



## SPENARD ROAD Reconstruction

### Hillcrest Drive to Benson Boulevard

MOA Project Number 03-22b

#### MEETING NOTES

---

|                     |   |
|---------------------|---|
| SUBJECT:            | Spenard Road Reconstruction   |
| PROJECT NO.:        | Municipality of Anchorage Number 03-22b   |
| GROUP:              | Public  |
| DATE:               | Thursday, February 11, 2016   |
| TIME:               | 6 p.m. to 8 p.m.  |
| LOCATION:           | West High School, Cafeteria, 1700 Hillcrest Drive, Anchorage  |
| MEETING OUTREACH:   | See Table 1. Meeting Outreach   |
| MEETING ATTENDANCE: | 108 people signed in  |
| MEETING MATERIALS:  | Graphics showing preliminary design, landscaping, right-of-way, public transportation, and bicycle/pedestrian facilities, fact sheet, comment sheet, sign-in sheet  |
| ATTENDEES:          | <i>Municipality of Anchorage:</i> Jason Bockenstedt, John Smith, Jennifer Noffke, Lori Schanche, Randy Bergt, Kristen Langley, Troy Frey<br><i>Lounsbury &amp; Associates Team:</i><br><i>Lounsbury &amp; Associates:</i> Jim Sawhill, Susan Melton-Acheson<br><i>Brooks &amp; Associates:</i> Anne Brooks, Camden Yehle<br><i>Bettisworth North:</i> Jonny Hayes, Melisa Babb<br><i>Trawver Land Services:</i> Tim Trawver |

#### MEETING INFORMATION:

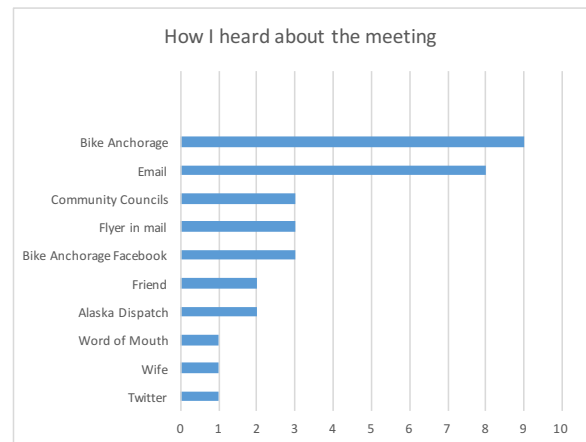
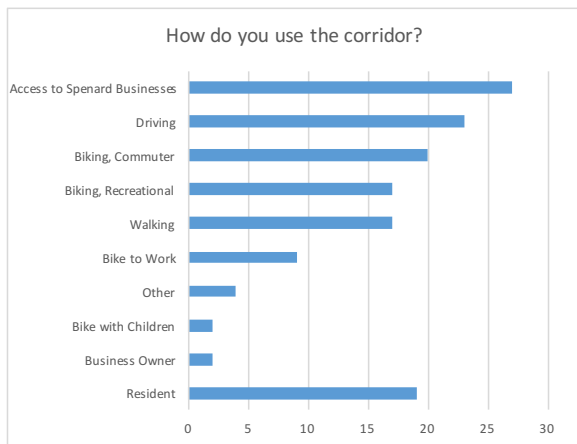
---

The format of the meeting was open house. Attendees were greeted at the door, asked to sign in, provided with a fact sheet and a comment sheet, and briefed on the meeting format.

The meeting format included stations with information on preliminary design, landscaping, right-of-way, transit, and bike and pedestrian facilities. Project team members were available at each station to discuss the project and answer questions.

**COMMENT SHEET QUESTIONS/RESPONSES:**

The meeting comment sheet asked questions of attendees related to how they used the corridor and heard about the meeting. Other questions asked attendees what they liked or disliked about the current design. The following graphics summarize responses about the corridor use and how attendees heard about the meeting.



Attendees submitted the following responses to the comment sheet question, **What do you like about the current preliminary design?** The responses are sorted by primary topic.

**27<sup>th</sup> Avenue Realignment:**

- I like the realignment of 27<sup>th</sup> Ave – it should have already been done.

**Access:**

- Appreciate the effort to finally fix a serious problem area. This will enhance the area and promote access.

**Bike Access:**

- The bike access, the thought put into parking problems for businesses, the sidewalks.

- Consideration of bikes.
- The section with bike lanes.
- Love the concept of encouraging commuting access and use.

#### Cross-Section:

- Something is getting done. Five lanes to three lanes. 27<sup>th</sup> / Spenard intersection straightening.
- Center turn lane. Wide sidewalks on both sides. Bike lane on pavement on one side.
- Fewer traffic lanes/dedicated center turn lane. Wider sidewalks. Landscaping and lighting.

#### General Support:

- Generally, it's good.
- Still keeping Spenard Road "Spenard." It's not a highway/freeway, so can retain some local flavor.

#### Lighting:

- Like the bollard lighting!

#### Landscaping:

- The bikeways and walkways are an improvement. Improved landscaping, but could use more trees or right type of trees other than columnar aspen.
- Improved sidewalks for bicycles and plantings of trees and bushes in some areas.

#### Multi-modal Transportation:

- Better recognition of all forms of transport. Bike, walk, bus and cars.
- Attention to pedestrian/public transportation.
- That it's happening! That pedestrians and bikes are seriously considered.
- It's actually giving some attention to one of the more densely vibrant areas of town – which should be, but currently isn't a place you want to walk around or bike.

- Improved sidewalks. Bike lanes.
- Provision for pedestrians/cyclists.
- Building real bike lanes and pedestrian routes, esp. north of 27<sup>th</sup>.
- I see you have given consideration to pedestrians and bikers.

#### Parking:

- Overall very happy this is moving forward. I really like the path improvements and blocking off the nose-in parking which is currently a total mess.
- Widened sidewalks from Hillcrest to 27<sup>th</sup>, no front parking taking over sidewalk, bike lane.

#### Safety:

- I appreciate that work has been done to address safety of pedestrians, bikes, and cars. I think the multiuse pathway is one approach. Better than existing.
- Seems to allow for bike/pedestrian safety; would like to be sure of vehicle sight lines.

#### Sidewalks:

- Sidewalks on both sides the entire length.
- Wide sidewalks and ability to get across streets – raised medians – bus stops placed much better at Hillcrest and Spenard. Photo Lane cut through resolved.
- I support it completely – two 8-foot multi-use paths – with barrier lanes looks like the best solution – all the way.

#### Signs:

- I like the large road sign monuments.

#### Speed:

- It may slow traffic down.

#### Turn Lanes:

- Dedicated turn lanes at Fireweed are great! You can probably even eliminate the red light or at least change to a flashing red light. Lighting.

Attendees submitted the following responses to the comment sheet question, **What concerns do you have about the current preliminary design?** They are sorted by primary topic.

27<sup>th</sup> Avenue:

- 1) Intersection at 27<sup>th</sup> needs more work – even with a left-hand turn lane it will continue to be dangerous. 2) Areas like the bus stop at Spenard and Benson (south-east corner near the liquor store) attracts inebriates. A great deal of thought needs to be given to not attracting negative public behavior. 3) I have concerns over the transition from four lanes with a median [median] to three lanes and then back again. It seems to encourage wild U-turns.

Access:

- Putting back in ingress into REI from Spenard Road. Please consider changing the speed limit north of Northern Lights to 25 mph!
- I access my home by two roads, Arctic and Spenard Road. I find Arctic to be a failure. I have been caught between Northern Lights and Benson – caught in the middle of Benson while driving north to go home. Too much traffic at certain times of the day. Worse, is the fact that you have to be first in the left lane and then in the right to go straight! I manage, but many people cause problems when they don't know what to do. I absolutely hate it. The added telephone poles are disgusting and many are in the middle of the sidewalk. I love Spenard. Please be careful with our road. Don't make it as difficult as Arctic! Make it user friendly. These are the roads home for me. Please make it attractive as well as safe.  
Thanks.

Bike Crossings:

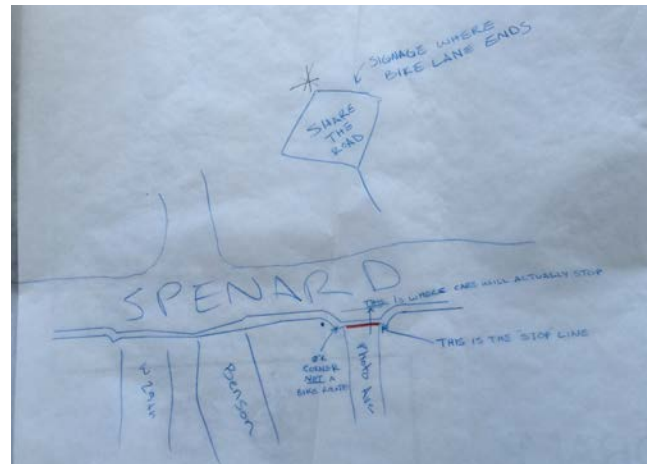
- The four-lane section with no bike lanes has swept-back pedestrian crossings with zero radius corners that are not suitable bike facilities (and motorists will be even LESS likely to stop for them) ... If there are not going to be on-street bicycle facilities, then there needs to be heavy "share the road" signage to remind motorists bikes get to use the road.

Bike Lanes:

- Not interested in on-street bike lanes (too close to cars; would not use).
- No dedicated bike lane creating a hazard for bikers. Slow it down!
- The bike lane in the road south of 27<sup>th</sup> is pointless and dangerous. 1) It pisses off “those” drivers who think bikes should be on the perfectly good 8-foot multi use path – which is where most bikes will be anyway. 2) Coming up on 27<sup>th</sup> from south a bicyclist intersection and jumping up onto multi use all at the same time. A dedicated, curbed bike lane and sidewalk would be the best option, but second best would be to get rid of that on-the-road bike lane – put planters in instead. A bike/pedestrian crossing at 23<sup>rd</sup> otherwise a kid heading south and trying to get to Bosco’s has to brave traffic.
- Unnecessary use of ROW for 8-foot sidewalk when adding 2 feet to shoulder bikeway would decrease cost (less concrete), dramatically improve biking comfort (allowing for full on bike lanes) and still giving pedestrians comfort of having buffer from traffic. I also feel like Arctic Boulevard provides much better way to cross Benson/Northern Lights separating traffic for left turns onto one-way roads making it much more approachable for utility cyclists. Wider separated paths are much more likely to encourage wrong way cycling.
- There must be bike lanes added south of 27<sup>th</sup>. Without the bikes will be forced into the right traffic lane creating a dangerous situation for all. These areas must be acquired and common parking arranged. There are several solutions possible to accommodate loss of parking by individual businesses. One is to wave some of the minimum parking space zone restrictions. Two is to identify more designated public parking areas and promote use of sidewalks. This can promote patrons visiting multiple business sites and encourage a community.
- Would prefer bike lanes extend further south. At the very least adequate signage – i.e. “share the road” is important.
- Would like to see the 8-foot multi use pathway reduced to a separated bike lane with physical separation (marks or round bollards) from the uphill from Chester Creek through the Northern Lights intersection. This connection is a big deal. Also lower the speed limit. If the separated bike lane ends at 27<sup>th</sup> it will lose a large portion of cyclists that want to get to the Northern Lights Center. The parking improvements look promising. I am a business owner on Fireweed. Thanks.

- Not a wide enough bike “way” and not the full project area. Reduce the multi-use pathway to 6 feet and increase the bikeway with the added space. Find a way to extend the bike lane/bikeway the full length of the project. Encourage bike activity and commuting to increase non-drivers in the area and support reduction of fossil fuel emissions! Reduce speed limit to 30 mph the entire length of the project and Spenard Road.
- Narrow bike lane, high speed limit, non-continuous bike lane (interrupted by bus stop), thus as one heads south, intersections still seem problematic.
- I think that bike lanes need to be present through the whole project and they need to travel through the intersections, additionally, the sidewalks could be reduced to six feet and the bike lanes expanded to five feet! I’m concerned that the lanes are dropped at 27<sup>th</sup> Ave. This will be problematic for connectivity especially if 27<sup>th</sup> becomes a bike boulevard. Goal #1 in the 2010 bike plan is safety and connectivity of the network. I would also like to see the bike lane be separated with a curb and bollard to better create a safe-feeling environment for cyclists and peds alike. Thanks you so much for considering these comments.
- It looks like it’s prettying up the area but not doing much else. Adding bike lanes for a couple of block just isn’t enough to make any real change in accessibility – please figure out a way to make the lanes continue.
- Lack of bike lanes between 27<sup>th</sup> and 30<sup>th</sup> is unacceptable. Also pedestrian crossings should be at intersections, not mid block.
- There does not seem to be a safe avenue for bike commuting. Spenard is an important neighborhood when it comes to biking and walking. It’s the most interesting part of Anchorage, let’s make sure it’s one of the safest to access and enjoy as well.
- I would like to see bike lanes along the entire length of the project, even if it means narrower sidewalks.
- Proposed paint bike lanes on active roadways = unsafe since Anchorage has an abundance of really bad and aggressive auto drivers.
- 8-foot multi-use path does not provide the safety of a separate bike and sidewalk. Please consider using the right-of-way, build 6-foot sidewalks, and create a genuine bike lane.

- Bike lane/easement needs to continue south of 27<sup>th</sup>.
- The bike corridors should be extended all the way. If that means rerouting car traffic or taking parking spaces that would be much preferred. Please consider condemning the parking lots and making all parking in the neighborhood communal. Please emphasize connecting bike lanes all the way to trails and other routes.
- Picture comment regarding Photo Avenue and location of stop bars. See photo.



#### Cross-Section:

- I believe that changing Spenard Road to one lane each way is the wrong way to go. There is way too much traffic on Spenard. I also think there should be a traffic light. I just love trying to get onto Spenard with 3 to 10 cars waiting with you. P.S. I lived on 27<sup>th</sup> for 40+ years between Spenard and Minnesota – seen lots of changes, some good, some not so good.

#### General Opposition:

- Don't touch Spenard Road.
- Have heard worries that it is like Arctic and people don't seem to like Arctic. I have no problem with it personally. I love Spenard Road and neighborhood. Have lived in west end since 1962 – in Turnagain proper (twice), in Hillcrest Trailer Court, on W. 32<sup>nd</sup>, W. 33<sup>rd</sup> near Wisconsin, and more.

#### Lighting:

- Lighted bollards – invest well (high endurance, winter weather). Ensure maintenance/repair fund available for decades ahead. In Anchorage now, many lit bollards are damaged, i.e. unsightly, unsafe (behind Millennium).

#### Medians:



- Raised medians should be removed because they make snow removal more of a challenge. People say medians are safer but they are too restrictive, left hand turn north bound onto 27<sup>th</sup> from Spenard. Design the NE corner of Benson and Spenard to minimize homeless issues – less concrete and more landscaping – no place to sit (no park benches).

#### Parking:

- Parking loss to our building and becoming a non-conforming building. We love all public parking, even street parking!
- Back-in “J” parking needs to be “next.” Alignment of bikeway and Romig Hill trail (down hill) currently bicyclists get “caught” in Spenard Road – sometimes – because they didn’t cross over to the path at Hillcrest.

#### Pedestrian Crossings:

- Pedestrian crossings at 27<sup>th</sup> and La Mex should be controlled, i.e. push-button flashing light. Crosswalk between La Mex and Koots should be more conveniently located. Merging traffic lane north of Northern Lights should be eliminated and replaced with a dedicated west-bound turn lane. Monument signs pose sightline issues at intersections which cause cars to pull into crosswalks. Northern Lights and Benson should have dedicated turn lanes each direction from Spenard. Speed limits should be decreased to 25 or 30 mph. Driving lanes and sidewalks should be narrowed and the remaining “found” space should be converted to bike lanes. Please do NOT require push-buttons for crosswalks at Northern Lights, Benson, and Fireweed. These each have lots of pedestrians; it should be assumed that someone will use the crosswalks. (Intersections nearby will not currently queue pedestrians for a full light cycle.)
- People cross at Hillcrest/Spenard not in crosswalk – Danger – All the way down Spenard Hill, why don’t motorcycles have to use mufflers?

#### Safety:

- Parking: I live there, so I walk to everything. I’d love to see a solution where people get their own walkable neighborhoods! (Yeah, I know.) Pedestrian/bike safety should be a priority. Landscaping: It would be a cool idea if things like fruit trees or maybe even a community garden plot(s) could be incorporated

some how. Spaces that encourage interaction between people would be nice, too. (Benches, for example.)

#### Sidewalks:

- Sidewalks will be narrowed too much as a compromise. No resolution (yet) about left turn into 27<sup>th</sup> and Beartooth area?
- The protected pathways need to be along the entire route.

#### Speed:

- Arterial status of Spenard Road in this stretch. The justification of congestion between Northern Lights and Benson does not bear on this. That intractable problem will endure, even if we allow 35 mph traffic from Hillcrest to Northern Lights. Please reconsider. The speed is excessive in this busy, interactive area. Public safety and community access are at stake.

#### Turn Lanes:

- There should be a designated turn lane at intersections Northern Lights and 27<sup>th</sup> Ave... instead of a race to merge from a two lane to a single lane. Move the cross walk between 26<sup>th</sup> and 25<sup>th</sup> closer to 26<sup>th</sup> where apartments are – not in the middle.

#### Walls:

- 1) Decorative walls – draw homeless, drinking, graffiti, trash, and they are downright ugly. 2) Too many raised medians for my liking. Thanks!

Many informal questions were asked and answered. Comment sheets were submitted to the team with written comments. The project team explained that the design is preliminary and solutions will continue to be investigated. Key design components favored by attendees were wide sidewalks, three-lane design, recognition of biking, walking, and taking the bus, blocking off nose-in parking, realignment of 27<sup>th</sup>, landscaping, lighting, road sign monuments, and generally increasing the appeal of walking and biking in the area. Primary concerns included the lack of bike lane continuity for the full distance of the project, narrow bike lane width, high speed of

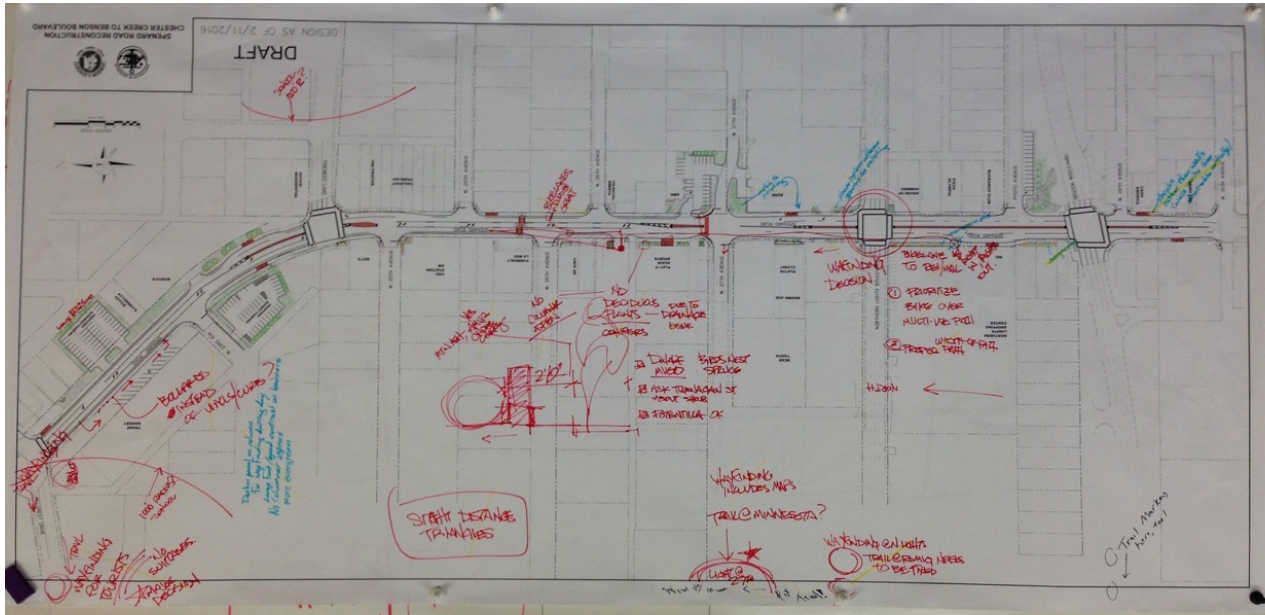
traffic, sufficiency of near-by parking for businesses, medians, wayfinding signs, and walls as an attractive nuisance for bad behavior.

## **VERBAL COMMENTS RECORDED BY PROJECT TEAM**

Other verbal comments heard by the team:

- Numerous folks asked about safety/crash data.
- Individual suggested closing the street and using it as a pedestrian mall.
- Some business owners do not support the project.
- Many business owners do support the project.
- Concern about signage/obstructions in pathways.
- Request the intersection at 27<sup>th</sup> include bike separation or measure of protection for cyclists.
- Extend the bike lane from 27<sup>th</sup> Avenue to 30<sup>th</sup> Avenue.
- Concerns about sight distance at intersections.
- Request for directional signs in addition to the wayfinding columns.
- Tourist/visitor information and destinations signs (Downtown, Chester Creek, etc.).
- Wayfinding is also requested on Minnesota at 27<sup>th</sup> and Hillcrest bridge (outside of project area) to lead users to Spenard Road and orient tourists.
- Numerous individuals shared concern with walls as sitting places and are not preferred; bollards, fences, bike racks, and vegetation were all suggested as alternatives.
- Strong desire to ensure adequate, if not additional lighting to identify road wanderers and improve visibility/security/safety.
- Numerous members of the public voiced a desire for plant materials to be minimal, protected from snow/traffic/pedestrians and with specific species considerations. Preference for amur, birch, mountain ash trees.
- Recommended public art process run separate from reconstruction project.

Comments written on the project graphics are shown in Table 1 below.



**Table 1. Comments Written On Meeting Graphics**

| Location                  | Landscaping Comment   | Design Comment  | Other | Miscellaneous |
|---------------------------|---|---|-------|---------------|
| 30th to Benson            | Shrubs rather than walls.<br>Walls invite less desirable activity.  |   |       |               |
| Benson to Northern Lights | Evergreens in front of REI building and along parking area.<br><br>Wayfinding decision at Northern Lights Blvd.<br><br>In Plaza area – bright lights for safety! Potential for homeless issues. | Bike lane to REI/Mall.<br><br>Right in/Right out.<br><br>Prioritize bike over multi-use trail.<br><br>Prefer width of path. |       |               |
| Northern Lights to 27th   | At Northrim – replace plantings with same species as existing.  |   |       |               |

| Location                          | Landscaping Comment   | Design Comment  | Other | Miscellaneous                              |
|-----------------------------------|---|---|-------|--|
| Avenue                            |   |   |       |  |
| 27th Avenue to Fireweed Lane      | <p>No deciduous plants in front of Play it Again due to drainage issue. Conifers at Play it Again.</p> <p>Dwarf Mugo.</p> <p>Birds nest Spruce.</p> <p>Ask Turnagain St about Shrubs</p> <p>Potentilla OK.</p> <p>No columnar aspen.</p> <p>Yes to Mtn Ash, AMVR Chokecherry.</p>   | <p>Bike lanes would be great.</p> <p>Bike lane adjacent (left of) right turn from Spenard to Fireweed to eliminate bike/auto conflicts with turn lane.</p> <p>Where is parking (on map near attorney's office)?</p> |       | Drive in theater at Chilkoots parking lot. |
| Fireweed Lane to Hillcrest Street | <p>Low maintenance. Who maintains?</p> <p>Trail wayfinding for tourists so there will be no one with suitcases in the roadway. There is a major decision place at Spenard and Hillcrest. Direct towards trails (West High hill/Spenard Hill to Chester Creek trail).</p> <p>Use bollards instead of walls/curb?</p> <p>Add decorative fence to screen parking lot from neighbourhood.</p> |   |       |  |

| Location | Landscaping Comment  | Design Comment                             | Other | Miscellaneous  |
|----------|--|--|-------|--|
| All      | <p>More wayfinding signs</p> <p>Sight distance triangles</p> <p>Wayfinding includes maps</p> <p>Wayfinding at N. Lights</p> <p>Darker panel on column for wayfinding during the day. Large font/good contrast on banners.</p> <p>No columnar aspens, more evergreen.</p> | <p>Lower speed limit to 30 mph please!</p> |       | <p>Trail at Romig needs to be fixed.</p> <p>Minnesota to West Highway – fix the trail!</p> |

**EMAIL AND TELEPHONE COMMENTS:**

The following email and phone comments were submitted between 1/28/2016 and 2/13/2016 in response to meeting outreach, media articles and videos.

Hello,

Thanks for the opportunity to comment on the Spenard road redesign. I grew up on West 23rd avenue and my (almost) 90 year old mother still lives there. She is paralyzed on the right half of her body and suffers significant dementia. She is confined to a wheel chair. She very much enjoys "going for walks" and her care-givers take her whenever the weather is warm enough.

The sidewalks along the current Spenard road are not good for maneuvering a wheel chair. I am very glad that the road is going to be upgraded. However the proposed plan for the southern part of the upgrade seems very inadequate for the pedestrian and bike traffic that currently exists and which we would like to encourage. There should be sidewalks, as well as bike lanes protected from traffic, and the traffic speed should not be as high as is currently proposed. This is an awesome part of town and we would like to make it safer for everyone from the 20-something fat tire bikers, to the 89 year olds in wheel chairs. Thanks.

*Team response: Thanks for your comments. I am sharing them with the full project team*

*so we may take your concerns into consideration as we continue our work. Anne Brooks,  
P.E., Public Involvement Specialist*

---

Dear Mayor Berkowitz,

Please find Bike Anchorage's attached letter regarding the Spenard Road reconstruction. We request the opportunity to meet with you and your office about the project in the coming weeks whenever possible--please let us know what works best. Personally, I commute on Spenard Road and am excited for the hard work you and others have put in over the years is about to pay off. Bike Anchorage has a few concerns with the current proposal, but I'm certain that we'll come to some clear solutions that will safely accommodate everyone and make Spenard an example for the rest of the city. We're looking forward to being involved in the current process and in educating the public about the proposed changes ahead of April. I look forward to hearing back. Cheers,

Letter:

Dear Mayor Berkowitz,

Bike Anchorage has been an enthusiastic supporter of the long-awaited redesign of the northern section of Spenard Road. With the preliminary design for the project out for public review, there are a number of improvements needed in order to make the roadway safer for people on bike, on foot, and in cars. Every foot of the redesigned Spenard Road needs to be safe and reduce conflict between all users. For bicyclists that means that every foot of road needs a bike lane. Will you be available to meet to discuss this project in greater detail? We will be putting together more detailed comments but want to bring these issues to your attention to start the dialogue.

Start Vision Zero in Spenard

The Spenard Road will be an example for all of Anchorage for what a vibrant and accessible commercial district should look like. The public has weighed in over many years and has supported efforts to make this district a safe center for pedestrians and bicyclists while also allowing smooth vehicle traffic flow. Throughout the nation it is clear that safe, bike-friendly and accessible neighborhoods strengthen local businesses. We're confident that as we near the final stages of the Spenard Road redesign this will all be achieved. Bike Anchorage encourages incorporating the principles of the Vision Zero traffic safety initiative in the redesign of Spenard Road so that every redesigned road becomes the safest street in Anchorage. To achieve this, we need to take a

comprehensive approach to designing and building safer streets, educating the public, and enforcing the best laws. Our streets must be safe for all users – people on foot, in cars, using public transit, and on bikes – and we need to get everyone on board to be successful.

Create a space for all users, continuous bike lanes

The current proposed design up for review will lead to continued user conflict in an already dangerous stretch of roadway. The design encourages people on bikes to share the sidewalk with pedestrians or the roadways with cars, and either of those scenarios will likely lead to more conflicts. Here are some of the changes we'd like to see:

1. Reduce the speed limit to 25mph. Many studies prove that vehicle collisions with vulnerable users - people who bike and walk - at the current speed of 35mph lead to fatalities.
2. Keep the bike infrastructure consistent throughout the redesign. In the current proposal, the suggested "bikeway" consists of 1.5' gutterpan and 2.5' of striped shoulder and only runs from Hillcrest Drive to 27th Avenue. From there, people on bikes would have to continue on the roadway in the 4-lane section or are encouraged to ride on the sidewalk. Recognizing bicyclists do not belong next to pedestrians alleviates the design of having an 8' "multi-use path" along the road. Spenard Road should not be thought of like the Coastal Trail, but as a dense shopping and retail area where it is important to separate roadway users to prevent collisions.
3. Add a continuous, protected bike lane throughout the redesign. Reducing the size of the sidewalks and center turning lane is all that is required to add space for not only a standard 5' bike lane, which would be wide enough for plows to clear it in the winter, but also an elevated curb or bollards to separate bicyclists and pedestrians from cars. A protected bike lane is the safest solution for people on bikes and it is possible on Spenard Road. Reduced sidewalks would also allow for the continuation of a "bikeway" along the 4-lane section of the corridor or sharrows could be used in that section to alert people in cars that bicyclists have the right to share the lane.
4. Connect to the future bike boulevard on 27th Avenue and include necessary signage. Another important factor that needs to be considered is that 27th Avenue is the proposed bike boulevard that city planners are working on right now. The proposed design drops the bikeway south of 27th Avenue, creating yet more disconnected bike infrastructure within our to-be-created bike network. A safe connection of the



infrastructure is critical. The Spenard-27th Ave. intersection has one of the city's highest rates of car-on-car and car-on-bike collisions. Dashed and painted bike lanes through this section would increase awareness and improve safety for all users.

These are a handful of issues and solutions for the Spenard Road reconstruction to reduce conflict between road users that achieves the principles of Vision Zero for Anchorage. Addressing the infrastructure for people on bikes and the speed limit is a big start to improving the redesign. We are confident that together we can reach the safest solutions. We look forward to meeting with you and working toward these solutions. Sincerely,

*Team response: The project team plans to meet with Bike Anchorage in a small group meeting.*

---

I understand the shoulder is being reduced to 2.5ft. This is not adequate for bikes. At least 4.0ft is needed. A minimum sidewalk should be 5.0 ft. I cannot support an 8-foot sidewalk when it not only reduces safety for bikes, but makes it clearly "un-safe" per AASHTO. We can have both! Say 6' Sidewalk and 4' Bike. Simple! And Safe! This is my neighborhood!

*Team response: Thanks [Redacted]. I'll share with the team for consideration. Anne Brooks P.E., Public Involvement Specialist*

---

Please tell me why the muni. would propose to demolish a 4 lane road and replace it with a 2 lane road with a suicide lane. There are sidewalks on both sides of the road from 30th to Hillcrest so the pedestrian pathway suggested seems moot since there already is one on both sides. The decorative wall called out in the plans is costly and unnecessary, as it will just end up like the wall on the north border of Merrill Field in which the art was scraped off the first winter after installation. That could be ID'd as a costly Quality Assurance bust, burdened by the taxpayers. The taxpayers should not bear the burden of safety concerns because of the "high collision rates" noted on the website. I'd be willing to bet that the collision rates have increased because people are staring at their phones instead of looking at where they are going.

Also it seems a bit ambiguous/blurred and almost deceitful that the muni would NOT show a cross section of the road as it exists now on the website next to the proposal. I'm pretty sure that if both before and after conditions were shown, more people would look at it and say "why are we reducing a 4 lane road to a two lane road." Agreed the

road is in poor condition and only needs reconditioning not reconfiguration. I would potentially vote "yes" for this funding. At least the muni isn't proposing to put medians in everywhere to take up the suicide lane and make it more difficult to plow snow. I'm going to the meeting tonight. I am forecasting that I will be voting "no" when the bond is proposed.

*Team response: Thank you for your comments Michael. We look forward to seeing you tomorrow night and answering your questions.*

*The purpose and need for the project and the existing cross section are shown in the draft Design Study Report that can be found at the following link on the project website. See you tomorrow. Anne Brooks, P.E., Public Involvement Specialist*

Follow up email:

Anne, Thanks, I read the purpose & need for this project on the Brooks propaganda site prior to sending my first email that's why I stated "as called out in the website" etc. etc. in my first email. The purpose and need as you note, are relative terms and as I see it as part of the looming Title 21 "traffic calming" legislation, which only serves the "loud few" and does not qualify for purpose or need, the "loud and few" have Wants, the same as a 5 year old or spoiled teenager. You note in the email below said that the before and after conditions are shown. I agree they are shown and that they are buried in a link on a page on a website and it seems unethical that the before and after is not shown on your Brooks and Associates website on the Project Description page, where all of the hundreds of people will see it. You're an engineer how can you honestly 3 lanes will improve that area. A way to improve that area is to get the police to enforce public disturbance and littering laws to all the inebriates, drug addicts and bums laying around on Spenard leaving their trash, puke and feces for the taxpayers to look at and smell and walk around. I think you probably just don't care anymore because Brooks and Associates has been entrenched in public consulting/pandering for so long, it is impossible to notion the thought of making a living producing a tangible product.

---

Hi, I'm wondering if any plans are available for viewing. Regards,

*Team response: [Redacted] — the draft Design Study Report, Appendix D contains the plan and profile sheets for the road project. They can be found at the following link:*

*<http://midtownroads.com/documents.htm>*

*We are taking comment on the current design through the end of the month. Do not*

*hesitate to call if you have questions once you've looked these plans over. Anne Brooks, P.E., Public Involvement Specialist*

---

Phone request for current drawings.

*Team response: [Redacted] — I'm attaching the pdf you requested in your phone call. Keep in mind that we are taking comment on the design at a meeting tonight. The team will continue to work to balance all the interests and may tweak elements as we move forward. This drawing is posted to the project website and we will update the site during our project design process. We welcome your thoughts on the current design. Anne Brooks, P.E.*

---

Hi Anne, some personal comments regarding the most recent version of the project. see attached. thanks!

- Does the existing bus stop [across from Plato's Closet] remain? Tough location for one due to it's location at the merge zone. sorry, don't know of a better solution. perhaps locate one bus stop instead of two, centered between fireweed and n. lights.
- Tricky spot, folks behind the cued vehicles for west bound to 27th may want to accelerate around those cars leading to potential accidents with pedestrians at the crosswalk.
- Possible to eliminate this driveway [in between Play It Again Sports and Café AK] and divert egress/ entrances to 26th and 27th only?
- Couldn't tell if bike lanes were a part of this design. Please clarify.
- Possible to consolidate to one driveway [for the proposed business parking north of the attorney's office] instead of two?
- Possible to add ped crossing here [Spenard Road and Hillcrest Drive]?
- This is currently a problem having dual lanes at the 4way [Spenard Road and Hillcrest Drive] because vehicles arrive at different times, people are confused as to who has right-of-way. this intersection.
- Should just be a standard 4way w/o turn lanes. it's also dangerous for pedestrians

*Team response: The team will review your comments and consider suggestions as the project moves forward. Anne Brooks, P.E., Public Involvement Specialist*

I drive Arctic and this stretch of Spenard every day. I am concerned that this project will, like Arctic, be over engineered and involve "traffic calming" which is actually setting up impediments to free flow of traffic" traffic angering." There are two huge, persistent problems with Arctic one is the counterintuitive forced lane change. Most people who drive this route have figured it out over the years (which does not make it right) and have figured out how to spot people who are not used to it and need help or courtesy changing lanes. The narrowing and forced lane change is compounded, however, by the bus stop at McDonald's right in the middle of the single lane. The bus backs traffic up into the intersection and onto Northern Lights. The solution is to pass the bus by driving over the center median. It is my understanding that you will do the same thing in two or three places on Spenard. For many in the North Star neighborhood, there is no other choice. Arctic and Spenard are the roads we have to use. I've often wondered what liability the Muni might have for an accident caused by these so called traffic calming improvements. For instance, the Jersey barrier on the Spenard hill. As I remember it, all we wanted was a bike/pedestrian path. With the Jersey barrier, people and moose get trapped in the single, very narrow, steep, slick, compound blind turn traffic lane. We pointed this problem out many times to the design team to no effect.

*Team response: Thank you for your comments on the Spenard Road project. I have shared the comments with the project designers to take into consideration as they continue their work. A project meeting is scheduled for February 11, 2016 at West High School from 6 to 8 pm. Feel free to stop by and see the current design and the draft Design Study Report which provide rationale for design elements. In regard to your observations on Arctic Boulevard between Northern Lights and Benson, please be reassured that the lane configuration on Spenard Road in this area will not change. We are not aware of any operational problems with the road, trail or the protective barrier between the road and the trail. These improvements have been well received by the neighborhood and the non-motorized user groups. I do not have any information about the liability the MOA is incurring from improvements such as the one mentioned in your email. I believe the engineer's consider this greatly before stamping the drawings as their professional ethics and licensure requires. Anne Brooks, P.E., Public Involvement Specialist*

Follow up email:

Yes they were warned repeatedly, and there were good alternatives put forth, and yet they ratified the design that puts motorists, pedestrians and moose at the greatest risk.

That's why I think there will be liability if/when the inevitable happens. And that's why I'm not optimistic about revisions to this plan that would make it safer or more user friendly. I will be out of town on the 11th.

---

Hello Anne, Thank you for speaking to me about the proposed Spenard Road Improvements and how they will impact the Northern Lights Center and our location. As you know we are a tenant in the Center. As such the Right-of-Way and construction issues that your group inquired about need to be addressed with the Landlord. I very much appreciate the time you took to explain the proposed work and impacts. I am copying the Property Manager on this email so they can reach out to you and so you have their contact information. This way they can also be made aware that construction will impact the Center and possibly the Northern Lights Monument Signage, parking and access/egress along Spenard as well the sidewalks along the Spenard Side of the Center. Here is the information that I was provided by the Property Manager for groups or individuals wishing to contact the Property Owners:

Owners: [Redacted]

*Team response: Thank you for your time yesterday. I'm including a copy of the drawing we used at our meeting yesterday to show Mush Inn Corporation and their agents the current plan. I'll follow up with them separately to arrange for a meeting to discuss the project impacts to Northern Lights Center, schedule for right-of-way acquisition at the corner of Spenard/Northern Lights and temporary construction permits/easements we will be requesting to enable construction of the project. Anne Brooks, P.E.*

---

Hello Anne Brooks, Regarding the potential plan for the Spenard Road reconstruction: In both pedestrian and property owner's best interests please delete the decorative wall in the reconstruction plan.

Why? We own property on Spenard road and have decorative landscape timbers near the sidewalk. These apparently invite people to sit, drink, congregate and litter. Our "decorative wall" collects more dirt and more trash along it than the rest of the sidewalk.

We have skateboarders, unsafe tripping adults and balancing kids that could get hurt. Having just returned from a visit to Seattle, I noted that the more concrete structures, the colder, uglier and more graffiti prone the area is. Anchorage has long been a wonderful big little city with great people and open area greenery. Please do not add

---

---

concrete walls/barriers which only increase problems and maintenance costs. Thanks for hearing our input!

*Team response: Thank you for your comments. I am sharing them with the full project team so we may take your concerns into consideration as we continue our work.*

---

**Table 2. Meeting Outreach**

| Date                     | Outreach method  | Description  |
|--------------------------|--|--|
| 01/12/2016               | Project website  | Meeting notice posted on the project website   |
| 01/22/2016               | Postcard   | Postcard invitations mailed to all local residents   |
| 01/26/2016               | <i>Alaska Dispatch News</i> online calendar event        | Inviting the public to the meeting   |
| 01/28/2016<br>02/08/2016 | Email invitation and reminder                            | Provide email invitation to the meeting to project stakeholders including elected officials      |
| 01/28/2016               | Display advertising in <i>Alaska Dispatch News</i>       | Advertisement inviting people to the meeting   |
| 02/04/2016               | Project represented at the Anchorage Transportation Fair | February 11, 2016 open house postcard invitations were available at the project table            |
| 02/06/2016               | Bike Anchorage blog article                              | Article on the Bike Anchorage blog discussing the project and inviting people to the open house  |
| 02/10/2016               | <i>Alaska Dispatch News</i> article and video            | Article and video discussed the project and included interviews with the project team and public |

**Related documents on file:**

Sign-in sheets

Comment sheets  
Fact sheet  
Project graphics