

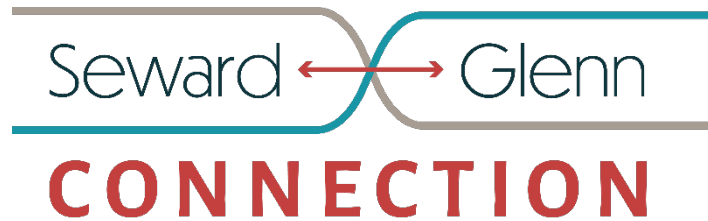
Comment Response Summary

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



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.

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.

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 1⁴ “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 2⁴ 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 Street, 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 1⁴ and Level 2⁴ 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 screening⁴ 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 screening⁴. 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 screening⁴. 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 Ingraham 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.

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| Comment Number | Commentor | Comment | Response |
| 349 | Kathleen Knutson | <p>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:</p> <ol style="list-style-type: none">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 Ingrá 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 Ingrá 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. <p>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.</p> <p>Thank you for your consideration.</p> | <p>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.</p> |
| 400 | Russell Carter | <p>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 rxwotter@gmail.com or by telephone at 415-412-xxxx.</p> <p>Thank you, Russell Carter</p> <p>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 Ingrá 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 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,</p> | <p>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.</p> |
| 401 | Loren Rancourt | <p>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.</p> <p>Also the "public use" area on top of merrill field, would be a great candidate for a flight themed park. It is on a hill that overlooks the proposed highway. Would be cool to put a donated jet, or airplane playground, to encourage young generations into flight. Something they can pretend to be a pilot in. Also I actually know the Merrills, and a homestead theme would be neat (homage to the old homestead site). Could use lumber from the project for a little play cabin.</p> <p>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.</p> <p>Hello, I live in an area heavily effected by plan D (eastridge). 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).</p> <p>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).</p> <p>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).</p> <p>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 install 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.</p> <p>Thank you.</p> | <p>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.</p> |
| 402 | Jonathan Hartford | <p>Subject: Seward-Glenn Connection PEL Study Open House #4 - Comment</p> <p>DOT-PF PEL and HDR Engineering,</p> <p>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 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.</p> <p>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.</p> <p>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.</p> | <p>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.</p> |
| 307 | Mitchell Hansen | <p>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.</p> | <p>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.</p> |

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| 407 | Diana Rhodes | <p>Dear Project Team,</p> <p>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.</p> <p>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.</p> <p>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 Carts 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.</p> <p>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&P'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.</p> <p>Sincerely,</p> | <p>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.</p> |
| 302 | Jason Burkhead | <p>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.</p> | <p>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.</p> |
| 350 | Jody Sola | <p>Galen's gang...</p> <p>First let me thank you for the presentation at our CC meeting in March. There is a lot of information to digest.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your consideration.</p> | <p>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.</p> |
| 266 | Nathan Wolf | <p>Hello,</p> <p>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.</p> | <p>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.</p> |
| 267 | Barry & Joyce Weiss | <p>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.</p> <p>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.</p> <p>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.</p> <p>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 ambience of our neighborhood.</p> <p>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.</p> | <p>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.</p> |
| 304 | Nicole Kimball | <p>Dear Seward-Glenn Connection PEL Study Group:</p> <p>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.</p> | <p>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.</p> |
| 305 | Sue Liebner | <p>Dear Seward-Glenn Connection PEL Study Group:</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> | <p>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.</p> |
| 331 | Marie Koitsalu | <p>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.</p> | <p>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.</p> |
| 375 | Rebecca Patterson | <p>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.</p> | <p>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.</p> |
| 381 | Laura Carter | <p>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.</p> | <p>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.</p> |

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| 332 | Kevin McCleair | <p>Option D holds a lot of promise as it reconnects neighborhoods while improving access to the U-Med district.</p> <p>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.</p> <p>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 towards the port?</p> | <p>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.</p> |
| 338 | Stephanie Cloud | <p>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.</p> | <p>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.</p> |
| 258 | John Christopherson | <p>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 it gone for ever.</p> <p>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.</p> | <p>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.</p> |
| 306 | Dan Rathert | <p>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 endanger. 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.</p> | <p>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.</p> |
| 314 | Denny Wells | <p>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.</p> | <p>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.</p> |
| 333 | Laura Fox | <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you,</p> | <p>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.</p> |
| 336 | Julie Hood | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p>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.</p> |
| 374 | Russell Hood | <p>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.</p> <p>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.</p> <p>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".</p> <p>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.</p> <p>Thank you for listening to my input.</p> | <p>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.</p> |
| 380 | Dean Potter | <p>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.</p> <p>This comment should not be considered to be supportive any other alternative; only that D is the worst of a poor set of options.</p> | <p>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.</p> |

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| 382 | Anne Gore | <p>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.</p> | 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 | <p>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.</p> <p>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.</p> <p>Please drop all Alternatives C & D from your considerations.</p> <p>Thank you.</p> | 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 | <p>To whom it concerns,</p> <p>As an interested member of the community near 20th and Lake Otis, I strongly oppose Alternative D.</p> <p>Alternative D is by far the worst of the options presented in the plan for a number of reasons.</p> <p>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.</p> <p>Figure 27 from Alternatives Report</p> <p>Google Maps. And here is an aerial view.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please don't put a freeway through some of the only greenspace in midtown.</p> | 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 | <p>As has been stated the cut and cover option is the only option that repairs the damage to the Fairview neighborhood.</p> <p>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.</p> <p>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."</p> | 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 | <p>1.We oppose Alternative D because it would put a noisy and polluting major highway immediately adjacent to:</p> <p>a.Chester Park Estates and the Anchorage Senior Center, and the elevated part of the highway would shade some of those homes</p> <p>b.ä pristine section of Chester Creek and through Class A wetlands that connect to Chester Creek and provide habitat for silver salmon fry</p> <p>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.</p> <p>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.</p> | 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 | <p>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,je,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.</p> <p>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!</p> | 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 | <p>1.Run the highway from the Port of Anchorage along Ship Creek! Connect to and enlarge 5th Avenue to connect with the Glenn.</p> <p>2.Com out of the Port, follow the railroad and that ties you right into the Seward & Glenn Highway</p> <p>3.You are destroying the neighborhoods of Eastridge 1, 2, 3, 4, Fairview, & Airport Heights.</p> <p>4.The Sitka St. Park is a wildlife corridor that ties in with the Chester Creek. You are decimating this corridor.</p> <p>5.The noise, construction, equipment during construction + after completion disrupts my property</p> | 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 | <p>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.</p> <p>2.Follow the railroad along the port, west of Chester Lagoon etc. to connect up with the Seward.</p> <p>3.You are negatively impacting seven neighborhoods with your plan. My property value will be destroyed. You are impacting the most vulnerable population!</p> <p>4.The greenbelt south of Merrill Field is a wildlife corridor! I have watched bear, red fox, lynx, goshawks, moose, & salmon in the stream.</p> | 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. |

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| 192 | Barbara Reilly | <p>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, lynx, and horned owls. From my window. The connectivity DOT-PF proposes will disturb all of this wildlife and environment.</p> <p>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.</p> <p>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.</p> | <p>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.</p> |
| 335 | Dave & Marilyn Gardner | <p>Review Comments from Airport Heights resident & homeowner SEWARD HWY to GLENN HWY CONNECTION Alternatives Study 2024 Draft First & foremost ALTERNATE D is TOTALLY UNACCEPTABLE!!!</p> <p>-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.</p> <p>-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.</p> <p>This Alternate Route will seriously diminish the wetland, wildlife and Recreational value of Sitka Park and the Chester Creek Greenbelt & Trail.</p> <p>-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!</p> <p>-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.</p> <p>ALTERNATES C1 & C2 likewise appear to be VERY BAD OPTIONS!</p> <p>-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!</p> <p>-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.</p> <p>ALTERNATES B & A appear to be potentially ACCEPTABLE OPTIONS</p> <p>-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.</p> <p>-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.</p> | <p>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.</p> |
| 267 | Barbara Reilly | <p>TO: DOT-PF PEL and HDL Engineering</p> <p>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.</p> <p>The rejection of this proposal is based on the following:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>6. This DOT-PF-PEL provides no environmental or financial analysis or documentation. This information is critical.</p> <p>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.</p> <p>SUGGESTIONS:</p> <p>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.</p> <p>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.</p> | <p>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.</p> |
| 361 | Martha Jokela | <p>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.</p> | <p>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.</p> |
| 312 | Kerry Brown | <p>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.</p> <p>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.</p> <p>Thank you,</p> | <p>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.</p> |

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| 169 | Clare Maxwell | <p>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.</p> <p>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.</p> <p>Demographics have changed. My area, on the west, now belongs to the outskirts of downtown. The east side of Ingrá, where I have lived in the past, is its own neighborhood, north of the Glenn up to 20th or so, east of Ingrá to the Merrill Field area. That leaves the two block strip between Ingrá 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.</p> <p>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 or spill out onto Gambell between 15th and Northern Lights. I don't think people even try on Ingrá. 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.</p> <p>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.</p> <p>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 south of Seattle? Same idea. Avoid gratuitous curves. Nobody from art school should be designing interchanges.</p> <p>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.</p> <p>Yours truly,</p> | <p>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.</p> |
| 173 | Anonymous | <ul style="list-style-type: none">•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. | <p>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.</p> |
| 259 | Regina Sellers | <p>1. What will be the speed limits along Ingrá and Gambell? 2. How will residents cross Ingrá and Gambell Streets when they live between these two streets?</p> | <p>Thank you for your input. The speed limits on Gambell and Ingrá 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 Ingrá would have a speed limit of 25 to 30. Please see [Safety] [Design] for the project team's response and additional information.</p> |
| 371 | William Updegrove | <p>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.</p> <p>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.</p> | <p>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.</p> |
| 377 | Matt Cruickshank | <p>Dear Seward Highway to Glenn Highway PEL Team,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you</p> | <p>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.</p> |
| 203 | Becky Kurtz & Kevin Appar | <p>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.</p> <p>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 widened on the east side and can't be widened on the west side of Lake Otis because of power lines and the three East Ridge developments. Did you know this?</p> <p>Thank you for your attention.</p> | <p>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.</p> |
| 388 | Sheri Whitethorn | <p>My general observations and comments are summarized here:</p> <ol style="list-style-type: none">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. <p>Please focus on the No Action Alternative, except further develop Port travel corridor options more fully.</p> | <p>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.</p> |
| 406 | Christopher and Maria Crawford | <p>Greetings Seward to Glenn PEL Study Team Members,</p> <p>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.</p> <p>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 Ingrá, and shifting port and freight traffic from Downtown are definite improvements.</p> <p>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 Ingrá 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.</p> <p>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.</p> <p>Thank you,</p> | <p>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.</p> |

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| 303 | Becky Bitzer | <p>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.</p> <p>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.</p> <p>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 cliché as it is, two wrongs don't make a right. Moving the highway means more broken and fragmented communities.</p> <p>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.</p> | <p>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.</p> |
| 409 | James Thornton | <p>This public comment is submitted on behalf of myself, a small business owner in Fairview.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Fairness for Fairview, It's time.</p> <p>Respectfully,</p> | <p>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.</p> |
| 389 | Laura Murray | <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for thoughtfully gathering and considering comments in this process.</p> | <p>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.</p> |
| 354 | Ryan Buchholdt | <p>Dear Seward to Glenn Connection Project Team,</p> <p>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:</p> <p>Alternatives A, B, AB1, and AB2</p> <p>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.</p> <p>Alternatives C1 and C2</p> <p>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 an opportunity to better advertise our presence at Merrill Field through signage.</p> <p>Alternative D</p> <p>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.</p> <p>UAA looks forward to the continued work of the project team and how we can help achieve the best result for the Anchorage community.</p> | <p>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.</p> |
| 368 | Caleb Newville | <p>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.</p> <p>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 villages by the air taxis 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.</p> <p>The proposed alternatives have the potential to severely disrupt 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.</p> <p>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.</p> | <p>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.</p> |

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| 356 | Mikhail Siskoff | <p>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.</p> <p>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 Merrill 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p>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.</p> |
| 396 | Allen Kemplen | <p><u>General</u></p> <ol style="list-style-type: none">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. <p><u>Specific</u></p> <ol style="list-style-type: none">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. <ol style="list-style-type: none">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. <p>Respectfully Submitted, Allen Kemplen Private Citizen and Fairview Resident</p> | <p>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.</p> |
| 379 | Dean Potter | <p>This study does not adequately address the alternatives to building a freeway.</p> <p>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.</p> <p>All of the alternatives propose a freeway.</p> <p>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.</p> <p>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.</p> <p>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."</p> <p>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.</p> | <p>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.</p> |
| 189 | Kelly Ittenbach | <p>Dear Project Managers/Coordinators,</p> <p>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.</p> <p>I would love to see the bridges over the parks be art pieces in themselves, perhaps incorporating lights as part of the bridge itself.</p> <p>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.</p> | <p>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.</p> |

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| 187 | <div>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.</div> <div>Emily Weiser</div> <div>Thank you,</div> | <div>Thank you for your input. Click here to learn more about [Outreach], and other topics discussed in the project team's comment response document.</div> |
| 412 | <div>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.</div> <div>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.</div> <div>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.</div> <div>Larry Michael</div> | <div>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.</div> |
| 358 | <div>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.</div> <div>Alexa Dobson</div> | <div>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)</div> |
| 414 | <div>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 Fairview 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 Merrill 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 Merrill 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 livability. - 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 livability 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.</div> <div>SJ Klein</div> | <div>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</div> |

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| 346 | Kirk Rose | <p>ACLT is a 501c3 nonprofit and a long-time partner to the Fairview community working together on community issues, economic vibrancy and business expansion.</p> <p>ACLT strongly supports reconnecting Fairview and reestablishing the community grid that was destroyed when Ingrá 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.</p> <p>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 Ingrá 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.</p> <p>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.</p> <p>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.</p> <p>Thank you,</p> | <p>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.</p> |
| 357 | Gail Heineman | <p>Seward to Glenn Connection PEL Study comments from</p> <p>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..</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for this opportunity to comment.</p> <p>Gail Heineman</p> | <p>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.</p> |
| 329 | Kevin McClean | <p>Alternative D is an amazing proposal that can provide connection both for pedestrians and to/from U-MED.</p> | <p>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.</p> |
| 204 | Eric Stocki | <p>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.</p> | <p>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.</p> |
| 319 | Diana Johnson | <p>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 Ingrá 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.</p> <p>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/Ingrá 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 Ingrá. I would love to see improvements to the human-scale use of the areas around Gambell and Ingrá rather than improvements to the speed of car travel along those roads.</p> <p>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 Ingrá, 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.</p> | <p>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.</p> |
| 413 | Anne Brooks | <p>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 Ingrá gambell to the port. This could be resurrected as an early phase.</p> <p>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.</p> <p>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.</p> | <p>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.</p> |
| 271 | John Doe | <p>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.</p> | <p>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.</p> |

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| 299 | Dorn Van Dommelen | <p>Hello,</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>I would love to hear any response you might have to this comment.</p> <p>Respectfully,</p> | <p>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.</p> |
| 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 | <p>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.</p> <p>This plan should be proclaimed dead in the water! Collaboration is key and not enough of it has been invited to the process.</p> | 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 | <p>Dear project team,</p> <p>I support the comments on the PEL study by AMATS.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you,</p> | <p>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.</p> |
| 355 | Senator Loki Tobin | <p>"Dear Director Holland,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>With that said, I recognize that this period of public comment is not to simply select an alternative but to 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>With Gratitude,</p> <p>Senator Łóki Gale Tobin District 1"</p> | <p>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.</p> |
| 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-xxxxxx. 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 |

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| 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 | -I 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 neighborhoods. | 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 Cotes | 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 neighborhood - 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. |

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| 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 | <p>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.</p> <p>My primary and secondary preferences are as follows:</p> <p>Primary preference: Interim Alternative</p> <p>Secondary preference: Alternative D.</p> <p>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.</p> | 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 | <p>Hello,</p> <p>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.</p> <p>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.</p> <p>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!).</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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.</p> | 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 | <p>Dear AKDOT Planners,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I question why this study area is small and East Anchorage wasn't considered for a connection.</p> | 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 | <p>Thank you for your work within this PEL and for reaching out to the community for comments.</p> <p>This has been an ongoing project for over a decade and a community issue since the Ingrá/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.</p> <p>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 livability and equity are being concurrently pursued. This cannot be done with mixing these projects as shown by every Alternative except D.</p> <p>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.</p> <p>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 Ingrá/Gambell corridor to Anchorage after the improvements have been made must be part of this project and be a condition of it.</p> <p>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.</p> <p>Thanks for the opportunity to comment.</p> | 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. |

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| 318 | William Still | <p>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.</p> | 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 | <p>DOT&PF,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please consider.</p> | 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 | <p>Greetings, Good People of the Roads:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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."</p> <p>It's time to mend our city's broken heart.</p> | 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 | <p>Thank you for the chance to make comments and for providing detailed descriptions of the several alternatives.</p> <p>The study's purpose statement provides an excellent starting place for alternative development.</p> <p>"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."</p> <p>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.</p> <p>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.</p> <p>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."</p> <p>The alternatives that rely on a trenced freeway in particular do not improve local connectivity or livability and should not be further developed in alternatives.</p> <p>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):</p> <p>"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."</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you again for the chance to comment.</p> | 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. |

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| 403 | Hannah and Kevin | <p>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.</p> <p>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:</p> <p>“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”</p> <p>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.</p> <p>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.</p> <p>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:</p> <p>“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.”</p> <p>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.</p> <p>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.</p> <p>Recommendations, given that none of the identified alternatives sufficiently address the Purpose and Need statement:</p> <ul style="list-style-type: none">• 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. <p>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.</p> <p>Sincerely, Hannah Griego & Kevin Sullivan</p> | <p>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.</p> <p>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.</p> <p>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 Ingrá Streets to be returned to more local-serving travel.</p> <p>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.</p> |
| 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 | <p>The interim alternative reducing lanes on Gambell and Ingrá and improving nonmotorized facilities on Hyder seem like a sensible, measure approach.</p> <p>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?</p> <p>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?</p> <p>D alternative is just awful.</p> | <p>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.</p> |
| 393 | Nate Carlson | <p>DOT&PF,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please consider.</p> <p>Thanks,</p> | <p>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.</p> |

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| 183 | James Lincoln | <p>Dear DOT,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p>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.</p> |
| 206 | Larry Cantergiani | <p>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.</p> <p>Alternate C1 and C2 are closer to reality but still displace residential and commercial.</p> <p>Alternate D still makes the most sense by a large margin, zero commercial and residential displacement and a great use of public land.</p> <p>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</p> | <p>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.</p> |
| 310 | Nate Carlson | <p>DOT&PF,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please consider.</p> | <p>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.</p> |
| 311 | Peter Roberts | <p>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.</p> | <p>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.</p> |
| 383 | Andrew Gilbert | <p>Alternative D gets my vote.</p> <p>(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.</p> <p>(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.</p> <p>(3) I like the shorter (and therefore faster) linkage between north and south Anchorage.</p> | <p>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.</p> |
| 391 | Luc Mehl | <p>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.</p> <p>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.</p> <p>Thanks,</p> | <p>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.</p> |
| 398 | William Schmid | <p>Alternative D -</p> <p>1. It allows Fairview to become a real neighborhood again.</p> <p>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.</p> <p>3. With the trestle has the least amount of vehicular vertical up and down; thus eliminating some level of noise.</p> | <p>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.</p> |
| 170 | Alberta Lippitt | <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you</p> | <p>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.</p> |
| 174 | David Hassell | <p>•No alternative C all no!</p> <p>•No alternative D all No!</p> <p>•Missing light rail link to the airport and downtown and UAA</p> <p>•Yes alternative B</p> | <p>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 alternative 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.</p> |
| 322 | Jeenean Ferkinhoff | <p>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</p> | <p>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.</p> |
| 378 | Amanda Bourne | <p>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.</p> | <p>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.</p> |
| 337 | Alice Young | <p>"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."</p> | <p>Commenter called back. Click here to learn more about [Non-Motorized Improvements], and other topics discussed in the project team's comment response document.</p> |

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| 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. I have 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, After 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. <i>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 .</i> | 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.. |

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| | <p>Hi Fairview PEL project team,</p> <p>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.</p> <p>Best, Lindsey</p> | <p>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.</p> |
| Lindsey Hajduk | | |
| | <p>Good morning,</p> <p>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).</p> <p>Thank you for your review and consideration.</p> <p>Sincerely,</p> <p>Cassandra Raun Secretary, Rogers Park Community Council</p> | <p>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.</p> |
| Cassandra Raun | | |
| | <p>Good evening,</p> <p>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.</p> <p>Thanks! Chelsea -- Chelsea Ward-Waller 907.575.8583</p> | <p>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..</p> |
| Chelsea Ward-Waller | | |
| | <p>Dear Seward Glenn Connection Team,</p> <p>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.</p> <p>Sincerely, James Thornton President, FVCC</p> | <p>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..</p> |
| James Thornton | | |
| | <p>Greetings,</p> <p>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."</p> <p>Thank you for the opportunity to comment.</p> <p>Best, Jody</p> | <p>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..</p> |
| Jody | | |
| | <p>CLICK HERE TO SEE a copy of the AMATS Community Advisory Committee Comments.</p> | <p>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..</p> |
| AMATS | | |
| | <p>CLICK HERE TO SEE a copy of the AMATS Staff Comments.</p> | <p>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..</p> |
| AMATS | | |
| | <p>CLICK HERE TO SEE a copy of the Anchorage Park Foundation Comments</p> <p>Dear Planning Team,</p> <p>Thank you for the opportunity to offer comments.</p> <p>All my best,</p> <p>Diana</p> | <p>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..</p> |
| Anchorage Parks Foundation | | |
| | <p>Hello,</p> <p>CLICK HERE TO SEE a copy of Bike Anchorage's comments on the Seward-Glenn PEL alternatives. Thank you!</p> <p>Alexa Dobson (she/her) Executive Director, Bike Anchorage (907) 351-5793</p> | <p>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..</p> |
| Bike Anchorage | | |

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| 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) traffic. 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 |

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| | | I prefer this alternative over alternatives C or D, but I believe that any smoothing of the roadway between the glenn and seaward 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 Ingrá 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. | | |
| M118 | - | | | 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 & Ingrá | 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 & Ingrá | 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 culdascacs 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 Ingrá. 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 & Ingrá | 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 (I), 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 Ingrá 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 & Ingrá | 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 & Ingrá | 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 |

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| | | 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. | 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. | | |
| M144 | Laura Fox | 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? | | 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 habitat 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 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 |

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| 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 neighborhood 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 |

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| | | I like this option the best. I perceive the goal to find a way to allow through traffic to move efficiently 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. | | |
| M50 | - | | | 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 & Kartuk | 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 |

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| 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 we 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 |

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| 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 |