

| Comment Number | Commenter      | Comment   | Response  |
|----------------|----------------|---|---|
| 1              | Janet Bidwell  | <p>The link to the 36th Street project seems to be broken. How do I get the information? The link sent to Rogers Park Community Council is not working. Can I get a printed copy from your office. This is the message, when I try to use the link on your website??? Help-----<br/>                     Hmm... there seems to be an issue<br/>                     There was a problem accessing this story or this page. Please try again or contact your ArcGIS administrator.<br/>                     StoryMaps home</p> | <p>Information on the Seward Highway: 36th Avenue Interchange project can be found at <a href="http://36thinterchange.com/">http://36thinterchange.com/</a>. Please let me know if you are still having trouble accessing that<br/>                     Please note that the Seward-Glenn Mobility PEL Study is a separate project from the 36th Avenue Interchange Project.<br/>                     We hope to see you at the upcoming Seward – Glenn Mobility PEL Study Virtual Public Meeting on Thursday, January 27, 2022 from 4:30pm to 6:30pm! The meeting log-in information is on the project website at <a href="http://sewardglennmobility.com/getinvolved.html">http://sewardglennmobility.com/getinvolved.html</a> and copied below.<br/>                     Please reach out with additional questions or comments.<br/>                     Virtual Public Meeting Details:<br/>                     Date: January 27, 2022   Time: 4:30 - 6:30pm<br/>                     Log-in Details:<br/>                     JOIN FROM THE EVENT LINK<br/> <a href="https://meethdr.webex.com/meethdr/j.php?MTID=m67d31bea1a824ecdc008aa1741e82b81">https://meethdr.webex.com/meethdr/j.php?MTID=m67d31bea1a824ecdc008aa1741e82b81</a><br/>                     Event number: 2485 210 5252<br/>                     Attendee password: SewardGlenn (73927346 from phones)<br/>                     JOIN BY PHONE<br/>                     +1-408-418-9388 United States Toll<br/>                     Access code: 2485 210 5252<br/>                     Phone password: 73927346<br/>                     Global call-in numbers<br/>                     Thank you,<br/>                     Josie Wilson</p> |
| 2              | Lindsey Hajduk | <p>Will the non-motorized use of the area (bike, pedestrian, transit use) also be included in existing conditions? Not just vehicle trips and #s</p>  | <p>The PEL will consider needs of all modes, including non-motorized. Some of the information about non-motorized use is in our existing environmental settings memo. We have information from the non-motorized plan, from vision zero, so you will find some information there. Some information about non-motorized use will be included in a future system performance memo.</p>  |
| 3              | Tom Harris     | <p>Create a 6 lane underground ROW corridor beginning on Seward Hwy, north of Fireweed south of Chester Creek turning northeast and intersecting the Glenn Hwy, just north of Airport Heights.<br/><br/>                     At the current density the route would impact less than a dozen homes.</p>   | <p>The improvements suggested will be considered during the alternatives development phase of the project.</p>  |

| Comment Number | Commenter        | Comment   | Response   |
|----------------|------------------|---|--|
| 4              | Peggy Ammann     | Keep me informed especially as to the route   | <p>Information on the Seward – Glenn Mobility PEL Study will be posted to the project website at <a href="http://sewardglennmobility.com">http://sewardglennmobility.com</a>. You can also stay informed about the project by signing up for the email list here.</p> <p>We hope to see you at the upcoming Virtual Public Meeting on Thursday, January 27, 2022 from 4:30pm to 6:30pm! The meeting log-in information is on the project website at <a href="http://sewardglennmobility.com/getinvolved.html">http://sewardglennmobility.com/getinvolved.html</a> and copied below.</p> <p>Please reach out with additional questions or comments.</p> <p>Virtual Public Meeting Details:<br/> Date: January 27, 2022   Time: 4:30 - 6:30pm<br/> Log-in Details:<br/> JOIN FROM THE EVENT LINK<br/> <a href="https://meethdr.webex.com/meethdr/j.php?MTID=m67d31bea1a824ecdc008aa1741e82b81">https://meethdr.webex.com/meethdr/j.php?MTID=m67d31bea1a824ecdc008aa1741e82b81</a><br/> Event number: 2485 210 5252<br/> Attendee password: SewardGlenn (73927346 from phones)<br/> JOIN BY PHONE<br/> +1-408-418-9388 United States Toll<br/> Access code: 2485 210 5252<br/> Phone password: 73927346<br/> Global call-in numbers</p> |
| 5              | Charles Marshall | Hi. Had left a message on the 19th of January. I was I don't have Internet access here. I was hoping I could listen in on meeting that's coming up I believe, on the 27th. Anyway, I have just a few just a few generic questions like the right away with that everybody's interested in and the impact in Chester Creek Greenville. Anyway, if somebody could give me a call back, I'd really appreciate it. Thanks | <p>Hello, my name is Alice Rademacher calling on behalf of DOT&amp;PF. I am a public involvement coordinator for the Seward – Glenn Mobility PEL Study.</p> <p>We received your voicemail and Alice wanted to let you know that we do have a way to access the meeting via phone.</p> <p>The phone number is area code 408-418-9388 (repeat)<br/> You'll then be prompted to enter an access code and a meeting password<br/> The access code is 2485 210 5252 (repeat)<br/> The password is : 73927346 (repeat)</p> <p>If you have additional questions or need more information, please don't hesitate to call Alice back on my direct line at 907.644.2006.</p> <p>Thank you and I look forward to talking with you tomorrow.</p>   |
| 6              | Dave Syren       | Called to inquire how to attend the meeting via phone.  | <p>Alice returned his call and gave him the information to join tonight's virtual public meeting by phone.</p> <p>The phone number is area code 408-418-9388<br/> You'll then be prompted to enter an access code and a meeting password<br/> The access code is 2485 210 5252<br/> The password is: 739 273 46</p> <p>He asked if this phone information will be the same for all future public meeting and I let him know that the information will change for each public meeting.</p> <p>I let him know that he can call the project phone number (907.206.2289) anytime to leave a message for a project team member</p> <p>He was thankful for the return call and noted that he is looking forward to the Virtual Public Meeting.</p>   |

| Comment Number | Commenter         | Comment  | Response  |
|----------------|-------------------|--|---|
| 7              | S J Klein         | Can you describe where you are in the process of developing evaluation criteria?   | We have not begun the developing the evaluation criteria yet. The purpose of this public meeting is to ask folks for their input on what the transportation problems are. The next phase will be to develop the evaluation criteria of weighing the alternative solutions that we are going to evaluate.<br>First, we need to know what the problem is. This will allow for us to know how to evaluate how well things meet that. So, that will be coming up next in the next step of the process.  |
| 8              | Mikhail Siskoff   | Is this study seeking alternative routes to the couplet? If so, which routes are currently being considered  | Right now, we are wide open with potential alternatives. So yes, there could be an alternative route to the couplet, or yes there could be a solution, or several solutions that make improvements throughout. Where we are in the process is we are asking you what you think the problems are, what are the issues, please give us comments. The next steps in the process are to come up with the purpose and need statements - these are what we heard from the public and what we see from the data as the issues. From that, and the next part in that step is coming up with evaluation criteria - how do we know things are fixing those problems. Then we will come up with a range of alternatives which will happen through the spring and the summer, and that's where we talk about if there is an alternative route. At those steps we are going to be having an iterative process where we come back to the public and ask for their ideas for fixing this problem. That's coming up soon. |
| 9              | Taylor Keegan     | Hello! I have a two part question. Part One: I am curious about the fatality data highlighted in the storymap- does this include crashes/fatalities with non-motorized travelers? Part Two: Understandably, this plan seems to be focusing heavily on motorized transportation trends, but I am curious where information about non-motorized traveler trends will be highlighted in the inventory/analysis. | For the answer to Part 1, I would have to double-check but yes, I do believe it includes that information about non-motorized travelers included in the crash information. For Part 2, the plan will be addressing non-motorized transportation. We are looking at ways to improve the overall mobility for everybody in the study area. That may include roadway improvements, which are also needed to support transit improvements. We are looking at ways to improve bike and ped mobility if that's a solution. At this point, we have a lot of flexibility in that.   |
| 10             | Mel               | You mentioned constraints imposed by Merrill Field and compatibility with FAA requirements. Will the study consider phasing out/removing Merrill Field as an active airport?   | At this point, we don't have any notion that that would be a solution to the transportation problems we are anticipating, so I wouldn't foresee that. I think what Taylor is trying to emphasize is that as we do develop other modal solutions, we need to be cognizant of height restrictions and interference with aircraft are constraints we need to consider.   |
| 11             | Taylor Keegan     | Great, thank you for your response. I am happy to hear that non-motorized users will be a priority in this plan!   | The PEL will consider needs of all modes, including non-motorized.  |
| 12             | Sharon Chamard    | Thanks for presenting the data on motorized trips. Have you collected data on pedestrian/bike/other non-motorized trips? If not, what is your plan for doing so?   | We have collected some of the existing information on non-motorized trips. However, we are limited to the data that is available. Some of it that's available is bike to work information. We have looked at census data about commuting to work and the different modes that people use for commuting and trends in that way. At this point, we are not planning on doing any field work to look at changes in non-motorized use.  |
| 13             | Silvia Villamides | How would this connection affect 3rd & 4th Avenue from Ingra to L Street?  | At this point, it's hard to tell. As Taylor mentioned, at this point we are really trying to determine what our needs are for the area, and that's really going to determine what are alternatives will be. As part of the alternative analysis, we will study the impacts to each area's road connections.   |
| 14             | S J Klein         | -Was pedestrian use along the corridor part of the existing conditions study?  | We included some information about pedestrian use in the corridor in our existing conditions study. But, as I mentioned, there will be additional information in our system performance memo and that is a future product.  |
| 15             | Mark              | What is the plan to connect truck traffic to Port of Alaska to Ingra Gambell?  | Needs identified by the commenter will be considered in the PEL.  |

| Comment Number | Commenter         | Comment   | Response   |
|----------------|-------------------|---|--|
| 16             | Lindsey Hajduk    | Can the team talk more about the projected future use? I haven't reviewed the memo yet, but the numbers in the MCR PEL seemed very optimistic like these projections. How confident are the projections? How do they take into account the current loss of population, pandemic, recession, etc.  | The DOT&PF is using two different approaches to forecasting future traffic. The methods in this memo rely on future population projected by DOLWD and a best fit trendline. This approach provides a range of possible futures (Low to high). Additionally, DOT&PF commissioned an update to the AMATS travel model, which does take into account updated land use forecasts and other adopted plans (e.g. transit) and is sensitive to mode shifts (the model distributes trips to nonmotorized, transit, and vehicles). That separate forecast technique is still under development and will be published in a separate memo. DOT&PF commissioned these separate forecasts using different methodologies as a means of checking and verifying future conditions. |
| 17             | Noria             | I don't even know if this is going to be a relevant question yet. There was rumors that off of 36 they were going to change that Lions Hotel into a rehab center back in the day. There was rumor of there being a walking path over that. Is there any information on how having folks who unfortunately have issues with drug or alcohol abuse walking into traffic. Or if a bridge may or may not be useful in that. My concern is essentially playing frogger with citizens on a major roadway. Do we know any information about that or is there plans for any of that? Or is there any study impact in that particular area if that were to take place. | This comment is referring to the Midtown Congestion PEL. The comment will be forwarded to that project team for consideration.   |
| 18             | Noria             | Do we see any impacts that may change that. Noticing on some of these areas in the map that you have included from what I have been able to see, it seems that the area seems to be impactable by citizens walking across those paths. Is there anything in that general direction or in this particular study that may be worrisome, again in playing frogger with citizens.   | I would just say that as part of this study, we will be looking at the issues. We know that in Fairview , Mountain View have a lot of pedestrians, so we know that's a concern. Making sure we identify what those issues are and trying to find solutions that improve safety for pedestrians is a part of what we will be looking at. But again, the midtown area had a project, a planning environmental linkage study that they went through, I think they are now into designing interchange improvements near that Red Lion. If the concern is specific to that, you would be best to address those comments to that project team and I'm sure Josie can get you their contact information.  |
| 19             | Daniel Volland    | Uncertainty over the highway to highway connection has deterred investment in the Fairview neighborhood to the disadvantage of quality of life in the neighborhood. Will this be considered under existing conditions?  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements.   |
| 20             | Gretchen Nelson   | Will all component topics that are being considered (environmental justice, hazardous waste, residential equity, transportation needs, etc.) be given equal weight? - or are some weighted more?  | The project team will evaluate the kinds of impacts identified by the commenter. Weights are not assigned in the consideration of impacts. Some environmental factors have federal laws governing impacts on them and therefore have higher levels of protection.  |
| 21             | Taylor Keegan     | Will there be any non-traditional outreach efforts to meet people where they are?" Perhaps a table at the Carrs/Gamble or the Fairview Recreation Center to help get more dynamic and candid feedback on people   | The project team held "pop up" events at Carrs Gamble and the Fairview Rec Center on February 23, 2022. We will continue hosting such events throughout the project.   |
| 22             | Julie C.          | The presentation did not give any info on sound pollution, has the current noise level in the corridor been considered?   | This PEL study will consider noise levels at sensitive land uses. The future NEPA effort will monitor and analyze noise levels along any identified preferred alternative.   |
| 23             | Allen             | Mobility is about providing transportation options for users. Has the Project Team produced an inventory of the transportation infrastructure and how well it serves the users. For example, the urban core is heavily pedestrian so will the Mobility Study document the pedestrian needs, especially during the winter months?  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 24             | Mark              | Once the project is agreed to, will the project be built in phases?   | This PEL Study will include an Implementation Plan for showing staging and funding plans as well as roles and responsibilities for future project development phases. This analysis will detail how to program the PEL recommendations into a fiscally constrained statewide or metropolitan TIP.  |
| 25             | Cheryl Richardson | Thank you to Josie for repeating information twice. It makes it much easier to follow the Q and A.  | Thank you. We will continue engaging people as much as possible.   |

| Comment Number | Commenter      | Comment  | Response   |
|----------------|----------------|--|--|
| 26             | Nick B.        | The expansion of Gambell-Ingra for inter-borough transit had a pronounced negative affect on the Fairview community, which was once one of the very few cohesive urban neighborhoods in our city. Furthermore, the threat of imminent domain has stalled any meaningful investments along the corridor. Has this community history been clearly stated and studied at this stage in the planning process?  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 27             | Taylor Keegan  | Will there be any outreach efforts at key community hubs to help gain feedback from those who are usually heard in a more traditional community process approach? For example, a pop-up feedback table at City Hall, Carrs/Gamble, or the Fairview Recreation Center would help collect feedback from voices that might not be otherwise heard or know about the project.  | The project team held "pop up" events at Carrs Gamble and the Fairview Rec Center on February 23, 2022. We will continue hosting such events throughout the project.   |
| 28             | Allen          | How does the Mobility Study incorporate the future land use identified in the Anchorage Land Use Plan? Will it be producing forecasts based on current zoning or will it also model the future zoning?   | The model is calibrated to reflect the Anchorage's future land use in accord with the adopted land use plan map (not current zoning).  |
| 29             | Noria          | Thank you to the team putting this together!   | Thank you. We will continue engaging people as much as possible.   |
| 30             | Allen          | How will the Project Team address the issues of Environmental Justice?   | Socio-economic conditions have been summarized in the "Environmental Setting Memo." The mobility needs of the populations in the study area neighborhoods are identified in the "System Performance" report and are reflected in the purpose and need for the project.   |
| 31             | Lindsey Hajduk | How will adjacent land use and community priorities, like in the Fairview Neighborhood Plan, be factored into the study? This area need some certainty after years of disinvestment.   | Needs identified by the commenter will be considered in the PEL. The plans are reviewed in the Environmental Setting memo and the System Performance Memo. The results of the review are also a consideration in the Purpose and Need for the project.   |
| 32             | S J Klein      | Great forum! This is my first time using WebEx and I'm impressed with the format   | Thank you. We will continue engaging people as much as possible.   |
| 33             | Allen          | DOT&PF had a prior project that produced the H2H study. It created a great deal of uncertainty and resulted in banks not providing loans to properties with the Gambell/Hyder corridor. This has resulted in significant disinvestment and negatively impacted the economic health of the Fairview neighborhood. How will this project repair this damage to property owners and businesses within the corridor? Past transportation planning actions have created significant injustices. This project must address them. | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |

| Comment Number | Commenter         | Comment  | Response  |
|----------------|-------------------|--|---|
| 34             | Lindsey Hajduk    | The Non-Motorized Plan did a Health Equity analysis, which is especially important with a highway going through neighborhoods. This corridor is along areas of high need. How will health and equity be factored into this study, including existing conditions, future conditions?  | We haven't done a specific health equity report, we haven't gone there yet. But identifying that, for example, the non-motorized plan did that and being able to incorporate findings like Laurie was saying, Hey, you know, there's new reports that are out. Part of the PEL process is to take the other planning documents that have happened and use them as sources of information. It's great to know that that has come up. Secondly, with future conditions and how they factored into, again, we're setting needs right now. What are the needs, what are the problems for transportation in this corridor? And then we're going to be getting into and asking folks to identify, how should we evaluate, what criteria should we use? So by submitting comments like this and saying, Hey, I think that you all should look at health and equity issues and the equity health issues together. This helps give direction for the project team and point folks in the right direction. John, anything to that? I think you did a good job answering it. It's not it's not a part of our direct scope to perform a health equity analysis right now. But certainly considering, socioeconomic and neighborhood impacts are a part of the part of the planning process. When you're doing a PEL, so I don't want to over promise, we're not doing a health impact assessment, but there will be certainly an examination of equity and environmental justice. |
| 35             | Cheryl Richardson | Is the environmental setting report final as published? I hope it would include, but I'm not seeing important municipal information regarding protected air pollution from increasing traffic and unhealthy levels of particle pollution previously measured at Chester Creek until that particular air monitor was removed. | The answer is no, that's a draft report. We want your input on it, so please go to the website and send us an email with your comments on it. Air quality is a subsection of it. I know what the monitor you're talking about and it's, you know, it's not online, we haven't used that. But air quality is a consideration that during a transportation planning process, you have to think about these things. It's a requirement. So as we move through the process and if there are any projects, you know, solutions that come out of this, they are going to have to meet the air quality regulations that apply to transportation projects. So please take a look at that that report and give us your comments.   |
| 36             | Allen             | The only 4-lane couplet in the urban core is in the low-income neighborhood of Fairview.j. Other couplets are three lane. Will the project consider down-sizing the Glenn and Ingra to make them equal to the other couplets?  | I think that the issue is, you know, we need to look at what the transportation, what the travel forecasts are going to say and I think part of the reason DOT has asked us to look at traffic forecasts in two ways. They want a kind of a trend analysis based on population, which is out on the website. And also an update to the travel model is the notion that travel has not grown as fast as it had been predicted in the past due to recession and other factors. So if the traffic model doesn't support a need for that, that could certainly be one of the alternatives that ends up on the table. I'll just add that if people have facts about alternatives, they would like to see considered as part of the study. Please go ahead and submit that information as well. And I will as public outreach, just remind folks we will be having a public meeting for that specifically as well. So stay tuned. We're still very early in the stage. Thanks, everybody.   |
| 37             |                   | Gambell Street has large power poles in the narrow sidewalks. Will the Study address the undergrounding of utilities in order to make the sidewalks safer for pedestrians?   | I'm going to take that question as a comment on a problem that needs to be solved. The problem being there are large power poles and narrow sidewalks, which is a safety problem. We're going to capture that. And then yes, that problem becomes part of the problem set and undergrounding may be one of the solutions that we end up looking at. So I think it's everything's on the table right now. Also noted at the meeting: DOT&PF has a separate project in development that is considering solutions to this issue.   |
| 38             | Jim Record        | Hi, wear several different hats, but my question is complete streets, green streets design being considered for this project?  | Well, I can see people are very interested in what the alternatives are, and of course, we are not at that point yet. So certainly complete streets and other street designs can be part of the solutions depending on what the problems are. So I'd certainly suggest that identify what the problems are and how a complete street might help that. And you know, it'll all be taken into consideration. It's a little premature to say, yep, we're doing complete streets, but certainly any solution is on the table at this point.   |

| Comment Number | Commenter         | Comment  | Response   |
|----------------|-------------------|--|--|
| 39             | Sharon Chamard    | There seems to be broad agreement that pedestrians and bicyclists are important for the PEL. But earlier it was stated there is no plan to do field work to collect data on non-motorized trips. Is it possible at this point to modify HDR's scope of work to include that field work?    | Well, it's a question for Kelly. But one thing I would just say, and I might throw the question out to Laurie, you know, in the origin destination study that was done, part of that was done, you know, collecting sort of anonymized cell phone tracking, right? So you have your cell phone and they gather a bunch of big data and analyzed it. I know on other studies I've done, you can sometimes parse out, you know, by based on the speed and location and so forth, some of the pedestrian and bike information. I don't know if the data that was acquired has that information or has the ability to analyze it in that way. And I don't know if, Laurie, if you know, but you there might be one question we have to kind of punt and get back to because I'm not sure exactly what's what they might be able to parse out of that data. I'm afraid I don't know the answer off the top of my head, either, so we will look into that and get back to you. Hi, yeah, this is Kelly Summers, the project manager. I think at this point, collecting actual ped data might be a bit premature because we don't have any idea where the alternatives might be. So, in my mind, it would probably be something that occurs down the road more of when we're doing our noise analysis and a later phase of the project and not done for the actual PEL document itself. |
| 40             | Dana Giliam-      | What will it look like when the alternatives are determined? Will they be presented to the public for feedback before narrowing down? Thank you  | Alternatives will be developed and summarized in a report with maps and other graphics. Draft alternatives will be evaluated and presented prior to narrowing down alternatives. The Alternatives Screening Criteria report has additional details on the proposed process and criteria.   |
| 41             | Carolyn Ramsey    | -Is a cut and cover for this project being considered? This would help reconnect Fairview and revitalize the neighborhood.   | Needs identified by the commenter will be considered in the PEL.   |
| 43             | Allen             | Anchorage is a sub-arctic City with six months of winter. How will the Project Team show that any recommendations will result in a more Livable Winter City?   | Needs identified by the commenter will be considered in the PEL.   |
| 44             | S J Klein         | Is the knik arm bridge going to be a factor in this assessment?  | The Knik Arm Crossing has been studied in past plans. The adopted metropolitan transportation plan does not include the Knik Arm Crossing as a solution for intercity travel in the Anchorage area. This PEL study is a step down study and will be examining solutions that are consistent with the framework established by the MTP, Anchorage Comprehensive Plan, and other adopted plans. Broad changes in direction like the Knik Arm Crossing or bridge across Turnagain Arm need to be addressed in these other planning processes.   |
| 45             | Cheryl Richardson | How will climate change be considered within the PEL?  | Metrics related to congestion and vehicle miles traveled will be evaluated in the PEL. These measures are adequate planning level metrics that can help shed light on how various alternatives may affect greenhouse gas emissions. If a project moves forward for additional design and impact analysis in NEPA additional climate change effects would be evaluated.   |
| 46             | Allen             | The Anchorage Land Use Plan recommends a mixed use land use pattern which requires lower speeds and wider sidewalks. There appears to be some dancing around on addressing the real needs by punting to the traffic model forecasts. Will the Project Team be really honest with citizens? | The project team will develop meaning, honest data and share it with citizens.   |
| 47             | Laura Orenga      | Regarding the tracking of cell phones to see how many people walking, would it be better to see how many more people would walk if the area was more pedestrian friendly as well as what about those who do not have cell phones? Thanks!  | Well, John was mentioning earlier referred to the origin destination study, and that documents existing conditions. So it's looking at exactly how people are using the transportation system today by tracking their movements via Bluetooth devices. So that type of study can't really be used as a forecast because we would have to make assumptions about how people would change their behavior if they have a different, you know, pedestrian environment. So we will be considering things like changes to the alternatives that would encourage other modes of transportation.   |
| 48             | Allen             | If the connection is not made into a cut-and-cover then Hyder Street needs to be transformed into a Pedestrian Corridor using the Woonerf concept with downsized Gambell and Ingra Streets.  | Needs identified by the commenter will be considered in the PEL.   |

| Comment Number | Commenter         | Comment  | Response  |
|----------------|-------------------|--|---|
| 49             | Cheryl Richardson | Is there a deadline for commenting on the Environmental Settings report?   | Yes, the comment period closes on February 28, 2022.  |
| 50             | Tiffany           | One of the biggest issues at the Fairview Recreation Center is the walk ability in the winter. Things like lighting and sidewalks. A large amount of customers and kids walk to the center and nearby Fairview businesses in this neighborhood.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.   |
| 51             | Allen             | Mobility is about person trips versus vehicle trips. The model needs to show how people move around and not just cars and trucks. If this is Mobility Study then the Project Team is encouraged to speak more about person trips rather than just vehicle trips.   | I just want to circle back to maybe have to clarify. We had a comment in talking about if this is a mobility study. This a planning and environmental linkage study. The name of that planning environmental linkage study is Seward Glen Mobility. So I just want to be clear to folks that there's a process that's set up at the DOT has a guidebook for how to go through a planning environmental linkage study. And that's what we're going through here. We use mobility as a term, it's actually almost considered a branding term for this study in that we're looking at multiple ways to analyze how people are moving through the area. But if there's perhaps another type of study is called a mobility study and we are doing a planning environment linkage study, just want to be clear for folks. |
| 52             | JF                | In regards to Laurie's recent reply that specified they would remember pedestrians in addition to vehicles, remember that there are BICYCLES as well. It's not a 2-mode user group, it's at least 3 and maybe 4 if you separate transit.   | Absolutely. I know the project team is looking at multimodal and we appreciate you making that comment. Absolutely. It will be in our project record here.  |
| 53             | Gretchen Nelson   | Bike and pedestrian traffic in the study area must be a major component of the analysis and should be a priority for enhancements in the project. →  | Thank you for participating in our virtual public meeting today. Appreciate your comment. This will be part of our record here. Bike and pedestrian traffic in the city are must be a major component of the analysis and should be a priority for enhancements in the project. So thank you for that, Gretchen. Really appreciate that, that's part of it. I hope you will stay involved throughout the process.   |
| 54             | Lindsey Hajduk    | The Non-Motorized Plan identifies Gambell and Ingra St. as part of high priority pedestrian corridors, and Gambell as a shared bikeway opportunity from 3rd Ave to 15th. Please factor the data and analyses from the NMP into existing conditions on use and public comments that went into that planning process.  | So thank you for that<br>It's a good suggestion.  |
| 55             | Pat               | OK. Because I'm still trying to figure this out and I'm on an iPad instead of a desktop, so it's harder to figure my way. How does this study? Are you taking into consideration the 36 Seward Highway Project as part of this because it all has to link together? And also, some of us have been involved in numerous designs of Seward Glen projects over the last 50 years and all of those have some good suggestions, and there's a lot already in the past that we've done that does tell you what we don't want. So take those into consideration. | Needs identified by the commenter will be considered in the PEL. Past studies like those from H2H will be reconsidered during the PEL.  |
| 56             | Allen             | How will the Project team incorporate the new micro-mobility options being incorporated into urban mobility patterns? Lime scooters, electric bikes, etc. We are also seeing autonomous delivery of goods via small delivery bots. Will these new transportation technologies also be considered?  | Needs identified by the commenter will be considered in the PEL.  |
| 57             | JF                | As someone who joined late, before we close will you please let us know where the recording will be posted/available?  | The recoding of this meeting is available on the project website at <a href="http://www.sewardglennmobility.com">www.sewardglennmobility.com</a> under the public involvement tab.  |
| 58             | Cheryl Richardson | John, would you please repeat your reply to Pat? The one you gave to Pat regarding past studies and plans, would you mind repeating that information again?  | Needs identified by the commenter will be considered in the PEL. Past studies like those from H2H will be reconsidered during the PEL.  |
| 59             | James Starzec     | I'm also learning this new system as well, so I'm going to assume you heard me, I have two questions. My first one is regarding the mailer and I may have missed this part. If it was already detailed, then I apologize. But as a resident of Fairview, the public outreach portion of the mailer you guys sent, are you going to be sending out additional mailers regarding this project to the public?   | The project team will be sending newsletters and postcards to the mailing list.   |

| Comment Number | Commenter     | Comment  | Response   |
|----------------|---------------|--|--|
| 60             | James Starzec | So my second question is just regulating relating to these fires themselves. Obviously, you guys want to get some public feedback on what people need in their neighborhood. And one thing that some of us noticed was is that the mailer that at least some of us received, it looked like spam. And it didn't really deliver quite, I think, what you might be looking for as far as getting the public's input. And just a suggestion is maybe to potentially work on how those look when you when you get them so that, you know, people will be more inclined to open them up and find out, you know what you're asking out of them, which is how to improve their quality of life. And maybe add some color. I know that there's maybe cost constrictions there on these mailers, but again, the mailer, I never even got mine, I assume, because I may have thought it was spam, but a few of us did notice that they looked pretty simple on the outside, and they didn't have a whole lot of details. So just kind of made a comment for future for future reference on how you might maybe get a little more involvement of the community on those.  | The project team will consider using color, if it fits within our budget.  |
| 61             | Allen         | The Project Team is encouraged to review the 2022 Trends Report recently published by the American Planning Association for guidance on what the future may hold in this time of disruption.   | Needs identified by the commenter will be considered in the PEL.   |
| 62             | JF            | I didn't like get out of my answer. TI believe what I'm looking for specifically. I'm wondering where the link to the recording of this entire session is going to be, not where equivalent info or general product info, but this specific recording.   | The recoding of this meeting is available on the project website at <a href="http://www.sewardglennmobility.com">www.sewardglennmobility.com</a> under the Public Involvement tab.   |
| 63             | Margaret      | Well, I've been through this for about six years. I've asked many times where this road is going to go, whether it's going to go down the Camel Creek Green Strip or whether it's going to take out Lake Otis. And I have never been able to get any kind of an answer. And I do not understand why, since there are 9,000 people who work in the WORD district, why we are so concerned about people coming from the Matsu to Seward. I don't think that happens a lot. Could you clarify that for me, please? And where is this road going to go?  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 64             | Margaret      | Not exactly. I am very concerned, and I rode the train as a tour guide many years between the Matsu and Anchorage, and I watched that track get better and better and faster. I don't quite understand why we don't have rail service. I know this is another question from the Matsu to downtown with wonderful busses that just pick people up and take them. We are so behind in that, and I look at that highway and I think it doesn't have to filter all the way through here. It could go to the railroad station, and I know that's a whole another thing. But I just, I would like to know if my forever home is going to go away. The worst thing I can think of is that is going to go right near me. And the second worst thing is that it will take my house away. So my neighbors and I are very concerned about this. We love being on the trail system, but we are very concerned, and I only see, I know you're looking 20 years out, but I see Lake Otis been busy from four o'clock until six o'clock and then nothing and we are below the cliff and I just want to know and I've been through six years of this where people told us absolutely nothing. Not even proposed routes. We could not take pieces of paper out of those meetings that we had for many years. The highway-to-highway to hide it, people in their nice little jackets with H2H just infuriated everyone. So do a better job. Thank you. | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |

| Comment Number | Commenter         | Comment  | Response  |
|----------------|-------------------|--|---|
| 65             | Anne Brooks       | <p>Thanks for asking for public input. Some comments as I review your website:</p> <p>1) Given the study area, I believe the routes to and from the port of Anchorage are as important to the study as the connection between the Seward Highway and the Glenn Highway, especially for freight.</p> <p>2) Show on the maps how the study area interfaces with the Midtown Congestion Relief PEL study. If I look at the Midtown report, the improvements end at Chester Creek, however the study area encompasses 15th Avenue. Do the projects overlap?</p> <p>3) the problems to be solved include: non-motorized/vehicle connectivity across Ingra/Gambell; efficient access to the port; ease of cross town travel; minimizing impacts to adjacent neighborhoods; impacts to much needed high density housing; impacts to low income housing; impacts to Chester Creek.</p> <p>I live in the area and have been aware of the many studies that have taken place covering the project area. I am hoping you can get it done and move forward with something. It is never in the public's best interest to find out that projects are cancelled after millions have been spent on them. We cannot afford to do this work again and again.</p> <p>Thanks again for asking for input.</p> | Needs identified by the commenter will be considered in the PEL.  |
| 66             | Mark Begich       | I want to make sure the connection from the Port Of Alaska to the new project is part of this project. At 3rd/4th Ingra area   | The connection to the Port of Alaska is included in the study area.   |
| 67             | Tami Hamler       | <p>Definitely need to provide non motorized separated pathways as part of this project. I bike to Pine Street top cross the Glenn Hwy from my neighborhood to Fairview to access Ship Creek trail.</p> <p>Need elevated or below grade separated non motorized across the Seward hwy Roger's Park to Fireweed or somewhere were it is not an at grade crossing with all the traffic.</p>   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study. |
| 68             | Ivan Rivera       | This needs to happen. I used to commute from Eagle River (Yes, it's still a commute) and it would take longer to get from Muldoon to the Old Seward than it would for me to drive down all of Hiland Rd and the 10 miles to the edge of town. Anchorage needs to be modernized and this would be a big step towards that. A bridge connection going over the Tudor swamps and Elmore perhaps??? Nobody who will live near whatever you propose will be for it but this is about the greater good of Anchorage. Take a clue from other PNW cities and add sidewalk space and a real way for pedestrians to commute and use the road system. Thank you for resuscitating this project. This city needs a shot in the arm.  | The improvements suggested will be considered during the alternatives development phase of the project.                                   |
| 69             | Suzanne Westfield | As an avid cyclist it would be great to see more multi modal transport support on both of those highways. They are the main ways in and out of town and cycling on them, especially the Seward Highway can be hairy at best.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study. |

| Comment Number | Commenter       | Comment   | Response  |
|----------------|-----------------|---|---|
| 70             | Thomas Moore    | <p>In my opinion, there needs to be a fluid connection between the two highways. Someone making a trip from south of Anchorage to the MatSu should be able to do so without getting bottle necked in midtown/downtown. Even heading north from somewhere in town can be a pain -- I generally avoid the Seward highway and take Dowling, Elmore, Tudor, Muldoon to get out of town from West ANC, then take Seward. Maybe takes longer, but I don't like driving the stretch of highway between 36th and 5th.</p> <p>Additionally, the above mentioned corridor is not bike or pedestrian friendly at all. I am willing to bet the injury/fatality rate in those categories is high. I know the interaction of Seward/Bensen and Seward/Northern Lights have had many pedestrian strikes over the years. We need to make Anchorage more walkable and bikeable. It's not only safer, but more environmentally better.</p> <p>I'd be curious if there might be an option for "through routes" for lack of a better term. Meaning, someone traveling south-north or vice versa could take an exit that is a direct, bypass route to the other highway.</p> | Needs identified by the commenter will be considered in the PEL.  |
| 71             | Avi Wyss        | <p>I just want to say that we really do need that connection because driving through town on those streets between those two highways it's quite time consuming and completely unnecessary. I've always said that there has to be a way to do it easily and quickly. Please just do something.</p> <p>And an underground tunnel to Wasilla or a bridge (to somewhere). Please do it.</p> <p>Thanks</p>  | Needs identified by the commenter will be considered in the PEL.  |
| 72             | Nick Bachman    | <p>Thank You for a superb open house this evening. Here are some sources related to the Gambell-Ingra expansion and its effect on the Fairview and Eastchester communities. The attached document is written by David Reamer, who also wrote the document below. I'd suggest getting in touch!</p>  | Needs identified by the commenter will be considered in the PEL.  |
| 73             | Birgit Hagedorn | <p>Could you please send me a link to the webpage and get me on your email list</p>   | <p>Yes, please email us at <a href="mailto:info@sewardglennmobility.com">info@sewardglennmobility.com</a> or call us at 907.206.2289 with your contact information. We'd be happy to add you to the email list and get you a link to the project website.</p> |
| 74             | Andrew Watts    | <p>Glad to see this planning project is finally moving forward again. As someone who was injured in a vehicle accident at 5th and Gambell about a year ago and someone who has worked downtown for several years, I'm well aware of the dangers of these roads and the congestion that arises on a daily basis, especially from through traffic. I'm so glad to see that this project is moving forward and strongly believe that there needs to be alternative routing for traffic in this area. I'd like to see the highway traffic (especially road freight through town and to/from the port) eventually tunneled under Fairview so that the neighborhood can function as a normal neighborhood instead of one that's cross-cut by freeway levels of traffic on surface streets.</p>  | Needs identified by the commenter will be considered in the PEL.  |

| Comment Number | Commenter      | Comment   | Response   |
|----------------|----------------|---|--|
| 75             | Avi Wyss       | Please do something quickly. I realize its a huge project but the key issue is having to stop at lights when using the highway going north or south. The Glenn should be able to be full highway speed to the Seward.   | Needs identified by the commenter will be considered in the PEL.   |
| 76             | Mike McIntyre  | Hello, I'm going crazy trying to figure out what route you have planned. Good luck !!   | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 77             | J Brown        | I cross Anchorage enroute from Wasilla area to Kenai. For many years I used Muldoon/Tudor to avoid town. Over the years that route has become cluttered with traffic lights and has gotten very slow, while 5th to Gambell has actually gotten faster. I suggest that there is no magic bullet here, rather a few of the existing alternates need to be improved, such as Bragaw to Northern Lights and Boniface to Tudor. Port traffic needs a better route. Here's some free thinking; how about a haul road along the RR right of way to Birchwood or Eklutna? It could be fenced and monitored to satisfy the Military's security concerns, and it could be used only in the hours after ships arrive. The Ingra/Gambell corridor has become one of the ugliest parts of the City, more traffic there is making it worse every year. It's time to fix this. | Needs identified by the commenter will be considered in the PEL.   |
| 78             | Dean Karcz     | Please keep me informed of the PEL study progress.  | Your comment has been documented in the project records. We have also added your email address to our email distribution list. This will make sure you are kept aware of project updates.  |
| 79             | Thomas Eley    | How did you hear about this meeting? Other<br>What is your preferred mode of transportation? Shared vehicle (2+ people)<br>Have you ever used an alternative route to avoid congestion on the Seward or Glenn Highway? Yes<br>Does the corridor need more non-motorized transportation opportunities? Yes   | No response required   |
| 80             | Travis Friesen | Have you revisited documents from the H2H (highway to highway) project with the alternate routes proposed?  | Information from the H2H study will be used, to the extent it is relevant and still accurate.  |

| Comment Number | Commenter    | Comment   | Response  |
|----------------|--------------|---|---|
| 82             | Jamin Agosti | This project should prioritize non-motorized transportation uses, the preservation of the neighborhood/housing in the usage area, reduction in traffic speeds (to reduce noise, deaths), and the creation of bikeways. Putting MORE highway through this area would be a terrible decision.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study. |
| 83             | Marc Grober  | How about making those highways toll roads and using to tolls to fund light rail service and bike highways?<br>In this era when ideologues in Eagle River want to Balkanize Anchorage, it is high time to recognize that many of Anchorage's transportation woes come from providing access to Anchorage from other communities. There are prices to pay....  | Needs identified by the commenter will be considered in the PEL.  |
| 84             | Tess Nott    | This project needs to consider and protect our neighborhoods and connectivity for people who live here. The graph that shows how folks get to work represents folks from Eagle River and Mat-Su more than our community. Folks from the valley need to ride the train. At the train station, they can bus to where they need to go. Want to drive a personal vehicle, then pay a toll to pay your way. Traffic through our town needs to be slowed way down... no more freeways and interstates criss-crossing our town! Merrill Field needs to be shut down. If private pilots want an airport they can build one outside the MOA. They've been getting a free ride for too long. The poorer folks are tired of paying for to subsidize the richer folks and Mat-Su residents. | Needs identified by the commenter will be considered in the PEL.  |

| Comment Number | Commenter                | Comment  | Response   |
|----------------|--------------------------|--|--|
| 85             | Anonymous                | <p>DOT to must stop treating Anchorage streets as freeways; we don't want to increase speeds or densities on any of our existing streets, speed limits in Anchorage should be reduced to 30km/hr residential roads and 50km/hr connectors/arterials, no connectors without protected cycletracks. No highways over 50km/hr without segregated bike paths that provide regular bike/ped ability to cross highway above or below the road bed, ASE, elevated or subterranean controlled access highways.</p> <p>Make all limited access highways exiting Anchorage core toll roads and use tolls to fund light rail service and bike highways</p> <p>In this era when ideologues in Eagle River want to Balkanize Anchorage, it is high time to recognize that many of Anchorage's transportation woes come from providing access to Anchorage to and from other communities. There are prices to pay....</p>  | Needs identified by the commenter will be considered in the PEL. |
| 86             | Greg and Theresa Rodgers | <p>We live in ER and go south to the Seward Hy. often. (Winter and summer) I try to use Boniface to Elmor then to Dowling to access the road south. It is sometimes faster than to go downtown. We return the same way. I wish we had a better, faster, safer route. Some kind of "bypass" with limited access would be of great value to us. We purposely avoid weekend travel south to Kenia due to traffic congestion. Best regards</p>   | Needs identified by the commenter will be considered in the PEL. |
| 87a            | Stephanie Warnock        | <p>Thank you for the opportunity to give input to this project. I admit, I am somewhat confused about your projections of population growth and added strain on our highway system. There has been a significant population decrease in Anchorage over the past several years, as I understand it. The pandemic is also shifting the way we work in ways that will permanently change the work environment, with less commuting and need for large offices in Anchorage. Less and less people commute in from the Valley to shop, as well, as Wasilla's expansion allows people to shop locally. Meanwhile, more and more people are wanting to bike and walk instead of drive to work or to run errands. People want shops in their own neighborhoods. Airport Heights is lucky enough to have a few of them, but we want more. And we would love to see the same happening in all of our neighborhoods. Wildlife is also a major consideration in designing our major roads and highways. Whether the highways connect through Muldoon-Tudor or downtown, wildlife corridors would allow the existing wildlife populations to not be further cut off by additional major highway development. The people of Anchorage take great pride in our ability to offer the amenities of a small city combined with wildlife and nature. This should be incorporated into the plan.</p> | Needs identified by the commenter will be considered in the PEL. |

| Comment Number | Commenter         | Comment  | Response   |
|----------------|-------------------|--|--|
| 87b            | Stephanie Warnock | IF we really need to do something major here, which I question, I believe it is vital that we invest those precious resources into a project that protects and expands existing neighborhoods and incorporates quality of life considerations as a priority. Data-driven, reality-based projections of population, biking, pedestrian and wildlife needs and our identity as Alaska's largest "town" should inform the process. We must ensure any investment we make actually adds value to our small city as we move forward into a new - and hopefully better - future. I also have concerns about how the project, however designed, would actually turn out. Honestly, when I see the results of many recently completed projects, it appears that they often create new safety problems instead of solve existing problems. The ruts in the highway from Anchorage to the Valley are flat-out dangerous, year around. The current Mirror Lake project has caused many accidents - and public stress. The problems exiting/entering at Muldoon since it was redone are well known. There seems to be a history of problems with chosen designs, materials chosen and the construction process alike. This all leaves me feeling very skeptical. | Needs identified by the commenter will be considered in the PEL. |
| 87c            | Stephanie Warnock | Honestly, I'm not sure this project is necessary. If it is to be done, though, I don't want it to decrease the quality of life in my neighborhood. I live in Airport Heights. My neighborhood is filled with medical professionals and people affiliated with the university system. We walk and bike up Northern Lights regularly to go to the shops, the university and the med district. We walk and bike down Airport Heights to the shops that direction. We walk and bike up and down 15th/Debarr to the shops and green belt found there or to downtown. We do not want (or need) more rush hour traffic cutting through. We do not want more congestion or even faster traffic on Lake Otis, 15th/Debarr, Airport Heights or Bragaw or to be boxed in us by major traffic arteries being built up around us. We do not want more barriers to getting around safely as we walk and bike - or take our kids out in the stroller. And we surely don't want more noise and air pollution. Airport Heights is a jewel of a neighborhood and has been since the beginning of our history as a neighborhood   | Needs identified by the commenter will be considered in the PEL. |
| 87d            | Stephanie Warnock | We are the only neighborhood that decided to buy our own parks and green space, voting to tax ourselves to pay for it once upon a time. To this day, the neighborhood attracts people who care about the environment we live in and the health of individuals, families and the community - and the contributions we can invest in to make that environment and health ever-better. Not just for us, but for those who come after us. And, so, I am called to speak up now as those before us spoke up then. Thanks for the opportunity to give input. I would hope that wildlife, pedestrian and biking traffic would be thoroughly studied as part of this plan and future projections regarding these growing lifestyle realities would be a priority incorporated into whatever plan is adopted. Otherwise, frankly, it is better to do nothing at all and save the money for the future that is coming.   | Needs identified by the commenter will be considered in the PEL. |
| 88             | Andy Klamser      | I think this project needs to be done in conjunction with revamping 36th Ave/Benson/N. Lights/Fireweed. It needs to be freeway to freeway (Seward to Glenn) with overpasses where necessary and major provisions for pedestrian and bike traffic. It will obviously affect a lot of residential areas in Fairview. But the longer it gets put off the bigger the problem will become.  | Needs identified by the commenter will be considered in the PEL. |

| Comment Number | Commenter       | Comment   | Response   |
|----------------|-----------------|---|--|
| 89             | Gretchen Nelson | Hello,<br>I'm writing to ask when and where there will be a posting of the recording for the Seward/Glen virtual meeting.   | Recordings of project meetings are available on the project web site at: <a href="http://sewardglennmobility.com/">http://sewardglennmobility.com/</a> under the Public Outreach tab.  |
| 90             | Anonymous       | Why further destroy downtown with road infrastructure? Have the highway cut south here and then go over on debarr or Northernlights--those two roads area already car sewers. Cutting through the poor neighborhood (with a nice grid) is just repeating the same old mistakes. | Needs identified by the commenter will be considered in the PEL.   |
| 91             | Anonymous       | lol your traffic predictions are straight lines coming off of a lot of ups and downs--how was traffic trending from 2005 to present? Was it decreasing? If so, why are you saying it will increase? Do you ever predict traffic will decrease and build more roads? Lol no      | Historical traffic trends are provided. Historical traffic volumes vary up and down. The methodology is provided and includes using projected population growth and a best fit to past trends. The low forecast does not predict an increase in traffic.   |
| 92             | Anonymous       | In the methodology memo, "Figure 5: Example Thematic Map of Forecast Traffic Volumes" shows pretty much the same volumes going down muldoon. Why not just make that they highway and have it curve around to Tudor?   | The project team developed an origin destination study to determine where users of the Seward and Glenn Highways in the study area are going to and from. Very few travelers using the Seward and Glenn Highways are going from origins to destinations (e.g. Girdwood to Eagle River) that would find a connection so far east useful. Most trips using the are going into and out of employment centers and would not find a bypass along the edge of Anchorage useful. It would not solve the problems in the study area. |
| 93             | Anonymous       | Couplets completely destroy cities for everyone except for drivers. Why do this? You are ruining like 20 square blocks.   | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.   |
| 94             | Anonymous       | Are you all sure that mobility for cars is really what people in the community want? Or is that your assumption?  | The PEL will consider needs of all modes, including non-motorized.   |
| 95             | Anonymous       | Please add 75 lanes here--current is not enough! Based on my model I am predicting 100,000,000 cars per day in 2025 and I do not want to be delayed!  | The number of lanes and other improvements will be determined based on traffic modeling results using Anchorage's adopted transportation model.  |
| 96             | Anonymous       | The traffic engineers did not do a good enough job ruining this neighborhood last time--- please add more lanes and increase speeds to 90. Mobility is the most important!!   | Travel speeds and numbers of lanes will be based on traffic modeling and consistent with the functions of the road network that are identified in Anchorage's adopted plans (e.g. the Anchorage 2040 MTP and Anchorage Functional Classification Plan).  |
| 97             | Anonymous       | Mobility not good enough here. Please increase design speed to 150 so that people can go at least 145.  | Travel speeds and numbers of lanes will be based on traffic modeling and consistent with the functions of the road network that are identified in Anchorage's adopted plans (e.g. the Anchorage 2040 MTP and Anchorage Functional Classification Plan).  |
| 98             | Anonymous       | Why route traffic through the center of the city? Why not along the edge?   | The project team developed an origin destination study to determine where users of the Seward and Glenn Highways in the study area are going to and from. Very few travelers going from origins to destinations (e.g. Girdwood to Eagle River) that would find a connection on the edge of town. Most trips using the are going into and out of employment centers and would not find a connection along the edge of Anchorage useful. It would not solve the problems in the study area.                                    |

| Comment Number | Commenter     | Comment   | Response  |
|----------------|---------------|---|---|
| 99             | Anonymous     | <p>1) What happened to the H2H project? Why are we re-planning the same project/issues over and over? Same for the planning of the Seward &amp; 36th interchange. Scrap and redo?? Are we in the business of supporting design companies or of helping citizens with traffic issues. We want a real "highway", now.</p> <p>2) You need to think outside the box and look around the world for better solutions. Anchorage might be in Alaska (wide endless spaces) but it's like a place in Europe with limited useable area due to it being limited by the ocean and mountains. Why don't you guys plan for a tunnel to divert all the through traffic between Eagle River-North to the Kenai.</p> | <p>(1) The highway to highway project was halted in 2010. The project team has all of the information developed at that time and will be using it as a base for this study. The project team is aware of the improvements being implemented in Midtown and will be coordinating improvement in this study area with what has been adopted in the Midtown congestion relief PEL. (2) The project team developed an origin destination study to determine where users of the Seward and Glenn Highways in the study area are going to and from. Very few travelers using the Seward and Glenn Highways are going from origins to destinations (e.g. Eagle River to Kenai) that would find a connection so far east useful. Most trips using the Seward and Glen Highways in the study area are going into and out of employment centers. It would not solve the problems in the study area.</p> |
| 103            | Anonymous     | A bridge here would be really cool to promote fish passage. The current culvert has is in bad shape and is really wacky. Also, having a bridge would open up the pedestrian pathway making is less susceptible to shady activity.   | The problems and solutions identified by the commenter will be considered in the PEL.   |
| 104            | Anonymous     | A pathway connecting the Chester Creek trail to the pathway along 20th would be handy.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 105            | Anonymous     | This whole area is sketchy. Lanes are narrow. Traffic is heavy. Left turn lanes on Lake Otis at 15th seems like it would help. Maybe switch from 4 lanes to 2? Bike lanes would be nice too.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.   |
| 106            | Anonymous     | A pathway connection from here north to the ship Creek trail would be super.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 107            | Anonymous     | Consider some sort of commuter rail project to ease the number a vehicles on the road.  | Light rail and commuter rail have been studied in past plans. The adopted metropolitan transportation plan does not include light rail or commuter rail as a solution for intercity travel in the Anchorage area. This PEL study is a step down study and will be examining solutions that are consistent with the framework established by the MTP, Anchorage Comprehensive Plan, and other adopted plans. Broad changes in direction like commuter rail need to be addressed in these other planning processes.   |
| 108            | David LaSelle | As someone who lived in Anchorage for 22 years then commuted to Anchorage for another 15 years, this project is way overdue. The only thing more important to the lessening of bottlenecks in and out of Anchorage as well as traveling through the city would be to build the knik bridge. To force all traffic in and out of Anchorage to one north and one south route is a short sighted power grab. Bridges across the knik arm and Turnagain arm towards Kenia are necessary for the city and state to continue to grow. After all, the Golden Gate bridge was a bridge to nowhere until it was built.  | The Knik Arm Crossing has been studied in past plans. The adopted metropolitan transportation plan does not include the Knik Arm Crossing as a solution for intercity travel in the Anchorage area. This PEL study is a step down study and will be examining solutions that are consistent with the framework established by the MTP, Anchorage Comprehensive Plan, and other adopted plans. Broad changes in direction like the Knik Arm Crossing or bridge across Turnagain Arm need to be addressed in these other planning processes.  |
| 109            | Avi           | Please just do something to eliminate traffic stops between the 2 highways. It's absurd to go highway speed and then slow down (time wise) in between highways. Why can't you just block off the side street entrances and build periodic on/off ramps like other parts of the highways have? And if that proves too difficult then at least have the last exit at Bragaw and the next one at 36th (both ends). Anyone needing local access can use other streets. What's the big deal?   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter | Comment   | Response   |
|----------------|-----------|---|--|
| 111            | Anonymous | When Lake Otis and 15th/ Debar backs up in the afternoon rush hour, vehicles cut through the neighborhood via 20th eastbound and cut up north via Alder St or Sunrise/Airport heights at high rates of speeds. The neighborhood roads are wide with few stop signs. There is some traffic calming on 20th but no traffic calming on Alder or Sunrise. Several students walk home from airport heights elementary school after school programs with some close calls with the afternoon rush hour. Please remedy these routes with traffic calming or increase patrols for the children's and neighborhood safety. Be my guest and observe in person during rush hour how fast vehicles drive through this neighborhood. Please reduce cut through traffic in our neighborhood. Thank you. | The problems identified by the commenter will be considered in the PEL.  |
| 112            | Anonymous | During peak times, the bus has difficulty finding a break in traffic to make this left turn safely. Please revise airport heights signal timing or this bus route for safe access to the hospital.  | The problems and needs identified by the commenter will be considered in the PEL.  |
| 113            | Anonymous | During afternoon rush hour, vehicles back up to debar circle trying to make a left at the airport heights/debar intersection. Yes, that far... go see for yourself. Please address the left turn signal timing in the afternoon or add a double left turn. The backup causes unsafe weaving of vehicles from the left lane to the right lane caught in traffic.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 114            | Anonymous | Please add a raised median for pedestrian refuge for those trying cross debar to access transit or the other neighborhood. 5 lanes with no signal between airport heights and Bragaw in a residential area has seen too many close calls.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 115            | Anonymous | This stretch of lake Otis over Chester creek has a failing pavement section, Icing issues, sewer and water main issues, poor fish passage, narrow sidewalks and poor visibility for the path undercrossing. Please address these issues when you rebuild this section of road.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 116            | Anonymous | Will we ever see a public road alternative that threads the needle between regional hospital and merril field that connects both ends? The intersections of 15th and merril field Dr the intersection of airport heights and merril field drive would be the book ends to create something like Mlk Blvd. I feel this route could be a midtown/glenn highway connection that avoids most residential areas and moves vehicles safely and efficiently. Appears to have room to add displaced left or double left turn lanes to better accommodate traffic. Not sure what the ROW impacts would be to the hospital or merril field but this could aid the glennhighway/seward highway connection.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 124            | Anonymous | Comment No. 4 in a series of comments: The study does not look at financing for the project to redirect traffic. It does not examine the eventual displacement of thousands of residents and businesses. It does not even map out exactly where the proposed rerouting will occur. It simply suggests that there's a need for a better connection because sometime between now and 2050, the traffic patterns in the affected area will probably increase because the population of the Mat-Su Valley will probably continue to increase. For this prediction, engineers will be paid millions of additional dollars to continue the study. Since we are now only in Phase 2 of the study, there are four more phases to go.  | The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated - and will consider the kinds of impacts identified by the commenter. The purpose and need has not yet been identified, so it remains to be seen if a better connection between the highways is needed. |

| Comment Number | Commenter | Comment  | Response  |
|----------------|-----------|--|---|
| 172            | Anonymous | Lots of pedestrians crossing in this area, long waits at lights drive people to J walk   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 173            | Anonymous | Dangerous pedestrian and cyclist crossing here.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 174            | Anonymous | Add bike lanes and bike parking so people can ride to the town square concerts and shop on foot in the area  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 175            | Anonymous | This is a dangerous area: there are tons of pedestrians crossing in this area and cars driving fast and jockeying for position as two lanes narrow to one  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 177            | Anonymous | 15th to Debarr across the entire length of the study area is very dangerous for pedestrians and cyclists alike. High speeds, small sidewalks, and busy crossings. The entire route would benefit from decreased speeds, bike lanes, and non-vehicle priority at crossings. | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 178            | Anonymous | High speeds in a residential neighborhood with lots of walkers and parked cars. More speed bumps and painted bike paths would help.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 179            | Anonymous | Poor east-west connectivity along the entire length of the split Ingra Gambell corridor. This arrangement seems to maximize unusable public space in exchange for higher speeds between stop lights. Very hostile pedestrian experience.                                   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 180            | Anonymous | Two major roads crossing what would otherwise be a very walkable downtown.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 181            | Anonymous | Airport Heights Dr and Mountain View Dr would be a logical cycling connection between the Ship Creek Trail and Chester Creek Trail, but unfortunately has high speed traffic and a major crossing that is dangerous for pedestrians and cyclists.                          | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |

| Comment Number | Commenter         | Comment   | Response  |
|----------------|-------------------|---|---|
| 182            | Mike Ward         | I think the idea of connecting these two highways makes a lot of sense. I am curious to see what their plans are. Do they have any preliminary drawings or ideas on how they are going to connect them, or are they still in the research stage?  | <p>Hi Mike,<br/>         Silvia let us know that you had a few questions about the Seward Glenn Mobility Study. The study will identify potential improvements and evaluate the environmental impacts and engineering feasibility of those improvements using a Planning Environmental Linkages (PEL) process. Currently, we do not have any preliminary drawings. The current phase of the study is focused on identifying the transportation problems that need to be solved in the study area. We are actively researching the study area and engaging the public to understand current and future transportation needs.</p> <p>PEL studies represent a collaborative approach to transportation decision making that considers environmental, community, and economic goals and impacts early in the transportation planning process and uses the information, analysis, and products developed during planning to inform the environmental review process. This study will result in a plan that describes how the study recommendations can be phased, funded, and implemented given competing statewide transportation priorities.</p> <p>Thank you for reaching out to us.<br/>         Please reach out with additional questions or comments.<br/>         Thank you,<br/>         Alice Rademacher<br/>         Public Involvement Coordinator<br/>         (907) 206-2289<br/>         info@sewardglennmobility.com</p> |
| 183            | Richard Irwin Sr. | Thank you for alerting and engaging the council members on the highway integration plan. Thoughts...In Doc A, there are several communities mentioned being impacted by the proposed project. This is a massive project proposal which is laden with a great many challenges to be sure. My concern, like yours I think, is that the agencies providing the work would circumvent the necessary process of engaging the impacted communities (Mt. View, Gov. Hill, Downtown, Gambel, Fairview, Ship Creek, etc.) BEFORE any proposals are set forward. While I am grateful for your engagement, I am uncertain this is being done regarding other communities. While noting stats on homeless services, I question the accuracy of information reported. As you know, there has been a great deal of shifting in services to this population, on multiple levels. It would be very helpful to present current accurate data. To my knowledge, the Downtown Hope Center, Soup Kitchen has not been contacted for any data information. The numbers being served in our quadrant are substantial as it relates to other homeless services on the 3rd Ave. corridor. Please feel free to contact me for clarification. | <p>Josie Wilson talked with Richard on the phone and walked him through the project website and dates. He was very appreciative and plans to submit a formal comment.</p>   |
| 185            | Allen Kemplen     | Hello All,<br>Please find attached my preliminary comments on the two technical documents.  | The comment specific to the noted documents will be addressed in the respective documents.  |

| Comment Number | Commenter        | Comment  | Response  |
|----------------|------------------|--|---|
| 186            | Matt Cruickshank | Hi Daniel and Mark,<br>DOT has commissioned a PEL to identify and evaluate options to improve transportation mobility, safety, access, and connectivity between the Seward Highway, near 20th Avenue and the Glenn Highway, east of Airport Heights.<br>Currently The PEL is in the “identify problems To be solved Based on updated data and public input.”stage. The deadline for public comment is February 28. The offer was made to present at Federation Community Councils, if requested.<br>I understand FCC have a extremely packed agenda, but would strongly recommend a five minute no Q&A presentation, to afford Community Councils The opportunity to identify problems that need to be solved in this PEL study.<br>Any request to present Will need to be submitted to info@sewardglenmobility.com<br>For reference Daniel George is chair of Federation Community Councils, and Mark Butler is the Executive Director. | No response required  |
| 187            | Jackie           | Neighborhoods are for children, families, and people - not necessarily cars. Please keep our neighborhood neighbor friendly and do not expand capacity on Lake Otis. It is only slightly busier before and after work.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 189            | Tyler Boyes      | This intersection needs a bridge for non-motorized use. Crossing in winter is dangerous unless you are in a car.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 190            | Anonymous        | Going eastward on 9th, the road on left of the intersection is 2 lanes while on right it quickly becomes 1 lane. Those in the left lane which ends tend to speed dangerously to race into the only lane.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 191            | Anonymous        | Leftmost turn lane on C street for traffic heading East on 6th have a very narrow lane just before the turn, and often cars cross over into the middle lane before turning   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.   |
| 192            | Anonymous        | Very long red light and limited visibility for cars turning from 13th onto Ingra   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.   |
| 193            | Anonymous        | Very limited visibility for cars on 11th turning from the stop sign onto Ingra. This entire area favors those crossing through town on the highway, giving longer red lights, limited visibility, much faster cross-traffic for cars that are coming from within the neighborhoods - aka fairview residents  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.   |
| 195            | Nick Bachman     | This Section of the Highway passes directly next to the sports complex at Clarke Middle School. The facilities are negatively affected by road noise, and, most likely, pollutants and car emissions. High barriers to block traffic sound and emissions should be considered for the benefit of the health and experience of the youth and community members who use these facilities.  | DOT&PF did evaluate noise impact when the interchange was built at Bragaw/Glenn Highway, but the level of noise did not warrant noise mitigation there. While Clark Middle School is within the Study Area, improvements as far east as Clark Middle School are not anticipated as part of this PEL. However, if improvements are identified in that location and evaluated in a NEPA document, noise walls would be reconsidered at that time. |
| 196            | Alex             | Hi. I'm calling for Josie. This is Anchorage Daily News. Trying to learn more about the project real quick. Just, can you call me back as soon as possible about the pals project. Hey, thanks for the highway, the Highway thing, thanks, bye   | DOT&PF is in contact with the reporter to provide information.  |
| 198            | Brita Mjos       | Lake Otis needs wide grade-separated sidewalks on both sides between N. Lights and Debarr. Lake Otis does NOT need increased capacity; it needs to better support the existing users by providing safer routes for pedestrians and bikers, and provide a turn lane into Eastridge, and widen the turn onto 20th.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter   | Comment   | Response   |
|----------------|-------------|---|--|
| 199            | Jim Renkert | Hi Josie,<br>Not sure if you'd seen the Former Alaska Native Service Hospital site Master Plan 2019. The 3rd Avenue Radicals worked hard to get this plan conducted.<br>Just some more reference material for you on the Seward-Glenn   | This information will be collected and considered in the PEL document.   |
| 202-a          | Jenny Jones | Hi Josie, I had a great conversation at Carrs today and wanted to follow up with some of my concerns. Attached is a map from the muni website ( <a href="https://www.muni.org/Departments/OCPD/Planning/Pages/Maps.aspx">https://www.muni.org/Departments/OCPD/Planning/Pages/Maps.aspx</a> Summary Map of Anchorage Bowl Area) showing the neighborhoods. The bulk of the project focus will be in the Fairview neighborhood, where I am a homeowner (Tyonek Dr.). This is an important map for recognizing who this will affect directly. Fairview has had a history and continued relationship with the city that has created systemic and generational trauma for many of the Fairview residents. A little history background reading for you- <a href="https://www.alaska.org/detail/fairview-neighborhood">https://www.alaska.org/detail/fairview-neighborhood</a> <a href="https://www.anchoragepress.com/news/the-shameful-history-of-redlining-in-fairview/article_530fb844-d15f-11eb-9917-4f3c477238be.html">https://www.anchoragepress.com/news/the-shameful-history-of-redlining-in-fairview/article_530fb844-d15f-11eb-9917-4f3c477238be.html</a> There are others available if you search. Essentially, Fairview has been discriminated against throughout the city's history. It continues today. We don't trust the city planning efforts to do anything positive for us. Issues we need to be taken into consideration are, in my opinion, as follows. | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 202-b          | Jenny Jones | We need healing. We need cohesion in the dead space between the Gamble and Ingra split. A way to increase the home values and quality of life for the residents in this void between the highways. While also protecting the home values of residents in other areas of this project area. Don't do more damage. We need beauty. We need trees, and flowers, and space for the very high pedestrian and bike traffic. This area of town must remain walkable, bikeable, and be enjoyable. Beauty brings tourism, population growth, and economic growth. We need considerations for personal safety. This includes thoughtful placement of wide sidewalks, effective and safe snow removal, street and path lighting, pedestrian separation from high speed traffic.  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 202-c          | Jenny Jones | We need the homeless population to be considered. Bringing high speed traffic through this area will increase fatalities. We have a lot of people living on the street, and if your study here is about traffic then remember that the pedestrian interaction with traffic through Fairview is huge. We need quiet. We are already burdened with Merrill field air traffic, high speed commercial traffic through our residential area would be very inappropriate. A metric of success for your project would be a community healing through greater spatial cohesion, beauty, safety, feeling pedestrian dominated, and quiet. Improvements to the Gamble/Ingra area would dramatically improve the quality of life, economic development, tourism, and overall desirability of Anchorage as a whole. Thank you for your efforts in engaging the community. Our livelihoods are depending on you not making our neighborhood worse.   | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |

| Comment Number | Commenter      | Comment   | Response  |
|----------------|----------------|---|---|
| 203            | Jena Ferrarese | This stop sign (headed east on 20th at the intersection with Sunrise) is run on a regular basis, often by the same drivers who go too fast down 20th. The vast, vast majority of folks running the stop sign turn left onto Sunrise. I can only presume they are cutting through the neighborhood to access Debarr. This driver behavior, regardless of the ultimate destination, is unacceptably dangerous in a neighborhood whose fundamental identity includes being pedestrian/stroller/dog walker/skier/biker friendly. I support adding additional traffic calming measures to 20th, Sunrise, and Airport Heights Dr., even if they increase emergency services response times.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 204            | Anonymous      | I understand that it may be difficult to remove traffic lights between Karluk and Mountain View Drive, especially Reeve Blvd since I see plenty of heavy trucks using that intersection to turn onto or off of Reeve. How about eliminating the stop light at Concrete at a minimum? For Reeve, perhaps truck traffic could be routed along 3rd Ave? What about the possibility of a grade-separated interchange at Mountain View Drive by lowering Mountain View Drive and Airport Heights?  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 207            | Anonymous      | Mt. View Dr. > Commercial Dr. > 3rd Ave would be another good option to direct the walking and bicycle traffic coming from the East to Downtown or Midtown. The multi-use trail along Ship Creek is nice for recreational use, but doesn't give regular commuters and people living in the local community enough options to use non-motorized modes to get to work, school, grocery stores, etc.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 208            | Anonymous      | The sidewalk turning into a separated multi-use path is nice here but not maintained enough for wheelchair access.<br>I once had my bicycle stolen while I was helping push a person in a wheelchair who was trying to get to Fred Meyers (grocery store) up the hill in crusty, slushy, Spring snow conditions. Luckily, the thief rode the bicycle directly back toward me and I was able to confront him and get my bicycle back.<br>Also the road plows just push/spray the snow back onto the multi-use path; simple coordination between them (path plows go after road plows) would solve some of the issues. Due to the high speeds involved on the adjacent highway, this multi-use path really should have a physical barrier that would make non-motorized users feel safe and would also prevent snow from the road to be pushed on it. | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 209            | Anonymous      | A protected / separated, for non-motorized users, multi-use path along 15th > Debarr should be a priority.<br>So many neighborhoods would be connected to Downtown and Midtown by such an improvement.<br>The Regional Hospital and Fairview Elementary School would also benefit from such a multi-modal, safe path.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 210            | Anonymous      | The Seward Glen Project just caters to those living in the Valley. I'm opposed This would cut through a vibrant and cohesive neighborhood and would damage quality of living for many residents in the city.  | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.  |
| 211            | Anonymous      | The right angle transitions from Ingra to 6th Ave and 5th Ave to Gambell seem to impede traffic flow. A smoother flow without traffic lights for turning vehicles would help. This could involve a curved roadway through existing properties   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter | Comment  | Response   |
|----------------|-----------|--|--|
| 212            | Anonymous | <p>Comment No. 1 of a number of comments: I'm an attorney representing a number of clients, including both businesses and residents, from the Fairview Community. You think Covid-19 has had a drastic effect on Anchorage? Covid has nothing on what's being planned for the existing connection between the Seward and Glenn Highways ("the connection"). It's going to do more harm to Fairview and its residents and business owners, in both the short term and the long term, than Covid ever will. Look at the rollout of the project. The flier noticing the January 2022 public meeting about the connection looked like a paper version of electronic spam. It turns out that only Fairview residents received the notice, even though multiple neighborhoods, including Government Hill, Mountainview, and Russian Jack, could be heavily impacted by the project.</p>  | <p>A project newsletter and a project post card were sent to all addresses in the study area. In addition, posters were put up at prominent businesses and gathering places. Newspaper and online ads were run and emails were sent to identified project stakeholders throughout the study area.</p>  |
| 213            | Anonymous | <p>Comment No. 2 in a series of comments: Then there was the meeting itself. I sat through the entire recording of that meeting. It didn't seem designed to inform the public. It definitely wasn't agenda-free. There was no discussion of the cons of the project, things like money or the forced relocation and reestablishment of homes for the residents, or even of the meaning of eminent domain. Nobody was told that the project could upend their lives and livelihoods as they know them. Nobody was told that they might get a whole whopping ten cents on the dollar of the value of their property should the project be given a green light.</p>   | <p>We are at the beginning of the PEL. As there are no alternatives developed yet, we do not yet know the cons. The PEL team will be developing and then evaluating alternatives and will have engagement at that time to discuss potential impacts of the project.</p>  |
| 215            | Anonymous | <p>Comment No. 5 in a series of comments: Even the invitation for public commentary on the Seward-Glenn Mobility website points to the limitations of the study. The public is invited to make comments on the following types of concerns: Biking, Driving, Transit, and Walking. And then there's the Other, as if all the issues not directly related to mobility are so insignificant that they can be lumped together in a single category and dismissed. How shortsighted to dismiss concerns like living conditions and costs. And how sad for those living and working in Fairview!</p>  | <p>The purpose of the survey/engagement in this phase is to identify transportation problems to be addressed in the study area. There was nothing in the project materials indicating we were requiring issues only with mobility. Any and all issues were solicited and recorded. We are at the beginning of the PEL. As there are no alternatives developed yet, we do not yet know the issues. The PEL team will be developing and then evaluating alternatives and will have engagement at that time to discuss potential impacts of the project.</p>  |
| 216            | Anonymous | <p>We have to assume that, as the website promises, future phases of the study will address those "other" major issues the public must deal with regarding the project. In the meantime, Fairview residents need to be told the following: 1. Justification of the project. The State launched a 2010 study that it ultimately abandoned due to adverse economic circumstances. The State justifies renewing the project based on a more recent study suggesting that, although the Anchorage population has declined 3.90% since 2010, the Mat-Su Valley population is steadily increasing, so that by 2050, three decades from now, a new connection will be required for the safety and wellbeing of all Anchorageites. But what difference, exactly, does the State see between what was going on in 2010 and what's going on now? The population in the Mat-Sue Valley was expanding in 2010, just as it continues to do now.</p> | <p>The DOT&amp;PF started an EIS to connect the highways in 2008 which was canceled by a new Governor in 2010. The project came out of an officially adopted plan. The project has stayed in the plan (in phases since that time). At the urging of affected neighborhoods this PEL study was suggested and adopted into the most recent MTP. Changed conditions like those identified by the commenter will be revisited to determine what transportation needs there are for the Seward and Glenn Highways and Access to the Port. The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated. The purpose and need has not yet been identified, so it remains to be seen if a better connection between the highways is needed.</p> |

| Comment Number | Commenter | Comment   | Response   |
|----------------|-----------|---|--|
| 217            | Anonymous | <p>Comment No. 7 in a series of comments: The economy is headed downhill faster than an Olympic skier just as the economy did when it prompted the discontinuation of the 2010 study. The primary industry of oil and gas that has historically fueled Alaska's growth promises to be nonexistent by 2050. So why now? What does the State hope to gain by focusing on 2050 when there's a crisis in progress right now? Looking ahead is a good thing. Watching where you step when you're looking ahead is an even better thing. 2 Lowered real property values. The moment the State launched its study, development in your area just stalled. Nobody wants to invest in a neighborhood that's heading for destruction. There won't be any new businesses in the foreseeable future.</p>                | <p>Why now? This project is identified in Anchorage's adopted 2040 Metropolitan Plan. That plan has been adopted by elected officials and the AMATS policy committee. The description and objectives for the study come from those adopted plans. Why 2050? Planning studies routinely plan for a future that is 20 years into the future - or 20 years from the time of construction. 2050 was selected to align with the Metropolitan Transportation Plan update that has a horizon year of 2050. Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements.</p> |
| 218            | Anonymous | <p>Comment No. 8 in a series of comments: Eminent domain. The State's required to pay you fair market value for your property, but remember, you're facing lowered property values overall. Typically, you'll get maybe 10 cents on the dollar. Fairview studies. Preliminary impact studies are available on the State's website for both the Government Hill and Mountainview neighborhoods. As of February 23, 2022, the link for the Fairview study leads to the Government Hill study. Where is the Fairview study? Given the existing connection, shouldn't this have been the first study produced to the public?</p>  | <p>Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL. It is unclear what studies are being referred to. The project is just beginning. No studies have been conducted for this PEL in Government Hill or Mountain View. Studies conducted as part of this PEL will be published on the project website at: <a href="http://sewardglennmobility.com/">http://sewardglennmobility.com/</a></p>  |
| 219            | Anonymous | <p>Comment No. 9 in a series of comments: Fairview neighborhood. The Fairview community may be the neighborhood hardest hit by the project. At approximately 2,750 residents per square mile, the density rate is the highest in all of Alaska. The area is home to a population consisting roughly of 60% minority residents. The population largely falls in the low-income bracket. Many of the residents walk or ride bikes as vehicle ownership isn't always economically feasible. More than 50% of Fairview residences house minor children. The median age of residents is 7 years above that of the rest of Alaska. This is the picture of a hardworking, working-class neighborhood. Interference with the neighborhood's layout will have long-lasting and critical impact on the residents.</p> | <p>Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.</p>  |
| 220            | Anonymous | <p>Comment No. 10 in a series of comments: 6. Commerce. Fairview hosts a variety of businesses, which run the gamut from dining establishments, grocers, car lots, and art and music studios, to professional offices for lawyers, dentists, and physicians. Many of the businesses are family-owned and cater specifically to Fairview's population. 7. Eminent Domain. As it's in the early planning stages, the project has no set funding. But even if the State relies on federal funds for the construction of the new connection, it's probable that state and local governments will have to cover the buy-outs of the properties and the relocation of the residents, selling bonds, borrowing monies, and burdening future generations with increased property taxes for years to come.</p>       | <p>Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.</p>  |

| Comment Number | Commenter | Comment   | Response  |
|----------------|-----------|---|---|
| 221            | Anonymous | Comment 11 in a series of comments: 8. Relocation of Fairview population. Where, exactly, will the State relocate the Fairview population whose lives will all be disrupted? Which community within Anchorage is equipped to house roughly 8,000 additional residents who often travel by foot and bike? The Anchorage rental market is tightly squeezed, with rents the highest in years. Given the guaranteed low payouts for their Fairview properties, low-income residents won't be able to afford to purchase new housing elsewhere. When will the State propose solutions for the disruption to people's lives?  | Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL.   |
| 222            | Anonymous | Comment 12 in a series of comments: 9 Social impact of the project to Fairview. Fairview consists of a close-knit population that is devoted to its neighborhood and that depends on and patronizes the local businesses. This is not a population easily split apart and rehomed. This is a population that depends on one another for survival, socially, culturally, and economically. The conditions that bind this community together will be destroyed, and for the residents, their lives will never be the same.  | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.  |
| 223            | Anonymous | Loss of quality of life. Much of the Fairview community looks out to the mountains, and many of the homes enjoy prime views. As the neighborhood hosts pretty much all types of businesses, the pedestrian population can access goods and services easily. There are community centers, gardens, schools, churches, and even the Senior Center of Anchorage located within the neighborhood. Because there's no available PEL study specifically geared to Fairview, it's not clear how the State intends to compensate for the loss of quality of life. But no matter the compensation, the Fairview residents stand to lose a lifestyle that is unique in the Anchorage area. It is offered nowhere else in the Municipality. In fact, it can't be found anywhere else in the State.   | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.  |
| 224            | Anonymous | Comment 13 in a series of comments: 1. Safety, noise, and other considerations. Ditto for the issues of safety, noise, and similar considerations. Without more information made available by the State, including the proposed route the connection will take, the Fairview community is severely disadvantaged in mounting a defense against eminent domain. How will the new connection affect Alaska Regional and Northstar Hospitals? What about the U-Med District that serves Fairview's medical needs?<br>Alternatives. The State has proposed no alternatives to a new connection. Why? Has it considered synchronization of traffic lights, for instance? Roundabouts? Additional connections from Muldoon west through to Seward that will impact communities less? Why is the State focused on the one primary connection, and not on alternatives? | The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated. |
| 224            | Anonymous | Comment 14 in a series of comments: Overall, the Fairview neighborhood would do well to protest vigorously against the proposed development. The Fairview businesses cannot survive the proposed changes. The neighborhood cannot survive. Nor will many of the residents.  | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.  |
| 226            | Anonymous | Move the highway below grade through to the Glenn and restore neighborhood connectivity, green spaces, and bike and pedestrian friendly routes above. This will improve both flow of through traffic and livability of this part of Anchorage. It benefits everyone   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter | Comment   | Response   |
|----------------|-----------|---|--|
| 227            | Anonymous | Walkable areas with wide buffered from the traffic sidewalks are important from residential areas east of the Seward highway to the commercial district adjacent to and west of the highway. The Seward highway is currently too dangerous and onerous for pedestrians especially in winter but also in summer. I urge planning to make it better when developing this mobility for vehicles project. Safe and accessible walkways over and under are critical to making Anchorage a great place to live.   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.  |
| 228            | Anonymous | It would be great to somehow connect access to the pedestrian Chester Creek Trail along Letouche or along the Seward highway from as far away as 36th st to the Chester Creek trail to afford pedestrian access from the communities of Geneve Woods and College Village. The connection should afford users the ability to not have to cross roads by either employing a culvert under the road bed of an overpass.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 229            | Anonymous | Handicapped pedestrians frequent 15th ave daily to cross from East and West Fairview connecting to critical services including Social Services, bus stop, grocery and housing.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 230            | Anonymous | I hope that the Fairview Greenway is considered as an alternative to further destroying Fairview with the highway. We need to focus on pedestrian and biking access between east downtown and the rest of downtown. We also need to revitalize our commercial corridor as zoning doesn't leave us any options east of the highway.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 231            | Anonymous | This stretch of sidewalk is extremely narrow from bishops alley to Carrs. There is no buffer space between pedestrians and cars. People speed thru this area too. Splash water onto pedestrians. There are gigantic utility poles that obstruct the pathway. There is no way a handicapped person can even maneuver here ... with or without snow.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 232            | Anonymous | In any outcome of this project, you have to think about density and equity. Fairview has density and no green spaces, no pleasant walkable experiences. Many do not have cars and walk. Putting a major highway project in this area impacts so many people. Higher MPH = worse air for those around it. A major highway project has little benefit for those of us here if it does not address walkable accessibility, noise, and air. Ingra and Gambell already split our neighborhood. Lack of positive investment in our neighborhood have hindered it. | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.   |
| 233            | Anonymous | This road has become a superhighway of people, walking from the Sullivan arena to Carrs and support services. There isn't good walk ways for how people flow thru our neighborhood.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 234            | Anonymous | Looking at your user map, most people are traveling to/from Northeast area. I have to really wondering if anyone really wants to intersect with the downtown area. I think most of the movement really wants to get to midtown/umed area. It seems like there are way better routes to handle this flow of traffic. By removing some of that traffic do we really need a superhighway running through a neighborhood. Couldn't we just improve what exists and provide another access road from NE to midtown?  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study. The project team developed an origin destination study to determine where users of the Seward and Glenn Highways in the study area are going to and from. Very few travelers using the Seward and Glenn Highways are going from origins to destinations (e.g. Girdwood to Eagle River) that would find a connection so far east useful. Most trips using the are going into and out of employment centers and would not find a bypass along the edge of Anchorage useful. It would not solve the problems in the study area. |

| Comment Number | Commenter | Comment  | Response  |
|----------------|-----------|--|---|
| 236            | Anonymous | This area is dangerous, with people utilizing the Brother Francis and Beans Cafe, City Sleepoff Center and Jail. It is a heavy use corridor for truck traffic. A bad combination   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.   |
| 237            | Anonymous | This merge/light does not work to access commercial drive or ship creek from the highway. The light is always very slippery and the merge lane is not clear.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 238-a          |           | This email contains brief comments and supporting source documents for your Environmental Settings report that I quickly read through during your recent online community meeting. For some reason, I am unable to find the report any longer on your website. These comments are based on my memory from a couple of weeks ago. Generally speaking, the report needs to go beyond road buider's boilerplate air pollution information, and dig into the localized and to some extent, the communitywide noise, health and climate change impacts of increasing traffic -- and speeds -- on Gambell and Ingra Streets. It is problematic, from what I heard during the zoom meeting, that it is up to the community to bring up such issues, because otherwise they would not be considered. To depend on people who are unlikely to be fully informed infers that this study will not be comprehensive. | <p>Hello,</p> <p>Thank you very much for your detailed comments and the information that you provided.</p> <p>I wanted to make sure that you could find the "Draft A Basic Description of the Environmental Setting Report" on the project website. This is the link to the Project Library, where various documents are linked:<br/> <a href="http://www.sewardglennmobility.com/Library.html">http://www.sewardglennmobility.com/Library.html</a></p> <p>If you scroll down below the video, you'll see links to the documents, as highlighted below:Please let me know if you have trouble downloading the document, and we can send the documents using a different method.</p> <p>Thanks,<br/>Taylor</p> |
| 238-b          |           | Please address the following issues without hiding them in an obscure corner where they can be overlooked. HEALTH 1. Children living near Gambell Ingra are more likely to have asthma than children living farther from busy roadways.<br><a href="https://www.ncbi.nlm.nih.gov/pubmed/16007113">https://www.ncbi.nlm.nih.gov/pubmed/16007113</a> 2. National research has documented other health effects from living near high volume roadways including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.<br><a href="https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf">https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf</a> 3.  | <p>Hello,</p> <p>Thank you very much for your detailed comments and the information that you provided.</p> <p>I wanted to make sure that you could find the "Draft A Basic Description of the Environmental Setting Report" on the project website. This is the link to the Project Library, where various documents are linked:<br/> <a href="http://www.sewardglennmobility.com/Library.html">http://www.sewardglennmobility.com/Library.html</a></p> <p>If you scroll down below the video, you'll see links to the documents, as highlighted below:Please let me know if you have trouble downloading the document, and we can send the documents using a different method.</p> <p>Thanks,<br/>Taylor</p> |

| Comment Number | Commenter    | Comment  | Response   |
|----------------|--------------|--|--|
| 238-c          |              | <p>Anticipated VMT increases along Gambell Ingra are expected to overwhelm fleet improvements and increase air pollution there, and by inference, increase health problems. Analysis of the Air Quality Impacts of the Anchorage Long Range Transportation Plan 2005 (attached below) GREENHOUSE GASES AND CLIMATE CHANGE 4. Converting the fleet to electric vehicles cannot happen in time to meet GHG reduction goals. <a href="https://t4america.org/maps-tools/driving-down-emissions/">https://t4america.org/maps-tools/driving-down-emissions/</a> 5. Electric vehicles will continue to emit particle pollution, especially PM2.5 that affects lung function and worsen medical conditions such as asthma and heart disease. While there is a federal health standard or number for allowed PM2.5 pollution, there is no cut off point at which PM2.5 levels are deemed healthy. The higher the load, the greater the health threat. <a href="https://www.health.ny.gov/environmental/indoors/air/pm2_5.htm#:~:text=How%20can%20PM2.5%20affect%20my%20health%3F&amp;text=Exposure%20to%20fine%20particles%20can,as%20asthma%20and%20heart%20disease.">https://www.health.ny.gov/environmental/indoors/air/pm2_5.htm#:~:text=How%20can%20PM2.5%20affect%20my%20health%3F&amp;text=Exposure%20to%20fine%20particles%20can,as%20asthma%20and%20heart%20disease.</a></p> | <p>Hello,</p> <p>Thank you very much for your detailed comments and the information that you provided.</p> <p>I wanted to make sure that you could find the “Draft A Basic Description of the Environmental Setting Report” on the project website. This is the link to the Project Library, where various documents are linked: <a href="http://www.sewardglennmobility.com/Library.html">http://www.sewardglennmobility.com/Library.html</a></p> <p>If you scroll down below the video, you’ll see links to the documents, as highlighted below:Please let me know if you have trouble downloading the document, and we can send the documents using a different method.</p> <p>Thanks,<br/>Taylor</p> |
| 238-d          |              | <p>6. The PM monitor at the Ford dealer at 1950 Gambell regularly triggered NAAQS violations until it was removed (and not replaced nearby) years ago I am also attaching one 2005 press release from Anchorage Citizens Coalition regarding the Highway to Highway freeway, public health and the need to shift transportation investments into complete streets, transit and urban revitalization. (Highway to Highway Air 81027) Previous Gambell Ingra studies have not taken the health, social, economic and environmental issues of this road section seriously. I hope this effort will do a better job.</p>   | <p>Hello,</p> <p>Thank you very much for your detailed comments and the information that you provided.</p> <p>I wanted to make sure that you could find the “Draft A Basic Description of the Environmental Setting Report” on the project website. This is the link to the Project Library, where various documents are linked: <a href="http://www.sewardglennmobility.com/Library.html">http://www.sewardglennmobility.com/Library.html</a></p> <p>If you scroll down below the video, you’ll see links to the documents, as highlighted below:Please let me know if you have trouble downloading the document, and we can send the documents using a different method.</p> <p>Thanks,<br/>Taylor</p> |
| 239            | Laura        | <p>Hello, I just have a question as to using the Submit a comment about the Seward Mobility Glenn Mobility Project. It seems very limited in the amount of information that can be submitted. So, I was wondering if there is a different way to submit more comment so that it can be usable and readable.</p>  | <p>My name is Alice, and I am public involvement coordinator for the Seward Glenn Mobility PEL Study. I got your voicemail inquiring what the available comment submission options. While we do have the online comment submission form you are also welcome to submit your comment to the project email address which is <a href="mailto:info@sewardglennmobility.com">info@sewardglennmobility.com</a>. This will give you more freedom to format the comment as you’d like. Also, if needed then feel free to add attachments. Please reach out if you have additional questions and I hope that you have a great weekend.</p>  |
| 240            | Laura Hogins | <p>Hello, Thank you for returning my call concerning public commentary about the Seward-Glenn Mobility Project. On behalf of the firm’s clients, we had already uploaded multiple comments via your website by the time we received your call. For convenience, attached is a PDF of the commentary we posted in its entirety. Please let us know if you have any questions. Thanks.</p>   | <p>The pdf comments have been included in this comment log.</p>  |

| Comment Number | Commenter        | Comment  | Response  |
|----------------|------------------|--|---|
| 241-a          | Emily Vullo      | The Corps did not have any comments on the "Draft Traffic Forecast Technical Memorandum". Please see the two comments below regarding the "Draft A Basic Description of the Environmental Setting Report". Page 62 ; Section 2.10.1: "The U.S. Army Corps of Engineers' (USACE) responsibility to regulate discharges of dredged and/or fill material in wetlands includes wetlands in the MOA. There are two types of permits the USACE issues under Section 404 within the MOA: Individual and Nationwide. Prior to April 30, 2021, there had been a third process where the MOA had been authorized by the USACE to issue general permits for wetland fill projects in C-designated wetlands.   | The Environmental Settings Memo has been updated to address this comment.   |
| 241-b          | Emily Vullo      | The regional general permit was not reauthorized, and all development located within the MOA must now go through the USACE for authorization." Corps' Comment: This statement is more or less accurate. However, I should clarify that Regional General Permits (RGPs) and Nationwide Permits (NWPs) are both types of General Permits. It is accurate that fill placed in wetlands in the MOA would either go through the Individual Permit or NWP process though sense, yes, the RGP for Anchorage was not reauthorized. Page 63 ; Section 2.10.2: "Projects would be subject to setbacks from wetland areas and streams (ranging from 65 to 100 feet)." Crps' Comment: There are no setback requirements from wetlands.Thank you for the opportunity to comment. Everything else looks great. | The Environmental Settings Memo has been updated to address this comment.   |
| 242            | Anonymous        | Would E Whitney be a target for shipping traffic to be diverted instead of going through downtown? Connect between here and Post rd maybe? Then connect to the highway over there?   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 243            | Anonymous        | This hill is super steep and it's hard to see traffic or pedestrians on 15th going north on cordova here. It's a bit dangerous.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 245            | Angie Fraker     | The Seward Glen Project just caters to those living in the Valley. I'm opposed This would cut through a vibrant and cohesive neighborhood and would damage quality of living for many residents in the city.   | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.  |
| 246            | Bruce Roberts    | The right angle transitions from Ingra to 6th Ave and 5th Ave to Gambell seem to impede traffic flow. A smoother flow without traffic lights for turning vehicles would help. This could involve a curved roadway through existing properties  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 248            | Khrys Duddleston | Move the highway below grade through to the Glenn and restore neighborhood connectivity, green spaces, and bike and pedestrian friendly routes above. This will improve both flow of through traffic and livability of this part of Anchorage. It benefits everyone  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 249            | Jill Klein       | Walkable areas with wide buffered from the traffic sidewalks are important from residential areas east of the Seward highway to the commercial district adjacent to and west of the highway. The Seward highway is currently too dangerous and onerous for pedestrians especially in winter but also in summer. I urge planning to make it better when developing this mobility for vehicles project. Safe and accessible walkways over and under are critical to making Anchorage a great place to live.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |

| Comment Number | Commenter            | Comment   | Response   |
|----------------|----------------------|---|--|
| 250            | Dov Matthew Margalit | It would be great to somehow connect access to the pedestrian Chester Creek Trail along Letouche or along the Seward highway from as far away as 36th st to the Chester Creek trail to afford pedestrian access from the communities of Geneve Woods and College Village. The connection should afford users the ability to not have to cross roads by either employing a culvert under the road bed of an overpass.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 251            | James Thornton       | Handicapped pedestrians frequent 15th ave daily to cross from East and West Fairview connecting to critical services including Social Services, bus stop, grocery and housing.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 252            | Emma Hill            | I hope that the Fairview Greenway is considered as an alternative to further destroying Fairview with the highway. We need to focus on pedestrian and biking access between east downtown and the rest of downtown. We also need to revitalize our commercial corridor as zoning doesn't leave us any options east of the highway.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 264            | Allen Kemplen        | Hello, It is requested that the PEL Study include the attached documents as part of the public record for this project. It is important for the PEL Study project to acquire a comprehensive understanding of the environmental context (particularly the socio-economic aspects) within the Study Area. It is also important that the PEL Study explicitly considers the sixteen federally required Planning Factors in 23.450.316 Metropolitan transportation planning process. Past decisions, including converting Ingra Street from a local residential street to a one-way Principal Arterial, represent a legacy of environmental injustices that must be recognized, mitigated and addressed with appropriate compensatory actions and measures. Past transportation decisions have resulted in an economic wasteland between Gambell and Ingra Streets. One dominated by asphalt, concrete and pollution. The corridor needs to be rebuilt so as to make it pedestrian friendly, is aesthetically pleasing with greenspace, is economically vibrant with public amenities conducive to supporting the important tourism industry and contributes to the betterment of the Anchorage community as a whole. Integrating the concepts and proposals identified in the attachments would address past wrongs and make the Fairview neighborhood whole again. Thank you | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 267            | Julia Williamson     | The area in front of Alaska Regional is terrible for all non-motorized transport. The sidewalk is too narrow for a cyclist and a pedestrian to pass each other. Actually, all ingress into the Regional parking lots, except for the very lowest one, is perilous on a bicycle, as turning is tight for the cars and drivers already need to watch too many directions, apart from watching for bikes or pedestrians.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 268            | Anonymous            | The 3rd Ave corridor feels mostly good on a bike, but there is a lot of congestion in this area due to people congregating. People driving speed through this area all the time and there is a lot of user conflict.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 269            | Anonymous            | The slip lane here is very dangerous. People almost never stop for pedestrians/bikers and I stopped using it and usually cross farther east, which is where I see a lot of pedestrians cross. The pedestrian island is unmaintained in winter, so if you cross you have to climb on top of an icy snow mountain and come down on the other side. I did it once and refused to use it ever again.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |

| Comment Number | Commenter | Comment  | Response  |
|----------------|-----------|--|---|
| 270            | Anonymous | This is a great bike path that is well maintained in winter by MOA Street Maintenance.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 271            | Anonymous | There are always a lot of people getting on and off the bus along 3rd Ave. It's a really well-used route.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 272            | Anonymous | I actively avoid this intersection biking and walking. It's an incredibly long crossing distance and vehicles turning right/east from Airport Heights do not look for pedestrians. When the road ruts are bad, this is also very bouncy or jarring on a bike.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 273            | Anonymous | The north side sidewalk is narrow and there are poles, heaved asphalt, and sometimes vehicles from the car dealerships obstructing the path.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 274            | Anonymous | The FBI building has a series of large bollards and also utilities surrounding the building, making it challenging and narrow to navigate. I get that there are concerns about someone driving into it with a bomb or something, but that shouldn't mean that pedestrians, bikers, and people with limited mobility need to suffer because of it.                        | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 275            | Anonymous | Waiting to cross at the light here is uncomfortable due to the number of semi trucks and other heavy vehicles moving through the corridor - they kick up debris, and create a gust of wind that is physically uncomfortable.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 276            | Anonymous | 10th Ave generally feels pretty low stress on a bike. I know it's supposed to be a bike boulevard but it doesn't feel any different from biking on any other road in Anchorage beyond more signage.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 277            | Anonymous | Haphazard and dangerous bike lane that I rarely see anyone use. It's not separated or even buffered from three lanes of traffic moving at 45mph or more and the bike lane disappears at intersections, forcing people to either try to merge into traffic or get on the sidewalk. In winter, this side of the sidewalk isn't maintained past the bus stop at 16th and C. | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 278            | Anonymous | Dangerous bike lane unprotected from multiple lanes of traffic often exceeding the posted limit of 45mph. Its design puts users directly in conflict with cars turning right onto E. 16th and it disappears as soon as you hit downtown.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 279            | Anonymous | The separate path here is actually pretty nice and fairly well maintained in winter. The east side sidewalk is narrow, has poor visibility, and is poorly maintained.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 280            | Anonymous | My preferred route for accessing the Chester Creek Trail from Mt. View is to take Bragaw to Penland and then head south on Airport Heights.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 281            | Anonymous | Trail access here is really informal and feels like you're trespassing into someone's yard. There's no signage and I passed this entrance multiple times before realizing I could get on the trail here.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 282            | Anonymous | Walking on the east side of Lake Otis feels like so uncomfortable. The sidewalk is narrow, the roadway is dirty, and cars are speeding. The lighting in winter is surprisingly poor.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |

| Comment Number | Commenter            | Comment   | Response   |
|----------------|----------------------|---|--|
| 283            | Anonymous            | 9th Ave is a nice, low stress way into and out of downtown.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 284            | Anonymous            | I don't understand the point of bike lanes that disappear - they create a lot of conflict between people on bikes and people in cars.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 285            | Jenny Jones          | The Fairview neighborhood needs greater connectivity for walking and biking. This is a neighborhood and the highway cutting through is the result of terrible public planning. It needs to be fixed. Anchorage is an ugly unattractive rough city, no one wants to live here. Tourists don't feel charmed and want a second visit. People have an impression of filth and fear for their safety when passing through Gambell or Ingra. All they see are skinny sidewalks or none at all, subpar snow removal that makes the road and sidewalk life threatening because there is a HUGE pedestrian population in the area. People regularly resort to walking in the street because the sidewalks are impassable. Cars are not the dominant mode in this area- they are the problem. We need to reduce or cover the traffic on Gambell and Ingra. Fairview should prioritize walking and biking because that's how the area is inhabited. Design the city around the way we live in it. It needs to accommodate the safety of the pedestrians and bikers. It also needs to be cleaned up and made beautiful to attract economic growth and tourism for all of Anchorage. This black eye affects the entire city's face, not just Fairview. | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 100a           | Nick Bachman         | Prior to the Gambell/Ingra Expansions Fairview was a tight-knit, walkable, cohesive, community in Anchorage. It is one over very few communities that has a tight enough grid to support a healthy urban neighborhood, with walkability, public safety, and families as a priority. This project creates a meaningful opportunity to fix past harms and restore the character of Fairview. I and many in the community are very hopeful that the planners and engineers can develop a solution that moves the highway away from this previously cohesive community and restores its original character. This would be a success that would put Anchorage on the national map  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 100b           | Nick Bachman         | Please downsize the Gambell-Ingra couplet. It has a negative affect on the community. The traffic can be hosted elsewhere.  | Suggested alternatives will be considered during the alternatives development phase.   |
| 101a           | Gonne'-Harrell Karen | There is no safe way to bike Gamble or Ingra. In the winter the outer lanes are narrower due to snow. The sidewalks are difficult to walk and impossible to bike. In the summer the traffic is much bingo fast and there are no bike lanes.   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.  |
| 101b           | Gonne'-Harrell Karen | 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.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |

| Comment Number | Commenter               | Comment   | Response  |
|----------------|-------------------------|---|---|
| 101c           | Gonne'-Harrell<br>Karen | It is hard to see pedestrians on the street corners because of vegetation light poles and narrow sidewalks. The lights are short and don't allow for pedestrians to get across in time. Traffic backs up up between Medfra and Cordova during rush hour as 15th is a major commuter route. 15th narrows at Cordova causing aggressive behavior.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 101d           | Gonne'-Harrell<br>Karen | Buses need pullouts to keep traffic moving. Bus stops at intersections cause traffic to back up into intersection.  | The problems and needs identified by the commenter will be considered in the PEL.   |
| 101e           | Gonne'-Harrell<br>Karen | Noise, air quality and aesthetic all need to be considered. Gamble and Ingra are unattractive. Narrow sidewalks with no buffer zone or place for snow. No grass no trees no flowers. Making it 3 lanes to accommodate wider sidewalks with designated snow holding. Adding trees grass and flowers would greatly improve the area. Getting the sidewalk back with a buffer of trees would greatly improve safety and enjoyment for pedestrians.                               | The problems and solutions identified by the commenter will be incorporated into the project documentation.   |
| 102a           | Jena Ferrarese          | There is no pedestrian infrastructure for crossing here, yet is where I cross to reach my doctor's office from Airport Heights.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102b           | Jena Ferrarese          | When biking south on Airport Heights, the multiuse path just ... ends. In summer you can ride on the dirt paths worn into the grass, but this is impossible in winter. You're stuck merging into traffic which doesn't have a bike lane or, in winter, even a shoulder that is empty of snow.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102c           | Jena Ferrarese          | The multi-use path on the west side of Airport Heights Dr. ends at this point and there is no facility for crossing to the east side of the street where there is another multi-use path extending southward.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102d           | Jena Ferrarese          | The multi-use path/sidewalk on the east side of Airport Heights is often completely buried in road plowed snow and debris. It's the only pedestrian option for this stretch of road, and I've had to bike in the road (which Airport Heights Drive is NOT designed for) because the non-motorized infrastructure was literally buried. This is not a one-off situation, but occurred so many times last year (2021) that I don't even try anymore; I don't have a death wish. | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102e           | Jena Ferrarese          | A curb cut would be great here so that a bicycle exiting 16th ave could cross over without having to stop and lift one's bicycle over the curb.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102f           | Jena Ferrarese          | The sidewalk on the west side of Lake Otis just ... ends. If you are headed north, you find yourself in a sticky situation with no great alternatives for how to continue safely.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102g           | Jena Ferrarese          | There needs to be a curb cutout so that when bicycles that are headed north on the west side of Lake Otis Parkway discover they don't have a sidewalk anymore, they can easily cross over without either biking on the road until the park entrance or stopping their bike in the middle of traffic to lift it over the curb.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102h           | Jena Ferrarese          | The 15th Ave multi-use path is the best option for commuting downtown from the east. It is significantly shorter/faster than the Chester Creek path (I love the green belt paths for recreation, but they don't really go anywhere useful) and yet separated enough from the moderate traffic volume of 15th that it doesn't feel unwise to be biking on it.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter      | Comment   | Response  |
|----------------|----------------|---|---|
| 102i           | Jena Ferrarese | While there is a sidewalk on 5th, and I have used it as a commuter route, it's HORRIBLE being so close to so many lanes going so fast.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102j           | Jena Ferrarese | Don't turn 15th into the volume of 5th ave - this is one of the only E-W bike routes that actually goes to downtown in a safe manner along side a reasonable road volume.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 102l           | Jena Ferrarese | The official Anchorage Bike Map has bicyclists crossing Ingra and Gambell at 10th, which doesn't have any infrastructure crossing, not even white lines. Sometimes it's nice not to wait for a light, but it always feels a bit sketchy during commuting hours.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102l           | Jena Ferrarese | Even with the signs, there is inevitably someone who doesn't realize the right lane is mandatory right turn onto 20th, freaks out, and does a wacko maneuver to deal with their mistake. I've witnessed numerous near-misses in only a couple years.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 102m           | Jena Ferrarese | This is one example of the common situation in Anchorage where the road and sidewalk plows don't coordinate, resulting in a freshly-plowed sidewalk being covered over from the road plow. The sidewalk was almost unpassable last week, by an able-bodied adult walking with ice grippers. I can't imagine a wheelchair or stroller trying to navigate that.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102n           | Jena Ferrarese | This path needs re-surfacing on the stretch from the boardwalk west to Orca St - it's in really bad condition.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102o           | Jena Ferrarese | Maintaining Chester Creek Trail passage independent of the N-S roadway is imperative. Neither the motorized or non-motorized users want to deal with each other in the volumes each of those groups use this junction.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102p           | Jena Ferrarese | The neighborhood use of 20th by non-motorized users is heavy - accessing Tikishla park and the trail system means pedestrians, skiers, bikers, and dogs are frequent users of the street (not just the sidewalks). This use is incompatible with increasing traffic volumes on this stretch of road.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 102q           | Jena Ferrarese | 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.   | The problems and solutions identified by the commenter will be incorporated into the project documentation.   |
| 102r           | Jena Ferrarese | We DON'T want additional traffic on DeBarr - it borders a residential neighborhood of low density housing (zoning of R2-D). Expanding DeBarr to anything approaching the Glenn Highway/5th Ave is incompatible with the characteristic of the neighborhood and would severely, negatively impact the neighborhood. Anchorage has a housing shortage; let's keep the housing we have as livable as possible. | The problems and solutions identified by the commenter will be incorporated into the project documentation.   |
| 102s           | Jena Ferrarese | We DON'T want additional traffic on Lake Otis- it borders a residential neighborhood of single family homes (zoning of R1). Expanding Lake Otisto anything approaching Gambell/Ingra is incompatible with the characteristic of the neighborhood and would severely, negatively impact the neighborhood. Anchorage has a housing shortage; let's keep the housing we have as livable as possible.           | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |

| Comment Number | Commenter       | Comment   | Response  |
|----------------|-----------------|---|---|
| 110a           | Mikhail Siskoff | During peak traffic on Lake Otis (4pm-6pm) some drivers attempt to bypass traffic at the stop light (Lake Otis / 20th ave) by turning East on 20th Ave to Sunrise to reach Airport Heights. These drivers travel at high rates of speed and often engage in dangerous behavior like overtaking other vehicles. I would like to see traffic calming initiatives taken on E 20th ave such as: Reducing road width (currently a very generous 40' ) to expand sidewalks and buffer. Reduce clear zones with trees between sidewalk and street. The speed humps could be removed if the street looked/felt more like a residential street and less like a runway.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 110b           | Mikhail Siskoff | Despite the excessively large intersection at Lake Otis and 15th Ave, Lake Otis was never intended to be a main arterial but it has become a de-facto collector in the absence of a dedicated corridor. This road is what Strong Towns calls a "Four Lane Death Road". Although the speed limit is 35mph, the extra lanes encourage more speed because they're programmed to drive fast on multi-lane roads. This is NOT a request to add more lanes, please do not widen this road further. I recommend reducing to two lanes with widened sidewalks and separation from the roadway with at least 3 feet of turf. Convert the stoplight at Lake Otis and 20th to a 4-way stop sign to discourage outbound commuters from using Lake Otis. | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 110c           | Mikhail Siskoff | The people in this neighborhood lack safe access to the trail system only a few hundred feet down Lake Otis. The narrow sidewalks and high rates of speed on the roadway discourage some users especially those with small children. Modifications should be made to Lake Otis to facilitate safe walking/biking along the roadway to access Chester Creek Trail and the park.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 110d           | Mikhail Siskoff | There should be a bike/walking path installed along the utility easement to connect E 20th Ave and Orca Pl.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 110e           | Mikhail Siskoff | There should be a bridge here. Currently Chester Creek flows through a culvert that is inadequate for salmon migration. Also, biking/walking through the tunnel (also a culvert) is very confined, dark and feels unsafe at times, particularly for women. Also, navigating the tunnel is challenging when sharing with other users. An open space under a bridge would allow more light, free the creek and give trail users more space.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 110f           | Mikhail Siskoff | Why not close off business access on this corridor from 5th avenue and allow business access only from side streets via 3rd avenue? It's basically a freeway already and at this point people are still going 65mph + it would be safer to just designate it as a highway.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 110g           | Mikhail Siskoff | This intersection is massive, particularly the Lake Otis portion. I've never seen the necessity for two left hand turn lanes. In the 2 hours per day that this road is congested, only the right lanes are near capacity. This is an awful place to be as a pedestrian.   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 110h           | Mikhail Siskoff | One of the original highway plans was to run along the Western edge of Merrill Field over what is now Orca Street. This would require relocating Fairview Elementary but this could be considerably less expensive than cut/cover roadway.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 110i           | Mikhail Siskoff | I owned a condo here for several years and the road noise is incredibly disruptive. If this section of road is going to continue being a surface road, please do something to reduce the noise for all the people who live on Juneau Dr.  | This PEL study will consider noise levels at sensitive land uses. The future NEPA effort would model and analyze noise levels along any identified preferred alternative.   |

| Comment Number | Commenter       | Comment  | Response  |
|----------------|-----------------|--|---|
| 110j           | Mikhail Siskoff | I've seen people standing on this corner be truly terrified when a tractor trailer coming from the port comes through with excessive speed from attempting to make the stoplight before it turns red. We must find a way to move port traffic out of the CBD.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 117a           | Kevin Berry     | Traffic moves too quickly through downtown, making it unsafe for pedestrians and discouraging residents from visiting. It is not safe to visit this area with my young children, because of the speed people drive at and the size of streets we're required to cross. 5th and 6th avenues need lane reductions and lower speed limits to discourage people from speeding down them to get to 1st/ Wisconsin. This is a city, not a highway. | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaska in the study area.  |
| 171b           | Kevin Berry     | Current speed limits are too high and there are too many lanes. This makes this area completely unsafe for pedestrians and particularly young families. This discourages residents from visiting the area. Anchorage does not need a surface level highway running through its downtown making it dangerous to visit local businesses and threatening the lives of families that visit their downtown area.                                  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaska in the study area.  |
| 176a           | Lindsey Hajduk  | This set of intersections is difficult to navigate while biking west-east. 15th Ave is a great biking corridor, but congestion, aggressive driving, and no dedicated biking space makes it dangerous.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaska in the study area.  |
| 176b           | Lindsey Hajduk  | Cordova has a bike lane, but there is enough room to add buffers, signage, and create more of a culture to attract bicyclists the few blocks from Gambell to make it more used.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 176c           | Lindsey Hajduk  | There need to be wide, separated sidewalks or multi-use trails along the highway corridor to the Greenbelt and Midtown. Without them, people walk in dangerous situations with poor winter maintenance.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 176d           | Lindsey Hajduk  | This applies to all uses of 9th Avenue. 9th Avenue is pretty delightful. We need more 9th Avenues in Fairview.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 176e           | Lindsey Hajduk  | This pin goes along the entire Gambell/Ingra corridor. The roadways right now do not support transit, though they are the most efficient north-south corridors and close to the population west of Ingra (many apartments, etc). Transit needs to be better incorporated in Fairview, especially the "first/last mile" to bus stops from the majority of people's homes.   | Potential alternatives like the one suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 184a           | Lindsey Hajduk  | Need much better non-motorized connectivity to the Chester Creek trail.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 184b           | Lindsey Hajduk  | This is kind of an unofficial route from the Chester Creek, to 20th Ave, to Karluk, to 17th, etc. to get north from the Chester Creek trail since the highways/Ingra/Gambell is terrible for walking/biking. There isn't safe infrastructure, wide sidewalks, signs, paths/paint, etc., along this corridor.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 184c           | Lindsey Hajduk  | Freight traffic from the port area and highway often causes challenges for all road users, especially non-motorized.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |

| Comment Number | Commenter      | Comment  | Response  |
|----------------|----------------|--|---|
| 184d           | Lindsey Hajduk | Anchorage's High Injury Network was identified in the Vision Zero plan, and many of these corridors are within the study area. This comment involves all transportation modes. Some of these roads, where severe injuries and fatalities often occur because they are dangerous by design are: Ingra, Gambell, 5th Ave, 6th Ave, portions of 15th Ave, 3rd Ave, A St, and C St.                                | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 184e           | Lindsey Hajduk | 3rd Ave/Commercial Drive serves as my preferred bike route from Fairview/Downtown to Mountain View. However, without a designated bike route and conflicts with semi-trucks, it's a mostly hostile and scary experience. There is not that much vehicle traffic, so a lane diet from 4 lanes to 3 would allow for bicycle lanes, and better snow storage over the winter, improving the corridor for everyone. | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 188a           | Brita Mjos     | Lake Otis needs wide, grade-separated sidewalks on both sides between Northern Lights and 15th. The narrow sidewalks on only one side significantly hinder non-motorized mobility. The Chester Creek tunnel under Lake Otis is narrow and restrictive. Please replace with a wider, better lit and taller tunnel/underpass. Lake Otis needs a designated turn lane into Eastridge and a wider turn onto 20th.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 188b           | Brita Mjos     | Add some semicircles to the sides of 20th in alternating pattern to create slalom-like traffic-slowing devices that break up the long road that encourage speeding.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 188c           | Brita Mjos     | This section of Tikishla Park trail needs lights for non-motorized safety.   | The suggested improvement is not within the scope of this PEL study. However, the comment has been forwarded to the Metropolitan Transportation Plan team for consideration. See <a href="https://www.amats2050.com/">https://www.amats2050.com/</a> for more details.                                      |
| 188d           | Brita Mjos     | This intersection is scary for pedestrians and cyclists. Please add an overpass or well-lit and spacious underpass. This needs a lot of improvement to be conducive to non-motorized traffic. Also, connect Airport Heights to the Ship Creek Trail.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 188e           | Brita Mjos     | Install a toll booth between Eagle River and Muldoon (or between Eagle River and Eklutna) to transfer some of the cost of maintaining Anchorage's roads and other infrastructure to the commuters who wear them down and then leave every day and don't pay property tax.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 188f           | Brita Mjos     | Any new highway development through Fairview needs to be set below grade (cut and cover), so the neighborhood avoids the noise, pollution, and traffic, and can benefit from parks, local businesses, and maybe even residences built above the highway.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 194a           | James Thornton | Bus stop used by commuters, residents and tourists to connect east and west fairview to critical transit routes.   | The problems and needs identified by the commenter will be considered in the PEL.   |
| 194b           | James Thornton | Heavy local bicycle and family pedestrian route connecting East Fairview to Grocery store and West Fairview  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 194c           | James Thornton | Critical non motorized commuter route connecting West Fairview to the US Post office and East Fairview including Recreational Center Services.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 194d           | James Thornton | Heavy North, South, East and West pedestrian traffic throughout the whole day connecting commuters to bus routes, East and West Fairview, including the Fairview Recreation Center.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |

| Comment Number | Commenter                 | Comment  | Response  |
|----------------|---------------------------|--|---|
| 194e           | James Thornton            | Critical pedestrian route connecting East Fairview to transit services and West Fairview, Also Rogers Park and the Fairview Recreational Center and Services.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 194f           | James Thornton            | Dangerously narrow sidewalk close to Gambell and directly against a building (existing conditions)   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 194g           | James Thornton            | Dangerous roads in the winter coupled with no sidewalk plowing puts north to south Fairview residents and pedestrian foot traffic at risk every time it snows. Roads are not maintained well compared to other downtown areas. Many people walk these streets daily and deserve equal treatment to those in more affluent areas. We are all created equal right? | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 197a           | Laura F Orenge De Gaffory | The sidewalk along the highway is not safe. In the summer, there is loose gravel and winter a lot of snow. There is also minimal protection to pedestrians from drivers - not a good place to walk/ride bikes. Very LOUD. Should widen side walk and plant trees or fence to protect walkers/bikers  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 197b           | Laura F Orenge De Gaffory | 11th ave. is a bike lane yet it crosses two highways - no light access, very dangerous for bikers/walkers. May be good to move bike lane to cross walk access or create tunnel.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 197c           | Laura F Orenge De Gaffory | sidewalks are not maintained year round up and down Ingra and Gamble - snow and ice conditions in winter, encourages pedestrians to walk in road.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 197d           | Laura F Orenge De Gaffory | High traffic during commuter times causing back up on Gamble. People shortcut through neighborhoods at high speeds to avoid traffic.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 197e           | Laura F Orenge De Gaffory | Major sidewalks in neighborhood are not maintained - overgrowth and snow storage. Hazard for pedestrians   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 197f           | Laura F Orenge De Gaffory | sidewalks not maintained - overgrowth of plants as well as snow storage. Dangerous for pedestrians and children walking to school/bus stop   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 197g           | Laura F Orenge De Gaffory | sidewalks not maintained - overgrowth of plants as well as snow storage. Dangerous for pedestrians and children walking to school/bus stop   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 197h           | Laura F Orenge De Gaffory | Sidewalks too narrow, not ADA.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 197i           | Laura F Orenge De Gaffory | Minimal parking available for park - people park on sidewalks.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 200a           | Emily Weiser              | This intersection is dangerous and stressful to cross in any direction on bike or foot. A bike/ped tunnel or bridge is needed to bypass the intersection, especially if lanes are added or higher motorized traffic volume is expected.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter      | Comment   | Response  |
|----------------|----------------|---|---|
| 200b           | Emily Weiser   | Crossing Gambell and Ingra east-west as a bicyclist or pedestrian is stressful and dangerous. These roads serve as a barrier to non-motorized connectivity. A "cut and cover" option for the highway would rescue the currently unusable space and greatly improve quality of life for residents and travelers along this corridor, as well as greatly improving options for crossing as a bicyclist or pedestrian. At the very least, please add a bike/ped bridge or tunnel at one or two strategic locations to improve east-west connectivity across both Ingra and Gambell. 10th Ave might be a logical place for one, as it would connect to the Bike Boulevard south of the park strip.                    | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 200c           | Emily Weiser   | E St could be a safe and effective bike corridor that would help keep bikes off the busier north-south roads in the project area. It is already fairly comfortable to ride the one-way section, because there is little motorized traffic relative to the number of lanes available. The two-way section also has bike lanes already. The one-way section could be further improved by removing a motorized lane and installing a protected two-way cycletrack (there is currently no good option for southbound bicyclists in this area). This would provide access to downtown businesses, services, and venues as well as the Small Boat Launch, west end of Ship Creek Trail, and north end of Coastal Trail. | E Street is outside of the study area. This suggestion will be passed on the MTP for consideration.   |
| 200d           | Emily Weiser   | In the process of upgrading the highway, please replace the Chester Creek Trail culvert with something wider and with safer approaches. Currently the approach to/from the west end of the tunnel is a narrow blind corner where I frequently have near-misses with oncoming trail users. The culvert is also too narrow to allow safe two-way traffic, especially when surface conditions deteriorate in the winter. We truly appreciate being able to bypass the highway (and that is essential to retain, as another comment notes), but the tunnel needs improvement.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 201a           | Jena Ferrarese | The Ship Creek trail connects to Reeve Blvd here, but Reeve doesn't have any bike infrastructure (bike lanes, "shared road" signs, etc.). Once the shoulder is snowed in, this is a terrible option for biking, even though it is one of the very few north-south connections available to bikes and is directly connected to the primary multi-use trail in the area.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 205a           | Hunter         | Slip lane from Airports Height to the Glenn Highway Northbound should either include a speed table to give pedestrians priority or should be completely removed. This is an easy place for pedestrians to get hit by.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 205b           | Hunter         | Very easy spot to hit a pedestrian since there is a lot of traffic turning right onto this road. Right turns should either receive a dedicated light that turns red when pedestrians cross the road or the "left, straight" lane should instead be straight only to prevent people from trying not to hold up traffic by turning quickly.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 206a           | Jenny Jones    | Pathway/pedestrian/bike/skiing bridge over Chester Creek to connect Orca Place to the rest of the trail system.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 206b           | Jenny Jones    | This area needs a much bigger sidewalk and significantly better snow removal efforts. This off ramp area is a major pedestrian ramp and it is always super dangerous.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter   | Comment   | Response  |
|----------------|-------------|---|---|
| 206c           | Jenny Jones | Snow plowing narrows the right lane of traffic so much that it's unusable. The sidewalk is either clear or the lane of traffic is clear, but never both. We need better snow removal in this area - truck out the excess snow.                          | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 206d           | Jenny Jones | Snow removal issues. Snow needs to be trucked out, only 1 of 2 lanes is usable in the winter OR the sidewalk is not clear OR both.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 206e           | Jenny Jones | This could make a great snow dump location.   | The suggested improvement is not within the scope of this PEL study.  |
| 206f           | Jenny Jones | WARNING - Homeless people in this area, lots of car and pedestrian interactions.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 206g           | Jenny Jones | WARNING - Homeless people in the road. Lots of car/ pedestrian interaction along this stretch. The sidewalks are narrow and poorly maintained and people are always caught walking in the road. People speed through this area very recklessly as well. | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 206h           | Jenny Jones | WARNING - Homeless in the road. Same as the Gamble side, high speed traffic and poorly maintained sidewalks lead to lots of car/ pedestrian interactions.   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 206i           | Jenny Jones | WARNING - Homeless in the road. Tons of car/ pedestrian interaction here.   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 206j           | Jenny Jones | Could be a good snow dump location.   | The suggested improvement is not within the scope of this PEL study.  |
| 206k           | Jenny Jones | WARNING - Homeless in the road. Lots of car/ pedestrian interaction.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 206l           | Jenny Jones | Major source of neighborhood noise. Don't give us a second!   | This PEL study will consider noise levels at sensitive land uses. The future NEPA effort would model and analyze noise levels along any identified preferred alternative.   |
| 206m           | Jenny Jones | This little curve is really icy and the poor road and sidewalk maintained situation makes for a dangerous little swerve here in the winter. People drive aggressive in here - which is insane to me because of the clinic.                              | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 206n           | Jenny Jones | Poor Hyder St. It's been cut off with high speed traffic and ugly roads. CUT & COVER Gambell and Ingra from Seward and Northern Lights to Concrete and 5th ave.<br><br>Give Hyder back to the neighborhood!   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 206o           | Jenny Jones | 9th ave. is a great street. I use it to ride my bike to work and don't have frequent danger. This would be a great street for a bike lane. This is one of the best roads in Fairview for getting around.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 206p           | Jenny Jones | We need to connect up these little parks with greater pedestrian access across A street.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter        | Comment   | Response  |
|----------------|------------------|---|---|
| 206q           | Jenny Jones      | An over road bridge might help connect the park to the school or some other way to get pedestrians safely across A street here.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 206r           | Jenny Jones      | This area is UGLY. Every time I drive through here I think "ugh, this city is such a s*!# hole!" It imparts a feeling of being unsafe and unclean on everyone who drives though- which is literally every tourist that ever comes here. We need beauty. We need safety.   | The commenter's perspective on the visual environment are noted. If the PEL identifies a project that moved forward for additional design and environmental approval, visual impacts would be considered in detail.   |
| 206rr          | Jenny Jones      | Major pedestrian area. Not just because the Sullivan is used as a homeless shelter now (with no end in sight), but the recreation in this area also generates a lot of traffic (pedestrian, biking, and driving).   | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.   |
| 206s           | Jenny Jones      | Turning onto 20th or onto Ingra is stressful here because the traffic is gong so fast. Plus, there are pedestrians everywhere.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 206t           | Jenny Jones      | This park needs a public rest room.   | This suggestion is outside the scope of this study.   |
| 206u           | Jenny Jones      | Karluk is a good road to bike. There is no bike lane, but the sidewalks are ok for bikes here. The traffic is slower- that's why this route is best for non-motorized travel.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 244a           | Brij Hall-Potnis | Mt. View Dr. > Commercial Dr. > 3rd Ave would be another good option to direct the walking and bicycle traffic coming from the East to Downtown or Midtown. The multi-use trail along Ship Creek is nice for recreational use, but doesn't give regular commuters and people living in the local community enough options to use non-motorized modes to get to work, school, grocery stores, etc.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 244b           | Brij Hall-Potnis | The sidewalk turning into a separated multi-use path is nice here but not maintained enough for wheelchair access.<br><br>I once had my bicycle stolen while I was helping push a person in a wheelchair who was trying to get to Fred Meyers (grocery store) up the hill in crusty, slushy, Spring snow conditions. Luckily, the thief rode the bicycle directly back toward me and I was able to confront him and get my bicycle back.<br><br>Also the road plows just push/spray the snow back onto the multi-use path; simple coordination between them (path plows go after road plows) would solve some of the issues. Due to the high speeds involved on the adjacent highway, this multi-use path really should have a physical barrier that would make non-motorized users feel safe and would also prevent snow from the road to be pushed on it. | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 244c           | Brij Hall-Potnis | A protected / separated, for non-motorized users, multi-use path along 15th > Debarr should be a priority.<br>So many neighborhoods would be connected to Downtown and Midtown by such an improvement.<br>The Regional Hospital and Fairview Elementary School would also benefit from such a multi-modal, safe path.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |

| Comment Number | Commenter   | Comment  | Response  |
|----------------|-------------|--|---|
| 247a           | Christy Lee | <p>Comment No. 1 of a number of comments: I'm an attorney representing a number of clients, including both businesses and residents, from the Fairview Community. You think Covid-19 has had a drastic effect on Anchorage? Covid has nothing on what's being planned for the existing connection between the Seward and Glenn Highways ("the connection"). It's going to do more harm to Fairview and its residents and business owners, in both the short term and the long term, than Covid ever will.</p> <p>Look at the rollout of the project. The flier noticing the January 2022 public meeting about the connection looked like a paper version of electronic spam. It turns out that only Fairview residents received the notice, even though multiple neighborhoods, including Government Hill, Mountainview, and Russian Jack, could be heavily impacted by the project.</p> | <p>A project newsletter and a project post card were sent to all addresses in the study area. In addition, posters were put up at prominent businesses and gathering places. Newspaper and online ads were run and emails were sent to identified project stakeholders throughout the study area.</p>   |
| 247b           | Christy Lee | <p>Comment No. 2 in a series of comments: Then there was the meeting itself. I sat through the entire recording of that meeting. It didn't seem designed to inform the public. It definitely wasn't agenda-free. There was no discussion of the cons of the project, things like money or the forced relocation and reestablishment of homes for the residents, or even of the meaning of eminent domain. Nobody was told that the project could upend their lives and livelihoods as they know them. Nobody was told that they might get a whole whopping ten cents on the dollar of the value of their property should the project be given a green light.</p>   | <p>We are at the beginning of the PEL. As there are no alternatives developed yet, we do not yet know the cons. The PEL team will be developing and then evaluating alternatives and will have engagement at that time to discuss potential impacts of the project.</p>   |
| 247c           | Christy Lee | <p>Comment No. 4 in a series of comments: The study does not look at financing for the project to redirect traffic. It does not examine the eventual displacement of thousands of residents and businesses. It does not even map out exactly where the proposed rerouting will occur. It simply suggests that there's a need for a better connection because sometime between now and 2050, the traffic patterns in the affected area will probably increase because the population of the Mat-Su Valley will probably continue to increase. For this prediction, engineers will be paid millions of additional dollars to continue the study. Since we are now only in Phase 2 of the study, there are four more phases to go.</p>  | <p>The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated - and will consider the kinds of impacts identified by the commenter. The purpose and need has not yet been identified, so it remains to be seen if a better connection between the highways is needed.</p>   |
| 247d           | Christy Lee | <p>Comment No. 5 in a series of comments: Even the invitation for public commentary on the Seward-Glenn Mobility website points to the limitations of the study. The public is invited to make comments on the following types of concerns: Biking, Driving, Transit, and Walking. And then there's the Other, as if all the issues not directly related to mobility are so insignificant that they can be lumped together in a single category and dismissed. How shortsighted to dismiss concerns like living conditions and costs. And how sad for those living and working in Fairview!</p>  | <p>The purpose of the survey/engagement in this phase is to identify transportation problems to be addressed in the study area. There was nothing in the project materials indicating we were requiring issues only with mobility. Any and all issues were solicited and recorded. We are at the beginning of the PEL. As there are no alternatives developed yet, we do not yet know the issues. The PEL team will be developing and then evaluating alternatives and will have engagement at that time to discuss potential impacts of the project.</p> |

| Comment Number | Commenter   | Comment   | Response   |
|----------------|-------------|---|--|
| 247e           | Christy Lee | <p>We have to assume that, as the website promises, future phases of the study will address those “other” major issues the public must deal with regarding the project. In the meantime, Fairview residents need to be told the following:</p> <p>1. Justification of the project. The State launched a 2010 study that it ultimately abandoned due to adverse economic circumstances. The State justifies renewing the project based on a more recent study suggesting that, although the Anchorage population has declined 3.90% since 2010, the Mat-Su Valley population is steadily increasing, so that by 2050, three decades from now, a new connection will be required for the safety and wellbeing of all Anchorageites. But what difference, exactly, does the State see between what was going on in 2010 and what’s going on now? The population in the Mat-Sue Valley was expanding in 2010, just as it continues to do now.</p> | <p>The DOT&amp;PF started an EIS to connect the highways in 2008 which was canceled by a new Governor in 2010. The project came out of an officially adopted plan. The project has stayed in the plan (in phases since that time). At the urging of affected neighborhoods this PEL study was suggested and adopted into the most recent MTP. Changed conditions like those identified by the commenter will be revisited to determine what transportation needs there are for the Seward and Glenn Highways and Access to the Port. The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated. The purpose and need has not yet been identified, so it remains to be seen if a better connection between the highways is needed.</p>                                       |
| 247f           | Christy Lee | <p>Comment No. 7 in a series of comments: The economy is headed downhill faster than an Olympic skier just as the economy did when it prompted the discontinuation of the 2010 study. The primary industry of oil and gas that has historically fueled Alaska’s growth promises to be nonexistent by 2050. So why now? What does the State hope to gain by focusing on 2050 when there’s a crisis in progress right now? Looking ahead is a good thing. Watching where you step when you’re looking ahead is an even better thing. 2. Lowered real property values. The moment the State launched its study, development in your area just stalled. Nobody wants to invest in a neighborhood that’s heading for destruction. There won’t be any new businesses in the foreseeable future. The kinds issues identified by the commenter would be explored if the project moves into a NEPA phase.</p>  | <p>Why now? This project is identified in Anchorage’s adopted 2040 Metropolitan Plan. That plan has been adopted by elected officials and the AMATS policy committee. The description and objectives for the study come from those adopted plans. Why 2050? Planning studies routinely plan for a future that is 20 years into the future - or 20 years from the time of construction. 2050 was selected to align with the Metropolitan Transportation Plan update that has a horizon year of 2050. Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements.</p> |
| 247g           | Christy Lee | <p>Comment No. 8 in a series of comments: 1. Eminent domain. The State’s required to pay you fair market value for your property, but remember, you’re facing lowered property values overall. Typically, you’ll get maybe 10 cents on the dollar. Fairview studies. Preliminary impact studies are available on the State’s website for both the Government Hill and Mountainview neighborhoods. As of February 23, 2022, the link for the Fairview study leads to the Government Hill study. Where is the Fairview study? Given the existing connection, shouldn’t this have been the first study produced to the public?</p>   | <p>Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL. It is unclear what studies are being referred to. The project is just beginning. No studies have been conducted for this PEL in Government Hill or Mountain View. Studies conducted as part of this PEL will be published on the project website at: <a href="http://sewardglennmobility.com/">http://sewardglennmobility.com/</a></p>  |
| 247h           | Christy Lee | <p>Comment No. 9 in a series of comments: Fairview neighborhood. The Fairview community may be the neighborhood hardest hit by the project. At approximately 2,750 residents per square mile, the density rate is the highest in all of Alaska. The area is home to a population consisting roughly of 60% minority residents. The population largely falls in the low-income bracket. Many of the residents walk or ride bikes as vehicle ownership isn’t always economically feasible. More than 50% of Fairview residences house minor children. The median age of residents is 7 years above that of the rest of Alaska. This is the picture of a hardworking, working-class neighborhood. Interference with the neighborhood’s layout will have long-lasting and critical impact on the residents.</p>   | <p>Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter.</p>  |

| Comment Number | Commenter   | Comment  | Response   |
|----------------|-------------|--|--|
| 247i           | Christy Lee | <p>Comment No. 10 in a series of comments: 6. Commerce. Fairview hosts a variety of businesses, which run the gamut from dining establishments, grocers, car lots, and art and music studios, to professional offices for lawyers, dentists, and physicians. Many of the businesses are family-owned and cater specifically to Fairview’s population.</p> <p>7. Eminent Domain. As it’s in the early planning stages, the project has no set funding. But even if the State relies on federal funds for the construction of the new connection, it’s probable that state and local governments will have to cover the buy-outs of the properties and the relocation of the residents, selling bonds, borrowing monies, and burdening future generations with increased property taxes for years to come.</p> | Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL.                |
| 247j           | Christy Lee | <p>Comment 11 in a series of comments: 8. Relocation of Fairview population. Where, exactly, will the State relocate the Fairview population whose lives will all be disrupted? Which community within Anchorage is equipped to house roughly 8,000 additional residents who often travel by foot and bike? The Anchorage rental market is tightly squeezed, with rents the highest in years. Given the guaranteed low payouts for their Fairview properties, low-income residents won’t be able to afford to purchase new housing elsewhere. When will the State propose solutions for the disruption to people’s lives?</p>  | Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL.                |
| 247k           | Christy Lee | <p>Comment 12 in a series of comments: 9. Social impact of the project to Fairview. Fairview consists of a close-knit population that is devoted to its neighborhood and that depends on and patronizes the local businesses. This is not a population easily split apart and rehomed. This is a population that depends on one another for survival, socially, culturally, and economically. The conditions that bind this community together will be destroyed, and for the residents, their lives will never be the same.</p>   | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter. |
| 247l           | Christy Lee | <p>Loss of quality of life. Much of the Fairview community looks out to the mountains, and many of the homes enjoy prime views. As the neighborhood hosts pretty much all types of businesses, the pedestrian population can access goods and services easily. There are community centers, gardens, schools, churches, and even the Senior Center of Anchorage located within the neighborhood. Because there’s no available PEL study specifically geared to Fairview, it’s not clear how the State intends to compensate for the loss of quality of life. But no matter the compensation, the Fairview residents stand to lose a lifestyle that is unique in the Anchorage area. It is offered nowhere else in the Municipality. In fact, it can’t be found anywhere else in the State.</p>               | Analysis of alternatives will consider affects to neighborhoods and quality of life like those mentioned by the commenter. |

| Comment Number | Commenter   | Comment  | Response   |
|----------------|-------------|--|--|
| 247m           | Christy Lee | Comment 13 in a series of comments: 1. Safety, noise, and other considerations. Ditto for the issues of safety, noise, and similar considerations. Without more information made available by the State, including the proposed route the connection will take, the Fairview community is severely disadvantaged in mounting a defense against eminent domain. How will the new connection affect Alaska Regional and Northstar Hospitals? What about the U-Med District that serves Fairview's medical needs? Alternatives. The State has proposed no alternatives to a new connection. Why? Has it considered synchronization of traffic lights, for instance? Roundabouts? Additional connections from Muldoon west through to Seward that will impact communities less? Why is the State focused on the one primary connection, and not on alternatives? | The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated - and will consider the kinds of impacts identified by the commenter. The purpose and need has not yet been identified, so it remains to be seen if a better connection between the highways is needed.   |
| 258a           | S J Klein   | This area is dangerous, with people utilizing the Brother Francis and Beans Cafe, City Sleepoff Center and Jail. It is a heavy use corridor for truck traffic. A bad combination   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 258b           | S J Klein   | This merge/light does not work to access commercial drive or ship creek from the highway. The light is always very slippery and the merge lane is not clear.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 258c           | S J Klein   | There are two turn lanes here with a block to the lane at Juneau (?) that makes traffic back up more on the Glenn than it needs to. Possibly removing the barrier to the turn lane earlier would solve this  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 258d           | S J Klein   | 10th avenue is a bike boulevard, however there is no safe way for a bicycle to cross Ingra or Gambell at 10th. Evaluation criteria should not only comport with existing bike and ped plans, they should enhance non-motorized usage of the corridor.  | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.  |
| 258e           | S J Klein   | 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.  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 258f           | S J Klein   | There is a significant lack of green space in the Ingra/Gambell Corridor. This site has been acquired by DOT and the council has proposed to turn it into a community garden until actual construction on any sort of project happens. Evaluation criteria should address the lack of green space to individuals who either use or live in this corridor   | The suggested evaluation measures will be considered.  |
| 258g           | S J Klein   | I observe an accident at this site weekly. Mostly between vehicles were one is ignoring the red light. A true solution would decrease traffic flows or cross traffic at this location.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |

| Comment Number | Commenter   | Comment   | Response  |
|----------------|-------------|---|---|
| 258h           | S J Klein   | This is a heavy use area for pedestrians traveling from the Gambell/15th intersection to the Sullivan Arena. Pedestrians walk down Gambell, despite the fact that there is no sidewalk. They use the highway ramp to access 16th, which is incredibly dangerous.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 258i           | S J Klein   | There is no bike path or walking path on Gambell south of 15th, despite heavy usage. If you look there are walking paths on the gravel throughout the area.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. |
| 258j           | S J Klein   | Gambell Street is a heavy pedestrian area, with individuals using Gambell Street for access to services, residences, and businesses. I believe a number of these users are not being captured by your existing conditions study, and would like to see some sort of field observation to confirm your pedestrian usage numbers. The sidewalk on the West side of Gambell is too narrow for pedestrians to pass safely. It is also used for snow storage, and there are utility poles in the middle of them. Evaluation criteria need to address pedestrian usage and access throughout the corridor. As an interim project, the Gambell Street Redevelopment Project, approved by the Municipality around 2012 (?), would address many of these issues until a new alignment is executed, and would allow for economic development in the corridor whether a larger project is executed or not. | The suggested evaluation measures will be considered.   |
| 259a           | Dana Giliam | In winter months we lose an entire lane causing hazardous conditions for driving  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.     |
| 259b           | Dana Giliam | Need to add a connection from Chester creek green belt for better connectivity through Fairview and into downtown   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 260a           | Rob Cupples | Seward / Glenn Mobility PEL Study Team:<br><br>On behalf of the Third Avenue Radicals community group I am submitting the attached letter of public comment as requested for the PEL study. Collectively as a neighborhood and a community we have compiled the attached comments for consideration in this review process.<br><br>Thank you for your efforts in navigating this important process.<br><br>Respectfully,  | The comments have been included in this comment log.  |

| Comment Number | Commenter       | Comment   | Response  |
|----------------|-----------------|---|---|
| 260b           | Rob Cupples     | <p>The 3rd Avenue Radicals are pleased to provide input to the Seward Glenn Mobility PEL. East 3rd Avenue currently is used for Port access so the following problems are of particular concern to us since PEL addresses both Port Access as well as Seward Glenn.</p> <p>Traffic noise, high speeds, lack of safety. Difficult to cross E. 3rd Ave. Especially great risk to persons who use Brother Francis shelter. Crash data likely supports. Lack of equity. Highways/ main streets split lower socio-economic neighborhoods in Fairview and East Downtown. Design should not discriminate. Area is not pedestrian nor bicycle friendly. Needs connectivity to and incorporation of non-motorized transit options as well as bus routes. This is critical for access to downtown, Ship Creek Trail, Coastal Trail. Busy high-speed roads are a disincentive to development. They have a negative impact on a cohesive, vibrant Downtown/ East Downtown/ Fairview. Prevents investors to 3rd/Ingra (Old Alaska Native Service Hospital), consistent with community developed Master Plan, our priority. Traffic calming needed. Lack of eye appeal, lack of concern for emissions. Greening and beautification through Complete Street Design addresses both of these above problems as well as safety, multiple transit options/ wider sidewalks, etc.</p> | <p>The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.</p>  |
| 260c           | Rob Cupples     | <p>Related questions:</p> <p>Housing. What houses will need removal and at what cost? Will PEL design encourage future housing development or will it inhibit development? Downtown needs housing.</p> <p>Will there be an environmental/ engineering study to inform feasibility and cost of a cut and cover (tunnel) option under the Gambel/ Hyder/ Ingra corridor? This option is promising.</p> <p>Will information from the previous H2H study be updated and used?</p> <p>What opportunity is there for a member of 3rd Avenue Radicals to participate in the Community Advisory Committee?</p> <p>Will this PEL coordinate with the Downtown Comprehensive Plan?</p> <p>Will federal infrastructure money be used to implement the design that best benefits the Fairview/ East Downtown community?</p>   | <p>The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated - and will consider the kinds of impacts identified by the commenter. The purpose and need has not yet been identified, so it remains to be seen if a better connection between the highways is needed. Information from the H2H study will be used, to the extent it is relevant and still accurate. The Third Street Radicals have been included on the Citizen's Advisory Committee. The PEL is considering information from all adopted plans. Financing of any potential improvements has not yet been identified.</p> |
| 260d           | Rob Cupples     | <p>We look forward to the results of this PEL as it moves through its six stages. We welcome opportunities to participate in a transparent process that informs transportation decisions in which community input is valued and implemented.</p>  | <p>Thank you for your comments. Sign up for the mailing list on the web site to stay abreast of the project as it moves forward.</p>  |
| 261a           | Wadeen Hepworth | <p>Hi Josie,</p> <p>Thanks for the opportunity to ask questions and list concerns on the Seward Glenn Highway project - I've enjoyed your presentations and look forward to your response to the many emails and letters you'll receive</p> <p>My concerns are;</p> <p>1. Why can't a large highway circle the city instead of cutting through Gambell and Ingra Streets?</p>   | <p>The project team developed an origin destination study to determine where users of the Seward and Glenn Highways in the study area are going to and from. Very few travelers using the Seward and Glenn Highways are going from origins to destinations (e.g. Girdwood to Eagle River) that would find a connection so far east useful. Most trips using the are going into and out of employment centers and would not find a bypass along the edge of Anchorage useful. It would not solve the problems in the study area.</p>   |

| Comment Number | Commenter       | Comment   | Response   |
|----------------|-----------------|---|--|
| 261b           | Wadeen Hepworth | 2.Port of Anchorage was mentioned along with the Seward Glenn Project - in the Highway to Highway info sent out before it changed to Seward Glenn.<br>a. is the Port going to connect to the Seward Glenn Highway?<br>b. how and where will it connect?<br>c. why is the Port Plan not mentioned in the Seward Glenn Highway Project if it is going to connect? | The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated. The PEL is considering information from all adopted plans.   |
| 261c           | Wadeen Hepworth | 3. Is the Seward Glen Highway the first step to connect to a Knik Bridge and the 100-mile Susitna Proposed Road? If so, why is this information not being provided to Alaskans?   | The Knik Arm Crossing will not be part of the PEL. The adopted metropolitan transportation plan does not include the Knik Arm Crossing as a solution for intercity travel in the Anchorage area. This PEL study is a step down study and will be examining solutions that are consistent with the framework established by the MTP, Anchorage Comprehensive Plan, and other adopted plans. |
| 261d           | Wadeen Hepworth | 4. Is the old Native Hospital Land, on East 3rd Ave. that is owned by the Municipality, going to be used as an extension to connect to the Port of Anchorage and the Seward Glenn Highway?  | The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated.  |
| 261e           | Wadeen Hepworth | 5. Lost Housing - how many homes and buildings will be torn down to build the Seward Glenn Highway?   | Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL.  |
| 261f           | Wadeen Hepworth | 6. Financial Compensation - How will these homeowners and businesses be compensated for their loss?   | Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL.  |
| 261g           | Wadeen Hepworth | 7. Replacement of Lost Housing and Businesses - when can the community expect to have the lost housing and businesses replaced and by whom?   | Potential relocations and acquisitions will be evaluated as part of the alternatives evaluation in the PEL.  |
| 261h           | Wadeen Hepworth | 8. Calming Streets - Are there plans in the proposal to "calm" streets including 3rd Ave. that is a dangerous truck route?  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 261i           | Wadeen Hepworth | 9. Underground Throughway - what type of ground testing has been completed to determine they type of soil and its stability? Is there Bootlegger Clay in this area?<br>Thanks for taking the time to answer my questions - sending wishes for a happy week.   | The project is at its very beginning and has not identified alternatives yet. If an "underground throughway" is examined in detail, soils will be considered. As a planning level study, existing geology and geotechnical information will be relied on. New testing would only be conducted, if an alternative moved forward for design work beyond the planning phase.                  |
| 262a           | Allen Kemplen   | Hello<br><br>Please enter the attached Resolution from the Fairview Community Council in the public record for the project. Thank you.  | The comments have been included in this comment log.   |
| 262b           | Allen Kemplen   | Fairview Community Council<br>Resolution 2022-01<br>A Resolution relating to the Seward-Glenn Mobility study project and transportation issues in the eastern side of the urban core  | No response required   |
| 262c           | Allen Kemplen   | Whereas, the Fairview Community Council (FVCC) has well-documented and long-term reasons for concern about transportation facilities and operations, and;   | Fairview Community Council is part of the project's Community Advisory Committee to ensure the team is aware of the FVCC concerns.   |
| 262d           | Allen Kemplen   | Whereas, the FVCC is an advocate for solutions that exhibit serious consideration of all federal Planning Factors identified in Title 23 450 of federal regulations, and;   | The PEL will consider federal planning factors.  |
| 262e           | Allen Kemplen   | Whereas, the FVCC is adamantly opposed to defining transportation as only the safe and efficient movement of vehicles, and supports the inclusion of safety and accessibility for people on foot, bike, and using public transit in considerations for transportation planning, and;  | The PEL will consider all modes. The suggested ideas will be used to inform the purpose and needs.   |

| Comment Number | Commenter     | Comment   | Response   |
|----------------|---------------|---|--|
| 262f           | Allen Kemplen | Whereas, the FVCC has spearheaded several neighborhood planning initiatives, including the Assembly-adopted Fairview Neighborhood Plan (2014), the Gambell Street Redevelopment and Implementation Plan (2013), and current official efforts to amend the Neighborhood Plan and Title 21 to include implementation of a Form-Based Code Overlay Zone and associated Winter City Design Guidelines, and; | The PEL will review and consider all adopted plans   |
| 262g           | Allen Kemplen | Whereas, these initiatives advance the revitalization of the urban core, improve economic conditions, strengthen community resilience, improve health outcomes, and promote a sustainable sub-arctic Winter City, and;  | Socio-economic effects will be considered in the PEL   |
| 262h           | Allen Kemplen | Whereas, past solutions to transportation issues in the urban core have inadequately considered the negative impacts to Fairview residents, business owners and property owners as a whole but particularly for those of low-income and/or cultural diversity, and;   | Neighborhood affects and environmental justice effects will be considered in the PEL.  |
| 262i           | Allen Kemplen | Whereas, the Planning and Environmental Linkages (PEL) study effort must explicitly and robustly consider past environmental injustices that continue to this day, including health inequities, and;  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 262j           | Allen Kemplen | Whereas, said injustices created an institutional framework of discrimination that warrants significant mitigating actions in order to meaningfully correct these social and economic wrongs and ensure equitable environmental justice is established as a core component of the Seward-Glenn Mobility Study project.  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 262k           | Allen Kemplen | Therefore, Be It Resolved that the FVCC formally requests the Seward-Glenn Mobility Study aka the Seward-Glenn PEL Study to incorporate the principles and practices of environmental justice as a central transportation issue of concern, and;  | The PEL will consider environmental justice effects.   |
| 262l           | Allen Kemplen | Therefore, Be It Further Resolved that the FVCC formally requests the PEL Study to explicitly incorporate both Fairview's community vision and the recommendations of the 2040 Anchorage Land Use Plan for the corridor connection, and;  | The PEL will take into consideration all adopted plans.  |
| 262m           | Allen Kemplen | Therefore, Be It Also Further Resolved that the FVCC formally requests the PEL Study to improve its public education process and materials through robust use of visualizations and techniques in order to ensure greater understanding of the project by a wide variety of people, and;  | The project team intends to provide thorough, clear information to foster meaningful input.  |
| 262n           | Allen Kemplen | Therefore, Be It Also Further Resolved that the FVCC formally requests the PEL Study to explicitly address the past and existing disincentives for pedestrian movement along the Gambell-Ingra corridor, and provide recommendations for enhancing the pedestrian environment, and;   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 262o           | Allen Kemplen | Therefore, Be It Also Further Resolved that the FVCC formally requests the PEL Study to explicitly address the economic disinvestment and uncertainty in development since the last H2H effort and continuing today.  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 263a           | Allen Kemplen | Hello,<br>Please enter the attached comments into the public record for the project.<br>Thank you.  | The comments have been included in this comment log.   |

| Comment Number | Commenter     | Comment   | Response   |
|----------------|---------------|---|--|
| 263b           | Allen Kemplen | Context: The Seward to Glenn Mobility PEL Study has started a public engagement process to determine the “transportation” (per its website and mailed materials) issues within the project study area. The DOT&PF has traditionally confined the scope of their projects to the safe and efficient movement of vehicles with cursory attention to the movement of people while mitigating environmental impacts to the extent required by federal law. The issues prevalent in the project study area involve more than the safe and efficient movement of vehicles. The core issues are: 1. Eliminate the multi-decade land use uncertainty created by the DOT&PF as a result of the State funded Highway-2-Highway project which has accelerated disinvestment in the Fairview and East Downtown areas. 2. Make the urban core, and particularly the Fairview community, whole again after cutting it up with high-volume one-way couplets. 3. Mitigate past institutional injustices toward the Fairview community by re-connecting the community with appropriate investments in complete streets, people-oriented design and establishment of defensible spaces. In order to move forward it is important to understand the difference between three concepts: transportation, mobility and accessibility. | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 263c           | Allen Kemplen | Transportation is the act of moving goods or people. Transportation describes the act of moving something or someone, whereas mobility describes the ability of a person to move or be moved. Transportation is something you do and mobility is something you have. Transportation is the specialty of the DOT&PF and their engineers are quite good at designing and constructing infrastructure for the movement of vehicles. There is very little consideration of land uses except for what engineering design criteria are necessary to ensure safe and efficient movement of vehicles.   | The PEL will consider the needs associated with all modes. The PEL will use the recently adopted land use plan as a base of information.   |
| 263d           | Allen Kemplen | Mobility is defined as the potential for movement and the ability to get from one place to another using one or more modes of transport to meet daily needs. Mobility isn’t just having access to one mode of transportation. Mobility is having transportation options and the quality of those options. Mobility focuses on the satisfaction of needs, while transport (including vehicles, infrastructure and traffic rules) is the instrument which is required for the concrete realization of mobility. Mobility is about the movement of people while accommodating the movement of vehicles. There is significantly more consideration of land uses as other ways of moving about an area frequently require more explicit attention of engineering for pedestrians, bicyclists, public transit and the growing use of micro-mobility devices.  | The PEL will consider the needs associated with all modes. The PEL will use the recently adopted land use plan as a base of information.   |

| Comment Number | Commenter     | Comment   | Response   |
|----------------|---------------|---|--|
| 263e           | Allen Kemplen | <p>Accessibility refers to the ability to access or reach a desired service or activity. Mobility is how far you can go in a given amount of time. Accessibility is how much you can get to in that time. Accessibility has a heavy consideration of land uses as the movement of people over a given distance is greatly facilitated by close proximity. Mixed-use development, such as proposed in the recently adopted Anchorage Land Use Plan, will have very high levels of accessibility. To illustrate this, it is possible to have good mobility, but poor accessibility. For example, a community with a good highway network and low levels of congestion, but with relatively few employment, shopping and leisure opportunities, has good mobility but poor accessibility. Policies to increase mobility do generally increase accessibility by making it easier to reach destinations further away. Within an urban core area, the connection between the increased varieties of uses you can access due to vibrant mixed-use development using the public street network is key. Mobility is a direct result of social activities such as living, working, relaxing and production, trade and consumption (for goods). Due to spatial separation of activities, a demand for transportation services/facilities arises. The type of transportation services/facilities chosen to meet this need for mobility is the result of a political process. In Anchorage, past decisions promoted by transportation engineers and approved by policy makers has created a vehicle-oriented urban form, often to the detriment of neighborhoods and community vitality.</p> | <p>The PEL will consider the needs associated with all modes. The PEL will use the recently adopted land use plan as a base of information. The project name was changed from Seward-Highway to Glenn Highway Connection PEL because that name assumed a the highway connection was the solution, before the problems were even identified. The project name was changed to Seward Glenn Mobility to be more general. Mobility does not imply we will only consider vehicles. The project will be examining all modes.</p> |
| 263f           | Allen Kemplen | <p>Mobility can be interpreted as the ideal scenario wherein all citizens have environmentally sound, convenient, fast, comfortable and affordable means of transportation, helping to improve accessibility across the functioning area of a city. The concept can be considered an advance over the vehicle-centric approach dominant for the past seventy years. The use of “transportation” is hard-wired into our thought processes after a generation of auto ownership being the social norm. The analytical models that currently dominate the urban planning process are still heavily weighted toward moving things. But since passage of the FAST Act and the final rulemaking by FHWA wherein the organization shifted from Average Annual Daily Traffic (AADT) as a key performance metric to Person Trips traveled, the trend is inexorably toward an increased focus on the movement of people and mobility issues. Why is there now more use of the word “mobility”? At the big picture level, it’s all about the 3rd Digital Revolution currently underway. Value creation has shifted from vertically integrated value chains to laterally scaled digital platform models where subscription and access models dominate the marketplace. In 2021, many of the world’s most profitable companies (Google, Facebook, Amazon, etc.) don’t sell things, they provide access to them.</p>  | <p>The PEL will consider the needs associated with all modes. The PEL will use the recently adopted land use plan as a base of information. The project name was changed from Seward-Highway to Glenn Highway Connection PEL because that name assumed a the highway connection was the solution, before the problems were even identified. The project name was changed to Seward Glenn Mobility to be more general. Mobility does not imply we will only consider vehicles. The project will be examining all modes.</p> |

| Comment Number | Commenter       | Comment   | Response   |
|----------------|-----------------|---|--|
| 263g           | Allen Kemplen   | <p>As the 3rd Digital Revolution matures and more people use the technologies (accelerated by the COVID pandemic), there is an increasing use of the word “mobility” because it reflects how they are moving around and participating in society. The digital revolution is allowing us to move over the digital networks and to share cars, bikes, and scooters. If the transportation infrastructure is designed to emphasize people then we will use vehicles only when we need them. The 3rd Digital Revolution is creating a new reality.</p> <p>What are the options for Fairview and how does this relate to the Seward to Glenn Mobility Study? We can look to other cities for examples.</p> <p>How can we innovate, improve our adaptability and resiliency?</p> <p>Example: a sector-wide city partnership to test Universal Basic Mobility.</p>   | <p>If the digital revolution can provide solutions to the identified transportation problems those solutions can be examined in the PEL. Examples from other cities are welcomed. The commenter should provide details when the PEL reaches the point of identifying alternatives.</p>                             |
| 286a           | Devora Gonzalez | <p>Hi Seward-Glenn Mobility PEL project team, I hope this email finds you all well. I attach a letter with Bike Anchorage's comments about this project. Thank you for the opportunity to provide feedback.</p> <p>We'd love to hear back from you and have a conversation.</p> <p>Sincerely,</p>   | <p>The comments have been included in this comment log.</p>  |
| 286b           | Devora Gonzalez | <p>To the Seward-Glenn Mobility PEL project team: We’re writing to comment on the Seward-Glenn Mobility PEL Study. Bike Anchorage is committed to improving the quality of life for not only people who travel by bicycle, but also our friends and neighbors who live in and near the project area. Accordingly, here we provide several comments on existing problems in the project area and how those problems could be solved by the Seward-Glenn Mobility Project. We also comment on how the Draft Traffic Forecast Technical Memorandum<sup>1</sup> has misused existing data and produced faulty forecasts for future traffic scenarios.</p>   | <p>The comments have been included in this comment log.</p>  |
| 286c           | Devora Gonzalez | <p>Existing Problems</p> <p>The existing highway has created a number of problems in the project area, all centered around the presence of a high volume of high-speed traffic running through what should be valuable city real estate. The highway hinders local economic development, devalues nearby property, and fragments adjacent neighborhoods. And the human cost of the highway is even greater. The highway is unacceptably dangerous. It frequently intersects neighborhood streets and bisects busy commercial and residential areas, exposing vulnerable road users and vehicles to extreme danger.</p> <p>An expanded highway would only worsen these problems, and it would harm our city without providing any real benefit. Increasing road speed and traffic volume would not address congestion. Building a bigger highway is a choice, a choice to pay hundreds of millions or even billions of dollars (not to mention the even larger long-term maintenance costs), to sacrifice human lives, thriving neighborhoods and economic productivity all for an improvement to commute time for only one type of road user that is both marginal and temporary.</p> | <p>The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.</p> |

| Comment Number | Commenter       | Comment   | Response   |
|----------------|-----------------|---|--|
| 286d           | Devora Gonzalez | Solutions Instead expanding the highway or facilitating more traffic cutting through the city, we urge the project team to seek solutions that will reduce our expensive dependency on vehicular traffic. First, we ask the project team to walk back the existing highway design and instead rebuild the neighborhood streets in a way that would actually improve the value of land and businesses in the project area. Transforming the existing highway into a place where people want to live, work, and play will increase the appeal of living in Anchorage, thus revitalizing the economy in the project area. By making Anchorage a more livable place, the project could more effectively address the causes of commuter traffic. Making the city more livable would allow people to have shorter commutes and thus reduce the need for additional roads. The project could also restore space for housing, particularly high-quality affordable housing, which would further reduce the demand for regional traffic and address the real causes of congestion.   | The project is at its very beginning and is first identifying problems that need to be solved. No alternative are yet proposed. As the project moves forward alternatives will be identified and evaluated - and will consider the kinds of ideas identified by the commenter if they solve the identified problems. The purpose and need has not yet been identified, so it remains to be seen if a better connection between the highways is needed. Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study. |
| 286e           | Devora Gonzalez | Second, the projects should other pursue fiscally responsible and effective solutions to traffic. Rather than doubling down on cars, the project should encourage transportation alternatives that will reduce vehicle miles traveled to and through Anchorage. Such improvements should be twofold, including 1) frequent, fast, and safe transit (bus and/or train) between Anchorage and outlying communities to reduce regional vehicular traffic, and 2) improved bicycle and pedestrian facilities to provide safe, quiet, low-impact options for local traffic. These two recommendations better align with the Municipality's long term plans, including goals 2, 3, 4, and 5 of the Metropolitan Transportation Plan <sup>4</sup> and 10 of the 15 guiding principles of the Anchorage 2040 Land-use Plan <sup>5</sup> , in addition to addressing high-priority corridors identified by the Non-Motorized Plan (NMP) <sup>2</sup> and the Fairview Neighborhood Plan <sup>3</sup> . The NMP has identified numerous high- and medium-priority bicycle facility recommendations in the project area, including east-west and north-south corridors, and building protected bike lanes into the Seward-Glenn Mobility project would go a long way toward filling those gaps. Providing transit, bike facilities, and best-practice pedestrian facilities would improve safety for travelers and residents, mitigate congestion, reduce air pollution, and dramatically improve the quality of life and economic opportunities for those living and working in or near the project area. | Potential alternatives like the ones suggested by the commenter will be considered in the alternatives development phase of the PEL study. The PEL will consider all adopted planning documents and review potential alternatives for consistency with these plans.  |
| 286f           | Devora Gonzalez | Traffic Study The Draft Traffic Forecast Technical Memorandum <sup>1</sup> presents three scenarios that all assume traffic volumes on the Seward Highway will increase into the foreseeable future. However, these forecasts rest on key assumptions and data analyses that are flawed. First, the Traffic Forecast assumes that the MOA population will grow. However, the model used to make this prediction was not suitable based on the observed population changes in the past. While past data show an increase until 2010, followed by stabilization and now decline, those patterns are not reflected in the model DOL&WD used to represent the past and future MOA population growth.  | The medium and high forecasts are based on Alaska Department of Labor and Workforce Development (DOLWD) population projections which forecast an increase in the population of the MOA. DOT&PF determined DOLWD has the expertise and is the most reliable source for future MOA population change. Historical traffic volumes vary up and down. The analysis does not simply use a linear fit to past data. The methodology includes using projected population growth based on different two scenarios.  |

| Comment Number | Commenter       | Comment   | Response   |
|----------------|-----------------|---|--|
| 286g           | Devora Gonzalez | By choosing to fit a linear model to the data, the analysts forced a linear relationship (i.e., steadily increasing) to data that are clearly not linear (instead of showing three distinct periods over the past two decades: increasing, stabilizing, and declining). The selected linear model is unsuitable for the existing data and forces a prediction of population growth in the Municipality that is at odds with the past 10 years of data. A nonlinear model that appropriately fits the data would predict a continuing slow decline, and thus a corresponding reduction in traffic volume generated by MOA residents instead of the increased traffic predicted by the Traffic Forecast. While such an oversimplification of the population trend may have been necessary for DOL&WD's statewide analysis, a more specific and locally appropriate analysis is essential to guide this study. We ask the project team to enlist a qualified statistician to develop a robust prediction of MOA population growth to guide a revision of the Traffic Forecast. | The medium and high forecasts are based on Alaska Department of Labor and Workforce Development (DOLWD) population projections which forecast an increase in the population of the MOA. DOT&PF determined DOLWD has the expertise and is the most reliable source for future MOA population change. Historical traffic volumes vary up and down. The analysis does not simply use a linear fit to past data. The methodology includes using projected population growth based on different two scenarios.  |
| 286h           | Devora Gonzalez | Second, one of the stated assumptions of the Traffic Forecast was that no shifts in travel modes would occur. This assumption fails to consider the stated goals and objectives of Anchorage's planning and policy documents, such as the MTP and NMP, to reduce vehicle miles traveled and increase the number of trips and miles taken by bicycle, foot, or transit. These planned mode shifts would reduce motorized traffic volume in the project corridor, in contrast to the Traffic Forecast's prediction of increasing motorized traffic.   | The DOT&PF is using two different approaches to forecasting future traffic. The methods in this memo rely on future population projected by DOLWD and a best fit trendline. This approach provides a range of possible futures (Low to high). Additionally, DOT&PF commissioned an update to the AMATS travel model, which does take into account updated land use forecasts and other adopted plans (e.g. transit) and is sensitive to mode shifts (the model distributes trips to nonmotorized, transit, and vehicles). That separate forecast technique is still under development and will be published in a separate memo. DOT&PF commissioned these separate forecasts using different methodologies as a means of checking and verifying future conditions. |
| 286i           | Devora Gonzalez | Third, shifts in travel mode have already happened. The Traffic Forecast assumed that future travel will resemble patterns in 2019 and earlier. This assumption ignores the significant changes in travel patterns that have resulted from the COVID-19 pandemic. As more people continue teleworking, traffic volume in the project corridor may instead decrease or not increase as quickly as the Traffic Forecast concludes. The study should not have excluded the most recent two years of data (2020-2021). Data from 2021 may provide a better indication of future traffic patterns than 2019 and earlier.   | The years 2020 and 2021 were not included in the data because COVID-19 altered travel patterns for those years. It is not known yet if those changes are long-lasting as some communities have seen traffic levels resume to pre-pandemic levels. Mode shifts due to the pandemic are not considered a reliable change for forecasting future conditions out to 2050.  |
| 286j           | Devora Gonzalez | These three key assumptions of the Traffic Forecast do not conform to reality, and thus the Forecast does not accurately represent past, present, or future conditions. The scenarios presented in the Traffic Forecast likely overestimate the traffic volume we will see in the future. The high-growth scenario is probably impossible, the medium-growth scenario may not be the most likely (as the study assumes), and the low-growth scenario may not be the lower end of what we may see in the future. These faulty scenarios must be improved prior to using the Traffic Forecast to guide the Seward-Glenn Mobility Project.   | The key assumptions do conform to reality. They employ the expertise of DOLWD to forecast future population and rely on multiple techniques to predict future traffic. The scenarios presented include a range of future traffic and DOT&PF is confident the future traffic will fall within that range. The high scenario is possible, because we know that Anchorage and Mat-Su have experienced growth rates at that level in the past. The low scenario uses a best fit that actually reduces predicts a reduction in traffic using a technique suggested by the commenter. Finally, the project team is also developing a travel demand forecast based on the AMATS Travel Demand Model which will be published in a separate memo.                           |

| Comment Number | Commenter       | Comment   | Response  |
|----------------|-----------------|---|---|
| 286k           | Devora Gonzalez | <p>In conclusion, we oppose any expansion of the Seward Highway in the Seward-Glenn Mobility project area. Instead, we support converting the existing highway to neighborhood streets to boost economic growth, quality of life, and safety; adding best-practiced non-motorized facilities, including transit-oriented design and protected bike lanes, to improve transportation options, equity, and environmental sustainability. And DOL must revise the Traffic Study to accurately represent past and current data.</p> <p>Thank you for your consideration and for your work on this project. Please get in touch if youd like to discuss our comments further. We look forward to working with you as this project progresses.</p>  | <p>The commenter's preferences are noted. Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.</p>   |
| 287a           | S J Klein       | <p>1- We are concerned that the reconnaissance for origin and destination data will not capture the heavy pedestrian usage in the corridor if a high percentage of non-motorized users do not have cell phones. Do you know the percentage of non-motorized users of the corridor that do not have cell phones? If not, we request a 2-day field observation to verify the data collected.</p>  | <p>The project will use recently collected information from the non-motorized plan to characterize the non-motorized demand in the study area.</p>  |
| 287b           | S J Klein       | <p>2- Existing conditions: development</p> <p>The existing land use around, adjacent to, and in between the two parts of the Seward Highway through a densely residential area is incompatible with the current alignment and size of the Seward Highway. This has led to significant disinvestment in the Glenn/Ingra corridor and surrounding areas. This area is designated medium to high density residential under zoning, and has been designated residential/commercial mixed use under the 2040 Land Use Plan Map approved by the city in 2017. Almost no new commercial investment, and no new residential construction, has occurred in the corridor for the last 30 years, resulting in poor housing stock, unoccupied buildings, and an economic dead zone. Evaluation criteria resulting from this condition should include economic factors, such as "does the project enhance land use in and around the facility and study area?", "will the project add to the economic vitality of the neighborhoods surrounding the facility?" and "Does the project increase property values and tax roles around the facility and in the study area?".</p> | <p>The identified concerns are considered in the purpose and need for the project. The PEL is considering land uses and the vision for the area in adopted plans. Potential land use and economic impacts will be discussed as part of the PEL.</p> |

| Comment Number | Commenter | Comment   | Response   |
|----------------|-----------|---|--|
| 287c           | S J Klein | <p>3- Pedestrian safety -A surprising number of accidents involving non-motorized users have occurred along the corridor. The corridor has narrow sidewalks that are used for snow storage, and have utility poles in them as well, blocking pedestrian passage such that non-motorized users of the corridor are forced onto the highway. Any evaluation criteria should account for the heavy non-motorized usage along the corridor. -There are few places for non-motorized users to safely cross the highway, given the residential density surrounding the facility. 10th avenue is a "bicycle boulevard" however there is no safe way for bicycles to cross 10th. There is no paved sidewalk south of 15th avenue along Gambell st, though pedestrians are constantly using Gambell and the ramp south of 15th to access the Sullivan Arena, both as a homeless shelter, and when the facility was used for events. Any evaluation criteria should provide safe access to amenities on both sides of the highway.-Evaluation criteria resulting from these conditions should include non-motorized and residential factors, such as: "does the project reconnect parts of the neighborhood that have been cut off/isolated by previous iterations of the project?", "does the project increase opportunities for pedestrian and bicycle travel and access to green spaces?", and "does the project increase livability by decreasing noise and air pollution impacts around the facility?"</p> <p>Thank you for the opportunity to submit comment.</p> | These problems will be considered in the PEL   |
| 288a           | S J Klein | <p>The following comment was unanimously approved at the February meeting of the Fairview Business Association:<br/>To whom it may concern,<br/>The Fairview Business Association is comprised of business and property owners and operators within the Seward Glenn Mobility Project study area. We are dedicated to amplifying the voices of Fairview Businesses as relate to policy and development. Thank you for the opportunity to comment on the Seward/Glenn existing conditions.</p>   | The provided comments have been included in this comment log.  |
| 288b           | S J Klein | <p>Fairview is the way it is by design. Racist policies in Anchorage's past (much like in many cities throughout the United States) prevented ownership of property by Black, Native and other marginalized people. The neighborhood developed as an alternative township for property ownership by successful individuals from marginalized communities. When Anchorage needed a place to cite the Seward/Glenn highway connection, the city dump, and its jail, the leaders of the Municipality sought to annex Fairview. When the highway was aligned through the heart of Fairview on Ingra and Gambell (Fairview's main street), it split a neighborhood in half, disrupted economic activity, and brought downward pressures on economic and social development.</p>  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |
| 288c           | S J Klein | <p>We expect any project in Fairview to address these issues of historical marginalization. The current status of the Seward/Glenn connection, where the existing model includes alignments along Ingra, Gambell, as well as Hyder, has created an economic dead zone that disincentivizes investment through uncertainty. We expect this process to result in a planning document that enables investment to happen in and around the corridor.</p>  | Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. |

| Comment Number | Commenter | Comment  | Response   |
|----------------|-----------|--|--|
| 288d           | S J Klein | A large percentage of residents in the neighborhood do not own vehicles, and thus depend on non-motorized transportation along the corridor. Both Gambell and Ingra have insufficient pedestrian or bicycle infrastructure to support the kind of use by residents in the study area. This impacts both travel through the neighborhood and access to our businesses. Pedestrians cannot really be funneled to one or a few points to cross the highway. They access every part of the highway on both sides.  | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with non-motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska.  |
| 288e           | S J Klein | Sidewalks along Gambell and Ingra are insufficient and dangerous for pedestrian use, or are non-existent. We are concerned that your reconnaissance and modeling of non-motorized use do not accurately reflect the level of usage. As residents and business owners, we have noticed heavy pedestrian use along the corridor and are unsure of the level of cellphone usage among this population, and we believe they would not be captured in the Department of Labor work survey. We think a 1-2 day field observation to confirm your reconnaissance and modeling is warranted. These comments were considered and approved unanimously by our membership at our February 8, 2022 meeting. Thank you.   | The PEL will consider needs of all modes, including non-motorized. Some of the information about non-motorized use is in our existing environmental settings memo. We have information from the non-motorized plan, from vision zero, so you will find some information there. Some information about non-motorized use will be included in a system performance memo. |
| 289a           | S J Klein | Thank you for the opportunity to comment on the Seward Glenn Mobility Project. I will be making comment on behalf of the Fairview Business Association and on behalf of the HHAND commission in two separate emails. I also sit on the AMATS CAC, which voted to make comment as well. I own residential property and commercial property. I would like to make the following observations:  | The provided comments have been included in this comment log.  |
| 289b           | S J Klein | Pedestrian and bicycle safety:<br>-10th avenue is a heavily used bicycle boulevard. There is no safe way for bicyclists to cross the Seward Highway on 10th Avenue<br>- Gambell Street is heavily used by pedestrians who access businesses, services and homes on both sides of the street. Currently, sidewalks are too narrow for this to safely occur, there are power and other utility poles blocking passage, and south of 15th there is NO paved sidewalk. Pedestrians utilize the ramp from Gambell to 16th to access the Sullivan Arena.<br>- Utilizing Origin/Destination data depending on jobs and cell phone usage fails to account for the hundreds of residents that use the corridor daily and do not have cell phones. Field observations are necessary to accurately model pedestrian usage of the Gambell/Ingra corridor | Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.  |

| Comment Number | Commenter | Comment  | Response   |
|----------------|-----------|--|--|
| 289c           | S J Klein | <p>Environmental Justice: Anchorage, like most large urban areas, has a racist history that created neighborhoods of color that have been under-resourced and used as sites for infrastructure projects such as the Jail, Dump, and alignment for the Federal Interstate, all while providing an underrepresentation in the bodies that make decisions about these projects. While it is outside the scope of this PEL to address the issue of underrepresentation, the environmental and social impacts of this history need to be addressed in the evaluation criteria.</p> <p>The current alignment of the Seward Highway, on Ingra and Gambell, has created an economic dead zone in the surrounding area, especially in between the two halves of the couplet. The idea that one can have high density residential (R-4) in-between a federal interstate is ridiculous, and there has been little to no new investment in housing between Gambell and Ingra for 40 years.</p> | <p>Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements. The PEL will consider environmental justice effects.</p> |
| 289d           | S J Klein | <p>There is no public green space in the Ingra-Gambell corridor, despite heavy residential and commercial land use. To access green space or trails, residents and visitors have to cross a federal interstate highway. Evaluation criteria should include measures to increase access and decrease the distance to green space and trails. Gambell street was historically Fairview's main street, and could be again. A number of businesses along the corridor struggle with parking, sidewalks and access because of the existing alignment of the highway. The Gambell Street Redevelopment project would provide a short-term and long-term solution to this issue, as well as providing safety for pedestrians and bicycles using Gambell Street.</p>   |  |
| 289e           | S J Klein | <p>Evaluation criteria from these conditions should include:</p> <p><b>ECONOMIC FACTORS:</b></p> <ul style="list-style-type: none"> <li>• Does the project increase property values and tax rolls in and around the facility and study area?</li> <li>• Does the project enhance land use in and around the facility and study area?</li> <li>• Will the project add to the economic vitality of the neighborhoods surrounding the facility?</li> </ul> <p><b>ENVIRONMENTAL JUSTICE FACTORS:</b></p> <ul style="list-style-type: none"> <li>• Does the project reconnect parts of neighborhoods that have been cut off/isolated by prior projects?</li> <li>• Does the project increase opportunities for pedestrian and bicycle travel and access to green space?</li> <li>• Does the project enhance livability by decreasing noise and air pollution impacts around the facility?</li> </ul>  | <p>The suggested evaluation measures will be considered.</p>   |

| Comment Number | Commenter          | Comment  | Response  |
|----------------|--------------------|--|---|
| 289f           | S J Klein          | <p>Other issues to be aware of when developing alternatives:<br/> - a proposal has been floated to realign the highway to between Hyder and Ingra, depressing the highway and allowing for the possibility of building structure and amenities over the top in the future. This would allow Gambell St to become a main street once again, decrease pedestrian interactions, and if a greenway and trails were built along hyder, would solve many of the other problems the highway presents. The city could take responsibility for land use on any cover that was developed over the highway. We have issues of parking, pedestrian and bicycle movement and access, trails, lack of green space. Many of these are outside the scope of what this PEL can achieve, but they can be included in the study and alternatives that would allow for these kinds of solutions should be given weight in the evaluation criteria. Thank you for the opportunity to comment.</p>   | <p>Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.</p>  |
| 290a           | Christine Schuette | <p>Hi Josie, I have (3) comments from the AMATS CAC is submit to the Seward to Glenn PEL project. These comments are coming directly from the AMATS Community Advisory Committee and have not been approved by the Technical Advisory or Policy committees. Please let me know if I need to send these comments elsewhere on their behalf. 1- economic distress: the current alignment with the Seward Highway on Ingra and Gambell is incompatible with the existing land use around, adjacent to, and in-between a federal interstate. Placing high density (R4) and business districts (B3) zoning in the Ingra/Gambell corridor has led to significant disinvestment in the corridor and surrounding areas. This area is designated medium to high density residential under zoning, and has been designated residential/commercial mixed use under the 2040 Land Use Plan Map approved by the city in 2017. Almost no new commercial investment, and no new residential construction, has occurred in the corridor for the last 30 years, resulting in poor housing stock, unoccupied buildings, and an economic dead zone. Evaluation criteria resulting from this condition should include economic factors, such as "does the project enhance land use in and around the facility and study area?", "will the project add to the economic vitality of the neighborhoods surrounding the facility?" and "Does the project increase property values and tax roles around the facility and in the study area?".</p> | <p>Prepared for this project, A Basic Description of the Environmental Setting Report (available on our website) summarized the Environmental Resources in the project area, including Land Use, Environmental Justice, and Economics. A benefit of the PEL Study, when complete and preferred alternatives are identified, is that local property owners will receive certainty about any future roadway improvements.</p> |

| Comment Number | Commenter          | Comment  | Response   |
|----------------|--------------------|--|--|
| 290b           | Christine Schuette | <p>2- Pedestrian safety-A surprising number of accidents involving non-motorized users have occurred along the corridor. The corridor has narrow sidewalks that are used for snow storage, and have utility poles in them as well, blocking pedestrian passage such that non-motorized users of the corridor are forced onto the highway. Any evaluation criteria should account for the heavy non-motorized usage along the corridor.-There are few places for non-motorized users to safely cross the highway, given the residential density surrounding the facility. 10th avenue is a "bicycle boulevard" however there is no safe way for bicycles to cross 10th. There is no paved sidewalk south of 15th avenue along Gambell st, though pedestrians are constantly using Gambell and the ramp south of 15th to access the Sullivan Arena, both as a homeless shelter, and when the facility was used for events. Any evaluation criteria should provide safe access to amenities on both sides of the highway. -Evaluation criteria resulting from these conditions should include non-motorized and residential factors, such as: "does the project reconnect parts of the neighborhood that have been cut off/isolated by previous iterations of the project?", "does the project increase opportunities for pedestrian and bicycle travel and access to green spaces?", and "does the project increase livability by decreasing noise and air pollution impacts around the facility?"</p> | <p>Safety issues like those identified will be considered in the PEL. In particular, the purpose and need statement will reflect pedestrian safety needs related to the Seward and Glenn Highways and access to the Port of Alaskan in the study area.</p> |
| 290c           | Christine Schuette | <p>3- Non-motorized reconnaissance and modeling: We are concerned that the methods used to model non-motorized usage in the corridor do not accurately capture all non-motorized users. The work survey data and origin/destination data assume that individuals using the corridor have jobs and that they have cell phones to be counted in your data and modeling. We are concerned that the reconnaissance for origin and destination data will not capture the heavy pedestrian usage in the corridor if a high percentage of non-motorized users do not have cell phones. Do you know the percentage of non-motorized users of the corridor that do not have cell phones? If not, we request a 2-day field observation to verify the data collected. Best regards,</p>   | <p>The project will use recently collected information from the non-motorized plan to characterize the non-motorized demand in the study area.</p>   |
| 291a           | Mikhail Siskoff    | <p>The Airport Heights Community Council requires Seward-Glenn Mobility project to only improve the environmental justice for the residents of Fairview and the surrounding areas, improve mobility for non-motorized travel in the project area and mitigate the negative impacts of traffic on surface roadways in Fairview and the surrounding areas.</p>   | <p>The PEL will consider environmental justice effects.</p>  |

| Comment Number | Commenter       | Comment   | Response   |
|----------------|-----------------|---|--|
| 291b           | Mikhail Siskoff | Comments submitted to the PEL project site in our community are primarily concerned with an increase in traffic to our local collectors (Lake Otis Pkwy and Debarr Road) and, subsequently, our neighborhood streets experiencing spillover or cut-through traffic. Our community wants to ensure that the Seward-Glenn Mobility project will mitigate, rather than exacerbate, the recent increases in traffic we've seen on these collectors. For example, traffic presently moves too fast on Lake Otis Pkwy, and the road users experience temporary congestion at peak hours. Expanding the road will only induce more demand and increase speeds; congestion relief will be short-lived as more outbound commuters choose the new, expanded route. Outbound commuter traffic will attempt to bypass perceived congestion during peak usage by passing through City View via East 20th Avenue and Sunrise Dr to reach Airport Heights Dr. These drivers often engage in dangerous behavior like excessive speed and overtaking other vehicles on the residential streets. We, the community of Airport Heights, formally object to any further expansion of Lake Otis Pkwy as part of the Seward-Glenn Mobility Project and MTP 2040/2050. | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. Add that we have not identified alternatives at all yet. |
| 291c           | Mikhail Siskoff | We support continuing to use the existing Gambell/Ingra couplet as the highway corridor, but with improvements to mitigate the existing negative effects of the highway's noise, traffic volume, and dangers on the surrounding community. A cut and cover must be implemented in this corridor. Reconnecting Fairview would dramatically improve the quality of life, open up opportunities for quality low income housing, business opportunities, and provide safety for travelers by removing interactions with the highway through traffic. This option would also provide an efficient highway corridor to funnel regional traffic away from nearby communities and collector roads while providing a safe area for foot and bicycle traffic.   | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 291d           | Mikhail Siskoff | Finally, if a new freeway interchange is to be built at Airport Heights and Glenn Highway as part of the Seward-Glenn Mobility project, the community of Airport Heights is concerned that that may induce further cut-through traffic in our neighborhood. Measures must be put in place to prevent our neighborhood streets, including Lake Otis Pkwy and Airport Heights Dr/Sunrise Dr, from becoming arterial collectors for highway access. Such measures could include traffic-calming road designs or mode filters to prevent motorized traffic from continuing down what are currently through streets. The interchange must also provide a broad and well-lighted tunnel or grade-separated crossing for non-motorized traffic to traverse the freeway and connect with Mountain View safely.  | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 291e           | Mikhail Siskoff | We, the Airport Heights Community Council, join our neighboring community of Fairview in supporting the cut/cover consolidation of the roadways currently known as the Gambell/Ingra Couplet.   | The commenter's preferences are noted. Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 292a           | Cassandra Raun  | The Rogers Park Community Council (RPCC) has the following comments on the Seward-Glenn Mobility PEL Study (SGM). These comments are based on our previous resolutions on the previously completed Midtown Congestion Relief PEL Study (MCR).   | The comments have been included in this comment log.   |

| Comment Number | Commenter      | Comment  | Response  |
|----------------|----------------|--|---|
| 292b           | Cassandra Raun | <p>Coordination of Projects</p> <p>Please include a brief history of the project including the Highway to Highway and the MCR. Address and show on the maps how the SGM interfaces with the MCR.</p>   | The information requested will be included in the PEL   |
| 292c           | Cassandra Raun | <p>Traffic Modeling RPCC's 2020 01 13 resolution regarding the MCR study requested that the Traffic Model be updated with the most recent Alaska Department of Labor (DOL) population projections and that the PEL report be updated with the expected future traffic volumes, levels of service, traffic safety, and other traffic operations metrics based on the updated Traffic Model. Regarding the SGM we note that new DOL population projections will be available the summer of 2022. We request that the SGM traffic forecast be updated after that information is available. Reviewing the SGM (Online Open House #1, January 24 - February 28, 2022) the existing conditions section states that on the Seward Highway, most of the traffic comes from or goes to Northeast Anchorage and less than 5% of the trips on the Seward Highway originate in the Matanuska Susitna Borough (MSB), yet the growth in the MSB figures prominently in the extrapolation of SGM traffic volumes into the future. (SGM Traffic Forecast, Draft, January 2022) We request the Traffic Forecast extrapolation be revised to better match the expected growth of the population served by future projects in the SGM study area. We note that the draft Traffic Forecast mentions that a traffic forecast based on the AMATS Travel Demand Model (TDM) is also being prepared for this project. Consistent with our resolution regarding the MCR, we request that the Demand Model be updated with the most recent DOL population projections, and also we ask that the Traffic Forecast document be updated to compare and contrast the forecasts (TDM vs extrapolation) and explain how the two forecasts will be used in the SGM study.</p> | As suggested by the commenter, DOT&PF did commission an update to the AMATS travel model, which take uses updated land use forecasts and the most recent DOLWD population projections. That separate forecast is still under development and will be published in a separate memo. The traffic forecast in this memo was based on the most recent Department of Labor and Workforce Development Forecast (DOL&WD) available at the time it was prepared. DOT&PF will consider the new DOLWD population projects when they are available and determine at that time if an update to this forecast is warranted. The projection uses two different techniques to forecast traffic. Traffic from the MSB is not directly used to generate the forecast. The first approach (used for the medium and high forecasts) uses DOWLD population growth rates and applies that rate to traffic within the study area. Secondly, for the low forecast, assumed traffic would remain constant at 2019 levels. The project team will review the new DOL&WD projections when available to determine if an updated forecast is needed. |
| 292d           | Cassandra Raun | <p>Speed Limit</p> <p>RPCC's 2020 01 13 resolution regarding the MCR study, RPCC advocated for a maximum speed limit of 35 mph on frontage roads and 45 mph on the highway through the entire midtown area. We request these same maximum speeds to be used in the SGM study and its modeling work. This will greatly increase pedestrian and motor vehicle safety and reduce noise.</p>   | The commenter's preferences are noted. Design criteria like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.   |
| 292e           | Cassandra Raun | <p>Bridge at Chester Creek</p> <p>The south boundary of the Seward-Glenn Mobility (SGM) PEL study, near 20th Avenue, is adjacent to the north boundary of the completed Midtown Congestion Relief PEL study. According to the final MCR PEL report, the existing culvert pathway structure at Chester Creek would be replaced with a bridge, as part of a future project, to widen the crossing and provide space for the trail adjacent to the creek (MCR PEL report paragraphs 7.3.5 and 7.4.3, and Figure 32). RPCC's 2020 01 13 resolution regarding the MCR study supported using a bridge to replace the Chester Creek culvert. The RPCC requests that the SGM PEL report discuss the interface between the two studies and specifically mention that the MCR PEL and the adjacent community support a bridge to replace the existing pathway culvert. We also request that the Chester Creek work be included in whichever project, the SGM or MCR, moves forward first.</p>  | This PEL study will build upon the adopted Midtown PEL. Improvements identified for this study will match up to the Midtown PEL improvements at approximately 20th Avenue, just north of Chester Creek.   |

| Comment Number | Commenter      | Comment  | Response   |
|----------------|----------------|--|--|
| 292f           | Cassandra Raun | Pathways on both sides of the highway<br>RPCC's 2021 04 12 resolution regarding the MCR study supported non-motorized facilities along and across the highway corridor that are "accessible, safe, buffered, well-lit, usable year-round, and designed to minimize winter maintenance." Figure 32 of the final MCR notes that existing pathways on the east and west sides of the highway are to be improved, and new pathways on the west side will be added. The RPCC now requests the SGM to also recommend adding new pathways on the west side of the highway (where none now exist in the SGM study area) and improving existing pathways, and making all pathways in the study area accessible, safe, buffered, well-lit, usable year-round, and designed to minimize winter maintenance. | Potential alternatives like the ones suggested by the commenter will be addressed in the alternatives development phase of the PEL study.  |
| 292g           | Cassandra Raun | Sufficient Time for Community Council Participation<br>The SGM Online Open House was posted on January 24, 2022. Comments were requested by February 28, 2022. In order for a Community Council to pass a resolution on a topic, the membership must be able to review the draft resolution in advance. This process requires a minimum of 2 months.   | The project team will take comment or input at any time. However, if not received timely, the input may not make it into planned deliverables that are on a set schedule.  |
| 292h           | Cassandra Raun | Stakeholder Engagement<br>Please ensure that opportunities are provided to all stakeholder groups including those without online access.   | The project team will hold in-person and online meetings. We use US mail to reach interested parties that may not engage online. Information is also posted in local businesses and listening posts are held in the community.   |
| 293a           | Seneca Freitag | We live in Chugiak and drive to south Anchorage for work; getting across Anchorage can take as long as driving the 25 miles on the highway just getting to Anchorage. Any mechanism to move traffic without stoplights and intersections across Anchorage would be very beneficial/much more efficient. The Seward Highway portion of the connection is also extremely dangerous for pedestrians - the sidewalks are too small, the lanes are narrow, the speed limits are unrealistic for how many lanes there are, and there's no safe travel for bicycles. Disconnecting commuter/cargo traffic from residential traffic and bikes/pedestrians would be a huge improvement for all.   | The problems and needs identified by the commenter will be considered in the PEL. In particular, the purpose and need statement will reflect the input on problems with motorized travel conditions in the study area as they relate to the Seward and Glenn Highways and access to the Port of Alaska. Add "non motorized" too. |
| 293b           | Seneca Freitag | When evaluating options and alternatives, please give strong consideration to really creative or non-traditional ideas...building more surface-level roads in Anchorage seems unproductive given our space issues. Tunnels - even though not frequently used here - may be more viable with continued warming, and can have great side effects, such as allowing above-ground neighborhoods to remain in place and expand. Elevated roadways may accomplish similar goal (although they also are often ugly and can attract blight underneath). I'm sure brilliant creative people have other ideas as well to make travel routes effective but less damaging and space-sucking.   | Needs identified by the commenter will be considered in the PEL.   |

| Comment Number | Commenter       | Comment   | Response  |
|----------------|-----------------|---|---|
| 294            | Allen Kemplen   | <p>March 19th, 2022<br/>           Another sad example of how traffic can kill.<br/>           Hopefully, the PEL project team can meaningfully address this difficult situation.</p> <p>Pedestrian dies after being struck by pickup on Fifth Avenue near downtown Anchorage<br/>           By Anchorage Daily News<br/>           Updated: 8 hours ago Published: 8 hours ago<br/>           A woman walking across Fifth Avenue near downtown Anchorage early Saturday was struck by a pickup truck and killed, police said.<br/>           The woman was “in or near” a crosswalk at Karluk Street when she was struck by the westbound truck just before 2 a.m., police said. She was declared dead by medics at the scene.<br/>           “The driver remained on scene and has been cooperative with the investigation. No charges have been filed at this time,” police said.<br/>           Fifth Avenue remained closed at Karluk as of 5 a.m. while investigators processed the scene.</p> | The problems and solutions recommended by the commentor will be considered in Purpose & Need statement and Alternative development. |
| 295            | Jenny Jones     | <p>Did you see this story on ADN? A woman was struck and killed while in a crosswalk at 5th and Karluk! We need the traffic to slow, or go underground. Don't ask people to adjust to the cars, make the cars adjust to the people. Downtown and Fairview need to be pedestrian friendly. Without pedestrian friendly improvements this death and countless others will continue to happen. It's an absolute tragedy. An avoidable tragedy caused by racist and poor city planning.</p> <p><a href="https://www.adn.com/alaska-news/anchorage/2022/03/19/pedestrian-fatally-struck-by-pickup-on-fifth-avenue-near-downtown-anchorage/">https://www.adn.com/alaska-news/anchorage/2022/03/19/pedestrian-fatally-struck-by-pickup-on-fifth-avenue-near-downtown-anchorage/</a></p>  | The problems and solutions recommended by the commentor will be considered in Purpose & Need statement and Alternative development. |
| 296            | Löki Gale Tobin | <p>Hey Josie,</p> <p>I would like to schedule some time in early June with state legislators and downtown Assembly members regarding the Seward Glenn Mobility Study.<br/>           Is there some time on Monday, June 13 or Tuesday, June 14 after 10 am and before 3 pm?</p>   |   |

| Comment Number | Commenter      | Comment   | Response   |
|----------------|----------------|---|--|
| 297            | Anita Baker    | <p>Good Morning Seward Glenn Mobility Staff,<br/>           Is the Environmental Conditions Report an Environmental Assessment with the statutory NEPA conditions? I was planning on using your report as a base Environmental Assessment for our HUD CDBG-DR program. We are considering the same neighborhoods. One final question, how are you considering the Runway Clear Zones and Approaches at Merrill Field?</p> | <p>Anita,</p> <p>The Environmental Conditions Report is more like an affected environment report as opposed to an Environmental Assessment (e.g. there is not impact analysis in the report). As a Planning Environmental Linkage study, the level of effort is a planning level report. If a project moves forward out of the PEL to NEPA additional data collection may be warranted. That said, the report provides a pretty good base of information and likely has information you will find useful for your NEPA document.</p> <p>Regarding Merrill Field clear zones and approaches – there are potential height and use restrictions within those areas. As we move forward, those FAA requirements will be considered in the alignment and design of potential alternatives.</p> <p>Thank you,<br/>           John McPherson<br/>           HDR Project Manager<br/>           info@sewardglennmobility.com</p>   |
| 298            | Anita Baker    | <p>Hi. This is the Department of Commerce, Community and Economic Development in the Division of Community and Regional Affairs. I would like to discuss your environmental report and with you. So, please give me a call. Thank you. Bye</p>  | <p>Response sent via email.</p>  |
| 299            | John Pratt     | <p>Hi. It is Tuesday morning about noon, and I need to talk to somebody about the Seward Glenn Mobility Planning and environmental linkages study. If you could call me, I'd appreciate it.<br/>           Thanks</p>   | <p>Inquired if 5th Ave will be widened or not.<br/>           Josie explained we are not pre-decisional and alternative development is next phase. Everything is on the table. Explained the step we are in Phase 3: Purpose and Need and let him know that a formal comment period is scheduled for May 23-June 24.<br/>           Suggestion for project team consideration:<br/>           If widened, do not take airport property. Suggested a route through the old native hospital and follow commercial drive.<br/>           Allows to tie into via docks and elevated roadway/port connection.<br/>           If you must do anything on 5th, look to the northside of the property.</p> <p>Josie informed him of the committees and that we have a Merrill field representative. He was pleased to hear that.<br/>           Suggestion for project team consideration:<br/>           Project team to present to Airport Advisory Committee. He will suggest it to the committee for us.</p> |
| 300            | Lindsey Hajduk | <p>Hey Josie &amp; Team!</p> <p>Do you have the draft criteria and purpose/need posted? I'm not seeing it on the website, and am curious to think about it ahead of time.</p> <p>Thank you!</p>   | <p>The documents are planned to be available for review starting on May 23.</p>  |