

id	Comment	Category
3415	My concern with Tudor-Lake Otis is air quality. This newly named U-Med Gateway neighborhood I reside in is rife with air pollution problems, especially noticeable early mornings below +20 and with little wind. Other than the hills, elevations are low east of Tudor-Lake Otis, and cold air settles here, pollutants too. Diesel fumes from the ASD buses, which begin warmups at 4:30A, flow into the area and remain trapped by the St. Mary's hill, the Grumman hill (west of Public Works) and the MYC hill. We applaud when a north wind arrives and/or the sun is above the horizon sufficiently to warm the air, releasing fumes. Queued Tudor traffic adds to the problem. Meantime, the fumes are nauseous. It's doubtful the MYC hill will be reduced during the Piper to Lake Otis 40th extension to permit ambient air flow to continue to the W-NW. So, my query: Has consideration been given to lowering the elevation of the Tudor-Lake Otis project since an over/under is not feasible at this time? Engineering could keep St Mary's intact. Other nearby properties are currently lower than the intersection.	Air Quality
3415	AND perhaps some removed materials could be used in the low western section of the 40th Avenue Extension construction.	Air Quality
3876	As owner of the property at Lake Otis Parkway intersection, I ask the design team to evaluate the proposed bus stop and its impact on my property.	Alignments
1554	Just a quick question. I am sure you are very busy. Are there any current proposals out there for the actual changes to Lake Otis and Tudor at this time? I just recieved an email notification, but it really only showed the direct area of discussion.	General
1567	I understand the project has a price tag of \$20 million at presence, that is a \$20 million patch to add a couple of right hand turn lanes. That is a lot of money to put out for something that is going to have to be redone in a few years, if, in fact, a fix is needed.	General
1572	I do hope that whatever the outcome is, it is a valuable use of taxpayer money.	General
1570	I do not want to see single family housing torn down to install rows upon rows of high-rise condominiums like Hong Kong.	Neighborhood Impact
1583	From the proposed drawing sent in the mail it looks as though my house would be demolished. Does this proposal eliminate houses on the West side of Lake Otis?	Neighborhood Impact
1631	Concerned with plans to put ramps etc, through the neighborhoods.	Neighborhood Impact
1632	Conerned with the affect on St. Mary's church. Not in favor of the right-of-way acquisition.	Neighborhood Impact
1636	Concerned that adding additional turn lanes will impact local businesses and property will have to be taken.	Neighborhood Impact

1642	I have concerns on the negative impacts that may be caused by the planned intersection improvements on my property. Although it is currently undeveloped, the intersection improvements design team should consider a commercial development (an office building) on my property. Our development plans have been put on hold primarily because of the uncertainty on the area of land, if any, that may be needed for the intersection improvements project. In addition to the development delay caused by the intersection improvements project, my primary concern is a safe and to the extent possible an uninterrupted access to my property prior and after development. Considering the resources and efforts being put to improve the safety and traffic flow at the intersection and vicinity, I trust that the design team will evaluate the impacts of proposed plans on neighboring businesses and properties. Currently, left-turn east-bound traffic and north-bound traffic can access my property without interference from traffic flow.	Neighborhood Impact
1642	It appears to me that having a dedicated right-turn lane at the northeast corner of the intersection, coupled with the bus stop being kept in-place, it may make it more difficult to access my property.	Neighborhood Impact
3877	Although it is currently undeveloped, the design team should consider a commercial development on my property. I have serious concerns with the bus stop's negative impact on safety and access to my property, especially after development.	Neighborhood Impact
3871	My property is located near the proposed Tudor Road and Lake Otis Parkway Intersection. I also read the "Open House Notes" section on the project website. I would like to make it clear that my primary concern has been the proposed bus stop on my property and its negative impact in the context of limiting the access to my property.	Neighborhood Impact
3872	My conversations with Mr. Strickler and MOA were primarily about the proposed design's impact on my property, although the Tudor Road access and property acquisition were mentioned in the context of reducing the negative impact caused by the proposed design.	Neighborhood Impact
3858	I have concerns about the crosswalk at Tudor and the east side of Lake Otis. Going southbound the signal has limited timing to safely walk before the signal changes, with 4 lanes of traffic still to cross. Motorists are inconsiderate to pedestrians while making a right hand turn during the walk signal. Pedestrian signage ineffective.	Non-Motorized Transit
3171	How far down Lake Otis will the pedestrian crossing go and will the center turn lane be eliminated? We are concerned about access to our building on 42nd.	Other
1566	The Bragaw extension needs to be completed and traffic studies done after that.	Planning & Design Issue
1568	Dear Sir or Madam: Engineering changes to the Lake Otis & Tudor intersection should be delayed until after the Bragaw Extension (State project NO. 56559 - Abbott Loop Extension) and the connections to Dowling Road are completed.	Planning & Design Issue
1571	Also acknowledge that the real solution to the Lake Otis & Tudor traffic flow problem will require removing the St. Mary Church to allow a separated roadway intersection to be installed	Planning & Design Issue
1576	I am hoping that with the large elevation change that they could possibly route the Lake Otis roadway intersection under the Tudor roadway. This would permanently alleviate congestion problems that will continue to get worse as our population grows. Anything short of this will just be a temporary fix that will have to be addressed in the future.	Planning & Design Issue
1577	Would any potential projects require property acquisitions from St. Mary's?	Planning & Design Issue
1578	We are very concerned about the impact of this on our site, access, and ministry to the community.	Planning & Design Issue

1579	If the "initial concept" is adopted, what would be the capacity/over-capacity of the newly configured intersection be, relative to projected traffic growth, during the period 2008-2030.	Planning & Design Issue
1580	Would the lane divider "medians" extend in length, esp. as it would affect Northbound Lake Otis access turning left onto St. Mary's property?	Planning & Design Issue
1581	Some ideas that have been suggested is a tunnel under either Lake Otis or Tudor for the "through" traffic.	Planning & Design Issue
1582	Finish Abbott Loop first- which you are.	Planning & Design Issue
1586	I'm sure you have contemplated this before, however, why not figure out a way to take advantage of the natural hill at the intersection. What I am suggesting is tunnel down and through on the Tudor side and have that act as the "underpass."	Planning & Design Issue
1587	I would suggest using Tudor as the underpass due to its higher rate of traffic than Lake Otis. The intersection itself would look similar to its current layout. Lake Otis would need to be expanded to accomodate the double turn lanes rather than the single. The Tudor double turns lanes would be easy since you could use the space currently occupied by the straight section. I recognize this plan isn't the perfect fix. However, it would benefit both Tudor and Lake Otis. Tudor= No light for east-westbound. Double turns at light decrease the amount of time necessary for light.	Planning & Design Issue
1589	I oppose any sort of overpass or interchange at this intersection.	Planning & Design Issue
1590	I like the current proposal as long as there is no taking of the St. Mary's property.	Planning & Design Issue
1565	I go through this intersection daily because I live near by. I feel very strongly that a 3-lane roundabout will work the best in this location than trying to add additional turning lanes. Thank you.	Planning & Design Issue
1633	Wait until the Abbott Loop extension and the East Dowling Road project are done before studying this project.	Planning & Design Issue
1635	Would like to see a signal at 36th and McInnes.	Planning & Design Issue
1638	St. Mary's community would be very concerned about any options which would give serious consideration to an overpass or cloverleaf.	Planning & Design Issue
1640	Your idea of taking some of our parking lot and creating an egress onto Tudor makes sense. It will all be related to money and wetland status and the time frame line required will be anything but short. The Muni would then be responsible for maintenance, especially snow removal.	Planning & Design Issue
1641	As owner of the property at the northeast corner of the intersection, 4309 Lake Otis Parkway, I support the currently proposed "Turn-Lane Addition" design.	Planning & Design Issue
1643	The plans look like the median may block 47th to be able to turn left to Tudor & Lake Otis. Will the median block 47th or will it stop prior to 47th?	Planning & Design Issue
3040	What is landscaping proposed for land city purchased, or will be purchasing, but isn't needed for this intersection upgrade? Please plant with ample vegetation - esp. trees (50% deciduous and 50% evergreen to provide year-round color and texture) to aesthetically enhance this giant, heavily travelled intersection. Lots of trees and maybe some	Planning & Design Issue
3349	In Winter months I utilize public transit and in the months when the ice is gone I try to ride my bicycle. It is important to me that the plans keep in mind that there are many of us who would like to have safe passage along Tudor and Lake Otis when walking or on bicycles. When planning know that we are citizens that are just as important as those who drive daily.	Planning & Design Issue

3181	I sure don't like the idea of the medians; probably cause more harm than good. The theory is nice but realistically it is a problem for snow plows, will require annual repairs for spring, and is just another object for cars to hit, slid into or get high centered on.	Planning & Design Issue
3410	The new pedestrian islands create additional obstacles making it difficult if not impossible for long commercial vehicles to make right turns from any direction. A legal long combination vehicle will be unable to make the turn without the steering axle and the rear axles crossing over the median and the curb or the pedestrian island. The positioning of the pedestrian islands and the medians make a very small opening for legal long combination vehicles to make a left turn in any direction. Please review the geometry of this design given that long combination commercial vehicles are legal and do use this intersection.	Planning & Design Issue
4739	I have concerns with the location of the bus pullout along Lake Otis, it is currently fronting my property and I would like to see the design modified to eliminate the location or modify it to reduce impact to my frontage property.	Planning & Design Issue
3403	I suggest that nothing is done at this time. Even if the waiting time is reduced, the traffic will still have to go somewhere, thus causing build up at other intersections. Wait until after Bragaw is extended to Northern Lights then decide what is best for the intersection. That would be the real solution.	Purpose & Need
1574	I am very concerned about pedestrian and bicycle safety with the recent modification to traffic patterns on Tudor Rd, with the elimination of the traffic light at Folker St. and the new "speedway" aka Piper St, with the new traffic light. As I travel this route daily from work, I have witnessed several near pedestrian-auto interactions. Now, too often, people cross Tudor between Piper and Lake Otis, by darting through traffic, as there is no reasonable crossing access for people walking or on bicycles. It is too far between these traffic lights and it can be suicidal to try to cross at Lake Otis and Tudor, even with a traffic light, as the double turning lane off northbound Lake Otis onto eastbound Tudor does not yield to pedestriains. The traffic "calming" has had the opposite effect. Please consider a crossing bridge and only allowing right hand turns on green arrow at Tudor-Lake Otis.	Safety Issue
1575	Additionally, as PAMC has created significant traffic impact to the neighborhood in the vicinity of the Hospital, contributing to creating a safer environment seems most reasonable. The "non-profit" PAMC benefits from services provided by the city, but pays not taxes, so should contribute by providing sidewalks and overpasses.	Safety Issue
3041	Highly recommend heated pedestrian islands to increase safe use during winter weather conditions.	Safety Issue
3411	Your new design will help but without active light control of right turn lanes it will still fail to meet safety needs. Pedestrians should have the "right" to cross within a single light cycle with clear red signals at turn lanes.	Safety Issue
3405	Just a brief comment about my concern for pedestrian traffic. The proposed layout appears to have pedestrian traffic leap frogging from spot to spot in order to cross the road with the median the natural half way point for those to slow to make it to the next lily pad. However the median appears to be placed back to far for easy access and safety. This layout looks similar to the 36th and New Seward pedestrian walkway. With sizeable volumes of traffic, a pedestrian feels as though it is a race against the clock to make it all the way across and game of chance to cross at the corners. This is exactly how I feel whenever we walk or ride our bikes and have to cross the New Seward.	Safety Issue
3860	There is insufficient light on the Transit Facilities at the Tudor/Lake Otis intersection. Public Transit should be taken into consideration on this project since the People Mover has 6-10 stops within this area.	Safety Issue

1569	The design should increase traffic flow thru the intersection by at least 30% to justify the construction cost. Spending \$17 million, for political reasons (aka throwing money into a hole for votes), to install turning lanes at the intersection that will only marginally increase traffic flow is in my opinion a waste of public money. Dowl should acknowledge this and advice the no-build option. This would free up \$17 million for use in building projects such as the Knik Arm Crossing bridge that will allow the city to grow.	Traffic Circulation
1573	We're just interested in the planned improvements for Lake Otis and Tudor. We're in favor of ANYTHING you can do to ease traffic and make drive time more enjoyable at that location!	Traffic Circulation
1584	It seems to me as I wait in line that the right lane poses a problem with people trying to exit from the west side onto Lake Otis going south from the medical and other offices-they have no other way to exit that area.	Traffic Circulation
1585	A left turn is impossible, and people barely let them in. Suppose a road was extended to let them exit on 36th or further south on Tudor?	Traffic Circulation
1588	The real wildcard is with the addition of the Bragaw extension, the Tudor westbound double turn lane should see less traffic than at present. Lake Otis= No E-W Tudor cycle for light. Double turn lanes decrease the amount of time needed for turn light cycle. Conclusion= longer light time allotted for Lake Otis N-S bound.	Traffic Circulation
1612	In the 25 years I've been commuting down Lake Otis Parkway, I have noticed that what backs up the intersection is people spinning their wheels to get started up the hills on northbound and southbound Lake Otis, and on westbound Tudor when the roads are icy.	Traffic Circulation
1634	Concerned about construction at the Tudor/Lake Otis intersection, especially if it will push the traffic onto McInnes and 36th.	Traffic Circulation
1637	Would vehicular or pedestrian traffic be impacted relative to access to and from St. Mary's on either Lake Otis or Tudor Road?	Traffic Circulation
1639	Present- Taking a left turn out of 4100 Lake Otis during peak traffic hours requires utilizing of what tenants call the "suicide lane." Employees at DOT and the building at 4200 and Lake Otis use our building's parking lot on a routine basis for egress, and taxis use it as a short cut for Tudor access during peak hours. Options now available are: Keep your fingers crossed and use the left turn "suicide lane" on Lake Otis; Right turn from 42nd onto Lake Otis, right onto Tudor to McInnes, turn right, then to 36th; Drive through our back lot to the egress we were required to put in on 40th, turn left to the alley that runs parallel to Lake Otis, turn left onto 38th, go to Randolph and turn right which takes you to 36th; Leave work early! Leave work late. Short term- Right turn only for 42nd street from both sides of Lake Otis is the only logical quickest solution for minor resolution of the traffic problem. When the new medical office building on Lake Otis opens the Fall, the traffic situtaion will become worse. The traffic light schedule for 40th when Piper is connected to 40th can't happen soon enough.	Traffic Circulation
1639	Long term concept- Over pass off Tudor over Lake Otis Parkway with roundabout for Lake Otis.	Traffic Circulation