

PROJECT MEMORANDUM

Spenard Road, Fireweed Lane to 36th Avenue
Project Number(s): 53986/HRO-0001(172)

TO: File
FROM: Anne Brooks, Brooks and Associates
SUBJECT: Spenard Community Council Meeting, January 3, 2001
DATE: January 9, 2001

Jim Sawhill (Lounsbury & Associates), Linda Cyra-Korsgaard (Tryck Nyman & Hayes), Ken Morton (ADOT&PF) and I attended the Spenard Community Council meeting on Wednesday, January 3, 2001 to provide a brief update on the Spenard Road Safety Project. Approximately 36 people were in attendance including about 10 consultants.

When the Spenard Road project came up on the agenda, I introduced the project team present. Jim Sawhill provided an overview of the project, the results of the traffic and safety study and the type of input the team was seeking at this time. Jim emphasized that we were recommending a conversion from 4-lanes to 3-lanes for most of the roadway with minor improvements at the Northern Lights/Benson Boulevard intersections with Spenard Road. He noted the next step for the project team was to complete a preliminary engineering report which would take the traffic and safety recommendations to the next design level and put cost to several alternatives.

Anne Brooks, provided a brief overview of the transit and pedestrian facilities along Spenard Road between 36th and Fireweed. She noted the high transit usage and the warrant analysis that indicated that none of the bus stops would need to be placed off street.

Jim then continued by presenting the alternatives for changing the cross section of the roadway with the 3-lane conversion. Jim reviewed 6 alternative cross sections for the roadway and asked for comment.

The following narratives provides a summary of the questions (in italics) and the project team responses to those questions asked during the meeting.

Will you convert the entire road to three lanes with a continuous two-way-left-turn-lane? I don't think this will work well in winter in the curves because the striping is not visible or is obliterated in the winter. The team responded that the change would be made throughout the roadway and special attention would be paid to striping and signing techniques.

Is lighting considered an amenity? The regular roadway lighting poles are not, however the familiar green decorative lights along Spenard Road are considered amenities.

Do you have to reserve 1% for art on a project of this type? No, this project does not require 1% of the project costs be allocated for art.

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Fireweed Lane, Seward Highway to Spenard Road
Project Number(s): 58488/HES-0001(50)

If you want my comment, Alternative 1 would be the least expensive. I think we should go with that.

At Spenard Road and Northern Lights, when I am walking across the street [going south] the drivers are looking to the left for traffic breaks and I almost got run over walking across the street. Is it true you can turn right or left on a red light when going from a two way street to a one-way street? Yes, this is true and it is important to get the drivers attention when crossing the road on foot.

Cars accelerate when merging at Spenard Road and Benson Boulevard going south as the street transitions from 3 lanes to 2 lanes. Does this increase the accidents?

We would propose to extend the merge lanes and make them longer in these merge zones.

Can you put the lights on the backside of the sidewalk? Yes, the lights can be relocated to the back of the sidewalk as allowed by the project budget and right-of-way constraints. We want to keep the existing pedestrian lights.

Anne and Jim noted that we needed feedback on the street cross section. Should the sidewalks and driveways be improved? Is it important to have a separation between the driving lanes and the sidewalk—such as a shoulder?

I think on-road shoulders. Is there any way to educate property owners regarding sidewalk maintenance? Jim noted that a municipal ordinance requires business owners to maintain the sidewalk in front of their business. That is all well and good, I am a business owner and I maintain my sidewalk in front of my business only to have the municipal maintenance folks come along and put the snow back on the sidewalk. We need better, more efficient snow removal.

Would the sidewalk be wider at the intersections? It would depend on the intersection configuration and the amount of available right-of-way at the intersection.

*I like the wide sidewalk for riding bikes-- not a bike lane.
I like the on street snow storage.*

We passed out notices for the January 9, 2001 public meeting on the project at North Star Elementary School and copies of the newsletter. The newsletter contained a questionnaire and we requested folks to think the alternatives over and send in their comments.

Attachments:
Meeting agenda