

## West Dowling Road Connection Project

### OPEN HOUSE SUMMARY

October 30, 2002

The first set of open houses was held for the West Dowling Road Connection Project on October 30, 2002. One open house was held from 11:30 a.m. to 1:00 p.m. in the DOT & PF conference room and a later open house was held from 6:00 p.m. to 8:00 p.m. at Campbell Elementary. Fifty-six people signed in at the lunchtime meeting, while eighteen signed in at the evening meeting.

The purpose of the meeting was to provide participants an overview of the project and to hear their input regarding issues that should be addressed and potential ideas for a connection. Each open house included a Powerpoint presentation that ran continuously through the meeting. Five stations of information were available including:

- ✍ Welcome/sign –in
- ✍ Overview
- ✍ Issues to address
- ✍ Ideas for a possible connection
- ✍ Related information (comprehensive plan, MOA's Rovenna project, Taku/Campbell Community Council information, etc.)

Participants were asked to fill out a comment form and provide ideas for a connection on a map located on the back of the comment form. Eighteen comment forms were collected. The comments are listed below. **The map "ideas" are attached.**

#### WHAT DO YOU BELIEVE ARE THE CURRENT TRANSPORTATION PROBLEMS, IF ANY, IN THE PROJECT AREA?

- ? Movement of traffic from within the project area to an interchange
- ? High density development in Anchorage bowl and especially west and south of Airport. West to east connection to major highways extremely poor causing major congestion.
- ? For access to Raspberry from 7020 Joseph St, one block from Raspberry, I must exit my subdivision on 72<sup>nd</sup> to Arctic, then south to Dimond, then west to Minnesota, north to Raspberry—a total of about 2.5 miles. Also for fire and police, access to this large subdivision is very much hindered from any direction!
- ? East-West needs a corridor to link Old Seward to Minnesota.
- ? Traffic on Arctic and C Street will increase, new 3 lane won't be of much use!
- ? Traffic on New and Old Seward highway is too heavy already.
- ? Traffic on Tudor heads to Muldoon and Eagle River and further points.
- ? Need more north/south roads west of Minnesota.
- ? Need more east/west roads west of Minnesota to connect to north/south ones.

- ? We need better access to our subdivision. We need to complete Raspberry Road to Arctic and complete the intersection of Rovenna and Raspberry and Chad and Raspberry. This will relieve the constant traffic on our streets (70<sup>th</sup> and 72<sup>nd</sup>) of people who are going deep into the neighborhood.
- ? Congestion and long traffic lines on Dowling Road moving east between C Street and Old Seward Highway. This happens 4:00 to 5:30 rush hour.
- ? Lack of east/west corridors for public transportation, public health and safety. The project is needed to meet the public need.
- ? Most of the difficulty is that no long range planning was made—city departments did not (do not) work together. Residences and businesses have been built on what should have been highway (street) right-of-way and it is continuing to happen.
- ? Need crosstown access in addition to Tudor and Dimond
- ? Train crossings Arctic and 64<sup>th</sup>
- ? How to cross C and Arctic, allowing access without holding up traffic?
- ? Raspberry eastbound right lane congested in AM especially.
- ? Looks like 68<sup>th</sup> between Minnesota and C Street would help.
- ? We do need an improved east-west route. With the development planned for the Sand Lake gravelpits, it will increase the bottleneck at Raspberry for cars heading north and south. Consider extending Raspberry to C Street that allows Arctic and C Street as an alternate north/south route.
- ? Hazard on Potter eliminated through B Street access. Clear to “E” traffic is on you before you get across to Potter.
- ? Access to Dowling from B Street.
- ? Lack of east/west connectivity.
- ? Access to C Street from Dowling need to be controlled.
- ? Railroad overpasses.
- ? Inefficient bus service
- ? Too much noise
- ? Relief for other routes. We live off Raspberry and (Solene?) Rush hours causes traffic to form funnels.
- ? 68<sup>th</sup> needs to be improved, connected to Raspberry. The 68<sup>th</sup> improvement is Federal Funded 10:90. This is an important cross town extension.
- ? Potter can be improved and the high power lines removed and placed elsewhere. No need to condemn Potter land. There is wide enough road easement.

**WHAT ARE THE THREE MOST IMPORTANT ISSUES THAT SHOULD BE ADDRESSED WHEN LOOKING AT A POSSIBLE ALIGNMENT?**

- ? Volume of traffic
- ? Specific area providing most volume
- ? Costs
- ? Straight through to Old and New Seward Highways
- ? New interchange at W. Dowling and Minnesota
- ? Make plans for 50 years of efficiency
- ? 68<sup>th</sup> straight through

- ? Dowling to a frontage road of Minnesota
- ? 76<sup>th</sup> to a frontage road of Minnesota
- ? Use Minnesota/Raspberry Interchange
- ? Need for a bike/trail link with other north/south bike trails—C Street and Campbell Creek, etc.
- ? North/south on westside of Minnesota other than Jewel Lake and use interchange at International—make it a cloverleaf like in lower 48 without traffic lights! Traffic moves better!
- ? Safety and visibility
- ? Widen Dowling between C and New Seward Highway
- ? Make sure it is pedestrian friendly in residential areas
- ? Leave Campbell Creek bike path and residential areas with as little impact as possible.
- ? Practicality, traffic congestion
- ? Safety, traffic movement
- ? Public transportation needs, satisfy
- ? Direct as possible route
- ? Don't study the project to death
- ? Avoid lake
- ? Rethink train, Arctic and Dowling overpass?
- ? Signals to allow side traffic safe access
- ? Dimond Blvd
- ? Raspberry Road increased traffic
- ? Drainage
- ? Access to (controlled) Dowling
- ? When coming from Dimond, take Raspberry exit, then make left onto Raspberry, it backs up even now with little traffic on Raspberry. Will need a light there.
- ? Talk to the Community Councils including Sand Lake please.
- ? How do you connect Raspberry Road to E. C Street/Arctic Blvd and Dowling.
- ? Land use and zoning should be coordinated with traffic created by the cross town movement.
- ? 68<sup>th</sup> has more industrial. Potter is more residential.

## MAP IDEAS

See attached.

## OTHER QUESTIONS, CONCERNS, OR COMMENTS

- ? Extension of 68<sup>th</sup> from Minnesota area to Lake Otis is fine providing stop signal at Sylvan/Old Seward is not removed. This could be done with 68<sup>th</sup> overpasses at Old Seward and New Seward.
- ? **Knik Aran** crossing should be pushed to alleviate pressure on Anchorage land use and traffic congestion. North/south bypass needed from Glenn to Seward Highway, which will funnel traffic out of residential center of bowl.

- ? To me, it is a “no brainer” to have Dowling go to C Street (straight) and 68 (Raspberry) straight through to C Street. Also if Raspberry is pushed through to C Street, then access to Raspberry from the subdivision could be through Rovenna and/or Chad Street.
- ? Extension of Dowling to C Street would already help the traffic.
- ? Connection of Minnesota-Raspberry to Arctic-C Street.
- ? What is the final decision on finishing the bike trail from **International (Sour Dough Co)** to Lake Otis?
- ? Extending Dowling through to C Street is very important to do. Even to Arctic would be helpful.
- ? The need for grade separated trail and foot crossings of new Dowling Road
- ? Where will traffic lights, if any, be located? Will it now slow traffic on Arctic and C Streets?
- ? Lights for new road(s) will shine into homes and apartments on W. 68<sup>th</sup> and Dowling.
- ? It will be much less expensive and less hassle to use existing right-of-ways (even widen those right-of-ways, if needed) like railroad tracks and W. Dowling through industrial areas.
- ? Consider the possibility of partnering with railroad right-of-way for a smooth connection to W. Dowling Road, in addition to later accessing Dimond Blvd in the future. It could serve as an additional north/south artery easing congestion at New Seward and Dimond.
- ? Map error—shows disconnect between E and W Dowling (north of Pearl). Additional error—shows continuous across C Street.
- ? Noise fence on Raspberry between Cranberry and Arlene already needs maintenance. This is our only protection from noise. Who takes care of this and why isn't it being taken care of.