

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

No.	Category	Subcategory	Comment	Comment Response
1	Amenities	<i>Bike Rack</i>	Consider more secure bicycle parking options, such as bike lockers or enclosed racks, in addition to standard bike racks, to address community safety concerns. Consider working with Sportworks for the bike racks, with potential for newer, more secure bike parking or lockers	The project team has been working with project partners on a pilot for installing bike lockers.
2	Amenities	<i>Cameras</i>	Include cameras for monitoring illegal parking	The current plan does not include a webcam. An electrical connection would be approximately 2000' and cost nearly half the proposed \$1.5 million for the budget.
3	Amenities	<i>Fee station</i>	Include a fee station.	Currently, there is funding in the bond to pay for yearly maintenance at this time; no fee station is proposed.
4	Amenities	<i>Gate</i>	The gate is unnecessary and dangerous given late-night trail users. It will limit trail access. Please do not install a gate.	A gate will be installed for management purposes. The management of the gate has not been decided.
5	Amenities	<i>Gate</i>	Include a gate for the parking lot, even if it is not closed nightly	A gate will be installed for management purposes. The management of the gate has not been decided.
6	Amenities	<i>Gate</i>	A gate should only be included if emergency access is possible	The project team has consulted with APD and AFD, and emergency access would not be restricted if a gate were installed.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

7	Amenities	<i>Kiosk</i>	Support for the trail information kiosk	The current plan includes a trail information kiosk.
8	Amenities	<i>Lighting</i>	Include night sky or motion-activated lighting for improved safety and reduced crime, and year-round use. Any lighting should be low-facing to preserve the dark skies. Consider solar power if needed.	The current plan does not include lighting. An electrical connection would be approximately 2000' and cost nearly half the proposed \$1.5 million for the budget.
9	Amenities	<i>Lighting</i>	Do not include lighting as it will impact the property owners nearby and increase light pollution.	The current plan does not include lighting. An electrical connection would be approximately 2000' and cost nearly half the proposed \$1.5 million for the budget.
10	Amenities	<i>Restroom</i>	Do not include a restroom, as that will increase safety issues, wildlife concerns, and maintenance needs	The project team will consider this.
11	Amenities	<i>Restroom</i>	Include two restrooms, as one will not be adequate for future use	The current plan proposes one restroom, which is consistent with a parking area of this size.
12	Amenities	<i>Restroom</i>	Support for the restroom, as sanitation access is a matter of basic dignity and is particularly important for families, older adults, and visitors traveling longer distances. Well-designed and maintained restroom facilities are a standard amenity at major trailheads and contribute to a more welcoming and functional public space.	The current plan proposes one restroom.
13	Amenities	<i>Trash</i>	Increased parking capacity will lead to more trash. Bear-resistant garbage containers or a dumpster are needed to allow volunteers to help Municipal employees keep areas clean and lower the risk of bears.	A trash receptacle is proposed and would be bear-proof.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

14	Amenities	<i>Cell Tower</i>	A cell tower should be added for improved cell service, communication, and safety needs.	The inclusion of a cell tower is outside the scope of this project.
15	Cost & Funding	<i>Cost Overrun</i>	Is a cost overrun anticipated if Concept A is selected?	Yes, if Concept A were selected, it would cause a cost overrun. This design would require a large excavation, and the material would have to be hauled off-site, increasing the costs of the project.
16	Cost & Funding	<i>Cost Savings</i>	How would the excess/savings from the \$1.5 million budget be redirected if Concept B were to be implemented? Recommend reallocating the cost savings to another recreation project.	If there are cost savings from the project, PM&E would decide what it would be used on.
17	Cost & Funding	<i>Fee Station</i>	The fee station should pay for the parking lot and road maintenance.	Currently, the bond includes funding for annual maintenance; no fee station is proposed.
18	Cost & Funding	<i>Fee Station</i>	If municipal taxpayers are paying for the construction of the parking lot and ten years of maintenance with the bond, it is not reasonable to have a fee station for State Parks.	Currently, the bond includes funding for annual maintenance; no fee station is proposed.
19	Cost & Funding	<i>Maintenance Concerns</i>	The long driveway for Concept B will lead to increased maintenance costs over time	The length of the driveway allows for a better design, balancing the cut and fill of the project. All factors are being considered regarding the design and maintenance of the facility.
20	Cost & Funding	<i>Maintenance Concerns</i>	An increased parking lot will lead to increased construction and maintenance costs.	All factors are being considered regarding the design and maintenance of the facility.
21	Cost & Funding	<i>Road Maintenance</i>	Are any budget increases planned to address increased costs to the Basher LRSA or State Parks caused by increased road and trail traffic?	Not at this time.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

22	Crime & Safety	<i>Safety Concerns</i>	Increased use will lead to increases in potential fire, dumping, and crime.	Thank you for your comment.
23	Crime & Safety	<i>Safety Concerns</i>	Concept B should not be considered due to safety risks and poor visibility from the long driveway and snow storage location. The long driveway limiting road visibility will also lead to increased crime.	Concept B would have better visibility than concept A, as it would be about level with the roadway. Concept A would be built into the hillside, therefore having less visibility from the road. Snow storage solutions are being reconsidered for Concept B to increase visibility from the roadway.
24	Crime & Safety	<i>Safety Concerns</i>	The design chosen for the parking lot should be the one that ensures safety for the park users and the nearby residents of the Basher/Stuckagain neighborhood.	The design team is considering all safety factors in the design of the trailhead.
25	Crime & Safety	<i>Safety Concerns</i>	Consider having Anchorage Parks and Recreation solicit a summer VIP host for the Basher parking area to improve safety and manage gate operations.	The design team has considered this option; however, the lack of power and water makes this unfeasible.
26	Design & Layout	<i>ADA Spaces</i>	The number of ADA parking spots seems disproportionate to use, given the steepness of the terrain the trail serves, and should be decreased. Are the number of ADA accessible spots required by law in an area with no ADA accessible trails?	The design of the parking area must follow Title 21 design requirements.
27	Design & Layout	<i>Concept B</i>	Would Concept B be cheaper if the driveway connected to the north end of the parking lot?	The proposed driveway location provides optimal sight distance in either direction for the safety of entering and exiting the parking area. Moving the driveway to the north would reduce the sight distance in either direction.
28	Design & Layout	<i>Concept B</i>	What are the grades for the parking lot and driveway for Concept B?	2-3%.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

29	Design & Layout	<i>Concept B</i>	What is the total paved area for each concept?	The parking lot is now 45 spaces. Paved area ~2200 SY.
30	Design & Layout	<i>Concept B</i>	Can Concept B be modified so that the snow storage area is located to the left of the driveway or at the far end of the driveway, rather than between the parking lot and Campbell Airstrip Road?	Snow storage solutions are being reconsidered for Concept B to increase visibility from the roadway.
31	Design & Layout	<i>Concept B</i>	Concept B is considerably more constructible due to the reduced amount of earthwork required in the steep terrain at this site	Correct, Concept B balances the cut and fill of the site to reduce the amount of off-hauling of material excavated, therefore reducing the costs.
32	Design & Layout	<i>Concept B</i>	Preference for Concept B due to 5% grade trail connection	The reduced grade of the trail is preferred.
33	Crime & Safety	<i>Design Suggestion</i>	Consider raising the parking lot to the level of the road with fill to improve visibility and safety	Concept B raises the parking area level with the roadway for improved visibility.
34	Design & Layout	<i>Design Suggestion</i>	A separate entrance and exit could improve road access	A separate entrance and exit is not recommended as the road profile does not allow for two locations with good sight distance. The driveway location was chosen for optimal sight distance in either direction for improved safety when entering and exiting.
35	Design & Layout	<i>Design Suggestion</i>	Keep the existing parking lot and put a gravel 30-spot parking lot at the bottom of the hill.	The design team is evaluating alternative locations for additional future parking areas.
36	Design & Layout	<i>Design Suggestion</i>	Add topography and cut and fill lines to the design concepts	This will be shown at the 65% Design level.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

37	Design & Layout	<i>Design Suggestion</i>	Include a non-parking spot where the trail connection joins the parking lot.	This will be shown in the 65% Design.
38	Design & Layout	<i>Design Suggestion</i>	Concern about the area surrounded by higher elevations, which may lead to standing water in the parking spaces during breakup and the rainy season	The design team is taking into consideration drainage and grading of the parking area to reduce standing water during breakup. Drainage will be collected via ditches and routed away from the site.
39	Design & Layout	<i>Design Suggestion</i>	Ensure proper grading and drainage with culverts to allow all meltwater to run down the hill and not onto the road.	Ditches and culvert included in the plan to control runoff. Maintenance of the culvert will be important. See 65% grading plan.
40	Design & Layout	<i>Design Suggestion</i>	Both concept designs address concerns regarding traffic safety and road sightlines.	Both Concept A & B show the same driveway location, which is the optimal location for sight distance when entering and exiting the roadway.
41	Design & Layout	<i>Design Suggestion</i>	Support for the proposed size of the parking lot due to the expected park and trailhead increase with a new lot.	The Chugach State Park access plan recommends a parking lot size large, which is 40+ spaces. The parking area should be "enlarged to the largest size that is reasonably feasible".
42	Design & Layout	<i>Design Suggestion</i>	The trail crossing Basher Road is dangerous and should be rerouted. Instead, relocate a pedestrian and bicycle trail crossing near the new parking lot, instead of the existing one.	The project team is evaluating how to properly address the trail crossing location.
43	Design & Layout	<i>Design Suggestion</i>	Concepts A and B are the same option, with a different layout. Why aren't there additional alternatives that present meaningful differences with distinct pros and cons?	The project team presented the two most viable options for parking layout concepts.
44	Design & Layout	<i>Design Suggestion</i>	Has the Fire Department been consulted on this design plan?	Yes, the project team is working with the Anchorage Fire Department and the Wildfire Division regarding the design.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

45	Design & Layout	<i>Design Suggestion</i>	Ensure that berms along the road allow for visibility into the lots both in summer and winter.	The project team understands that visibility of the parking area is important for safety.
46	Design & Layout	<i>Design Suggestion</i>	Place boulders or other barriers around the parking lot to prevent vehicles from driving off the roadway.	The project team will take this into consideration.
47	Design & Layout	<i>Design Suggestion</i>	Ensure that the entrance/exit of the new lot is at the same level as the Campbell Airstrip Road to allow for improved visibility with snow berms.	The driveway will be at the same level as the roadway for improved entrance/exit, and snow storage locations are being considered for improved visibility and safety.
48	Design & Layout	<i>Design Suggestion</i>	The trail connecting the new lot to existing trails and through the existing trail should be gravel	The trail connection from the parking area to the existing trail network is being proposed as a class 4 gravel trail.
49	Design & Layout	<i>Design Suggestion</i>	Preference to square off the west side of the parking lot, like the east side. Would it be possible to remove the west landscape island to create a simpler plowing surface?	Per Title 21, landscaping areas are required; however, the design team is evaluating ways to improve the design to simplify plowing efforts.
50	Design & Layout	<i>Design Suggestion</i>	Add paving on the east side of the bike rack, so it's in line with the kiosk, and center the bike racks within to make extra space	The design team will consider this.
51	Design & Layout	<i>Design Suggestion</i>	Include space in the parking lot for a shuttle drop-off	The design team will consider this.
52	Design & Layout	<i>Design Suggestion</i>	Ensure that the parking lot's internal circulation prioritizes pedestrian safety.	The design team will consider this.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

53	Design & Layout	<i>Design Suggestion</i>	Incorporate clearly marked pedestrian pathways, traffic-calming measures, and strategies to minimize vehicle speeds within the parking lot to ensure safety for all users.	The design team will consider this.
54	Design & Layout	<i>Design Suggestion</i>	The cell phone data for the current parking lot may overcount actual trail use and parking demand, which could warrant a smaller parking lot.	The design team will consider this.
55	Design & Layout	<i>Lot Oversized</i>	The proposed parking lot size is too large. The current parking lot is rarely used in the winter, and 60 or even 30 spaces are unnecessary.	The design team will consider this.
56	Design & Layout	<i>Lot Oversized</i>	What was the basis for selecting 60 parking spaces?	The Chugach State Park access plan recommends a parking lot size large, which is 40+ spaces. The parking area should be "enlarged to the largest size that is reasonably feasible".
57	Design & Layout	<i>Lot Oversized</i>	Reduce parking lot size to 30 spaces.	The design team will consider this.
58	Design & Layout	<i>Lot Oversized</i>	The parking lot should be smaller, with no more than 40 spaces.	The design team will consider this.
59	Design & Layout	<i>Lot Oversized</i>	Considering Anchorage's population projections and survey responses indicating fewer than 20 vehicles at peak times, it is unclear what data support the need for 60 parking spaces.	The Basher Drive Trailhead serves as a primary access point to an extensive trail system with limited walk-in access and is anticipated to experience high peak demand. Multiple methods were used to estimate parking needs, including analysis of the 2020 census population within a 3-mile service area and comparisons to similar facilities, which suggest a demand for approximately 80 to 100 spaces. However, given that this is one of several access

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

				points, a more conservative estimate of 45 spaces is proposed to appropriately right-size parking for the site.
60	Design & Layout	<i>Lot Oversized</i>	Support a smaller parking lot, given Anchorage’s flat and aging population, the continued draw of better-developed nearby trailheads, and the unlikely increase in use sufficient to justify a 60-space lot.	The Basher Drive Trailhead serves as a primary access point to an extensive trail system with limited walk-in access and is anticipated to experience high peak demand. Multiple methods were used to estimate parking needs, including analysis of the 2020 census population within a 3-mile service area and comparisons to similar facilities, which suggest a demand for approximately 80 to 100 spaces. However, given that this is one of several access points, a more conservative estimate of 45 spaces is proposed to appropriately right-size parking for the site.
61	Design & Layout	<i>Trail Connections</i>	Future plans should look to put a trail from the North or South Bivouac trailhead to the Basher Trailhead. Include planning for a separated, paved, multi-use trail from South Bivouac that could tie into the Basher parking lot	The Recreational Trails Plan recommends a Campbell Airstrip Road Fire Break Trail. A trail connection to the North and South Bivouac Trailheads is not a part of this project scope.
62	Design & Layout	<i>Trail Connections</i>	Concept B will create winter biking shortcuts under the powerline, and a bypass south of the parking lot should be considered.	This comment will be shared with MOA Parks and Recreation. Creating winter bike routes is not a part of the project scope.
63	Design & Layout	<i>Trail Connections</i>	Does providing ADA parking also include designing ADA-compliant sections of trail to ensure meaningful access?	The trail connecting the parking area to the existing trail will be designed as a Trail Class 4 per the Alaska State Park Trails Management Handbook Table 3.1 - Hiker / Pedestrian Terra Trail Design Parameters and Table 3.3 - Bicycle Terra Trail Design Parameters.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

64	Design & Layout	<i>Trailhead Improvements</i>	This location should be reconsidered and instead expand the North and South Bivouac Trailheads parking lots. These parking lots have clearer sight-lines, better trail accessibility, and fewer geographic/topographic constraints than the Basher Trailhead Parking Lot.	The intention of the Chugach Access Service Area (CASA) is to provide improvements for access to Chugach State Park. Expanding the North and South Bivouac Trailheads is not a part of this scope.
65	Environmental Impact	<i>Design Suggestion</i>	What is the total area of disturbance for each concept?	Redesigned 45 space disturbed area = ~1.8 Ac Original 60 Space disturbed area = ~2 Ac
66	Environmental Impact	<i>Drainage Concerns</i>	Concern with potential runoff to the road. Once water is diverted away from the parking lot, what impact will it have on Campbell Airstrip Road?	None. Ditches and culvert included in the plan to control runoff. Maintenance of the culvert will be important. See 65% grading plan.
67	Environmental Impact	<i>Reduce tree clearing</i>	Minimize tree clearing around the south, north, and east ends of the lots.	The project team is evaluating designs to reduce the amount of impact on the landscape, including tree clearing.
68	Environmental Impact	<i>Revegetation</i>	The reclaimed old parking lot and areas around the new lot should be revegetated and reseeded. Avoid using non-native seed/seedling. Small trees to be cut down as part of the project should be moved to disturbed areas and watered for a few years with park bond maintenance funds to ensure survival.	The project team is currently planning to reclaim the existing parking areas with cleared and grubbed material from the project site.
69	Environmental Impact	<i>Trail Impacts</i>	Expanding parking without a comparable investment in the trail will lead to increased trail degradation due to higher use	The Chugach Park Fund has trail improvements along the Lost Cabin Trail scheduled for summer 2026.
70	Environmental Impact	<i>Wildlife Impacts</i>	Did project designers consult with the AK Dept of Fish & Game regarding the Basher Trailhead Parking lot being located within a wildlife corridor between Chugach State Park and Far North Bicentennial Park?	The project team did not previously consult with ADFG, but we will include them in the 65% plan distribution.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

71	General Comment	<i>Management</i>	The bond proposal includes \$75,000 for annual operating costs above the municipal tax cap, presumably to cover additional snow removal and garbage services to be provided by the Municipality. Does this indicate that a decision has been made for the Municipality, rather than the State of Alaska, to manage and maintain the new parking area?	Management of the parking area is being worked on by the departments.
72	General Comment	<i>Project Partners</i>	Look to partner with a trails organization, such as Alaska Trails, to complete trail work that ensures the best use of public funds.	Project partners are an important part of this project and will be considered.
73	General Comment	<i>Public Engagement</i>	The public process has been disingenuous and does not reflect the scale of the project.	The project team has clearly outlined the public process for this project. Including stakeholder meetings, attendance at Basher Community Council meetings, a project webpage, a stakeholder mailing list with up-to-date information, and a community survey.
74	General Comment	<i>Public Engagement</i>	All public comments should be posted on the project website.	This comment response summary will be posted to the project webpage.
75	General Support	<i>Project Support</i>	This is a great project to improve access to Chugach State Park from the east side of town.	The Basher Trailhead is the closest trailhead access into Chugach State Park for east Anchorage residents.
76	General Support	<i>Project Support</i>	The municipality is making an effort to improve access to the Chugach; the completed lot will be a great asset to the Anchorage community.	Thank you for your comment.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

77	General Support	<i>Project Support</i>	Appreciation that the Basher Trailhead Parking lot expansion is being considered on Municipal land under the guise of CASA. It will be a valuable asset for East Anchorage folks to access Chugach State Park and a positive step for our community. Thank you for your efforts in this design phase.	Thank you for your comment.
78	General Support	<i>Public Engagement</i>	The stakeholder meetings, community council presentations, and email communications have been well-organized, concise, and informative	Thank you for your comment.
79	Maintenance	<i>MOA should Maintain</i>	Maintenance should be handled by the municipality, as they already manage the North and South Bivouac parking areas and the BLM parking area. The MOA is better equipped and more responsive for dumping.	Management of the parking area is being worked on by the departments.
80	Maintenance	<i>Trail Maintenance</i>	Who would maintain the trail connection from the parking lot to the existing trail?	Maintenance of the trailhead and trail connecting to the existing Chugach State Park trail is still being discussed.
81	Safety & Crime	<i>Security</i>	The project does not address safety and crime. Concern about building a large, dark, unmonitored parking lot in a remote location. What are the security provisions for this larger lot?	Parking lot reduced to 45 spaces. A gate will be included.
82	Traffic	<i>Sight Lines</i>	What is the length of the sightlines from the driveway? There is concern about safe entrance, exit, and sightlines.	Sight Distance from proposed driveway: Uphill SD (East) = 393 FT Downhill SD (West) = 500 FT
83	Traffic	<i>Traffic Congestion</i>	The proposed parking lot size will significantly increase traffic congestion.	No comment.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

84	Traffic	<i>Traffic Speeds</i>	Will the 40MPH speed limit down the hill be reduced due to this driveway?	Not at this time. The MOA Traffic Department will review the plan and make a determination if they see fit.
85	Traffic & Access	<i>Crash Data</i>	To better understand safety conditions, is there crash data available for this area?	Since 2010, there have been 3 accident reports for this section of road: 2 vehicle-vehicle sideswipes and 1 vehicle-moose.
86	Traffic & Access	<i>Emergency Access</i>	The neighborhood will be negatively impacted by increased traffic, fire danger, and emergency access challenges.	No comment.
87	Traffic & Access	<i>Enforcement</i>	There is currently limited enforcement of towing along the road	No comment.
88	Traffic & Access	<i>Improved Access</i>	As designed, the trailhead parking will reduce or eliminate dangerous street parking and will move the vehicle entrance and exit to a safer location.	Correct, the goal of the project is to move the trailhead driveway to a safer location while also reducing roadside parking.
89	Traffic & Access	<i>No Road Parking</i>	Ensure no parking on the road if the parking lot is full of concrete barriers or other infrastructure	Additional No Parking signs will be installed.
90	Traffic & Access	<i>Parking Data</i>	Is it possible to obtain cell phone data showing visitor volume by time (including peak periods), duration of visits, and more precise location data (e.g., on the trails versus only in the parking area)?	No comment.
91	Traffic & Access	<i>Road Impacts</i>	An increase in parking capacity will lead to more wear and tear on a road already in need of repairs and improvements.	No comment.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

March 2026

92	Traffic & Access	<i>Sight Lines</i>	The proposed plans should show the road's downhill curve, verticality, and length of sidelines per MOA safety requirements	Sight Distance from proposed driveway: Uphill SD (East) = 393 FT Downhill SD (West) = 500 FT
93	Traffic & Access	<i>Signage</i>	Include only necessary signs	The project team is currently proposing only those signs necessary.
94	Traffic & Access	<i>Signage</i>	Install "No Parking" signs along the road now and implement stricter enforcement, including towing.	Additional No Parking signs will be installed.
95	Traffic & Access	<i>Traffic Impacts</i>	Campbell Airstrip Road cannot safely handle the traffic increase; consider including speed bumps or other traffic-slowing measures.	Improvements/study of Campbell Airstrip Road is not included in the project scope at this time.
96	Traffic & Access	<i>Traffic Study</i>	Has a road safety study been done on the road that includes car traffic, but also recreational and non-motorized use?	Improvements/study of Campbell Airstrip Road is not included in the project scope at this time.