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Environmental Project Manger Federal Highway Administration
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Ms. Vinson,

Attached are the Government Hill Community Council's comments and questions regarding the proposed scope of the Knik Arm Crossing's Environmental Impact Statement.

The comments and questions are broad ranging and reflect the concerns of the Council. They relate not only to neighborhood impact but run the gamut from needs to economics to cost to engineering issues. However, our major concern is scope; specifically the chosen alternatives that would satisfy the need for this project.

The scope as currently defined is too narrow - the three Anchorage approach alternatives are not true alternatives. They are minor variations of a single approach that would destroy the integrity of our neighborhood and negatively impact our Industrial Neighbors and downtown Anchorage. As a result we request the following:

- Expand the scope to the north and to the east to include military land and possible link up to the Glenn Highway or to Post Road and Reeve Boulevard.
- Expand the scope to include a possible link up to the proposed Glenn/Seward Highway-to-Highway Connection as described in Anchorage's Long Range Transportation Plan. NOTE: The analysis should be performed in cooperation with the team that is working on the Connection design. The Fairview Community Council should also be heavily involved.
- Expand the scope to include non-bridge alternatives that achieve the same goals and fulfill the same needs.
- Expand the scope to include a bored tunnel under Government Hill.

- The A-C couplet route is not viable. . Downtown Anchorage is undergoing a renaissance. Voters recently approved a new convention center and the museum expansion. A major initiative is underway to redevelop the E Street Corridor. The impact of dumping heavy bridge traffic into the middle of downtown Anchorage must be fully explained and reconciled with Anchorage's revitalization plans
- In order to accurately compare the various alternatives, the detailed cost estimates need to include the necessary connections and required upgrades to the existing road networks on both sides of the inlet for each option. Boundaries of analysis must extend to the point of equal impact to be comparative. Finally, each alternative must be fully integrated with the Long Range Transportation Plans of both the Municipality of Anchorage, and the Matanuska/Susitna Borough.

If the bridge is to be built, it must be built right. If this Bridge is as critical to the future needs and growth of the state as its proponents say, it needs to be planned and built to solve our anticipated problems, not create them!

The Government Hill Community Council would like to be included in the inter-agency coordination efforts, planning, and meetings. We are a major stakeholder and we should be notified of and invited to all meetings with cooperating agencies and other major stakeholders. In a project of this size there will be adverse impacts and unintended unanticipated consequences. We request that we and any other affected neighborhoods be included, because we are literally in the path of the bulldozers!

Sincerely,

Stephanie A. Kesler President, Government Hill Community Council

Robert French, Co-Vice President, Government Hill Community Council

Dan Lowery, Co-Vice President, Government Hill Community Council

Cc: Senator Ted Stevens

Senator Lisa Murkowski

Representative Don Young

Mayor of Anchorage, Mark Begich
Mayor of Matanuska / Susitna Borough, Tim Anderson
Henry Springer, KABATA/AKDOT&PF Executive Director
Lisa Loy Gray, Public Involvement Coordinator
Colonel Joe Torres, Alaskan Command
Governor William Sheffield, Port of Anchorage
General Patrick Gamble, Alaska Railroad
Carol Comeau, Anchorage School District
George Vakalis, Chamber of Commerce
Pat Wolf, Anchorage Museum of History of Art
Becky Beck, Downtown Partnership
Fairview Community Council
Mountain View Community Council
Downtown Community Council
South Addition Community Council
Long Range Transportation Plan - Comments