



40th AVENUE EXTENSION/UPGRADE

March 7, 2007

BUSINESS ROUNDTABLE MEETING MINUTES

Matthew Korshin (DOWL) opened the meeting by thanking participants for attending and began introductions.

Matthew stated that the project team is very early in the design of the project; he said the plans are about five-days old. He went on to say that what is being presented may be what the final will look like but, since it is so early, it is very possible many elements will change.

Matthew discussed the general project parameters that include building 40th Avenue from Lake Otis Parkway to Piper Street and to upgrade Piper Street to Dale Street.

Matthew began a brief PowerPoint presentation. See attached.

Project Purpose and Need

- Highest priority of the Tudor Area Traffic Calming Study.
- Relieve pressure on 42nd Avenue which is currently functioning more like a collector than a residential street. Matthew said that relieving traffic on 42nd Avenue was the true highest priority from the study, but in order to help 42nd Avenue, it was clear 40th Avenue was needed to give drivers an options. 40th Avenue will also accommodate U-Med traffic, and relieve traffic on Piper Street.
- Short-term project included in Long-Range Transportation Plan (LRTP).

Existing conditions

Lake Otis Parkway to Piper Street

- Undeveloped: Hill between Laurel Street and Folker Street. Roughly a 25 percent grade which is too steep for a roadway. There is going to be some degree of cut but it is too early in the design for a definitive answer.
- Right-of-way (ROW) acquisition. The intent of the project is to acquire property to the north of the existing property lines, not the residents to the south.
- Collector street

Piper Street to Dale Street

- No pedestrian facilities
- Rural cross-section: majority of roadway is 20-foot-wide strip of asphalt

- 25 mph posted speed
- Residential street: We want to upgrade to collector street but it is important to note that a collector street is actually a little narrower than a residential street.

Right-of-Way Acquisition

Matthew discussed the project ROW. He said the project will need 60 feet of ROW. He said that from Dale Street to Piper Street there is currently 60 feet of existing ROW, enough for the project. From Piper Street to Folker Street there is currently 35 feet of ROW. The additional 25 feet is currently a road reserve but is not yet acquired. From Folker Street to Laurel Street there is a 60-foot road reserve that is not yet acquired. From Laurel Street to Lake Otis Parkway, there is a 50-foot building setback with no ROW or road reserve.

Traffic Volumes

Matthew discussed the traffic numbers represented on the side. He said the Annual Average Daily Traffic (AADT) counts were done immediately after Piper Street was open. Matthew said it is likely there will need to be new counts in the spring or summer to get a better picture of actual counts now that the public has learned the new traffic pattern.

Matthew said the projected future numbers factor in a number of projects listed in the LRTP like the Abbott Loop Extension and Highway to Highway project.

Design Criteria

- Neighborhood Collector Roadway
- Pedestrian Facilities on both sides - trail on one side or other not yet determined.
- Lane Width - 11 feet; Shoulders - 4 feet
- Street Lighting - Municipality of Anchorage has collector street standards which require white-lights that more closely resembles sunlight.
- Traffic Calming: Piper Street to Dale Street. Matthew said it will be a straight roadway and that can invite speeding. He said the team will likely put in physical changes in the road like chicane and chokers to dissuade drivers from going too fast.
- 30 mph Design Speed: Piper Street to Dale Street
- 35 mph Design Speed: Lake Otis Parkway to Piper Street

What might the road look like?

Matthew discussed that the photo of Piper Street depicted is used as an example of what the road could look like, not what it will look like.

Matthew explained that the lane width of 11 feet is mandatory. He described the cross-section to include a four-foot shoulder, two-foot curb and gutter, eight-foot buffer from trail, and eight-foot trail.

On the other side of the street he said it could have five-foot sidewalk, nine-foot parking lane and two-foot curb and gutter.

Matthew said all of the elements would fit in a 60-foot section.

Project schedule

Matthew discussed the Citizen Advisory Committee (CAC) and its role as a small, working group for the community.

Matthew discussed project schedule

CAC Meetings	Spring 2007-Fall 2007
Business Roundtable.....	March 2007
Draft Design Study Report	Spring 2007
Public Meeting Number Two.....	Summer 2007
Final Design Study Report	Summer 2007
Design	Summer 2007-Spring 2008
ROW and Utilities	Summer 2008
Bidding and Construction	2008 or later

42nd Avenue Diverter

Matthew brought up discussion about a new project element, a proposed diverter at 42nd Avenue and Folker Street. Matthew explained that it is a critical element to help reduce cut-through traffic in the neighborhood.

He explained that east-bound traffic on 42nd Avenue would be diverted to the north at Folker Street and that westbound traffic on 42nd Avenue would be diverted to the south on Folker Street. The diverter would not allow thru traffic on 42nd Avenue. Matthew said that the project team understood there are impacts to businesses and residents.

Matthew said there was not an engineering drawing of the diverter because survey work was just completed.

Wes Sutterlin asked if the project team had considered waiting until 40th Avenue was built and operational for a year or so to see if the diverter was really needed.

Matthew said currently the plan is to install diverter as part of this project and that a diverter would be needed for 40th Avenue to be most affective.

Wes said he thought that 40th Avenue would be more attractive to drivers and, over time, 42nd Avenue would become less attractive without a diverter. He went on to say he has been at the corner for 20 years.

John Smith (MOA PM&E) said this is the type of comment the team needs to hear. He said that the plan is to construct 40th Avenue before the diverter is to be installed. John said that this issue will be addressed and noted in the Design Study Report.

Matthew reiterated that calming 42nd Avenue was the highest priority of community.

Del Seeba said that the diverter would guarantee the destruction of his business. He said that his business is Diamond Animal Clinic and the diverter would isolate his business. He went on to say his customers would need to go all the way over to Piper Street and then down to Tudor Road to access his business. He said many customers now have to access his business illegally through the McDonald's parking lot.

He said that his property taxes are climbing and the city is providing him less and less access to his business. He said there used to be a traffic signal at Folker Street and Tudor Road but it was moved to Piper Street and that negatively affected his business. He said as a 24-hour pet emergency clinic, many of his customers are already under stress and he gets a negative comment at least once a week about access to his business. He said this diverter would make it worse.

Matthew agreed that the diverter would not make access any easier. He said that customers would be able to continue making the same movements off of Tudor Road that they are currently making.

Brian Steele said that they have three Mental Health buildings in proximity of each other that the diverter would separate. One building is located at the dead-end of Folker Street, the second is behind where Courtney's used to be on Tudor Road and the third is on Folker Street and Tudor Road. He said professionals routinely go between the buildings and the diverter would separate them.

Matthew said that there are impacts with the diverter and there is a traffic pattern learning curve.

An unknown meeting attendee asked about the 100-year and 30-year floodplain.

Matthew said he had not mentioned it because the team has not yet done hydrological studies. He said it would be addressed in the Design Study Report.

Barbara Dixon said that the medical offices on the west side of Lake Otis Parkway, south of 40th Avenue, have extensive cut through traffic and she envisioned this project will add more illegal traffic activity on their property.

Matthew said that this project cannot address illegal cut through behaviors, however he envisioned that once the traffic signal is in place it will create breaks in traffic that may reduce the cut through traffic.

Clover Simon asked about when traffic backs up on Lake Otis Parkway, how will people access their parking lot at 4001 Lake Otis Parkway?

Matthew said that at that property the driveway is currently too close to 40th Avenue. He said he has taken a preliminary look at the layout and he said the driveway can be moved 20 to 30 feet to the south.

Clover said that would eliminate parking spaces.

Matthew explained that if the project directly impacts a property, the city will work with the owner to make them whole, to the best of their ability. He said it was too early to talk specifics regarding that property.

John mentioned to the group that the city is working on making improvements to the Lake Otis Parkway and Tudor Road intersection and that that project will reduce traffic on Lake Otis Parkway by about ten percent.

Mike Thurston said that their problem at 4001 Lake Otis Parkway is not ingress, it is egress. He said when Lake Otis Parkway is backed up, it is very difficult to get out onto Lake Otis Parkway going southbound.

Clover said that when there are five cars waiting at the new stoplight, they will be stuck.

Matthew said he has not evaluated the driveway situation, but providing driveway access onto busy streets is challenging.

An unknown attendee asked if the stoplight on 40th Avenue and Lake Otis Parkway was really necessary.

Matthew said the traffic projections are estimated to be 600 vehicles turning onto Lake Otis Parkway off of 40th Avenue. If there was not a signal, the traffic would be backed up to Dale Street.

The unknown attendee followed up with a comment that if 42nd Avenue is handling 4,000 cars an hour, with no stoplight, why does 40th Avenue need one.

Jennifer Payne (DOWL) clarified that the traffic counts that were presented earlier in the PowerPoint indicate counts per day, not hour.

Matthew said that he has not done the analysis on 42nd Avenue but he has done it on 40th Avenue and there's no question that it needs a signal.

Another business attendee asked how the four lanes will fit in the ROW listed near Lake Otis Parkway on 40th Avenue?

Matthew said every inch of space was used but that it fit. He said the trail and sidewalk is directly off the curb with no separation. He said there is about 10 to 12 feet from the end of the paved trail to the building.

Bob O'Neill discussed the desire to have access onto 40th Avenue. He said that when the site plan was developed it was always known that access would be granted.

Matthew said that typically driveway access is limited on a collector street but it is sometimes granted. He said that if the MOA's traffic and/or planning department allow the access, then the project team will design for it.

Due to the hill, there was a question about the need for bus stops and pedestrian facilities on 40th Avenue.

Matthew said that the project team will work with the transit authority, who he noted was at the meeting, but that it is not something the project team has looked at closely. He said that currently the plan is to provide pedestrian facilities on both sides of the street that there is a documented high number of pedestrians that currently use the corridor. He said the hill will be excavated to a less steep grade. Currently the team is showing it at a five percent grade.

There was a five minute break.

After the break, Matthew began discussing the alignment as presented. Matthew said the alignment shown is simply a conceptual look at what a possible road corridor could look like.

He said at Lake Otis Parkway and 40th Avenue, the team had to resolve the fact that the west side of the Lake Otis Parkway corridor is offset from the east side. He said the team moved the alignment on the west side to match the alignment on the east side. He said, as shown, there is a sliver of property on the northwest corner that will be affected.

Matthew said that there are left-turn lanes for all four approaches. He said that on the east side of Lake Otis Parkway on 40th Avenue there is proposed four lanes. One lane for traffic traveling off of Tudor Road onto 40th Avenue, and three for traffic traveling off of 40th Avenue onto Tudor Road (one left-turn lane and two right-turn lanes).

He said the model demonstrates a need for 300 feet of storage and then the roadway necks down to two-lane collector street.

He said at Laurel Street, the road needs to match the grade. He said Laurel Street will most likely have stop signs with no stops on 40th Avenue.

Matthew discussed the hill near Folker Street. He said there will need to be some excavation to bring the hill down. He said the drawing shows a five percent grade.

Matthew explained that the drawing shows a cut into a nearby building that will not happen. He said they have not looked at the options but he is sure there will be a way to engineer around this section.

He said the team will need to get the as-builts from the building owners to see how the footings are constructed. He said the hill presents some significant challenges.

He said there will be a degree of tree loss and excavation on the hill to make the project work.

Matthew said at the base of the hill the rest of the alignment is very flat road which presents challenges for drainage.

Matthew mentioned that currently the Alaska Psychiatric Institute (API) fire lane and the new 40th Avenue alignment are in conflict. He said the team will work with API and Anchorage Fire Department to provide for a new fire lane or to use 40th Avenue as the fire lane for the facility.

Matthew said that the team has shown Wright Street and Folker Street as being connected to the new 40th Avenue.

Matthew mentioned some elevation contours at Folker Street that the team will need to address.

He said that the team is looking at putting a roundabout at Piper Street and 40th Avenue.

Matthew said that the alignment is offset on the east and west side of Piper Street on 40th Avenue.

Matthew pointed out the serpentine pedestrian trail the team placed on the drawing on the north side of 40th Avenue. He said the serpentine trail was for aesthetics and that it is just a concept that will vary as we get further into road design.

Matthew said that at Dale Street the team envisions a choker, as proposed from the Traffic Calming Plan.

Matthew said the alignment as shown is just a quick overview but there is a lot of engineering left to do. He welcomed the group to make comments to the project team regarding design.

He thanked them for their time.



Business Roundtable

Wednesday, March 7, 2007



Introductions

- Municipality of Anchorage
 - John Smith P.E., Project Manager
 - Julie Makela P.E., Project Administrator
 - Bob Kniefel P.E., Municipal Traffic Engineer
- DOWL Engineers
 - Matthew Korshin, P.E., Project Manager
 - Jennifer Payne, Public Involvement Manager



Project Description

- Extend 40th Avenue from Lake Otis Parkway to Piper Street and upgrade 40th Avenue from Piper to Dale Street.



Project Purpose & Need

- Highest priority of the Tudor Area Traffic Calming Study.
- Relieve pressure on 42nd Avenue, accommodate U-Med traffic, and relieve traffic on Piper Street.
- Short-term project included in LRTP



Existing Conditions

Lake Otis Parkway to Piper Street

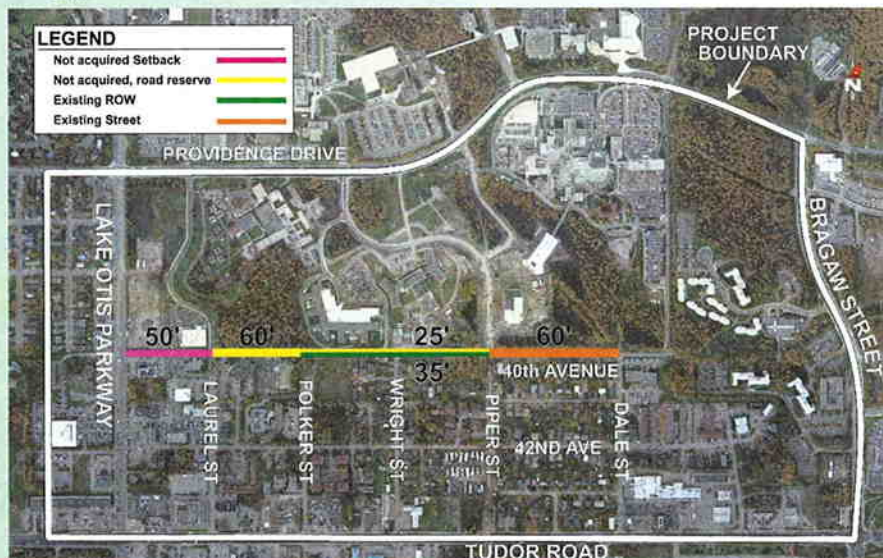
- Undeveloped
- Hill between Laurel Street & Folker Street
- Right-of-way acquisition
- Collector street

Piper Street to Dale Street

- No pedestrian facilities
- Rural cross-section
 - majority of roadway is 20-foot-wide strip of asphalt
- 25 mph posted speed
- Residential street

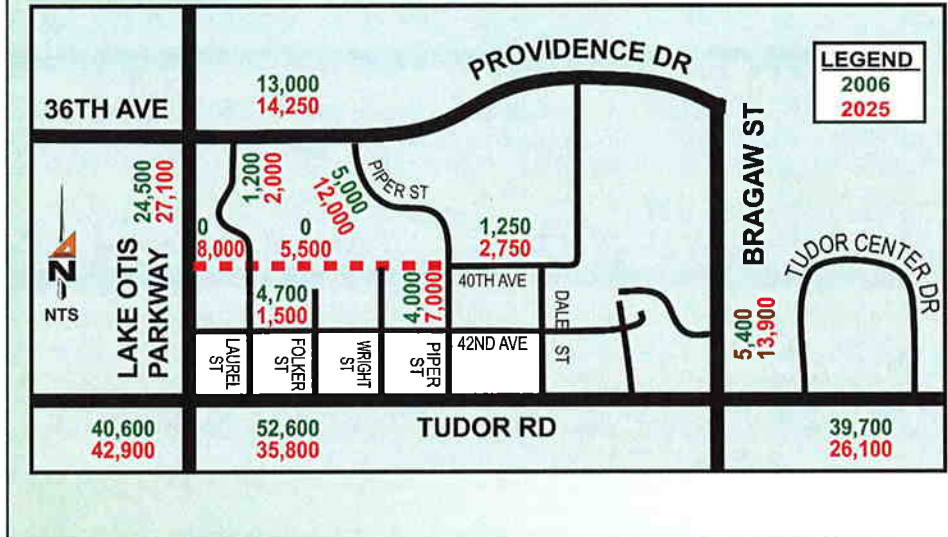


Project Right-of-Way





Traffic volumes



40th Avenue Design Criteria

- Neighborhood Collector Roadway
- Pedestrian Facilities
- Lane Width—11 Feet; Shoulders—4 Feet
- Street Lighting
- Traffic Calming
 - Piper to Dale
- 30 MPH Design Speed
 - Piper to Dale
- 35 MPH Design Speed
 - Lake Otis to Piper



What will the road look like?



What's Next?

- CAC Meetings Spring 2007-Fall 2007
- Business Roundtable March 2007
- Draft Design Study Report Spring 2007
- Public Meeting Number Two Summer 2007
- Final Design Study Report Summer 2007
- Design Summer 2007-Spring 2008
- Right-of-Way & Utilities Summer 2008
- Bidding & Construction 2008 or later



Submit Comments

- Submit written comments to:

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