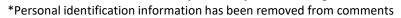
Seward Glenn Mobility PEL Study Comment Log*





			MOBILITY
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		This idea is outside the study area, but has been passed on the Metropolitan Transportation Plan update team.
4	Anonymous		This is an operational snow plowing decision/issue.
_		I would suggest widening the pedestrian sidewalk on Ingra and Gambell and Cordova and 9th	
5	Josh Ayo	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.
	,.	bike Toutes and pedestrian waikways need to be larger for safety	
6		l live on 9th & Fairbanks (40 years). Pedestrian traffic down Fairbanks I way too much & sort of sleezy. I suppose they turn in from Gambell by Michael building & travel past cemetery.	
	Will Bennett	I have an Air BnB across from cemetery & get occasional complaints.	Comment noted.
		"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-imaging of downtown) will do more to advance Anchorage's economic development and transportation safety needs that anything else!	
	Brad Coy	When designing transportation infrastructure, don't forget placemaking. It isn't only about moving people. It also affects the character of our places. "	This comment will be considered as the project team develops alternatives.
	Drud Coy	"Would place my vote for the cut and cover option through the Fairview neighborhood. My dream is a subterranean option form Glenn Hwy. to 20th Ave. I believe a "Woonerf" option on 4th Ave would	This comment will be considered as the project return develops discriminates.
		revitalize east 4th avenue towards the Fairview neighborhood.	
8		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.	
	David Douthif	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.
9	Loren Hill	"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
-	LOTEIT HIII	Proper pedestrian/bike crossing with the lights 10th and Gambell and 10th & Ingra	This comment will be considered as the project team develops alternatives.
		Business zoning in East Fairview to allow small local businesses to set up and thrive, connecting community gathering spaces within East Fairview	
10		Bike lanes besides Medfra/10th	
	Emma Hill	Bike lanes for 15ht from Ingra headed west.	This comment will be considered as the project team develops alternatives.
			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
11			story: https://alaskapublic.org/2023/03/29/connecting-the-seward-and-glenn-highways-scarred-fairview-now-lots-of-agencies-want-to-
	Jeremy Hsieh	Reporter from AK Public Media would like to speak to Galen.	make-it-right/
		Under in a failure Very and to bring high descript housing (D.4) in between a federal interstants. What if we want to be a great the through tenffic to a great that the state of the state	
		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	
12		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.)	
	S.J. Klein	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.
		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.	
13		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.)	
	Nick Lehman	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		"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.	
	Larry Michael	Add green streets!!"	This comment will be considered as the project team develops alternatives.
	zarry mieriaei	"Bike path connectivity between Ship Creek / Chester Creek	The contract of the project contract con-
16		Redesign couplet to slow traffic down	
		Upgrade other roads – Tudor/Muldoon, N. Lights, etc. to encourage alternate routes for through commuters.	
	Aaron O'Quinn	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		"Reference comment form bottom right of public input meeting #2 poster.	
		COMMENT FROM POSTER	
	Grace Sv	"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.
	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.	comment notes.
18	Grace Sy	No shoulders necessary the same also as the coastal trail to Kincaid. "	This comment will be considered as the project team develops alternatives.
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		"Freight and truck traffic should route through the industrial port area. To bypass downtown entirely, to approximately Merrill Field (i.e., Airport Heights).	
19		A Glenn to Seward Hwy. connection should route & connect through the area of Merrill Field also so as to avoid the Fairview neighborhood.	
	Dave Syren	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.
		"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	
20		CeCe's Pizza Dominican Groceries	
		City Laundromat	
		Light'n Up, Inc.	The concern is noted. The alternatives for this project have not been sufficiently developed yet to know which properties/parking may be
	Ron Tidler	Will our parking lot be encroached by this project? "	affected.
		"What if	
21		Create a swift flow of traffic form 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).	
21		Port traffic create a fast smooth access no lights to connect point on Glenn at Airport Heights	
	Karen Larsen	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			
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	A nonumous	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
	Anonymous		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			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,
27	Anonymous	Bus route N/S on Gambell/Ingra	the project team intends to create designs that will be able to accommodate transit service should People Mover's plans change.
		Vehicle crossing at 15th, 13th, & 9th	
28		Ped/Bike only crossing at 10th	
20	Anonymous	Ped & bike paths along motorized roads Greenway adjacent to cut & cover"	This comment will be considered as the project team develops alternatives.
29			
29	Anonymous	Lots of boarded-up, run-down rental units once the streets are nicer can we have redevelopment tax credits? Gambell main street design	The project team believes that redevelopment tax credits are not allowed by the City Charter.
30	Anonymous	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		The project team needs to keep in mind the noise impacts	Noise impacts will be investigated as part of the study.
38	Anonymous		Making the area safer for all users, including bikes, is part of the purpose and need identified for the project.
	Anonymous	Bike traffic is an issue in the area. Please make it safer for bikes and cars.	
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		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.
45	Anonymous		
	Anonymous	Diverters 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. The concern is noted. The alternatives for this project have not been sufficiently developed yet to know which properties/parking may be
49	Anonymous	Access to businesses during construction	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 (form 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	· ·	Vehicles speed up on 15th near Karluk & Medfra (add a speed radar)	
	Anonymous		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.

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 changed. Anonymous Mitigation of single occupant vehicles/mass transit Anonymous Light rail – Girdwood to Wasilla (stops through ANC) 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 changed. The investigation of regional modal ideas like whether light rail is feasible or desired are a question for the Metropolitan Transportation Pupdate. This suggestion will be passed on to the team updating that plan. People Mover is responsible for making decisions about bus routes. They do not have a plan to add bud routes to Gambell or Ingra. People Mover is responsible for making decisions about bus routes. They do not have a plan to add bud routes to Gambell or Ingra.	61	Anonymous	Construction noise	Noise impacts will be investigated as part of the study.
	01	Anonymous	Construction noise	invise impacts will be investigated as part of the study.
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	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.
Part	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.
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	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 chops - 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)