

# Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

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No.	Category	Code	Coded Comment	Comment Summary	Response
1	Access	AA1	Support for more access to Chugach State Park	Basher Trailhead is an important access point to Chugach State Park. Anchorage residents must have access to the park.	Basher Trailhead is the closest trailhead access into Chugach State Park for east Anchorage residents, providing access for hikers, skiers, winter bikers, and year-round trail users heading toward destinations such as Wolverine Bowl, Near Point, and the Middle Fork Loop Trail
2	Access	AA2	Support for public transit access to the trailhead	Public transit or shuttle service to the Basher Trailhead would improve access for people without personal vehicles and potentially reduce parking demand at the trailhead.	The parking lot will include a flexible-use area that may support transit drop-off in the future. No transit service is currently planned as part of this project. However, Route 25 has 30-minute service 7 days a week to Campbell Airstrip Road and Tudor, which is 3.3 miles from the Basher Trailhead.
3	Access	AA3	Support for access for public health	Access to trails and Chugach State Park is important for physical health, mental health, recreation, and overall community well-being.	Basher Trailhead provides access to trails and recreation that offer opportunities for physical activity, mental wellness, and connection to nature.
4	Access	AA4	Support for road improvements	Roadway and infrastructure improvements along Campbell Airstrip Road and Basher Drive are needed to safely manage increased traffic and visitation from expanded trailhead access.	The project includes parking lot and access improvements intended to improve safety and traffic operations at the trailhead. Additional road improvements are outside of the project scope; however, areawide drainage functionality will be addressed, and project controls will be implemented to reduce impacts to Campbell Airstrip Road during construction in coordination with the Basher LRSA.
5	Access	AA5	Support for greater trail connectivity	Improved trail, bike, and pedestrian connections between Basher Trailhead, Bivouac Trailheads, and surrounding trail systems are needed to improve safety, circulation, and park access.	The project recognizes the recommendations of both the Far North Trails Plan and the Anchorage Recreational Trails Plan, which identify the importance of improved connectivity between the Basher Trailhead, Bivouac Trailheads, and the surrounding trail system. While these connections are supported and may be considered in future planning efforts, trail connections to the North and South Bivouac Trailheads are not

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					included within the scope of the current Basher Trailhead Improvement Project.
6	Access	AA6	The Basher Community Patrol supports park access	The Basher Community Patrol provides volunteer support for public park access through trailhead patrols, litter cleanup, visitor assistance, and public safety efforts.	Thank you for the stewardship contributions provided by the Basher Community Patrol. Volunteer efforts supporting trailhead maintenance, visitor assistance, and public safety are valued and help enhance recreational experience for all users.
7	Access	AA7	Oppose roadside parking fines/tows	Roadside parking restrictions, fines, and towing will reduce public access if parking demand exceeds lot capacity. Roadside parking should remain available as overflow parking unless sufficient parking spaces are provided at the trailhead.	The proposed parking lot is intended to accommodate anticipated demand while improving safety, traffic circulation, and access to the trailhead. Decisions regarding traffic signage are being coordinated with MOA Traffic personnel, and decisions regarding roadside parking enforcement, towing, and fines are outside the scope of this project and will be determined by the appropriate agencies and Anchorage Municipal Code. The project team has also evaluated opportunities for future parking expansion should additional funding become available and should demonstrated demand warrant additional capacity.
8	Access	AA8	Oppose parking fees	Parking at the trailhead should remain free.	There are no plans to include a fee station at the trailhead at this time.
9	Access	AA9	Question about roadside parking	Are the "No Parking - Tow Away Zone" signs being considered, or is it already included in the plan?	The current plan includes roadside parking restriction signs per coordination with MOA Traffic personnel based on the fact that roadside parking leaving less than 20 feet of travel lane(s) is illegal according to the Anchorage Municipal Code.

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10	Alternatives	A1	Support for Stuckagain Heights Trailhead to be improved	There should be improvements to the Stuckagain Heights Trailhead, including expanded parking and trail upgrades, which would help distribute recreation use and reduce impacts on Basher.	Funding for the Basher Trailhead Improvement Project was approved by voters through the Chugach Access Service Area (CASA). Improvements to the Stuckagain Heights Trailhead are not included within the scope of this project. However, CASA continues to identify and prioritize trailhead and access improvements throughout the service area. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: <a href="https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx">https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx</a>
11	Alternatives	A2	Support for Bivouac trailhead to be redeveloped	North and South Bivouac trailheads should be redeveloped and expanded instead of Basher because the area has flatter terrain, better visibility, and opportunities for improved amenities and parking capacity.	The current project focuses on addressing parking, safety, and access improvements at the Basher Trailhead. Improvements to the North and South Bivouac Trailheads are not included in the scope of this project. However, recommendations for these trailheads have been identified in the Far North Bicentennial Park Trail Improvement Plan (2011). Any future improvements at the Bivouac Trailheads would require separate planning, funding, and project development efforts.

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12	Alternatives	A3	Project funds should be reallocated to access from Ram Valley	Project funding should be redirected to improve access to Chugach State Park through Ram Valley.	Improving access to Chugach State Park through Ram Valley is not within the scope of the Basher Trailhead Improvement Project. Funding for this project was approved by voters through the Chugach Access Service Area (CASA) specifically for improvements at the Basher Trailhead. Community interest in access improvements elsewhere within the service area can be considered through CASA's ongoing project development and prioritization process. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: <a href="https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx">https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx</a>
13	Alternatives	A4	Project funds should be reallocated to Rabbit Lake trailhead parking	Project funding should be redirected toward Rabbit Lake trailhead parking improvements.	Improvements to the Rabbit Lake Trailhead are not included in the scope of the Basher Trailhead Improvement Project. Funding for this project was voter-approved through the Chugach Access Service Area (CASA) for improvements at the Basher Trailhead. Future trailhead and access improvements elsewhere within the service area, including at Rabbit Lake, may be considered through CASA's project prioritization and funding process. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: <a href="https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx">https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx</a>

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14	Alternatives	A5	Support for the Goldenview trailhead parking to be expanded	Project funding should be used to increase parking at both Basher and Goldenview trailheads.	Expanding parking at the Goldenview Trailhead is not included in the scope of the Basher Trailhead Improvement Project. Funding for this project was voter-approved through the Chugach Access Service Area (CASA) for improvements at the Basher Trailhead. Future trailhead and parking improvements elsewhere within the service area, including at Goldenview Trailhead, may be considered through CASA's project prioritization and funding process. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: <a href="https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx">https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx</a>
15	Alternatives	A6	Support for the UAA engineering design for the Rabbit Valley parking lot to be developed	The UAA engineering design concept for the Rabbit Creek/Rabbit Valley parking lot should be constructed.	The current project focuses on addressing parking at the Basher Trailhead; future improvements at other trailheads should be part of separate planning and funding efforts.
16	Alternatives	A7	Question about a Campbell Airstrip Trailhead parking lot expansion	Is it easier to expand the Campbell Airstrip Trailhead parking area and encourage ride-sharing up to Basher instead?	The current project focuses on addressing parking at the Basher Trailhead; future improvements at other trailheads should be part of separate planning and funding efforts.

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17	Alternatives	A8	Question about retaining the existing parking lot	One stakeholder suggestion was to retain the existing parking lot but make entry “incoming only” and have an overflow lot where the current proposal has a pedestrian trail. Why was this alternative not considered?	The existing parking lot was not carried forward because it has limited sight distance and visibility for drivers, while the proposed location provides improved safety and operational functionality. Additionally, the area identified for the pedestrian trail is within the Chugach Electric easement, which limits the ability to construct a parking lot in that location.
18	Alternatives	A9	Question about a trail connection between the Bivouac and Basher parking lots	Adding a pedestrian/bike/ski trail between the Bivouac lots and Basher Trailhead would be cheaper than a new lot and would improve traffic safety by getting non-vehicle traffic off the most dangerous section of Campbell Airstrip Road, where vehicles pass walkers, bikers, and skiers on blind/steep curves with no shoulder. Why wasn't this alternative considered?	Trail connections to the North and South Bivouac Trailheads are not included in the scope of this project. However, recommendations for these trailheads have been identified in the Far North Bicentennial Park Trail Improvement Plan (2011) and the Recreational Trails Plan (2026). Any future improvements at the Bivouac Trailheads would require separate planning, funding, and project development efforts.
19	Amenities	AM1	Support for restrooms	It is great that restrooms are included at the trailhead.	The current plan includes restrooms at the trailhead.
20	Amenities	AM2	Support for lighting	Lighting should be included at the trailhead.	The current plan does not include lighting as it will not fit within the project budget.
21	Amenities	AM3	Support for the bike rack	The bike rack is a good addition for the trailhead.	The current plan includes bike racks at the trailhead.

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22	Amenities	AM4	Concern about the gate	A gate should not be included and will negatively impact trail users. A gate could prohibit park users from getting their vehicle out of the lot. That will just drive people to park on the road again instead of using the new lot.	A gate will be installed for management purposes. Maintenance responsibility is being formalized by MOA and CASA.
23	Amenities	AM5	Question about gate access	Will the gate be locked or can they hikers activate the gate manually and let themselves and their cars out?	The management of the gate and parking area as a whole is being coordinated by MOA and CASA.
24	Amenities	AM6	Support for a bicycle repair station	A bicycle repair station should be included at the trailhead parking lot.	The project team will consider this.
25	Amenities	AM7	Support for trail kiosks	The parking lot should have kiosks with trail information and navigational detail, with conservation messaging.	Basic trail information signage will be included as part of this project.
26	Amenities	AM8	Question about restrooms	Why was wood frame toilet chosen instead of a concrete toilet?	The restroom was selected from the Alaska State Parks Design and Construction resources.
27	Amenities	AM9	Oppose lighting	The trailhead should not have lighting.	The current plan does not include lighting.
28	Amenities	AM10	Signage about recreating on military lands.	There could be signage in the Basher Trailhead area to inform those who may be recreating on military lands.	The project team intends to work with JBER regarding trail signage for those looking to recreate on adjacent military lands.

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29	Amenities	AM11	Concern about restrooms	Restrooms can be concerning due to the potential for criminal activity, misuse, and ongoing maintenance and cleaning needs, especially in a more isolated location like Basher.	Public feedback consistently identified restroom facilities as a desired amenity. Operations and maintenance responsibilities will be addressed through the managing agency's normal maintenance procedures.
30	Amenities	AM12	Question about the gate option	Why is a manual gate included instead of an automated one?	The site will not have electrical service; an automated gate is not feasible; therefore, a manual gate is recommended.  The management and operation of the gate, along with the overall parking area, will be coordinated by the Municipality of Anchorage (MOA) and CASA.
31	Cost	C1	Concern about project cost for Basher neighborhood	Increased traffic and maintenance demands will create additional financial burdens for Basher neighborhood residents with LRSA.	Ongoing operations and maintenance responsibilities will continue to be coordinated among the responsible agencies and stakeholders, including meetings with the Basher LRSA.
32	Cost	C2	Concern about project cost	Larger parking lot options will increase project costs, create budget issues, or delay construction.	All factors are being considered regarding the design and maintenance of the facility to stay within budget.
33	Cost	C3	Support for increased revenue from parking fees	Expanding parking with fee stations at each lot will further increase the popularity and use,	Currently, the bond includes funding for annual maintenance; no fee station is proposed.

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				which will in turn increase revenue.	
34	Cost	C4	Support for phased expansion to reduce costs	Striping 15 more spots, should the demand be demonstrated, would be less expensive, and therefore a more responsible use of taxpayer money, than initiating a future parking lot expansion.	Based on community and agency feedback, the parking area has been expanded to 52 spaces + a 20'x30' flexible use/loading zone. Any additional increase in parking lot size is outside the current project budget. The project team has evaluated opportunities for future parking expansion to the west should additional funding become available and should demonstrated demand warrant additional capacity.
35	Cost	C5	Support for marketing on trail signage	The costs of trail "Respect and Preserve" signage should be done as a marketing opportunity for local businesses or groups to show their support for better trail use.	Signage content and design will be developed in accordance with applicable Municipal standards.
36	Cost	C6	Question about project cost	There has never been a project budget breakdown, precluding the ability for a cost/benefit analysis of one amenity or another. What if one of the lower cost alternatives were feasible so there could be overflow parking, improved road safety and electricity?	The primary purpose of the project is to provide safe and reliable access to the park through improved parking and site access. While cost is an important factor, alternatives were evaluated based on their ability to meet project goals, including access, safety, and operational needs. The proposed design was selected because it best addresses these objectives within the constraints of the site and budget.

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37	Capacity Management	CM1	Concern about trail use with expanded parking	Expanding parking capacity can increase trail use beyond sustainable levels and worsen erosion, trail degradation, and environmental impacts.	The Chugach Park Fund has trail improvements along the Lost Cabin Trail scheduled for Summer 2026.
38	Capacity Management	CM2	Support for 45 or fewer parking spaces	The revised 45-space parking lot is a more appropriate and balanced size for the area, trail demand, and neighborhood conditions.	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances anticipated parking demand, site constraints, environmental considerations, project budget, and operational flexibility.
39	Capacity Management	CM3	Support for 60 or more parking spaces	A larger parking lot, 60 to 100 spaces, is needed at the Basher Trailhead to meet current and future demand, improve park access, reduce roadside parking, and align with the project's original planning and demand estimates	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances parking demand, site constraints, environmental considerations, project budget, and operational flexibility. Any additional increase in parking lot size is outside the current project budget.
40	Capacity Management	CM4	Support for an appropriate-sized parking lot	Build an appropriately sized parking lot at Basher Trailhead.	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances anticipated parking demand, site constraints, environmental considerations, project budget, and operational flexibility.
41	Capacity Management	CM5	Support for less than 45 parking spaces	The project should be scaled down from 45 spaces.	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances parking demand, site constraints, environmental considerations, project budget, and operational flexibility.

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42	Capacity Management	CM6	Question about need for reduced parking capacity	Do those who support a 45-spot parking lot instead of a 60-spot parking lot believe that 15 spots in the original 60-spot design would generally go unused and are therefore extraneous? Or is the reduced lot size motivated by a desire to reduce use of the lot?	Commenters' motivation for requesting a smaller lot varies. The Revised 65% Draft includes 52 parking spaces + a designated flexible use/loading zone, reflecting consideration of public and stakeholder feedback, anticipated parking demand, site constraints, environmental considerations, and project costs.
43	Landscaping	L1	Concern about invasive species	Construction, landscaping, imported materials, and disturbed soils could introduce or spread invasive plant species. Stronger prevention, inspection, weed management, and long-term monitoring measures are needed throughout the project area.	The project will implement Best Management Practices to minimize the risk of introducing or spreading invasive species, including equipment cleaning, material inspection, weed management, and site monitoring. Where feasible, materials will be reused on-site to reduce hauling, limit disturbance, and minimize opportunities for invasive species transport and establishment.
44	Landscaping	L2	Support for native plant planting	Native vegetation and locally sourced plant species should be used in landscaping and restoration areas to improve habitat quality, maintain the natural character of the area, and restore disturbed areas after construction.	The project team will attempt to reuse existing vegetation mats salvaged from excavation areas and incorporate appropriate native, locally sourced plant materials where feasible. These measures can help retain the natural character of the area, support habitat restoration, and improve revegetation success following construction.

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45	Maintenance	M1	Question about agency maintenance	Which agency will provide oversight and maintenance for this parking lot, including the restroom? Will this be daily/weekly?	Long-term management and maintenance responsibilities for the parking area and associated amenities, including the restroom, are still being coordinated. \$75,000 per year in CASA maintenance funding is in place. Maintenance responsibility will be provided via agreement between MOA and CASA. Maintenance activities, inspection schedules, and service frequencies will be determined as part of ongoing operations and maintenance planning prior to project implementation.
46	Maintenance	M2	Concern about snow removal	The snow should be plowed on the entrance to allow for vehicle access in the winter.	The intent is to maintain this parking area during the winter season to provide continued vehicle access and support year-round recreational use. Snow removal and maintenance activities will be coordinated as part of ongoing site operations.
47	Parking Lot Design	PLD1	Size of Parking stalls	Fewer spaces could allow for larger stalls, giving users more room to prepare gear.	Parking stalls will be designed in accordance with applicable parking design standards and are planned to be 9 feet wide by 20 feet long. These dimensions are intended to accommodate a range of vehicle types while providing adequate space for users to load and unload recreational equipment.
48	Parking Lot Design	PLD2	Concern about shuttle/bus space	The proposed shuttle or bus drop-off area will increase congestion and operational challenges on Campbell Airstrip Road, with roadway capacity, transit operations, and service challenges.	The proposed shuttle and bus drop-off area is intended to improve site circulation and provide a safe, designated location for passenger loading and unloading. Supporting transit and group transportation may reduce the number of individual vehicles accessing the site, helping to manage congestion and parking demand.

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49	Parking Lot Design	PLD3	Support for shuttle/bus space	There should be sufficient space for a shuttle/bus drop-off irrespective of the number of parking spots.	The revised parking lot design includes a flexible-use area that can accommodate shuttle and bus drop-off activities independent of the individual parking spaces provided. This area is intended to support future transit service, group transportation, and passenger loading and unloading while maintaining efficient site circulation.
50	Parking Lot Design	PLD4	Support for future expansion	The parking lot should be designed to allow future expansion if recreation demand continues to increase over time.	The Revised 65% design includes 52 parking spaces based on public and stakeholder feedback, parking demand, site constraints, environmental considerations, and project costs. The project team has also considered a conceptual expansion area to the west of the proposed driveway if demand warrants and additional funding becomes available.
51	Parking Lot Design	PLD5	Concern about drainage	Drainage infrastructure, culverts, and stormwater flow should be carefully designed to prevent flooding, erosion, and roadway drainage problems near the parking lot entrance and surrounding area.	The design team is taking into consideration existing drainage patterns as well as drainage and grading of the new parking area to design additional ditches, culverts, and infiltration areas to control and route runoff.
52	Parking Lot Design	PLD6	Concern about the driveway	The driveway looks like it takes up space that could be used for parking.	The driveway location was selected to optimize sight distance for vehicles entering and exiting the site, improving overall safety along Campbell Airstrip Road. Its placement also supports setting parking lot elevation to best fit the existing topography, allow visibility from the road, and provide efficient traffic circulation within the parking area.
53	Parking Lot Design	PLD7	Designate parking spaces for emergency vehicles	One or two parking spaces should be designated for emergency vehicles.	The revised parking lot will include a flexible-use area that can support emergency response functions as needed.

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54	Parking Lot Design	PLD8	Concern about the old parking lot	There may need to be a barrier, boulder, or ditch to keep vehicles from parking at the old parking lot.	The Revised 65% Draft reclaims the existing parking area and returns it to a more natural condition. Drainage and grading strategies will eliminate access. The need for additional measures, such as barriers or boulders, will also be evaluated during final design based on site conditions and management objectives.
55	Parking Lot Design	PLD9	Question about phased parking expansion based on demand	Has the project team considered paving an area sufficient for 60 vehicles, but leaving the final 15 spaces unpainted and used for snow storage or other uses, pending a demonstration of demand for parking?	The current design does not include constructing additional parking spaces that would remain unused until future demand is demonstrated, as this work would exceed the existing budget. The Revised 65% Draft provides 52 spaces that balance access needs, site constraints, environmental considerations, and project costs. The project team has also laid out a conceptual expansion area to the west of the proposed driveway if demand warrants and additional funding becomes available.
56	Parking Lot Design	PLD10	Question about parking stalls	Is there a standard size for parking spaces? The parking spaces appear unusually large, which may reduce the number of vehicles the lot can accommodate. Smaller standard-sized spaces could improve parking capacity.	Parking stalls will be designed in accordance with applicable parking design standards and are planned to be 9 feet wide by 20 feet long, which is a standard parking stall size. The stall dimensions were selected to accommodate a range of vehicle types and recreational users while maintaining safe vehicle circulation and efficient use of the site.
57	Planning	P1	Support for the Chugach State Park access plan	The project should align with the Chugach State Park Access Plan by providing parking capacity that is large enough to meet demonstrated recreation demand.	The Revised 65% Draft increases the lot to 52 spaces + a designated flexible use/loading zone and supports recreational access consistent with the goals of the Chugach State Park Access Plan while balancing parking demand, site constraints, environmental considerations, stakeholder feedback, and project costs. The project team has evaluated concepts for future parking expansion to the west should additional funding become available and should demonstrated demand warrant additional capacity.

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58	Planning	P2	Support for the 2010 BAAC Resolution 1004	The project should follow the guidance in the 2010 BAAC Resolution 1004, which supported a smaller and more neighborhood-compatible parking lot size rather than the Chugach Access Plan.	The project team reviewed stakeholder input related to the 2010 BAAC Resolution 1004 as part of the design process. The Revised 65% Draft reflects a balanced approach that considers parking demand, public and stakeholder feedback, site constraints, environmental considerations, and project costs. The resulting 52-space design seeks to support recreational access while remaining responsive to community concerns regarding the scale of development.
59	Planning	P3	Concern about outdated planning documents	Chugach Park planning documents written over ten years ago were cited as justifying a larger parking lot, but no work was done (at least not in public) to analyze effects of changes since those plans were shaped.	<p>The project considered relevant guidance from the Chugach State Park Access Plan because they continue to provide an established framework for managing access, recreation, and visitor use in the area. While some of these documents were developed more than ten years ago, the proposed parking improvements were also informed by current site conditions, observed parking demand, safety considerations, and coordination with project stakeholders and land managers.</p> <p>The project team recognizes that conditions and recreational use patterns may evolve over time. As part of the design process, current site conditions and operational needs were evaluated to ensure that the proposed improvements appropriately address existing access and parking challenges while remaining consistent with the broader goals identified in the planning documents.</p>
60	Project Process	PR1	Request for traffic study	A formal traffic engineering and safety study should be completed before the project advances further.	Based on the scale and scope of the proposed improvements, a formal traffic engineering or safety study is not required by MOA for this project. Traffic circulation, site access, and safety considerations have been evaluated by the design team and MOA as part of the design process, and the proposed improvements are intended to support safe and efficient access to the site.

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61	Project Process	PR2	Question about cell phone data	Can anonymized cell phone data, showing increased cell phones in the Basher Trailhead parking lot over the past several years, include dates and times?	The project team does not have access to anonymized cell phone location data and therefore cannot provide information regarding the number of devices, dates, or times associated with use of the Basher Trailhead parking area.
62	Project Process	PR3	Concern about lot size decision	Additional justification, data, and technical analysis are needed to explain how the proposed parking lot size was determined and whether projected parking demand supports the selected design.	The Basher Drive Trailhead serves as a primary access point for East Anchorage into Chugach State Park and is anticipated to experience periods of high demand. To inform the design, the project team, with the help of MOA Parks & Recreation, evaluated multiple factors, including CSP Access Plan, population data within the surrounding service area, comparisons to similar recreational facilities, site observations, public and stakeholder feedback, environmental considerations, site constraints, and project costs. While some analyses suggested demand could support a larger parking area, the Revised 65% Draft includes 52 parking spaces to balance access needs with community feedback and project budget. The project team has evaluated opportunities for future parking expansion to the west should additional funding become available and should demonstrated demand warrant additional capacity.
63	Project Process	PR4	Question about future expansion	What does “designed with future expansion in mind” mean?	“Designed with future expansion in mind” means the project team laid out a conceptual expansion area to the west of the proposed driveway to show feasibility to add parking if demand warrants and additional funding becomes available.
64	Project Process	PR5	Question about geotechnical engineer's involvement	Was the geotechnical engineers/investigator investigation completed? Was a report produced? If not, why not?	Yes. A geotechnical investigation was completed for the project, and a geotechnical report was prepared to document the findings and provide recommendations for design and construction. The report has been used to inform project development and engineering design. A copy of the report will be posted to the project webpage.

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65	Project Process	PR6	Concern about parking lot management plan	The parking lot design should not be approved before the public has had a chance to see the management plan for the lot.	The project team recognizes the importance of clear operational policies for the parking area. The parking lot design establishes the physical improvements needed to address access, safety, and parking needs at the site, while the development of a parking management plan is a separate operational process that will be coordinated by the Municipality of Anchorage (MOA) and CASA.
66	Project Process	PR7	Question about parking lot management	Municipal Parks and Recreation does an outstanding job responding to litter/dumping in Bicentennial Park and has been tremendously helpful with bear and traffic safety issues but will not be responsible for managing this lot. Why is the entity that stakeholders value for its proven track record in managing Bicentennial Park eliminated as a potential manager for this lot?	Management responsibilities for the proposed parking area are being coordinated by the Municipality of Anchorage (MOA) and CASA based on land ownership, operational responsibilities, and the intended use of the facility. The designation of a management entity is an operational decision that is separate from the parking lot design process.
67	Public Process	PP1	Concern about bond accountability	The proposed 45-space parking lot does not align with the access improvements many voters expected when voting for the CASA bond. It is concerning that the project will not deliver the level of access envisioned with the bond and undermines	The project is being developed using funding approved through the Chugach Access Service Area (CASA) bond program. The Revised 65% design includes 52 spaces, a flexible use/loading zone, and improvements to trailhead access, safety, and visitor amenities that are consistent with the project scope approved through the bond process. The proposed design reflects consideration of public and stakeholder feedback, parking demand, site constraints, environmental considerations, and project costs. While some stakeholders have expressed support for a larger parking lot, current funding will not support it.

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68	Public Process	PP2	Concern about Assembly resolution	Assembly action on the project, before the public comment period closed, undermines the public process before completion of the public review process may circumvent the established public engagement process and occur before sufficient time and information are available to fully evaluate the issues.	The project team continued to collect and consider public comments throughout the project review process, regardless of Assembly action. Public input has informed project evaluation and design refinement. The public involvement process remained an important component of project development.
69	Public Process	PP3	Concern about project transparency	The planning process should be more transparent and responsive to the community to ensure a solution with broad support that achieves the desired results.	The project team has sought to maintain a transparent and inclusive public process through stakeholder meetings, attendance at Basher Community Council and Parks and Recreation Commission meetings, a project website, a stakeholder mailing list, and a community survey. Public comments have been documented, reviewed, and carefully considered by the project team and MOA Administration during project evaluation and design refinement. Public comments vary greatly in scope and cannot all be accommodated.

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70	Public Process	PP4	Concern that 35% Design comment responses are insufficient	The comment summary from the 35% Design Review responses to #95-96 was "Not Included," #89 was "More signs," and #86-87 was "No Comment." These issues dealt with traffic conditions, off-the-road overflow parking, safety concerns, and emergency access. A "not included" or "no comment" response is insufficient.	The 35% Design Review Comment Response Summary was intended to summarize comments and their status at that stage of design, not to provide detailed responses to every issue raised. At the time, the project team was still evaluating many of the concerns received during the comment period. Issues related to traffic, overflow parking, safety, emergency access, and parking demand were considered during design development, discussed with the authorities having jurisdiction, and have been addressed in later project materials and design refinements.
71	Public Process	PP5	Concern about a disregard of public input	The proposed increase to 60 parking spaces disregards extensive public input favoring a smaller lot and undermines the transparency, trust, and legitimacy of the planning process.	The current design includes 52 parking spaces and reflects consideration of public and stakeholder feedback received throughout the project. The proposed parking lot balances community input, parking demand, site constraints, environmental considerations, and project costs. Some commenters want more spaces, some want less; everyone cannot be accommodated.
72	Public Process	PP6	Basher neighborhood has not received special preference	The Basher neighborhood has not been given any special preference; very few of the neighborhood requests are reflected in the 35% or 65% plan.	The project team considered input from a wide range of stakeholders, including nearby residents, trail users, agencies, and the broader community. The current design reflects consideration of public and stakeholder feedback, parking demand, site constraints, environmental considerations, and project costs. While not all requested changes were incorporated, community input informed project evaluation and design refinement throughout the process.

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No.	Category	Code	Coded Comment	Comment Summary	Response
73	Public Process	PP7	Concern about Basher neighborhood influence	Project changes attributed to "community feedback" appear to have been disproportionately influenced by Hillside residents, reinforcing perceptions that other park users do not have an equal voice in decision-making.	The project team sought input from a broad range of stakeholders, including nearby residents, trail users, agencies, recreational organizations, and the general public. Design refinements were based on consideration of all feedback received, along with parking demand, site constraints, environmental considerations, and project costs. The project team did not assign greater weight to comments based solely on a stakeholder's place of residence.
74	Public Process	PP8	Request for public comments	Request for full comments made during the 35% and 65% design review period.	This comment response summary will be posted to the project webpage.
75	Public Process	PP9	Question about Community Council involvement	Have any other Community Councils (in particular, the Community Councils serving the areas that fund CASA projects) weighed in to support a reduction of the lot size?	The project team has not received official correspondence from any particular community council other than Basher. Generally, the project team does not track public comments by Community Council affiliation and therefore cannot determine whether comments supporting or opposing a reduction in parking lot size were submitted by members of specific Community Councils. Feedback was accepted from all interested stakeholders and considered as part of the project evaluation and design process.
76	Public Process	PP10	Concern about community input for CASA decisions	There have been worries since the inception of CASA about whether park users not living on the Hillside would have an equal voice in CASA decisions. This is an opportunity to address the concern in a way that puts it to rest rather than feed it.	The project team conducted outreach through multiple channels, including a project website, trailhead postings, social media, stakeholder meetings, community council coordination, and public comment periods. These efforts were intended to reach both nearby residents and trail users from across the community and provide all interested stakeholders with an opportunity to participate in the project review process.

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No.	Category	Code	Coded Comment	Comment Summary	Response
77	Public Process	PP11	Concern about project timeline	There is a short comment period, and it should have been extended to after the Parks and Recreation Commission meeting.	The comment period for the 65% Design was extended to April 24, 2026, after the Parks and Recreation Commission meeting.
78	Public Process	PP12	Question about 65% design timeline	When was the 65% design posted publicly?	The 65% Design was posted on Thursday, March 26, 2026.
79	Public Process	PP13	Question about 65% design comments	When are comments due on the 65% design?	Comments were due on the 65% Design on Thursday, April 24, 2026.
80	Public Process	PP14	Concern about comment process	It appears more effective to communicate public comments outside of the “official” comment process.	The most effective way to provide comments will be using the online comment form, which can be found on the project webpage. <a href="https://www.muni.org/Departments/parks/Pages/BasherTrailhead.aspx">https://www.muni.org/Departments/parks/Pages/BasherTrailhead.aspx</a>
81	Public Process	PP15	Concern about disregard of the community survey	The survey results show users prefer a smaller parking lot than what is being proposed.	The community survey was considered as part of the design process, along with other factors such as parking demand, safety, site constraints, and operational needs. The proposed parking lot reflects a balance of public input and these project requirements to support safe and effective access to the area.

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No.	Category	Code	Coded Comment	Comment Summary	Response
82	Safety	S1	Concern about emergency access	Emergency access could be negatively impacted if parking capacity is insufficient, leading to congestion, roadside parking, and reduced access to Chugach State Park during emergencies.	The proposed parking lot is expected to adequately meet anticipated demand and reduce the likelihood of overflow parking. In addition, emergency access routes will be maintained in accordance with applicable design standards and reviewed during final design to ensure emergency vehicles can safely access Chugach State Park and surrounding areas. The design will also incorporate flexible space that could be utilized for emergency staging and response operations if needed.
83	Safety	S2	Concern about wildfire evacuation impacts	How was wildfire evacuation considered in the determination of the proposed parking lot size, and what impact will the additional vehicles have during an emergency evacuation?	The project team recognizes the importance of emergency evacuation planning in the Basher area. The proposed parking lot expansion is intended to address existing parking and safety concerns, and discussions with wildfire response personnel indicate that the addition of approximately 52 parking spaces is not expected to adversely affect emergency evacuation operations. In fact, by providing designated parking, the project is expected to reduce the number of vehicles parked along the roadway during periods of high use, helping to minimize congestion that could otherwise impede emergency response operations or evacuations. The improved parking area may also support emergency response efforts by providing a staging area for responders and improving access to the site during an emergency.
84	Safety	S3	Concern about neighborhood impact	Increased parking and visitation could negatively affect the surrounding neighborhood through traffic, trash, crime, and road wear.	While increased visitation may result in additional activity in the area, the project is intended to accommodate existing and anticipated recreational demand in a more organized manner. Providing adequate parking can help reduce roadside parking, improve traffic circulation, and minimize impacts on adjacent neighborhoods. The Municipality and land managers will continue to monitor site conditions and address maintenance, traffic management, and public safety needs as part of ongoing operations.

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No.	Category	Code	Coded Comment	Comment Summary	Response
85	Safety	S4	Concern about visibility/sight lines	Adequate sight lines and roadway visibility standards may not have been fully evaluated or achieved for the proposed parking lot location.	Sight distance and roadway visibility were key considerations in the development of the proposed access configuration. The driveway location was selected to provide optimal, code-compliant sight distance in both directions along Campbell Airstrip Road, supporting the safe entry and exit of vehicles. The proposed design meets applicable safety and roadway design requirements while providing efficient access to the parking area.
86	Safety	S5	Concern about pedestrian road crossing	The proposed pedestrian and trail crossings are unsafe due to blind curves, limited visibility, and vehicle traffic along Basher Road. The trail should be rerouted, and signage should be included.	The Revised 65% Draft eliminates the trail crossing at the current parking lot location, reducing potential conflicts between vehicles and pedestrians. The Department is evaluating alternative trail connection opportunities and signage as the project advances.
87	Safety	S6	Concern about roadside parking	Inadequate parking will lead to unsafe roadside parking, congestion, and emergency access issues.	The proposed parking lot is intended to accommodate anticipated demand and reduce the potential for roadside parking, congestion, and associated safety concerns. Emergency access, traffic circulation, and site operations were considered during design development, and the project team has evaluated the site for potential future expansion should additional parking capacity be needed.
88	Safety	S7	Question about crash data	Where did the online crash data come from, and could there be anything missing?	The crash data referenced in the analysis were obtained from the Municipality of Anchorage Traffic Engineering Department. Based on the information provided, three reported crashes occurred in the vicinity of the project area between 2010 and 2024. The project team relied on the data available from the Municipality and cannot determine whether any unreported incidents or crashes outside the available dataset were omitted.

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No.	Category	Code	Coded Comment	Comment Summary	Response
89	Safety	S8	Question about safety studies	Were there safety studies done? If so, where are they? If not, why not?	Based on the scale and scope of the proposed improvements, a formal traffic engineering or safety study is not required by MOA for this project. Traffic circulation, site access, and safety considerations have been evaluated by the design team and MOA as part of the design process, and the proposed improvements are intended to support safe and efficient access to the site.
90	Safety	S9	Request about crash data	The crash data should be shared with the stakeholder team, as it doesn't look like there is much of a road safety issue that would be affected by changing the entry point of the parking lot or banning roadside parking.	Project information, including traffic and crash data, is available on the project website and has been shared with project stakeholders. Driveway distance requirements are not met at the current parking area but will be met with the new driveway location. Roadside parking that reduces the traveled way to under 20 feet in width is illegal per Anchorage Municipal Code.
91	Safety	S10	Concern about road visibility	The parking lot should be 100% visible from the road, including when snow berms pile up in the winter. Snow berms between the traffic and lot will impede visibility, and it is unclear how visible the lot will be.	The snow storage has been relocated to the back of the parking lot, away from the road to ensure better visibility of the lot.
92	Security/ Crime	SC1	Support for security cameras	Security cameras should be included in the parking lot to deter dumping; vehicle break-ins, and other crime.	The current project does not include security cameras due to inadequate budget to run power and data to the site.
93	Security/ Crime	SC2	Concern about parking lot visibility	The design should ensure the parking area is visible to reduce crime, vandalism and littering.	The proposed parking area is designed to maintain visibility from Campbell Airstrip Road, which may help discourage undesirable activities and improve user safety.

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No.	Category	Code	Coded Comment	Comment Summary	Response
94	Security/ Crime	SC3	Concern about parking lot security	People park less at Basher and Bivouac trailheads due to fear of smashed windows. More infrastructure, legitimacy, and use will help.	The project is intended to improve trailhead visibility, safety, and access.
95	Security/ Crime	SC4	Question about parking lot security and enforcement	Will abandoned vehicles be towed in a timely manner? Will illegal campers be dispersed by police/rangers?	Abandoned vehicles and unauthorized camping are managed by the appropriate land management and law enforcement agencies. Enforcement actions are conducted in accordance with applicable regulations and available resources and are outside the scope of the proposed project.
96	Wildlife/Trash	WT1	Concern about bear attractants	Trash and dumping at the trailhead could attract bears and create safety risks for both wildlife and visitors.	The current design includes bear-resistant waste receptacles to help reduce wildlife attractants and promote proper waste disposal. These measures are intended to minimize the potential for human-wildlife conflicts and improve safety for both visitors and wildlife at the trailhead.
97	Wildlife/Trash	WT2	Concern about trash	Without a gate, no “no dumping” signage, no posted parking lot hours, no lighting or cameras, etc., there are no deterrents to dumping, which attracts bears.	The project includes a gate and bear-resistant waste receptacles to reduce wildlife attractants and encourage proper waste disposal. The proposed trailhead improvements are intended to provide a more organized and visible facility, while site management, maintenance, signage, and enforcement will continue to be addressed by the responsible agencies.