



April 6, 2024

To the Seward-Glenn Connection PEL project team,

Thank you for the opportunity to comment on the Draft Detailed Alternatives Report. We support the comments provided by [AMATS](#)¹ (as approved at the Policy Committee meeting on March 21st) and the AMATS Bicycle and Pedestrian Advisory Committee (as approved on [March 11th](#)²). 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.

Sincerely,

Alexa Dobson
Executive Director, Bike Anchorage

with support from
Bike Anchorage Advocacy Committee and Board of Directors

¹https://www.muni.org/Departments/OCPD/Planning/AMATS/Policy_Committee/2024/032124/5B_AMATS_Letter_on_PEL_Alterantives.pdf

²https://www.muni.org/Departments/OCPD/Planning/AMATS/AMATS_BPAC/2024/031124%20-%20postponed/5B_BPAC%20comments%20on%20Seward-Glenn%20Connection%20-%20March%202024.pdf