

## Airport Heights Community Council

August 1, 2011

Christine Chestnut  
Municipality of Anchorage  
Capital Improvement Projects

Dear Christine,

On behalf of the residents of the Airport Heights Community Council area, thank you for the opportunity to provide input on capital improvement projects for our area. After consultation with area residents, we are pleased to provide the information found in this packet. Attached you will find the priority ranking for the CIP projects found on the master list spreadsheet provided by the Municipality. Additionally, we have recommendations for additions and deletions (described on attachment and listed on the additions/deletions sheet provided).

A primary concern for residents in our area is pedestrian safety, including safe walking paths with adequate access and lighting for both adults and children, many of whom walk to school each day (both Airport Heights Elementary School and East High School). For this and other reasons, traffic calming is our top 2012 priority.

A second associated issue of concern is the health of area residents, including access to recreational facilities for individuals and families. These projects are viewed as community investments as they are likely to improve health status for residents in our area as well as other Anchorage residents who use the Chester Creek green belt for recreation.

We look forward to working with your office to complete the capital improvements list for our area. We welcome MOA departments to present their proposed projects to our council members at our meetings the third Thursday of each month from September through May. Please contact me to be added to the agenda.

Please feel free to contact us with any questions.

Sincerely,

Becky Kurtz

  
President

## **ADDITIONS**

### **Airport Heights Traffic Calming (#1 Priority for 2012)**

The number one priority for our area is not found on the spreadsheet provided, but was included in our CIP submission in 2010. The project is broadly titled "Airport Heights Traffic Calming Improvements." As described in 2010-

**Problem:** Many of the roads in Airport Heights are long and straight. As a result, vehicles often travel above the speed limit causing safety issues for children and pedestrians.

**Scope:** This project will construct traffic calming measures to reduce traffic speed and improve vehicle and pedestrian safety concerns.

**Status:** In 2009 the following traffic calming improvements were completed-

1. 16<sup>th</sup> Ave. medians west of Alder Street
2. Traffic circle at 16<sup>th</sup> Ave. and Birchwood Street
3. Gateway treatment at Lake Otis Parkway and 16<sup>th</sup> Ave.
4. Speed humps installed on Norene Street.

**Desired CIP Improvement:** Complete remaining traffic calming measures, including additional speed humps and /or reconstruction of existing speed humps on 20<sup>th</sup> Ave. and Sunrise Drive. The curve at Sunrise Drive and 16<sup>th</sup> and 18<sup>th</sup> Avenues is of high concern to area residents because vehicle accidents have occurred in this area as speeders attempt to negotiate this curve.

### **Sitka Park Improvements (#6 Priority for 2012)**

This priority is also supported by the Fairview Community Council and includes trail improvements, safety improvements and access improvements.

**Problem:** Sitka Park is a highly used and valued park, but access is limited and dangerous in some areas and trails are in a state of disrepair.

**Scope:** This project will provide needed safety, access and trail improvements.

**Status:** Projects were submitted in 2011 CIP submission. No work has been completed.

**Desired CIP Improvement:** The desired improvements include, improved access from Orca Street to Sitka Park (Fairview Community Council area) because the existing paved pathway from 15th and Orca to Sitka Park is experiencing significant degradation of paving creating a safety hazard. Rehabilitation is warranted. Project includes improvements to bridge across park wetlands.

Also desired is improved access from Sitka Park to Maplewood Street (Rogers Park Community Council) and replacement of bridges on the multi-use trail.

## **DELETIONS**

The attached spreadsheet shows two categories of deletions, those projects which have been or are in the process of being completed and those that did not receive support from area residents. Those that have been completed are labeled as done and those that are not supported are labeled as deleted.

The projects recommended for deletion include:

1. 16<sup>th</sup> Ave. Pedestrian Improvements – Lake Otis Parkway to Sunrise Drive
2. Airport Heights Elementary School Walkway Connector-Condos to 16<sup>th</sup> Ave.
3. Bragaw Street at Reka Drive Pedestrian Crossing Improvements
4. Lake Otis Parkway Extension-Debarr Road to Airport Heights Drive
5. Glenn Highway at Airport Heights Drive Interchange
6. Seward Highway to Glenn Highway Connection (H2H)-Bragaw Street to Tudor Road

Items 1,2 and 3 are recommended for deletion because there are other projects that are a higher priority for pedestrian safety and for children walking to school. These projects are not seen as important needs for our area at this time.

Items 4,5,6 and recommended for deletion because they are or appear to be part of the discussed Highway to Highway (H2H) extension or would implement aspects of that solution that we found unacceptable. The Airport Heights Community Council passed a resolution opposing the 15<sup>th</sup> Avenue Alternate Route for the H2H project. There is strong opposition to this project for very cogent reasons as expressed in the resolution available on our website at <http://www.communitycouncils.org/download/4304.pdf>.

## **ADDITIONAL COMMENTS**

### **15<sup>TH</sup> Ave. at Sitka St Pedestrian Crossing Improvements (Page 1, # 1 on master list provided, #10 Priority for 2012)**

There is concern not only about pedestrian safety, but driver safety. There are only two access points into/out of Eastridge (Sitka and 15<sup>th</sup> and 20<sup>th</sup> and Lake Otis), and both entrances are hazardous for vehicles. Any work completed for pedestrian safety should also include improvements that make access to Eastridge safer.

This highway safety improvement project was discussed in 2010 and it was found that this project is complex (email from traffic engineer copied below). We recommend further consideration of this project, regardless of its complexity, before an area resident is injured or further, more serious accidents occur.

**From:** abrooks@ak.net [mailto:abrooks@ak.net] **On Behalf Of** Anne Brooks

**Sent:** Friday, August 13, 2010 11:06 AM

**Subject:** Highway Safety Improvement Program Project: 15th Avenue at Sitka Street -- UPDATE

All -

Upon further scoping, this project has been found to involve complex project development issues such as impacts to recreational (4(f)) properties, wetlands, and requires the acquisition of airport property. These issues will result in a significant delay and additional costs that were not anticipated when the project was nominated under the Highway Safety Improvement Program (HSIP).

The primary tenet of the Department's Highway Safety Improvement Program is to implement cost effective mitigation which reduces crashes and can be delivered quickly.

The Department will forward the Municipality of Anchorage the HSIP nomination package along with our findings for their consideration to include in a future AMATS project.

Please share this update with your council members.

M. Anne Brooks P.E.  
Brooks & Associates  
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**2012 Capital Projects  
Airport Heights - Community Council Priority List  
Municipality of Anchorage**

**Project Management and Engineering Projects**

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
<b>10</b>	<b>15th Ave at Sitka St Pedestrian Crossing Improvements</b>	\$150,000	\$0	\$150,000
	Scope: Construct a pedestrian crossing at the intersection. Study the feasibility of adding a traffic signal.			
	Need: There are no pedestrian crossings on 15th Avenue between Madra Street and Lake Otis Parkway. This project is included in the Anchorage Pedestrian Plan but is not a high priority. The project is a low priority for the Airport Heights Community Council.			
	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.			
<b>DELETE</b>	<b>16th Ave Pedestrian Improvements - Lake Otis Pkwy to Sunrise Dr</b>	\$240,000	\$0	\$240,000
	Scope: This project would construct pedestrian facilities on 16th Avenue from Lake Otis Parkway to Sunrise Drive.			
	Need: This route serves Airport Heights Elementary School. The project is included in the Anchorage Pedestrian Plan. A walkway is a priority for the Airport Heights 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 Projects Needs List for future funding consideration.			
<b>2</b>	<b>20th Ave Pedestrian Improvements - Tikishla Park to Bragaw St</b>	\$1,250,000	\$0	\$1,250,000
	Scope: This project will construct pedestrian facilities and safety improvements, preferably on the south side.			
	Need: 20th Avenue serves as a major pedestrian corridor to East High School and Russian Jack Elementary School. Currently there are no pedestrian facilities on either side of the street. This project is a priority in the Anchorage Pedestrian Plan. The Airport Heights Community Council ranks this project as a top 5 priority.			
	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.			
<b>9</b>	<b>Airport Heights Dr West-side Pedestrian Facilities - Northway Dr to Debarr Rd</b>	\$200,000	\$0	\$200,000
	Scope: Construct pedestrian facilities to fill the missing links on this roadway.			
	Need: The new site plan for the AFD Fire Training Facility calls for a new sidewalk to be constructed along its entire frontage with Airport Heights Drive. This will leave gaps in the pedestrian facilities on either end. This project is included in the Anchorage Pedestrian Plan. The project is a priority for the Airport Heights Community Council.			
	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.			
<b>DELETE</b>	<b>Airport Heights Elementary School Walkway Connector - Condos to 16th Ave</b>	\$25,000	\$0	\$25,000
	Scope: Construct a pedestrian facility.			
	Need: Pedestrian access to Airport Heights Elementary from the condos is inadequate.			
	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 #		Estimated Cost	Funds on Hand	Additional Funds Required
<b>3</b>	<b>Airport Heights Rd at Debarr Rd Pedestrian Crossing Improvements</b>	\$100,000	\$0	\$100,000
	Scope: This project will install new pedestrian friendly crossing signals and improve crosswalk visibility.			
	Need: This busy crosswalk needs safer pedestrian and bicycle crossing treatment. This is the primary crossing for residents in the Airport Heights area to the south accessing Alaska Regional Hospital and the Northway commercial district. This project is a priority for the Airport Heights Community Council.			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for evaluation and prioritization.			
<b>13</b>	<b>Airport Heights Rd at Glenn Hwy Pedestrian Crossing Improvements</b>	\$750,000	\$0	\$750,000
	Scope: Construct pedestrian-friendly crossing signals and improve crosswalk visibility.			
	Need: Crossing six lanes of high speed traffic is a daunting task for non-motorized users. This project is a priority of the Airport Heights Community Council and is included in the Anchorage Pedestrian Plan.			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for evaluation and prioritization. This need will be addressed with the Airport Heights/Glenn interchange project.			
<b>DONE</b>	<b>Bragaw St at 16th Ave 5-Lane (HSIP)</b>	\$2,485,000	\$300,000	\$2,185,000
	Scope: This project will extend the existing 5-lane segment north through 16th Avenue and match the 5-lane section at both ends (Debarr Road and Reka Drive).			
	Need: A crash analysis of Bragaw Street between Reka Drive and Debarr Road yielded a cluster of crashes at the intersection of Bragaw Street at 16th Avenue. This project will design changes to the intersection to mitigate the crashes occurring at this intersection.			
	Status: Funding is through the Highway Safety Improvement Program (HSIP) and programmed in the AMATS TIP. Construction is anticipated in 2012. Project will be designed and constructed by Alaska DOT.			
<b>11</b>	<b>Bragaw St at Penland Pkwy Traffic Safety Crossing</b>	\$150,000	\$0	\$150,000
	Scope: This project will install new pedestrian safety crossing signals and improve crosswalk visibility.			
	Need: This intersection serves as the primary pedestrian access between the high-density residential area to the east and the commercial district to the west. This project is included in the Anchorage Pedestrian Plan. This project is a high priority for the Airport Heights Community Council.			
	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.			
<b>DELETE</b>	<b>Bragaw St at Reka Dr Pedestrian Crossing Improvements</b>	\$150,000	\$0	\$150,000
	Scope: This project will construct pedestrian friendly crossing signals and improve crosswalk visibility.			
	Need: This crossing connects a high-density residential area with a commercial district. This project is included in the Anchorage Pedestrian Plan. This project is a priority for the Airport Heights Community Council.			
	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.			
<b>14</b>	<b>Chester Creek at Hillstrand Pond Rehab</b>	unknown	\$0	unknown
	Scope: The project scope is unknown.			
	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 # <b>7</b>	<b>Chester Creek Middle Fork Rehabilitation - Lake Otis Pkwy to Russian Jack Park</b>	Estimated Cost unknown	Funds on Hand \$0	Additional Funds Required unknown
	Scope: This project will design and construct erosion, fish habitat, flooding, and storm drain improvements on Chester Creek.			
	Need: Construct priority creek improvements to address flooding, erosion, and water quality issues.			
	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 # <b>DONE</b>	<b>Cliffside Dr/Eastridge Dr Road Reconstruction RID - 20th Ave to Knoll Cir</b>	Estimated Cost \$2,800,000	Funds on Hand \$300,000	Additional Funds Required \$2,500,000
	Scope: This project will reconstruct Eastridge Drive from Knof Circle south to Cliffside Drive and Cliffside Drive west and north to 20th Avenue. Improvements are expected to include a new road base using geotextile fabric and insulation board, install storm drains, replace the sidewalks, and upgrade the street lighting to			
	Need: Property owners requested and then voted to form a road improvement district to reconstruct these local roads. The roads and sidewalks are in disrepair. There are significant drainage issues as well.			
	Status: Design is underway. Road bond funding is programmed in 2014 and 2015. A public meeting has been held with property owners. The soils report shows a need for an extensive subdrain system to combat high ground water.			
PRIORITY # <b>12</b>	<b>Debarr Rd at Columbine St Intersection Safety Improvements</b>	Estimated Cost \$150,000	Funds on Hand \$0	Additional Funds Required \$150,000
	Scope: This project will construct a safe pedestrian crossing at this intersection.			
	Need: This is the primary pedestrian crossing point on Debarr Road between the signalized intersections at Airport Heights and Bragaw that are one-half mile apart. This project is included in the Anchorage Pedestrian Plan. This project ranked 7th out of 25 for the Airport Heights Community Council.			
	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 # <b>2</b>	<b>East High School Pedestrian Access Improvements - 20th Ave and Bragaw St</b>	Estimated Cost \$250,000	Funds on Hand \$0	Additional Funds Required \$250,000
	Scope: This project will study options for improving pedestrian safety at the intersection of Bragaw Street and 20th Avenue, make recommendations, and construct the safety improvements.			
	Need: This project is a priority for the Airport Heights Community Council.			
	Status: This project has not started. There is no funding programmed for this project in the current six-year CIP. The project will remain on the Needs List for future funding consideration.			
PRIORITY # <b>DELETE</b>	<b>Lake Otis Pkwy Extension - DeBarr Rd to Airport Heights Rd</b>	Estimated Cost \$250,000	Funds on Hand \$0	Additional Funds Required \$250,000
	Scope: Improvements are expected to include pavement, curbs, pedestrian facilities, street lighting, and drainage.			
	Need: Increasing traffic in this area is expected to increase the need for this new road connection.			
	Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project has been added to the Capital Projects Needs List for future funding consideration. However, the route is identified as a new major arterial link in the Long Range Transportation Plan (LRTP).			

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
<b>1</b>	<b>Lake Otis Pkwy Reconstruction - Northern Lights Blvd to DeBarr Rd</b>	\$35,000,000	\$0	\$35,000,000
	Scope: The probably scope of this project would widen the roadway to 5 lanes with pedestrian and bicycle facilities on both sides. The road base would be reconstructed and a new bridge installed over Chester Creek. 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. The project will include significant right-of-way acquisition to accommodate the widening of the roadway.			
	Need: Road section is inadequate for current and future traffic volumes and needs to be widened to accommodate a 5-lane section. This project is a priority for the Rogers Park Community Council.			
	Status: Project funding is proposed as a partnership of road bonds and state grants. The project has been removed from the AMATS TIP because of reductions in federal funding.			
<b>2</b>	<b>Northern Lights Blvd at Bragaw St Pedestrian Crossing Improvements</b>	\$450,000	\$0	\$450,000
	Scope: This project will construct pedestrian friendly crossing signals and improve crosswalk visibility.			
	Need: This is a busy pedestrian crossing used by East High students. This project is included in the Anchorage Pedestrian Plan. This project is a high priority for the Airport Heights Community Council.			
	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.			
<b>DONE</b>	<b>Northern Lights Blvd at UAA Dr Channelization Improvements (HSIP)</b>	\$1,752,000	\$300,000	\$1,452,000
	Scope: This project will construct the following improvements: Install a second westbound left turn lane from Northern Lights Boulevard to UAA Drive; add another southbound lane on UAA Drive to accept the second westbound left turn lane; convert the westbound left turn movement to a turn arrow; and relocate the people mover bus stop to accommodate the second southbound lane on UAA Drive.			
	Need: There were 150 crashes at this intersection during the 2002-2006 study period.			
	Status: Funding is through the Highway Safety Improvement Program (HSIP) and programmed in the AMATS TIP. Construction is anticipated in 2011. Design and construction will be by the Alaska DOT.			
<b>8</b>	<b>Northern Lights Blvd Pedestrian Overpass to Goose Lake Lighting Upgrades</b>	\$50,000	\$0	\$50,000
	Scope: This project will install enhanced lighting.			
	Need: Concerns have been expressed about the adequacy of existing lighting on this overpass related to safety.			
	Status: No work is currently scheduled in the 8-year Capital Improvement Program. The project will remain on the Capital Project Needs List for evaluation and prioritization.			
<b>15</b>	<b>Northway Dr Pedestrian Improvements (east side) - Penland Pkwy to DeBarr Rd</b>	\$25,200,000	\$600,000	\$24,600,000
	Scope: This project would construct a sidewalk on the east side of Northway Drive.			
	Need: There is a missing pedestrian connection on the east side of Northway Drive. The construction of a new office building on the corner of DeBarr and Northway creates new demand for pedestrian movement between office buildings and the restaurants and services in the Northway Mall area. This project is included in the			
	Status: No work is currently scheduled in the 8-year Capital Improvement Program. The project will remain on the Capital Project Needs List for evaluation and prioritization.			
<b>DONE</b>	<b>Penland Pkwy Drainage and Surface Rehab - Airport Heights Rd to Bragaw St</b>	\$300,000	\$0	\$300,000
	Scope: Improvements are expected to include pavement overlay or replacement, as well as some road base reconstruction and storm drain upgrades.			
	Need: Pavement on this collector is deteriorating to the point that maintenance is not cost effective as evidenced by pot holes. Storm drain improvements may also be included to address flooding. Drainage appears to be a higher priority.			
	Status: Draft Design Study Report submitted for distribution and review. Preparing contract amendment for design of the recommended alternative.			



State Road Projects

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
<b>DELETE</b>	<b>Glenn Hwy at Airport Heights Rd Interchange</b>	unknown	\$0	unknown
	Scope:	The project scope is not set and will be clarified as preliminary engineering continues on the Highway to Highway project.		
	Need:	This intersection is one of the most congested in Anchorage.		
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. Improvements are expected to be part of the Highway to Highway Connection. Preliminary engineering efforts are just beginning on that project. This is a state owned facility and evaluation and funding would be by the State of Alaska.		
<b>DELETE</b>	<b>Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd</b>	\$785,500,000	\$21,155,000	\$744,345,000
	Scope:	Connect the Seward Highway to the Glenn Highway with a controlled access freeway. Project may include an 8-lane highway segment between Bragaw Street and Tudor Road. More details will be developed through 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 by the state. 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.		

## SUGGESTIONS FOR ADDITIONS/DELETIONS TO 2012 CAPITAL PROJECTS COMMUNITY COUNCIL SURVEY

COMMUNITY COUNCIL: Airort Heights Community Council

Date: August 1, 2011

ADDRESS: \_\_\_\_\_ Contact Name: Becky Kurtz

Phone: 277-0760

Name of Project	Add Delete	Priority Rank (Combined with Survey projects)	Description of Addition/Reason for Deletion
Airport Heights Traffic Calming	<input checked="" type="checkbox"/> <input type="checkbox"/>	1	Pedestrian safety is a priority. See attachment.
Sitka Park Improvements	<input checked="" type="checkbox"/> <input type="checkbox"/>	6	Recreational opportunities are a priority. See attachment.
16th Ave. Pedestrian Improvements-Lake Otis Pk	<input type="checkbox"/> <input checked="" type="checkbox"/>		See attachment for full description.
Airport Heights Elementary School Walkway Con	<input type="checkbox"/> <input checked="" type="checkbox"/>		See attachment for full description.
Bragaw Street at Reka Drive Pedestrian Crossing	<input type="checkbox"/> <input checked="" type="checkbox"/>		See attachment for full description.
Lake Otis Parkway Extension-Debarr Road to Air	<input type="checkbox"/> <input checked="" type="checkbox"/>		See attachment. AHCC opposes H2H. Passed resolution opposing.
Glenn Hwy at Airport Heights Dr. interchange	<input type="checkbox"/> <input checked="" type="checkbox"/>		See attachment. AHCC opposes H2H. Passed resolution opposing.
Seward Hwy to Glenn Hwy connection	<input type="checkbox"/> <input checked="" type="checkbox"/>		See attachment. AHCC opposes H2H. Passed resolution opposing.
	<input type="checkbox"/> <input type="checkbox"/>		
	<input type="checkbox"/> <input type="checkbox"/>		
	<input type="checkbox"/> <input type="checkbox"/>		

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, 2011**. Direct inquiries to Christine Chesnut, at 343-4479. **"Thank You" -- for your valuable input!**