



40th AVENUE EXTENSION

LAKE OTIS PARKWAY TO DALE STREET

WALK THROUGH NOTES

November 11, 2006

LOCATION: Dale Street to Lake Otis Parkway walking tour

ATTENDANCE: Approximately 20 people: DOWL Engineers; Matthew Korshin, P.E., Kevin Doniere, PLA, Jennifer Payne. Municipality of Anchorage; John Smith, P.E., Julie Makela, P.E.

MATERIALS: Sign-in-sheet and name badges

WALK THROUGH

Matthew Korshin P.E., led the group of 20 through the proposed project corridor. Matthew discussed general design concepts with the group at various stops along the tour. John Smith, Julie Makela, Matthew Korshin, Kevin Doniere, and Jennifer Payne answered participants' questions along the way. The following is a synopsis of the general discussion points and questions and answers:

WALK THROUGH COMMENTS

Do not put a sidewalk on the south side of the street between Piper Street and Dale Street. Do not want parking on the street like Piper Street. There is no place to plow so the only place left to walk is a skinny strip right down the center of the road.

Planned Parenthood-we have extreme security concerns. We need to limit access and do not want a road or sidewalk running past our building. We definitely do not want access to our parking lot from 40th Avenue.

Please take noise into consideration.

I do not want people speeding down the street. People already go too fast on the residential streets.

A handful of residents mentioned they do not want Wright Street to connect with 40th Avenue.

This was once a nice quiet neighborhood. The new Providence facility creates a lot of light pollution and is very unsightly. Construction noise, dust, and traffic have also negatively impacted our neighborhood and quality of life.

Very few cars actually stop at the stop signs.

There is a lot of cut through traffic to and from Providence's east access road.

The road should be shifted to the north as much as possible between Piper Street and Dale Street. The ROW stakes you have placed in the ground leaves almost no driveway area left if the road comes any closer to the south. The proposed roadway/pedestrian facilities should not come any closer to our homes than the existing road. In fact, more distance should be created between the proposed improvements and our homes than currently exists.

QUESTIONS AND ANSWERS

How much residential property will be taken for this project?

The current plan and desire is to take no residential property for this project.

What about those people with wells? Will the city include water/sewer improvements when it builds the road?

Currently, water and sewer improvements are not in the scope of the project.

Several of the residents along the corridor have private septic systems that may encroach into the ROW. What are you going to do about that?

Once we start design work we will have to assess impacts and address systems that may be affected.

Will the project be constructed in phases/sections?

Currently, it is envisioned that the project will be built in one construction contract. Construction itself could last as many as two seasons.

How is the project funded?

Construction of the project is not yet funded. The MOA will ask voters in future elections to fund the project via ARDSA (Anchorage Road and Drainage Service Area) General Obligation bond funds.

What about the hill between Folker Street and Laurel Street? Will you have to build a retaining wall?

There will likely be a combination of sloped earth and retaining walls used to build the project through the hill. The Anchorage Community Mental Health Services facility is immediately south of the crest of the hill. Its parking lot is lower in elevation than the top of hill and includes an existing retaining wall to hold back the hill. The future grade of 40th Avenue will determine how to match into this existing parking lot. The State of Alaska Mental Health Trust Land Office (TLO) owns the undeveloped property to the north of the hill. We are working with TLO to develop practical options for the road extension through the hill.