts of town have keeping storefronts occupied, while avoiding a strip mall environment. The noise from the highway will discourage pedestrian street use. The narrow space between the highway and the back of the new "main street" buildings will be a magnet for homeless camps and petty crime.	Thank you for your input. Click here to learn more about [Neighborhood Impact] [Non-Motorized Improvements], [Alt A], and other topics discussed in the project team's comment response document.	9th & Gambell	A
M133	-	Alt C1 and C2 split Fairview north and south while impacting surprisingly nice street design on 15th between Ingra and Orca. The plan should bring the neighborhood together.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt C1], and other topics discussed in the project team's comment response document.	15th & Latouche	C1
M134	Brent Ramsay	I do not support any 4 lane highways being built alongside the Airport Height neighborhood.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Kuskokwim St	D
M135	Janel Walton	Yikes! How many businesses and homes are you planning to take out for this project!? This isn't ok at all. Additionally, nothing has been done to heal Fairview and the bisecting they have enduring for 75 years due to this terrible road system rammed through the middle of this historically underserved and exploited by the state for transportation purposes	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Alt AB2], and other topics discussed in the project team's comment response document.	Latouche & Karluk	AB2
M136	-	This is an interesting use for an underutilized main road in Anchorage, but what then becomes of 5th avenue, which is now too wide? The stretch of town across from Merrill Field is already a sort-of seedy no man's land. 5th Avenue is guaranteed accelerated decline and neglect without a plan.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Safety], [Alt A], and other topics discussed in the project team's comment response document.	5th & Sitka	A
M137	Janel Walton	Terrible plan. Far too much damage to the neighbors and the neighborhood's cohesiveness.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Alt C1], and other topics discussed in the project team's comment response document.	Juneau St	C1
M138	-	See comments on AB1. This plan is messy.	Thank you for your input. Click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Alt AB2] of the response document for additional information.	6th & Juneau	AB2
M139	Janel Walton	This map makes it look like you can get from A street to 15th, but there is actually a bridge underpass there. They only way for people taking A to get to the new highway would be to use 16th and the very dangerous curve of Eyak or overshoot the turn off to another heavily residential and highly pedestrian area on 13th. The map need to be fixed to reflect this issue.	People would be able to take 16th Avenue to Gambel Street to 15th to get to the highway (they would not need to use Eyak). Gambell Street would connect to 16th Avenue and be a two-way street. Additionally, click here to learn more about [Alt C2] for the project team's response.	A St & 15th	C2
M14	-	There are many major potential relocations along the corridor with all the Alts through Fairview. Why hasn't a relocation of FNBA been explored to offer better options for the highway or trail, etc.?	There is sufficient DOT&PF right-of-way for project alternatives to get past FNBA. Acquiring FNBA would not reduce right-of-way or relocation impacts elsewhere along the project corridor. Additionally, click here to learn more about [Neighborhood Impacts], [ROW/Relocation], [Alt AB1] of the response document for additional information.	15th & Ingra	AB1
M140	-	An exit to Lake Otis would reap immediate rewards with southbound Glenn traffic going to UMed. This may allow reduced lanes (2 per side) on the stretch of highway between 15th and New Seward.	Thank you for your input. The project team is constantly looking for suggestions to provide the best outcome. Additionally, click here to learn more about [Alt D] of the response document for additional information.	Merrill Field Dr	D
M141	-	Expect substantial slowdowns here. All it takes is one driver who is texting or an icy patch during the shoulder seasons and traffic backs up substantially, encouraging drivers to use alternate routes through neighborhoods.	Thank you for your input. Click here to learn more about [Design], [Alt A], and other topics discussed in the project team's comment response document.	4th & Ingra	A
M142	Robert French	These curves wipe out many viable businesses	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt B], and other topics discussed in the project team's comment response document.	Karluk & 6th Ave	B
M143		See comments on Alt A about a plan for 5th Avenue.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt C1], and other topics discussed in the project team's comment response document.	5th & Sitka	C1

M144	Laura Fox	This alternative would seriously degrade the user experience on the Chester Creek trail, which people throughout Anchorage use daily and which is a major draw to our city. Whether this alternative would meaningfully improve other already-developed areas like Fairview is purely speculative, while whether it will degrade Anchorage's greenspace (at everyone in the entire city's expense) is certain. A viaduct this big and long also seems like it would be extremely expensive and cause other logistical problems. Would it be safe in an earthquake? Would the snow be plowed off of it onto the trail below?	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Cost], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M145	Laura Murray	Today, April 2, Anchorage voters will decide on 2 Propositions totaling $8,350,000 for the renovation and rehabilitation of Anchorage trails and parks and improved public access to Chugach State Park. Alaskans value our extraordinary relationship with nature, and hopefully both Propositions will pass resoundingly. Contrary to improving parks and trails, Alternative D would decimate neighborhood parks, the precious wetlands along Chester Creek and the abundant wildlife that flourish there. The impacts of noise, air and light pollution would scar our midtown jewel of Chester Creek Trail and forever change the habitant of the surrounding area. When further considering this Alternative, please think like Alaskans. Take it off the table!	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Sitka & Eastridge	D
M146	-	This plan has the easiest highway to downtown connection from southbound Glenn, but northbound traffic would continue through the neighborhood as alternatives to A and C streets. It's worth considering how this would impact proposed street design and land use, and the goal of unifying Fairview.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	13th & Ingra	D
M147	Liz Moore	This spot has a lot of pedestrians from Rogers Park/Chester Creek trail to the shopping and restaurants on Fireweed. It is often difficult to cross, especially in winter when their are tall snow banks. Crosswalks are currently only on the South crossing, but snow is often only cleared in the on the north side, meaning pedestrians must cross the road more times then truly necessary, increasing exposure to traffic. Bike crossings are especially difficult.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Alt A], and other topics discussed in the project team's comment response document.	Fireweed & New Seward	A NonMotorized
M148	Michael Teo	I prefer option D. I appreciate to the low impacts, using land that is not usable for a lot of other things, and the restoration of the neighborhood in Fairview.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Sitka & Eastridge	D
M149	Robert French	This wipes out way too many homes and businesses, and still blocks the majority of cross highway traffic, and still is a major divider of the Fairview Community	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Alt B], and other topics discussed in the project team's comment response document.		B
M15	Jeanne Bowie	Whitney Road is a better freight route to the Port, since it runs through the more industrial area, avoids the N C St bridge over Ship Creek, and keeps trucks away from the Ship Creek Trail and Downtown	Thank you for your input. Click here to learn more about [Freight], [Alt A], and other topics discussed in the project team's comment response document.	Whitney Road	A
M150	Janel Walton	This map makes it look like you can get from A street to 15th, but there is actually a bridge underpass there. They only way for people taking A to get to the new highway would be to use 16th and the very dangerous curve of Eyak or overshoot the turn off to another heavily residential and highly pedestrian area on 13th. The map need to be fixed to reflect this issue.	People would be able to take 16th Avenue to Gambel Street to 15th to get to the highway (they would not need to use Eyak). Gambell Street would connect to 16th Avenue and be a two-way street. Additionally, click here to learn more about [Alt C1] for more detailed information on this alternative.	A St & McGrath	C1
M151	-	Agree with other commenter, that we can maintain use of of these parks with smart design, however bridges over swampy land is extra engineering and construction cost.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Cost], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M15A	Bridget	This Alternative is not much different than Alternative D. It will affect neighborhoods. Just by construction noise alone - for 5 years. But most important the Chester Creek trail will be impacted no matter how much care is taken. This Alternative should not be considered.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Alt C1], and other topics discussed in the project team's comment response document.	Sitka St Park	C1
M16	-	This plan keeps 5th as a thoroughfare to downtown from the highway. While I support reducing lanes and beautification, those actions should be made with the understanding that is a road, not a street. It will be tempting to make this a "stroad" but not only is that poor design, it would be unfortunately consistent with Anchorage's apparent desire to look like an Anytown USA.	Thank you for your input. Click here to learn more about [Design], [Alt D], and other topics discussed in the project team's comment response document.	5th & Tetlin	D
M17	Phil Cannon	Rather than negatively comment on all of the other different options individually, I would just like to say that this is clearly the most sensible solution. There are costs to every option of course, but this option makes use of public land, it requires the destruction of the fewest home and businesses and it completely avoids cutting through fairview (which is the big one). I do not live in Fairview, but the traffic on 15th, Gambell, Ingram and 5th have completely disrupted and irreparably hurt that community and every effort should be made to avoid trying to continue to use those roadways in any form.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.	Sitka St Park	D
M17A	Bridget	Agree with this comment and think it should be seriously considered.	Thank you for your input. Click here to learn more about [Freight], and other topics discussed in the project team's comment response document.	N/A	N/A
M18	Barbara Pape	There are existing on-going unaddressed seepage/runoff issues from the closed Merrill landfill on E15th Avenue at the toe of the west end. It is possible long-term maintenance of any improved road sections along the Merrill landfill may prove challenging and costly due to changing conditions associated with the closed landfill.	Thank you for your input. Click here to learn more about [Design], [Cost], [Alt C1], and other topics discussed in the project team's comment response document.	15th & Sitka St	C1
M18A	Barbara Pape	Please move forward no design concept that will route additional traffic to the north end of Lake Otis. Turning is unsafe at 16th and Lake Otis - traffic travels too fast. Actions are needed to improve year-round safety of the Lake Otis segment between Northern Lights and E15th/Debarr intersection. This Lake Otis road segment reduces to 1 or 1.5 lanes from 2 lanes for northbound and southbound traffic due to winter snow maintenance practices (there's nowhere for snow to go while keeping the sidewalk open, no there's no separation between traffic and sidewalk users). Please also address the year-round safety concerns at the Lake Otis and E20th intersection for motorized and non-motorized traffic. Walkability should be improved along Lake Otis for access to UMED and grocery services since bus access was reduced a few years ago.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Safety], [Alt C1], and other topics discussed in the project team's comment response document.	Lake Otis & 16th Ave	C1
M19	Barbara Pape	I do not support a connection from the Seward Highway to Glenn Highway. And specifically not through the center of any Anchorage neighborhood due the end result of relocating issues from one neighborhood (Fairview) to another (Airport Heights). Issues including safety, noise, and reducing quality of environment due to proximity of a freeway/expressway.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt A], and other topics discussed in the project team's comment response document.	8th & Hyder	A
M20	Barbara Pape	I do not support Alt C or D concept due to relocating negative impacts to the Airport Heights area. Please see comments I provided on Alt C. Additionally City light pollution is already an issue (please, no more 4K/4K+ lights – low or high elevation). Please consider light pollution in any designs moving forward – so that it is possible to occasionally see a night sky with stars.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Design], [Alt D], and other topics discussed in the project team's comment response document.	15th & Lake Otis	D
M21	Barbara Pape	o I support implementation of smaller projects for neighborhood benefits rather than large projects that will impact other neighborhoods and take many years to study and construct. The Gambell street lane reduction and separation of vehicle and pedestrian traffic is a good idea. Seems it would better to keep it one way rather than two for safety of ped crossing and folks that occasionally sleep along that roadway. If reduced, where would the peak traffic flows routed from this area impact?	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Non-Motorized Improvements], [Alt B], and other topics discussed in the project team's comment response document.	11th & Gambell	B
M22	Barbara Pape	o Developing a simple at-grade overpass for the Glenn Highway-Airport Heights intersection (similar to Bragaw overpass) would enhance connectivity between north and south community areas, improve walking access to the shopping center north of the highway and prepare for potential redevelopment of the Northway Mall area. This feature would improve traffic flow for vehicles exiting Anchorage, mitigate the safety issue of pedestrian traffic and folks standing on curbs in center of islands soliciting handouts, and accommodate potential future improvements for POA traffic routing.	There is an interchange planned in Alternative B at the Glenn Highway-Airport Heights, similar to Bragaw. Having a highway interchange connection to Airport Hts/Mountainview Dr. is important for traffic circulation to connect to destinations such as the fire station, Alaska Regional Hospital, and the U-Med district. Additionally, click here to learn more about [Neighborhood Impacts], [Safety], [Alt B], and other topics discussed in the project team's comment response document.	Airport Heights & Glenn Hwy	B

M23	Bob Charles	This is the best alternative.	Thank you for your input.	Glenn Hwy	D
M24	Barbara Pape	It would be a community benefit to develop improvements for the Seward Highway crossing at Chester Creek and E20th to improve safety for pedestrians and cyclists who use this trail section, while also minimizing winter maintenance impact to the greenbelt and waterway.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Alt B], and other topics discussed in the project team's comment response document.	20th & Ingra	B
M24A	Barbara Pape	I do not support a connection from the Seward Highway to Glenn Highway through the center of any Anchorage neighborhood due the end result of relocating issues from one neighborhood (Fairview) to another (Airport Heights). Airport Heights already experiences issues with vehicle noise and airfield noise – please take no actions which would increase noise in this corridor. Or separate Airport Heights from convenient access downtown.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt C1], and other topics discussed in the project team's comment response document.	Alaska Regional Hospital	C1
M25	-	Using 3rd Avenue would remove one of the few healthy greenbelts in the downtown area. Is there a re-vegetation plan?	The alignment for Alternative A is actually routed north of 3rd Avenue. No changes along 3rd Avenue would required. Additionally, click here to learn more about [Design], [Alt A], and other topics discussed in the project team's comment response document.	3rd Ave	A
M25A	Phil Cheasebro	Agree. By far, this is the best option, and avoids residential and commercial property impacts. Use of Northway plot is attractive. Well done.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.	Sitka St Park	D
M27	-	On all proposed alternatives, I am concerned about impacts to the fireweed/seward highway intersection. I believe cars will be traveling at high speeds from the north and their first stop light/pedestrian interactions will be this here.	Thank you for your input. Click here to learn more about [Design], [Safety], [Alt C1], and other topics discussed in the project team's comment response document.	New Seward & Fireweed	C1
M28	Rick Harrison	This route does the most to alleviate traffic congestion. The whole route is a new road, all the other alternative plans use parts or all of existing routes, thus not having as big of an impact. This route will potentially create the least amount of traffic disruption, because almost all of this route is on land that is not developed and currently not being used.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.	Merrill Field	D
M29	-	This design asks for a total overhaul for a large stretch of neighborhood with many property owners. Substantial incentives for investors would be needed to make this plan successful. These incentives would compete with those active or proposed in other parts of downtown, which would not achieve muni's objectives.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt C1], and other topics discussed in the project team's comment response document.	9th & Hyder	C1
M30	Janel Walton	This map makes it look like you can get from A street to 15th, but there is actually a bridge underpass there. They only way for people taking A to get to the new highway would be to use 16th and the very dangerous curve of Eyak or overshoot the turn off to another heavily residential and highly pedestrian area on 13th. The map need to be fixed to reflect this issue. More work needs to be done to ensure that people are not trying to access 15th by taking the 90 deg angle uphill blind-curve road of Eyak or the very steep Cordova.	People would be able to take 16th Avenue to Gambell Street to 15th to get to the highway (they would not need to use Eyak). Gambell Street would connect to 16th Avenue and be a two-way street. Additionally, click here to learn more about [Safety], [Design], [Alt A], and other topics discussed in the project team's comment response document.	A St & McGrath	A
M31	Bridget	How about a truck route that caters more to the shipping of goods from the Port? Like Alternative A or B? During the public meeting I attended, it was quoted that 80% of the shipping in Alaska come from the Port of Anchorage.	The Port access routes shown in Alternatives A and B will be considered with other alternative that more forward into the next phase of the PEL.	N/A	N/A
M31A	-	I am concerned that running a highway through this greenspace will negatively impact anchorage residents who use this area as a natural park. Greenspaces are important to Anchorage residents.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Sitka St Park	D
M32	-	two may streets disconnected on this one.... It doesn't feel like this unifies the neighborhood.... more like a super highway in our backyard.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt B], and other topics discussed in the project team's comment response document	11th & Juneau	B
M33	-	I am concerned about noise and visual impacts to chester creek trail users, animals, and residents of the neighborhoods to the north and south.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M34	-	See comments Alt A about slowdowns on the curve.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt C1], and other topics discussed in the project team's comment response document.	Ingra & Tyonek	C1
M35	Jeanne Bowie	I don't believe that crossing many trucks over the N C Street bridge is a good idea. You would definitely need to rebuild this bridge. This alignment seems to have many more impacts than the truck route going along Whitney Road.	Thank you for your input. Click here to learn more about [Freight], [Alt C1], and other topics discussed in the project team's comment response document.	N C St	C1
M36	-	seems like the trail going by sullivan area would be better served than parallel with the highway. Seeing there is already events going on in this area... why not make the trail go right next to it?	These improvement suggestions will considered if Alternative AB2 moves forward for detailed development in the next phase of the PEL. Click here to learn more about [Non-Motorized Improvements], [Alt AB2], and other topics discussed in the project team's comment response document.	16th & Gambell	AB2 NonMotorized
M37	-	These bypass options do a better job of reconnecting east and west Fairview, but they aren't perfect. The C options disconnect and isolate East Chester Flats, this historic Black neighborhood with lots of great dense homes, and the senior center. There need to be many more improvements to connect the neighborhood to the north.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Design], [Alt C1], and other topics discussed in the project team's comment response document.	15th & Sitka St Park	C1
M38	-	Utilize more of Merrill Field for the road infrastructure and a continuous trail connection.	This suggestion will be considered if Alternative C2 moves forward for detailed analysis. Click here to learn more about [Alt C2] of the response document for additional information and the project team's response.	Merrill Field Dr	C2 NonMotorized
M39	-	This looks like an expensive tangle to build and maintain.	Thank you for your input. Click here to learn more about [Cost], [Alt C1], and other topics discussed in the project team's comment response document.	Airport Heights & Glenn Hwy	C1
M40	-	Please read the comments from the people who live where this route will affect. This is NOT the best alternative.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M41	Robert French	What are these parallel lines? They appear to block a lot of cross highway Bike & Ped use. Where is the connection of the 5th & 6th Couplet to the Glenn?	Thank you for your input. Click here to learn more about [Design], [Alt B], and other topics discussed in the project team's comment response document.	Gambell & 6th	B
M42	Robert French	Many at grade crossings. Conflict with Railroad, etc.	Thank you for your input. Click here to learn more about [Design], [Alt A], and other topics discussed in the project team's comment response document.	N C St & Ship Creek Ave	A NonMotorized
M43	Chris Hamre	What is the impact to Merrill Field. Will Whiskey Parking and Runway 5/23 operations be impacted? Will access to Merrill at Penland and Airport Heights be impacted? Is there adequate space between the Hospital and Airport Operations? Will the FAA approve this alternative?	Thank you for your input. Click here to learn more about [Airport Impact], [Alt C1], and other topics discussed in the project team's comment response document.	Merrill Field	C1
M44	-	Going NB on Lake Otis to the highway at rush hour, expect backups on 15th, Debarr, and Lake Otis due to stop lights near the exit and left turn onto exit. It would be better to have the on-ramp start on the new Lake Otis extension on the Merrill Field side of the stop light at 15th/DeBarr/Lake Otis.	These improvement suggestions will considered if Alternative D moves forward for detailed development in the next phase of the PEL. Additionally, click here to learn more about [Alt D], and other topics discussed in the project team's comment response document.	Alaska Regional Hospital	D
M45	Robert French	These maps are very difficult to read, and the lines, and colors that are on the PDF maps are different. Without a legend showing on the maps what is this is a constant question!	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	5th Ave	A NonMotorized
M46	-	Expect substantial slowdowns here, see comment on Alternative A. Please also see comment on unclear northbound highway access to downtown via Juneau St.	For alternatives moving forward for detailed development, traffic modeling and congestion analysis will be conducted. Additionally, click here to learn more about [Alt B] of the response document for more information.	6th & Juneau	B
M47	Jeanne Bowie	See my comment on C1 regarding this alignment for freight.	Thank you for your input. Click here to learn more about [Freight], [Alt C2], and other topics discussed in the project team's comment response document.	N C St & E Whitney	C2
M48	-	this alternative is the least desirable. Its doesn't reconnect the neighborhood in any form.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt AB1], and other topics discussed in the project team's comment response document.	11th & Juneau	AB1
M49	-	See previous comment (Alt C1) about redeveloping the Gambell-Hyder-Ingra corridor. It would require substantial incentives for investment, which compete with other development efforts downtown.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.	9th & Hyder	D

M50	-	I like this option the best. I perceive the goal to find a way to allow through traffic to more efficiently move from one highway to the other, and to allow downtown and Fairview to develop as actual neighborhoods, not just trafficways. This option seems like the best solution to both of those considerations, with no relocations of residential or commercial property as well.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.	Alaska Regional Hospital	D
M51	-	move the trail nearer to gambell. who wants to bike next to highway... especially all of the roads/trails/sidewalks end up in the same spot. (and going over the highway... in reality most will be headed west ?	These improvement suggestions will considered if Alternative B moves forward for detailed development in the next phase of the PEL. Additionally, click here to learn more about [Alt B] of the response document for more detailed information.	15th & Ingra	B NonMotorized
M52	Jeanne Bowie	The map isn't loading now, but I believe this alignment goes along Whitney Road, which is a better alignment for the freight route, since it runs through the more industrial area, avoids the N C St bridge over Ship Creek, and keeps trucks away from the Ship Creek Trail and Downtown	Thank you for your input. Click here to learn more about [Freight], [Alt A], and other topics discussed in the project team's comment response document.	10th & Gambell	A NonMotorized
M53	-	I do not see any real benefits in connecting our neighborhood. Too many disconnected streets.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt Ab2], and other topics discussed in the project team's comment response document.	11th & Ingra	AB2
M54	-	I think having one more connection street on Ocra (connecting the school) to south FV would help. I do like e/w reconnecting with this option. Yes it impacts airport heights more, but it really is the edge of this neighborhood. The access for airport heights to downtown is not considered : (	These improvement suggestions will considered if Alternative C1 moves forward for detailed development in the next phase of the PEL. Additionally, click here to learn more about [C1], and other topics discussed in the project team's comment response document.	Orca St.	C1
M55	Robert French	Not at all clear what the difference is between the green and yellow routes.	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	Ship Creek Overlook Park	A
M56	Cody Gibson	- Alternative "D" must be an homage to Dave Bronson. As this plan has the most Disregard for local communities it affects. This plan will directly effect the communities of Airport Heights, Roger's Park, Fairview and North Star in a negative manner. Not only will the Tax Paying citizens who own their real estate in these areas see an immediate depreciation of their homes, they will have the added negatives of increased traffic congestion on the side streets that cross the highway, Lake Otis, 15th/Debarr and Fireweed. -The Chester Greenbelt will be negatively impacted by this. The communities of Anchorage use the Chester Trail more than any other trail in town for recreation as well as public races, Iditarod, Tour of Anchorage, Mayor's Marathon, Frosty Bottom and various other public events. Plan D will have a detrimental affect on both trail users and ecology in this area as it is the most destructive to the wetlands. Please consider the other Plans and fix existing infrastructure.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Knoll Cir	D
M57	Bonnie Bull	Anchorage is unique and special as a place to live because of the citizens access to green space and trails. This proposal would limit that access especially to an area particularly loved by green space users. Further, it would harm animal habitats and wetlands. This proposal should not be considered at all. The community regularly uses this area for events, gatherings, and just enjoying the outdoors. This would begin the destruction of the only good things Anchorage has to offer - its outdoor space. People certainly do not live here for the beauty of downtown, the cleanliness, or lack of crime.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M58	JoAnna	I am investing 200K remodeling my house to add an ADU at 1420 Nelchina St. This plan effectively puts my house right next to a major highway. Should I stop right now and let this city buy my house? This is an awful proposal for my neighborhood, it cuts us again just in another slice from north to south. It's disastrous to me.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt C1], and other topics discussed in the project team's comment response document.	14th & Nelchina	C1
M59	JoAnna Littau	I see this plan as ruining a neighborhood park. Many wild animals are trying to survive here, they'll create a road hazard too. This takes a toll on the hospital and an important gas station too. We need this service in our neighborhood!	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester & New Seward	D
M60	Karen larsen	This color indicates "regional trail"... is this implying that this exists, or that bike/trail enhancements will happen here?	Thank you for your input. The colored lines indicate possible future enhancements.	1st & N Cordova	B
M61	-	These culdesacs will disconnect too many roads/people/homes.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt B], and other topics discussed in the project team's comment response document.	Juneau St	B
M62	Bridget	Again, for the sake of saving Fairview, are we giving up other neighborhoods? Is there a way to make Fairview happy and not at the expense of others?	Thank you for your input. Click here to learn more about [Neighborhood Impact], and other topics discussed in the project team's comment response document.	N/A	N/A
M62A	Jeanne Bowie	Whitney Road is a better freight route to the Port, since it runs through the more industrial area, avoids the N C St bridge over Ship Creek, and keeps trucks away from the Ship Creek Trail and Downtown	Thank you for your input. Click here to learn more about [Freight], [Alt AB1], and other topics discussed in the project team's comment response document.	Whitney Road	AB1
M62B	Jeanne Bowie	Whitney Road is a better freight route to the Port, since it runs through the more industrial area, avoids the N C St bridge over Ship Creek, and keeps trucks away from the Ship Creek Trail and Downtown	Thank you for your input. Click here to learn more about [Freight], [Alt AB2], and other topics discussed in the project team's comment response document.	Whitney Road	AB2
M63	Karne Larsen	This all seems like a lot of effort to fix an existing wound. Instead of fixing the neighborhood, we will get faster moving traffic and more highway noise. Yes I like the added trails, but this seems like a lot of money to do... and only marginal gains come from it. Port access feels secondary on this one too.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Cost], [Alt A], and other topics discussed in the project team's comment response document.	3rd & Karluk	A
M64	Alex	This sucks so much. Keep our park lands and green belts they're one of the few good things left	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Alaska Regional Hospital	D
M65	Craig Updegrove	I strongly prefer the Interim Alternative, but out of all the options, D with non motorized improvements would make the most sense for multiple reasons. This displaces the fewest amount of people and would allow for new housing development to be built closer to the livable blvds of Ingra and Gambell once traffic has been reduced and slowed down in this area. Transferring the traffic flow out of downtown and away from where people live in Fairview would spur economic growth. I work downtown and constantly am choked out by diesel exhaust from big rig trucks and fearful of standing at the crosswalks of along C Street from 3rd to 6th Ave and all along 6th. This is not conducive to expanding tourism and making Anchorage a destination city that people want to dine, shop, and spend time and money in. Plan D would utilize otherwise unusable land along Merrill Field and not lock out other parcels that could become housing. Let's focus on making Anchorage more livable for those that live here.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [ROW/Relocation], [Alt A], and other topics discussed in the project team's comment response document.	26th & Spenard	A NonMotorized
M66	Robert French	Is this a viaduct or at grade? Not enough detail to tell what is going on here. Many bike/ped users won't like being next to truck, and the height will scare off others.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Design], [Alt A], and other topics discussed in the project team's comment response document.	Ship Creek Ave	A NonMotorized
M67	Sadie Arneson	Safe pedestrian commuting corridors and greenbelts are something people look for in places to live. Reducing trails will reduce opportunities for active commuting and recreation. People live in neighborhoods along the Chester creek corridor so that they can safely bike to work.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M68	-	I am concerned about this intersection becoming more dangerous d/t cars coming from the north at high speeds.	Thank you for your input. Click here to learn more about [Safety], [Alt D], and other topics discussed in the project team's comment response document.	Fireweed & New Seward	D
M69	Bridget	Agree 100% with this comment. Also please consider the construction of this potentially for 5 years. One neighborhood, Fairview, is crying for an alternate route - however this route "D" would affect far more neighborhoods. We will be giving up several neighborhoods for the sake of saving Fairview. This option should not even be in the plan to consider.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	N/A	N/A
M70		This is the best alternative. It meets the need without a nearly 90 degree curve and without displacing families. It also reconnects Fairview to downtown..	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Merrill Field	D
M71	Robert French	Can't tell where this Bike Ped trail is going. Who's land will be taken for this?	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [ROW/Relocation], [Alt C1], and other topics discussed in the project team's comment response document.	Ship Creek Overlook Park	C1
M72	-	I am concerned about impacts to airport heights neighborhood with Alternative C.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Alt C1], and other topics discussed in the project team's comment response document.	Alaska Regional Hospital	C1

M73	-	Renovating this street is going to be very expensive, and likely unsuccessful due to hold out property owners. While both Alt A and Alt B continue to divide the downtown neighborhoods, Alt B does a greater disservice to the neighborhoods (plural) by not encouraging investment in the area.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Cost], [Alt B], and other topics discussed in the project team's comment response document.	9th & Hyder	B
M74	Bridget	This is not the best alternative. It will greatly displace families especially affecting the value of literally 100's of homes - not to mention it will displace the wetland/Chester Creek habitat (and the families of the wildlife that live there).	Thank you for your input. Click here to learn more about [Parks and Wildlife], [ROW/Relocation], and other topics discussed in the project team's comment response document.	N/A	N/A
M74A	Bridget	From what I understand, Fairview has been in 'this situation' for 50 years. Does anyone remember what it was before they were 'not whole'?	Thank you for your input. Click here to learn more about [Neighborhood Impact], and other topics discussed in the project team's comment response document.	N/A	N/A
M75	-	Depending on what the priorities are, this option seems to be the least disruptive to the housing crisis in the city. Along with not displacing other businesses/churches/families with other alternatives. Yes it takes away some aspects of the greenbelt which many many people love, and use, and would love to live on, however, that means they have the opportunity to do so. Lets move forward with an option that doesn't physically displace people, even if it costs some green space and wetland disruption. People first.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.	Glenn Hwy	D
M75A	Phil Cheasebro	Great option to limit impact to existing MRI infrastructure.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt D], and other topics discussed in the project team's comment response document.	Merrill Field Dr	D
M76	Scott Adams	C1 is good, but why aren't wee planning for the future? Outside of AK all major cities have an outer loop. THAT is what we should be trying to build. Why not work with JBER for an easement or ROW to the east of Muldoon? Tie it into the Seward near O'Malley, Rabbit Creek, or Abbott This would likely be the least disruptive and least expensive option.	The goal is not simply to connect the highways, but to get people where they need to go. Most of the traffic traversing the study area is trying to get to and from major destinations like downtown, midtown, the port, Elmendorf etc. A bypass around the outside of the city would not solve the problems in the study area. Additionally, click here to learn more about [ROW/Relocation and [Alt C1], and other topics discussed in the project team's comment response document.	Glenn hwy	C1
M77	Robert French	To have better bike/ped connections across the highway, there needs to be more bridges.	The project team will consider this suggestion if Alternative A moves forward for detailed study. Additionally, click here to learn more about [Non-Motorized Improvements], [Alt A] of the response document for more information and the project team's response.	12th & Hyder	A NonMotorized
M78	Phil Cheasebro	Agree with similar comment re: NB Lake Otis to highway. It will be natural to make this connection. Please consider access from Lake Otis to the highway - perhaps a frontage road connection that integrates at the Airport Heights interchange, or similar. This is a great opportunity to resolve existing issues at Lake Otis and DeBarr.	These improvement suggestions will considered if Alternative D moves forward for detailed development in the next phase of the PEL. Additionally, click here to learn more about [Alt D], and other topics discussed in the project team's comment response document.	15th & Lake Otis	D
M78A	Carrie Wittmer	Best alternative for reconciliation for Fairview Community by getting the highway completely away from neighborhoods. Please consider existing and potential wildlife corridors when creating design.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Sitka & Eastridge	D
M79	Scott Norton	I love this alternative!	Thank you for your input.	Merrill Field Dr	A
M80	-	I don't like how this feeds close to the highway... over the highway and down again. Better to have a bike lane connect up with gambell... which community and businesses benefit.	These improvement suggestions will considered if Alternative AB1 moves forward for detailed development in the next phase of the PEL. Additionally, click here to learn more about [Alt AB1] of the response document for detailed information and the project team's response.	15th & Ingra	AB1 NonMotorized
M81	-	I do not support any plans that bring increased traffic speeds into the fairview, rogers park, or airport heights areas of Anchorage. I believe the interim plan of reducing Gambell and Ingra to 3 lanes of traffic while improving non-motorized travel along both roads is the best option. I do not support any of the alternatives A, B, C, or D because they all increase the traffic speed in these areas. Traffic should slow and pedestrian/bicycle movement should be made safer in these parts of town.	Thank you for your input. Click here to learn more about [Non-Motorized Improvements], [Safety], [Alt C1], and other topics discussed in the project team's comment response document.	Gambell & Ingra	C1
M82	Robert French	Not enough detail to tell what is going on here. I assume that there is a Viaduct with both truck and a bike/ped trail and then the bike/ped trail loops down to ground level. Many bike/ped users won't like being next to truck, and the height will scare off others.	There would be a bridge crossing the Ship Creek valley. Non-motorized users would be on a trail on the bridge and then on a ramp down to the ground level similar. Additionally Click here to learn more about [Non-Motorized Improvements], [Safety], [Alt A], and other topics discussed in the project team's comment response document.	E Whitney Rd	A NonMotorized
M83	-	Just a general comment. It's really hard to know what these colors/lines/squiggles mean on the interactive map without the legend. Some identifying names for each item should be on each map so we can tell.	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	10th & Hyder	A NonMotorized
M84	-	General comment: Where is a map of the interim alternative? How can we comment on it?	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	Merrill Field Dr.	C1
M85	-	General comment: I'm trying to add comments but the base layer map with the road grid disappeared.	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	Viking Dr.	C1 NonMotorized
M86	dean musliu	I don't think our City is big enough to take advantage of big truck routes, that being said this one seemmost reasonable of all options only benefit I see is linehaul drivers just passing through.	Thank you for your input. Click here to learn more about [Freight], [Alt D], and other topics discussed in the project team's comment response document.	Wrangell & Spar	D
M87		Agree!	Thank you for your input.	-	-
M88	Elizabeth Stergiou	This looks like the best option to improve both car and non motorized transit and use. I like the use of the northway mall land and connecting the trails,	Thank you for your input. Click here to learn more about [Alt A] of the response document for additional information on this alternative.	E 3rd & Wrangell	A NonMotorized
M89	Emily	I'm concerned about the impact of noise, pollution and traffic this will bring to the vibrant communities of Airport Heights and Fairview. It's basically dropping a huge freeway in the center of residential neighborhoods. Not to mention Alternative C passes within 500 ft of the outdoor play space for both Dr. Etheldra Davis Fairview Elementary and Airport Heights Elementary Schools. These are both Title 1 schools. Within 500 ft is the noted distance for the worst health effects from highway air pollution, and impacts only decrease gradually from there. The school buildings themselves are both within 800 ft of the proposed alternative. Background levels of pollution are not reached until 2000 ft. (note: project distances are best estimates from locations shown in report maps) Combating Air Pollution at Schools | US EPA	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Community Facilities], [Alt C1], and other topics discussed in the project team's comment response document.	Lake Otis & 16th Ave	C1
M90	Shawn A Roberts	I find this alternative to be the best choice for both non-motorized and motorized traffic.	Thank you for your input.	Arctic Blvd	A NonMotorized
M91	Kevin Sullivan	Both "C" alternatives fail to improve mobility, accessibility, safety, and livability for people and goods traveling to downtown and/or midtown Anchorage (including via Minnesota Dr and C St, which are parts of the National Highway System), and in fact cut off the majority of current users, who come from the East side of Anchorage, Eagle River, and MSB, per AMATs. They will merely recreate the temporary traffic jams caused by poor light timing on 5th avenue (especially at Reeve and Concrete).	Thank you for your input. Click here to learn more about [Project Need], [Alt C1], and other topics discussed in the project team's comment response document.	5th & Concrete	C1
M92	Kevin Sullivan	These cul-de-sacs also decrease connectivity, a stated goal in Anchorage LUP 2040 and AMATS 2050 MTP (2.3d)	Thank you for your input. Click here to learn more about [Design], [MTP], and other topics discussed in the project team's comment response document.	-	-
M93	Susan Q Citizen	I would like to see more information from these alternatives: how many homes will each one destroy? What is the loss to parkland? How much additional traffic and attendant pollution (noise, tires, etc) do you predict will come along with it. What will the additional annual maintenance be? Please provide additional analysis. @AKDOT--how much have you spent on the consultants to produce a large number of alternatives, most of which are never likely to happen? I also could not find anywhere in the project justification that shows there is a real need for this project--traffic volumes are not that high, and a lot of the traffic seems to just becoming from northeast Anchorage. Who decides on this?	Information on right-of-way, relocations, and other impacts will be forthcoming as the project team screens alternatives in the next phase. The reader should consult the Purpose and Need technical memo for details on the project justification. Any project moving forward would need AMATS policy committee approval as well as DOT&PF leadership, as well as likely the Legislature and Governor which have oversight of DOT&PF's budget. Click here to learn more about [Cost], [Project Need], [ROW/Relocation], [Neighborhood Impacts], [Alt A], and other topics discussed in the project team's comment response document.	3rd and Orca	A
M94	Susan Spyker	I really like Alternative D. It provides a smooth transition. No sharp turn to head south. It also keeps highway traffic away from downtown. We really need downtown Anchorage to be an inviting destination and not something to speed through. Calmer traffic on 5th avenue with narrower two way road is also a plus and it provides for safer pedestrian traffic on the current overbuilt section of Gambel and Ingra	That you for you input. Click here to learn more about [Design], [Safety], [Alt D] of the response document for additional information and the project team's response and additional information.	5th Ave & Airport Heights	D

M95	-	General note: In addition to the commenter in Alt A who suggested satellite imagery, this platform makes effective feedback a challenge. The map has no key or any text that describes what is actually going on. I have three windows open to make this happen - this site, the detailed alternative report dated 2/6/24, and satellite imagery. The level of effort required to comment discourages public participation. Also, many comments carry over from one proposed alternative to the next, but I have no easy way of doing that.	Thank you for your input. The project team will work to address map issues and implement suggestions in the future.	1st Ave	C2
M96	Teri Penn	We want to speak out on the Seward-Glenn Connection PEL Study, Alternative D. We live in Eastridge 1 Condos and the impact it will make on the city wildlife would be tremendous. We have video proof of the following animals who travel along the Eastridge community throughout the year: Black Bears, Moose, Red Fox, Snowshoe Hares, Hawk, Eagles and hundreds of geese and duck fowl who visit Hillstrand pond throughout the year. We feel the noise pollution created by this alternative route would impact the wildlife and our wetlands. Cliff and Teri Penn, Eastridge 1 Condo Assoc.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Alt D], and other topics discussed in the project team's comment response document.	Tikishla Park	D
M97	Trish	I have serious concerns about a viaduct built in this greenbelt area. The experience of utilizing the trails would be negatively impacted---noise pollution, light pollution, with consideration of safety under/nearby a viaduct. Anchorage is known for its trail system and this version would gut a significant portion of it for commuters and trail users alike. There is also a small, but enjoyable playground near this plan that local children enjoy--I would be less inclined to enjoy the parkland with a viaduct. And lastly, this plan would depreciate property value for homeowners and lower quality of life for residents.	Thank you for your input. Click here to learn more about [Parks and Wildlife], [Neighborhood Impact], [Alt D], and other topics discussed in the project team's comment response document.	Eastchester Park	D
M98	-	It's hard to tell without the satellite image, but it looks like this would greatly impact Shiloh Baptist Church. It's an institution in Anchorage and should not be displaced by a highway.	Thank you for your input. Click here to learn more about [ROW/Relocation], [Alt A], and other topics discussed in the project team's comment response document.	20th & Ingra	A
M99	Emily Becker	I came here hoping to see the visuals for 4.2 2050 MTP (No Highway Connection) Alternative, only to find that alternative has not even really been developed. This is the plan that has been supported by the people who live in these neighborhoods, and I am confused why it is not represented in these plans. It could also be connected to improvements to Whitney Rd., which have also not been considered in depth.	Thank you for your input. Click here to learn more about [Neighborhood Impact], [Freight], [MTP], [Alt A], and other topics discussed in the project team's comment response document.	N Ingra & Ship Creek Ave	A

Attachment S

Comment Summary and Team Response

Attachment S:

Comment Summary and Team Response

By Alternative

Supportive Comments

GENERAL

People generally supported alternatives they felt would have the fewest negative impacts on the surrounding neighborhoods, properties, and businesses; provide easy access to Downtown; utilize existing routes; minimize construction impacts; improve efficiency of freight movements; reduce the potential for cut-through traffic; improve safety for bicyclists and pedestrians; and improve trail connections. Some supportive comments referenced improved mobility and support for the redevelopment of Fairview. Of the nine alternatives, the Metropolitan Transportation Plan (MTP) 2050 and Alternative D received the most comments in favor, with the MTP 2050 receiving roughly 25% fewer favorable comments, in second place.[3]

MTP 2050

Commentors who expressed support for the MTP 2050 alternative referenced its potential for Fairview's redevelopment; the decrease in the number of lanes, improvements in safety for nonmotorized users, and faster implementation; avoidance of impacts to the Chester Creek Greenbelt and adjacent neighborhoods; lower construction and maintenance costs than adding lanes on an existing roadway alignment or adding a new roadway on a new alignment; and its lane reductions on Gambell and Ingra Streets.

ALTERNATIVES A, AB1, AB2, AND B

People who were supportive of Alternatives A, AB1, AB2, and B generally commented how the alternatives had fewer residential and commercial impacts while still addressing the transportation needs in the area. Other reasons these alternatives were preferred were due to them providing the most direct access from the National Highway System (NHS) to Downtown and the Port of Alaska.

ALTERNATIVES C1 AND C2

Commentors who supported Alternatives C1 and C2 (C alternatives) referenced their utilization of land around Merrill Field and Northway Mall. The C alternatives have the potential to reduce impacts to some neighborhoods and reduce traffic into/through Downtown and Fairview.

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[3] Not all commentors indicated why they preferred or had concerns about an alternative.

ALTERNATIVE D

Alternative D was perceived as having the fewest negative impacts to neighborhoods and businesses, removing the most regional and freight traffic from neighborhood streets, and requiring the fewest relocations. Commentors liked that it would reconnect Fairview, shorten travel distances, remove highway traffic from downtown and Fairview, provide a direct connection between the Glenn and Seward Highways, improve access to the UMED District, alleviate congestion, provide direct access to the Port of Alaska from the NHS, have fewer construction impacts with its proposed land use, and best allow for the implementation of the projects proposed in the MTP 2050 and adopted Fairview Neighborhood Plan that improve safety, mobility, and access for bike, trail, and pedestrian users. It would also spur economic development in Fairview. Construction of Alternative D would allow for future improvements to Gambell/Ingra Streets and make use of undeveloped land between Merrill Field and Alaska Regional Hospital.

Concerns

GENERAL

Many commentors indicated that they were not supportive of the project, as they did not see a need for transportation improvements in this area or felt that the impacts outweighed the benefits; this was true particularly of the proposed highway alternatives (Alternatives A through D). Commentors expressed concerns about a variety of topics including residential and commercial relocations; changes in travel patterns; loss of community cohesion and other neighborhood impacts; impacts to community facilities; reductions in property values; construction-related impacts; noise impacts; air quality impacts; and impacts to environmental justice (low-income and minority) populations. There were also comments about snow removal and Merrill Field relocation.

MTP 2050

It is assumed that this alternative did not receive many negative comments in part because the idea of simply reducing lanes on the eight-lane couplet is the cheapest, easiest, and quickest way to make some, however moderate, improvements to safety for nonmotorized users in Fairview. While these assumptions may be true, traffic modeling will provide quantifiable data regarding the continued freight traffic and regional (not destined for Fairview) vehicles travelling through the neighborhood.

ALTERNATIVES A, AB1, AB2, AND B

Many commentors thought Alternative A, AB1, AB2, and B had too many impacts to commercial and residential properties and neighborhoods, did not address the issues affecting Downtown and Fairview, disconnected streets, and would cost too much to build and maintain.

> RESPONSE - ALTERNATIVES A, AB1, AB2, AND B
>
> As a result of this feedback, the Study team is exploring a variety of opportunities to minimize impacts and improve connections, including reducing speeds and adjusting alignments for a regional connection. All preliminary alternatives meet the project’s Purpose and Need, although there are tradeoffs across each of them. The A and B Alternatives have higher residential and commercial relocations and more impacts related to community cohesion, but fewer impacts to parks and trails or to Merrill Field.

During the alternatives refinement, the Study team expects to further explore opportunities to offer a solution for regional traffic and improved neighborhood connections while further minimizing the impacts associated with right-of-way and relocations. Cut and cover and/or tunnel options will be part of the evaluation to try to reduce impacts; however, cut and cover options still require digging up and occupying existing neighborhood streets at great expense for construction, right-of-way acquisition, and relocations. Mitigations for the aforementioned impacts will be considered for any alternatives proposed for refinement and advancement.

ALTERNATIVES C1, C2, AND D

For Alternatives C1, C2, and D, commenters expressed concerns about the impacts to parks (specifically Chester Creek Greenbelt, Woodside Park, and Sitka Street Park) and Merrill Field Airport. They were concerned about the potential loss of open space; impacts to wildlife habitat; potential visual, noise, and air quality impacts associated with an elevated road; and the potential for unhoused individuals to set up camps under the overpass structures.

RESPONSE - ALTERNATIVES C1, C2, AND D

As a result of this feedback, the Study team is exploring a variety of opportunities to minimize impacts and improve connections, including reducing speeds and adjusting alignments away from homes and parks for a regional connection. While all preliminary alternatives did meet the project's Purpose and Need, there are tradeoffs across each alternative. Alternatives C1 and C2 have a relatively fewer number of residential relocations compared to the A and B alternatives as well as fewer commercial relocations. However, they still have impacts related to community cohesion and parks and trails and have relatively more impacts to Merrill Field than other alternatives. Alternative D has the fewest residential and commercial relocations and community cohesion impacts compared to other alternatives. However, it has the most impacts to parks and trails and to Merrill Field. The team will explore how speed reductions on a connection for regional traffic might mitigate some of the concerns raised during public comment. Based on public comment, the team expects to also explore the addition of cut and cover, a tunnel, or series of tunnels with the intent to provide traffic benefits while reducing many of the neighborhood concerns raised. Mitigation will also be considered for alternatives proposed to move forward.

SPECIFIC DESIGN SUGGESTIONS AND NEW ALTERNATIVES

Several commenters suggested design refinements or new alternatives that they felt the Study team should consider. New alternatives and revisions to the preliminary alternatives suggested by the public will be documented in the Screening and Alternative Refinement Report, available for review and feedback during the next 60-day public comment period.

By Topic

Parks and Wildlife Impacts

COMMENT SUMMARY/CONCERNS

Commentors expressed concerns about the potential impacts to parks and wildlife associated with Alternatives C1, C2, and D. Specific concerns included potential impacts to Chester Creek and wetlands as well as loss of natural and previously undisturbed areas including wildlife habitat. Concerns were also expressed regarding potential decreased recreational and property values in the Chester Creek Greenbelt area. Some specific concerns included increased road runoff potentially polluting wetlands and Chester Creek; reduced recreational value of the trail/greenbelt due to proximity of the road or viaduct causing noise, air, and visual impacts; potential loss of play structures and a pavilion in Sitka Street Park; potential closure of Woodside Park; changes in access to the Chester Creek Greenbelt; and reduced safety and increased unhoused population within the park as a result of the viaduct structure. Introduction of invasive species was also raised as a concern.

> RESPONSE - PARKS AND WILDLIFE
>
> Screening for potential environmental effects will be a key factor in selecting alternatives to advance. As a result of public input, the Study team will make impacts to parks one of the first factors of Level 1, fatal flaw, screening. Impacts to Section 4(f) resources (parks and historic properties) and potential mitigation measures will be evaluated in greater detail during subsequent Level 1 review.[4]

It should be noted that, many comments seemed to indicate that the public thinks this is the only opportunity to identify and avoid environmental impacts; however, any alternative advanced into the design phase (subsequent to publishing the PEL Study) will undergo a formal NEPA process to identify all parks and wildlife impacts and their respective mitigation strategies. Federal statutes mandate the thresholds, limitations, and public involvement processes that must be strictly followed during the design and NEPA phases for all environmental impact categories, resulting in mitigation strategies to reduce or eliminate impacts from all new infrastructure.

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[4] In the first phase of Level 1 screening, fatal flaw, review, impacts to residential and commercial relocations, environmental justice, and parks (Section 4(f) resources) will be evaluated first to identify if an alternative would no longer be considered reasonable based on these impacts. Alternatives with fatal flaws would not advance into the second phase of Level 1 screening, which considers how well an alternative meets the Purpose and Need Statement as well as impacts to social, economic, and natural resources. These alternatives will also go through additional traffic modeling. A more detailed (Level 2) alternatives screening will focus on environmental impacts, costs, and technical feasibility, with the intent of showing differences between the detailed alternatives. Following Level 2 screening, a Recommended Alternative or Alternatives will be identified.

Furthermore, federal and local laws preclude adverse impacts to endangered species and sensitive wildlife populations and habitat. Projects with these types of impacts cannot receive federal construction funding without acquiring permits from the Alaska Department of Fish & Game, U.S. Fish & Wildlife Service, and other regulatory agencies responsible for ensuring that all federal laws are met in this regard.

Neighborhood Impacts

COMMENT SUMMARY/CONCERNS

Commentors expressed concerns about the potential impacts to neighborhoods in the project area. In general, comments on Alternatives A, B, AB1, and AB2 expressed concerns about impacts in Fairview, while comments on Alternatives C1, C2, and D were about the Airport Heights and Rogers Park areas. Some commentors indicated that they were supportive of the project or one of its alternatives because it would reconnect Fairview and improve neighborhood cohesion.

Concerns included the impact of relocations on their neighborhood; decreased quality of life; not meeting the goal to reconnect Fairview; reducing impacts to Fairview at the expense of another neighborhood; increased traffic noise; reduced property values; reduced neighborhood access; loss of housing; construction-related impacts; potential disinvestment in adjacent neighborhoods; reduced community cohesion in various project-area neighborhoods; impacts to travel patterns; and increased light pollution. Additionally, some commentors expressed concerns that the viaduct (on Alternative D) would reduce the visual quality of the Chester Creek Greenbelt, reduce willingness to live in the area near the Chester Creek Greenbelt, and introduce shade on some properties.

> RESPONSE - NEIGHBORHOOD IMPACTS
>
> Due to comments about neighborhood impacts, the Study team will be evaluating residential and commercial relocations early in Level 1[4] "fatal flaw" analysis, which includes identifying how many of the residential relocations are likely to be within environmental justice communities. Any alternative that advances beyond the fatal flaw screening will be evaluated for consistency with local plans and livability. In addition, for any alternative that advances into the more detailed Level 2[4] screening process, additional impacts to neighborhoods will be evaluated. Based on public comments, the team expects to explore the addition of a tunnel or series of tunnels with the intent to provide traffic benefits while avoiding many of the neighborhood concerns raised. Unlike a cut and cover cross section, a tunnel would avoid costly residential and commercial relocations while still having the benefit of reconnecting the community by separating regional and freight traffic from local traffic in Fairview.

Right-of-Way/Relocation

COMMENT SUMMARY/CONCERNS

Many commentors expressed concern about the right-of-way (ROW) that would be needed for the project, the number of residential and commercial relocations that would occur, and the lack of affordable replacement housing in Anchorage. This was a particular concern with alternatives

A, B, AB1, and AB2; however, the C Alternatives also caused concern due to impacts to the low-income properties in the historic Eastchester Flats neighborhood, now part of south Fairview. Specific ROW/relocation concerns included associated potential for disinvestment and/or demolition of structures within the ROW; potential contribution to homelessness with reduction in affordable residential properties; loss of revenue to businesses during construction; lack of property suitable for business relocations; potential impacts to important community facilities such as the Greater Friendship Baptist Church and the Shiloh Baptist Church; and the potential loss of property tax revenue. It was also suggested that the Study team evaluate impacts to Merrill Field, which is associated with significant land use within the project area.

Other commentors indicated that they were in favor of Alternative D because it avoided a lot of the residential and commercial relocations included in alternatives A, B, AB1, and AB2. Commentors also indicated support for using the underutilized Northway Mall parcel, which was for sale and vacant during development of the Preliminary Alternatives but has since been purchased and is undergoing renovations for redevelopment.

RESPONSE - ROW/RELOCATION

Based on feedback, the Study team will evaluate the number of residential and commercial impacts early in the Level 1 screening. ROW impacts, including the availability of replacement housing, will be considered during Level 1 and Level 2 screenings.[4] Based on public comment, a cut and cover or bored tunnel alternative will be identified for consideration with the intent to allow travel benefits while avoiding many of the ROW impacts and need for out-of-direction travel for east-west nonmotorized and other local users.

Environmental Justice

COMMENT SUMMARY/CONCERNS

Comments related to environmental justice (EJ) were both in favor and in opposition of the preliminary alternatives. Some commentors indicated that they were concerned about the EJ impacts, particularly in Fairview, where a high percentage of residents are considered low-income and/or minority populations. Other commentors indicated that the project is needed specifically to address the long-term adverse impacts experienced by Fairview due to the regional traffic associated with Ingra and Gambell Streets.

RESPONSE - ENVIRONMENTAL JUSTICE

While developing preliminary alternatives, the Study team prioritized opportunities to address the historical impacts of the current Ingra-Gambell couplet on the Fairview neighborhood, and balance issues required to address conflicting priorities. This will continue to be a key consideration as the study advances. Additionally, the Study team has undertaken considerable outreach activity with environmental justice in mind, including mailers to the project area, offering translation services, attending community meetings, posting flyers in the Study area, placing ads on transit buses and in movie theaters. These and many other outreach efforts were undertaken to disseminate Study information to all potentially impacted stakeholders, including those who typically do not attend public meetings. The Study team will continue to work closely with the Fairview neighborhood and prioritize efforts to reconnect Fairview as the Study advances and alternatives are refined. Effects to EJ communities are being evaluated in the screening process, and potential mitigation measures will be explored. EJ will also be evaluated during the NEPA process for whichever alternative is recommended and subsequently funded for design.

It is important for the Study to consider not only impacts to EJ populations caused by the alternatives, but also the impacts of *not* removing regional and freight traffic from Fairview. If this traffic were to remain, the negative effects of the Ingra-Gambell couplet would remain and continue to burden EJ populations with reduced potential for economic prosperity and safe routes to places such as the grocery store, post office, schools, or employment centers.

Project Need

COMMENT SUMMARY/CONCERNS

Several commentors indicated that they did not believe the project was needed. More specifically, commenters questioned if the alternatives met the Study's Purpose and Need statement; the regional connections' efficacy based on their minimal reduction on travel times between the Matanuska-Susitna Valley and Kenai Peninsula; whether traffic volumes were high enough to justify construction of a highway; and if the community would be better served by lower-speed roads with fewer lanes and improved nonmotorized facilities. The question was also raised about whether some alternatives might just move congestion to other locations.

RESPONSE - PROJECT NEED

The Study's purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port of Alaska by all modes (including people on foot, bicycles, and buses) while improving community cohesion. It is a tall order, and one full of competing interests. The Study team's approach to meeting the Purpose and Need included developing a range of alternatives for public feedback, with a focus on separating local traffic from regional/freight traffic using either grade separation and/or bypassing the neighborhood of Fairview. Every alternative included reconstruction of local streets, lane reductions, and trail connections—as well as a place for regional/freight traffic to move in ways that reduce the conflicts with neighborhoods, Fairview in particular. There was a clear misconception among some stakeholders and the public that the preliminary alternatives were intended to reduce travel times and congestion for commuters in need of traveling through the Study area. In fact, vehicles under the current lane configuration on the NHS routes (Inga Street, Gambell Street, 5th Avenue, and 6th Avenue) do not experience unacceptable levels of congestion. Therefore, the study's Purpose and Need does not include reducing congestion and travel times, and thus these factors are not a problem the Study is trying to solve. For this reason, the preliminary alternatives' primary purpose is to improve safety and livability in the Fairview neighborhood by removing regional and freight traffic to allow for lane reductions and reallocation of space as snow storage and separation between nonmotorized users and vehicular traffic. Solutions consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight). Regional connection alternatives endeavor to maintain the functionality of the NHS by providing a potential solution where more than 40,000 vehicle trips per day need to be served, which is the case under traffic modeling scenarios. Based on comments, the Study team is adding non-highway arterial connections to the mix of considered alternatives while also further exploring potential system management, transit, and demand management enhancements to the MTP 2050 alternative to address the conflicts between regional traffic and local neighborhood goals.

Airport Impacts

COMMENT SUMMARY/CONCERNS

Concerns raised include how students would travel between the aviation campus on Merrill Field and the University of Alaska Anchorage (UAA) main campus; if the project would impact the facilities or aviation-related training offered by UAA at Merrill Field; the potential for encroachment on obstacle clearance zones; the potential for conflict with Federal Aviation Administration (FAA) grant assurances; an interest in relocating Merrill Field; impacts to Merrill Field operations; changes to Merrill Field access; reduced aircraft parking; and if the FAA would be able to approve the project.

RESPONSE - AIRPORT IMPACTS

The Study team has coordinated with Merrill Field Management during the development of the alternatives and will continue to do so as the Study advances. Merrill Field is represented as part of the Agencies and Tribes Committee. Additional coordination with FAA will occur if needed. The alternatives were designed to avoid interference with Merrill Field operations, although slight modifications to the airport layout may be needed. Alternatives C1, C2, and D preserve the ability for medevacs to directly access Alaska Regional Hospital using a bridge. The relocation of Merrill Field was not considered during the alternative development phase and will not advance as part of the Study because the Municipality of Anchorage (MOA) has no plans to close or relocate Merrill Field at this time. Alternatives refinement will aim to reduce or avoid impacts to Merrill Field laydown yards, small plane tie-downs, and transient parking; however, ROW acquisition would be necessary from the Merrill Field parcel near the Lake Otis Parkway and Airport Heights Drive intersections on the south and east-northeast sides, respectively.

Nonmotorized Improvements

COMMENT SUMMARY/CONCERNS

Commentors provided feedback on a variety of nonmotorized topics. Key concerns included changes to the Chester Creek Trail; ease of crossing Ingra and Gambell Streets; pedestrian access between Penland Parkway and Merrill Field Drive; need for a trail connection from the Chester Creek Trail to 10th Avenue on Juneau Street; pedestrian overpasses to accommodate over-height vehicles; east-west connectivity for nonmotorized users under Alternatives A, B, AB1, and AB2; safety for nonmotorized users along Lake Otis Parkway and at the Lake Otis

Parkway/E 20th Avenue intersection; safety associated with nonmotorized users being close to freight vehicles and high-speed traffic; and number/ease of pedestrian crossings. Commentors also remarked that the existing nonmotorized system is not adequate, should be better maintained, and needs to be made safer. Commenters were supportive of connecting the Chester Creek Trail and the Ship Creek Trail and improving sidewalks and trails within the study area.

RESPONSE - NONMOTORIZED IMPROVEMENT (AND TRANSIT)

The Study team is attempting to maintain the functions important to the NHS while also improving facilities and safety for nonmotorized users. This approach includes removing regional and freight traffic from neighborhood streets to create a space for low-speed, local traffic; reducing the burden on Fairview from shouldering the city's transportation mobility needs between major traffic generators and destinations (e.g., Port of Alaska, Downtown, Midtown, northeast and south Anchorage, Kenai Peninsula, Matanuska-Susitna Valley, Eagle River, etc.); minimizing cut-through traffic into adjacent neighborhoods; and allowing streets to be redeveloped to better support pedestrians, bicycle facilities, and economic activity.

Making the area safer for all users, including nonmotorized, is part of the Study's identified Purpose and Need, and all alternatives will align with the MOA's recommendations for greenway-supported development. A major concern of the Study team is reducing capacity on Ingra Street, Gambell Steet, 5th Avenue, and 6th Avenue without a place for freight and regional traffic to go, which historically pushes traffic onto side streets like Karluk Street, which are not designed to handle larger volumes of traffic moving quickly in an attempt to cut through neighborhoods to avoid congestion on larger roadways.

The Study team will further evaluate opportunities to address nonmotorized improvements in the refined alternatives. As in the preliminary alternatives development, the modeling done during the refinement phase will include planned transit elements. The team is also collaborating with transit providers, such as the MOA Public Transportation Department (i.e., People Mover) and the Alaska Railroad Corporation (ARRC), to determine if additional transit opportunities might help reduce motorized travel volumes.

Community Facilities

COMMENT SUMMARY/CONCERNS

Commentors indicated that they had concerns the project would have a negative impact on community facilities such as local schools, hospitals, shelters, churches, and Merrill Field (including UAA facilities at Merrill Field).

RESPONSE - COMMUNITY FACILITIES

Impacts to community facilities will be evaluated as part of the Level 1[4] and Level 2[4] screening processes. Based on public comment, cut and cover and/or tunnels will be explored in the next round of alternatives, with the intent to allow the traffic benefits while avoiding or mitigating the impacts to community facilities. Any potential noise or air pollution would be analyzed, and the appropriate level of mitigation would be determined during the NEPA process, which contains thresholds for these impacts that cannot be exceeded, according to federal law. Churches and other structures would be evaluated to determine if they meet criteria for historic or cultural resource protections under Section 106 of the National Historic Preservation Act. Any impacts to non-historic or culturally sensitive structures would be mitigated by design adjustments or using the Uniform Relocation Act if avoidance is not feasible.

No UAA facilities at Merrill Field would be impacted by the proposed regional connection alternatives; however, some alternatives would require use of unused Merrill Field property. Any potential impacts to operations would be mitigated by design features such as a bridge to ensure medevac services are maintained to Alaska Regional Hospital.

Freight

COMMENT SUMMARY/CONCERNS

Several commentors had concerns about freight movement in the area. Comments mentioned the need to preserve ingress/egress to the Port of Alaska area; removing freight traffic from downtown streets, residential, and commercial areas; shifting freight onto rail; increasing options to move freight to and from the Port even if the other parts of project are not implemented; and concern that changing freight patterns would impact other neighborhoods. Whitney Road was noted as a preferred freight route to the Port, while we heard that having larger trucks across the north C Street bridge is not a good idea.

RESPONSE - FREIGHT

Removing freight traffic and its impacts to Downtown and Fairview streets is a primary focus of the study, and the regional connection alternatives accomplish that by either relocating freight traffic onto a bypass route outside of neighborhoods, or depressing freight routes to avoid conflicts with local traffic. Preliminary alternatives included options for regional/freight traffic to move in ways that reduce impacts to neighborhoods and downtown. Impacts to the freight community will be considered during Level 1 fatal flaw and Level 2 screening.[4] Based on the data collected to date, shifting a substantial amount of freight destined for the Anchorage/Matanuska-Susitna area from trucks to rail would be cost prohibitive, and many freight destinations are not accessible by rail. The Study team will continue to coordinate with the ARRC, the Alaska Trucking Association, and local freight companies as alternatives are refined.

Noise

COMMENT SUMMARY/CONCERNS

Multiple commentors indicated that they were concerned about an increase in traffic noise in specific neighborhoods, particularly by Alternative D. Several commentors also indicated that traffic noise would reduce their enjoyment of nearby parks and trails, and some referenced construction-related noise impacts.

RESPONSE - NOISE

The Study team understands that traffic noise and temporary construction-related noise is a concern in the Study area. Level 2 screening[4] will specifically consider impacts of traffic and construction noise. Noise abatement measures, based on anticipated noise levels, will be explored in more detail during NEPA review. It should be noted that there is a federal noise analysis and abatement process required during NEPA and prior to obligating construction funding to ensure specific noise thresholds for adjacent users are not exceeded without proper mitigation, such as noise walls. In other words, DOT&PF cannot just build a roadway next to a house, school, or park, for example, without mitigating noise impacts. That would be illegal and would not be funded for construction.

Safety

COMMENT SUMMARY/CONCERNS

Commentors expressed concern about the safety of the existing transportation system (vehicle and nonmotorized); potential for introducing airplane operational safety issues at Merrill Field; potential decrease in safety along the Chester Creek Trail; potential decreased safety for nonmotorized users; and the potential for reduced medevac access to Alaska Regional Hospital.

RESPONSE - SAFETY

Safety was a priority for the Study team in the alternative development process. The alternatives include nonmotorized facilities to improve safety for pedestrians and bicyclists. The alternatives also reduce the number of conflict points (such as driveways and intersections), which is anticipated to have a positive impact on vehicle and nonmotorized user safety. The regional connection alternatives remove regional and freight traffic from neighborhood streets, thereby eliminating thousands of potential vehicle-pedestrian interactions (paths crossing) per day from neighborhood streets. The Study team coordinated with Merrill Field to avoid creating operational safety issues at Merrill Field. Alternatives C1, C2, and D include a taxiway bridge to allow medevacs to travel between Merrill Field and Alaska Regional Hospital. Safety will continue to be a priority as the Study refines alternatives and prepares for the next round of public review.

Design

COMMENT SUMMARY/CONCERNS

Some commentors indicated that the project design should be changed. Specific comments include requests to reduce design speeds to reduce curve radii and avoid homes and parks impacts; eliminate grassy medians and use concrete barriers to separate opposing directions of traffic and reduce the roadway footprint; avoid discharging roadway stormwater into wetlands and Chester Creek; implement highway exits on the right; avoid diverging diamond interchanges; and use roundabouts to improve traffic flow.

RESPONSE - DESIGN

Detailed design elements like many of those suggested are not typically addressed at this early concept level of design. However, design refinements will be considered for all alternatives that advance from Level 1 fatal flaw screening[4]. Medians, intersection types, and other design considerations may be added or refined as the project advances from the PEL into the preliminary engineering conducted during NEPA; however, design speed reduction will be utilized to avoid and reduce impacts to environmental, community, and cultural resources. Roundabouts will be used in the refined alternatives in place of some grade-separated intersections and signalized intersections due to their reduced visual impacts, lower construction costs, traffic calming ability, and proven record of improving safety for all users.

It should also be noted that federal and local laws preclude the discharging of roadway stormwater into waters of the U.S. such as lakes, creeks, wetlands, etc. Projects that span or are adjacent to these types of water bodies cannot receive Federal construction funding without acquiring permits from the U.S. Army Corps of Engineers that ensure all federal laws are met in this regard.

Cost

COMMENT SUMMARY/CONCERNS

Commentors would like to see cost estimates for the alternatives (which may influence feasibility) specific to construction and maintenance. Some commenters expressed concern that the project may be cost-prohibitive or require too much maintenance funding. Comments also referenced relocation costs for homes and businesses, which may increase project costs considerably, outweighing the benefits. The loss of property tax revenue from relocated homes and businesses was also mentioned.

RESPONSE - COST

Construction and maintenance costs will be considered, however, after preliminary alternatives have undergone the Level 1 screening[4]. Estimates of operation and maintenance costs will be developed along with the overall cost estimates as the study moves toward recommended alternatives. The PEL's preferred alternative(s) will need to be adopted into the MTP and be fiscally constrained (i.e., affordable given reasonable assumptions on funding levels) to move forward. There are also many opportunities for federal construction grants specific to reconnecting communities, improving highway network resiliency, providing emergency evacuation routes, and so on.

Regarding ROW acquisition and relocation costs, the Uniform Relocation Act (URA) requires that comparable homes and commercial properties and/or structures be available prior to requesting ROW appraisal and acquisition funding from the Federal Highway Administration (FHWA) during design of the selected alternative. At the current availability homes in Anchorage, DOT&PF has determined that the project would have to build new homes to conform with the URA, rendering the alternatives with large numbers of relocations less feasible than those with lower ROW impacts.

Regarding maintenance funding, this Study is recommending reducing Ingra and Gambell Streets each by two lanes, for a total of four fewer lanes requiring maintenance. That said, a two- to four-lane regional connection will effectively result in a net zero maintenance increase. Adding snow storage along Ingra and Gambell Streets will also reduce maintenance efforts by mitigating the need to haul the snow from the roadway shoulder.

DOT&PF can also request additional maintenance funds from FHWA to be allocated annually under the Preventive Maintenance Program proportional to the increase in roadway lane-miles from new construction or reconstruction projects. For context, the Study's regional connection alternatives would add less than 2.5 miles in additional roadway alignment, while recent and upcoming projects such as the Cooper Landing Bypass adds 15 miles of new roadway, and the Safer Seward Highway would double the width of 20 miles of roadway. In addition to requesting additional federal maintenance funding, it is common for the State to implement other measures to reallocate resources to ensure the proper and timely maintenance of additional roadways. The State will undoubtedly build new, much longer roadways in the future; and these roadways will require maintenance.

Public Involvement

COMMENT SUMMARY/CONCERNS

Several commentors made suggestions about how the Study team could improve future outreach activities. A number of comments were specific to the online open house, including recommendations to show impact-specific maps; improve the background and legend on the interactive maps; provide a map of the MTP 2050 alternative; allow comments to carry over across alternatives; and use the same symbology on the interactive maps as on the maps in the report.

RESPONSE – PUBLIC INVOLVEMENT

In general, these are good suggestions, and the next round of graphics for the refined alternatives will implement the suggestions, where possible. More specifically, we will evaluate the interactive comment maps to see if the requested functionality is available. The Study team endeavors to maximize consistency between printed and online material to the extent possible, although some differences between print and electronic versions are likely necessary based on the functionality of the various tools used to create the materials.

Attachment T

Public Meeting Sign-In Sheet

Sign-In Sheet
Please
Print Legibly

Seward – Glenn Connection PEL Study Sign-in Sheet

IRIS Program No. CFHWY00550 | Federal Project No. 0001653

Public Meeting #4 - February 7, 2024 | 4:30-6:30 P.M.

Seward Glenn CONNECTION

Name (Please print)	E-mail	Join Our Mailing List! (Y or N)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Robert Shipley	[redacted]		M	W
Bill Schmid			M	W
Phillip Boswell			M	W
MIKE STONEROCK			M	A
ROGER SHAW			M	W
Larry & Joanie Southard			M F	W
Mikhail Siskoff				W
DAVID CUSHWA			M	W
Peyton Johnson			F	W
Mel Langdon				
Phil Cannon			M	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

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Name (Please print)	E-mail	Join Our Mailing List! (Y or N)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Pam Gieseler	[redacted]	y	m	w
SJ Klein	[redacted]	y	m	
Karen Larson	[redacted]	Y	F	
Jay Her	[redacted]	Y	M	A
CRAIG LYON	[redacted]		M	W
Aaron Jorgensen	[redacted]			
Laura McHugh	[redacted]	✓	F	W
Diana Rhoades	[redacted]	Y	F	W
Anders Carlson	[redacted]	Y	M	W
KEVIN JACKSON	[redacted]	Y	M	W
Luke Bowland	[redacted]	Y	M	W

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Shenee' Williams	[redacted]	X	F	B
Michael B[illegible]				
Margaret Ammann		yes	F	
Emily Cohn		Y		
Melisa Babb		Y	F	W
ALLEN KEMPLEN				
Pamela Thiel		Y	F	W
MARK EISENMAN		Y	M	W
Jonny Hayes		Y	M	W
Dave Cavitt		Y		
Michael Hughes		Y	M	W

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Kelly Ittenbach	[redacted]	Y	F	W
James Thornton		Y		W
Shannon McCarthy		already	F	
MaryDean Broussard		Y	F	W
Anita Baker		Y	F	W
Sharon Chamard		Y	F	W
Melinda Gant		Y	F	W
Taylor Keegan		Y	F	W
TAMÁS DEÁK		Y	M	W
Sean Holland		y	m	W
George Harrison		Y	m	B

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Nicolette Dent	[redacted]		F	W
Chris Peterson				
Kristine Bunnell		Y	F	
LeighAnn Belloli		✓	F	
[illegible]				
Zach Babb		N		
EVAN SHARP		N	M	W
JOHN THURBER				
Deborah Bonito		✓	F	W
Chelsea Ward-Waller			F	W
Anna Bosin			F	W

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Gary Snyder	[redacted]	Y	M	W
Pete Dahl	[redacted]		M	W/N
Cody Oatman	[redacted]		M	W
Dana Giliam	[redacted]	Y	F	W
Schawna Thoma	[redacted]	✓		
Helen O'Harra	[redacted]	✓	F	W
Alexa Dobson	[redacted]	Y	F	W
Li Phillips	[redacted]	Y		
Mark Wedekind	[redacted]	Y	M	W
Melissa Ruelas	[redacted]	Y	F	W
Tucker Hurn & Barbara Reilly	[redacted]		M&F	Cauc

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Brad Coy	[redacted]			
Karen Ruud	[redacted]	Y		
Kendal Ramage	[redacted]	Y	f	W
Mary Vittone	[redacted]			
Rashaud Joseph	[redacted]	n	m	B
DEAN KARCZ	[redacted]	N	M	w
SEAN BASKE	[redacted]	—	M	W
Lex Yelverton	[redacted]	N	F	
Lisa J. Seifert	[redacted]	X		
Janel Walton	[redacted]	yes	F	W
Carolyn Ramirez	[redacted]			

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name	Email	Join our mailing list? (Y/N	Gender (M/F)	Race? (W, AN, N, B, A, P, O)
Laura Fox	[redacted]	Y	F	
Nicolas Baudin		X	M	
Joe McCallion				
Devin Kelly		Y	F	W
Chris Tuck		X	M	W
Katherine Pfeiffer		Y	F	W