



February 24, 2024

To the Seward-Glenn Connection PEL project team,

Thank you for the opportunity to comment on the Draft Alternative Refinement and Screening Report. We appreciate that the project has taken community feedback on board and refined 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.
- 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 viaduct, 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 greenbelt 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