

PUBLIC COMMENTS

1. I live in south Anchorage and this is not a NIMBY, but a WHY IN THEIR BACKYARD? South Addition is an asset to Anchorage—historically, economically, aesthetically. Let it change as it will under its current regulation and restrictions. This proposed density will only serve the same economic winners as it does today. Or does the plan include rent subsidies or rent controls. It will damage the area, make parking worse, and not solve the real need for affordable housing. AFFORDABLE FOR WHOM? Use your powers of government, and expertise to solve our Municipality's need for affordable housing for those low wage workers who cannot afford safe and amenable housing now. And at the same time incentivize builders and investors to create multiple units in some of the rundown, blighted areas east and northeast of South addition where public transportation will be vital, and improvements to our community enhanced rather than diminished in an existing well kept neighborhood which will still demand high rents.

Sharon Clawson

2. Removing Eagle River Rd from the 23-26 TIP would be removing both a road project and a nonmotorized pathway. We ask that a smaller pathway (1 mile vs 5 miles as programmed) be kept in the TIP 23-26 as is currently programmed.

Project description from the 2040 MTP Non-Motorized Project #418 "Eagle River Road [Pathway] Rehabilitation and Extension - Old Glenn Highway to Mile Hi Ave:"

"Rehabilitate the Eagle River Road Pathway from the Old Glenn Highway to just east of Hillcrest Lane. Include pathway sweeps at driveways. Extend the Eagle River Road Pathway from just east of Hillcrest Lane to Mile Hi Ave. Project would consider adjacent land use. Purpose: Preservation of Existing Facility and Air Quality"

2018 Cost Estimate \$3,000,000

*This non-motorized project has already started. The 1.5 miles of path from the Old Glenn to Eagle River Loop Road was repaved in 2023 with capital funding from the legislature. The one mile extension from Eagle River Loop Road to Mile Hi Ave. was combined with 2040 MTP Road Project #202 and is currently programmed in the TIP 23-26 as a part of "Eagle River Rd Rehabilitation MP 0 to MP 5.3"

This combined project is proposed to be removed from current TIP by amendment #2.

** We ask that a smaller project consisting of one mile of new separated pathway along Eagle River Rd from Eagle River Loop Road to Mile Hi Rd be NOT REMOVED from the TIP 23-26, but rather moved from the Complete Streets combined project to a separate Active Transportation Project to be paid with savings from the Active Transportation projects proposed to be canceled in Amendment 2. This new pathway will not only provide safer access to Ravenwood Elementary School, but will serve all the neighborhood upriver from the Eagle River Loop Rd.

Furthermore, if this project is removed from the, TIP please ensure that both the Eagle River Rd Complete Streets and the separate Eagle River Rd Pathway Active Transportation project be included in the MTP 2050.

Thank You,
Will Taygan

3. I ask the the committee reconsider last month's amendment by Assemblymember Cross to the motion to approve the MTP from last month.



TECHNICAL ADVISORY COMMITTEE

Thursday, December 13, 2018

2:30-4:30p

Main Conference Room

4700 Elmore Road, Anchorage, AK 99507

There seems to have been some confusion with the estimate for the 1.5 miles of Glenn Hwy Pathway from Paradis Ln to Thunderbird Falls near Mirror Lake Park and Middle School.

As stated in the draft minutes, the overall estimate for the 8-mile(?) project is \$21 million. Assemblymember Cross proposed an amendment to reduce the scope of the proposed project and only add 1.5 of pathway. Staff had estimated \$10 million for an adjacent project, which included a grade-separated crossing of the Glenn Hwy, this project was confused with what Assemblymember Cross' proposel. Futher in the minutes staff speculated that a \$10 million project could become a \$18 million project.

To clarify, Assemblymember Cross' amendement would not include a grade-separated crossing, and a reasonable estimate for 1.5 miles of pathway along a wooded section of highway is most likely not \$18 million, but might be closer to \$3 million.

Out of approximately 100 nonmotorized projects proposed in the MTP 2050, Chugiak-Eagle River has only a single project, which is the extension to the Glenn Hwy pathway that is already in the 23-26 TIP.

We ask that the policy committee reconsider and approve Assemblymember Cross' amendment. This project would be funded by removing Anchorage Bowl projects that scored lowest. We ask that area-wide projects not be removed to fund this Chugiak-Eagle River project.

Thank You,
Will Taygan