

Seward Glenn Mobility Planning and Environmental Linkages (PEL) Study



Virtual Public Meeting and Online Open House Summary

The Department of Transportation and Public Facilities in collaboration with the Anchorage Metropolitan Area Transportation Solutions, hosted a Virtual Public Meeting on January 27, 2022 and an Online Open House from January 24 - February 28, 2022 as part of the Seward Glenn Mobility Planning and Environmental Linkages (PEL) Study.

76 Virtual Public Meeting attendees



1,862 Online Open House views

ADVERTISING & PUBLIC OUTREACH



4 E-Blasts sent to 221 recipients



3 Facebook posts



3,709 newsletters mailed



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



4 meetings with local Community Councils



3,709 postcards mailed



2 info kiosks hosted at local businesses and organizations



5 meetings with local community groups



2 ads placed in Anchorage Daily News

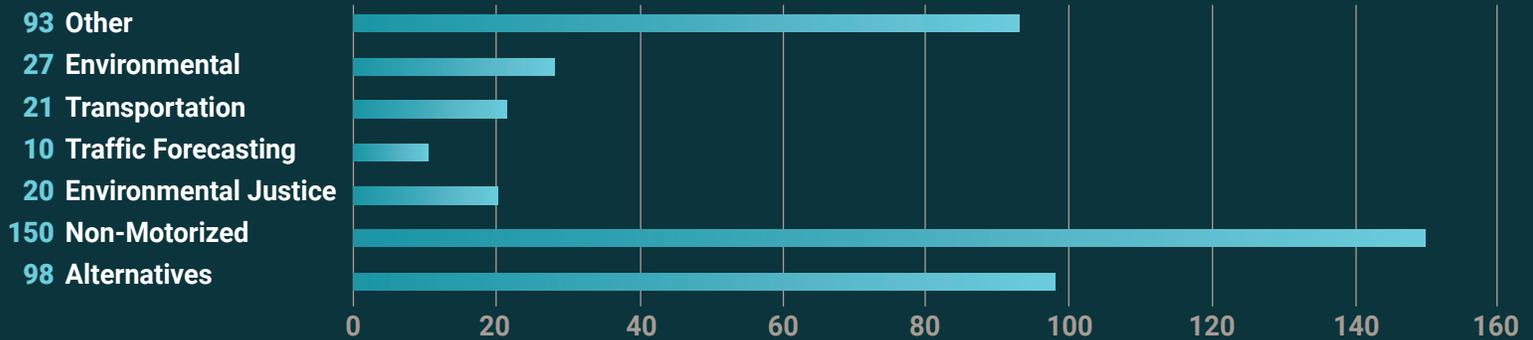


15 businesses and schools in study area received flyers

COMMENTS

Comment Period: January 24 - February 28, 2022

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



60

received at the
Virtual Public Meeting

203

received through the
Online Open House
Interactive Comment Map

63

received through the
online comment form

4

received through phone

89

received through email

General Comments:

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

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

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

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

Seward ← → Glenn

MOBILITY