

Seward Glenn Mobility PEL Study Comment Log*
 *Personal identification information has been removed from comments



Comment Number	Commenter	Comment	Response
1	Anonymous	Notes are drawn on a map	Comment noted.
2	Anonymous	Give us bigger maps to see whole of Anchorage. Also, green for roads? More constraint maps	Comment noted.
3	Anonymous	Sward Hwy project is connected to Bragaw/Elmore ext. & connecting Minnesota	This idea is outside the study area, but has been passed on the Metropolitan Transportation Plan update team.
4	Anonymous	Alternating street parking in winter for snow removal	This is an operational snow plowing decision/issue.
5	Josh Ayo	I would suggest widening the pedestrian sidewalk on Ingra and Gambell and Cordova and 9th Update map of neighborhood Bike routes and pedestrian walkways need to be larger for safety	This comment will be considered as the project team develops alternatives.
6	Will Bennett	I live on 9th & Fairbanks (40 years). Pedestrian traffic down Fairbanks I way too much & sort of sleazy. I suppose they turn in from Gambell by Michael building & travel past cemetery. I have an Air BnB across from cemetery & get occasional complaints.	Comment noted.
7	Brad Coy	"Fixing the highway situation through Fairview is Anchorage's #1 big picture traffic need!! DOT's decision to allocate \$600+ million to the Seward Highway south of Anchorage is a clear statement that money is not the issue. It is a matter of what we value. A cut and cover or other similar idea that allows Fairview to become a more livable neighborhood and the extension of Anchorage's multimodal core area (along with a re-imagining of downtown) will do more to advance Anchorage's economic development and transportation safety needs than anything else! When designing transportation infrastructure, don't forget placemaking. It isn't only about moving people. It also affects the character of our places." "Would place my vote for the cut and cover option through the Fairview neighborhood. My dream is a subterranean option from Glenn Hwy. to 20th Ave. I believe a "Woonerf" option on 4th Ave would revitalize east 4th avenue towards the Fairview neighborhood. Short term accessibility for pedestrians & cyclists by putting powerlines underground would be the most immediate impact. Reducing the Gambell and Ingra roads to 3 lanes each would improve safety without slowing down traffic terribly. Wood like to see workshops with more ease in inclusivity for those not used to the system. Navigation can be difficult."	This comment will be considered as the project team develops alternatives.
8	David Douthif	"Can we improve the bike infrastructure/safety on 10th East of the mountain school, connecting to the rec center, Fairview lions park, & Fairview Park? Juneau & 10th traffic diverter makes path impossible by bike all winter. I like the detour, but can we make it more bike friendly. Same for 190th & Denali."	This comment will be considered as the project team develops alternatives.
9	Loren Hill	Proper pedestrian/bike crossing with the lights 10th and Gambell and 10th & Ingra	
10	Emma Hill	Business zoning in East Fairview to allow small local businesses to set up and thrive, connecting community gathering spaces within East Fairview Bike lanes besides Medfra/10th Bike lanes for 15ht from Ingra headed west.	This comment will be considered as the project team develops alternatives.
11	Jeremy Hsieh	Reporter from AK Public Media would like to speak to Galen.	This message was passed on to the DOT&PF project manager who returned a call to Jeremy. See the following link for the resulting news story: https://alaskapublic.org/2023/03/29/connecting-the-seward-and-glenn-highways-scarred-fairview-now-lots-of-agencies-want-to-make-it-right/
12	S.J. Klein	Hyder in a failure. You can't have high density housing (R-4) in between a federal interstate. What if we vacate Hyder to Ingra? We could depress the through traffic, turn Hyder into a greenway, an build covers over the facility over time. We don't need 4 lanes to cover traffic through the neighborhood. At he very least, downsize the faculties, widen the sidewalk, and accommodate existing pedestrian load. The performance report defines multiple uses for the facility. What if we separate these uses? We could even realign potions to decrease the loads on Ingra and Gambell. Traffic passing through Traffic going from North the different areas From south to difference areas Neighborhood traffic I like the idea about driving through traffic on the other sides of Merrill Field, but you can't depress highway there because of the water able (east fork of Chester Creek/floods from the old dump). Maybe at the hill These issues can't wait. There is real life safety issue along Ingra and Gambell that can't be put off for another 20-50 years. Wider sidewalks need to happen now. The facilities can support less lanes as they currently exist. This should be a high priority, low cost, high impact project high in the TIP. For realignment taking is inevitable, but not having a final plan for the alignment has been devastating for the neighborhood. Let's get it done, decided, and give people the security to invest. For safety we really need to get out of the neighborhood the uses that don't need to be in the neighborhood (trucks, through traffic, etc.) The 10th Ae bike boulevard is a real resource. It's a way to cross Ingra and Gambell."	This comment will be considered as the project team develops alternatives.
13	Nick Lehman	When 15th way closed for a few days between Karluk and Lake Otis the neighborhood was super quiet and nice. Fully support cut and over. Curious how many vehicles transit Gambell/Ingra/5th/6th/15th Ave that really just want to get around Anchorage. Need to reduce singles passenger vehicle traffic on roads in Anchorage. Propose light rail from Girdwood to Wasilla with 305 stops in Anchorage. Propose more pedestrian cross brides in Fairview (Presently there are zero). Propose converting some Fairview roads to pedestrian/cycle only Propose some pedestrian only blocks to stimulate local businesses (restaurants/bars/café, etc.) Full support relocating highway out of Fairview and or cut and cover. Also 15th and Debar majorly divides Fairview. "	This comment will be considered as the project team develops alternatives.
14	Liv	Bring 15-17 kids this will be for them. We'll be dead.	Comment noted.
15	Larry Michael	"Want pedestrian/ non-motorized options for FV, E DTN. DTN first and foremost like trail connectivity loop (Kemplen) Please give attention to port access by not only altering 5th & 6th existing route, but one that alters traffic pattern on East 3rd. Options: route that goes through ship Creek area to go north (e.g., Whitney??). Heavy traffic/fast traffic on East 3rd also runs through a neighborhood. NHS needs to consider lost opportunity for \$\$ by intersecting Fairview, E DN, & DTN. Add green streets!!"	This comment will be considered as the project team develops alternatives.
16	Aaron O'Quinn	"Bike path connectivity between Ship Creek / Chester Creek Redesign couplet to slow traffic down Upgrade other roads – Tudor/Muldoon, N. Lights, etc. to encourage alternate routes for through commuters. Port traffic North through Ship Creek to controlled access portion of Glenn Highway"	This comment will be considered as the project team develops alternatives.
17	Grace Sy	"Reference comment form bottom right of public input meeting #2 poster. COMMENT FROM POSTER "I don't care about cars. Let's get rid of cars and trucks in the center of valuable part of our city and make it more accessible for people across town to bike from southside to downtown or vice versa, or for walking or for people who use mobility it's like wheelchair or crutches, make this a walking infrastructure.""	Comment noted.
18	Grace Sy	"On Ingra & Gambell, take out the sidewalks – build walkway, bike lanes like the one running from Eagle River Lp. turning to Glenn Hwy. I think it continues to Boniface. No shoulders necessary the same also as the coastal trail to Kincaid."	This comment will be considered as the project team develops alternatives.

19	Dave Syren	"Freight and truck traffic should route through the industrial port area. To bypass downtown entirely, to approximately Merrill Field (i.e., Airport Heights). A Glenn to Seward Hwy. connection should route & connect through the area of Merrill Field also so as to avoid the Fairview neighborhood. As vehicle traffic diverts off different directions – North the Glen & then around slightly avoiding Fairview, to go south, it will eliminate heavy traffic through Fairview & Downtown. Truck traffic will operate in industrial areas & also bypass neighborhood & downtown."	This comment will be considered as the project team develops alternatives.
20	Ron Tidler	"Property owners of businesses at 12th and Gambell intersection are concerned about access and parking during any construction the following businesses rely on Gambell St. for access: Barry's Baranof Lounge CeCe's Pizza Dominican Groceries City Laundromat Light'n Up, Inc. Will our parking lot be encroached by this project? "	The concern is noted. The alternatives for this project have not been sufficiently developed yet to know which properties/parking may be affected.
21	Karen Larsen	"What if.... Create a swift flow of traffic from Glenn to Seward to the south side of Merrill Field Depress road a first leas in \$ out of Fairview at 25th (and the N Seward Highway). Port traffic create a fast smooth access no lights to connect point on Glenn at Airport Heights Create cross street from South Fairview to north over depression"	This comment will be considered as the project team develops alternatives.
22	Anonymous	Reduce Ingra & Gambell to 2 lanes each with buffer & bigger sidewalks.	This comment will be considered as the project team develops alternatives.
23	Anonymous	Can port containers be roll-on-roll-off and go by rail more instead of by a big truck through Fairview?	Most of the containers that traverse through the study area are destined for regional destinations and could not be efficiently served by rail.
24	Anonymous	Light rail from University thru Hyder to Downtown – like Tucson, AZ)	The investigation of regional modal ideas like whether light rail is feasible or desired are a question for the Metropolitan Transportation Plan update. This suggestion will be passed on to the team updating that plan.
25	Anonymous	Development along Gambell St with commercial ground floor and office/residential on higher floors. Set aside for low-income housing and start up or minority businesses	This comment is related to zoning decisions that should be addressed to the MOA planning department.
26	Anonymous	Why is Hyder so big? No car traffic	Hyder is an average sized city street approximately 52 feet wide.
27	Anonymous	Bus route N/S on Gambell/Ingra	People Mover is responsible for making decisions about bus routes. They do not have a plan to add bus routes to Gambell or Ingra. However, the project team intends to create designs that will be able to accommodate transit service should People Mover's plans change.
28	Anonymous	Vehicle crossing at 15th, 13th, & 9th Ped/Bike only crossing at 10th Ped & bike paths along motorized roads Greenway adjacent to cut & cover"	This comment will be considered as the project team develops alternatives.
29	Anonymous	Lots of boarded-up, run-down rental units once the streets are nicer can we have redevelopment tax credits?	The project team believes that redevelopment tax credits are not allowed by the City Charter.
30	Anonymous	Gambell main street design Depressed highway w/ Hyder & west of block	This comment will be considered as the project team develops alternatives.
31	Anonymous	Reduce Ingra & Gambell to 2 lanes each with buffer & bigger sidewalks - noted location of highway on map.	This comment will be considered as the project team develops alternatives.
32	Anonymous	Restore sidewalks between Ingra and Gambell	This comment will be considered as the project team develops alternatives.
33	Anonymous	More constraint maps. What if they were clear - could layer	Comment noted.
34	Anonymous	Not all road users are contributing sufficiently to maintenance. Bike, wheelchairs, sidewalks?	Comment noted.
35	Anonymous	Look at how to improve existing roads instead of building new ones.	This comment will be considered as the project team develops alternatives.
36	Anonymous	People living in the project area don't want to have their property size decreased because of new roads being built	Impacts to property will be investigated as part of the study.
37	Anonymous	The project team needs to keep in mind the noise impacts	Noise impacts will be investigated as part of the study.
38	Anonymous	Bike traffic is an issue in the area. Please make it safer for bikes and cars.	Making the area safer for all users, including bikes, is part of the purpose and need identified for the project.
39	Anonymous	4 way stop at 10th & Juneau	This comment will be considered as the project team develops alternatives.
40	Anonymous	If elevated road, where does the snow go?	Accommodating snow removal will be considered as part of the design of the alternatives.
41	Anonymous	Public access to GIS data online	The constraint mapping was generated from public sources which are available online.
42	Anonymous	Snow results in people walking everywhere	Pedestrian safety, recognizing that snow is a reality in Anchorage, will be considered as the project team develops alternatives.
43	Anonymous	Gambell & 15th – building keeps getting hit by vehicles	Improving safety is a part of the purpose and need for the project.
44	Anonymous	Ped safety around Sullivan Arena	Making the area safer for all users, including people walking, is part of the purpose and need identified for the project.
45	Anonymous	Eyak St. only way to get from A St. to 15th (90-degree angle) – lots of missing signage – no sidewalks, tons of pedestrians	This comment will be considered as the project team develops alternatives.
46	Anonymous	Diverter are not on the project area map (missing)	Comment noted.
47	Anonymous	Port traffic	Improving access to and from the Port is part of the project.
48	Anonymous	Lack of sidewalks/bike facilities	Alternatives will be multimodal and will include improvements for people walking.
49	Anonymous	Access to businesses during construction	The concern is noted. The alternatives for this project have not been sufficiently developed yet to know which properties/parking may be affected.
50	Anonymous	Cut & cover is what people want	This comment will be considered as the project team develops alternatives.
51	Anonymous	Will land be taken?	Impacts to property will be investigated as part of the study.
52	Anonymous	Extend bike lane on 10th (from A St. to school)	This comment will be considered as the project team develops alternatives.
53	Anonymous	Paved alleys in Fairview	This comment will be considered as the project team develops alternatives.
54	Anonymous	Vehicles speed up on 15th near Karluk & Medfra (add a speed radar)	This comment will be considered as the project team develops alternatives.
55	Anonymous	Proposed green space on 15th where it transits Fairview	This comment will be considered as the project team develops alternatives.
56	Anonymous	Snow removal	Accommodating snow removal will be considered as part of the design of the alternatives.
57	Anonymous	Solution for industrial traffic without impacting Fairview and Mountain View	This comment will be considered as the project team develops alternatives.
58	Anonymous	Ped access at Sullivan Arena	Making the area safer for all users, including people walking, is part of the purpose and need identified for the project.
59	Anonymous	More crosswalks	This comment will be considered as the project team develops alternatives.
60	Anonymous	Safety	Making the area safer for all users, including people walking, is part of the purpose and need identified for the project.

61	Anonymous	Construction noise	Noise impacts will be investigated as part of the study.
62	Anonymous	Public transportation	People Mover is responsible for making decisions about bus routes. They do not have a plan to add bud routes to Gambell or Ingra. However, the project team intends to create designs that will be able to accommodate transit service should People Mover's plans change.
63	Anonymous	Mitigation of single occupant vehicles/mass transit	People Mover is responsible for making decisions about bus routes. They do not have a plan to add bud routes to Gambell or Ingra. However, the project team intends to create designs that will be able to accommodate transit service should People Mover's plans change.
64	Anonymous	Light rail – Girdwood to Wasilla (stops through ANC)	The investigation of regional modal ideas like whether light rail is feasible or desired are a question for the Metropolitan Transportation Plan update. This suggestion will be passed on to the team updating that plan.
65	Anonymous	Anchorage needs grid system for busses - Routes: N-S routes every 5 blocks & E-W routes every 5 blocks	People Mover is responsible for making decisions about bus routes. They do not have a plan to add bud routes to Gambell or Ingra. However, the project team intends to create designs that will be able to accommodate transit service should People Mover's plans change.
66	Anonymous	Free transfers	People Mover is responsible for making decisions about bus fares. This suggestion should be made to people mover and perhaps the Anchorage Assembly when People Mover's budget is set.
67	Anonymous	Alternating street parking in the winter to clear snow	This is an operational snow plowing decision/issue.
68	Anonymous	Ped boardwalks	This comment will be considered as the project team develops alternatives.
69	Anonymous	Maintain integrity of wetlands	Noise impacts will be investigated as part of the study.
70	Anonymous	Blocks of Ped only traffic	This comment will be considered as the project team develops alternatives.
71	Anonymous	Air quality	Air impacts will be investigated as part of the study.
72	Anonymous	Separated bike and ped facilities	no response necessary
74	Anonymous	Bridge/overpass without ped facilities (Peds on outside of overpass)	
75	Anonymous	Ship Creek trail connection	
76	Anonymous	Make viable for freight	
77	Anonymous	Pave alleys in Fairview (dirt, air quality)	
78	Anonymous	Cut & cover	
79	Anonymous	Raised board walk trail - Grizzly Lumber	
80	Anonymous	How does this connect to Greenway?	
81	Anonymous	Frogger on 10th, A St, C St, Ingra, Gambell (improve bike/ped)	
82	Anonymous	Blind corners (bike/ped safety)	
83	Anonymous	Ped access at Sullivan	
84	Anonymous	Dedicated bike space	
85	Anonymous	Curved to improve flow	
86	Anonymous	Ship to Chester Creek ped/bike connection	
87	Anonymous	Chester to Ship (ped/bike greenway on Hyder - maintained)	
88	Anonymous	Crosswalks East/West at each main crossing	
89	Anonymous	Fix crosswalks so you don't have zig zag across Hwy.	
90	Anonymous	Enviro Justice - lanes out of Ingra - Gambell, Wider Sidewalks (complete street!), East West connections	
91	Anonymous	10th is okay - no way for peds/bikes to get over Ingra/Gambell	
92	Anonymous	No ped for Sullivan Arena access	
93	Anonymous	Gambell returns to a "main street" - Environmental Justice reunited	
94	Anonymous	Urban core bike loop beltway	
95	Anonymous	Connect Fairview to existing greenways and other neighborhoods	
96	Anonymous	Hyder greenway woonerf	
97	Anonymous	More traffic Gambell/Ingra	
98	Anonymous	Truck traffic is about to be revolutionized by autonomous technology	
99	Anonymous	AI Controlled electric semis are likely to emerge as dominant in the fleet during late 2020's	
100	Anonymous	Project needs to move off the notion of alternatives based on a single set of base assumptions	
101	Anonymous	Too much uncertainty during these disruptive times	
102	Anonymous	Project should develop scenarios with different assumptions	
103	Anonymous	Move regional traffic to Boniface to MLK Drive to Elmore to Dowling Rd.	
104	Anonymous	Trucks want to hold center lane on 3 lane road to transfer freight	
105	Anonymous	Automated technology allows for higher capacity within fewer lanes	
106	Anonymous	Trucks are going to be transformed	
107	Anonymous	Project needs a scenario exploring the impacts of this future	
108	Anonymous	Need to acknowledge major disruptions going on in our world that have significant impacts on trips and individual mobility - must consider scenarios	
109	Anonymous	Acquisition of properties 3 lots deep west of Hyder. Permit used acquired lots as urban farms until needed	
110	Anonymous	Scenario Approach: Phased development through tiered EIS approach, Reserve ROW for sunken Seward to Glenn connection by using non-federal money for purchases.	
111	Anonymous	Must include an assessment of transportation demand management (i.e., commuter rail Wasilla/Palmer to downtown & airport)	
112	Anonymous	Gambell & Ingra Street: Reduce to 3 lanes one-way couplet - add buffer between sidewalks and travel lanes - improve Ped safety	
113	Anonymous	Need gateway element South of 15th heading north - Announce entrance to neighborhood & slower speeds	
114	Anonymous	Sullivan arena as a new use. Repurposed to a regional innovation hub with a community fabrication lab	
115	Anonymous	Hyder Street as a hybrid woonerf greenway - Gambell/Ingra as boulevards	

117	Anonymous	Snow removal - never plow snow on sidewalk	
118	Anonymous	2 lane - 2 way on Gambell (main st) & 4 lane 2 way on Ingra with sidewalks & snow storage	
119	Anonymous	Can MOA freight go by rail south to get trucks off the roads? Roll on roll off	
120	Anonymous	Connect to bike lanes on Cordova/Greenbelt to downtown	
121	Anonymous	Crosswalks: at minimum increase time to cross - implement technology for disabled to change crosswalk time	
122	Anonymous	Speed Limit Signs: Make larger - Make sure branches are trimmed so sign is visible	
123	Anonymous	Crosswalks: repaint regularly	
125	Anonymous	Make ped/walk trail markers more obvious	
126	Anonymous	Restore restaurants businesses, coffee shops - restore the culture of Fairview accessed by Bikes/peds.	
127	Anonymous	We want bigger maps include Tudor/Muldoon	
128	Anonymous	Make into housing	
129	Anonymous	Add green side of roads (all of them)	