

Spenard Road Questionnaire Response

Do the alternatives balance the needs of the pedestrian, motorist and bicyclist; and requirements of winter snow removal, sidewalk maintenance and business parking?

Yes No *If no, why?*

No snow storage except Alt. 1. No access to DMV off Spenard for northbound traffic. All alts need bus pullouts for safe passing. There should be a counter flow lane assigned during peak traffic times.

After many years effort the existing system works well.

I'm concerned that with Alt. 1 snow will be plowed onto sidewalk.

Compromise with space available—does not meet all requirements listed above.

There is too much motor traffic to implement any alternative road plan. Refinish the road and leave it alone.

Too much emphasis on pedestrians & bikes. Primary use of Spenard Road is automobiles.

Existing Street – No Action

What is the best thing about the existing street?

Nothing—most people infringe on opposing traffic at bends.

Nothing, compared to improvements. I strongly support the 3-lane concept.

Interesting businesses on both sides, great to walk on.

It is 4 lane and offers a safety “avenue of escape”

2 lanes each way.

Smooth flow of traffic with no hang-up. Easy turn left. Easy snow removal. Easy foot traffic.

Leave it as it is.

4 lanes of traffic.

4 lanes to drive on. The bus line has turnouts. There is a sidewalk.

Not acceptable.

Not much of anything. It is dangerous to motorist, pedestrian, & bicyclist.

Alternative 1

What is the best thing about Alternative 1?

Green space (3'5") equal.

Shoulders might work, but I think drivers will drive there and plows will put snow from there onto sidewalk.

Walks on each side.

It would not take as much away from my parking area (Spenard Kiddy Drop).

Two-way left turn shoulders.

Two way center lane.

If approved it will be east to return to 4 lane

What is the worst thing about Alternative 1?

Green space on wrong side of sidewalk.

Sidewalk & paths too narrow.

Shoulder space not best use of available space.

Snow removal difficult, traffic tie-ups.

3 lanes narrows the road.

One lane each way.

It would reduce my parking area. (Spenard Kiddy Drop)

No separation between sidewalk & road.

Not much protection from cars for pedestrians & bicyclists.

	It is essentially a 2-lane road and does not balance the various needs of motorists, snow removal, parking
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Alternative 2

<p><i>What is the best thing about Alternative 2?</i></p> <p>Green space equal. Allows some separation between street grade and pedestrians Useable sidewalks, curb to curb snow removal with storage other than on sidewalk, good landscape opportunities. If landscaping can happen on 3’5”, that’s great. Walks on each side. 5’ sidewalks & 3’5” separation from curb for ornamental lights and landscaping. No shoulders. Pathways with separation from curb. Better protection for pedestrians from cars.</p>	<p><i>What is the worst thing about Alternative 2?</i></p> <p>No shoulders for splash protection & snow storage. Unclear where bikes should go—street or sidewalk. Prefer wider path to grass landscaping. “Separation” space not well used. Snow removal difficult, traffic tie-ups. 3 lanes narrows the road. Not being 80’ wide in lieu of 60’ One lane each way. No shoulders. 3’5” might not be much distance between pedestrians & cars. It is essentially a 2-lane road and does not balance the various needs of motorists, snow removal, parking</p>
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Alternative 3

<p><i>What is the best thing about Alternative 3?</i></p> <p>Wide pathways sufficient for bikes? Equal wide paths both sides. Walks on each side. Wide pathways. 8’ pathways on both sides.</p>	<p><i>What is the worst thing about Alternative 3?</i></p> <p>No space for green strip—wall-to-wall concrete. Same width pedestrian walks each side. Snow removal difficult, traffic tie-ups. 3 lanes narrows the road. One lane each way, excess pathway. No shoulders. It is essentially a 2-lane road and does not balance the various needs of motorists, snow removal, parking</p>
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Alternative 4

<p><i>What is the best thing about Alternative 4?</i></p> <p>Good mix of 2 and 3, one wide path. Nice wide path on west. Some pedestrian space each side. I like this one the best because it gives the widest pathway with the most distance from the cars.</p>	<p><i>What is the worst thing about Alternative 4?</i></p> <p>Bike path may be dangerous in areas where there are long curb cuts. Path too narrow on east. 4' west separation from curb undefined space. Snow removal difficult, traffic tie-ups. 3 lanes narrows the road. One lane each way, excess pathway. Do not understand rationale for this option. It is essentially a 2-lane road and does not balance the various needs of motorists, snow removal, parking</p>
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Alternative 5

<p><i>What is the best thing about Alternative 5?</i></p> <p>Nice wide path on west side Most pedestrian & snow space along side.</p>	<p><i>What is the worst thing about Alternative 5?</i></p> <p>10' is overkill. Sidewalk & pathway is snow storage area, not useable. Path too narrow on east. Encourage walking on both sides of the street. Same motorway as others. Snow removal difficult, traffic tieups. 3 lanes narrows the road. One lane each way, excess pathway. No shoulders. East and west sides treated differently. No separation from the cars. It is essentially a 2-lane road and does not balance the various needs of motorists, snow removal, parking</p>
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Other comments

#2 is the preferred alternative assuming grass is planted in the 3.5' buffer and some landscaping improvements are funded. The multi-modal transportation aspects of Spenard should be emphasized by making it pedestrian and business friendly.

Design does not show proposed mid-block crossings and Chilkoots and Wonder Bread. Hopefully it will in the future.

Three lanes will be great for Spenard! Thank you!!

Divide amenities budget evenly among all concepts to make it lively.

I strongly suggest you stay with the “existing roadway”. No way do I believe a three-lane roadway is safer nor moving more traffic... Progress brings us more cars & Spenard Road is a way into downtown... We have enough trails & bike paths surrounding our area... There should be no parking on Spenard Road. There should be bus turn-outs with waiting benches or shelters. Please!...A 40-year resident of Spenard.

Alternative #4 appears to balance the needs of pedestrian, motorist & bicyclist. However, I do not see how any of these alternatives address snow removal or sidewalk maintenance.

None of the 5 alternatives will improve safety on Fireweed Lane. You cannot put in one lane in each direction without bus pullouts and expect safety to improve. The center turn lane is a safety improvement but will be offset by the cars severing around buses into the center turn lane.

If you do not have room for bus pullouts then leave Fireweed largely the way it is and add turn lights at Arctic. I think if you analyze the accidents reported you will see that most of them are at the corner of Arctic which has no turn lanes, no turn lights and has very poor visibility due to the down sloping Northbound Arctic.

Can't you come up with some other alternatives? All 5 offered are remarkably the same.

Last observation, why in gods name would you need a 10-foot pathway? Planning cars on the pathway or snow machines?

Alternatives Input Summary

Total of 13 responders.

3 preferred a no-build option; 2 stated preference for Alternative 2; 2 inferred preference for Alternative 2; one preference each for Alternatives 3 and 4; 4 had no discernable favorite.

Overall, there was much concern about snow storage and the use of shoulders, curb separation space, or sidewalks/pathways for this purpose.

Only one person gave opinions on the amenities budget allocation. They preferred typical landscape improvements, Concept B, with some waste receptacles.

Alternative 1

No discernable themes in either positive or negative comment.

Alternative 2

Positives: separation of sidewalks from traffic and landscaping possibilities on separation space. No themes in negative comment.

Alternative 3

Positives: Pathways are wide and equal on both sides. No themes in negative comment.

Alternative 4

Positive: Pathway is wide. No themes in negative comment.

Alternative 5

No positive themes. Negative: 10' pathway is too wide; inequality is too great between east and west sides.