



AMATS: Seward Highway to Glenn Highway Connection
 Planning & Environmental Linkage Study
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Alternatives Refinement and Initial Screening Report

Final

July 2025

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review and 23 CFR 450 Planning Assistance and Standards.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 USC 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

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Acronyms and Abbreviations

AMATS	Anchorage Metropolitan Area Transportation Solutions
CEJST	Climate and Economic Justice Screening Tool
CFR	Code of Federal Regulations
DOT&PF	Alaska Department of Transportation and Public Facilities
FHWA	Federal Highway Administration
LWCF	Land and Water Conservation Fund
MOA	Municipality of Anchorage
mph or MPH	mile(s) per hour
MTP	Metropolitan Transportation Plan
MTP+	refined/enhanced MTP 2050 alternative
MTP 2050	Metropolitan Transportation Plan 2050 alternative
NEPA	National Environmental Policy Act
NHS	National Highway System
PEL	Planning and Environmental Linkages
Port	Don Young Port of Alaska
U-Med	University-Medical
USC	U.S. Code
USDOT	U.S. Department of Transportation

1 Executive Summary

The purpose of this report is to describe the results of the alternative refinement and initial (Level 1) screening process that was used in the Seward-Glenn Connection Planning and Environmental Linkages (PEL) Study. The overall screening process consists of several steps, including alternatives development, Initial Alternatives (Level 1) Fatal Flaw Screening, further alternatives refinement, and Detailed (Level 2) Alternatives Screening, which ends with the identification of a Recommended Alternative or Alternatives. The initial screening in this report evaluates the alternatives for fatal flaws to determine which alternatives should advance to Level 2 screening.

The project team developed, refined, and screened alternatives based on a review of existing planning documents and stakeholder input. The project team shared the alternatives and screening results with the public, agencies, Tribes, and other stakeholders at public meetings, small group meetings, online open houses, and community council presentations as well as by other means. The alternatives considered include the No Action alternative, the Metropolitan Transportation Plan (MTP) 2050 alternative (MTP 2050), a refined/enhanced MTP 2050 alternative (MTP+), seven freeway alternatives (A, B, AB1, AB2, C1, C2, and D), and three parkway alternatives (Parkway AB, Parkway C, and Parkway D), combined with multiple Don Young Port of Alaska (Port) connections.

The project team evaluated the alternatives against the following Initial Alternatives (Level 1) Fatal Flaw Screening criteria: right-of-way, relocation, housing units, Section 4(f) of the Department of Transportation Act of 1966 (49 U.S. Code [USC] 303) park and potential historic properties, and community facilities. Alternatives that perform poorly have been identified and are recommended to be eliminated from further consideration. Alternatives that do not have fatal flaws are moved forward for further consideration.

Alternatives eliminated are:

- All freeway alternatives (A, B, AB1, AB2, C1, C2, and D) due to the number of residential parcels impacted, potential residential relocations, potential relocations in census tracts with a housing burden, and non-residential parcels to be acquired as well as impacts on non-residential parcels, and existing and potential historic structures
- The Parkway Alternative D because it has greater impacts on Section 4(f) parkland than other alternatives

Alternatives advanced to Level 2 screening are:

- The parkway alternatives, specifically refined alternatives Parkway AB and Parkway C, which were engineered with a narrower footprint, use of tunnels, and smaller curve radii as well as have considerably fewer impacts.
- The MTP 2050 and MTP+ alternatives, which have no impacts associated with the Initial Alternatives (Level 1) Fatal Flaw Screening criteria.

- The No Action alternative is required in the National Environmental Policy Act (NEPA) process and for comparison purposes.

Alternatives that move forward from the Initial Alternatives (Level 1) Fatal Flaw Screening will be refined further to increase engineering detail and minimize impacts to social, economic, and natural resources. They will be evaluated against the Detailed (Level 2) Alternatives Screening criteria, including traffic modeling results, purpose and need factors, and environmental impacts.

2 Introduction

The purpose of this report is to describe the results of the alternatives refinement and Level 1 fatal flaw screening process that was used in the Seward-Glenn Connection PEL Study. The Initial Alternatives (Level 1) Fatal Flaw Screening process provides information about whether each alternative evaluated has fatal flaws. This chapter provides an overview of the alternatives development and screening process,

2.1 Alternatives Development and Screening Process Overview

The overall screening process consists of several steps, including alternatives development, Initial Alternatives (Level 1) Fatal Flaw Screening, further alternatives refinement, and Detailed (Level 2) Alternatives Screening, which ends with the identification of a Recommended Alternative or Alternatives. Initial Alternatives (Level 1) Fatal Flaw Screening (which is discussed in this report) is intended to be a coarse-level screening focused on eliminating the alternatives that have fatal flaws that are unacceptable to the community, or impacts so severe given the anticipated benefits that they are not reasonable. This screening level entailed designing alternatives as well as developing qualitative and quantitative evaluation measures. The Detailed (Level 2) Alternatives Screening will analyze the smaller subset of alternatives that pass the initial screening, and they will be evaluated at a higher level of detail. The Level 2 screening will use criteria that focus on the needs identified in the Purpose and Need statement, environmental impacts, costs, and technical feasibility, with the intent of showing differences between the remaining alternatives and resulting in the identification of a Recommended Alternative or Alternatives.

Federal regulations at 23 USC 168(c)(1)(D) authorize the “preliminary screening of alternatives and elimination of unreasonable alternatives” during the PEL Study process and the adoption or incorporation by reference of that elimination decision during the environmental review process. Federal regulations at 23 Code of Federal Regulations (CFR) 450 require that the alternatives development and evaluation process is rational and thoroughly documented, and includes public involvement. Additionally, the Alaska Department of Transportation and Public Facilities’ (DOT&PF’s) *Planning and Environmental Linkages (PEL) Guidebook*¹ provides guidance regarding the alternatives development and evaluation process. This PEL Study will follow applicable statutes, regulations, and DOT&PF guidance throughout the process.

¹ Available at https://dot.alaska.gov/rfpdocs/25213030/pel_guidebook.pdf

According to the Federal Highway Administration (FHWA),² there are three primary reasons why an alternative might be determined to be not reasonable³ during a NEPA screening process and eliminated from further consideration:

1. An alternative does not satisfy the purpose and need of the project;
2. An alternative is determined not to be practical or feasible⁴ from a technical and economic standpoint and using common sense;⁵ and
3. An alternative substantially duplicates another alternative; that is, it is otherwise reasonable but offers little or no advantage for satisfying the project's purpose and it has greater impacts and/or costs⁶ than other similar alternatives.

The draft screening measures were shared with the public and provided for public comment during the second public meeting (May 25, 2022) and comment period (May 23 to June 24, 2022), along with information on the Draft Purpose and Need, System Performance Memo, Origin-Destination Study, and No-build Travel Memo results. The criteria were then updated to reflect the input received during that comment period. Figure 1 depicts the alternatives development process. For additional information about the screening criteria, please see the [December 2024 Revised Recommended Alternative Selection Criteria Memo](#) on the PEL Study website.

² AASHTO (American Association of State Highway and Transportation Officials). 2016. *Practitioner's Handbook #7: Defining the Purpose and Need, and Determining the Range of Alternatives for Transportation Projects*. August 2016. Available at: <https://environment.transportation.org/wp-content/uploads/2021/05/ph07-2.pdf?msckid=f9da01a9c03f11ec9eb286bb046fc009>.

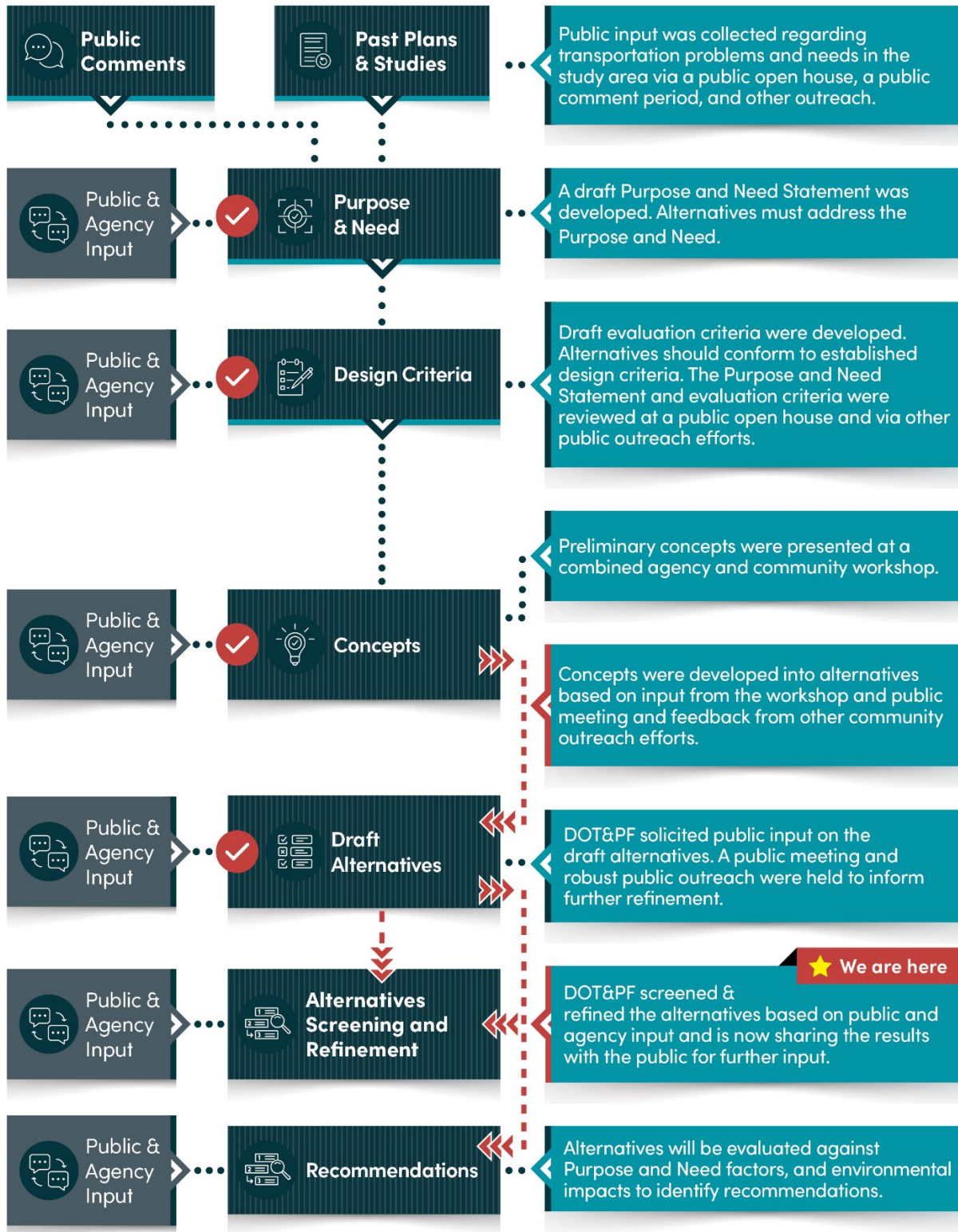
³ Alternatives can be eliminated in the screening process based on any factor that is relevant to reasonableness. An alternative that does not meet the purpose and need is, by definition, unreasonable. For that reason, it can be eliminated in the screening process. (see footnote 2).

⁴ "Feasibility" considers if the alternative is physically incapable of being built or has other technical issues that are so challenging that they result in unusually difficult construction requirements, ongoing maintenance difficulties, or other unacceptable environmental or social impacts.

⁵ This item comes from the Council on Environmental Quality's *Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations*, Question 2a (<https://www.energy.gov/nepa/articles/forty-most-asked-questions-concerning-ceqs-national-environmental-policy-act>). Note that "feasible" is different from the "feasible and prudent" definition at 23 CFR 774.17. The term "common sense," as expressed in the screening process, is defined by the best judgment of subject matter experts.

⁶ An alternative that does meet the purpose and need can still be rejected as unreasonable based on other factors, including environmental impacts, engineering, and cost. For example, if two alternatives both meet the purpose and need to a similar degree, but one is much higher impact and more costly, those factors can be cited as a basis for rejecting the higher-impact alternative as unreasonable (see footnote 2).

Figure 1. Alternatives Development Process



2.1.1 Input on Draft Alternatives

The project team developed draft alternatives based on a review of existing planning documents and stakeholder input. The project team shared the draft alternatives with the public and other stakeholders in multiple ways, including a public meeting, small group meetings, an online open house, and community council presentations. On February 7, 2024, DOT&PF held a public meeting to present draft freeway alternatives for public review and comment. DOT&PF held an online public meeting between February 7 and April 7, 2024. A 60-day public comment period ran from February 7 to April 7, 2024. For additional information about the presented alternatives, please see the [April 2025 Final Detailed Alternatives Report](#) on the PEL Study website.

During the alternatives public comment period, DOT&PF received approximately 280 comments from the public, stakeholders, Tribes, and agencies. Most commenters indicated support for and/or concerns about the preliminary alternatives. A comment summary and detailed comments can be found on the [project website](#).

Based on feedback during that comment period, the alternatives screening process was updated to reprioritize criteria in the Initial Alternatives (Level 1) Fatal Flaw Screening to address fatal flaw factors identified by members of the public and affected communities. These fatal flaw screening factors were reordered to elevate certain stakeholder concerns regarding potentially unacceptable adverse impacts of alternatives on residential and commercial relocations, community residents, parks, historic properties, and community facilities.

People had a wide array of reasons for supporting alternatives, including that the alternative(s) has the fewest negative impacts on the surrounding neighborhoods, properties, and businesses; promotes commercial growth in Fairview by removing tens of thousands of vehicles from neighborhood streets; provides easy access to Downtown; uses existing routes; minimizes construction impacts; improves efficiency of freight movements; reduces the potential for cut-through traffic; improves safety for bicyclists and pedestrians; and improves trail connections. Some supportive comments included references to improved mobility and support for the redevelopment of Fairview.

Commentors also expressed general concerns about the draft alternatives. Topics of concern included residential and commercial relocations; travel pattern changes; community cohesion and other neighborhood impacts; community facility, such as parks and trails, impacts; property value reductions; construction-related impacts; noise impacts; air quality impacts; social impacts; prioritization and utilization of annual road construction and maintenance budget impacts; and environmental justice (low-income and minority) population impacts.

Commentors raised 14 specific key topics and areas of support or concern related to the draft alternatives, with parks and wildlife and neighborhood impacts most frequently cited. Other topics included social, project need, safety, cost, freight movement, noise, airport, and relocation/right-of-way concerns.

2.1.2 Refined Alternatives

The project team developed new/refined alternatives based on public comments. Multiple commenters indicated they believed a new freeway connection was not needed or wanted to meet the project's purpose and need. The project team then looked at ways to accommodate regional traffic without a new highway connection. These refined alternatives are new in that they have very different functional classes, speeds, widths, and other features. They are "refined" in that they share alignment similarities with the draft alternatives presented in the final *Detailed Alternatives Report*. While the draft alternatives were freeways, the new/refined alternatives are parkways (arterial streets). Figure 2 highlights the changes in functional class and streetscape.

The project team developed four new/refined alternatives, including an alternative that focused on improving the adopted MTP 2050 alternative as well as three parkway alternatives that are based on an arterial street (not a new freeway) connection with slower speeds, less emphasis on vehicle mobility, fewer and narrower lanes, adjacent sidewalks and pathways, tunnels, and reduced impacts on neighborhoods and parkland. Each of these alternatives is described in more detail in Section 3.

2.1.3 Input on Refined Alternatives and Initial Screening Results

DOT&PF shared the refined alternatives and draft initial screening results with the public in December 2024 to gather ideas for improvements and comments. On December 8, 2024, the project team held a public meeting to present the refined alternatives and initial screening results. The meeting included a presentation of the results, and provided an opportunity to review materials and speak with the project team. An online open house presenting the same information was made available from December 8, 2024, to February 28, 2025. An 80-day public comment period on the draft version of this document also occurred from December 8, 2024, to February 28, 2025.

The project team received approximately 525 comments from stakeholders. Common themes included support or opposition to various alternatives and questions regarding the need for the project. Commenters generally supported elimination of the freeway alternatives. A considerable number of commenters opposed the freeway alternative D and Parkway Alternative D, which would have traversed the Chester Creek Greenbelt. The project team also received comments that expressed concern about potential impacts to a variety of resources including (but not limited to) parks, wildlife, neighborhoods, right-of-way, relocation, homelessness, Merrill Field, community facilities (including schools and churches), environmental justice, air quality, noise, viewshed, and safety.

To see the individual comments received and the project team's responses, please see Appendix A.

Figure 2. Freeway and Parkway Alternatives



Note: MPH = miles per hour

3 Alternatives

This chapter presents the draft alternatives presented to the public in February 2024 and the new (revised) alternatives presented to the public in December 2024.

3.1 Draft Alternatives (presented February 2024)

The following alternatives went through initial screening and are summarized below:

- **No Action Alternative:** This alternative is required by NEPA and serves as a baseline for comparison. This alternative assumes that all the MTP 2050 projects are implemented except for the complete street projects along the existing interstate system: 5th Avenue, 6th Avenue, Ingra Street, and Gambell Street.
- **2050 MTP Alternative:** This alternative consists of the improvements adopted in the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2050 MTP, which include reducing lanes on Gambell and Ingra Streets, and 5th and 6th Avenues with nonmotorized improvements. It also includes nonmotorized improvements and lane reductions at various locations on 15th Avenue within the study area, and Phase 1 of the Fairview Greenway.
- **Alternative A:** This alternative includes a continuous freeway through the study area connecting the Glenn and Seward Highways as envisioned in the AMATS 2040 MTP⁷. The alignment traverses parallel to the northern side of 3rd Avenue, before curving onto Hyder Street. Interchanges would be built at Airport Heights Drive and 5th/6th Avenues, and a partial interchange would be built at East 15th Avenue/Ingra Street. The alignment would be depressed starting at the 5th Avenue undercrossing, where it would continue to be depressed with various cross streets connecting overhead, eventually daylighting from the depressed section south of East 15th Avenue. At the southern end, the project would connect to improvements identified in the Midtown Congestion Relief PEL, near 20th Avenue. Gambell Street would become a two-way, two-lane main street with on-street parking and wider nonmotorized space; Ingra Street would become a three-lane, two-way street with a two-way, left-turn lane and a greenway connection between the Chester Creek and Ship Creek Trails.
- **Alternative B:** This alternative would provide a continuous freeway through the study area connecting the Glenn and Seward Highways. The freeway connection is similar in concept to Alternative A but attempts to reduce right-of-way impacts by using existing National Highway System (NHS) right-of-way along East 5th Avenue and Ingra Street as much as possible. Full interchanges would be built at Airport Heights Drive, 5th/6th Avenues, and East 15th Avenue/Ingra Street, similar to Alternative A. A one-way frontage road along the southern side of East 5th Avenue would maintain existing access to Merrill Field. The alignment would be depressed starting along 5th Avenue,

⁷ AMATS (Anchorage Metropolitan Area Transportation Solutions). 2020. *2040 Metropolitan Transportation Plan: Anchorage Bowl and Chugiak-Eagle River*. Available at: https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_2040MTP.aspx

traversing under East 6th Avenue, then turning southward onto an alignment along Ingra Street where it would continue to be depressed with various cross streets connecting overhead, eventually daylighting from the depressed section south of East 15th Avenue. Hyder Street would become a pedestrian-oriented corridor with a greenway connection between the Chester Creek and Ship Creek Trails.

- **Alternative B Variations:** Two variations of Alternative B have been identified (AB1 and AB2). These variations reflect attempts to reduce the right-of-way impacts of Alternative B (especially along 5th Avenue) while using the existing NHS right-of-way along Ingra Street. Each variant includes a combination of the Alternatives A and B roadway improvements but uses a different alignment to connect them. Each alternative includes the proposed interchange at Airport Heights Drive, a portion of the alignment north of 3rd Avenue from Alternative A, and the depressed alignment along Ingra Street from Alternative B. These variations try to reduce private right-of-way and relocation impacts, and to not impact Hyder Street so projects from local plans (e.g., greenway connection) can be implemented there.
- **Alternatives C1 and C2:** Alternatives C1 and C2 are variations of each other. Both would create a continuous freeway through the study area connecting the Glenn and Seward Highways. Each takes a diagonal alignment that traverses south of Merrill Field along the parcel line with Alaska Regional Hospital (without impacting any structures), before crossing Merrill Field Drive (southern access) across from Lake Otis Parkway, then traversing 15th Avenue to rejoin the Seward Highway just south of 15th Avenue. Both include a depressed section at the southern end of Fairview. The C1 alignment is on 15th Avenue (displacing 15th Avenue to try to reduce right-of-way relocations), while C2 is aligned just south of and parallel to 15th Avenue (allowing 15th Avenue to remain intact as an important east-west connection). A full interchange would be built at Airport Heights Drive/5th Avenue and Lake Otis Parkway/ 15th Avenue, and a partial interchange would be built at Ingra Street/15th Avenue.
- **Alternative D:** This alternative would create a continuous freeway through the study area connecting the Glenn and Seward Highways. A full interchange would be built at Airport Heights Drive/5th Avenue and Lake Otis Parkway/15th Avenue, and a partial interchange would be built at Ingra Street/15th Avenue. Similar to the Alternatives C1 and C2, the freeway would head southwestward from a new Airport Heights Drive/Glenn Highway interchange (identical to the one proposed for Alternatives C1 and C2) and traverse between Merrill Field and Alaska Regional Hospital, crossing 15th Avenue where it would use the Municipality of Anchorage (MOA) snow dump and Merrill Field runway safety area property to continue in a southwestward direction. Prior to entering the East Chester Creek Greenbelt property, the freeway would be elevated, spanning the greenbelt, trail, and creek on a viaduct (long bridge) and connecting to the Seward Highway in a depressed cross-section at Fireweed Lane per the Midtown Congestion Relief PEL.

Combined with these alternatives, multiple options to connect the Port and Ship Creek industrial area users to the NHS. These Port connection options are summarized below and presented in the *Detailed Alternatives Report*. Several options explore variations of extending

Gambell and Ingra Streets northward to tie into the road network in the Ship Creek valley. The idea for an extension of Gambell and Ingra Streets was identified from a review of past AMATS plans and studies. The project team developed other options to connect to an interchange at Airport Heights Drive. The Port options are described below:

- A connection from Gambell and Ingra Streets north down the bluff to First Avenue. In the *Draft Detailed Alternatives Report*, this option was called “Port Option 1.” In this report, this option is called “MTP+ #1” because it has been matched up to the MTP+.
- A connection from Gambell and Ingra Streets north down the bluff connecting to Ship Creek Avenue with a bridge over the railroad tracks. In the *Draft Detailed Alternatives Report*, this option was called “Port Option 2.” In this report, this option is called “MTP+ #2” because it has been matched up to the MTP+ alternative.
- A connection from Gambell and Ingra Streets north from the bluff’s edge on a long bridge over the rail yard and Ship Creek to Whitney Road. In the *Draft Detailed Alternatives Report*, this option was called “Port Option 3,” and it was matched up with preliminary freeway alternatives A, AB1, and AB2. In this report, this option has been renamed “MTP+ #3” because it has been matched up to the refined MTP+ alternative.
- A connection from an interchange at Post Road with trucks accessing the Port via the unmodified Post, Whitney, and Ocean Dock Roads. It was matched up to preliminary Alternative B in the *Detailed Alternatives Report*. It has been matched up to the refined Parkway Alternative AB in this report. Because no improvements are proposed for this connection, it is not evaluated for screening purposes.
- A connection from an interchange at Airport Heights Drive that would go under Mountain View Drive, Commercial Drive, and Reeve Boulevard as well as traverse along a reconstructed 1st Avenue to Post Road. From there, trucks would use the unmodified Post, Whitney, and Ocean Dock Roads to access the Port. It was matched up to preliminary Alternatives C1 and C2 in the *Detailed Alternatives Report*. It has been matched up to the refined Parkway Alternatives C and D in this report.
- A connection from an interchange at Airport Heights Drive that would go under Mountain View Drive and Commercial Drive to an intersection with Reeve Boulevard and traverse along Viking Drive and bridge Ship Creek to connect to Whitney Drive. It was matched up to preliminary Alternative D in the *Detailed Alternatives Report*. It has been matched up to the refined Parkway Alternatives C and D in this report and has been refined to include a bridge over the at-grade Whitney Road railroad crossing. The Port connection could span Post Road, or Post Road could be raised to create an at-grade intersection with the Port connection. More analysis and stakeholder involvement are needed to select the most feasible variant for this Port connection option.

Options for the refined alternatives are discussed below. For additional information regarding each of the previous alternatives, please see the [Detailed Alternatives Report](#)).

3.2 New (Refined) Alternatives

3.2.1 New (Refined) Alternatives Developed based on Stakeholder Input

MTP+ Alternative

The project team developed the MTP+ Alternative. It is based on the MTP 2050 alternative with the following additions:

- Frequent express bus service from the Matanuska-Susitna Borough to Downtown and Midtown
- Route 92 transit service upgrades from Eagle River to Downtown and Midtown
- New express transit service from the Dimond Center to Downtown and Midtown via C Street
- Route 85 upgrades from Huffman Road to the Dimond Transit Center
- New Downtown, Midtown, and University-Medical (U-Med) transit service via Ingra/Gambell Streets and 36th Avenue
- Transit fare elimination system-wide
- Double rideshare program capacity in the project corridor
- Additional nonmotorized and transit amenities
- Remote activities increased (e.g., telework, telemedicine, e-learning)
- Incentives to increase land development density to match or exceed those identified in the 2040 Land Use Plan⁸

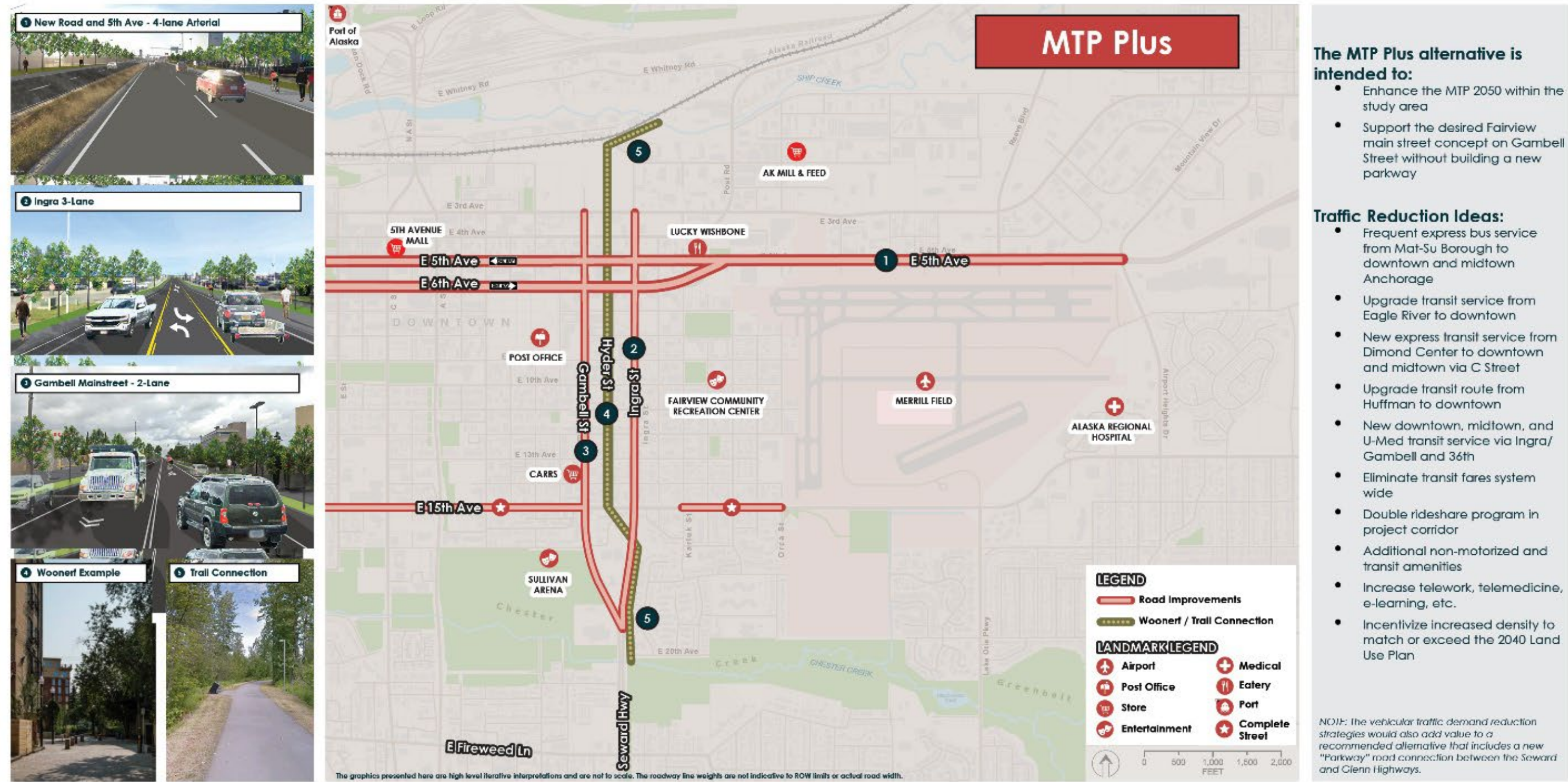
Rather than the six-lane couplet on Ingra and Gambell Streets proposed in the MTP 2050 alternative, this alternative includes redeveloping Gambell Street as a two-lane, two-way main street with Ingra Street being redeveloped as a three-lane road, including one through-lane in each direction and a shared two-way, left-turn lane in the center. Reducing the number of lanes on these two roads makes existing right-of-way available for nonmotorized features, additional streetscaping, and similar improvements (see Figure 3).

This alternative also includes extending the trail that is part of the Hyder Street “woonerf” (i.e., “living street” or common space created to be shared by pedestrians, bicyclists, and low-speed motor vehicles) north to connect with the Ship Creek Trail, creating a trail connection from the Ship Creek Trail to the Chester Creek Trail.

This alternative, along with the No Action and MTP 2050 alternatives are collectively referred to as the “no regional connection alternatives” because none of these alternatives involve the construction of a new roadway to accommodate regional traffic.

⁸ Municipality of Anchorage Planning Department. 2017. *Anchorage 2040 Land Use Plan*. Adopted September 26, 2017. Available at: <https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx>.

Figure 3. MTP+ Alternative



Parkway Alternative AB

The Parkway Alternative AB is based on Alternative AB1, but two roadway segments have been replaced by tunnels due to community concerns about right-of-way and relocation impacts (see Figure 4 through Figure 6, or Appendix B). The first tunnel is in Fairview under, and following the same alignment as, Ingra Street (between 15th and 4th Avenues), and the second tunnel is parallel and adjacent to the northern side of 3rd Avenue (between Reeve Boulevard and Mountain View Drive). These tunnels would allow surface streets, utilities, and buildings to remain in place. Traffic maintenance during construction would be limited to the tunnel portals, since tunneling activities would not impact existing traffic patterns on the surface streets above.

The connecting road would be developed as a 40- to 45-mile-per-hour (mph) arterial road with a slower speed limit than the 55-mph freeway alternative. Gambell Street would be redeveloped as a two-lane, two-way main street with on-street parking; Ingra Street would be redeveloped as a three-lane, two-way road with a center, two-way, left-turn lane. Reducing the number of lanes on these two roads makes existing right-of-way available for nonmotorized features, additional streetscaping, and similar improvements. The Fairview Greenway Trail is proposed on Hyder Street to connect the Ship Creek Trail with the Chester Creek Trail. Hyder is proposed as a woonerf, which can accommodate the Fairview Greenway Trail.

Northbound and southbound ramps would be constructed around the tunnel portals to provide access between the Seward Highway and Ingra Street. An interchange with roundabouts would be used to connect Airport Heights Drive and Mountain View Drive to the Glenn Highway and new parkway (Figure 6: right inset 1), and an interchange at the northern end of the tunnel would be used to connect parkway traffic to the Port and Downtown via Post Road and 5th/6th Avenues, respectively. Partial access to the parkway connection would be used at Reeve Boulevard to provide access to Joint Base Elmendorf-Richardson and industrial uses within this area, and to reduce regional demand on neighborhood streets, particularly 5th and 3rd Avenues along Merrill Field.

Tunnel configuration options include side-by-side tunnels (i.e., two side-by-side tunnels serving opposite directions of travel) or a stacked tunnel (i.e., opposing travel directions above and below each other) (see Figure 4 and Figure 5, respectively). Tunnels would be constructed through boring, rather than an open-cut trench, to be less disruptive to adjacent and overlying land uses, structures, and utilities. Transporting specific forms of hazardous materials in a tunnel may be a safety risk, so some freight might be prohibited from using the tunnel and would continue to use Ingra Street, or be rerouted to the A-C Couplet or other parallel north-south roadways suitable for freight traffic.

The side-by-side tunnel configuration has been eliminated since it is more expensive and does not offer any meaningful benefits over the stacked tunnel configuration; however, further engineering analysis is required during the design phase to determine which option will be selected.

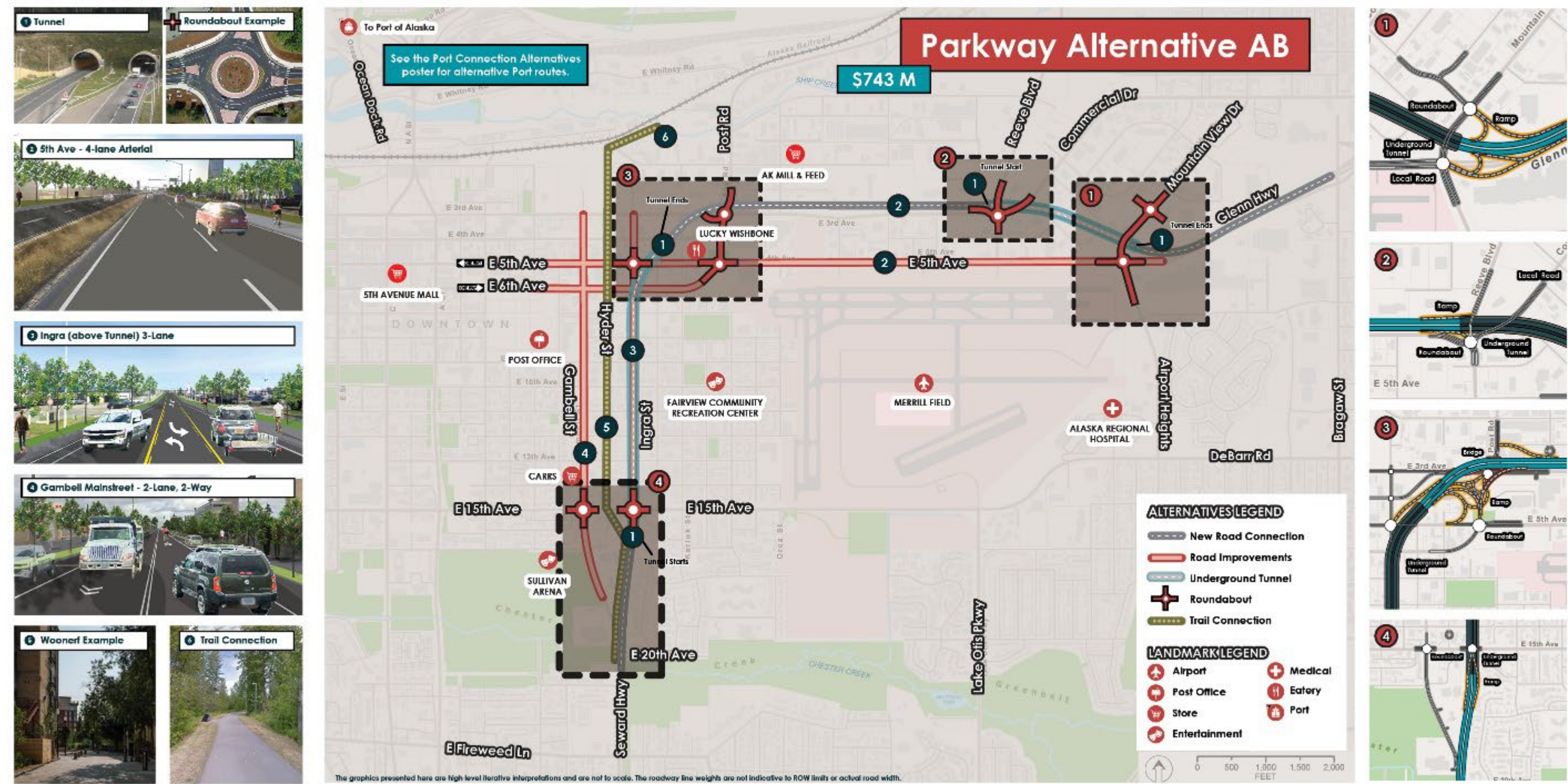
Figure 4. Side-by-Side Tunnel Example



Figure 5. Stacked Tunnel Example



Figure 6. Parkway Alternative AB



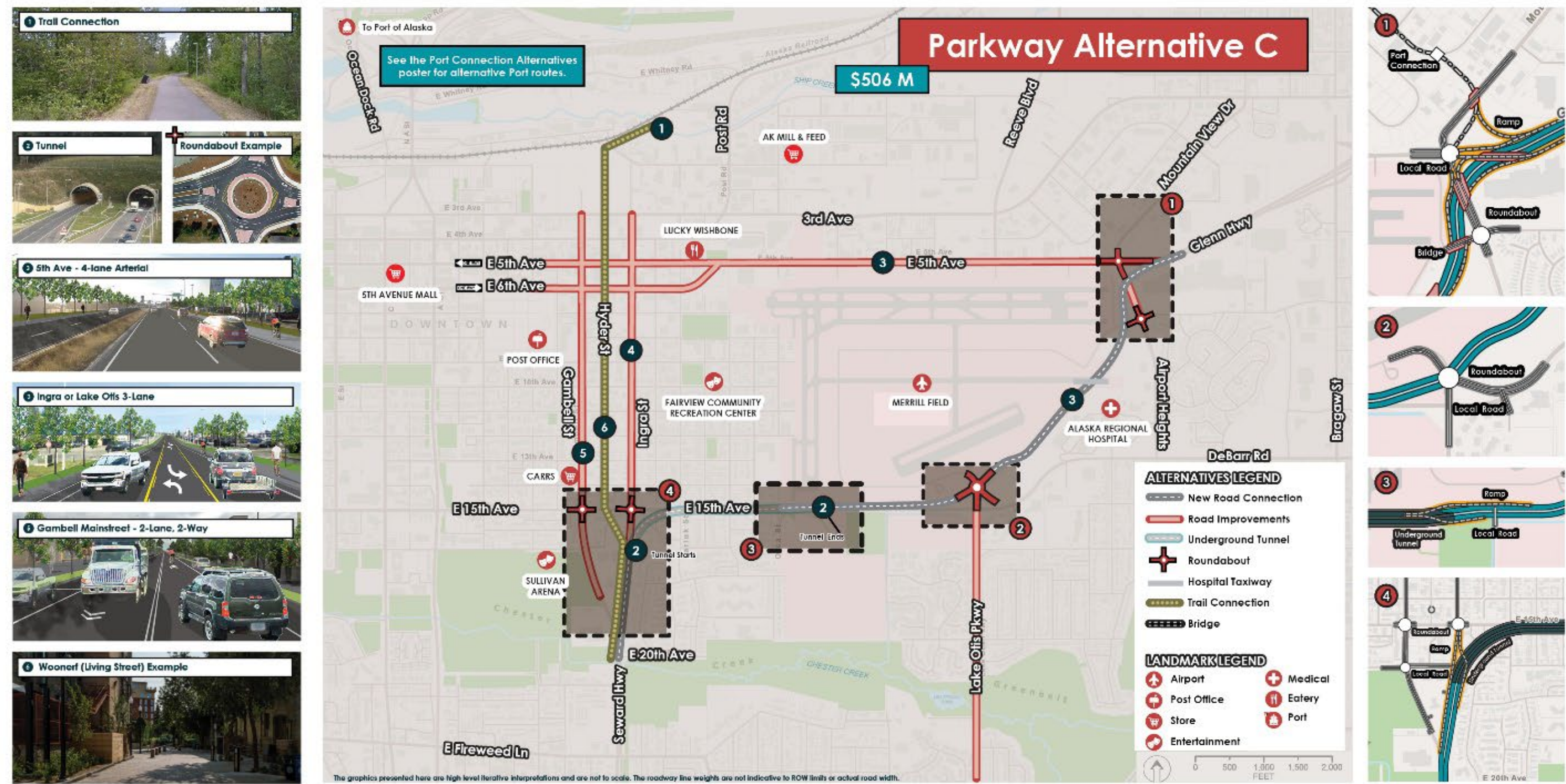
Parkway Alternative C

The Parkway Alternative C is based on the Alternative C1 alignment, except the segment through south Fairview has been replaced with a tunnel (see Figure 7 or Appendix B) under and along the existing 15th Avenue alignment, roughly between Sitka and Ingra Streets. The south tunnel portal would be in roughly the same location as refined Alternative AB. East of Sitka Street, the parkway connection becomes 15th Avenue and shares a roadway with local traffic using 15th Avenue as an east-west connection between Airport Heights and destinations west of Orca Street. The parkway alignment between Lake Otis Boulevard and the Glenn Highway remains similar to the original alternative, following the parcel line between Merrill Field and Alaska Regional Hospital, except the slower speed allows a smaller curvature to avoid impacts to the former Northway Mall structure.

The connecting road would be developed as a 40- to 45-mph arterial road with a slower speed limit than the 55-mph freeway alternative. See the Parkway Alternative AB section for information on the proposed Ingra Street, Gambell Street, Hyder Street, Fairview Greenway Trail, general parkway, and tunneling configuration recommendations.

The interchange at Airport Heights Drive/Mountain View Drive/5th Avenue (Figure 7: right inset 1) includes a roundabout at the existing signalized intersection and another roundabout at the existing Penland Parkway/Airport Heights Drive intersection to provide access to Downtown, Mountain View, and Airport Heights. This interchange also includes access to a Port connection route for freight vehicles to access the Port from the Seward and Glenn Highways. A roundabout, instead of an interchange, is proposed at the Lake Otis Parkway/15th Avenue/DeBarr Road intersection (Figure 7: right inset 2) to provide access to the southern end of Merrill Field, Airport Heights, Fairview, and the U-Med district. Downtown and the Ingra-Gambell Couplet would be accessed by northbound traffic from the Seward Highway using ramps around the south tunnel portal connected to roundabouts at 15th Avenue.

Figure 7. Parkway Alternative C

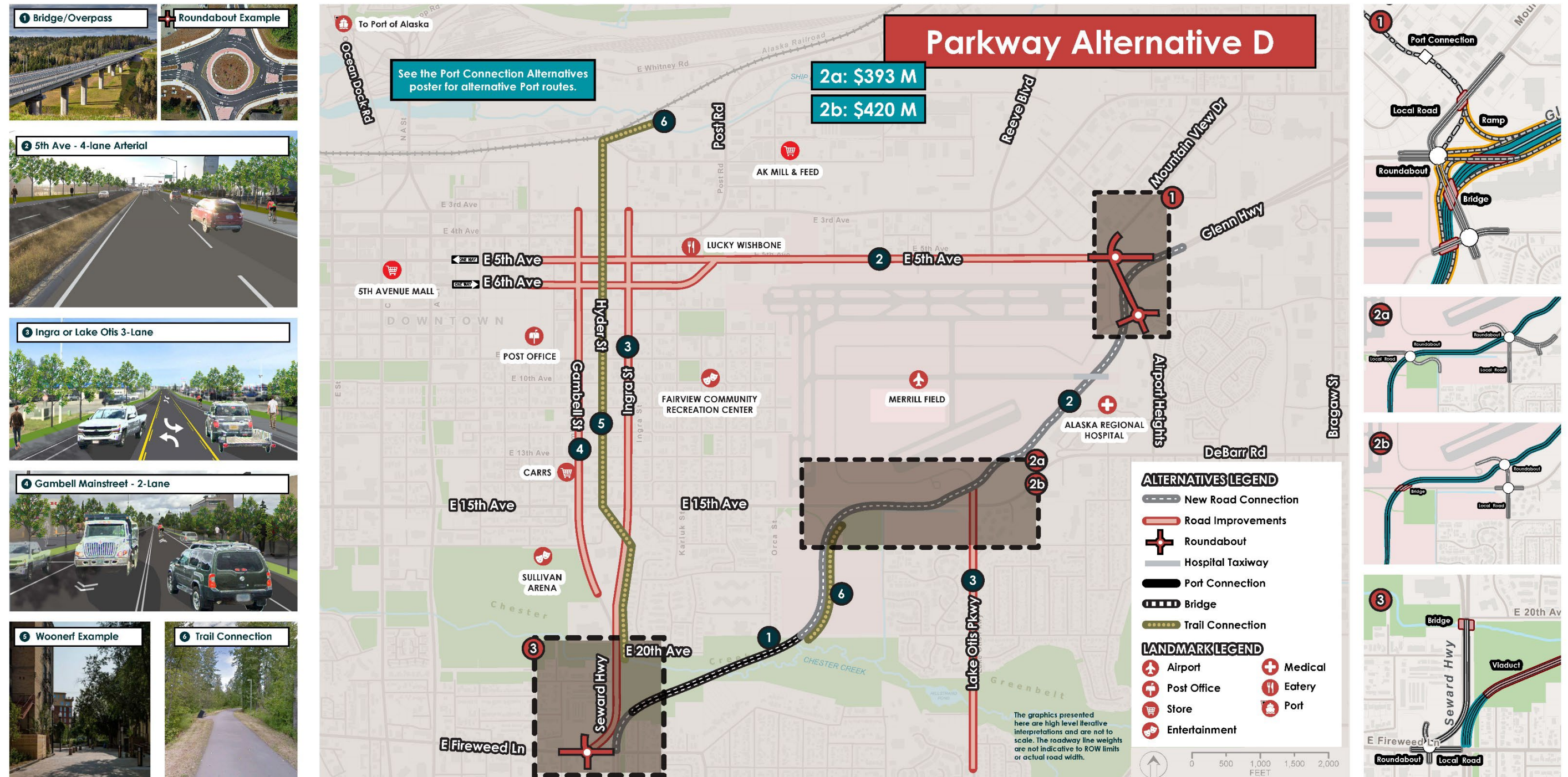


Parkway Alternative D

The Parkway Alternative D is based on Alternative D (see Figure 8 or Appendix B). This alternative is based on a 40- to 45-mph arterial road with a slower speed limit than the 55-mph original alternative. This allows the road location to shift, reducing park impacts (Woodside and Sitka Street Parks) and increasing the distance between the road and residential areas. This alternative continues to include a bridge over the Chester Creek Greenbelt but now avoids the large open greenspace along the Chester Creek Trail and direct impacts to homes in Rogers Park. See the Parkway Alternative AB section for information on the proposed Ingra Street, Gambell Street, Hyder Street, Fairview Greenway Trail, and general parkway recommendations.

See Parkway Alternative C for information on the interchange at Airport Heights Drive/Mountain View Drive/Glenn Highway, and the at-grade roundabout intersection at Lake Otis Parkway/DeBarr Road/5th Avenue. There are two variants (Figure 8: right insets 2a and 2b) for the parkway connection's intersection with 15th Avenue: (1) a bridge over 15th Avenue and (2) a roundabout with 15th Avenue and a re-aligned Sitka Street with minimal impacts to Sitka Street Park. The existing signalized intersection would be maintained at the Seward Highway/Fireweed Lane intersection (Figure 8: inset 3), but a new roundabout is proposed to the west at the Fireweed Lane/Gambell Street intersection to provide access to Downtown and Fairview for northbound traffic coming from the Seward Highway. If recommendations from the Midtown Congestion Relief PEL are ever constructed along the Seward Highway, the parkway connection elevation would need to be modified to go under Fireweed Lane. The new roundabout to the west would be compatible with this future configuration, while it is assumed that a roundabout on the eastern side of the new Fireweed Lane overpass would be built to accommodate traffic from the northbound frontage road on the eastern side of the Seward Highway as proposed in the Midtown Congestion Relief PEL.

Figure 8. Parkway Alternative D



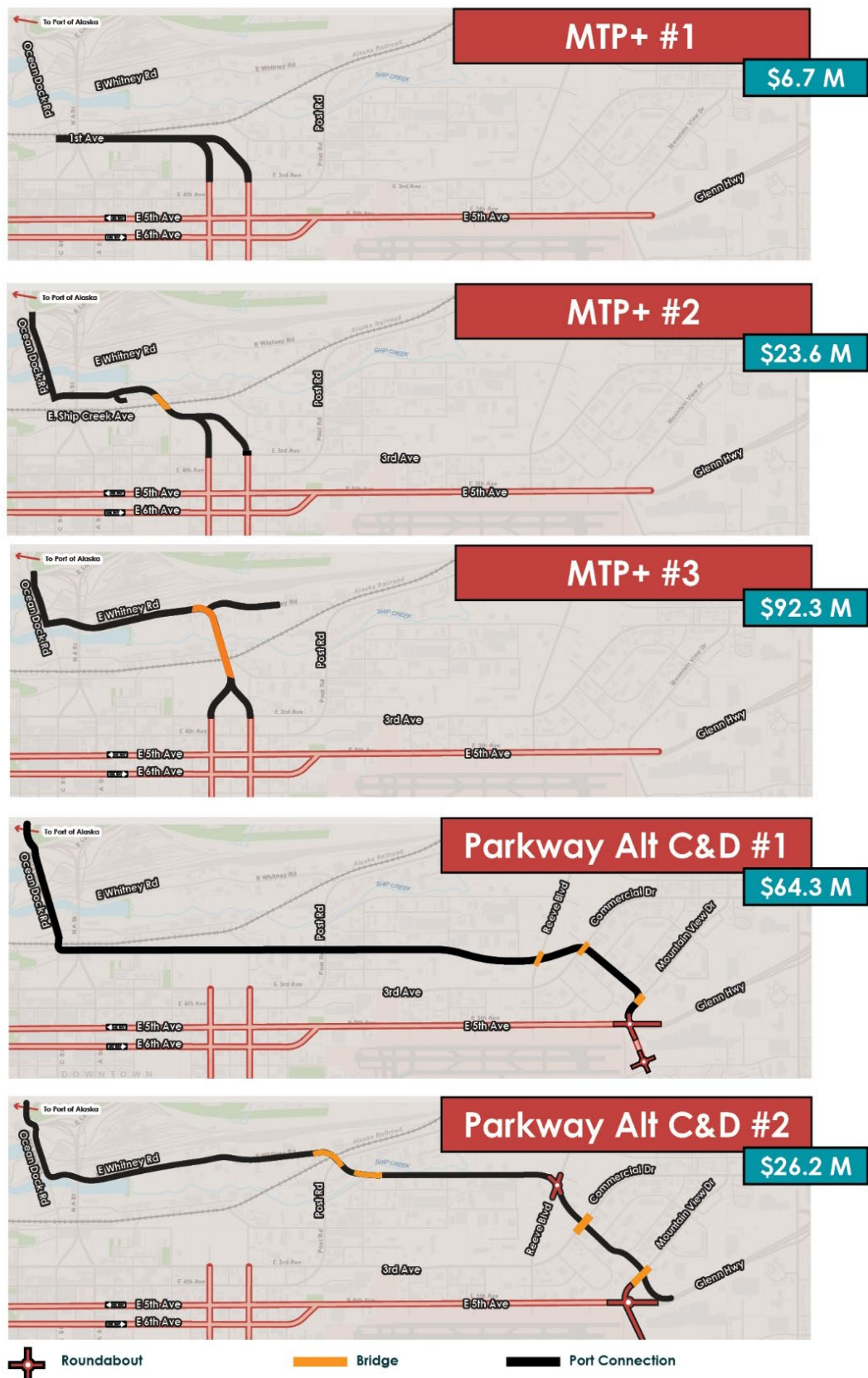
3.2.2 Port Options

Ways to connect from the Seward-Glenn Highway corridor varied depending on the parkway alternative under consideration. The Port options are:

- A connection from Gambell and Ingra Streets north down the bluff to First Avenue called “MTP+ #1”
- A connection from Gambell and Ingra Streets north down the bluff connecting to Ship Creek Avenue with a bridge over the railroad tracks called “MTP+ #2”
- A connection from Gambell and Ingra Streets north from the bluff’s edge on a long bridge over the rail yard and Ship Creek to Whitney Road called “MTP+ #3”
- A connection to Post Road with trucks accessing the Port via Post, Whitney, and Ocean Dock Roads for Parkway Alternative AB; because no improvements are proposed for this connection, it is not evaluated for screening purposes and is not depicted
- A connection from an interchange at Airport Heights Drive that would go under Commercial Drive and Reeve Boulevard, and traverse along a reconstructed 1st Avenue for Parkway Alternative C or D
- A connection from an interchange at Airport Heights Drive that would go under Commercial Drive to an intersection with Reeve Boulevard, traverse along Viking Drive, and bridge over Ship Creek and the railroad tracks to connect to Whitney Drive for Alternative C or D

The Port options went through the same Initial Alternatives (Level 1) Fatal Flaw Screening process as the parkway alternatives. Figure 9 depicts the Port connection options.

Figure 9. Port Connections



4 Alternatives Screening

This chapter describes the results of the Initial Alternatives (Level 1) Fatal Flaw Screening.

4.1 Initial Alternatives (Level 1) Fatal Flaw Screening

This screening evaluates the alternatives for fatal flaws to determine which should advance to the Detailed (Level 2) Alternatives Screening. All alternatives (including the original freeway and new/refined parkway alternatives) underwent the same screening. The Initial Alternatives (Level 1) Fatal Flaw Screening helps evaluate the livability element of the project's Purpose and Need statement. Alternatives that pass this level of screening will be evaluated against other components of the Purpose and Need statement as part of the Level 2 screening.

Alternatives that perform poorly have been identified and are recommended to be eliminated from further consideration. Alternatives that move forward from the initial screening will be refined further to increase engineering detail and further minimize impacts to social, economic, and natural resources.

The Initial Alternatives (Level 1) Fatal Flaw Screening results for each alternative are shown in raw numbers; no weighting or thresholds are presented. This allows for direct comparison of impacts across all alternatives.

Purpose and Need

The proposed purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port by all modes (including people on foot, bicycles, or buses) while improving community cohesion. The intent is to (1) maintain the functionality of the NHS while meeting the local travel needs of residents who live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections and quality of life, and accommodate adopted plans, as practicable.

4.1.1 Residential and Commercial Impacts

Public feedback received during the alternative development comment period indicated that the number of potential residential and commercial relocations caused by the alternatives was a substantial concern to the community. As a result, the initial (Level 1) screening was updated to include or elevate the following criteria:

- Number of residential parcels impacted
- Number of residential parcels totally acquired
- Number of potential household relocations
- Number of non-residential parcels impacted
- Number of non-residential parcels to be acquired

Right-of-way and Relocations: For the freeway alternatives (A, B, AB1, AB2, C1, C2, and D), both four- and six-lane options were evaluated. For the new/refined alternatives (Parkway AB, Parkway C, and Parkway D) only a four-lane cross section was evaluated. The project team

superimposed the footprint of each alternative with MOA tax assessor data to determine right-of-way and relocation impacts. If the alternative required acquisition of more than 50 percent of a parcel or a portion of a parcel that would result in the parcel not having legal access, the parcel not meeting setback requirements, the primary building being impacted, or similar issues, it was assumed that the entire parcel would need to be acquired by the project, and the household or business would be relocated.

Housing and Environmental Justice: Feedback on the alternatives indicated that people were concerned about the potential number of relocations because Anchorage, like other communities, is facing a housing shortage and there may not be enough available housing for relocations; and many of the relocated households are within low-income areas, making it even more difficult to find affordable housing. Additionally, under the Uniform Relocation Act, which must be followed when using federal funds for project right-of-way activities, commensurate housing would have to be built before relocating any residents of impacted residential units. This would be a substantial and likely infeasible undertaking for DOT&PF.

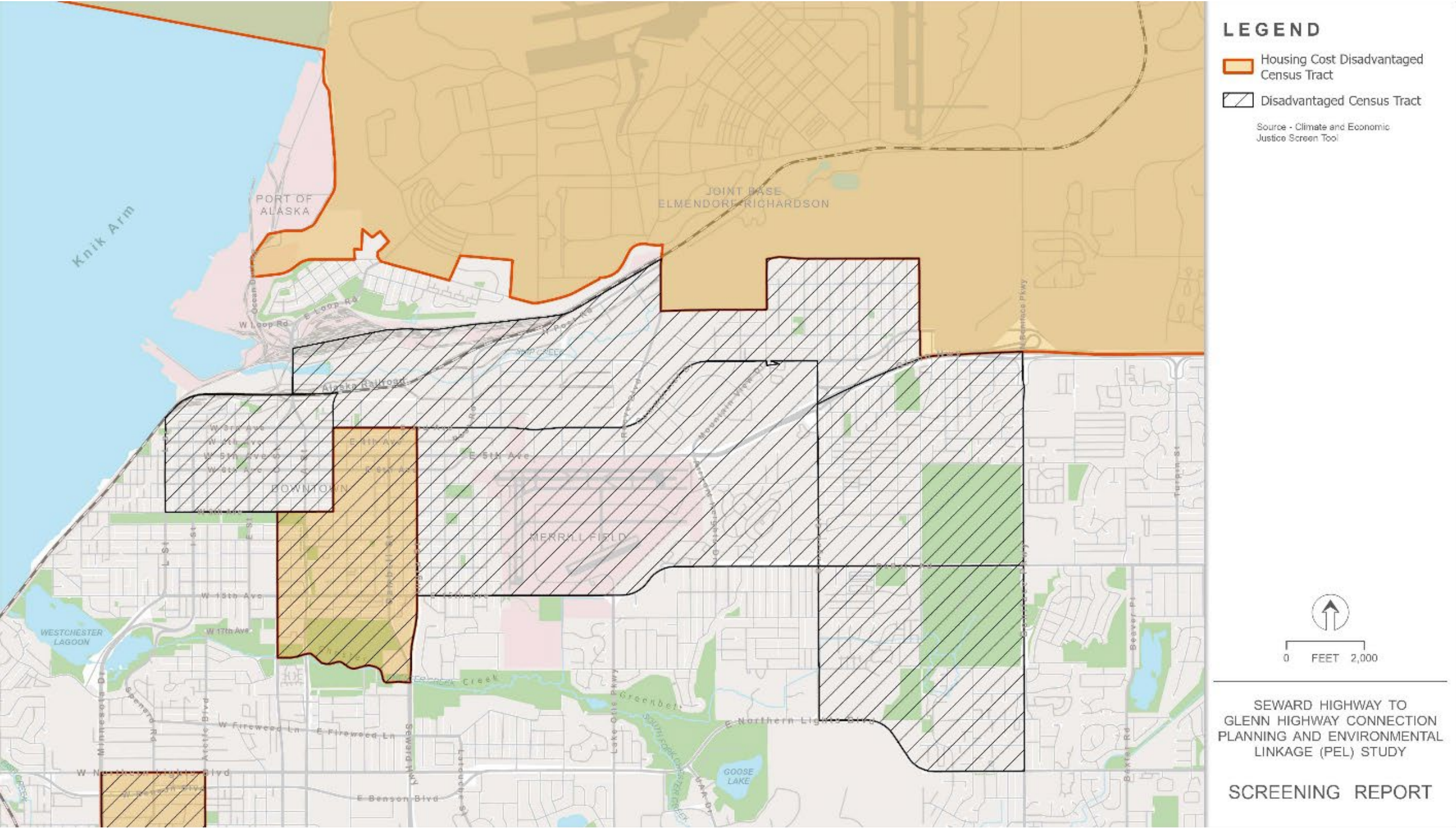
The Council on Environmental Quality has developed the Climate and Economic Justice Screening Tool (CEJST)⁹ to identify communities that are disadvantaged. A census tract is considered disadvantaged if it meets the thresholds for at least one of the tool's burden categories (climate change, energy, housing, legacy pollution, transportation, water and wastewater, workforce development) or are within the boundaries of Federally Recognized Tribes. According to the CEJST, several census tracts within the study area are considered disadvantaged (see Figure 10).

The project team superimposed the residential relocations with the disadvantaged census tracts to identify how many potential residential relocations would occur within these areas. Table 1 (in Section 4.1.4) provides the results of this analysis.

The CJEST data also identify census tracts where low incomes and housing costs create particular challenges for finding affordable replacement housing. These tracts are those in which households are both earning less than 80 percent of the Housing and Urban Development's Area Median Family Income and spending more than 30 percent of their income on housing. The PEL used this metric, in part, based on public and agency comments that identified the challenge of finding replacement housing given the income levels in Fairview; see Figure 10.

⁹ Public access to the CJEST was discontinued on January 22, 2025. An unofficial copy of the tool and its data is available at <https://ndcpartnership.org/knowledge-portal/climate-toolbox/climate-and-economic-justice-screening-tool-cejst>.

Figure 10. Disadvantaged Census Tracts



Source: CEJST¹⁰

¹⁰ See footnote 9

4.1.2 Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (49 USC 303) applies to publicly owned parks, recreation areas, wildlife and waterfowl refuges, and publicly or privately owned significant historic properties. The requirements of Section 4(f) apply only to USDOT agencies and agencies that receive funding or approvals from USDOT, such as DOT&PF. Section 4(f) prohibits USDOT agencies (or their representative) from approving the use of any Section 4(f) land for a transportation project except:

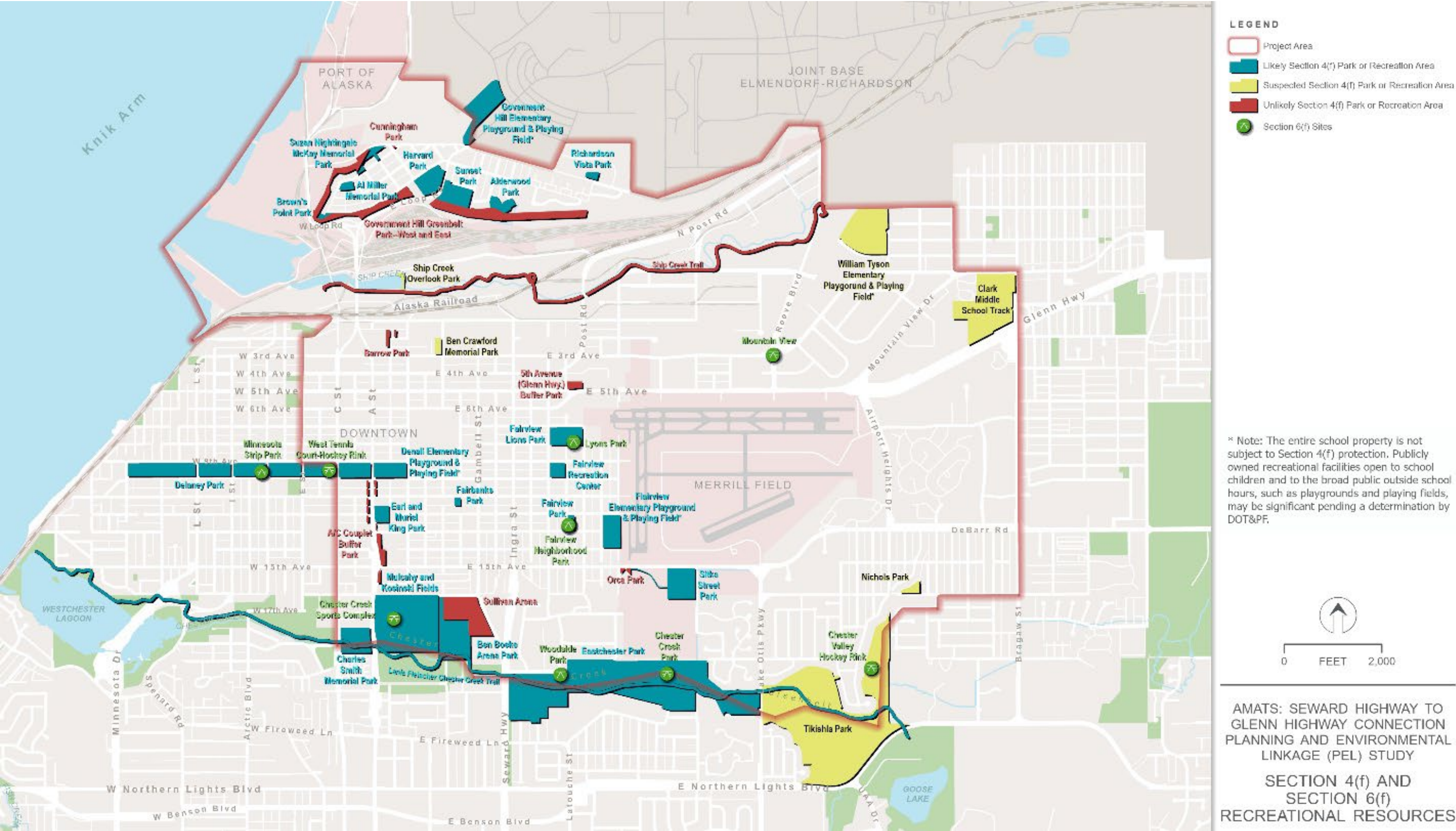
- If the USDOT agency makes a determination that (1) there is no prudent and feasible alternative that would avoid the use of the Section 4(f) property, and (2) the project includes all possible planning to minimize harm to that property; or
- If there is no feasible and prudent avoidance alternative and all remaining alternatives have Section 4(f) uses, the approved alternative would cause least overall harm¹¹ in light of Section 4(f)'s preservation purpose; or
- If the use of Section 4(f) property qualifies for a *de minimis* impact determination.

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act (16 USC 4601 et seq.) applies to public properties that have received federal LWCF funds to acquire, develop, or improve public outdoor recreation facilities. Section 6(f)(3) of the LWCF Act requires that no property acquired or developed with LWCF assistance be converted to a use other than public outdoor recreation unless the National Park Service approves a replacement property of reasonably equivalent use and location, and of at least equal fair market value. Parts of the Chester Creek Greenbelt are Section 6(f) resources. Figure 11 shows likely Section 4(f) and 6(f) resources within the study area.

Additionally, parks that are considered Section 4(f) resources are generally considered to be of national, state, or local significance. Many of the parks within the study area are dedicated parkland, indicating their importance to the community. Anchorage Charter §10.02(8) indicates that conveying “real property dedicated to public park or recreational purposes is valid only upon approval by a majority of those voting on the question at a regular or special election.” Use of dedicated parkland would likely result in a lengthy right-of-way acquisition process involving voting processes by the Anchorage Assembly and residents.

¹¹ [23 CFR 774.3\(c\)](#) includes a list of factors to consider in making the determination of least overall harm, including the ability to mitigation impacts to Section 4(f) property, the degree to which alternatives meet the project’s purpose and need, cost differences, and impacts on other resources.

Figure 11. Section 4(f) and 6(f) Resources within the Study Area



For additional information regarding Section 4(f) resources, please see the [Basic Description of the Environmental Setting](#) report on the PEL Study website.

Based on the initial screening of the alternatives, all new roadway alternatives would require some use of a Section 4(f) resource, and some would also impact a Section 6(f) resource. For the purposes of this analysis, structures over 45 years in age were also evaluated. Due to the age and history of the area, these structures have the potential to become historic properties before a project alternative is constructed.

4.1.3 Community Facilities

Stakeholders expressed concerns about the potential for adverse impacts on or relocation of community facilities, especially schools and churches.

4.1.4 Summary of Results

Table 1 shows the results of the screening process. Based on the results of the Initial Alternatives (Level 1) Fatal Flaw Screening, freeway Alternatives A through D were eliminated from further consideration because they would have impacts that are considered unacceptable to the community. Furthermore, these alternatives substantially duplicate the new/revised parkway alternatives, offer little or no advantage for satisfying the Study's purpose and need, and have greater impacts. Consequently, these freeway alternatives are recommended to not be advanced into the Detailed (Level 2) Alternatives Screening.

Freeway alternatives A, AB1, AB2, and B were eliminated due to the number of residential parcels impacted, potential residential relocations, non-residential parcels to be acquired, and potential relocations in census tracts with a housing burden as well as impacts on non-residential parcels, and known and potential historic structures. The Parkway Alternative AB has a similar alignment but with substantially fewer impacts due to the proposed tunnels under Fairview and the Mountain View industrial area.

Freeway alternatives C1 and C2 were eliminated due to the number of residential parcels impacted, the acres of parkland impacted, and the impacts on known and potential historic structures. The Parkway Alternative C has a similar alignment but with substantially fewer impacts.

Freeway alternative D was eliminated due to it impacting more acres of Section 4(f) park land compared to several other alternatives. Based on the requirements of Section 4(f) to show all possible planning to minimize harm to the park, the project team was able to revise the alternative alignment to produce the Parkway Alternative D with fewer Section 4(f) park impacts. Therefore, freeway alternative D will be eliminated from further consideration because it substantially duplicates the Parkway Alternative D while having greater impacts on Section 4(f) protected parklands.

Table 1. Summary of Fatal Flaw Screening Results

Criteria	No Regional Road Connection			Freeway Alternatives														Parkway Alternatives			Port Options				
	No Action	MTP 2050	MTP+	A		AB 1		AB2		B		C1		C2		D		Parkway Alternative AB	Parkway Alternative C	Parkway Alternative D					
				4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	4 lane	4 lane	MTP + 1	MTP+ 2	MTP+ 3
Relocations, Right-of-way, Environmental Justice																									
Number of residential parcels impacted	0	0	0	60	63	59	73	63	74	55	70	52	54	55	62	8	8	16	9	2	0	0	0	0	0
Number of residential parcels fully acquired	0	0	0	43	46	44	54	49	52	44	50	40	42	41	49	6	6	0	0	0	0	0	0	0	0
Potential residential relocations (# of housing units)	0	0	0	209	213	197	256	488	531	325	443	148	177	167	196	8	8	0	0	7	0	0	0	0	0
Residential relocations in disadvantaged Census Tract	0	0	0	139	135	151	187	443	453	305	365	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Residential Relocations in Census Tracts with a Housing Burder	0	0	0	120	116	31	30	31	31	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of non-residential parcels impacted	0	0	0	119	124	114	126	105	113	97	101	50	59	41	42	25	26	68	54	44	3	11	3	14	7
Number of non-residential parcels to be acquired	0	0	0	81	77	85	87	69	76	66	69	24	25	15	16	11	11	28	6	3	0	1	2	4	2
Section 4(f) impacts																									
Section 4(f) Park impacts (acres)	0	0	0	0.61	0.65	0.61	0.61	1.17	1.28	0.83	1.04	1.64	2.25	2.21	3.13	1.93	2.25	0.16	0.47	1.42	0	0	0	0	0
Known 4(f) historic properties directly impacted	0	0	0	34	35	41	41	47	49	44	34	46	26	23	28	0	0	6	3	2	2	28	1	0	17
Potential 4(f) historic properties (structure older than 1980) impacted	0	0	0	61	64	45	62	44	60	44	61	62	47	46	50	12	12	4	3	2	0	0	1	4	3
Community Facilities																									
Community facilities impacted	0	0	0	2	2	3	2	2	2	2	2	2	2	2	2	3	3	0	3	3	0	0	0	0	0
Advanced to Level 2 Screening																									
Advanced to Level 2 Screening	X	X	X															X	X		X	X	X	X	X

Note: Shading is used only to draw attention to the relative severity of the potential impacts. Red highlights the highest levels impacts, orange the medium impacts, and green the lower levels of impact.

The Parkway Alternative D has also been eliminated from further consideration because it has greater impacts on Section 4(f) parkland than other alternatives. Section 4(f) regulations require that a project determine that it has done all possible planning to minimize harm to Section 4(f) resources. Because there are alternatives that would have fewer impacts on Section 4(f) resources, the project team concluded that the Parkway Alternative D would not meet the requirement that it causes the least overall harm of any alternative and would not be approved under Section 4(f).

As expected, the new/revised alternatives, which were engineered with a narrower footprint and smaller curve radii, have considerably fewer impacts. As such, refined alternatives Parkway AB and Parkway C are recommended to move forward for public input and Level 2 screening.

All Port options are advanced into the Level 2 screening because they had no impacts that would be considered fatal flaws.

The MTP 2050 and MTP+ alternatives are also advanced because they have no impacts associated with the Initial Alternatives (Level 1) Fatal Flaw Screening criteria.

The No Action alternative is also advanced because it is required in the NEPA process and for comparison purposes.

Figure 12 depicts a summary of the screening recommendations.

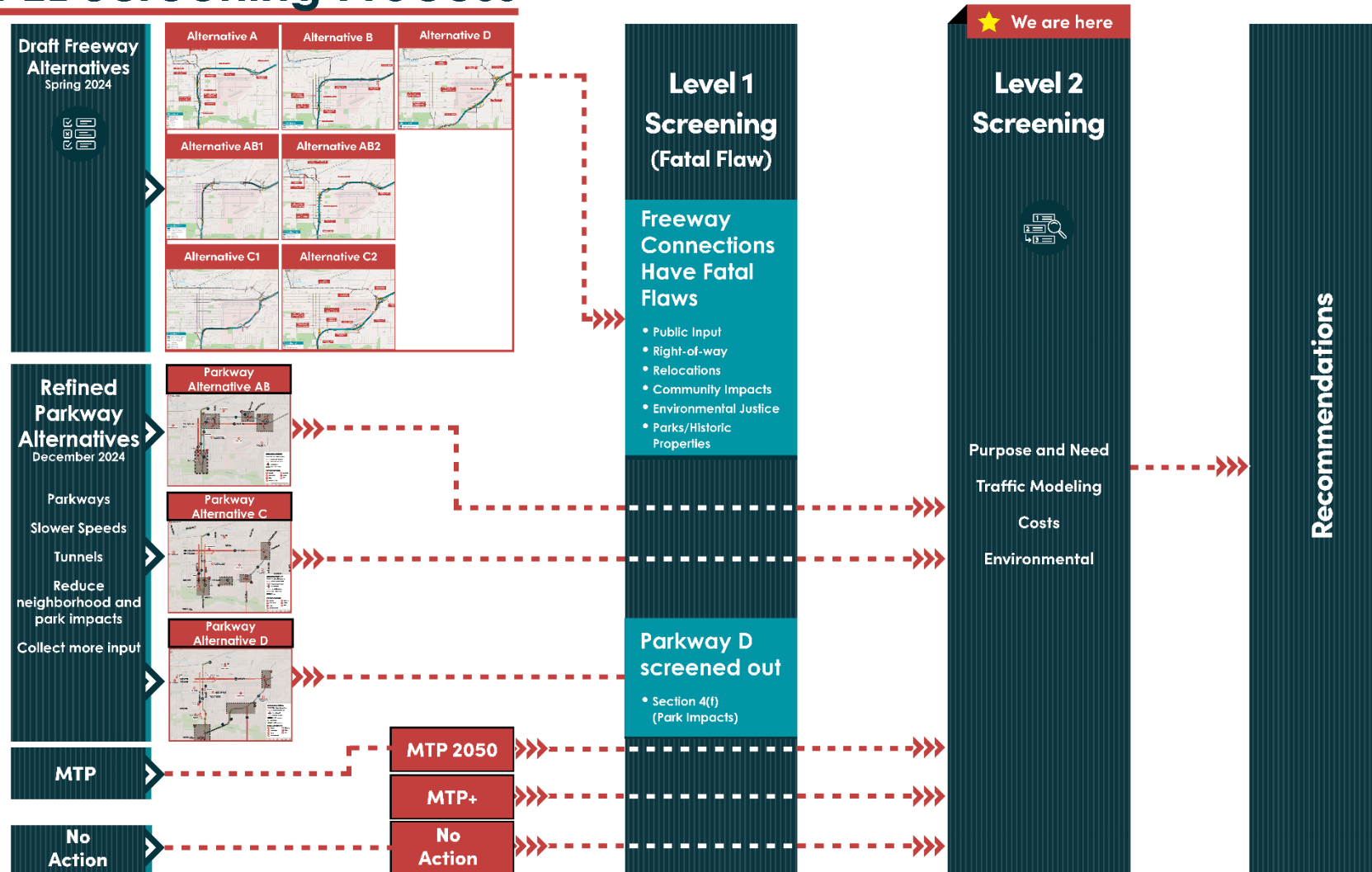
4.1.5 Next Steps

Further refining the alternatives advancing to the Detailed (Level 2) Alternatives Screening will produce information about each alternative's design, whether and how well they meet the Purpose and Need statement, environmental impacts, and costs. The project team may make refinements to the alternatives, such as adding desirable elements based on the results of the Initial Alternatives (Level 1) Fatal Flaw Screening and public input, with the intent of creating alternatives that best meet the Purpose and Need statement.

Technical, environmental, and economic screening criteria will be used in the Level 2 screening process. Each alternative's performance will be determined for each screening criterion. The resulting metrics will allow for the comparison of alternatives' performance and identification of the best-performing alternative(s). The best-performing alternative(s) may be identified as the Recommended Alternative or Alternatives.

Figure 12. Screening Summary

PEL Screening Process



Appendix A. Public Comments and Responses

Commenter	Comment	Response
Accardi, Mike	No roadwork through chester creek greenbelt, please! No plan d! Thanks	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Alexandru, Ecaterina	I strongly oppose the proposes Seward to Glenn connection! Please don't destroy Anchorage's parks and natural areas where we can enjoy nature without driving out of town! The overall gain in traffic fluidity is small compared with the greenbelt beauty and value of nature. The chester creek greenbelt is jewel of this city. We need to prioritize and protect nature, for our own health!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Amato, Mia	As a frequent user of Anchorage's trail system, I oppose the construction of new roads that would cut through our parks and public lands. Furthermore, Anchorage is already a very car-dependent city, and adding more roads would only worsen the issue	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Amdur-Clark, Nathaniel	We live in Roger's Park and appreciate both our green space, and the residential character of the area. Alternative D is a terrible idea and should be disposed of entirely.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Anderson, Daniel	Hello, I have been an Anchorage resident for almost 6 years, and an Alaska resident for almost 10. I am opposed to putting a Seward-Glenn connection in over greenways and parks. It will create a large amount of noise and pollution in an area that should be reserved for recreation and the enjoyment of nature. It would encourage unhoused people to congregate in that area more than they already do. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Anderson, Burke	As a longtime proponent of this project, I STRONGLY prefer Parkway Alternative AB. While this may be the more expensive option, I firmly believe it will be the best one for the community. It preserves parkland, minimizes surface level freeways (reducing air, noise and light pollution), retains view-sheds, and sets the city up for future growth. Please consider the best option for our city rather than the cheapest.	Your preference for an alternative is noted.
Angell, Jessie	Parkway Alternative AB seem to make the most sense as far as uplifting the community, not pushing the traffic to a different area of the city and increasing the pedestrian access and bike ability of the area.	Your preference for alternatives AB is noted.
Apgar, Kevin	I am opposed to any road construction alternative that would go down, or bridge over, the Chester Creek Greenbelt. This includes alternatives C and D. The Chester Creek Greenbelt is a long established recreation and natural space area that should be preserved as it is. I would support some modest improvements along the Gambell/Ingra and 6th Ave to improve safety and aesthetics. Thank you for the opportunity to comment.	* Alternative C does not affect the Chester Creek Greenway. * Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Applegate, Elyse	I am with the State Historic Preservation Office and wish to be on the PEL study advisory committee.	Elyse Applegate, was invited to the most recent ATC meeting and attended.
Arneson, Sadie	I do not support Alt D. The Chester Creek Greenbelt is important for access to a safe corridor for active transportation and recreation. I believe the MTP Plus alternative is a better option. The Anchorage trail system is vital to moving forward as a city people want to live in.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Arneson, Lars	I am in favor of the MTP+ alternative. It appears to have the least impact on neighborhoods and provides a north-south path through a part of town that is difficult to navigate as a pedestrian or cyclist. I specifically do not support Alternative D as it goes straight through the Chester Creek trail which is our nicest continuous commuter path in the area.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ayers, Jean	Looking through the alternatives is daunting. It seems, though, that Alternative D would create an awful lot of issues to park lands, which we value greatly here in this city of ours.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Bailey, Kimberly	Please find a route that does NOT go up the Chester Creek greenbelt. This would be bad for the neighborhoods and parks. Alternative D is a terrible idea	Both Parkway Alternative D and Freeway Alternative D have been screened out from

Commenter	Comment	Response
	since it would still infringe on the same space as a highway--it would forever ruin the park and lead to noise and human pollution in the area. Chester Creek is a jewel of parkland for Anchorage and should not be altered for the sake of a highway when better alternatives can be found.	further consideration due to park and other impacts.
Baldoz, Christian	I reside in the Eastridge neighborhood. I'm writing to voice my deep concern regarding the proposed highway development, Proposal D, which would carve through the Chester Creek Greenbelt. This plan, in my view, represents a profound miscalculation. The Chester Creek corridor is more than just a trail; it's a living ecosystem, a refuge for diverse wildlife, and a vital community resource. Its destruction would be an irreparable loss. We cannot trade the integrity of this natural space for a highway that will inevitably bring pollution and disruption. Our city needs to champion accessible green spaces, not diminish them. The Chester Creek trail is a testament to the community's desire for connection with nature. It's a space where people from all walks of life find solace and recreation. The MTP Alternatives offer a sensible path forward, prioritizing sustainable transportation solutions that respect our environment and community. These alternatives, with their emphasis on pedestrian and bicycle access, represent a far more responsible approach. Before you finalize your decision, I ask you a simple question: How many of you would raise your hand if you genuinely desired to live adjacent to a bustling freeway? I implore you to reconsider Proposal D and choose a path that safeguards our natural heritage and enhances the quality of life for all Anchorage residents.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ball, Elena	February 14, 2025 To Whom It May Concern, I am writing on behalf of the Eastridge 4 Condominium Association and greater Eastridge Community located along 15th Avenue between Lake Otis Parkway and Sitka Street. We are very pleased to see some alternatives presented that preserve Sitka Street Park. As we conveyed during the previous comment period, this park is important to our community. Many neighborhood residents use this park to exercise, play with their children, host barbeques, walk their dogs, and more. We would hate to lose such a wholesome feature in our area without a comparable alternative nearby. We also appreciate alternatives that reduce street noise in our neighborhood. If a busy street cuts through what is now Sitka Street Park, we fear this will add significant noise outside homes that currently overlook a peaceful wooded area and a street that sees almost exclusively residential traffic. The current lack of such disturbance is why people have purchased homes and lived for so many years in our quiet neighborhood. Due to these concerns, we prefer Alternative AB. Our second choice would be Alternative C, and we oppose Alternative D unless significant changes can be made to avoid Sitka Street Park and the additional traffic constructing a main thoroughfare through the parkland would cause. We understand the need for improved roadways as Anchorage develops and grows, however, we also would like to preserve the greenspace and quiet neighborhood we all know and love.	This letter and its response have been addressed outside the database and is appended at the end of this table.

Commenter	Comment	Response
	Please feel free to reach out if you have any questions or would like to discuss any of our positions further. Thank you for your time and consideration. Best, Elena Ball Board President Eastridge 4 Condominium Association	
Banchero, Paola	Dear Planners on the Seward Highway modifications, What Anchorage definitely does not need is any of your proposals to ruin the core of the city. I wish Ingrá Street/Gambell were not made into busy highways in the 1960s, but any proposal to build over parkland is a no-go. It would damage the only aspect of Anchorage that is at all attractive and inviting to young people and families — its world-class trail system. By 2050, the state's population is expected to decrease by 2%. This does not indicate a need for any modification to a highway system that is not at all crowded or congested by any standard definition. Therefore, I support the no-highway alternative. Anchorage does not need a high-speed roadway through the middle of town now or in the future (25 years). If we invest in public transit to/from the Mat-Su to downtown and the airport, we would save ourselves severe damage to what is beautiful and valuable about Anchorage. Sincerely, Paola Banchero	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Barbeau, Pamela	I am opposed to Alternative D as an option for the Glenn-Seward Highway Connection project. It would trade long-standing damage to one community for damage to another, along with impacts on parkland used and enjoyed by many in the community. I would prefer a "slower/slimmer" approach to updating the highway connection.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Barnwell, Charles	The proposed project conflicts with existing comprehensive planning done for the Municipality of Anchorage, including comprehensive plans from 1961, 1970s, 1980s, 1990s, and 2000's. The Chester Creek Greenbelt is an established green, open space since the early 1970s. Developing a major highway corridor in this area would destroy this valuable green, open space used by Anchorage residents since the 1970s.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Barry, Jessica	I prefer alternative AB. This has the lowest impact on neighborhoods (that part of 3rd avenue is already industrial) and does not impact any parkland. Although it is the most expensive, doing this project well once rather than having to revise it in the future is a good use of public funds. Alternative C is my second choice. I do not like alternative D - a bridge that size over the Chester Creek trail would have a negative impact - the existing bridges&tunnels at C, A, Seward Hwy, and Lake Otis are already unpleasant aspects of that trail due to noise, dirty snow being plowed onto the trail in the winter, etc. and another bridge would make it even worse.	Your Preference is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
battreall, carl	I Prefer A/B alternative	Your preference has been noted.
Bean, Barb	Want information on Seward-Glen connect	Hi there,

Commenter	Comment	Response
		All of the study documentation can be found on our website at Seward to Glenn Connection PEL Study PEL Study. We are nearing the close of an 80-day public comment period. We hope you'll review our current five alternatives and share your likes, dislikes and ideas for improvements prior to the February 28 deadline. If you have specific questions, don't hesitate to reach back out to us.
Beardsley, Steve	I am against Option D. I am against using Park land as a parkway and a viaduct in Anchorage would be an eyesore, take away the quietness of a park and is a misuse of public awareness and wishes.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Bender, Morgan	Thank you Please consider roadway runoff into streams as dangerous to the aquatic ecosystem (ie 6PPDQ) and urban stormwater runoff syndrome. Use appropriate fish passive, rain gardens, and tunnel washing technology. Alt D would not serve the purpose of improving community unity and value.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Any alternative moving forward past the PEL stage would undergo additional design and environmental analysis, including consideration of kinds of impacts and mitigation mentioned.
Bender, Morgan	Hi! I would like to comment on the highway plan over Chester Creek (Alt D). This is a special area in the heart of Anchorage. The newest Master Plan for Eastchester Park is ideal for this area with young families, wildlife, and returned natural surroundings. Eastchester Park would be erased by the existence of the Alt D. I support the 2050 MTP or a tunnel option.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Bennett, James	As a resident of the Fairview neighborhood in Anchorage, the only plan I'm in favor of is traffic-calming on Ingra, Gambell, Muldoon, 4th and 5th with bike lanes installed. As a 3X week user of Chester Cr Trail, I'm opposed to constructing an overpass over that green belt. I cycle and walk there to escape traffic noise. I think the existing roads could be re-engineered (traffic circles) to improve traffic flow. Why spend hundreds of millions to cut a few minutes off commuter time for those living in the Mar-Su valley to the detriment of those who live in the effected communities?	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population or to speed up travel through Fairview. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Berg, Ariel	I oppose this project. Please do not destroy this vital green space in Anchorage. The trails and forested areas are one of the most beautiful and unique aspects of Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Berube, Mike	In regards to Proposal D, this should not be considered as a viable option. As a community, we do not need to destroy more greenbelt areas to relieve traffic for just a matter of a few times per day. Alaska generally does not have a traffic problem other than 8am and 5pm on weekdays. Attempts to connect the Glenn and Seward highways do not seem like a priority at all unless you have a steady increase in population. There is no trend of that happening. You would be destroying habitat and ruining more neighborhood ambience and you still would be faced with the same problem as before. Most traffic around 9th avenue during the commute is turning in and out of downtown as it is.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. e project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The

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		project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Mid-town, the port, military bases, etc, given where people live, create heavy travel demand through Fairview.
Bever, Sean	I live on Sitka Street and am only just heard about this project. Where is it at in terms of progress? What are the offices decisions being made? I tried looking on the website but it's hard to understand. I'm wondering because if the project goes a certain way my condo could get eminent domained, and I want to know what the future of my condo looks like. Feel free to give me a call at 907-242-2693 if it's easier to discuss that way. Thanks! V/r, Sean F. Bever	This is still in the planning phase. There would be a long way to go (Planning, Environmental Clearance, Design, Right-of-way, Construction). There are detailed drawings Appendix A of the Alternatives Refinement and Initial Screening Report: https://sewardglennconnection.com/document/s/Draft%20Screening%20Report_12-07-24.pdf. No condominium buildings are anticipated to be acquired based on the conceptual engineering completed to date.
Billman, Daniel	Alternative D should be removed from further evaluation as the impacts to the Chester Creek Greenbelt and North Fork of Chester Creek are not acceptable. Alternative MTP+ combined with Port Connectors MTP#1 and Parkway Alt C&D #2 should be adopted. This alternative can be constructed the soonest offering improvements for the neighborhood and travelling public while protecting park land used by all Anchorage residents. Alternative D should not be adopted. When locals and tourists are asked what makes our city special and what they enjoy, parks, greenbelts, and trails are mentioned first, with the Chester Creek Greenbelt being at the top of that list. Anchorage has worked for decades to create these public spaces as an investment in the city's future and to maintain our vitality. Alternative D, a new road through the greenbelt is not compatible in, or over, our parks. Greenbelts are public spaces for public enjoyment, and not for used to artificially lower the cost of building this highway connection. For this, and other reasons covered below, Alternative D for the Seward to Glenn connection should dropped from the list of viable and practical alternatives. Alternative D's impacts to the greenbelt and Chester Creek and its construction cost do not include several important factors. These include: 1. Viaduct Height: Bridges create light and rain shadows under them which inhibit vegetation growth leaving a bare dirt scar under them. Only if the bridge is built height enough above the ground will robust vegetation grow under the bridge. The height needed in Anchorage for the park land vegetation growth can be seen at the C Street to Government Hill overpass. This is a tall structure which will have significant pier and foundation costs to support the needed sufficiently tall structure. The cost estimate for Alternative D appears to be based on the cost a lower bridge structure and therefore underestimates the Alternative's cost or the projects assumes a dirt scar will traverse the greenbelt. The clearance height of the bridge section needs to be defined so the impacts to vegetation, cost, and construction can be identified.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The suggested design ideas will be considered for the alternatives that move forward.

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	2. North Fork of Chester Creek: The historic channel of the North Fork of Chester Creek crosses diagonally through Sitka Street wetlands. Beginning in the early 2000s the Municipality of Anchorage investigated the feasibility of restoring the North Fork and found that it is possible and placed the project on a broad list of creek restoration projects in the Municipality. Many have been completed as funding allowed. The North Fork currently runs in a ditch parallel to the west side of Sitka Street south of 15th Avenue. Restoring the North Fork to the existing channel in Sitka Street wetlands will add approximately 2,200 feet of Coho salmon rearing and resident trout habitat to the creek. Alternate D's alignment and construction through the wetlands will bury much of the North Fork channel and destroy any chance of restoring this robust fish habitat. This impact needs to be evaluated, the design changed to avoid it, and the cost added to Alternative D. 3. Homeless Camps: The Municipality of Anchorage is working diligently to address homeless camps in the city and bridges are a common place for these camps. While this project is years out, the homeless encampment problem will take many years to solve. Therefore, any proposal to build a bridge in Anchorage should include a discussion its relationship to homeless encampments (especially in the Chester Creek Greenbelt) and how this project will mitigate this impact. Alternative D's analysis is lacking this evaluation and associated costs to mitigate the impact. 4. Flood Storage: During extreme flood events in the 1980s and 1990s Sitka Street wetlands provided significant flood water storage for runoff from Merrill Field, down the North Fork, and from the main stem of Chester Creek. This storage reduced downstream flood impacts. During these events the house at the east end of Orca Street was itself an island above the water. The highway and trail connector are proposed as fill through these wetlands. The trail connector and highway will become dams and increase the flood risk to that house, and others, as well as greatly diminish the wetland flood storage capacity, increasing flood risk downstream. These impacts grow as climate change models predict increased precipitation in Southcentral Alaska through the design life of the project. Alternative D's analysis and cost estimates do not address the increased flood risk created by the alternative or their associated costs. 5. Highway Footprint: The footprint of the alternative is not clearly depicted in the detailed design drawings and, therefore, the impacts not adequately accounted for in the analysis. Figure 2 of the PEL states that an arterial requires 100-125 feet of ROW to construct a ground level road. A 4-lane road on a bridge will require about 60 feet of bridge deck. Figure 8 shows the bridge ending at the greenbelt boundary with Sitka Street wetlands, Orca Street extended. Neither drawing shows the potential construction corridor that will need to be cleared and filled to build the bridge or place the fill for the at grade road (which could be as wide as 300 feet at the bridge abutment). Also the road will need to remain elevated through the wetlands in one variation as the road will be elevated 20 feet near 15th Avenue for a trail underpass. All potential access corridors in Sitka Street wetland have standing water at the surface and are saturated peat. Road foundations will require removing the peat and placing fill, which can drain the wetlands. Access from the greenbelt is the same. Discussion of the working conditions, their impacts, and costs associated with should be included in Alternative D. MTP+ with Port Connectors MTP#1 and Parkway Alt C&D #2 should be adopted. I support the MTP+ Alternative. This alternative can be implemented sooner than any other as it has the least hurdles to overcome. It offers the ideal compromise to address traffic, neighborhood, and overall Anchorage needs	

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	without overbuilding infrastructure and stranding so much capital in infrastructure that may not be needed for decades beyond the study's planning horizon. Alaska's and Anchorage's populations are predicted to grow little, if at all, in the next decades. State budgets are tight and will continue to be as oil revenue decreases. Overbuilding infrastructure does not serve the public and creates maintenance costs that add to the already overtaxed ADOT and MOA maintenance budgets. When designed, the alternative will effect positive change sooner with less construction related impacts, time and footprint. Working sooner to improve the situation will benefit the neighborhood and Anchorage community. The alternative respects our parks and greenbelts, public spaces valued, used, and cherished by all Anchorage residents. To reduce commercial traffic on East 5th Avenue Port of Anchorage connectors MTP#1 and Parkway Alt C&D #2 (including improvement to the 5th Avenue and Airport Heights intersection should be built. Most goods travel north for the larger markets there and diverting this commercial traffic off East 5th Avenue will reduce the capacity needed on that route. This will address identified capacity needs when the MTP+ alternative is implemented. PEL Inconsistencies The alternatives analysis has several inconsistencies that should be addressed. These include: 1. Alternative D shows a new bridge for Chester Creek at the Seward Highway in the detailed design drawings. All other alternatives do not include this new, and needed, bridge. The creek bridge under the Seward highway should be included in all alternatives. 2. On page 10 New (Refined) Alternatives paragraph 2 of the December PEL Study presents the array of public comments related to the themes supporting alternatives without any reference to which alternative the comment theme pertained. Then abruptly the paragraph ends with "Alternative D received the most comments in favor, with the Metropolitan Transportation Plan (MTP) 2050, which received roughly 25% less favorable comments, in second place." The report does not state why commenters supported these alternatives, in how many ways commenters supported the alternative (one or many), or whether commenters relationship to the alternative was a factor in their comment (Fairview resident versus non-Fairview resident). Also, the comment process is not a vote of support, as in an election, as the sentence implies. Finally, the comparison of positive comments for Alternative D to the other alternatives does not represent the information correctly because Alternative D clearly avoids all Fairview neighborhoods where as the other alternatives impact areas of Fairview neighborhoods to varying degrees. Because of this, if a commenter does not want an alternative to impact Fairview neighborhoods, they would state that Alternative D is preferred, whereas if one did not want Alternative D, they might state preference to one of the several alternatives through Fairview. For example, how many commenters preferred any alternative through Fairview? Is this number greater than the number that preferred Alternative D? Likely this is true because the difference stated between MTP and Alternative D is small. Therefore, any statement of how many commenters preferred an alternative misrepresents the intent of the comments received. 3. Following the paragraph noted in 2, above, the PEL presents two paragraphs about the range and nature of concerns from commenters. In	

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	neither paragraph does it state which alternative received the most unfavorable comments (was it Alternative D?). Again, if it is important to state how many preferred an alternative (which it is inherently not) then the same information must be presented for how many found an alternative unfavorable.	
Billman, Anne	Comments on Seward to Glenn PEL Study from Anne Billman, non-project-area longtime resident, local and federal taxpayer. January 21, 2025. All alternatives: • What population projections are being used? Isn't Anchorage population projected to remain steady, with Mat-Su population expected to continue to increase some? Please use modern and realistic projections so we don't overbuild for a population that isn't actually growing. • If traffic is not actually projected to increase much, is this project really about improving the quality of life for Fairview? If so, put the emphasis there and creatively using transportation funding in combination with the neighborhood/community/EJ funding to implement improvements that Fairview deserves. • Intuitively, it doesn't seem like this project is to maintain the function of the National Highway System – people aren't travelling THROUGH Anchorage; they're travelling within Anchorage and between Anchorage commercial and residential centers and the Mat-Su valley. Who expects to zip through Anchorage without delay? We don't expect traffic to flow without stopping through Anchorage. • Be realistic about 'robust vegetation'. DOT&PF minimally maintains vegetation in its ROWs (mows occasionally, whacks shrub growth). Its ROWs are loaded with invasive plant species that it does almost nothing to control. Who will nurture and maintain robust vegetation in medians and between travel lanes and sidewalks? Save the vegetation effort for the edges and make it robust there. Plant only indigenous Alaska species. • All alternatives should replace the Chester Creek culvert with a bridge to lessen the existing adverse effect that the highway culvert has on the creek. Tunnel alternatives: See traffic projection comments above. Does Anchorage really have such a traffic problem that the solution merits a tunnel? Doesn't a tunnel cost a lot to operate? Please don't waste capital on a solution that we can't afford to operate and maintain. All MTP alternatives (maybe others, too?) (Reference slides: 'MTP...Traffic Sensitivity Tests' and 'Are those other roads congested?'): I don't understand the 'MTP alternative'. It seems like there should be an MTP-like alternative that could serve Fairview and other users in the near term and that Fairview could base its redevelopment on. I don't see it in the screening matrix so maybe it's really not there. Here are some suggestions for analysis needed to develop a better MTP alternative and I listed components that I think could comprise an Enhanced MTP Alternative at the end of my comments. • Build the eastern access to the port to eliminate freight travel between the Glenn Highway east of project area and the port. Don't build an extension to the port from Gambell/Ingra because that connection would discourage trucks from using C Street or the new eastern port access route. • Please model MTP alternatives with port access provided at the east end of the project area. I can't tell whether that was done. • It's not clear why planners are proposing to eliminate lanes on 5th Avenue. Model MTP (and other?) alternatives with and without reducing lanes. • If lanes aren't eliminated on 5th Avenue, some of the demand for lower-	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Midtown, the port, military bases, etc, given where people live, create heavy travel demand through Fairview. There is a purpose and need report on the project website with more details. The suggested design ideas will be considered for the alternatives that move forward.

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	capacity rebuilt Gambell and Ingra would be retained and diversion of traffic onto other roads would be less, thus evening out demand and capacity. • If the reason for eliminating 5th Avenue lanes is to transform it into a more pleasant parkway, put the green and the trees on the edges, not down the middle where it doesn't benefit pedestrians. • What about 1-2 reversible lanes if there is a strong am/pm difference in travel (much cheaper than a tunnel)? • How does the MTP not meet the purpose and need? • Reference page 24 of the screening report. It states that building commensurate housing would likely be infeasible by DOT&PF and that's a reason to not relocate homes. But this project is trying to mesh with other projects being undertaken in Fairview. Working with other community entities on an Enhanced MTP Alternative, AMATS and community partners could redevelop parcels that it must 'take' into attractive and modern housing and other community amenities. Highway funding together with other community connection funding could produce a win-win solution for Fairview. MTP+ alternative: It is difficult to imagine the MOA funding sufficient transit operations to meaningfully reduce travel on Gambell/Ingra. Be realistic. What would someone (MOA?) need to do to make that kind of funding happen? Is that foreseeable? Alternative C: I favor this alternative if an Enhanced MTP Alternative can't sufficiently improve the quality of life in Fairview (see my suggestions below) and if travel demand can't be resolved with an Enhanced MTP Alternative and if Anchorage or DOT&PF can afford to operate a tunnel. However, a tunnel seems (intuitively) like more than we need, a maintenance challenge, and an operating funds sink. Maybe a tunnel-type improvement would be needed in the future, so don't build anything in the near term that precludes it; make it the recommended future alternative for when Alaska/Anchorage travel demand increases substantially. This alternative seems to greatly improve the potential for restoring and revitalizing Fairview while truly minimizing Chester Creek greenbelt impacts. I do not see downsides of this alternative except for the capital and operational cost of a tunnel. The cost of building Alternative C is not so much higher than the cost of building Alternative D at this stage of the analysis. Therefore, if Alternative D is practicable based just on cost, then Alternative C is also practicable. I can't see what the community facilities would be affected by this alternative and I don't see the three park impacts. Alternative D: I strongly oppose this alternative. • This alternative should have been screened out as having a fatal flaw: it cuts at a shallow diagonal angle directly through a gem of Anchorage parks. Doesn't 4f require (complete) avoidance (especially for irreplaceable 4f resources) if an alternative is practicable? Alternative C is practicable if Alternative D is, and MTP alternatives seem practicable. • Even without invoking 4f, this alternative should be eliminated. One of the	

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	greatest assets of Anchorage is its trail, greenbelt, and park system, and the Chester Creek greenbelt is a key element of that system. The park and trail system was the first positive feature of Anchorage that I noted when I visited in 1981 and it contributed to my decision to stay here and make it my home. If we want Anchorage to remain a vital community where people want to spend their adult lives and raise children, and where those children may choose to raise their children, we need to make or keep it livable. Forests and creeks and pleasant trails that connect our neighborhoods are necessary parts of our community. Anchorage suffers from too much pavement and too few trees and the natural green space that help us maintain our health and sanity. • Fairview deserves extensive redevelopment attention and funding to rehabilitate it from the damage of the Gambell-Ingra couplet. However, it makes no sense to severely damage a different highly valuable Anchorage resource (the Chester Creek greenbelt) to try to undo damage inflicted on Fairview, much of which cannot be 'undone' 50 years later. We can 'make it up' to Fairview in many ways but we can't undo the damage, so let's not spoil the Chester Creek greenbelt trying to do so. • (Reference: 'What We Learned...' or 'We Heard You!' slide; and pages 9 and 20 description of Alternative D in the draft screening report) The descriptions of Alternative D and changes implemented to improve it strike me as disingenuous. - o "Better avoidance" of park impacts as a description of a roadway cutting diagonally through the middle of a gem park of Anchorage is doublespeak. "Avoidance" means not having an impact at all, or certainly not a physical footprint. Nor could I in good conscience describe this alternative as 'minimizing' park impact; it does not pass the red face test. From the preliminary alternatives, one could at best say the impact has been lessened slightly by trimming some lanes so the brown space under viaduct would be narrower. - o "Shift road farther away from green spaces" – Not directly passing over the mowed lawn just east of the New Seward Highway and instead passing through mature forest (= green space) is actually a greater park and natural area impact; a lawn (is that the referenced "green space"?) can be created on a brownfield (as at Sitka Street Park), while a mature forest takes more than a century to grow. Similarly, building an embankment through the middle of Sitka Street wetlands (= green space = runway safety area) to lessen impact on Sitka Street Park actually increases the adverse effect on 'green space'; that wetland is irreplaceable in any of our lifetimes whereas a Sitka Street Park could be built in a year. - o "Support for Alt D" – I did not seek the document that analyzes and counts comments and finds "support for Alt D" that is implied to be lacking for other alternatives. The description of the Alternative D support is too brief and other wording in the slides and presentation misleading enough (see above two paragraphs) to make me question what the 'support' statement means. Did most commenters think Alternative D should be the recommended alternative, or did it just get more 'votes' than any single 'build' or no-action alternative? Or is AMATS just trying to say that enough commenters thought it was a viable alternative that it shouldn't be screened out yet? If we're voting on alternatives, let's use ranked choice voting to find the one the majority thinks is the overall best solution. - o Reference to going 'over' the Chester Creek greenbelt – Alternative D would not go over the greenbelt; it would go through the greenbelt, elevated on multiple piers. How high is the low chord of the bridge assumed for cost estimates? Piers every 150 feet for the length of the bridge? Would it be high enough so a park user doesn't have the sense of something ugly and ominous overhead? (Where's an example in Anchorage?) What is the noise directly below and to the side of such a viaduct? Would the ground under the bridge be brown, dry, and unvegetated like under most bridges (lack of sun and rain and snow)? How would that affect the creek and its banks? The adverse effects of such a bridge would not be limited to the footprint of the piers or	

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	even the surface area of the bridge; they would extend far to each side of the long, diagonally-placed structure. o The runway safety area is also the high-value Sitka Street wetlands. Describing Alternative D (report page 9) as crossing the RSA property (on an embankment) without acknowledging that it is among the precious remaining green space in the project area and an irreplaceable resource does this area and our community a disservice. While it may not be a 4f resource, it is de facto part of the Chester Creek greenbelt and valued green space. • “Avoidance” of Sitka Street Park impacts should be a miniscule part of decision criteria or of the routing of this alternative. I understand one must identify the park as a 4f resource but it is a lawn on a construction debris dump that is not even adjacent to a neighborhood; it could be rebuilt on a snow dump or parking lot or in the woonerf. Running a roadway on an embankment through the high-value Sitka Street wetlands is not a practicable alternative to running it through Sitka Street Park. • How is the acreage of park impacts shown in the screening report matrix calculated? It looks like the viaduct through the Chester Creek greenbelt would be about 3,000 feet long. For that length to represent the surface area of the viaduct (= exiting green park area that would be replaced by brown area under the viaduct), the viaduct would be only 20 feet wide. Is it possible you presented the acreage just for the piers? Comparing the number or acreage of parks impacted among the alternatives does not at all describe the different magnitude of park impacts among the alternatives. Next phase of screening to develop the recommended alternative: The presentation materials do not describe what information will be used to identify the recommended alternative a mere few months from now. It seems as though there is much more work to be done to develop a viable solution that best meets the community's needs. Anne's recommended Enhanced MTP Alternative: Select Alternative C as the long-term solution if the Anchorage population increase ever merits it. Buy ROW to build it, then put that land to a different use (like a native plant nursery) until the need for a tunnel arises. With the money saved by not building a tunnel for decades or ever, we could implement many excellent improvements for Fairview. I think that with abundant creativity and lots of work, the Fairview community could design a near-term-achievable restorative solution that is a variation of MTP. Use transportation funding creatively to undo damage that was done, plus the funding available for community reconnection. • Build an eastern access to the port from near the east end of Merrill Field. • Don't reduce capacity of 5th Avenue. • Don't make a port connection from the end of G-Ingra. Encourage truckers connecting to/from the south to use C Street. • Build main street as Fairview wishes, with lots of trees. • Build the woonerf as Fairview wishes with lots of vegetation and greenery, with a trail and trees all the way between Chester Creek and Ship Creek. • Build 4 lanes of traffic (2 each way) on the Ingra alignment using a parkway model that maximizes healthy indigenous Alaska vegetation and shade for Fairview, preferably along the edges not down the middle. Include median safe zones for pedestrians crossing at intersections as well as curbed and bollard-protected safe zones at intersections that jut to the edge of the travel lanes and shorten the pedestrian crossing distance. • Evaluate potential ROW 'takes' not just by number but by how they contribute	

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	to the Fairview community. I doubt that a car dealership or business that primarily serves customers not in Fairview (e.g., Green Connection) is as valuable to the community as a barber or hair salon or grocery store or church. Identify brownfield and derelict properties and properties that do less to contribute to the Fairview community and use those as much as possible for the improvements. For properties that must be 'taken', use the part that is needed then build new affordable housing on the remaining parts to offset the homes that must be 'taken'. Be creative and imagine what could be, then make it happen with the existing funding; don't just design highways. • Build a couple of elevated parks (like the High Line in NYC) to serve as pedestrian crossings of Ingra that connect to the woonerf. • Instead of \$10 M/year to support transit, apply that money to shelters and social services that could help reduce pedestrian-automobile collisions. Build some of that in Fairview to serve local needs; locate the rest elsewhere. Thank you for considering my comments	
Black, Stephanie	It looks like a lot of thought and effort has gone into finding the best solution for everyone in Anchorage. My main concern is that even with a speed reduction to 40-45 mph, there is still a 50% chance of death upon impact when a vehicle is traveling at 42 mph. Having a 40-45 mph speed limit range is still too high/dangerous. The speed limit either needs to be reduced much further or there needs to be separation traffic routing from pedestrians walkways.	Your concerns with the roadway speed will be considered for alternatives moving forward.
Blanchet, J David	I write this note to express my opposition to Alternative D in the Seward-Glenn Connection PEL Study. I am a longtime and frequent user of the Chester Creek greenbelt. The Chester Creek trail and the greenbelt host a myriad of outdoor activities including walking, running, bicycling, skateboarding, skiing, dog sledding, and soccer fields. Alternative D would plow through the heart of the Chester Creek greenbelt as well as Sitka Park and have disturbing impacts on water, trash, visual, light and noise pollution to this lovely greenspace and all the activities it hosts. It would impact wildlife and wetland values in the greenbelt and Sitka Park. Additionally, Alternative D would also have drastic impacts on quality of life and property values for portions of the Roger's Park, Woodside Park. If a bypass highway has to be built (which it doesn't), I would favor the "2050 MTP" Alternative or the Tunnel Alternative. Thank you for the opportunity to comment.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Blanchet, Lydia	I am writing to express my strong opposition to Alternative D, which would route a parkway viaduct through the Chester Creek Greenbelt. Not only would this option reduce the quality of life for residents in the surrounding Fairview, Rogers Park, and Airport Heights neighborhood, it would have significant negative impacts on the wetland ecosystems and important recreational value of the Chester Creek Greenbelt. The minor convenience of bypassing Anchorage to connect the Seward and Glenn highways-- mostly for commuters who do not live in Anchorage-- is no where close to worth the destruction of this vibrant, valuable stream corridor. I support alternatives to the plan that do not route a highway directly through public greenways.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Boersma, Clare	I am not a planning professional or transportation expert. But, I have read through the available materials (thank you for the comprehensive work) and believe that of the options you are currently reviewing, Concept #6 from the MTP seems like a best fit for the neighborhoods affected in the area and adjacent to it. Additionally, although I am open to learning more about Concept #7 I am somewhat skeptical of it based on the impacts it will have on the Fire Department, Alaska Regional Hospital, and the trail system. Not to mention, that it would isolate a portion of south Fairview from the rest of the neighborhood. Not to mention, the potential challenge of building on the old	Your preference of alternatives is noted.

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	landfill. Again, I'm not an expert but just giving my initial thoughts as a resident of a neighborhood just south of the study area. I do love the idea of being able to make the main roads downtown 2-way again as a way to improve downtown, but wonder if this might still be possible under different concept scenarios. Thank you for your work on this and the opportunity to comment.	
Bossler, Anthony	Hello, I'm against alternative C and D. It brings an immense amount of traffic right next very quite neighborhoods. Property value in these neighborhoods will begin to plummet from the noise pollution in addition to what already exist from Merrill field. Alternative D rips through the heart of one of Anchorage most cherished trails systems, Chester Creek trail, not to mention disrupts wildlife sanctuary in an already chaotic city. Many people come to that area to get away from the noise and hustle and bustle of the city. One of the great things about anchorage is it's greenspaces plowing a highway through one of it's major greenspaces and trail systems damages the very thing that makes Anchorage a standout community to live in. I would recommend trying to find solution that incorporate the original route as much as possible. Thank you.	Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis. Note that Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Boyer, Seth	Hello, I live at 1831 Orca Pl in South Fairview, almost directly in the path of the "Alternative D" proposal. I cannot stress enough how disastrous this particular plan would be to our community and our corner of Anchorage. While I'm appreciative of AKDOT's state goals of reducing footprint and ROW impact based on community feedback, the fact that Alternative D is still on the table is of great concern. I concur strongly with other community members who expressed a lack of need to significantly invest in more car-centric infrastructure in this or any part of Anchorage--especially when traffic throughput is far from a great concern relative to similarly sized cities elsewhere in the US. However, I believe efforts to invest in road diets for many AKDOT-managed thoroughfares would be a worthwhile investment. I am pleased to see most proposals include a woonerf on Hyder St and/or dedicated bicycle/pedestrian improvements on Ingra/Gambell. Much of my neighborhood utilizes bicycles, skis, or other non-motorized transit, taking advantage of our proximity to some of the best off-street trails in the country. Anything the state can do (ideally in conjunction with MoADOT) to bolster non-car transit will make our city a better place, reduce carbon emissions, decrease wear and tear on roadways, and improve the health and happiness of anyone in Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Boyes, Tyler	I am in favor of option A/B but understand it may be cost prohibitive. The MTP options are a good alternative for less money. I am strongly opposed to options C and D because they would negatively impact my neighborhood and trails/park.	Your preferences and concerns are noted. The project team will be considering these comments as we go through the second level of screening to identify recommendations. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Brabets, Tim	Dear Friends: I'm writing today to endorse the 2050 MTP plan. I feel the proposed changes to Gambell and Ingra to 3 lanes is a plus for Fairview. I do not support any new highways such as the 4-lane highway through Chester Creek Greenbelt and Sitka Park. Thanks. Tim	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Bradshaw, John	Please do not consider Alternative D, there is no reason to disturb the Chester Creek Greenbelt when suitable alternatives exist.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Braten, Gail	Thank you for trying to find a way to connect the Glenn and Seward Highways. Passing through Anchorage will be disruptive no matter how you do it. I am writing to ask that the Chester creek Greenbelt be preserved as it is today.	* Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other

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	This is a jewel in the middle of Anchorage and provides many skiers, walkers and bikers a means to travel from East Anchorage all the way to Kincaid Park with very little exposure to traffic or exhaust fumes. This is also a selling point and attraction to potential new folks who may want to move and work here.	impacts.
Braun, Herbert	My family and I are strongly opposed to a "parkway" as you call it anywhere near the Chester Creek. Your plan D looks more like a highway in disguise. We think it is a very bad idea and will strongly support all efforts to stop it including helping to pay legal costs to fight it.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Brewer, Ed	I can't find how the low income housing destroyed by option D is planned to be replaced and funded. Please advise.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Brewer, Ed	Very excited to see the Hyder street tunnel in your maps. It's the obvious solution. THEN I LOOKED CLOSER AND ITS WHERE YOU PROPOSED A BIKE TRAIL! Further reading and your presentations present D, the "surround Fairview with high speed freeway/highway/parkways" as what you suggest as the best solution. I thought "saving" Fairview was the point. I also haven't found any mention of the loss of affordable housing, the senior center and the major black church under proposal D.	The initial screening found that the impacts of connecting the Seward Highway and Glenn Highway with a highway down Hyder were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection. Furthermore, as you mention, housing and right-way concerns were a major factor in screening out highway alternatives. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Brooks, Anne	Seward Glenn Comments 1) Modeling – I appreciate the amount of modeling that was completed for this project. I am concerned that the team kept saying, we need to build something like Alternative D, to move traffic if we reduce lanes in Fairview. The team said that Alternative D avoided shifting traffic to other neighborhoods which would impact another neighborhood. What the team did not explain is how a shift of traffic would impact other neighborhoods. Did the shift cause a complete breakdown of Anchorage system? Did the shift cause delays beyond the AM and PM peaks? If delay was caused, how long was the delay? I personally do not believe we have a congestion/delay problem in Anchorage and fully support using the entire system to solve our problems and not just continuing to impact Fairview. See the section on adjacent corridor planning below. 2) Functional Class – I strongly believe the team would not be recommending a "parkway" or "freeway" in the two-mile corridor if the corridor was not classified as a National Highway System route. Project teams have tried for years to force a controlled access corridor, at great cost and impact. Remember the H2H project, Midtown Congestion Relief, etc. Our money would be better spent making incremental improvements to the network of north south corridors than any massive tunnel/viaduct proposed in this study. 3) Port Access – I understand why we need access to the port, however, have it is not clear why the port access was rolled into this study or if the public involvement included port stakeholders. The access elements seems like an afterthought and the network impacts are not spelled out in the document. 4) Alternative D – Any alternatives across Chester Creek are a problem for several reasons. One, they would require compliance with both 4f (Parkland) and 6f (Land and Water Conservation Funding) sections of NEPA. Parkland because of the park and 6f because if even one acre of land within the Chester Creek Greenbelt was purchased the LWCF funds, it puts the whole of the greenbelt in 6f status. Two, the adjacent neighborhood is very concerned about the access and would continue to vocally oppose it. This is crucial when both a vote of residents and a vote of the assembly is required to access the land. Three, Chester Creek is an anadromous stream with runs of silver salmon. This run is just returning after improvements in Westchester Lagoon and the Alaska Railroad. Four, impacts to Merrill Field and Alaska	This letter and its response have been addressed outside the database and is appended at the end of this table.

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	Regional Hospital are understated in the evaluation. There are far more impacts than to just say that you can snake the highway between the two. One is a major medical facility; the other a former landfill site. Five, the alternative requires, in addition to the viaduct, an expensive port access alternative. In addition, the report and project team refer to the revised alternatives as a “parkways” when not clearly showing/illustrating what that means for a viaduct (Alternative D) or the tunnel sections. I am very certain the connection would not look like a “parkway” with medians, pedestrian facilities, etc., a full 30-50 feet above Chester Creek. It would more likely look like the C Street Viaduct. This is misleading. I agree with Rogers Park Community Council Resolutions about this alternative. 5) Tunnel Alternatives -- Alternatives AB and C contain tunnel sections that I believe have huge impacts and I am not convinced that they would be feasible, for both engineering and financial reasons. I also think they would sorely impact the section of Fairview they would traverse and would not be without surface impacts over the tunnel. It is not clear how these impacts are spelled out in the evaluation matrix. 6) Not the time for Mega Projects -- As a 50 year resident of Anchorage and someone who worked on projects like these in a Public Involvement Coordinator role, I have come to believe that our community cannot afford to continue to plan mega projects. The only winner in these projects are the consultants who plan them. We are a small community, relatively speaking, with 291,000 in the metropolitan area and 400,000 in the greater area. These projects are out of scale for our community and state. Especially given that many mega projects are currently planned in the Alaska Statewide Transportation Improvement Program (STIP) including Safer Seward and West Mat-Su Access in our area alone. Anchorage projects would compete for federal and state match funds with these projects. 7) Stop planning without implementation -- While I abhor the thought of any impacts to Chester Creek, I am reflecting on a system of planning without implementation that has taken place in Alaska for much of my 50-year residence. Planning for mega projects that are rarely within our funding capabilities. Planning for a national highway system segment of less than 2 miles in length. Planning for new construction, when we are not considering maintaining what we have or improving the overall network to spread the traffic from the much-maligned Fairview corridor to other north south corridors. 8) Plan for critical infrastructure – this report should be recommending or acknowledging the port connection that is the C Street viaduct. We should be programming replacement of the C Street viaduct which access to the port where a significant portion of Alaska’s goods are handled. The viaduct was built in 1975 and listed as “Fracture Critical Cross Girder” in the 2023 state bridge report. According to the Code of Federal Regulations, a fracture critical bridge is a bridge or similar span that is vulnerable to collapse of one or more spans as a result of the failure in tension of a single element. While a fracture critical design is not considered unsafe, it is subject to special inspection requirements that focus on the tension elements of its structure. Where are the monies and plan to ensure the current access to the port of Anchorage is maintained? 9) Adjacent corridor planning and impacts to Fairview --Corridor planning on Minnesota and I and L Streets is underway. When the DOT&PF works on these projects, they should be careful how they address any lane reductions and their impacts to the network because these are north south parallel corridors to Ingra/Gambell. I would hate to have completed this study to just have another project push traffic back into the Ingra/Gambell corridor and continue the assault on Fairview. Also, any modeling, and its reporting to the public needs to use real metrics like delay, time of delay, etc., in terms and metrics that all understand. I fully support the MTP 2050 alternative. It can easily be implemented in	

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	phases while evaluating the overall network and identifying incremental improvements that may be needed in parallel corridors, port connection, and intersections. Thank you for extending the comment period and allowing time for citizens to read and evaluate the alternatives. Anne Brooks, P.E., Public Involvement Specialist Brooks & Associates anne.brooks.alaska@gmail.com 907-242-6405	
Brooks, Tom	The project area needs immediate improvements. An alternative with incremental, near-term, practicable and fundable alternatives should be selected. This corridor has a bad history. Incremental improvements are needed now to improve safety. This could include three lane options, pedestrian facilities and other innovative approaches (such as using Hyder and or wide span bridges over local east/west connectors). Incremental improvements in other corridors can also be done to mitigate any traffic diverted from Ingra/Gambell. An incremental approach will deliver improvements now, saving lives and improving the Fairview neighborhood near term. Adopting a large stand-alone project such as the “tunnel” or “parkway” alternatives provides no relief to the existing area until final project delivery. It is not clear when a large stand-alone project could be delivered. The Sterling Highway Project, begun in 2000, is now 24 years in process and still has no definitive delivery date. The Midtown Congestion PEL Study, dated April 2020, remains far from any construction. This project will likely suffer similar issues: working thru environmental compliance issues, cost escalations, and funding. It is reasonable to argue that the large stand-alone project options are not feasible simply because they are too costly. Other priorities for highway funds clearly exist, and the project documents make no compelling case that this project would receive the required funding for such a large endeavor. Per the NEPA screening criteria, alternatives should be rejected if: An alternative is determined not to be practical or feasible⁴ from a technical and economic standpoint and using common sense. The expensive options for this project fail based on practicality and economic viability. Finally, choosing an alternative that cannot be delivered in a reasonable timeframe is irresponsible. Improvements are needed now. I followed an SWS truck from the Regional Landfill to the Transfer Station. That truck routed Glenn Hwy to Boniface Exit, Boniface to MLK (where I turned off onto Tudor, the truck went straight) then presumably MLK/Elmore/Dowling. Enhancing the alternative routing using Boniface is a prudent and feasible alternative to the Parkway options. Upgrades in this corridor are entirely feasible, and a prudent examination will likely show it is less expensive and otherwise improves traffic flows throughout the Anchorage roadway system. The feasibility (and prudence) of the Tunnel and Parkway options also depend on other projects, particularly the Port connection and the Midtown Congestion PEL. This project will dump incremental traffic from the Seward/Glenn project into midtown. There is no clear path to construction of the Midtown congestion projects, the Seward/Glenn connection project, nor the Port access projects. It's not prudent to think all this can happen. A proper 4(f) analysis is likely to determine the proposed alternatives are not feasible and prudent. Similarly, Anchorage voters are unlikely to approve a suspect project that requires a both a major taking of a public park, and funding that could be better spent in other areas. I am concerned that the project documents may misrepresent the impacts of the “parkway D” option. The Draft Report states: “This alternative continues to include a bridge over the Chester Creek Greenbelt”. Figure 8 implies the bridge will span the full distance over the Greenbelt. What assurance is there	*DOT&PF agrees with your assessment of the history of the effects Gambell and Ingra and 5th/6th Avenues have had on Fairview. That history and problems it has resulted in are documented in the Purpose and Need Tech memo available online. * Economic feasibility will be considered in the Level 2 Screening. * This project is not simply about connecting the highways, it is about trying to address regional traffic that currently traverses through Fairview. Based on origin-destination information, most travelers using 5th and 6th and Gambell and Ingra are heading to major destinations like downtown, mid-town, etc -- origins and destinations that a bypass would not benefit. As evidence, a bypass on Boniface to MLK already exists, yet large volumes of traffic travers 5th, 6th, and Gambell and Ingra because those are the routes that are efficient for their destinations and travel patterns. * The recommendations will include a number of projects that can be phased in over time, including some to provide short-term relief. * Alternative D has been eliminated due to park and other impacts. * DOT&PF is aware of the landfill and the leacheate collection system. Should the collection system be impacted engineering mitigation would be employed to replace or enhance the collection system.

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	that this will be the case? Experience has shown that as construction approaches and budgets get tighter, the project will look for opportunities to reduce cost. Clearly, cutting down on the span length would likely be targeted. The project documents should be frank about presenting the range of possible build out scenarios, not just the most favorable to a particular option. I am concerned about the project options that cross between Merrill Field and Chester Creek. The old municipal landfill is upgradient from this area. A sheet pile wall was constructed along the north side of 15th Ave. to capture the leachates from the landfill. I assume the project would protect, rehabilitate or possibly enhance this system? But the leachate capture system went in after the landfill was closed. I remember the smells that were emerging from the area between 15th Ave and the Greenbelt. Considerable leachate had migrated into this area prior to the capture system installation. Is there a concern, either for the capture system, or for the prior contamination? Thank you for the opportunity to comment.	
Brooks, Bill	I live in Rogers Park and am opposed to the alignments through the greenbelt. I do not believe Alternative D (or parkway/highway/viaduct/bridge) over the greenbelt will meet the Purpose and Need statement for the project and the planning factor used (.support economic vitality of the metro...) and disregards portions of the purpose of the project: to improve the livability and mobility of the area. An alternative that does not meet the purpose and need is, by definition, unreasonable. Frankly I don't understand the need for the project as I believe it serves mainly freight traffic and commuters. Can we not build office buildings in Wasilla? Why are 30,000 people commuting 2 hours a day? Who is solving that problem? The purpose and need statement is vague and is driving a project where there is no real need and is up against major physical barriers. Is it still a draft purpose and need statement as referred to as draft in Figure 1 of the PEL Study dated Dec 2024? What are the real benefits of this project? Are people driving to south anchorage faster? What are the alternatives to reduce traffic on the highway that aren't related to transportation engineering? Is there development in the valley that could reduce the number of commuters and the planned traffic? A port on the other side of knik arm that could lessen freight volumes? Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Brooks, Markanne	Galen & Project Team I met this evening with representatives from Rogers Park, Government Hill, Fairview, Airport Heights and Downtown Community Councils. The purpose of the gathering was to discuss the subject project and determine points of alignment. We are determined to take what we learned back to our councils and prepare resolutions to support and/or address our concerns. In doing this work, we will be bringing individuals up to speed on the study, the impacts to our various councils/city, the pieces and parts that we support and why. This is a complex project and it takes time to understand implications of various alternatives.	The comment period was extended to the end of February, 2025.

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	Currently, you have told the councils, you will accept comment beyond the published January 23, 2025 deadline if those comments come from groups. This is unfair to the citizens who will get to know about the study, its alternatives and impacts to them as individuals at their January council meetings. I believe many will want to comment individually and that opportunity is being denied. I request you please extend the deadline to the end of February to allow the councils to actively discuss the alternatives report and follow their bylaws in getting comments to you. Extend the deadline because it is the right thing to do when the bulk of the comment period occurred during the holidays. Extend the deadline for everyone and show that deadline extension on the website for all to see. Telling one group one thing and leaving others in the dark about the "real" deadline, group or no group, is not good public process. Thank you. Anne Brooks brooks.markaanne@gmail.com 907-242-6405	
Brusseau, Nancy	I strongly oppose alternative D. It would be an ugly scar reminding us of the damage done to a beautiful park, pathway and corridor through midtown. And my commute to work along the bike path, the best commute in the world would be gone.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Brusseau, Paul	I object to alternative D in particular. It is a bad choice. It does more harm than good. Don't do it. REPAIR AND REFURBISH WHAT WE ALREADY HAVE.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Bunge, Maddie	One of my favorite things about Anchorage is how much green space there is. You can be riding down the Chester Creek trail and feel like you are out in the wilderness. You can see moose, salmon, bears, and other wildlife right in the city. It feels very special to have a place to recreate close to home and not feel like you are in the hustle and bustle of Anchorage. A concern I have with Parkway Alternative "D" is that it would impede on one of the things I value most about Anchorage. Our green space is such an asset for the community. So many of us love Anchorage for its great recreation and outdoor access. It draws people in, makes them stay, and is a special thing about our community. I would hate to give up such an incredible community resource (green space) to optimize traffic flow. Nobody says that they love Anchorage for the great highway that comes into town. Don't take away something special about Anchorage to optimize something mundane!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Cahill, Frank	I'm strongly opposed to damaging the Chester creek green belt area in any way. Frank Cahill 3330 wentworth Anchorage Ak 99508 Sent from my iPhone	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Campbell, Theresa	I support Alternatives C1 and C2. I strongly oppose Alternative D as rendering Chester Green Belt unusable.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Cannon, Phil	Hello, my name is Phil Cannon. I'm the president of the Mountain View Community Council. I know that today is the last day for comments on the Seward Glen PEL study. The short answer is we definitely have thoughts and want to weigh in. We were not able to pass anything at our meeting a couple of days ago. We do plan to take it back up next month. I recognize that that is past the deadline for comments, however, if someone could give me a call my numbers nine zero seven two two seven three four three zero, I'd be happy to kind of chat and give our feedback or at least a sense of where things	Outreach completed

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	are at right now, butOur people just simply haven't had enough time to digest itWe don't have a meeting in December, and we just haven't been able to present enoughinformation in a meeting in January or in February.So we're feeling behind the eight ball, but we have comments to make, and I'd love tochat with someone.Phil Cannon, 907-227-XXXX from Mountain View.Thank you.Thanks for watching	
Cannon, Phil	Whereas, the purpose of Community Councils is to provide a direct and continuing means for people to (1) participate in the government process and local affairs, working together in a manner that will have an impact on their community development and services, (2) give governmental agencies a method for receiving opinions, needs, desires and recommendations of residents and groups, and (3) give local governing bodies an improved basis for decision-making that establishes priorities affecting community development and individual well-being, and Whereas, the Seward to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study has developed multiple revised alternatives to connect the Seward and Glenn Highways; and Whereas, the Mountain View Community Council (MVCC) has a vested interest in this study, which includes a portion of the council boundary and is directly impacted by the project; and Whereas, the MVCC was unable to address the Seward to Glen PEL during the public comment period timeframe that ended in February 2025, but still desires to have our concerns taken into consideration during the current refinement process, and Whereas, Mountain View, like Fairview, has a history of being significantly impacted by the development of the Glenn Highway (Fairview was divided while Mountain View was cut off from the rest of the city), and Whereas, Mountain View, like Fairview, has experienced disinvestment and economic decline as a result, and Whereas, the current PEL study seeks to provide new answers to problems that include public safety, traffic congestion, freight connections and more; THEREFORE, BE IT RESOLVED, the Mountain View Community Council requests that these new answers neither create new problems, nor exacerbate existing problems by failing to address the harm already done to these communities by the highway system, and THEREFORE BE IT ALSO RESOLVED, the Mountain View Community Council requests that every plan that is put forth for consideration must require and prioritize reconnecting the neighborhoods that have been disconnected, and THEREFORE, BE IT ALSO RESOLVED, the Mountain View Community Council requests that no port connections be considered that would reroute freight traffic onto Mountain View roadways, except in circumstances that would allow for a bridge overpass or tunnel that allows for a separation of port traffic from commuters, and THEREFORE, BE IT ALSO RESOLVED, the Mountain View Community Council requests the Seward to Glenn Highway Connection PEL Study continue working closely with the Reconnecting Fairview planning effort, and THEREFORE BE IT ALSO RESOLVED, the Mountain View Community Council requests the Seward to Glenn Highway Connection PEL Study to attend a Mountain View Community Council meeting to present in advance of the next public comment period so that we are given the opportunity to choose a stance and participate in the public process. This Mountain View Community Council after obtaining a quorum of 10 members, approved this resolution by a vote of 9 Ayes, 0 Nays and 2 Absentions. Attested this 26th day of March, 2025. Phil Cannon President Mountain View Community Council	This letter and its response have been addressed outside the database and is appended at the end of this table.
Carlson, Shane	DOT, As a frequent traveler through this area I would still recommend Alternative D.	Freeways have been screened out and are no longer being recommended. Both Parkway Alternative D and Freeway Alternative D have

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	My only concern is the lower speed limits along this route. My other concern is the fact that Alternative D would no longer be built to Freeway standards. I would actually like to see Alternative D Constructed to Freeway standards. I would also like to see alternative D have a 55 to 65 speed limit. Due to the amount of traffic traveling the Seward and Glenn on a daily basis a freeway may fit alternative D better. Another concern is the tight corners and the roundabouts along alternate D. This could prove to be a traffic nightmare with semi's and other vehicles pulling trailers. I know there were originally issues with the near by park but the fact is the nearby park could be relocated slightly to a safer location. So this route could still be constructed as a freeway. I would still recommend building alternative D to Freeway Standards. Safety measures could also be implemented to ensure that the nearby communities are not affected by the high speed Freeway. The other concern i have is the fact that if the midtown project ever happens that the need will arise to construct or turn Alternate D into a freeway. Thus my concern is alternative D not being constructed as a Freeway. I would still highly recommend constructing Alternative D as a Freeway way. I would also highly recommend constructing most if not all of Alternative D to Freeway standards. I ask you consider constructing Alternative D as A freeway. Thanks for your time and consideration. I look forward to hearing from you. Thanks, Shane Carlson	been screened out from further consideration due to park and other impacts.
Carlson, Shane	As a frequent traveler through this area I would still recommend Alternative D. My on-ly concern is the lower speed limits along this route. My other concern is the fact that Alternative D would no longer be built to Freeway standards. I would actually like to see Alternative D Constructed to Freeway standards. I would also like to see alternative D have a 55 to 65 speed limit. Due to the amount of traffic traveling the Seward and Glenn on a daily basis a freeway may fit alternative D better. Another concern is the tight corners and the roundabouts along alternate D. This could prove to be a traffic nightmare with semi's and other vehicles pulling trailers. I know there were originally issues with the near by park but the fact is the nearby park could be relocated slightly to a safer location. So this route could still be constructed as a freeway. I would still recommend building alternative D to Freeway Standards. Safety measures could also be implemented to ensure that the nearby communities are not affected by the high speed Freeway. The other concern i have is the fact that if the midtown project ever happens that the need will arise to construct or turn Alternate D into a freeway. Thus my concern is al-ternative D not being constructed as a Freeway. I would still highly recommend constructing Alternative D as a Freeway way. I would also highly recommend constructing most if not all of Alternative D to Freeway stand-ards. I ask you consider constructing Alternative D as A freeway. Thanks for your time and consideration. I look forward to hearing from you.	The initial screening found that the impacts of connecting the Seward Highway and Glenn Highway with a highway were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection.

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	Thanks, Shane Carlson	
Carlson, Shane	DOT, As a frequent traveler through this area I would still recommend Alternative D. My only concern is the lower speed limits along this route. My other concern is the fact that Alternative D would no longer be built to Freeway standards. I would actually like to see Alternative D Constructed to Freeway standards. I would also like to see alternative D have a 55 to 65 speed limit. Due to the amount of traffic traveling the Seward and Glenn on a daily basis a freeway may fit alternative D better. Another concern is the tight corners and the roundabouts along alternate D. This could prove to be a traffic nightmare with semi's and other vehicles pulling trailers. I know there were originally issues with the near by park but the fact is the nearby park could be relocated slightly to a safer location. So this route could still be constructed as a freeway. I would still recommend building alternative D to Freeway Standards. Safety measures could also be implemented to ensure that the nearby communities are not affected by the high speed Freeway. The other concern i have is the fact that if the midtown project ever happens that the need will arise to construct or turn Alternate D into a freeway. Thus my concern is alternative D not being constructed as a Freeway. I would still highly recommend constructing Alternative D as a Freeway way. I would also highly recommend constructing most if not all of Alternative D to Freeway standards. I ask you consider constructing Alternative D as A freeway. Thanks for your time and consideration. I look forward to hearing from you. Thanks, Shane Carlson	The initial screening found that the cost and impacts of connecting the Seward Highway and Glenn Highway were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection.
Carlson, Stephanie	I live in the Eastridge Neighbor. My homeowners association told me about the plan for the new Seward-Glenn connector. I reviewed the proposals. I have very serious concern about Proposal. It will negatively affect our neighborhood because there will be a new parkway running right behind our neighborhood. I will lower my property value significantly. It will diminish the use of our wonderful Chester Creek path, it will be unusable during construction. It will negatively impact my use of the path and will reduce the viability of the trail and my neighborhood. I intimately oppose proposal D. I also oppose proposal C as it will still negatively affect my lifestyle, my property value and will have a negative effect on our neighborhood. Please reconsider D as well as C. If there is only one choice of C or D, I prefer plan C. Stephanie Carlson Eastridge Drive community	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis).
Carlson,	DOT,	Freeways have been screened out and are no

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Shane	As a frequent traveler through this area I would still recommend Alternative D. My only concern is the lower speed limits along this route. My other concern is the fact that Alternative D would no longer be built to Freeway standards. I would actually like to see Alternative D Constructed to Freeway standards. I would also like to see alternative D have a 55 to 65 speed limit. Due to the amount of traffic traveling the Seward and Glenn on a daily basis a freeway may fit alternative D better. Another concern is the tight corners and the roundabouts along alternate D. This could prove to be a traffic nightmare with semi's and other vehicles pulling trailers. I know there were originally issues with the near by park but the fact is the nearby park could be relocated slightly to a safer location. So this route could still be constructed as a freeway. I would still recommend building alternative D to Freeway Standards. Safety measures could also be implemented to ensure that the nearby communities are not affected by the high speed Freeway. The other concern i have is the fact that if the midtown project ever happens that the need will arise to construct or turn Alternate D into a freeway. Thus my concern is alternative D not being constructed as a Freeway. I would still highly recommend constructing Alternative D as a Freeway way. I would also highly recommend constructing most if not all of Alternative D to Freeway standards. I ask you consider constructing Alternative D as A freeway. Thanks for your time and consideration. I look forward to hearing from you. Thanks, Shane Carlson	longer being recommended. Alternative D has been screened out from further consideration due to park and other impacts.
Carlson, Shane	As a frequent traveler through this area I would still recommend Alternative D. My on-ly concern is the lower speed limits along this route. My other concern is the fact that Alternative D would no longer be built to Freeway standards. I would actually like to see Alternative D Constructed to Freeway standards. I would also like to see alternative D have a 55 to 65 speed limit. Due to the amount of traffic traveling the Seward and Glenn on a daily basis a freeway may fit alternative D better. Another concern is the tight corners and the roundabouts along alternate D. This could prove to be a traffic nightmare with semi's and other vehicles pulling trailers. I know there were originally issues with the near by park but the fact is the nearby park could be relocated slightly to a safer location. So this route could still be constructed as a freeway. I would still recommend building alternative D to Freeway Standards. Safety measures could also be implemented to ensure that the nearby communities are not affected by the high speed Freeway. The other concern i have is the fact that if the midtown project ever happens that the need will arise to construct or turn Alternate D into a freeway. Thus my concern is al-ternative D not being constructed as a Freeway. I would still highly recommend constructing Alternative D as a Freeway way. I would also highly recommend constructing most if not all of Alternative D to Freeway stand-ards. I ask you consider constructing Alternative D as A freeway. Thanks for your time and consideration. I look forward to hearing from you. Thanks, Shane Carlson	The initial screening found that the cost and impacts of connecting the Seward Highway and Glenn Highway were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection.
Carlson, Shane	DOT, As a frequent traveler who uses The Seward Highway and Glenn highway I	Parkway Alternative D, which would have traversed the Chester Creek Greenbelt park on a bridge, has been eliminated from further

Commenter	Comment	Response
	support Parkway Alternative D. I love that Parkway Alternative D would give travelers traveling through a quicker way to get over to both the Seward Highway and Glenn highway. I would recommend Parkway Alternative D figure 2D. I really love that Parkway Alternative D wouldn't interfere with much and would provide even greater access to areas that are already difficult to access. Parkway Alternative D figure 2D would provide far greater access to both the Seward and Glenn Highways. I really love that Parkway Alternative D figure 2D would allow for the communities to be reconnected and would make the community a better and safer place to live. Parkway Alternative D could also be done in phases with phase one being to construct and prepared the Parkway Alternative D figure 2D corridor. Phase two would then be to connect the new Parkway Alternative D figure 2D to both the Glenn and Seward Highway. I love that Parkway Alternative D figure 2D can be done in phases so traffic wouldn't be impacted much for the first couple of months. I would recommend Parkway Alternative D figure 2D because it would provide far greater access to the Seward and Glenn Highways. Parkway Alternative D would provide far greater access to areas already difficult to access and would not effect much once completed. I do have a concern that Parkway Alternative D figure 2D would not be constructed to freeway standards and grades for future improvements. So my request would be to look at possibly constructing a good chunk of Parkway Alternative D figure 2D to freeway standards and grades for future improvements. If the midtown corridor study is ever implemented it might not be a bad idea to construct most of Parkway Alternative D figure 2D to freeway standards and grades for future improvements. This would be my only concern but all in all I would still recommend Parkway Alternative D figure 2D. Thanks for your time and consideration. Thanks, Shane Carlson	consideration due to park impacts and public concerns.
Carlson, Shane	Alaska Department of Transportation & Public Facilities, I am contacting you with concerns regarding roads such as DeArmoun Rd, Minnesota Dr and the Seward Glenn Highway connection DeArmoun Rd: DeArmoun Rd is in need of repair and safety improvements. For a few years now DeArmoun Rd has been gaining bumps and potholes causing some drivers issues. The DeArmoun Rd and Seward Highway intersections have seen the worst damage so far with numerous bumps and potholes forming there. Road repairs and safety improvements to DeArmoun Rd are eagerly in needed. I would like to see a designated left turn lane added to this road along portions of this route. At the Elmore DeArmoun Rd intersection I would like to see two designated right turn lanes added as well as pedestrian crossings to this intersection. I would also like to see stop lights added to the Elmore DeArmoun Rd intersection to help move traffic safely and smoothly. Minnesota Dr: The state should consider upping the speed limit along portions of Minnesota Dr to 65mph. The speed limit should then drop to 55mph after west international Airport Rd.	The initial screening found that the impacts of connecting the Seward Highway and Glenn Highway with a highway down Hyder were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	The state should also look at putting a bridge over the old Seward highway doing away with the stop lights at this intersection. The Minnesota Dr and Old Seward Highway intersection is dangerous and can cause serious traffic issues when accidents occur. A fix such as bridging over the Minnesota Dr Old Seward Highway intersection is needed to improve safety along this route. Minnesota Dr connection: Minnesota Dr to both the Glenn Seward Highway should be explored. With traffic traveling through downtown Anchorage to get over to Minnesota Dr traffic and safety issues is a major concern. A Minnesota Dr Glenn Seward Highway connection should be explored. With the possibility of the Glenn Seward Highway connection running through a park this may be another thing to look into. A Spenard midtown congestion relief study should be conducted to find ways to continue the Minnesota Dr freeway, improve traffic and pedestrian safety this study should look at ways on how a Minnesota Dr freeway could run and how that might look. In south anchorage a Minnesota Dr Seward Highway connection should be looked at. Traffic coming from the Seward Highway tend to catch Minnesota Dr with traffic issues at the Minnesota Dr Old Seward Highway being creat-ed. An interchange for this connection should be looked at. Seward Glenn Highway connection: I have contacted your Seward Glenn Highway connection team but have not heard back. I would like to see the Seward Glenn Highway connection be put in as a freeway. As a frequent traveler along this route I feel a freeway for this connection would be necessary to help address concerns that the nearby community has. The Seward Glenn Highway connection if ran through the park would improve safety and would provide traffic with a quicker and shorter way to get from point A to point B. The Seward Glenn Highway connection if ran through a nearby by park would provide fare greater access to the Alaska Regional Hospital. I recom-mend Alternate D for the connection. My only concern with this connection being a parkway would be the fact that it would not be able to support the traffic that currently exists leading to a need to reconfigure this connection into a freeway I would recommend that portions if not all of Alternative D be constructed to freeway standards. As stated be for I would like to see alternative D of the Seward Glenn High-way connection be constructed to freeway standards I recommend alternative D for the Seward Glenn Highway connection and feel it would best fit the needs of Anchorage and the surrounding commu-nities. Thanks for your time and consideration. Thanks, Shane Carlson	
Carman, Cortney	I support Parkway Alternative AB. That alternative causes the least impact to residential areas, maintains the City's greenbelts, and protects residential areas from increased traffic and related safety and environmental conners the increase brings. That alternative keeps the major traffic flow to commercial areas and moves a large portion of the parkway underground-- where no one has to see or hear it. Parkway Alternative D impacts the City's limited green space and pathways too much. Chester Creek trail is loud enough with local traffic, having more traffic above the trail causes too much auditory and visual impact to the greenbelt. Parkway Alternative C and D will adversely increase traffic in residential areas like fairview, airport heights and lake otis. Alternative C also boxes the fairview neighborhood in by heavy traffic streets. The Alternatives C & D are unacceptable.	Your preference is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Carovano, Kathryn	I am writing to express my strong opposition to Alternative D, which calls for the construction of a highway connection along the Chester Creek greenbelt. This would essentially ruin what is currently a wonderful bike/running/walking/skiing trail used by many different groups--seniors, birdwatchers, skiers, dog walkers, runners. The road introduce noise, air	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	pollution and debris from the road. There are better options that would have less negative impacts. I support the 2050 MTP plan as a more fiscally and environmentally responsible option. Thank you, Kathryn Carovano	
Carroll, Helen	Off of 15th Ave (sitka) Prefer 1. "A/B" then 2. "C" Plan "C" Concerns of: 1. Pedestrian walkway access to downtown 2. Walkway on 15th 3. Access on to 15th from Sitka and 15th onto Sitka 4. Snow dump on 15th removed? Noise barrier. 5. 15th to ted stevens? Option?	Your preference for Alternatives AB and C is noted. Because the remaining alternatives are arterial streets, they would have pedestrian walkways along them. The snow dump would not be affected with the proposed alignments. Travelers would continue to be able to access TSAIA via 15th to Minnesota.
Carter, Laura	Good evening, plan D with the parkway through the greenbelt is a terrible idea. I am 100 percent opposed to this plan. I have more than concerns, I am a big giant NO. It will be terrible for neighborhoods, including Eastchester (south Fairview) and detrimental to one of the biggest selling points of Anchorage--green spaces. I support the modest 2050 plan that would reduce Gambell and Ingra to 3 lanes and add pedestrian and traffic calming features. Thank you, Laura Carter, 42 year Anchorage resident	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Carter, Faustin	I am writing to express my deep concern about the proposed Alternative D plan that routes a highway through the Chester Creek greenbelt area. I no longer live primarily in Anchorage, but I grew up in that area and my brother and I spent our childhood walking, biking, playing, and growing up in that greenbelt area. It was such a magical place, and my nephews (who still live in Anchorage) love that area and play in it today, and when I bring my daughter home to visit her family, she plays there too. This greenbelt has been a sanctuary for local children for generations and that is a treasure that is impossible to replace once it is gone. I urge the folks making this decision to choose one of the options that doesn't introduce a highway through or over this magical place. Thanks.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Carter, Russell	These are an improvement over the original routs. Option AB is a substantial improvement and is far and above the best option and I fully support it. It preserves green space and has minimal impacts on residents and businesses. Additionally, by tunneling under the most impacted parts of Fairview it will be a substantial improvement to the Fairview neighborhood allowing for significant revitalization of the Fairview view area. Options D is out right terrible. In that it will not only impact residents of Rogers Park, Airport Heights, and Fairview, all in a negative way, but it will negatively impact all users of the greenbelt and Anchorage trail system. Other cities are spending enormous sums of money to move their existing freeways underground (looking at you Boston) because they have realized that elevated freeways bridges and overpasses have such a significant and detrimental effect on the residents. Why would we spend money to repeat the mistakes of other cities instead of spending our resources more intelligently and moving our highway style streets underground where they will not have pedestrian risk, would not reduce the value of surrounding land with noise, pollution, and safety risks. I fully support option AB and support moving as many additional portions of the project underground as possible.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Chamard, Sharon	Thank you for the opportunity to comment on the Draft Alternative and Refinement Screen-ing Report. Please note that these comments are from myself as an individual: I am not writing on behalf of any group or organization. I am pleased that the project team has removed the notion of a freeway from further discus-sion. The comparatively reduced capacity of a parkway is more reasonable given popula-tion growth projections. I am also pleased that lane reductions of Gambell and Ingra and the Fairview Greenway along Hyder are in all the proposed alternatives.	Your preference for the MTP and MTP+ alternatives as well as your support for Alternative D is noted. Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Among the proposed alternatives that include a parkway, I support alternative D, solely because it will entail less taking of private property and thus is less disruptive. I am sympathetic to the many concerns expressed about the impacts of traffic noise and damage to the viewshed, but I also have confidence that a well-engineered design could minimize noise and add a signature architectural object of beauty to our otherwise bland city. This said, the concept of tunnelling under Ingra Street (Parkway alternative AB) is also intriguing. This option has the benefit of being unlikely to be opposed by influential members of the community and if it can be done with minimal interference to properties above, both during construction and afterwards (placement of vents and the like), it could well be the optimal solution if a parkway is needed. Ultimately though, I think a better approach is to avoid building more roads unless absolutely necessary. MTP 2050 and MTP+ should be fully implemented before any of the parkway options are undertaken. But as much as MTP 2050 and MTP+ are preferable, they lack some elements that I hope to see. First, MTP 2050 references the Fairview Greenway, but it is not a "creek-to-creek" connection. Optimally, the Greenway will connect to Ship Creek and Chester Creek to create a true non-motorized route around Downtown. Second, MTP 2050 only removes a lane from Gambell and Ingra Streets, which would certainly be an improvement over the existing situation but is not in keeping with the vision of a main street, which for me is two-way traffic with parking on each side, and wide sidewalks that support pedestrians and commercial activity. Third, MTP+ suggests Ingra will be two-way and three-lane, which I think is one lane too many. My final thought concerns the narrative that has been advanced about how traffic will be pushed off existing high-traffic roadways into adjacent neighborhoods if there are lane reductions. There is a concept in crime prevention known as "benign displacement" that has some application here. Crime, much like traffic, is not randomly distributed. It clusters temporally and spatially, typically in disadvantaged neighborhoods. A criticism of some crime prevention efforts is that they just move crime somewhere else, the underlying sentiment is that it is somehow not right to impact other (more advantaged) neighborhoods with this disamenity. Benign displacement argues that it is fact more fair to spread out the undesired thing, be it crime or traffic, rather than confine it disproportionately in a few places in the community. It is more fair to share the load than to concentrate the suffering. Thank you and regards, Sharon Chamard	
Chapman, Walter	Anchorage green belts are very important to the quality of life here. We do not need more roads especially at the expense of open space. If you have 500 million or what ever it would cost the Anchorage school district could use some help.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Christopherson, John	Get rid of alternative parkway D! Do not degrade parkland for highways. Federal laws require highways to avoid building in parkland if there are alternatives.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Christopherson, Sandra	Alt D – The viaduct over CP Greenbelt change needed on this – the bike trail is too valuable to too many people to do the ¾ mile. Eastchester (reworking) plan could be ruined by the presence of air pollution, noise, overhead monolith the trail (?), the Iditarod, the westchester dogsled races, all are threatened and basically ruined in (?). The rest of the plans I support and tunnels are good, roundabouts are good, reducing lanes is good. Cost of it all is ridiculous. We need a state income tax.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Cladouhos, Joel	My vision for Anchorage is a thriving community of healthy people connected by trails. To realize this vision Anchorage must invest in pedestrian-friendly infrastructure. We need to maintain, build and improve our nonmotorized trails. With a budget of around half a billion dollars for this project, if we used those funds to invest in trails connecting neighborhoods, schools, churches, and businesses we would be much better off as a community from all perspectives	All of the alternatives include pedestrian and bicycle connectivity, however, nonmotorized solutions on their own will not solve the problems identified in the purpose and need statement.

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	- social, environmental and economic - in the long run. PLEASE step back from this process and reflect on using the investment to create a better city for current and future generations. Now is the time to act, to use our limited funds to create the city we want - A CITY OF TRAILS!	
Clark, Leigh	I am in support of the MTP + plan. In my opinion, this is the lowest cost option for improving safety for pedestrians, cyclists, and local folks. I'm not convinced an expensive road improvement project is justified for through traffic. Cars should just slow down as they enter Anchorage, if a few minutes are added to their travel time, they'll be fine. If this goes forward I prefer AB over the other alternatives, I think routing traffic below grade is the best solution.	Your support for the MTP+ Alternative is noted as is your preference for Alternative AB over the other build alternatives. .
Clark, Bryn	I do not support or see the need for this project. Traffic in Anchorage needs to be slower, not faster. This is, in fact, one of the stated goals of this project - to slow traffic, encourage pedestrian use and safety and unite neighborhoods. Adding a highway (call it a "parkway" if you like, it's fooling no one) through parkland and the Airport Heights neighborhood simply shifts the problems of Fairview onto yet another neighborhood while also complicating access to downtown where many Airport Heights residents work. Why can't we keep the Glenn as it is while also slowing traffic and improving pedestrian access on the Seward Highway through Fairview. Who are all the people that theoretically need to bypass Anchorage? I've lived both on the Kenai and in the Mat-Su and I can't remember ever wanted to drive straight through Anchorage without stopping for some errand or another, even when my ultimate destination was on the other side of the city. Let's slow Anchorage traffic down and keep currently intact neighborhoods intact. No highway to highway!	e project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Mid-town, the port, military bases, etc, given where people live, create heavy travel demand through Fairview.
Clements, Nathan	No specific comments other than I think the woonerf and Hyder street greenway are incredibly important and I strongly support those ideas. In terms of the proposed option, my preferences are ranked below: 1. Parkway Alt. AB - seems to be the most efficient with the least visual and noise impact. 2. Parkway Alt. D, Viaduct option - I am concerned about noise and visual impact, especially in the section of the currently empty green space. 3. Parkway Alt. C - I have concerns about where exactly the East tunnel opening would be, and noise impact. 4. MTP Plus - I'm afraid this would result in substantial congestion.	* The woonerf along Hyder is a component of all of the Alternatives. * Your support for Alternative AB is noted. * There are Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. * There are detailed drawings Appendix A of the Alternatives Refinement and Initial Screening Report that show where tunnel portals would be. See https://sewardglennconnection.com/document/s/Draft%20Screening%20Report_12-07-24.pdf . * Your concern with congestion related to the MTP+ Alternative are noted. Additional details will be analyzed in the Level 2 screening, which will include traffic modeling to help determine each route's effectiveness.
Cloud, Stephanie	I support MTP+. I think it would be safest to invest in public transportation in a winter climate like ours, it will reduce traffic volume and speed through Fairview, and create a nicer pedestrian environment. I DO NOT support putting an overpass over the trail. The greenbelt system is something very unique to Anchorage and is one of the keys to making this a great place to live. Creating a dark, not-visible, covered area will draw crime and degrade the trail during winter. I also do not think the price tag on the other alternates are feasible.	Your preference for the MTP+ alternative is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Cloutier, Jacques	Thank you for the opportunity to comment on this project. It appears MTP+ provides the best opportunity for success of this effort. This plan allows for minimal disruption to existing roads and allows for more direct access to the port, via MTP+1. Adopting this plan allows for rapid reimagining the Fairview neighborhood. As time passes, the city and state could quickly modify project planning depending on the outcomes of the new transportation configuration. A shorter iteration cycle to improving this area, would be a more	The project team appreciates your perspectives. Note that There are detailed drawings Appendix A of the Alternatives Refinement and Initial Screening Report: https://sewardglennconnection.com/document/s/Draft%20Screening%20Report_12-07-24.pdf . Engineering design elements would be

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	cost effective solution, rather than a large project, which will likely need to be modified in the future. Alternatives which include tunnels seem grandiose. Construction would take an extended period of time and likely run over budget. The alternatives (C and D) which utilize the area south of Merrill Field appear to lack details. It is good the new design requires a lower maximum speed, but I find it hard to believe south bound traffic, after travelling at 65+ mph will slow down adequately to navigate the curves and roundabouts planned. Accidents will result, especially during the fall season's first snowfall. The alternatives which route over the former Merrill Field landfill will present some construction challenges. Along with the former landfill, the areas south of the runway 34 have had drainage issues for years, with no solution. Adding more roads to this area without addressing this will make road maintenance and stability even more difficult. Of Alternatives D (2a and b), I do appreciate reducing Lake Otis Parkway to 3 lanes. Below is my ranking of the options for the Highway Connections (ordered Highest to Lowest) 1. MTP+ 2. Parkway Alternative D (2b) 3. Parkway Alternative D (2a) 4. Parkway Alternative C: Too complex 5. Parkway Alternative AB: Too complex	included to cue drivers that they are entering different facility type that requires slower speeds.
Cochran, Jessica	Hard to to Alt D; impact to park areas are too high, major downgrade to quality of life for immediate neighbors but also commuters, recreation users, visitors, and major events that use the greenbelt - Anchorage's crowning jewel. It also sends high-speed traffic right into the congestion at Fireweed and N. Lights - just pushing the safety issues down the road, not really solving them. The only option that might actually help solve some of those issues is the MTP Plus option. Lower 48 cities are actually starting to dismantle highways to divert funding to these options; we have the chance to skip that step and try it first. Alt C with tunnels is a nice idea, helping Fairview re-connect across 15th, but is very expensive.	Note that highways have been eliminated. The current alternatives are proposed to arterial streets. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Coles, Michael	Alternate D combined with Parkway C & D #1 or #2 appear most logical plan. Further residential development at port could occur with better planned access as a result. Running a connector through middle of Fairview seems illogical. Alt D would provide "new" access through town as well as better extension to port. I would imagine extension to port with alt C-D parkway could provide better accessibility for trailered truck traffic commuting to and from port and reduce high level of semi traffic through downtown core.	Your preference for alternatives C and D are noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Collins, Wade	My preferred alternative is Alternative C. Alternative AB would be my second choice. Alternative D would be the worst possible option.	Your preferences are noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Condon, Joel	ACCEPTABLE revisions: MTP 2050 MTP Plus Parkway Alternative AB UNACCEPTABLE revisions: Parkway Alternative C Parkway Alternative D Unacceptable alternatives C & D are far too disruptive to residential neighborhoods. D would be an unmitigated disaster for the Chester Creek greenbelt.	Your preferences and concerns are noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis.

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	Acceptable alternatives MTP 2050, MTP Plus, Parkway Alternative AB reconfiguring existing major transportation corridors is the best way to maintain established land use patterns. Respectfully, Joel Condon, AIA NCARB	
Congdon, Bob	I oppose Parkway Alternative D because it unnecessarily and negatively impacts parkland in Anchorage, puts a stilted highway right through a park with the attendant noise, air pollution, trash, under highway camping and trash disposal, and looks bad. MTP 2050 is better if this traffic control project must proceed.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Cooke, Shawna	Please don't build an overpass through our green spaces. The alternatives that have the least impact on the park system are important to me. The Chester Creek trail and greenway are integral to the character of our city. Being able to connect all parts of the city through trails is what makes Anchorage such a special place to recreate. An overpass through our greenways would destroy a part of what makes it so special. I love the inclusion of more roundabouts and landscaping along the road system in all the plans. Tree lined streets would really increase the aesthetics of Anchorage, something that is very much needed. I think we can accomplish so much without destroying our sacred trail system.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Cooper, Cindy	Hi, Cindy Cooper, 907-229-XXXX, thank you	Completed May 2025
Craig, Liz	I find Alternatives AB and C the most appealing because they have the least impact on the park system, which is something I value deeply. The Chester Creek trail is a cherished greenway and a key part of what makes Anchorage special — putting an overpass through it would take away from its unique character. I also really appreciate the addition of more roundabouts and enhanced landscaping in all the plans. Tree-lined streets would greatly improve Anchorage's overall aesthetics, which is something the city truly needs.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. All remaining alternatives would be a parkway style of street with slower speeds and roundabouts where feasible.
Crawford, Maria	Hello, Thank you for extending the public comment period for the PEL Revised Alternatives. It al-lowed for more time to review, discuss, and digest these plans and concepts. I am writing in support of the MTP 2050 and MTP+ alternatives. They show the kind of lane reductions, reduced speeds, and complete street designs that can be implemented in short, interim, and long term phases with fairly quick results that would benefit Fairview and Anchorage as a whole. Increasing safer, multi-model transportation opportunities can only improve our quality of life in Fairview. Thank you, Maria Crawford	Your support for the MTP+ is noted.
Crawford, Susan	Please don't make us into California! I would rather have a drive that is 10 minutes longer than cut through greenbelt with a bypass.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood

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		impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Crawford, Benjamin	I am commenting to express my opposition to the Alternative D option for the Seward to Glenn connection. I believe this option would have significant negative impacts to the Chester Creek greenbelt/bike path. This area is a recreational oasis in the middle of Anchorage and my family use it daily. It would not just be an eyesore but increase noise in the surrounding neighborhoods, reduce the "escape to nature" the area provides, and create a new place for illicit activity.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Croft, Melanie	Green areas are what make Anchorage a great space to live. The communities impacted by this change are also lower income and have more to lose than the people who line the pockets of those who get to make decisions like this. Stand up for our communities and the local ecology that is already struggling so much.	Parkway Alternative D, which would have traversed the Chester Creek Greenbelt park on a bridge, has been eliminated from further consideration due to park impacts and public concerns.
Cronick, Luke	Please do not pass the proposal for "Parkway" Alternative D. This cuts through a beautiful untouched area in the middle of Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Cronick, Chris	Anchorage currently has a minor congestion problem compared to other cities. Improving the highway connections as proposed in any of the alternatives greatly benefits those living outside of Anchorage while providing a shoulder shrug of benefits to those living in the area at the cost of hundreds of millions of dollars. Dollars that could be used elsewhere. Anchorage has a looming energy crisis, can't fund public schools and has a lackluster economy with a declining population and skeptical future. Any alternative (alt D) that impedes on Greenbelt, open space, parklands, etc I am staunchly opposed to because it takes away from what little Anchorage currently has to offer as one of the great things when compared to other cities. Alternates A, B and C are not necessary as the benefits do not outweigh the high cost, especially if this is from taxpayer money. Use the money elsewhere! Last summer I was hit by a vehicle while biking down Arctic Blvd (conventional unprotected bike lane). The accident terrified me as I could've easily been killed. Sadly, near misses by drivers not paying attention are not a rare occurrence in Anchorage. Because of it I've stopped biking to work because there is no safe way to do so. I beg that any chosen alternative, including MPT+ design separated and/or protected bike lanes because the conventional and shared lanes are not safe, especially in Anchorage. MTP+ is my recommendation as it costs the least amount and will increase safety for pedestrians and bikers with the addition of the Hyder St woonerf design. This to me provides the greatest benefit to the local population without incurring massive costs.	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Crowley, Thomas & Susan	The plan D Alternative for the H@H project is the worst one I've seen since the route proposed through Rogers Park at Cottonwood St., that was abandoned years ago. I was recently in a "traffic jam" heading north from 36th to Muldoon (On a Friday at 5 pm) it took about 11 minutes. I've spent more time on the I-5 in LA and Seattle going the same distance! People are leaving the state. Why are we even spending money on these elaborate studies?	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on

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		Fairview. There is a purpose and need report on the project website with more details.
Curtis, Kenton	Hello, I bike commute from Airport Heights to Anchorage International Airport 5 days a week year-round, using the Chester Creek trail. I have a few comments about the bridge idea: 1) Yes, it keeps the greenspace, but the overpass is step # 1 to a widespread degradation of the area. Look at the Government Hill access overpass as the most similar sized bridge. Look underneath it...how beautiful of an area is that? Find me any similar sized bridge and what does the area look like around it? Look at the area under the bridge at the intersection of Campbell Creek Trail/Seward Highway...it's not good. Add a long bridge, you'll get the tents. Add a bridge, you'll get less usage of the trail, and with less interest in the park, it just opens up the door in the future to further development of the area. 2) Visuals. We'll be seeing that bridge from a distance in all directions. 3) Noise. Unless you plan to build a wall on the bridge that blocks the noise. 4) A large bridge means more deicing chemicals will be necessary, since bridges ice easier than typical roads. Those deicing chemicals will be transported directly into Chester Creek. 5) BIG safety issue: How do you keep the snow plows from plowing snow off the bridge onto unsuspecting pedestrians below? I've been hit completely unsuspecting by a very large load of slushy snow pushed out by a snow plow on C Street/Chester Creek, enough to almost knock me off my bike. Imagine if that would happen on a tall bridge. In addition, any accumulation of snow plowed off the bridge would accumulate into a mound on the bike path below potentially making it unusable. If slush develops on the road, or puddles, then vehicles would be sending large piles of water down onto the trail as well. Half a gallon of water doesn't seem like much, but try taking a direct hit of that from the height of this bridge. What about icicle formation on the bridge?	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Dailey, Chris	Alternative D is a mind-numbingly stupid approach to connecting the Seward and Glenn highways. Routing a new highway connection directly through the Chester Creek greenbelt, one of the most pleasant trail corridors in any urban area in the country that provides incredibly valuable access to nature and fitness opportunities for everyone in Anchorage would be an incredible mistake that could never be rectified, not to mention the impacts on wildlife habitat connectivity. Building Alternative D would destroy everything that makes the Anchorage trail system special, and would be a colossal waste of public transportation funds that would be better spent on basically any other approach.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Davenport, Emily	I am writing to object to the Seward to Glenn connection project which calls for building a new road (and what appears to be a tunnel) through the wooded area south of E. 15th Ave. to the Seward Hwy, bypassing the intersection with Gambell St. Building more roads just encourages more traffic, and it seems most of the out of town traffic travels along 6th Ave. in and out of town. The above plan will only encourage more traffic along Debar / 15th. We should be investing in mass transit rather than building more roads.	Your opposition to Alternative C with a tunnel under 15th Avenue is noted. The MTP+ Alternative included additional transit improvements and has been forwarded for additional analysis in the level 2 screening.
Davidson, Aubrie	Please do not go with option D that would be the biggest loss for my family with little children and would lower my quality of life. Personally, I think they should do the intermediate plan that narrows Ingra and gamble and adds pedestrian and bikes spaces The population isn't growing	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Day, Erin	I strongly oppose Parkway Alternatives AB, C, and D. It's okay for regional traffic to take time getting through town. Building bigger arterial roads that require even more maintenance and higher speeds are NOT in the best interest of Anchorage. I support the MTP Plus Alternative. It makes sense for our traffic volume and multi-modal transportation.	Your opposition is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood

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	Stop trying to sell the "bigger is better" approach, especially when history teaches us that bypass highways are bad news for communities.	impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The problems we are trying to solve (safety, conflicts between road functions, neighborhood impacts, and adopted community plans), are occurring now, based on the current levels of traffic.
Decker, Cynthia	I strongly oppose Seward-Glenn hwy connection , option D!! I am in agreement with the statements that no existing green belt and neighborhoods should be negatively affected by alternative auto routes. Please reconsider other options that enhance these areas not detract from them. Cynthia Decker	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Delaney, Jack	Alternatives AB and C are the most appealing to me. They have the least impact on the park system and that's important to me. The Chester Creek trail is a greenway that is the pride and joy of Anchorage, to put an overpass through it would destroy a part of what makes it special. I really enjoy the inclusion of more roundabouts and landscaping along the road system in all the plans. Tree lined streets would really increase the aesthetics of Anchorage, something that is very much needed.	Your preference for Alternative AB is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
DeYorio, Kristen	While I understand the reason for this Seward-Glenn connection, the location is a bad choice. I'm opposed to it and believe the city can find a better option which will allow the existing neighborhoods to remain intact.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Dial, Roman	As a 33-year resident of Anchorage and a 48-year resident of Alaska who has lived in Airport Heights for 13 years and worked in the U-Med district since moving to Anchorage, I would like to suggest Parkway Alternative AB best preserves the qualities of life offered by Anchorage. More specifically much of would follow the high traffic volume routes that have historically served Anchorage and pass through an area that has been subject to this sort of use for decades. The other alternatives would degrade the neighborhoods that they pass, because for instance sound and pollution would be multiplied by factors greater than 1 (ad oubling in noise for instance), whereas Alternative AB would change conditions only marignially (i.e. noise might be increased by only 1/2) even though the absolute effects would be equal (i.e equal volume of traffic passing along all alternatives). In addition, as a mathematical modeler, I find rubrics such as Table 1 (Summary of Preliminary Screening Results) on page 29 of the December 2024 version of the Alternative Refinement and Screening Report -Draft, are sometimes not used for guidance but rather for decision making because it's easier to apply a pseudo-quantitative threshold than to use judgement. Rubrics such as Table 1 are missing many other criteria that could and perhaps should be used and that would change scoring. I welcome the opportunity to express myself here. Hopefully Dunleavy and others in our Red State can convince Elon Musk's DODGEY to provide the funding necessary to make Alternative AB a reality.	Your preference for alternatives AB is noted. Additional details will be analyzed in the Level 2 screening, which include many additional criteria.
Dickenson, Johnh	I live and own my home in (College Village)Rogers Park Community Council Area for thirty plus years. Today I was walking Chester Park Trail and saw the signs announcing consideration of Parkway Alternative D Crossing Chester creek greenbelt. I prefer zero impact to the trail and park greenbelt. However I worked for DOT for many years and realize this is a difficult problem to solve. Doing Nothing is NOT a solution. The problem will not go away. Parkway Alt A seems reasonable.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Your preference for a Alternative A[B] is noted.
Dietrich, Hannah	Only the AB plan meets all of the intended goals of allowing folks to bypass Anchorage from north and south uninterrupted, restoring connectivity and	Your preference for Alternative AB is noted. Both Parkway Alternative D and Freeway

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	quality of life in Fairview, improving pedestrian and bike infrastructure, and improving connectivity from the port to the highway, all while avoiding just moving the connectivity and quality of life problem to other neighborhoods (reroute on the north side of town is majority commercial/industrial, limiting impact to residents and neighborhoods; all plans improve Mountain View connections while leaving it separated by highway from the rest of the city) and impact to Anchorage's Chester Creek greenbelt that supports quality of life and non-motorized travel. It's projected to be more costly, but these costs could be spread to all users, including the Port of Alaska, JBER, and the Mat-Su and Kenai Boroughs (whose residents are the most benefitted from a separated road allowing them to pass through Anchorage without stopping. Anchorage commuters and residents already must drive on Anchorage surface streets and are most likely to have midtown and downtown as destinations which the current highways deliver them to directly already). These costs also outweigh the potential future cost implied by plans C and D of needing to do yet another reroute in the future to restore connectivity between Fairview, Airport Heights, and Rodgers Park neighbors that become separated by the new highway, as well as to restore the obstructed greenbelt. Plans C and D also do not improve connectivity from the Port of Alaska to the highway, and in fact make it worse, with greater distances (and partially duplicative of plan AB if C or D was enacted). The need for fully separated highway through Anchorage is not well demonstrated, given that it is a commuting destination and shipping/medical/transit hub more than a city to need to bypass. Perhaps Ingra/Gambell would be well served by well-timed lights, improved sidewalks, separated bike lanes, lit and flashing pedestrian crossings with curb bump outs, improved visibility/lights, medians for safety, narrowing lanes to slow instinctive driver speed, and speed/red light cameras to enforce safe driving. These would help calm traffic and improve motorized/non-motorized traffic along and across both streets.	Alternative D have been screened out from further consideration due to park and other impacts. Note that fully separated highways are no longer being considered. Currently proposed alternatives consist of parkways (Arterial Streets). The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
DiTullio, Matthew	Regardless of what the modeling shows, this is the wrong solution. The quantitative data that the modeling is based on does not account for the irreparable qualitative harm that will be done to multiple communities by adding (essentially) a highway through our city, neighborhoods, parks, and across our beloved trail system. We do not need more high speed roads in Anchorage; we need fewer.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Dobson, Alexa	To the Seward-Glenn Connection PEL project team, Thank you for the opportunity to comment on the Draft Alternative Refinement and Screen-ing Report. We appreciate that the project has taken community feedback on board and re-fined the alternatives accordingly. However, the refined "parkway" alternatives retain many of the fatal flaws that the freeway alternatives had, particularly in terms of the selected routes. The parkway alternatives would still have unacceptably high impacts on neighborhoods, parks, and trails. We oppose Parkway Alternatives AB, C, and D: • Parkway Alternative AB would somewhat improve the situation for Fairview, but it is so expensive that we worry it will never be feasible to fund, thus delaying reparations for the community.	Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis. Preference for the MTP+ Alternative is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	• Parkway Alternative C would increase traffic through portions of Fairview along 15th Avenue, thus continuing to harm that community. It would also add new lane-miles, thus increasing the maintenance burden, while DOT&PF already has a massive maintenance backlog and cannot meet its targets for timely snow-clearing. • Parkway Alternative D would add even more lane-miles, including an elevated via-duct, thus further increasing the maintenance burden. It would also destroy the experience of using Sitka Street Park and Woodside Park, as it would be directly adjacent to those parks and playgrounds. It would also dramatically impact the experience of using Chester Creek Trail, and would destroy wildlife habitat and informal trails in the undeveloped block between Sitka Street Park and Chester Creek Trail. We urge DOT&PF to support the community by enhancing, not harming, the green-belt trails that are Anchorage's crown jewel. Instead, we support the MTP+ Alternative, as it would encourage a mode shift to reduce the vehicle traffic that will harm our community no matter where we put it. We thank the project team for listening to community desires for expanding transportation options and evaluating the possibility of improving transit with this alternative. If the MTP+ Alternative is not financially feasible, we would support the MTP Alternative instead. We support the MTP+ (or MTP) as final solutions for this corridor, not simply as interim measures. Sincerely, Alexa Dobson Executive Director, Bike Anchorage with support from Bike Anchorage Advocacy Committee and Board of Directors	
Dommelen, Dorn Van	I am hoping that you have heard from a lot of residents, that the alternative that proposes an elevated highway through Chester Creek (I believe it is alternative D), impacting parklands in this area, is a horrible idea. Apart from it being a 4(f) nightmare, it threatens the integrity of Anchorage's park and trail system in terrible ways. Anchorage has incredible trails and aspires to have a world-class trail and park system. You can have neither with a large highway impacting what is, arguably, the most important trail in the entire municipal trail system. No one wants large highways overpassing parks and there are already too many places where roads and highways impact our parks. The location of the elevated parkway would impact key parts of the park system, including the Eastchester Park, Sitka Street Park, the wetlands between the areas, and the trails that are used of the annual Tour of Anchorage and the Iditarod Start. One of the largest community social gatherings of that latter event would be hugely impacted by the disruption caused by a highway passing over it. The municipal parks department just released a new master plan for Eastchester Park, a plan which will mitigate the years of damage done to the channel of Chester Creek. It's a great plan and will be ruined if this alternative is chosen. The highway would also have environmental justice impacts by passing near the senior center and the lower part of Fairview. The Chester Creek alternative is just a bad idea. Choose another alternative. Spend more money to have less impacts. Put people and parks before automobile traffic. Dorn Van Dommelen	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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Dommelen, Lang Van	I am a resident of Fairview (Karluk and E 17th Ave.) and I was alarmed to see that one of the Glenn connectors (Alt D, I believe) would irreparably damage my neighborhood. An elevated bridge through Chester Creek would destroy the world class trail system Anchorage is known for, damage wetlands, and bring increased noise and pollution to a neighborhood that has affordable and low income housing. Beyond the damage to the recreational lands and wetlands in these areas, this alternative would more than likely cause an increase in illegal camping under the bridge. This along with a major overpass literally shading my neighborhood any equity I will have from owning my house will likely disappear. To sum up my thoughts, this overpass will ruin world class recreation, it will do so on the backs of a low income neighborhood which has already been negatively impacted by Anchorage developers choices.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Donlon, Rose	Please preserve the precious existing green space in Anchorage. Tikishla Park and the Chester Creek Trail are irreplaceable resources recreation and tranquility in the middle of the city. Find a solution that does not include paving over wetlands.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Donovan, Ashley	I am a resident of Anchorage, and own a condo on Sitka Street. I find all proposals for permitting highway traffic to run in/on/near 15th Ave, Sitka St, and Lake Otis to be unacceptable. This will greatly disturb my enjoyment of my home, Sitka Street Park, and the Chester Creek Park. It will reduce the green space around my home while increasing the traffic. I already find it very difficult to exit my neighborhood to get onto 15th Ave. To propose permitting highway traffic to use this street is simply ridiculous. Alternatives C and D are not feasible as they will destroy the character of my neighborhood and my enjoyment of my community. It will bring more traffic, harm the green space, increase noise and pollution, and reduce my property's value. It makes much more sense to go through downtown than to harm my neighborhood by building these "parkways." Even if you add a larger median and side walks, drivers will still drive too fast through my neighborhood and there will be more of them. We do not want this highway connection near the Eastridge Community. Build it through downtown.	Your concerns are noted - Additional details will be analyzed in the Level 2 screening. Note that Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Dorow, Brian	I have reviewed your highway plans and I am definably against parkway pan D . Anchorage prides itself on it's parks and green spaces, they are a big part of what attracts people and businesses to this city. Why would you take that away? I can see why you have called this revised plan "parkway" because it destroys 3 of them and also has no redeeming value to the nearby neighborhoods. Thank you for your consideration, Brian Dorow registered voter.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Dorow, Jackie	I am so sad to see that option D is even a thought for the Seward Glenn connection. Anchorage use to take pride in having such beautiful parks and green areas with in the city. Please do not take this away from our neighborhoods. I feel sick to my stomach even thinking about it. I don't like option C either as it just boxes in the neighborhood with extra traffic noise. Ingra and 5th Ave areas are already familiar with high traffic, making AB the best choice for the new connection.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis.
Drummond, Dana	I oppose Parkway Alternative D and request that it not be carried forward as an option. I value the ease of access and the relative quiet in the middle of a busy city that the both the Chester Creek greenbelt and the undeveloped Sitka Park offer. Alternative D will destroy the character of this refuge. This is not just vacant land with no cost - it has an extremely high value to me and the many residents and visitors to this city that use and/or live nearby. While this alternative may be cheaper on paper than the other alternatives, the decreased quality of life for the many adjacent residents and people who value the nature of the area that transit the area on the Chester Creek Trail more than offsets the money saved in the project. Please consider another option. Thoughtfully, Dana Drummond	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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Dudley, Brooke	Please do not run the Seward highway through the greenbelt next to the Chester creek trail!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Dueber, Kate	Dear Mr. Jones: The Alaska Railroad Corporation (ARRC) has reviewed the Seward - Glenn Connection Draft Alternative Refinement and Initial Screening Report and has the following comments regarding traffic to and from the Don Young Port of Alaska through the Ship Creek area: • Directing port traffic to 1st Ave as shown in MTP+ #1 is not a viable option as it is inconsistent with the pedestrian oriented Planned Community Development District in the Ship Creek area. • ARRC is opposed to an additional overpass as recommended in MTP+ #2 and MTP+ #3, as this will restrict ARRC's ability to operate, maintain, and develop railroad yard and reserve property. • Some alternatives appear to require at-grade rail crossings. Per Alaska State Policy on Highway/Rail Grade Crossings, a Diagnostic Team Study will need to be performed to ensure the crossings are necessary and are designed to include the recommended safety treatments. • ARRC is opposed to alternatives that impact current ARRC leaseholders. • Generally, ARRC's preference is for freight traffic to continue to use the A/C Couplet. We look forward to continuing to work with you on this important project. Should you have any questions, please do not hesitate to contact me at 907.265.3026. Sincerely, Kate Dueber Director, ROW and Public Projects Cc: Brian Lindamood, ARRC VP Engineering, Chief Engineer Christy Terry, ARRC VP Real Estate Andrew Donovan, ARRC Director Real Estate Leasing/Permitting Meghan Clemens, ARRC Director External Affairs Kellyan Taylor, ARRC Leasing Manager Kristen Gratrix, ARRC Manager Real Estate Contracts	DOT&PF appreciates ARRC's review of the draft alternatives. * Regarding port access along 1st Avenue, DOT&PF has heard other concerns regarding the function of the land uses along 1st Avenue and will be taken into consideration. * Regarding MTP+ #2 and #3: your opposition is noted and will be taken into consideration. * DOT&PF concurs that a Diagnostic Team Study would be needed and will participate in the study should an alternative include an at-grade crossing. * Regarding leaseholder impacts: Your concern is noted. DOT&PF is attempting to minimize property impacts, however, it may not be possible to provide new or improved port/industrial area access without some impact to property. * Your preference is noted. DOT&PF is trying to find alternatives to the A/C couplet for freight movement to reduce freight traffic through downtown and Fairview, which are trying to develop more walkable streetscapes.
Dugan, Robert	Regarding your proposed project to connect the Seward and Glenn Highways I would like to offer the following comments. I am opposed to Alternative D that involves putting a new highway through Chester Creek Park. The park is a valuable asset to the city providing residents with a place for quiet muscle- powered transportation and a refuge/corridor for wildlife. Alternative 2050 MTP seems to be the most reasonable as it solves the problem with minimal impacts. The tunnel options are too costly. Thanks for the opportunity to comment. Robert Dugan Girdwood, AK	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Durand, Shane	Have any preliminary traffic analysis or capacity studies been done of the different alternatives? It seems premature to eliminate freeway/6 lane options without knowing the capacity change to going to parkway or 4 lane. It is arguable there would be no economic benefit to the project if it is not increasing capacity. Particularly if it is not increasing capacity over a do nothing option. Do the cost estimated include the price escalations and inflation seen the last 2 years? The conceptual drawings appear to have roundabouts on all the options. These appear to be in the routes that commercial trucks with double trailers	* Forecasts of future traffic were conducted and are available on the project web site. There are currently about 50,000 trips per day coming into the study area and the forecast shows that growing to approximately 60,000 trips per day by 2050. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed

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	utilize from the port of Anchorage and Alaska Railroad to get out of town. Are these going to be designed to accommodate double tractor trailers. If not and DOT had to preclude doubles from running this would have major economic impact. Do the cost estimates include consideration for the long term costs of maintaining the new green areas and landscaping shown in the parkway alternatives? Recently DOT has been clear cutting and removing these green areas to prevent homeless camps and other non permitted uses of these areas. Is it wise to design in landscaping or areas that are just going to become more homeless camps and increase long term maintenance costs>	through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. * The suggested design ideas will be considered for the alternatives that move forward. The suggested design ideas will be considered for the alternatives that move forward. * Cost estimates are based on recent bid tabulations which include recent inflationary forces. Maintenance costs will be evaluated in the level 2 screening. * Yes, roundabouts would be designed to accommodate freight trucks.
Earl, Rob	I support parkway route C. Thank you	Your preference is noted.
Eash, Art	Regarding this massively intrusive project, I object. For decades I enjoyed walking, biking and skiing through the project area as one who lived nearby. Now as an "expat", I return to use the park as a visitor. The proposals, including revisions, are ill-conceived in that the disruption and permanent destruction of park assets will greatly reduce an extremely valuable asset. I strongly urge alternative improvements to enhance traffic flow by modifying existing rights of way. Art Eash	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Egrass, Pete	Please no, I love walking my dog on this trail everyday. I live in the area and it would make me want to sell my house.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Egrass, Pete	Not alternative d please!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ellanna, Mischa	I presume traffic studies with the route alternatives are modeled for 20-30 years in the future. I am guessing that traffic models don't include self-driving cars. For several decades into the future, self-driving cards must be included into the study.	Currently modeling capabilities do not account for self driving cars.
Engel, Harold	Thank you for the opportunity to provide comments related to the Parkway Alternative D for the Seward to Glenn Connection Planning and Environmental Linkage Study. I have been in the Municipality of Anchorage since 1984 and live in the Rogers Park neighborhood. I oppose the Parkway Alternative D option. The expression Parkway is misleading. I feel this option in reality is a highway that will be routed through established neighborhoods, wetlands, parks and Chester Creek. Consequently it results in significant impacts to the environment, anadromous fish habitat, and fundamental overall community well being. I do support the MTP 2050 alternative. Respectfully, Harold Engel	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Eppard,	I am writing to express my preference for Parkway Alternative AB or C. It is my	Your preference for alternatives AB and C are

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Jon	opinion that option D, although cheaper, will be a terrible choice for anchorage in the long term. I live in the affected area and frequently use the Chester creek trail system and Sitka park. I believe the best option for the long term is to move these high traffic through routes underground as much as possible. Option AB or C would leave the land that would be used in option D to build the bridge left as greenspace (which I believe there is tremendous support for), or it can be set aside for future dense housing developments (which our local economy is in desperate need of). We do not need more surface roads in our city. I understand that Anchorage has a large amount of greenspace available for recreation in Kincaid and Far North Bicentennial Park but those parks are located far to the east and west and are not close to the city center. Chester Creek Greenbelt Park and the greenspace near Sitka park are a vital escape for residents who are unable to make trips to the greenspaces that are further away. These parks will only become more and more appreciated as the city grows around them and becomes more and more dense each decade. Thank you for your hard work on this project. Jon Eppard	noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Evans, Dave	Galen, we've heard from Fairview Community Council and Airport Height Community Council that the comment deadline for councils has been extended into February, but we haven't heard a specific date in February. If the Rogers Park Community Council passes a resolution at their February 10 (Monday) meeting, it will take some additional time to get the signed version to you. If you receive an RPCC resolution on February 14 or 17, would it accepted and treated like all other comments? Sorry if we missed this at the most recent CAC meeting. Thank you, Dave Evans	Hi Dave, The comment deadline has been extended to February 28, 2025. We look forward to receiving your community council resolution. Thank you.
Fearey, Donna	I oppose Alternative D and ask that it not be carried forward to the next level of screening.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Fierro, Molly	Any use of obligated airport property for any alternative requires review and approval from the Federal Aviation Administration (FAA). Given the proximity of at least one alternative to Merrill Field, the FAA requests AKDOT coordinate directly with both the airport sponsor and the FAA during the alternative review and selection process.	DOT&PF has been coordinating with Merrill Field Staff. The routing of alternatives C primarily occurs outside the current airport fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property or a tunnel. If an alternative moves that affects the airport, DOT&PF will coordinate with FAA.
Fife, Chenery	"Hi, my name is Chenery Fife. My phone number is 303-917-6961. I live in Midtown Anchorage and wanted to comment on the Seward Glen Highway connection, specifically against Alternative D. Cutting into the city's green space would just be a huge problem for the residents. Um, I and my friends use this trail for recreation and also for bike travel in the summer and winter. Um, so just want to express, um, my opposition to alternative D and many of my friends who live in the airport heights neighborhood do not want a highway through their neighborhood. I've lived in Philly where highways just destroyed certain neighborhoods, um, lost character, property values went way down and created huge barriers within the city. I have also worked commercially driving this area and the slowdown in downtown area is not worth getting rid of some of our green space. So thank you for taking the time to listen to my comment. Say my name is Chetney Spice, D-R-D-917-6961, thank you."	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Thank you for your feedback.
Finnegan,	I think it would be a disaster to destroy parks and the green belt. My goal is to put a	Both Parkway Alternative D and Freeway

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Peggy	highway through. I adamantly oppose option D	Alternative D have been screened out from further consideration due to park and other impacts.
Fisk, Katie	To the team, I am a neighbor within one of your projected highway designs (D) and would like to voice my opposition to option D. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Fisk, Louis	Please don't consider Option D. The greenbelt area along Chester Creek which is near low-income housing is some of the only nature those kids get regularly exposed to. Also, I'd have concerns about falling ice/snow from the overpass landing on rec users below.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Fisk, Louis	I'd like to voice strong opposition to Alternate D - parkway through Chester Creek greenbelt. As a local family with three young children, I can attest the greenbelt area here is a special place for children and adults to enjoy Chester Creek fishing, the nearby playground, and the relative peacefulness of the thick woods, which hold birds, fox, moose, bears, and even lynx. An elevated, busy road would heavily degrade the enjoyment of this small refuge, which also happens to be adjacent to many affordable housing units and young families. Falling snow and ice from an overhead structure also poses a risk to those below. The Chester Creek trail is heavily trafficked with pedestrians, bicyclists, and skiers, all of whom would be negatively affected by relocating the highway through a natural area that represents the best parts of Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Fitting, Riley	Thank you for taking my comment. My partner and I live in south Fairview, right against the greenbelt and Eastchester park, I visit that park and the section of trail near it everyday when I run my dogs. Our home, and the neighborhood we live in would be greatly impacted by all of these plans. My comment's goal is to say that the plan that creates a section of road through/over the greenbelt is a bad idea. It would be bad for my neighborhood because we all rely on that park and that trail for safe exercise and getting outside daily. With bridges, overpasses and through roads comes litter, road debris and vandalism. This is a vulnerable neighborhood that has worked hard to build community and we don't need a highway to divide it, again. Directly across or adjacent to the park, where the road is planned to be near is Chester Park Estates, a low-cost apartment complex that houses very many children and an increasing amount of new Alaskan families; Chugach Manor, another low-cost housing complex for adults; and the Senior Activity Center. Alaskan kids are already less likely to have a park/playground in their neighborhood that kids in the lower 48, and that likelihood decreases as families dip further towards the poverty line (ref 1). Adults that are connected to nature experiences less mental and chronic health problems (ref 2). DOT can show that they care about Anchorage's financially vulnerable households by not building a road across our park. This narrative is making an assumption - the road will cause people to not use the park or the trail. It might not for everyone, I hope Shiloh Missionary Baptist Church still has community events and that rugby and volleyball teams still practice in the fields, but it will eventually cause me to stop using the trail. I very scarcely run west on the trail (west of the highway) from my house anymore, as over the last few years after me, my partner, and sister have been verbally harassed or followed by people living outside on the trail in between the highway and A street. If we are getting harassed, so are my neighbors and their kids, and we want safety. 1. Child and Adolescent Health Measurement Initiative. 2022-2023 National Survey of Children's Health (NSCH) data query. Data Resource Center for Child and Adolescent Health supported by the U.S. Department of Health and	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Human Services, Health Resources and Services Administration (HRSA), Maternal and Child Health Bureau (MCHB). Retrieved [2/18/2024] from [www.childhealthdata.org]. 2. Alaska Overcoming ACEs with Resilience Data Visualization Tool Version 1.0: Alaska Department of Health, Division of Public Health, Section of Chronic Disease Prevention and Health Promotion; https://alaska-dph.shinyapps.io/AK-ACEs/ accessed on: 2025-02-18.	
Flint, Galen	To whom it may concern: I am writing in opposition to the 4 lane arterial road and viaduct being proposed to go through the greenbelt in The Chester Creek area. This is a terrible proposal. This area is a cherished space for the communities that live around it and use it as a place to recreate and relax. We moved here precisely be-cause of the peace and quiet that this space provides us. An arterial road would be disruptive and dimin-ish the health of the community and environment in the area. I think it is deeply irresponsible to destroy a community in Anchorage and the green space that makes the community so desirable. We love our neighborhood and green space precisely because it provides us with a peaceful and healthy community. The last thing we need is commuter traffic dividing our city. The value of our homes have increased over time because of the access to the green belt and the health of the community overall. In particular the idea of an elevated viaduct is ridiculously harmful and detrimental to a community that is already struggling with crime. It is well known that in all cities with elevated roads, the riff raff huddle beneath them. You see it already by the tunnels and overpasses in the city. It's where garbage gets left and it creates much darkness. It is a place that would attract homelessness and undesirable activity. In a city that struggles with darkness in the winter, this would only add to the doom and gloom. It would ruin the economy of the area and decrease our property values. This is not a plan that considers the res-idents of Anchorage and the people that live here. It's a terrible, terrible, plan. We should be nurturing and building community here in Anchorage while protecting the resources we have, namely the green space. This plan would only hurt all of us living in the area. The last thing the city should do is put a highway through cherished green space in a thriving community. I don't understand what problem you are trying to address. Why not put a highway through Merrill Field, which is municipal land. Why burden tax payers who have invested in building beautiful homes and a vibrant community. Sincerely, Galen Flint	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Foley, Celia	I am surprised that this project is still in the works with the population of Anchorage decreasing. If it continues to move towards a parkway, I oppose the versions that would impact the Chester Creek Trail. This is a gem in our city and should be protected. Thank you. Celia Foley	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. e project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel

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		needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Mid-town, the port, military bases, etc, given where people live, create heavy travel demand through Fairview.
Forsyth, Molly	No to option D, we don't need a highway over Chester creek!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Fox, Laura	I am a resident of midtown writing to express my continued strong objection to project Alternative D because the revisions to it do not fix anything. I will first repeat my previous comments and then add to them, explaining why the revisions only strengthen my opposition. First, my prior comments: The other alternatives seem viable (albeit with pros and cons) because they simply rearrange and redevelop areas of town that are already developed. Alternative D, by contrast, slices through and over some of the few undeveloped greenspaces we have left in town. And once an undeveloped area is covered in asphalt and that green-space and wildlife habitat is gone, the damage can never realistically be undone. So unlike the other alternatives that negatively impact only the homes and businesses within the project area, Alternative D negatively impacts all homes and businesses in the entire city by degrading the greenspace that we all share and that makes Anchorage a wild city. I remember when I was planning to move to Anchorage 16 years ago, a friend expressed his excitement and awe by telling me, "Wow, in Anchorage they have cross-country ski and bike trails through the woods right in the middle of town!" The Chester Creek trail is one of the trails he was talking about, and it is indeed one of the things that makes Anchorage special. And the trail is special not just to the homes directly on it but to everyone in Anchorage (and visitors) who bike, walk, run, commute, and ski along it. It's even an integral part of iconic Anchorage events like the Tour of Anchorage, Fur Rondy, and the Iditarod. The part of the trail that Alternative D would span with a viaduct currently feels like a lovely path along a creek where you frequently spot moose and can forget you're in the middle of a city. Alternative D would erase that experience just to shave a few seconds off people's drive times. Bottom line, if our roads and neighborhoods need improvement, they should be improved by rearranging and redeveloping areas that are already developed, not taking the short-sighted, easy route of just gobbling up more of our irreplaceable green-space. The changes to Alternative D since my last comments do not change its devastating effect on Anchorage's shared and irreplaceable greenspace. And because the new proposals have been revised such that they don't even create a real highway connection, the tradeoff is even less worthwhile. Now accepting Alternative D wouldn't even mean destroying greenspace to get a functional highway connection, but instead destroying greenspace to get a massive traffic bottleneck into a roundabout near Lake Otis. Plus, at the same time as I received the postcard about this project, I received a postcard about park improvements to Eastchester Park. I think the park improvements sound excellent, but what would possibly be the point of doing them if the area is going to be transformed into a ruined wasteland below a	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	massive underpass? In sum, I think Alternative D is extraordinarily short-sighted. It will destroy a limited green-space and wildlife habitat resource that benefits the entire city in the vague hope of benefit-ting one specific neighborhood (Fairview), and without meaningfully improving traffic flow. By all means, rework and improve the existing roadways to be more functional and pleasant (as the other alternatives seem to do, though I am skeptical of the proposed roundabouts), but don't destroy the greenbelt to do it. Thank you, Laura Fox 2607 Shepherdia Drive	
Franklin, Tricia	I oppose Alternative D and ask that it not be carried forward to the next level of screening. Green spaces are the most valuable part of Anchorage and can not be replaced. There are better alternatives for our highways.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Franklin, Doug	1. I am skeptical that any action is required, considering that our population is shrinking. So "no action" is my preference, followed by MTP Plus. 2. Alternatives that repurpose, reduce, or greatly change the nature of parks within the city are not in the best interests of Anchorage residents. Therefore Alternative D is unacceptable. 3. Alternative C creates an interchange with Lake Otis, which would likely cause an increase in its traffic. This will create problems for neighborhoods bordering the north end of Lake Otis (high speed traffic endangering pedestrians and bicyclists, longer wait times to get out of neighborhoods, etc). Also, Lake Otis is barely wide enough for its four lanes in the winter. 4. Alternative AB appears to avoid the problems with C and D, but seems likely to be extremely expensive with all the tunnel work. Also, long tunnels in earthquake country seems risky.	1. While Anchorage population forecasts have recently fluctuated, regional population is not forecast to decrease. It is important to note that the need for the project is not predicated on a large increase in traffic anticipated to cause congestion. The problems we are trying to solve (safety, conflicts between road functions, neighborhood impacts, and adopted community plans), are occurring now, based on the current levels of traffic. 2. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. 3. Additional details will be analyzed in the Level 2 screening, which will include traffic modeling to help determine each route's traffic impacts. 4. Your concerns about Alternative AB's costs are noted. Tunnels can be designed to withstand earthquakes. Such designs are done throughout the world.
Friesen, Travis	I have looked at your plans to connect two unconnected highways, and I like the idea of alternative AB. What I do not like as much is the fact that you want to build a parkway rather than the standard freeway. I think that will make traffic going to and from Anchorage much worse than now. Also, I understand that to save money, it was scaled down to a parkway, but I think that to raise more tax revenue, more housing and more dense construction needs to be a way to make the project more feasible in the long run. I do not like alternative C, because of the roundabouts. I think the roundabouts will build up traffic more, which is why you don't them on freeway interchanges. What I am looking for in an uninterrupted stretch of highway that I can drive on without obstacles, similar to highways that go through other cities in the lower 48. For the port connection I like MTP 3. I'm all about efficiency.	The initial screening found that the impacts of connecting the Seward Highway and Glenn Highway with a highway down Hyder were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection.
Frischkorn, Mark	Neither alternatives C nor D are actual viable options for this project. As the report notes, they route traffic "through the airport safety area". It appears from the maps they will also cause the airport to lose valuable aircraft parking space, of which Merrill has an inadequate quantity already. The gravel runway serves the ski airplanes in the winter and the aircraft equipped for the other 200+ gravel runways in the state. There are no other public ski strips in the Anchorage bowl, so losing this runway cuts off air access to all of remote Alaska from Anchorage in the winter. Additionally in the summer, the gravel	The routing of the alternatives primarily occur outside the current fence line on marginal land and do not go through the airport safety area. Would go through the runway protection zone, just as Airport Heights Drive, 5th Avenue, and 15th Avenue currently do. No permanent tiedowns are anticipated to be affected. The

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	airstrip increases the traffic capacity of the airport for landings and takeoffs. If the gravel runway traffic were forced to the main 7-25 runways, the airport would have less capacity for aircraft movements. These options are trading one important transportation infrastructure for another. Aircraft equipped to land on unimproved strips in rural Alaska can land more safely on the gravel runway than they can on the paved runways, so encroaching on the gravel runway endangers pilots and passengers in more ways than just encroaching on the runway clear zone. Merrill airfield supports transportation to more of Alaska than the Glenn and Seward highways. We should be looking to expand its capacity for safe air travel instead of reducing it.	gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property.
Fritz, David	As a homeowner on Ingra St, I greatly appreciate Plans C or D. Preferably D. Thank you for your excellent work to date.	Your preference for Alternatives C and D is noted.
Funatake, Jeanne	Do not move the Glenn highway connection into chester creek and other open green spaces. Chester Creek especially is an integral part of the outdoor experience for many in anchorage . Having the peace and quiet of this area damaged by relocating the freeway above and along a major portion would lessen our quality of life here.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
G, Sam	As a trail user I oppose alt D	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
G, Otto	Hello, Please keep our Anchorage Green Belt in one piece. With our current population shrinking, there is a decreasing need to speed the highway up. The green belt is a vital link between several communities and neighborhoods. I have been commuting on the green belt for 18 years. It has made going to UAA, via bike or skis, a pleasing experience. Now commuting to work as a teacher at local elementary schools. Not having to worry about cars or snow berms gives great peace of mind. Please keep our parks and keep them safe. They are valuable resources to our community Otto Gilbert	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Galkina, Elena	I live in Midtown and recreate on these trails and in the parks every day along with hundreds of locals. Chester Creek and Eastchester Park provide tranquility for people and a habitat for wildlife. One truly experiences a sense of nature in these areas while still being in the city. This is what makes Anchorage so unique! We have more than enough big roads cutting through the city already. We don't need to steal the recreation space from people of Anchorage. We don't need to make Midtown polluted and noisy. We don't need to displace the wildlife. Absolutely NO to a highway through parks and greenbelt!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gardner, Brenda	As a frequent visitor to your beautiful city, I was sad to see you are considering building a multi lane highway through Sitka Park and the Chester Creek Greenbelt. A highway should not be built through a greenbelt! It's just wrong. A freeway will bring noise and pollution that will damage the area for flora, fauna and nearby neighborhoods full of children.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gardner, David	"Yes, good morning. This is David Gardner, 907-538-4159. I left several messages a week or two ago and was asking, I had read the report on the Seward Glenn and had some questions and was asking if some staff person could give me a call back and help me to understand as I was looking at in the study. So again, David Gardner, 907-538-4159. Thank you."	DOT&PF returned this call to answer questions and provide requested information.
Gardner, Marilyn	I would like to state that I am opposed to Plan D. I have two main reasons. 1) I believe that the Chester Creek Greenbelt should remain undisturbed, the sky above, the bike trail and woods below, and the sound and sight of birds a tribute to our world here in Anchorage. 2) As Anchorage's population has declined, I see no reason to make a shortcut through our parks and neighborhoods.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through

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	Sincerely, Marilyn Gardner Anchorage	Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Gardner, Alan	Please do not diminish the Chester Creek greenbelt and Sitka Park by building an overpass through them. A commitment was made to keep this space natural. A freeway over the top will greatly downgrade these spaces. Noise, urban blight and pollution are not what was promised to the citizens when this greenbelt and park were developed.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gardner, Patricia	I AM OPPOSED TO ALTERNATIVE D. Green areas, such as Chester Creek Greenbelt are what make Anchorage a livable, active community. The trails are used year-a-round, and for many, on a daily basis. Many living in neighborhoods which border this green space chose that area because of access to nature, wildlife, and trails not normally found within a city. Alternative D would diminish property values and destroy the quality of life Chester Creek Greenbelt provides. I AM OPPOSED TO ALTERNATIVE D	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gardner, David	"Yes, hello. This is David Gardner at 907-538-4159. I've been reviewing the study that was done for the Seward Glen and I have a couple questions and would like somebody on the project team. Would you give me a call back, please? Again, David Gardner, 907-538-4159. Thank you."	DOT&PF project manager followed up with a call.
Gardner, Dave	I'm a NO VOTE on ALTERNATIVE D (One half mile new Elevated Highway running Up Through the Chester Creek Greenbelt Park). Even if renamed a parkway, Building a four lane roadway through Chester Creek Greenbelt is wrong for Anchorage! Beginning in the 1950's and in the decades since, Anchorage has invested heavily in the acquisition and development of a world class system of greenbelts & parks, filled with recreational trails, and children's playgrounds and ballfields, all much used and well loved by both the local adjacent neighborhoods and the greater Anchorage community. The study area neighborhoods of Fairview, Rogers Park, Eastridge and Airport Heights are more desirable places to live because of the value of this shared adjacent recreational and community open space. PEOPLE LIVE HERE TO BREATHE FRESH AIR AND HEAR THE BIRDS SING, AN ELEVATED HIGHWAY WILL RELENTLESSLY BROADCAST TRAFFIC NOISE AND AIR POLLUTION, SERIOUSLY HARMING THESE NEIGHBORHOODS!! If Anchorage wants to attract young people, to stem the outflow of working age residents, we need to protect and preserve our existing Parks and trails and neighborhoods, not damage and diminish them. Our Parks and Greenbelts are important and valuable community assets. Alternative D is being promoted as the "lower cost" full bypass highway option, however, the likely true cost of building two new miles of bypass highway/ parkway through the former City solid waste landfill, the deep peat in the airport clear zone preservation wetlands, and a half mile elevated viaduct down the Locally and Federally protected Chester Creek Greenbelt, has not been fully factored in. Project staff admit that no costs for acquiring a 100-120' wide ROW through the Greenbelt have been included in this estimate. A "low ball" project estimate can lead to an option selected and work begun, but then when more money is needed, leave the State without funds for more urgent and higher priority Anchorage area transportation capital projects. Parks & Greenbelts are NEVER a good choice for routing highways!! And an expensive elevated roadway viaduct does not mitigate road noise, light pollution and air & water quality degradation, but rather, broadcasts these impacts ever more widely. This four lane Road "parkway" Alternate Route D will seriously diminish the wetland, wildlife and Recreational value of Eastchester and Sitka Parks and the larger Chester Creek Greenbelt & Trail,	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis. Your preference for the MTP+ Alternative is noted.

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	making the adjacent residential housing less healthy and desirable. Imagine the impact of a heavily trafficked 4-lane elevated Highway passing within a few hundred feet of the Anchorage Senior Center, Chugach Manor Low Income Housing, and the Historically African American Shiloh Baptist Church, as well as multiple single and multi-family housing neighborhoods. For these reasons I request DOT remove Alternative D parkway from further consideration as a potential alignment for future Roadway study or design. ALTERNATE C (uses 15th Ave alignment instead of Parkland Take) This alignment does Thankfully spare the massively destructive direct impacts to the heavily used and well-loved Chester Creek Greenbelt Trails and Eastchester Parklands. Notably, it would tunnel under South Fairview, leaving 15th Ave and the adjacent neighborhoods essentially as is. Significant costs and negative impacts to Merrell Field and Alaska Regional Hospital remain. ALTERNATE AB (Utilizes Tunnels & follows existing corridor routing) This option is similar to the earlier proposed "cut & cover" Highway to Highway option previously supported by Fairview and others, the "Refined" concepts do differ by utilizing tunneling to avoid surface impacts, allowing and encouraging the resumption of private reinvestment and redevelopment along the corridor. Although it does seem unlikely that hundreds of millions will be forthcoming for this (or any of these multi-hundred-million-dollar Bypass options for that matter), this Alternative would however accomplish the project goals, and most importantly avoid the damaging & destructive impacts to the adjacent neighborhoods of an elevated highway/ parkway down the Chester Greenbelt through Eastchester Park. I'm a YES VOTE on 2050 MTP (Improve Ped. Safety/ Reducing speeds & Lanes) Realistically, with a declining population and constrained funding, relatively affordable pedestrian, traffic calming, and landscape amenities improvements to slow speeds and make the Gamble Ingra corridor safer and more attractive, as envisioned by the 2050 MTP alternative would seem to be the preferred option. The 2050 MTP plans feature a slimmed down Gamble Ingra couplet, which AMATS traffic studies show will continue to meet existing and projected travel and connectivity needs. Importantly The 2050 Metropolitan Transportation Plan options can be accomplished relatively quickly through the existing AMATS program funding stream. These improvements will advance neighborhood priorities, increase safety along the Gamble Ingra corridor, and remove uncertainty and disinvestment. This plan option is a studied approach that will revitalize the corridor and adjacent neighborhood, protecting and benefiting business, housing and parks. The 2050 MTP alternative meets the purpose and need of the Seward to Glenn PEL Study. Focusing on the needs and concerns of the affected neighborhoods, this option strikes a balance by addressing neighborhood priorities to increase safety along the corridor, removes uncertainty and encourages reinvestment along the Gamble Ingra corridor and the Fairview neighborhood, preserves homes, businesses and parks, and continues to satisfy the overall transportation needs for the Seward to Glenn and areawide transportation connectivity.	
Gardner, David	"Yes, good morning. This is David Gardner, 907-538-4159. I've left several messages over several weeks requesting information about the comments, public comments, community council comments and agency comments for the initial phase in the February project rollout and been promised those would be made available. I actually think I got a link. But anyway, I'm just calling again to ask about those and David Gardner, 907-538-4159. Thank you."	The DOT&PF project manager followed up with a call.
Geiger, Robert	my vote is for the first option running east of Merrill field and a raised portion running up chester creek connecting in the valley. seems less disruptive to existing development. great design for bypassing the city core.	Your preference is noted.

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Gerrish, Jacon	I am writing in opposition to the option for "Parkway" Alternative D. I am also writing in opposition to any alternative that cuts through the green space West of Sitka Street Park. This area is occupied by trails and used by pedestrians, walkers, bikers, and most importantly local family residents. First, this is the last large undeveloped green space left near downtown. Precisely because it is still so undeveloped, it does not have a history of homeless/unhoused encampments. Many parkways have homeless/unhoused encampments that develop adjacent to them because they become more accessible. By keeping the large green space undeveloped, it is less likely to become degraded. Second, the option will disrupt the local residents, who are mostly families, not businesses. Families chose to live adjacent to Sitka Street Park and the Chester Creek Greenbelt to enjoy its rural character among an otherwise urban environment. There are no other affordable housing options so close to downtown that have this same rural character. Finally, the permanent cost to the character of this area is not worth the minimal benefit to Anchorage. There is already sufficient roadway capacity via Highway 1 and Ingra Street for Anchorage commuters. Ingra Steet and Highway 1 are already developed and could benefit from minor efficiencies to traffic management instead of building a new "parkway" that is in reality destroying the park it is ploughing through. The decreasing population of Anchorage does not need additional roadway capacity. The negative impacts will largely be born by low and moderate income local family's for the benefit of transitory communities. Thank you for reading my comment, taking it seriously, and considering it's content.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Giannulis, Eleni	The Seward/Glenn Connection project will not only be harmful to the wildlife living in and around the park but destructive to our already changing climate. This is an unnecessary and unreasonable project. There are more important issues that we, as a community, should be focusing on.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gibert, Sally	I'm commenting on the Alaska Department of Transportation's alternatives to connect the Glenn and the Seward Highways. I live in the Airport Heights neighborhood and am a frequent year-around user of the Chester Creek Greenbelt. I strongly support the 2050 MTP "no-highway" alternative. This alternative accomplishes many objectives toward vehicle, bike, and pedestrian safety. Separating active driving lanes currently within inches of pedestrians will, alone, lower the stress and increase safety of all roadway users. This alternative is also the most cost effective. I strongly oppose Alternative D that would construct a new 4-lane highway through the Chester Creek Greenbelt and Sitka Street Park. An overhead highway along and through the Chester Creek Greenbelt will result in excessive noise, air and water pollution, and shade impacts, including to adjacent residential neighborhoods, the Anchorage Senior Center and senior housing. Overhead stretches will create abundant homeless shelter "habitat" that will be problematic for all affected properties. The industrial-looking, elevated viaduct is unattractive and cannot be landscaped at road level to improve aesthetics. Sitka Street Park will be lost, along with considerable areas of wetlands. This scenario does not qualifies as a "parkway". I also oppose other alternatives for a continuous freeway through Fairview or tunnels under Fairview as these are far more expensive. The double-deep double-decker tunnel looks particularly vulnerable to water intrusion and will likely require an unusual amount of maintenance, including back-up generators for pumps. Not a good choice for a long-term public facility in a geologically active area. Thank you for considering these comments.	Freeways have been screened out and are no longer being recommended. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Sincerely, Sally Gibert 3018 Alder Circle Anchorage, AK 99508	
Gilbert, Charles	The Chester Creek greenbelt is a great resource for the people of Anchorage. This largely undeveloped, natural area and the trail through it make Anchorage a much more livable city. The quiet and richness of the natural environment of this greenbelt are highly valued Anchorage residents, and consequently the greenbelt and trail are heavily used. A "parkway road" running through or above the greenbelt would destroy the qualities that Anchorage residents value. It was a major accomplishment 50 years ago of public-spirited and engaged citizens like Lanie Fleischer to create the Chester Creek greenbelt and bike trail through it, now designated the Lanie Fleischer Chester Creek Trail. That accomplishment should not be degraded now. The Alternative D Parkway alternative should be eliminated from further consideration. Chuck Gilbert Anchorage, AK	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gleeson, David	I have owned this property since 1990. 35 years. I am in favor of A or B. Definitely not D and prefer not C. I am concerned about the years of noise and the homeless areas. Also the decrease in value.	Your preferences are noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis.
Goldberg, Dan	Hello, Here is my community feedback for Seward Glenn Connection PEL Study Online Open House - Public Meeting #5. In brief, I strongly oppose options D and C. If I had to choose an option, it would either be Option AB or the 2050 MTP or MTP Plus. Option C: - you made it loud and clear that one of the primary purposes of this whole research project is to reintegrate the Ingraham/Gambell portion of Fairview. However, this option would clearly cut off the portion of Fairview south of 15th and east of Seward highway. This seems like trading one portion of Fairview's access with another. Not to mention the Anchorage Senior Center (which is also in this section of Fairview that you would cut off with this freeway). - this option would dissect 15th avenue which serves as a major artery for the Fairview and Airport Heights communities. I recognize there are "bypasses" but they either involve merging on/off a highway or majorly detouring around it. It would also interfere with accessing Merrill Airfield, a 100 year old resource unique to our city. - this option would create much more noise in the Fairview in the Airport Heights communities from the increased road traffic. I recognize that you are now calling this a "parkway," but the tens of thousands of cars that would now travel through this corridor would inevitably increase noise in addition to accidents and emergency vehicle use (sirens etc) Option D: - this option involves mutilating one of midtown Anchorage's last surviving Class A wetlands. It is also one of the largest class A wetlands in the northern part of the city. I am referring to the section south of Merrill Airfield. This habitat is one of the few refuges left in midtown for the wildlife that we as Alaskans cherish. Please do not destroy this wetland to improve a roadway.	* As currently proposed Alternative C would be in a tunnel under south Fairview. It would not cutoff the neighborhood or cause noise in that area. * The routing of the alternatives primarily occur outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property. * Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	- after plowing over the large Class A wetland, then the proposal suggests building a bridge over Chester creek. This riparian corridor is one of our cities Crown Jewels — both for commuting/recreation as well as wildlife. Please do not add any more roadways over this special and unique corridor - similar as above, this proposal would dissect 15th Ave which serves as a major artery for the Fairview and Airport heights communities. I recognize there are “bypasses” but they either involve merging on/off a highway or majorly detouring around it. It would also interfere with accessing Merrill Airfield, a 100 year old gem. - this option would come dangerously close with Merrill airfield’s north/south emergency landing zone. Sure, you can say this proposal skirts around that zone and leaves a strip of land for crashes. But do you really want to spend what’s left of our dwindling state budget on this project just to have an airplane crash into it? The margin of error on an emergency crash landing is large. I am skeptical of building a parkway adjacent to a designated emergency crash zone.	
Goldberg, Kiki	Hello, Thank you for the opportunity to provide feedback on the Seward Glenn Connection PEL Study. I strongly oppose Options C and D for several reasons outlined below. If a project must proceed, I would prefer Option AB or the 2050 MTP/MTP Plus as they have fewer negative impacts on the community and environment. Option C: • One of the stated goals of this project is to reintegrate the Ingra/Gambell corridor into Fairview. However, Option C would effectively cut off the portion of Fairview south of 15th Avenue and east of the Seward Highway. This trades one area’s access for another, which undermines the project’s goal of connectivity. It also impacts the Anchorage Senior Center, a vital community resource located in this area. • This option dissects 15th Avenue, a major arterial route for the Fairview and Airport Heights neighborhoods. While bypasses are proposed, they either require merging onto/off of a highway or taking significant detours. Additionally, this option would complicate access to Merrill Field, a historic and essential asset for Anchorage. • Option C would increase noise pollution in Fairview and Airport Heights. While it’s described as a “parkway,” the tens of thousands of vehicles traveling through this corridor would inevitably bring higher noise levels, more accidents, and increased emergency vehicle sirens. Option D: • This option would destroy one of Midtown Anchorage’s last remaining Class A wetlands, located south of Merrill Field. These wetlands are vital to wildlife and represent an irreplaceable natural resource in the heart of the city. Destroying this habitat for a roadway goes against the values we hold as Alaskans, who cherish our connection to nature. • The proposal to build a bridge over Chester Creek would disrupt one of Anchorage’s most cherished riparian corridors. Chester Creek serves as both a recreation/commuting hub and an essential wildlife habitat. Adding a roadway in this area would irreversibly damage this unique and irreplaceable resource. • Like Option C, Option D dissects 15th Avenue, a critical arterial route for Fairview and Airport Heights. The proposed bypasses involve highway merging or significant detours, which would disrupt community connectivity and access to Merrill Field. • This proposal places a new roadway dangerously close to Merrill Field’s	* As currently proposed Alternative C would be in a tunnel under south Fairview. It would not cutoff the neighborhood or cause noise in that area. * The routing of the alternatives primarily occur outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property. * Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	north-south emergency landing zone. While the plan technically leaves a strip of land for emergency crashes, the margin for error is far too small. Investing in this project with such a high risk of interfering with emergency landings is irresponsible and could lead to catastrophic consequences. In conclusion, Options C and D would have significant negative impacts on Fairview, Airport Heights, and the surrounding environment. The destruction of wetlands, disruption of riparian corridors, and increased community disconnection are too great a cost. I urge the project team to reconsider and prioritize solutions that minimize harm to neighborhoods and natural resources. Thank you for considering this feedback. Best regards, Kiki Goldberg	
Gordon, Jill	I strongly oppose Alternative D because an elevated parkway over our treasured green space and trail network would drastically alter these essential community assets—the very elements that make Anchorage livable. I support MTP Plus, which avoids such intrusive impacts while enhancing safety, connectivity, and overall quality of life in Fairview.	The preference for the MTP alternative is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gordon, Joel	I strongly oppose Alternative D, which proposes an aerial parkway over our public green space and trail system. Raised roadways create physical barriers that hinder access and diminish enjoyment for trail and green space users. This plan also fails to eliminate disruptive corridors and instead creates a new one. I believe MTP Plus is the best option, as it removes the intrusive roadway while enhancing safety and livability.	The preference for the MTP+ alternative is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gore, Anne	I am strongly opposed to Alternative D for a solution to connect the Glenn and Seward Highways. As a longtime resident of Eastridge and Airport Heights, and an owner of 4 properties in this area, I have a personal stake in the outcome of this project. I chose to buy in this neighborhood because of the significant green space, which provides many health benefits, and space for children and pets to play. But, my opposition to Alternative D is not just for personal concerns about the negative impact to my personal property values and my enjoyment of life and health. My concerns are also about the proposal to construct a road through dedicated parkland when there are clearly many other viable alternatives. Alternative D is a legally questionable idea that putting a road up in the air over the park does not represent construction in an existing greenbelt and park. However, any construction, including columns, alongside Chester Creek and through the greenbelt, represents a significant impact to water quality, wildlife habitat, and the overall integrity of the park system. Alternative D is NOT a parkway. It would be a highway with significant noise, pollution, runoff, and all the other impacts of a highway. This is NOT an acceptable option for anyone in Anchorage. Not only would this impact local residents, it would also affect everyone in Anchorage who used the Chester Creek park. With a highway over it, the Chester Creek trail and greenbelt would no longer be the park generations of Anchorage residents have enjoyed, and visitors admire. Already, the park is seeing impacts from homeless camps. Trees are cut down and waterways compromised. I can only imagine if this elevated road became a roof for the unsheltered people of Anchorage. It seems to me that such a development would only encourage more homeless camps and degradation of the Chester Creek watershed -- something no one wants to see. The impacts to property values and to tourism cannot be understated. If DOT is seeking a solution to the Glenn and Seward Highway connectivity, I believe that enhancing existing connections make the most sense. The Ingraham and Gambell street connection is fully functional for today's traffic now and decades into the foreseeable future. After all, we are seeing a decline in population and an outflux of residents. It does not make any sense to build a	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.

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	highway that not only isn't necessary, but that would probably contribute to the further outflux of even more residents. So many people choose to live in Anchorage because of our green spaces and trail system. Why would we build a highway that destroys this incredible asset? I agree that there is a need to improve the safety of pedestrians and improve neighborhood connections and quality of life in the Ingra/Gambell corridor. These are commendable goals, but they should not be achieved at the expense of seriously degrading the quality of Chester Creek parkland or the livability of so many neighborhoods that would be impacted by Alternative D. The alternative that has received considerable support and would largely meet the goals of Fairview is the "2050 MTP" (Metropolitan Transportation Plan) alternative. This alternative would provide necessary improvements and can be made relatively quickly and inexpensively. I understand that DOT is also evaluating two tunnel alternatives, which would have few negative effects on neighborhoods, property or parklands. It is my strong opinion that DOT needs to find a solution that works for Fairview but is NOT a route up Chester Creek. Alternative D, the route up the Chester Creek Greenbelt, would cause enormous damage to parks and neighborhoods, and is NOT a solution that is appropriate for Anchorage.	
Gove, James	I am commenting on the alternatives to connect the Glenn and Seward Highways. I oppose Alternative D for unacceptable adverse impacts of air and noise pollution to the residential communities of Airport Heights, Rogers Park, East Ridge, Anchorage Senior Center, and South Fairview. In addition, Alternative D would destroy the qualities that make the Chester Greenbelt a park that is enjoyed by a huge number of city residents. No one wants to walk, bike or ski under a highway! I support either of the two No-New Highway alternatives. We should not invest money in more expensive projects when data shows the current infrastructure can be modified to achieve project goals. Sincerely, James Gove	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gove, Carolyn	I am commenting on the alternatives to connect the Glenn and Seward Highways. The proposed Alternative D should be eliminated. It would have unacceptable adverse impacts on multiple residential communities as well as the citywide population that uses the Chester Creek parkland on a daily basis for recreation and commuting. Alternative D misleadingly minimizes the effects of routing a major transportation corridor through neighborhoods and a greenbelt corridor by calling it a 'parkway.' The construction of this roadway over the park could not occur without clearing significant portions of parklands and impacting the waterways and wetlands. The noise and pollution of walking under the highway would be the antithesis of the qualities that park users currently enjoy. In addition, Airport Heights, the neighborhood I live in, already has high noise levels from Lake Otis and Northern Lights. Routing more traffic from the Glenn and Seward Highways even closer, with interchanges bordering the boundaries of residential streets, would increase these impacts. The rationale for improving residential values in Fairview is just, but not at the expense of Airport Heights, Rogers Park, EastRidge the Anchorage Senior Center, Shiloh Baptist Church and low-income housing that borders Chester Creek. Considering that the current corridor is not undersized and the population forecast is to remain low, the two no-new highway alternatives are more favorable in achieving the project goals while minimizing cost and adverse impacts. Sincerely,	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.

Commenter	Comment	Response
	Carolyn Gove	
Grant, Isabel	As a resident of Anchorage who frequently uses these trail systems, I am urging you to reject this proposal. These green spaces are incredibly important to so many residents. Please reject the proposed highway connection.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Green, Judith	Dear Sirs I oppose plan D as the connection between highways. It will run right through my neighborhood. I chose this spot for its proximity to the Greenbelt and the woods and quiet it provided. When I came to Anchorage in 1976 Tudor road was supposed to be the Anchorage bypass for traffic from the Parks Highway to the Seward Highway. Why do we need another bypass so close to downtown and so many homes? And how many vehicles does this bypass serve anyway? I do not want the noise or the activity this will bring. Bypasses usually go around a city not right through neighborhoods!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Grieb, Sarah	I've lived in Alaska since 2016, so while I'm a transplant, I also have formed deeply rooted connections here. I plan on living here my entire life. I strongly care about preserving Anchorage's green spaces and the connectivity of those green spaces. The second we prioritize traffic over that is the same second that I start seriously considering leaving Alaska. I strongly encourage you to account for and protect Anchorage's green spaces connectivity when drafting plans.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Grieb, Sarah	I already commented once. But I cannot emphasize enough the importance of protecting our greens spaces from over development. Please do not ruin the best thing that Anchorage has going for it.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gryski, Ben	While adding a highway connector in anchorage is an interesting project, I do not believe it would achieve the goal aid making Anchorage more inviting as a city. One of the major appeals to living in Anchorage is the amazing trail systems to be used by the community. Adding a highway through any of these trail systems makes Anchorage a stop on the road instead of a unique place to visit.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Guerrero, Angelina	Commenting to let you know that I oppose alternative D, we live right next to Sitka Park, my grand daughter and I use the park often as well as the Chester Creek Trail. I would hate to lose access to the little nature we do have in our area. Please reconsider other options that won't destroy natural habitats in Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Guild, Jason	RE: Alternative D, specifically the section through Sitka St. Park. No. Anchorage is in decline and one of the last 100% solid positive things about living here are its greenbelts. Forward thinking people years ago established these and they'll be wrecked with noise and pollution if we build roads through them. The answer is fewer people driving less often, never more roads. We have to think about how the need for connecting Glenn and Swards highways has passed and is no longer worthy of effort or expense. But if we really must, just dig the tunnel under Fairview. Reclaim and repurpose existing rights of way, possibly augmenting with some eminent domain buyouts at the edge of downtown to make it happen. Paving greenbelts is never the answer.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Gunnillrowe, John	I'm against option D for the potential damage to the green space along Chester Creek that is cherished by so many residents of our community.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Gunter, Spencer	I am not in favor of this proposal, because this would disrupt recreational opportunities, negatively impact local communities, and degrade current	Both Parkway Alternative D and Freeway Alternative D have been screened out from

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	natural environment. I believe that Anchorage's natural and recreational opportunities are among its best aspects and this project would limit their success.	further consideration due to park and other impacts.
Hailey, Alex	Hello! I've lived in the airport heights Eastridge location for a couple of years now. From what I've seen and experienced option D would be a disaster. Option B would work with the already intact infrastructure and seems the best. Thanks!!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Hampton, Katie	I don't support Alternative D, or any proposal which impacts the existing trail system in Anchorage. A robust trail system is one of the primary reasons that my family continues to live in Anchorage, and I don't support any proposals which impact Chester Creek trail system, or any others. Our green spaces need to be protected.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Thank you for your feedback.
Hansen, Mitchell	I think Chester Creek route of the highway rerouting would be massively detrimental to the neighborhoods around it and the countless Anchorage residents and tourists who use our wonderful trail system to explore the city. I'm expressing extreme opposition to this alternative.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Harman, Elena	I oppose the construction of the proposed roadway at the cost of losing our parkland. Our parks and trails are one of the best features of Anchorage and we should preserve and protect them.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Harrison, Rick	I still think that route D makes the most sense and will create the greatest traffic relief. Route D is actually creating a new additional route instead of just repurposing current roads.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Harrison, Jenni	I am excited to see the idea of connecting the Ship Creek Trail with the Chester Creek Trail via Hyder Road, because I ride my bike to work from Government Hill to the university/health campus area. I am concerned that all the Port Connection options will direct more traffic down Ocean Dock Road and I have not read about any improvements to Ocean Dock Road. It would be nice if there could be a wider bike lane along Ocean Dock Road and a better connection from Ocean Dock Road to E Loop Road, so that bike riders can get to the Coastal Trail without going across the bridge. Regarding the other options, I would support whichever one the Fairview Community Council thinks will improve their neighborhood the most.	The suggested design ideas will be considered for the alternatives that move forward.
Harvey, Renee	The maps that have all the plan options have the incorrect location of the post office in Fairview. The post office is on Ingra Street, not further west as your maps show. It's difficult to convince the community that these plans can be beneficial for them when the maps are inaccurately representing that same community.	Thank you. Future maps will be corrected.
Harvey, Renee Eddy	It's great to see the DOT take into account the feedback and comments from the community. The underground tunnel seems like a somewhat flashy if expensive and time-consuming option. The long-term impacts would likely be better for community health and active transportation, but the reality seems incredibly difficult. And while the idea of shuttling all cars underground might be appealing, perhaps focusing more on complete streets as a way for different modes of transportation to coexist would be better than having separate realms. Obviously, the current road situation- all four lanes one-way is not tenable for pedestrians or cyclists. I support the increase of public transit and walkable streets.	Your preferences and concerns are noted.
Hedberg, Caitlin	To whom it may concern, My name is Caitlin Hedberg and I am a resident and homeowner in Eastridge 1 townhomes. Together with my partner, we have happily been true "live work play" residents of Anchorage, utilizing the trails extensively and appreciating the healthy living possible here in Anchorage. I sincerely appreciate the signs about the proposed Seward-Glenn connection posted on the Chester Creek trail. Thank you. I also learned about this from my HOA, and many of my friends around town as well as neighbors have discussed the various proposals for a while, and been concerned.	The no action alternative remains as a potential choice. If no recommendations come out of the PEL, then the AMATS MTP 2050 plan would remain the plan. Note that Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Having reviewed the proposals on the website, I am hoping the “no action plan” is still a possible option. I question whether or not we need to invest in a new highway at all. Anchorage’s population has been and continues to be on the decline for years now, and more highways simply destroy the beauty, health and livability of our city. We would be foolish to pave over the green spaces we know add so much value to our downtown area. What’s more, the Municipality of Anchorage Parks and Recreation Eastchester Park plan to make significant and excellent improvements, as well as to reroute the Chester Creek, will occur right in the same area that would be affected by Proposal D. It does not make sense destroy those well researched improvements, let alone with the negative impacts of a highway. If we must move forward with a new road project connecting the Glenn and Seward, it makes sense to me that we upgrade and invest in the existing highway path and surrounding neighborhoods with Proposal A or B. The parts of town in reference have suffered economically and investing in their health and economic growth while upgrading the highway system would go a long way towards improving our city in several ways. I know this type of neighborhood investment is not part of the current highway proposal - but I would like to note that a corresponding investment in the economic health and wellbeing of this part of town and its residents would make any road improvement projects even more of a success for our entire town and could be an opportunity for some restorative justice for local residents. The tunnel option in particular would seem to allow some of the Fairview area to be restored more effectively. I have serious concerns about Proposal D and C in particular. I implore you to not use Proposal D, and also to reject Proposal C for the following reasons: -Anchorage is committed to being a “live, work, play” city that boasts a high quality of life with more miles of trail in the city than many other cities our size. Proposal D would cross over the wonderful Chester Creek path, making it potentially unusable during construction. Moreover, the road would destroy the ambiance of a highly used trail - and trail life for all of us living on and commuting to work from the “east side”. Proposal D and C would diminish some of the rare neighborhoods left downtown that are both connected to the trail system, parks, and walkable “nature” within city limits. -Proposal D would have negative effects on many, many people’s property values. There are over 80 homeowners in my townhome units alone, and there are 4 HOAs in this immediate Eastridge neighborhood with many more families of diverse backgrounds that would be directly affected. This is an economically diverse area with affordable housing and many middle-income families. Anchorage has a serious shortage of affordable housing and Proposal D would negatively affect some relatively dense affordable housing. -Declining property values aside, Proposal D will have a huge negative impact on many people’s quality of life and our entire neighborhood if there is a new parkway running right behind our neighborhood instead of green space. Our streets will no longer be as quiet and safe for the children that play here, and our air will not be as clean to breathe. Bringing air and noise pollution from a highway right into our neighborhood will have negative health consequences. In sum, the MOA plan for improving our Eastchester neighborhood is a better investment towards making Anchorage an attractive place for people to live than more roads. Proposals D and C would diminish the livability of our city. The best option here is no highway; if a highway must be pursued, options A and B would be best for all Anchorage residents, especially those who live in East Anchorage neighborhoods. Sincerely, Caitlin Hedberg	
Hefley, Catherine	Hello, I greatly appreciate the updated information on these proposed solutions to or current highway connection problems. I would like to say that I	Both Parkway Alternative D and Freeway Alternative D have been screened out from

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	am very strongly opposed to Alternative D and somewhat opposed to alternative C. Alternative C destroys a very significant portion of green way that directly improves the lives of Anchorage residents, those who live nearby and those who travel through this area. The efforts to minimize impacts to the Chester Creek Green way with a bridge are laudable, but it will be greatly impacted none the less. The Merrill Field Flyway green way would be all but destroyed. So many people walk/ski/snowshoe through this area every winter. So much wildlife calls it home that is a big draw in the summer for local residents. As a local resident and young professional, I can assure you that if this proposal goes through, it would destroy my quality of life in Anchorage. I would sell my house and would not be able to stay in Anchorage as finding a similarly priced, similarly situated home in Anchorage would not be possible. I cannot say strongly enough how much I am opposed to this option. It would mean me leaving Alaska, a place I hope to call home for decades to come. Thank you!	further consideration due to park and other impacts.
Heiligenthal, Roger	I am arguing strongly against Proposal D. Proposal D should not be considered.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Heiligenthal, Jason	I am arguing strongly against Proposal D. Proposal D should not be considered	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Heinecke, Megan	I am very much opposed to parkway alternative D. The green belt is a huge positive for this town and to alter it, even by building a bridge over it, seems the worst option.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Heineman, Gail	No to Alternative D. Don't mess with the greenbelt and parks. I like Alternative C the most. Spares neighborhoods the most. No opinion on port connection - not enough information to decide. Slow everything down, keep port traffic out of downtown. Try to make Fairview (and everywhere) as bike and pedestrian safe as possible. Sincerely, Gail Heineman	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Your preference for Alternative C is noted.
Heins, Walter	This comment is AGAINST Alternative D. The wetland Alt. D covers is a rich biome that would be altered negatively by the proposed elevated road. The loss of rain and sun, the destructive side effects of road construction, and the obtrusive noise and pollution are incompatible with the ecology, scenery, and solitude present in this park today. I would ask the reader of this comment to picture themselves under ANY bridge in Anchorage and to ask themselves how long they would desire to remain in that spot. The answer would undoubtedly be zero to one-minute. Being under a bridge is despicable! What a sad disposition of Sitka and Eastchester parks this would be, where today exists a rare bloc of wetland within and accessible to Anchorage. Alternative D is a foolish boondoggle, epic in proportion, which fails to serve the public.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Heins, Walter	Parkway Alternative D concerns me for its negative impacts to the Chester Creek greenbelt, Sitka park, and Eastchester Park. These natural environments are some of Anchorage's finest jewels, widely known and loved. Parkway Alternative D will irreparably harm, possibly destroy them. I have lived in three other cities (Sacramento, CA, Rochester, MN, and	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Billings, MT) with extensive river/wildland park trail systems. Their trails became defining features, valuable assets improving the livability of these cities. Even for residents who don't personally use the trails, the trails give the city a kind of character that is so often noted as "special" or "wonderful". Anchorage's Chester Creek trail through Eastchester Park is just such an asset. Parkway Alternative D will degrade this asset, making Anchorage a LESS LIVABLE CITY. Parkway Alternative D is a corny idea, a stretch of the imagination trying to "improve" the city by making it worse. Anchorage has enough challenges without degrading one of our crown jewels. I am against Parkway Alternative D.	
Helander, Clint	To whom it may concern, I wish to express my absolute disapproval of Parkway Alternative D. While I understand that there will be pros and cons to any roadway overhaul, Alternative D is simply not the correct solution. Although it might represent the least tax burden on the residents of the Anchorage municipality, it severely impacts historic neighborhoods and, perhaps even more importantly, one of the most heavily used sections of arterial trail systems in all of Anchorage. Another bridge or roadway through the Chester Creek and northern undeveloped tract (#6 on the proposed drawing) will lead to more wanton destruction of green spaces, lead to increased homeless/urban camping, theft/crime in local neighborhoods, and negative impact on the thousands who routinely use the Chester Creek Trail System as a recreative and transportation route. I recently purchased a house in Roger's Park and one of the major reasons was its immediate proximity to the wonderfully maintained Chester Creek Trail. As someone who skis, runs and bikes on the trail on a near daily basis, this would be a catastrophic loss for all residents, neighbors, trail users and wildlife who rely on the solitude of our green spaces for separation from urban encroachment, recreation, home values and safety of our children. I instead cast my singular vote for Alternative AB. Although more expensive, it addresses multiple issues and aligns with a more futuristic vision of Anchorage, which includes increased vehicle usage and neighborhood spaces in an already heavily used part of town. I hope you will take this into consideration.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
helander, weston	No to Alternative D! Anchorage's public green spaces are one of the city's most endearing and desirable reasons to live in our beautiful town. It is something that everyone who lives here comments on all the time, and something that visitors love and admire. Destroying a section of our beautiful trail system is a travesty that change and alter Anchorage for the negative forever. The neighborhoods that border this part of Chester Creek trail will never be the same, with greatly reduced property values, increased crime and homelessness along that section of the trail. Environmentally it would destroy that section of the creek with construction disruption, trash, and a loss of vegetation along the route. Anchorage residents do not want this to save a very small amount of congestion through downtown.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Henderson, Glennis	Anchorage is a city designed for cars. It was not designed for pedestrians which is an absolute shame. The one thing Anchorage does have going for itself is the incredible trail system which is key for allowing pedestrians to safely travel across the city. I use these trails daily as a bike commuter, runner, and someone who loves to be outside in Anchorage. Destroying that in favor of yet another road would be a horrible decision for the city and would fly	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	in the face of current urban planning recommendations and trends which encourage slowing of traffic and prioritizing non-vehicle traffic. The trails that we have in the city are truly a beautiful thing and I urge you to rethink this for the necessity of our community. We have enough roads and stop lights, we don't have enough trail space. Respectfully, Glennis Henderson	
Henderson, Kate	Please remove option D from this project. This will greatly impact Rogers Park and our use of the Chester Creek trail. Why spend so much money just to shift the current issue to other neighborhoods.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Hennighausen, Hannah	Alternative D ("parkway across the Chester Creek trail") is a very, very poor choice. Currently I live in Rogers Park, 200 feet from Northern Lights Blvd. The road noise from Northern Lights Blvd directly degrades my quality of life as I avoid spending time in my backyard. I would never advocate for other neighborhoods, or parks for that matter, to be exposed to that same pollution (noise, PM2.5, etc). This is a health matter. Importantly, ironically, Alternative D would continue to negatively affect Fairview residents. Who do you think uses Eastchester Park? The best alternative is the one that removes lanes on Ingra/Gambell. Put Fairview back together, but not at the expense of other parts of Fairview, Rogers Park and all of the other neighborhoods that use the Chester Creek trail and surrounding parks. Frankly, alternative D is shameful and short-sighted.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Herman, William	My selection among the last four parkways is plan AB. Yes, it is the most costly option, but it sets up a reasonably good traffic system, despite a poor vision of the future with existing State-driven assessments of the area's problems. Poor State planning arises when State DOTPF planners are directed by the Governor and his Commissioner with "top-down thinking" and with "command and control" direction. This is likely heavily influenced by political contributions from private road construction businesses. It creates a weak connection with Municipality of Anchorage planning that's more directed by the people who live here. I've seen this happening time and time again at the AMATS meetings I've attended, where highway contractors seem to have an out-size influence/attendance at those meetings. The recent Assembly's "where as" resolution complaining about this lack of collaboration between DOTPF and MOA, was approved by the Assembly last year. AMATS should be restructured where representatives of the Municipality have a majority, not the State. The State often begins with preferences for freeways, and the Municipality has to claw back their influence by complaining to federal representatives who control 90% of the funding for projects like the SewardtoGlenn. Fortunately, this federal influence has forced DOTPF to listen more closely to the Municipality and its population. Regarding DOTPF SewardtoGlenn planning, I suspect the following: • Incorrect premise 1: more cars, more cars, more cars. This is inadequately addressed in this State-driven, Phase 5 planning and documents presented to us. Whereas, the MOA is focused on livable, downtown communities where pedestrians and bikes have access and the car is NOT KING. Our STATE/MOA snow-removal in Anchorage points to the fact that cars have been and are KING, and pedestrians and bicyclists have to risk their lives, especially when it snows. • Incorrect premise 2: Anchorage congestion is a big problem. I've lived south of Merrill Field for twenty years now and driven these roads daily. There is	* Your preference for Alternative AB is noted. * Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. * The restructuring of AMATS is beyond the scope of this study. * The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population (or trying to make a smoother, faster trip through Anchorage. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. * Removing lanes will actually provide for additional snow storage. The new parkway routes have sufficient width planned into them for snow storage. * The MTP and land use plan map depict locations where neighborhoods are planned to grow into pedestrian and bicycle friendly areas. One of those locations is Fairview. However, heavy regional traffic conflicts with that vision.

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	some minor congestion at peak hours, but not enough to justify ruining NEW neighborhoods within many of your plans. And besides, the state's population is declining. I've lived in Seattle too, where "making the car KING" has, over the decades, just created more congestion and spread-out the communities. They are now struggling to claw back toward public transportation and supporting smaller communities within greater Seattle. • Incorrect premise 3: Snow removal/storage doesn't need planning. Snow dominates for 8 months of the year here in Anchorage. In winter, pedestrians and bicyclists often have to take their life in their hands. Where will all the snow piles reside when it currently takes DOTPF/MOA weeks to remove them? As usual, there is little DOTPF planning that mentions much about snow. Using the "woonerf" model is inadequate for Hyder St, because it doesn't account for snow well and doesn't have covered or garaged car parking. It'll work in San Diego, not Anchorage. Does DOTPF staff visit other countries that have significant snow and also may have good solutions? • Incorrect premise 4: It's only a car transportation problem. No, I think it is mostly a urban planning problem, hence the argument for productive collaborations between State and MOA planners. We should visualize where our neighborhoods could easily grow into pedestrian and bicycle friendly areas with clean air, that don't require a lot of travel on roads. But that kind of planning doesn't seem to be happening. • Incorrect premise 4: Ruin new neighborhoods and the Greenbelt, to protect Fairview. I suspect Fairview is run down now because of poor DOTPF planning decades ago that created the Ingra/Gambell decline. No one wants to live there anymore. It's a classic example of letting CARS dominate and neighborhoods decline, like Seattle. Plans C & D just spreads the congestion to new neighborhoods and ruins them too. DOTPF and MOA should first visualize decades ahead what might work for healthier, neighborhood communities scattered in greater Anchorage. So, given we're in Phase 5 of this poor planning and that we are still missing the mark on the incorrect premises I delineated... then YES, Plan AB is best, despite being the most expensive with its tunnels (it's mostly federal money we're spending anyway, right?). At least it "buries" the problems that we've created in the past. It provides a more future-focused, permanent solution that builds up ALL neighborhoods, rather than helping Fairview at the expense of ruining NEW neighborhoods around the Anchorage Senior Center, the Chester Creek greenbelt, and residential areas south of Merrill Field.	
Histand, Sarah	Hello! I write in support of a no action alternative. Our current highway works just fine if we can keep up with maintenance; the amount of spending on this proposal is absurd to me. Option AB would be my first choice if we had to pick between these suggestions. I hope you take options C and D out of the running as they would change traffic patterns significantly and negatively impact our very treasured Anchorage greenbelt which is one of the main perks for living in Anchorage and one I would be very sad to lose.	Your preference for alternatives AB and MTP are noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Hittson, Jeff	Hello, good morning, last day to make a comment. Hi, my name is Jeff Hittson, H-I-T-T-S-O-N, my number, 907-729-1802. I am opposed to the Seward, wait a minute, let me just see, right, to the Greenbelt Bypass that goes through the Chester Creek Trail. So I'm opposed to it, and that's my vote. This highway through the parks is not a good idea for the, definitely not good for the creek and the park. So let me know if you want to give me a call. Anyway, I'm just against this idea. Thank you. Have a good day. Bye	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Hogan, Sybille	To whom it may concern: I am completely against option D because it travels through a lot of city	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other

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	greenspaces and park. If you ruin the greenspace and parks- it takes away even more from the parks and trails that we enjoy than the homeless already have. Thank you, Sybille Hogan	impacts.
Hollander, Brian	I have serious concerns about Alternative D. Among my concerns is the disruption to Merrill Field and Alaska Regional Hospital. It is a safety issue for Merrill Field which is a major hub for small plane travel in Alaska. The noise issue could affect the healing of patients and could make it more difficult for ambulances. I propose that Alternative D be dropped from consideration. Thank you, Brian Hollander	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Holmgren, Liz	I am deeply opposed to Alternative D. Anchorage is in decline in population of workers and families as people move out of state for better opportunities. Our baby boomers are aging & leaving the workforce. Our schools have substantially declined. Our city looks desolate & depressing with so many empty storefronts and buildings and its waning economic activity. We have lost so many amenities over the years such as declining bus service and library hours. Why would people choose to move to Anchorage? For the great outdoors! One of the few strong pieces of our current Anchorage community's health and wealth is the trail system and our greenbelts. These are brilliant! They are invaluable city amenities, not only to attract new people & their families but to be enjoyed by all of us that are already here! The greenspace, that would be grossly deteriorated by Alternative D, is used by the entire community for walking, running, dog walking, biking, and skiing as well as by the Nordic Ski Association for the Tour of Anchorage, and the Iditarod. It connects all of Anchorage east to west via the outdoors. Even in the long dark days of winter, we can get out on our beautiful trails. Why would we choose to degrade a valuable, beautiful and natural amenity? One of the ways cities are rated is by the number and square footage of their parks and green spaces. Alternative D moves Anchorage in the wrong direction toward further decline. Please remove Alternative D from consideration. Personally, I live at 2427 Ingra Street. The overpass for Alternative D would be just beyond my front door. It would be unsightly, and provide noise and air pollution. This will disturb my enjoyment of my garden and living in my home. My property values will be in the dumpster. We have a wonderful neighborhood of families living on this end of Ingra Street north of Fireweed Lane. This neighborhood would be destroyed. I am an architect. There are so many examples of very livable northern climate cities in Europe. They understand how to make a place livable and enjoyable. What can we borrow from their longer history to add quality of life to Anchorage? Please choose one of the Alternatives that make Anchorage more livable with a more people-friendly, kinder, pedestrian-friendly Gamble Street with fewer traffic lanes and slower traffic. Some of the alternatives turned Gamble into a liable street. We are a northern city that unfortunately is based on the automobile for transit, but the more we can make this a place where there are pleasant ways to walk for transit (for instance the street & sidewalk upgrades done in Fairview), no matter the weather, the more attractive and livable Anchorage will be. This means streets with pleasant sidewalks with slower traffic and strengthening our fortuitous greenbelts and trail systems! Thank you for listening and for all your efforts!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Holmgren, Liz	I hate the Alt D Ruins park + my property value at 2427 ingra st.	Both Parkway Alternative D and Freeway Alternative D have been screened out from

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	Liz Holmgren Thank you for excellent work on making solutions that are more human!	further consideration due to park and other impacts.
Holzapfel, Lisa	It's unconscionable that you would even consider, let alone propose an alternative that destroys Anchorage's open space and greenbelts. Please REMOVE alternative D from consideration. This proposal will totally destroy one of Anchorage's most used green belts and open space. It will cause undue harm to many residents living in the adjoining neighborhoods by increasing traffic noise, air pollution and eliminating pedestrian access. It will put children and families at risk. Destroying a part of Anchorage's remaining open space should never be considered. Our city is known for its trail network. Many people live here because of it. Traffic is never bad enough to warrant destroying the little open space we have left. Eliminate Alternative D Thank you Lisa Holzapfel	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Hood, Julie Wilson	To Whom it May Concern, I am a resident of the Rogers Park neighborhood. Specifically, I live on Bannister Dr. on property that backs up to the Chester Creek Greenbelt and have lived there for over 12 years. My family utilizes the greenbelt on almost a daily basis. We walk with our kids, we walk our dog, we run, we ride bikes, we ski, we rollerski, we commute to work (East High school for my husband and the Alaska Regional Campus for me). We use it to get to friends' houses, playgrounds, bike or ski to the Tour of Anchorage trail, go to UAA, APU, Westchester Lagoon, sometimes even Kincaid. We have participated in and watched participants in ski races (the Tour of Anchorage), running races, bike races on the trail. We go and watch the ceremonial Iditarod start on the trail. We have seen bears, lynx, moose, great horned owls, northern saw whet owls, river otters, bald eagles, king fishers, even sand hill cranes, and all variety of water fowl all in the stretch of trail from Fireweed to Lake Otis. It is a gem of our city and very dear to the residents of Rogers Park, East Chester Park, College Village. I am also a family physician and work on the Alaska Regional campus. My chosen driving commute goes north on Ingra to 15th Ave and east through Fairview. I am sensitive to the fact that the current route bisects Fairview and has deeply impacted this neighborhood over the past 50+ years. I can understand why an alternative is being sought and support efforts to revitalize the neighborhood. I do NOT support an alternative that will just shift the problem and destroy another neighborhood as well as the character of our greenbelt. This is Parkway Route D. This is the supposed "least expensive" proposed alternative. But, is it? What is the cost of destroying the greenbelt with this proposed bridge and elevated roadway? That is going to have a tremendous impact on the wildlife that uses this corridor. And it is going to create horrible noise pollution for our neighborhood. It is bad enough that we are right in the airway path of Merrill Field and listen to planes fly overhead all the time. Now, we would have a noisy, busy, elevated parkway 100-200m from our property!! This is a terrible alternative that is not going to be supported by any residents of Rogers Park or East Chester Park. I support Parkway alternative AB. Building a tunnel as it passes through Fairview and Mountain View and routing the traffic north of Fairview and Rogers Park has the least impact on all residential neighborhoods while also allowing the community objectives of redesigning Gambell and Ingra. It makes sense as the best alternative that will impact the least number of residential neighborhoods, will leave the greenbelt untouched by an ugly, noisy bridge	Your preference for Alternative AB is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	and parkway, and will still allow revitalization of Fairview. Please consider this alternative as the top choice. Thank you for your consideration and please prioritize residents, neighborhoods, and our parks and greenbelts. Sincerely, Julie Wilson Hood	
Horning, Morris	For the past couple of weeks, I have been perusing the alternative D that places an elevated highway above/across the Chester Creek greenbelt. My family has lived in College Village for 45 yrs, close enough to have enjoyed that greenbelt for walking, running, biking, and skiing with our youngsters and now with our grandkids. Our great grandkids can't be far behind. I have tried to tell myself that alternative D would be okay, that I and my kids would get used to cars zooming overhead and giant structures holding up a highway. But the noise and visual effects just seem as if it would kill the joy in being outdoors in my Alaskan city. I've lived in New York City, San Francisco, Portland, and Seattle. All wonderful cities, but I chose Anchorage and relished the Chester Creek trail system as visitors from around America and even the world, would marvel at the experience. They could see moose, rarely even a bear, a wide variety of birds, and could hear...nothing except the creek. Is it worth the loss of this to save a couple of minutes for traffic? Safety can be achieved in other ways. Please abandon this alternative and keep Anchorage in Alaska.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Hosmanek, Paul	I am in favor of option C. I am opposed to option D because of the impact to the natural spaces and greenways including Chester creek trail, woodside park, and sitka street park. My family and I lived in anchorage for 8 years and had to move away because my work. Fortunately, I will be retiring in the next 18 months and we will be returning. The green spaces in the middle of town and the paved bike paths are a draw along with the other outdoor recreation in town. since the 70's the green spaces in town have been diminishing due to expansion and this would further intrude on whats left of green spaces within Anchorage. Additionally, the city would be reducing its attractiveness to people looking to move into town. Option D may seem like the least impact to residential and businesses but I would argue that there are greater impacts and long term effects at stake. The city cherishes their ability to bike run or ski to work or school using the trail and this would intrude on that privilege. Not to mention all the trail users that just use these parks and green spaces to recreate daily. Finally, it will set a scary precedent for future projects that we can just put infrastructure in our open green spaces at will. This thinking could lead to the loss of the rest of our beautiful parks and trails that make anchorage such a great city to live in.	Your preference for alternative C is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Houser, Marilyn	I am a 44 year resident and homeowner in Rogers Park. I strongly oppose Alternative D which would construct a four-lane, highway viaduct through the Chester Creek greenbelt and Eastchester Park from the Seward Highway to Airport Heights. The alternative is a stunning insult to residents of the area! I have lived at my location in Rogers Park for so many years precisely because of the nearby dedicated parkland, access to the Chester Creek Trail and the creek habitat itself. The proposed elevated highway with its noise, pollution, and adverse impacts on flora and fauna would adversely impact all of that in addition to the PEOPLE living in Rogers Park, Airport Heights, Eastridge, South Fairview, Chugach Manor, and nearby low-income housing. Sadly, the area beneath the viaduct would also provide a perfect, concentrated location for homeless camps, a problem that is unlikely to resolve any time soon. The Seward-Glenn Highway connection has been discussed for many years (with many, many dollars spent) and Alternative D has got to be one of the worst proposals yet. I honestly have no clue where the money for this project will come from in	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Alaska's current fiscal state. Certainly, federal highway dollars will disappear with the rapid downsizing of government happening NOW. With Alaska's shrinking population, there doesn't appear to be an argument for this project at all. To address the negative impact of Ingra and Gambell slicing through Fairview, it seems traffic calming projects like reducing the number of lanes from four to three (or even two) in each direction, speed bumps (also known as sleeping policeman), and rotaries to eliminate traffic lights are all good options to consider. Again, I strongly oppose Alternative D as delineated in the Seward Glenn Connection document.	
Howard, Amare	I oppose Alternative D. It would break up a beautiful community.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Howery, James	I do not want to see a highway built through the greenbelts, they are unique and make the quality of life in Anchorage much better. I would much rather see elevated highway through the city or tunnel. I would especially like to see a bridge to the Mat-Su valley, it seems like Nordic nations can make it work in similar places. Sincerely, James Howery	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Huff, Zach	Anchorage is fortunate to have had the foresight to preserve greenbelt spaces and residents and visitors alike love the trail system. The Municipality has made great strides in improving recreational and cycling and pedestrian infrastructure over the last decade. Please honor this initiative to provide green space and safe routes for pedestrians and cyclists in the final recommended alternative. Bike and pedestrian facility design needs to consider year-round use, including snow removal plans. These facilities are routinely impassable throughout winter across town as roadway plowing deposits cleared snow into these spaces. Maintaining snow storage between roads and pathways allows these facilities to be useable during a typically snowy winter and it increases user safety all year long. The take of any park lands, including shared use (e.g., elevated highway across the Chester Creek greenbelt) should require commensurate mitigation—the preservation of new spaces for recreation and wildlife. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Hutt, Mariia	The project is a terrible idea. It will ruin the community and the park trails we have. The project should be cancelled	Hi Maria, Thanks for your comment. Do you mind if I ask where you heard about this Study and if you're aware there are four other proposed alternatives min addition to the one that impacts the Chester Creek Greenbelt? Feel free to have a look at the Study's Purpose, Need, and other alternatives here. We'd love to hear what you think about the other alternatives aimed at solving non-motorized safety and livability issues in the Fairview neighborhood. Seward to Glenn Connection PEL Study PEL Study Best,

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		Galen
Hutton, James	Seward-Glenn Connection PEL proposed Route D, and to a lesser degree Route C, would have a huge impact on the serenity of our neighborhood in Eastridge 1 as well as totally destroying the heavily used Chester Creek trail and greenbelt. The impact to the wildlife and waterfowl nesting habitat of the greenbelt would be devastating. Additionally there would be a huge negative impact to property values in the surrounding area. Therefore we adamantly oppose this connection in our currently peaceful neighborhood. Thank you for your consideration.	Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
III, Reuben T. Roundtree	I would like to know if the consideration of an Anchorage Bypass has been considered that would run a free-way along the mountain range east of Anchorage parallel with Muldoon Rd. running south parallel with Hillside Dr. through Rabbit Creek into Seward Hwy.	Travelers passing through the study area are heading to destinations like Downtown, Midtown, the port, military bases, etc to and from where they live, which creates a heavy demand that passes through Fairview. Past studies have studied a bypass along the mountains, however, there is not a strong demand for trips passing through Anchorage. Given the destinations where trips are trying to get, such a bypass would not solve the problems in the study area.
Ingrao, Joseph	As a resident of valley of the moon and a frequent user of nearby parks and greenways, I want to voice my opposition to alternative D, which I believe would significantly degrade the quality of one of Anchorage's best outdoor areas for only a small benefit to car based transportation (that would likely not benefit the local economy, as it will make it easier to bypass much of Anchorage). If any alternative must be chosen, please do not choose alternative D.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ittenbach, Kelly	I believe the best option going forward is the MTP 2050 option, although I would like to see further reductions of Ingra and Gambell to 2 lanes each. The reason is that I don't think reducing Ingra and Gambell by only one lane will reduce speed by much, and since the idea is to make these roads safer for pedestrians and bicyclists, having three lanes for folks to navigate will still be unsafe. I would also not be opposed to having speed bumps on Ingra, since this has more housing along the road. Wider sidewalks and bicycle lanes are definitely needed in this corridor. Love the Hyder Street improvements.	Your preference for MTP 2050 is noted.
Jack, Bonnie	I am very opposed to this plan. I live in Fireweed Manor area and it would directly impact our lives. 1022 E 27th Ave	Your general opposition is noted.
Jackson, Chris	No to Alternative D! We move impacts from one neighborhood onto another. Elevated roads could cause more noise pollution and there are no trees to drown out the sound. We disrupt the gem of the city that is the green belt and invite other problems in doing so. Maybe put better planning into the timing of existing lights and connectors. Enforcing existing traffic laws could be a great start, and cheaper. Encourage business to adapt work from home to continue to relieve congestion on streets. Perhaps no project is needed with the dwindling Anchorage and Alaska population. I am more curious about Alternative C though. What do tunnels underneath homes look like exactly? What is the impact on them during the creation of the. What is the safety of them?	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The suggested design ideas will be considered for the alternatives that move forward.
Jacques, Jodi	I oppose Alternative D and ask that it not be carried forward to the next level of screening. I have lived in Rogers Park for 10 years and use the Chester Creek trail daily as a bike commuter (all year). It is one of the reasons I chose to live in my neighborhood. Green spaces need to be prioritized and respected; they help communities thrive.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Janna	Hello, my name is Janna. My phone number is 907-222-2670, 907-222-2670. I am calling in to make a comment about the Parkway Alternative D for the	Both Parkway Alternative D and Freeway Alternative D have been screened out from

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	Seward Glen connection. And I am a Rogers Park resident, walk the green belt regularly, and live a block from Northern Lights, which is the level of street and thoroughfare that sounds like is being considered for this project. And that, in my mind, is in no way compatible with the use of parks, green belt, or the airport heights neighborhood. The speed people travel on the road is not compatible with any kind of pedestrian use. The noise, the speed, the pollution, the degradation of the experience of the parks and the green belt and airport heights is hard to comprehend. So in no uncertain terms, I do not think that that is a good alternative, especially with our changing demographic. If you have any questions or need to clarify anything as left in the comment, please do give me a call. Bye for now	further consideration due to park and other impacts.
Jensen, Tomas	Thank you for the opportunity to provide input on this project. As a long time commuter along the Chester Creek Greenbelt trails, I would like to register my opposition to Parkway Alternative D. The trails offer a huge number of benefits. I have used, for years, the trails for the chance to see wildlife, a recreation connection between midtown Anchorage and the Hillside trails and the Chugach Park, and a nonmotorized commuter route. The real estate values along the trails reflect this. I ask you to consider other alternatives, including those supported in the MTP 2050. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Jimmo, Cameron	I do not support the Alt D option, and request that DOTPF pursue the MTP Plus option in an effort to best preserve the Chester Creek greenbelt.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Jipping, Heather	I am opposed to this plan. Keep our green spaces green!!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Johnson, Diana	I would like to see the Seward highway's lanes reduced and pedestrian routes improved through Fairview. I am strongly opposed to re-routing the highway through our city's greenbelt.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Johnson, Steven	I am writing in opposition to Alternative D, the highway over Chester Creek Trail. Creating a highway over the trail system would cause irreparable harm to trail users for decades to come. The highway overhead would constitute an attractive nuisance by encouraging illegal camping. The sound of a high-way directly over the trail system would irreparably detract from its character for decades to come. Steve Johnson Anchorage, Alaska steve.johnson@mailfence.com	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Johnson, Barbara	I am writing to express my concerns about the proposal to route a highway through Chester Creek. This idea is shortsighted and would have a profoundly negative impact on the parklands in this area and the overall quality of life for Anchorage residents. Anchorage is renowned for its outstanding trails and its commitment to creating a world-class park and trail system. Constructing a major elevated highway over Chester Creek would severely undermine these efforts. Chester Creek Trail is one of the most vital parts of the municipal trail network, and highways cutting through parks are already an issue in too many places. This proposal would only exacerbate the problem. The proposed highway location would disrupt key parts of the park system, including Eastchester Park, Sitka Street Park, the wetlands that connect them, and critical trails used for major events like the Tour of Anchorage and the Iditarod Start. These events and the vibrant community gatherings they inspire would be negatively affected by the construction and presence of the highway. Moreover, the municipal parks department has recently unveiled a promising master plan to restore the Chester Creek channel in Eastchester Park after	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	years of degradation. This plan represents an important step forward and would be completely derailed if the highway is built. Additionally, the proposed highway raises environmental justice concerns, particularly given its proximity to the senior center and the lower Fairview neighborhood. This proposal is simply not the right choice. It is essential to pursue an alternative that avoids such destructive impacts, even if it requires additional resources. Prioritizing people, parks, and the long-term well-being of our community over automobile traffic is critical for preserving what makes Anchorage special.	
Johnson, Daniel	Please do not put an overpass through one of our remaining green spaces in Anchorage. I travel to other cities quite a bit, and the abundance of parks and green belts in the city is one of the things that sets Anchorage apart, and one of the reasons I still call it home.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Johnson, Diana	I am strongly opposed to alternative D, creating an elevated highway over our community's Chester creek green belt. This parkland has been under pressure from homelessness in recent years and building an elevated highway over it would destroy its value as a public green space with finality. Let's instead work to improve Chester creek green belt with park improvements to recreate an invaluable public space for all anchorage residents to enjoy in perpetuity. At the same time, let's choose an alternative road proposal that includes a road diet for the Seward highway with improvements for pedestrian and bicyclist mobility through the area. Let's build an Anchorage that benefits the lives of its residents, NOT one that benefit cars and their speed passing through above the people who live here. Diana	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Johnson, Eric	I use the Chester Creek Trail often. Alternative D crosses the greenbelt at an angle and the diagonal roadway destroys too much of the park. It would be a loss to Anchorage to use this much parkland just because it is "cheaper" in dollars and more expensive in quality of life.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Johnson, Peter	While I sympathize with the people of Fairview on the traffic issues with The Seward Highway ending in their neighborhood, I am against alternative D as a solution to that problem. Since most of the traffic from the Seward highway heads to downtown Anchorage, creating a bypass will not solve the traffic issues in Fairview. Instead, this alternative will directly impact three other neighborhoods and most importantly destroy the qualities of the parks along the Chester Creek trail which is enjoyed by so many Anchorage residents as a quiet refuge from city noise and traffic. Compared to most cities in the world, traffic through Fairview is relatively low. With proper pedestrian crossing amenities such as overpasses or pedestrian controlled stop lights, much of the impact of that traffic can be ameliorated with little cost. Certainly, at this point in time, with decreasing population and several alternative routes connecting the Seward Highway and Glen highway (Dowling to Tudor via Elmore and MLK drives for example) the need for this bypass does not meet the expense to the tax payers.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Johnston, Janet	I am writing today to strongly object to Alternative D for the Seward Glenn Connection. I live near the Rogers Park school and use the Chester Creek trail frequently. Adding a road over the trail will have significant negative impacts on the trail and the neighborhoods. I recognize that the current highway has its challenges but I ask you not to cause more problems in trying to fix the old problems. I support the MTP+ alternative as the best option. But I want to be clear that whatever option is chosen should NOT require a road over the Chester Creek trail. It should also not impinge on the trail in any way. Thanks, Janet Johnston 2927 Wentworth St., Anchorage	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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Jokela, Martha	Using park land - like Sitka Park - for a high speed highway is a terrible plan. An elevated road is even worse: Unsightly, noisy, dangerous, very expensive. Once again a poorer neighborhood (Fairview) will bear the brunt of this development with loss or degradation of the little recreational space they have.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Jones, Erik	These options are a significant improvement. My preferred order is (1) Parkway AB, (2) Parkway C, (3) Parkway D. However, I am concerned about the cost of Parkway AB (tunneling is a far better long-term solution to trench and cover) and Parkway C. Parkway AB, in particular, may exceed the projected budget, potentially preventing other improvements, aside from the tunnels, from being completed. There's a risk that value engineering will affect all options due to cost. While Parkway D is the most cost-effective, it includes a viaduct/bridge over Eastchester Park and the greenbelt, which will not be well-received by many. If Parkway D is with the via-duct chosen alternative, I hope there is very early collaboration with Landscape Architects to help ensure this does not become a scar across the greenbelt.	Your preferences are noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Jones, Jennifer Hall	Hello, We live near the UMed District and use the trails to connect us to downtown by walking, skiing and biking. Please reject Alternative D. Using a tunnel to carry traffic makes way more sense than bridges. The bridges we've built don't seem to last. And they are not friendly or align with making this city more livable or green. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Jones, Gordon	For the Seward-Glen Connection Alternative D is a terrible option. This alternative greatly impacts parkland by creating overpasses in Anchorage's valuable parks. DO NOT VIOLATE OUR PARKS as they are used daily and highly valued by residents. Pick another alternative.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Jongenelen, Aaron	February 20, 2025 RE: AMATS Comments on the Seward to Glenn PEL Public Comment Period 2025 Dear Seward Highway to Glenn Highway PEL Team, AMATS would like to thank the project team for their response to the AMATS letter on the alternatives from March 22, 2024. The project team reached out to staff to better understand the concerns raised in the letter and did a commendable job trying to incorporate that feedback into the recent efforts in developing the alternatives. AMATS appreciates the project team's willingness to look at new ideas on how to manage the transportation system now and into the future. The AMATS Policy Committee approved the following comments to be provided to the project team based on the public information provided during the extended public comment period: 1) In the public material the following statement was provided, "After Level 2 screening and additional public feedback, an alternative will be recommended in the draft PEL Study document." Reviewing the PEL handbook from the Federal Highway Administration Environmental website: Planning and Environment Linkages Environmental Initiatives Environmental Review Toolkit FHWA it lists that PELs provide a range of options to be used for the NEPA process. This is also echoed in the State of Alaska DOT&PF PEL Handbook: https://dot.alaska.gov/rfpdocs/25213030/pel_guidebook.pdf#page=36 . The Seward to Glenn	This letter and its response have been addressed outside the database and is appended at the end of this table.

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	PEL should not be providing a single recommendation but provide options that can be selected from for the follow-on design efforts. 2) Moving forward there should be more clarification provided to everyone on the 2050 MTP versus MTP+ alternatives. How they have been listed in the materials is confusing to follow along. For example, in the slide on the public meeting presentation titled "MTP 2050 and MTP+ Sensitivity Tests" the graphs reference the 2050 MTP and then a Main Street option. It makes it seem like the MTP+ alternative disappeared. Additionally, it should be better communicated that the MTP+ was not done by AMATS. 3) All alternatives should be given the same equal consideration of viability. How the information was presented on the online material and in public meetings gave the appearance of favoritism towards the Parkway alternatives while dismissing the viability of the 2050 MTP or MTP+ alternatives. For example, in the slide presentation it outlines the improvements for each alternative, but only list the possible challenges under the 2050 MTP. Each alternative presented has their own challenges that should have been listed like the 2050 MTP. If you have any questions, please feel free to contact me. Sincerely, Aaron Jongenelen AMATS Executive Director/MPO Coordinator Electronic Cc: AMATS Policy Committee Ben White, DPD & SWP, Anchorage Field Office Planning Chief James Starzec, DPD & SWP, AMATS Transportation Planner	
Josephson, Sarah	Dear Sir or Madam, As a 55-year resident of Alaska, I've spent most of that time living in the 99501 zip code. I was born in that zip code. And, in 2005, when I bought my home in Eastridge, I did so anticipating that I would spend the end of my days in the neighborhood. I appreciate the quiet and the many animals I can see out my window on any given day. It is truly a magical neighborhood. As a homeowner in Eastridge III, I adamantly oppose the proposed Seward-Glenn Highway connection alternatives that go through the greenland and Eastridge communities. The proposal would decimate the park and greenland spaces (aren't these spaces protected from such development?). The damage to the creek and wetlands will destroy the current ecosystem, killing or forcing many wildlife animals to relocate, not to mention the destruction of the trees, plants and beautiful parkland. These alternatives obliterate the current wildlife corridor that allows passage of moose, foxes, rabbits, black bear, multiple species of nesting birds, including eagles and owls, salmon, and myriad small wildlife. Furthermore, these areas are enjoyed by people from all over Anchorage, including pedestrians, bikers, skiers and park goers, and are especially beloved by the people in the Eastridge communities, many of which purchased their property because of the quiet and natural beauty the park and Greenland provide. The highway connection alternatives going through these areas propose to destroy and remove this beauty and replace it with concrete, noise, noxious smells, massive traffic and safety issues for the surrounding communities. These alternatives would absolutely ruin the quiet enjoyment of the Eastridge properties. It seems that a bypass using Muldoon and Tudor roads would better accomplish the goals with lesser impact, given that these roads are already busy.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Thank you for your attention to these issues and concerns.	
Joyce, Scott	I am against proposition D, which would irreparably alter the character of my neighborhood of airport heights, the Chester creek trail, and the surrounding communities	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Kabranian, Seta	This project will have very negative impact on our neighborhoods. It will also be very costly on our state when we have so many other more important places, like our children's education, where we can spend that money. Please do not approve this project.	Your opposition to the project is noted.
Kandrick, Krista	As a resident of Rogers Park, I am very against the route going through/over our greenbelt area. The trail and greenbelt are what make this area great to live in and this project would destroy that for minimal gain.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Keegan, Madeline	The best solution is a tunnel system. It may be expensive, but it would be safest for pedestrians, drivers and animals alike. It would also minimize noise pollution along with exhaust pollution. Please consider allocating more funds to public transit; less drivers on the road=a saver Anchorage! Thank you.	Your preference is noted. Public transportation budgets are set by the Anchorage Assembly.
Keegan, Geoffrey	The best solution is tunnels, and the high cost is worth it. Vehicles do not belong near people and homes, the health of Anchorage is important. Why can't this kind of money be allocated to public transport solutions too? Too many pedestrian deaths are normalized, bury the highway away from people.	Your preference is noted. Public transportation budgets are set by the Anchorage Assembly.
Kehm, Autumn	I am strongly opposed to Alternative D due to the larger distribution of green belt and land. This area is vital to anchorages wildlife and our community for outdoor recreation. Anything that cuts through that much green belt shouldn't even be considered. I live off another green belt area and recreate from my home through the proposed Alt D green belt area. Please do not disturb our green lands.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Kelley, Megan	I oppose Alternative D. This area and it's parklands are used saucily by my family and friends. This will greatly disturb the environment and the outdoor activities of the community living and recreating there.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Kelliher, Shelby	This project is a terrible idea! There are so few green spaces left. These trails are integral at keeping east side walkable, bike able, and enjoyable. The wildlife would suffer and the people will suffer. Please do not do this. Just use the preexisting roads that work just fine. Shaving 5 minutes off your drive is not worth shaving through the forest.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Kimball, Nicole	I live in Eastridge and I strongly oppose Alternative D. I and many of my neighbors commented previously on this project months ago, and I don't know why we need to comment again, but please see and include previous comments from individual residents, the Airport Heights CC, the Rogers Park CC, and the Eastridge boards. This is an unrealistic, harmful alternative and I don't know why it is still being considered. It is an unnecessary 'black cloud' over midtown property owners as Alt D continues to be in the realm of possibility. This alternative would ruin the greenbelt, the wetlands, our neighborhood, and the muni trail system that thousands of people use and is critically important to property owners in midtown. For no additional benefit to Fairview or the project. Please remove this alternative from further study. Nicole Kimball Eastridge 1	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Kimmes,	Alternatives AB and C are the most appealing to me. They have the least	Your support for Alternatives AB and C are

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Noah	impact on the park system and that's important to me. The Chester Creek trail is a greenway that is the pride and joy of Anchorage, to put an overpass through it would destroy a part of what makes it special. I really enjoy the inclusion of more roundabouts and landscaping along the road system in all the plans. Tree lined streets would really increase the aesthetics of Anchorage, something that is very much needed.	noted. As parkways, the idea would be to have them tree lined where possible.
Kingsbery, Kyra	I am writing to express my strong opposition to the proposed four-lane highway bypass through Anchorage's cherished Chester Creek Greenbelt, as outlined in Alternative D of the Seward to Glenn Highway Connection project. This plan threatens to irreparably harm one of our city's most valued natural assets, undermining the very qualities that make Anchorage unique. The Chester Creek Trail is more than just a pathway; it's a vital artery that connects neighborhoods, provides recreational opportunities, and offers residents a serene escape into nature. Spanning approximately 4 miles from Westchester Lagoon to Goose Lake, this flat, paved trail is a haven for walkers, cyclists, and families. The greenbelt not only enhances our quality of life but also serves as a critical wildlife habitat and a natural sound barrier against urban noise. Introducing a multi-lane highway through this area would bring increased noise, air pollution, and traffic hazards, disrupting the tranquility of the greenbelt and adjacent neighborhoods. Such development would degrade the environment, diminish property values, and deter both residents and visitors seeking the natural experiences that set Anchorage apart. At a time when our city faces significant challenges—including underfunded public schools, inadequate public transportation, a housing crisis, and the loss of public employees—we must prioritize investments that enhance, not erode, our community's quality of life. Preserving and improving our existing trail systems and green spaces is essential to retaining residents and attracting newcomers, positioning Anchorage as a world-class city that harmoniously blends urban living with natural beauty. I urge decision-makers to reject Alternative D and consider solutions that protect our invaluable greenbelt. Let's focus on developments that address our pressing social needs without sacrificing the natural treasures that define our community.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Kirkham, Russ	I am writing to provide comments on the Seward-Glenn Connection PEL study. While the planning process has greatly reduced the impact of this potential project, it still proposes unacceptable impacts to Anchorage's green space and parks. Alternative D would cut across the Chester Creek trail and adjacent green space and should be removed from consideration. This trail and greenspace is used throughout the year by the community and visitors. It is an important link in Anchorage's amazing trail system. I have personally used this trail and once you leave the parking areas it quickly becomes peaceful and a needed escape from the urban environment. The bridge over the trail and greenspace would change the peaceful nature of this area. The other alternatives would preserve greenspace in their current condition and provided the needed congestion relief that started this planning process. Thank for providing this opportunity to provide comments. I also appreciate the extension in time to provide these comments on updates to the proposed alternatives. Thankyou Russ Kirkham	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Klaar, Mike	Our state and city is already in a budget deficit. Just last week the muni said that they are cutting a bunch of school programs.	It is important to note that the need for the project is not predicated on a large increase in

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	wouldn't it be a better use of funds to fix up the existing Glenn to Seward connection? I think it is a good idea to speed up the connection but having it go next to the hospital just seems like a waste of money. Please reconsider your plan.	traffic anticipated to cause congestion or to speed up traffic through Anchorage. The problems we are trying to solve (safety, conflicts between road functions, neighborhood impacts, and adopted community plans), are occurring now, based on the current levels of traffic.
Klaar, Erika	I really hope that you will reconsider the idea of this project. We feel very lucky to live in airport Heights, a small neighborhood community with tall trees and small houses. Our kids can bike to school here safely and we have created a haven within a crazy and loud city. I really hope that you will work to protect what we have.	Your concerns are noted. Additional details will be analyzed in the Level 2 screening, which will include traffic modeling to help determine each route's effectiveness.
Klein, Joe	Comments regarding Alternative Refinement and Screening Report: * Not sure why, the report was difficult to read and organization seem lacking. The TOC was lacking-needs more headings to orient the reader. The section on port connection seemed almost as an after thought and perhaps it is a low priority. Seems like most of the info was available just may have been better to provide a better separation/transition between projects. * I like the parkway concept over the previous 'highway' approach. * I do not feel any of the alternatives A - D hit the right approach or cost-benefit and prefer the 2050 MTP Alternative. It seems the most cost-effective and with a stable/decreasing population I'm not sure a new connection is needed at this time.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Knapp, Alice	Our parks and bike trails are one of Anchorage's best assets. Building a road connector over the Chester creek greenbelt doesn't make sense economically or functionally- changing the Glenn connector is not needed. We do not have a traffic demand that warrants this kind of expense - changing this routing will not improve the Fairview neighborhood. The money would be better spent helping the community clean up derelict houses and putting in supported housing with pocket parks and bike lanes.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Mid-town, the port, military bases, etc, given where people live, create heavy travel demand through Fairview.
Knutson, Kathleen	As a resident of the Eastridge 1 Home Owners Association, I am writing to STRONGLY oppose option D in your report. This option will destroy our neighborhood on Eastridge Dr through increased noise both during construction and from traffic, increase air pollution, place an unsightly roadway where a pristine park used to be. Our property values will tank and my family will most likely sell our property if this option is chosen. Additionally, the damage to the Chester Creek Trail, one of the jewels of Anchorage, will be significant. Additionally, I am opposed to option C for many of the same reasons regarding noise, increased traffic and pollution, as our neighborhood borders 15th and Sitka streets and Lake Otis Pkwy (as well as Chester Creek). This study group needs to consider that people Do Not move to Anchorage for the city and roadways. What keeps people here is the access to parks, nature and outdoor activities. Also, what is the purpose of this very expensive and damaging project?? To get people from the Valley and Eagle River to and through Anchorage faster? Ruining our neighborhood and negativity impacting Chester Creek trail is not worth a 3-5 minute decrease in commute time. If the purpose is to address concerns of the Fairview community, destroying our	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	neighborhood is akin to robbing Peter to pay Paul. In summary, I strongly oppose option D, and oppose option C as well. Sincerely, Kathleen Knutson 2075 Eastridge Dr Anchorage, AK 99501	
Knutson, Craig	.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Koeritz, Steven	Hello, As a long time resident of Anchorage and a military/civilian pilot, I am not in favor of the proposed routing of the seaward-glenn connector. It will require annexation of a large chunk of the historic Merrill field where I own, operate and park my aircraft. This is one of the things that makes Anchorage unique and draws people to the area. If we destroy this piece of Alaskan Aviation history Anchorage will be a much less attractive option for a place to live in my opinion. Thanks for your consideration!	The routing of the alternatives primarily occur outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property.
Koitsalu, Marie	I noticed that all your alternatives include the additions of pedestrian/bike pathways towards the Chester Creek greenbelt. That in itself must mean that neighborhoods surrounding Chester creek greenbelt have asked for better access to the greenbelt for you to take that into consideration and thus add those new bike trails. So I ask you, isn't that contra-productive to add new pedestrian trails headed towards the greenbelt if you at the same time "kill" that same greenbelt by building the viaduct from Alternative D?	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Koitsalu, Marie	As a resident of the neighborhood Roger's Park and living just by Chester creek greenbelt, I feel like Alternative D (with the viaduct) would completely alter our way of life. The draw of that neighborhood IS the greenbelt and the feeling of being remote when recreating along it. There is a reason your other options (alternative AB and C) include a trail connector to Chester creek as Chester creek greenbelt is the heart and the draw of our part of town (Fairview, Roger's park, Airport heights). A viaduct would greatly impact our physical and mental well being by ruining our last easily accessible connection to nature	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Koning, Kathy	"Hello, my name is Kathy Koning, K-O-N-I-N-G. My number is 440-6950, area code 907, sorry. It's about the Glen Seward Overpass thing. I live in the small subdivision by Fireweed. Thank you."	The project team followed up with a phone call and mailed the requested meeting materials.
Krebs, Chris	Please disregard option D. In fact, as someone who drives throughout the city as a consultant visiting workplaces from Seward to Fairbanks, often traversing the traffic corridor in question, it is clear that the Gamble/Ingra couplet needs to be fixed. I however strenuously disagree that a higher speed or more direct connection is needed. The light timing through Fairview is excellent and the delays are not there but at the main intersections at either end. The biggest challenge is that the four lane roads make pedestrian crossing problematic and even worse, the lack of separation from the sidewalks is harrowing. I have had to do emergency evasive maneuvers on more than one occasion when a likely inebriated individual stumbled irrationally into the lane next to the sidewalk. As a result, I avoid the outside lanes whenever possible. Don't get me started on lane management when it snows and no one can figure out where the lanes are when the road is four wide (everyone defaults to three). These issues are far better addressed by perhaps REDUCING the number of lanes and creating buffers between pedestrians and vehicles. Add to that the reality that Anchorage is very unlikely to grow in the foreseeable future, I see no upside to tearing up a green belt/wetland that is cherished by trail users (which includes me almost daily) and people who have specifically chosen to live near the green belt because of it.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.

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	And then there's the noise issue. Shockingly, we in Eastridge 1 can clearly hear and follow the progress of many motorists on Northern Lights (where speeds drift closer to 45-50 than the posted 40). I am profoundly concerned about the increase in noise levels should a major connector be rammed through practically next door. The traffic on Lake Otis is noteworthy but manageable as long as speeds are kept 35 or lower. If the whole point of the connector is so drivers can stomp on the gas for two minutes the noise will ruin the residual areas near the trail. We are extremely not amused that this process has continued to go as far as it has. Pull the plug now. Fix Gamble and Ingra. Make them a more pleasant, if slightly slower corridor. The only people clamoring for an expedited route through Anchorage are valley folks who chose to live where it's cheaper but still want to get to Kenai as fast as possible during red season. I am so not amused.	
Ksok, Marcia	I would like to comment on the proposed h2h connection. Seems to me that option C would be the most straightforward and least disruptive to the community, but having a roundabout at Lake Otis and new highway interchange would negate the idea of a free flowing system. That spot would benefit from an overpass especially to prepare for possible future increase in traffic flow.	Your preference for Alternative C is noted.
Kurtz, Meg	To the Development team, I live in Airport Heights and use the trail systems almost daily, particularly the Chester Creek Trail. In a winter city it is unconscionable that we can be considering degrading a greenbelt artery by building a "parkway" overhead. It is essential that you reject Alternative D. • Despite the developers reassurances that there there will be no debris falling from the "parkway" there is no way to prevent road runoff, debris, and dirt from being deposited on the trail; destroying the snow in the winter and raining down on trail users other times of the year. • I also have concerns about the noise, air quality, light pollution and the general degradation to the visual experience. In addition to the impact on wildlife that use the greenbelt and wetlands that are a part of the area. I am cognizant of the environmental justice reasons for the project and that mitigation of the impacts of the Seward Highway as it affects Fairview is important. But I don't believe that the damage to the green belt is a reasonable solution. Respectfully, Meg Kurtz	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Kurtz, Richard	I am against the entire project given that the population is shrinking, I have not been convinced there is enough traffic that would use this connector, we don't have tax revenue to pay for this, and every time I go through Anchorage I want stop for food or gas, I don't need a through way. If you do go ahead with the project I understand you don't want to further harm the Fairview neighborhood, but the damage is done in Fairview, you can ameliorate it but don't repeat the mistake in yet another neighborhood.	General opposition noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Kurtz, Richard	could you provide me with the number of vehicles that actually make the trip though Anchorage Seward hi way to the Glenn, or from the Glenn through to	Only a small number of trip enter or exist the Anchorage bowl on the Glenn and Seward

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	the Seward hi way?	Highways and travel all the way thorough. Most trips start or end in Anchorage proper. The origin destination report (available on the project website) includes data that suggest approximately 1.7 percent of trips travel all the way through Anchorage in either direction.
Kyle, Callie	Please leave the green spaces alone! I don't feel this project will achieve anything but doing away with green space and I am against it. I believe this will do little for traffic issues, pedestrian safety, and will damage a large chunk of green spaces in our city. I am against it.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lane, Sherry	I am opposed to Alternative D.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lane, Robert	I would like to voice opposition to Alternative D. I would like to see the greenbelt unchanged by this project. Living adjacent to Chester Creek in the proposed area, I use the greenbelt all the time, all year. Its a place I can be in nature, absent most of the sounds of the city. Having an overpass across the greenbelt would take that away. What happens in 25 years when they want to expand, leading to further erosion of the greenbelt? Our greenbelts are considered by most to be shining jewels of the municipality. We should take the longer view and leave the greenbelt alone for the use of future generations.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lang, Allison	I am an Anchorage resident living in South Addition, working downtown, and often riding my bike on the Chester Creek trail to get places. I oppose Parkway Alternatives AB, C, and D because they are unrealistically expensive (thus won't help Fairview any time soon) and perpetuate high-speed, high-volume arterial roads through the city at the expense of livability and local mobility. Instead, I'm fine with regional traffic taking a little longer to travel through. I support the MTP Plus Alternative because it meets community needs while still allowing a regional travel route. I support removing lanes and reducing speeds on Ingra, Gambell, 5th, and 6th to improve quality of life in this area. To reduce car traffic volumes and improve transportation options, I also support the Hyder Street woonerf/trail connection, increasing transit routes and frequency, and increasing housing density and mixed-use development.	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population or to speed up travel through Anchorage. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview.
Langdon, Mel	I oppose Alternative D. This alternative is an audacious affront to residents of Anchorage. This elevated "parkway" (somewhat of an oxymoron) alternative will affect all of the many users of the Chester Creek trail and the amenities of Eastchester and Sitka Street Parks, including play grounds and community gardens. Look under any big freeway bridge or elevated transportation structure in any urban area. These are dead zone: trash; debris plowed off the bridge (including the sand and gravel from snow removal); inhabited and abandoned camps; and increased opportunities for invasive species to spread. It also would require construction in a currently undeveloped wetland. As our society becomes more aware of the benefits of green and open spaces for our mental and physical health, preservation of these spaces becomes a matter of survival as well as "livability." Several of the comments that supported Alternative D during the February-April 2024 comment period are from people who are looking for an easier transition from the Glenn to the Seward highways. The three Needs in the Purpose and Need statement of the of the PEL do not seem to include this consideration. Comments that allude to that are not germane to the project evaluation. I support Alternative B, the various MTP plus alternatives. This will restore livability to the Fairview neighborhood. A bonus might be the Hyder connection from the Chester Creek trail to the Ship Creek trail. However, I can't find where	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population (or trying to make a smoother, faster trip through Anchorage. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.

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	the plan discusses how this connection would cross Ingra Street or proceed north from 5th Avenue (through an auto repair shop?) and down the bluff. Please provide more detail.	
Larson, Stephanie	As a resident of Roger's Park, I'm concerned about a viaduct over the Chester Creek Greenbelt for noise and aesthetics reasons. Additionally, there are also some safety issues with homeless encampments and uncontained cooking fires both in the greenbelt and in the green areas outside of the Roger's Park neighborhood. My family is concerned that a bridge would provide attractive infrastructure within the greenway for sheltering encampments, and thereby making the current safety and sanitation issues in the greenbelt worse. As an environmental planner I understand that Alternative D would have the fewest impacts on ROW, relocations, and EJ issues, which is a major deal. However, couldn't Alt D be designed differently to further mitigate impacts? I'm not necessarily opposed to the route of Alternative D, only the execution. Instead of a viaduct, would a tunnel underneath the greenbelt be feasible? If a tunnel is possible for that section of development, the design would alleviate or ameliorate the majority of our neighborhood's concerns.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The grades through the greenbelt to go under Chester Creek are not conducive for a tunnel.
Larson, Erin	I am writing to express my support for the MTP Plus alternative, as the option that minimizes impacts to local neighborhoods and supports alternative forms of transportation. As a resident who would be impacted by Parkway alternative D, I have concerns about the impact of the proposed work on the property value of our house and the livability of our neighborhood.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Late, Donner	1. On sitka and 15 please keep in mind the ability to cross the street for access to bus routes and pedestrian access to Fairview, the hospital, going downtown – biking right now its crossing after you go through sitka st park bike trail. 2. We can't lose that access exit for the condos on 15th and lake Otis can be problematic since its crossing traffic to go east to downtown. Thank you.	The suggested design ideas will be considered for the alternatives that move forward.
Lawhorn, Thomas	After reviewing all of the route options, the 2 routes that I object to are C and D. I don't see the benefit of improving 1 infrastructure while hurting another. Merrill Field is a huge economic engine for the city. Cutting into its footprint would eliminate already limited tiedown spaces, taxiways and eliminating safety areas around the runways. I don't think the planners understand the soil conditions of those 2 proposed routes. The soil is literally 100' of garbage on top of a peat bog with underground streams. That is why there are no structures on the south side of the airport. The soil is too unstable to build anything. I would prefer the route that runs north of 3rd ave.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The routing of alternatives C primarily occurs outside the current airport fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property or a tunnel. The project team is aware of the location of the former landfill and the engineering challenges to building on it.
Lawler, Kurt	I am very concerned about any proposed alignment that would impact Merrill Field, especially the gravel/ski runway 5/23. It is unclear from the Alternative Refinement and Screening Report what impact the proposed alignments C & D would have on the gravel runway or Whiskey tie-down area. The gravel/ski runway is used year-round and is one of only two airports in Anchorage with tie-downs and a public gravel runway. All of the tie-down locations in the Whiskey parking area are currently leased and there is a waiting list to get a spot in both Whiskey and Quebec parking areas. We need more tie-downs and airport access for general aviation in Anchorage, not less.	The routing of the alternatives primarily occur outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property.
LeEric, Marvil	Parkway Alternative AB seems best to leave open a connection to the port and future Knik bridge.	Your preference is noted.
Leguineche, Jennifer	I appreciate the consideration of public concerns and feedback when these proposals were created. I prefer the parkway proposals.	* DOT&PF will follow the Uniform Relocation Act to ensure that any relocations occur with proper process and fair compensation. Note that parkway alternatives have few relocation requirements compared to the free

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	I am most concerned about impacts to the environment and communities which will be most affected, and lack of affordable housing for people who are displaced. I'd like to see in more detail how the DOT intends to help create housing for those displaced, provide help for businesses affected, and mitigate against harm to environment and the communities and health of those most impacted. This city is attractive to potential residents and businesses from outside because of its trail system and urban wildlife. Preserving and protecting that is important, too, whatever proposal is accepted. Please take care of the silver salmon run that comes up Chester Creek to spawn. I'd like to know how this project will be funded. Given the current DOGE scrutiny of federal organizations and operations, etc - how might that affect NEPA and other Federal funding for this project? Is there plan B if adequate federal funding is unavailable? Thank you for the information provided and the opportunity to comment. Sent from my iPhone	alternatives. Additional engineering refinement may be able to reduce the numbers of relocations even further. * Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts so no impact to Chester Creek is anticipated.. * Funding has not been determined but would likely be combination federal highway funding with State matching funds.
Lekanoff, Rachel	I am a regular user of the Chester Creek trail, both for commuting and recreating. Please keep Chester Creek and the surrounding greenbelt as it is. One of the best things about Anchorage is the city-wide trail network, which deserves and should be conserved, or even expand the trails and greenbelts! So few of the roads feel safe for cycling and walking (see the city's own pedestrian death reports and how they have been increasing). Protecting this trail and the nearby neighborhoods is far more important than a highway. In short, please reject any proposed road system that interrupts and impacts urban trail usage. Thank you for your time and consideration.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lewis, Stephen	Alternative D background studies for the study area south of Chester Creek are not publicly available data in the PEL project library. In mid 2023, to accommodate a new Alternative D, the southern boundary of the study area was moved south from the north bank of Chester Creek to Northern Lights Boulevard. Documents and studies supporting the basis of design for the PEL, as listed on the PEL library website, do not include data for this expanded study area. Alaska DOT has stated that the missing information is contained in other DOT documents, studies and previous PEL from other parts of the city. While this statement addressed where the relevant data might be found, it does not address the fact that the data is not available to the public user from this PEL study data base. Thus the justification of Alternative D is incomplete. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will require acquiring land and clearing structures and for the new highway. Combined with devaluation of remaining nearby properties, this will reduce municipal tax income. I oppose Alternative D and request that it be removed from the study. Alternative D will concentrate and sequester air pollution in the Chester Creek greenbelt. Due to the terrain surrounding the Chester Creek greenbelt and adjacent wetlands the winter impoundment of air will prevent pollutants from vehicular traffic from dispersing, further degrading the environment for human use, including that by schools, senior housing, businesses, and churches and residences. I oppose Alternative D and request that it be removed from the study. The environmental viability of the routing of Alternative D through established parks and recreation sites, anadromous waterways, protected wetlands, is extremely suspect. It is not fiscally prudent to waste more money studying Alternative D until this question is addressed. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Alternative D will impede traffic-free routes used extensively by urban wildlife, such as moose, black bears, lynx, foxes, and coyotes in transiting Midtown, leading to more vehicular accidents and other injuries as those animals shift to using streets. I oppose Alternative D and request that it be removed from the study. Alternative D will cause physical changes to local drainage patterns and ground water movement. This will negatively affect surrounding properties and access routes. I oppose Alternative D and request that it be removed from the study. Alternative D will degrade the adjacent wetlands along the proposed alignment and violates stated Municipality of Anchorage policy. The wetlands south of 15th Avenue are designated as Class A Wetlands in the Anchorage Wetlands Management Plan (MOA 2014c), which states: Class “A” Wetlands have the highest wetland resource values, and are considered most valuable in an undisturbed state. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will degrade the water quality of the Chester Creek drainage, a designated anadromous fish spawning habitat for Coho salmon and other species. Road dust created by wear of vehicle tires contains the toxicant 6PPD-quinone which is fatal to Coho salmon. This dust would be directly and indirectly introduced into the waters of Chester Creek. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will degrade the natural environmental quality of the Chester Creek trail and greenbelt. This will reduce the desire of the public to participate in or observe events like dogsled races for Fur Rendezvous, the Iditarod start, running and ski competitions and other events of interest. I oppose Alternative D and request that it be removed from the study. Alternative D will degrade the natural environmental quality of the Chester Creek trail and greenbelt. This will and impair the city’s ability to provide an attractive venue for events like dogsled races for Fur Rendezvous, the Iditarod start, running and ski competitions and other community events of interest. I oppose Alternative D and request that it be removed from the study. Alternative D will add to the safety burdens of an area that will be rendered less accessible to police, fire and EMS services. I oppose Alternative D and request that it be removed from the study. Alternative D will exacerbate the problem of unsanctioned camps in the Chester Creek Greenbelt by providing a sheltered space below the elevated road deck. Adding to the already expensive and socially divisive problem of unsanctioned homeless camps in the Chester Creek Greenbelt is unacceptable. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will damage parks and recreational facilities used for many types of year-round recreation and quiet enjoyment of nature by residents from all over the city. I oppose Alternative D and request that it be removed from the study. Alternative D will destroy parklands that are an attraction to tourists, impacting tourism’s important business value and the municipal tax income derived therefrom. I oppose Alternative D and request that it be removed from the study. Alternative D will have adverse impacts on the businesses and neighborhoods in the study area through the loss of safe access, especially for those using bikes, skis, or walking. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will have negative impacts by increasing the amount of traffic generated litter affecting businesses and neighborhoods which are home to	

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	three churches, low income housing, senior housing, senior services, and an Anchorage School District Special School and are home to a high proportion children, elderly, and health challenged residents. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will cause increased dust and vehicle exhaust pollution to neighborhoods which are home to three churches, low income housing, senior housing, senior services, and an Anchorage School District Special School and are home to a high proportion children, elderly, and health challenged residents. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will cause increased noise pollution to neighborhoods which are home to three churches, low income housing, senior housing, senior services, and an Anchorage School District Special School, and are home to a high proportion children, elderly, and health challenged residents. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study. Alternative D will damage new parts of Anchorage in an attempt mitigate negative impacts of the current highway alignment through the Fairview neighborhood. Two Wrongs do not make a Right. Fixing part of Fairview by destroying other neighborhoods is not acceptable. I oppose Alternative D and request that it be removed from the Seward-Glenn Connection PEL Study.	
Lewis, Steve	I am Steve Lewis, a resident of the Rogers Park Terrace subdivision. I have been reviewing the documents in your Project Library website. I started with the oldest document, the August 2021 Origin - Destination Study Memo, and have read through sequentially to the most recent. A couple things show up that I do not understand so I need to ask for your help. The first question concerns the evolution of the boundary of the study area and subsequent data collection within the newly included area. In the August, 2021 Origin - Destination Study Memo the southern boundary of the study area follows the north bank of Chester Creek from the Northern Lights culvert to the C Street culvert. This boundary is consistent in all of the posted documents through to the Public Outreach Summary, Public Meeting #3 of May 2023. All study data ends at this boundary or even further north. Between May, 2023 and February of 2024 the study area southern boundary was moved south of Chester Creek along Lake Otis to the intersection of Lake Otis and Northern Lights Boulevard, then extended west to Eagle Street, then north to intercept Chester Creek. This southern extension, and the included area, is carried from then up to the most recent documents. This leads to my specific questions as follow: 1. Where does one find documentation of the process by which the study area was expanded south? 2. The January, 2023 Purpose and Need Statement lists several preceding studies as the basis of design for the following alternative selection process. Specifically; • Draft Origin-Destination Study Report, May 2022 • Draft Travel Demand Modeling Report, May 2022 • Draft System Performance Memorandum, May 2022 • A Basic Description of the Environmental Setting Report, March 2022 These studies contain none of the required data from the expanded study area. Where can I find this information? I would appreciate hearing back from you on this . If you would find it easier to	1. The study area was moved south when the alternatives were developed. Initially, the team had not anticipated a diagonal route across Chester Creek. It was decided that it was important to evaluate the tradeoff in impacts between parks and neighborhoods/relocations. That was the reason the study area was expanded. The boundary of the study area was discussed at early public meetings and it was made clear during public discourse that potential alternatives may not be limited to falling within wholly within the study area. 2. • Draft Origin-Destination Study Report, May 2022: The origin destination report includes trips across the entire Anchorage/Mat-Su region. The analysis was not limited to the study area boundary. • Draft Travel Demand Modeling Report, May 2022: The Travel Demand model forecasts trips across the entire Anchorage/Mat-Su region. The modeling of trips is not limited to the study area boundary. • Draft System Performance Memorandum, May 2022" The system performance is focused on the area between 20th and the Seward Highway to Airport Heights and the Glenn Highway (and including potential connections to the Port). The charge of the study was to evaluate National Highway System problems and identify solutions those

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	chat please just give me a call at the number below. Thanks, Steve Lewis lewis.stevek@gmail.com 907-240-9412 cell	problems specifically between those points. The Mid-town PEL was charged with examining system performance on the Seward Highway to 20th. As such the original study boundary is appropriate boundary for examining system performance. • A Basic Description of the Environmental Setting Report, March 2022: This document was published prior to the expansion of the study area. The analysis used to evaluate the alternatives uses citywide GIS layers so that we are making sure that the same environmental considerations are being employed on the expanded study area.
Lewis, Savannah	Labeling Alternative D a “parkway” does not make it a park or preserve the existing parks in the designated area. In fact, this will cause an overall degradation of the area and make it unsuitable for continued park uses. I oppose Alternative D and request that it be removed from the study. Alternative D will have negative impacts on the dense rental and senior housing and other businesses in the study area by increasing noise pollution as the road surface is raised to that of the adjacent residences and businesses while preventing the use of noise reduction barriers. I oppose Alternative D and request that it be removed from the study. Alternative D will destroy parklands used for multiple types of year-round recreation and quiet enjoyment of nature by many residents of the city. I oppose Alternative D and request that it be removed from the study. Alternative D will impair and reduce safety of the users of an existing heavily-used commuter bikeway. I oppose Alternative D and request that it be removed from the study. Alternative D will destroy parklands that are an attraction to and are used by tourists, impacting tourism’s important business value and the municipal tax income derived therefrom. I oppose Alternative D and request that it be removed from the study. Alternative D will attract more crime and encampments to the degraded under-road area, that can then no longer be used by locals and further driving them away, increasing costs for abatement and legal actions related to it. I oppose Alternative D and request that it be removed from the study. Alternative D will add to the safety burdens of an area that will be less accessible to police. I oppose Alternative D and request that it be removed from the study. Alternative D will, by degrading the Chester Creek trail and greenbelt, impair the city’s ability to stage events like dogsled races for Fur Rendezvous, the Iditarod start, and other community events of interest. I oppose Alternative D and request that it be removed from the study. Alternative D will destroy the habitat of anadromous fish and the many other species that presently live in the Chester Creek greenbelt ecologies. The adjacent wetlands south of 15th Avenue are designated as Class A Wetlands in the Anchorage Wetlands Management Plan (MOA 2014c), which states: “A” Wetlands have the highest wetland resource values, and are considered most valuable in an undisturbed state.” I oppose Alternative D and request that it be removed from the study. Alternative D will impact the habitat of anadromous fish with the dust created by the wearing of vehicle tires, which contains the toxicant 6PPD-quinone which is fatal to Coho salmon, one of the species found in Chester Creek. I oppose Alternative D and request that it be removed from the study. Alternative D should not be linked to altering port traffic access as this has substantially different needs that should be evaluated separately. I oppose Alternative D and request that it be removed from the study. Alternative D will impede traffic-free routes used extensively by urban wildlife in transiting Midtown, leading to more vehicular accidents and other injuries as	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	they shift to using streets. I oppose Alternative D and request that it be removed from the study. It's a waste of funding to set this route in the plan before an environmental assessment is performed since that is likely to demonstrate that this is an undesirable route due to its multiple impacts. I oppose Alternative D and request that it be removed from the study. It's a waste of funding to set this route in the plan before an environmental assessment is performed since that is likely to demonstrate that this is an undesirable route due to its multiple impacts. I oppose Alternative D and request that it be removed from the study. Alternative D will cause physical destruction of and changes to local drainage as well as wetland destruction. This will negatively surrounding properties and access routes. I oppose Alternative D and request that it be removed from the study. Due to the terrain involved, winter impoundment of air will prevent pollutants from vehicular traffic on Alternative D from dispersing, further degrading the environment for human use, including that by schools, senior housing, businesses, and churches. I oppose Alternative D and request that it be removed from the study. Clearing of structures and use of land for the new highway Alternative D, plus devaluation of remaining nearby properties, will reduce municipal tax income. I oppose Alternative D and request that it be removed from the study.	
Leykom, Mary	Regarding the Seward-Glenn interface alternatives, "D" is the least desirable. Urban areas with wide elevated roadways create shaded, dark, vacant waste places. Even in lovely Wallace, Idaho, where designers had no option to building an elevated highway through town, much of the space has become a trashy, dark, unused space. I'm an advocate for helping Fairview return to a liveable neighborhood again, but not at the expense of another neighborhood and an important park.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lind, Steve	"Hi, my name is Steve Lind and my phone number is 907-529-7334. I'm an employee at the Anchorage Senior Activity Center. I just saw a map that shows Plan D as going within 100 feet of the center in the woods back behind it and I wanted to look at a more in-depth picture but I can't find anything on your website that shows the same picture even that I just looked at on a tree, maybe a hundred feet from the center there's a tree with a sign to get in touch with you guys. Anyway, I'd like to find out how I, when I'm on the webpage, how I find the different alternatives. I wanted, in particular I wanted to look at D because that's the one that seems to be really close to the center. And I had some questions about it, but I can't find a map about it, so I can't find any more information. Thank you."	There are detailed drawings Appendix A of the Alternatives Refinement and Initial Screening Report available at https://sewardglennconnection.com/documents/Draft%20Screening%20Report_12-07-24.pdf. Note that Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lindbeck, Steve	As a 35-year resident of neighborhoods adjoining the proposed Seward-Glenn Connection, I am interested in the cost/benefit balance in assessing this project. At this stage I remain unconvinced the proposed alternatives will either relieve the current burdens on the Fairview community or improve traffic flow enough to outweigh the costs as proposed, but I am paying attention and willing to be persuaded. What clearly fails the cost/benefit test, however, is the idea of invading the Chester Creek green belt, an asset that serves Fairview as well as the broader Anchorage community. Please remove that option from consideration and focus on the still highly-debatable question of whether other plans are valuable enough to proceed at all. Thank you for the opportunity to comment and for your consideration.	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Midtown, the port, military bases, etc, given where people live, create heavy travel demand through Fairview.
Lindsey, Sarah	Hello. I am a resident of the Rogers Park/Airport Heights area and have lived here for 15 years. I am deeply opposed to the Alternative C and ESPECIALLY Alternative D options for the Seward-Glenn Connection project. One of the most precious things about this area of Anchorage is the greenbelt and	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Chester Creek Trail. My family and I love this small oasis in the middle of Anchorage. We walk, run and bike the trail in the summer and ski it in the winter. We sled at Sitka park - a peaceful spot enjoyed by many local residents. Our good friends live in the East Ridge community, which is directly adjacent to the proposed Alternative D route. Even after the revisions, alternative D, and to some extent C would have a huge negative impact on our community, adding significant noise and pollution, and likely causing a decline in property values. It is just too easy to undervalue this when you are an engineer trying to solve a problem, looking at possibilities on a map. These options come at a disproportionately huge cost to the many middle-income families that call Rogers Park and Airport Heights home. I am a small business owner and my husband is a middle school teacher. We have saved and made financial sacrifices to afford our modest home. The integrity of the green space and surrounding neighborhoods that are impacted by plans C and D are something we need to protect at all costs. This area provides habitat for migrating and local birds along with other wildlife and adds irreplaceable value to our city and the daily lives of myself and my neighbors. At a minimum, please remove Alternative D from consideration. It is not aligned with what the community wants and does not serve the neighborhoods it will impact in any positive way. Thank you, Sarah Lindsey	
Livingston, Stephen	The Department of Transportation has proposed and then revised a number of alternatives to connect the Glenn and Seward highways. The assumption that we need more and undoubtedly costly road construction to promote motor vehicle traffic is in my view debatable, particularly given the economic and demographic trends in Anchorage over the past 10 or so years. Given the current political climate in our federal government, anything but the No Action alternative may be a moot point. That aside, I am particularly disturbed by Alternative D, in which the revised version includes building a bridge over part of the Chester Creek greenbelt. Proposals to build a road through the Chester Creek greenbelt have surfaced periodically in the 43 years I have lived in Anchorage, and this "above Chester Creek" proposal is the latest iteration but no less outrageous. The greenbelt is precious to the municipality of Anchorage as it is and should be not be disturbed in any manner. Building a bridge over part of the greenbelt is hardly any consolation and would alter its natural environment irrevocably and negatively so. I would refer DOT to the more detailed comments made by a number of other Anchorage residents also opposing Alternative D. In summary, I am unalterably opposed to Alternative D and urge you to reject it.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lockard, Debbie	Please REJECT Alternative D for your parkway plan. It will ruin the beloved and MUCH USED Chester Creek greenbelt and multiuse trail. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Lockard, David	I am deeply opposed to Alternative D. Anchorage is in steep decline in population, education, and economic activity. This is not a good place to work as a teacher or raise children. One of the few good things about our community is the trail system. The greenspace that would be harmed by Alternative D is used by the entire community for walking, running, biking, and skiing as well as by the Nordic Ski Association for the Tour of Anchorage, and the Iditarod. Please remove this option from those under consideration. Pedestrian deaths could better be addressed with pedestrian overpasses like the ones over Northern Lights leading to Rogers Park Elementary and over Tudor leading to ANMC. Your traffic projections are unrealistic given the recent DOL Anchorage	* Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce

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	population projection of -20% over 25 years. Your assumption of a need to move 27k vehicle/day is bogus. Nobody knows what traffic will be like in 2050, so you should have used a range of possibilities based on the DOL population projection. I suggest -20k to 10k/day as a starting point. That would be much more realistic than your number. The 36th and New Seward intersection is the most congested in the city... why has that project been de-funded? How about the Cooper Landing bypass? Do you see how suspicious it is that this study recommending serious harm to Anchorage's greenspaces and midtown neighborhoods is moving forward when reasonable projects are being de-funded? If the concern is neighborhoods that are separated by highways, can you provide analysis on how many neighborhoods in Anchorage are separated by highways? Of the pedestrian deaths in Fairview, which are appalling, how many involved people who don't live in Fairview? How many were drug/alcohol related? How many could be avoided using a pedestrian overpass?	the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. *
Looney, Brian	Please avoid impacts to the Chester Creek greenbelt at all costs. Whatever is decided, make sure all modes of transportation are considered - particularly pedestrians and cyclists. We already have plenty of roads for vehicles, lets build more options for non-motorized users. Complete Streets!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Losey, Anthony	Alternate Plan (D) seems to be the least impactful to existing neighborhoods, and would be less land purchase / easement issues as it uses state / muni land it appears. This seems like best flow for traffic as well.	Your preference for an alternative is noted.
Lubke, Claire	I do not support alternative D, which reroutes highway traffic through established green spaces that are adjacent to some of the most affordable and dense housing in Anchorage. This would be a continuation of a shameful history of environmental injustice in this part of town. I urge AKDOT&PF to move forward with alternatives that minimize impact with tunnels and other infrastructure or get serious about other routes altogether. How can we use existing large roads like Abbott, Dowling, Elmore, and Tudor? Why does traffic from the Seward highway have to connect to the Glen in the northern part of town?	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Based on origin-destination information, most travelers using 5th and 6th and Gambell and Ingra are heading to major destinations like downtown, mid-town, etc. A bypass on the roads mentioned would not attract sufficient trips to solve the problems.
Lynch, Kerry	The report says there's a comment summary on the website, but on the online open house in section "Public meeting #4" the link to the comment summary seems to go to the draft alternatives report? Can you check the link or tell me where to find the comment summary? Thanks, Kerry Lynch	The comment summary (and all comments and responses from meeting public number 4) is available at the following link: https://sewardglennconnection.com/document/s/20241209_SG%20PEL_Public%20Meetings%20Summary_Final_Comments.pdf
Lynch, Kerry	Seward-Glenn Connection PEL Study Comment and Contact Form Name Kerry Lynch Email lynchk873@gmail.com General Message or Comment Comments on the draft alternatives refinement report: - I support the MTP Plus alternative - Appreciate the work done to respond to prior feedback by scaling down from freeways to parkways, however high-volume roadways through downtown are still not right for Anchorage - Traffic counts on the Drakewell online site show flat to declining traffic counts in this corridor, along with current population declines over the last decade and forecasts for further population decline, seems like a good time to scale this roadway back without growth pressure. - I don't think it's a given that the same amount of traffic will shift to other	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. Concerns about cost, forecast traffic, and impacts will be further investigated in the level 2 screening. Note that "Highway" alternatives have been

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	roads, we can reduce total vehicle miles traveled in our city by investing in a better transportation system overall that serves all modes and gives people alternatives to driving alone - Tunnels are beyond our capabilities and funding priorities, Alaska in general and Anchorage specifically is struggling to attract workers in all sectors and to fund/maintain our current infrastructure - We've defined our goals in our Metropolitan Transportation Plan, implementing that plan should rank highest priority - Looking to other major cities worldwide, hard and expensive lessons have been learned about building highways through cities and most cities are now paying to reverse the damage, let's not follow that path - We have to balance the negative impacts and cost of our infrastructure on the city, a large volume road through the middle of the city has too many negative impacts on residents, economic losses from city center land not used for revenue-generation for the city, and harm to our parks and trails that are seen by many as one of few benefits to living in Anchorage. Reducing traffic volume is the most sensible way forward.	screened out.
Maassen, Lillian	I do not support Alt D! No highways through our Chester Creek greenbelt, please. Anchorage's urban natural spaces are among the best things about it. Let's prioritize preserving that.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Macleane, Kristiann	Putting a road through the greenbelt is a terrible idea. No thank you!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Mahaffey, James	Reference: PARKWAY ALTERNATIVE D I am not in favor of Parkway Alternative D: 1. It would cause unacceptable impacts to 3 neighborhood parks. 2. It would create noise that would disrupt wildlife habitat. 3. It would reduce the recreational and quality of life within the area as well as in Anchorage as a whole. Submitted by: James & Dianne Mahaffey	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Mahaffey, John	I DO NOT support option D through the greenbelt as this would SEVERELY damage the Chester Creek greenbelt. Considering our declining population and lack of funding I think the best option is to do nothing but option C along 15th seemed the least disruptive.	Your support for the no action alternative is noted. While Anchorage population forecasts have recently fluctuated, regional population is not forecast to decrease. It is important to note that the need for the project is not predicated on a large increase in traffic anticipated to cause congestion. The problems we are trying to solve (safety, conflicts between road functions, neighborhood impacts, and adopted community plans), are occurring now, based on the current levels of traffic.
Malisov, Joseph	Highways and streets serve different purposes and shouldn't be mixed. And even then, placing highways above streets creates a big separation in a city. I am glad to see alternatives which focus on public transit (MTP+) and ones that would build tunnels and then convert Ingraham and Gambell into livable and crossable streets. I am very grateful that past planners made the highway split into one-way streets when travelling through Anchorage. This greatly improves the walkability, beauty, and economic outlook for the city. For that reason, I am not convinced that any changes are needed. Though removing transit fares	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to

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	could be a first step in increasing ridership and decreasing the need to build new roads.	balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Maloney, Lisa	Please do not use the option that goes through the Campbell/Chester Creek green spaces. Those are an absolute treasure of the city that I use for daily bike commuting in the summer and should be expanded, not replaced or transplanted.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Malpass, Earl	Amy, I wanted to follow up on some comments from Earl Malpass, the new airport manager at Merrill Field. He had some concerns with using airport land on the alternatives, and vehicle heights on 15th. I cc'd Taylor on this email since he also got a chance to talk with Earl during the meeting. It would probably be worth scheduling a follow up meeting with him to make sure our assumptions still hold at Merrill Field. We have already done clearance checks on our alternatives to ensure we don't impact the runway approaches. He was hoping to have the elevation on 15th lowered to give a longer effective runway 34 length. His email address is: earl.malpass@anchorageak.gov. Let me know if you have any questions!	The project team held a meeting with Merrill Field staff to discuss their concerns. The routing of the alternatives primarily occur outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property.
Mangus, Donald	I've lived on East 27th Avenue in Fireweed Manor since 1962. I'm definitely opposed to this building project. It would greatly diminish the quality of life through noise and pollution in the community. I do not feel it is needed at all. The population of Anchorage will be declining due to the poor economy, made worse by all the budget cutting in both Federal and State spending. Just leave everything as is for the next 10 years until we see how things stand in this era of political turbulence. Do not build this project, mothball it.	Your opposition to the project is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Marson, Barbara	I am against this project because a need for it has not been demonstrated. Destruction of green space and any existing viable buildings is too damaging. If all of the properties were vacant and being destroyed by vagrants it might be a different story. However, with our population going down every year and the closing of schools, and the uncertainty of funds to maintain and repair what we have, it is the wrong time to invent any rerouting of roads and traffic. No new work should be address within the next several years. If there is money available that is going to be lost, find a way to address existing problem repairs.	Your opposition to the project is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Martini, Katie	Hi there, as a resident of Fairview right next to the Chester creek trail I would like to voice strong opposition to Parkway Alternative D. Anchorage is plenty car-centric at it is, and our trails and green spaces are what makes the city an enjoyable place to live. This plan would put a freeway in my backyard and would be a reason that I consider moving away from Anchorage altogether. I would encourage this effort to be redirected toward better connecting our trails and investing in human powered transportation. Thank you!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Matheson, Ben	Thank you for the chance to comment on the Seward-Glenn PEL. I would encourage the project team to remove alternatives that do not meet the criteria in the purpose and need statement. A straightforward reading of the purpose	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on

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	and need statement indicates a need for projects that reduce the prioritization of high speed highway travel and increase the ability of people on foot, bike, wheelchair, and even local car traffic to navigate midtown Anchorage and Fairview safely. From the P&N statement: "The proposed purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and POA by all modes (including people on foot, bicycles, or buses) while improving community cohesion." This current stage of analysis in the Alternatives Refinement and Initial Screening Report indicates that 4 lane arterial roads (intended for 40-45mph vehicle travel) are preferred to the project team based on community feedback. But this analysis does not address the consequences of 45mph arterial roads on the major purpose and need statement criteria related to "livability, accessibility, and safety of people." Arterial roads do not tend to increase safety (these are the settings for almost all of the pedestrian fatalities in Anchorage.) Nor are they a top choice for accessibility as curb cuts and crossings, and intersections in general are often reduced considerably for safety purposes. Arterial roads diminish livability through bisecting neighborhoods, increasing noise, decreasing the mobility of pedestrians, and other well-documented dimensions. I would encourage the project team to take a broader view of "mobility" -- we currently have excellent mobility in Anchorage for car travel. I can drive anywhere--in any season--without meeting anything resembling real delay. The forms of mobility that need improvement in Anchorage today are hindered by highway development - not enhanced. Livability too may be measurably diminished in Parkway Alternative D with the introduction of noise and air pollution into new regions, along with the reduction of parkland and impacts to the city's core main non motorized pathway at Chester Creek. It is difficult to see how the construction of a highway across the city's premiere walking, cycling, skiing, and recreational corridor and through adjacent parklands fits the purpose and need statement in any meaningful way. Broadly, I encourage the project team to remove alternative D and pursue several project detailed in the "MTP" alternatives that reshape the Gambell Ingra corridor in ways that lessen traffic volumes, traffic lanes, and allows for much greater accessibility, connectivity, and community cohesion. A vision that follows the purpose and need statement should serve Anchorage well, and I would encourage the project team to follow it closely in alternatives evaluation. Thank you for your dedication to improving Anchorage.	future population or to speed up travel through Fairview. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Matthaey, Andrew	Hello, I attended the open house in December and wanted to thank everyone for all their work up to now! I look forward to the day that making the drive from one side of town to the other is not as incredibly painful as it is today. After looking at the proposed projects, I believe that the Parkway Alternative AB is the only smart move. The price-tag stings but for this once-in-a-generation correction to the poor traffic flow around Anchorage, it has to be done right. Separating through-traffic and local traffic is the only way, and a tunnel is the least disruptive way to do it. It also avoids the backups common with our recently added roundabouts along the Seward Highway during rush-hour as our fine city residents have proven quite challenged by them. The second-best choice, I believe, would be the Parkway Alternative D with the bridge option over 15th avenue - again, avoiding any unnecessary roundabouts. At the open house, I overheard another resident worrying about the impact to aviation at Merrill Field, and I'm sure your project team has done their homework. Not only am I professional pilot with 13,000 hours, but I also fly in and out of Merrill recreationally and do not see any impact on aircraft	Your preference for alternatives AB and D are noted.

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	attempting to land or take-off with the plans as-is. Thank you again for your time - I can be reached any time on my cell at 907-903-0728 if you would like to discuss further! R, Andrew Matthaey	
McCartan, Mark	I'm writing to oppose "alternative D." I live in Airport Heights neighborhood and regularly use the Chester creek trail and green space. A park with a highway run up through it no longer feels like a park. The noise and pollution from traffic would spread throughout the Greenbelt and into adjacent residential neighborhoods. The trail is also an integral part of the moose loop series of trails. This project would affect the entire Anchorage community that use and enjoy the Chester Creek Trail. The bottom line is that DOT needs to find a solution that works for Fairview but is not a route up Chester Creek. Alternative D, the route up the Chester Creek Greenbelt, would cause enormous damage to parks and neighborhoods, and it is wrong for Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McCartan, Jessica	I am writing in strong opposition of Alternative D which would destroy a valuable source of nature, joy, and healthy outdoor recreation. I own my home in Airport Heights and have planned to raise my family here. Over the years we have lived here, we have spent hundreds of hours as a family enjoying the Chester Creek trail, both of our kids learned to ride their bikes in its peaceful natural beauty. Having a highway or "parkway" as it has been branded, would add immense noise and even more appealing camp space for the already prolific unhoused population along the trail. Between the noise we already get from the Glenn highway (which we can absolutely hear in our backyard), the air traffic from Merrill field, the constant tourism helicopters, the cargo planes on their alternative route rumbling just overhead, and the F22s rattling our windows and scaring our young son, the last thing we need is more road noise in this neighborhood. I am confident that it would drive down property values and I honestly do not feel that I could stay here if we were burdened with yet another layer of noise pollution. I urge you to consider options such as the 2050 MTP if balancing expense, safety and residential quality of life are the goals. No one in this beautiful place deserves to have a giant elevated road running through our precious green space. If Anchorage has any interest in retaining its residents, our opinions must be heard and respected or the population of this city will continue to dwindle. Traffic should never take priority of the residents already in Anchorage. Thank you for your time and consideration on this project. I understand it is not easy to balance all of the desires within a community, but avoiding Alternative D is not about desires, it's about basic quality of life and respect for nature and the residents of Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McCartney, Bonnie	Hello, this is Bonnie McCartney, and my address is 4146 Vance Drive, Anchorage, 99508. My phone number is 360-909-3649. I'm going to be working tomorrow. There's no way you can contact me by the phone. My comment is that I do not approve of adding a highway or arterial roads and viaducts through a greenbelt in Anchorage. The greenbelt areas are vital to our very livability in Anchorage, and I oppose having additional roadways put through our greenbelt, so it is completely inappropriate. That's my comment. Please do not do that. Thank you	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McClellan, Kevin	I appreciate the work that went into this round of drafts. The opportunities opened by using slower streets improve the overall design significantly. Parkway alternatives C and D have the advantage of connecting directly with Lake Otis Parkway and may reduce the need for the Bragaw Street extension, and all of the environmental and community issues associated with that. They also provide improved access to Merrill Field. Additionally, the port access for these options keep the heavy truck traffic off Ingraham/Gambell,	The suggested design ideas will be considered for the alternatives that move forward. Your preferences are noted.

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	While I understand the concerns with preserving the Chester Creek Park, am concerned that the tunnel involved with option C (as well as AB) would mean that hazardous material vehicles would be routed to residential streets that are more prone to accidents. Additionally, while tunnel crashes are less likely than open-road crashes, the severity of a tunnel crash is much greater. Given the potential severity of the crash, and the specific challenges of handling a crash. Having the tunnel in the Anchorage area would require our first responders to learn and maintain a new and very specific skillset. For these reasons, my preference is Parkway D, followed by Parkway C. If option AB is utilized, I would recommend keeping the port access from C and D to limit the heavy traffic on Ingra/Gambell. Thank you for reading my comments.	
McCleskey, Bridget	As a member of the Board of Directors for Eastridge 1 Neighborhood Association, I have serious concerns about the Seward-Glenn Highway Connection. The PEL representative noted several times that traffic congestion is not a problem on the roads currently used to connect the Seward and Glenn Highways. If the current travel routes are not creating traffic problems, what is the need for a road project that will likely cost tens of millions of taxpayer dollars? Just as concerning, there have been suggestions that a reason for changing to a new parkway route is to improve the ambiance of the Fairview neighborhood through which the current route travels. That may be true, but Fairview has adapted to those routes over a period of decades. It appears to me this 'highway connection' is jeopardizing the safety and just as important, the nature trail system of another neighborhood. Just to improve the ambiance of Fairview? Those negative effects are clear in relation to several of the specific routes under consideration. Parkway Proposal D is of particular concern, as it would create a new road system that passes right behind our Eastridge 1 neighborhood. It would also literally be only feet away from the Eastridge 4 neighborhood (one of our partner neighborhoods on the other side of 20th Avenue). Besides creating years of noise during construction, the route would have long-lasting effects by jeopardizing the environment of the Chester Creek Trail. Please discard Parkway Proposal D.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
McCoy, Bonnie	Regarding the Alternative D proposal to connect the Seward and Glenn highways-- There are better alternatives that would use Ingra and Gambell streets and would not destroy existing parklands. I wholeheartedly *oppose Alternative D.*	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McCready, Donna	I am totally opposed to Alternative D, meaning I am opposed to running the Seward-Glenn connection along Chester Creek and through green space/park land that runs along the creek and north of Chester Creek between Orca Street/Place and Sitka Street. Alternative D is unnecessarily disruptive to bike/ski trails and green space used by 1,000s of residents. It would impact the quality of life for many residents. It would also have a greater impact on Chester Creek than the other alternatives. Alternative AB is preferable because it uses existing thoroughfares (mostly outside of residential areas) while incorporating tunnels to mitigate the impact on existing structures.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McDowell, Sean	I support the MTP Plus Alternative because it is a more regional travel route than the other options. I believe we should reduce speeds of cars in the area to improve the experience of pedestrians and the people of Fairview. I also support the Hyder Street trail connection and think we should increase transit routes and increase housing density in the area. We don't need more	Your preference for the MTP+ Alternative is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently,

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	highways, faster cars, and anti-pedestrian infrastructure in Fairview	the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview.
McFadden, Margaret	I am at a loss for words. This "project" makes no sense and is just an iteration from the last attempt to link the Glenn with the Seward. I would love to see the data on the number of cars that actually stream through Anchorage from either the valley or the Kenai in a hurry to get to the opposite destination; I cannot imagine that the percentage of cars on the road traveling from one end to the other is anywhere near 10%. Precisely whom is this "project" serving? Most traffic starting from Anchorage goes out to the valley(via 5th avenue which links to the Glenn) or out to south Anchorage (via the numerous feeder roads that currently exist). Additionally, aren't we trying to revitalize downtown Anchorage? How does bypassing downtown Anchorage help revive that dying part of the city? And on top of that, the population is decreasing and has been for almost 10 years and yet we need to create more roads for fewer people (and projected even fewer in the future). Creating yet another road does not solve any transportation or community issues and it's irresponsible to use state/federal/municipal money for such a boondoggle.	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
McGee, Donald	My thoughts for the Highway through parks & greenbelt, Alternative D. I and my family do not like this alternative as it will take away from our wildlife and our great trails so close into downtown Anchorage. This new hwy should go to the other side of Merrill Field. We do not approve of this project so close to our home.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McGown, Brenna	I am opposed to the proposal for the highway to go through east chester. Green spaces and connecting pedestrian pathways are important in Anchorage and we should increase rather than decrease these types of spaces.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McKenna-Foster, Daniel	Below are our comments on the Seward Glenn PEL materials. Thank you for meeting with us on January 10, 2025. 1. We request that the PEL materials and PEL reports clarify language in order to help the public understand specifically what type of impacts they might be able to expect with different alternatives. Examples: • "The highway would have right-of-way impacts to the Northway Mall." • "Right-of-way impacts on Merrill Field would affect some tiedowns" • "Right-of-way impacts south of East 15th Avenue and west of Orca Street would cause land use and social impacts." • "Large right-of-way impacts along Ingraham Street, possibly including housing of last resort acquisitions, could occur" • The term "functionality of NHS" is not a clear term or provided with any measurable criteria. Specific clarifications we recommend include whether the impacts are related to noise, higher crash risk, or the need to acquire additional right-of-way. We would also request moving away from the use of the term "improvements" which implies a value judgement about any changes to the roadway as well as being unclear about what changes may be proposed. 2. We recommend referring to the "MTP" and "MTP Plus" alternatives in the same type of classification (A, B,C, D) as all other alternatives. Referring to some alternatives with names and others with letters is confusing to the public. It is also unclear from the materials that the "MTP Plus" variation is not something developed by AMATS, but rather an alternative proposed by AKDOT & PF or their contractors. 3. We request clarity on the way data has been presented in PEL materials, or in PEL reports to appear to show stronger support Alternative D. PEL materials state that "Alternative D received the most comments in favor, with the Metropolitan Transportation Plan (MTP) 2050, which received roughly 25% less favorable comments, in second place." However, the Detailed Alternatives	This letter and its response have been addressed outside the database and is appended at the end of this table.

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	Report indicates significantly more comments with concerns against Alternative D. nearly 100 comments with concerns for Alternative D, while the MTP Alternative significantly more comments in favor than opposed. The Planning Department received the following comment from a member of the public alerting us to the issue: "To me, the ratio of comments in support to those opposed, not the raw tally of the number of comments in support, is the pertinent piece of information here. By that metric, the MTP Alternative was much more strongly supported by the public than Alternative D. It is very misleading for the Draft Alternative Refinement and Screening Report to state that Alternative D had the most support, without also stating that it had the most opposition/concern as well, especially when this is the only document that many people may read. Moreover, one of my neighbors received a copy of the comment-response table from the project team, which is not currently available on the website. My neighbor reviewed the comments and tallied only 22 comments in support of Alternative D, and 63 against. This is a smaller total number than what is summarized in the report, so perhaps there are additional comments that my neighbor did not receive, or perhaps my neighbor did not tally some that may have seemed ambiguous to him. Still, this is an even lower ratio than what is in the report, making me wonder whether the project team's tallies may have overestimated the number of comments in support of Alt D. All together, this gives me the impression that the data have been selectively presented, or even intentionally misrepresented, to manufacture an appearance of public support for Alternative D. I hope it was simply an error or miscommunication instead."¹ Figure 4 from the Detailed Alternatives Report 4. We request that the project reports or public materials describe and model the full implementation of each scenario, including any alternative actions as well as alternative alignments. The image "MTP 2050 and MTP+Traffic Sensitivity Tests" in the PEL materials makes the "MTP+" alternative look as if it will result in significant increases in traffic. While the MTP scenario should include all transit projects in the model run, the information presented does not clearly include the full build out of the "MTP+" scenario as intended, specifically the planned expansion of the public transportation system that could address many of the reported impacts of that scenario. We could not discern if the other alternatives were only partially tested in this manner; and we could presume that if these other alignments were only partially implemented they might also have undesirable impacts on the system. If there are internal 1 Email to the Planning Department on January 4, 2025. predictions about whether or not public transit improvements will be funded by the local government in the future, then that perspective should be explicitly included in the reports. 5. We recommend a clearer connection with the stated purpose and need of the project. As provided, the PEL materials do not provide many references back to the original purpose and need of the project and do not show how alternatives were assessed against this purpose and need. We request that future materials and reports tie each alternative to the purpose and need statement. Understanding that sometimes language needs to be simplified for wider presentation, we would also encourage setting that simpler language as the basic purpose and need statement in general. 6. We request that all alternatives outline challenges in the same way; the current materials explicitly outline challenges for the MTP alternative but do not provide challenges for the other alternative in the same way. This may be the byproduct of organization, but for clarity's sake we would request that challenges and benefits of all alternatives be presented in the same format. 7. We recommend additional criteria for selecting alternatives. Table 1 "Summary of Preliminary Screening Results" in the Draft Alternatives Refinement and Screening Report shows alternatives assessed by a variety of	

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	criteria and colored according to some scale. • We would like to request additional information for this table on number of parcels vs. the acreage of parcels (or parks) affected. Under the current evaluation, a single parcel of 40 acres could be affected, but as it is only one parcel it would be considered a low impact. • Where the table says “number” for household data, please provide those numbers. It is unclear what constitutes a “low” number of households, for instance, vs. a “high” number of households, and how do those numbers compare to each other within the different categories? • We would also like to request the inclusion of noise impacts as part of the criteria, as per FHWA: "A noise impact occurs (1) when the projected highway noise levels approach or exceed the noise abatement criteria in 23 CFR 772 or (2) when the projected highway noise levels substantially exceed existing noise levels in an area."² • Please include maintenance costs as one of the 4(f) criteria in the table. https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/polguide/polguide04.cfm#:~:text=A%20noise%20impact%20occurs%20(1,no%20levels%20in%20an%20area. 8. We recommend the reports provide additional context about industry expectations of the relationship between slower speeds and increased air pollution. The project materials make a number of claims about what might happen without accommodating projected levels of flow-through traffic: • “Without a new route for regional traffic, traffic-related safety, noise, and air quality concerns would remain or potentially increase” • “Air quality may improve as fewer vehicles would be stopped in traffic or idling at signals.” • “Air quality may improve within Fairview as fewer vehicles would be stopped in traffic or idling at signals.” To balance these statements, we request additional information about the changes to vehicle emissions over time through technological advances and the tradeoffs between induced demand and less potential delay. We also recommend additional information about how traffic delay and right-of-way design can influence how travelers make travel decisions. 9. Include additional information about long term maintenance costs in the comparison of alternatives. Inability to fund long term maintenance is a pressing issue in the Municipality, and Alternatives AB, C, & D seems likely to carry significant maintenance cost burdens throughout the life of those facility alignments. If possible, it would be very helpful to see a comparison of estimates for maintenance costs of the physical infrastructure for all alternatives. 10. Provide clarification about which types of traffic benefit from what (ie “vehicle traffic,” “pedestrian traffic,”) The examples below from project materials are not clear about which types of traffic may either benefit or suffer adverse impacts: • “Regional and local traffic would continue to mix on the project corridor,” • “Allow Ingra Street to be used as a collector road to accommodate local traffic circulation in Fairview” • “Depressed alignment on 15th Avenue to separate regional and local traffic to reduce conflicts” It would be helpful if the project reports specify which instances of “traffic” refer to vehicle traffic, and which instances refer to other types of traffic. 10. Consider including language about potential health risk from expanded road facilities beyond emissions, specifically including the number of children expected to be impacted or schools expected to be impacted. Examples: • " In multivariate analyses, major roadway proximity was independently associated with increased asthma symptom days." (Hauptman, M., Gaffin, J. M., Petty, C. R., Sheehan, W. J., Lai, P. S., Coull, B., ... & Phipatanakul, W. (2020). Proximity to major roadways and asthma symptoms in the School Inner-City Asthma Study. <i>Journal of Allergy and Clinical Immunology</i>, 145(1), 119-126)	

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	• "Road abrasion, tyre wear and brake wear are non-exhaust traffic emissions that become relatively more important with progressive reductions in exhaust emissions. Toxicological research increasingly indicates that such non-exhaust pollutants could be responsible for some of the observed adverse effects on health." (World Health Organization. (2021). Review of evidence on health aspects of air pollution: REVIHAAP project: technical report (No. WHO/EURO: 2013-4101-43860-61757). World Health Organization. Regional Office for Europe.) 11. Include Anchorage Comprehensive Plan policies, goals, and strategies as criteria in the selection of alternatives: Below are an assortment of 2020 Comprehensive Plan policies which may be helpful when assessing alternatives: Anchorage 2020 Comprehensive Plan Policy # Text 7 Avoid incompatible uses adjoining one another. 29 ANCHORAGE 2020 goals, policies, strategies, and maps shall guide development of the Long-Range Transportation Plan (LRTP) for the location of road improvements and new alignments. 32 Congestion management techniques shall be applied to maximize efficient use of the existing road system. 38 Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods. 40 Assess and mitigate adverse air quality impacts of major public land use and transportation decisions. 44 Design and build public improvements for long-term use. 47 Provide distinctive public landmarks and other public places in neighborhoods. 65 Promote and encourage the identification and conservation of open spaces, including access to greenbelts, Chugach State Park, Anchorage Coastal Wildlife Refuge, and Far North Bicentennial Park. 67 Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, wherever possible. 76 Optimize existing transportation and utility infrastructure before extending these facilities to undeveloped areas. 79 Site selection criteria for government facilities frequented by the public shall consider: a) Compatibility with nearby uses; b) Pedestrian and transit accessibility; c) Suitability to environmental conditions; d) Availability of utility infrastructure; e) Ability to enhance neighborhoods; f) Financial feasibility; and, g) Continual operations and maintenance impacts. 85 Municipal land acquired for or converted to long-term or permanent park or recreational uses shall be officially dedicated as parkland. Anchorage 2040 Land Use Plan Action #	

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	Text 6-6 Complete the Seward-to-Glenn Highway connection alignment study as identified in the Metropolitan Transportation Plan (MTP). 6-9 Establish a Framework Agreement between the Municipality and DOT&PF regarding the designation and improvement of streets or street segments where greater emphasis will be placed on multi-modal, "Complete Street" design. Potential ways to achieve these streets will be identified, which may include ownership transfers and other case-by-case solutions.	
McKenna-Foster, Daniel	I am reviewing the PEL materials and was trying to print them out as one pdf. Unfortunately be-cause it is a story map, it seems this is not possible. Could you possibly send me a pdf of this en-tire open house for reviewing purposes?	A printable pdf of the online open house is available on the project's public involvement page. A link to the pdf is here: https://sewardglennconnection.com/documents/20250113_Dec-Jan%202025%20Seward%20Glenn%20PEL%20Online%20Meeting%20Printable.pdf
McKenzie, Lindsey Hajduk & Jim	Dear Galen Jones and the PEL team, Thank you for the opportunity to comment on the AMATS: Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study. Below are comments on behalf of NeighborWorks Alaska (NWAK) on the "Draft Alternative Refinement & Initial Screening Report," "Final Detailed Alternatives Report," and the "Revised Recommended Alternative Selection Criteria Memo." We would like to thank the project team for coordinating efforts over the past year with NWAK and the Fairview Community Council for the Reconnecting Fairview effort. In 2023, the U.S. Department of Transportation selected our partnership to receive a Reconnecting Community Pilot Program grant focused on revitalizing the Gambell/Ingra corridor, and for two years the project team has regularly met with our planning effort, coordinated timelines, and elevated priorities as seen in these revised alternatives. Purpose and Need NWAK is committed to supporting the Fairview Community Council residents and businesses to revitalize the neighborhood after decades of disinvestment and major safety concerns. This is also reflected in the PEL Study's Purpose to focus on: "accessibility, safety, and livability"; to meet "the local travel needs of residents who live, play, and work in the area"; and to "improve neighborhood connections and quality of life." This is also highlighted in the Need statements on improving safety and promoting social equity and economic development. However, the PEL Study purpose and need also includes, "maintain the functionality of the National Highway System (NHS) while meeting the local travel needs of residents..." and "reduce conflicting travel functions." The DOT&PF should clarify and elaborate on the benefits (and costs) of maintaining the functionality of the NHS. Which origin & destination trips benefit (is this only regional)? What is the benefit in travel time compared to the overall length of trips? How does this affect local origin & destination trips across all modes? Moreover, the PEL Study refers to "regional" trips as any travel outside of the narrow study area, when trips within the Anchorage Bowl should be considered "local." From our understanding, it is standard transportation planning practice that "local" trips are those that occur within city limits or the immediate metropolitan area, as they serve the daily needs of residents. This includes travel by various modes for commuting, shopping, education, healthcare, or recreational activities. Classifying these local trips as "regional" misrepresents the mobility patterns of Anchorage residents and may overestimate travel demand for regional highway facilities, thereby underestimating the need for context-specific and multimodal solutions that address the needs of local residents. This, in turn, may result in the overallocation of resources, such as roadway capacity, in areas where they	This letter and its response have been addressed outside the database and is appended at the end of this table.

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	are not needed. Additionally, the PEL Study does not make clear how the modeling processes account for various influences on vehicle-miles traveled (VMT), which should be necessary to understand what the implications of COVID-19 were on travel within the Anchorage Bowl. Other factors such as Anchorage's economic outlook should also be considered, as evaluated by the USDOT in their 30-year forecasts for national VMT. Revised Alternatives Every revised alternative includes major priorities for Fairview, including restoring Gambell Street to a Main Street, providing a "regional trail" connection or Greenway on Hyder Street from the Chester Creek to the Ship Creek, as well as removing freight traffic from Downtown. This aligns with our Reconnecting Fairview Corridor Plan effort and demonstrates true engagement and integration of public feedback throughout the process. The decades of disinvestment along the corridor have had significant impacts on the safety and economic development along the Gambell-Ingra Corridor. Fairness and community restoration requires positive infrastructure investments, which the Hyder Street Greenway should be included as a short-term phased project to mitigate past damages and also support economic revitalization. 1. Advance the MTP 2050 and MTP+ Alternatives for long-term solutions Community input into our Reconnecting Fairview effort has focused on finding near-term solutions that can be implemented to meet the goals of the Fairview neighborhood. We believe the MTP 2050 and MTP+ alternatives achieve the purpose and need of the study and neighborhood priorities to increase safety along the corridor, remove uncertainty and disinvestment along the corridor, provide opportunities to revitalize the corridor and the neighborhood as a whole, and will better balance community needs to preserve residences, businesses, and parks. Current best practices for transportation planning include impactful solutions at lower costs to manage, including improving active transportation facilities, increasing transit, Transportation Systems Management and Operations (TMSO), and Transportation Demand Management (TDM). The MTP 2050 alternative includes fifteen projects within the study area, including route improvements for freight, but the Reconnecting Fairview Corridor Plan project team may identify additional project needs to improve upon this alternative for the long-term. Ideally, there would be a path forward from implementing this alternative, and the further lane reductions, TMSO, and TDM in the MTP+ alternative. For the vision for Fairview, reducing the number of lanes on Gambell and Ingra Streets is the priority to move forward first along with the Hyder Street Greenway, with the potential for future 5th and 6th Avenues lane reductions. We know there will need to be discussions on how to address the impacts the number of vehicles would continue to have through the Fairview neighborhood with this approach in the short-term, but we believe it can still achieve the purpose and need of the study and move neighborhood priorities forward. At this step in the process, only the MTP 2050 and MTP+ alternatives have had some of the challenges associated with these approaches shared with the public, making it seem like the parkway alternatives do not contain their own challenges or are the preferred options. Each alternative should have the challenges listed, rather than singling out a few options. Moreover, the MTP+ Sensitivity Test does not include the full scenario including the TMSO and TDM strategies, such as for transit. It is not clear if or how the expansion of public transit could address the "spillover" purported in this scenario. Instead, the "spillover" is presented as a justification for much larger projects, rather than the opportunities for transit to provide a real alternative to driving along these corridors. 2. Remove Highway Alternatives We agree with the recommendation to remove the "highway" alternatives (four- or six lane sized options for A, AB1, AB2, C1, C2, and D), recognizing that a	

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	controlled-access freeway through a densely developed part of the Anchorage Bowl is unacceptable to the community. 3. Alternative Selection The Seward to Glenn PEL Study should recommend a range of options for the NEPA process and future design efforts, rather than selecting one alternative after the next phase of screening. This study should not repeat the errors of the past by selecting one alignment and precluding others. 4. Port Options Recommendations should prioritize port connection alternatives within the industrial Ship Creek area, rather than through Downtown; however additional analysis and outreach needs to be done to determine if these connections will solve the freight concerns without disrupting neighborhoods. We hope to further understand what mitigation measures are being considered to alleviate freight concerns and to engage these stakeholders. Additional Questions on Findings to Date Screening Criteria Findings Per the Revised Recommended Alternative Selection Criteria Memo, the Revised Level 1 Fatal Flaw Screening Criteria should include the Rough Order Magnitude Cost of the projects, as was included in the recommended criteria in January of 2023, to evaluate the “no highway connection” and “parkway” alternatives. We recommend including information about the long-term maintenance costs relating to the alternatives. The parkway alternatives may carry higher maintenance costs, in addition to higher construction costs. As it stands, our city struggles to meet the needs of our existing transportation network’s maintenance and operations. Furthermore, our team has additional questions regarding the assumptions underlying the Level 1 Fatal Flaw Screening results (presented in Table 1 of the Alternatives Refinement and Initial Screening Report). For instance, the residential and commercial impacts appear to be informed only by public outreach comments, rather than a quantified assessment of the number of parcels. A map showcasing the number of relocations assumed to be resulting from each alternative would be helpful. Additionally, potential residential and commercial displacement concerns as a result of the alternatives presented should be explicitly acknowledged (as were shared as concerns in the Public Outreach Summary) and be quantified in the proposed Level 2 Screening Criteria with accompanied mitigation measures. Growth Assumptions We understand that in 2024, the Alaska Department of Labor and Workforce Development updated their population forecasts for 2050 to show a lower population growth rate for the region – of 0.03% annually through 2050 – than what is currently assumed in the PEL study (~1%). How will the travel demand model be updated to account for these changes in population forecasts for the region? Given this uncertainty related to population growth, capital project funding, telecommuting, climate impacts, etc., would the DOT consider implementing an alternative framework for improving decision making under uncertainty? This could include the Travel Model Improvement Program Exploratory Modeling and Analysis Tool (TMIP-EMAT) developed for the FHWA. Other state agencies such as Oregon DOT currently incorporate EMAT tooling in their capital projects planning. Traffic Volume Assumptions As in our previous comments on the System Performance Memo, we continue to question the future growth scenario for projected traffic volumes. The memo shows stagnation or declines in traffic volumes over the last decade but still projects 10-26% increases in the “medium” growth scenario. This future growth is unrealistic and does not justify new roadways. Relatedly, we also understand that when the Purpose and Need Statement was published in 2023, it excluded 2020 traffic counts from consideration (shown in Table 1 of the report). Now that it is 5 years after the onset of the COVID-19 pandemic, can any 2023 or 2024 data (at least on an annualized basis) be made available to understand the relative change compared to the 2010-2019 data	

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	shown? Traffic Modeling Questions Our team would like to conduct a peer review of the travel demand model that was used to estimate the changes in traffic that occur with the MTP scenario. In addition to the March 2023 report from RSG that documented updates to AMATS's 2013 travel model, could DOT provide all other travel demand model files and associated databases, development reports and validation reports, and any technical memos developed to inform evaluation of alternatives to date? We would also like to understand whether the MTP changes for the Ingra/Gambell corridor have been modeled in isolation. Specifically, we hope to understand how traffic reassignment would look if other uncommitted lane reductions do not occur. Additionally, are there plans to develop a microsimulation traffic model of the corridor? Vehicle / capacity ratios seem to be a high-level measure that do not capture the complexity of the sources of vehicle delay at intersections, signal timing, etc. We do not feel that analysis of the theoretical capacity based on number of lanes justifies screening a community-preferred alternative at this stage in the PEL process. Key Takeaways on the Revised Alternatives The alternatives design and analysis should seriously analyze the path forward with MTP 2050 in the short-term to the MTP+ alternative with TMSO and TDM for the long-term. The parkway alternatives assume the need for a new arterial through the heart of Anchorage. The major impacts of these alternatives are not currently provided to the public but are needed to better understand the options, including the impacts on properties during and after construction, losses in property tax revenue, costs of construction and maintenance, and more. We understand this will happen in the next screening phase but find it difficult to reality-check these current alternatives that might lead to decades of further uncertainty and disinvestment along the alternatives' parkway routes. NeighborWorks Alaska is committed to creating safer, connected, and vibrant Fairview and Downtown neighborhoods and Anchorage as a whole. Please let us know if you have further questions or clarifications about these comments.	
McLallen, Joe	Hi, my name is Joe, last name is McClellan, spelled M-C-L-A-L-L-E-N, and I have a business in your proposed area, and I just have one simple question, if somebody could call me back at my phone number, which is 907-240-XXXX, this is Friday, time stamped at 2.07 p.m. Thank you.	Call returned May 2025
McMichael, Colby	As someone living on Parkside Dr. who regularly enjoys the Chester creek trail and its natural beauty, as well as Sitka park, I fully oppose Alternative D. I believe the solution to traffic as our city continues to grow is not increasing lanes and highways but building sustainable alternatives such as public transportation and bikable paths. We need to invest more money into creating sustainable and equitable infrastructure, and less into unnecessary and wasteful construction projects that squander the natural beauty our state and city.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McMurren, Christy	I'm writing to say that I don't like the viaduct idea to build a road over Chester creek trail. I'm not sure why you are building a new road in the first place. I do understand that the people in Fairview are tired of Ingra/Gambell dividing their neighborhood and that they are dangerous roads. The only plan that a little bit makes sense is to put part of Ingra/Gambell underground. Or as in the pictures it looks like it wouldn't be an entire tunnel but one with walkways over it. I don't know why you wouldn't just build a tunnel and keep the snow out entirely. The viaduct plan, to me, just swaps one neighborhood's problem with another neighborhood. Who is asking for this road? And how will it be paid for? And who will benefit the most? Christy McMurren Rogers Park	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. This study was in the Metropolitan Transportation Plan 2040. If the project were to move forward, it would need to be approved for inclusion in the current MTP. Funding would likely be a combination of State and Federal funds. That would mean local, State, and Federal officials would need to agree that the benefits are worth the cost. The purpose and need is detailed in a report on the project web site, which includes benefits of improving safety, and neighborhood conditions; mostly in Fairview and Downtown.
McMurren,	To Whom It May Concern:	Both Parkway Alternative D and Freeway

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Scott	I oppose Alternative D and ask that it not be carried forward to the next level of screening. Thank you, s	Alternative D have been screened out from further consideration due to park and other impacts.
McNeil, Carly	Alternative D is a terrible idea! Do not touch the greenbelt. In fact, we need to expand our bike path network. The best feature of living in Anchorage is the bike path/ski path network. I have lived in Rogers Park for 6 years, and I will move out of state if alternative D is chosen. I am appalled that it is even being presented.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
McPherson, Gillian	As someone who frequently travels on the Campbell Creek Trail either running, walking or even biking to work hearing the news of this possible development did not thrill my soul. I hope the power at be will reconsider and find a way to make commuting through town easier. One of the best things and selling points of Anchorage is the amount of trails that are so easily access in town. I hope we can keep that culture here in Anchorage for a long time.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. There won't be any impacts to the Cambell Creek Trail.
Mead, David	Please DO NOT execute Alternative D. There are better options that do not destroy the trails and parks that my family and I use regularly.	Your concerns are noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Merrell, Bruce	As a frequent walker, biker, and skier of the Chester Creek bike trail since 1976, along with my children and now grandchildren, I strongly oppose Alternative D, the "parkway" that would shadow this special part of Anchorage. A better solution is to re-engineer the route through Fairview to make it safer for pedestrians. Our population is declining and faster highway connections are a waste of precious public resources. Don't do it. There's no going back after building a highway through relatively wild spaces like the Chester Creek Greenbelt.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Merrill, Andrew	I am concerned about the proposal for this project to impact the Merrill Field Airport. It is my understanding that the proposed route will pass by and encorach on the already space limited Merrill Field airport and general aviation ramp gavel strip. As a pilot and new plane owner it is already difficult to find ramp space to keep an airplane in anchorage. If the proposal negatively impacts the ramp or gravel strip it should not be pursued.	The routing of the alternatives primarily occur outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property.
Mesker, Sarah	"Hi, my name is Sarah Mesker, and I live in Airport Heights. I'm a frequent user of the Chester Creek Trail and the parks in our area. And I do not want to see a highway going through the Sitka Street Park and over the Chester Creek Trail basically destroying the grain belt and all those neighborhoods that space and everything. So, please take that into consideration. It will destroy multiple neighborhoods. And that's really the last thing we need in Anchorage is more people leaving this city. So, if the highway gets built there, I will be selling my home and leaving. And I know many other people in the neighborhood will also be doing the same. So, yeah, I would go with one of the other proposals. Thank you."	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Meyn, Hope	As a regular bike, ski, and pedestrian user of the Chester Creek trail, as well as a Rogers Park homeowner - I strongly oppose alternative D. I implore you to remove this alternative from the list of options.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Meyring, Leah	Hello, I appreciate the opportunity to provide input. That is very valuable to me as an Anchorage resident. I have a question and then several comments: 1. If the population of our state is shrinking (and it is), why are we moving forward with building a third option for drivers to connect to the Glenn Highway from the New Seward Highway?	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed

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	2. I am opposed to any plan option that destroys the Chester Creek Greenbelt and Sitka Park. Once those are gone, there is no going back. One aspect of our city that makes it so enjoyable to live in is our trail system and this proposal would negatively impact a heavily used trail. A plan that involves eliminating part of the greenbelt would be detrimental to the overall livability of our city. 3. All of our streets in the Fairview/Gambell/Ingra corridor have crosswalks. I do not see the need to spend money on major road construction when we have crosswalks already existing. 4. Right now, the timing of this project seems poor. Thank you for your time and consideration.	through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Miessner, Katelyn	No to option D, no highway over Chester creek!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Mills, Mary	I do not like alternative D. With as much highway as there is over the green spaces, it is too disruptive to park land. I support traffic calming efforts of the MTP, since building more large road systems does not solve traffic problems and makes communities unattractive.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Your support for the MTP is noted.
Mjos, Peter	1. No Alt D. We cannot sacrifice one of Anchorage's absolute jewels to move vehicles through Anchorage. You note liveability – this "roadway" would undoubtedly negatively impact this park – noise, air pollution, light pollution, visually alter views from Airport heights, Fairview and Rogers Park. It would destroy the park experience greenery, massive concrete piers, overhead vehicular presence. We cannot, must not alter, much less ruin this jewel. We have too little greenspace and wildlife corridors today. As the population continues to face, more, larger, faster freeways, highways do not attract new Alaskans – it is a discouragement. NO DD 2. Tunnel under 15th + around to chester creek, limited to 2 lanes each way, max speed 30 enforced. 3. Past to reeve and onto glenn north 4. No traffic directed to lake Otis or bragaw. Unconscionable. We/you must never violate established neighborhoods for motorized vehicles. Never. That is antiquated and unaligned thinking, anathema, to a liveable city. Thank you [illegible]	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Your design suggestions will be considered. Lake Otis Parkway is a major arterial Street that goes across the city north to south and provide an important connection to U-Med. With no connection through on Bragaw to U-Med a connection to an Alternative like C or D will be important.
Mjos, Brita	I'm glad to see the cut and cover/tunnel approach now included in the alternatives. I support Alternatives AB and MTP+. Alternative D is a hard no. If Anchorage wants to attract residents, do not compromise parks and greenbelts. D disregards the Eastchester Park Master Plan, and would negatively impact the neighborhoods of Rogers Park, Eastchester, and Airport Heights. AB achieves the goal of more efficiently routing traffic through Fairview, while also developing Gambell, Hyder, and Ingra into more neighborhood-friendly roads. MTP+ offers a common sense, practical option that achieves some targeted improvements as an overall smaller project. Alternative C has no benefits over AB, since C results in the same surface design as AB through Fairview, but C has negative impacts to Airport Heights and Sitka Park. The report does not explain anywhere what improvements are proposed for Lake Otis, only mention of a roundabout at the north intersection. Would Lake Otis become a 3-lane with wider sidewalks, or more car lanes? C and D would bring more traffic to Lake Otis. Airport Heights does not support a larger Lake Otis to facilitate more traffic volume, nor does Airport Heights want traffic cutting through the neighborhood.	Your preference for alternatives AB and MTP+ are noted. Lake Otis Parkway was envisioned to be a three lane arterial road. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The suggested design ideas will be considered for the alternatives that move forward. If improvements are proposed on Lake Otis Parkway, they will be detailed in the next phase.
Mjos,	Hello,	* The project purpose and need is not about

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Leif	Please accept my comments on the record for the PEL study of the Seward to Glenn highway connection in Anchorage, AK. I live in the Airport Heights neighborhood to the east of Lake Otis Blvd and south of 15th/Debarr. My primary concerns with this project include: -unnecessary cost due to declining population and therefore decreasing need for such a project -in addition to the above point, I believe the city has a backlog of road maintenance challenges within its current area of responsibility that should be addressed before undertaking a massive project such as this -I support efforts to make Fairview a safer and more pleasant neighborhood by redesigning roads and other infrastructure, however I am not in support of project alternatives that requires property forfeiture. -Anchorage development is notoriously unpleasant from an aesthetic perspective. Our parks and trails are our greatest asset: I oppose projects that compromise our prized public spaces and trails. I do think that a mega project of this cost and scope is unnecessary and too costly. Of the alternatives presented in the current PEL study, I tentatively believe the Parkway Alternative AB addresses the project goals with the fewest detractions and negative impacts to residents and parks. I support undergrounding a traffic pattern to reduce impacts to surface land and landowners, and to potentially reduce noise impacts from heavy traffic. I do realize that, ironically, this is the most expensive option presented so far. Of concern to me in this design is the interchange detail at Airport Heights Dr and Glenn Hwy. The roundabout on the south side of the interchange appears to have a very awkward access for northbound traffic on Airport Heights Dr to enter the Glenn Hwy. How is that traffic pattern supposed to work? It seems like there is a missing on-ramp from Airport Heights to the Glenn Hwy. Parkway Alternative C would, I fear, increase traffic on Lake Otis Pkwy when that road currently cannot support existing traffic in its current configuration. I realize that this plan proposes a redesign of the traffic pattern on Lake Otis but I think it will be insufficient. Lake Otis badly needs a redesign between Northern Lights and 15th, but I think placing a highway intersection at the northern end of Lake Otis would encourage more traffic than the proposed redesign could handle. This is especially true at the Lake Otis/20th intersection, a busy and very tight bottleneck of traffic, particularly northbound traffic. I would note that in the detail of the interchange roundabout at 5th Ave/Glenn Hwy/Airport Heights it appears there is a ramp cutoff just south of the roundabout so that northbound traffic on Airport Heights can enter Glenn Hwy before reaching the roundabout. Something like this should be applied to Parkway Alternative AB as addressed above. However, I oppose Alternative C in general. I oppose Parkway Alternative D for its impacts to our public spaces(bridge over greenbelt) and its effects on traffic along Lake Otis. Thanks for the chance to offer input on these alternatives. Leif Mjos	reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. * By using tunnels and pursuing slower parkway alternatives, the need for right-of-way and relocations has been reduced. *Lake Otis Parkway would be improved to be able to accommodate changes in traffic. * Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. The suggested design ideas will be considered for the alternatives that move forward.
Moody, Angel	Option D will negatively impact my neighborhood (Eastridge) with road noise and trail disruption. Please consider an alternative option.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Moore, Ted	I am a 50+ year Anchorage resident living in the Rabbit Creek area, so am not personally affected by any of the alternatives. However, I am strongly opposed to Alternative D which would re-route traffic through the Chester Creek greenbelt on an elevated causeway. This is the worst of all possible alternatives because it would virtually destroy valuable parkland close to downtown that is used and loved by citizens from all areas and walks of life. Far preferable is the alternative to re-engineer the existing highway to mitigate many of its harmful impacts on the Fairview neighborhood through which it passes. Thank you for considering my comments.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Moore, Kiki	Alternative D should NOT be an option! The green belt section is a valued part of the active,	Both Parkway Alternative D and Freeway Alternative D have been screened out from

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	outdoor community! Taking away our peaceful and beautiful green belt would be a disgrace. The other options are already developed and should be the first options when considering this glen/seward connection! Don't take away our green belt! It will be ruined if you add a highway or parkway or any "road" to this area!! Please please please do NOT consider this as alternative.	further consideration due to park and other impacts.
Morgan, Shelly	I do not think we need to move forward with this project. I do not support this going through neighborhoods or through the greenbelt. Our population has decreased and it really isn't going to save much time for all the hassle it will create. I think it will also decrease the appeal for tourism to Anchorage as it will build it up more like larger cities when it isn't necessary. In fact, it might even cause some to completely bypass Anchorage altogether which would be terrible.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Morris, Julie	Please, please, please do NOT build another stroad in Anchorage. Anchorage's entire roadway system relies on fast-moving roadways with many on-off points. They are dangerous and inefficient, particularly in winter when it is hard to slow/down speed up when entering or exiting a roadway. Whatever design you choose, please just make sure you use a ROAD (fast-moving, few on-off points) and frontage STREETS (slower-moving, designed to get people on & off). There should be NO new investments in stroads in Anchorage, ever. Thank you for your consideration.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Mosby, Jack	Do not go thru Sitka Park or the Chester Creek Greenbelt. These areas were set aside for public use and enjoyment and an overhead highway is not compatible. Instead slow traffic down on Gambell and Ingra. Put in on-demand signals to allow folks to cross these two streets in a safe manner.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Muir, John	Dear Sir or Madam: I am a resident who would be directly affected by option D. My Address is 2254 Knoll Circle. I am vehemently opposed to Option D. That option will destroy natural terrain, and bring a highway into a quiet, green neighborhood. Please discard Option D. Thank you!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Muir, Rachel	Thanks for the thoroughness of your studies. Any of these changes will be a big impact in the community. There are aspects of each alternative that are positive. My preference after living in a big city with 6-12lane Freeways is definitely the PARKWAY alternatives which would keep Anchorage feeling like it's population size, more active, interesting, landscaped and pedestrian/biker friendly. MY preference of routes are doing nothing, A, B or C alternatives. I don't believe so much park land should be used for highways, it will never return to park land. I like the side-by side tunnels over the stacked. I am concerned about Lake Otis Drive safety with the intersection to the proposed highway at 15th because of the very dangerous intersection at East 20th and Lake Otis. Lake Otis has no left turning lane going south onto East 20th on a busier four-lane. The intersection is already unsafe and adding traffic will surely be fatal. That intersection needs to be reconfigured if the interchange is at 15th and Lake Otis. Thank you. I look forward to see what will happen and if there is any federal transportation money to complete a project.	Your preferences are noted. Regarding traffic on Lake Otis Parkway, additional details will be analyzed in the Level 2 screening, which will include traffic modeling to help determine each route's effectiveness and impacts. If an alternative were to move forward that connects to Lake Otis Parkway, Lake Otis would be improved (currently that is envisioned to be a 3-lane cross section. Modification of the Lake Otis/20th intersection might also need to be upgraded. It likely that those details would be determined during the design phase.
munger, Rachel	I do not support the Glenn connection through the Chester creek trail!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Murray, Polly	It is shocking that in an age where we have widespread understanding of the dangers presented by driving and high speed roads through neighborhoods, anyone would consider spending such a large sum of money to destroy so much nature. The cost of this project could be much better spent providing alternatives to driving, like rail or rapid bus transit for folks commuting to the	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	city, rather than an eyesore that might slightly reduce travel times for people passing through. Why would we go backwards?	
Murray, Lezlie	I prefer alternative 2050 MTP, because it narrows Ingra and Gambell Streets some, can proceed quickly, and be closest to a balance between cost and benefit. This alternative, or some combination of 2050 MTP and 2050 MTP+, would continue to adequately provide for vehicle needs while improving Pedestrian safety and livability in Fairview. In addition, it wouldn't disturb the Chester Creek Parkway and the quality of life it provides people and wildlife living in the surrounding neighborhoods, which also helps to maintain a higher propperty value for these homeowners.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Murray, Laura	No on Alternatives C and D! Alternative D is the most undesirable option. The downsides of Alternative D are glaring and offensive - a highway through treasured parks, trails and greenbelts? Alternative C has negative ramifications on residential parcels, parks, historic properties and community facilities. The detrimental impacts of implementation of Alternatives C or D to communities and outdoor spaces are not remotely outweighed by the benefits that these projects may, or may not, have. Please consider protection rather than desecration of our unique and cherished trails, greenbelts, parks and communities. No on Alternatives C and D!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis.
Murray, Laura	Of the proposed Alternatives, the 2050 MTP Alternative makes the most sense: maintenance of existing infrastructure; improvements of safety, security, access and mobility options; public transit; non-motorized amenities; and trail connections. This Alternative supports local connectivity, community and livability and has no negative impact on residential housing, parks, historic properties or community facilities. Although I can't quantify the projected costs, it appears to be the most economically feasible. As a long time Alaska loving, community involved resident of Anchorage, I cast my vote for the 2050 MTP Alternative!	Your support for the MTP is noted.
Murray, Laura	Alternative D? NO, NO, a thousand times NO! Alternative D would deface both Woodside and Sitka neighborhood parks, defile precious wetlands along Chester Creek and harm the abundant wildlife that flourish there. The impacts of noise, air and light pollution would scar the midtown jewel of Chester Creek Trail and forever change the habitant of the surrounding area. Please think like Alaskans who value our extraordinary relationship with nature - Take Alternative D off the table!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Mylius, Dick	I offer the following comments on the Alaska Department of Transportation's alternatives to connect the Glenn and the Seward Highways. I strongly oppose Alternative D that would construct a 4-lane highway through the Chester Creek Greenbelt and Sitka Street Park. A park with a highway through it is no longer a park. An overhead highway will result in noise and pollution from traffic through the greenbelt, adjacent residential neighborhoods, the Anchorage Senior Center and senior housing. Calling it a parkway is misleading. For much of its length it is an industrial looking, elevated viaduct that will render the existing park land underneath as little more than shelter for homeless camps, and will no longer be a park. Much of the proposed highway north of Chester Creek to 15th Avenue is through wetlands and will eliminate Sitka Street Park. In addition, the "parkway" will not be used by port related truck traffic going to or coming from the south, as it would be add several miles to their journey. I live in the Airport Heights neighborhood and am a frequent user of the park, but this is a project that would affect the entire Anchorage community that uses the Chester Creek Trail. The trail is used by hundreds of people daily for walking, biking, cross country skiing, roller blading, bird watching, and more. It is the route of numerous running, skiing and dogsled races. I support the "no-highway" alternative referred to as "2050 MTP". 2050 MTP narrows both Ingra and Gambell Streets to 3 lanes. It would include much	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	needed safety features important for Fairview residents, drivers, pedestrians, and bicyclists. The narrower roadways should help slower speeds and provide ample room to relocate sidewalks back from the street, rather than the existing sidewalks that abut the curb. Improving Ingra and Gambell are also much more affordable. Alternative D, as well as alternatives for a continuous freeway through Fairview or tunnels under Fairview are far more expensive. Sincerely, Dick Mylius 3018 Alder Circle Anchorage, AK 99508	
Nelson, Gretchen	I commend the team for finding ways to substantially reduce impacts of the alternatives, particularly impacts to housing. However, I fear that the team has misconstrued some comments, such as the comments indicating that a higher speed freeway is not needed, as license to go ahead with the Alternative D concept as a parkway instead of a freeway, when in reality comments were asking for Alternative D to be removed in its entirety. Sure, there are things that seem good about Alternative D, and it has been made better, but its primary impacts cannot be removed without removing the alternative from the parks. And removing Alternative D to protect the city's inviolate park land is what should happen. It is a matter of principle and a matter of law that transportation projects must avoid parks and not use them just because 'open land' appears easy compared to boring tunnels and finding a way through housing and businesses and established surface streets. And, as stated before, it is simply not appropriate to fix problems of transportation conflicts with the Fairview neighborhood by shifting transportation problems to Rogers Park, Eastridge, Penland Park, and the actual parks—Eastchester Park and Sitka Street Park, especially. The AB Alternative looks best on paper, but I see that it is quite expensive. The costs of the alternatives are already at a level that is beyond the comprehension of mortals, but one can see that the cheapest alternatives (especially MTP 2050+ Alternative) are less than half the cost of the most expensive. If the AB Alternative is too expensive, Alternative C seems like the obvious compromise, and it too looks good. It seems like it could be done with the bored tunnel, an open trench, or a lidded trench with 15th running on the lid. One issue with the tunnels, trenches, lids, and elevated viaducts is that they appear to be highly concrete-intensive, and concrete is known to be one of the most greenhouse-gas-intensive industries there is. This is an argument for the MTP 2050+ Alternative or some variation on that alternative. If the half-billion (plus) that this project could cost were put in an investment fund similar to the Permanent Fund, the income from the investment (\$25 million per year) could fund and subsidize all the operational parts of MTP 2050+ Alternative. Besides the main point above—removing the crossing of Chester Creek Trail and Eastchester Park from consideration—the following are other things to think about: Under Alternative C, if the parkway and 15th can be shared for the stretch between Orca Park and Lake Otis Parkway, why can't it be shared between Ingra and Lake Otis Parkway? Maybe it could be 2 lanes dedicated to through traffic without the ability to turn into the Fairview neighborhoods at all and 2 other lanes that allow right turns only onto side streets, with a big roundabout at each end (at Ingra and at Orca Park) where people could backtrack to get onto those side streets. Essentially, this whole stretch could operate like a single long skinny roundabout. Then the parkway could avoid the need to tunnel, and you could do tunnels or bridges for pedestrians and bikes at those cross streets, which overall should be much cheaper.	* Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. * Your comments on Alternative AB are noted. * Transportation funding does not have the kind of flexibility you suggest. * Your suggestion to extend the use of 15th and include additional roundabout will be explored in the next phase to try to reduce costs and improve access. * Once traffic modeling is completed on the build alternatives, the team will determine if fewer lanes would suffice. * Currently, the alignment is envisioned to go under the transient/camping tiedowns. It is unclear if the tiedowns are for "recreation" or for "lodging" (and thus not subject to Section 4(f)). Further consultation would be conducted with the airport during future environmental documentation to make this determination. * The project team will consider the suggested map changes. * The project team will consider circulation improvements around the Arena and sports facilities. * The project team was attempting to stay under existing DOT&PF right of way to the extent practicable. * The trail connection to Chester Creek is from MTP 2050. It is envisioned in that plan to go under 15th which would reduce the grade. The trail connection down the bluff to Ship Creek is not depicted to scale (it is a graphical representation). Additional design would be needed to comply with trail design criteria. *

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	It still seems worth exploring 2-lane tunnels or parkways instead of 4-lane, to save cost and footprint, and get rid of interchanges and roundabouts except at Airport Heights-Glen Hwy and at Fireweed-Ingra. That is drivers bound for downtown would need to get off the main drag and those wishing to bypass downtown would be committed to fully bypassing. This would make the flow of traffic on the new connection smooth and dedicate the connection to those who were driving through, including most freight haulers. If traffic modeling showed a need, the road/tunnel could be 3 lanes with a reversible center lane based on traffic needs at different times of day. Consider the MTP 2050+ Alternative with some relatively minor road-construction add-ons, such as using Alternative C as suggested in the first bullet or something similar on part of the AB alignment. The Section 4(f)/6(f) map does not show any color on the Merrill Field public campground located at the eastern edge of the airport, and it is due to be effectively wiped out by Alternative D. It is a public recreation site for people arriving by airplane in the same way that we have campgrounds for people arriving by automobile and should be acknowledged and protected. The Section 4(f)/6(f) map has some other curious colors: the Ship Creek Trail and bluff-side parks at Government Hill are shown as likely not protected, even though the Knik Arm Crossing project found the bluff parks to be protected. If this is because they are railroad lands operated as municipal parks, the longevity and management of the parks and the investment in a permanent trail argue strongly for protection despite any underlying railroad interest. The lands and trail are public and important and managed as park lands. The Sullivan Arena lot was taken out of 6(f) status when that park went from "outdoor recreation" to "indoor recreation," but as far as I know it still is designated municipal park land and would be protected. How is traffic under any alternative expected to circulate smoothly to and from the Sullivan Arena when there are big events? If tunnel boring is the new method of choice, why not tunnel in as straight a line as possible? For Alternative C, why make a curved tunnel? For AB, why not go underground at the jail and go straight to 15th and Ingra? Is the grade for the trail connection from Chester Creek to the Hyder Woonerf corridor a reasonable grade? It looks like a very long stiff climb that may not work for many cyclists. The same may be asked about the north end, where the trail descends to the Ship Creek Trail by what appear to be switchbacks that do not have any turning radius suited to downhill cycling. Please respect the parklands and existing greenbelt trails, which have for decades been recognized as Anchorage's original good idea. Don't whittle them away with more roads over and through them. Don't shift the transportation impacts from Fairview to other places. Sincerely, Gretchen Nelson Anchorage, AK	
Nelson, Melissa	Hello- I live in the Rogers park neighborhood and I strongly oppose Option D for the connection. Anchorage and Alaska as a whole is experiencing a decrease in population and I do not see the need to spend this amount of money on this connection. Why aren't we looking at moving the highway to possibly the Muldoon area and decrease the congestion in the downtown area. It seems that many of the options with tunnels etc are not cost effective or a good idea. Thanks for your time. Melissa Nelson	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Based on origin-destination information, most travelers going using 5th and 6th and Gambell and Ingra are heading to major destinations like downtown, mid-town, etc. A bypass on through Muldoon would not attract sufficient trips.
Nelson, Galen	I overall disagree with this project as I don't see the issues outweighing the benefits. The options with tunnels/overpasses/covered areas to me seem like an attractant to the homeless population that will increase the risk of vehicle/pedestrian injuries. If this project is to go forward I would oppose the parkway alternative D as it goes through a park and just adjacent to where I currently live, this will negatively impact our way of life. It will increase noise, take away from enjoying our parks/nature and attract homeless. Living in this	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	area for over 20 years i don't see the traffic as the issue, also the foot traffic is not overwhelming, and again i think the effort and funds could be used in a better way.	
NELSON, CARA	Alternatives AB and C are the most appealing to me. They have the least impact on the park system and that's important to me. The Chester Creek trail is a greenway that is the pride and joy of Anchorage, to put an overpass through it would destroy a part of what makes it special. I really enjoy the inclusion of more roundabouts and landscaping along the road system in all the plans. Tree lined streets would really increase the aesthetics of Anchorage, something that is very much needed.	Your preference for Alternative AB is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Niezek, Brite	My son spent many hours playing in Sitka street park when he was young & I strongly object to Option D. The Sitka street park & it's adjoining wetlands and wildlife habitat should all be considered a protected park & off limits to highway development. With 15th street already on one side of the park, putting a highway through the far side would essentially wedge the park between 2 very busy roads full of exhaust, road dust & noise. It would ruin the only spot for healthy outdoor neighborhood play in the Eastridge & Sitka street communities. I support Option C. An underground tunnel would not impact parkland & would support much needed investment above ground in the Fairview community. Thank You.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Niva, Josh	As a longtime Midtown resident and even longer Chester Creek Trail user, I could not be more opposed to the current plan D that runs the new highway connector over and through a precious stretch of greenspace and critical artery of Anchorage's world-class trail system. The construction, the traffic, the noise, the concrete and infrastructure that will eat up this otherwise rare and peaceful natural space would be so irreparably disruptive/destructive. Some of the best aspects of life in Anchorage is our outdoor opportunities and trail system, and this plan quite frankly paves right over it. There are other options that cause less damage to our green spaces and trails, while also utilizing existing highway/roads, making this additional construction unnecessary and destructive. This area of the trail is accessible and constant with users of all types -- walkers, runners, bikers, skiers, families and dogwalkers, year-round. It is a connector for big-time Alaska races, from the Tour of Anchorage to the Mayor's Midnight Sun Marathon to the Iditarod ceremonial start. With so many other route options, please leave the vehicles on roadways and our trails and our green spaces alone. Serve Anchorage residents and visitors, not commuters who come to/leave Anchorage each day. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Noble, Zoe	Hey there super excited to see this project as both a driver and a bike path user. Safety of our community members is and should be important to everyone. People will always drive on the road and pedestrians will continue to get on the roads so creating a safer path for all is just logical. It would be great to see healthy attention to more of our state as well. Thank you	Thank you for your feedback.
Norman, Ben	Dear DOT, My main desires for this project are: improve safety for all transportation modes, reduce car miles traveled in Anchorage, reduce lanes, improve public transit, maintain and expand green space, and keep Fairview and surrounding neighborhoods intact. The MTP 2050 al-ternative is the only option that achieves those goals. All the other alternatives seem to cre-ate more highway and destroy livable space in Anchorage. The MTP option should be im-proved by adding protected bike lanes to all the roads that are undergoing changes. Thank you, Ben Norman	Your support for the MTP Alternative is noted.
Norris, Jason	1) A Parkway component is not supported by the data provided. First, the Parkway component does not appear to address the Purpose and	This letter and its response have been addressed outside the database and is

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	Need of the project. As currently presented, the data does not establish a causal link between the Parkway component and a reduction in either congestion or fatal crashes. The report appears to more credibly show areas of design deficiency in the existing network rather than establish the need for a new segment within the network. For instance, if the answer to safety is the inclusion of roundabouts, as shown in the Parkway C/D alternatives, then why would roundabouts not be a logical choice with the existing road network? Even if volumes are too high for roundabouts, the point stands that showing that one road is dangerous does not justify a new road more than it shows the existing road is designed dangerously. Additionally, it is important to point out that of the seven crash hotspots (Figure 1, Draft Crash Map), four are located in areas that are more effectively addressed by the MTP alternative and would not benefit from a Parkway component. These four areas (A-D) make up 60 percent of all "KA" crashes and they would be addressed at a far more cost-effective rate than the Parkway component, if indeed the Parkway component were effective at addressing crashes instead of merely transferring the risk to a new roadway and/or increasing crashes on the existing network by relieving congestion and enabling higher speeds. To that point, it is also difficult to reconcile the assertion that a road is both congested and dangerous. Congestion leads to slower speeds, which typically reduce fatalities. Therefore, if a road segment is experiencing both congestion and fatalities, then it would stand to reason that fatalities are a result of high speeds during non-congested periods. This is therefore a design issue allowing for higher speeds and not necessarily indicative of the need for additional roads. Looking at the Origin-Destination (O/D) Report to address the congestion aspect, the assertion that traffic originating in Northeast would benefit from a Parkway component is unconvincing. The Northeast Origin data shows it makes up 52.8% of all trips westbound through the 5th Avenue Link. However, destination areas that no reasonable motorist would use the Parkway to reach (Airport, Downtown, Govt Hill, MatSu, Northeast, Northwest, Ship Creek Ind, Glenn Eastbound, and Parks Northbound) make up 58.5% of all trips out of Northeast. If we then further assume 50 percent of Northeast origin trips use C Street or Minnesota to reach Midtown and Southwest, that number goes up to 70.8% of all trips. If nearly ¾ of the traffic from the largest origin area would not benefit from a Parkway component, it seriously calls into question the justification of such a component, particularly given the unavoidable and/or unmitigable impacts to the environment and environmental justice communities and the cost range of the various Parkway components. Nor can justification be found in traffic from Chugiak-Eagle River/MatSu, which contributed only approximately 3,000 vehicles per day to Midtown and Southwest via 5th Avenue (Table 15, O/D Report). Looking at reverse flows coming through the Seward Highway Link northbound to NE is similarly unconvincing. Even if the traffic that would move through a Parkway component would benefit, there is no indication as to whether this benefit would be significant enough to justify the component. There is also no indication that grid effects or induced demand were considered and whether these would be significant, beneficial, or harmful. In summary, the data presented does not justify a Parkway component being carried forward for further consideration. 2) The Parkway alternatives presented and retained all present unacceptable and unmitigable impacts to environmental resources and environmental justice communities. The proposed Parkways violate environmental justice principles by principally and adversely affecting minority populations (Reference Figure 4, A Basic Description of the Environmental Setting). Per Figure 4, the areas to be most adversely impacted by Parkways C and D have minority populations of 92.1% (east Parkway terminus), 70.4% (along Merrill Field), 50.6% (west of Merrill Field), and 63.6% (just west of Sitka Street Park). Parkway AB impacts	appended at the end of this table.

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	many of the same areas and impacts these areas more heavily. For the Parkway Alternative that impacts the fewest residences (D), the Parkway directly impacts the park facilities that these residents use. Evidence shows elevated roadways have significant adverse impacts to the environments around them and this bridge would have many unmitigable impacts including noise, increased particulate matter, and other impacts that directly and adversely impact human health and the environment. Many cities are removing elevated viaducts through the Reconnecting Communities Program due to their community, environmental, and human health impacts (such as increased incidences of asthma). It is illogical that we would be proposing one, particularly when Fairview, which is part of the study area, is part of the Reconnecting Communities Program. Parkway Alternative D also has significant impacts to an "A" graded (highest value) wetland per 2.10.2/Figure 18 of A Basic Description of the Environmental Setting. This wetland is one of the largest wetland areas in the study area and by far the largest "A" graded wetland. In summary, these impacts are such that all Parkway components should be eliminated from consideration 3) Parkway Alternatives are not consistent with the Anchorage 2040 Land Use Plan. Parkway Alternative D cites use of the Northway Mall site for right-of-way acquisition as a benefit. However, that area is identified in the Land Use Plan as a future Town Center featuring mixed-use development, dense housing, and access to public transit. That is the antithesis of an interchange. Additionally, 15th Avenue is designated as a "Transit Supportive Corridor", which means it is targeted for higher densities when the Land Use Plan is fully implemented. This means a new Parkway could be constructed only to see increased congestion as the area builds out to targeted densities under the Land Use Plan, negating any benefits claimed in the current analysis. 4) Parkway Alternative D violates the agency's own standard on impacts to Section 4(f) Resources and should be eliminated from consideration. There are other alternatives, including those proposed (MTP) and reconfigurations of a Parkway component (presented below in Comment 5) that would avoid Section 4(f) Resources impacts. It is additionally curious that Table 1 of the Alternative Refinement and Screening Report shows only 1.42 acres of impacts given the alternative's alignment. This indicates that DOT&PF is assuming that the bridged area has zero impacts to Section 4(f) Resources, which, if true, would be highly in error. Elevating a bridge over a park does not negate all impacts. 5) If a Parkway component is required as part of this project, then Alternative C should be reconfigured to retain the existing Seward Highway Tunnel Portal in a slightly different configuration, but relocate the current 15th Avenue Tunnel Portal to the Glenn Highway just east of Mountain View Drive. While comments 1 through 4 above make the case that the analysis has not shown a purpose or need, much less justification, for a Parkway, this comment seeks to improve the Parkway in such a way that it may be acceptable, even if it would still not be meaningfully beneficial from either a congestion or safety standpoint. The picture below (for illustrative purposes only, not to scale) shows a concept that would avoid significant adverse impacts to environmental justice communities, would avoid environmental, community, and human health impacts associated with a bridge impacting wetlands and parks, and would be fully compatible with the MTP alternative that converts Gambell and Ingra to fewer lanes. It would have a one-lane northbound tunnel portal on Ingra and a one-lane southbound tunnel portal on Gambell on the hill roughly at Sullivan Arena and another tunnel portal in the existing median of the Glenn Highway just east of Mountain View Drive. This would turn the proposed Parkway component into a true bypass. Given the costs associated with mob/demob of tunnel boring equipment, the additional length of tunnel over that for Parkway Alternative C should be acceptable.	

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	There would also be cost savings from avoided real estate acquisitions, resident and business relocations, and reconfiguring of 15th/Debarr. In short, if a Parkway component is absolutely necessary, it should be in this form. It may require some driveway reconfigurations in between Gambell and Ingra near the tunnel portal, but these impacts are de minimis compared to those presented by current Parkway component configurations and are acceptable. 6) It is unclear whether AKDOT&PF meaningfully consulted with Federally-recognized Tribes on whose traditional lands this project would be constructed and therefore it is unclear whether AKDOT&PF followed required Tribal policies and laws. Appendix E (Cultural Resources Map and Technical Memorandum) of A Basic Description of the Environmental Setting begins Anchorage's history at the time of Captain Cook, ignoring the people who have been here for thousands of years. Additionally, while the Communication Plan identifies relevant Tribal entities and establishes an Agency and Tribal Committee, there is no indication that any coordination, much less meaningful consultation, has been done with the identified Tribes, including a lack of mention in Section 4 of the Detailed Alternatives Analysis. This failure to meaningfully consult early in the process is in direct conflict with multiple laws, policies, and executive orders perhaps including but not limited to: • Alaska DOT&PF Tribal Consultation Policy (01.03.010) • DOT Order 5301.1 • Executive Orders 12898, 13007, 13175, and 14112 • Presidential Memorandum on Tribal Consultation and Strengthening Nation-to-Nation Relationships, January 26, 2021 • Presidential Memorandum on Uniform Standards for Tribal Coordination, November 30, 2022 • National Historic Preservation Act • National Environmental Policy Act 7) As currently presented, there is no compelling argument for Port of Alaska access improvements. There is no data to support the Port of Alaska increments either from a traffic congestion or safety perspective. Though it makes intuitive sense that separating large freight truck traffic from regular traffic could have significant benefits, there is no data presented that supports the investments proposed. These should be supported by analyses showing VMT decreases for freight carriers and regular vehicles, decreases in emissions, and reductions in freight carrier vs. regular vehicle and/or pedestrian/cyclist crashes. There should also be an analysis on real estate acquisitions and residents/businesses forcibly relocated in association with these increments. Analysis is lacking to either support these improvements or to rule them out. In short, these improvements have not been properly considered, but they should have been and should be going forward. The largest Port of Alaska increment is close to \$100 million. That would seem to warrant significant analysis to justify such an investment. 8) The MTP Alternative does not have a cost, making it difficult for the public to compare it to other alternatives. Given that the MTP Alternative has not been given a cost (outside those associated with the Port of Alaska) even at this point in the study, while there have been costs assigned to multiple iterations of Port of Alaska access, Parkway, and/or Freeway, including those with disparate features such as bridges, tunnels, and depressed roadways, among other things such as interchanges, it does not appear that this alternative is being taken seriously, which is concerning given that there is strong community support for such an alternative. This deprives the public of the opportunity to make an informed decision as to the fiscal rationality of a Parkway alternative compared with the MTP alternative. As currently presented, it appears as if this is an alternative being proposed solely so it can	

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	be eliminated for a preferred freeway/parkway alternative with MTP elements included. This is detrimental to the public's trust of DOT&PF as a neutral arbiter of information and this oversight should be immediately rectified. Given the items in MTP are associated with various plans, they should each have a cost range associated with them. If this information is available in different documents than the ones presented, then a summary should be made available. It should not be on the individual member of the general public to track down the cost of each item in a myriad of plans simply to make an informed judgement about the validity of the MTP Alternative when cost information about Parkway/Freeway alternatives is so readily provided. 9) Cap and Stitch should be mandatory for all depressed roadways. Depressed roadways have significant adverse impacts to communities and human health. Any depressed roadways constructed as part of this project should include cap and stitch features to the greatest degree practicable. Current connections are inadequate and present unacceptable impacts. Additionally, all cap and stitch should include active transportation connections and opportunities for development on caps similar to that proposed for the Austin, Texas I-35 caps. 10) The Purpose and Need is not well supported by data on population and traffic. Figure 9 of the Demand Analysis shows positive growth in all areas of Anchorage and MatSu, but this is contradicted by Figure 10. Additionally, Table 1, Purpose and Need shows a decline in Traffic counts. Because of this, additional capacity (Regional Travel Function) is not required, and improvements should focus on other needs (Local Travel Functions, mostly addressed by the MTP Alternative, supported by Figures 11, 14, and 15, Purpose and Need). Given the decrease in traffic counts and the fact that projections flat line at 2045, accelerated growth would need to occur between now (2024) and 2045 to meet these projections. Given that Anchorage may be experiencing a long-term population decline (Anchorage Daily News, 4 December, 2024, "Anchorage could be facing its first long-term decline in population and resulting economic slowdown") these projections seem to overstate not just existing demand, but future demand. 11) Proper sources should be cited. Page 3-4 of the Alternative Refinement and Screening Report cites FHWA and CEQ guidance for "reasonableness", but the link is to an AASHTO document. While helpful, AASHTO is not a government entity and does not promulgate or enforce policies or laws. The original source material from FHWA and CEQ should be provided so the public can verify validity and accuracy. 12) Drawings are lacking information. Drawings in Appendix A of the Alternative Refinement and Screening Report lack labels and other information that could be useful to the public. 13) Screening Criteria and Decision Points are arbitrary. Table 1, Alternative Refinement and Screening Report does not explain the ranges for where various criteria go from green (ostensibly acceptable) to orange (marginal) to red (unacceptable). Therefore, there is a lack of transparency in what DOT&PF considers acceptable and why. For instance, in the criteria "Number of non-residential parcels impacted" Freeway Alternative C2 with six lanes impacting 42 parcels is green, whereas Parkway Alternative D, impacting 44 parcels is orange. In "Section 4(f) Park Impacts (acres)", Freeway Alternative B-4 with six lanes (1.04) is green, but Freeway Alternative AB2 with 4 lanes (1.17) is orange. This should be remedied.	
O'Harra, Helen	I am absolutely opposed to routing traffic through and above Chester Creek Greenbelt. The proposed route for option D cuts across wetlands, so all the roadway grime and pollution will be plowed or drained into sensitive habitat.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other

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	Building more roads is NOT the solution, educating drivers and the public, enforcing existing traffic laws and speed limits, and slowing speeds makes our city a better place to live work and play.	impacts.
O'Reilly-Doyle, Kathleen	Please keep all the re-routing options out of our park land and green space. They are too precious to sacrifice them to becoming a road.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
O'Donnell, Neil	I have run, walked, skied and biked on the Chester Creek Trail for 40 years now. Doing nothing would be far preferable to routing the highway over the Chester Creek Greenbelt as proposed in Alternative D. Neil O'Donnell, Anchorage AK (907) 274-5069	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Olsen, Jody	Absolutely NO on alternate D! Please remove alternate D from consideration. Of the available alternatives, my preference is alternative C, routing traffic around edge of Merrill field and using 15th ave. Please do not include new or modified streets that use suicide middle turn lanes in the middle. They are terrifying, dangerous, and not a good use of space since you cannot drive or walk in them.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Where large numbers of left turns are necessary to access properties a continuous center turn lane is often safer than requiring vehicles to turn left across multiple lanes of oncoming traffic.
Olsen, Jeff	I am opposed to PW alternative D. In my opinion it conflicts too much with the chester creek greenbelt. I prefer PW alternative C.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Olsen, Jody	Re: Seward Hwy – Glenn Hwy Connection, Request for Public Comments: I am writing to respond to your request for comments on the Alternatives being considered for the Seward to Glenn Connection project. This is my comment: Please REMOVE Alternative D from consideration. This option utilizes and destroys beloved Anchorage greenbelt space and parkland. These green spaces and the Chester Creek multi-use trail were set aside for non-vehicular use for walking, running, bicycling, skiing, viewing creekside wildlife, etc. These greenbelts, park spaces, and multi-use trails are the crown jewel of Anchorage. These spaces were NOT set aside to later route vehicles through the area via highway, viaduct, roadway, parkway or any other road system. NO ROADS through the Chester Creek greenbelt, Sitka Park, and EastChester Park, no matter the elevation or size! Regarding the other options, I am not sure that I can suggest a preferred option based on my knowledge of the project drivers and options. I submitted a longer email with my concerns and suggestions.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Olson, William	The greenbelt is important to my daily life and fitness. I think that the seward highway should keep its 6 lanes 65mph all the way to the glen highway	The initial screening found that the impacts of connecting the Seward Highway and Glenn Highway with a highway down Hyder were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Orion, Kori	Hello Alaska DOTPF, Regarding the proposed Seward-Glen connection, please focus on alternatives that use and improve, already existing rights of way. Alternative D should not be constructed. I have lived in Anchorage for over 15 years, in various neighborhoods, and finally was fortunate enough to find and buy my dream home within the Airport Heights and Rogers Park Neighborhood, adjacent to the Chester Park Greenbelt. I chose this location because of the access to natural areas in the midst of the city. Anchorage residents use this parkland and the extensive connected trail system daily all year round. This	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	area hosts marathons, ski races, sled dog races which bring our community together. In these tough economic times our local leaders never fail to praise our trail system as a major attribute which will attract new residents to our city. These preserved trail system within the city are also a huge contributor to people's mental health and well-being. Alternative D proposes an elevated or at grade freeway in this greenbelt and associated natural areas between the current Seward Highway and Lake Otis. This will seriously degrade the value of the Greenbelt which is so important to me and all Anchorage residents. Riding or walking under a freeway for a half mile or more is not comparable to riding through the woods. Air quality will degrade and noise pollution will dramatically increase. Green space in the middle of our city is beyond monetary value. If this area is changed by a major road system, it will be gone forever. Please DO NOT go forward with Alternative D. This plan is truly horrific for our neighborhood, surrounding others, and to our trail system as a whole. Thank you for looking to other options for a better alternative solution. Sincerely, Kori Orion	
Owens, Brazos	I think that Alternative D is a mistake that will disrupt some of Anchorage's most prominent and beautiful greenbelts and parks and will add noise pollution to neighborhoods originally located next to those greenbelts and parks.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Owens-Manley, Judith	I am very much against Option D in this plan due to the impact on the Chester Creek Trail and proximity to Sitka Park, not to mention traffic noise in the neighborhood and even the disruption to wildlife. Moose and also bears, though less frequent, are also our neighbors, and this would be a lousy place to disrupt with a road.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Oyster, Levi	I would like to express concern about Alternative D's crossing through the greenbelt of Chester Creek Trail -> Sitka Street Park area. We have limited continuous commuter trails in Anchorage, those being Chester Creek and Campbell Creek trails for east to west commutes, and only the Coastal Trail for north to south as a continuous trail. Anchorage is very unfriendly for bike commuters and pedestrians as is, please avoid exacerbating this further by moving forward with this alternative.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
P, H	How would the tunnels stand up to a large earthquake? I doubt I'd drive the tunnels since there would likely be no option to exit if there was bumper to bumper traffic, an accident, or any other obstruction that could happen (someone hit a moose, bear, dog, cat, person, etc.). Stick with moving vehicles through expeditiously and with minimal impact if/when there is an accident or earthquake damage.	Tunnels can be designed to withstand earthquakes. Such designs are done throughout the world.
Pacor, Isaac	DOT needs to find a solution that works for Fairview but is not a route up Chester Creek. Alternative D, the route up the Chester Creek Greenbelt, would cause enormous damage to parks and neighborhoods, and it is wrong for Anchorage. Alternative D should be adamantly opposed by all who cherish our parklands and care about Anchorage neighborhoods. An alternative that I support is the "2050 MTP" (Metropolitan Transportation Plan) alternative. Please do not rush this and solve one problem by creating another!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Paez, Maria	I urge the DOT to use the No Action alternative to the proposed changes to the connection between Glenn and Seward Highways. The need to avoid a few stoplights between the Glenn and Seward Highways does not justify the great amount of taxpayers money that connecting these highways will cost. Furthermore, traffic is seldom an issue as the population of Anchorage and Alaska is shrinking. I definitely oppose Alternative D, which would build a long, elevated highway over parks and greenbelts. Many Anchorage residents including myself are active users of the greenbelt trails. Such a project would make using these trails far less safe and enjoyable. This would be especially problematic since convenient access to green spaces and trails is something that makes Anchorage a great place to live.	Your support for the no action alternative is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing

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		has had on Fairview. There is a purpose and need report on the project website with more details.
Palmer, Jeremiah	I am against this project since, based on the map showing the new road, it will have to cut into the Merrill Field property in order to fit. This will ultimately cause less parking and the removal of the gravel strip runway at Merrill Field. This will hurt local General Aviation in the Anchorage Bowl and Matsu Valley causing a demand for Aircraft owners to move North for parking. This will increase prices and hurt flight training as well out of Merrill Field. It is hurting a backbone industry to not just Anchorage, but Alaska as a whole. A vast majority of Pilots that operate throughout the state get their training at Merrill and this can cause an even bigger strain and price increase for General Aviation. This does way more harm than good for the aviation industry. Thank you for your time reading this and I hope this is considered before this project moves forward.	The routing of the alternatives primarily occur outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The gravel strip is not anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property.
Panganiban, Christalyne	I strongly oppose the proposed Seward to Glenn Connection Parkway Alternative D and any alternative that negatively impacts Anchorage's world-class trail system, particularly the Chester Creek Trail. This trail, which connects our urban environment to parks and natural spaces, is an essential part of Anchorage's identity, providing a peaceful and accessible respite for locals and visitors alike. The construction and eventual highway traffic would permanently disrupt the trail, disturbing thousands of users year-round, including walkers, runners, bikers, skiers, and wildlife. As a location for major races like NSAA's Tour of Anchorage, this trail is vital for community health and recreation, and it must be protected. There are alternative routes in the Seward to Glenn Connection plan that would better accommodate high-traffic travel without damaging our irreplaceable green spaces and trail system. Please protect the Chester Creek Trail and other essential parts of our trail network from this destructive project.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Parker, Patrice	I'm opposed to Alternative D. Right now, there are several existing major roads that connect the Glenn to the Seward Highway. Commuters from the Valley could exit at Muldoon Road, Boniface, and Bragaw and go west at several of our major roads. Perhaps you could upgrade those exits. But whatever you do, don't ruin the wonderful neighborhoods Airport Heights/Eastchester, Fairview and Rogers Park, not to mention interrupting East Chester Park and Sitka Park with a major roadway.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Patterson, Rebecca	I strongly oppose alternative D, which would only exchange trying to restore one part of Fairview with destroying the part of Fairview and Rogers Park that border the Chester Creek trail. Planners may think a proposed bridge over the trail system will have no impact but nobody goes on the trail to breathe in exhaust and experience the noise of a highway overhead. Not to mention the fact that the current tunnels and spaces under bridges on the Chester Creek trail (the ones under the current highway, A street, C street and Minnesota) are some of the most dangerous sections of trail and have the most graffiti, use by the unhoused or others trying to take advantage of that population, and illicit drug use. Putting a bridge over the trail will compound these issues massively, destroy Eastchester park, impose a new eyesore in Anchorage and do little to alleviate traffic issues since the alternative is still proposing to slow traffic.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Pease, Thomas	Please remove Alternative D from consideration in the Seward-Glenn Highway Connection design. An elevated causeway paralleling Chester Creek Greenbelt and trail system would devalue one of Anchorage's most heavily used green spaces and negatively impact skiers, bikers, commuters, walkers and wildlife. Furthermore, it would increase air, noise and light pollution in some of Anchorage's oldest neighborhoods, including Rogers Park, S. Fairview and Airport Heights. Fairview needs and deserves relief from decades of damage caused by widening Ingra and Gambell. However,	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	mitigation steps should not be to the detriment of other neighborhoods and the community at large. Alternatives AB and C incorporate tunnels beneath residential area and inflict the least harm. Yes, tunneling is more expensive, but if the purpose is to move traffic safely while minimizing community impact, then it needs to be done right. Otherwise, why do it at all? Please eliminate Alternative D.	
Pease, Nancy	Thank you for the opportunity to comment on the Seward to Glenn Highway Alternatives Refinement. I am a land use planner by professional training. I have long immersed myself in urban transportation planning as a community advocate. I am versed in the AMATS MTP and I'm serving on AMATS' Community Advisory Committee. I support the MTP+Plus Alternative. • MTP+Plus is the only alternative that focuses all funding on Fairview and East Downtown. The project elements of reduced lanes, lower-speed traffic, wider sidewalks and pedestrian amenities, and a woonerf will have multiple economic, safety and public health benefits, all for Fairview. • MTP+Plus is the only alternative that reduces the total acreage of travel lanes, freeing valuable land in the urban core for safer, more productive uses than traffic. • MTP+Plus is the only alternative that does not spread heavy volumes of traffic into other neighborhoods, a hospital zone, and or a riparian greenbelt and wetlands. • MTP+Plus is the only alternative that includes numerous incentives for people to reduce their vehicle miles traveled (with a woonerf, sidewalks and pathways, increased transit, and preservation of the safety and appeal of the Chester Creek Trail commute route). • By reducing vehicle traffic (rather than inducing more driving), MTP+Plus is the only alternative that can demonstrably improve public health by reducing roadway particulates and greenhouse gas emissions. • MTP+Plus is the most affordable and cost-efficient alternative, because it avoids the exorbitant construction and maintenance costs of tunnels, interchanges, and elevated roadways. Alaska DOTPF (and the FHWA as well) has far out-stretched its road maintenance and repair budget. Our Community Council is routinely reminded that DOTPF has a backlog of repairs when we request pavement repairs on crumbling roads. I particularly oppose Alternative D for the following reasons. • The elevated highway would despoil Chester Creek Greenbelt in significant, irremediable negative ways. Commute travel, recreation, wildlife habitat, parks, and nearby neighborhoods would all be devalued. Wherever highways cross greenbelts and trails in Anchorage (such as the Seward Highway overpass of Campbell Creek trail), the overpasses or viaducts create noisy, gritty, exhaust-stinking dead zones, both under the structures and for many yards outward from the overpass. • The Alternatives Refinement falsely claims that the alignment within the Chester Creek Greenbelt would avoid impacts to a large open space of the greenbelt, Rogers Park, or the creek valley neighborhoods. The elevated highway would still loom above the greenbelt and there is no way to contain traffic noise and emissions. • Elevated highways are far more costly to construct and maintain than surface lanes. Alternative D creates an unwise burden on future taxpayers and agencies. DOTPF and the Municipality currently have backlogs of road repairs and cannot timely clear snow after major snow events. • DOTPF has failed to identify the full environmental impacts of the elevated highway through the wetlands adjoining Sitka Park. Although this is not designated parkland, the wetlands southwest of Sitka Park are a valuable part of the Chester Creek watershed and support its fish and fauna. • DOTPF has failed to fully value the importance of Chester Creek Greenbelt Trail to Anchorage's reputation as a trail town and a city that embraces outdoor recreation. The built environment of Anchorage is mostly prosaic or homely. Anchorage's parks and trails are primary attractions that	Support for the MTP+ Alternative is noted. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis, including traffic modeling which will help to determine the effectiveness of reducing the traffic burden through Fairview. Note that the report does not indicate that Alternative D does not avoid the park, but rather that by going to a slower parkway design was able to minimize park impacts. As was indicated in the screening criteria memo, additional impact analysis (e.g. to wetlands) will be evaluated in the Level 2 screening. Nonetheless, both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	recruit and retain workers and families and retirees. Chester Creek Greenbelt Trail is a commute route to the U-Med District and Downtown. It is a venue for iconic Anchorage events such as Fur Rendezvous sled dog races, the Iditarod Ceremonial Start, the nordic ski and bike Tour of Anchorage, Mayor's Marathon, and many more events. - Alternative D unnecessarily invades a hospital zone. There would be measurable degradation of the hospital environs in terms of noise and air quality. Hyder Street Woonerf is a desirable pathway alignment. I support the woonerf concept as an appealing solution for non-motorized users. The Hyder alignment will keep active transportation well-separated from high-volume vehicle traffic. Hyder Street's woonerf can become a unique and thriving feature of Fairview's renaissance. I hope the through-trail along Hyder Street will have grade-separated crossings at 5th and 6th Avenues. I oppose Alternative C. - The tunnel would be expensive to construct and maintain, and is not justified given the flat or diminishing traffic volumes in the Seward to Glenn corridor. - The interchange at Lake Otis Parkway and the new roadway through the hospital zone would unnecessarily take up urban land and devalue the surrounding uses. I oppose Alternative AB. - The stacked tunnel would be expensive to construct and maintain, and is not justified given the flat or diminishing traffic volumes in the Seward to Glenn corridor. - This alternative co-opts a lot of acreage for roundabouts at Mountain View Drive, Reeve Boulevard and Post Road. In summary The MTP+Plus alternative provides the fastest, broadest, and most cost-efficient benefits for adjacent neighborhoods and all of Anchorage. The MTP+Plus improvements can be started immediately, without expensive ROW acquisition compared to the other Alternatives. Under MTP+Plus, lane reductions and traffic calming will transform and re-connect Fairview and improve safety for everyone. MTP+Plus is the only Alternative that aims to reduce vehicle travel holistically, by reducing lanes and also by providing the best active transportation and transit. MTP+Plus is the only Alternative that won't saddle future residents with unnecessary maintenance costs from tunnels, viaducts, and roundabouts. Respectfully submitted, Nancy Pease	
Penn, Teri	I am writing on behalf of the Board of the Directors of the Eastridge 1 Neighborhood Association and the nearly 200 individuals who live in our 88 housing units. We have reviewed the December 2024 draft of the Alternatives Refinement and Screening Report for the Seward-Glenn Highway Connection. We have also attended past and recent presentations by a representative of the Planning Environmental Linkages (PEL) process. With that background, we want you to know that after reviewing that material, we continue to be concerned that what is being considered is not appropriate – for several reasons. First, in prior presentations the PEL representative noted several times that traffic congestion is not a problem on the roads currently used to connect the Seward and Glenn Highways. If the current travel routes are not creating traffic problems, one needs to question the need for a road project that will likely cost tens of millions of taxpayer dollars. Second, there have been suggestions that a reason for changing to a new parkway route is to improve the ambiance of the Fairview neighborhood through which the current route travels. That may be true, but Fairview has adapted to those routes over a period of decades. On the other hand, the alternate routes will just impair the ambiance of other neighborhoods, including ours, as the new routes travel alongside them. So, there would be no net gain	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	in those factors. Those negative effects are clear in relation to several of the specific routes under consideration. • Parkway Proposal D is of particular concern, as it would create a new road system that passes right behind our Eastridge 1 neighborhood. It would also literally be only feet away from the Eastridge 4 neighborhood (one of our partner neighborhoods on the other side of 20th Avenue). Besides creating years of noise during construction, the route would have long-lasting effects by eliminating the current quiet ambiance of our neighborhoods, not to mention a reduction in our property values and negative effects on the Chester Creek Greenway. We strongly urge you to discard Parkway Proposal D. • Parkway Proposal C creates a new road connection with tunnels and roundabouts along the south side of Merrill Field, just north of our neighborhood. This would transform 15th Avenue, the local road that we all use to go downtown, into a major transportation route, and it would create traffic for us and the other nearby Eastridge neighborhoods. Please don't do that, either. • Proposals MTP-Plus and AB1, which route the new parkways north of Merrill Field, would have minimal effects on our neighborhoods. So, we cannot object to them for that reason. They also seem to travel along a route that is more typical of the route currently used by traffic between the Seward and Glenn Highways, so that may create less change and have less impact on current neighborhoods. However, individuals living in those neighborhoods would be better qualified to comment on the appropriateness of those two proposals. And as noted above, one needs to question whether there is really a need for any of the proposed road changes. We hope that our input is useful to you, and that you will take it into serious consideration. Parkway Proposal C and in particular, Parkway Proposal D, seem truly horrific from the point of view of our neighborhood. On behalf of our board and our homeowners, we strongly urge you to reject those two proposals. Teri Penn, President Eastridge 1 Condominium Association	
Perry, Joshua	Please please do not place the connection over, through, or under our most sacred green space and Chester Creek trail system. It is the last best place in Anchorage for people to enjoy nature while conveniently located and accessible to many social-economic communities. It is Anchorage's " Central Park" and should remain untouched for generations to come.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
petersen, cathrin	I am AGAINST the Seward-Glen highway connection proposal D going through the Chester Creek greenbelt. I find the idea absurd. Destroy the last intact green space in the vicinity!! This wood and riparian habitat in the urban area is a rarity and so increases its value. Additionally, this proposal D is in direct conflict with the Municipality of Anchorage Parks & Recreation proposal to improve parkland in similar location. How we residents are to navigate what the Government's left hand is doing in comparison to the right hand leaves us very confused. Scrape the highway, keep the parkway. Thank you, Cathrin Petersen	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Peterson, Per	"Hello, my name is Per Peterson. I'm at 907-229-4484. I'm also an Anchorage resident in CollegeVillage 2101 Duke Drive. I've been an Anchorage resident for about 30 years and a pretty active user of trails and parks areas in Anchorage. I want to express my strongest possible opposition to the Highway to Highway plan that include using park lands. I believe that's options C and D. I think it will be an absolute tragedy if Anchorage chooses to build down park lands for this highway. I'm in favor of improving the way we communicate	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	driving-wise and the way we deal with trafficsafety, but I'm not in favor of using parklands in any way for this road project.If you have questions, feel free to give me a call on this phone number.Thank you.Thanks for watching!"	
Petkanas, Alex	I'm writing as a member of the public to oppose a new highway and urge the state to adopt a "no-new-highway" alternative. Expanding personal vehicle infrastructure is proven to lead to an increase in usage and traffic rather than relief from traffic. We should be investing in complete streets, buses, bike infrastructure, and slow roads - not encouraging even more high speed traffic in Anchorage. In addition to the negative impacts to quality of life, increased vehicle traffic will bring more pollution to this area of town, putting public health at risk. Finally, given the trend in outmigration, there is simply no need to put another highway through town.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Petrou, Eleni	Hello, My name is Eleni Petrou and I am a resident of the Eastridge neighborhood in Anchorage. I recently learned about the plans to build a highway over the Chester Creek Greenbelt that is adjacent to our neighborhood (proposal D - Glenn Connection). I am strongly opposed to this plan for the following reasons: 1) the Chester Creek trail is important riparian and wetland habitat, used by many species (including a threatened salmon population, a variety of migratory songbirds, and iconic mammals such as moose, lynx, and bear) as a wildlife corridor that connects the Chugach foothills to the salt marshes. A major highway would potentially introduce atmospheric, aquatic, and noise pollution, and has the potential to disrupt use of these important habitats . 2) The Chester Creek trail is a municipal gem, enjoyed by thousands of residents daily. In a city that is mostly devoid of beautiful civic spaces, the trail is truly precious. People use it to commute to their work, to enjoy nature, to spend time with friends, to exercise, to take their kids to the playground. I walk on the trail every day and I see people from all walks of life and all ages using the trail. Furthermore, the trail does not only accessed by people from wealthy neighborhoods; it is also easily accessed by people living in subsidized housing developments, and so serves a diverse population. We need MORE green spaces and walkways like this in Anchorage: for our physical and mental health, and for the health of our community. We do not need more strip malls and highways. Given these concerns, I believe that the MTP Alternatives described in the Draft Screening Report would be viable options. I like that these alternatives emphasize " a new arterial street (not a new freeway) connection with slower speeds, less emphasis on vehicle mobility, fewer and narrower lanes, adjacent sidewalks and pathways, tunnels, and reduced impacts to neighborhoods and parkland". I also liked that these alternatives included provisions for increased bus service and non-motorized vehicle access (hopefully this means sidewalks and bike lanes).	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Plessis, Katherine du	Protect the little bit of forest land we have left in Anchorage	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The other alternatives do not affect forest lands.
Pollock, Jahna	Dear PEL Study Team, Thank you for all of your hard work on this complicated project. I am a lifelong Anchorage resident and 25 year resident of the Rogers Park neighborhood. I am very concerned about Alternative D and strongly urge you to eliminate this alternative as the planning phase moves forward. The notion of an elevated	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	parkway over parkland and wetland, and adjacent to dense senior and low income housing seems unnecessarily disruptive to our community. The Chester Creek greenbelt is what drew us to this neighborhood. The parks, trails, and urban fish and wildlife sanctuary are a treasure. I encourage you to eliminate Alternative D and focus on those alternatives which maximize use of existing road corridors, protecting the assets that make Anchorage special. Thank you.	
Pollock, Joe	I have lived in Rogers Park for 25 years, and was drawn to the neighborhood for its proximity to a world class trail system along Chester Creek. I strongly oppose Alternative D for its extensive negative impacts on the wetland areas, parks, and trails. An elevated parkway would destroy the character of the neighborhood and the recreational experiences of all who fish, play, bike, ski, and enjoy these areas. Please focus on more practical and less invasive alternatives. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Potter, Dean	Hello, Where can I see the numbers, worksheets, or scoring that resulted in the green-yellow-red matrix in the public involvement materials, please? I believe this is the Initial Alternative Screening Technical Memorandum. Thanks for the help!	Detailed metrics are available in the Alternatives Refinement and Initial Screening Report available on the project web site at https://sewardglennconnection.com/document/s/Draft%20Screening%20Report_12-07-24.pdf .
Prejean, Stephanie	Of the new options proposed, most help Fairview while hurting other areas: East Ridge, Airport Heights, Penland Parkway, the existing businesses on 3rd, Rogers Park, the greenbelt. These are peaceful, healthy, and historic neighborhoods now. Increasing traffic near them and overloading an already difficult stretch of Lake Otis will undoubtedly lead to significant negative impacts for these areas east and south of Fairview. AB is the only option that is a benefit to Fairview without negatively impacting other areas. I support option AB.	Your preference for AB is noted.
Quay, Susan	Anchorage doesn't have a traffic problem bad enough to build a road system of this magnitude. I have driven the Seward and Glenn highway at all times of day and I have never seen traffic congestion that would warrant this kind of costly road. On top of that, Anchorage is losing population and losing businesses, taking away even more need for a road project of this magnitude. Lastly, the main thing to draw younger citizens to our city is our parks and recreation areas, and this project would be destroying a pristine trail system that is heavily used for many types of recreation.	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population or to speed up travel through Anchorage. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview.
Ramo, Mark	Hi, my name is Mark Ramo 907 347-XXXX just wanted to comment I seen this sign about the highway through the green belt and I am opposed to tha tit's one of Anchorage's best green spaces. Let's keep it that way. Thanks. Bye	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ramsay, Brad	I know there's not any great easy way to do this project. That said, I don't understand this town's obsession with cutting down trees, and I'm strongly opposed to routing the highway through one of the last remaining large green spaces in town. Option D is a non-starter for that reason. Figure out another option that will keep our green spaces green and forested. Thanks Brad	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ramsey, Carolyn	Dear Project Team, Citizens for Responsible Development (CRD) is reviewing the Seward-Glenn Connection PEL study and it has become increasing unclear how the Project Team came up with it's impacts. We are looking for the documentation described below. The "Recommended Alternative Selection Criteria Memorandum" (original and	Hi Carolyn, Thank you for reaching out and for your engagement in the Seward to Glenn Connection PEL Study. I appreciate the opportunity to clarify the documentation related to the initial screening process, and I

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	revised versions) says: To conduct the Initial (Level 1) Alternatives Screening process, the project team will gather other necessary data for each of the criteria listed in Table 2 [Table 2. Revised Level 1 Screening Criteria (Fatal Flaw)]. Much of these data will come from existing products developed for the study; Municipality of Anchorage, DOT&PF, and Anchorage Metropolitan Area Transportation Solutions (AMATS) data sources; publicly available published information; and adopted plans and studies. The data sources and citations will be documented with the results of Level 1 screening process in the Initial Alternative Screening Technical Memorandum. The results will be quantified in terms of the measures presented in Table 2. These results will be presented in a format that allows readers to compare results across each alternative. We would like to review the Initial Alternative Screening Technical Memorandum. It is not currently posted in the online Project Library. We are interested in its documentation of data and the processes used to convert data into the quantified results presented in "Table 1: Summary of Preliminary Screening Results" of the "Alternative Refinement and Screening Report - DRAFT." This draft report is currently open for comment. Because the quantification of impacts is critical for the evaluation of alternatives, CRD and the public needs access to the assumptions, techniques, and calculations used to produce these results. We kindly request that these documents be made available to CRD and to the public immediately. Especially since the timeline for public comment is rapidly coming to an end. Thank you for your time and assistance with this matter, Carolyn Ramsey Chair- Citizens for Responsible Development CC: Assembly Reps: Volland, Constant, Zaletel, Rivera Legislative Reps: Rep. Mina, Rep. Galvin, Rep. Fields, Senator Gray-Jackson, Senator Tobin, Senator Dunbar	sincerely apologize for any confusion caused by inconsistencies in how the document was referenced. The report you're looking for was published on the study website in December 2024 under the title "Draft Alternatives Refinement and Screening Report" and can be accessed here: https://sewardglennconnection.com/document/s/Draft%20Screening%20Report_12-07-24.pdf. This report contains the initial screening results and is open for public comments through February 28, 2025. Your letter helped us recognize inconsistencies in the document's naming, so we have updated the title to "Draft Alternatives Refinement and Initial Screening Report" to better reflect its contents. We are working to ensure all references to this document are consistent across the study website and published materials. You can expect these name changes to be fully implemented by the end of next week. As you may know, this report outlines the Level 1 (initial) screening process, which resulted in screening out the previously proposed freeway alternatives (originally presented for public comment in February 2024). It also recommends refinements to regional connection alternatives, including: * Reducing their functional classification from freeways to arterial streets (parkways), * Introducing landscaping features and separated active transportation facilities in non-tunnel segments, * Implementing lower speed limits to mitigate noise pollution and enhance safety for all users, * Reducing the roadway footprint by removing lanes and reducing lane width to lessen impacts, encourage traffic calming, and improve conditions for pedestrians and cyclists, * Incorporating tunnels or bridges to minimize impacts to existing surface features, and * Adjusting roadway alignments to avoid sensitive community features and further manage vehicle speeds. Additionally, in response to public interest in reducing vehicular demand on existing streets, the report introduces the new MTP+ alternative. This alternative refines projects in the Metropolitan Transportation Plan 2050, increases transit service in the study area, and proposes incentives to reduce automobile dependency to mitigate impacts on the National Highway System/Interstate Highway System through Fairview. Our team is

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		currently quantifying how many daily vehicle trips these measures could shift away from existing roadways used for the Seward-Glenn connection. Looking ahead, these refined alternatives will undergo a second round of analysis and public review. The Level 2 screening results are expected to be published later this spring or early summer for further comments. I appreciate your engagement and look forward to Citizens for Responsible Development's thoughts on both the initial screening and the refined alternatives. Please don't hesitate to reach out if you have any additional questions. Kind regards, Galen Alaska Department of Transportation and Public Facilities Galen Jones, P.E. Project Manager, Preliminary Design & Environmental Alaska Department of Transportation & Public Facilities
Ramsey, Carolyn	In brief, and as discussed in detail below, the Seward Glenn Connection PEL Study should be focused on the MTP 2050. Parkways are not solutions to moving higher volumes of regional traffic between the Seward and Glenn highways. As this is one of the Purposes and Needs of the PES, the project team should be focused on studying tunnels built to specs that can eventually accommodate a freeway. Finally, as this project uses significant public funds and impacts public resources, we expect the PEL study to be conducted with the highest level of transparency and professionalism. We have identified a number deficiencies in the study that must be addressed if there is another round of analysis. Citizens for Responsible Development (CRD) has been involved with many aspects of the Seward Glenn Connection including the Midtown Congestion Relief, Highway to Highway and as of late the PEL process. Fairview has been saddled with more than their fair share of high-speed traffic on Gambell and Ingra. These streets are poorly designed, unsafe, and reduce quality of life in the neighborhood. The Fairview neighborhood has long deserved to thrive as an economic and cultural engine for Anchorage and Alaska. It is a central neighborhood with deep history and great potential. Fairview is geographically ideal for smart, locally-controlled growth that can preserve its heritage while improving our city's stock of housing, commercial spaces, and social amenities. Fairview's geographic advantages come with a challenge: the disruption of two four-lane, high traffic streets that form a link between the Seward and Glenn Highways; provide access to Downtown and the Port of Alaska; and carry local traffic. The leadership of Fairview and Alaska DOT&PF are to be commended for initiating the Seward-Glenn Connection PEL Study (PEL) to seek solutions to this challenge. Most importantly, this initiative must do what decades of studies and stalled	This letter and its response have been addressed outside the database and is appended at the end of this table.

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	projects have failed to do: provide tangible improvements for Fairview that mitigate traffic impacts; provide a secure environment for investment in the neighborhood; accomplish these goals within a few years; and do so without moving the same challenges to other parts of our city. Toward these ends, CRD is supporting the MTP 2050 alternative. CRD also urges rejection of Alternative D and caution over allowing other new-build alternatives to get in the way of constructing MTP 2050. MTP 2050 is widely supported. • MTP 2050 is the only alternative endorsed by the three community councils most affected by the project: Fairview, Rogers Park, and Airport Heights (based on community council resolutions passed based on the refined alternatives). • In initial public feedback received by the PEL, MTP 2050 is the only alternative to receive more supportive comments than negative comments, and by a wide margin. • MTP 2050 improvements have been supported through public engagement and agency coordination in the Metropolitan Transit Plan process. MTP 2050 is the only alternative that can bring improvement to Fairview in the foreseeable future. • The State of Alaska faces fiscal constraints so severe that elected officials are closing schools and contemplating new taxes. A large, new-build highway project will have to compete for its portion of state funding with many other well-supported priorities. • MTP 2050 is estimated to cost hundreds of millions of dollars less than the new build alternatives. • MTP 2050 improvements can be made incrementally. New-build alternatives are useless until entirely complete. • Commitment to MTP 2050 will remove barriers to investment in Fairview. It is an ideal location for expanding Anchorage's housing stock through higher-density, mixed-use, mixed-income, and infill development. MTP 2050 positions Fairview to lead Anchorage's quality-of-life vision. • The Municipality of Anchorage, Anchorage Economic Development Corporation, Visit Anchorage, Anchorage Downtown Partnership, Project Anchorage, and other institutions counter outmigration by promoting Anchorage as a place to find great quality of life. • MTP 2050 has no impacts on Anchorage's world-class system of parks and trails. • MTP 2050 enhances quality of life through the pedestrian-focused Hyder Street woonerf and the Fairview Greenway Connection. It permits development convenient to amenities like the Chester Creek Greenbelt and the Center for Performing Arts. New-build parkways are expensive, likely inadequate to address long-term traffic needs, and have technical challenges. • All the new-build alternatives are cost prohibitive, ranging from \$393 million to \$743 million. These are contemporary cost estimates. They are likely to increase after years of permitting, litigation, and financing efforts. • Alternatives C and D require cutting into or building on top of the old Anchorage landfill north of 15th Avenue used from 1947 to 1987. Merrill Field recently conducted a program of compaction to prevent	

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	damage from subsurface voids. Leachate and methane emissions are known hazards that would require mitigation during road construction resulting in an increased expense for environmental remediation. The parking garages under the medical buildings on the Alaska Regional Hospital campus are a prime example of settling and heaving that would be expected with any construction in this area. Hazmat in the old landfill is not centralized and the area for proposed construction is unmapped, making for a logistical nightmare for staying on budget and on schedule. • The Alternative AB tunnel is the best long-term solution that can be expanded to accommodate more traffic without additional impacts to neighborhoods and parks. Alternative D (freeway and parkway) has unacceptably high impacts and should be eliminated. • Alternative D proposes to build a highway through about one mile of parks and undeveloped, publicly-owned open space used for recreation and solitude. Putting a highway, freeway, or parkway through Anchorage's beloved and renowned Greenbelt would have devastating effects on quality of life, recreation, visual and noise environment, wildlife and wetlands, water resources, and pollution. These are not impacts that can be mitigated with little changes here and there, adding or subtracting lanes, or promising a bike corridor. There should not be a road on this alignment, period. • The 2015 Chester Creek Watershed Plan (Municipality of Anchorage, 2015) presents goals for water quality, water quantity, and wildlife habitat (page 12). Alternative D goes directly against the first 4 goals by increasing point-source pollutants, removing natural vegetation, decreasing the width of floodplains, and decimating the wildlife corridor, greenbelt, and parks. The meandering form of Chester Creek, the bike path, and private property immediately south of the bike path leave no room for adjustment to mitigate these concerns. • Nearly a third of a mile of viaduct would be over or partly over Chester Creek, with piles directly in the creek or riparian area and road runoff and excess snow going into the creek. Alternative D threatens habitat for salmon fry in Chester Creek with polluted runoff from the viaduct. Millions have been spent to restore salmon runs to Chester Creek. • Almost the entire at-grade length of Alternative D would be in a Class A wetland, which is directly connected to fish habitat in the North Fork and Main Fork of Chester Creek. The wetland provides flood control and natural filtration of pollutants, including leachates from Merrill Field. Filling the wetland and converting it to an impervious surface will increase flood hazards and decrease water quality in Chester Creek. Both water quality and flood hazards are specific concerns in Chester Creek. Again, there is not room to adjust the corridor to address wetland impacts without moving the road even closer to houses. The wetland maps and watershed plan are available online; any citizen can compare them to the proposed road corridor and see that Alternative D has unacceptable impacts to Chester Creek. • In addition, Alternative D and shared corridor with Alternative C require excavation into hazardous materials that impact Merrill Field and Regional Hospital.	

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	Alternative D is not supported by the public. - Alternative D received the greatest amount of negative feedback in the earlier stages of the PEL. It received three times as many negative comments as support. It received more negative comments than any alternative received supportive comments. It - received more negative comments than any eliminated alternative that proposed a trenched freeway through Fairview. Making it a parkway will not make it palatable to citizens of Anchorage. - CRD is aware that the revised Alternative D is unanimously opposed by resolutions of the Airport Heights and Roger's Park community councils - The Anchorage Parks & Recreation masterplan for Eastchester Park has gone through an extensive and responsive public involvement process. This plan notes that a highway through Eastchester Park would have "drastic" impacts. - By limiting scope to Section 4(f) parkland, the measure ignores impacts to the Merrill Field parcel immediately north of Eastchester Park (aside from the developed portion of Sitka Street Park). This area is undeveloped forest and Class A wetlands as laid out in the Chester Creek Watershed Plan. - The representation of public comment in the PEL is misleading and dismissive of widespread opposition - The study underrepresents comments in opposition to Alternative D. In its narrative, it describes Alternative D as receiving "the most comments in favor" without mentioning that it also received the most comments of concern. It diminishes negative comments by qualifying them as "perceived" or only addressing "potential" outcomes, but does not treat positive comments the same way. - CRD counted 63 comments opposed to Alternative D and 22 comments for Alt D. The PEL team does not explain why they dismissed one third of the negative comments when making the "public comment summary" graphic showing about 40 opposed and 20 supporting. They also do not explain how they compressed all 63 negative comments into "concerns for park impacts" in the December 10th meeting presentation while specifying "support for Alternative D." - Incorporated with comments in the public record but not mentioned in the PEL comment summary are comments from the three Eastridge homeowners association boards adamantly opposing Alternative D, which would drive down property values, be visible to Eastridge 4 and audible to all units. Also not mentioned is a unanimously passed resolution from the Rogers Park Community Council opposed to Alternative D. - It appears to CRD that widespread and adamant opposition by the neighborhoods most affected was brushed off because DOT intends to railroad the project towards Alternative D while appearing to consider other alternatives. This is more akin to public manipulation than public involvement. In summary, CRD urges the Project Team to focus on MTP 2050 and eliminate Alternative D from further consideration. If the PEL needs a high-traffic corridor to study, study the tunnel. Thank you for this opportunity to comment. Sincerely, Carolyn Ramsey / Chair – CRD	

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Rancourt, Loren	Thank you for public comment, and suggesting alternatives. I am very excited to see tunnels in Alaska. The benefits are numerous. I believe this project could substantially change the future of roadwork here if tunnels are implemented. I am in favor of tunnels. I live in a neighborhood heavily effected by Plan D. I also work at Alaska Regional Hospital. Please keep in mind that many people take thier last views on this earth looking out over Merrill Field. Sometimes staying months, just observing the flow of planes. I recieve comments on the view daily from patients. Having trees would be nice, maybe decorative fencing. A propeller fence, or nature theme, would fit nicely. People come to Alaska for nature, and landscaping would promote the goals of tourism. Especially with a first entrance into Anchorage setting the tone. Appearance should be a high priority for the entrance to Anchorage. Maybe collaborate with local artists. A tunnel offers a really cool way to have murals of Alaska history, like a museum, as people drive in. Offer painted squares, or "canvases", to local groups (promoting Alaska). I am satisfied with updated Plan D's use of tunnels, saving the park and helping with air quality concerns (a class action lawsuit waiting to happen from irresponsible legacy-dumpsite management). Also, the dump landfill gas can easily power generators. Which can light this project free of charge. even sell it back. Lots of warm LeD lighting would be nice. not the super white crap (which causes borderline insanity and othe health effects in studies). That would be a grand entrance to the city for sure, strip lighting and art. Making Anchorage like a modern arctic adventure. Rustic yet new. What this city needs to promote ideas, adventure. I also highly promote fruit trees. With bushes below. If you dont want the cost, stomp seeds in the ground. Ill even do it if you can hold back the terrorists with weed-whackers (city landscaping). Fields of multicolored lupine, cheaply planted from bulk seeds, would look great under the trees. They grow in the designated area already (planted by me from seeds). Plum and cherry trees grow really well here and are beautiful when in bloom. Bushes below, like highbush cranberry and blueberry, keep insulation (what kills trees during frost/thaw cycles). Ive planted thousands of trees from seed this way. And highbush cranberries are considered the best hedge (better than common cottoneaster city gardeners flock to here). Having unique trees promotes agriculture options in Alaska. Plums pears peach apples and cherries grow here (especially well from seed, dont listen to gardeners who havent tried it up here). Most city landscapers are concerned about fruit drop. It adds to the soil and is not that big of a deal. So what if people eat. Its not a liability. Homeless are literally starving in this town anyways. I previously wrote about a neighborhood dog being cooked over a campfire. Moose fencing is the same for new birch trees. Can be removed when older (see downtown parkstrip crabapples for example). I also worked at Faltz nursery, specializing in fruit trees. Also, tunnels have another purpose: emergency shelter. Which alaska has pretty much none of. Almost every european country has fallout shelters. We are not accustomed to such a threat, but it is good to have just in case. It can be implemented in the tunnel (if not blocking the tunnel in emergency). Not sure if you are aware: Merrill field is an emergency operations disaster plan (Contact the Emergency Operations Center). It is long enough to land a c-130 cargo plane on, for emergency evacuations (incorporating Alaska Regional). It is vital in times of great disaster, such as a large earthquake, fire, attack or war. Please be sure the shortened runway is not a problem. Maybe incorporate a room for emergency shelter (radiation air filters, water, decontamination, cots). Thank you, best wishes on the future of Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Your preferences for tunnels are noted. Both Alternative AB and C incorport tunnels. The design and landscaping ideas will be considered for alternitives that move foreward.

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Rancourt, Loren	You may want to consider emergency egress between Merrill Field and Alaska Regional Hospital. It was designed to allow a C-130 to access the heli pad next door (at the fire training center). A place for a large plane to cross over would preserve emergency evacuations during a mass casualty event (such as earthquake, tsunami, attack or war). An emergency would not be the time to be figuring out how to evacuate thousands of people, cut off from roadways (currently only two roads in and out, with a vulnerable seaway port being updated for earthquakes currently).	Maintaining the current taxiway connection between Alaska Regional and Merrill Field is designed into the alternatives.
Randall, Kikkan	I passionately oppose the proposed Seward to Glenn Connection (www.sewardglennconnection.com) Parkway Alternative D and any alternative that impacts Anchorage's world-class trail system. Anchorage's unique trails that travel through our urban environment and connect us to parks and even more trails and adventures are such an integral part of what makes it special to live and play here. This route will direct traffic over and through an important and beloved stretch of that trail system. It will permanently disrupt the trail and its thousands of diverse users with long periods of construction and the eventual, constant, high levels of highway traffic, its accompanying noise, and many other negative factors that come with it. The Chester Creek Trail, and this particular stretch of the trail, is a scenic, easily accessible part of Anchorage's greenbelt, and an ESSENTIAL LINK on a trail system that provides a safe transportation and recreation route for for users of all types year-round – walkers, runners, bikers, skiers, locals and visitors of all ages and fitness levels, as well as wildlife. Because of its key location, the Chester Creek Trail hosts iconic races year-round, including NSAA's Tour of Anchorage and the Mayor's Midnight Sun Marathon. These events are important economic drivers for the city and cannot happen without transversing the city. The Chester Creek Trail is a place for enjoying the best of Anchorage life, not a place to funnel highway traffic. There are many other options in the proposed Seward to Glenn Connection plan that make better sense for high-traffic travel, with routes that would not cause permanent damage and disruption to the increasingly rare natural spaces in our community and the trails that our community loves.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Rappoport, Ann	Thank you for listening to the public's concerns and dropping alternatives that would have destroyed the neighborhood of Fairview, or the Chester Creek Greenbelt. These are both important neighborhood areas and values as they are and should not be diminished with development of a road to save people a few minutes of commuting time. I support the MTP + alternative which would provide numerous walkability and transit options for the residents of Fairview and adjacent areas, without negatively impacting the existing neighborhoods. Currently it looks like Parkway Alternative AB would have the lowest impact on disadvantaged neighborhoods as well as the lowest cost. I object to the idea of spending millions, and potentially a billion dollars to connect the Seward and Glenn Highways. While a tunnel would be the least impactful alternative, the cost is prohibitively high. It seems that we could do a lot more for a lot more residents with many small projects, rather than this one exceedingly large project that merely cuts a few minutes off commute times with a tunnel. Thank you for your attention to the concerns that I and others are expressing during this public comment period. At a minimum, implement the MTP + and drop the rest of the idea to connect the Seward and the Glenn Highways. Thank you	Your support for the MTP+ is noted. Your concerns have been recorded in the record and will help shape the alternatives and analysis.
Rast,	The Merrill Field Runways overlay the best subsurface soil conditions and the	The routing of the alternatives primarily occur

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Frank	least amount of subsurface utility conflicts in the study area. A tunnel(s) alignment should be considered directly beneath the airport.	outside the current fence line on marginal land. No permanent tiedowns are anticipated to be affected. The project could affect the transient camping tiedowns and there is potential to mitigate those impacts with replacement property or a tunnel.
Raun, Cassandra	A RESOLUTION REGARDING THE SEWARD TO GLENN CONNECTION PLANNING AND ENVIRONMENTAL LINKAGES STUDY ALTERNATIVES WHEREAS, the Rogers Park Community Council (RPCC) has actively engaged with the Seward to Glenn Connection Planning and Environmental Linkages Study project since its inception; and at its March 4, 2024 and April 8, 2024 meetings affirmed strong opposition to Alternative D included in the Seward Highway to Glenn Highway Connection Planning & Environmental Linkage Study Draft Detailed Alternatives Report dated February 2024; WHEREAS, an Alternatives Refinement and Screening Report was issued in December 2024 which continued to include an Alternative D that was modified and relabeled as a "parkway" that routes a highway up Chester Creek with extensive impacts on residents of RPCC and our neighboring communities. WHEREAS, Alternative D would put an elevated four-lane parkway: adjacent to 700 units of multi-family housing in the Fairview neighborhood; adjacent to the Anchorage Senior Center; adjacent to 240 units of AHFC senior housing; through dedicated parkland that is extensively used for recreation, events, and quiet walks in nature; directly adjacent to a pristine section of Chester Creek; and through Class A wetlands that connect to Chester Creek and provide habitat for silver salmon fry. WHEREAS, Alternative D is significantly costly (\$393 to \$420 million), necessitates a reroute of port traffic at additional significant cost (\$26.2 to \$64.3 million), and is grossly out of scale for a community our size. THEREFORE, BE IT RESOLVED, that the RPCC again expresses strong opposition to Alternative D and requests that it not be carried forward in the next project phase. THEREFORE, BE IT ALSO RESOLVED, the RPCC supports the MTP 2050 alternative which achieves the purpose and need of the study and neighborhood priorities to increase safety along the corridor, removes uncertainty and disinvestment along the corridor, provides opportunity to revitalize the corridor and the neighborhood as a whole, and will balance community needs to preserve residences, businesses, and parks. THIS RESOLUTION was UNANIMOUSLY APPROVED by the RPCC on February 10, 2025, by a vote of: For 34, Against 0, Abstentions 0	This letter and its response have been addressed outside the database and is appended at the end of this table.
Reale, Elaine	To planners of the Glen and Seward Highways Connection: Please avoid Alternative D to connect the Seward and Glen Highways through the Chester Creek Greenbelt and Eastchester Park. AMATS modeling shows that the existing connection via Ingra and Gambell is functional for current and future traffic. Please consider a different alternative to solve the safety issues in that area such as the 2050 MTP. Preserve existing green belts that make Anchorage a liveable city! Thank you, Elaine Reale 40 year Anchorage Resident	* Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. * The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects

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		that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Rector, Travis	I have reviewed the proposed options for the Seward-Glenn connection and I am shocked and dismayed that you would even consider Alternative D, which would completely destroy the value of the Chester Creek greenbelt and ruin the nature of my neighborhood. Have you even considered the impacts on the people who live in this area? My neighborhood isn't simply a throughway to somewhere else. It is a living community. Stop proposing to bulldoze people's lives just because someone who lives elsewhere can't bear the thought of waiting a few minutes at a traffic light. I will fight against any consideration of Alternative D, or any other options that put Chester Creek or Rogers Park neighborhood at risk.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Reeves, Karen	1. Like roundabouts and removing stop lights and fireweed + new Seward highway 2. Tunnel on 15th good for traffic impact to Fairview. 3. Main street concept of Ingraham and Gambell much better than present road. Use roundabouts not stop lights – this would lower noise at intersections by trucks and cars not revving up from a stop. 4. Parkway bridge is just a euphemism for highway. It defaces the jewel of our bike trail system which is a city wide treasure!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The suggested design ideas will be considered for the alternatives that move forward.
reilly, barbara	I strongly oppose this project, most specifically AB, C, and D. Anchorage needs better mass transit, police enforcing driving laws and not having to sit in court for issuing driving tickets. Put drivers back in schools! Anchorage needs slow speeds and narrow lanes. Run the road from the port along Westchester and connect to the Seward/Glenn Highway. Your plans destroy neighborhoods and parks, increase noise, pollution and accidents. Build a monorail down the middle of the Glenn into Anchorage, like the Bay Area Rapid Transit system in San Francisco. Move into the 21st Century Anchorage!!! Anchorage is losing population so why would we need more, faster roads?	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population or speeding people up to get out of town. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Light rail and other mass transit have been studied in Anchorage before. Anchorage does not have the population, ridership, or land development density to support a monorail or other mass transit system like that suggested.
Reilly, Emily	I am a resident of Rogers Park and a frequent pedestrian/cyclist. I strongly oppose Parkway Alternative D due to the impact on the Chester Creek trail and local parks. The parks and trails of Anchorage are one of the best things about this city. A throughway going over the trails and access to the parks would create excess noise, exhaust, and trash. A long overpass as proposed would turn people away from these incredible outdoor resources.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Resident), Eric (Anchorage	(1) Almost certainly, some private properties will need to be taken to effectuate any of the changes proposed, and to "undo" the harm done to Fairview in particular. Accept it and ensure that just compensation is made. Accept it only if the State is convinced it is necessary for the long-term betterment of Anchorage as a whole. (2) What do Anchorage's local elected officials have to say about any of these proposals? I understand that the State doesn't need to ask them or to heed their input—or the public's—but it seems that it would likely help lead to the selection of a plan that best serves this community. (3) About the long-term betterment of Anchorage: Among our few truly outstanding assets are our natural spaces. These, unlike homes, are for everyone, including visitors. For that reason, and to support strategies to make Anchorage a more inviting place to live—including by attracting much-needed	1. The Alternatives Refinement and Screening report on the web site contains information on the numbers of relocations. Just compensation for relocations is required and would be paid. 2. Local officials are being engaged. For this project to move forward it would need to be included in the adopted Metropolitan Transportation Plan and the Transportation Improvement Program - both of which require local approval. Additionally, funding would need to come in part from the Legislature and approved by the Governor through the

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	newcomers—the goal of preserving, improving, expanding, and connecting green spaces should be paramount. Any plan, therefore, that reduces or degrades green spaces should be discarded. An elevated bridge over the Chester Creek greenbelt and a new road cut through Sitka Park, therefore, should be off the table [I believe these are elements of what the State proposes in “Parkway Alternative D”]. A tunnel under the greenbelt connecting to 15th Ave., on the other hand, seems preferable if construction and maintenance are feasible [I believe this is a feature of what the State proposes for “Parkway Alternative C”]. In keeping with the goal of expanding and connecting green spaces, the proposed feature of a 1.5-mile greenway that connects the Ship Creek and Chester Creek trail systems, as reported by the ADN, should be forwarded. (4) The December 2024 PEL Study report illustrates on page 12 how, I believe, the State distinguishes between Freeways and Parkways. In short, if I follow, it appears a “Freeway” is essentially a limited-access highway, and a “Parkway” is a road at the higher-end of the speed limit for non-highway roads in Anchorage. I’m at a loss to understand, therefore, how any Parkway the State creates won’t amount to little more than new “stroads” in Anchorage, albeit with a green strip down the middle. The State should elaborate on how it intends to avoid that outcome, not least as dangerous, unpleasant “stroads” are already too much of a feature of Anchorage. (In a more comprehensive vision for Anchorage road changes than contemplated here, I imagine that mitigating the effects of those separate, already-too-prevalent scourges also should be a high priority.) Does the State intend to significantly limit curb-cuts and cross-streets? How much *uninterrupted* biking/walking/skiing/jogging/other-non-motorized-transportation distance will be created in the green medians of the State’s proposed Parkways? I’m reminded of an appealing parkway I recently experienced in the suburbs of Cleveland, Ohio. There, an ugly, headache-inducing 35-MPH stroad—characterized by multiple lanes and curb-cuts, shoulder-to-shoulder retail, stoplights, stop-and-go traffic, etc.—existed parallel to a green “parkway” worthy of the name. The parkway, in contrast to the stroad, had just one 25-MPH lane in each direction. The two lanes were each largely separated from each other by an incredibly broad, tree-lined space with ample biking/running paths. It appeared that only residences, large parks, undeveloped land, other greenbelts, and at least one cemetery abutted the parkway. (The stroad and the parallel parkway were separated from each other by long blocks that transitioned from commercial development facing the stroad to residential development facing the connecting cross-streets.) Very few cross-streets cut *through* the parkway; instead would-be cross-streets dead-ended into just one or the other of the two parkway lanes, reducing the need for too many stop signs and reducing stop-and-go traffic on the parkway itself. Truck and commercial traffic were relegated to the stroad, so only passenger vehicles trying to traverse some distance—without the headache of stroad conditions—were on the parkway. It was actually pleasant! In contrast, nothing I’ve seen proposed by the State here suggests anything quite so appealing. Sell me on your vision. (5) A recent ADN article on this project linked to an older article on the apparent disappearance from public view of State proposals for a highway-to-highway project (published: May 21, 2010; updated: Sep. 29, 2016). What happened to those project discussions? What was the community or other feedback that led to its apparent moth-balling? Where’s the public accountability on whatever it was that transpired there? I ask in part because it appears that an option contemplated then, which independently occurred to me in the present context, was apparently deemed—at least by one state representative—as “crazy.” That is: To the extent one of the purposes of the current project is to reduce the harmful effects of unnecessary traffic cutting through neighborhoods, why not divert as much traffic that is just trying to get between the Glenn and Seward Highways around as much of as Anchorage as possible? To my mind, the logical diversion would be to divert through-	Statewide Transportation Improvement Program. 3. Your opposition against Parkway Alternative D through Chester Creek is noted. Alternative C has a tunnel under south Fairview. It does not affect the Chester Creek Greenbelt. 4. The proposed parkway cross-section is depicted in the online materials. It is envisioned to look something like Providence Drive through the University area. 5. The Highway to Highway project was cancelled by Governor Sean Parnell half way through the EIS process. There is a frequently asked question available on the web site. The PEL team investigated highways and is recommending against a highway connection.

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	traffic on the Seward Highway over to Elmore Road as far south as feasible (e.g., at Abbot Road), connect to Tudor, which itself then becomes Muldoon Road, on the way to the Glenn Highway. Again, this will require unpopular takings, but, for the long-term betterment of Anchorage, it seems to be worth discussing. If it is to be dismissed, the reasons should be made public. The proposal should not be allowed to disappear from public view for political reasons. Why is that not even part of the public discussion?	
Rhoades, Diana	Re: Anchorage Park Foundation Comments on the Seward to Glenn Connection PEL Study Dear Mr. Jones, Thank you for the opportunity to comment on the Seward to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study for the revised alternatives. The Anchorage Park Foundation (APF) is a community-based nonprofit that mobilizes public support and financial resources for improving Anchorage parks, trails, and recreation opportunities. Our interest in the PEL Study is to support non-motorized travel in a key neighborhood through supporting trail connections. A key priority of the Fairview neighborhood has been to create a “greenway” connection between the Chester Creek and Ship Creek trail system. This is a goal fully supported by APF and we support the greenway, or regional trail connection or Woonerf, incorporated into each revised alternative along Hyder Street. This will be a key neighborhood asset to strengthen Anchorage’s trail system and serve as a key feature for neighborhood revitalization. APF also offers the following comments regarding the revised alternatives and screening process: •APF agrees with the recommendations to remove every preliminary highway alternative (both the 4 lane or 6 lane alternatives for 65mph controlled-access highways). In the first round of comments, Anchorage residents spoke loud and clear that they do not want a highway running through Anchorage. •APF supports advancing the lane reduction alternatives, MTP2050 in the short-term, as well as the MTP+ alternative in the long-term with strategies to invest and improve transit and traffic reduction strategies. The MTP2050 alternative includes multiple Complete Street projects, including the Greenway and one lane reductions on Gambell and Ingra Streets. The MTP+ alternative goes further to return Gambell to a Main Street with 2-lanes and two-way traffic and with further lane reductions and two-way traffic on Ingra Street. The Project Team should design strategies to achieve MTP+ with investments in our existing road network, rather than building new parkways, tunnels, or bridges. •APF opposes Parkway Alternative D. The greenbelt trails along Anchorage’s creeks are a crown jewel for our community. The Parkway Alternative D would include a surface road through wetlands adjacent to East Chester Park and a viaduct bridge across the park. Though this project seems to impact the least amount of private property, the immense impacts to public property and the greater public’s experience of this area should have a heavy weight in the screening process. •The five Port options should also take care to not harm the Ship Creek or its trail system and should facilitate the connection to the Hyder Street greenway. Currently, it is challenging to discern these potential impacts from the routes as presented. •APF is a partner and fully supports the efforts to Reconnect Fairview led by the Fairview Community Council and NeighborWorks Alaska. The PEL Study should continue to prioritize the goals of this effort to improve safety, connection, and reinvestment into the Fairview neighborhood. Thank you for the opportunity to comment. Sincerely Beth Nordlund Executive Director, Anchorage Park Foundation. 3201 C Street, Suite 111, Anchorage, AK 99503 Anchorageparkfoundation.org - Working to improve the parks and trails you	This letter and its response have been addressed outside the database and is appended at the end of this table.

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Rice, Kate	love! To Whom It May Concern, As a resident of the Eastridge neighborhood, I strongly support MTP 2050 and MTP Plus as the best options for the proposed road improvements. These plans provide significant enhancements to traffic flow while minimizing negative impacts on surrounding communities, businesses, and parks. While Parkway Alternative AB follows a similar route and remains a viable option, the inclusion of tunnels substantially increases project costs. Additionally, these tunnels may attract unhoused individuals, particularly during colder months. Parkway Alternative C is even less favorable, as its tunnel is situated closer to quiet residential areas, potentially drawing more unhoused individuals into these neighborhoods. Furthermore, this option creates traffic congestion and access challenges, particularly for residents relying on 15th Street to enter and exit Eastridge. Parkway Alternative D presents the greatest concerns. In addition to traffic and routing complications for local neighborhoods, the proposed bridge spanning a large park would likely encourage encampments, further impacting the area. In summary, MTP 2050 and MTP Plus provide the most effective traffic improvements with minimal disruption to surrounding communities. Of the parkway alternatives, Parkway Alternative AB is the most acceptable. However, we strongly oppose Parkway Alternative C and Parkway Alternative D due to their detrimental effects on traffic, neighborhood accessibility, and overall community well-being. Sincerely, Kate Rice	Your preference for alternatives MTP and MTP+ are noted. Alternative D has been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis.
Rice, Adam	As a resident of the Eastridge neighborhood, I strongly support MTP 2050 and MTP Plus as the best options for the proposed road improvements. These plans provide significant enhancements to traffic flow while minimizing negative impacts on surrounding communities, businesses, and parks. While Parkway Alternative AB follows a similar route and remains a viable option, the inclusion of tunnels substantially increases project costs. Additionally, these tunnels may attract unhoused individuals, particularly during colder months. Parkway Alternative C is even less favorable, as its tunnel is situated closer to quiet residential areas, potentially drawing more unhoused individuals into these neighborhoods. Furthermore, this option creates traffic congestion and access challenges, particularly for residents relying on 15th Street to enter and exit Eastridge. Parkway Alternative D presents the greatest concerns. In addition to traffic and routing complications for local neighborhoods, the proposed bridge spanning a large park would likely encourage encampments, further impacting the area. In summary, MTP 2050 and MTP Plus provide the most effective traffic improvements with minimal disruption to surrounding communities. Of the parkway alternatives, Parkway Alternative AB is the most acceptable. However, we strongly oppose Parkway Alternative C and Parkway Alternative D due to their detrimental effects on traffic, neighborhood accessibility, and overall community well-being.	Your preference for alternatives MTP and MTP+ are noted. Alternative D has been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis.

Commenter	Comment	Response
	Sincerely, Adam Rice	
Richey, Jacob	Option D should not be a consideration. It would significantly impact wetlands and bodies of water through the Chester Creek greenbelt. This green belt is a significant part of the Anchorage community, it is where our families go to get a little bit of the wonderful outdoors during our busy lives, it's how many people commute around town. Please protect the wild parts of Anchorage. Redevelopment of the downtown roadways provides an opportunity for the struggling downtown area of Anchorage to modernize and improve.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Riley, Bobby	"Thank you. Name, Bobby Riley. Phone number, area code, 202-651-0070. Repeat. Area code, 202-651-0070. I have your page up in front of me. First of all, Merry Christmas, Happy New Year. I have your page in front of me, and what I want to read are other people's that was submitted. I'd like to compare what you said previously and what people are saying and now what you're saying, okay? So we have a first presentation of a review period and then I'd like to read what the comments of the people were and then your changes or acknowledgement where it's ignoring of the comments and So where would I find that place? Thank you very much."	Comments and DOT&PF responses are available on the project web site. The most recent comments and responses are available at: https://sewardglennconnection.com/documents/20241209_SG%20PEL_Public%20Meeting%204%20Summary_Final_Comments.pdf . Comments and responses on the Alternatives Refinement and Initial Screening Report are appended to the final report.
Roberts, Holly	Hello, I do not support any of the proposed connection alternatives outlined by this project. Alaska faces a declining population, and has faced significant reductions in quality of service maintaining its roadways, specifically state roadways. The economic needs are not justified by the incredibly high fiscal costs proposed in any of these alternatives. Transit times thru the core of Anchorage remain fairly insignificant even at brief peak times, and are negligible outside. Additionally, there are a variety of alternative routes that make this connection available to most non-commercial drivers that utilize pre-existing high capacity roadways such as Dowling, Tudor, Northern Lights, Debarr, connected as applicable to Muldoon, Boniface, Bragaw, C street, and Minnesota. This project is not needed at this time, and the state does not need to pursue it. Additional effort to alleviate the socioeconomic harm that has been caused by the current traffic pattern could be drastically alleviated with smaller phased solutions that may result in slower traffic flow at peak times but reduced numbers of stop light intersections, more pedestrian overpasses, wider sidewalks, and investigation of using a dynamic traffic control rotary (https://ops.fhwa.dot.gov/atdm/approaches/atm.htm)	Your opposition to the project is noted.
Robinson, Judy	Alternative D should never be built. Going through the park AND right behind the senior center AND subjecting residential properties with more noise and pollution is unconscionable. Alternatives that stay within the existing corridor are better. Every alternative I have seen does nothing more than dump traffic into Midtown. I have never seen a plan that would move traffic through town or bypass city traffic. With a declining population I question the need for this project more than ever. The curves at the beginning and end of Alternative D look unsafe for high speed traffic on an elevated, icy bridge.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel

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		needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Roder, Jonathon	I am performing due diligence examining the effect of the Port Connection on Alaska Railroad Corporation lands. Can you provide kml or shapefiles of the Connections as depicted on Page 23 of the Alternative Refinement and Screening Report - Draft dated December 2024. The data should include the five connections depicted on Page 23. Thank you for any help you can provide. Jon	Sent 4/30/2025 By Edith McKee
Rogers, Lisa	Please consider having the Seward to Glenn Highway connection drop into the Ship Creek area and follow the Alaska Railroad tracks/Coastal Trail around the perimeter of the city rather than through the middle of the city.	Highway connections through Anchorage, including the routing suggested by the comments are no longer being considered. The initial screening found that the impacts of connecting the Seward Highway and Glenn Highway with a highway down Hyder were not warranted. Travel demand and future population and employment projections do not warrant developing a freeway connection.
Romance, Jeanne	Comments In reference to " Parkway Alternative D": I would like it to be made known that I am very much against this plan D. I live in the home I own in Rogers Park and I am on the Chestercreek trail almost daily. I can only imagine the horrible changes that a loud and polluting 4 lane highway will do to the forest, animals, wetlands, parks, community etc. Also the areas under the viaduct will create a space for drugs, loitering, homeless encampments etc. There has to be other creative solutions for this potential Glen highway/ Seward highway connection. Please take my opinion for Plan D with a serious NO!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Rosenthal, Tyler	I oppose the plan to use/alter chester creek trail/park. This area is a large waterfowl refuge and any further construction in the area would not only negatively impact the waterfowl production, but the other species that rely on this area for habitat and food.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Rothman, Nick	I strongly support the 2050 MTP as the most logical and economical plan for the H2H connection.	Your preference for MTP 2050 is noted.
Rowe, Maryann	I am strongly against Option D of the Seward-Glenn Connection. I have lived in the Rogers Park neighborhood for 30 years. The Chester Creek bike trail/ green belt is an important part of what makes Anchorage a livable, outdoor city. The bike trail is used daily by walkers, bikers, skiers. It has been a part of the ceremonial start of Iditarod, allowing the dog teams to run through the city on the Chester Creek bike trail. It is a part of the Tour of Anchorage and the Moose Loop for bikers. It is a corridor for Chester Creek which is habitat for salmon, moose, bear and other Alaskan wildlife. The greenbelt borders some of Anchorage's oldest neighborhoods. All this would be lost by putting in a highway directly through the green belt. Instead of a beautiful part of the city, we will have construction, noise, pollution and highway dirt. I believe that there are options to improve the highway and the Fairview neighborhood, without ruining one of the jewels of Anchorage. Sincerely, Maryann Rowe	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Rundquist, Larry	Please drop the C and D alternatives and stay with the current corridor. The Chester Creek greenbelt including the North Fork wetlands is a valuable resource for maintaining recreational opportunities for Anchorage residents. The area should not be disturbed. There is no reason to disturb natural areas when the current corridor is suitable. Stick with solid ground for building roads to avoid the requirement to elevate over the wetlands and greenbelt. Options C and D are non-starters... drop them!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis.
Ruthrauff, Dan	Thank you for the opportunity to comment on these proposals. First, I appreciate the difficulty of this project, balancing the needs of a growing city	Both Parkway Alternative D and Freeway Alternative D have been screened out from

Commenter	Comment	Response
	with the necessity to correct past mistakes that have negatively impacted Fairview. In my opinion, freeways and parkways are necessary evils--there is nothing really good or intrinsically beautiful about large roads with fast moving traffic. What is, however, quite beautiful and greatly improves the quality of our city are greenspaces like the Chester Creek corridor. While the cost of tunneling sections of the new parkway routes will be very expensive and time-consuming to construct, the tunnels will hide undeniably ugly and deadly roads that have long hindered the growth and safety of Fairview. The solutions involving tunnels (Parkway Alternatives AB and C) will help repair Fairview by revitalizing surface streets and fostering community, beauty, and safety by reimagining Hyder as a 'woonerf' artery. Importantly, these alternatives do not impact our irreplaceable greenspaces. While I appreciate that Alternative D seemingly causes little harm to pre-existing structures and rights-of-way due to its access of the Chester Creek greenbelt, the loss to the city by degrading our peaceful green space would be heartbreaking. I walk, run, bike, and ski Chester Creek year-round, and appreciate the sanctuary that Anchorage residents can find in its wild spaces. We walk our dogs, collect mushrooms, observe moose and bears...the thought of this gem being degraded by a raised highway is unthinkable and would represent a huge loss for the city at the expense of another busy road. Furthermore, Anchorage has an ever-increasing problem with unhoused residents, and raised highways provide dry spaces for encampments wherever they occur. Anchorage needs to provide better help to its unhoused residents, but providing dry spaces for encampments in our greenbelts would add insult to injury: the eyesore of a greenbelt-encroaching overpass and the unintended promotion of further encampments. The current Ingra/Gambell roadways are blights on Fairview and sorely need to be improved. I believe that Anchorage should make the most sincere effort in this respect by burying the thoroughfare and sparing the greenbelt. Thanks for the opportunity to comment.	further consideration due to park and other impacts. Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis. Both AB and C include tunnels that would "bury the thoroughfare."
Ruud, Karen	Being a resident of Rogers Park and having reviewed the various alternatives, I hereby submit my comment strongly opposing Alternative D, the raised roadway over and through an integral section of the Chester Creek trail and Eastchester Park. The destruction of a valuable and cherished asset to the liveability of Anchorage, its green spaces, will be unforgivable to the citizens who presently live, work and play along this well established non-motorized corridor and the untold numbers of visitors who grow to quickly cherish it, also. Establishing this greenbelt through the middle of Anchorage was an event requiring immense foresight; do not betray this Arctic city by nullifying the visions of those who championed this unique feature of this northern place we have chosen to make home.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ryan-Neubauer, Eleanor	No, no, and no. I think your reasoning for wanting any of these proposals is lame at best. Putting a bridge over Chester Creek area will definitely damage an area that is quite precious to Anchorage and enjoyed by many people, not just the people who live in the area. It would impact the neighborhood greatly, making it not such a nice place to live with the noise, dust at certain times of the year, and just plain ugly in an area that is very pretty and teems with wildlife. I seen a linx in Chester Creek wetland right where you want to build the bridge. Anchorage already has a housing shortage, so maybe think twice about damaging a nice older area of town that is more affordable than other areas of town. The town does not need this! Really, it's shameful. I'm very strongly opposed to all your plans. Would love to talk to someone to try and convince me this is reasonable. Please! Just Stop!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Sallee, Diane	I urge DOT to use the No Action Alternative to the proposed changes to the connection between Glenn and Seward Highways. The populations of Anchorage and Alaska are not growing, and we do not need to spend money changing the existing roads. I definitely oppose Alternative D, which would	The no action alternative remains a potential choice.

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	build a long, elevated highway over parks and greenbelts. Such a road would negatively impact all the trail and park users in the vicinity who seek quiet, green places for recreation.	
Sandone, Ambriel	As a trail user, I am strongly opposed to Alternative D. Please choose an option that enhances and supports Anchorage's green space — not destroys it.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Saverin, Diana	Putting a highway through Sitka Park and Chester Creek Trail would disrupt one of Anchorage's best attributes: its greenbelt. Please consider an alternative and preserve what makes our city so great.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Schleusner, Trygve	I am appalled by Seward / Glenn connection proposals. It is better to shift the focus for Anchorage to pedestrian safety and neighborhood quality of life concerns. Our efforts could be directed toward making Anchorage a clean, safe and modern city. When you see pedestrians walking on the winter roadways, think about plowing the sidewalks. How about modern public transportation? Anchorage is a relatively young city. It is not too late to alter our path toward a rapidly declining community. Our children and grandchildren deserve better.	General opposition noted.
Schomaker, Gregg	I would like to voice my opinion in opposition of Alternative D for the Seward Glenn connection route. I live in Roger's Park and walk the Chester Creek trail four to five times a week. I believe having the trail system that connects bikers, skiers, joggers, and others across Anchorage makes our city unique and great. I understand that traffic is a realistic issue in Anchorage, but so is quality of life. We need to keep the Chester Creek trail the way it currently is as to not add any unnecessary road noise that would deter from the serenity that one enjoys while walking or enjoying our city trails. Please consider my request to look for other alternatives that don't take away from the enjoyment of our current trail system that makes it great to live here in Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Schumacher, Erin	Do not put a connector highway through a designated green space. The trails and parks need to be preserved.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Seale, Jeannette	My husband and I have lived in Alaska since Dec. 1968, with the majority of those years in Anchorage. You can see from our address that we live in the downtown area just east of Merrill Field. We live within two minutes walking distance to the Chester Creek Bike Trail. We love living in this area because of the bike trails and the livability of the area. I can understand why drivers want to pass by Anchorage if they are coming from the Palmer-Wasilla area or from the direction of Girdwood. However, to compromise the livability of the downtown area to traffic is a travesty in my opinion. Since the south side of Anchorage in the Campbell Creek camping area has many fewer houses than the downtown area, why not plan a loop around the side of the city instead of bisecting the city for traffic? Actually when you get right down to it, the majority of traffic you are talking about do not originate in the downtown area in the first place, so to destroy the downtown area for the number of vehicles you are addressing makes no sense. If your interest is primarily in the traffic that is traversing Anchorage but not planning to stop there, why don't you plan your spur to come off Huffman Road and out toward the Chugach Mountains where there is more empty space than intentionally traversing the downtown area. This project would be in an upheaval for years while you attack this insane plan which will still have traffic coming through the main area of Anchorage, except on a bigger, noisier, busier road than we have now? The people in the downtown area could still use 5th Ave and 6th Ave. to head north or south and then connect to the existing Seward Highway if the by-pass around the city were used. I believe what you are trying to do will ruin our city. Your priority seems to be the summer tourist traffic that needs to go south or north of Anchorage. We all know that winter traffic does not warrant the money that would be spent on this project or the entire neighborhoods that would be	Based on origin-destination information, most travelers going using 5th and 6th and Gambell and Ingra are heading to major destinations like downtown, mid-town, etc. A bypass to South Anchorage would not attract sufficient trips solve the problem. It is important to note that the need for the project is not predicated on a large increase in traffic anticipated to cause congestion or to try to move traffic faster through Anchorage. The problems we are trying to solve (safety, conflicts between road functions, neighborhood impacts, and adopted community plans), are occurring now, based on the current levels of traffic.

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	ruined with these traffic-first priority ideas. Maybe you are not aware of the public employee who worked for the city years ago who had the vision to create the bike trails along the three creeks that run through Anchorage. I don't know who it was either, however, I know that someone who had the vision he or she had, made sure the creeks were not swallowed up in the back yards of subdivisions and that parks were placed along those creeks to make this town the wonderful livable city we have now. Do you realize you would be easily ruining the beautiful areas we now have? For the sake of a few minutes in traffic, you will make the population of Anchorage suffer. I vote NO on all of these proposals because people are more important than million dollar by passes for the few people who are in such a hurry. If you want a new road to the port, use the road along Ship Creek or through the ARR yards. If this port were as busy as Seattle or LA, I could see your point, but it is not. My husband retired as a dock worker, and we both know there are certain days when the roads are busy, but not so much so that millions need to be spent on this bypass. The other concerning issue is the nearness of this roadway system to the local grade schools. We Alaskans pride ourselves on our clean air. Are you actually considering this to be clean air for our children to breathe? The traffic noise is unbearable when walking along the city streets now in some areas of town, shall we allow our children to play in this noise two or three times per day at recess and noon? If you want to make a faster route, why don't you build an elevated highway above Tudor Road so that the southbound traffic or northbound traffic can travel above the local traffic, which would not replace housing with a highway? That would drop the drive-through-town traffic on Tudor Road down as it would be up on the top level instead of with the local traffic? Could the new road be elevated from where Tudor meets the Seward Highway all the way East and the next section of road would be elevated above Muldoon Road? No homeowners would lose their homes to a highway, the footprint of this road is already in use, and the cement companies would enjoy shipping all that cement from South Korea for you! There are many problems with your proposed traffic plans. I urge you to listen to the residents of Anchorage and not destroy the lovely neighborhoods we have in favor of summer tourist traffic.	
Shah, Monica	I am writing to express my opposition to Alternative D to the Seward-Glenn connection. This option would ruin part of what makes Anchorage great - it's many miles of walking/biking paths. The path along the Chester Creek is heavily used by many community members, including children. This disruption of the trail and to the creek would harm both our city and our land/waterways. I understand that traffic congestion is a problem; however, the Tudor connector didn't help relieve congestion so I am not convinced that this one would either. Sacrificing the connection of downtown to midtown through the Chester creek trail would harm our city and create further divisions within subdivisions. Instead, shouldn't the funds be used to create additional rideshare and bus options that would also alleviate the traffic congestion? Thank you for listening.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Shearer, Nicholas	I oppose Alternative D because we need to maintain parks and wild spaces. I ask that it not be carried forward to the next level of screening.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Shearer, Jamie	I oppose alternative D because I would like to preserve the Chester Creek greenbelt. Placing a highway through a greenbelt area with an elevated section over the Chester Creek will greatly decrease the enjoyment of this heavily used Anchorage trail. I use the path nearly every day and having a large, noisy, car focused highway overhead will ruin this peaceful recreation area and commuting alternative.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Sheffield,	We live on Orca Place and having trouble seeing how this will affect us. I've	Returned call May 2025

Commenter	Comment	Response
Tamara	reviewed the info on the website. Could you please give me a call at 9073016497	
Sheppard, Celia	Anchorage's green spaces are part of the draw for Anchorage residents. The Chester creek trail is a popular walk/run/bike route all year round and is used by many, it would be sad to add a new massive road and disrupt this small piece of nature in our city.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Shuman, Jessica	We should not build this overpass. Anchorage is better without it. Our road system is enough for us, and our green space is valued. We don't have traffic and any commute is 15 minutes. Drop this idea!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Simmers, Jack	Alternative D is a bad plan and we do not need a raised highway in Anchorage, have you not see the accidents on the Knick River Bridge in the winter from the freezing conditions. We are experiencing a decline in population in Anchorage and with us running out of land to build on I don't see any need or reason for this connection.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. e project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Mid-town, the port, military bases, etc, given where people live, create heavy travel demand through Fairview.
Sims, Darby	No to option D! We do not want a highway through our backyard! The highways are just fine as they are. We are commuters and have no problem at all. We also have a home in the Chester Creek area and would hate to see a highway disrupt our peace!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Singleton, Colin	Thank you for the time and thought you've put into this PEL and taking public feedback to heart, even if it means big changes to design criteria. A few questions and comments: -Have I understood correctly that Parkway C and D both have roundabouts in the mainline connection between the two highways while Parkway AB does not? -It's hard to get a sense of distance of each of these options. How long are each of the parkway alts and port connections? -I'm struck by the challenge of a direct unimpactful connection from the mainline to both the Port and Lake Otis (W end of UMED). I like Parkway C, but with the roundabout (if I got that right) and circuitous connection to the port, I wonder how much difference it will make. -I just can't stomach Parkway D through the greenbelt. Anchorage has pavement and neglected build-ings everywhere, but there are a limited amount of greenbelts (one of Anchorage's special qualities). Best, Colin Singleton Sent from my iPhone	* Correct, both Parkway C and D both have roundabouts in the mainline connection and Parkway AB does not. * There are detailed drawings Appendix A of the Alternatives Refinement and Initial Screening Report which include a scale bar: https://sewardglennconnection.com/documents/Draft%20Screening%20Report_12-07-24.pdf * Additional details will be analyzed in the Level 2 screening, which will include traffic modeling to help determine each route's effectiveness. * Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Sipos, David	I walk the Chester Creek trail just about every day for my daily exercise and it has become part of my social life also as I meet others who daily walk the trail. I have been walking the trail for years. I don't want any part or the Chester Creek trail disturbed by construction. All I can picture is a six lane bridge in my neighborhood with the homeless living and taking shelter from the weather under such a bridge. I want no change in our present highway configuration. I especially do not want the Parkway Alternative D.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

Commenter	Comment	Response
Smith, Melanie	Based on the information presented in the online Open House, I prefer the MTP 2050 alternative. I like that it improves safe walking and biking into downtown. It will increase walkability in Fairview and it might encourage more people to bike commute to work. Alternative C is my second choice. It avoids increasing traffic through South Fairview. It costs much less than Alternative AB. It seems to avoid creating busier roads through neighborhoods. I do not like Alternative D. Putting a raised parkway over the Chester Creek Greenbelt will ruin the visitor experience of the Chester Creek Trail and Sitka Street Park. It will also increase traffic noise for the neighborhoods on both sides.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
SMith, Harrison	I support the MTP+ alternative. All the parkway alternatives still have unacceptable harms to the surrounding neighborhoods, Anchorage's beloved trail system, and wild, never developed spaces of Chanshtnu Creek and Sitka Street Park. It is irresponsible to propose development of further road miles under DOT&PF when the maintenance of existing infrastructure is lacking, and when funding of such a project appears doubtful. With a shrinking population and a desire for transportation alternatives, further entrenching the automobile dependence is not a forward-thinking approach. I would support the MTP 2050 alternative if it were reduced to two one-way lanes on each road. This would bring pedestrian crossing distance to a manageable level and reduce risk from two-way traffic. Three lanes in each direction is almost certainly excessive. I lived near the one-way pair of Lead and Coal Avenues in Albuquerque, NM and it was a very well designed corridor for all modes. I have a hard time supporting it in its current form, because it cedes too much space to cars. I do prefer it over any of the parkway alternatives though, which I hope are eliminated altogether.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Smith, Mandy	This bridge would destroy an incredible natural area!! Please reconsider! Reducing the number of lanes on the road is a much better options.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Smyth, Kevin	I prefer alternative 2050 MTP, because it narrows Ingra and Gambell Streets some, can proceed quickly, and be closest to a balance between cost and benefit. This alternative, or some combination of 2050 MTP and 2050 MTP+, would continue to adequately provide for vehicle needs while improving Pedestrian safety and livability in Fairview. In addition, it wouldn't disturb the Chester Creek Parkway and the quality of life it provides people and wildlife living in the surrounding neighborhoods, which also helps to maintain a higher property value for these homeowners.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Sola, Jody	GOVERNMENT HILL COMMUNITY COUNCIL RESOLUTION 2025-005 A RESOLUTION RELATING TO THE SEWARD TO GLENN PLANNING AND ENVIRONMENTAL LINKAGES STUDY REVISED ALTERNATIVES Whereas, the Seward to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study has developed multiple revised alternatives to connect the Seward and Glenn Highways; and Whereas, the Government Hill Community Council (GHCC) has a vested interest in this study, which includes a portion of the council boundary and is impacted by the project; and Whereas, Fairview is a neighborhood with historically vulnerable populations and currently includes "disadvantaged census tracts" and "housing cost disadvantaged census tracts" where households earn less than 80% of the Area Median Income and are spending over 30% of that income on housing; and Whereas, the impacts of siting the highway through Fairview with the Gambell-Ingra couplet were well known with the city acknowledging the negative impact of the highway in 1965, that the corridor would "cut the neighborhood and create an island two blocks wide and ten blocks long;" and	This letter and its response have been addressed outside the database and is appended at the end of this table.

Commenter	Comment	Response
	Whereas, the highway corridor through Fairview is one of the most dangerous stretches of the road in the state, with data from the PEL study documenting from 2008-2017, 136 major injury crashes and 19 fatalities, with an example of the highest crash rate of 145.7 fatal and major injury crashes per million vehicle miles traveled at Ingra Street between 5th and 6th Avenues; and Whereas, the city and state have not enacted solutions to address the highway connection, including most recently the incomplete "Highway to Highway" (H2H) process (2011), which led to years of further disinvestment along the corridor and especially on Hyder Street where the proposed "cut and cover" alternative was identified but not implemented; and Whereas, the purpose and need of the study does not include addressing congestion, but instead includes the purposes to address accessibility, safety, livability, and to "improve neighborhood connections and quality of life;" and Whereas, the Seward to Glenn Highway Connection PEL Study has revised alternatives for public review and comment, which include two "no regional road connection alternatives" (MTP and MTP+), three "parkway alternatives" (AB, C, and D), and five "port options," and Whereas, every alternative includes long-term priorities for the Fairview neighborhood, including reducing lanes and speeds on both Gambell and Ingra Streets, restoring Gambell Street as a main street, a "trail connection" (or Woonerf) on Hyder Street as a Fairview Greenway, and Whereas, the "Revised Level 1 Screening Criteria (Fatal Flaw)" was refined to prioritize the public's major liability concerns regarding the "relocation" of hundreds of homes and businesses, including historic properties and community facilities; and Whereas, based on this Level 1 screening, the preliminary alternatives A, AB1, AB2, B, C1, C2, and D are all recommended to be eliminated from advancing further, recognizing that a controlled-access freeway through a densely developed part of the Anchorage Bowl is unacceptable to the community; and Whereas, the MTP 2050 and MTP+ Alternatives meet the overall purpose and need of the study by reducing speeds in the corridor, adding Complete Streets projects within the study area, and rerouting freight out of Downtown; and Whereas, current best practices for transportation planning include less impactful solutions at lower costs to manage, including improving active transportation facilities, increasing transit, Transportation Systems Management and Operations (TMSO), and Transportation Demand Management (TDM); and Whereas, The Reconnecting Fairview planning effort will focus on the Gambell-Ingra Corridor through a robust public-involvement process to address land uses and transportation facilities within the corridor; THEREFORE, BE IT RESOLVED, the Government Hill Community Council continues to stand with the Fairview neighborhood to ensure a solution that reconnects the community and mitigates decades-long past and existing harms caused by the two one-way four-lane roads that were intentionally built through the neighborhood; THEREFORE, BE IT ALSO RESOLVED, the Government Hill Community Council supports the removal of the preliminary "highway" alternatives (A, AB1, AB2, C1, C2, and D), recognizing that a controlled-access freeway through a densely developed part of the Anchorage Bowl is unacceptable to the community; and THEREFORE, BE IT ALSO RESOLVED, the Government Hill Community Council supports the MTP 2050 and MTP+ alternatives with meaningful Traffic Systems Management and Operations (TSMO) and Traffic Demand	

Commenter	Comment	Response
	Management (TDM) investments as long-term solutions, focusing lane reductions on Gambell and Ingra Streets with the potential for 5th and 6th Avenues if warranted. This approach for the corridor to achieves the purpose and need of the study and neighborhood priorities to increase safety along the corridor, removes uncertainty and disinvestment along the corridor, provides opportunity to revitalize the corridor and the neighborhood as a whole, and will better balance community needs to preserve residences, businesses, and parks; and THEREFORE, BE IT ALSO RESOLVED, the Government Hill Community Council recommends prioritizing port connection alternatives within the industrial Ship Creek area, rather than through Downtown, however additional analysis and outreach needs to be done to determine if these connections will solve the freight concerns without harming neighborhoods, and THEREFORE, BE IT ALSO RESOLVED, the Government Hill Community Council requests the Seward to Glenn PEL Study to not repeat the errors of the past by selecting one alignment and precluding others when there is significant fiscal uncertainty about future availability of funding for an extremely expensive capital project, and when the “parkway” alternatives will have significant impacts on neighborhoods and parklands, and THEREFORE, BE IT ALSO RESOLVED, the Government Hill Community Council requests the Seward to Glenn Highway Connection PEL Study to continue working closely with the Reconnecting Fairview planning effort to align its schedule and outcomes to recognize transportation and land use development must be treated in a holistic fashion. Motion Passed by Unanimous Consent Jody Sola Jody Sola, President February 20, 2025	
Soloview, Fyodor	I strongly support Option "D" and the concept of a freeway linking the Seward and Glenn Highways, which I propose naming the "Merrill Field Freeway." My letters on this vision have been published in the Anchorage Daily News over the years, and I hope they have contributed to shaping modern road planning in our community. Recognizing the desire among local residents for a smaller "parkway" in certain areas, I suggest a compromise that integrates both ideas. The proposed freeway could run from the Parks Highway, passing between Alaska Regional Hospital and Merrill Field Airport, to its first major intersection at 15th Avenue. At this point, it would branch into local roads: 15th Avenue, Lake Otis Boulevard, DeBarr Road, and a new route through Sitka Park. Beyond these branches, the road could transition into a parkway, continuing through the Chester Creek Greenbelt and extending above Woodside Park near 20th Avenue. This hybrid solution combines efficient transportation with a community-focused design that preserves green spaces, addressing both practical needs and local preferences. I believe this approach offers the best path forward for Anchorage. But please note the possible mistake in the traffic appraisal in making this new design, where the highway was changed to a parkway, and traffic standards were reduced accordingly. Planners justified this change by arguing that Anchorage's reduced population no longer requires highway-level infrastructure. One argument was that many Anchorage residents are moving to the Palmer-Wasilla area, contributing to population growth in the Mat-Su	* Regarding comments on option D: Both freeway and parkway versions of option D have been eliminated due to park and other concerns. * Regarding the suggestions of a "hybrid" alternative. Both Alternative C and D include the route suggestions and would have connections to 15th Ave., Debarr Rd., and Lake Otis Parkway. (Note again that routes through Chester Creek greenbelt have been screened out due to due to park and other concerns. * Based on origin-destination information, most travelers using 5th and 6th and Gambell and Ingra are heading to major destinations like downtown, mid-town, etc. A bypass unlike the ones suggested to South Anchorage would not attract sufficient trips.

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	region instead. However, even a smaller Anchorage population will not necessarily reduce traffic if other areas of Alaska, like Mat-Su, continue to grow. Many people from northern regions still need to travel to Anchorage to access the Anchorage International Airport, maintaining a demand for high-speed connections to the airport from all sides of Anchorage. In the future, a wider and faster highway may still be necessary. Looking ahead, if the populations of Anchorage and Mat-Su grow significantly, traffic improvements will again become a priority—especially if a full freeway is not built now. One potential future solution could involve constructing a shorter, faster highway connecting the New Seward Highway to the Glenn Highway. This could be achieved by extending Dowling Road parallel to Tudor Road, continuing to Muldoon, and crossing through the military zone up to the Glenn Highway on Anchorage's outskirts. Such a route would require cooperation with the military, but it would also provide them with better highway access for their operations. Please review this proposed future possible connection which I called Elmendorf Highway on my simple drawing at the website https://www.interbering.com/Elmendorf-Hwy-connector-project.html. With these long-term considerations in mind, it makes sense to accept the smaller highway connection proposed in the current plan via the parkway over the park. This approach leaves room for future enhancements while addressing immediate needs. Sincerely, Fyodor Soloviev	
Sorensen, Fred	I support plan D (2b). The MTP plans continue traffic through the neighborhoods adding more noise and probable pedestrian injury by the people who cross roads dangerously anyway. It is going to disrupt the downtown area with construction. I prefer bridges rather than tunnels and routing the highway traffic away from the downtown neighborhoods also means that construction is out of the main throughways. The cost is in the middle to lower end.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Stansel, Jen	Anchorage is not growing. There is no need to prioritize traffic over the health, safety, and social welfare of our community. In particular, the Chester Creek route is completely unacceptable, which you all very well know. The entire muni would be outraged at the loss of a critical commuter trail and community green space and I am prepared to chain myself to the swamp if needed. I am not alone in these convictions. I thought Alaskan valued space and wilderness. Clearly these plans were developed by a corporation of group think and not a local community member who lives Alaskan values.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Steinberg, Amalia	I live in Roger's Park and feel strongly against routing the Seward Highway through the Chester Creek green belt. This would be a terrible disruption to wildlife and human enjoyment of a true natural area within the city that provides respite for many. I will support reasonable efforts to block a disruption to Chester Creek to the point of financially supporting to legal action. I hope a different solution to the problem can be identified. Thank you, Amalia Steinberg	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Stone, Tim	I am a 50 year resident of Anchorage who moved into the Roger Park neighborhood approximately five years ago. However, the existence of Anchorage's downtown greenbelts and the promise of their expansion and development was a strong inducement to moving to Anchorage in the first place.	Your opposition to the project is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to

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	I oppose the entire approach to attempting to make the Seward-Glenn Connection into a more attractive roadway at the expense of introducing roadways into park and recreation areas which have existed for decades and made Anchorage a more livable space for all of its residents. Alternate D in particular would unnecessarily extend the Connection to the South, condemning existing housing and forever impact the Chester Creek greenbelt which connects to neighborhoods and recreational areas throughout the city. The limited benefit of an improved traffic flow or the few minutes saved driving does not outweigh the negative impact on adjacent neighborhoods and the park areas which connect the affected neighborhood with other neighborhoods and parks throughout the municipality. The fact that past development of the existing roadways has negatively impacted other neighborhoods does not justify impacting the Rogers Park community and the greenbelt in such a dramatic way. Adding an unnecessary incursion into Rogers Park and the Chester Creek green belt and the resulting immediate and long-term impacts on that small community and the parkland will not materially alleviate existing and long-standing impacts on other communities which have long ago adjusted to the traffic associated with the Seward-Glenn intersection. I support spending for necessary roadways or improvement of existing roads and highways. However, I view the proposal for redesigning this connection, particularly at the expense of an existing neighborhood and greenbelt a waste of resources with very limited value to Anchorage.	accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Storlie, Kristina	Please do not put a highway through the greenways. Greenway should be left for peace and quiet, not loud noises from roads. We should widen the roads that are already existing and raise them up if needed like a bridge. That would make it more streamline turn Muldune and tutor into an actual highway if that's needed.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Swanson, Kevin	Hi. I have lived in Roger's Park for 37 years. I do NOT see the reason to do anything with traffic on the Seward/Glenn sections through town. The morning or afternoon traffic backup is minor and we are not gaining much/if any population at this time. Whenever I have driven during morning or rush hour traffic in the areas of Ingram, Gambell or 5th and 6th on the Glenn, there is no large delays except for an accident. IF it becomes decided that an elevated road is going to wind through the Chester Creek greenbelt north of Roger's Park, then four lanes is fine. Make traffic speeds no more than 35 mph to keep noise minimal. This is not a freeway, it is a handy bypass through town. And make sure the bikers and walkers on the greenbelt trail below do not have too long of a bridge right above them. And that these same people do not get overly wet from the bridge overhead. I have heard the sound of traffic on Gambell/Ingra between Fireweed and 15th for many years and so there should be no reason for a bridge bypass to be any more damaging to the ears. Again, I don't think money needs to be spent on any upgrades at this time. Let's revisit in another five years. Thanks, Kevin.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Tarby, David	This is a comment in opposition to Alternative D of the Seward Glenn connection. Putting an elevated highway through a green space currently occupied by bike trails and recreational space is contrary to the reason a green space exists in the first place. The green space in Anchorage generally is economically worth many times more then a small stretch of highway connecting satellite communities. In fact the idea of bypassing Anchorage itself makes no sense as the vast majority of traffic between these satellite communities is directed towards Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Thanepohn,	Green belts in this town make it livable. Highways are necessary but not at the	Both Parkway Alternative D and Freeway

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Denise	expense of a green belt. Green spaces cannot be replaced. I think this is misguided. Denise Thanepohn	Alternative D have been screened out from further consideration due to park and other impacts.
Thomas, Ryan	I vote Parkway Alternative D 2. A tunnel sounds messy, and D 2 seems more direct.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Thorne, Curtis	Hello, I really enjoy using the Chester creek trail - all of the trails really in Anchorage. They offer a safe commute for bicyclists. Anchorage is notorious for bicycle accidents. I was hit by a car in July of 2023 that left me with fractures in both of my legs. The fact that we still have trails that are not impeded by roads is amazing. I don't support creating a vein road through the Chester creek trails. People should be walking more or biking anyways. :)	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Thornton, James	Fairview Community Council Resolution 2025 - 02 A Resolution Relating to the Seward to Glenn Planning and Environmental Linkages Study Revised Alternatives Whereas, the Seward to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study has developed multiple revised alternatives to connect the Seward and Glenn Highways; and Whereas, the Fairview Community Council (FVCC) has a vested interest in this study, which includes the entire council boundary, and because the council has advocated for short- and long-term solutions for the highway connection currently sited along 5th and 6th Avenues and the Gambell-Ingra couplet; and Whereas, Fairview is a neighborhood with historically vulnerable populations and currently includes "disadvantaged census tracts" and "housing cost disadvantaged census tracts" where households earn less than 80% of the Area Median Income and are spending over 30% of that income on housing;¹ and Whereas, the impacts of siting the highway through Fairview with the Gambell-Ingra couplet were well known with the city acknowledging the negative impact of the highway in 1965, that the corridor would "cut the neighborhood and create an island two blocks wide and ten blocks long;" and Whereas, the highway corridor through Fairview is one of the most dangerous stretches of the road in the state, with data from the PEL study documenting from 2008-2017, 136 major injury crashes and 19 fatalities, with an example of the highest crash rate of 145. 7 fatal and major injury crashes per million vehicle miles traveled at Ingra Street between 5th and 6th Avenues; and Whereas, the city and state have not enacted solutions to address the highway connection, including most recently the incomplete "Highway to Highway" (H2H) process (2011), which led to years of further disinvestment along the corridor and especially on Hyder Street where the proposed "cut and cover" alternative was identified but not implemented; and Whereas, the DOT&PF used State funds to advance purchase several properties along the proposed H2H alignment (one commercial and two residential lots) thus removing them from local tax rolls, reducing neighborhood economic vitality and eliminating affordable single-family homes, and Whereas, the DOT&PF created a negative investment climate that subjected all properties to a loss in appreciable value due to higher uncertainties and objectional economic risk conditions, and Whereas, restitution to the Fairview neighborhood is warranted in order to re-	THIS LETTER WAS ADDRESSED OUTSIDE THE DATABASE.

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	establish a sense of fairness and balance the scales of social and economic justice, and Whereas, the purpose and need of the study does not include addressing congestion, but instead includes the purposes to address accessibility, safety, livability, and to "improve neighborhood connections and quality of life;" and Whereas, the Seward to Glenn Highway Connection PEL Study has revised alternatives for public review and comment, which include two "no regional road connection alternatives" (MTP and MTP+), three "parkway alternatives" (AB, C, and D), and five "port options," and Whereas, every alternative includes long-term priorities for the Fairview neighborhood, including reducing lanes and speeds on both Gambell and Ingra Streets, restoring Gambell Street as a main street, a "trail connection" (or Woonerf) on Hyder Street as a Fairview Greenway, and Whereas, the "Revised Level 1 Screening Criteria (Fatal Flaw)" was refined to prioritize the public's major liability concerns regarding the "relocation" of hundreds of homes and businesses, including historic properties and community facilities; and Whereas, based on this Level 1 screening, the preliminary alternatives A, AB1, AB2, B, C1, C2, and D are all recommended to be eliminated from advancing further, recognizing that a controlled-access freeway through a densely developed part of the Anchorage Bowl is unacceptable to the community; and Whereas, the Parkway Alternatives are revised to reduce the number of vehicle lanes, reduce vehicle speeds, reduce the amount of right-of-way, include sidewalks and separated paths, include roundabouts or signals rather than interchanges, include landscaping, and reduce the impacts of existing properties with stacked tunnels; and Whereas, the MTP 2050 and MTP+ Alternatives meet the overall purpose and need of the study by reducing speeds in the corridor, adding Complete Streets projects within the study area, and rerouting freight out of Downtown; and Whereas, the FVCC recognizes DOT&PF's capital programming process must operate in an environment of fiscal constraint that places significant obstacles in front of any large capital expenditure initiative as evidenced by the lack of progress on the H2H project, and Whereas, current best practices for transportation planning include less impactful solutions at lower costs to manage, including improving active transportation facilities, increasing transit, Transportation Systems Management and Operations (TMSO), and Transportation Demand Management (TDM); and Whereas, the FVCC partnered with NeighborWorks Alaska to receive the U.S. DOT Reconnection Communities Grant to move forward in 2023 in collaboration with the PEL Study team and outcomes; and Whereas, the Reconnecting Fairview planning effort will focus on the Gambell-Ingra Corridor through a robust public-involvement process to address land uses and transportation facilities within the corridor; NOW, THEREFORE, BE IT RESOLVED, the FVCC supports solutions to reconnect the neighborhood and mitigate decades-long past and existing harms caused by the two one-way, four-lane roads that were intentionally built through Fairview; THERE, BE IT ALSO RESOLVED, the FVCC supports the removal of the preliminary "highway" alternatives (A, AB1, AB2, C1, C2, and D), recognizing that a controlled-access freeway through a densely developed part of the Anchorage Bowl is unacceptable to the community; and	

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Thurber, John	A Resolution Relating to the Seward to Glenn Planning and Environmental Linkages Study Revised Alternatives Whereas, The Seward to Glenn Highway Connection Planning and Environmental Linkages Study has developed multiple alternatives to connect the Seward and Glenn Highways; and Whereas, Fairview Community Council has a vested interest in this study, which includes the entire council boundary, and because the council has advocated for a long-term solution for the highway connection currently sited along 5th and 6th Avenues and the Gambell-Ingra couplet; and Whereas, Fairview is a neighborhood with historically vulnerable populations, sections of the neighborhood earning as low as \$27,196 annually per household and up to 70.4% minority areas; 1 and Whereas, The impacts of siting the highway through Fairview with the Gambell-Ingra couplet were well known, with the city acknowledging the negative impact of the highway in 1965, that the corridor would "cut the neighborhood and create an	THIS LETTER WAS ADDRESSED OUTIDE THE DATABASE.

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	densely developed part of the Anchorage Bowl is unacceptable to the community; and South Addition Community Council Resolution 2025-03 THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council supports the MTP 2050 and MTP+ alternatives with meaningful Traffic Systems Management and Operations and Traffic Demand Management investments as long-term solutions, focusing lane reductions on Gambell and Ingra Streets with the potential for 5th and 6th Avenues if warranted. This approach for the corridor achieves the purpose and need of the study and neighborhood priorities to increase safety along the corridor, removes uncertainty and disinvestment along the corridor, provides an opportunity to revitalize the corridor and the neighborhood as a whole, and will better balance community needs to preserve residences, businesses, and parks; and THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council recommends prioritizing port connection alternatives within the industrial Ship Creek area rather than through Downtown and adjacent residential areas, pending additional analysis and outreach to determine if these connections will solve the freight concerns without harming neighborhoods, and THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council requests the Seward to Glenn Planning and Environmental Linkages Study not to repeat the errors of the past by selecting one alignment and precluding others when there is significant fiscal uncertainty about future availability of funding for an extremely expensive capital project, and when the "parkway" alternatives will have significant impacts on neighborhoods and parklands, and THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council requests the Seward to Glenn Highway Connection Planning and Environmental Linkages Study to continue working closely with the Reconnecting Fairview planning effort to align its schedule and outcomes to recognize transportation and land use development must be treated holistically. After establishing the necessary quorum, the South Addition Community Council, by a vote of 8 ayes, 1 nays, and 0 abstentions, attested this resolution on the 27 day of Feb 2025. John Thurber, President South Addition Community Council	
Tobin, Löki Gale	Dear Director Holland, Please allow me to extend my thanks to your team for engaging with the Fairview community and addressing public concerns about the revised alternatives for the Seward to Glenn Connection. Please share my sincere thanks to the Project Manager, Galen Jones, for leading efforts to build trust and collaboration with the community-led Reconnecting Fairview planning project. The following comments reflect my personal experience living near the transportation corridor and my extensive engagement with the neighborhoods I represent. The incorporation of neighborhood priorities is an important step in this process. Each alternative includes returning Gambell Street to a main street, a "regional trail connection" (greenway or woonerf) along Hyder Street, and removing freight from Downtown. While I recognize that federal transportation priorities may change, standing up for Alaskans is our collective responsibility. Your work to drive sustainable community-led change in the Seward Glenn Corridor is commendable. Thank you for fighting for Fairness in Fairview. I also agree with the recommendation to remove every preliminary "highway" alternative from advancing, referring to the 4- or 6-lane, 65mph highway alternatives. The number of "relocations" for businesses and residences not only conflicts with the purpose and need of the PEL study but	This letter and its response have been addressed outside the database and is appended at the end of this table.

Commenter	Comment	Response
	would also be a blow to Anchorage. The only alternatives that in their totality meet the goals of the project to reconnect the Fairview community and address the local transportation needs of the community are the MTP 2050 and MTP+ alternatives. These alternatives take a more balanced approach to meet the purpose and needs of the study, while still being able to meet the priorities of the neighborhood. However, it is concerning that these are the only alternatives the public materials show any "challenges" for, rather than presenting each alternative with equal weight. For the Metropolitan Transportation Plan (MTP) alternatives, the project team should offer revisions with solutions, especially on how to move forward with the MTP+ alternative as a long-term solution without a new regional connection. What improvements could we make to our existing road network to make MTP+ viable in the long-term? What additional investments can we make into Transportation Systems Management and Operations and Transportation Demand Management strategies? There are components of each proposed alternative that bear further consideration and review, especially regarding the Parkway alternatives. A different tunnelling approach is offered for Parkway Alternatives A, B, and C as a strategy to address concerns of displacement of existing properties or further disconnecting low-income and diverse neighborhoods like South Fairview. However, tunneling technology, geologic conditions, ground stability, and more information need to be presented to truly understand the viability of this approach and what impacts may occur to the neighborhoods. There are still unanswered issues with the Parkway Alternative D, which would build a viaduct bridge over the Chester Creek greenbelt, including winter maintenance, the span across the public space, wetlands impacts, and more. The viability of the port options are also not apparent in the materials presented, including how freight would be routed differently throughout the neighborhoods. More information is needed to be able to understand or weigh the options. Overall, the revised alternatives skew toward an expansion of regional highways, and I do not believe these options successfully meet the needs of the local community or the goals laid out in the design approach. Still, the underlying assumption is that the corridor must include an expansion by building new roads, and not simply seek to lower the impact of regional traffic impact on the neighborhoods in the study area. Reconnecting communities long impacted by the interstate highway should be the primary focus of the PEL study. Going forward, the study should focus on moving the MTP 2050 and MTP+ alternatives forward, rather than focusing on the selection of one preferred alternative. By selecting one parkway alternative that likely cannot be built due to fiscal constraints and future uncertainties, this process could again cause disruption and disinvestment to harm our communities. The woonef street on Hyder, increased trail connectors, reducing motorized lanes with added nonmotorized infrastructure, and the decreased speeds on high conflict roads are all ideas supported by the community. These beneficial investments should be pursued without continuing or relocating the negative impacts of the corridor. With Gratitude, ALASKA STATE LEGISLATURE Senator Löki Gale Tobin Education Committee Chair	
Todd, Pamela	Please do not put a hwy thru the cheater creek green belt. It will ruin it!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Tol, Carlene Van	I am strongly opposed to Alternate D, as I believe our parks and trail systems should remained preserved for Alaskans as well as visitors to enjoy.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Tomsen,	Glenn - Seward Highway Connection	* Correct. This project is not about trying to

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Tina	Connecting the Glenn and Seward Highways with a high-speed multi-lane connector through Anchorage is ridiculous. Of all the problems facing the city, now and in the future, none of them will be improved and several worsened by creating a highway bypass through town. The largest city in the state, Anchorage is a destination for much of the highway traffic on both the Glenn and Seward Highways, rather than simply a place that needs bypassing. While some hauling and recreational traffic heads through to a destination further north or south, and it could save gas and minutes to not slow from highway speed or stop for lights, highway traffic is slowed more often because of weather, accidents, and occasionally damage from earthquakes, avalanches, or landslides than from a few stop lights on the existing routes through Anchorage. The amount of traffic that wants to traverse Anchorage quickly is not worth the disruption, impact on adjacent neighborhoods, noise, carbon footprint, or additional cost to Anchorage taxpayers for more road maintenance. Traffic through Anchorage does not need to be faster, it needs to be slower in order to reduce deaths from vehicular traffic. All highway engineers know this, just as they know from innumerable examples that highways contribute to turning adjacent neighborhoods into ghettos. We do not need any version of a "highway to highway" connector through the middle of Anchorage, such as an elevated connector at the West end of Merrill Field. We need less highway noise, slower traffic, and investment in our core communities rather than destroying them.	connect the Seward and Glenn Highways to help move traffic through town faster. Similarly, the project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. * Note that highway connections were evaluated and are not recommended to move forward.
Torstenson, Lisa	I am writing to strongly urge against Alternative D in the Seward-Glenn connection study. As a resident of Fairview and a frequent user of the Chester Creek Greenbelt, I am nervous about the impact that this alternative would have on the greenbelt's future. One of the most special parts of Anchorage is its green spaces, which have numerous positive impacts for our physical and mental health, as well as the vibrancy of our wildlife. Chester Creek is used daily by members of our community and is an important connection across our city for non-motorized forms of transit. I use it to commute to work, recreate, and find community. A bridge over this green space would irreparably harm this area, as well as contribute to noise pollution in the Fairview and Airport Heights neighborhoods. While I respect the goal of increasing pedestrian safety and access, this can be done through the 2050 MTP alternative without causing damage to our neighborhoods' livability. Thank you for your consideration.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Trott, Patty	Hi - I am a 28 year resident of Airport Heights and am a frequent user of the Chester Creek greenbelt. The Airport Heights Community Council, Rogers Park Community Council and Eastridge Condo Association have all previously commented on their opposition to Alternative D of the Seward-Glenn connection. Please see and include previous comments. There are other alternatives that benefit Fairview that are not at the expense of Eastridge, Rogers Park and most especially the greenbelt. Please remove "Alternative D" from the Seward-Glenn connection options. Thank you, Patty Trott	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Thank you for your feedback.
Turner, Chris	I recognize all of the work that has gone into the planning and feedback process, and appreciate the need to improve traffic flow and safety through downtown and midtown. That said, I do not want to see new streets built to solve this problem, especially not the parkway options that include building tunnels or bridges over or through existing trails. Our greenbelts are one of the true gems in this city. For me, only the MTP+ or MTP 2050 options solve the	Your support for the MTP+ is noted. Your concerns have been recorded in the record and will help shape the alternatives and analysis.

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	safety and congestion problems in a way that respects the livability of the neighborhoods and the beauty and utility of our trails.	
Updegrave, Craig	I lived in Anchorage from 2006-2018 and moved back in 2023 for work and my love of Alaska. Those years out of state opened my eyes to various measures that cities throughout the US have taken to make their economic centers more vibrant and livable. Those wonderful experiences made it difficult to return home to a car-centric city that prioritizes traffic over the safety and wellbeing of residents. I work downtown and personally experience the negative effects of our poorly conceived urban roadways. On several occasions, I have nearly been hit by port traffic roaring through the heart of the business district. It is a dangerous transportation system that should be re-routed through Ship Creek as presented in the Parkway Alt C&D #2 diagram. This would also allow for safer pedestrian crossings of Gambell and Ingra and reduce noise/air pollution in Fairview. I have seen simple road and speed reductions work in other cities, but if a highway connector is to be forced through the community of Fairview it would make sense to develop the plan drawn out in Parkway Alt C with the tunnels cutting below the homes and businesses. Anchorage already has a housing shortage and displacing the most vulnerable residents in the city would only compound the issue. As these decisions are being made, I ask for some respect to be granted to the Fairview community that has been burdened for generations by the scars of high speed four lane roads and the subsequent disinvestments. The future configuration of Fairview should ultimately be up to those that reside in the neighborhood. Their needs should be given priority over any outside plan that a consultant group or road engineering firm comes up with. Anchorage wouldn't be in this expensive mess today if powerful decision makers from decades prior had done more listening and less paving. Thank you, Craig	The situation you describe is the exact problem that the PEL is trying to solve. Your preferences are noted. Your concerns have been recorded in the record and will help shape the alternatives and analysis.
Vancil, Brittany	I fail to see the necessity of a project to connect the two highways in Anchorage, especially when it means destroying or disrupting parks or neighborhoods in the heart of our little city. While a connection would be nice, with a decreasing population hardly warrants the cost and consequences of this project. Protecting Sitka Steet park, the Chester Creek Greenbelt, and the trail system through Anchorage are far more important than any of these options. If we could afford to build an maintain a tunnel under town to connect the highways that would be the best option, but even that feels hard to justify with the real problems we have in this city unaddressed.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
VanDyne, Peter	I don't like plan D because it would ruin a part of Chester Creek parkway.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Venator, Sarah	Based on the information presented in the online Open House, I currently prefer the MTP 2050 alternative. I like that it improves safe walking and biking into downtown, which might increase the walkability of Fairview and increase the number of people who will walk or bike to work while reducing traffic. Alternative C would be my second choice, because it avoids increasing traffic through South Fairview while being more affordable than Alternative AB. It seems to avoid creating busier roads through neighborhoods, and it doesn't develop land within a greenbelt. I do not like Alternative D. Putting a raised parkway over the Chester Creek Greenbelt will negatively affect that park and our multi-use trail system for all users and wildlife. It will also increase traffic noise for the neighborhoods on both sides.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Verzone, Ana	Hello, I wanted to address the DOT proposal to build a raised highway directly through Chester Creek and Sitka Park. I am a healthcare provider in Anchorage and strongly oppose Alternative D. There are better alternatives	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other

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	that would use Ingra and Gambell streets and would not destroy existing parklands. While Alaska has a lot of wilderness, but nature is not very accessible. These greenways and parks are essential to a healthy community.	impacts.
Vicary, Clyde	I would prefer the MTP2050 alternative to any of the Parkway alternatives. The tunnels are too expensive the elevated parkways are a disruptive boondoggle waiting to happen. Please improve access and flow to existing road structures and quit trying to reinvent the wheel. Thank You, Clyde Vicary	Your preference for the MTP alternative are noted.
Vicary, Marion	Please add mine to the votes for 2050 MTP. Ingra and Gambell can both use some tidying up, are rarely running full bore, that neighborhood needs some positive upgrading, and what wooded buffers we still have in town are worth protecting. Once they're paved over there's no getting that breathing space back.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Vittone, Mary	I would support the Parkway Alternative D and the least costly port connection. Thank you!	Your preferences and concerns are noted. The project team will be considering these comments as we go through the second level of screening to identify recommendations.
Vong, Cody	I am not a big fan of this road cutting through the greenbelt. I'd prefer to see expansion or improvement of the current traffic way than adding roads through nature. Nature is a big driving force of the tourism here and I think that should be the last thing to change.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Vought, David	I prefer Parkway alternative D because it is the most direct route from the Seward Hwy to the Glenn Highway. It is also the least disruptive	Your preference for an alternative is noted.
Waggoner, Neil	I would like to comment against Alternative D. Keep the proposed highway connection out of the parks and greenbelt! These areas help make anchorage what it is.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Walker, Will	I am writing in support of the MTP+ Alternative for a variety of reasons. It still provides for a regional travel route while significantly improving the quality of life for residents in the area. Ingra and Gambell are among the most dangerous roads in the area and literally split the community and create an unsafe, unhealthy environment for residents. Reducing lanes and speeds on Ingra, Gambell, 5th, and 6th would help create a safer environment, improve the quality of life in the community, and help revitalize Fairview and surrounding neighborhoods. As a matter of economic and historical justice, we should work towards redressing the harm done to communities we have divided by inserting highways. I also support the Hyder Street woonerf trail connection to increase options for non-motorized transit and to lean into one of Anchorage's strengths of having a robust trail system and network through which the community can travel, recreate, and commute. I oppose the AB, C, and D Alternatives because they continue to detract from the community's quality of life and will be incredibly expensive to implement. I do not believe we should be prioritizing thru traffic over the health, livelihood, experiences, and quality of life of those who live and own businesses in these corridors, especially those who will lose their property under one of the alternatives.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Wanamaker, James	I am opposed to Alternative D. The Chester Creek Greenbelt is a community treasure, and should not be disturbed in this manner. There is precedent in the case of Citizen's Committee to save Chester Creek Greenbelt Park vs Volpe. In that case Federal Judge Von der Heydt enjoined construction of C street until the parties worked out a solution which protected the park.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Ward, Suzanne	After looking at the proposed ways of connecting the two highways, none of them seem like a good option. All will have a detrimental impact on the local community and are most definitely not worth shaving a bit of time off of a drive. The cost of taking out houses or going over our green spaces for more car infrastructure is too high.	Your opposition to the alternatives is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional

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		traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Wasend, Matea	Please don't mess with Chester creek trail. It's one of the gems of Anchorage. Cities need their green spaces and trails protected and anchorage needs that more than most.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Wasson, Michele	No thank you to this, can we explore other options ?	General opposition noted.
Watkind, Isaac	An overpass of a green belt, creek, or park does not seem like a great idea. The noise alone is bad enough, but the debris from traffic and plowing could greatly impact the natural area below. PLEASE do NOT settle on option D!	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Wedekind, Mark	I would like to strongly discourage Alternative D in the Seward - Glenn connection. Park land is set aside for a very good reason and that reason is not so that there is land set aside for later development. The Chester Creek Greenbelt is a jewel of Anchorage and is a part of what makes Anchorage a desirable place to live and work and not just some big ugly city. Even though the plan of that route says it would preserve the park, an elevated road completely destroys it as a place to get out and ski, bike, walk, run, play without driving out of town. Causing people to drive more does not help solve any traffic problems and is not preserving it as park land. Alternative D routing the highway through the green belt is absolutely not what this community is about. Let's keep our parks a reason that we are proud to live here and not just another way to make this community a big ugly city.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Weiser, Emily	I oppose Parkway Alternatives AB, C, and D. Perpetuating or adding a highway through the city reduces livability, safety, and local connectivity. I would rather see traffic slowed down. I support the MTP+ Alternative. This option would make important improvements to safety and quality of life in Fairview, and would expand local and regional transportation options through the proposed transit improvements.	Additional details on alternatives moving forward (No Action, MTP, MTP+, AB, and C) will be developed during the level 2 screening analysis. Preference for the MTP+ Alternative is noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Weiss, Pamela	I am strongly opposed to option D due to the impacts on trails which are an important feature in this community. I am opposed to Option C due to the impact on 15th which would effectively divide Fairview. If an alternative has to be selected it should be AB or none at all.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Welch, Charles	I believe you are looking at the traffic issue in Anchorage in a way that isn't going to address the issues that are happening. I think that a majority of the traffic in Anchorage is interested in being able to get into and out of Anchorage in the quickest most efficient way possible. From what I've been hearing from presenters, DOT is interested in eliminating pedestrian deaths and DOT feels that reducing the traffic speed will accomplish this gargantuan task. If you reduce the traffic speed, you will only increase the pollution in the area, like what was happening prior to the retiming of the traffic lights in the Minnesota - Spenard corridor a number of years ago. I believe the only way to reduce or eliminate pedestrians crossing a driving surface is that the vehicle traffic and the pedestrians must be separated. This can be done in one of two ways. 1- elevate the driving surfaces or tunnel the driving surface, like in other metro areas with the raised highways and freeways and going under the downtown areas in other areas. or 2- elevate or tunnel the pedestrian walkways. The problems with these, as I see them, are 1- with an elevated road surface in the winter snow removal becomes an issue and with a tunneled driving surface drainage and ease of accessibility for pedestrians to walk into a tunnel.	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population or speeding people up to get out of town. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. DOT&PF has looked at treched alignments, tunnels and bridges to separate vehicle traffic from pedestrians. There is a landfill under much of Merrill Field making that a technically infeasible and overly expensive alternative

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	2- with elevated pedestrian crossings they will attempt going around the access points if the crossings aren't immediately available (heck we can't even get them to cross in a crosswalk when there are crosswalks at the corners of the city blocks now) and tunneling of pedestrian crossings would only be places where the homeless would take up residence. These are some solutions and problems with the solutions as I see them. As for the tunneling for driving surfaces, The plans that I have seen include going fairly close to the current street layout. Why can't the tunnel be run under Merrill Field? I understand that Merrill Field was built on a landfill. I also understand that the landfill is collapsing in areas especially where the cars and trucks were buried. They are rusting and collapsing causing sinkholes under some areas of the runways. Why can't this be a solution to two issues, Tunneling under Merrill Filed removing a lot of the decaying fill from the old landfill that is causing the sinkholes and providing tunneled driving surface for traffic? This is my \$0.10 (adjusted for inflation) worth of opinion. Charles Welch	given that there is a surface connection that minimized impacts to the airport..
Werts, Peter	My name is Peter and I am opposed to this project. I am concerned about the impact to our extensive trail system, which I think is a highlight of living in Anchorage.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Werts, Nora	I am adamantly against this project. One of the draws of Anchorage and the most special parts of living here are the expansive green spaces and trail systems. The traffic in this small section of town is not enough of an issue to warrant such a drastic measure and all of the negative effects that would come along with it.	Your opposition to the project is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Wexler, Daniel	I am writing to express my concern about Parkway Alternative D, specifically the new bridge and road that would be routed through Chester Creek Greenbelt Park and Sitka Street Park. One argument for Parkway Alternative D is that this connection would be built on and over existing park land instead of through and under existing neighborhoods, leading to less direct disturbance to the people living in those neighborhoods (fewer easements, lower noise levels, etc.). While this is valid short-term reasoning, it does not consider two long-term effects that a new bridge and road will have on the communities surrounding the park land, as well as the Anchorage community at large. First, the Chester Creek Trail is beloved recreational resource for walkers, runners, skiers, and bikers, and provides a valid commuting option for those that live and work near different parts of the path. It is a thin sliver of beautiful nature, and a bridge ferrying a large portion of the region's traffic over the trail would diminish its status as a world-class urban greenbelt. Second, it is easy to see the road routed just to the west of Sitka Street Park as having little to no effect on the surrounding community, as a large portion of that green area is unused (other than Sitka Street Park in the northeast corner, the area is mostly forest). This argument fails to consider, however, the potential that this area carries. It could be landscaped into a large park with numerous walking trails connecting Fairview and Airport Heights, or it could contain baseball fields, an ice rink, and other resources for recreation and play. If a road is paved through the park, this potential would largely vanish. While no urban planning is truly permanent, the hope is that, due to careful consideration of community needs and sound execution, developments endure. If a road connection is constructed through Chester Creek Greenbelt	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Park and Sitka Street Park, future residents of these areas may host another study in thirty years to figure out the best way to tear it down. The Seward to Glenn Connection can be achieved with one of the other refined alternatives without physically dividing a community and its green areas. Where we can, let us build paths instead of piers. Thank you for your time and consideration.	
Whitethorn, Sheri	Dear PEL Project Study Group: I am writing to make the following points and recommendations in relation to the Seward to Glenn Connection PEL Study: *I am in support of the Fairview neighborhood's desire for a solution that reconnects their community and mitigates decades-long past and existing harms caused by the two one-way four-lane roads (Gambell and Ingra) that were built through their neighborhood. *I recommend prioritizing port connection alternatives within the industrial Ship Creek area rather than through downtown or routed down toward Fairview. *I support either doing nothing, so as to not just move existing problems to other neighborhoods, or to adopt either MTP2050 or MTP Plus as these would improve things for the Fairview neighborhood but not transfer new problems to any of the surrounding neighborhoods. *I am expressing my strongest objection against Alternative D and request that it is not pursued in any way and that it is not carried forward into any further project phases. I think there has been some confusion related to any support for it, as I have only heard negative feedback around it, not any actual support for it. Whether it is called a highway or a parkway, it does not have support behind it from the neighborhoods in the surrounding area. Thank you for your work in this. Sheri Whitethorn Airport Heights	Your preference for doing nothing or pursuing the MTP 2050 or MTP+ alternatives has been noted. Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Thank you for your feedback.
Whitney, Austen	I am writing in strong opposition to Parkway Alternative D as proposed in the Seward Highway to Glenn Highway Connection Project. As a resident of the Rogers Park Neighborhood, I am deeply concerned about the numerous negative impacts this alternative will have on the surrounding communities, the natural environment, and the city's long-term livability. While it is true that this option is the least expensive of the proposed alternatives, the designers have failed to consider the significant, long-lasting consequences that will burden this area. 1. Traffic Noise and Public Disturbance The Draft Alternatives Screening Report states that Parkway Alternative D will have a posted speed limit of 40-45 mph. However, as someone who lives near the Seward Highway, I can attest that posted speed limits are frequently ignored. Vehicles with modified mufflers and powerful sound systems already generate excessive noise pollution. Introducing another high-speed corridor through the greenbelt will exacerbate this problem, leading to a decline in the quality of life for residents in Rogers Park, Airport Heights, and surrounding neighborhoods. Elevated roadways amplify sound even further, making this an even more egregious impact. 2. Homeless Encampments and Public Safety Risks The alternative does not address the existing and growing issue of homelessness in this part of Anchorage. The structure of the elevated viaduct will create an ideal location for homeless encampments, similar to what has occurred in Washington Jefferson Park in Eugene, Oregon. This park, constructed under the I-105 bridge, became a hotspot for homeless encampments dating back to the Occupy Movement in 2011. The issue persisted for over a decade, culminating in a forced evacuation of 280 residents in 2022. Eventually, the city of Eugene was forced to close Washington Jefferson Park entirely for rehabilitation due to the severe degradation caused by prolonged encampments. Simply put, if a structure is	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Your support for the MTP 2050 is noted.

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	built, people will sleep underneath it, leading to safety risks, sanitation issues, and increased criminal activity in our community. The designers of Parkway Alternative D should address how they intend to mitigate this problem, rather than pushing the burden onto neighborhoods already struggling with these challenges. If Parkway Alternative D is constructed, Anchorage could face a similar crisis, leading to an increase in crime, sanitation problems, and public safety concerns that would ultimately require costly interventions to restore the area. 3. Environmental Destruction and Loss of Public Green Space Chester Creek Greenbelt is one of the few undeveloped natural areas within Anchorage that provides refuge for wildlife, protects wetlands, and supports sensitive plant species. This area is also a vital resource for residents who seek outdoor recreation and a connection to nature. Alternative D proposes an elevated viaduct that will forever alter this parkland, reducing the aesthetic and ecological value of one of the city's most cherished green spaces. It is misleading to suggest that this project will not disrupt the park merely because the road is elevated. The pollution, noise, and structural footprint will fundamentally change the environment, making it far less desirable for residents and wildlife alike. Federal law under Section 4(f) of the Department of Transportation Act of 1966 restricts the use of publicly owned parks for transportation projects unless no other viable alternatives exist. DOT&PF's attempt to sidestep this by elevating the roadway is legally questionable and contradicts the spirit of the law. Moreover, Alternative D has one of the highest impacts on Section 4(f) lands compared to other alternatives, meaning it should be rejected in favor of less disruptive solutions. 4. Minimal Time Savings for Maximum Cost and Harm The project proponents must answer a fundamental question: how much time will Parkway Alternative D actually save commuters? According to Anchorage Metropolitan Area Transportation Solutions (AMATS), the current connection via Ingra and Gambell Streets functions adequately for present and future traffic needs. Alternative D's estimated time savings of approximately 10 minutes does not justify the immense environmental, social, and financial costs associated with its construction and maintenance. 5. Fairview and Alternative Solutions The Fairview neighborhood has long suffered from the burden of major transportation projects bisecting the community. Rather than further harming this neighborhood and surrounding areas, AMATS has proposed the "2050 MTP" alternative, which focuses on reducing lanes on Ingra and Gambell Streets while improving pedestrian safety and quality of life. This alternative can be implemented quickly and at a lower cost, while still meeting the project's goals. Additionally, the tunnel alternatives under consideration would achieve similar connectivity benefits without the massive negative impacts of Parkway Alternative D. Although tunnels are more expensive, they minimize neighborhood disruption and environmental degradation, making them a far superior option in the long term. Summary: Alternative D is fundamentally flawed. It will degrade Chester Creek Greenbelt, exacerbate noise pollution, encourage homeless encampments, and offer minimal travel-time benefits at an unjustifiably high cost. Meanwhile, superior alternatives exist that prioritize community well-being and environmental preservation. The Alaska Department of Transportation and Public Facilities must reject Alternative D and instead pursue solutions like the 2050 MTP alternative or tunnel options that provide connectivity while protecting our neighborhoods and natural resources.	
Whitworth, Kelly	Hello, I am in oposition of Alternative D to connect the Seward and Glenn Highways. There are better alternatives that use Ingra and Gambell Streets and would not destroy existing parklands. My family enjoy and utilize the urban green space that would be impacted on a regular basis from our home.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.

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	Without such access, we would have to drive to another park location thereby increasing our carbon footprint. My family and I implore you to choose an option that spares our beloved park and greenbelt area. Thank you.	
Wigglesworth, David	Please accept my comment on this project. I was out of town with no internet services and missed the Jan 23rd deadline. Thank you for adding me to the mailing list for future project updates and comments. In short, I am not in favor of any alternative impacting the Chester Creek greenbelt, including an elevated roadway. Cities across the country are spending 100s of millions, if not billions of dollars, trying to restore greenbelts and natural areas impacted by road and urban development. Early residents of Anchorage had the foresight to create the Chester Creek greenbelt. And for good reason, this corridor brings tremendous economic and social benefits to our community. Thank you eliminating any alternative that uses, crosses, or otherwise directly and visually impacts the Chester Creek Greenbelt.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Wight, Vangie	Anchorage Waterways Council - Public Comment: AMATS: Seward Highway to Glenn Highway Connection Planning & Environmental Linkage Study 1. Introduction AWC introduction: The Anchorage Waterways Council (AWC) is a local, nonprofit organization dedicated to the stewardship and preservation of Anchorage's waterways for over 40 years. Through a combination of community engagement, educational programs, and environmental monitoring, AWC has played a crucial role in maintaining the health of our creeks by organizing creek cleanups, fostering awareness about water quality issues, and advocating for sustainable urban practices. The organization has been systematically collecting monthly data on Anchorage's creeks for decades, providing valuable insights into the health of these vital water resources. AWC's long-standing commitment to the protection and improvement of local waterways has made it a trusted partner in ensuring that Anchorage's natural water systems remain healthy and resilient for future generations. Purpose of Comment: AWC is providing feedback on the planning and environmental impact of the Seward Highway to Glenn Highway linkage project alternatives with respect to the impact on the health of Chester Creek, surrounding wetlands, and the greater impacts that the alternative transportation strategies have on Anchorage's waterways. General Overview: AWC supports transportation priorities that value long-term waterway health, reduce wildlife impacts, maintain community connectivity with waterways, do not induce more traffic, reduce the need for impactful infrastructure elsewhere, and preserve and rewild impacted wetland areas. The proposed alternative AWC supports has at its core, strategies that will: Reduce Increase or restore Impermeable surface area Reliance on storm drain networks Vehicle miles traveled Trips taken by personal vehicles Wildlife vehicular kills Impacts to greenfield areas Long-term maintenance costs Groundwater infiltration Pollution and particulate settlement Abundance of transportation alternatives Viability and accessibility of transit and walking Areas of slower vehicle speeds and wildlife crossings Moving more people within existing right of way Maintenance of existing facilities 2. AWC Supported and Opposed alternatives AWC Supported: Of the alternatives presented by the PEL project team, AWC supports the MTP+ Alternative. This alternative has minimal impacts to existing wetlands, and most importantly does not work to add more pollution to waterways from induced vehicle miles traveled and necessitated expansion of Anchorage roadways elsewhere in the network. AWC Opposes: Anchorage Waterways Council does not support the Parkway or tunnel alternatives. Both of these alternatives, and variations would have heavy impacts to waterway health, add significant lane miles and impermeable surfaces, reduce creek access, and harm Chester Creek and wetlands as part	This letter and its response have been addressed outside the database and is appended at the end of this table.

Commenter	Comment	Response
	of the project. Long term, they lock in future impacts to waterway health in other Anchorage locations by inducing vehicle miles traveled, further creating pressure to expand roads in other locations. Anchorage waterways are currently impacted by under-maintained storm drainage systems, and adding additional maintenance costs exacerbates that issue. 3. Existing impacts from Anchorage highways Impact on Waterways: Anchorage's highways, especially our urban core highways, have a well-documented history of creating broad impacts on local waterways, wetlands, and aquatic ecosystems. A recent monitoring project carried out by the University of Anchorage Alaska reveals the impact of stormwater from the Seward Highway on Chester Creek. Stormwater during snowmelt and rain events that enters the creek has a total ion load (electrical conductivity) and sediment load (turbidity) that is up to 10 to 100 times higher than these parameters are during calm weather conditions. An increase in turbidity is harmful for fish as it enters the gills and can lead to suffocation. Road debris and tire rub off (microplastics) are a primary concern. Analyses of the fatal chemical 6PPD- Quinone by AWC indicated that stormwater runoff into Chester Creek is above the lethal level. Oppositions to the Elevated Highway Alternative; It is in great likelihood an elevated highway will distribute particulate pollutants across the entire midtown greenbelt area. While the UAA project measured the Seward highway's direct runoff into the creek, rubber rub off and dust are byproducts of street traffic and we assume that if there is a highway elevated in the air, the distribution of such pollutants are worse and less easy to regulate. Stormwater Management: Transportation planning that effectively ensures the health of waterways prioritizes local connectivity, local trips, and transit use. This urban planning methodology has a proven ability to mitigate stormwater runoff and pollutants. Expanding lane miles and roadway widths will increase stormwater runoff, overwhelming wetlands' abilities to filter and break down pollutants, which often is the only mechanism in place to mitigate the deleterious effect of stormwater on receiving water bodies. Wildlife and Habitat: The proposed elevated highway alternative will impact Chester Creek (a salmon passage and spawning creek) and the associated wetlands in the area. Shading, polluted stormwater runoff, and air pollution all make their way into Chester Creek and impact water quality and wildlife habitat. Climate Resilience: It is assumed that a warming climate will increase the frequency of melt events, which release a large amount of salts and sediment into the creeks. These meltwater events are poorly managed at the moment and a large burden on the creeks and associated wildlife. Mitigating these impacts will be an even more pressing necessity if there will be a structural alteration of the highway passage that impacts the Chester Creek area. The Anchorage Waterways Council supports the MTP+ alternative as it would provide the greatest outcome for Anchorage waterway health at the project location. In addition, the prediction of probable decline in the Anchorage population and, therefore, roadway demand also supports the MTP+ alternative as the favorable serving of the Anchorage community and their creeks as a whole. We greatly appreciate the project team's work to gain community input and make supporting designs and transportation alternatives that represent investments and priorities called for by the Anchorage community. Sincerely,	

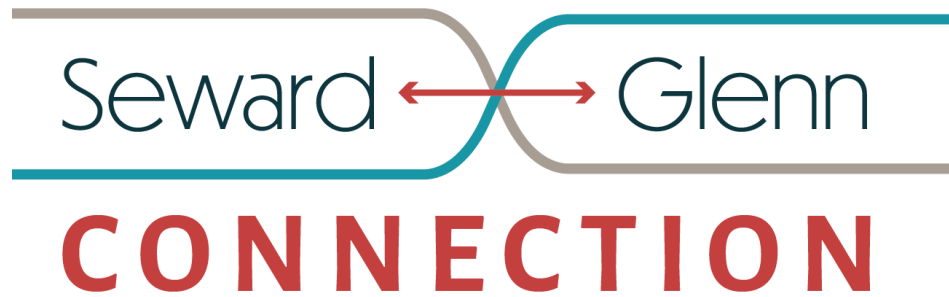
Commenter	Comment	Response
	Isaac Watkins, Board President Vangie Wight, Executive Director	
Wilbur, Sabrina	This is a terrible idea that doesn't help anything and will only create more problems. The proposed routing is terrible and it's unnecessary, who is this supposed to benefit? What problem is it supposed to be solving? It will not minimize pedestrian deaths as they're not only occurring in this location, the majority are elsewhere. This is a HARD NO for me, and for most people in the city. Terrible idea. Sabrina Wynne Anchorage 99507	Your opposition to the project is noted. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Wilcox, Dawn	Please preserve the greenbelt without a highway intersecting it. We need to preserve the green spaces we have for the health of our community. An alternative route with existing roads would be a better choice.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Wild, Barbara	I like alternative D 2-B.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Williams, Kent	I'm opposed to the option of the highway going through Sitka Park and Chester Creek green belt. This is a totally unacceptable.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Williams, Karen	I am writing to oppose option of a 4-lane highway through the Chester Creek Greenbelt and Sitka Park in order to connect the Glenn with the Seward Highway. One of the crown jewels of Anchorage is our bike trails and parks. Once a highway is built "above" the Chester Creek Greenbelt, we no longer have quiet and beautiful parks/bikepath. Please do not choose this option. Sincerely, Karen Williams	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Williamson, Walter	A bullet train from the Valley to Anchorage would help with traffic congestion. Sent from my iPad	The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details. Commuter rail has been considered in Anchorage plans for years but has not been found to be an economical solution.
Wilson, Daniel	As a homeowner in Airport Heights, I have serious concerns about Alternative D and its potential impact on Anchorage residents. While the goal of reducing traffic is commendable, I fear it will only lead to "induced demand," meaning the new infrastructure will eventually fill up with more cars, leaving Fairview still congested and divided. The existing connection will remain congested, and the new construction will come at a high cost—both financially and in terms of quality of life for current residents. Rather than benefiting the people who live here, this plan seems to primarily serve those passing through or avoiding Anchorage altogether. Unfortunately,	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The

Commenter	Comment	Response
	this could result in decreased city revenue, as it makes it easier for people to bypass the core of the city. For these reasons, I urge you to reconsider Alternative D and look for more effective, long-term solutions that prioritize the needs of Anchorage residents.	project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. You are correct, there is not a strong need for trips passing all the way through Anchorage. However, destinations like Downtown, Mid-town, the port, military bases, etc, given where people live, create heavy travel demand through Fairview.
Wilson, Isaac	Alternative D puts a highway right through one of the parts of Anchorage which most appreciate for it's relative peace and quiet. Anchorage already has lots of places to go to hear traffic. My wife and I moved to get away from that sound. Please turn Anchorage into an undifferentiated concrete jungle.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Wilson, Natalie	MTP – Agree alternate must be included with this plan AB – Tunnels – Interesting idea – agree that is a nightmare to construct better than alternate C because it honors the ultimate goal of connecting Fairview, many homes south of 15th would be isolated by plan C. Concern would be size of tunnel-design so that LARGE cargo can get through. D – This is my favorite as it has the least effect to existing housing/businesses. It increases the speed of access to AK regional – minutes save lives. Con for patients roadway on mat-su view side/noise, pro also for patients love to watch the cars go by – put something pretty for patients to look at flowering greenery, mural (like the powerplant one!) Concern for Lake Otis and 15th, it's a highly desirable route above its capacity as is, low capacity for traffic, houses too close to the road – maybe a good opportunity for a tunnel! Comments about D for parks. I think the “overpasses” over the park could be used for the snow/rain free space they offer below: racket sports, basketball court opportunities. Is it possible to continue the bridge over merril field Sitka park? To avoid moose? How will safety on the overpass be addressed? Opportunities for bad drivers to launch/black ice (Up arrow) Still, my favorite for (down arrow) human impact. For all arterials and mainstreets please keep sidewalks on the outside of the greenery as opposed to right next to the roadway for snow and bad driver avoidance (snow is plowed over the sidewalks)	The suggested design ideas will be considered for the alternatives that move forward.
Witmer, Frank	After reviewing the Parkway options, Alternative C looks like the best option to me. The Chester Creek trail is a fantastic community resource, so I am strongly opposed to building a big bridge over it as proposed in Alternative D. The additional costs associated with Alternative AB do not seem worth it, which I why option C looks best to me. Thanks for considering my feedback. -frank witmer	
Wittmer, Carrie	I live in and own a house on Karluk in Fairview. Thank you for the open house on Dec. 10th. I appreciated seeing the alternatives and hearing from the planners. Here are my comments: -The in-person open house was awesome - great attendance! It was interesting, however, that attendees were not reflective of the diversity of Fairview. Attendees were almost 100% white - my neighborhood is not dominantly white. Is it possible that you need to create additional outreach to more diverse audiences? -I love walkways and more usability for pedestrians and cyclists on Gambell and Ingra for N-S bound travel. Additionally, there needs to be safe passage ACROSS (under or over?) these streets, even if they are smaller streets. I walk and cycle to downtown from Fairview and crossing these roads is treacherous.	Your preference for Parkway AB is noted. The project team does considerable outreach to try to reach and engage a more diverse audience. See the communication plan on the project web site for information on our outreach efforts.

Commenter	Comment	Response
	-I love connecting the Ship Creek & Chester Creek trails. Anchorage's trails are well loved and used and make alternative transit safer for everyone. -My preferred alternative is Parkway AB - putting significant highway segments underground in tunnels. Thank you for working to improve our neighborhood. Carrie.	
Wolfe, James	After reviewing the "Seward-Glenn Connection PEL Study, Draft Alternative Refinements and Screening Report", I would like to make the following comments. First, I adamantly oppose Parkway Alternative D and do not understand how it could have passed the fatal flaw screening process. Other than being downsized from a freeway to a parkway, Parkway Alternative D still has incredible negative impacts on the Sitka Park and Chester Creek section 4(f) Parklands which results in a major loss of quality of life for Anchorage residents. The Chester creek greenbelt is one of Anchorage's jewels that should be protected, not built over and degraded. The State of Alaska has released a population prediction to 2050 that shows flat or declining growth for the Anchorage area and the state in general. This makes me ask why DOT keeps pursuing a downtown bypass. Over the last 15 years many tens (hundreds?) of millions of dollars have been spent upgrading the Glenn to Seward highway connections through the new Muldoon Glenn double diamond interchange, Muldoon road, MLK Drive to Elmore to Dowling and the new Dowling/Seward Highway interchange. Traffic flow improvements could be made both on Muldoon and Boniface that would be much less expensive than any of the Parkway alternatives. Why doesn't this get mentioned in this study?? The only alternative I support would be the MTP 2050 plan, or as modified as MTP+. Alternatives Parkway AB, and Parkway C are unacceptable due to the extremely high cost, resulting disruption, and the lack of pressing need to justify building them.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population, or speeding up traffic through Anchorage. Currently, heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website with more details.
Wood, M	Hi there, Thanks for taking public comment on this important project. While there is no easy solution, I am in favor of the use of tunnels as feasible to increase neighborhood unification and increase safety to promote walkability of a historically oppressed neighborhood. I also am in favor of keeping our parks and green spaces intact. We value our natural spaces and we need to keep in mind the value of the greenbelts in Anchorage that are the reason so many people live here. I do not support alternative D's use of public parks and greenbelts for the freeway/highway project. We need to uphold our values of social and environmental justice and find solutions that do not compromise either.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Wright, Catherine	I do not support the option (D) that puts a parkway through the Chester Creek Greenbelt. Even with a bridge over the area it will cause more noise, pollution and disruption in these important green spaces. I fell in love with this city because of its trails and green spaces - let's not mess this up just for the sake of more cars.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Xavier, Gerald	I would like to lend my support of the Alternative C Parkway concept as this is one of the least impacting proposals to residential/real property, preserves precious Anchorage green space/ park values, and better preserves property values associated with Alt D Parkway. Also see the long span bridge option as having high potential for cost overruns, higher O&M costs, higher potential for pedestrian hazards if effective barriers are not installed and maintained properly. Like the lower speed parkway concepts for all concepts (would love to see speeds reduced even further)... bike lanes and trail connectors are valued. What about pedestrian crossings at major interchanges ... over or underpasses). Thank you for compiling these alternatives and appreciate your consideration of my views.	Your support for Alternative C is noted.
Yates, Ann	I am very concerned about this project affecting the Chester Creek green belt area and trail. We have fewer and fewer places around town that are havens for human and non-human beings and we know these green, quiet, natural	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other

Commenter	Comment	Response
	areas are a critical part of mental health and well-being. I'm sure there are other ways to do this without impacting the natural beauty and access to nature that Anchorage prides itself on.	impacts.
Yerrington, Clark	Only the No Action Alternative makes any sense to me. I question the basic need for the Seward and Glenn Highways to be connected. I don't care if there is congestion at rush hour for valley commuters because they have to roll through Anchorage on gridded streets that are struggling with capacity. It would send a signal that our priorities are straight -- that we care about our neighbors and the places they live more than increasing convenience for valley commuters. That we prioritize expenditures to address social problems, and attempt incremental infrastructure improvements rather than shocking in their intensity massive highway builds trenched through city streets. I'm disappointed that Anchorage -- the home of the most diverse neighborhood and schools in the US -- is coming to the same conclusion as almost every other US metro area contemplating a similar project: that the best place for it is in the least-advantaged, least white neighborhood. The current federal administration is pushing a narrative that the white majority doesn't owe anything to African-American and other minorities -- there will be no apologies or reparations for slavery, Jim Crow, redlining, blowing up the blocks in Philadelphia, the race riots in East St. Louis and Tulsa, the KKK. Even discussion of any of that is beginning to be punishable. Could we at least stop running freeways through African-American neighborhoods? To me that is a minimum standard we should still aspire to. We'll continue to work on the rest -- the current regression is only temporary and we'll get back on track.	Your support for the no action alternative is noted. Note that freeway alternatives have been screened out. The project purpose and need is not about reducing congestion or trying to accommodate large numbers of forecast vehicles based on future population. Currently, the heavy, regional traffic is routed through Fairview on an 8-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional travel needs with the local travel needs and reduce the effects that the routing has had on Fairview.
Young, Joanne	I strongly oppose option D. The Chester Creek Greenbelt is one of Anchorage's greatest assets and a road structure above this trail would be an awful detraction.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Zartman, Emmy	I cannot support this proposed Seward-Glenn Connection route. The time-savings for drivers will be insignificant in comparison to the enormous loss of wetlands and critical habitat. The trade-off is too great. Instead of building more roads for individual cars we need to provide better mass transit throughout our city. That's where our funds should go, not to destroying wildlands (especially wetlands). Please do better for our city. Preserve the remaining wildlands we have and improve public transportation so we do not need to build more roads. Thank you.	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts.
Anonymous	The port connection and parkway alternatives need to be shown together to understand the true flow of traffic.	Thanks for the suggestion. We will consider that moving forward.
Anonymous	DOL Population projection over the next 25 years is -20%! Why are you basing all your work on the assumption of an 20% increase in traffic? Why not use a range? You have no confidence in your assumption. Please put value on the loss of enjoyment of the chester creek trail.	* Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. * While Anchorage population forecasts have recently fluctuated, regional population is not forecast to decrease. It is important to note that the need for the project is not predicated on a large increase in traffic anticipated to cause congestion. The problems we are trying to solve (safety, conflicts between road functions, neighborhood impacts, and adopted community plans), are occurring now, based on the current levels of traffic.
Anonymous	If, when the DOT state money was allocated, it contained a population component rather than the current north/southcentral/southeast even split of funding. The majority of the population would be represented in transportation spending at a more equitable level. These projects would be much easier to address.	Comment noted. Changes to how funding are allocated are beyond the scope of this project.
Anonymous	Totally opposed to alt D. Support Alt C.	Both Parkway Alternative D and Freeway

Commenter	Comment	Response
	Alt D issues of concern include - Noise – hitting rogers park (north part) and Fairview (south part) north of E 20th. - Super negative effect on Eastchester Park (woodside park area) and sitka park, such as noise, shadows, bridge columns, disrupt the space, snow plowed from roadway ends up in the park, linear homeless shelter, disrupts large continuous essentially natural area (sitka park)/ Alt D should be eliminated from level 2 screening.	Alternative D have been screened out from further consideration due to park and other impacts.
Anonymous	MTP 2050: Plus looks better, whats the possible benefit of this? MTP Plus: Great, but would it accomplish your goals? Pkway Alt AB: Seems fine, but perhaps more ambitious that alt C, so perhaps less feasible? Pkway Alt C: Seems attractice Parkway Alt D: Overpass over park = Awful To the extent any of the traffic through FV is essentially cutting through anchorage to connect the glenn and seaward hwys, couldn't that be diverted by connecting to Elmore in south anch. (eg omalley/abbott loop) to tudor Muldoon?	Both Parkway Alternative D and Freeway Alternative D have been screened out from further consideration due to park and other impacts. Based on origin-destination information, most travelers using 5th and 6th and Gambell and Ingra are heading to major destinations like downtown, mid-town, etc. A bypass on Elmore to South Anchorage would not attract sufficient trips.



Appended Comments & Responses

Comments recorded in **BLACK** Text

Responses recorded in **TEAL** Text

Memorandum

To: Galen Jones, Project Manager, Seward Glenn PEL
Thru: Mélisa Babb, Planning Director
From: Daniel McKenna-Foster, Senior Planner, Long Range Planning, MOA
Subject: PEL Comments
Date: February 26, 2025

Below are our comments on the Seward Glenn PEL materials. Thank you for meeting with us on January 10, 2025.

1. We request that the PEL materials and PEL reports clarify language in order to help the public understand specifically what type of impacts they might be able to expect with different alternatives. Examples:

- *"The highway would have right-of-way impacts to the Northway Mall."*
- *"Right-of-way impacts on Merrill Field would affect some tiedowns"*
- *"Right-of-way impacts south of East 15th Avenue and west of Orca Street would cause land use and social impacts."*
- *"Large right-of-way impacts along Ingra Street, possibly including housing of last resort acquisitions, could occur"*
- The term "functionality of NHS" is not a clear term or provided with any measurable criteria.

Specific clarifications we recommend include whether the impacts are related to noise, higher crash risk, or the need to acquire additional right-of-way. We would also request moving away from the use of the term "improvements" which implies a value judgement about any changes to the roadway as well as being unclear about what changes may be proposed.

Metrics that provide details on the impacts associated with the Level 1 screening are found in Table 1 of the *Draft Alternative Refinement and Initial Screening Report*. Additional impact details will be provided in the Level 2 screening. The Planning and Environmental Linkage (PEL) report will provide information about noise, crashes, and the need for right-of-way for the alternatives that advance into Level 2 screening. Note, this is a planning-level document—any project recommendation would still need to go through an environmental approval process in which additional impact information would be provided. For details on how the functionality of the National Highway System (NHS) is proposed to be measured, see the *Revised Recommended Alternative Selection Criteria Memorandum*.

The term "improvements" is commonly used to refer to planned projects and does not imply a value judgment. This term is used in many planning documents, including those produced by the Municipality of Anchorage, Anchorage Metropolitan Area Transportation Solutions (AMATS), and Alaska Department of Transportation and Public Facilities (DOT&PF) such as the Anchorage 2020 Comprehensive Plan, Metropolitan Transportation Plan (MTP) 2050, Transportation Improvement Plan, and Statewide Transportation Improvement Plan.

2. We recommend referring to the "MTP" and "MTP Plus" alternatives in the same type of classification (A, B,C, D) as all other alternatives. Referring to some alternatives with names and others with letters is confusing to the public. It is also unclear from the materials that the "MTP Plus" variation is not something developed by AMATS, but rather an alternative proposed by AKDOT & PF or their contractors.

In the *Alternative Refinement and Initial Screening Report*, it was clarified that the MTP Plus Alternative was developed by the Seward-Glenn Project team. The alternative names will be

updated in the draft and Final PEL reports.

- 3. We request clarity on the way data has been presented in PEL materials, or in PEL reports to appear to show stronger support Alternative D.** PEL materials state that *“Alternative D received the most comments in favor, with the Metropolitan Transportation Plan (MTP) 2050, which received roughly 25% less favorable comments, in second place.”* However, the Detailed Alternatives Report indicates significantly more comments with concerns against Alternative D. nearly 100 comments with concerns for Alternative D, while the MTP Alternative significantly more comments in favor than opposed.

The Planning Department received the following comment from a member of the public alerting us to the issue:

"To me, the ratio of comments in support to those opposed, not the raw tally of the number of comments in support, is the pertinent piece of information here. By that metric, the MTP Alternative was much more strongly supported by the public than Alternative D. It is very misleading for the Draft Alternative Refinement and Screening Report to state that Alternative D had the most support, without also stating that it had the most opposition/concern as well, especially when this is the only document that many people may read."

Moreover, one of my neighbors received a copy of the comment-response table from the project team, which is not currently available on the website. My neighbor reviewed the comments and tallied only 22 comments in support of Alternative D, and 63 against. This is a smaller total number than what is summarized in the report, so perhaps there are additional comments that my neighbor did not receive, or perhaps my neighbor did not tally some that may have seemed ambiguous to him. Still, this is an even lower ratio than what is in the report, making me wonder whether the project team's tallies may have overestimated the number of comments in support of Alt D.

*All together, this gives me the impression that the data have been selectively presented, or even intentionally misrepresented, to manufacture an appearance of public support for Alternative D. I hope it was simply an error or miscommunication instead."*¹

Figure 4. Comments by Alternative

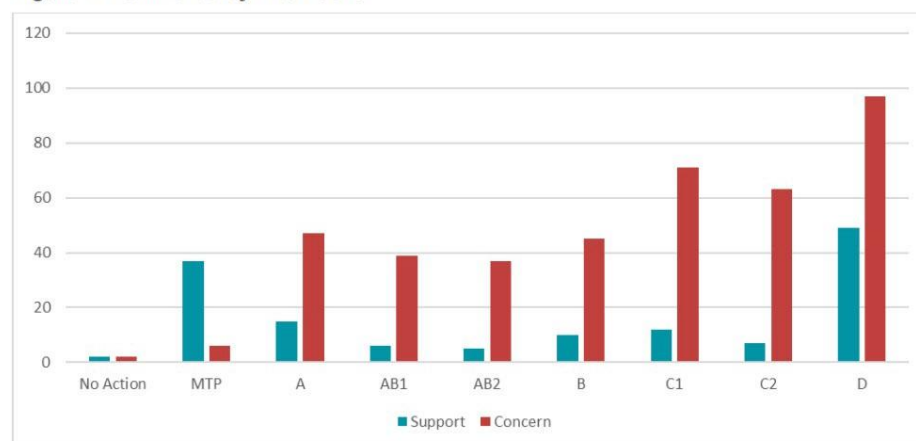


Figure 4 from the Detailed Alternatives Report

¹ Email to the Planning Department on January 4, 2025.

This text and graph have been removed from the report. The comment-response table is available on the project website at https://sewardglennconnection.com/documents/20241209_SG%20PEL_Public%20Meeting%204%20Summary_Final_Comments.pdf. Additionally, Alternative D has been recommended to be eliminated due to park and other impacts.

4. **We request that the project reports or public materials describe and model the full implementation of each scenario, including any alternative actions as well as alternative alignments.** The image "MTP 2050 and MTP+Traffic Sensitivity Tests" in the PEL materials makes the "MTP+" alternative look as if it will result in significant increases in traffic. While the MTP scenario should include all transit projects in the model run, the information presented does not clearly include the full build out of the "MTP+" scenario as intended, specifically the planned expansion of the public transportation system that could address many of the reported impacts of that scenario. We could not discern if the other alternatives were only partially tested in this manner; and we could presume that if these other alignments were only partially implemented they might also have undesirable impacts on the system. If there are internal predictions about whether or not public transit improvements will be funded by the local government in the future, then that perspective should be explicitly included in the reports.

The sensitivity tests include all the transit improvements recommended in the MTP 2050. The sensitivity tests show a problem with MTP 2050 lane reductions on 5th and 6th Avenues unless additional improvements are made (either a parkway and/or transit/Transportation System Management [TSM]/Transportation Demand Management [TDM] improvements). The sensitivity modeling shows that as Gambell and Ingra Streets are further reduced into main streets (with two lanes removed and converted to two-way traffic), the traffic conditions would exacerbate the spillover and by how much. No transit, TDM, TSM, nor parkway improvements were included in those model runs to see if those improvements can absorb the traffic diversion. That is coming in the next round of analysis.

5. **We recommend a clearer connection with the stated purpose and need of the project.** As provided, the PEL materials do not provide many references back to the original purpose and need of the project and do not show how alternatives were assessed against this purpose and need. We request that future materials and reports tie each alternative to the purpose and need statement. Understanding that sometimes language needs to be simplified for wider presentation, we would also encourage setting that simpler language as the basic purpose and need statement in general.

The Initial Alternatives (Level 1) Fatal Flaw screening considers the livability element of the project's purpose and need statement. It is, in part, the impacts on livability that led to some alternatives being eliminated. The alternatives that advance to the Level 2 screening will be further evaluated to determine if they meet the purpose and need for the project. Clearer connections presented in simple terms between the alternatives and the Study's Purpose and Need will be used in future reports.

6. **We request that all alternatives outline challenges in the same way; the current materials explicitly outline challenges for the MTP alternative but do not provide challenges for the other alternative in the same way.** This may be the byproduct of organization, but for clarity's sake we would request that challenges and benefits of all alternatives be presented in the same format.

Each project alternative has its own set of challenges and opportunities; however, alternatives lacking a regional connection face unique challenges due to the potential for increased

congestion on 5th Avenue, 6th Avenue, Ingra Street, and Gambell Street when lanes are removed, which can result in traffic diverting into adjacent neighborhoods. The project team presented information on these alternatives to prompt consideration of what would be required to implement them, such as eliminating approximately 27,000 daily vehicle trips (about 50%) from 5th Avenue. This was not intended to imply a preference.

While the specific challenges associated with the Parkway alternatives weren't listed on their individual presentation slides, their potential impacts—for example, environmental, social, business and residential relocations, and costs—were included on the Round 1 Screening Results Matrix poster. Going forward, the project team will be more mindful of this concern and will present information about the alternatives more equitably, in a manner that can't be interpreted as favoring or degrading any particular option.

7. We recommend additional criteria for selecting alternatives.

Table 1 "Summary of Preliminary Screening Results" in the Draft Alternatives Refinement and Screening Report shows alternatives assessed by a variety of criteria and colored according to some scale.

- We would like to request additional information for this table on number of parcels vs. the acreage of parcels (or parks) affected. Under the current evaluation, a single parcel of 40 acres could be affected, but as it is only one parcel it would be considered a low impact.

The acres of Section 4(f) parkland impacted was presented in the *Draft Alternative Refinement and Initial Screening Report*. Additional information about park impacts will be available in the PEL report as part of the Level 2 screening. The information about the number of parks impacted was removed based on other comments received.

- Where the table says "number" for household data, please provide those numbers. It is unclear what constitutes a "low" number of households, for instance, vs. a "high" number of households, and how do those numbers [compare] to each other within the different categories?

This information was presented in the *Draft Alternative Refinement and Initial Screening Report*.

- We would also like to request the inclusion of noise impacts as part of the criteria, as per FHWA: "A noise impact occurs (1) when the projected highway noise levels approach or exceed the noise abatement criteria in 23 CFR 772 or (2) when the projected highway noise levels substantially exceed existing noise levels in an area."²

Noise will be qualitatively considered as part of the Level 2 screening. Noise modeling will not be done at this time. As recommended projects advance into future environmental phases, additional noise analysis will be conducted. A noise study would be conducted at that time if warranted under DOT&PF's noise policy.

- Please include maintenance costs as one of the 4(f) criteria in the table.

Maintenance costs of Section 4(f) resources would be evaluated in the future if any of the

² [https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide04.cfm#:~:text=A%20noise%20impact%20occurs%20\(1,noise%20levels%20in%20an%20area.](https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide04.cfm#:~:text=A%20noise%20impact%20occurs%20(1,noise%20levels%20in%20an%20area.)

recommendations impact a Section 4(f) resource.

Table 1 Summary of Preliminary Screening Results

Criteria	No Regional Road Connection			Freeway Alternatives												Parkway Alternatives			Port Options						
	No Action	MTP 2050	MTP+	A		AB 1		AB2		B		C1		C2		D		Parkway Alternative AB	Parkway Alternative C	Parkway Alternative D	MTP+ 1	MTP+ 2	MTP+ 3	CRD 1	CRD 2
				4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane	4 lane	6 lane								
Relocations, Right-of-way, Environmental Justice																									
Number of residential parcels impacted	0	0	0	60	63	59	73	63	74	55	70	52	54	55	62	8	8	16	9	2	0	0	0	0	0
Number of residential parcels fully acquired	0	0	0	43	46	44	54	49	52	44	50	40	42	41	49	6	6	0	0	0	0	0	0	0	0
Potential Residential Relocations (if of housing units)	0	0	0	209	213	197	256	488	531	325	443	148	177	167	196	8	8	0	0	7	0	0	0	0	0
Residential Relocations in disadvantaged Census Tract	0	0	0	139	135	151	187	443	453	305	365	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Residential Relocations in Census Tracts with a Housing Burden	0	0	0	120	116	31	30	31	31	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of non-residential parcels impacted	0	0	0	119	124	114	126	105	113	97	101	50	59	41	42	25	26	68	54	44	3	11	3	14	7
Number of non-residential parcels to be acquired	0	0	0	81	77	85	87	69	76	66	69	24	25	15	16	11	11	28	6	3	0	1	2	4	2
Section 4(f) Impacts																									
Number of Parks Impacted	0	0	0	3	3	3	3	4	4	3	4	4	5	5	5	3	3	2	3	5	0	0	0	0	0
Section 4(f) Park Impacts (acres)	0	0	0	0.61	0.65	0.61	0.61	1.17	1.28	0.83	1.04	1.64	2.25	2.21	3.13	1.93	2.25	0.16	0.47	1.42	0	0	0	0	0
Known Historic Properties directly impacted	0	0	0	34	35	41	41	47	49	44	34	46	26	23	28	0	0	6	3	2	2	28	1	0	17
Potential Historic Properties (structure older than 1980) Impacted	0	0	0	61	64	45	62	44	60	44	61	62	47	46	50	12	12	4	3	2	0	0	1	4	3
Community Facilities																									
Community Facility Impacted	0	0	0	2	2	3	2	2	2	2	2	2	2	2	2	3	3	0	3	3	0	0	0	0	0

Shading is used only to draw attention to the relative severity of the potential impacts. Red highlights the highest levels impacts, orange the medium impacts and green lower levels of impact.

8. **We recommend the reports provide additional context about industry expectations of the relationship between slower speeds and increased air pollution.** The project materials make a number of claims about what might happen without accommodating projected levels of flow-through traffic:
 - “Without a new route for regional traffic, traffic-related safety, noise, and air quality concerns would remain or potentially increase”
 - “Air quality may improve as fewer vehicles would be stopped in traffic or idling at signals.”
 - “Air quality may improve within Fairview as fewer vehicles would be stopped in traffic or idling at signals.”

To balance these statements, we request additional information about the changes to vehicle emissions over time through technological advances and the tradeoffs between induced demand and less potential delay. We also recommend additional information about how traffic delay and right-of-way design can influence how travelers make travel decisions.

The Level 2 screening will qualitatively consider impacts on air quality. Additional air quality analysis will be conducted when any of the PEL recommendations advance into the National Environmental Policy Act (NEPA) phase. While it's expected that vehicle emission standards will continue to improve, comparing two scenarios where one includes longer total durations of vehicle idling due to higher vehicle volumes, one can deduce the latter scenario would result in higher overall emissions when than the alternative that removes tens-of-thousands of vehicles from those signalized intersections and relocates them to a facility farther from a high-concentration urban neighborhood. Induced demand and reductions in vehicle delay aren't expected because the PEL isn't recommending capacity improvements. Rather, it recommends removing vehicle lanes from existing roadways in neighborhoods and relocating them to Parkways serving as regional connections with a net-zero through-lane quantity in the before and after condition.

9. **Include additional information about long-term maintenance costs in the comparison of alternatives.** Inability to fund long term maintenance is a pressing issue in the Municipality,

and Alternatives AB, C, & D seems likely to carry significant maintenance cost burdens throughout the life of those facility alignments. If possible, it would be very helpful to see a comparison of estimates for maintenance costs of the physical infrastructure for all alternatives.

Maintenance costs will be considered as part of the Level 2 screening process.

10. Provide clarification about which types of traffic benefit from what (ie “vehicle traffic,” “pedestrian traffic,”) The examples below from project materials are not clear about which types of traffic may either benefit or suffer adverse impacts:

- *“Regional and local traffic would continue to mix on the project corridor,”*
- *“Allow Ingra Street to be used as a collector road to accommodate local traffic circulation in Fairview”*
- *“Depressed alignment on 15th Avenue to separate regional and local traffic to reduce conflicts”*

It would be helpful if the project reports specify which instances of "traffic" refer to vehicle traffic, and which instances refer to other types of traffic.

The *Alternative Refinement and Initial Screening Report* has been updated, where possible, to clarify when vehicle traffic is specifically being referenced to. In future materials, the project team will be mindful of this suggestion to improve clarity. In some cases, the text is a quote from another source or public comment received. This text will not be revised.

11. Consider including language about potential health risk from expanded road facilities beyond emissions, specifically including the number of children expected to be impacted or schools expected to be impacted. Examples:

- *"In multivariate analyses, major roadway proximity was independently associated with increased asthma symptom days." (Hauptman, M., Gaffin, J. M., Petty, C. R., Sheehan, W. J., Lai, P. S., Coull, B., ... & Phipatanakul, W. (2020). Proximity to major roadways and asthma symptoms in the School Inner-City Asthma Study. Journal of Allergy and Clinical Immunology, 145(1), 119-126)*
- *"Road abrasion, [tire] wear and brake wear are non-exhaust traffic emissions that become relatively more important with progressive reductions in exhaust emissions. Toxicological research increasingly indicates that such non-exhaust pollutants could be responsible for some of the observed adverse effects on health." (World Health Organization. (2021). Review of evidence on health aspects of air pollution: REVIHAAP project: technical report (No. WHO/EURO: 2013-4101-43860- 61757). World Health Organization. Regional Office for Europe.)*

As a planning document, the impact analysis suggested is beyond the scope of the PEL. Should projects move forward for environmental analysis under NEPA, this type of analysis may be prepared at that time. It's important to note, the PEL Study is not recommending an expansion of road facilities in the Study area. Instead, it recommends a relocation of vehicular lanes to a separate Parkway facility so that space can be re-allocated to non-motorized and/or transit uses in the dense urban core.

12. Include Anchorage Comprehensive Plan policies, goals, and strategies as criteria in the selection of alternatives: Below are an assortment of 2020 Comprehensive Plan policies which may be helpful when assessing alternatives:

Anchorage 2020 Comprehensive Plan	
Policy #	Text
7	Avoid incompatible uses adjoining one another.
29	ANCHORAGE 2020 goals, policies, strategies, and maps shall guide development of the Long-Range Transportation Plan (LRTP) for the location of road improvements and new alignments.
32	Congestion management techniques shall be applied to maximize efficient use of the existing road system.
38	Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.
40	Assess and mitigate adverse air quality impacts of major public land use and transportation decisions.
44	Design and build public improvements for long-term use.
47	Provide distinctive public landmarks and other public places in neighborhoods.
65	Promote and encourage the identification and conservation of open spaces, including access to greenbelts, Chugach State Park, Anchorage Coastal Wildlife Refuge, and Far North Bicentennial Park.
67	Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, wherever possible.
76	Optimize existing transportation and utility infrastructure before extending these facilities to undeveloped areas.
79	Site selection criteria for government facilities frequented by the public shall consider: a) Compatibility with nearby uses; b) Pedestrian and transit accessibility; c) Suitability to environmental conditions; d) Availability of utility infrastructure; e) Ability to enhance neighborhoods; f) Financial feasibility; and, g) Continual operations and maintenance impacts.
85	Municipal land acquired for or converted to long-term or permanent park or recreational uses shall be officially dedicated as parkland.

Anchorage 2040 Land Use Plan	
Action #	Text
6-6	Complete the Seward-to-Glenn Highway connection alignment study as identified in the Metropolitan Transportation Plan (MTP).

Comments & Response

6-9	Establish a Framework Agreement between the Municipality and DOT&PF regarding the designation and improvement of streets or street segments where greater emphasis will be placed on multi-modal, "Complete Street" design. Potential ways to achieve these streets will be identified, which may include ownership transfers and other case-by-case solutions.
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Consistency with adopted land use plans will be considered as part of the Level 2 screening process.

Memorandum

Dear Seward Highway to Glenn Highway PEL Team,

AMATS would like to thank the project team for their response to the AMATS letter on the alternatives from March 22, 2024. The project team reached out to staff to better understand the concerns raised in the letter and did a commendable job trying to incorporate that feedback into the recent efforts in developing the alternatives. AMATS appreciates the project team's willingness to look at new ideas on how to manage the transportation system now and into the future.

The AMATS Policy Committee approved the following comments to be provided to the project team based on the public information provided during the extended public comment period:

1) In the public material the following statement was provided, "After Level 2 screening and additional public feedback, an alternative will be recommended in the draft PEL Study document." Reviewing the PEL handbook from the Federal Highway Administration Environmental website: Planning and Environment Linkages | Environmental Initiatives | Environmental Review Toolkit | FHWA it lists that PELs provide a range of options to be used for the NEPA process. This is also echoed in the State of Alaska DOT&PF PEL Handbook:

https://dot.alaska.gov/rfpdocs/25213030/pel_guidebook.pdf#page=36.

The Seward to Glenn PEL should not be providing a single recommendation but provide options that can be selected from for the follow-on design efforts.

The PEL recommendations will be comprehensive and shouldn't be viewed as a choice between a regional connection or the MTP alternatives. In reality, a **hybrid approach** implemented in phases over the next 25 years is more likely the best tactic. The Final PEL may include elements from multiple alternatives, organized into sub-area plan improvements within the broader PEL Study Area. These sub-area improvements could include a variety of projects sequenced according to screening results, constructability, and funding availability.

An implementation plan will be developed for each recommendation based on input from local partners and stakeholders. This includes a series of complete street projects, potentially a parkway-style regional connection, travel demand management and transportation system management strategies, and transit improvements currently being developed in close coordination with the Municipality of Anchorage Public Transportation Department. As funding becomes available, each project will go through the National Environmental Policy Act (NEPA) process, which includes technical

evaluation of different options, as well as public/agency engagement before decisions are made.

2) Moving forward there should be more clarification provided to everyone on the 2050 MTP versus MTP+ alternatives. How they have been listed in the materials is confusing to follow along. For example, in the slide on the public meeting presentation titled "MTP 2050 and MTP+ Sensitivity Tests" the graphs reference the 2050 MTP and then a Main Street option. It makes it seem like the MTP+ alternative disappeared. Additionally, it should be better communicated that the MTP+ was not done by AMATS.

The project team will be clearer in the future. The text in the *Alternative Refinement and Initial Screening Report* was updated to clarify that the project team developed the MTP+ Alternative. The remaining alternatives will be renamed with a consistent naming convention to avoid confusion and perceived bias in future publications.

3) All alternatives should be given the same equal consideration of viability. How the information was presented on the online material and in public meetings gave the appearance of favoritism towards the Parkway alternatives while dismissing the viability of the 2050 MTP or MTP+ alternatives. For example, in the slide presentation it outlines the improvements for each alternative, but only list the possible challenges under the 2050 MTP. Each alternative presented has their own challenges that should have been listed like the 2050 MTP.

Each project alternative has its own set of challenges and opportunities; however, alternatives lacking a regional connection face unique challenges due to the potential for increased congestion on 5th Avenue, 6th Avenue, Ingra Street, and Gambell Street when lanes are removed, which can result in traffic diverting into adjacent neighborhoods. The project team presented information on these alternatives to prompt consideration of what would be required to implement them, such as eliminating approximately 27,000 daily vehicle trips (about 50%) from 5th Avenue. This was not intended to imply a preference.

While the specific challenges associated with the Parkway alternatives weren't listed on their individual presentation slides, their potential impacts—for example, environmental, social, business and residential relocations, and costs—were included on the Round 1 Screening Results Matrix poster. Going forward, the project team will be more mindful of this concern and will present information about the alternatives more equitably, in a manner that can't be interpreted as favoring or degrading any particular option.

If you have any questions, please feel free to contact me.

METROPOLITAN PLANNING ORGANIZATION

4700 Elmore Road

Anchorage, Alaska 99507

Sincerely,

Aaron Jongenelen

AMATS Executive Director/MPO Coordinator

Electronic Cc:

AMATS Policy Committee

Ben White, DPD & SWP, Anchorage Field Office Planning Chief

James Starzec, DPD & SWP, AMATS Transportation Planner

Memorandum

Please see my revised comments which differ from what was submitted at 11:30 in the highlighted areas. The highlights reflect some minor edits correcting my meaning on the project. Please use and respond to these.

Seward Glenn Comments

1. **Modeling** – I appreciate the amount of modeling that was completed for this project. I am concerned that the team kept saying, we need to build something like Alternative D, to move traffic if we reduce lanes in Fairview. The team said that Alternative D avoided shifting traffic to other neighborhoods which would impact another neighborhood. What the team did not explain is how a shift of traffic would impact other neighborhoods. Did the shift cause a complete breakdown of Anchorage system? Did the shift cause delays beyond the AM and PM peaks? If delay was caused, how long was the delay? I personally do not believe we have a congestion/delay problem in Anchorage and fully support using the entire system to solve our problems and not just continuing to impact Fairview. See the section on adjacent corridor planning below.

To clarify, the project team has not yet modeled the parkway alternatives, including Alternative D. To date, only sensitivity tests of the Metropolitan Transportation Plan (MTP) lane reduction alternatives have been completed. These tests indicated that reducing lanes on 5th and 6th Avenues without additional network improvements (such as a parkway, transit investments, or Transportation System Management [TSM]/Transportation Demand Management [TDM] strategies) would likely cause traffic congestion and diversion onto other streets, including those also being considered for lane reductions by the Municipality of Anchorage (MOA) / Alaska Department of Transportation & Public Facilities (DOT&PF) Vision Zero Task Force. Sensitivity modeling also shows that as the existing 8-lane Ingra-Gambell couplet is converted into two-way main streets, congestion and traffic diversion would be exacerbated.

The purpose of these early model runs was to understand how the system might perform under worst-case scenarios—specifically, without any mitigation strategies in place. They did not include transit improvements, TDM, TSM, or potential new regional connections, which will be evaluated in the next round of modeling. Future analysis will also include a wider set of metrics, including travel delay and duration across the entire day, providing a clear picture of the impacts from increased traffic volumes diverting to other streets.

Please note that Alternative D has been eliminated from further consideration due to parkland and other impacts; however, the concern about ensuring traffic is not

simply pushed from one neighborhood to another remains a priority for the PEL team, and the forthcoming modeling will help guide decisions with that in mind.

2. **Functional Class** – I strongly believe the team would **not** be recommending a “parkway” or “freeway” in the two-mile corridor if the corridor was not classified as a National Highway System route. Project teams have tried for years to force a controlled access corridor, at great cost and impact. Remember the H2H project, Midtown Congestion Relief, etc. Our money would be better spent making incremental improvements to the network of north south corridors than any massive tunnel/viaduct proposed in this study.

The team is **not** recommending a freeway. Freeway alternatives were eliminated from consideration last year. Furthermore, the parkway alternatives under evaluation are not fully access-controlled corridors. They are arterial streets with posted speed limits of 40 mph, designed to include intersections (either roundabouts or traffic signals) to better connect with adjoining streets. Separated active transportation facilities would also be provided along non-tunnel segments, on both sides of the parkway. Non-motorized facilities would be routed on surface streets, maximizing their network connectivity and separation from vehicle traffic.

In addition to its designation as part of the National Highway System (NHS), the corridor is also part of the Interstate Highway System (IHS), which holds significant importance for regional travel, national defense, and the State and regional economy. Moreover, the port connection is a formal component of the Strategic Highway Network (STRAHNET). These designations are essential considerations when evaluating alternatives and are reflected in the Study’s Purpose and Need.

The Final PEL Report will not simply recommend one large-scale “mega project.” Rather, it will present a **comprehensive and balanced set of recommendations**—not framed as a choice between a regional connection or the MTP alternatives, but more likely a **hybrid approach**. This strategy will be phased and implemented over time, delivering incremental improvements over the next 25 years.

The final recommendations may consist of multiple alternatives, each serving as a sub-area plan within the PEL study area. These sub-area plans would include a series of projects sequenced based on screening results, constructability, and available funding. Typical elements include complete streets (e.g., lane reductions and non-motorized improvements), a greenway connection between the Chester Creek and Ship Creek Trails via Hyder Street, transit and intersection upgrades, travel demand management strategies, and potentially a new regional connection between the Seward and Glenn Highways.

An implementation plan will be developed for each sub-area plan, informed by input from local partners and stakeholders. Each project will move forward as funding becomes available and will undergo a NEPA review process, which will evaluate alternatives and include additional opportunities for public and agency input throughout project development.

3. **Port Access** – I understand why we need access to the port, however, have it is not clear why the port access was rolled into this study or if the public involvement included port stakeholders. The access elements seems like an afterthought and the network impacts are not spelled out in the document.

Port access has been a central consideration since the study commenced and can be seen in the original Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Plan (TIP) scope language. One of the primary functions of the NHS is to provide efficient access between major ports and the highway network. Currently, access to the Port of Alaska routes significant large truck traffic through Downtown and Fairview, both with plans to enhance walkability and livability.

The project team has endeavored to identify a port access connection to the NHS/IHS that alleviates some of the freight burden on the Downtown and Fairview neighborhoods. The port and trucking community have been engaged throughout the process, with representatives participating on one of the project's three advisory committees. In addition, the team has held focused discussions with the trucking community, including a presentation to the Alaska Trucking Association Board of Directors and a dedicated Freight Workshop earlier this year, to better understand their needs and shape alternatives that could reduce truck volumes traversing dense commercial and residential areas.

Completely eliminating freight traffic between the Port and the Seward Highway through Fairview remains a significant challenge, especially given the diverse and sometimes conflicting needs of stakeholders. Nonetheless, the PEL team remains committed to finding solutions that balance these interests while reducing freight-related impacts on the community.

4. **Alternative D** – Any alternatives across Chester Creek are a problem for several reasons. One, they would require compliance with both 4f (Parkland) and 6f (Land and Water Conservation Funding) sections of NEPA. Parkland because of the park and 6f because if even one acre of land within the Chester Creek Greenbelt was purchased the LWCF funds, it puts the whole of the greenbelt in 6f status. Two, the adjacent neighborhood is very concerned about the access and would continue to vocally oppose it. This is crucial when both a vote of residents and a vote of the

assembly is required to access the land. Three, Chester Creek is an anadromous stream with runs of silver salmon. This run is just returning after improvements in Westchester Lagoon and the Alaska Railroad. Four, impacts to Merrill Field and Alaska Regional Hospital are understated in the evaluation. There are far more impacts than to just say that you can snake the highway between the two. One is a major medical facility; the other a former landfill site. Five, the alternative requires, in addition to the viaduct, an expensive port access alternative.

In addition, the report and project team refer to the revised alternatives as a “parkways” when not clearly showing/illustrating what that means for a viaduct (Alternative D) or the tunnel sections. I am very certain the connection would not look like a “parkway” with medians, pedestrian facilities, etc., a full 30-50 feet above Chester Creek. It would more likely look like the C Street Viaduct. This is misleading. I agree with Rogers Park Community Council Resolutions about this alternative.

You’re correct that the tunnel and viaduct segments would not contain vegetation or fully resemble the typical parkway cross-section shown in the public review materials and open house presentation; however, those same materials include cross-sections and illustrative photographs that convey how the PEL team envisions the viaduct, tunnel, and at-grade segments would look. Across the country, parkways, boulevards, complete streets, and similar roadway types often include tunnel or bridge segments, and presence of such features does not disqualify them from being classified as such. Similarly, certain portions of these corridors may have constrained conditions—due to narrow rights-of-way, drainage infrastructure, or utilities—that prevent them from exhibiting parkway-like characteristics along their entire length.

As for specific parkway alternatives

- **Alternative D**, which has been eliminated from further consideration due to parkland and other impacts, included a viaduct spanning roughly one-quarter of its length. The remaining three-quarters would have featured typical parkway elements such as vegetated medians and separated non-motorized facilities.
- **Alternative AB** includes a tunnel segment covering roughly one-third of its length, with the remaining two-thirds exhibiting the standard parkway characteristics described in the public review documents.
- **Alternative C** includes a tunnel segment covering roughly one-quarter of its length, with the remaining three-quarters exhibiting the standard parkway characteristics described in the public review documents.

5. **Tunnel Alternatives** – Alternatives AB and C contain tunnel sections that I believe have huge impacts and I am not convinced that they would be feasible, for both engineering and financial reasons. I also think they would sorely impact the section of Fairview they would traverse and would not be without surface impacts over the tunnel. It is not clear how these impacts are spelled out in the evaluation matrix.

Tunnel alternatives are currently envisioned as bored tunnels, which would preserve the surface environment with minimal disruption; however, additional analysis is needed to confirm their feasibility. The information presented to date reflects the results of the Level 1 screening. Alternatives that advance past Level 1 will move into the more detailed Level 2 screening, where additional impacts will be considered.

To assess tunnel feasibility, the PEL team has reviewed recent tunneling projects that share similar soil conditions, depths, and lengths. A tunneling expert on the team has also conducted preliminary reviews of available subsurface soil and groundwater data. So far, no conditions have been identified (e.g., high groundwater, liquefiable soils, or shallow bedrock) that would preclude tunnel construction. That said, additional geotechnical investigations would be necessary if a tunnel alternative is selected to proceed into the preliminary design and environmental documentation phase of project development.

6. **Not the time for Mega Projects** – As a 50 year resident of Anchorage and someone who worked on projects like these in a Public Involvement Coordinator role, I have come to believe that our community cannot afford to continue to plan mega projects. The only winner in these projects are the consultants who plan them. We are a small community, relatively speaking, with 291,000 in the metropolitan area and 400,000 in the greater area. These projects are out of scale for our community and state. Especially given that many mega projects are currently planned in the Alaska Statewide Transportation Improvement Program (STIP) including Safer Seward and West Mat-Su Access in our area alone. Anchorage projects would compete for federal and state match funds with these projects.

If Central Region doesn't obligate funding from the State's annual allocation of Federal Highway Administration (FHWA) formula funds, that money will be reallocated to another region. The State receives National Highway Performance Program (NHPP) funding annually, which can only be used for full reconstruction projects on the NHS, like the proposed parkway alternatives. This presents a unique opportunity to use those funds to reconnect Fairview and remove regional traffic from local streets, making the neighborhood safer and more economically vibrant. If we don't seize this opportunity, the funding will be used elsewhere in the state to improve a different community or neighborhood.

In addition to NHPP funding, the Infrastructure for Rebuilding America (INFRA) grant program is another promising source to help fund phased components of a parkway. INFRA grants are specifically intended for large-scale NHS projects focused on freight movement and economic impact, making this a strong candidate.

The Final PEL recommendations will identify independent, stand-alone projects, many of which are expected to qualify as Categorical Exclusions under NEPA due to the early vetting of impacts through the PEL process. Please see the response to Comment #2 for more information on the project phasing and implementation plan.

The PEL effort is focused on balancing regional and local transportation needs while addressing the disproportionate impacts the existing NHS/IHS routing has on Fairview. Simply reducing lanes on the NHS/IHS without providing an alternate route would force regional traffic to continue using Ingraham and Gambell Streets, or divert into surrounding neighborhoods, exacerbating local impacts. To reduce the traffic volumes through Fairview and make it possible to transform Ingraham and Gambell into neighborhood-friendly streets, the team has evaluated several strategies: tunneling under Fairview (Parkway AB), routing traffic around Fairview (Parkways C and D), or reducing vehicle demand (MTP+). Tunnels were specifically included in response to public input to minimize neighborhood impacts.

Alternatives advancing beyond the Level 1 screening will undergo a more detailed Level 2 screening, where additional impacts will be considered, including economic feasibility. If recommended in the Final PEL Report, an alternative would then be considered for inclusion in the STIP, where it will be evaluated against other DOT&PF priorities. The preferred alternative(s) would likely be implemented as a series of smaller, phased projects to ensure they have manageable budgets and will compete better against other State transportation projects. Some projects from the Final PEL may be developed by other organizations such as the Municipality of Anchorage, and some will be federally-funded through the AMATS program.

7. **Stop planning without implementation** – While I abhor the thought of any impacts to Chester Creek, I am reflecting on a system of planning without implementation that has taken place in Alaska for much of my 50-year residence. Planning for mega projects that are rarely within our funding capabilities. Planning for a national highway system segment of less than 2 miles in length. Planning for new construction, when we are not considering maintaining what we have or improving the overall network to spread the traffic from the much-maligned Fairview corridor to other north south corridors.

We acknowledge that past planning efforts haven't always resulted in built projects, but this study is structured to generate **fundable, actionable outcomes** that also

align with existing network priorities and limitations. Rather than proposing one large “mega project,” the PEL is focused on identifying scalable solutions that can be delivered incrementally.

The PEL will include an implementation (phasing) plan for each remaining viable alternative, outlining a range of near-, mid-, and long-term projects and establishing a sub-area plan. See response to Comment #2 for more information on phasing and project delivery.

Maintenance costs will be estimated for inclusion in the Level 2 Screening. It should be noted that maintenance costs will be partially offset by the lane reductions on 5th and 6th Avenues, and the Ingra-Gambell couplet; and by reallocating vehicle lanes for snow storage, reducing or eliminating the cost to haul snow.

8. **Plan for critical infrastructure** – this report should be recommending or acknowledging the port connection that is the C Street viaduct. We should be programming replacement of the C Street viaduct which access to the port where a significant portion of Alaska’s goods are handled. The viaduct was built in 1975 and listed as “Fracture Critical Cross Girder” in the 2023 state bridge report. According to the Code of Federal Regulations, a **fracture critical bridge** is a bridge or similar span that is vulnerable to collapse of one or more spans as a result of the failure in tension of a single element. While a fracture critical design is not considered unsafe, it is subject to special inspection requirements that focus on the tension elements of its structure. Where are the monies and plan to ensure the current access to the port of Anchorage is maintained?

DOT&PF is aware of the age, condition, and important role of the C Street viaduct in providing access to the Port of Alaska. Currently, the freight route using the C Street viaduct directs significant truck traffic through Downtown Anchorage, an area that the MOA, AMATS, and DOT&PF have expressed a desire to make more walkable and pedestrian-friendly. Additionally, the Alaska Trucking Association has noted that this route is not ideal from their perspective due to tight turning geometries at intersections and, in general, higher pedestrian usage. During the recent Freight Workshop, they indicated support for a potential Ingra-Gambell extension viaduct to better connect the Port of Alaska to the Seward Highway, though this alternative poses trade-offs related to increased freight traffic through Fairview.

The PEL team is evaluating these complex and sometimes conflicting needs. If a viable alternative is not identified, the No Action alternative (i.e., continuing to rely on the C Street viaduct) would remain in place. Long-term planning for the replacement of the C Street viaduct would occur through the MTP, TIP, and STIP processes, which prioritize and fund bridge replacement projects based on condition, safety,

and regional significance. The Final PEL Report will include information on the C Street viaduct, its condition, and future role in the study area's transportation network.

9. **Adjacent corridor planning and impacts to Fairview** – Corridor planning on Minnesota and I and L Streets is underway. When the DOT&PF works on these projects, they should be careful how they address any lane reductions and their impacts to the network because these are north south parallel corridors to Ingra/Gambell. I would hate to have completed this study to just have another project push traffic back into the Ingra/Gambell corridor and continue the assault on Fairview. Also, any modeling, and its reporting to the public needs to use real metrics like delay, time of delay, etc., in terms and metrics that all understand.

The PEL team agrees this is a critical issue, especially on roadways being evaluated for lane reductions and traffic calming in north Anchorage like Benson Boulevard, Bragaw Street, and 15th Avenue. These roadways, amongst others (e.g., Debarr Road, Airport Heights Drive, Boniface Parkway, A-C couplet), are expected to absorb the vehicles diverting from 5th and 6th Avenues, and the Ingra-Gambell couplet due to congestion from lane reductions in the adopted in AMATS' 2050 MTP and further lane reductions needed to accomplish the "Main Street" vision outlined in the adopted Fairview Neighborhood Plan.

The PEL team is actively coordinating with the AMATS, the DOT&PF AMATS Area Planner, and other relevant agencies to facilitate coordination between the various corridor plans to ensure planning efforts and projects are aligned, and don't unintentionally shift impacts back into the Fairview neighborhood. The PEL includes all adopted plans as background to the modeling and recommendations to help support consistent and informed recommendations.

Regarding the communication of traffic modeling results, the PEL team acknowledges the importance of presenting technical data in ways that are understandable and meaningful to the public. Delay metrics such as total delay time and average travel time are already included in the modeling outputs and will be emphasized in public-facing materials to support transparency and accessibility of the data moving forward.

I fully support the MTP 2050 alternative. It can easily be implemented in phases while evaluating the overall network and identifying incremental improvements that may be needed in parallel corridors, port connection, and intersections.

Your preference for the MTP alternative is noted. It's important to clarify that if no recommendations from the PEL process are adopted into the next iteration of the AMATS MTP, then the AMATS 2050 MTP will be implemented as currently adopted.

This would maintain the existing NHS/IHS routing through Fairview via the Ingra-Gambell couplet with no relief from the high traffic volumes currently impacting safety and livability in Fairview. Additionally, any lane reduction projects will require detailed traffic analysis prior to implementation. This means some AMATS 2050 MTP projects, such as removing lanes from 5th and 6th Avenues between Ingra Street and Airport Heights Drive, may ultimately be determined infeasible based on traffic and operational considerations.

Thank you for extending the comment period and allowing time for citizens to read and evaluate the alternatives.

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates

Seward Glenn Comments

1. **Modeling** – I appreciate the amount of modeling that was completed for this project. I am concerned that the team kept saying, we need to build something like Alternative D, to move traffic if we reduce lanes in Fairview. The team said that this avoided shifting traffic to and would impact another neighborhood. What the team did not explain is how a shift of traffic would impact other neighborhoods. Did the shift cause a complete breakdown of Anchorage system? Did the shift cause delays beyond the AM and PM peaks? If delay was caused, how long was the delay? I personally do not believe we have a congestion/delay problem in Anchorage and fully support using the entire system to solve our problems and not just continuing to impact Fairview. See the section on adjacent corridor planning below.
2. **Functional Class** – I strongly believe the team would be recommending a “parkway” or “freeway” in the two-mile corridor if the corridor was not classified as a National Highway System route. Project teams have tried for years to force a controlled access corridor, at great cost and impact. Remember the H2H project, Midtown Congestion Relief, etc. Our money would be better spent making incremental improvements to the network of north south corridors than any massive tunnel/viaduct proposed in this study.
3. **Port Access** – I understand why we need access to the port, however, have it is not clear why the port access was rolled into this study or if the public involvement included port stakeholders. The access elements seems like an afterthought and the network impacts are not spelled out in the document.
4. **Alternative D** – Any alternatives across Chester Creek are a problem for several reasons. One, they would require compliance with both 4f (Parkland) and 6f (Land and Water Conservation Funding) sections of NEPA. Parkland because of the park and 6f

because if even one acre of land within the Chester Creek Greenbelt was purchased the LWCF funds, it puts the whole of the greenbelt in 6f status. Two, the adjacent neighborhood is very concerned about the access and would continue to vocally oppose it. This is crucial when both a vote of residents and a vote of the assembly is required to access the land. Three, Chester Creek is an anadromous stream with runs of silver salmon. This run is just returning after improvements in Westchester Lagoon and the Alaska Railroad. Four, impacts to Merrill Field and Alaska Regional Hospital are understated in the evaluation. There are far more impacts than to just say that you can snake the highway between the two. One is a major medical facility; the other a former landfill site. Five, the alternative requires, in addition to the viaduct, an expensive port access alternative.

In addition, the report and project team refers to the revised alternatives are “parkway” when not clearly showing/illustrating what that means for a viaduct. I am very certain the connection would not look like a “parkway” with medians, pedestrian facilities, etc., a full 30-50 feet above Chester Creek. It would more likely look like the C Street Viaduct. This is misleading. I agree with Rogers Park Community Council Resolutions about this alternative.

5. **Tunnel Alternatives** – Alternatives AB and C contain tunnel sections that I believe have huge impacts and I am not convinced that they would be feasible, for both engineering and financial reasons. I also think they would sorely impact the section of Fairview they would traverse and would not be without surface impacts over the tunnel. It is not clear how these impacts are spelled out in the evaluation matrix.
6. **Not the time for Mega Projects** – As a 50 year resident of Anchorage and someone who worked on projects like these in a Public Involvement Coordinator role, I have come to believe that our community cannot afford to continue to plan mega projects. The only winner in these projects are the consultants who plan them. We are a small community, relatively speaking, with 291,000 in the metropolitan area and 400,000 in the greater area. These projects are out of scale for our community and state. Especially given that many mega projects are currently planned in the Alaska Statewide Transportation Improvement Program (STIP) including Safer Seward and West Mat-Su Access in our area alone. Anchorage projects would compete for federal and state match funds with these projects.
7. **Stop planning without implementation** – While I abhor the thought of any impacts to Chester Creek, I am reflecting on a system of planning without implementation that has taken place in Alaska for much of my 50-year residence. Planning for mega projects that are rarely within our funding capabilities. Planning for a national highway system segment of less than 2 miles in length. Planning for new construction, when we are not

considering maintaining what we have or improving the overall network to spread the traffic from the much-maligned Fairview corridor to other north south corridors.

8. **Plan for critical infrastructure** – this report should be recommending or acknowledging the port connection that is the C Street viaduct. We should be programming replacement of the C Street viaduct which access to the port where a significant portion of Alaska’s goods are handled. The viaduct was built in 1975 and listed as “Fracture Critical Cross Girder” in the 2023 state bridge report. According to the Code of Federal Regulations, a **fracture critical bridge** is a bridge or similar span that is vulnerable to collapse of one or more spans as a result of the failure in tension of a single element. While a fracture critical design is not considered unsafe, it is subject to special inspection requirements that focus on the tension elements of its structure. Where are the monies and plan to ensure the current access to the port of Anchorage is maintained?
9. **Adjacent corridor planning and impacts to Fairview** – Corridor planning on Minnesota and I and L Streets is underway. When the DOT&PF works on these projects, they should be careful how they address any lane reductions and their impacts to the network because these are north south parallel corridors to Ingra/Gambell. I would hate to have completed this study to just have another project push traffic back into the Ingra/Gambell corridor and continue the assault on Fairview. Also, any modeling, and its reporting to the public needs to use real metrics like delay, time of delay, etc., in terms and metrics that all understand.

I fully support the MTP 2050 alternative. It can easily be implemented in phases while evaluating the overall network and identifying incremental improvements that may be needed in parallel corridors, port connection, and intersections.

Thank you for extending the comment period and allowing time for citizens to read and evaluate the alternatives.

Anne Brooks

Rogers Park Resident

50-year Alaska and Anchorage Resident

Memorandum

Dear Mr. Jones,

Thank you for the opportunity to comment on the Seward to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study for the revised alternatives. The Anchorage Park Foundation (APF) is a community-based nonprofit that mobilizes public support and financial resources for improving Anchorage parks, trails, and recreation opportunities. Our interest in the PEL Study is to support non-motorized travel in a key neighborhood through supporting trail connections.

A key priority of the Fairview neighborhood has been to create a “greenway” connection between the Chester Creek and Ship Creek trail system. This is a goal fully supported by APF and we support the greenway, or regional trail connection or Woonerf, incorporated into each revised alternative along Hyder Street. This will be a key neighborhood asset to strengthen Anchorage’s trail system and serve as a key feature for neighborhood revitalization.

APF also offers the following comments regarding the revised alternatives and screening process:

- APF agrees with the recommendations to remove every preliminary highway alternative (both the 4 lane or 6 lane alternatives for 65mph controlled-access highways). In the first round of comments, Anchorage residents spoke loud and clear that they do not want a highway running through Anchorage.

[Your comment has been noted. To clarify, the freeway alternatives were proposed at 55 mph posted speed, not 65 mph as noted above.](#)

- APF supports advancing the lane reduction alternatives, MTP2050 in the short-term, as well as the MTP+ alternative in the long-term with strategies to invest and improve transit and traffic reduction strategies. The MTP2050 alternative includes multiple Complete Street projects, including the Greenway and one lane reductions on Gambell and Ingra Streets. The MTP+ alternative goes further to return Gambell to a Main Street with 2-lanes and two-way traffic and with further lane reductions and two-way traffic on Ingra Street. The Project Team should design strategies to achieve MTP+ with investments in our existing road network, rather than building new parkways, tunnels, or bridges.

[The Project Team appreciates APF’s support for the MTP2050 and MTP+ alternatives, which reflect important long-term goals such as reducing vehicle lanes, implementing Complete Streets, and restoring Gambell and Ingra Streets as two-way, multimodal corridors. These strategies are central to improving livability and neighborhood](#)

connectivity and are consistent with the PEL Study's core objective: reconnecting Fairview; however, traffic modeling shows that achieving these transformations without a regional connection would require removing tens of thousands of daily vehicle trips from the existing roadway network—up to 27,000 daily trips from 5th Avenue alone. Without a viable alternative route, this reduction is not feasible through transit, TDM, or TSM strategies alone in the near term. For context that's over double the current daily People Mover ridership in the entire Anchorage bowl.

The primary roadways we're studying are not just used to connect local destinations in the study area—they're designated as part of the National Highway System (NHS), the Interstate Highway System (IHS), and the Strategic Highway Network (STRAHNET). These federal designations reflect the corridor's importance to regional mobility, national defense, and port access, and they must be considered when evaluating changes to function and capacity. Simply removing lanes without addressing the continued demand for regional travel may force traffic to remain on the couplet or divert into surrounding neighborhoods. To address this, the PEL team developed the Parkway alternatives, which provide a regional route with no net increase in roadway lanes, allowing space on Ingra, Gambell, and 5th/6th Avenues to be repurposed for local, multimodal use. In response to community concerns about surface impacts, the team also included tunneling options beneath Fairview to further minimize neighborhood disruption.

Ultimately, the PEL recommendations are not a choice between MTP+ and a regional connection, but rather a hybrid strategy that could be implemented in phases over the next two decades. The Final PEL may include elements from multiple alternatives, tailored to different parts of the study area, and sequenced based on funding, constructability, and community priorities. The Study team strongly supports strategies that reduce demand and enhance transit, and agrees they should be pursued; however, transparency about their limitations is equally important to ensure future investments achieve the intended safety, livability, and equity outcomes for Fairview and the broader community.

- APF opposes Parkway Alternative D. The greenbelt trails along Anchorage's creeks are a crown jewel for our community. The Parkway Alternative D would include a surface road through wetlands adjacent to East Chester Park and a viaduct bridge across the park. Though this project seems to impact the least amount of private property, the immense impacts to public property and the greater public's experience of this area should have a heavy weight in the screening process.

Parkway Alternative D has been eliminated from further consideration due to impacts to parklands and other resources.

- The five Port options should also take care to not harm the Ship Creek or its trail system and should facilitate the connection to the Hyder Street greenway. Currently, it is challenging to discern these potential impacts from the routes as presented.

Impacts to waterbodies and the trail system will be evaluated during the Level 2 screening analysis and presented in the next round of public engagement. Additionally, impacts on these and other resources would be further considered when advancing projects recommended by the PEL into the preliminary design and National Environmental Policy Act (NEPA) process.

- APF is a partner and fully supports the efforts to Reconnect Fairview led by the Fairview Community Council and NeighborWorks Alaska. The PEL Study should continue to prioritize the goals of this effort to improve safety, connection, and reinvestment into the Fairview neighborhood.

Your comment has been noted. The primary focus of the PEL study is to reconnect Fairview by returning Ingra and Gambell to neighborhood-oriented streets.

Thank you for the opportunity to comment.

Sincerely,



Beth Nordlund

Executive Director, Anchorage Park Foundation

3201 C St. Suite 111

Anchorage, AK 99503

Memorandum

Anchorage Waterways Council - Public Comment:

AMATS: Seward Highway to Glenn Highway Connection Planning & Environmental Linkage Study

1. Introduction

AWC introduction: The Anchorage Waterways Council (AWC) is a local, nonprofit organization dedicated to the stewardship and preservation of Anchorage's waterways for over 40 years. Through a combination of community engagement, educational programs, and environmental monitoring, AWC has played a crucial role in maintaining the health of our creeks by organizing creek cleanups, fostering awareness about water quality issues, and advocating for sustainable urban practices. The organization has been systematically collecting monthly data on Anchorage's creeks for decades, providing valuable insights into the health of these vital water resources. AWC’s long-standing commitment to the protection and improvement of local waterways has made it a trusted partner in ensuring that Anchorage’s natural water systems remain healthy and resilient for future generations.

Purpose of Comment: AWC is providing feedback on the planning and environmental impact of the Seward Highway to Glenn Highway linkage project alternatives with respect to the impact on the health of Chester Creek, surrounding wetlands, and the greater impacts that the alternative transportation strategies have on Anchorage's waterways.

General Overview: AWC supports transportation priorities that value long-term waterway health, reduce wildlife impacts, maintain community connectivity with waterways, do not induce more traffic, reduce the need for impactful infrastructure elsewhere, and preserve and rewild impacted wetland areas. The proposed alternative AWC supports has at its core, strategies that will:

Reduce	Increase or restore
Impermeable surface area	Groundwater infiltration
Reliance on storm drain networks	Pollution and particulate settlement Abundance
Vehicle miles traveled	of transportation alternatives Viability and
Trips taken by personal vehicles	accessibility of transit and walking
Wildlife vehicular kills	Areas of slower vehicle speeds and wildlife crossings
Impacts to greenfield areas	Moving more people within existing right of way
Long-term maintenance costs	Maintenance of existing facilities

2. AWC Supported and Opposed alternatives

AWC Supported: Of the alternatives presented by the PEL project team, AWC **supports the MTP+ Alternative**. This alternative has minimal impacts to existing wetlands, and most importantly does not

work to add more pollution to waterways from induced vehicle miles traveled and necessitated expansion of Anchorage roadways elsewhere in the network.

The Project Team appreciates AWC's support for the MTP2050 and MTP+ alternatives, which reflect important long-term goals such as reducing vehicle lanes, implementing Complete Streets, and restoring Gambell and Ingra Streets as two-way, multimodal corridors. These strategies are central to improving livability and neighborhood connectivity and are consistent with the PEL Study's core objective: reconnecting Fairview; however, traffic modeling shows that achieving these transformations without a regional connection would require removing tens of thousands of daily vehicle trips from the existing roadway network—up to 27,000 daily trips from 5th Avenue alone. Without a viable alternative route, this reduction is not feasible through transit, TDM, or TSM strategies alone in the near term. For context that's over double the current daily People Mover ridership in the entire Anchorage bowl.

The primary roadways we're studying are not just used to connect local destinations in the study area—they're designated as part of the National Highway System (NHS), the Interstate Highway System (IHS), and the Strategic Highway Network (STRAHNET). These federal designations reflect the importance of the corridor to regional mobility, national defense, and port access, and they must be considered when evaluating changes to function and capacity. Simply removing lanes without addressing the continued demand for regional travel may force traffic to remain on the couplet or divert into surrounding neighborhoods. To address this, the PEL team developed the Parkway alternatives, which provide a regional route with no net increase in roadway lanes, allowing space on Ingra, Gambell, and 5th/6th Avenues to be repurposed for local, multimodal use. In response to community concerns about surface impacts, the team also included tunneling options beneath Fairview to further minimize neighborhood disruption.

Ultimately, the PEL recommendations are not a choice between MTP+ and a regional connection, but rather a hybrid strategy that could be implemented in phases over the next two decades. The Final PEL may include elements from multiple alternatives, tailored to different parts of the study area, and sequenced based on funding, constructability, and community priorities. The Study team strongly supports strategies that reduce demand and enhance transit, and agrees they should be pursued; however, transparency about their limitations is equally important to ensure future investments achieve the intended safety, livability, and equity outcomes for Fairview and the broader community.

AWC Opposes: Anchorage Waterways Council does not support the Parkway or tunnel alternatives. Both of these alternatives, and variations would have heavy impacts to waterway health, add significant lane miles and impermeable surfaces, reduce creek access, and harm Chester Creek and wetlands as part of the project. Long term, they lock in future impacts to waterway health in other Anchorage locations by inducing vehicle miles traveled, further creating pressure to expand roads in other locations. Anchorage waterways are currently impacted by under-maintained storm drainage systems, and adding additional maintenance costs exacerbates that issue.

Your opposition to the Parkway alternatives has been noted. Parkway Alternative D has been eliminated from further consideration due to park and other impacts. It's important to note that Parkway Alternatives AB and C do not add significant lane miles and impermeable surfaces, or reduce creek access. In fact, they're highly compatible with the proposed greenway connection between the Chester Creek and Ship Creek Trails. The parkway alternatives remove an equal total

number of lanes from Ingra and Gambell Streets as they add as a regional connection. This study is not seeking to expand roadways, rather it aims to move vehicles out of neighborhoods and onto a low-speed facility under or around Fairview, precluding the phenomenon of induced vehicular demand, which typically occurs when capacity is added to a roadway network.

Protecting local water resources, including nearby creeks and wetlands, is a critical consideration for every Alaska Department of Transportation & Public Facilities (DOT&PF) project. The Municipality of Anchorage and DOT&PF are co-permittees under the Municipal Separate Storm Sewer System (MS4) permit, which is administered by the Alaska Department of Environmental Conservation under the federal Clean Water Act.

While many older storm drain systems were built before modern environmental safeguards, any future projects resulting from the PEL Study must comply with the MS4's strict requirements. These standards ensure that stormwater runoff from new roads is properly managed and treated before reaching creeks, wetlands, or other waters of the U.S.

All roadway projects must incorporate permanent stormwater controls—such as detention basins, vegetated swales, or permeable pavement—to manage runoff quantity and quality during construction and throughout the life of the facility. Additional best management practices (BMPs) are also required, and non-stormwater discharges (e.g., concrete washout or vehicle fluids) are strictly prohibited under the permit's illicit discharge provisions. In short, MS4 regulations are specifically designed to prevent roadway-related pollution, and all projects advanced through the PEL process would need to meet these environmental standards.

3. Existing impacts from Anchorage highways

Impact on Waterways: Anchorage's highways, especially our urban core highways, have a well-documented history of creating broad impacts on local waterways, wetlands, and aquatic ecosystems.

A recent monitoring project carried out by the University of Anchorage Alaska reveals the impact of stormwater from the Seward Highway on Chester Creek. Stormwater during snowmelt and rain events that enters the creek has a total ion load (electrical conductivity) and sediment load (turbidity) that is up to 10 to 100 times higher than these parameters are during calm weather conditions. An increase in turbidity is harmful for fish as it enters the gills and can lead to suffocation.

Road debris and tire rub off (microplastics) are a primary concern. Analyses of the fatal chemical 6PPD-Quinone by AWC indicated that stormwater runoff into Chester Creek is above the lethal level.

Oppositions to the Elevated Highway Alternative;

It is in great likelihood an elevated highway will distribute particulate pollutants across the entire midtown greenbelt area. While the UAA project measured the Seward highway's direct runoff into the creek, rubber rub off and dust are byproducts of street traffic and we assume that if there is a highway elevated in the air, the distribution of such pollutants are worse and less easy to regulate.

Stormwater Management: Transportation planning that effectively ensures the health of waterways prioritizes local connectivity, local trips, and transit use. This urban planning methodology has a proven ability to mitigate stormwater runoff and pollutants. Expanding lane miles and roadway widths

will increase stormwater runoff, overwhelming wetlands' abilities to filter and break down pollutants, which often is the only mechanism in place to mitigate the deleterious effect of stormwater on receiving water bodies.

Wildlife and Habitat: The proposed elevated highway alternative will impact Chester Creek (a salmon passage and spawning creek) and the associated wetlands in the area. Shading, polluted stormwater runoff, and air pollution all make their way into Chester Creek and impact water quality and wildlife habitat.

Climate Resilience: It is assumed that a warming climate will increase the frequency of melt events, which release a large amount of salts and sediment into the creeks. These meltwater events are poorly managed at the moment and a large burden on the creeks and associated wildlife. Mitigating these impacts will be an even more pressing necessity if there will be a structural alteration of the highway passage that impacts the Chester Creek area.

While not explicitly stated, this comment focuses on Parkway Alternative D, which has been eliminated from further consideration due to park and other impacts. It should be noted that any and all projects resulting from this study have an opportunity to mitigate these issues, not just ones resulting from the MTP2050 and MTP+ alternatives. There's no reason Parkways Alternatives AB or C can't be designed in way that would also reduce pollutants into Chester Creek. Neither add through lanes and would not increase vehicular demand, thus not increasing pollutants in Chester Creek. See first response for more information on MS4 requirements that would preclude roadway storm runoff from impacting Anchorage's water bodies.

Additionally, Parkway Alternatives AB and C, similar to the MTP2050 and MTP+ Alternatives, are not anticipated to impact wildlife and habitat. In fact, the Parkway alternatives, due to their broader scope, have increased opportunities for wildlife crossing impacts mitigation, such as a bridge over Chester Creek that can restore the creek to its natural condition and improve moose, bear, and other wildlife crossings under the Seward Highway.

The Anchorage Waterways Council supports the MTP+ alternative as it would provide the greatest outcome for Anchorage waterway health at the project location. In addition, the prediction of probable decline in the Anchorage population and, therefore, roadway demand also supports the MTP+ alternative as the favorable serving of the Anchorage community and their creeks as a whole. We greatly appreciate the project team's work to gain community input and make supporting designs and transportation alternatives that represent investments and priorities called for by the Anchorage community.

Your support of the MTP+ alternative has been noted. Please see previous responses for more information on considerations related to the MTP205 and MTP+ alternatives, roadway stormwater runoff, the MS4 permit requirements.

Sincerely,



Isaac Watkins, Board President

Vangie Wight

Vangie Wight, Executive Director

Memorandum

In response to resolutions made by the following Community Councils:

Fairview Community Council

Mountainview Community Council

South Addition Community Council

Rogers Park Community Council

Government Hill Community Council

Dear Community Council Leadership

Thank you for submitting a resolution regarding the Seward Highway to Glenn Highway Connection Planning & Environmental Linkages (PEL) Study. The Alaska Department of Transportation and Public Facilities (DOT&PF) sincerely appreciates the time your community council has dedicated to reviewing the study materials and providing thoughtful input.

DOT&PF acknowledges the support expressed by several community councils for the MTP 2050 and MTP+ alternatives. Both of these alternatives are advancing into the Level 2 screening. We also acknowledge that many community councils expressed opposition to Parkway Alternative D, which has been screened out (i.e., eliminated) from further consideration due to potential impacts to parks and other community resources. Parkway Alternatives AB and C remain under consideration and are advancing into Level 2 screening.

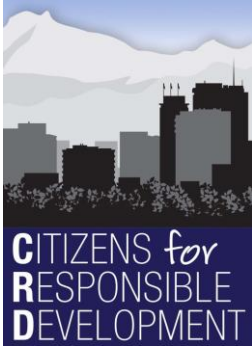
Final recommendations from the PEL Study will be based on the results of the Level 2 screening process and additional public input. The PEL may identify a preferred alternative or, more likely, a combination of improvements that form a subarea plan, along with an implementation plan consisting of smaller, phased projects. Before any recommended projects could move forward, they would first need to be adopted into the Anchorage Metropolitan Area Transportation Solutions (AMATS) Metropolitan Transportation Plan (MTP) and programmed for funding. Projects that use federal funds would also undergo the National Environmental Policy Act (NEPA) review and detailed design process, which includes additional engineering analysis, environmental impacts evaluation, and opportunities for public/agency comment.

We look forward to continuing to work with you as the PEL study progresses.

Sincerely,

Galen Jones

DOT&PF Project Manager



To: Seward to Glenn Connection Project Team

info@sewardglennconnection.com

CC: Assembly Reps: Volland, Constant, Zaletel, Rivera

Legislative Reps: Rep. Mina, Rep. Galvin, Rep. Fields, Senator Gray-Jackson, Senator Tobin, Senator Dunbar

In brief, and as discussed in detail below, the Seward Glenn Connection PEL Study should be focused on the MTP 2050. Parkways are not solutions to moving higher volumes of regional traffic between the Seward and Glenn highways. As this is one of the Purposes and Needs of the PES, the project team should be focused on studying tunnels built to specs that can eventually accommodate a freeway. Finally, as this project uses significant public funds and impacts public resources, we expect the PEL study to be conducted with the highest level of transparency and professionalism. We have identified a number of deficiencies in the study that must be addressed if there is another round of analysis.

Traffic forecasts for the year 2050 indicate that a freeway isn't needed, and based on the Initial Alternatives (Level 1) Fatal Flaw Screening, there are alternatives with fewer impacts that can meet the purpose and need. The planning level roadway design will consider compatibility with future network resiliency.

The project team has focused on tunnels and has proposed them to meet specifications, having a tunnel expert lay out the criteria to be used. Two of the alternatives (AB and C) explored tunnels to try to avoid neighborhood impacts.

The PEL Team recommends advancing both the MTP 2050 and MTP+ alternatives for further refinement and analysis. The MTP+ alternative will be developed in more detail, including potential investments in transportation system and demand management strategies.

The success of these alternatives will likely be based on the community's willingness to tolerate the negative impacts of increased vehicular traffic on adjacent streets in the broader network as drivers seek to avoid increased congestion on 5th Avenue, 6th Avenue, Ingra Street, and Gambell Street, as demonstrated by the traffic modeling conducted by the PEL team.

While the PEL Report will encourage and recommend strategies to reduce daily vehicle trips within the study area, current estimates and modeling indicate these measures alone yield only limited benefits. Therefore, the team must also explore potential regional connections to fully address the PEL's Purpose and Need.

That's not to say those strategies shouldn't be pursued—they absolutely should; however, the PEL team aimed to be transparent about the challenges of relying solely on those methods alone to achieve the meaningful near-term traffic reductions needed to improve safety and livability in the community.

The community may also need to consider whether some of the lane reductions currently recommended by the MOA/DOT&PF Vision Zero Task Force (e.g., A Street, Benson Boulevard, Bragaw Street) should be re-evaluated, given that these streets may need to carry higher traffic volumes than anticipated. This is based on preliminary traffic modeling for alternatives that include lane reductions on 5th and 6th Avenues and main street configurations on Ingra and Gambell Streets.

Citizens for Responsible Development (CRD) has been involved with many aspects of the Seward Glenn Connection including the Midtown Congestion Relief, Highway to Highway and as of late the PEL process. Fairview has been saddled with more than their fair share of high-speed traffic on Gambell and Ingra. These streets are poorly designed, unsafe, and reduce quality of life in the neighborhood.

The project team agrees. This is a primary element of the Planning and Environmental Linkages (PEL) Purpose and Need statement. The commenter is encouraged to review the statement at: [Seward-Glenn PEL Purpose-Need](#). Reconnecting Fairview is the primary goal of this PEL Study by removing regional traffic from Fairview neighborhood streets so the Ingra-Gambell couplet can be converted into main streets and complete streets with lower speed limits and traffic calming. Every alternative under consideration is focused on reducing long-standing impacts of the National Highway System (NHS) routing through the neighborhood and improving safety and livability for residents.

In addition to its designation as part of the National Highway System (NHS), the corridor is also part of the Interstate Highway System (IHS), which holds significant importance for regional travel, national defense, and the State and regional economy. Moreover, the port connection is a formal component of the Strategic Highway Network (STRAHNET). These designations are essential considerations when evaluating alternatives and are reflected in the Study's Purpose and Need.

The Fairview neighborhood has long deserved to thrive as an economic and cultural engine for Anchorage and Alaska. It is a central neighborhood with deep history and great potential. Fairview is geographically ideal for smart, locally-controlled growth that can preserve its heritage while improving our city's stock of housing, commercial spaces, and social amenities.

The project team agrees. This is one of the elements of the purpose and need statement, which

states: “Promote Social Equity and Economic Development. Current highway and arterial design on the Seward/Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.”

Fairview’s geographic advantages come with a challenge: the disruption of two four-lane, high- traffic streets that form a link between the Seward and Glenn Highways; provide access to Downtown and the Port of Alaska; and carry local traffic. The leadership of Fairview and Alaska DOT&PF are to be commended for initiating the Seward-Glenn Connection PEL Study (PEL) to seek solutions to this challenge.

Most importantly, this initiative must do what decades of studies and stalled projects have failed to do: provide tangible improvements for Fairview that mitigate traffic impacts; provide a secure environment for investment in the neighborhood; accomplish these goals within a few years; and do so without moving the same challenges to other parts of our city.

To mitigate vehicle traffic impacts without moving the challenges to other parts of the city, there needs to be a place to put the regional National Highway System (NHS)/Interstate Highway System (IHS) traffic that currently uses Gambell and Ingra Streets, and 5th and 6th Avenues. The current alternatives are exploring putting that traffic onto buses, into a tunnel, or onto a bypass, or to share that load across several routes and modes. Traffic modeling shows that if the Metropolitan Transportation Plan (MTP) 2050 lane reductions are enacted without identifying an alternative that deals with regional vehicle traffic, this traffic would divert to other routes, and cause traffic congestion and neighborhood impacts to other neighborhoods and locations. Increasing vehicular trips on a roadway also increases the crash risk (i.e., interaction potential) with non-motorized users on that roadway and may reduce the Department and City’s ability to remove lanes from those facilities.

Importantly, this study does not propose to expand highway capacity or add new lanes. In fact, freeway-style connections and roadway expansions have been eliminated from further consideration. Instead, the alternatives being advanced shift regional traffic out of Fairview and onto a proposed Parkway—a lower-speed, arterial street designed with active transportation facilities, roundabouts, and a more community friendly layout. This strategy includes removing four lanes from the Ingra-Gambell couplet and replacing them with four parkway lanes, resulting in a net zero increase in lanes.

The intention is to return Ingra and Gambell Streets (and 5th and 6th Avenues) to neighborhood-serving corridors by reducing regional traffic volumes; however, simply removing lanes without providing an alternative route for tens of thousands of daily vehicle trips would likely cause congestion to spill over into nearby neighborhoods. This would shift, rather than solve, the problem.

To address this, the PEL Team is evaluating a range of approaches: re-routing traffic under Fairview (Parkway Alternative AB), around Fairview (Parkway Alternatives C and D), or reducing vehicle demand altogether (MTP+). The Parkway concept allows regional traffic to operate safely away from neighborhood streets, creating the opportunity to re-allocate space on Ingra and Gambell Streets (and 5th and 6th Avenues) for transit, walking, and biking—all without increasing

the total roadway capacity. Tunneling options were specifically included in response to community input, in order to further minimize neighborhood impacts.

Ultimately, the study seeks to balance regional and local transportation needs in a way that prioritizes Fairview's reconnection and long-term livability.

Toward these ends, CRD is supporting the MTP 2050 alternative. CRD also urges rejection of Alternative D and caution over allowing other new-build alternatives to get in the way of constructing MTP 2050.

Regarding Alternative D, the project team has finalized the *Alternatives Refinement and Initial Screening Report* and is recommending that Alternative D does not advance to Level 2 screening.

MTP 2050 is widely supported.

- MTP 2050 is the only alternative endorsed by the three community councils most affected by the project: Fairview, Rogers Park, and Airport Heights (based on community council resolutions passed based on the refined alternatives).
- In initial public feedback received by the PEL, MTP 2050 is the only alternative to receive more supportive comments than negative comments, and by a wide margin.
- MTP 2050 improvements have been supported through public engagement and agency coordination in the Metropolitan Transit Plan process.

MTP 2050 is the only alternative that can bring improvement to Fairview in the foreseeable future.

- The State of Alaska faces fiscal constraints so severe that elected officials are closing schools and contemplating new taxes. A large, new-build highway project will have to compete for its portion of state funding with many other well-supported priorities.
- MTP 2050 is estimated to cost hundreds of millions of dollars less than the new build alternatives.
- MTP 2050 improvements can be made incrementally. New-build alternatives are useless until entirely complete.
- Commitment to MTP 2050 will remove barriers to investment in Fairview. It is an ideal location for expanding Anchorage's housing stock through higher-density, mixed-use, mixed-income, and infill development.

There are no longer "large, new-build highway" alternatives. The *Alternative Refinement and Initial Screening Report* recommended that the highway alternatives not be advanced into Level 2 screening. The PEL has answered the question left unanswered by the Highway-to-Highway project. A highway connection is not needed given the vehicle traffic forecast as well as the impacts and costs. This recommendation is detailed in the *Alternatives Refinement and Initial Screening Report*.

Taking lanes off 5th Avenue without making some other improvement (i.e., transit, tunnels,

bypasses) would result in severe congestion, cause vehicle traffic to divert to other routes, and impact other neighborhoods. This would adversely affect the functionality of the NHS (which is an important element of the purpose and need statement). Moreover, it does not meet the needs identified by the Fairview community. While it may offer some safety and snow storage improvements by adding a 5-foot buffer on each side of the roadway between vehicle lanes and sidewalks, a six-lane couplet on Gambell and Ingra Streets is not consistent with Fairview's vision for a main street on Gambell Street or a walkable greenway connected street on Ingra Street. It also doesn't reduce the number of vehicle trips using the couplet and bisecting Fairview; however, traffic would likely move slower, which would be a safety benefit. Reducing tens of thousands of daily vehicle trips (of the roughly forty-thousand) is the most effective way to reconnect Fairview, which can be accomplished by removing lanes from the couplets and relocating them into a tunnel or onto a bypass parkway.

The implementation of alternatives AB and C can also be phased in as a series of smaller projects that help meet the project's purpose and need. These projects would be fundable and possess independent utility.

A six-lane couplet carrying all the NHS/IHS regional vehicle traffic as called for in MTP 2050 does little to remove the barriers to investment that have plagued the Fairview neighborhood for over five decades. Without dealing with regional traffic, the corridor will remain similar to today. A nearby example of what that might look like can be found just east of Fairview in the South Addition neighborhood, which is currently lobbying AMATS to remove lanes from the six-lane I-L Street couplet. Despite having a lower speed limit than Ingra-Gambell (30 mph vs. 35 mph), the six-lane configuration is still considered unacceptable by the community.

MTP 2050 positions Fairview to lead Anchorage's quality-of-life vision.

- The Municipality of Anchorage, Anchorage Economic Development Corporation, Visit Anchorage, Anchorage Downtown Partnership, Project Anchorage, and other institutions counter outmigration by promoting Anchorage as a place to find great quality of life.
- MTP 2050 has no impacts on Anchorage's world-class system of parks and trails.
- MTP 2050 enhances quality of life through the pedestrian-focused Hyder Street woonerf and the Fairview Greenway Connection. It permits development convenient to amenities like the Chester Creek Greenbelt and the Center for Performing Arts.

As outlined in the *Detailed Alternative Report* and *Alternatives Refinement and Initial Screening Report*, all of the alternatives were specifically designed with the intention of allowing the MTP lane reduction improvements to move forward. However, without a place for the regional NHS vehicle traffic, there is insufficient capacity on 5th Avenue for it to be reduced by one lane each direction. Note, MTP 2050 converts Gambell and Ingra Streets to a six-lane couplet. As part of the alternative refinement process, the project team held a workshop to identify the community's vision for Gambell and Ingra Streets, and the preferred option was not the six-lane couplet proposed in MTP 2050. The alternatives moving forward attempt to find a place for the regional vehicle traffic so the lane reductions, main streets, and other solutions can be realized.

While the MTP 2050 Alternative has no impacts on Anchorage's world-class system of parks and trails, it results in only minimal progress toward reconnecting the Fairview neighborhood.

As such, it should be viewed as an interim solution that provides near-term relief primarily through safety improvements for non-motorized users. It is also worth noting that Alternatives AB and C similarly have no impacts on Anchorage's world-class park and trail system.

New-build parkways are expensive, likely inadequate to address long-term traffic needs, and have technical challenges.

- All the new-build alternatives are cost prohibitive, ranging from \$393 million to \$743 million. These are contemporary cost estimates. They are likely to increase after years of permitting, litigation, and financing efforts.

The project team will be exploring ways to reduce the cost, and PEL recommendations will be phased in over time to make the plan affordable. Assuming you're referring to Alternative D when predicting litigation. This alternative has been eliminated.

The PEL recommendations will be comprehensive and shouldn't be viewed as a choice between a regional connection or the MTP alternatives. In reality, a hybrid approach implemented in phases over the next 25 years is more likely the best tactic. The Final PEL may include elements from multiple alternatives, organized into sub-area plan alternatives within the broader PEL Study Area. These sub-area plans could include a variety of projects sequenced according to screening results, constructability, and funding availability.

An implementation plan will be developed for each recommendation based on input from local partners and stakeholders. This includes a series of complete street projects, potentially a parkway-style regional connection, travel demand management and transportation system management strategies, and transit improvements currently being developed in close coordination with the MOA Public Transportation Department. As funding becomes available, each project will go through the National Environmental Policy Act (NEPA) process, which includes technical evaluation of different options, as well as public/agency engagement before decisions are made.

If Central Region doesn't obligate funding from the State's annual allocation of Federal Highway Administration (FHWA) formula funds, that money will be reallocated to another region. The State receives National Highway Performance Program (NHPP) funding annually, which can only be used for full reconstruction projects on the NHS, like the proposed parkway alternatives. This presents a unique opportunity to use those funds to reconnect Fairview and remove regional traffic from local streets, making the neighborhood safer and more economically vibrant. If we don't seize this opportunity, the funding will be used elsewhere in the state to improve a different community or neighborhood.

In addition to NHPP funding, the Infrastructure for Rebuilding America (INFRA) grant program is another promising source to help fund phased components of a parkway. INFRA grants are specifically intended for large-scale NHS projects focused on freight movement and economic impact, making this a strong candidate.

The Final PEL recommendations will identify independent, stand-alone projects, many of which are expected to qualify as Categorical Exclusions under NEPA due to the early vetting

of impacts through the PEL process.

- Both Highway-to-Highway and the current Seward-Glenn Connection PEL proposed limited-access freeway connections between the Glenn and Seward Highways. When the current study encountered strong public opposition to freeways, the proposals were refined to become slower, narrower parkways. This change raises questions that bring the conduct and goals of the study into doubt. If parkways are sufficient to meet the purposes and needs of the study, while lessening impacts, why weren't they introduced in the first place? If a parkway alternative is selected, can it be turned back into a freeway if growth and traffic conditions warrant? If such growth can't be ruled out, does it make sense to commit hundreds of millions of dollars to parkways which may become inadequate?

The evolution of alternatives from freeways to parkways reflect the complexity of long-range transportation planning. It's important to clarify that the current Planning and Environmental Linkages (PEL) Study was launched specifically to determine whether a freeway connection between the Seward and Glenn Highways should be used, and if so, where. This is not a new issue: a freeway connection has long been reflected in both the Metropolitan Transportation Plan (MTP) 2040 and the Fairview Neighborhood Plan, which is why freeway alternatives were studied in the early phases of this effort. The PEL Study would have been remiss not to evaluate and answer those long-standing questions.

The evolution in alternatives following public input and new technical data reflects how the planning process is intended to work—by encouraging public engagement, evaluating a full range of options, and refining those options in response to updated data, engineering considerations, and evolving community priorities. Members of the public, including Fairview residents and organizations across Anchorage, raised valid questions about whether a freeway was still necessary, and whether the same transportation needs could be addressed through a slower, less impactful design. Those perspectives helped shape the alternatives now under consideration.

It's also important to clarify that a fully access-controlled four-lane freeway would not necessarily be "overdesigned" for volumes of 40,000–50,000 vehicles per day. In fact, many urban freeways around the country are built to accommodate similar volumes. However, the core issue is not one of capacity, it's one of context. Freeways prioritize regional vehicle mobility and minimize delay, but they do so at the expense of local connectivity, walkability, land use flexibility, and overall livability. Based on extensive public input and alignment with adopted land use plans, those tradeoffs do not align with the community's vision for Fairview and the broader study area. The project team has heard clearly that minimizing surface impacts, supporting neighborhood reconnection, and improving nonmotorized infrastructure are higher priorities than preserving uninterrupted vehicle flow through grade-separated interchanges.

The premise that the Department is motivated to push through an overdesigned solution is inaccurate. Removing fully grade-separated interchanges and implementing at-grade parkway segments may result in higher congestion during peak periods compared to a freeway, but that is a conscious, community-supported tradeoff. A slower-speed, more connected parkway supports

multimodal transportation and community livability in a way that a freeway cannot, but the Department had to present this type of alternative for the public to provide feedback on them.

In response to the commenter's question about whether a parkway could be converted into a freeway in the future: Any roadway can be expanded or modified over time based on evolving needs. Corridor investments are typically incremental and adapt as land use, population, and community values change. Investing in a parkway today would not preclude future decisions if additional capacity or access control were ever warranted and supported by the community. In that case, the existing facility would not be torn up and rebuilt from scratch. Rather, the roadway and its accompanying multi-use pathways could be retrofitted as appropriate, subject to future engineering analysis and environmental review under NEPA. In the meantime, the parkway would provide near-term safety, mobility, and neighborhood reconnection benefits and hold long-term value as a scalable community asset.

Finally, it's important to understand that the PEL is not recommending a single "mega project." Instead, it will offer a phased and fundable set of recommendations that reflect a hybrid of strategies tailored to different parts of the corridor. These may include a combination of parkway elements, complete streets, and system management strategies that can be implemented over time. Each component will undergo its own environmental review and public engagement process. The PEL process ensures that projects align with federal funding requirements, community values, and long-term regional mobility goals by listening to the voices of the people most affected.

- Alternatives C and D require cutting into or building on top of the old Anchorage landfill north of 15th Avenue used from 1947 to 1987. Merrill Field recently conducted a program of compaction to prevent damage from subsurface voids. Leachate and methane emissions are known hazards that would require mitigation during road construction resulting in an increased expense for environmental remediation. The parking garages under the medical buildings on the Alaska Regional Hospital campus are a prime example of settling and heaving that would be expected with any construction in this area. Hazmat in the old landfill is not centralized and the area for proposed construction is unmapped, making for a logistical nightmare for staying on budget and on schedule.

The project team is aware of this issue. A detailed memorandum on this topic can be found in Appendix F of the *Environmental Setting Report* on the project website (<https://sewardglennconnection.com>). Addressing this concern would occur during the design, National Environmental Policy Act (NEPA), and construction phases of this project. The costs associated with this issue have been included in the cost estimate. Maps showing the age of different areas in the landfill show the south border being the youngest, meaning the depth of trash is shallowing there. This area corresponds with impacts from Parkway Alternative C. Poor soils and hazardous material removal is not uncommon on roadway projects and there are tried and true practices for this.

- The Alternative AB tunnel is the best long-term solution that can be expanded to accommodate more traffic without additional impacts to neighborhoods and parks.

Alternative AB (tunnel) is being advanced to the Level 2 screening and remains a potential recommendation depending upon the results of additional analysis.

Alternative D (freeway and parkway) has unacceptably high impacts and should be eliminated.

Alternative D (freeway and parkway) have not passed the Initial Alternative (Level 1) Fatal Flaw screening and will not be evaluated further. Details on screening can be found in the *Alternative Refinement and Initial Screening Report*.

- Alternative D proposes to build a highway through about one mile of parks and undeveloped, publicly-owned open space used for recreation and solitude. Putting a highway, freeway, or parkway through Anchorage's beloved and renowned Greenbelt would have devastating effects on quality of life, recreation, visual and noise environment, wildlife and wetlands, water resources, and pollution. These are not impacts that can be mitigated with little changes here and there, adding or subtracting lanes, or promising a bike corridor. There should not be a road on this alignment, period.
- The 2015 Chester Creek Watershed Plan (Municipality of Anchorage, 2015) presents goals for water quality, water quantity, and wildlife habitat (page 12). Alternative D goes directly against the first 4 goals by increasing point-source pollutants, removing natural vegetation, decreasing the width of floodplains, and decimating the wildlife corridor, greenbelt, and parks. The meandering form of Chester Creek, the bike path, and private property immediately south of the bike path leave no room for adjustment to mitigate these concerns.
- Nearly a third of a mile of viaduct would be over or partly over Chester Creek, with piles directly in the creek or riparian area and road runoff and excess snow going into the creek. Alternative D threatens habitat for salmon fry in Chester Creek with polluted runoff from the viaduct. Millions have been spent to restore salmon runs to Chester Creek.
- Almost the entire at-grade length of Alternative D would be in a Class A wetland, which is directly connected to fish habitat in the North Fork and Main Fork of Chester Creek. The wetland provides flood control and natural filtration of pollutants, including leachates from Merrill Field. Filling the wetland and converting it to an impervious surface will increase flood hazards and decrease water quality in Chester Creek. Both water quality and flood hazards are specific concerns in Chester Creek. Again, there is not room to adjust the corridor to address wetland impacts without moving the road even closer to houses. The wetland maps and watershed plan are available online; any citizen can compare them to the proposed road corridor and see that Alternative D has unacceptable impacts to Chester Creek.
- In addition, Alternative D and shared corridor with Alternative C require excavation into hazardous materials that impact Merrill Field and Regional Hospital.

Alternative D (freeway and parkway) has not passed the Initial Alternative (Level 1) Fatal Flaw screening and will not be evaluated further. The impact from hazardous materials will be evaluated further in the Level 2 screening. Additional analysis will be conducted at a later time for

any of the project recommendations prior to construction.

Alternative D is not supported by the public.

- Alternative D received the greatest amount of negative feedback in the earlier stages of the PEL. It received three times as many negative comments as support. It received more negative comments than any alternative received supportive comments. It
- received more negative comments than any eliminated alternative that proposed a trenched freeway through Fairview. Making it a parkway will not make it palatable to citizens of Anchorage.
- CRD is aware that the revised Alternative D is unanimously opposed by resolutions of the Airport Heights and Roger's Park community councils
- The Anchorage Parks & Recreation masterplan for Eastchester Park has gone through an extensive and responsive public involvement process. This plan notes that a highway through Eastchester Park would have "drastic" impacts.

Alternative D (freeway and parkway) has not passed the Initial Alternative (Level 1) Fatal Flaw screening and will not be evaluated further.

The PEL study of Alternative D and impacts to parks is inadequate

Even in this early stage, the PEL has serious flaws in its measure of impacts to parks and treatment of public comments about Alternative D. Following this summary is a more thorough documentation ("Seward-Glenn PEL Flaws in Detail") of inadequacies in the context of PEL guidelines.

- The measure of impacts to parks used by the project team produces inaccurate and unsubstantiated results. A 100- to 125-foot wide four-lane parkway, through approximately 3,000 feet of Section 4(f) parkland and another 2,000 feet of publicly owned open space, is claimed to impact only 1.42 acres. This is slightly more than a tenth of the actual footprint of the road. The area of the road through Sitka St. Park and Eastchester Park (assuming 112.5 foot width) is 12.9 acres, either buried under fill or turned to a muddy wasteland under the viaduct. Impacts of the project—the noise, pollution, and visual disturbance—extend far beyond what is under the road. These are all measurable impacts that CRD expects the project team to include in the impacted parkland study. Beyond the actual physical footprint, the project team should estimate the impacted viewshed, reach of traffic noise, vehicle exhaust and the distance that polluted snow and trash extends from a typical high-traffic street in Anchorage. If the impact of the road were only under the roadbed, Fairview would have nothing to complain about.

Screening analysis in a planning study is not done at the same level of detail as in an Environmental Assessment/Environmental Impact Statement completed under NEPA. The level of design and impact analysis completed to date in the PEL Study is appropriate to screen initial alternatives. The criteria used are those that were proposed and approved in the *Recommended Alternative Selection Criteria Memorandum*. Impacts associated with viewsheds, trash, traffic, noise, and other issues can be evaluated in the Level 2 screening, with additional detail provided during NEPA if/when project recommendations advance to that stage.

- By limiting scope to Section 4(f) parkland, the measure ignores impacts to the Merrill Field parcel immediately north of Eastchester Park (aside from the developed portion of Sitka Street Park). This area is undeveloped forest and Class A wetlands as laid out in the Chester Creek Watershed Plan.

The Merrill Field parcel is not considered a park according to the *Merrill Field Airport Master Plan*. Wetland impacts will be considered in the Level 2 screening.

- The representation of public comment in the PEL is misleading and dismissive of widespread opposition
- The study underrepresents comments in opposition to Alternative D. In its narrative, it describes Alternative D as receiving "the most comments in favor" without mentioning that it also received the most comments of concern. It diminishes negative comments by qualifying them as "perceived" or only addressing "potential" outcomes, but does not treat positive comments the same way.

The project team did not intend to be misleading and has updated the summary.

- CRD counted 63 comments opposed to Alternative D and 22 comments for Alt D. The PEL team does not explain why they dismissed one third of the negative comments when making the "public comment summary" graphic showing about 40 opposed and 20 supporting. They also do not explain how they compressed all 63 negative comments into "concerns for park impacts" in the December 10th meeting presentation while specifying "support for Alternative D."

It is possible that whether a comment was in support or against an alternative is subjective. The project team did not intend to distort the results. Because analysis in a NEPA document (in this case a pre-NEPA document) is not a voting exercise, the project team has removed attempts at quantifying whether an alternative was supported. Since all comments were appended, readers are able to make their own judgment. The comment summary has been updated.

- Incorporated with comments in the public record but not mentioned in the PEL comment summary are comments from the three Eastridge homeowners association boards adamantly opposing Alternative D, which would drive down property values, be visible to Eastridge 4 and audible to all units. Also not mentioned is a unanimously passed resolution from the Rogers Park Community Council opposed to Alternative D.

As it is a comment "summary," not all comments are provided in detail. The project team reviewed and responded to all comments and published all comments. The comments and responses are available at https://sewardglennconnection.com/documents/20241209_SG%20PEL_Public%20Meeting%20%20Summary_Final_Comments.pdf.

- It appears to CRD that widespread and adamant opposition by the neighborhoods most affected was brushed off because DOT intends to railroad the project towards

Alternative D while appearing to consider other alternatives. This is more akin to public manipulation than public involvement.

The project team has provided full transparency and published all comments.

In summary, CRD urges the Project Team to focus on MTP 2050 and eliminate Alternative D from further consideration. If the PEL needs a high-traffic corridor to study, study the tunnel.

Alternative D has been recommended to be eliminated from further consideration. Alternatives AB and C are advancing to Level 2 screening for further analysis (both of which include tunnels). While modeling is not complete, the project team has concerns about the viability of MTP 2050 as currently published. Forecasts (which are published on the project website, <https://sewardglennconnection.com>) show approximately 60,000 vehicle trips per day coming onto 5th Avenue from the Glenn Highway (currently, there are approximately 50,000 vehicle trips per day). Both current and future vehicle traffic at these levels are considerably more than a four-lane arterial can accommodate without causing severe congestion. The project team is still focusing on the MTP, and this congestion concern is the reason the project team is advancing an enhanced version of the MTP (i.e. MTP+), which includes considerable transit investment ideas for further analysis.

Thank you for this opportunity to comment.

Sincerely,
Carolyn Ramsey / Chair – CRD

Attachment to Comments on Comment Period: Refined
Alternatives Related to Seward-Glenn
Connection

Technical Evaluation of Flaws Found in the PEL study and Supporting Documents

SEWARD-GLENN PEL FLAWS IN DETAIL

The *Draft Alternatives Refinement and Initial Screening Report* (and supporting documents or public engagement materials) are components of the Seward-Glenn Connection PEL Study. Its statements, methods, and conclusions may be compared to guidance issued by the *Alaska PEL Guidebook*. This document conducts such a comparison, and cites seven occurrences where the conduct of the study falls short of the standards set by the *PEL Guidebook*. This document is limited to the study's treatment of Alternative D and assessment of its impacts to parks. Taken together, the shortcomings reveal a pattern of minimizing impacts to parklands and overstating support for Alternative D.

I. STANDARDS AND PRINCIPLES FOR A PEL STUDY

The *Alaska PEL Guidebook* describes standards for the conduct of a PEL study. These practices are important for the legitimacy of the PEL itself, and for its planning products to be incorporable in NEPA processes. They can be summarized by three principles that explicitly recur through the Guidebook: documentation; public involvement; and rationality (also expressed as logic or objectivity). Following are some of the many instances in which the *PEL Guidebook* affirms of these principles.

- In order to be incorporated into NEPA processes, “The planning product has a rational basis and is based on reliable and reasonably current data and reasonable and scientifically acceptable methodologies. [...] The planning product is documented in sufficient detail to support the decision or results of the analysis [...]” (p. 3-4)
- Alternatives may be eliminated if “the planning process included an opportunity for public review and comment [...] and] the applicable planning agency rejected the alternative after considering public comments.” (p. 4)
- A Statewide Environmental Office is expected to review with PEL products according to the following stages and criteria:
 - Alternatives Development and Screening Methodology: “Appropriate methodologies are identified. Level of detail planned for alternatives development and evaluation is appropriate. Planned screening process, including screening criteria, is rational and logical.” (p. 13)
 - Alternatives Screening Results: “Conclusions are reasonable and logical. Sufficient documentation is provided to justify eliminating or advancing alternatives.” (p. 13)

- Public involvement requirements include: “Demonstrating consideration of and response to input received. [...] Consideration means taking into account the opinions, actions, and relevant information from other parties.” (p. 25)
- Regarding the development and screening of alternatives, “A key requirement from 23 CFR 450 is that the alternatives development and evaluation process is rational and thoroughly documented, and includes public involvement.” (p. 26)
- The Guidebook is definite about the necessity of thorough documentation: “Clear and concise documentation of each step in the alternatives development and evaluation process is critical to its ultimate usefulness in the project development process. The documentation must include sufficient detail to support the decision or the results of the analysis. The documentation must make it clear that the planning products have a rational basis, are based on reasonably current data, and use reasonable and scientifically acceptable methodologies.” (p. 31)
- Regarding assumptions used in alternative evaluation or elimination: “It is critical to document assumptions made in the development of alternatives or used to evaluate alternatives.” (p. 33) While this is listed in the Guidebook as a requirement of a “final PEL Study Report,” it is to be expected that if the study requires assumptions in order to execute intermediate stages, those assumptions can be documented concurrently.

II. TESTING THE SEWARD-GLENN CONNECTION PEL STUDY AGAINST THESE STANDARDS AND PRINCIPLES

1. Level 1 screening measures for parks impacts are too crude to be responsive to public involvement or to “elevate” public concerns

The study purports to “elevate” screening for parks impacts based on the volume of public comment. “[T]he alternatives screening process was updated in November by reframing the Initial Alternatives (Level 1) Fatal Flaw Screening to address fatal flaw factors identified by members of the public and affected communities. These fatal flaw screening factors were adopted to elevate certain stakeholder concerns regarding potentially unacceptable adverse impacts of alternatives on [...] parks [...]” (p. 4)

The study has a structural problem. The public is emphatically concerned with impacts to parks, but specific impacts that are cited by the public are programed by PEL procedure to be addressed in Level 2 screening. These specific impacts are explicitly stated (*Recommended Alternative Selection Criteria Memorandum*, p. 18): “land use, impacts on pedestrians and bicyclists, air quality impacts, noise impacts, water quality impacts, wetland impacts, water body modifications and wildlife impacts, floodplain impacts, visual impacts, construction impacts, relationship of local short-term uses versus long-term

productivity, irreversible and irretrievable commitment of resources.”

The study elected not to elevate any of these specific Level 2 topics to Level 1 screening. It preserved without alteration the planned Level 1 screening measures for parks impacts: acres of Section 4(f) parks impacted, and a count of parks impacted. Consequently, the most common public concerns about park impacts—visual, noise, wildlife, pollution—are not weighed during fatal flaw screening. Parks impacts at this stage means nothing more than the square footage of parkland overlaid by a roadway alignment. Park locations, conditions, or experiences one inch outside of the alignment are not considered to be impacted. The impact of a roadway, as measurable or perceptible by Level 1 screening, would be identical to an equal area of parkland that was fenced om or that simply didn’t exist.

- Public involvement: The Level 1 screening measures for parks impacts are not responsive to public comment about specific park impacts. Public concern about parks impacts goes far beyond the abstract notion of a blank corridor equal to the area of the roadway and without specific, measurable impacts.
- Documentation: Various reports and public materials,¹ including the *Draft Alternatives Refinement and Initial Screening Report*, claim that the study is especially responsive to public concerns about parks impacts during Level 1 screening. Its choice of measures is unable to support this assertion.

Recommendations: Do not state that the study is elevating or prioritizing parks impacts commensurate with public concerns if its measures are incapable of doing so. Remove this statement from all study materials. If the study wishes to legitimately elevate or prioritize the public concerns, revise the Level 1 screening measures to make this possible.

The PEL had originally proposed to evaluate park impacts in the Level 2 screening but decided to evaluate selected park impacts (especially impacts to Section 4(f) park resources) during Initial Alternative (level 1) Fatal Flaw screening based on public concerns. Several alternatives were eliminated as a result of the Initial Alternative (Level 1) Fatal Flaw screening, including Alternative D (freeway and parkway).

A PEL is a planning study, especially at the initial screening level, and not a full-blown environmental impact statement. It is common practice to screen preliminary alternatives

¹ *Detailed Alternatives Report*: “As a result of public input, the Study team will make impacts to parks one of the first factors of Level 1, fatal flaw, screening.” Open House #5 materials: “We heard you! We reprioritized the screening criteria to reflect your input.”

based on a planning level of engineering design and an estimate of impacts like was done during the Initial Alternative (Level 1) Fatal Flaw screening. Additional engineering and impact analysis will be conducted on alternatives that move forward, either in Level 2 screening or in a subsequent National Environmental Policy Act (NEPA) project. It's important to note that even projects that move forward into NEPA do not always get built because the analysis may determine the impacts are too high. The recommendations that come out of the PEL aren't the final say and don't necessarily mean they will be built. That's determined during the NEPA process.

2. Level 1 screening measures for parks impacts are not clearly defined or applied: Number of Parks Impacted

As underpowered as they are in principle, in application the measures of parks impacts are still more flawed.

The screening measure "Number of Parks Impacted" depends on the circumstantial nature of park designations (their boundaries, names, relative sizes, and strict land-use status). Eastchester Park is 85 acres. Sitka Street Park is 8 acres. Woodside Park and Chester Creek Park are names of recreation areas within Eastchester Park, but not independent parks. The value of simply counting parks as a measure of park impacts is dubious.

Further, when comparing the alignments of Alternative D (freeway and parkway); the narrative descriptions of these routes; and the map of Section 4(f) and 6(f) resources (p. 27, figure 11), it is not evident how the tallies of "Parks Impacted" are made. Parkway Alternative D is credited with impacting five parks. The map suggests there are four: Eastchester Park, Woodside Park, Chester Creek Park, and Sitka Street Park. Freeway Alternative D (which the narrative points out has greater impacts to Woodside and Sitka Street Parks) is credited with impacting two fewer parks.

- Documentation: The method of defining and counting parks is not documented in sufficient detail to support these results, especially considering that they are counterintuitive (parkway impacting more parks than freeway).

Recommendation: Eliminate this measure of parks impacts. Or, fully document its method and assumptions to confirm its value as an informative measure.

The measure presented included both the number of parks affected and the footprint acreage of the impact. There was an error in the draft *Alternative Refinement and Initial Screening Report*. Parkway Alternative D and Freeway Alternative D each impact three parks. However, based on this comment, the number of parks impacted has been removed from the report.

3. Level 1 screening measures for parks impacts are not clearly defined or applied: Section 4(f) Park Impacts (acres)

A citizen may easily compute reasonable estimates of the parkland areas occupied by the alignments. Data to do so is given in the study: preliminary alternative or conceptual design drawings for Alternative D alignments; and the average of the stated widths for the freeway and parkway options. These estimates can be compared to the PEL's screening results:

	Computed: Area of public, undeveloped land, including Section 4(f) and "runway safety zone"	Computed: Area of Section 4(f) parkland only	Area of Section 4(f) parkland, <i>as published in PEL Level 1 screening results</i>
Parkway (112.5 feet wide)	12.91 acres	7.75 acres	1.42 acres
Freeway (175 feet wide)	20.01 acres	13.66 acres	2.25 acres

The screening results published in the study are vastly lower than the areas computed using data found elsewhere in the study. This is precisely a situation anticipated by PEL guidance to provide supporting detail and to defend analytical methods. It is surmised that the study makes a critical assumption: area underneath the viaduct is not impacted, and only the area of piers is counted. This method and the assumptions behind it are not clearly stated in the report. Further, the assumption that the area under the viaduct is not impacted is easily refuted by anyone who has stood under a viaduct. Finally, the assumption specifically contradicts explicit public concerns about conditions under a viaduct.

The metric that was proposed to be used for screening was the footprint acreage, which in this case would constitute the area associated with the bridge piers. This is how Section 4(f) "use" is commonly computed. The area under the viaduct would still be "park" and would still be useable; however, that does not mean impacts associated with that area would not occur. The Level 2 screening criteria adopted for the project has proposed to explore these other types of impacts. If this alternative moved forward into NEPA, detailed evaluation of these impacts would be analyzed. However, in this case, Alternative D is not recommended to advance to Level 2 screening.

The second way the study finds less-than-expected impacts to parks is by choosing to limit analysis to "likely Section 4(f) resources" and thus excluding the Merrill Field "runway

safety zone.” This c. 60 acre parcel is undeveloped, publicly-owned forest and wetland. It adjoins Sitka Street Park and is contiguous with identical land in Eastchester Park. While the study is technically justified in claiming that it is not a “park,” the public does not expect the study to ignore their concerns on a technicality they are unaware of (and then boast about how responsive it is to public feedback).

According to the *Merrill Field Airport Master Plan*, the area in question is not considered a park. Based on the metric proposed and adopted in the evaluation criteria memorandum, this parcel would not constitute a “park” impact and therefore park acreage was not computed. There may be other impacts associated with crossing this parcel, but they would not be considered park impacts. These additional impacts on forest and wetlands are proposed to be evaluated in the Level 2 screening. However, in this case, Alternative D is not recommended to advance to Level 2 screening.

This parcel has been managed for decades in exactly the manner described for parkland (like Eastchester Park) classified as a Natural Resource Area: “lands set aside for preservation of significant natural resources, remnant landscapes, open space and visual aesthetics or buffering... The objective with these lands is to enhance the livability and character of the community by preserving as many of its natural amenities as possible.” (*Section 4(f) and 6(f) Resource Map and Technical Memorandum*, p. 3)

- Documentation: Assumptions and methods regarding inclusion or exclusion of area under the viaduct are not documented.
- Rationality: The *Revised Recommended Alternative Selection Criteria Memorandum* states:

“The impacts of each alternative will be shown in pure numbers; no scale or thresholds will be presented. This allows for the direct comparison of impacts across all alternatives. The determination of ‘unacceptably high’ impacts will be made as a comparison of all alternatives and in review of community comments on the draft Level 1 Screening results.” (p. 4)
- If the “pure numbers” are not defensible and reasonable, the results of the screening process are illegitimate. Whether the acres impacted are 1.42 or 7.75 or 12.91 can produce quite different impressions of relative impact and can misrepresent whether impacts are unacceptably high. The *PEL Guidebook* directs that when developing evaluation criteria, they “must be chosen to identify differences in performance and impacts among alternatives developed.” (p. 27)

The numbers reported are defensible and reasonable. Computing the acreage of the footprint of Section 4(f) parkland converted to transportation use is the common way that Section 4(f) “use” is computed. The project team acknowledges that this is not the only impact to parkland, and

additional impacts on parkland will be evaluated as part of the Level 2 screening. Calculating the acreage of use also allows the project team to determine if an alternative would be acceptable under Section 4(f) requirements.

Criteria are chosen prior to developing alternatives, so it is not always possible to know which criteria will end up with meaningful differences between alternatives. In this case, there is a meaningful difference in park use, which has contributed to recommending that the Alternative D freeway and parkway not move forward to Level 2 screening.

- Public involvement: The report and public engagement materials depict an approximately mile-long alignment through parkland and undeveloped open space as impacting only 1.42 acres. This is so implausible as to be deliberately misleading. It also ignores reasonable public understanding of what constitutes parkland and conditions underneath a highway viaduct.

Computing the acreage of the footprint of parkland converted to transportation use is the common way that Section 4(f) “use” is computed. In this case, the acreage of pier footprints were computed. The area under the viaduct would not be considered a Section 4(f) use.

Recommendations: The area underneath the viaduct must be counted as impacted. The calculations of parks impacts should include the entire “runway safety zone” parcel.

The area under the viaduct would still be useable as parkland and would not constitute a Section 4(f) use. As explained above, Parkway Alternative D avoids the developed portion of Sitka Street Park. Per the *Merrill Field Airport Master Plan*, this area is not parkland, nor is the undeveloped runway protection area. In any case, Parkway Alternative D is not recommended to advance to Level 2 screening.

4. Even if the Level 1 parks-impacts screening measures are taken at face value, the report draws an unsupported conclusion.

The *Draft Alternatives Refinement and Initial Screening Report* states (p. 30):

“Preliminary Alternative D was eliminated due to park impacts, which are higher than several other alternatives. Based on the requirements of Section 4(f) to show all possible planning to minimize harm to the park, the project team was able revise the alternative alignment to produce Parkway Alternative D with fewer park impacts. Therefore, preliminary Alternative D will be eliminated from further consideration because it substantially duplicates Parkway Alternative D while having greater impacts to Section 4(f) protected parklands.”

Below are the Level 1 fatal flaw screening scores for “Section 4(f) Impacts” (p. 29)²:

	Preliminary Alternative D (freeway)		Parkway Alternative D
Number of Parks Impacted	3	<	5
Section 4(f) Park impacts (acres)	2.25	>	1.42

It is simply not demonstrated that freeway Alternative D has greater impacts to Section 4(f) parklands than parkway Alternative D.

The study has chosen to use two measures of Section 4(f) impacts. For one, “Number of Parks Impacted,” the parkway impact is 66% higher than the freeway impact. For the other measure, “Section 4(f) Park impacts (acres),” the freeway impact is 58% higher than the parkway. According to this suite of measures (flawed as they may be in application), neither alternative has decisively greater impact. The conclusion that freeway Alternative D can be eliminated because it duplicates parkway Alternative D and has higher park impacts is not supported by the evidence presented.

- Documentation: If the study relies on other criteria, measures, or methods to justify the conclusion above, they must be documented.

The PEL Study does not rely on other criteria. As the commenter points out, Freeway Alternative D has greater park acreage impacts (2.25 acres) than Parkway D (1.42 acres). The Council on Environmental Quality identifies that when one alternative largely duplicates the alignment of another but has fewer impacts, the alternative with greater impacts can be eliminated. In this case, because Freeway Alternative D has greater impacts, it was recommended to be eliminated.

Recommendation: Document what other criteria, methods, or measures were employed to come to this conclusion. Or, revise the Level 1 screening criteria to better assess and distinguish between alternatives.

Alternative D (parkway or freeway) is not recommended to advance to Level 2 screening.

² The report also shows results for Section 4(f) historic properties. However, impacts to historic properties are not cited by the report as a reason Preliminary (freeway) Alternative D was eliminated; nor are they significant in public comments about Alternative D.

5. Ranking only supportive comments is misleading

In describing public comments, the *Draft Alternatives Refinement and Initial Screening Report* states: “Alternative D received the most comments in favor, with the Metropolitan Transportation Plan (MTP) 2050, which received roughly 25% less favorable comments, in second place.” (p. 10)

While this statement is true as far as it goes, it is selective in its depiction of the range of public comment. According to the *Detailed Alternatives Report* (graph on p. 13) Alternative D got the most negative comments of all the alternatives; it got the most positive comments of all the alternatives; and negative comments outnumbered positive ones by at least two to one.

From the same data, the report could accurately describe the comments this way: “Alternative D is in first place for negative comments; it received the most comments expressing concern. It received more negative comments than any alternative received positive comments. MTP 2050 received roughly 93% less opposition.” But when comments of concern are described in the following paragraphs of the *Draft Alternatives Refinement and Initial Screening Report*, the study elects not to compare or rank alternatives.

Choosing which public comments to highlight and which to downplay, especially for the alternative that received the highest volume of comments, undermines the objectivity and reasonableness of the study.

- Documentation: Ranking of comments expressing concern is absent.
- Public Involvement: Two-thirds of the comments about Alternative D are not mentioned in the report narrative.
- Rationality: The purpose of prominently featuring this ranking in the report narrative is not explained.

Recommendation: Eliminate the ranking of alternatives by comment status. Or, treat comments of support and concern equitably and rank both classes. Make these changes in all study materials.

The project team tried to summarize large numbers of comments in a consumable fashion, which seems to have caused more concern than insight. Since the PEL/NEPA process is not a voting exercise, as suggested by the commenter, the project team has eliminated trying to rank how many comments were received for or against any alternative. Readers can review the comments and make their own judgments.

6. Illustration of bridge doesn't illustrate a viaduct

The illustration of a one-span bridge (Figure 8, Parkway Alternative D) is inadequate to give the public an idea of an approximately 3,000-foot-long viaduct.

- Documentation: Illustration does not match the proposal as documented on maps.
- Public Involvement: Illustration does not give the public a realistic idea of the structure.

Recommendation: Eliminate this illustration; find a more informative one; or restore the viaduct illustration used in earlier public engagement materials.

The illustration has been replaced.

7. The study unevenly imposes its judgement on public comments of concern regarding Alternative D.

The *Draft Alternatives Refinement and Initial Screening Report* is supported by the study's *Detailed Alternatives Report*. When summarizing and detailing comments (section 4.7, Comment Summary and Response by Alternative), the *Detailed Alternatives Report* fails to deal fairly and accurately with negative comments on Alternative D. Positive public comments are summarized without being characterized or judged by the authors of the report, whereas the accuracy or value of negative comments are questioned.

Regarding positive comments, the report states:

"Alternative D was perceived [*note: one use of "perceived"*] as having the fewest negative impacts to neighborhoods and businesses and the fewest relocations.

Commenters liked

that it would [*note: first of many assertions of factual outcomes*] reconnect and spur economic development in Fairview by removing the high levels of traffic and freight vehicles, shorten travel distances, remove highway traffic from downtown, provide a direct connection between the Glenn and Seward Highways, improve access to the U-Med District, alleviate congestion, reduce noise and air pollution in Fairview, not move freight traffic and congestion-related issues to a roadway that bisects a different residential neighborhood, and provide direct access to the port; has fewer construction impacts with its proposed land use; and offers more projects to mitigate impacts including bike, trail, and pedestrian access."³

³ This paragraph about positive comments concludes with a sentence that simply promotes Alternative D, without attribution to comments or commenters: "Construction of Alternative D would allow for future improvements to Gambell/Ingra Streets, increase trail connectivity between northeast Anchorage neighborhoods and the Chester Creek Greenbelt, and make use of undeveloped land between Merrill Field and Alaska Regional Hospital."

When turning to negative comments about Alternative D, the report undermines the credibility of the comments. It repeatedly describes the issues raised by commenters as being “perceived” or having “perceived potential.” The persistent use of these qualifying words serves to question the judgement or knowledge of the negative commenters, a treatment that is not accorded to positive commenters. The report also questions the empirical likelihood of negative outcomes; again, an approach not taken with positive comments.

Regarding negative comments, the report states:

“For Alternatives C1, C2, and D, commenters expressed specific concerns about the impacts to parks (especially Chester Creek Greenbelt, Woodside Park, and Sitka Street “Park”) and Merrill Field Airport. They were concerned about the potential loss of open space, perceived potential for impacts to wildlife habitat, potential noise and air quality impacts associated with an elevated road, perceived potential for reduction in property values in the Eastridge condominium complex (east of the Merrill Field runway safety area open space), and the perceived potential for unhoused individuals to set up camps under the overpass structures.”

Note the different treatment of two speculative outcomes. In the characterization of positive comments, the report says: “commenters liked that it would [...] spur economic development.” Neither the commenters’ judgement, nor the probability of the outcome, are questioned.

Regarding negative commenters, the report says: “they were concerned about [...] perceived potential for reduction in property values.” Maybe their perception is wrong; maybe property values will not in fact be reduced.

- Documentation: The *Detailed Alternative Report* does not accurately document comments of concern regarding Alternative D.
- Public involvement: Feedback from commenters who have a certain opinion is treated differently from other public feedback.

Recommendation: Delete the qualifying terminology (perceived, potential) in the *Detailed Alternative Report*, or apply it consistently and uniformly

The project team tried to summarize a large numbers of comments in a consumable fashion, which seems to have caused more concern than insight. The project team did not intend to suggest preference for any alternative. The summary has been revised to avoid the perception of preferences for alternatives.

Memorandum

To Whom It May Concern,

I am writing on behalf of the Eastridge 4 Condominium Association and greater Eastridge Community located along 15th Avenue between Lake Otis Parkway and Sitka Street.

We are very pleased to see some alternatives presented that preserve Sitka Street Park. As we conveyed during the previous comment period, this park is important to our community. Many neighborhood residents use this park to exercise, play with their children, host barbeques, walk their dogs, and more. We would hate to lose such a wholesome feature in our area without a comparable alternative nearby.

Thank you for your thoughtful comment and for continuing to participate in the Seward to Glenn Planning and Environmental Linkages Study. We sincerely appreciate hearing about what matters most to your community.

We understand how important Sitka Street Park is to the neighborhood—not just as a green space, but as a gathering place where families, friends, and neighbors connect. The stories you've shared about how the park is used truly underscore its value, and we want to assure you that those concerns have been heard and taken seriously.

We're pleased to share that the project team has worked hard to develop alternatives that avoid impacts on Sitka Street Park. Protecting community spaces is an important part of our planning process, and we will continue to evaluate ways to preserve or enhance neighborhood features as the study advances. Your continued feedback is essential, and we look forward to staying in close communication as the project moves forward.

We also appreciate alternatives that reduce street noise in our neighborhood. If a busy street cuts through what is now Sitka Street Park, we fear this will add significant noise outside homes that currently overlook a peaceful wooded area and a street that sees almost exclusively residential traffic. The current lack of such disturbance is why people have purchased homes and lived for so many years in our quiet neighborhood.

In addition to recognizing the importance of Sitka Street Park as a valued community space, we also understand how critical the overall sense of peace and quiet is to the surrounding neighborhood.

We've heard clearly that the existing low-traffic environment and wooded views are part of what makes this area feel like home to many long-term residents. That's why the project team is taking extra care to advance alternatives that minimize roadway impacts near homes that currently enjoy this calm setting. Reducing potential noise impacts and

maintaining neighborhood character are key factors in how alternatives are being evaluated.

Due to these concerns, we prefer Alternative AB. Our second choice would be Alternative C, and we oppose Alternative D unless significant changes can be made to avoid Sitka Street Park and the additional traffic constructing a main thoroughfare through the parkland would cause.

Your primary preference for Parkway Alternative AB and secondary preference for Parkway Alternative C have been noted. Parkway Alternative D has been screened out from further consideration due to park and other impacts.

We understand the need for improved roadways as Anchorage develops and grows, however, we also would like to preserve the greenspace and quiet neighborhood we all know and love.

Please feel free to reach out if you have any questions or would like to discuss any of our positions further.

Thank you for your time and consideration.

Best,



Elena Ball

Board President

Eastridge 4 Condominium Association

Memorandum

February 28th, 2025

Alaska Department of Transportation and Public Facilities & HDR, Inc.

582 E 36th Avenue, Suite 500

Anchorage, AK 99503

Via email: info@sewardglennmobility.com

Re: Seward to Glenn Highway Connection PEL Study Comment Period on Revised Alternatives

Dear Galen Jones and the PEL team,

Thank you for the opportunity to comment on the AMATS: Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study. Below are comments on behalf of NeighborWorks Alaska (NWAK) on the “Draft Alternative Refinement & Initial Screening Report,” “Final Detailed Alternatives Report,” and the “Revised Recommended Alternative Selection Criteria Memo.”

We would like to thank the project team for coordinating efforts over the past year with NWAK and the Fairview Community Council for the Reconnecting Fairview effort. In 2023, the U.S. Department of Transportation selected our partnership to receive a Reconnecting Community Pilot Program grant focused on revitalizing the Gambell/Ingra corridor, and for two years the project team has regularly met with our planning effort, coordinated timelines, and elevated priorities as seen in these revised alternatives.

The Seward to Glenn Connection PEL team sincerely thanks NWAK and Arup for their thoughtful and constructive comments. We are especially grateful to Lindsey for her professionalism and dedication, which have been instrumental in fostering a collaborative and productive partnership between the Alaska Department of Transportation and Public Facilities (DOT&PF) Central Region and the Reconnecting Communities Grant team. We remain committed to advancing a solution that supports the Fairview community, one we believe will bring lasting benefits to all of Anchorage and strengthen Alaska’s broader economy.

Purpose and Need

NWAK is committed to supporting the Fairview Community Council residents and businesses to revitalize the neighborhood after decades of disinvestment and major safety concerns. This is also reflected in the PEL Study’s Purpose to focus on: “accessibility, safety, and livability”; to meet “the local travel needs of residents who live, play, and work in the area”; and to “improve neighborhood connections and quality of

life.” This is also highlighted in the Need statements on improving safety and promoting social equity and economic development.

However, the PEL Study purpose and need also includes, “maintain the functionality of the National Highway System (NHS) while meeting the local travel needs of residents...” and “reduce conflicting travel functions.” The DOT&PF should clarify and elaborate on the benefits (and costs) of maintaining the functionality of the NHS. Which origin & destination trips benefit (is this only regional)? What is the benefit in travel time compared to the overall length of trips? How does this affect local origin & destination trips across all modes?

The primary roadways we’re studying are not just used to connect local destinations in the study area—they’re designated as part of the National Highway System (NHS), the Interstate Highway System (IHS), and the Strategic Highway Network. These federal designations reflect the corridor’s importance to regional mobility, national defense, and port access, and they must be considered when evaluating changes to function and capacity. The NHS provides connectivity of state and national importance, including ports, airports, and intermodal facilities. It is also intended to connect residential areas to employment centers such as Downtown, Midtown, and U-Med. The commenter is encouraged to read the [Purpose and Need Statement](#) technical memorandum for a description of NHS importance.

Note, improving travel times and reducing congestion are not included in the Study’s Purpose and Need. Currently, the NHS is functioning adequately for vehicle traffic; however, it has safety and neighborhood impacts as well as conflicts with Fairview’s plans related to developing main streets and trail connections that the PEL team is trying to resolve. The PEL team completed an [Origin-Destination Study](#) that provides many of the answers you seek. Both of these reports are available on the Study website’s Library page (<https://sewardglennconnection.com/Library.html>). Moreover, the project team is completing traffic modeling of the remaining alternatives, which will provide additional information on travel time, delay, vehicle diversion, and other issues.

Moreover, the PEL Study refers to “regional” trips as any travel outside of the narrow study area, when trips within the Anchorage Bowl should be considered “local.” From our understanding, it is standard transportation planning practice that “local” trips are those that occur within city limits or the immediate metropolitan area, as they serve the daily needs of residents. This includes travel by various modes for commuting, shopping, education, healthcare, or recreational activities. Classifying these local trips as “regional” misrepresents the mobility patterns of Anchorage residents and may overestimate travel demand for regional highway facilities, thereby underestimating the need for context-specific and multimodal solutions that address the needs of local residents. This, in turn, may result in the overallocation of resources, such as roadway

capacity, in areas where they are not needed. Additionally, the PEL Study does not make clear how the modeling processes account for various influences on vehicle-miles traveled (VMT), which should be necessary to understand what the implications of COVID-19 were on travel within the Anchorage Bowl. Other factors such as Anchorage's economic outlook should also be considered, as evaluated by the USDOT in their 30-year forecasts for national VMT.

For the PEL Study, the project team is using "local" trips to mean those that occur within a defined local area. They tend to be short trips having origins and destinations within the same geographic boundary—in this case, those that occur within the study area. Regional trips are those that are longer in distance and cross the city or are intercity.

The PEL team could add a third classification of traffic called "neighborhood" traffic specific to intra-Fairview trips, but different semantics will not change the modeling results or impact the outcomes of the PEL Study, as the trips are not "classified" as local or regional for modeling purposes. The terms are only used to try to help understand and convey the nature of the problem within the Purpose and Need statement. Roadways exist through the study area that are critical for the longer distance connectivity of the overall network. These roadways are part of the NHS and IHS. Unfortunately, these facilities are routed directly through Fairview and conflict with local trips made by residents just trying to make trips internal to the neighborhood to meet local needs. It is the conflict between the regional and local needs that the project team is trying to resolve.

As mentioned, the model does not "classify" trips as regional or local. The model uses population and employment forecasts and puts the existing and projected population growth and employment into zones to compute trip generation between zones. In that way, it does account for the future economic outlook (the model uses Alaska Department of Labor and Workforce Development [ADOL&WD] population forecasts). The PEL travel model is based on the Anchorage Metropolitan Area Transportation Solutions (AMATS) travel model used for the recent Metropolitan Transportation Plan (MTP) 2050. It has the same forecast year and demographic assumptions. Population growth is one indicator of traffic, but traffic volumes are influenced by many factors. For example, during COVID, there were fewer commute-to-work trips, but the number of trips associated with e-commerce activities increased.

While employment, retail, educational, medical, and other opportunities/destinations are increasing in the Matanuska-Susitna (Mat-Su) Valley, that region continues to grow rapidly ([*Alaska Population Projections 2023 to 2050*](#)), resulting in a net increase in vehicles commuting to Anchorage and, in particular, through the study area.

Revised Alternatives

Every revised alternative includes major priorities for Fairview, including restoring Gambell Street to a Main Street, providing a “regional trail” connection or Greenway on Hyder Street from the Chester Creek to the Ship Creek, as well as removing freight traffic from Downtown. This aligns with our Reconnecting Fairview Corridor Plan effort and demonstrates true engagement and integration of public feedback throughout the process. The decades of disinvestment along the corridor have had significant impacts on the safety and economic development along the Gambell-Ingra Corridor. Fairness and community restoration requires positive infrastructure investments, which the Hyder Street Greenway should be included as a short-term phased project to mitigate past damages and also support economic revitalization.

The PEL team greatly appreciates your acknowledgement of our integration of public feedback during this study, as shown by the inclusion of the ‘people-centric’ streetscape recommendations on Gambell, Hyder, and Ingra Streets. The project team has attempted to incorporate Fairview and Municipality of Anchorage (MOA) plans into each of the alternatives, which is why the project team has explored new connections to the Port (i.e., to get freight traffic out of Downtown and Fairview as a means of making the streets safer and more walkable). It is also why the project team has gone beyond what is in the 2050 MTP (a six-lane couplet) as that does not align with the *Fairview Neighborhood Plan* or the *Anchorage Land Use Plan*.

1. Advance the MTP 2050 and MTP+ Alternatives for long-term solutions

Community input into our Reconnecting Fairview effort has focused on finding near-term solutions that can be implemented to meet the goals of the Fairview neighborhood. We believe the MTP 2050 and MTP+ alternatives achieve the purpose and need of the study and neighborhood priorities to increase safety along the corridor, remove uncertainty and disinvestment along the corridor, provide opportunities to revitalize the corridor and the neighborhood as a whole, and will better balance community needs to preserve residences, businesses, and parks. Current best practices for transportation planning include impactful solutions at lower costs to manage, including improving active transportation facilities, increasing transit, Transportation Systems Management and Operations (TMSO), and Transportation Demand Management (TDM).

The commenter’s characterization of current best practices in transportation is accurate in many contexts, especially in areas where the area being improved (i.e., Fairview) is the destination; however, these strategies can sometimes require complementary, higher-cost solutions implemented alongside Transportation System Management (TSM), Transportation Demand Management (TDM), and non-motorized infrastructure enhancements, especially when there’s a need to preserve NHS functionality. This multi-pronged approach is reflected in the alternatives that include a regional connection between the Seward and Glenn Highways.

A relevant example is the removal of the Alaskan Way Viaduct near Seattle's waterfront. The benefits to non-motorized users and the reconnection of downtown with the waterfront only materialized because a new alternative route was built to accommodate sub-regional traffic. In that case, four to six lanes on the viaduct were replaced by a tunnel. Daily traffic volumes in the tunnel were initially around 57,000 vehicles but have since declined to approximately 35,000 per day. One could infer that the original volume created congestion in the four-lane tunnel, prompting users to shift to other routes or modes of transportation until demand balanced with the supporting surface network. While the tunnel was expensive to construct, and remains costly to operate and maintain, Seattle made this investment to improve the safety and economic vitality of its waterfront area. Anchorage stakeholders and the State of Alaska need to decide if they're also willing to make investments that reconnect Fairview, while being mindful to not push the problem into other neighborhoods.

A few more examples of community-centric, large-scale transportation infrastructure projects can be found on Arup's website:

- **Presidio Parkway (San Francisco).**
 - "Not a highway, a parkway"
 - "Replacing a dangerous, unsightly freeway"
 - "...the solution would not only meet the California Department of Transportation (Caltrans) safety regulations and support long-term traffic needs but would also result in cost savings and significantly reduce environmental impacts..."
 - "Two twin-bore tunnels were constructed using cut-and-cover techniques..."
 - "Pedestrian and bicycle links were reconnected across the National Park to reconnect the park and the waterfront..."
 - "...bustling hub of economic activity for San Francisco with offices, shops, museums, and entertainment venues."
 - "The project came with significant challenges: they would have to remove and replace the existing infrastructure, maintain commuter traffic during construction..."
 - "...delivering the project with a financial and project delivery plan that could be funded and best managed the risks of delivering such a large and complex project."
 - "This years-long, multistakeholder effort is now a case study for tackling the reconstruction of urban infrastructure for the wider benefit of the community."
 - <https://www.arup.com/en-us/projects/presidio-parkway/>
- **Galway City Ring Road**
 - "Providing safer city streets by splitting through-traffic and regular city flow..."

- “Reducing non-essential through-traffic choking the city centre was a priority...”
 - “...many drivers were rat-racing through the city to bypass gridlock on the national road network.”
 - “...key to delivering an integrated sustainable transport network”
 - “This integrated approach aims to enhance efficiency and resilience across all modes of transport within Galway’s network.”
 - “...future proof this part of the national road network, re-routing traffic away from the city centre and providing extra capacity to the regional network.”
 - “...free up road space for more active and sustainable transport modes and improve journey time reliability for pedestrians, cyclists and public transport users.”
 - “...designed to enhance connectivity between regions, remove bottlenecks that hamper the smooth functioning of the EU’s internal market and promote a sustainable, multi-modal mobility network for passengers”
 - “...includes a bridge, a viaduct and two tunnels with lengths over 200m, as well as link roads, side roads, junctions and associated structures...”
 - <https://www.arup.com/en-us/projects/n6-galway-city-ring-road/>
- **Antwerp Ring Road**
 - “...paving the way for a greener, safer and connected city...”
 - “This ambitious urban renewal project includes comprehensive studies to explore road, tunnel, and landscape design options...”
 - “...collaborating with key stakeholders to develop three design variants:
 1. Separated, differentiates between through traffic and local traffic
 2. Hybrid, separates through and local traffic at key locations
 3. Mixed, mixes through and local traffic across adjacent tunnel sections.
 - “These balance the needs of through traffic and local communities and incorporate advanced tunnel safety, efficient traffic management, and landscape integration to address the growing challenges of urban mobility.”
 - <https://www.arup.com/en-us/projects/antwerp-ring-road/>

The PEL team appreciates NWAK’s support for the 2050 MTP and MTP+ alternatives, which reflect important long-term goals such as reducing vehicle lanes, implementing Complete Streets, and restoring Gambell and Ingra Streets as two-way, multimodal corridors. These strategies are central to improving livability and neighborhood connectivity and are consistent with the PEL Study’s core objective: reconnecting Fairview; however, traffic modeling shows that achieving these transformations without a regional connection would require removing tens of thousands of daily vehicle trips from the existing roadway network—up to 27,000 daily trips from 5th Avenue alone. Without a viable alternative route, this reduction is not feasible through transit, TDM, or

TSM strategies alone in the near term. For context that's over double the current daily People Mover ridership in the entire Anchorage Bowl.

Regarding the 2050 MTP and MTP+ alternatives ability to achieve neighborhood priorities and satisfy the study's Purpose and Need, the 2050 MTP proposes to reduce lanes on Gambell and Ingra Streets by one lane in each direction. Based on the feedback from Fairview residents, MOA, and other area stakeholders at the workshop held by the PEL team last year, the PEL team concluded that the 2050 MTP does not meet the local area vision for a main street on Gambell Street or a supportive street on Ingra Street (as is called for in the *Anchorage Land Use Plan*). It is for these reasons that the project team advanced an enhanced MTP option (or MTP+) to try to allow the removal of additional lanes on Gambell and Ingra Streets while also maintaining the functionality of the NHS without building a regional connection.

Importantly, this study does not propose to expand highway capacity or add new lanes. Instead, the alternatives being advanced shift regional traffic out of Fairview and onto a proposed Parkway—a lower-speed, arterial street designed with active transportation facilities, roundabouts, and a more community-friendly layout. This strategy includes removing four lanes from the Ingra-Gambell couplet and replacing them with four parkway lanes, resulting in a net zero increase in lanes.

The MTP 2050 alternative includes fifteen projects within the study area, including route improvements for freight, but the Reconnecting Fairview Corridor Plan project team may identify additional project needs to improve upon this alternative for the long-term. Ideally, there would be a path forward from implementing this alternative, and the further lane reductions, TMSO, and TDM in the MTP+ alternative. For the vision for Fairview, reducing the number of lanes on Gambell and Ingra Streets is the priority to move forward first along with the Hyder Street Greenway, with the potential for future 5th and 6th Avenues lane reductions. We know there will need to be discussions on how to address the impacts the number of vehicles would continue to have through the Fairview neighborhood with this approach in the short-term, but we believe it can still achieve the purpose and need of the study and move neighborhood priorities forward.

In the 2050 MTP as adopted, 5th and 6th Avenues as well as Gambell and Ingra Streets would remain the primary freight connections to the Seward and Glenn Highways from the Port of Alaska. Relying on Gambell and Ingra Streets, and 5th and 6th Avenues as the major freight routes would continue the conflicts those routes create in the neighborhood. The 2050 MTP is in alignment with a near-term vision of Fairview, (i.e., an interim six-lane Ingra-Gambell couplet and a Hyder Greenway); however, it is not in line with the Gambell Main Street and Ingra Complete Street vision. The PEL team will be recommending a four-lane 5th Avenue along Merrill Field with the Parkway Alternatives due to its safety benefits and functionality as a gateway to Anchorage from

the Glenn Highway with slower speeds, reduced vehicle lanes, increased landscaping, and enhanced non-motorized user facilities, if the NHS functionality can be maintained.

At this step in the process, only the MTP 2050 and MTP+ alternatives have had some of the challenges associated with these approaches shared with the public, making it seem like the parkway alternatives do not contain their own challenges or are the preferred options. Each alternative should have the challenges listed, rather than singling out a few options.

Every alternative has its own set of challenges and opportunities; however, alternatives lacking a regional connection face unique challenges due to the potential for increased congestion on 5th Avenue, 6th Avenue, Ingra Street, and Gambell Street when lanes are removed, which can result in traffic diverting into adjacent neighborhoods. The project team presented information on these alternatives to prompt consideration of what would be required to implement them, such as eliminating approximately 27,000 daily vehicle trips (about 50%) from 5th Avenue. This was not intended to imply a preference.

While the specific challenges associated with the Parkway alternatives weren't listed on their individual presentation slides, their potential impacts—for example, environmental, social, business and residential relocations, and costs—were included on the Round 1 Screening Results Matrix poster. The project team has also shared the parkway alternatives with multiple stakeholders (see the outreach chronology on the project's sewardglennconnection.com website). The challenges are reported in the project team's outreach summaries and include concerns with parks, noise, airport property, landfill, right-of-way, neighborhood impacts, and others.

Going forward, the project team will be more mindful of this concern and will present information about the alternatives more equitably, in a manner that can't be interpreted as favoring or degrading any particular option.

Moreover, the MTP+ Sensitivity Test does not include the full scenario including the TMSO and TDM strategies, such as for transit. It is not clear if or how the expansion of public transit could address the “spillover” purported in this scenario. Instead, the “spillover” is presented as a justification for much larger projects, rather than the opportunities for transit to provide a real alternative to driving along these corridors.

The Study team strongly supports strategies that reduce demand and enhance transit, and agrees they should be pursued; however, transparency about their capabilities and limitations is equally important to ensure future investments achieve the intended safety, livability, and equity outcomes for Fairview and the broader community.

The sensitivity tests show that there is a problem with 2050 MTP lane reductions on 5th and 6th Avenues unless additional improvements are made (either a parkway or

transit/TSM/ TDM improvements). The sensitivity modeling shows that as Gambell and Ingra Streets are further reduced into main streets (with two lanes removed and converted to two-way traffic), the traffic conditions would exacerbate the spillover and by how much. No transit, TDM, TSM, nor parkway improvements were included in those model runs to see if those improvements can absorb the traffic “spillover.” That is coming in the next round of analysis.

It should also be noted that even if the surrounding transportation network could accommodate all of the “spillover” traffic (also referred to as “diversion” or “cut-through” traffic), that doesn’t necessarily mean it should. Forcing regional or sub-regional traffic to navigate a patchwork of local streets—stopping at numerous signals and making multiple left and right turns—runs counter to established best practices for roadway functional class hierarchy. This approach places drivers with regional or higher-mobility travel expectations onto lower-functional-class roadways, where they may be more prone to speeding and aggressive behavior—conditions that are especially ill-suited to collector streets aiming to improve non-motorized safety.

This concern is not hypothetical. Neighborhoods such as Fairview and Rogers Park invested heavily in traffic-calming measures during the mid-2000s, prior to the expansion of 5th Avenue along Merrill Field from four to six lanes in 2008. At the time, 5th Avenue carried similar traffic volumes to today and was severely congested, leading to a surge in diverting cut-through traffic as drivers sought alternate routes between the dense commercial area of Downtown, Midtown, and the Glenn Highway.

The success of the MTP+ alternative will depend on the community’s willingness to fund a considerably higher transit operating budget and potentially to tolerate the impacts of increased vehicular traffic on adjacent streets in the broader network as drivers seek to avoid increased congestion on 5th Avenue, 6th Avenue, Ingra Street, and Gambell Street, as demonstrated by the preliminary traffic modeling conducted by the PEL Team. As stated above, this will be revisited when modeling results are available that include the transit, TDM, and TSMO strategies.

While the PEL Report will encourage and recommend strategies to reduce daily vehicle trips within the study area, preliminary transit ridership estimates, and vehicle trip modeling indicate these measures alone yield only limited results. Therefore, the team must also explore potential regional connections to fully address the PEL’s Purpose and Need.

That’s not to say those strategies shouldn’t be pursued—they absolutely should; however, the PEL Team aimed to be transparent about the challenges of relying solely on those methods alone to achieve the meaningful near-term traffic reductions needed to improve safety and livability in the community.

The community may also need to consider whether some of the lane reductions currently recommended by the MOA/DOT&PF Vision Zero Task Force (e.g., A Street, Benson Boulevard, Bragaw Street) should be re-evaluated, given that these streets may need to carry higher traffic volumes than anticipated. This is based on preliminary traffic modeling for alternatives that include lane reductions on 5th and 6th Avenues and main street configurations on Ingra and Gambell Streets.

2. Remove Highway Alternatives

We agree with the recommendation to remove the “highway” alternatives (four- or six lane sized options for A, AB1, AB2, C1, C2, and D), recognizing that a controlled-access freeway through a densely developed part of the Anchorage Bowl is unacceptable to the community.

Your comment has been noted.

3. Alternative Selection

The Seward to Glenn PEL Study should recommend a range of options for the NEPA process and future design efforts, rather than selecting one alternative after the next phase of screening. This study should not repeat the errors of the past by selecting one alignment and precluding others.

The major error of the past occurred when the previous environmental impact statement effort was canceled without formally selecting an alternative by finalizing NEPA. This is what caused uncertainty and what the neighborhood feels led to disinvestment in Fairview along the Ingra-Gambell couplet. More than 10 years later, the Fairview Community Council lobbied for and got this PEL Study funded to answer the question, “is a connection needed between the Seward and Glenn Highways and, if so, where would it go?” This was the primary question the PEL study was charged with answering, per the “Seward Highway/Glenn Highway Connection” design project in the AMATS 2040 MTP, which is the same planning document that included the “Seward Highway/Glenn Highway Connection PEL” and that led to the PEL study funding being allocated in the 2019–2022 Transportation Improvement Plan (TIP). That question has now been answered by the PEL team—a highway connection is not recommended.

The final recommendations may consist of multiple improvements serving as a sub-area plan within the PEL study area. As a recommended sub-area plan, the PEL would include a series of projects sequenced based on screening results, constructability, and available funding. We envision that recommendations will include complete streets (e.g., lane reductions, non-motorized improvements), a greenway connection between the Chester Creek and Ship Creek Trails via Hyder Street, transit and intersection upgrades, travel demand management strategies, and potentially a new regional connection between the Seward and Glenn Highways. An implementation plan will be

developed, informed by input from local partners and stakeholders. It's important to note that the AMATS Policy Committee will ultimately determine what recommendations to move forward into the MTP, then on to NEPA and design.

4. Port Options

Recommendations should prioritize port connection alternatives within the industrial Ship Creek area, rather than through Downtown; however additional analysis and outreach needs to be done to determine if these connections will solve the freight concerns without disrupting neighborhoods. We hope to further understand what mitigation measures are being considered to alleviate freight concerns and to engage these stakeholders.

One of the primary functions of the NHS is to provide efficient access between major ports and the highway network. The project team has had meetings with the Freight Advisory Committee and members of the freight community. One challenge they raised is that they believe connecting through the Ship Creek area routes trips well to the Glenn Highway and is good for northbound trips; however, for southbound trips, they indicate they would continue to use the A/C Street viaduct and the 5th/6th couplet to and from the Seward Highway. This poses an issue for MOA's plans to enhance walkability and commercial viability within this area that traverses the 5th Avenue Mall and Anchorage Museum, among other important commercial and cultural destinations. Finding a better way to move freight to the Seward Highway while alleviating neighborhood impacts has been a challenge (hence the idea of a tunnel under Fairview). Nonetheless, the PEL team remains committed to finding solutions that balance these interests while reducing freight-related impacts on the community.

The community and DOT&PF also need to consider the age and condition of the A/C Street viaduct, which is already undergoing annual inspections—double the frequency of a typical bridge inspection schedule. All inspections have determined the bridge to be in a safe condition. Additionally, the Alaska Trucking Association has noted that this route is not ideal from their perspective due to tight turning geometries at intersections and, in general, higher pedestrian usage. During the recent Freight Workshop, they indicated support for a potential Ingra-Gambell extension viaduct to better connect the Port of Alaska to the Seward Highway, though this alternative poses trade-offs related to increased freight traffic through Fairview.

The PEL team is evaluating these complex and sometimes conflicting needs. If a viable alternative is not identified, the No Action alternative (i.e., continuing to rely on the A/C Street viaduct) would remain in place. Long-term planning for the replacement of the A/C Street viaduct would occur through the MTP, TIP, and Alaska Statewide Transportation Improvement Program processes, which prioritize and fund bridge

replacement projects based on condition, safety, and regional significance. The Final PEL Report will include recommendations related to the freight network.

Additional Questions on Findings to Date

Screening Criteria Findings

Per the Revised Recommended Alternative Selection Criteria Memo, the Revised Level 1 Fatal Flaw Screening Criteria should include the Rough Order Magnitude Cost of the projects, as was included in the recommended criteria in January of 2023, to evaluate the “no highway connection” and “parkway” alternatives. We recommend including information about the long-term maintenance costs relating to the alternatives. The parkway alternatives may carry higher maintenance costs, in addition to higher construction costs. As it stands, our city struggles to meet the needs of our existing transportation network’s maintenance and operations.

Level 1 screening did not include cost information because the project team wanted input from the public and other stakeholders on the alternatives before developing the cost information. Construction and maintenance costs will be evaluated as part of the Level 2 screening.

Furthermore, our team has additional questions regarding the assumptions underlying the Level 1 Fatal Flaw Screening results (presented in Table 1 of the Alternatives Refinement and Initial Screening Report). For instance, the residential and commercial impacts appear to be informed only by public outreach comments, rather than a quantified assessment of the number of parcels. A map showcasing the number of relocations assumed to be resulting from each alternative would be helpful. Additionally, potential residential and commercial displacement concerns as a result of the alternatives presented should be explicitly acknowledged (as were shared as concerns in the Public Outreach Summary) and be quantified in the proposed Level 2 Screening Criteria with accompanied mitigation measures.

The online open house summarized the results qualitatively, and Table 1 of the *Alternatives Refinement and Initial Screening Report* provides information about the number of parcels and housing units potentially impacted. The estimates were based on a Geographic Information System analysis of each alternative’s footprint and the MOA tax assessor data. The right-of-way and relocation concerns were explicitly acknowledged. It was these concerns that led to the revisions to the order in which the screening criteria were applied. Additional information about potential residential and commercial relocations will be provided in the Level 2 screening. The team will consider publishing a right-of-way impacts map.

Growth Assumptions

We understand that in 2024, the Alaska Department of Labor and Workforce Development updated their population forecasts for 2050 to show a lower population growth rate for the region – of 0.03% annually through 2050 – than what is currently assumed in the PEL study (~1%). How will the travel demand model be updated to account for these changes in population forecasts for the region? Given this uncertainty related to population growth, capital project funding, telecommuting, climate impacts, etc., would the DOT consider implementing an alternative framework for improving decision making under uncertainty? This could include the Travel Model Improvement Program Exploratory Modeling and Analysis Tool (TMIP-EMAT) developed for the FHWA. Other state agencies such as Oregon DOT currently incorporate EMAT tooling in their capital projects planning.

The project team realizes that the ADOL&WD lowered their population estimates in 2024. The PEL Study updated the model once and will not be updating the travel model again. Such an update is not in the budget, and the change in the forecast is small enough that it does not warrant the time and expense to try to update the model at this time. Also, it is important to note that this project is not about trying to address a congestion issue based on an anticipated large increase in traffic. Currently, and for the past number of decades, there has been a problem with regional travel conflicting with local travel, which creates safety issues and impacts on—and physically divides—the Fairview neighborhood. The parkway alternatives being advanced do not add capacity. Instead, they shift regional traffic out of Fairview and onto a proposed Parkway—a lower-speed, arterial street designed with active transportation facilities, roundabouts, and a more community-friendly layout. This strategy includes removing four lanes from the Ingra-Gambell couplet and replacing them with four parkway lanes, resulting in a **net zero increase in lanes**.

Modeling policy is developed through the AMATS Technical Advisory and Policy Committees, not through individual projects or studies. These suggested modeling changes should be raised when AMATS updates the regional model in advance of the next MTP update.

Traffic Volume Assumptions

As in our previous comments on the System Performance Memo, we continue to question the future growth scenario for projected traffic volumes. The memo shows stagnation or declines in traffic volumes over the last decade but still projects 10-26% increases in the “medium” growth scenario. This future growth is unrealistic and does not justify new roadways. Relatedly, we also understand that when the Purpose and Need Statement was published in 2023, it excluded 2020 traffic counts from consideration (shown in Table 1 of the report). Now that it is 5 years after the onset of the COVID-19 pandemic, can any 2023 or 2024 data (at least on an annualized basis)

be made available to understand the relative change compared to the 2010-2019 data shown?

The trendline analysis cited in the comment is not directly being used to forecast traffic. It was only used to provide an independent check on the AMATS model. DOT&PF commissioned this check because of concerns that the AMATS model previously overestimated traffic. Both forecasts resulted in similar estimates, thus confirming that the AMATS model is not overestimating growth. To forecast traffic, the project is using the 2050 AMATS model (refined to calibrate better with Seward/Glenn Highway traffic), because that is the official, adopted forecast tool for Anchorage.

Traffic Modeling Questions

Our team would like to conduct a peer review of the travel demand model that was used to estimate the changes in traffic that occur with the MTP scenario. In addition to the March 2023 report from RSG that documented updates to AMATS's 2013 travel model, could DOT provide all other travel demand model files and associated databases, development reports and validation reports, and any technical memos developed to inform evaluation of alternatives to date?

The PEL team is in the process of supplying the model files.

We would also like to understand whether the MTP changes for the Ingra/Gambell corridor have been modeled in isolation. Specifically, we hope to understand how traffic reassignment would look if other uncommitted lane reductions do not occur.

The model was first run exactly as coded for the 2050 MTP plan with every project included (i.e., not in isolation). Sensitivity model runs have been conducted to identify what might occur as lanes are removed from Gambell and Ingra Streets and converted to two-way with speed limit reductions (i.e., Gambell main street) with all other improvements held constant. Subsequently, another test was performed with the two-way Gambell main street and Ingra complete street (two-way, three-lane), but without any lane reductions on 5th and 6th Avenues from the 2050 MTP. Differences in vehicle diversion patterns and volumes occur when comparing each model run. All projects in the MTP were assumed to be committed. The project team is not aware of any uncommitted lane reductions.

Additionally, are there plans to develop a microsimulation traffic model of the corridor? Vehicle / capacity ratios seem to be a high-level measure that do not capture the complexity of the sources of vehicle delay at intersections, signal timing, etc. We do not feel that analysis of the theoretical capacity based on number of lanes justifies screening a community-preferred alternative at this stage in the PEL process.

- No community preferred alternatives have been eliminated. The highway connection down Hyder Street, which is in the adopted *Fairview Neighborhood Plan*, was the community-preferred alternative, is not recommended, and is no longer in the 2050 MTP. However, that is likely not the alternative you are referencing.
- The 2050 MTP alternative has not been eliminated. The PEL cannot change the 2050 MTP alternative. That is the adopted plan, and only AMATS can change it. If no recommended changes from the PEL Study are adopted into the MTP, then the 2050 MTP plan will continue to be the governing plan.
- The MTP+ alternative has not been eliminated. It has been recommended to move forward for further analysis.
- As a planning study, and because of the large subarea, a microsimulation of the magnitude need is beyond the budget and is not being conducted.

Key Takeaways on the Revised Alternatives

The alternatives design and analysis should seriously analyze the path forward with MTP 2050 in the short-term to the MTP+ alternative with TMSO and TDM for the long-term. The parkway alternatives assume the need for a new arterial through the heart of Anchorage. The major impacts of these alternatives are not currently provided to the public but are needed to better understand the options, including the impacts on properties during and after construction, losses in property tax revenue, costs of construction and maintenance, and more. We understand this will happen in the next screening phase but find it difficult to reality-check these current alternatives that might lead to decades of further uncertainty and disinvestment along the alternatives' parkway routes.

NeighborWorks Alaska is committed to creating safer, connected, and vibrant Fairview and Downtown neighborhoods and Anchorage as a whole. Please let us know if you have further questions or clarifications about these comments.

Sincerely,

Jim MacKenzie

Executive Director

NeighborWorks Alaska

2515 A Street

Anchorage, AK 99503

Stable Housing Thriving Families Strong Communities

1) A Parkway component is not supported by the data provided.

First, the Parkway component does not appear to address the Purpose and Need of the project. As currently presented, the data does not establish a causal link between the Parkway component and a reduction in either congestion or fatal crashes. The report appears to more credibly show areas of design deficiency in the existing network rather than establish the need for a new segment within the network. For instance, if the answer to safety is the inclusion of roundabouts, as shown in the Parkway C/D alternatives, then why would roundabouts not be a logical choice with the existing road network? Even if volumes are too high for roundabouts, the point stands that showing that one road is dangerous does not justify a new road more than it shows the existing road is designed dangerously.

The project is not trying to address congestion. The project's purpose and need identifies that the National Highway System (NHS) traffic mixed with local traffic (including pedestrians and bicycles) is the problem. This mix has safety implications, but the NHS traffic through the residential neighborhood also has community impacts. The project is also trying to make the adopted plans (which include main streets, regional trail connections, and greenway streets) possible. The project team is trying to solve all of these challenges at the same time and have NHS travel function acceptably. Keeping the 50,000 to 60,000 vehicles per day traveling through Fairview does not relieve the neighborhood of this traffic burden or allow them to develop the neighborhood-serving streets they want to create.

Additionally, it is important to point out that of the seven crash hotspots (Figure 1, Draft Crash Map), four are located in areas that are more effectively addressed by the MTP alternative and would not benefit from a Parkway component. These four areas (A-D) make up 60 percent of all "KA" crashes and they would be addressed at a far more cost-effective rate than the Parkway component, if indeed the Parkway component were effective at addressing crashes instead of merely transferring the risk to a new roadway and/or increasing crashes on the existing network by relieving congestion and enabling higher speeds. To that point, it is also difficult to reconcile the assertion that a road is both congested and dangerous. Congestion leads to slower speeds, which typically reduce fatalities. Therefore, if a road segment is experiencing both congestion and fatalities, then it would stand to reason that fatalities are a result of high speeds during non-congested periods. This is therefore a design issue allowing for higher speeds and not necessarily indicative of the need for additional roads.

Note, the 2050 Metropolitan Transportation Plan (MTP) does not do much to change the character of Gambell or Ingra Street. It simply removes one lane from each street to create a six-lane couplet. Speeds would remain the same, and all regional NHS traffic would continue through Fairview. Note, there is not an existing congestion problem. The

purpose and need does not “assert” that the connecting arterial streets are congested. The alternatives include reducing speeds as well as redesigning Gambell and Ingra Streets, so the speeds there would be reduced through new design and revised speed limits.

Looking at the Origin-Destination (O/D) Report to address the congestion aspect, the assertion that traffic originating in Northeast would benefit from a Parkway component is unconvincing. The Northeast Origin data shows it makes up 52.8% of all trips westbound through the 5th Avenue Link. However, destination areas that no reasonable motorist would use the Parkway to reach (Airport, Downtown, Govt Hill, MatSu, Northeast, Northwest, Ship Creek Ind, Glenn Eastbound, and Parks Northbound) make up 58.5% of all trips out of Northeast. If we then further assume 50 percent of Northeast origin trips use C Street or Minnesota to reach Midtown and Southwest, that number goes up to 70.8% of all trips. If nearly $\frac{3}{4}$ of the traffic from the largest origin area would not benefit from a Parkway component, it seriously calls into question the justification of such a component, particularly given the unavoidable and/or unmitigable impacts to the environment and environmental justice communities and the cost range of the various Parkway components. Nor can justification be found in traffic from Chugiak-Eagle River/MatSu, which contributed only approximately 3,000 vehicles per day to Midtown and Southwest via 5th Avenue (Table 15, O/D Report). Looking at reverse flows coming through the Seward Highway Link northbound to NE is similarly unconvincing.

The project team is not trying to address a congestion issue.

Looking at the O/D report for trips originating from the northeastern area in the AM (Table 8), only approximately 23 percent are heading to or from destinations that are north of a line along Chester Creek (Chugiak-Eagle River, Downtown, Government Hill, Joint Base Elmendorf-Richardson, Matanuska-Susitna Borough, Northeast, and Ship Creek). These trips would not find a diagonal bypass useful. The other 77 percent of the trips are heading to or from destinations that are south of this line, and these trips would find a diagonal bypass useful. Some trips would continue to use A and C Streets or I and L Streets, but the diagonal bypass has no stoplights, and it is the hypotenuse of the right triangle (i.e., it is shorter). Of note, while the O/D report provides useful information, its primary use was to update and calibrate the traffic model. The only way to accurately predict future travel volumes is through the model, which considers delays due to traffic signals and traffic. Traffic modeling results for the alternatives that are advancing into Level 2 screening will be coming in a future report.

Even if the traffic that would move through a Parkway component would benefit, there is no indication as to whether this benefit would be significant enough to justify the component. There is also no indication that grid effects or induced demand were considered and whether these would be significant, beneficial, or harmful. In summary,

the data presented does not justify a Parkway component being carried forward for further consideration.

Traffic analysis is planned for the Level 2 screening.

2) The Parkway alternatives presented and retained all present unacceptable and unmitigable impacts to environmental resources and environmental justice communities.

The proposed Parkways violate environmental justice principles by principally and adversely affecting minority populations (Reference Figure 4, A Basic Description of the Environmental Setting). Per Figure 4, the areas to be most adversely impacted by Parkways C and D have minority populations of 92.1% (east Parkway terminus), 70.4% (along Merrill Field), 50.6% (west of Merrill Field), and 63.6% (just west of Sitka Street Park). Parkway AB impacts many of the same areas and impacts these areas more heavily. For the Parkway Alternative that impacts the fewest residences (D), the Parkway directly impacts the park facilities that these residents use. Evidence shows elevated roadways have significant adverse impacts to the environments around them and this bridge would have many unmitigable impacts including noise, increased particulate matter, and other impacts that directly and adversely impact human health and the environment. Many cities are removing elevated viaducts through the Reconnecting Communities Program due to their community, environmental, and human health impacts (such as increased incidences of asthma). It is illogical that we would be proposing one, particularly when Fairview, which is part of the study area, is part of the Reconnecting Communities Program. Parkway Alternative D also has significant impacts to an “A” graded (highest value) wetland per 2.10.2/Figure 18 of A Basic Description of the Environmental Setting. This wetland is one of the largest wetland areas in the study area and by far the largest “A” graded wetland. In summary, these impacts are such that all Parkway components should be eliminated from consideration.

Parkway Alternative AB avoids environmental justice neighborhoods by going under Fairview. Parkway Alternative C is routed next to the airport and avoids south Fairview with a tunnel. Parkway Alternative D avoids environmental justice communities but has been eliminated due to park impacts.

3) Parkway Alternatives are not consistent with the Anchorage 2040 Land Use Plan.

Parkway Alternative D cites use of the Northway Mall site for right-of-way acquisition as a benefit. However, that area is identified in the Land Use Plan as a future Town Center featuring mixed-use development, dense housing, and access to public transit. That is the antithesis of an interchange. Additionally, 15th Avenue is designated as a “Transit

Supportive Corridor”, which means it is targeted for higher densities when the Land Use Plan is fully implemented. This means a new Parkway could be constructed only to see increased congestion as the area builds out to targeted densities under the Land Use Plan, negating any benefits claimed in the current analysis.

Parkway D has been eliminated from further evaluation due to park and other impacts.

The alternatives would continue to use 15th Avenue as a “Transit-Supportive Development Corridor.” In Parkway Alternative C, the segment through south Fairview is a tunnel under and along the existing 15th Avenue. As a parkway, the travel speeds would be lower, and sidewalks and transit stops can be safely accommodated. The PEL’s travel model is based on the Anchorage Metropolitan Area Transportation Solutions (AMATS) travel model and assumes the *2040 Land Use Plan* is being implemented. During the AMATS travel model development, the land use and population assumptions were coordinated with the Municipality of Anchorage Planning Department.

4) Parkway Alternative D violates the agency’s own standard on impacts to Section 4(f) Resources and should be eliminated from consideration.

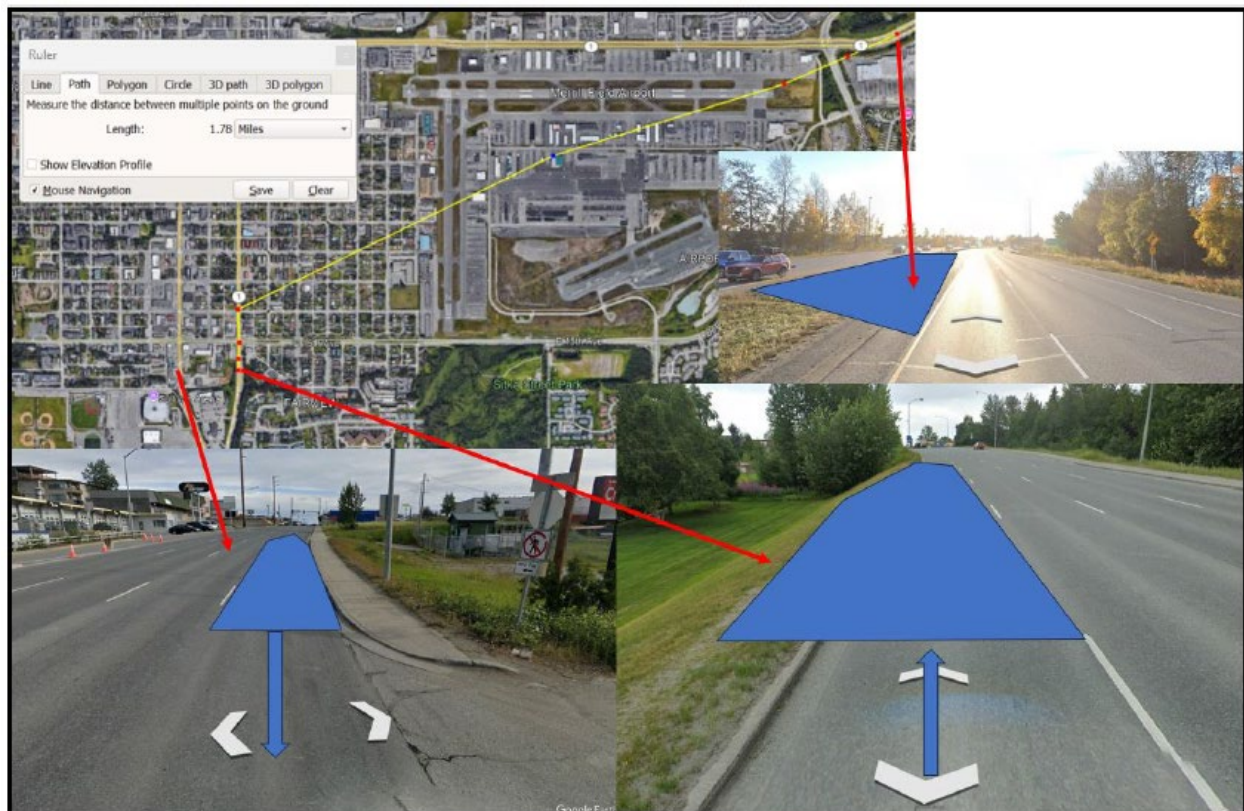
There are other alternatives, including those proposed (MTP) and reconfigurations of a Parkway component (presented below in Comment 5) that would avoid Section 4(f) Resources impacts. It is additionally curious that Table 1 of the Alternative Refinement and Screening Report shows only 1.42 acres of impacts given the alternative’s alignment. This indicates that DOT&PF is assuming that the bridged area has zero impacts to Section 4(f) Resources, which, if true, would be highly in error. Elevating a bridge over a park does not negate all impacts.

Parkway Alternative D has been screened out from further consideration due to park and other impacts.

5) If a Parkway component is required as part of this project, then Alternative C should be reconfigured to retain the existing Seward Highway Tunnel Portal in a slightly different configuration, but relocate the current 15th Avenue Tunnel Portal to the Glenn Highway just east of Mountain View Drive.

While comments 1 through 4 above make the case that the analysis has not shown a purpose or need, much less justification, for a Parkway, this comment seeks to improve the Parkway in such a way that it may be acceptable, even if it would still not be meaningfully beneficial from either a congestion or safety standpoint. The picture below (for illustrative purposes only, not to scale) shows a concept that would avoid significant adverse impacts to environmental justice communities, would avoid environmental, community, and human health impacts associated with a bridge impacting wetlands and parks, and would be fully compatible with the MTP alternative that converts Gambell

and Ingra to fewer lanes. It would have a one-lane northbound tunnel portal on Ingra and a one-lane southbound tunnel portal on Gambell on the hill roughly at Sullivan Arena and another tunnel portal in the existing median of the Glenn Highway just east of Mountain View Drive. This would turn the proposed Parkway component into a true bypass. Given the costs associated with mob/demob of tunnel boring equipment, the additional length of tunnel over that for Parkway Alternative C should be acceptable. There would also be cost savings from avoided real estate acquisitions, resident and business relocations, and reconfiguring of 15th/Debarr. In short, if a Parkway component is absolutely necessary, it should be in this form. It may require some driveway reconfigurations in between Gambell and Ingra near the tunnel portal, but these impacts are de minimis compared to those presented by current Parkway component configurations and are acceptable.



The tunnels described are approximately 1.8 miles long, which is approximately 80 percent longer than the tunnel being examined in Parkway AB, which already has a very high price tag. This longer tunnel would divert traffic from areas that are commercial or industrial, not residential. The regional traffic mix in commercial and industrial areas is not the problem. This idea would build a considerably longer tunnel that avoids areas where there is not a traffic conflict (e.g., along 5th Avenue, in the Ship Creek Valley) at a considerably higher price tag. Also note that one lane in each direction is not anticipated to provide sufficient capacity.

6) It is unclear whether AKDOT&PF meaningfully consulted with Federally-recognized Tribes on whose traditional lands this project would be constructed and therefore it is unclear whether AKDOT&PF followed required Tribal policies and laws.

Appendix E (Cultural Resources Map and Technical Memorandum) of A Basic Description of the Environmental Setting begins Anchorage's history at the time of Captain Cook, ignoring the people who have been here for thousands of years. Additionally, while the Communication Plan identifies relevant Tribal entities and establishes an Agency and Tribal Committee, there is no indication that any coordination, much less meaningful consultation, has been done with the identified Tribes, including a lack of mention in Section 4 of the Detailed Alternatives Analysis. This failure to meaningfully consult early in the process is in direct conflict with multiple laws, policies, and executive orders perhaps including but not limited to:

- Alaska DOT&PF Tribal Consultation Policy (01.03.010)
- DOT Order 5301.1
- Executive Orders 12898, 13007, 13175, and 14112
- Presidential Memorandum on Tribal Consultation and Strengthening Nation-to-Nation Relationships, January 26, 2021
- Presidential Memorandum on Uniform Standards for Tribal Coordination, November 30, 2022
- National Historic Preservation Act
- National Environmental Policy Act

The project Agencies and Tribes Committee engages Tribes and local, state, and federal agencies and organizations in the PEL Study process and gathers their input on the corridor needs and potential solutions. The Native Village of Eklutna, Knik Tribal Council, Eklutna Inc., and Knikatu Inc. are represented on that committee. The PEL is a planning study and will not lead directly to a construction project. Instead, it will recommend future projects to be implemented. Additional coordination with Tribes and other stakeholders would occur during the development of those projects.

7) As currently presented, there is no compelling argument for Port of Alaska access improvements.

There is no data to support the Port of Alaska increments either from a traffic congestion or safety perspective. Though it makes intuitive sense that separating large freight truck traffic from regular traffic could have significant benefits, there is no data presented that supports the investments proposed. These should be supported by analyses showing

VMT decreases for freight carriers and regular vehicles, decreases in emissions, and reductions in freight carrier vs. regular vehicle and/or pedestrian/cyclist crashes. There should also be an analysis on real estate acquisitions and residents/businesses forcibly relocated in association with these increments. Analysis is lacking to either support these improvements or to rule them out. In short, these improvements have not been properly considered, but they should have been and should be going forward. The largest Port of Alaska increment is close to \$100 million. That would seem to warrant significant analysis to justify such an investment.

The purpose of this project is not to address a congestion concern. Currently, the heavy, regional traffic (including freight traffic) is routed through Fairview on an eight-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional and local travel needs as well as reduce the effects that the routing has had on Fairview. Part of these efforts is to identify ways port traffic can reach the Glenn and Seward Highways without using Ingra and Gambell Streets or continuing to traverse Downtown streets. Both of these areas are planned to have more walkable streets to promote redevelopment. The PEL is still under development. Additional information about impacts will be developed as part of the Level 2 screening.

8) The MTP Alternative does not have a cost, making it difficult for the public to compare it to other alternatives.

Given that the MTP Alternative has not been given a cost (outside those associated with the Port of Alaska) even at this point in the study, while there have been costs assigned to multiple iterations of Port of Alaska access, Parkway, and/or Freeway, including those with disparate features such as bridges, tunnels, and depressed roadways, among other things such as interchanges, it does not appear that this alternative is being taken seriously, which is concerning given that there is strong community support for such an alternative. This deprives the public of the opportunity to make an informed decision as to the fiscal rationality of a Parkway alternative compared with the MTP alternative. As currently presented, it appears as if this is an alternative being proposed solely so it can be eliminated for a preferred freeway/parkway alternative with MTP elements included. This is detrimental to the public's trust of DOT&PF as a neutral arbiter of information and this oversight should be immediately rectified. Given the items in MTP are associated with various plans, they should each have a cost range associated with them. If this information is available in different documents than the ones presented, then a summary should be made available. It should not be on the individual member of the general public to track down the cost of each item in a myriad of plans simply to make an informed judgement about the validity of the MTP Alternative when cost information about Parkway/Freeway alternatives is so readily provided.

The 2050 MTP alternative is the adopted transportation plan for the AMATS area. The 2050 MTP is a fiscally constrained plan. Cost information for the 2050 MTP projects is available in the MTP, available on AMATS's website.

Cost estimates for the alternatives that survive the Level 1 (Fatal Flaw) screening will be developed as part of the Level 2 screening.

9) Cap and Stitch should be mandatory for all depressed roadways.

Depressed roadways have significant adverse impacts to communities and human health. Any depressed roadways constructed as part of this project should include cap and stitch features to the greatest degree practicable. Current connections are inadequate and present unacceptable impacts. Additionally, all cap and stitch should include active transportation connections and opportunities for development on caps similar to that proposed for the Austin, Texas I-35 caps.

No depressed roadways without covers are proposed. Bored tunnels were incorporated into the alternatives instead of cap-and-stitch (also known as a cut-and-cover) tunnels to reduce impacts on the community. A cut-and-cover tunnel requires the displacement of the surface residents and businesses during construction. These adverse impacts are reduced through the use of bored tunnels.

10) The Purpose and Need is not well supported by data on population and traffic.

Figure 9 of the Demand Analysis shows positive growth in all areas of Anchorage and MatSu, but this is contradicted by Figure 10. Additionally, Table 1, Purpose and Need shows a decline in Traffic counts. Because of this, additional capacity (Regional Travel Function) is not required, and improvements should focus on other needs (Local Travel Functions, mostly addressed by the MTP Alternative, supported by Figures 11, 14, and 15, Purpose and Need). Given the decrease in traffic counts and the fact that projections flat line at 2045, accelerated growth would need to occur between now (2024) and 2045 to meet these projections. Given that Anchorage may be experiencing a long-term population decline (Anchorage Daily News, 4 December, 2024, "Anchorage could be facing its first long-term decline in population and resulting economic slowdown") these projections seem to overstate not just existing demand, but future demand.

The travel forecast was based on the most recently available Department of Labor population and employment forecasts, and is consistent with the population and employment forecast and distribution in the recently adopted MTP. Of note, the project does not show the need to add new capacity. The problems the project aims to address are happening now, with existing travel levels. Currently, the heavy, regional traffic is routed through Fairview on an eight-lane couplet, which causes safety issues and neighborhood impacts. The project is trying to balance the regional and local travel

needs as well as reduce the effects that the routing has had on Fairview. There is a purpose and need report on the project website (<https://sewardglennconnection.com>) with more details.

11) Proper sources should be cited.

Page 3-4 of the Alternative Refinement and Screening Report cites FHWA and CEQ guidance for “reasonableness”, but the link is to an AASHTO document. While helpful, AASHTO is not a government entity and does not promulgate or enforce policies or laws. The original source material from FHWA and CEQ should be provided so the public can verify validity and accuracy.

The American Association of State Highway and Transportation Officials (AASHTO) reference was used because it provides a summary of the Federal Highway Administration and Council on Environmental Quality guidance. The AASHTO report provides references to its source material.

12) Drawings are lacking information.

Drawings in Appendix A of the Alternative Refinement and Screening Report lack labels and other information that could be useful to the public.

The drawings in the body of the report contain labeling. The reader is encouraged to review the graphics in the main report.

13) Screening Criteria and Decision Points are arbitrary.

Table 1, Alternative Refinement and Screening Report does not explain the ranges for where various criteria go from green (ostensibly acceptable) to orange (marginal) to red (unacceptable). Therefore, there is a lack of transparency in what DOT&PF considers acceptable and why. For instance, in the criteria “Number of non-residential parcels impacted” Freeway Alternative C2 with six lanes impacting 42 parcels is green, whereas Parkway Alternative D, impacting 44 parcels is orange. In “Section 4(f) Park Impacts (acres)”, Freeway Alternative B-4 with six lanes (1.04) is green, but Freeway Alternative AB2 with 4 lanes (1.17) is orange. This should be remedied.

As the table note identifies, the shading is meant only to help draw the reader’s attention to data trends in a complex data table. There are not hard and fast, set thresholds. DOT&PF is making its recommendations on the overall preponderance of data and input from the public, agencies, Tribes, and others. The recommendations are summarized in the paragraphs following the table.

Appendix B. Conceptual Design Drawings

