

Attachment 3

Appendix C

Public Involvement Summary

Date: July 28, 2016
To: Isobel Roy, MOA Project Administrator
From: Emerald Hagy (Solstice Alaska Consulting)
Subject: Summary of 07/28/2016 Stakeholder Working Group Meeting #1
 Downtown Trail Connection Project (PM&E No. 14-41)

Introduction

The purposes of this meeting summary are to:

- Provide a record of the meeting.
- Document ideas, concerns, and information provided by Stakeholder Working Group (SWG) members during the meeting.
- Document responses to SWG member comments by project team members during the meeting.

Meeting Overview

The ***Downtown Trail Connection – Coastal Trail to Ship Creek Trail Project***, undertaken by the Municipality of Anchorage (MOA) Project Management and Engineering (PM&E) Department, will identify and study alternatives for connecting the Coastal Trail to the Ship Creek Trail near Downtown Anchorage. This document provides a summary of the first SWG meeting held on July 28, 2016 as part of this project. The meeting was held in Anchorage at the MOA Planning Conference Room, 4700 Elmore Road. The meeting began at 10:00 am and ended at 11:30 am. Table 1 lists the meeting attendees.

Table 1. Meeting Attendees

SWG Membership	Name
Municipality of Anchorage (MOA), Project Management and Engineering (PM&E)	Isobel Roy, Lori Schanche, Russ Oswald (project managers)
Michael Baker International	Regan Brudie
Anchorage Water and Wastewater Utility (AWWU)	Joe Sanks
MOA Traffic Department	Kris Langley, Stephanie Mormilo
Anchorage Metropolitan Area Transportation Solutions (AMATS)	Joni Wilm
Alaska Trucking Association (ATA)	Aves Thompson
Alaska Department of Fish and Game (ADF&G), Sportfish Division	Brittany Blain
Alaska Railroad Corporation (ARRC)	Paul Farnsworth
Alaska Department of Transportation and Public Facilities (DOT&PF)	Kevin Jackson
Port of Anchorage	Sharen Walsh
CRW Engineering Group, LLC (project team)	Erica Jensen, Matt Edge, Brendan McKee, Brian Looney
Solstice Alaska Consulting (project team)	Emerald Hagy, Robin Reich

The meeting agenda was distributed to the invitees prior to the meeting via email on July 26, 2016. Figure 1 presents the meeting agenda. The agenda documents the meeting's purpose, goals, and format.

Figure 1. SWG Meeting #1 Agenda



DOWNTOWN TRAIL CONNECTION

Stakeholder Working Group
Meeting #1
July 28, 2016 10:00 am
Planning Conference Room, 4700 Elmore Rd.
Agenda

Meeting purpose: To introduce the Downtown Trail Connection Project and discuss and gather input on: the need for the project; project area constraints; previously studied trail connection options; and the alternative selection process.

10:00 am — Welcome and Team and Working Group Introductions (Lori Schanche, Robin Reich)

10:20 am — Goals of this Effort, How Stakeholder Group Members Can Help (Robin)

10:25 am — Need for the Project (Brendan McKee)

10:35 am — Project Area Constraints (Erica Jensen)

10:45 am — Previously Studied Options (Erica)

11:20 am — Next Steps (Robin)

11:30 am — Adjourn

Project Contacts:

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Project Website: www.coastaltrail2shipcreek.com

Introductions and Purpose (10:00 am)

The meeting started with Lori Schanche, MOA PM&E, introducing the project and attendee introductions. Robin Reich, Solstice Alaska Consulting, provided an overview of the objectives, goals, and agenda and the role of the SWG. Next, Brendan McKee, CRW, presented the project need. The project team then conveyed that all of the material would be uploaded to the project website (<http://www.coastaltrail2shipcreek.com/>) following the meeting.

Understanding the Major Constraints and Options (10:15 am)

Erica Jensen, CRW, provided an overview of the major constraints for the project. She noted the following primary points:

- ARRC owns the majority of the land in the project area
- Railroad track crossing locations
- Elevated roadway locations
- Seismic sensitivity of the area
- Commercial vehicle and truck traffic preferred travel routes
- Tidal fluctuations

Using figures prepared for the meeting (see attachments), Erica then gave a brief overview of each trail option, highlighting the main benefits and challenges as follows:

- **Option A (blue route), “Outboard” Ship Creek:**
 - Benefits
 - Only one railroad crossing
 - Provides coastal access
 - Challenges
 - The high tides result in the trail being underwater during extreme high tides
- **Option B (green route), “Inboard” Rail Yard:**
 - Benefits
 - Coastal views
 - No roadway or vehicle crossings
 - Challenges
 - Underwater during extreme high tides
 - Multiple railroad crossings
- **Option C (yellow route), Bridge at F Street:**
 - Benefits
 - Direct downtown connections
 - Challenges
 - Bridges are expensive and can be a physical obstacle for potential future development
 - Grades and ADA requirements result in a long ramp up to and down from the bridge
- **Option D (orange route), Christensen Drive to 1st Avenue:**
 - Benefits
 - Utilizes existing infrastructure (roads)
 - Avoids tidal influence

- Challenges
 - Numerous railroad crossings
 - Trail users required to share roadway with vehicle traffic
- **Option E (red route), 2nd Avenue to Cordova Street :**
 - Benefits
 - Avoids tidal influence
 - Only one railroad crossing location (three tracks)
 - Challenges
 - Steep grades along 2nd Avenue and Cordova
 - Existing roadways need improvements to accommodate a pathway

The SWG was reminded that these options were generated for discussion purposes and routes were only schematic.

Discussion (10:25 am)

After the presentation, the team asked for input on the range of options presented as well as the benefits and challenges of individual options. Their input would be used to develop more refined options and alternatives that will be presented during future SWG coordination and to the public. Comments and discussion points are reported below.

SWG discussion Related to Option A (blue):

- There was a lack of discussion regarding Option A (blue); however, it was later suggested that it may work in combination with Option B (green).

SWG Discussion Related to Option B (green):

- Paul Farnsworth, ARRC, noted that this option contains the most railroad conflicts. He noted however, that this option would be beneficial due to the existing amount of bike traffic already seen in the area. He stated that the option would need to be able to pass over double stacked train cars.
- The Project team showed an example of a pedestrian bridge in Pierce County, Washing for what a pedestrian bridge could look like for crossing the tracks. It was acknowledged by several entities that this option would be suitable for the area as a destination and enjoyable user experience overlooking the inlet. Others commented that this type of bridge would require more extensive pile driving due to the unstable native soils in the area and would be expensive.

SWG Discussion related to Option C (yellow):

- Paul Farnsworth, ARRC, pointed out that the railroad had already made exceptions within this area during previous development and these exceptions may make it easier to construct the route. This option allows for the safest movement of pedestrians and bicycles because at-grade railroad crossing are removed.

SWG Discussion Related to Option D (orange):

- The project team showed an example of a pedestrian tunnel under railroad tracks from Whittier, AK.
- SWG members mentioned concern with tunnels including cyclist's safety and the cost of construction and maintenance.
- Paul Farnsworth, ARRC, agreed that a tunnel like in Whittier could be built under the tracks near the Depot.
- Paul also stated that the southernmost rail yard tracks will be removed as a part of a separate ARRC development project between 2nd and 1st Avenues, west of Christensen Drive. An alternative that traverses down the bluff north of 2nd Avenue and west of Christensen Dr. could be investigated with the removal of these yard tracks.
- Paul said that crossing C Street isn't as objectionable to the ARRC as previously identified. At-grade pedestrian and bike crossing at C Street can be investigated as identified in Option D (orange). He prefers the trail to cross C Street on the east side of the roadway.
- Paul reported that there are currently issues with pedestrian and tour bus traffic at the Railroad Depot which may cause extra congestion and traffic conflict points.

SWG Discussion related to Option E (red):

- The grades at 2nd and Cordova are steep but the extra length of the option provides opportunity to traverse grade over a long distance.
- This route does not connect to the Ship Creek destination area but does provide pedestrians and cyclists with an opportunity to connect with Ship Creek Trail and avoid the congestion near Ship Creek. It also provides connections to downtown.
- There are tour bus, taxi, and Saturday Market parking along this route which will need to be addressed to reduce conflict between travel modes.
- There are a lot of private property owners along this route, as opposed to the other routes that involve mainly ARRC owned land.
- This option could be modified to connect to Ship Creek Trail via C Street via 2nd Avenue; however, buses park along the length of West 2nd Avenue in the summer.
- Kris Langely, MOA Traffic, said that in general, she does not support mixing of modes as shown in Option E.

SWG General Discussion:

- Aves Thompson, ATA, expressed the concern that sharing "commercial truck preferred roads" with pedestrians and bikes could create conflicts with commercial vehicles. He also pointed out

that Whitney Road and C Street are the most used truck routes and Ocean Dock Road is a secondary route for trucking. As a result, ATA would like to see options that avoid these roads. He said the south trail options were better than the northern options.

- Sharen Walsh, Port of Anchorage, conveyed that a Grant request for additional security was in progress for areas near the Port. She also had also inquired if the route would be lighted after construction. The design team reported that had not been decided yet.
- Paul Farnsworth, ARRC, said that a project is in design for a 22 condo unit development between 2nd and 1st Avenues, west of Christensen Drive; construction could possibly start in 2017. The design may be open to accommodating a bike trail.
- Paul Farnsworth said that any route that crosses over (grade separated) a rail track must accommodate “double-stack” railcars (intermodal freight containers stacked two high on railroad cars). He noted that siting the route as far west as possible would reduce railroad conflicts with multi-direction rail yard and Port traffic.
- There was a suggestion to combine Options B (green) and A (blue) to decrease railroad crossings and tidal influence issues.

Next Steps

Robin thanked the participants for their input and explained the next steps will be to 1) present to community councils in early September and then 2) host a public open house meeting in early October. In late October, a preferred alternative would be presented to the SWG. She reminded attendees that all of the meeting materials would be posted to the project website and encouraged them to submit additional comments.

Adjourn

The meeting concluded at approximately 11:30 am.

Date: January 18, 2017
To: Isobel Roy, MOA Project Administrator
From: Olivia Cohn (Solstice Alaska Consulting, Inc.)
Subject: Summary of 12/07/2016 Stakeholder Working Group (SWG) Meeting #2
 Downtown Trail Connection Project (PM&E No. 14-41)

Introduction

The purposes of this meeting summary are to:

- Provide a record of the meeting.
- Document ideas, concerns, and information provided by SWG members.
- Document project team member responses to SWG member comments.

Meeting Overview

The Downtown Trail Connection – Coastal Trail to Ship Creek Project, undertaken by the Municipality of Anchorage (MOA) Project Management and Engineering (PM&E) Department, has been studying and narrowing down trail options for connecting the Coastal Trail to the Ship Creek Trail, near downtown Anchorage. This document provides a summary of the second SWG meeting held on December 7, 2016 at 10:00 a.m. The meeting was held in the MOA Planning Conference Room at 4700 Elmore Road in Anchorage. Table 1 lists the meeting attendees and invited SWG members.

Table 1. Meeting Attendees

SWG Membership	Name
Alaska Department of Transportation and Public Facilities (DOT&PF)	Kevin Jackson, Steven Rzepka
Anchorage Metropolitan Area Transportation Solutions (AMATS)	Joni Wilm, <i>Zack Fields and Aves Thompson were unable to attend</i>
Anchorage Water and Wastewater Utility (AWWU)	Joe Sanks
MOA, Parks and Recreation	Tom Korosei
MOA, PM&E Project Managers	Isobel Roy, <i>Russ Oswald was unable to attend</i>
CRW Engineering Group, LLC (project team)	Matt Edge, Erica Jensen, Brian Looney, Brendan McKee
Solstice Alaska Consulting, Inc. (project team)	Olivia Cohn, Robin Reich
<i>Invited</i>	
Alaska Department of Fish and Game, Sport Fisheries	Jay Baumer
Alaska Railroad Corporation	Paul Farnsworth
Anchorage Downtown Partnership, Ltd.	Jamie Boring
MOA, Traffic	Stephanie Mormilo, Kris Langley
Port of Anchorage	Stephen Ribuffo

The December 7, 2016 meeting agenda is presented in Figure 1. The agenda documents the meeting’s purpose, goals, and format.

Figure 1. SWG Meeting #2 Agenda



DOWNTOWN TRAIL CONNECTION

Stakeholder Working Group
Meeting #2
December 7, 2016 10:00 am
Planning Conference Room, 4700 Elmore Rd.
Agenda

Meeting purpose: To share public open house comments and the process for narrowing down options and to gather input on the alternatives to be carried forward for further consideration.

10:00 am — Welcome and team and working group introductions (Isobel Roy and Robin Reich)

10:10 am — Comments received from Public (Olivia Cohn)

10:25 am — Project background and purpose and need (Brendan McKee)

10:30 am — Process for narrowing down options (Matt Edge)

10:35 am — Alternative(s) to be carried forward (Erica Jensen)

10:50 am — Group input on alternatives (group)

11:20 am — Next steps (Robin)

11:30 am — Adjourn

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Welcome and Team and Working Group Introductions

The meeting began with introductions led by Robin Reich, Solstice Alaska Consulting, Inc. (Solstice AK), and Isobel Roy, MOA-PM&E. Robin Reich provided an overview of the agenda.

Comments Received from the Public

Olivia Cohn, SolsticeAK, presented a summary of the themes from public comments that had been received to date.

- The October 20, 2016 public open house was well-attended. A total of 72 people signed in, and 24 written comments were submitted during the meeting.
- Since September, over 60 comments had been received via community council meetings, the public open house, and emails. Themes focused on:
 - Safety; focused generally upon avoiding tunnels, crossing ARRC tracks, and reducing the creation of crime pockets along the route.
 - Project cost and State budget constraints
 - Project option preferences
 - Options red (E), blue (A), green (B), orange (D), and yellow (C), or pro-project (proceed with any route as long as it is completed) were preferred.
 - Five people commented that the project should not be completed because funds would be better spent elsewhere.
 - A preference for the red (option E) and blue (option A) options, because:
 - The red option seems simple, cost-effective, direct, and safe.
 - The blue option seems safe, scenic, and a good long-term plan.
- Comment themes suggested to keep costs down and select a route that is cost-effective with low maintenance needs; consider both long- and short-term options; and avoid routes that encounter steep hills.
- Different trail users (recreation, tourism, commuting) would use the routes differently and would prefer options based on their unique needs.
- On October 19, 2016, Alaska Dispatch News (ADN) published an article about the project and October 20 open house public meeting.
 - The ADN article is available online here: www.adn.com/alaska-news/anchorage/2016/10/19/open-house-to-focus-on-connection-between-anchorage-coastal-and-ship-creek-trails
 - The ADN internet comments generally suggested that money could be better spent on a different project or focus within the Municipality.

Project Background and Purpose and Need

Brendan McKee, CRW, presented the project background and purpose and need and an overview of emerging themes/suggestions for moving forward. He noted the following primary points:

- Additional purpose and need factors include the following:
 - The project is needed in Anchorage, though it is not specifically highlighted within the Anchorage Bicycle Plan.
 - There is a need for a recreational link for the two trails. Bicycle commuters are more familiar with the existing informal routes between the two trails. Recreational users would benefit from this link because they are not as familiar with existing trail connections.
 - The project is separate from the Anchorage Parks Foundation wayfinding project and the DOT&PF Port Access Study.

Brendan highlighted that additional themes have emerged since the first SWG meeting.

- During the October 20, 2016 public open house meeting, Government Hill community members who attended were interested in how this project tied to the Port Access project.
- The public is concerned about potential impacts to car and truck traffic.
- The funding source has not yet been identified.
- The project team's focus is now a cost-effective near-term trail connection and a feasible, but more expensive, connection that might be a long-term solution.
- Safety is a primary concern.
- The trail system has a diverse group of users and the chosen option needs to be something that fulfills a variety of users' needs.

Process for narrowing options

Matt Edge, CRW, gave an overview of how comments received during the previous SWG meeting, the public meeting, and in writing and associated engineering and environmental issues helped to narrow down the alternatives to be brought forward for further study:

- The yellow and orange option were dismissed based on:
 - Input from the SWG and the public
 - Flood and drainage issues
- Tunnels were dismissed due to:
 - Safety concerns
 - Evidence of groundwater at two to three-feet below ground
 - Cost of maintenance

Alternatives to be carried forward

Using a figure prepared for the meeting (see Figure 1), Erica Jensen, CRW, gave an overview of trail connection options, changes to options based on public and stakeholder input, and the proposed alternatives to be carried forward to the next phase.

Options to be carried forward:

- A5 (blue): Coastal route with at-grade crossings of RR tracks (combination of B1 and A2). This option includes:
 - At-grade rail crossing treatments, which will have ARRC coordination requirements
 - Requirements for improvements along the coast, which will have environmental permitting requirements
 - Consideration of safety/perceived user comfort between tracks and rail yard
 - Needed improvements within the high-tide zone along Ship Creek
- B4 (green): Sky bridge from 2nd Avenue. This option includes:
 - A connection from 2nd Avenue
 - A need to consider ARRC development plans in the area
 - Bridge engineering requirements (foundation, structure, etc.)
 - Consideration of steep grades
 - Needed improvements within the high-tide zone along Ship Creek
- E1 (red): 2nd Avenue to C Street. This option includes:
 - At end of Coastal Trail, replacing the bridge with raised trail and retaining wall
 - Potential treatments along 2nd Avenue to accommodate pedestrian and bike facilities

- Making 2nd Avenue between Christensen Avenue, F Street, and E Street a one-way (west bound) facility
- The need to relocate bus staging and/or eliminating parking along west 2nd Avenue
- Improvements to at-grade ARRC crossing at C Street
- E2 (red): 2nd Avenue to Cordova Street. This option includes:
 - Crossing C Street near 2nd Avenue
 - A new trail route along the bluff under Port Access Road

The Project Team plans to recommend and provide more detail on the following three alternatives in the upcoming Design Study Memo (DSM):

- Short term alternative: E1 (red), 2nd Avenue to C Street— proposed to occur in the short term time frame, as soon as funding is available.
- Long term Alternative: E2 (red), 2nd Avenue to Cordova Street— proposed to occur in the long term time frame (**more than 10 years**).
- Future Alternative: A5 (blue) or B4 (green)- — proposed in the future (**unknown timeframe**).

The next steps in drafting the DSM will include coordination with ARRC, MOA Traffic, and DOT&PF Traffic, additional preliminary design work, and initial cost estimates.

Group Input on Alternatives/General Discussion

- Joni Wilm (AMATS): What is the cost for the sky bridge?
 - The DSR prepared for the 2014 Phase 3 Ship Creek Project estimated a sky bridge would cost about \$2.5 million; however, this trail connection project would require a higher bridge, which would likely be more expensive.
 - ARRC clearance would need to be at least 16 feet.
- Joe Sanks (AWWU): With the fill needed for the blue option wouldn't it be more expensive and require more permitting?
 - Yes, fill within the Inlet, this alternative would be more expensive and would be more difficult to permit; but recreational users and tourists favor it. The blue coastal alternative is also more compatible with the Ship Creek Master Plan.
- Brian Looney (CRW): What about the sewer along the blue route?
 - Joe Sanks: The sewer line should not be an issue.
- Joni Wilm: Will the red route have traffic complications?
 - Yes, there will need to be coordination/changes to buses parking and staging along 2nd Avenue.
- Brian Looney: There are a number of goals associated with this project. The primary goal of (or need for) the project is to connect downtown to the Ship Creek and Coastal Trails. There are ancillary benefits (or needs), for example, connecting to the downtown Anchorage area. The blue route meets the goal of connecting the two trails. The red route meets the goal of connecting users to downtown.
- Joni Wilm: Providing access to the waterfront is important and could be a goal of this project.
 - Portland, OR provides access to the water front and it provides bikers with a destination.
 - In Austin, TX, the new boardwalk on the water provides users with scenic views.
- Joni Wilm: Blue and green options are good if they can be done. If funding options are available, for example Transportation Improvement Program (TIP) funds, we shouldn't cut the project short.
 - Erica Jenson: Yes, if the Municipality can get the funding, the long-term or future alternatives should be completed.
- Robin Reich: The blue and green are so similar they could be combined as a single alternative.
- Joni Wilm: With a project cost estimate, AMATS could potentially help find project funding.

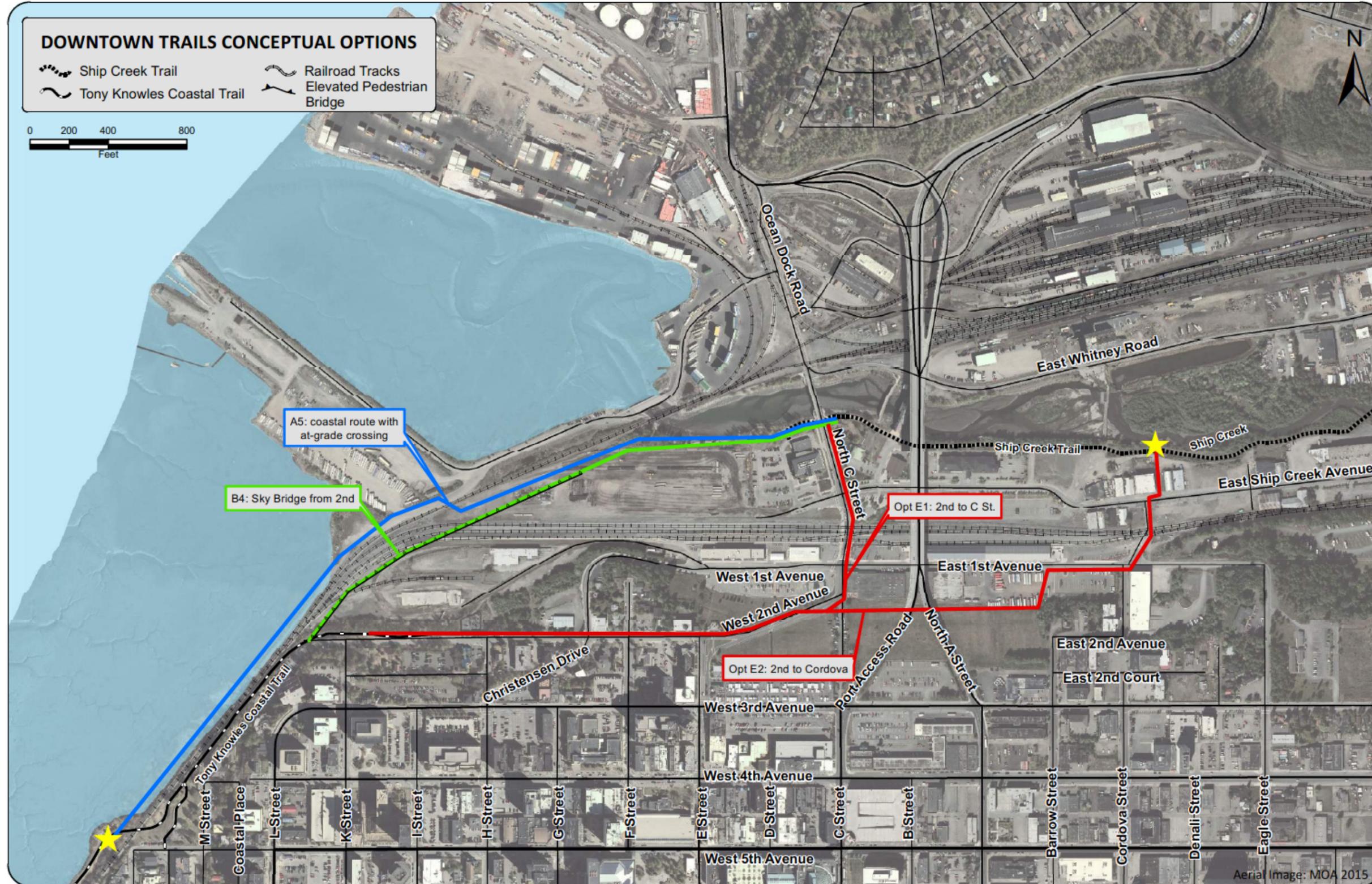
Next Steps

- Erica Jensen explained that this study effort will include a draft DSM to be released in March 2017, which would go forward for review within the Municipality. A final DSK would be released following reviews.
- Isobel Roy: Project Management and Engineering Department will review the DSM. If there is anyone else that needs to review, please let us know, so that we can add them to the review list.
- Robin Reich: It is likely that environmental agencies will have comments on the blue coastal alternative.
- Robin Reich: The next step following finalizing the DSR would be to seek funding for detailed design and permitting, followed by construction. The project won't be "shovel ready" at the end of this phase, but will be closer.
- Joni Wilm: Is there a schedule for after the DSR is completed in March?
 - Erica Jensen: The schedule would depend the alternative, permitting, and right-of-way (ROW) acquisitions. The design would be less time consuming than permitting and ROW. It's likely it would not be ready for construction until 2019, at the earliest.
- ?? funded maintenance agreements will be needed if crossing other property (lots of land owners).

Adjourn

The meeting concluded. Thank you for your participation!

Figure 1. Downtown Trails Conceptual Options, Prepared for December 7, 2016 SWG Meeting #2



Downtown Trail Connection Project
Comment Summary
November 2, 2016

October 20th Meeting Summary

- 72 people signed in during the Downtown Trail open house meeting.
- There were 24 written comments that were submitted during the meeting.

Comments through November 2, 2016

- 62 comments total, so far
 - 24 written from 10/20 meeting
 - 3 written on plots at 10/20 meeting
 - 6 verbal comments from CC meetings (Olivia, Brendan); (others? Isobel?)
 - 10 emails -- *8 new emails* (4 Emails to project team (Maeve Nivins, Paul Farnsworth, Cheryl); 4 emails to SolsticeAK; *two follow up emails*)
 - 17 ADN article comments

Themes

- Safety (3 comments)
 - Crossing RR tracks
 - Concerned about bridge safety and ARRC safety
- Budget (not including spend funds elsewhere) (2 comments)
- Meeting Outreach (3 comments)
 - Publicizing mtg.
 - Unable to make comments (just saw ADN article)
- Project Specs / Proposed Ideas (8 comments)
 - Engineering comments specific to each option; preference not provided
 - Create a Loop between 9th and P
 - connecting the existing N/S bicycle facilities south of the project
 - Tourists- Homer to Fairbanks trl
 - Create continuous bike path
 - Link to Govt Hill
 - Connect to Bird
 - Other City Plans (how does this connect to plan zero? Representation)
- Option Voting (25 comments)
 - Green / B Option (5)
 - Red /E Option (14)
 - Not red option (1)
 - A/Blue Option (6)
 - Option C/D/Yellow (2)
 - Combination or short-term/long-term options (3)
 - Pro Project (5 comments): Want it done
- Anti-Project (14 comments)
 - Not a high priority
 - Funds are better spent elsewhere
 - Reduce costs
 - Leave as is
 - Not needed

No.	Date Recv'd	Main points	Comment
1	09/15/16	AKRR trespass	How is the project team addressing safety around ARRC tracks, and how is the team working w/ ARRC as a primary land owner in the project area? Isobel Roy responded, informing mtg. attendee that Paul Farnsworth, ARRC, is a member of the SWG and that ARRC is actively involved in the project discussion.
2	09/15/16	at-grade crossing are ok	Someone mentioned that crossing the tracks shouldn't be a problem and gave ideas for where to cross. (I said that was just the kind of input that we want to gather at the open house. I said that if folks were unable to attend the mtg, they could give input via the website.)
3	09/15/16	can funds from other projects be used here?	The pedestrian bridge at Westchester was under budget. Could remaining funds be used for the Dwnntwn Trl Project? (RR responded at mtg, saying that was a good question, but that she didn't have the answer. I would like to follow up w/ the CC board re: the question. I'm assuming that because funding was from a separate pot, it couldn't be used for the dwntwn trl Connection, but can you confirm?)
4	09/15/16		Where does the funding for this effort come from? (RR said that this effort was from muni operating funds and that funding for construction has not been secured.)
5	09/15/16		The CC treasurer said that they can put a notice for open house on their Facebook site. We need to remind them a few weeks in advance.
6	09/28/16	at-grade crossing are ok	Route A: the trl offset along the Freight main must be sufficient for construction of future track on inlet side of existing track beginning north of OVL and extending southward. A2 is acceptable as proposed. Need to ensure that trl work beneath ARRC's Ship Crk "steel bridge" does not negatively impact structure nor ability to maintain or replace it. A1 prefer not to have the trl transit ARRC/AML's high freight activity area. A3 engineering is strongly opposed to new at-grade trl crossing of the Freight Main. A4- engineering is opposed to directly adjacent bridge to the ARRC Ship crk bridge that would make crane use and bridge maintenance and construction more difficult. Route B: all proposed B options will have significant impact to correct operations. CRW drawing does not address either the Park Spur or the New Park Spur tracks. New Park Spur is used as a teaming track w/ the potential for use of forklifts, cranes, and other agree, high, mobile equipment. B1 engineering is opposed to a new at-grade crossing. Route C: like option B, will prevent the New Park Spur and Park Spur tracks from being used as teaming tracks. Pedestrian bridge substructure elements will lock in potential track reconfigurations and future development options. Route D: The C St at-grade crossing would need to be modified to provide same level of protection to trl users as is afforded roadway traffic- lights and gates. D1 tunnel is wasteful use of resources and will complicate workflow at depot. Route E: like option D, at-grade crossing would need to be modified to provide same level of protection to trl users as is afforded to roadway traffic.
7	10/20/16		two people strongly expressed that they disagreed w/ the need/priority for this project given that other areas of the city should be higher priorities (no specific examples of where or what).
8	10/20/16	Other routes	It is nice to see increasing attention to Anchorage's trl system. However, resources should be spent on a number of much more important trl projects. The transition from The Coastal Trl to the Ship Crk TrL is easy and safe. Other transitions are not-particularly Chester crk trl to Campbell crk trl (in fact the Campbell crk trl would be a better use of funds), transition from the new Dowling Rd. bridge over Artic to Raspberry Rd. to a suitable route north at or east of Jewell Lake Rd., or providing a safe bike route through Midtown. Please do not spend limited resources on this unneeded project.
9	10/20/16	Other routes	I am always delighted to hear of any new trls in Anchorage. As an avid user of the trls in all seasons this connection is the least needed of any additions and/or improvements. I would much rather see funds used to repair long neglected trls (Fish Crk connector near East High) or new trls in deficient areas. Most importantly, extending coastal trl from Kincaid to Potter Marsh. In times of limited funds, hope priorities would be considered. That being said, I appreciate all the hard work to continue to add to our wonderful trl system.

No.	Date Recv'd	Main points	Comment
10	10/20/16	AKRR trespass	<p>Article about open house in today's paper; can't attend but would like to get info and make cmts; article didn't mention how to comment if can't attend mtg.</p> <p>Wonder how Plan Zero survey has been used to create options for the intersection.</p> <p>Use of the A-C bridge, or any lengthy section below it is too dangerous for cycling. The bridge is terrifying. Below it allows debris and splattering from above. Of the options from the map and article, the blue path going NE from the Tony Knowles Coastal Trl w/ option A2, A3, or A4 seems most straightforward and safest for cyclists. Such a large area of trespass on AKRR property will require lots of security w/ fencing, etc. It would be easiest for those unfamiliar w/ the area to keep on course. The most dangerous cycling location for a trl "system" is where Campbell Crk trl crosses Lk Otis. I'm comfortable cycling, I either cross at the light or if very light traffic, at the bridge. A better system is needed. I think a timed pedestrian cross like just west of East HS on N. Lights. If we get funding for projects like this again, a best case scenario would be a raised crossing over Lk Otis.</p>
11	10/20/16	keep costs down, easy to maintain	<p>Great and informative open house and staff. I like that everything is on the table w/ so many options. The practical side of me- cost effective, easy to maintain, and desirability for biking- tells me that option E is the winner.</p> <p>Submitted a follow-up comment: Good event, glad it occurred and solicited public opinion. Left comment supporting option E, but realized when I reviewed the map again that Option C is good and would be my 2nd choice if option E is not broadly supported.</p>
12	10/20/16	keep costs down, easy to maintain	Liked Option E, but wants to keep the project simple, keep costs down, and keep the long term maintenance costs down.
13	10/20/16	most direct for commuters	The green path because it was the most direct route for commuters and maximized the "coastal" part of the Coastal trl. The blue idea would be beautiful but leaves bikers open to more wind as well as it would be the most work to construct. The red option is not the most direct and puts bikers in more downtown traffic.
14	10/20/16		The green option is the most effective, because it provides connectivity and access in a tangible way. The red option, in my opinion, is unlikely to substantially alter the user experience even w/ signage and sidewalk upgrades. Do such options open new territory, ether physically or in the mind of the average coastal trl user who turns around at the Oscar Anderson House? Seek resources for something substantial rather than spending less on something marginal. Maybe an interesting variation of the green option would be an H-street extension? Please consider finding a good architect to consult on the aesthetic quality of bridges or any major infrastructure.
15	10/20/16		Great project-hope something comes of it. Prefers option E.
16	10/20/16	keep costs down, short term and long term	The red option is the most cost effective and makes an adequate connection, However, in the future if this connection becomes more popular and there is enough support and money in the budget then look to add some of the more expensive routes.
17	10/20/16	keep costs down, avoid steep hill	Supports a cost effective trl connection that minimizes elevation changes, routes commuters to and through downtown, and utilizes on-street bike laws. Option E looks like the best fit.
18	10/20/16		Prefers the red route, but don't totally discard the blue route. The orange, yellow, and green routes shouldn't be considered. The red route is more obtainable time wise. Also prefer protected bike any wherever traffic dictates.
19	10/20/16	keep costs down	Option E is the only one that makes any sense and there is enough funds to cover.
20	10/20/16	short term and long term	Option E along 2nd Ave would make it easier to construct an "urban bike beltway" around the urban core. Chester Crk Greenbelt, Tony Knowles Coastal Trl, Ship Crk Greenbelt, and Cordova St Bike Route. Recommend future link between Option E and Cordova St to make beltway real.

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21	10/20/16	tunnel	Option B seems like the best, followed by option E. Option C seems like a huge personal safety issue w/ a tunnel in this part of town
22	10/20/16	short term and long term	A combination of the Red and Green Route would be best. The Red route provides a short term solution to bike traffic while the funds/construction of green can be finished. The blue trl would be beautiful but incredible windy which may limit its use.
23	10/20/16	short term and long term, AKRR trespass	Prefer Option A for several reasons. Due to homeless degradation, if there is any vegetation near the trl there will be camps set up so the "flats" area is preferred. Also, separating tourists from locals may be a good idea. To do this, two routes would be needed: one up into town and one around the flats to the existing trl behind AKRR Corporate of. There is an amazing tidal range in Cook Inlet that should be taken advantage of. The use of AKRR and port personnel as an eye on the trl so crime along the connection portion is kept minimal. Connect from inlet side of bridge at Elderberry Park to trl at AKRR Corporate ofcs.
24	10/20/16		Option E the urban core beltway- 2nd ave to Cordova, W. 2nd Ave, North C Street as needed to improve local urban transportation for anticipated growth of population and tourism.
25	10/20/16	at-grade crossing are ok	Options A2, A3, and A4 seem to be the viable way to connect the two trls systems while maintaining the continuity and flow/feel of the trls. I understand the RRs opposition to at-grade crossings, but I believe an engineered solution is possible to achieve safe crossings w/out the expense of bridges and tunnels. The RR needs to consider all options to solve this issue- other RRs in the lower 48 do. Good luck from a daily bicycle commuter that uses trls and the Christensen Drive connector.
26	10/20/16	short term and long term, tunnel	Short term pursuing option D (w/out the tunnel; crossing at North C st at grade is fine). Long term option A is preferred. There needs to be a short and long term plan given the funding constraints.
27	10/20/16	Christensen-2nd intx.	A long term plan would make the connection accessible to all and not just commuter cyclists. The Ship Crk Trl is underutilized, due to lack of connection to other trls and this project would solve that. Also, having dedicated multi-use trls is a must. The B4 option is the best to accomplish this. It also may be worth considering taking trl down Christensen and behind the RR parking lot. The intersection at Christensen and 2nd is currently unsafe w/out a 4-way stop.
28	10/20/16	keep costs down	In the 45 yrs we have owned our ofc bldg, we have attended 3 mtgs to discuss connecting Coastal Trl to Ship Crk. In 1991, we asked the city to widen the sidewalk. Option D is logical and the least expensive. We also suggest a bridge from 1st and Christensen over the RR tracks. You may get some federal hwy funds to do that. As taxpayers, we wonder how much money is spent on planning.
29	10/20/16	keep costs down, short and long term,	Due to fiscal crisis, the practical and inexpensive route is the one that uses existing sts and adds wayfinding signage. Option E connecting 2nd Ave to North C St does this. Maybe the extension from west 2nd Ave to east 1st Ave could come later. Avoid tunnels; they are scary and vulnerable places.
30	10/20/16	keep costs down, short and long term	The preferable solution would be one that keeps as much separation as possible between the trl and vehicle traffic. That would suggest that option A, connecting to one of the A1 through A4 groups. A1 would seem preferable to the RR, A3 or A4 would probably minimize conflicts w/ traffic, though A2 would be less expensive. Options C and E are nothing I would care to see. This is because in the past few years that I have lived on F st north of 2nd ave I have seen motorists have close calls w/ cyclists that do not stop at the bottom of the E St hill before crossing. Option C would destroy a quiet neighborhood. Bike traffic would interfere w/ driveways and st parking and put cyclists in the path of motorists. There is the possibility that influx of bike and foot traffic may force residents to take extra security measures such as putting up a fence.

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31	10/20/16		This option would make it easier to develop an urban core beltway. A path down Cordova St. would provide future connection to urban center bike beltway by connecting Coastal trl, Ship crk, Chester crk, and Cordova bike route.
32	10/20/16		Wanted to ensure that it was noted that Anchorage Pathway Loop was represented at the mtg.
33	10/20/16		two people comment that they don't care which option is chosen as long as the project gets done," and they seemed very pleased w/ the mtg.
34	10/20/16		she does "Tour of Anchorage" bicycling route and is glad for this project because this area, w/out a good connection, is the most dangerous area along the "Tour"
35	10/20/16		Thank you for all you do for us!
36	10/20/16	Other routes	The figure on the sticky notes are from the gentleman who wanted a loop between 9th and P. He spoke about Park Strip and Coastal trl as more important to link than Coastal Trl and Ship Crk.
37	10/20/16		a lot of comments about connecting existing N/S bicycle facilities south of the project area north through downtown to link into Option E. Looks like this idea came up at the other table top plan stations too.
39	10/20/16	Christensen-2nd intx.	Along Option D there are a lot of tight turns, blind corners, and may impede athletic events. There needs to possibly be a four-way stop at Christensen to 1st St. Option E would also need dedicated bike lanes to protect bikers from the heavy traffic.
41	10/21/16	keep costs down	Due to budget, I propose: turn 1st Ave west of the RR depot/parking lot and Christensen into a one-way st (heading west/south). This not heavily traveled in the first place, and short enough that impact to anyone would be minimal. w/ just one lane of traffic there is plenty of room for a painted multi-use path and even some add'l downtown parking paces. If any additional funds a separator between vehicular and pathway traffic. The exiting sidewalk north side of 2nd could easily be converted to multi-use. Though I am all for bike improvements this project should not even be in the top 10 for ANC trl improvements. If it cannot be done at minimal cost, it shouldn't be done.
52	10/21/16	keep costs, down, short term and long term, avoid steep hill	I enjoyed and was informed by the October 20 open house in Anchorage. First, I see no real reason to consider any other route than Option E along 2nd. The effort to improve safety along that route should provide much more bang-for-buck than any other options so far on the table. If the rail crossing on North C is not too much inconvenienced by rail usage, that route is not exactly the route I'd choose to lead young kids, but w/ some work might be a temporary solution. The route that continues further east mtg the Ship Crk trl further on could be phase 2. Another attendee observed that things aren't too bad as they are, so waiting until it can be optimal is not a bad idea.. Turn 4th Ave into a promenade, and use that as part of the route. The change in elevation up to 4th is less than ideal, but maybe some land nearby could provide switchbacks or something. Maybe then turn on Barrow to head to the Ship Crk trl. The one and only advantage of this suggestion is that 4th would become a beacon of muscle powered movement downtown, and could be really pretty cool. I have no great suggestions of how to handle crossing C and A, unless the connector drops to Option E (via E or F streets) before reaching.
55	10/21/16		Strongly support extending Coastal Trl North from 5th Ave to Ship Crk by staying on the west/shore side of the RR. Preserving coastal/view aspect of trl is critical. It will be beneficial to directly connect to the small boat harbor dock area. There will also be fewer grade crossings. Use the small boat harbor access road to get to Ship Crk. Resident of Anchorage for 35 yrs, had a private law ofc in the AKRR Depot sine 1993, and bicycle commutes to work year round.

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56	10/21/16		Isobel and I spoke w/ several Gov't Hill residents w/ comments on bicycle and pedestrian access issues in addition to their interest in the DT Connection project. The Government Hill link is largely out of scope for this project, but I did tell attendees that DOT is starting a study that includes bike/ped access in the area and promised to pass along more info. The project is titled AMATS: C Street / Ocean Dock Road Access Ramps Reconnaissance Study (CFHWY00159/0001572). The study hasn't started yet. DOT is still negotiating the study contract w/ Kinney Engineering LLC. Edith McKee at DOT Central Region Highway Design (269-7885) is the Project Manager. We'll see if DOT is set up to receive comments ahead of the study starting up.
59	10/25/16	keep costs down	The red option along 2nd Ave. that connects to either North C St. or continues eastbound to Cordova St. and across East Ship crk Ave. This route is least disruptive to ARRC operations, and economically the most cost effective way to connect the two trls.
60	10/26/16	avoid steep hill	Recommend alternatives A3 or A4. The route would enhance the trl use by providing the most direct route that avoids downtown sts or travel through the port area. If the trl was routed uphill to existing st routes, it would discourage families w/ young children and decrease safety for trl users. This uphill travel would also deter people who lack physical ability to get up the hill. Would also like the project done in a way that best serves the public rather than choosing least expensive option. Construction of tunnels and bridges is a worthwhile long-term investment. If a bridge is decided on, ensure it is surfaced w/ a better material than what was put on current Coastal Trl bridges.
61	10/20/16	avoid steep hill, tunnel, AKRR trespass	As a bike commuter I would like to see a safer and more efficient route downtown. Even tough I commute to downtown daily I never use the Coastal or Ship crk trls due to the large hill. Option C, E, and D seem to be the steepest options and have a lot of vehicular traffic on them. Both of these things may deter recreational bikers and tourists from using the trl. Option A and B are more scenic. Option B, in the rail yard seems like a lot of protective measures would have to be taken for cyclist; such as chain link fences and concrete barriers that aren't aesthetically pleasing and cost a lot to maintain. Option A is more scenic and the most efficient route for commuters. Bridges should be used instead of tunnels to deter crime. Anchorage is on its way to having a world class trl system, but it will never get there is the cheap, short term options continue to be chosen.
62	11/11/2016	bridge over tracks	There may be an opportunity to explore a rail overpass similar to that on the Ship Crk Trl. near the Reeve/ Post Rd fish hatchery. None of this proposal solves the pedestrian/bicycle movement through the lower port access route to ascend East Loop Rd. Perhaps suggestions to join the Coastal Trl with the Ship Creek Trl will spawn solutions.