



Explanation of Comment Format

To be most successful, the Hillside District Plan needs to reflect the knowledge and preferences of Hillside residents, property owners, and others with a stake in the future of the Hillside. The online comment form presents a place to express and share community views, which will be used to shape the plan and help find common ground.

Because of the complexity of the Hillside District Plan and because a large number of comments are anticipated, there are a variety of ways for people to express their views. One of the most important is the series of public workshops (which began March 26). Another means for those who won't attend the workshops or want to add additional comments is the online comment form, which is designed to efficiently record and use community input.

For each "question" in the online form, there are listed some of the most common responses that have been heard so far. These comments have been compiled from interviewing Citizen Advisory Committee (CAC) members, meeting with Hillside Community Councils, and researching previous issues scoping efforts (e.g. HALO's September 2005 Community Meeting notes). For each statement listed, individuals using the form have the option to check the box next to that statement to add their support (and can check as many boxes as they like). To add to the list or modify a statement on the list, there is a text box provided for each question.

Periodically, the comments submitted through the online form were compiled into this report. Items in bold text with a green background and a number next to them are the already-expressed comments listed on the online form. The number column represents the number of individuals who added their support to that comment.

A paper version of the comment form was created for distribution at the public workshops, and contains only the questions posed in the online form, with space to write comments. Any paper comment forms were entered into the online form. Written statements that were identical to those listed on the online form were recorded as having added support to the statements from the online form. All other statements are listed as additional comments.

As of March 2008, the comment form was modified to become more open-ended. Comments received after that change will be recorded and added to this document in their original text form.

Transportation Issues:	total number
Traffic congestion - Golden View Road congested at beginning and end of school day, 550 acres waiting to be developed that will increase congestion by dumping traffic onto Golden View and Rabbit Creek	6
Concern about proposed new collector (linking south end of Golden View with Seward Highway) - road is needed, but not as a windy road lined with houses as developers have proposed it; instead this should be a real collector, 'to get us off the hill'	7
Solve 'infrastructure bottlenecks' (e.g., Rabbit Creek intersection)	4
Explosive growth of commercial development south of Dimond caused noticeable congestion on the main roads	6
Concerned about road safety - particularly on major east west, high speed roads (consider turning lanes, roadside paths)	7
Roads get some use as walking paths; most walking occurs in Chugach State Park and Far North Bicentennial Park	5
viable bus transportation - no access to PeopleMover, not enough funding + priority to mass transit, especially on Hillside. More transit for high schools - Neighborhoods - Abbott/Dimond Commercial. Provide incentives to promote public transit, although it will always be difficult in an area such as this.	5
Need bike paths.	11
I'd like to be able to access trails/Chugach State Park more easily	10
Trails - access to *West* Anchorage	6
Lack of sidewalks in Lower Huffman, specifically, Legacy Drive.	3
Big roads fast cars - not enough bike/commute lanes & walking trails; pedestrian/bicycle facilities especially needed on main roads	9
My husband would like to bike to work in the summer but is insecure in areas where he has to leave the existing trail system.	2
allow LRSAs to make road improvements	16
No more freeways. Context-sensitive design.	13
need collectors that truly invite people to use & get off Hillside & away from the 3-4 collectors, especially with process to upgrade roads impacted by development maintained by LRSA.	4
When the city asks for input maybe they should use it and not create these grandiose roads with huge cleared right-of-ways. Put a flashing yellow 20mph light at the Huffman/Pintall intersection with improvements this summer to avoid fatalities.	12
Abbott Loop coming to Hillside - Birch & Abbott rather than direct route to O'Malley.	3
Need to PLAN + build transportation infrastructure along with development - not *after* 500 new houses are built and there are problems! Make developers plan access.	12
No bike/pedestrian on O'Malley - we need this.	15
Worried about too much traffic in an area with very steep and narrow roads. Road safety.	7
upgrade of O'Malley Road with turn lanes at intersections, continuous bike path	10
(Cont'd) Transportation Issues:	total number
LRSA's/capital improvement mechanisms.	12
Unpaved roads.	3
Fix, update the road maps, particularly in the Natrona, Shoshoni, Elmore, Area. Do not even think about running Elmore Road across Rabbit Creek.	5
Leave O'Malley speed at 50mph. Minimize the number of stop lights, for safety issues only. Any lights should be 'demand' rather than timed.	10
the traffic that builds up on the Rabbit Creek exit from the NS Highway.	1

Need public transportation on the Hillside. Currently the PeopleMover does not have any routes up there. Need ways to creatively get around town without cars - bus, bike, or a combination of both. Need bike lanes or routes - especially along O'Malley.	2
We don't want PeopleMover services up here. Cost vs. benefit is not economical. No more stoplights; this only impairs the flow of traffic. Keep O'Malley at 50mph. An added bike path would be helpful but don't expand the road.	9
Not every piece of land on the Hillside needs to be developed. Public transit is not feasible outside of high density employment cores. Local roads should be under LRSA's and should lead to collectors (appropriately developed with traffic calming measures) in appropriate locations, feeding onto arterials. Overdevelop any area and you bring all these new problems that must be addressed.	11
Unpaved roads are slow, safe, welcome roads.	3
Create a true public process for road improvements. Notifying a handful of neighbors about the multiple back-to-back roundabouts scheduled for Huffman is not adequate...	3
Since we like our cars on the hillside we need more creative ways to share rides, like parking at Hillside and Huffman. We regularly smell burnt brakes and sometimes people can't get up that hill to Flattop due to ice. There should be a share a ride parking area	0
Make Bragaw - Abbott Loop - Elmore a major north/south corridor from Tudor to Rabbit Creek	2
Would like to see Elmore connect Dearmoun and Rabbit Creek to access Goldenvlew Middle School.	1
Our road system is adequate as it is. Without further development we maintain the character of our neighborhoods and keep taxes lower by not having to expand the road system. We don't want more traffic than we already have. Limit the development (or stop it) and we won't have a road problem.	2
Extend Muldoon Rd at corner to Hillside Dr. forming an eastern path around the city connecting the Glenn Hwy to Seward Hwy	1
Over development will cause the existing roads to have traffic problems. Do not widen or change the roads. We live here remember because we like the Hillside. We do not want a mini turnpike going next to our rural homes.....to create even more development. No. More roads, mean more development and more pollution. Recall, we have to wash the layers of black grime from our house every year due to the road pollution now. And breathing this stuff in exacerbates our lungs. It is a serious health problem. Also keeping roads as country roads helps maintain the character of the Hillside. No thoroughfares. Rabbit Creek Road must stay the way it is in order to retain the Hillside character. People that have built on this road with setbacks taking special care the vegetation would protect them from the road would be horribly compromised. This would be a tragedy an ugly tragedy and a black-eye for city planners and the MOA.	1

Strategies to Address Transportation Issues:	total number
Traffic calming in road design	15
Congestion bad in limited number of areas at certain times of the day - try new technologies like roundabouts, merging lanes,	4
Narrow streets (although codes restrict options)	3
Can't build a new southern extension of Golden View without switchbacks - a straight version of the road is impractical	1
Fund mass transit + build community to use mass transit, not the other way around. Bus service closer to neighborhoods. Add PeopleMover route(s) to South Anchorage. Rt #6 is crummy.	6
Update trails plan.	8
Large lot zoning allow LRSA's to provide capital improvements.	11

To have roads before development.	9
Improve O'Malley Road	9
Build bike/pedestrian path on O'Malley.	16
Connect trail system on O'Malley to the zoo make it safe to bike from Hillside to Midtown (N. Lights, Benson & Seward Hwy)	10
Keep country lane feel to our roads	16
ensure pedestrian facilities	6
have a few more true collectors to get people off Hillside	5
Encourage carpooling	5
Encourage use of fuel-efficient vehicles	4
Do not need roundabouts at Huffman or DeArmoun, the traffic doesn't warrant it. Just put in tree-lined pathways alongside roads that go to Huffman Business Park.	14
build bike routes, encourage biking with additional trails for non-commuters. Spend less in maintenance (it keeps cars slow) more on trails + transit to encourage fewer single car transit. Save money.	5
No roundabouts!	10
Continue to add trails along roadways (separated, if possible) to permit biking and walking.	4
Quit designing roads that are overbuilt and more expensive than need be...and quit throwing 'the book says' at us; use the community's knowledge.	8
Bike lanes on all major roads and/or separated pedestrian paths. O'Malley and Rabbit Creek need pedestrian and bike facilities. Master plan Potter Marsh area and Old Seward Hwy behind the marsh. Install pedestrian/bike facilities.	3
Charge a significant fee for high school parking passes that will encourage students to use existing taxpayer-funded bus systems.	8
Listen to the residents when improving roads instead of Muni employees educated elsewhere.	12
Build narrower roads with less right-of-way to reduce speeds. Do not allow any more autobahns like Elmore Road. Existing Birch Road is a good example of a nice, slow, safe road.	2
Last count, years ago, eight deaths on O'Malley because of no separate pedestrian paths. We need Minnesota speed limit increased. Why is it still 55?	1
Make the developers pay for new road proposals, particularly those that affect surrounding properties.	1
Make Bragaw - Abbott Loop - Elmore a major north/south corridor from Tudor to Rabbit Creek	1
I do not support roundabouts; anchorage residents don't use them correctly and they are dangerous.	2
We do not need mass transit on the Hillside. It would be underused and too expensive. Our taxes are already too high.	2
Collecting all these opinions just to ignore them in favor of your pre-established objectives is the epitome of NON-planning. (-A Senior Planner)	2
Have you ever biked or walked along a road with a great deal of cars, busses and trucks? This is not a healthy option to breathe the fumes generated as such. In fact, it creates serious long term health problems.	1