

**2012 Capital Projects
Rogers Park - Community Council Priority List
Municipality of Anchorage**

Project Management and Engineering Projects

PRIORITY # 3			Estimated Cost	Funds on Hand	Additional Funds Required
	36th Ave at Latouche St Intersection Safety (HSIP)		\$1,000,000	\$0	\$1,000,000
	Scope:	This HSIP project will replace the west bound 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 2012. Funding is through the Highway Safety Improvement Program (HSIP).			
PRIORITY # 13			Estimated Cost	Funds on Hand	Additional Funds Required
	Chester Creek at Hillstrand Pond Rehab		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 # 6			Estimated Cost	Funds on Hand	Additional Funds Required
	College Village Subd Storm Rehab		unknown	\$0	unknown
	Scope:	This project would reconstruct or slip line the 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 # 5			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:	This project would 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:	State grant funding is proposed to fund an ADA study to identify needed improvements to this structure.			
PRIORITY # 1			Estimated Cost	Funds on Hand	Additional Funds Required
	Lake Otis Pkwy Pedestrian Safety - 20th Ave to Northern Lights Blvd		\$35,000,000	\$0	\$35,000,000
	Scope:	This project will construct a "missing" link to the pedestrian facilities in the Rogers Park area. The new sidewalk will extend from 22nd Avenue to the existing end of the sidewalk north of Northern Lights Boulevard.			
	Need:	There is a missing link on the west side of Lake Otis. A well-worn path beside the road is evidence of the need for a sidewalk. This project is a high priority for the Rogers Park Community Council. The project is a priority in the Anchorage Pedestrian Plan.			
	Status:	A design memo has been prepared. Design funding was received through a 2010 state grant. Construction is anticipated in 2011 or 2012 if construction funding is available.			

PRIORITY # 4				Estimated Cost	Funds on Hand	Additional Funds Required
	Lake Otis Pkwy Reconstruction - Northern Lights Blvd to DeBarr Rd			\$3,500,000	\$380,000	\$3,120,000
	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.				
PRIORITY # 8				Estimated Cost	Funds on Hand	Additional Funds Required
	Lovejoy Dr at Northern Lights Blvd Pedestrian Crossing			unknown	\$0	unknown
	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 # 9				Estimated Cost	Funds on Hand	Additional Funds Required
	Maplewood St Trail Connection - Chester Creek Trail to Bannister Dr			\$2,000,000	\$50,000	\$1,950,000
	Scope:	This project will 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 a high priority for the Rogers Park Community Council. The project is included in the Anchorage Pedestrian Plan.				
	Status:	State grant funding is proposed.				
PRIORITY # 10				Estimated Cost	Funds on Hand	Additional Funds Required
	New Seward Hwy Sound Barrier Fence - Fireweed Ln to Northern Lights Blvd			\$2,100,000	\$145,000	\$1,955,000
	Scope:	Construct a sound barrier fence on the east side of the Seward Highway between Fireweed Lane and Northern Lights Boulevard.				
	Need:	Area residents believe noise pollution from the Seward Highway impacts their quality of life.				
	Status:	No work has begun and no funding is proposed in the six year Capital Improvement Program for this project.				
PRIORITY # 2				Estimated Cost	Funds on Hand	Additional Funds Required
	Northern Lights Blvd Sound Barrier Fence Phase III - Seward Hwy to Lake Otis Pkwy			\$2,700,000	\$0	\$2,700,000
	Scope:	This project will construct the remaining sections of fence.				
	Need:	Residents on either side of this busy corridor have raised concerns about the noise levels from traffic. This project is the number 1 priority for the Rogers Park Community Council.				
	Status:	A state grant has been proposed to fund the final construction phase of this project. Design has been funded with previous state grants.				

PRIORITY # 11			Estimated Cost	Funds on Hand	Additional Funds Required
	Rogers Park Area Traffic and Pedestrian Safety		\$300,000	\$0	\$300,000
	Scope:	This project will construct traffic calming measures to reduce traffic speeds and improve safety.			
	Need:	Many roads in the Rogers Park Area are long and straight. As a result, vehicles are often driven above the speed limit. The project is a priority for local neighborhoods, the Community Council, and the Traffic Department.			
	Status:	A study identifying specific improvements has been completed and design efforts are funded. Future funding will be scheduled through the annual Traffic Calming Program managed by the Traffic Division.			
PRIORITY # 14			Estimated Cost	Funds on Hand	Additional Funds Required
	Rogers Park Elementary Overpass on Northern Lights Blvd Safety Upgrades		unknown	\$200,000	unknown
	Scope:	This project will construct ramps to accommodate all users and upgrade lighting for this overpass.			
	Need:	Safety and accessibility concerns have been raised with this overpass. It is difficult for elementary school students to manage this crossing. It is poorly lighted. This project is a high priority for the Rogers Park Community Council.			
	Status:	State grant funding is proposed.			
PRIORITY # 16			Estimated Cost	Funds on Hand	Additional Funds Required
	Woodside East Area Road and Drainage Improvements		\$250,000	\$0	\$250,000
	Scope:	This project will reconstruct 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. This project is a priority of the Rogers Park Community Council.			
	Status:	This project will remain on the needs list for future funding consideration. There is no funding programmed in the current six-year CIP. Because these are local roads, this project would be funded through the Road Improvement District (RID) program. In this program, property owners initiate the project and agree to pay 10% of the project cost through special assessments.			

State Road Projects

PRIORITY # 2				Estimated Cost	Funds on Hand	Additional Funds Required
	Ingra St/Gambell St Rut Repair - 5th Ave to 36th Ave			\$13,200,000	\$0	\$13,200,000
	Scope:	This project will complete rut repair improvements which may include pavement replacement or overlay.				
	Need:	Pavement is deteriorating on these major arterial routes.				
PRIORITY # 3	Status:	No work is underway. This is a state owned facility and evaluation and funding would be through the State of Alaska.				
				Estimated Cost	Funds on Hand	Additional Funds Required
	Northern Lights Median Landscaping - Latouche St to Lake Otis Pkwy			unknown	\$0	unknown
	Scope:	This project would install landscaping in the median of Northern Lights Boulevard to enhance the aesthetic appeal.				
PRIORITY # 4 (Note: 32 people requested this project be deleted)	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 through the State of Alaska.				
				Estimated Cost	Funds on Hand	Additional Funds Required
	Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd			\$765,500,000	\$21,155,000	\$744,345,000
PRIORITY # 1	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.				
				Estimated Cost	Funds on Hand	Additional Funds Required
PRIORITY # 1	Seward Hwy at Northern Lights Blvd & Benson Blvd Pedestrian/Bicycle Improvements (HSIP)			\$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 project 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.				

Rogers Park Community Council
2011 Survey Results

- 118 Respondents
- 10 New Email addresses added from the survey. Email distribution list is over 450.

Parks

Priorities:

1. Chester Creek Bike Path Resurfacing (72 Respondents listed this as their first priority.)
2. Bridge Connection at Maplewood over Chester Creek to Sitka Park
3. East Chester Park Upgrades
4. David Green Park

Parks Comments:

- Removing homeless camps along Chester Creek
- Remove benches and picnic tables at Woodside Park and the spur trail to Juneau Street because they attract the homeless, garbage, etc.
- Lights fixed on the Juneau Spur to Rogers Park. Fix culverts under trail bridge at Hilstrand Pond.
- What about upgrades to the park at 24th Ave and the pond on the Chester Creek? Only has 2 swings and a climbing wall thing.
- community patrol on the bike trails
- Undergrowth clearing along Chester Creek patch in the denser areas, e.g. between Seward Hwy tunnel and A street tunnel
- None are a priority to me

Non-Park related comments included in the 'Park' Comments

- Improve trail from South end Princeton way to crosswalk on 36th ave.
- Construct a ped. bridge over E.36th Ave. connecting College Village with Geneva Woods off of Cottonwood or eliminate south bound traffic onto E.36th--too dangerous.--one block to the west [Ingra] serviced by a stop light. This a dangerous corner and the redundancy of the south bound traffic onto E.36th is ridiculous. Thank you---
- Resurface bike trail along Northern Lights Trail from Northern Lights across from Lovejoy and behind Wendler to UAA
- We need a bike trail or wider sidewalk along Lake Otis from Northern Lights to 20th. Also bike trail along Northern lights on the north side needs resurfacing.
- The sidewalk on the south side of Northern Lts. from Lake Otis west is a shambles. It is poorly defined, has cars parked in it and is dangerous. It wouldn't take much to clean and fix it, but businesses need to be told they can park on the path.
- Resurface bike trail on north side of Northern Lights.
- Not cutting a road thorough to the UMED district.
- Sound wall continued on Northern Lights to Maplewood Street

- Trail maintenance, brush/sand/dirt clearing adjacent to and on sidewalks so the full width of the sidewalk is available to pedestrians and cyclists.
- Resurface and re-grade the trail on north side of Northern Lights from the Seward Highway to Lake Otis. Use root barriers so we don't have to re-surface again in ten years. Re-grade the portion between the Seward Highway and Latouche to eliminate the huge lakes that form on the trail.

PM&E Projects

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

Comments:

- Pedestrian overpass at Lake Otis Elementary does not get used- its difficult to get a bike or stroller over it--people are crossing Lake Otis on the ground around Cornell instead and it is dangerous with the high speeds cars travel on Lake Otis. Why isn't Lake Otis a school zone, with both Wendler and Lake Otis Elementary fronting it in that block between UAA and Northern Lights? I have never understood this. Additionally, with all of the bicycle and pedestrian traffic going to the University I think the speed should be lowered in the area.
- Please see previous comments
- Encourage pedestrain saftey and calming traffic flow
- I don't think any of these are a priority
- Too many cars end up on the sidewalk along Lake Otis from Northern Lights to 20th.
- It's important to me and my family that the East side of the Lake Otis sidewalk be redone from Maple north. We use it every day and it needs to be fixed.
- Overpass improvements must be bicycle/handicap accessible

- Lake Otis (roadway as well as pedestrian safety) needs serious attention. My listing of short term goals is just that. It does not mean other goals listed above are unimportant.
- Lake Otis between Northern Lights and 20th is very dangerous for pedestrians. would be highly desirable to put in sidewalk before tragic accident rather than after
- Pedestrian safety first.
- With Lake Otis and Maplewood are high risk and serious safety issues demanding resolution for many years, and are long overdue before there is a serious injury.
- The MOA website says that the scope of work for the "Chester Creek at Hillstrand Pond Rehab" project is "unknown." The pond is silting in. I suggest that the project scope be defined as an engineering and environmental scoping study to determine the effects of this siltation and to develop and evaluate options for future action.
- Lake Otis between Northern Lights and 20th is very dangerous for pedestrians. would be highly desirable to put in sidewalk before tragic accident rather than after

ADD Projects:

Comments:

- Functional-steep sided, speed bumps-NOT the non-functional teen launch ramps as exist on Bannister
- A sound barrier fence is also needed along the Seward Highway, on the east side, north of Fireweed to provide noise reduction for residences on Ingra Street north of Fireweed to where Ingra dead ends at the Chester Creek Green Belt.
- Construct complete and clear pedestrian right of way from Maplewood to Lake Otis on south side of Northern Lights.
- How many years since CV has had surface rehab? Not only Wentworth but many other streets need rehab. We are long overdue! attention. Once we get crosswalks finished, many sidewalks need to be leveled or sections repaired - safety hazards need to be addressed.
- Eliminate southebound Cottonwood converting to a cul de sac--yes it can be radius
- Stop sign on Duke at Duke and Stanford...there is a caution sign there which is not well observed
- too much. connect the highways!
- We need an overpass or underpass crossing of New Seward Highway and Northern Light as well as at 36th Avenue and New Seward Highway
- Additional brush clearing along bike path.
- Stop signs are needed at the north-south intersection of Stanford Drive and Cornell to allow the Lake Otis Elementary School students to cross safely. These College Village children are zoned for Lake Otis and have no bus service. Presently they have no alternative but to cross Stanford's fast traffic without the aid of stop signs or speed bumps. Rogers Park Elementary's students have crosswalks with stop signs and the neighborhood should afford the same concern to its Lake Otis zoned children.
- Sidewalk needed on 27th from Latouche to Maplewood, due to high foot traffic.
- Need Bike path/sidewalk on westside of Lake Otis from Duke to 36th.
- speed bumps on 26th/ 27th Aves. in Rogers Park

State Roadway Rankings

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

* Because a large percentage of respondents support removing this project from the list, the break down is as follows:

First priority: 4

Second priority: 9

Third priority: 11

Fourth priority: 18

32 Respondents requested it be deleted from the project list.

- Undergrounding Utility Lines
 - o 76.5% of respondents think it should be a priority to underground utility lines.
 - o 89.5% of respondents think this work will improve the quality of the neighborhoods.
 - o The following table shows the responses to the question regarding how much people are willing to pay to underground utility lines.

Eliminate the charge: I am not willing to pay anything for this	15.1 %	14
Keep the current monthly rate of 2% of electricity costs	47.3 %	44
Reduce the current rate to 1%	5.4 %	5
Increase the monthly rate to 3%	17.2 %	16
Increase the monthly rate to 4%	2.2 %	2
Increase the monthly rate to 5%	8.6 %	8
Increase the monthly rate to greater than 5%	4.3 %	4

- o Comments
 - Utility poles are unsightly. Under ground would be more secure.
 - They last longer and removes an eyesore
 - Because of heavy snow on power lines and trees causing power outages and the cost of annual summer routine maintenance of cutting back trees, limbs, etc. Many guide (support) wires are poorly placed and are a safety hazard. Older neighborhoods such as ours (CV) should finally benefit from what is currently the "present day" standard.

- phone/electrical lines hang way too low for families use of their back yards which poses a safety hazard
- ML&P } (and Chugach Electric) have the right to make improvements to their utilities but they don't have any sense of what they do. The coffee in the office must have not been strong enough when they installed those utility lines along East Northern Lights. Whomever chose those lights either didn't have enough coffee when that decision was made or is a moron.
- more appealing visually; safer
- Would improve appearance, but too expensive
- Safety first
- Because it would make it more attractive.
- Aesthetics but also sometimes safety where poles are in sidewalks
- safety concerns
- Safer and look better
- Less trees to be removed or trimmed and aesthetics.
- Maintain the lines we have in place for the time being.
- No unsightly wires
- safety and esthetics, viewscape improve
- Quality of life is measured in many different ways, including aesthetics. Our views in the neighborhood would be unobstructed by unsightly power lines.
- I do think it looks better, but it seems like a lot of money just for aesthetics. Maybe when the equipment is worn out and needs to be replaced, then bury them.
- Utility poles are ugly.
- It's just the Character of our neighborhood
- Eliminates some visual clutter.
- The neighborhoods will look better. We don't want the industrial tower look imposed on east Anchorage. However, undergrounding creates access issues for maintenance, so it depends on how it is done to ensure continuity of service.
- allow trees to grow
- I don't know if this should be a "priority" but I think in the long run it would help eliminate snow related outages.
- improve the views
- I would rather see money used in other ways.
- Get rid of unsightly and unsafe overhead infrastructure
- Seriously? Overhead lines are unattractive, and a property/subdivision without them is more appealing.
- aesthetics, safety, property value
- climate and earthquakes
- I miss the birds that would land on the overhead wires
- utilities are already getting too expensive
- visual impact
- We own a rental in City View where utilities lines were already undergrounded, and the improvement is fantastic: visually but also financially. I am certain that our house is worth more on the market than it had been.
- Aesthetic improvement

- both from the perspective of visual attractiveness of the neighborhood and safety (i.e. trees would not knock out power and phone lines)
 - It would dramatically improve appearance of the neighborhood, and I would think would reduce maintenance costs.
 - Safety and aesthetics - no view of lines makes for a open sky.
 - I think they should be undergrounded as improvements are made to homes/areas. There are better ways to use our resources for improved neighborhoods
 - Beautification is a secondary benefit. Getting the utilities underground is a service improvement and a quality of service issue. As the utilities go underground, the utility should be saving funds which should be used to put more utilities underground. We already have some of the best funded utilities in the country.
 - For me, this falls into the category of wants rather than needs. We'll need monies for many higher priority projects before we can afford this one. I think we should underground when an opportunity presents itself, but not for undergrounding sake alone.
 - Unsightly wires.
 - How could it not improve the quality of the neighborhood? But how much is it going to cost? Doesn't seem like Rogers Park area is in Chugach Electric anyway.
 - If the lines are undergrounded then fewer "hazard" trees will have to be cut. If the lines are underground, then they're safe from trees falling on them in wind storms. Above-ground, they're unsightly.
 - More trees, less clutter.
 - Limit need to have trees pruned and a better asthetic view.
 - The undergrounding of electric lines can make a significant contribution towards improving the quality of neighborhoods.
 - it would eliminate winter maintenance
 - Utilities are not attractive.
 - better uses of money
 - It's a nice idea, but my utility bills are already way too high in the current economy.
 - Aesthetically more pleasing Less damage to wires in winter due to wind and heavy snowfall
 - safety and aesthetics.
 - Safety.
 - Cleans up the view, provides less 'visual noise' and safer during heavy snow and wind storms.
 - Overhead utility lines are an eyesore; they lend an 'industrial' and urban feeling to our neighborhoods. The undergrounding done as part of the Fireweed Lane reconstruction made a huge visual impact, much improved de-cluttering of our neighborhood landscape.
- University Lands
 - 77% feel that is very important that open space and trails on campus (UAA and APU) be preserved as much as possible. 19% feel this is somewhat important. 5% stated that it was unimportant.

- o 51.5% % of respondents use the campus trails and open space more than once per week. 16.2% use the trails once per week. 15.2% use the trails once per month. 17.2% responded that they hardly ever use the trails.

Comments

- I think the city is lucky to still have this greenspace and it would be great to keep it as greenspace.
- RPCC passed a resolution strongly opposing UMed roads through UAA and APU. Explore all other alternatives, and there are many attractive, but no dissection allowed. Follow the Comp Plan 2020-a progressive vision for a livable city, not one where the auto takes precedence over all more progressive modes of transport.
- Don't destroy the green areas and trails by punching a road through.
- Avoid many trails by using alternative G
- Hugely important to quality of life for those of us that run, bike, ski, stroll. I'd like to encourage planners to consider less-car oriented solutions to increased use of UMED. Promote public transport, walking, etc.
- Make individual car access less of a priority. Alternatives need to be used, bike (exists already) shuttles, etc.
- We should preserve as much undeveloped forested land at all costs to UAA and APU. Not only our immediate community but the city wide usage depends on this trail system, including Fur Rondy Sled Dog and Iditarod races, Tour of Anchorage, Mayor's Marathon, to name a few big events!
- we've got to keep our green spaces as a top priority. East High uses these lands for training grounds as do the Univ. and APU - which produces top quality athletes
- All of these trails should be treated as multi-use. Just because we let the Nordic Ski association groom the trails we shouldn't give them the right to dictate which trails are for skiers only.
- We probably need to find a way to get better access from the north and east to the UMED area, but we need to find overall solutions—not just for cars—to UMED.
- These trails and open space are incredibly important to the quality of life in this neighborhood. DOT has made no creative effort to find solutions other than roads. They have dismissed upgrading UAA Drive. The only costs mentioned that I recall were the cost of redoing the UAA overpass and the cost of a shuttle. There are costs to all options.
- The health of people in Anchorage will be better protected by keeping this green space usable than by a 1-2 minute improvement in EMS response time.
- Increasing North UMED automobile access better distributes motor traffic in a very congested, GROWING part of Midtown.
- This is the most important challenge for our part of town. The muni and the university have been chipping away at our greenbelt without stop. Save our parks and open spaces for our children!!!
- save the woods...rare quiet space in town.

- I think the current road system is adequate and congestion can be addressed by means other than building more roads, which as California knows, leads to more cars. The open space around UAA/APU is a big draw for lots of people and should be left intact.
- Additional access routes already in progress from Tudor and from Lake Otis should be adequate.
- We need to conserve the remaining open in midtown at all costs. We should try to acquire what ever lands necessary to preserve the current undeveloped space the ties APU UAA Chester Creek and Russian Jack Springs Park. Perhaps the land bank could be used to assist in this
- UAA/APU lands are first and foremost for reasonable educational purposes. They are not first and foremost for: 1) non-educational community recreation; or 2) non-educational development (industrial, commercial, residential, transportation, etc). To the extent that it does not crowd out the educational purpose of these lands, I am in favor of preserving them as trails, etc.
- Don't turn this city into roads and parking lots.
- There is great access to the UMED district, improving UAA drive (4 lanes or more) would solve this problem, and preserve the trail system that the entire midtown population uses. Adding a new road only 1/2 a mile away is based on pure laziness of drivers. It is bad enough that the Native hospital has already destroyed half of the usable park area there.
- Never use this trail system
- Improvements to Boniface and Providence Drive are preferable to a Bragaw extension. This undeveloped land is popular with our family for skiing, mountain biking, and biking on the paved trails. NO NEW ROADS!
- I appreciate having parkland close to my house and hope it will be left unaltered.
- We cannot/must not sacrifice greenspace and priceless urban parkland for asphalt and vehicles.
- Please do not destroy this valuable section of our trails system. It is one of the best areas for biking skiing and running on the north side of anchorage. I work at the university, and I cannot tell you how valuable I feel that this trail system is. If it were to be drastically altered or removed, we would lose the best area for exercise within a large radius. Nothing else compares that is close - Russian Jack is not as good for advanced skiers. Kincaid and Far North are a long distance away. I would protest vehemently at any changes to this valuable recreational and green space. Thank You.
- Good area for surrounding neighborhoods and college students to recreate - it's a draw for the whole city. Let's not have a "complete the grid" mentality.
- I hope the Bragaw extension does not go through, and that those trails remain for community use.
- We have to remember that this is private property. If we value it, we should purchase it and preserve it. Much is out of our control.
- Use these trails more in the summer.
- I am totally opposed to development of any roads through the north/northeast UMED area.
- Trails were just upgraded in this area, why would you want to destroy them.

- This is by far the most important issue to me. This is our green belt. It should not be carved up any further than it already has!
- Summer use only.
- If they can't do it UNDERGROUND, forget about it!
- let's keep the oldest trail system in Anchorage intact.
- Summer months I do hike there.
- It is an urban beauty and pleasure to be able to get to meetings without driving and parking. we should preserve the well-thought out trails and highlight them as good quality of life, thereby enticing smarter doctors, professors and students to our Universities and Hospitals.
- I respect the need for UAA and APU to improve their facilities etc but just hope for balance-- their campuses are a very special part of town and I'd hate to see it get overdeveloped.
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Comprehensive Plan

- 84.9% of respondents support the goals of the Anchorage 2020 Comprehensive Plan.
- 83.3% feel the Title 21 rewrite should reflect the Anchorage 2020 Comprehensive Plan. Specifically, at least 70% 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 subdivisions through design standards and height restrictions.

Comments

- Fire Dan Coffey now. He has hijacked the entire process after all the thousands of citizen hours which went into creating the Plan.
- Change zoning to allow for more mixed use in residential areas--being able to walk to small businesses, restaurants etc in the neighborhood is highly desired for people in my age group. Somehow ensure better connectivity with all of the pedestrian and bicycle access systems that are going into place, not so great if you have to risk death to get from one nice trail or sidewalk to another. Encourage preservation or conservation zone overlays for older neighborhoods (Rogers Park and College Village are getting to be old enough), and property tax incentives for listing in local historic register (and for that matter, encourage muni to develop that local historic register!)
- Do NOT reduce width of new roads! Do NOT rezone established neighborhoods! Do NOT require a home over 1800 sf to have 3 parking spaces, maybe over 3000 sf. Maybe driveways should be longer, thus requiring homes/garages to be set further back from street.
- allow for unattached garages which can have a "mother-in-law" type unit above it. Many people in RP already have this, BUT because of T21 rewrites - they are unable to use. Why should the hillside folks be the only ones to be able to utilize their property as they see fit - With reason, home owners ought to be able to do the same within RP
- Provide sidewalks for all developments/subdivisions.
- junk car blight in rodgers pk to cease. Make zoning enforcement do their job. enforce injunction against junk car repair

- Some of this should be done case by case. Yes, play space in new subdivisions if there is no nearby park,
- No road anywhere should be built without a separated sidewalk.
- In Rogers Park the 30% lot coverage requirement should be changed to 40 % and Mother -in Law apartments should be allowed above garages
- The current regulation on accessory dwelling units is being ignored in Rogers Park. There are a number of illegal duplexes that adversely affect all property owners. The rewrite should make enforcement and compliance quicker and more effective.
- Assembly must vote without Dan Coffey's unilateral interpretation. Title 21 was ready last autumn.
- Regarding the two choices dealing w/ subdivisions. I would only support increasing density if strong design standards were in place in the new Title 21. Otherwise, we would just end up with more low quality apartment buildings.
- I heartily endorse the 'protect sunlight' part of the above-- our land use laws should prohibit a new construction encroaching unreasonably on a neighbor's access to sunlight.

Other comments:

- Illegal camping destroying the green areas and parks - the illegal camps are making the multi-use trail system creepy and unsafe.
- The pathway and woods from the dead-end of Princeton to 36th attracts alot of deviant behavior. Would like to encourage more police attention.
- Resurfacing College Village streets overdue - thump, thump, thump!! Would like to see a feasibility study (cost to homeowner) regarding underground utilities.
- The amount/type of vehicles stored in back yards. Also, fire pit usage and lack of landlord oversight of their property
- College Village has been extremely avoided over the years with high concetration on Rogers Park . College Village should have the same signage as Rogers Park and speed bumps.
- junk car parking all over our neighborhood to stop
- Sound barrier wall from Northern Lights to Lake Otis
- Storm sewer problems
- Stop sign on Duke at Duke and Stanford
- Activities such as community picnic, garage sales, etc to promote friendliness
- underground utilities
- Homelessness and its many connecting issues on our trails.
- UMed
- fixing lake otis between n.lights and 20th...the side walks specifically
- Minimize homeless transients.
- apathy, lack of support from Anchorage assembly/mayor for community council input
- Could the RPCC use its influence to push for the connection of the Campbell Creek bike path by construction of an appropriate underpass crossing the New Seward Highway?

- The lot coverage and Mother-in law apartment Issue. It is my understanding that an overlay for specific areas would be allowed in areas under the new title 21. (per Erica McConnell) The lot coverage restrictions are overly restrictive given the typical 7000 square foot lot size in the old Roger park. Curb side Garbage collection is ridiculous in a neighborhood with alleys. The Workers Comp and Access issues raised by SWS just don't make sense. i.e. rather than trained professionals lifting the garbage cans into a truck in the Alley, now residents are supposed to drag them the length of their lots (alley to street) once a week. So the potential for injury is transferred to the property owner...doesn't make much sense to me. Access? If the city can't get its garbage trucks through the alley the city should do a better job of maintaining the alleys! Sounds like the rate payers are being used as pawns in an MOA interdepartmental squabble. The Mayor needs to fix this.
- Sidewalk access (both sides of street) throughout the neighborhood.
- dumb non alley garbage collection
- Better snow plowing. I can clear my side walks of snow fall but not after the city plows the road snow onto the sidewalks.
- UMED access.
- Removal of bushes and trees that block view of traffic turning at intersections in neighborhood, or backing out of driveway.
- continue dogging H2H; lean on MOA to 1) provide an alternative for and 2) clean up campers along Chester Creek, etc (get the task force to actually do something besides meeting about it). Continue w/ maintenance, safety, pedestrian, bicycle issues.
- Reduce camping in the woods
- Rogers Park has a number of illegal duplexes, with the illegal units being rented out. Zoning enforcement told residents this winter that when they came by to ask residents to move cars for snowplows, that they had to go to separate rental units in several locations to get cars moved. The City and the RPCC should complete a joint audit of compliance with the accessory dwelling unit regulations and pursue compliance.
- Engaging more homeowners in the issues facing the council. Not necessarily attending more meetings, but involved/aware of community issues.
- Schoolyard gardens, orchards, and productive greenhouses. Schoolground public, safe, lighted toilets.
- Homeless camps in greenbelts, panhandling, CIP evaluation and promoting projects, H2H.
- Pedestrian Safety and Alternative transportation (walks, bike trails, etc)
- Citizen engagement, we could sponsor programs that brought people out to engage in dialog, find common ground and become more aware citizens.
- Neighborhood Emergency Preparedness. I think it would be very useful to see if Dawn Brantley, Community Preparedness Coordinator, at brantleyd@muni.org would be willing to hold the Neighborhood Preparedness course at one of the churches in the neighborhood or at the school. Residents need to become more prepared. It's a good way to meet neighbors also.
- eliminate bear and moose in the midtown area
- Noise - especially from Moose's Tooth.

- Increased public transportation to and from our neighborhood as well as the entire municipality.
- More speed bumps in Rogers Park. (26th and 27th Aves)
- Street cleaning in springtime. Dirt removal. Pedestrian and bike friendly trails/traffic in winter and summer.
- My favorite topics (aka pet peeves?) are: 1.Sound pollution! This town is very noisy, with truckers using their jake brakes in town, Harleys using aftermarket pipes, pimped-out cars booming their sound etc-- all activities not allowed by law but also not enforced. 2. Light pollution! Our street (Ingra Street) is way over-lit-- it destroys the night sky and ruins the nice winter light. Its a nasty combination of sodium light color and simply too many lights that are over-diffuse-- unpleasant light is cast straight into our house all winter long.

- **Meeting Topics**

- Beluga whales and Tetriary sewage treatment. HLB lands and proposals. Fire Island wind. Geothermal power panhandling homeless camps and campers
- I like the direction our RPCC has effectively worked to maintained/improved the quality of our neighborhood.
- urban blight that decreases our property values while our taxes keep going up
- litter collection, year round.
- Improving ped and bike access in our nearby commercial ares, i.e along Benson and N Lights
- Neighborhood Watch program (is it working in those areas where it's used? should expansion be encouraged?)
- Learning from other northern cities: how do Scandinavian cities deal with transportation, housing, crime, etc.
- Ways to use social media with the RPCC.
- Refresher on property appraisals UAA issues forum APU " "
- Update from city on community response to Oxford houses in Anchorage, esp. Rogers Park, H2H, Chester Creek watershed plan update from city.
- update on curbside recycling
- Citizen engagement in the 21st century Health community initiatives Public transportation needs of an aging community
- See above...and maintain integrity of R-1 zoning