



40th AVENUE EXTENSION

LAKE OTIS PARKWAY TO DALE STREET

MEETING PRESENTATION NOTES

November 13, 2006

LOCATION: Wendler Middle School

ATTENDANCE: Approximately 35 people

MATERIALS: PowerPoint Presentation, Project Graphics, and Refreshments

Steve Noble (DOWL) opened the meeting and introduced the project team. He briefly described the project and stated that it is still early in the process, so data collection is crucial. Steve discussed the three levels of public input that will be used throughout this project, and what aspects of the project will be influenced by public comment.

Steve discussed the Tudor Area Traffic Calming Study. The 40th Avenue Extension was the highest priority recommendation from that study. He explained that the traffic calming study is posted on the website for reference.

Steve stated that a project goal is to avoid right-of-way acquisition on the privately owned parcels along the corridor. He then reviewed the current and projected future traffic levels within the project area.

Below is a summary of some of the questions and comments made during the presentation. Staff responses are in italics.

- Any plans to connect Wright Street through to 40th Avenue? *Steve responded by stating that the connection is envisioned, but nothing has been decided at this point in the project.*
- Where is the traffic coming from that is shown in the slide? *Steve explained that these numbers are projected for the year 2025 and they include the planned Highway-to-Highway connection project (Seward-to-Glenn connection), which is expected to alleviate traffic on Tudor Road.*
- Is there a possibility of extending 40th Avenue to the east? *Steve explained that there is nothing currently in the Long-Range Transportation Plan (LRTP), but it has been discussed. He also explained that one of the challenges of making this extension is that Chester Creek flows through that area. An expensive bridge would likely be required to avoid the creek. Also, there are University dormitory buildings in the immediate vicinity.*

- Since Piper Street has been upgraded, what are the traffic levels like? *Steve explained that the traffic levels are still lower than what was projected during the design of the Piper Street upgrade, but it does take time for traffic volumes on new roadways to reach their expected levels as the traveling public discovers the new route.*
- A comment was made stating that the bike corridor from Dale Street to Bragaw Street needs to be upgraded. *Steve briefly discussed the Chester Creek Trail project that should address this.*
- A comment was made that there should be a trail on the south side of 40th Avenue in order to provide a buffer to the residents along the corridor. The trail should also contain curves and be lined with evergreen plantings.
- Another comment was made that there should not be a trail on the south side of the road because the pedestrians should be farther from the south-side homes.
- One comment suggested having a trail on each side of the road.
- It was stated that Wright Street should not be connected to 40th Avenue because it will cause an increase in crime and destroy the neighborhood.
- It was commented that when Dale Street was connected, crime increased.
- If Tudor Road traffic will decrease in the future with all the other proposed projects, why should there be more residential roads punched through? Upgrades to 42nd Avenue should be completed to slow the traffic rather than adding more through streets. *Steve explained that the improvements to 42nd Avenue cannot be completed until the 40th Avenue extension is complete. He also explained that 40th Avenue will not be siphoning traffic that would otherwise be using Tudor Road; it will be taking traffic off of 42nd Avenue and from the U-Med district.*
- It was stated that 40th Avenue should not go through. *Steve explained that Piper Street cannot handle the amount of traffic that is projected, and 42nd Avenue, classified as a residential street, is already over-capacity. The 40th Avenue Extension is needed to help alleviate some of this.*
- There is too much of a grade between Folker Street and Lake Otis Parkway for a road to go through. *Steve commented that this issue is still being evaluated. The solution will most likely be a combination of excavation and retaining structures.*

It was commented that traffic needs to be calmed at the intersection of Piper Street and 40th Avenue.