

Public Meeting Notes

SUBJECT: Spenard Road Reconstruction Business & Property Meeting
GROUP: Business and Property Owners
DATE: October 25, 2005
TIME: 11:30 am – 1:30 pm.
LOCATION: Gold Cache Bingo, 110 E Fireweed Lane

MEETING OUTREACH:

Invitation letter to Business & Property owners on Spenard Road

MEETING ATTENDANCE: Approximately 45

MEETING MATERIALS: 1) Handouts 2) PowerPoint presentation 3) Aerial photos and accident diagram of the corridor at each table.

STAFF PRESENT:

Anne Brooks, Brooks & Associates
Kathy Burgess, Brooks & Associates
Jim Sawhill, Lounsbury &
Associates, Inc.
David Krehmeier, Lounsbury
Patrick Hoffman, Lounsbury
Scott Pulice, Lounsbury
John Smith, Municipality of
Anchorage, Project Management &
Engineering

Rand Gaynor, MOA PM&E
Judy Dougherty, Alaska Department
of Transportation and Public
Facilities
Luanne Urfer, Tryck Nyman Hayes
Oona Martin, Tryck Nyman Hayes
Michael Travis, Travis/Peterson
Environmental Consulting, Inc.

MEETING INFORMATION:

Meeting participants were greeted at the room entrance, given handouts, and asked to make a nametag and place a sticker on an aerial photo of the corridor to mark their property or business. They were checked on a list of businesses and property owners and picked up a lunch to take to their seat at tables in the meeting room. Each table had a set of large aerial photos of the corridor as well as a plan showing vehicle and pedestrian accident numbers and locations.

The meeting began with an introduction of project team members present and participants were encouraged to introduce themselves to others sitting at the same table.

This was followed by a projected presentation stating goals of the meeting, goals of the project, project background, and outlining some of the challenges and opportunities the project presents.

Then the workshop portion of the meeting began. Each table as a group was asked to consider the 5 questions on the back of the agenda and write their ideas on half-sheets of paper, 1 idea per sheet. These were collected by the project team and grouped by themes on sticky walls mounted around the room.

At the end of the workshop, the ideas on the walls were reviewed for the entire group by the facilitator so everyone could share awareness of all the ideas and of the common themes represented. The table below shows the workshop results.

The meeting ended with an invitation for participants to continue their involvement with the project by attending the public meeting November 17, and/or by volunteering for a Citizens' Advisory Group to be formed for the project.

Comments received on comment sheets and made verbally to project team at the meeting –

- In front of 2600 and 2602 Spenard Road, I have legal parking, off street. I want to see that my parking isn't taken away or restricted. Maybe parallel parking, on street just for my business.
- The nice green lights along the road are dwarfed by the standard luminaries. It becomes more clutter. Get rid of the big luminaries.
- Underground utilities
- More safe [pedestrian cross]ings between main intersections. [Pedestrian crossings need to be] well marked on the road. Need pedestrian crossing light on demand. [The curb is] slightly raised where pedestrians cross.
- Design [the roadway] so cars parking in front of businesses don't drive on sidewalks. Walkers should not have to dodge cars on the sidewalk!
- Traffic calming is required for the section from Hillcrest Drive, North to Minnesota Drive.
- Bicycle and pedestrian traffic up and down the hill is subjected to high speed and erratic drivers.
- Currently, the road is 60-foot wide, which gives the illusion of 2-lanes.
- [When traveling north past Hillcrest,] the current turn lane measuring 275 feet is used as a second lane due to a lack of distinct [right turn only] markings.
- Curbs and sidewalks, possibly with concrete planters to protect pedestrians on the southeast side of Spenard to keep the traffic away from the residences. On the inside of curve.
- Narrow the roadway [past Hillcrest] so drivers are unable to pass (sometimes they come down the hill 3-abreast)
- Install decorative lamps like currently on Spenard Road.
- Bus stop should be well lit and with an enclosure or at least a bench below 19th Avenue.

- Review the speed limit issue. Its 30 [mph] at the top [by Hillcrest] and people reach speeds of 60 [mph] at the bottom.
- Change approach at 19th Ave so the right turn lane is defined.
- [Between Hillcrest and Minnesota Drive], asphalt up to the retaining wall. Currently, the snow removal equipment dredges up baseball sized rocks and spreads them on the road.
- [North of Hillcrest, improve] the grade. Currently, the water runs down the inside of the curve, crosses the road between 1001 and 1945 and causes a glacier effect.
- Reinforce the fact that [North of Hillcrest Drive] is a one-way road.
- How much traffic uses the ramp from 19th to 15th and is it necessary? Make Spenard back to 2 way north of Hillcrest and block it north of 19th.

Attachments:

Invitation letter (2 pages)

Handouts (Agenda, general comment sheet) 4 pages

PowerPoint presentation (12 pages)

Check In list (6 pages)

Comment Sheets received at meeting (X pages)

The following comments/ideas and issues were recorded by workshop participants on ½ size sheets of paper and placed on a sticky wall. The project team has grouped them.

Comments on Users of Spenard Road

- Cars (through destination)
- Cars (local destination)
- Customers (4)
- Night time visitors
- Walkers / bikes / pedestrians (2)
- Bus users
- Business owners
- Employees (2)
- Delivery trucks
- Local residents
- Residents (2)
- Car related business
- Students
- School connections
- Homeless
- Pay attention to transit
- School kids
- Shoppers

Comments on Challenges/Opportunities

(What should we do?)

- Accommodate evening activities (clubs, restaurants)
- Tourism promotion
- Business impacts during construction
- Access during construction
- Environmental concerns

Comments Related to Pedestrians/ Bicycles/Public Transportation

- Bus stop areas with cover
- Pedestrian access north of Hillcrest
- Pedestrian friendly snow removal
- Walk widths
- Pet safety
- Safe pedestrian crossings (2)
- Must have safe environment
- Bridge at Chester Creek is extreme pedestrian hazard – especially in winter
- Walking tour route
- Need for sidewalks
- Planters to protect pedestrians/bikes from traffic north of Hillcrest
- Move Pedestrian/Bike traffic away from Spenard north of Hillcrest
- Bike lanes important
- Improve cyclist amenities
- Accommodate bikes, skates, pedestrians, wheel chairs
- Curbs and sidewalk, possibly with concrete planters to protect pedestrians on the south east side of Spenard to keep the traffic away from the residences.
- On Hillcrest Drive, bicycle and pedestrian traffic up and down the hill is subjected to high speed and erratic drivers
- More safe pedestrian crossing between main intersections. Well marked on road. Pedestrian crossings light on demand – slightly raised where pedestrians cross.
- Pedestrian walks
- Clear walks of obstructions

Comments related to Aesthetics

- Appealing aesthetics
- Character development (by location)
- Additional landscaping
- Municipal cooperation with land and streetscape
- Durable landscaping
- Fishing at Chester Creek (safety improvements needed)
- Emphasize history of Spenard signage

Comments related to Parking

- Parking and access to bus
- Parking

- Parking swaps
- Parking must be adequate for future
- In front of 2600 and 2602 Spenard Road, I have legal parking, off street. I want to see that my parking isn't taken away or restricted. Maybe

parallel parking on-street just for my businesses.

- Design so cars parking in front of businesses don't drive on sidewalks. Walkers should not have to dodge cars on the sidewalk!

Comments on Lighting, Signs and Utilities

- Underground utilities for safety
- Underground utilities (5)
- Good, aesthetic lighting – also for safety
- Streetlights back from curbs
- Lighting improvement
- The nice green lights along the road are dwarfed by the standard luminaries. It becomes more clutter. Get rid of the big luminaries.

- Light pollution north of Hillcrest
- Bus stop should be well lit and with an enclosure or at least a bench below 19th Avenue
- Install decorative lamps like currently on Spenard Road
- Pedestrian lighting
- Storm drain upgrades
- Signing – Gateway (Street and Interpretive)

Comments on Road Design

- Need another access to Minnesota
- Vehicular traffic volumes (preserve)
- Limited heavy truck use (or truck lanes)
- Bus/carpool lanes
- Bus pullouts
- Hillcrest and Spenard turning through lane and signage
- Benson to Northern Lights (REI)
- Cut through at off sets
- Improve sight distances
- More information numbers
- Timing lights synchronized
- Reduce speed limit
- Speed limit
- Make similar south end of Spenard
- Spenard Road (neighborhood road not thoroughfare)
- Better traffic markings
- Re-designation of south road between Benson and Northern Lights
- Shorter blocks (for turn arounds) (3 lefts to make a right turn)
- Narrow north Spenard road to enforce speed on one way
- No 36th Avenue couplet please
- Change approach to 19th Ave so turn lane defined
- Sustain traffic flow
- Turn lanes

- Improve grade north of Hillcrest – water crossing road creates glaciers
- On Spenard Road narrow the roadway so drivers are unable to pass (sometimes they come down the hill three abreast)
- Two lanes with enter turn lane
- Benson signal visible from Northern Lights intersection confuses south bound drivers
- Traffic calming is required for the section from Hillcrest Drive.
- On Hillcrest Drive, currently the road is 60 feet wide which gives the illusion of two lanes.
- On Hillcrest Drive, the current turn lane measuring 275 feet is used as a second lane due to lack of distinct markings.
- Road Design
- Cont.
- 27th no left turn
- Review the speed limit issue. It's 30 at the top and people reach speeds of 60 at the bottom.
- Change approach at 19th Avenue so the right turn lane is defined.
- Improve the grade. Currently the water runs down the inside of the

curve, crosses the road between 2001 and 1945 causing glacier effect.

- Reinforce the fact that this is a one-way road.

Comments on Snow Removal/Maintenance

- Snow removal policy
- Winter walk maintenance (sand/salt/clear)
- Maintenance (snow)
- Off-sidewalk snow storage and better snow removal from sidewalk
- Better snow removal

- How much traffic uses the ramp from 19th to 15th and is it necessary? Make Spenard back to two-way north of Hillcrest and block it north of 19th.

- Snow removal (sidewalks)
- [North of Hillcrest Drive], asphalt up to the retaining wall. Currently, the snow removal equipment dredges up baseball-sized rocks and spreads them on the road.