



40th AVENUE EXTENSION

PRESENTATION NOTES

PUBLIC MEETING NO. 2

October 22, 2007

MEETING NOTES

LOCATION: Wendler Middle School

ATTENDANCE: Approximately 25 people

MATERIALS: PowerPoint Presentation, Project Graphics, and Refreshments

Steve Noble (DOWL) opened the meeting and introduced the project team.

Steve gave a brief overview of the Tudor Area Traffic Calming Study and its direct link to the 40th Avenue Extension project. He discussed the Public Involvement activities to date.

Steve stated that a common concern from the public is that comments are made and then seem to be disregarded. He discussed various levels of project input (collaboration, consultation, and information sharing). He then gave a few examples of some design changes that have been implemented as a result of public input, and comments that cannot be implemented as well.

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

- How much of a reduction in traffic would be required to avoid the diverter? *Steve explained that 42nd Avenue already has a traffic volume of close to 4,700 cars per day, which is the highest of any residential street in Anchorage. The numbers will not go down significantly enough to make an impact without the diverter. 40th Avenue construction will be completed before the diverter is installed. He encouraged feedback on the diverter. He explained that if nothing is done, the volume on 42nd Avenue will continue to increase.*
- Extending the median on Lake Otis Parkway will reduce traffic enough. Other projects have reduced traffic on 42nd Avenue already.
- Speed bumps would be enough. *Steve mentioned that this suggestion was brought up at the last meeting.*
- There are no traffic volume figures for Dale Street. Are the volumes on Piper Street comparable? *Steve explained that Dale Street will have less traffic volume than Piper Street. No figures were available right then, but were available at the DOWL offices.*

- What does the choker look like? *Steve brought out the choker diagram and explained its intention to slow traffic by providing visual cues and narrowing the intersection. The pedestrian crossing distance is decreased by 30 percent.*
- Will Folker Street connect to 40th Avenue? *Steve explained that yes, it will connect.*
- I am not convinced the diverter is good. Is the concern speed or traffic volume? *Steve answered that it is both.*
- Isn't it logical to do 40th Avenue improvements, and then wait a couple of years to see the impact on 42nd Avenue before doing the diverter? *Steve explained that it had been brought up previously, and while it was valid, the funding for the diverter has a time limit and would be lost if the project is delayed.*
- Are their plans to rebuild 42nd Avenue? *Steve said that no, there are no plans for it.*
- 42nd Avenue gets a lot of pedestrian traffic. Why is East 40th Avenue getting a sidewalk instead of 42nd Avenue? *Steve explained that getting sidewalks on 42nd Avenue has been encouraged by community members. Street improvements that go through a municipal bond process have to be collector streets or larger, 40th Avenue is a collector street, but 42nd Avenue is residential and cannot be funded by a municipal bond. He encouraged her to speak to local legislators for other funding. John Smith (MOA) mentioned that since the road has not been upgraded to MOA standards, the cost might be as high as 70 percent to residents if other funding is not available.*
- If 42nd Avenue is the highest traffic residential street, and representatives have been pushing 10 to 15 years for changes, then the Municipality just does not care about the neighborhood. *Steve mentioned that they should try to get state funds for it.*
- There was a comment that someone really likes Piper Street, but hopes for higher quality in construction for curbs and sidewalks on 40th Avenue that will not crack and deteriorate so quickly.
- On Turnagain Parkway, there are speed humps. Could those be used between Piper Street and Dale Street? *Steve explained that it was a possibility, but that there are downsides. Speed humps are noisy, and although they stop people from going speeds exceeding 35 mph, people will still speed up before and after the humps to make up for lost time.*
- Are there hydrology issues with speed bumps? *Steve explained that this is a retrofitting issue, but there are less issues with water if the speed humps go in with the original road. Mid-block narrowing might achieve better slowing.*
- Why not put speed bumps on 42nd Avenue to make people use 40th Avenue? *Steve stated that 42nd Avenue does not have a good enough foundation to support speed bumps and the road would get torn up more than it already is.*
- Would stop signs at every block on 42nd Avenue slow traffic? It seems like it would calm traffic or people would avoid the street altogether and use 40th Avenue. *Steve stated that it is the same effect as the speed bumps; people speed up in between stop signs to make up for slowing down at them.*

- What about snow removal? It appeared to be tough last year on Piper Street. *Barbara Gardner mentioned that last year Piper Street was not on the maintenance list and had to be added by the Municipality. Another person mentioned that damage to the wall at Piper Street and 42nd Avenue was hit by a snow plow and then not repaired. Steve stated the maintenance issues would be brought up with the Municipality.*

Steve thanked everyone for their comments. He encouraged people to write down their suggestions and put them in the comment box and continue to ask him any questions after the meeting.