

Alternative D, which proposes an elevated freeway over the Chester Creek greenbelt should be "off the table." One of the few things Anchorage has done right from the beginning was the preservation of the greenbelts and subsequent trails systems that connect them. Putting a freeway over even a portion of any greenbelt should be a non-starter. Whatever "park-like" characteristic the area has now would be ruined.

I would like to state that I am in favor of an alternative which reunites Fairview without negatively impacting any of our few remaining greenbelts. No neighborhood should come out of this project in a worse position than where they are now.

The highway proposed in option D would significantly impact my residence through increased noise, an unsightly massive road construction effort, and increased air pollution. It would greatly diminish our property value and essentially destroy the quality of life.

Option D places a highway through a green belt area with an elevated section over the Chester Creek cycle and walking path. This will greatly decrease the enjoyment and tranquility of this heavily used Anchorage amenity. People move to Anchorage for many reasons, but people stay because of the outdoor opportunities, NOT the roads! My family, as well as many of our neighbors, use the Chester Creek path daily. Having a large, noisy, dirty highway overhead, and riding or walking among concrete road pillars along a section of the path will greatly decrease the value of this community asset, which is the pride of Anchorage.

The reported purpose of the PEL study, based on a report given by the study authors at the Airport Heights Community Council meeting in March, is to try to rectify the damage to the Fairview neighborhood, done about 50 years ago with the creation of the Ingra and Gamble 4 lane motorways. It makes no sense when trying to repair one community to destroy another. Options D would do irreparable harm to the Eastridge and Airport Heights communities.

Alternative D is absolutely unacceptable and is not a viable option. The following is a partial list of reasons why this option is unacceptable: Diminish the livability, desirability, and property values of adjacent homes in the Airport Heights, Eastridge, South Fairview, and Rogers Park neighborhoods.

Parks and greenbelts are NEVER a good choice for routing highways. Elevated highway viaducts do not mitigate road noise, light pollution, and air quality degradation through neighborhoods and green spaces. Significantly decrease the wetland, wildlife, and recreational value of Sitka Park. and the Chester Creek Greenbelt and Trail.

I'm very opposed to alternative D which would have a great impact on the Airport Heights neighborhood and our trail system around Eastchester Park. Airport Heights is a wonderful neighborhood that is gaining popularity and being updated by new residents on a regular basis. Putting a highway next to the neighborhood would be sure to drop the popularity of this neighborhood and end the influx of new residents who are

building a community there. Not to mention that the highway would go right past a hospital.

This alternative will increase noise and have negative impacts on the local community. This is not a balanced approach, but rather an approach to enhance convenience for a population that does not even live in Anchorage. Destroying the Chester Creek greenbelt or otherwise building over it are particularly egregious, as green areas are what make Anchorage a livable community in the first place.

Alternative D will impact both the residents of the area and the natural value of the greenbelt space by increasing traffic, noise, pollution, and potentially providing new spaces for unsheltered people to congregate. This would serve to lower our quality of life and property values in order to increase commuting convenience for people from other parts of the city

I am opposed to Alternative D. We are also opposed to having a bridge over the Chester Creek trail, an otherwise open nature area within a very congested portion of the city. DOTPF should focus on alternatives that use existing rights of way, not thriving neighborhoods.

Alternative D should not be built. I have lived in Rogers Park Neighborhood adjacent to the Chester Park Greenbelt for over 40 years. I chose this location because of the access to natural areas in the midst of the city. Anchorage residents use this parkland and the extensive connected trail system daily all year round. This area hosts marathons, ski races, sled dog races which bring our community together. In these tough economic times our local leaders never fail to praise our trail system as a major attribute which will attract new residents to our city. Alternative D proposes an elevated or at grade freeway in this greenbelt and associated natural areas between the current Seward Highway and Lake Otis. This will seriously degrade the value of the Greenbelt which is so important to me and all Anchorage residents. Riding or walking under a freeway for a half mile or more is not comparable to riding through the woods. Green space in the middle of our city is very valuable. Once it is destroyed by a road project it is gone for ever.

Options that destroy the Chester Creek greenbelt or otherwise build over it are particularly egregious, as green areas are what make Anchorage a livable community in the first place.

Alternative D will bring the freeway right near our neighborhood and surrounding neighborhoods. There will be years of construction noise and then highway noise forever. Furthermore, the effects on the Chester Creek trail cannot be understated. We selected our home specifically because of its proximity to the trail, and we use the trail regularly for bicycling towards the Lagoon. If your proposals go forward they will change the wonderful atmosphere of the trail forever. Please DO NOT go forward with Alternative D. This plan is truly horrific for our neighborhood and those surrounding us.

I am writing to express my strong objection to project Alternative D. Alternative D slices through and over some of the few undeveloped greenspaces we have left in town. And once an undeveloped area is covered in asphalt and that greenspace and wildlife habitat is gone, the damage can never realistically be undone. Alternative D negatively impacts all homes and businesses in the entire city by degrading the greenspace that we all share and that makes Anchorage a wild city.

I remember when I was planning to move to Anchorage 16 years ago, a friend expressed his excitement and awe by telling me, "Wow, in Anchorage they have cross-country ski and bike trails through the woods right in the middle of town!" The Chester Creek trail is one of the trails he was talking about, and it is indeed one of the things that makes Anchorage special. And the trail is special not just to the homes directly on it but to everyone in Anchorage (and visitors) who bike, walk, run, commute, and ski along it. It's even an integral part of iconic Anchorage events like the Tour of Anchorage, Fur Rondy, and the Iditarod. The part of the trail that Alternative D would span with a viaduct currently feels like a lovely path along a creek where you frequently spot moose and can forget you're in the middle of a city. Alternative D would erase that experience just to shave a few seconds off people's drive times.

Bottom line, if our roads and neighborhoods need improvement, they should be improved by rearranging and redeveloping areas that are already developed, not taking the short-sighted, easy route of just gobbling up more of our irreplaceable greenspace.

Alternative D is a terrible option that forces permanent, disproportionate impacts onto the highest-value, most-scarce type of land in a city: parkland, recreation facilities, wildlife habitat, and water resources. Once this land is degraded or lost, it's gone forever.

Chester Creek, its trail, and contiguous open space (including the large, wild wetland between the creek and 15th) are highlights of the city and significant assets to quality of life. A viaduct would not make this option more palatable. Go look under any big freeway bridge. It's a dead zone. Trash; debris plowed off the bridge; abandoned camps; invasive species. Anchorage residents and visitors don't want this in the city's remaining green spaces.