



**Brooks and Associates**

Civil Engineering - Marketing - Technical Support

## MEMORANDUM

TO: File  
FROM: Kathy Burgess and Anne Brooks  
SUBJECT: Spenard Project Advisory Committee Meeting  
December 1, 2000  
DATE: December 12, 2000

Anne Brooks of Brooks & Associates opened the meeting with a welcome and began a round of self-introductions of all present.

Jim Sawhill of Lounsbury Associates recapped the project purpose and progress to date. The next phase is the production of the Preliminary Engineering Report. The current meeting is to present results of the traffic study and to get suggestions for use of the space within the right-of-way.

Dave Krehmeier presented the traffic study summary. It included 3 years of collision data, 1996 to 1998. None of the segments in the segment analysis exceeded the critical rate. Of the 21 spots in the spot analysis, 7 exceeded the critical rate.

The Williams Express station driveways were not shown as a spot accident location in the drawings. There were 5 crashes there, all left turns from the driveway. Sight distance problems contributed to the rate here.

The recommendation for the roadway is to reduce it from 4 lanes to 3 lanes. This change should result in a 30% accident rate reduction and will improve sight distances. It will also reduce angle accidents arising from lane changes.

Capacity analysis of the intersections at Northern Lights and Benson show no capacity problems; service level is C. Even with traffic projections for 2016, the intersections still show fair capacity—at p.m. peak a service level of D at Northern Lights and C at Benson.

The possible configurations for Northern Lights and Benson intersections were explained. Options 3 and 4 are recommended, as they give the best lines of sight. Also there is an option not to change the intersections at all.

Spenard is a well-used public transit corridor. There are opportunities for improvements to some stops. None, however, are heavily used enough for pullouts to be constructed. This may cause some driver frustration with a 3-lane road because there is a perception of buses dwelling in a single lane while stopped to load/unload passengers. There are no projections from People Mover for future transit use levels.

Jim presented the street/sidewalk cross sections showing the various options for sidewalks when the street is reduced from 4 lanes to 3 lanes.

*(Questions and comments from the Committee are given in italics. Responses of the Project Team are shown in regular type.)*

*Lane size is important. In winter snow covers the lane lines. I just had an accident in a narrow curve area.*

*Snow plows don't plow to show the ridge and curve line. They don't do it right.*

For snow storage, Alternative 1 has storage space on the shoulders but displaces the bike path on the road. Alternative 2 has 3.5 feet between curb and sidewalk for snow storage. With an attached sidewalk it is possible to have the snow hauled away. Even though the funds may not be present now for this service, the capability is there for the future. The current priority is that Parks and Recreation maintain mainly the sidewalk walking routes to the schools.

Linda Cyra-Korsgaard of Tryck Nyman & Hayes displayed right-of-way maps and pointed out areas wider than 60 feet where there is opportunity for enhancements. The biggest opportunity would be for hardscape—items like fencing, benches, or bike racks. This project has a \$250-\$270 thousand enhancement budget. That amount of money could fence half the length or buy 15 new lights.

*Can the green decorative lights stay? We're not sure.*

Public/private partnerships could help. If a business desired, for instance, the project could take out asphalt paving in front of buildings for the installation of landscaping. The community could also approach AMATS for additional enhancement funds. AMATS and DOT will insist that there be a “responsible party” to maintain any funded enhancements.

*Some businesses that are required to put landscaping in when they build—they don't keep it up afterwards.* If you know of such a situation you can report it to code enforcement. It's a community effort to encourage businesses to keep up their landscaping.

This is a safety project and the fact that there are any amenity funds included is unusual.

Each property is due a curb cut for a driveway. Opportunities for landscaping and amenities will arise from redesign of these entries which will be worked out in detail in the design phase of the project.

*Who do you ask for money for this sort of thing?*

AMATS has a process for project nomination for funds. In addition, we will be taking the project to Spenard Community Council January 3, 2001 to provide an update. This is a good opportunity for community dialogue about this sort of thing. Also, there will be a chance for community discussion at a public meeting about the project on January 9, 2001 at North Star Elementary School.

*The community has done a lot for enhancement of Spenard already—banners, decorative light poles, and the park.*

*No one from this part of town is currently on AMATS to advocate for us.*

*What about street trees and raised planters?*

There is a high replacement rate for the trees. It is expensive to build the tree pits under the paving.

*There is potential amenity area at 31<sup>st</sup> Street where the building entrance and orientation will change (Alano Club). Eight to 10 feet width is needed for a landscape strip.*

*What about Adopt-a-Park? Parks and Recreation is trying to concentrate its money on the big parks. If a community group wants to maintain a local area, that's fine.*

*Sounds like you need a vision or a plan to go for these amenities. Perhaps a few people could develop a proposal for the Community Council.*

We could put a contact number for amenities development and enhancement ideas in the project newsletter we expect to publish at the end of December.

*There is bike use year round and little room on the road for them*

*I think reducing the street to 3 lanes is ideal. In some areas it would provide some much needed safety space.*

*Why are the decorative lights on the west side of the street? Because the electric power is on that side. Location of lighting is important for pedestrians and bikes.*

*If everything is going to be torn up anyway you might as well put in what you want and need at the same time.*

Please remember we are not putting in a plan for all Spenard; we're just doing road safety design. Planning for these other features is up to the community.

*I'd do something in front of my store, but I need professional help to figure out what. A basic conceptual plan could be made for this part of Spenard as part of the project including utilities. Sometimes process adds a lot of cost to design effort. Talk to community members to see what people want and what their priorities are.*

*I would like to have a community meeting if somebody knowledgeable could come and help us. Encourage people to come to the public meeting. They don't want to. I would have better success asking neighbors to come to my house.*

*How long till they start paving? 2006.*

*Will there be grade separation with the railroad tracks? No.*

*A lot of buildings on this street will be replaced in the next 10 years. If there is a plan there can be a great design. Otherwise things will just happen piecemeal.*

*When the community makes an effort to fix thing up for themselves they stay fixed.*

Attendees:

Tom Bichsel  
Kris Conquergood  
Bruce Irvine  
Tom McGrath  
Sam O'Connor  
Marilyn Rudolph  
John Weddleton  
Ken Morton  
Jim Sawhill  
David Krehmeier  
Anne Brooks  
Kathy Burgess  
Linda Cyra-Korsgaard  
Eileen Zaiser  
Doran Powell  
Henry McStotts