Rogers Park Community Council
2010 Survey Results

- 101 Respondents
- 3 New Email addresses added from the survey. Many more during the year. Distribution list is over 400.

Parks

Priorities:

1. Chester Creek Bike Path Resurfacing
2. Bridge Connection at Maplewood over Chester Creek to Sitka Park
3. East Chester Park Upgrades
4. Carlson Park (Tie)
4. David Green Park (Tie)

Parks Comments:

- Repair 5 broken lights on Juneau Street spur trail.
- Get the illegal campers (city drunks aka "homeless") out of the city parks and woodlands once and for all. It is unhealthy and dangerous for them and anyone else using the parks in a legal manner. I can't support a bridge over Chester Creek from Maplewood at this time because it will also make illegal camping in that area more accessible. And stop cutting down trees to deal with the illegal camps! The vagrants don't care about their visibility - we routinely find illegal camps and illegal fires right next to the bike trail spur north of Juneau Street.
- Removal of illegal camps
- bike trail next to E. 24th st needs resurfacing and picnic areas
- The huge bumps in the Chester Crk path inside and just east of the Lake Otis tunnel are a serious safety hazard and should be repaired ASAP! There are some dangerously large frost heaves and cracks in the Chester Creek trail between Juneau St and Maplewood, and along Northern Lights trail east of Maplewood.
- Rogers Park Elementary grounds maintenance for general public use, lighting, and rink maintenance-in the interests of safe and accessible recreation and physical activity.
- boardwlk trail connecting south Anchor Park with ccrk bike trail and north Anchor park
- Please see to it that the wishes of the benefactors who have generously donated wetlands to our community...that those wishes are respected and that there is no development on Lake Otis. It isn't moral and it isn't environmental correct. I applaud this Community Council for the help it has given to the College Village Neighborhood in preventing the massive influx of development under the guise of religion. Hard battle to fight. The correct stance for this neighborhood.
- some money for spring maintinance, winter 2 or3 days of poor conditions at worst, spring can have 2 to 3 weeks of impassable trail
- These are not needed projects (2)
- stop spending money just to spend money

PM&E Projects

1	Undergrounding Electrical Utility Lines
2	Lake Otis Pkwy Pedestrian Safety - 20th Ave to Northern Lights Blvd
3	Rogers Park Elementary Overpass Improvements (across Northern Lights Blvd)
4	Maplewood St Trail Connection - Chester Creek Trail to Bannister Dr
5	Northern Lights Blvd Sound Barrier Fence Phase III - Seward Hwy to Lake Otis Pkwy
6	Rogers Park Area Traffic and Pedestrian Safety
7	New Seward Highway Sound Barrier (Northern Lights to Fireweed)
8	36TH AVE AT LOCARNO/COTTONWOOD (HSIP) INTERSECTION IMPROVEMENTS
9	Lake Otis Pkwy Reconstruction - Northern Lights Blvd to DeBarr Rd College Village Subdivision Storm Rehab
10	Annapolis Dr./LaTouche St Pedestrian Safety Improvements
11	College Village Storm Rehab
12	Chester Creek at Hillstrand Pond Rehab
13	Woodside East Area Road and Drainage Improvements
14	36th Ave at Latouche St Intersection Safety (HSIP)
15	Lake Otis Pkwy at Lake Otis Elementary Pedestrian Overpass ADA Study
16	Annapolis Dr, Redwood Dr, and Zarvis Dr Widening and Pedestrian Improvements (Delete)
17	Woodside East Area Road and Drainage Improvements
18	Lovejoy Dr at Northern Lights Blvd Pedestrian Crossing

ADD Projects:

- Maintenance/Improvement of the Alley behind Kinkos/Don Joses (Northern Lights to Drake)
- Path/sidewalk on the south side of Northern Lights in front of the Kinko's mall improved. It is very dangerous.

Comments:

- Sidewalk/path in front of Kinko's to Shriner's on Northern Lights.
- crossing the Seward highway remains a nightmare on foot or bicyle
- Crossing the new seward highway on bike or foot to get to sagaya century theaters or the mooses tooth is a life threatening situation
- 20 second pedestrian crossing lights at every lighted crossing Lake Otis, No. Lights, New Seward. Despite annual requests the Muni has not addressed this safety and easily fixed problem. Hence, few dare walk and must drive.
- I would like to see over /under highway connections east and west across New Seward highway at fireweed northern lights and 36th avenue
- ramps accessing bike trails from street
- A raised pedestian walkway (a very effective speed bump) like the one on LaTouche near Northern Light at Fireweed and Juneau is needed. Cut through traffic from the Seward Hwy races along that stretch of Fireweed. The same type of "speed bump" should replace the existing and inadequate speed bump on Bannister as it nears the Fireweed and LaTouche intersection.

- Designate a pedestrian corridor in front of Cal Worthington Ford on the west side of Gambell Street. Have the cement tree planters removed from the sidewalk at the above location thus making it safer for bicyclists and pedestrians to ride or walk off the street.
- Highly recommend speed bump installations on 26th and 27th avenues. Many people are racing between stop signs! Please help!
- sidewalk upgrade in Anchor Park
- Speed humps on Redwood Street near Zarvis/Redwood intersection and crosswalk.
- To get rid of the speed bumps in Rogers Park - they don't work and cause drainage problems during winter/break up.
- STOP the traffic calming and neighborhood labeling with large obnoxious signs

State Roadway Rankings

1	Seward Hwy at Northern Lights Blvd & Benson Blvd Pedestrian/Bicycle Improvements (HSIP)
2	Northern Lights Blvd Bike Path Resurfacing - Seward Hwy to Lake Otis Pkwy
3	Seward Hwy to Glenn Hwy Connection (H2H) - Bragaw St to Tudor Rd *
4	Northern Lights Median Landscaping - Latouche St to Lake Otis Pkwy
5	Ingra St/Gambell St Rut Repair - 5th Ave to 36th Ave

* 21 respondants ranked this project as either the first second or third priority. 30 Respondants requested it be deleted.

- University Lands
  - 67% feel that is very important that open space and trails on campus (UAA and APU) be preserved as much as possible. 27% feel this is somewhat important. 6% stated that it was unimportant
  - 38% of respondents use the campus trails and open space more than once per week. 25% use the trails once per week. 13% use the trails once per month. 24% responded that they hardly ever use the trails.

  Comments
  - No more roads, live without North UMED access
  - Health issues prevent me from using the trails, but they should be preserved.
  - The UAA/APU trail system is one of the main reasons that I have chosent to live in this area.
  - This is another unique area that adds to the diversity and distinguishes the RPCC as an attractive and very livable community. Preserve it!
  - We have to work with these landowners and DOT to find a common ground. I believe our neighborhoods will continue to see impacts of the circuitous routing of traffic going to the UMED area. Especially after the sports center is constructed at UAA.
  - The ability to connect from Chester Creek Trail system, to UAA/APU trail system, to Tour of Anchorage (Far North Bi Park), to Chugach State Park is a tremendous asset to recreationalists. It should be preserved.

- I go running through the UAA/APU trails three times a week. Every time, I see many people using the trail system, either on bikes, walking, or running. When the DOT considers a North UMED access, the DOT needs to consider what type of community it envisions; not simply how to move more people from point A to point B as quickly as possible. Destroying the undeveloped forested lands would not move Anchorage towards a healthier city. I believe keeping our trails intact moves us towards a more community-minded city, one we are proud of.
- USE EVERY DAY - UAA LAKE AND DOG-PARK TREESS BEING DECIMATED BY BEAVERS; NEW NANA DEVELOPMENT MARRIOTT SHOULD BE CUT OFF FROM PARK AND LAKE ACCESS.
- North UMED project had better NOT include a road between Elmore and Northern Lights.
- I am dearly fond of these trails and they add quality to my life.
- WE need to keep this open and wild! It is the last green space in NE Anchorage.
- This land is a unique midtown wilderness. It is priceless, esp being surrounded by communities that really use and enjoy it, such as the neighborhoods (College Village, College Gate, Tudor area, and Rogers Park, UAA & APU, and the hospital communities).
- There are not many "safe" trails, UAA/APU trails provide that away from the city feel even though it is in our back yard
- The trail system is an unparalleled quality of life moment in my day. Being able to commute from Rogers Park to work on the APU campus by bike in the summer and by ski in the winter is a treasure, and my lunchtime ski out the "back door" of my office on my drive-to-work days would be sorely missed. The natural aspects of the trails - the mist coming off Goose Lake on early mornings, the spruce bogs that remind me I'm in Alaska, and the beaver-chewed spruce forests around University Lake - are what set these trails apart from a sidewalk next to a road. Please make an extra effort to protect these trail resources.
- Open space is a priority. So are viable, quiet, pedestrian corridors.
- My son and I are on those trails most days and I think it is critical to preserve the open space over there. I do not want to see a North UMED auto access.
- It is a TOP priority for me to protect the UAA/APU trails. I do not want an Elmore/Bragaw connector that runs between the UAA and APU campuses.
- This trail system is a gem that inspires health and wellness activities in the community and connects us to the hospitals, higher education centers and the community at large. Please preserve this system and the greenness that surrounds it.
- The undeveloped forested lands are a great asset to our neighborhood. It is important to leave them alone.
- This project has been repeatedly rejected by the community, and has recently been resurrected by a couple politicians. RPCC and all neighboring councils continue to strongly oppose it. Persist we must.
- It must stay the way it is.
- These areas should be used to expand the school property buildings
- Improve the existing transportation network.
- Please preserve our greenbelts!!!!

- The trails/land as they are now are a real asset to the city - not just to our neighbourhoods.
- Develop APU trails in concert with campus development
- Get commuter traffic off 36th Ave
- Way too much dog poo on trails south of University Ave.

Comprehensive Plan

- 82% of respondents support the goals of the Anchorage 2020 Comprehensive Plan.
- 78% feel the Title 21 rewrite should reflect the Anchorage 2020 Comprehensive Plan. Specifically, at least 75% of respondents feel these issues are important to Title 21:
    - Maintain and protect wildlife corridors and habitat.
    - Preserve more native trees and vegetation in new construction.
    - Make sure new subdivisions set aside shared play space for children.
    - Protect sunlight in subdivisons through design standards and height restrictions.

Other comments:

- H2H (multiple)
- Illegal Campers
- Noise issues (Dogs, Car stereos, mufflers)
- Accountability of Elected officials (establish system of Legislative updates at the State and Local level)
- How to engage more neighbors in a positive, constructive civil discourse.
- Civil dialog -- how to encourage more to enter into conversations about things that affect us and how we involve our increasingly diverse population.
- Neighborhood improvements in safety
- Quality of Life
- Northern UMED Access
- Cottonwood/Locarno and 36th (Speeding on 36th)
- Bike Trail improvements
- North/South Pedestrian issues
- Pedestrian and bicycle improvements and promotion
- Commercial Activities in residential areas/Stregthen commitment to maintain integrity of R-1 zoning.
- Addressing inconsiderate neighbors who wont clean up or maintain their properties. Code compliance on home operated businesses and illegal run businesses.
- Aging utility poles
- Snow removal
- Street lights on north side of Zarvis next to the school
- Beautification in Anchor Park like the one in Rogers Park. Reworked sidewalks trees, grass planted, signage.
- Street Repair
- Garbage pick-up in alleys
- Dust control in the alleys
- Responsible frisbee (disk) golf development in Russian Jack Springs Park
- The overlay issue and north/south access across the New Seward…Zoning overlays

- Speed bumps on 26th and 27th Avenues
- removing trees and bushes that interfere in yards next to the roadway which interfere with vision of drivers of vehicles.
- RPCC does not have good attendance greatly because of the tremendous time waste. Your meetings are inefficient. Most Men and Women have busy work schedules and homes to maintain and many have children to attend to...For the meetings to last 2 + hours and sometimes 3+ on work nights make them unavailable for many residents. I have been to other Community Council meetings which are held in less than an hour. It is sad that a few people have made what should be a concise and agenda driven meeting so very time consuming. Start the meetings on time. Hold to Robert's Rules of Order. Order is wonderful in good times and essential for heated topics. Be more business like. RESPECT the residents time.
- More rational expedinture of money, stop doing projects that are unnecessary – like curb cuts, sidewalks and traffic calming

Meeting Topics

- Undergrounding Utility Lines: Schedule and Prioritization
- Health Care, especially effecting aging residents
- Health Impacts of KABATA and H2H
- Sidewalk Snow removal (2)
- U-Med issues.
- Utilizing school facilities to promote neighborhood physical activity and recreation.
- The importance of of keeping our property picked up and attractive to assure everyone in our neighborhood is interested in keeping our property values stable.
- Public process
- Stable funding for transportation
- Only meet if there are relevant topics for discussion

2011 Capital Projects
Rogers Park - Community Council Priority List
Municipality of Anchorage

Project Management and Engineering Projects

PRIORITY # 14

	Estimated Cost	Funds on Hand	Additional Funds Required
36th Ave at Latouche St Intersection Safety (HSIP)	$43,000	$0	$43,000

Scope:	This HSIP project will replace the WB signal pole in the NW quadrant of the intersection with a longer mast arm that can accommodate two signal faces.
Need:	Safety concerns have been raised at the 36th Avenue/Latouche St intersection.
Status:	Design study is underway and construction by the State of Alaska is anticipated in 2011. Funding is through the Highway Safety Improvement Program (HSIP).

PRIORITY # 18 (Delete)

	Estimated Cost	Funds on Hand	Additional Funds Required
Annapolis Dr, Redwood Dr, and Zarvis Dr Widening and Pedestrian Improvements	$612,000	$0	$612,000

Scope:	The exact scope of the project would be determined by meeting with property owners.
Need:	The project is included in the Anchorage Pedestrian Plan.
Status:	No work is currently scheduled in the 6-year Capital Improvement Program. The project has been added to the Capital Project Needs List for future funding consideration.

PRIORITY #12

	Estimated Cost	Funds on Hand	Additional Funds Required
Chester Creek at Hillstrand Pond Rehab	No Estimate	$0	$0

Scope:	Scope is uncertain and permitting may preclude improvements.
Need:	Hillstrand Pond is a widening of Chester Creek, west of Lake Otis Parkway. Needs have not been clearly identified.
Status:	No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.

PRIORITY #1 for Park projects

	Estimated Cost	Funds on Hand	Additional Funds Required
Chester Creek Trail Surface Rehab	No Estimate	$0	$0

Scope:	Rehab the trail surface.
Need:	Cracks and heaving on this trail are producing safety concerns with users.
Status:	No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.

PRIORITY # 11

	Estimated Cost	Funds on Hand	Additional Funds Required
College Village Subd Storm Rehab	No Estimate	$0	$0

Scope:	Reconstruct or slip line storm drain as needed.
Need:	The storm drain system in this subdivision is deteriorating.
Status:	No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.

PRIORITY # 15		Estimated Cost	Funds on Hand	Additional Funds Required
Lake Otis Pkwy at Lake Otis Elementary Pedestrian Overpass ADA Study		$100,000	$0	$100,000
	Scope:	Conduct a study to determine what requirements the bridge has to be ADA compliant.		
	Need:	This project is a high priority for the Rogers Park Community Council and local residents.		
	Status:	A state grant has been requested to fund an ADA study to identify needed improvements to this structure.		

PRIORITY # 2		Estimated Cost	Funds on Hand	Additional Funds Required
Lake Otis Pkwy Pedestrian Safety - 20th Ave to Northern Lights Blvd		$500,000	$0	$500,000
	Scope:	Repair and possibly widen sidewalk and remove power poles and fire hydrants.		
	Need:	Sidewalk is in disrepair and has power poles and fire hydrants that restrict usage. The project is a priority in the Anchorage Pedestrian Plan.		
	Status:	A state grant has been requested to fund design and construction for this project. It was originally planned to be part of the Lake Otis upgrade project from Northern Lights Boulevard to Debarr Road.		

PRIORITY # 9		Estimated Cost	Funds on Hand	Additional Funds Required
Lake Otis Pkwy Reconstruction - Northern Lights Blvd to DeBarr Rd		$25,400,000	$1,200,000	$24,200,000
	Scope:	Complete reconstruction will include significant right-of-way acquisition to accommodate widening to 5 lanes with pedestrian and bicycle facilities on both sides. The storm drain system and street lighting will also be upgraded. The actual scope will be developed during the design phase which will include public involvement.		
	Need:	Road section is inadequate for current and future traffic volumes and needs to be widened to accommodate a 5-lane section.		
	Status:	Project funding is proposed as a 50/50 partnership of road bonds and state grants. A state grant has been requested. The project has been removed from the AMATS TIP, because of reductions in federal funding. Initial design funding is proposed in 2011. Easement acquisition and utility relocation funding is proposed in 2012 and 2013. Construction funding would follow in 2015. Funding for intersection improvements at 20th Avenue is included in the 2010 road bond.		

PRIORITY # 10		Estimated Cost	Funds on Hand	Additional Funds Required
Latouche St/Annapolis Dr Pedestrian Safety		$215,000	$0	$215,000
	Scope:	The proposed work will provide a pedestrian activated crossing flasher system and add a raised crosswalk across the north side of LaTouche Street. This project will increase the use of the pedestrian warning lights to an as required basis rather than just for school times, make pedestrians more visible to drivers by elevating them above the level of the pavement. No utility relocations are anticipated with this alternative.		
	Need:	This location is a major school and pedestrian crossing. This project is a priority for the Rogers Park Community Council.		
	Status:	No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration. A state grant has been requested.		

PRIORITY # 18		Estimated Cost	Funds on Hand	Additional Funds Required
Lovejoy Dr at Northern Lights Blvd Pedestrian Crossing		No Estimate	$0	$0
	Scope:	Design and construct pedestrian crossing improvements at this intersection.		
	Need:	This project was requested by the Rogers Park Community Council. It would provide a crossing between the neighborhood to the north of Northern Lights Boulevard and the middle and elementary schools to the south.		
	Status:	No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.		

PRIORITY # 4		Estimated Cost	Funds on Hand	Additional Funds Required
Maplewood St Trail Connection - Chester Creek Trail to Bannister Dr		$1,500,000	$0	$1,500,000
	Scope:	Construct a trail from the north end of Maplewood Street to Chester Creek Trail.		
	Need:	Local residents would like the existing dirt pathway upgraded for safety reasons. This project is included in the Anchorage Pedestrian Plan.		
	Status:	No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration. A 2011 state grant is proposed to fund design of this project.		

PRIORITY # 5

Northern Lights Blvd Sound Barrier Fence Phase III - Seward Hwy to Lake Otis Pkwy

Estimated Cost	Funds on Hand	Additional Funds Required
$1,050,000	$50,000	$1,000,000

Scope:	Construct the remaining fence portions of this project.
Need:	Residents on either side of this busy corridor have raised concerns about the noise levels from traffic.
Status:	A state grant has been proposed to fund the final phase of this project.

PRIORITY # 17

Woodside East Area Road and Drainage Improvements

Estimated Cost	Funds on Hand	Additional Funds Required
$250,000	$0	$250,000

Scope:	Re-build the roadway and install a storm drain system.
Need:	The road surface is deteriorating to the point that safety may be impacted and maintenance is no longer cost effective.
Status:	No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration. Because these are local roads, this project would be funded through the Road Improvement District (RID) program.

State Road Projects

PRIORITY #5

Ingra St/Gambell St Rut Repair - 5th Ave to 36th Ave

Estimated Cost	Funds on Hand	Additional Funds Required
$13,200,000	$0	$13,200,000

Scope:	Complete rut repair improvements which may include pavement replacement or overlay.
Need:	Pavement is deteriorating on these major arterial routes.
Status:	No work is underway. This is a state owned facility and evaluation and funding would be through the State of Alaska.

PRIORITY #2

Northern Lights Blvd Bike Path Resurfacing - Seward Hwy to Lake Otis Pkwy

Estimated Cost	Funds on Hand	Additional Funds Required
$150,000	$0	$150,000

Scope:	Resurface or overlay existing trail.
Need:	This section of trail is showing its age. Further deterioration may impact safety.
Status:	A state grant has been requested to fund this project. This is a state owned facility and evaluation and funding would be by the State of Alaska.

PRIORITY #4

Northern Lights Median Landscaping - Latouche St to Lake Otis Pkwy

Estimated Cost	Funds on Hand	Additional Funds Required
no estimate	$0	$0

Scope:	Install landscaping in the median of Northern Lights Blvd to enhance their aesthetic appeal.
Need:	The Rogers Park Community Council has identified this project as a priority.
Status:	No work is underway or scheduled in the six-year Capital Improvement Program. This is a state-owned facility and evaluation and funding would be by the State of Alaska. The route is identified as an arterial in the Official Streets and Highways Plan.

PRIORITY #3*

Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd

Estimated Cost	Funds on Hand	Additional Funds Required
$750,000,000	$21,155,000	$728,845,000

Scope:	Connect the Seward Highway to the Glenn Highway with a controlled access freeway. The project is expected to include an 8-lane highway segment between Bragaw Street on the Glenn Hwy and Tudor Rd on the Seward Hwy. Scope details are being finalized in the design and public involvement process.
Need:	The Highway to Highway improvements are considered necessary to address capacity, demand, safety, and system linkage to major destinations and freight mobility on the existing Seward Highway and Glenn Highway NHS routes. These NHS routes provide access to major employment centers in downtown and midtown Anchorage and major intermodal port, rail, and airport facilities. The Seward and Glenn Highway NHS routes are divided highways coming into the center of Anchorage, which transition to urban arterial streets with connecting roads, stop lights, and commercial and residential access. The urban arterial segments of the routes are characterized by high travel demand, congestion, and resulting safety issues caused by traffic levels that have exceeded the capacity of the existing arterial street network.
Status:	Funding for this project is programmed through the ADOT STIP. Environmental engineering is underway and alternative routes are being explored and moved through the public process. The next phase of design funding is anticipated in 2012

* 30 respondants requested the project be removed from the project list.

PRIORITY #1

Seward Hwy at Northern Lights Blvd & Benson Blvd Pedestrian/Bicycle Improvements (HSIP)

Estimated Cost	Funds on Hand	Additional Funds Required
$3,700,000	$0	$3,700,000

Scope:	This project will construct pedestrian and bicycle improvements to the crossings of the Seward Hwy at Northern Lights Blvd and Benson Blvd.
Need:	These are two of the busiest intersections in the Municipality. Safety concerns have been raised for the pedestrians and bicyclists who use these crossings. The need is identified in the Anchorage Pedestrian Plan.

Status:	Funding is through the Highway Safety Improvement Program (HSIP), but the project is on hold by DOT.

SUGGESTIONS FOR ***ADDITIONS/DELETIONS*** TO

2011 CAPITAL PROJECTS COMMUNITY COUNCIL SURVEY

COMMUNITY COUNCIL: Rogers Park Community Council Date: May 24, 2010

ADDRESS: rogersparkcc@gmail.com Contact Name: Heather Ireland Phone: 337-2089

Name of Project	A=Add; D=Delete	Priority Rank (Combined with Survey projects)	Description of Addition/Reason for Deletion
Annapolis Dr, Redwood Dr, and Zarvis Dr Widening and Pedestrian Improvements	D	16 of 18	Other projects are viewed as more of a priority by the majority of the respondants.
Pedesestrian Improvements on the South side of Northern Lights (Lake Otis to Drake)	A		The current pathway is sporatic, forcing walkers and bicyclists to travel in the parking lots of busy businesses.
Maintenance/Improvements to Alleyway behind businesses along Northern Lights (Lake Otis to Drake)	A		This dirt alley way has many potholes making it unsafe.

INSTRUCTIONS: List above any suggested **additions or deletions** (*corrections or changes* should be noted on the survey form). Include the completed *ADDITIONS/DELETIONS* form when returning your response by: **June 1, 2010**. Direct inquiries to Christine Chesnut, at 343-4479. "***Thank You" -- for your valuable input!***