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## Port Loop, A-C Couplet In Danger

Multi-Million Dollar Project Under Fire, Highway Chief Says

A \$12 million project to build a new superhighway access to the Port of Anchorage is threatened by determined efforts to block development of A Street and C Street as major crosstown arterials feeding into the new port, Alaska's commissioner of highways said today.

"I won't go ahead without the C-A couplet," Commis-sioner Bruce Campbell bluntly told the board of directors of the Greater Anchorage Chamber of Commerce. "And if it won't go, I'm not going to build the port access. I'm going to stop it."

Campbell, appearing at

the chamber board's weekly breakfast meeting, laid down a tough-talking challenge to those who favor development of transportation facilities.

"Either you're going to get out and support a highway program, or you're damn well not going to have a highway program," he said. "It's that simple."

Campbell said the people of Anchorage had a major question to answer:

"Do you want good highways to your port, or do you want to ride bycycles to the port?" He told the chamber board:

"We have right now an age of dissent. There is a great movement afoot to stop highways — to go back to the bicycles. Some people even would like to see us of Chester Creek, Campbell back in caves. "The people who favor

better highways are not getting out and saying so. The people who want to stop transportation have been very successful."

Campbell called for those who favor development of highway transportation fahighway transportation facilities to get out and speak up at public hearings.

"is well organized and well cannot override the over- belt. whelming presentations being made by people objecting to highway developments, if nobody speaks out strongly and effectively from the other side.

"If we go to a public hearing," the commissioner told the chamber board, "and everybody who shows up is against a project, I'm going to listen to the people. And those are the only people I'm hearing."

With specific reference to the battle now raging in Anchorage over the proposed expansion of A Street and C Street as companion one-way thoroughfares across the Park Strip, through downtown Anchorage and on to the port, Campbell said: "The port access project

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is about to go. The real opposition to C Street is to block A Street . . The greenbelt group would like to block the A Street crossing of Chester Creek. That's their goal."

If the A-C couplet is blocked, said Campbell, there will be no noint in

there will be no point in proceeding with the port access development across the Alaska railroad yards because there would be no immediate place to put the traffic that would be flowing

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from port. "We'll just have to h said. "It that's your decision, fine - that's the way

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we irganized back-to-na e campaigns, said the ineering and construc-

tion phase of highway work are duck soup." "But what we have to go

through first to get to that stage is something else," he said, adding: "The C-A couplet and port

access project has been in a state of constant 'go' since 1965. That's six years." Now, as the access proj-

ect is about to the stage when it could begin, the whole project is endangered by the fight over a crossing

New hearings on that are pending, he noted, and warned those who favored a

go-ahead that they had better be preapred to offer testimony if they hope to offset the construction.

The opposition to the ex-Their opposition, he said, isting plans have been led by a group calling itself the financed," and he said that | Citizens Committee to Save he - as a public official - the Chester Creek Green-

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