

Application for a Context Sensitive Solutions (CSS) Transportation Project Site Plan Review

Municipality of Anchorage
Planning Department
PO Box 196650
Anchorage, AK 99519-6650

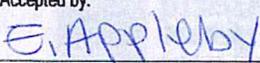
PETITIONER (Municipal or State Project Manager)		PETITIONER REPRESENTATIVE (IF ANY - Consultant)	
Name (last name first) Hanson, Julia P.E., DOT&PF		Name (last name first) Mormilo, Stephanie P.E., HDL	
Mailing Address PO Box 196900 Anchorage, AK 99519-6900		Mailing Address 3335 Arctic Blvd., Ste. 100 Anchorage, AK 99503	
Contact Phone: Day: 907-269-0753 Night:		Contact Phone: Day: 907-564-2120 Night:	
FAX: 907-248-1573		FAX:	
E-mail: julia.hanson@alaska.gov		E-mail: smormilo@hdlalaska.com	

PROJECT INFORMATION
Project Name: AMATS: Mountain Air Dr Extension MOA/ADOT Project #: CFHWY00710
Community Council(s): Rabbit Creek and Bear Valley Community Councils
Project description (location): The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to 162nd Avenue/Sandpiper Drive. The project may include drainage improvements, right-of-way acquisitions, utilities, a water crossing at Little Rabbit Creek with possible bridgework, Americans with Disabilities Act improvements, roadside hardware, and intersection improvements at Rabbit Creek Road. Mountain Air Drive is an Municipality of Anchorage (MOA) owned and operated roadway. This project is being done in cooperation with the Anchorage Metropolitan Area Transportation Solutions (AMATS) and DOT&PF.

TRANSPORTATION PROJECT SITE PLAN APPROVAL REQUESTED
<input checked="" type="radio"/> Context Sensitive Solutions Concept Report (Planning and Zoning Commission) <input type="radio"/> Draft Design Study Report (Planning and Zoning Commission) <input type="radio"/> Plans in Hand (Urban Design Commission)

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition for a site plan review in conformance with Title 21 of the Anchorage Municipal, Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the site plan. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff, the Planning and Zoning Commission or Urban Design Commission for administrative reasons.

03/22/2022	
Date	Signature (Agents must provide written proof of authorization)

Accepted by: 	Poster & Affidavit: n/a	Fee to be paid at later phase: N/A	Case Number: 2022-0053	Meeting Date: 5/2/22
---	----------------------------	------------------------------------	---------------------------	-------------------------

CONTEXT SENSITIVE SOLUTIONS CONCEPT REPORT DOCUMENTATION

- Transportation Project Site Plan Review Application Form with original signatures
- Concept report document
- Environmental Analysis or Environmental Impact Study, if applicable
- 15 complete sets of above items, including 1 copy on CD or USB drive, submitted 30 days prior to the desired Planning & Zoning Commission meeting date

DRAFT DESIGN STUDY REPORT (35% LEVEL OF DESIGN) DOCUMENTATION

- Transportation Project Site Plan Review Application Form with original signatures
- Narrative addressing AMC 21.03.190B.4.b.i. – xiii.
- Design Study Report Summary, including:
 1. Introduction
 - A. Location Map and Project Boundaries
 - B. Purpose
 - C. Need
 2. History (Project Origin) and Input from other Planning Documents
 - A. Anchorage Comprehensive Plan
 - B. Local Planning Studies/CIP/TIP/LRTP
 - C. Anchorage Pedestrian Plan or Areawide Trails Plan
 3. Existing Conditions
 - A. Right-of-Way Availability
 - B. Traffic Conditions
 - C. Pedestrian Conditions
 - D. Context (Land Use, Street Character)
 - E. Existing Landscape
 - F. Existing Utilities
 - G. Existing Drainage
 4. Design Standards

What Standard is the project being designed to? (Collector, Arterial, OSHP Classification, LRTP typology, etc.)

How do existing conditions impact the ability to meet those standards?
 5. Design Alternatives
 - A. Design narrative and graphic for each alternative considered. Note that the discussion of each alternative should address traffic (and traffic calming), parking, pedestrian facilities, drainage, and utilities (to include lighting), and right of way considerations (does right of way need to be purchased?)
 - B. Recommended Alternative with narrative (why is it recommended?) To include a discussion of the landscape approach and other enhancements (gateway features, fencing, etc.)
 6. Public Involvement Summary
 7. Rough Estimated Project Cost
 8. Maintenance Considerations
 9. Response to comments from Concept Report Review
 10. Preliminary Project Plans
- 17 Complete sets of above items, including 1 copy on CD or USB drive

PLANS IN HAND (55-65% LEVEL OF DESIGN) DOCUMENTATION

- Road Project Site Plan Review Application Form with original signatures
- Narrative addressing AMC 21.03.190B.5.c.i. – vii.
- Memo addressing Review Comments from DSR Review
- 55% to 65% Project Plans
- 17 Complete sets of above items, including 1 copy on CD or USB drive

Concept Report

for

AMATS: Mountain Air Drive Extension
Anchorage, Alaska

DOT&PF Project No. CFHWY00710
Federal No. 0001690

Prepared for:



State of Alaska
Department of Transportation and Public Facilities
Central Region
P.O. Box 196900
Anchorage, Alaska 99519

Prepared by:
Huddle AK
605 W. 2nd Ave
Anchorage, AK 99501

In Coordination With:
HDL Engineering Consultants, LLC
3335 Arctic Blvd., Ste. 100
Anchorage, AK 99503

TABLE OF CONTENTS

1.0 INTRODUCTION AND BACKGROUND.....4
 1.1 Introduction.....4
 1.2 Background4
2.0 AREA CONTEXT 5
3.0 GUIDING DOCUMENTS.....8
4.0 PROBLEMS TO BE SOLVED8
5.0 ISSUES IDENTIFIED8
 5.1 Secondary Access and Emergency Response and Management.....8
 5.2 Lack of Pedestrian and Bicycle Facilities9
 5.3 Right-of-Way.....9
 5.4 Traffic and Safety9
6.0 PROBLEM SOLVING CONCEPTS9
7.0 PUBLIC INVOLVEMENT SUMMARY 11
 7.1 Rabbit Creek and Bear Valley Community Councils 11
 7.2 Agency Stakeholder Meeting..... 12
 7.3 Property Owners Meeting..... 12
 7.4 Virtual Public Meeting #1 12

FIGURES

Figure 1: Project Area Map5
Figure 2: Land Use Zoning6
Figure 3: Mountain Air Drive Adjacent to Fire Station 10.....7
Figure 4: Southern Segment of Mountain Air Drive7
Figure 5: The intersection of Sandpiper Drive (left) and Mountain Air Drive (right)8
Figure 6: Previous MOA Project Alternatives..... 10

TABLES

Table 1: Guiding Plans.....8
Table 2: Public Outreach Activities 11
Table 3: List of Agency Stakeholders 12

APPENDICES

- Appendix A: Nomination Form
- Appendix B: Stakeholder Mailing Area
- Appendix C: Community Council Meeting Minutes
- Appendix D: Public Involvement Meeting Summaries and Announcements
- Appendix E: Complete List of Stakeholder Comments

ACRONYMS

AMATS.....	Anchorage Metropolitan Area Transportation Solutions
AMC.....	Anchorage Municipal Code
BVCC.....	Bear Valley Community Council
CSS.....	Context Sensitive Solutions
DOT&PF.....	State of Alaska Department of Transportation and Public Facilities
MPH.....	miles per hour
MOA.....	Municipality of Anchorage
RCCC.....	Rabbit Creek Community Council
ROW.....	right-of-way
SGRRSA.....	South Goldenview Rural Road Service Area

1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction

Mountain Air Drive is a Municipality of Anchorage (MOA) owned and operated roadway. This project is being done in cooperation with the Anchorage Metropolitan Area Transportation Solutions (AMATS) and the State of Alaska Department of Transportation and Public Facilities (DOT&PF) using the MOA's Context Sensitive Solutions (CSS) approach.

In 2008, the MOA adopted the policy document "A Strategy for Developing Context Sensitive Transportation Projects". This policy document provides the MOA guidance for how to plan and design transportation projects with methods grounded in community values and input. These methods are known as CSS.

The early stages of the CSS process involve:

- understanding and defining the project site;
- reaching out and listening to the public and project stakeholders;
- defining the problems; and
- developing early concepts that address the problems.

The results of early project research are summarized in a project Concept Report. The "A Strategy for Developing Context Sensitive Transportation Projects" document defines a concept report as:

*"Develop and document an understanding of the problem -- defining the nature, scope, and severity of the transportation problem to be solved. The problem definition should include: What are the underlying issues? What is the whole problem? What is the severity of the problem? [...] **The outcome is a report documenting the problems to be solved, the issues identified by the public, a concept or concepts to advance to the next phase (if there is one) and a recommendation to proceed, if support exists to do so.**"*

The CSS guidelines, as described above, are the basis for the Mountain Air Drive Extension Concept Report document that follows.

1.2 Background

The MOA has identified a need to extend and improve Mountain Air Drive from Rabbit Creek Road to 162nd Avenue/Sandpiper Drive. The need is outlined as a short-term priority (Project No. 121) in the adopted 2040 Metropolitan Transportation Plan with primary purposes of access and emergency response and management. There is currently no direct route for emergency vehicle access and disaster egress for the neighborhoods south of Rabbit Creek Road and east of Golden View Drive. Secondly, the proposed project also seeks to provide safe non-motorized access to Bear Valley Elementary School, as none currently exists in the project vicinity.

The Mountain Air Drive Extension project was previously an MOA managed project, funded by a 2008 Legislative Grant. As part of that project, three alternative routes were developed, and a preferred alternative was selected and moved to 95% design. However, funding for this project was re-appropriated in 2011 and the project was put on hold. In April 2020, voters approved a

new MOA Areawide Life/Safety Access Roads Improvement bond that identified Mountain Air Drive as a need.

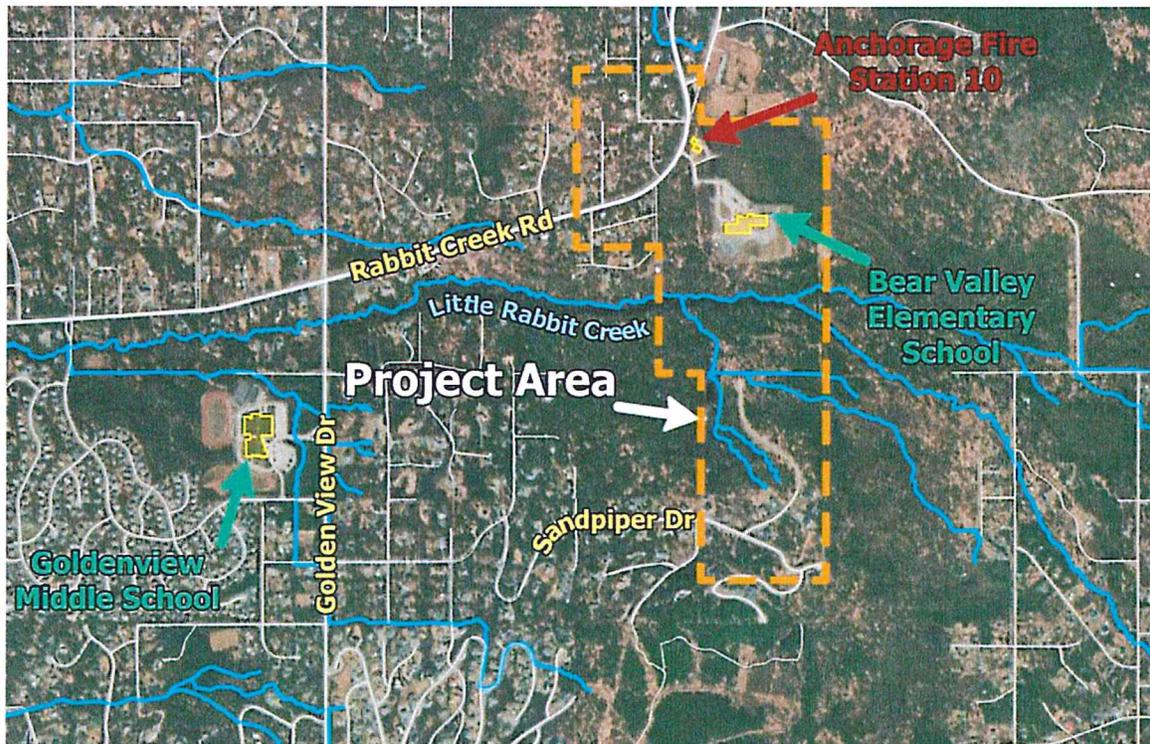


Figure 1: Project Area Map

2.0 AREA CONTEXT

The Mountain Air Drive Extension project area falls within the Rabbit Creek Community Council boundary and borders the Bear Valley Community Council to the east. Little Rabbit Creek runs through the project area and Class A, B, and C wetlands are present in the project area as well. The existing northern portion of Mountain Air Drive is south of Rabbit Creek Road and provides access to MOA Fire Station 10 and Bear Valley Elementary School, where the road terminates. The existing southern portion of Mountain Air Drive is north of Sandpiper Drive and provides access to residential homes. Mountain Air Drive is classified as a neighborhood collector and currently does not have a posted speed limit. Per Anchorage Municipal Code (AMC) 9.26.020A.3., the speed limit on all streets is 25 miles per hour (mph), unless otherwise posted.

The project area is bordered by R-10 SL (Low-Density Residential, Alpine/Slope with a Special Limitation), R-9 (Rural Residential), R-7 SL (Single Family Residential with a Special Limitation) R-6 & R-6 SL (Low-Density Residential with a Special Limitation), PLI SL (Public Lands and Institutions with a Special Limitation), and PR SL (Parks with a Special Limitation) land use zoning.

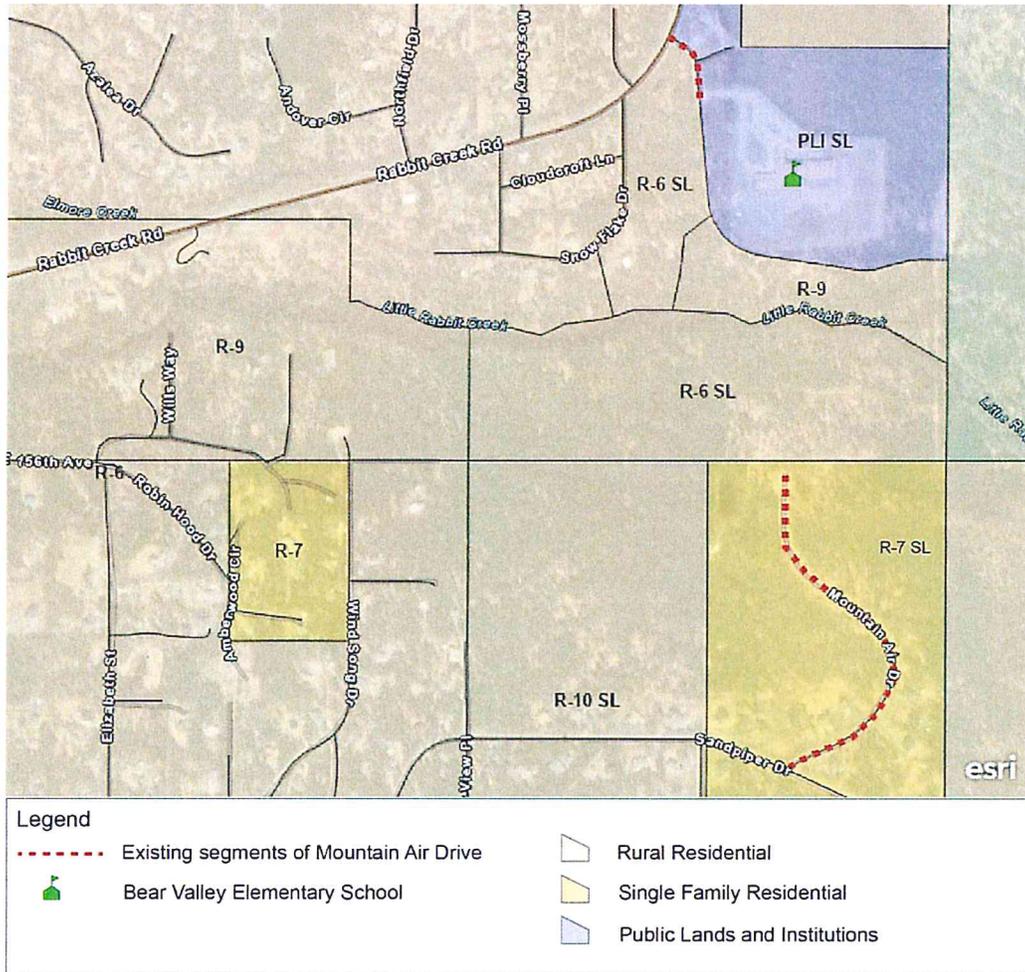


Figure 2: Land Use Zoning

The northern segment of Mountain Air Drive that intersects with Rabbit Creek Road is approximately 400 feet long, running north-south and currently serves Fire Station 10, 149th Avenue, and Bear Valley Elementary School. There is no street lighting or sidewalks on this segment of Mountain Air Drive. The total right-of-way (ROW) width is 60 feet. Bear Valley Elementary School does not currently allow students to walk to school; all students are bussed or dropped off at school. Traffic traveling northbound on Mountain Air Drive is stop-controlled at the intersection with Rabbit Creek Road. Rabbit Creek Road is a DOT&PF owned and operated collector roadway with two lanes (one travel lane in each direction) and a posted speed limit of 45 mph. The intersection of Mountain Air Drive and Rabbit Creek Road occurs on the outside of a horizontal curve in Rabbit Creek Road.



Figure 3: Mountain Air Drive Adjacent to Fire Station 10

The southern segment of Mountain Air Drive that intersects with Sandpiper Drive is approximately 2,100 feet long, running north-south with a curvilinear alignment that terminates in a cul-de-sac at the northern end. There is no street lighting or sidewalks in this segment of Mountain Air Drive and the ROW width is 60 feet. This segment of Mountain Air Drive currently serves the private residences in this neighborhood. Traffic traveling southbound on Mountain Air Drive is stop-controlled at the intersection with Sandpiper Drive. Sandpiper Drive is a local roadway maintained by the South Goldenview Rural Road Service Area (SGRRSA). The posted speed limit on Sandpiper Drive is 25 mph.

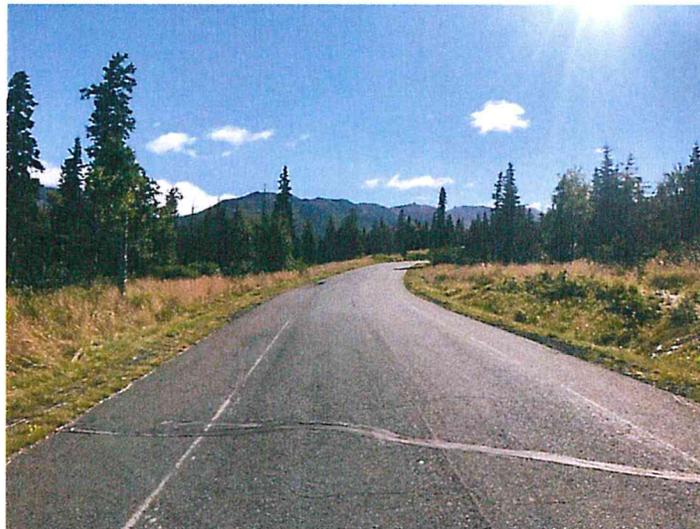


Figure 4: Southern Segment of Mountain Air Drive

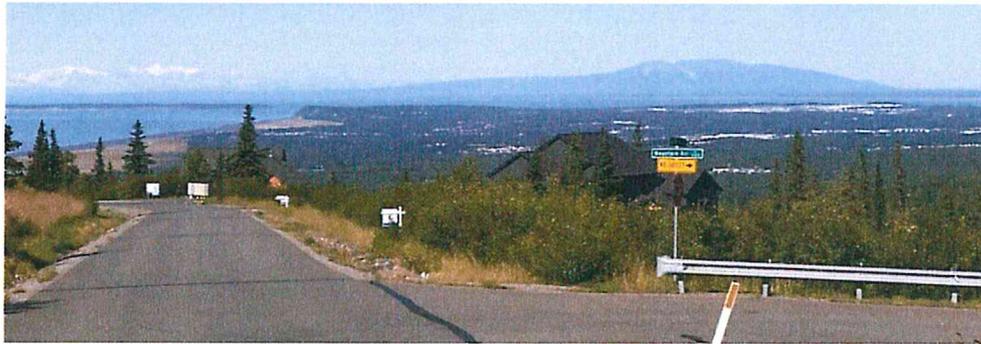


Figure 5: The intersection of Sandpiper Drive (left) and Mountain Air Drive (right)

3.0 GUIDING DOCUMENTS

Development for this project corridor is guided by the following plans and associated policies and goals as detailed in the table below.

Table 1: Guiding Plans

GUIDING PLANS	REGARDING MOUNTAIN AIR DRIVE
2040 Metropolitan Transportation Plan	Identified as Short-Term Project #121 Primary Purpose: Access and Emergency Response and Management
Official Streets and Highways Plan	Classified as a Neighborhood Collector (IB)
Hillside District Plan	Identified as a Primary Roadway Connection
Anchorage Bicycle Plan	Recommends Separated Path from Rabbit Creek to terminus
Anchorage Non-Motorized Plan	Identified as Project Priority #274 - Missing link sidewalk and #275 - Crossing

4.0 PROBLEMS TO BE SOLVED

The project is primarily focused on constructing emergency and secondary access to this area of the Hillside that is currently only connected by 162nd Avenue to Golden View Drive, with the added benefit of improving motorized and non-motorized needs along the project corridor.

5.0 ISSUES IDENTIFIED

5.1 Secondary Access and Emergency Response and Management

There is currently no direct route for emergency vehicle access and disaster egress for the neighborhoods south of Rabbit Creek Road and east of Golden View Drive. Currently, all vehicles must travel westbound along Sandpiper Drive/162nd Avenue and other local roadways to get to

Golden View Drive and then to Rabbit Creek Road. This route includes steep roadway grades and switchback turns. There are existing traffic and safety issues at the intersection of Rabbit Creek Road and Golden View Drive that were evaluated in the AMATS: South Anchorage Hillside Intersection Study.

The April 2020 Life/Safety Access Roads Improvement bond was passed by voters to construct secondary access for emergency response and management.

5.2 Lack of Pedestrian and Bicycle Facilities

Neither of the existing portions of Mountain Air Drive have bicycle or pedestrian facilities to allow non-motorized users to travel safely. Bear Valley Elementary School currently does not have any pedestrian facilities adjacent to its building to allow students to safely walk to school.

5.3 Right-of-Way

The total ROW width of Mountain Air Drive in the project area is 60 feet. The proposed improvements for this project will bring Mountain Air Drive up to the current design standards for a Neighborhood Collector, which may include acquiring additional ROW, adding shoulders, installing a separated multi-use path, and intersection improvements at the Rabbit Creek Road intersection.

5.4 Traffic and Safety

There are concerns related to traffic and safety in the corridor, especially in relation to Bear Valley Elementary. Currently, neither segment of Mountain Air Drive has a posted speed limit. The community has asked for review and consideration of a signed school zone adjacent to Bear Valley Elementary. Additionally, several community members have mentioned incorporating traffic calming elements in the roadway design to help encourage lower vehicle speeds.

Bear Valley Elementary School uses the length of Mountain Air Drive from the school to Rabbit Creek Road during the student drop-off and pick-up. During this window of time, waiting vehicles can back up onto Rabbit Creek Road, impacting the through traffic. This student drop-off/pick-up traffic will also be in conflict with the through traffic on Mountain Air Drive once the extension is constructed.

It has also been identified that the sight distance may be limited along Rabbit Creek Road, as you approach Mountain Air Drive. Feedback from the community stated that westbound left turns from Rabbit Creek Road onto Mountain Air Drive are often difficult to make during the peak hours, especially when the school traffic is backing up to the intersection.

6.0 PROBLEM SOLVING CONCEPTS

The Mountain Air Drive Extension project will work to address the secondary access, emergency response and management, and non-motorized facilities needs in the project area. The proposed work for this project may include the following:

- Construct under a mile of new roadway to extend Mountain Air Drive from Rabbit Creek Road to 162nd Avenue/Sandpiper Drive
- Reconstruct and improve the existing segments of Mountain Air Drive
- Pedestrian and Americans with Disabilities Act improvements
- Drainage improvements (culverts, ditching, etc.)
- Construction of a water crossing at Little Rabbit Creek (bridge or culvert)
- Intersection improvements at Rabbit Creek Road
- ROW acquisition
- Signage and lighting
- Roadside hardware
- Utility relocation
- Vegetation clearing and grubbing
- The previous MOA project alternatives were discussed with project stakeholders. Their comments and feedback will be considered in the development and selection of design alternatives.

The previous MOA project alternatives were discussed with project stakeholders. Their comments and feedback will be considered in the development and selection of design alternatives.

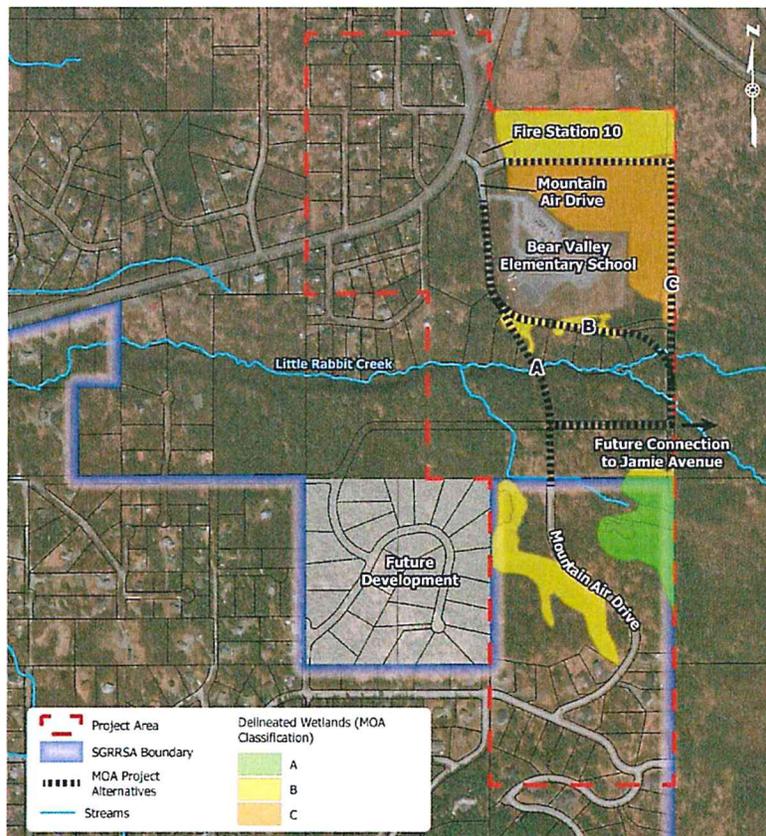


Figure 6: Previous MOA Project Alternatives

7.0 PUBLIC INVOLVEMENT SUMMARY

Using the MOA CSS process, public and agency outreach began in September 2021. The MOA CSS process will be ongoing for the life of the project. There will be additional agency and public meetings for stakeholders to receive updates and provide feedback as the project develops via the project website, e-newsletters, mailers, and phone calls and emails to the project team. Below is a summary of public involvement activities as of the date of this report.

Table 2 summarizes all of the public outreach activities, to date. Copies of the mailing area, announcements, emails, presentations, and meeting summaries are available in Appendices B, C, and D. A full list of comments about the project is in Appendix E.

Table 2: Public Outreach Activities

Outreach	Item	Date(s)
Website	Project website: www.mountainairdrive.com	Launched September 7, 2021
BVCC	BVCC Meeting	February 10, 2021
RCCC	RCCC Meeting	February 11, 2021
Agency Stakeholder Meeting	Agency Stakeholder Meeting	September 14, 2021, 10-11:30am
Property Owners Meeting	Property Owners Meeting	September 15, 2021, 10am
Virtual Public Meeting #1	Postcard Announcement of Virtual Public Meeting #1	October 4, 2021
	Email Announcement of Virtual Public Meeting #1	October 4, 2021
	Online and Print Public Notice	October 4-25, 2021
	E-Newsletter Reminder of Virtual Public Meeting #1	October 25, 2021
	Virtual Public Meeting #1	October 25, 2021, 5:30-7pm
	E-newsletter thanking stakeholders for attending Virtual Public Meeting #1	October 27, 2021
RCCC	Resilience Committee Meeting	November 22, 2021

7.1 Rabbit Creek and Bear Valley Community Councils

Project representatives attended the BVCC meeting on February 10, 2021, and the RCCC meeting on February 11, 2021, to announce the project to the community, answer questions, and listen to comments.

On November 22, 2021, the project team attended the RCCC meeting at the invitation of the Resilience Committee to discuss the project and secondary access and emergency response and management in the project area.

7.2 Agency Stakeholder Meeting

Agency, utility, and other stakeholders were invited via email to attend the Agency Stakeholder Meeting to be introduced to the Mountain Air Drive Extension project. The purpose of the meeting was to gather feedback about potential issues, concerns, and ideas about the project.

This meeting was held virtually using the Microsoft Teams platform from 10-11:30am. There was a brief presentation introducing the project followed by questions and a discussion.

Agency stakeholders identified to participate in this project are included in Table 3.

Table 3 : List of Agency Stakeholders

MOA Stakeholders	Other Stakeholders
Anchorage School District	DOT&PF
Street Maintenance	Chugach Electric Association
AMATS	ENSTAR Natural Gas Company
Parks and Recreation	Alaska Communications
Planning Department	General Communication Inc
Heritage Land Bank	Anchorage Development and Construction LLC
Traffic Department	SGRRSA
Anchorage Fire Department	Anchorage Hillside Home and Landowners Organization
Anchorage Police Department	Bear Valley Community Council (BVCC)
Anchorage Water and Wastewater Utility	Rabbit Creek Community Council (RCCC)
Anchorage Assembly	
Project Management and Engineering Department	
Watershed Management	

7.3 Property Owners Meeting

Project representatives met with some prpage 12operty owners in the project area to discuss the project and hear feedback on September 15, 2021, from 10-11am. The meeting notes from this meeting are in Appendix C.

7.4 Virtual Public Meeting #1

Virtual Public Meeting #1 for the Mountain Air Drive Extension project was held on October 25, 2021, from 5:30-7pm using the Zoom platform. The project team gave a presentation introducing the project history and background, guiding documents, the schedule, and design criteria. Afterwards, attendees were able to share comments, questions, or concerns verbally or by using the chat function. All meeting materials were posted on the project website after the meeting. Attendees were encouraged to contact the project team with any other comments, questions, or concerns at any time during the project process.

Appendix A: Project Nomination Form

PROJECT NOMINATION FORM

SECTION 1: Nomination (to be completed by nominating entity)			
1	Nominated By:	Alaska Department of Transportation & Public Facilities	
2	Contact:	Julia Hanson, P.E.	
3	Phone:	907-269-0753	Email: julia.hanson@alaska.gov
4	Street Name:	Mountain Air Drive	
5	Between	Between Rabbit Creek Road and Bear Valley Elementary School; Sandpiper Dr to terminus	
6	Statement Problems to solved. <i>(What needs to be done? The problem definition should include: What are the underlying issues? What is the whole problem? What is the severity of the problem?) (as envisioned by nominating entity/ individual):</i>	<p>The MOA has identified a need to extend and improve Mountain Air Drive from Rabbit Creek Road to 162nd Avenue/Sandpiper Drive. There is currently no direct route for emergency vehicle access and disaster egress for the neighborhoods south of Rabbit Creek Road and east of Golden View Drive. Secondly, the proposed project also seeks to provide safe non-motorized access to Bear Valley Elementary School.</p> <p>Mountain Air Drive is an MOA owned and operated roadway. This project is being done in cooperation with AMATS and DOT&PF.</p>	
7	Known Issues <i>(What are the problems?) (List all known issues, reasons for project, problems to be solved)</i>	<p>The project is primarily focused on constructing emergency and secondary access to this area of the Hillside that is currently only connected by 162nd Avenue to Golden View Drive, with the added benefit of improving motorized and active transportation needs along the project corridor.</p>	

SECTION 2: Technical Data Collection				
8	Classification	Neighborhood Collector (IB) – 2 Lane, 60' ROW		
9	Lanes/Speed <i>(Note: 85th percentile speeds will be determined by project team)</i>			Speed
		Street	Number of Lanes	Posted
				85th Percentile
		Mountain Air Drive	2	None posted
				N/A - TBD
10	Average Daily Traffic (ADT) <i>(Note: To be determined by project team)</i>	Street	Current Year: 2022	Design Year: 2045
		Mountain Air Drive to Rabbit Creek Road	817	2,040
		Mountain Air Drive to Sandpiper Drive	47	992
11	Traffic Crash Data	No crashes reported between 2013 to 2019.		
12	Community Council	Rabbit Creek, Bear Valley		
13	Transit Service <i>(List route numbers if transit service is available)</i>	N/A		
14	Assembly Districts	Assembly District 6 – John Weddleton and Suzanne LaFrance		
15	Legislative Districts	House District 28 – James Kaufman Senate District N – Roger Holland		
16	Capital Improvement Program Information (To be completed by MOA Staff)	PM&E Project Number: N/A		
		Phase	Approx. Date	Est. Cost
		Design	2022 - 2026	\$
		Right-of-way	2025 - 2027	\$
		Utilities	2025 - 2027	\$
		Bid Phase	2028	
		Construction	2028 and beyond	\$
Total Project Estimate			\$	

SECTION 2: Technical Data Collection		
17	MOA GRID	3132, 3239
18	Schools	Schools
		Elementary: Bear Valley
		Middle: Goldenview
		High: South Anchorage
		Notes
		All students bussed or dropped off
		Safe Routes to Schools/School Walking Route Map – is the street along a safe walking route? Should it be?
		Mountain Air Drive does not have a Safe Route to School or School Walking Route Map, though there is community desire for a safe walking route to Bear Valley Elementary School.

SECTION 3: Plan Conformance (to be completed by staff or consultants) (Review existing plans to see if the proposed project is included in these plans.)		
	Plan	Notes/Comments
19	Anchorage Bowl Long-Range Transportation Plan (LRTP)	Street typology – Collector Short Term Projects: Project 808 – Add new facility Extend Mountain Air Drive from Rabbit Creek Road to E. 164th Ave/Sandpiper Drive
20	Official Streets and Highways Plan (OSHP)	Mountain Air Drive is classified as a Neighborhood Collector (IB). Its function is to collect traffic from local streets and move it to higher classified streets such as arterials or to local traffic generators.
21	Zoning/Comprehensive Plan	Large-Lot Residential and Public Lands and Institutions in the Municipality of Anchorage's 2040 Land Use Plan.
22	Non-Motorized Transportation Plan	No identified projects for Mountain Air Drive.
23	Transit Development Plan	Transit on the Move – 2020 Transit Plan N/A
24	Areawide Trails Plan	No identified projects for Mountain Air Drive.
25	Pedestrian Plan 2007	Mountain Air Drive is identified as Project Priority #274 - missing sidewalk link and Rabbit Creek Road and Mountain Air Drive is Project Priority #275 – crossing.

SECTION 3: Plan Conformance (to be completed by staff or consultants) (Review existing plans to see if the proposed project is included in these plans.)		
26	Bicycle Plan 2010	Recommends Separated Path from Rabbit Creek to terminus
27	Street and Highway Landscaping Plan	This project will conform to the requirements outlined in the MOA's 2007 Design Criteria Manual Chapter 3.
28	2006 Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan	No parks in the project area.
29	Wetlands Management Plan (March 2012)	Class B Wetlands west and east of the southern segment of Mountain Air Drive segment; Class A wetlands east of the southern segment of Mountain Air Drive.
30	Watershed Requirements	The project is within the Municipality of Anchorage so it will need to meet the drainage requirements set forth in the Municipality's current Design Criteria Manual. DOT&PF has also authored a Memorandum regarding Stormwater Facilities Design within the Municipality of Anchorage (dated August 28, 2018) that will be adhered to for this project.
31	Traffic Calming (Note whether a traffic calming plan exists for project area)	Mountain Air Drive is not listed in the 2021 Neighborhood Traffic Calming Program – Qualified Streets List. Per the 2016 Neighborhood Traffic Calming Policy Manual, roadways classified as arterials on the OS&HP and most collector classified roadways are not considered for traffic calming measures.
32	Electric Utility Undergrounding 5-year Plan	The project area is not listed in the Distribution Facilities Undergrounding Plan 2020-2024.
33	Street Lighting	Street lighting will conform to the requirements outlined in the MOA's 2007 Design Criteria Manual Chapter 5.
34	Geotechnical Hazards Plan	Zone 1 – Lowest Ground Failure Susceptibility Zone 3 – Moderate Ground Failure Susceptibility
35	Drainage Plan	Drainage will conform to the requirements outlined in the MOA's 2007 Design Criteria Manual Chapter 2.

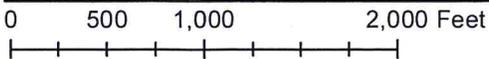
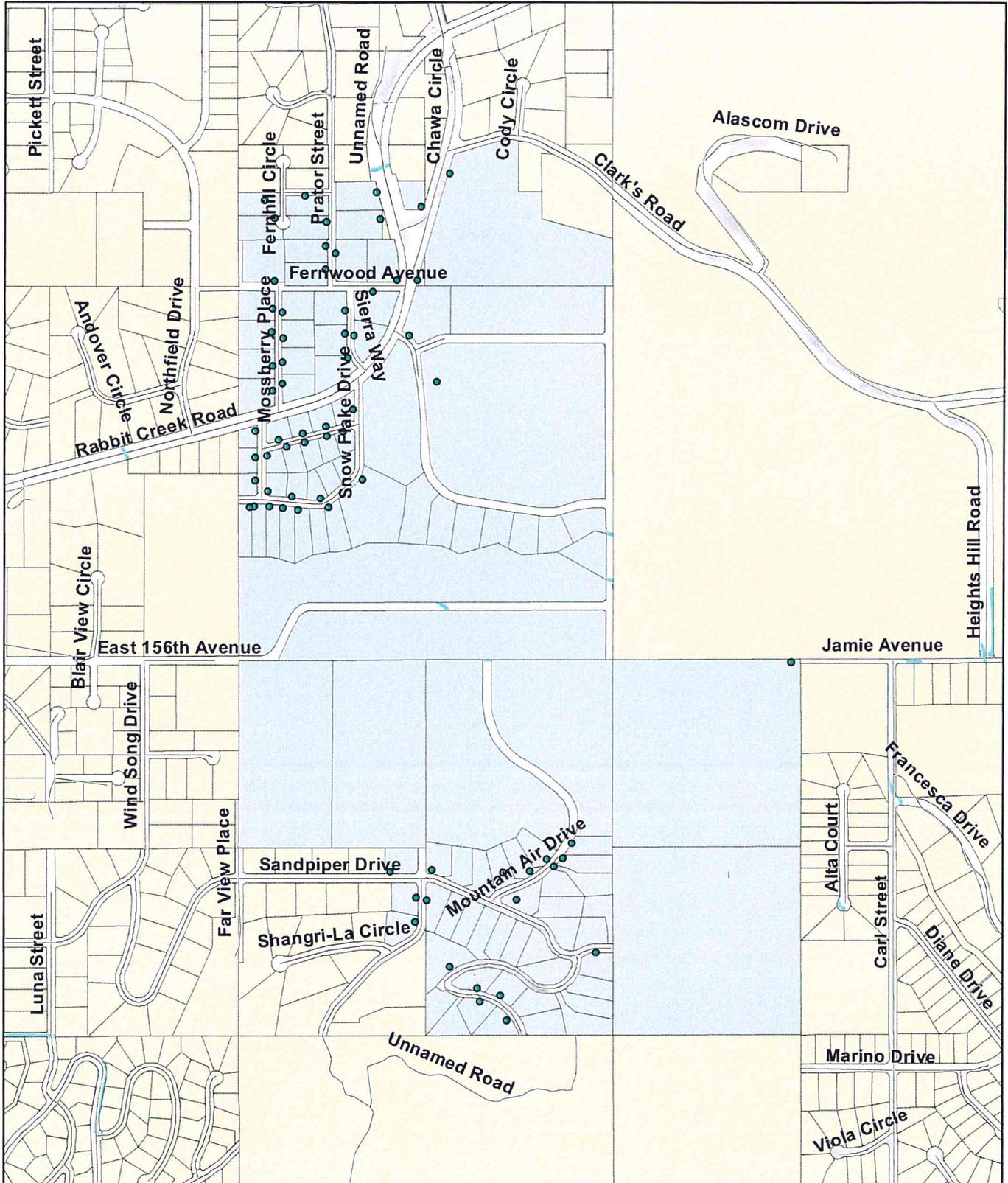
SECTION 3: Plan Conformance (to be completed by staff or consultants) (Review existing plans to see if the proposed project is included in these plans.)		
36	Water and Wastewater Utility Plans	The project falls outside of the AWWU service area.
37	Background Documents <i>(list all on file)</i>	Hillside District Plan
38	Anchorage Non-Motorized Plan	Mountain Air Drive is identified as Project Priority #274 - missing sidewalk link and Rabbit Creek Road and Mountain Air Drive is Project Priority #275 – crossing.

Appendix B: Stakeholder Mailing Area

Mountain Air Drive Extension Mailing Area
111 Parcels
73 Individual Site Addresses
38 Parcels Without Site Address
August 4, 2021
Source, MOA GIS & Property Tax Database

Legend

- MailingAreaAddresses_MountainAir
- ExtraParcel
- MailingAreaParcels



Appendix C: Community Council Meeting Minutes

Rabbit Creek Community Council Meeting Minutes for Thursday, February 11, 2021
DS DRAFT

Location: Internet Zoom Meeting

Board Roll Call - Present: Ann Rappoport (Co-Chair), Carl Johnson (Co-Chair), David Sterling (Secretary), Keith Guyer (Co-Treasurer), Judy Michael, Mike Kenny, Michelle Turner, Nowlin Withers, Jess Grunblatt (Co-Treasurer), Nic Kinsman, Dianne Holmes.

Absent: None

Board Member Co-Chair Carl Johnson - Opened the meeting at 7:00 pm. 11 board members and a total of over 55 attendees, Declared a General Meeting. Carl had the new board introduce themselves. Ann and Carl asked each person to sign-in on the Zoom Chat for attendance and introduce themselves and say where you live verbally. The attendance list is attached. Advised of recording the meeting. Described methods to vote on issues for this meeting. People calling in on telephone will need to text to Nic Kinsman's cell phone for voting and sign-in. Described voting eligibility.

- **February Meeting Agenda- Motion to Approve Ky Holland & 2nd Ann Rappoport** – To approve as presented. None opposed, Motion passed. Available on screen or via website, on Google enter Rabbit Creek Community Council, link on right hand side gets to the agenda.
- **January Meeting Minutes - Motion to Approve Judy Michael & 2nd Nancy Pease** – To approve as written. Asked for any objections. Minutes approved as amended. One clarification for HLB Bear Valley Parcel, change last sentence to read, "There is a need for natural resource protection on the HLB parcel, because of the steep slopes on the proposed purchase and the HLB parcel, and Rabbit Creek (which crosses the HLB parcel)."

Announcements & Legislative Reports:

• **Assembly Members for RCCC Area -**

- **Suzanne LaFrance** – Contact info: Cell Phone: (907) 351-7199, Voicemail: (907) 343-4122, E-mail: LaFranceS@muni.org – Link for signing up to comment at Assembly meeting.

Presentation on bonds going before voters at April election. \$60 million. Special tax levy to lease various police equipment. Title 17 Leash Law coming to Assembly.

- **John Weddleton** – e-mail: WeddletonJ@muni.org – (907)-770-6875 – Comments on B3 Zoning change are good and helpful. They also want to create a license for homeless shelters. They will put restrictions on homeless shelters, so they do not damage the neighborhood. Working on changing marijuana rules, ongoing thing. Working on process for trails on Hillside. Independent commission that sets pay for elected officials. Assembly members receive \$20,000. Committee wants to bump Assembly Members it up to \$60,000. Also, to provide an office. Building out some existing space in City Hall and Eagle River. Last Assembly meeting discussions on, do masks work? Had discussion taking away Emergency Order and putting these issues into Assembly Ordinance: Masks, ability for marijuana available at curbside, Restaurants to operate outdoors. Reason being the whole assembly can comment instead of one person, the mayor.

• **State Representatives** –

- **Representative James Kaufman** – rep.elect.james.kaufman@akleg.gov – 907-538-5262 - Representative present tonight. In Juneau.

- **Senator Roger Holland** – sen.elect.roger.holland@akleg.gov – 907-351-8277 – Not present.

• **Candidates for Offices -** Providing introductions:

- **Alisha Hilde** - Candidate for School Board on April 6th Ballot - Introduced herself and provided some information. Website listed on chat.

- **Carl Jacobs** - Candidate for School Board on April 6th Ballot - Introduced himself and provided some information. Website listed on chat.

- **Judy Eledge** - Candidate for School Board on April 6th Ballot - Introduced herself and provided some information. Website listed on chat.

- **Elisha Vakalis** - Candidate for School Board on April 6th Ballot - Introduced herself and provided some information. Website listed on chat.

- **Kim Paulson** - Candidate for School Board on April 6th Ballot - Introduced herself and provided some information. Website listed on chat.

- **Bill Falsey** - Candidate for Mayor on April 6th Ballot - Introduced himself and provided some information. Website listed on chat.

New Business

- **Mountain Air Drive Extension** – Rori Van Nortwick and Sean Baski DOT&PF Project Managers – Slide show online for this discussion. Showed and described the project area being to extend Mountain Air Drive from the Bear Valley School south to Sandpiper Drive connecting to existing roads. Major components and reasons for the project include: 1) Safety providing for a second egress for residents. 2) Connectivity to the school. Active transportation via walking. Project history includes MOA working on design of the same project, which got all the way through to 95% Design Stage but was then unable to get funding. In 2020 MOA working with DOT and AMATS, allocated federal funding for this project. Because it will be Federally Funded, DOT&PF will manage construction, but MOA will own the road upon completion of construction. Ky Holland asked these questions with response: 1) How is this project tied into the bond measure passed a few years ago? This project is that bond measure. When one applies for federal funding there is a local match, which is that bond money. 2) Is this road going to provide connectivity to Bear Valley? This Federally Funded project will not tie into Bear Valley. AMATS would be the entity to request changes to the intent of the project. The comment period has already passed. DOT&PF has a specific scope of work that they are to follow. Carl Johnson asked about the intersection of Rabbit Creek Road and Mountain Air Drive? The previous MOA project had a roundabout designed at that intersection. The Federal/State design process will analyze conditions to see if modifications are required. This Federally Funded project will basically start over completely at the beginning with design. DOT does not plan to use any of the MOA design because the MOA does not follow the Federal design process. The information gathered by MOA has been forwarded and will be reviewed. A completely new Environmental Document will be processed. We are in for a long journey and we are just at the beginning. Tentative Schedule is:

- Environmental Document 2020 thru 2024 to 2026
- Design & Right of Way 2026 thru 2028
- Construction After 2028

There will be new road classification established. Heard concerns about access, either more or less. Route selection, there is not an intended route. All routes must be analyzed in the process. Impacts to Property Owners and developments in the area need to be reviewed. Active transportation and connectivity to Middle School and Elementary School will be analyzed. Access to Bear Valley side will be reviewed. Working on getting a Consultant to help with design. Plan for future Open House meetings and Transportation Fairs to communicate. Dianne Holmes clarified about the MOA design that included roundabouts at two intersections. DOT wants to hear about these issues so they can make the best decisions. Study was done on '10 Worst Intersections' on the Hillside. Worst intersection is Golden View Drive and Rabbit Creek Road. However, across the Alaska region, that intersection does not even rank in the top 100 worst intersections. DOT personnel look holistically across the region to appropriate intersection money where it will do the most good. Yet to be analyzed for a decision. Currently the scope does not include any other issues outside of Mountain Air Drive, like trails between the schools. Earlier that comments are received, the better chance that those comments can be considered. Currently the best way to submit comments is by email to Sean Baski or Rori Van Nortwick, email address was placed into the chat. AMATS allocated funding via link in the chat. Nancy Pease advised that speed limits will be of concern. Advised that Bear Valley Elementary School is currently one of only two schools in the whole of MOA ASD that is not considered a walk to school for any students. Sean advised they are available anytime to be at a meeting. Ky Holland and Nancy Pease requested that March Land Use & Transportation Committee meeting take up this project to develop comments for consideration at the March meeting.

- **Land Use & Transportation Committee** – Meets first Thursday of each month.
 - **Non-Motorized Transportation Plan** – Nancy Pease – Document provided online to review during this discussion. Comments are due March 5th. MOA prepares this plan to look at bicycles, shared use pedestrian pathways in Anchorage, Eagle River, Chugiak. In the past separate plans were developed that date back to 1990's. Hillside District Plan shows many trails designated for our area. There is now a draft Non-Motorized Transportation Plan that initially

intended to combine biking, pedestrian connections. Because of the complexity, this version discusses bikes and some shared pathways. Calls for a follow-up trail plan in 1 to 2 years. LUT has looked and prepared a draft of recommendations. This written plan says it supersedes all other trails plans. However, MOA Planner personnel have emailed saying all other plans will remain in effect. This should be considered an all-encompassing bike plan, but not a trails plan. The next Trails Plan should not be called a Recreational Trail Plan, since people think that only Department of Parks money should be issued, and we want Transportation money to be allocated and maintenance. Specific policies that focus on Hillside District Area. Some subdivisions have put in access right of ways that do not follow roads, and various situations. They are dedicated to the public but have not been built yet. 156th Section Line Trail between schools is an example. Another policy is for subdivisions to develop these right of way trails at the same time as the subdivision. Training for MOA Staff is necessary. Trails are shown as fairly wide and paved, but we suggest narrower and only graveled trails. Propose that trails in RCCC area are identified. Nancy identified several trails that we would want to get onto the plans or modify.

- **Motion Ann Rappoport & 2nd Jess Grunblatt** – RCCC to adopt and submit the written comments as prepared by Land Use & Transportation Committee.
 - Vote by Zoom: Yes=22; No=2; Abstain=5. Motion passes
- **Title 21 Proposed Amendments Regarding Zoning Districts Separations Distances, and Services for Homeless Shelters** – Judy Michael – RCCC Resident sent proposed Resolution for RCCC to submit to Planning and Zoning. Land Use Transportation Committee thoroughly discussed the resolution in depth and have a written document online for review. Came up with another way to address the issue. Ann Rappoport provided detailed information on this issue, while reading thru the written document. The resident apparently did not attend this meeting to discuss.
 - **Motion Judy Michael & 2nd Riki Lebman** – While the RCCC acknowledges the concern brought forward by local residents in the proposed Resolution, about amendments to the B3 zoning ANC21.05.010E, that the RCCC will submit comments to the Planning and Zoning Committee outlining the concerns and observations by the Council as a whole, by the letter of the Land Use Transportation Committee.
 - Discussion: Dianne Holmes complimented the LUTC folks for pulling this together in a short period of time. Motion goes to Planning and Zoning Committee. Carl Johnson defined the motion as: 1) We are not adopting the resident's resolution. 2) We are going to submit our own letter. 3) We are submitting the LUTC written letter.
 - Vote by Zoom: Yes=23; No=2; Abstain=4. Motion passes.
- **Spruce Terrace Subdivision (S12420)** – Ann Rappoport – The Andre Spinelli presentation last month. They are proposing to provide a community water system. RCCC had commented on trails in this subdivision. Spinelli was in favor of a narrow soft trail. Want to make sure the trails are cleared, marked, and constructed before lots are sold. Also want to make sure trails are detailed on the plat.
 - **Motion Ann Rappoport & 2nd Dianne Holmes** – Motion is for the LUTC to take the previous comments, with added items above at their next meeting, March 4th.
 - Discussion: Comments need to be presented to the Planning and Zoning at a future meeting, date To Be Determined.
 - Vote by Zoom: Yes=16; No=2; Abstain=5. Motion passes.
- Social Media Presence – Nic Kinsman -
 - **Motion Nic Kinsman & 2nd Keith Guyer** – Motion to Table this issue until the next meeting. No objection, motion passes.
- **Motion Keith Guyer & 2nd Ann Rappoport** – Extend the meeting by 10 minutes. Motion passes.

Old Business & Committee Reports

- Ann Rappoport advises that on the RCCC website there are numerous issues of things we want to setup a virtual meeting with our Juneau legislators. You are invited to add additional issues and participate in the virtual meeting.
- **Motion Keith Guyer & 2nd Ann Rappoport & 2nd At** – To Table all other Old Business and Committee Report due to lack of time.
- **Land Use & Transportation Committee** – Meets first Thursday of each month.
 - **Old Seward Hwy – Reduced speed and wildlife signage** – Tabled.
 - **Resilience Committee** – Tabled.
 - **FCC** – Tabled.
 - **HALO** – Candidate Forum Meeting March 4th.
 - **Treasurers Report** – From January = Savings = \$316.41. Checking=\$1,288.32 Total = \$1,604.73. \$400 encumbered to digitize.

Dianne Holmes - Suggestions that those signing in use their first and last names.

Motion Dianne Holmes & 2nd Nancy Pease – Motion to adjourn. No objection. Motion passes.

Action Items: Letters as mentioned above.

Next Meeting – March 11th. Zoom Meeting.

Meeting adjournment – Meeting adjourned at 9:12 pm.

Bear Valley Community Council
Minutes – February 10, 2021

Call to Order

The regularly-scheduled February 10, 2021 meeting of the Bear Valley Community Council (BVCC) was called to order by Council Chair Cheri Lipps at 7:02 pm. Due to Covid-19 restrictions, the meeting was held via Zoom videoconference with 19 members and several guests in attendance.

Announcements and Introductions

Chair Lipps introduced guests State Sen. Roger Holland, former State Sen. Cathy Giessel, Municipal Assembly Member Suzanne LaFrance and scheduled guest speakers Rori Van Nortwick and Sean Baski from the State of Alaska Department of Transportation and Public Facilities (DOT&PF). Ms. Lipps stated she anticipated that Assembly Member John Weddleton would join the Council meeting later. State Representative Kaufman was unable to attend but was represented by a staff person.

Approval of Agenda

To make best use of guests' time, Chair Lipps suggested the council take up legislative reports and our scheduled guest speakers first. There was no objection.

State Legislative, Municipal Assembly and School Board Updates

State Sen. Roger Holland introduced himself and provided a brief update on the status of the legislature's efforts to formally organize.

MOA Assembly Member Suzanne LaFrance reported that the Municipality has received \$35 million from the federal government in rental assistance funding. The funding is intended as direct assistance to residents of the Municipality who are unable to pay rent and/or utilities due to the Covid-19 pandemic. Ms. LaFrance next explained that there are 7 bond measures on the April 2021 municipal ballot, totaling approx. \$60 million. These include a bond for Anchorage Fire Department funding and public safety measures. Ms. LaFrance also addressed proposed changes to Title 17 of the Anchorage Municipal Code regarding animal control. These include potential changes to leash laws, as proposed by the Animal Control Advisory Board and the Health Department. No legislation has been introduced before the Assembly at this point.

Council Chair Lipps introduced Rick Farrell of the Bear Valley Community Association and asked that he report later in the meeting on the community ice rink at Bear Valley Elementary School.

No representatives from the Anchorage School Board were present.

Guest Speaker: Rori Van Nortwick, P.E., State of Alaska DOT&PF

Chair Lipps introduced guest speakers Rori Van Nortwick, P.E., and Sean Baski, P.E. who addressed the proposed Mountain Air Drive extension project. The current project is part of AMATS (Anchorage Metropolitan Area Transportation Solutions) and is intended to extend Mountain Air to Sandpiper Drive. The project justification is primarily public safety and secondarily emergency access. Additional benefits will include active recreational uses such as biker and hiker access to trails. An overview of prior design work done in 2011 was provided. The project is still in the design phase and all design funding is in place, through a combination of federal, state and municipal funding. As presently contemplated, right-of-way acquisition will occur in 2024-2026, with construction taking place in 2026-2028. Alaska DOT will undertake the construction of the road extension, with the road then becoming a Municipal road, maintained by the relevant LRSA since it will join with Sandpiper Drive, above Goldenview.

Discussion of the project continued, including traffic impact at the Rabbit Creek Rd / Mountain Air intersection. Mr. Baski stated that while the Goldenview / Rabbit Creek intersection has been identified as a high traffic intersection, there is presently no funding or active plan for road improvements. Members discussed the possibility of a roundabout at that intersection, with specific problems identified regarding the room necessary for a roundabout as well as the placement on a steep grade.

State Legislative, Municipal Assembly and School Board Updates - Continued

MOA Assembly Member John Weddleton joined the meeting, and provided an update on the Assembly's consideration of converting the Acting Mayor's emergency public health orders regarding the Covid-19 pandemic into Municipal ordinance. Mr. Weddleton stated that other matters expected to come before the Assembly in forthcoming meetings included review of the MOA ordinances regulating marijuana, issues pertaining to easements and rights-of-way (particularly traditional footpaths on the Hillside area), and licensing of homeless shelters.

BVCC Updates and Officer Reports

Rick Farrell, Executive Director of the Bear Valley Community Association, reported on the status of the community ice rink at Bear Valley Elementary School. Mr. Farrell explained that the primary function of the BVCA is child care and after-school activities and programs for BV Elementary students. He stated that the ice rink was again cleared and ready for public use. In response to questions, he indicated that the rink was lit until 10:00 six nights per week with an earlier lights-out time on Sundays,

BVCC Chair reported that Treasurer Angie Pinsonneault was unable to attend tonight's meeting but had authorized Ms. Lipps to report that there was no change in the BVCC finances (reported in January as having \$1296.36 in its checking account.) Ms. Lipps reported that the Federation of Community Councils has now filed its biennial report with the State of Alaska and will as a result have its business license renewed by the State. Ms. Lipps reported that she has confirmed with the FCC that the BVCC meeting notice does get mailed out to council members.

There was no HALO report provided.

Kori Marchowski, Member-at-Large, gave a brief report and expressed her interest in working on fire mitigation efforts in the spring.

Bill Ennis, Bear Valley LRSA Chair, reported that the service provider (Northern Gravel & Trucking, which is the contracted service provider for both LRSAs in the Valley) has continued to provide good snow removal and road service during the winter.

Open Forum and Other Business

Chair Lipps announced that she was planning a "hot chocolate social" event to bring the community together and be able to safely meet up face-to-face outdoors, probably to be held at the plowed parking area near the BV Elementary School skating rink, and would provide further notice of when the event would be held. The group expressed enthusiasm for the idea of such a gathering.

Review and Approval of Previous Minutes

Chair Lipps made the minutes of the January meeting available during the meeting. It was moved and seconded (B. Ennis / K. Marchowski) that the minutes of the January 2021 meeting be approved. The motion passed without objection.

Adjournment

Chair Lipps announced that the next regular meeting of the BVCC would take place on Wednesday, March 10, 2021 at 7:00 pm, again via Zoom. There being no other business, it was moved and seconded (C. Livsey / B. Ennis) to adjourn, and the February 2021 meeting of the BVCC adjourned at 8:07 pm.

Respectfully submitted,

Constance Livsey
BVCC Secretary

Appendix D: Public Involvement Meeting Summaries and Announcements

Mountain Air Drive Extension Agency Scoping Meeting Summary

Date: September 14, 2021

Attendees: Attendance List Attached

Reporter: Michelle Fehribach, Huddle AK

Location: Virtual – Microsoft Teams Meeting

Project: Mountain Air Drive Extension

Project #: CFHWY00710

Federal #: 0001690

Subject: Virtual Open House #1 Summary

Summary

On September 14, 2021, multiple agency representatives met using the Microsoft Teams platform to learn about and provide relevant information on the Mountain Air Drive Extension project. Attendees included representatives from the Municipality of Anchorage (MOA) Traffic, Planning, AMATS, Parks and Recreation Departments, the Department of Transportation and Public Facilities (DOT&PF), Anchorage School District, Enstar, Chugach Electric Association (CEA), the South Goldenview Rural Road Service Area (SGRRSA), Anchorage Water and Wastewater Utility (AWWU), and others. The full attendance list is attached.

The project team gave a short presentation about the project background, history, scope, and timeline. The presentation is attached. After the presentation, there was an open discussion for attendees to share relevant information, comment, and ask questions.

Comment Summary

Below is a table of comments and questions asked by attendees, grouped by topic. If a question or comment received an answer from the project team, that answer is included.

Agency	Comment/Question	Answer (if applicable)
Classification and Traffic		
Shawn Gardner, DOT&PF Statewide Planning - Anchorage Area Planner	Community members have asked for Rabbit Creek Rd to be downgraded in classification and for the road to be more bike and pedestrian friendly.	There is a lengthy process involved for downgrading the classification of a road and ultimately DOT&PF would decide if it was appropriate or not. A downgrade to Rabbit Creek Rd would require an amendment to the Official Streets and Highways Plan (OS&HP).
David Whitfield, MOA Planning	There is development in progress on the east side of the project boundary near Jamie Ave.	The primary purpose of this project is to provide emergency access. A connection to Jamie Ave was not included in the AMATS scope and will not be included in the project. However, we will be looking at future connections for traffic prediction and will aim to avoid any design that would prohibit future connections.

Bradly Coy, MOA Traffic	If improvements were to happen at the Rabbit Creek Rd intersection it is less about traffic volume and more about sight distance and safety.	
Scott Thomas, DOT&PF Central Region District Right of Way and Utilities	If the current conditions don't trigger a turn lane, stop control, etc., intersection improvements may be better planned as a future improvement. If the intersection improvements are needed sometime within the first half of the design period (5-10 years), then implement intersection improvements. If later than the first half of the design (post 10 years), then don't implement and just plan for future improvements.	Agree. Noted.
Rusty Allen, Enstar	Why are streets along Rabbit Creek Rd included in the scope?	Improvements for this project may impact traffic at nearby intersections and we want to make sure we are aware of those impacts.
Typical Section		
Marty Lemon, SGRRSA	80' roadway seems large for this area. There are some paved sidewalks in the area, but those are maintained by a Homeowner's Association.	The 60' section is sometimes too narrow when adding improvements such as drainage swales (ditches) and pedestrian facilities.
Dana Menendez, ASD	ASD has a request in to see how bussing for Bear Valley Elementary School works. Once a route is chosen, the ASD Transportation group will provide input on the walking radius. ASD generally likes the sidewalk adjacent to the school property to reduce the need for crossing the street. ASD will provide more information about bus turning radii.	
Sean Baski, DOT&PF Central Region District Highway Design	Through the developed residential portion of Mountain Air Dr, we may need to minimize ROW impacts and narrow the typical section.	
Jeff Urbanus, MOA Watershed	Little Rabbit Creek is a significant water body for the Hillside. The new design will have to consider the full DCM requirements for stormwater. A full hydrologic analysis will be needed, and Watershed recommends using the updated USGS data.	There will be a new watershed analysis for this project and if there are additional treatments beyond bioswales needed, ROW space will be a consideration for the final design.
Utilities		
Rusty Allen, ENSTAR	ENSTAR has a 12" forced main along the south side of Rabbit Creek Rd that crosses at Clarks Rd (as-builts have been sent to HDL) and steel distribution lines along north and south of Rabbit Creek. 2" plastic line along Mountain	

	Air Drive stops adjacent to Bear Valley Elementary. No projects are planned at this time and will expand as development continues.	
Brad Jackson, CEA	Single-phase power extends down Mountain Air Drive to the proposed B alignment. Will likely need easements along new extension to continue single-phase power to new developments. No projects are planned at this time and will expand as development continues. A main feeder for Bear Valley goes along proposed route B and there is a plan for a feeder improvement at the section line corner.	
Shawn Dooley and Ed Sorenson, AWWU	The project falls outside of AWWU's service area and there are processes outlined if a development/community members decide they would like to be added to service.	
Kevin McCarthy, DOT&PF, Central Region District Right of Way and Utilities	There is a utility scoping document for this area that will be shared with the project team. Alaska Communications (ACS) and CEA have infrastructure in the project vicinity, along the section line and along the south side of Bear Valley in an easement.	
Previous Proposed Alignments		
Todd Jacobson, The Boutet Company (TBC)	In the previous design process, multiple alignments were evaluated. Traffic and safety were evaluated as well as minimizing driveways and intersections to create a more direct route. The environmental considerations included water crossings and wetlands. The costs were similar between A and B. The Rabbit Creek Community Council preferred A.	
Kristine Bunnell, MOA Planning	In the previous design, route A seems to impact two parcels while B impacts one. Will you be looking at the impact to the housing stock when choosing a route?	Depending on what alignment is chosen, there may be impacts to developable lots. We may look at replatting some lots to minimize impacts. This was an option that was considered during the last design study.
Non-Motorized Facilities		
Tom Korosei, MOA Parks and Recreation	Non-motorized facilities, at some level of service, should be provided to accommodate those uses safely.	
Dana Menendez, ASD	What was the original intent of the gravel path from the 2011 design?	The community requested the gravel path to accommodate equestrians

		and maintain the rural character of the area.
Marty Lemon, SGRRSA	Unpaved paths are generally not maintained in winter, and people end up walking in the street. Narrow paved facilities are harder to maintain than wide ones. A homeowner's association currently maintains any sidewalks in the area. We do not currently have equipment to maintain non-motorized facilities, though that equipment could be added to the contract.	
Shawn Gardner, DOT&PF Statewide Planning - Anchorage Area Planner	Have you looked at the Non-Motorized Plan from AMATS?	The project team referenced the Bicycle Plan and will refer to the Non-Motorized Plan now that it is adopted.
Craig Lyon, AMATS	There is nothing noted in the project vicinity for in the Non-Motorized Plan.	
Shawn Gardner, DOT&PF Statewide Planning - Anchorage Area Planner	The <u>2006 Park Plan</u> includes <u>recreational trails</u> in the area.	
Other		
Kristine Bunnell, MOA Planning	Staff will review relevant plans and provide comments at a later date.	

Attachments

1. Attendance List
2. Meeting Presentation

Attendance List

Mountain Air Drive Agency Scoping Meeting

Name	Agency
Ian Bryce	DOT&PF, Central Region District Materials
Ashley Devore	DOT&PF, Central Region District Materials
Keith Baltozer	DOT&PF, Central Region District Preconstruction Administration
Rori Van Nortwick	DOT&PF, Central Region District Highway Design
Sean Baski	DOT&PF, Central Region District Highway Design
Ryan Walker Harris	DOT&PF, Central Region District Highway Design

Steven Rzepka	DOT&PF, Central Region District Highway Design
James Amundsen	DOT&PF, Central Region District Highway Design
Kylee Sam	DOT&PF, Central Region District Highway Design
Kevin McCarthy	DOT&PF, Central Region District Right of Way and Utilities
James Sowerwine	DOT&PF, Central Region District Right of Way and Utilities
Scott Thomas	DOT&PF, Central Region District Right of Way and Utilities
Talisa Rodrigues	DOT&PF, Central Region District Right of Way and Utilities
Shawn Gardner	DOT&PF, Statewide Planning - Regional Planning
Dana Menendez	ASD
David Noll	Anchorage Police Department
Tom Korosei	MOA Parks and Recreation
Craig Lyon	AMATS
David Whitfield	MOA Planning
Kristine Bunnell	MOA Planning
Kris Langley	MOA Traffic
Bradly Coy	MOA Traffic
Jeffrey Urbanus	MOA Watershed
Edward Sorenson	AWWU
Shawn Dooley	AWWU
Brad Jackson	CEA
Jake Stephl	Enstar
Rusty Allen	Enstar
Marty Lemon	SGRRSA
Austin King	ACS
David Morris	ACS
Steven Cranford	GCI
Todd Jacobson	TBC
Trevor Strait	HDL
Stephanie Mormilo	HDL
Holly Spoth-Torres	Huddle AK
Michelle Fehribach	Huddle AK

Meeting Notes

Project: AMATS: Mountain Air Drive Extension Design Support Services – CFHWY00710 / 0001690

Meeting: Meeting with Property Owners

Date/Time: 9/15/21, 10:00 AM

Location: DOT&PF Aviation Conference Room

Participants: Rori Van Nortwick (DOT), Trevor Strait (HDL), David Michael, Judy Michael, Leona Cange

Noted By: Trevor Strait (HDL)

Rori began the meeting by indicating that we were very early in the design process, but wanted to get input from affected property owners so that we could better understand the issues and concerns.

The primary comment, reiterated several times, was that they were supportive of the project in general, that they agree the project is needed. But they want to make sure that whatever route is selected, that it should be designed in a way to accommodate future connections and development in the area.

Their other comments were:

- Would like to see the project benefit more than one developer.
- Access to future development within Section 36 is important to consider.
- Safety for students at Bear Valley is important.
- A wetland conservancy was established by the developer at the section corner.
- Concerned about the speed of vehicles coming down the hill on the south end of Mountain Air and past the school.
- Concerned about the safety of school age pedestrians crossing over a 70' high bridge.
- The growth potential for development in this area should be considered. Just between the Cange and Michael properties, there are potentially 30 new homes.
- Consideration should be made for a potential future parking lot to provide access to recreational activities in Section 36.
- The TIP shows Station 10 being relocated in the next 5 years. Unsure about the new location.
- There was a fire access study done several years ago which contained several errors regarding access in this area.
- David Michael indicated that although he directly owns several of the potentially affected properties, others are in a trust of which he is only the trustee.

CIVIL
ENGINEERING

GEOTECHNICAL
ENGINEERING

TRANSPORTATION
ENGINEERING

ENVIRONMENTAL
SERVICES

PLANNING

SURVEYING
& MAPPING

CONSTRUCTION
ADMINISTRATION

MATERIAL
TESTING

REAL ESTATE
SERVICES

Virtual Public Meeting #1 Summary

Date: October 25, 2021

Attendees: Attendance List Attached

Reporter: Michelle Fehribach, Huddle AK

Location: Virtual – Zoom

Project: Mountain Air Drive Extension

Project # CFHWY00710 / **Federal #** 0001690

Subject: Virtual Public Meeting #1 Summary

Summary

The first virtual public meeting for the Mountain Air Drive Extension project was held on Monday, October 25, 2021, from 5:30-7pm using the virtual platform Zoom. Attendees viewed a presentation, and then had the opportunity to provide comments and ask questions. Attendees could ask questions verbally or via the meeting's chat box.

The presentation included:

- Project Area
- Project History and Background
- Guiding Documents
- Project Schedule
- Current Project Activity
- Existing Road Segments
- Previous MOA Project Typical Section
- Draft Typical Section

Open House Advertising

Community Council: An email was sent to Rabbit Creek and Bear Valley Community Councils on October 4, 2021, with an invitation to the virtual public meeting, the project Fact Sheet, and the request for the community councils to share this information with community members.

Mailing: A postcard invitation to the open house was sent via the USPS on October 1, 2021.

Web: The project website (www.mountainairdrive.com) was updated with the virtual public meeting information, including the date, time, and link on October 1, 2021.

Email: An e-newsletter announcing the public meeting was sent to the project email list on October 4, 2021, and a reminder e-newsletter was sent on October 25, 2021.

Anchorage Daily News: A public notice about the virtual public meeting was posted on the ADN Legal Notices website

(<https://marketplace.adn.com/marketplace/category/Legals/Anchorage%20Daily%20News>) from October 4-25, 2021, and was published in the ADN newspaper on October 4, 12, and 21, 2021.

Virtual Public Meeting Follow-Up

An e-newsletter was sent out to the project email list on October 27, 2021, thanking those who were able to attend and providing updates to those who were not able to make it. A recording of the meeting and the presentation were uploaded to the project website on October 26, 2021.

Attachments

1. Public Comments & Answers
2. Presentation
3. Attendance List
4. Public Meeting Advertisements (Emails, Mailer, ADN Affidavit)

Mountain Air Drive Extension, Virtual Public Meeting #1

Public Comments

Public Comment/Question	Answer (if applicable)
If the design only goes to the entrance of Bear Valley Elementary School, it's a mistake not to look at and include the Rabbit Creek Rd intersection in the design. The intersection is an area of special consideration in the Hillside District Plan.	The project team is looking at and including impacts to the Mountain Air Dr and Rabbit Creek Rd. intersection in the project area.
Are you going to have a turn lane from Rabbit Creek Rd to the new Mountain Air Dr? There is limited sight distance in the area that makes turning left feel very uncomfortable at this intersection.	The project team collected traffic data this past month at that intersection and will incorporate that data into the analysis. The project area was made larger to include impacts to this intersection in this project planning and design.
Why does the project area incorporate so much of the neighborhood north of Rabbit Creek?	The environmental document needs to consider all possible impacts from the project and we included that area so that we can fully evaluate the impacts if changes are necessary at the Rabbit Creek Road intersection.
What type of traffic calming measures will you incorporate to ensure the integrity of the neighborhood?	The project team will be looking into horizontal and vertical traffic calming measures, but mostly horizontal calming measures. Because this road is a neighborhood collector, it is designed to funnel neighborhood traffic to larger arterials. It is unlikely that traffic calming measures such as speed humps will be considered due to the difficulty of plowing snow with those.
Why is the construction date so far in the future? We would like to see this secondary access constructed sooner.	This project is funding dependent and is currently only funded for preliminary engineering and environmental document in the TIP. Final design and ROW acquisition is the next phase and then construction. It is possible that the timelines shown can occur faster, but funding also has to be available in the TIP for the project to progress.
No turning lane. Do a roundabout.	<i>Comment noted.</i>
With the traffic projections, please be aware of proposed zoning changes. Some requests are pending that – if approved – will increase the traffic projections.	<i>Comment noted.</i>
We live on Mountain Air Dr, the last house on left. An issue will surely be that more cars will use this as a cut through once it's more accessible. Right now, a lot of cars (including young speeders) drive down to the cul de sac to park and they all drive too fast. This will be even more dangerous to homeowner pedestrians who walk	The project team will consider how to minimize excessive speeding in the design process and will be looking at traffic calming measures.

dogs, kids, etc. How do you propose controlling speed?	
Will this make our road a state or city-maintained road?	The right-of-way (ROW) will be owned by the Municipality of Anchorage (MOA); however, the area is not maintained by the MOA. There are discussions about the South Goldenview Rural Road Service Area (SGRRSA) annexing the area and being responsible for maintenance.
I do think that we need some pedestrian paths on both sides, but they don't have to be wide. You're right about the difficulty of maintaining gravel paths. They don't have to be as wide but it is a necessity to accommodate the kids who live on the west side of Mountain Air Dr.	<i>Comment noted.</i>
I like having the separated path on one side of the road, otherwise the wide right of way starts impacting the existing homes.	<i>Comment noted.</i>
The west side of Mountain Air Dr has a number of drainage issues. Bear Valley Elementary School is built on pylons.	The project team is familiar with ongoing drainage issues on the Hillside and will consider potential drainage impacts in the design.
Will our mill rate be raised if Mountain Air Drive is added to the South Goldenview Rural Road Service Area?	The mill rate is set by the service area and approved via a vote. Unless a new mill rate is approved by voters in the service area, the mill rate will remain the same.
Can you send us emails for project managers?	Yes, we will send you the project managers' contact information. It is also posted on the project website.
Is there a plan for continuity/connection of trails in this area?	There are several trails in the area, some official and mapped and others are unofficial social trails.
I want to remind the project team that social trails are not designed trails and shouldn't be made official in most cases. You should use a trail designer for improvements, and some of the trails in the utility corridors might be suitable for connections.	<i>Comment noted.</i>
The Hillside District Plan looked at this area in closer detail. The plan notes the connectivity for pedestrian and non-motorized as a traditional community feature that we would like to maintain. Has the team looked closely at that plan?	The team has looked at roadway connections and drainage but hasn't examined trails too closely at this stage in the project. This is something we will look at in more detail.
Is alternative C under serious consideration?	No, these three alternatives were not ranked in any way, and we wanted to include them to demonstrate the alternatives that were developed previously. Alternative C was not seriously considered because of the wetlands impacts, it's adjacent to a park, and a lot of other

	considerations that made it unlikely to progress forward as the preferred alternative.
Is the east-west connection for walking access to Golden View Middle School, Bear Valley Elementary School, Section 36, and along 156 th Ave?	Yes, we are considering these destinations in the planning and design phase.
The original Hillside sub area transportation study had more details about non-motorized facilities. I can provide a copy of that to the project team.	The project team would appreciate that. Thanks for sharing.
I encourage the design team to account, regardless of which alternative is chosen, that this is a school zone and ideally students will be using the pedestrian facilities. Speed is always a concern and should be moderated.	Yes, the project is considering the impact to the school and students. ASD is involved and will be kept informed as the project progresses.
Why is there no intersection study or improvements shown? We don't want piecemeal development that will create a substandard situation. The fire station and school especially are users that should be considered in the design.	The project area includes looking at the Rabbit Creek Rd intersection and impacts to the fire station and school are being considered. The project team is also looking at all the developable land/parcels that would connect to this corridor to inform the intersection analysis.
ASD is listening and we are available to help with discussions on impact to the school site whenever the MOA/State/consultants are ready.	The project team will make sure ASD is included in the planning and design process. Thank you for attending this evening.
I would like to remind DOT&PF that when you design east-west trails, the pathway should be placed on the north side of the road so that sunlight melts it faster in spring. Paths on southern sides always remain icy and muddy for quite some time.	<i>Comment noted.</i>



Alaska Department of Transportation & Public Facilities

AMATS: Mountain Air Drive Extension Virtual Open House

Stephanie Mormilo, P.E., HDL Project Manager

Monday, October 25, 2021 (5:30p – 7p)

Our mission is to *Keep Alaska Moving* through service and infrastructure.

Agenda

- **Welcome**
 - Introductions & Housekeeping
- **Project History & Background**
 - Guiding Documents
 - Schedule
 - Design Criteria
- **Opportunity to Share Comments**
 - Please include any details that should be considered during project development.
- **Meeting Wrap-Up**

Project Team

State of Alaska Department of Transportation and Public Facilities

Julia Hanson, PE
Project Manager



Rori Van Nortwick, PE
Project Engineer

Municipality of Anchorage



Todd Jacobson, PE
Project Manager

HDL Engineering Consultants, LLC

Stephanie Mormilo, PE
Project Manager

Trevor Strait, PE
Project Engineer

Heather Campfield
Lead Environmental Analyst

Huddle, AK

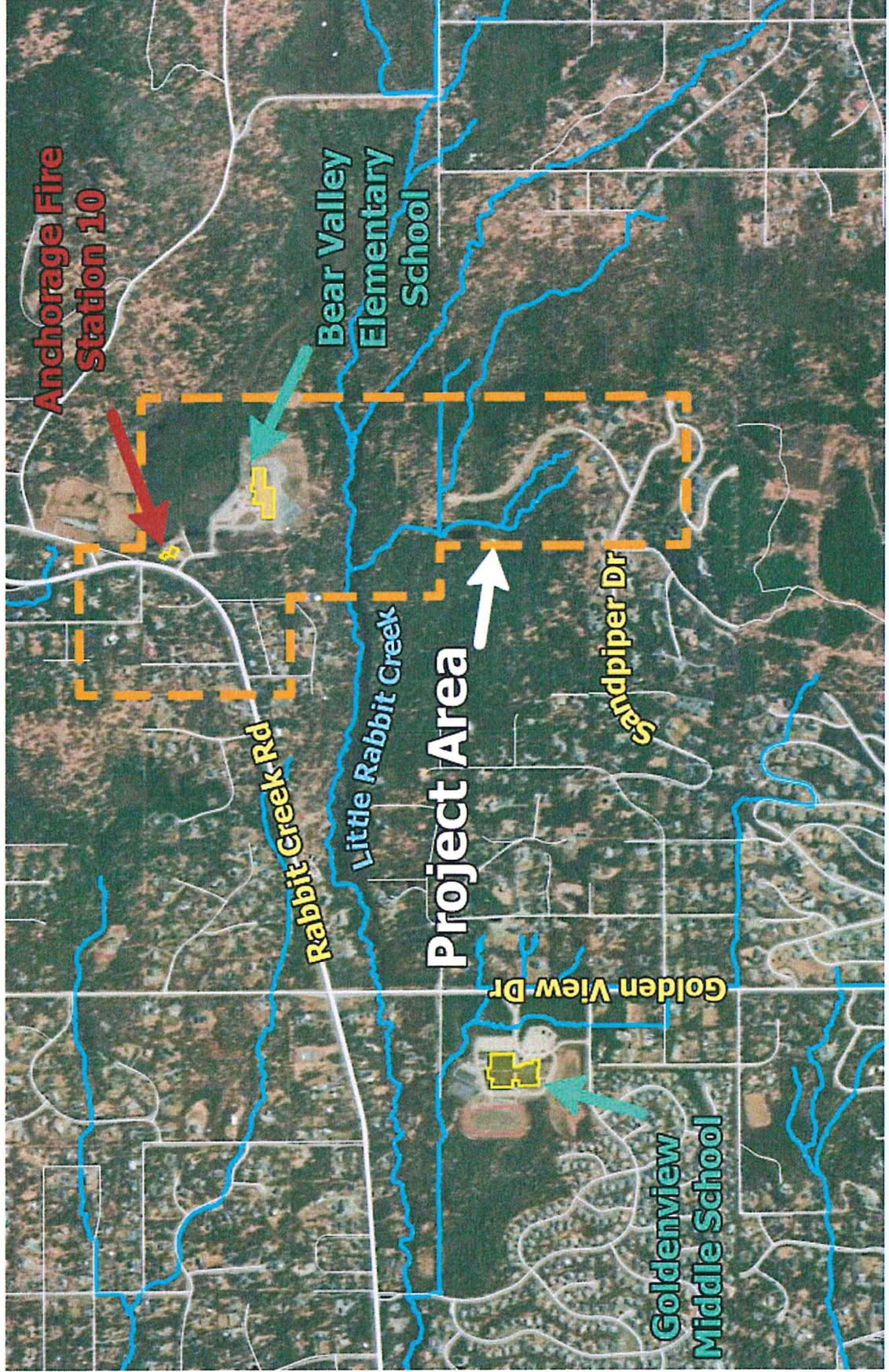
Holly Spoth-Torres,
Lead Public Involvement Specialist



Housekeeping

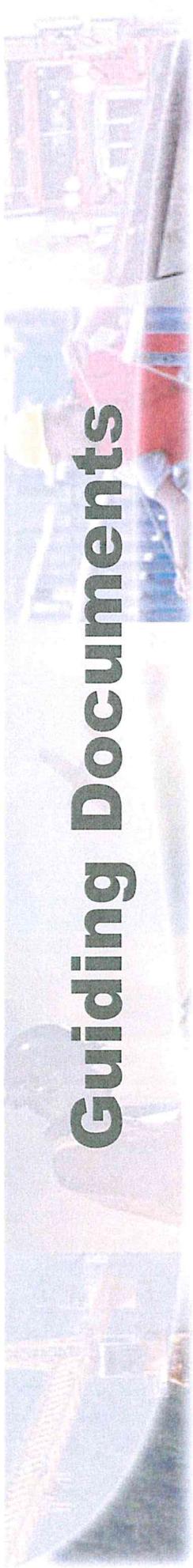
- Holly will be the meeting moderator.
- Please mute microphone when not speaking.
- With a meeting of this size, it helps the audio/visual quality if most folks turn off their cameras.
 - You are welcome to turn your camera on while-speaking.
- Use the chat (or hand-raise function) if you would like to speak so you do not interrupt the current speaker.
 - If you get missed or have additional comments after hearing information from others, please raise your hand or add your comments when we ask for additional comments.

Project Area



Project History & Background

- Previous Municipal Project – 2008 Legislative Grant
 - Developed three alternative routes
 - Selected preferred alternative and moved to 95% Design
 - Funding was removed in 2011
- In April 2020, voters approved a new Area-wide Life/Safety Access Roads Improvement bond
- Project was added to 2019-2022 Transportation Improvement Plan (TIP)
 - This project is now federally funded and led by DOT&PF, in collaboration with the MOA

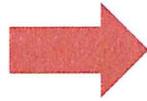


Guiding Documents

- **2040 Metropolitan Transportation Plan (MTP)**
 - Identified as Short Term Project (#121)
 - Primary Purpose: Access and Emergency Response and Management
- **Official Streets and Highways Plan (OS&HP)**
 - Classified as a Neighborhood Collector (IB)
- **Hillside District Plan (HDP)**
 - Identified as a Primary Roadway Connection
- **Anchorage Bicycle Plan**
 - Recommends Separated Path from Rabbit Creek to terminus

Project Schedule

We are here.



2021 – 2023

Environmental Document



2023 – 2027*

Design & ROW Acquisition



2028 – 2029 *

Construction



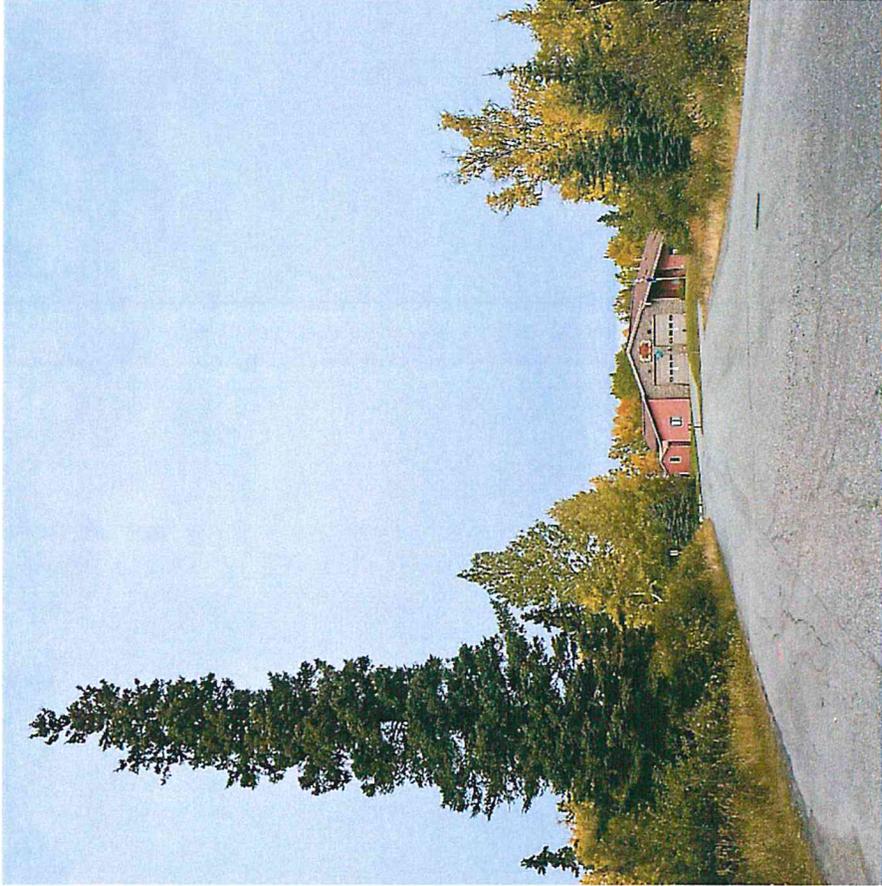
* Dependent on the availability of funding.



Current Project Activity

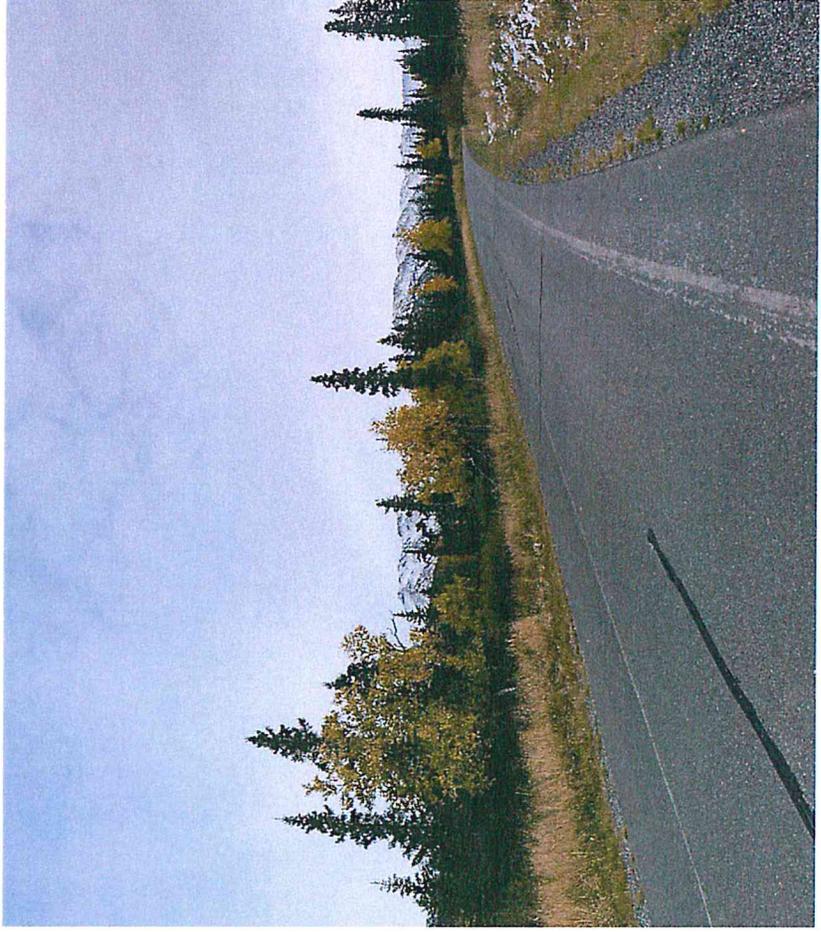
- Field studies completed or in-progress include:
 - Wetland delineation
 - Eagle nest survey
 - Cultural resource assessment
 - Hydrologic and hydraulic measurements
 - Traffic counts

Existing Segments

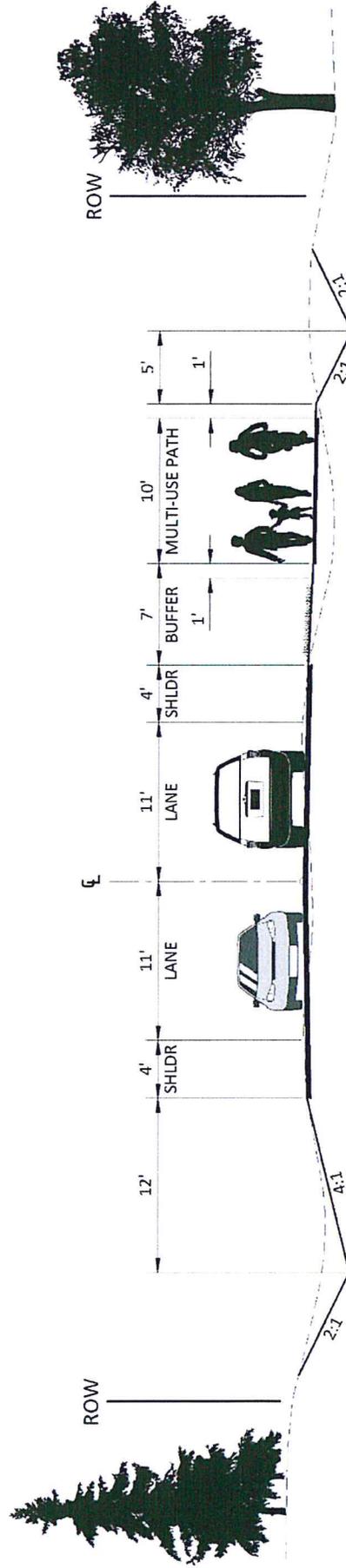


Existing Segment Adjacent to
Bear Valley Elementary

Existing Segment Connecting
to Sandpiper Drive



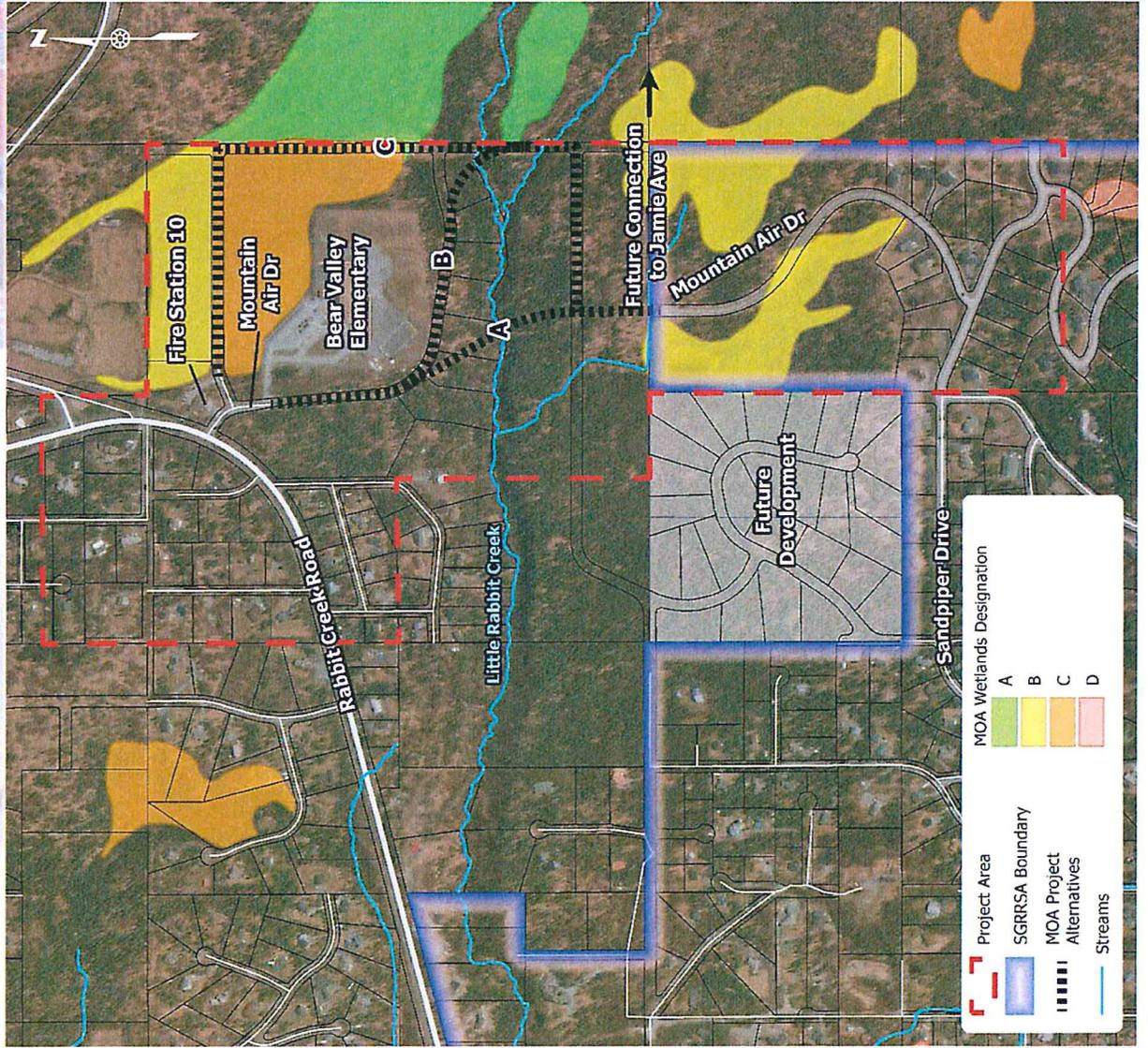
Draft Typical Section



MOUNTAIN AIR DRIVE



Opportunity to Comment



Thank you for your time!



If you have any additional comments
or questions, please send them to:

holly@huddleak.com

or

smormilo@hdlalaska.com

Project Website:

www.mountainairdrive.com

Mountain Air Drive Extension, Virtual Public Meeting #1**Attendance List**

Name	Role/Organization
Heather Marshburn	Public Attendee
Amanda Doughty	Public Attendee
Craig Lyon	AMATS Coordinator
Dianne Holmes	Public Attendee
David's Iphone	Public Attendee
Anne Rappoport	Rabbit Creek Community Council
Unknown (Fire Tablet)	Public Attendee
Unknown iPhone User	Public Attendee
Maribeth Brown	Public Attendee
Cindy Jensen	Public Attendee
Ashley Fregly	Public Attendee
Tabetha Toloff	Public Attendee
Nancy Pease	Public Attendee
Christian Rawalt	Public Attendee
Judy and Dan Michael	Public Attendee
Katie Nolan	HALO
Marty Lemon	SGRRSA
Senator Roger Holland	State Senate
Nikki Rose	Senator Holland's Office
John Weddleton	Anchorage Assembly
Eddie Knapp	Anchorage School District
Dana Menendez	Anchorage School District
Todd Jacobson	MOA Representative
Holly Spoth-Torres	Huddle AK
Michelle Fehribach	Huddle AK
Stephanie Mormilo	HDL
Trevor Strait	HDL
Rori Van Nortwick	DOT&PF
Julia Hanson	DOT&PF

Michelle Fehribach

From: Huddle AK <holly@huddleak.com>
Sent: Monday, October 4, 2021 10:30 AM
To: Michelle Fehribach
Subject: You're Invited, Oct 25th: Mountain Air Drive Extension Virtual Public Meeting #1!



Mountain Air Drive Extension

YOU'RE INVITED!

Join the Alaska Department of Transportation and Public Facilities at this virtual public meeting to learn more about the Mountain Air Drive Extension project. The project team will give a short presentation 10 minutes after the meeting begins, followed by comments and questions.

Virtual Public Meeting #1

Monday, October 25, 2021

5:30-7pm

The presentation will begin at 5:40

Link: [Zoom](#)

Meeting ID: 836 4202 4092

Passcode: 977361

The presentation and a recording of the meeting will be posted on the project website after the meeting.

Visit the Project Website

PROJECT BACKGROUND

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek with possible bridgework
- Americans with Disabilities Act improvements
- roadside hardware
- and intersection improvements at Rabbit Creek Road.

Mountain Air Drive is a Municipality of Anchorage (MOA) owned and operated roadway. This project is being done in cooperation with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Alaska Department of Transportation and Public Facilities (DOT&PF) to provide secondary emergency access to this area of the Hillside with the added benefit of improving motorized and active transportation needs along the project

corridor using the MOA's Context Sensitive Solutions approach. This is a federally funded project.

PROJECT AREA MAP



Visit the Project Website

SCHEDULE



If you have any questions, please contact:

Julia Hanson, PE

Project Manager

DOT&PF

E: julia.hanson@alaska.gov

P: 907-269-0753

Holly Spoth-Torres
Public Involvement Lead

Huddle AK

E: holly@huddleak.com

P: 907-223-0136

Stephanie Mormilo, PE
Design Project Manager

HDL Engineering Consultants, LLC

E: smormilo@hdlalaska.com

P: 907-564-2120

The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvirts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.



Copyright © 2021 Huddle AK, All rights reserved.

You are receiving this email because you opted in via our website.

Our mailing address is:

Huddle AK

Michelle Fehribach

From: Huddle AK <holly@huddleak.com>
Sent: Monday, October 25, 2021 9:54 AM
To: Michelle Fehribach
Subject: Reminder, TONIGHT: Mountain Air Drive Extension Virtual Public Meeting #1!



Mountain Air Drive Extension

TONIGHT!

Join the Alaska Department of Transportation and Public Facilities at this virtual public meeting to learn more about the Mountain Air Drive Extension project. The project team will give a short presentation 10 minutes after the meeting begins, followed by comments and questions.

Virtual Public Meeting #1

Monday, October 25, 2021

5:30-7pm

The presentation will begin at 5:40

Link: [Zoom](#)

Meeting ID: 836 4202 4092

Passcode: 977361

The presentation and a recording of the meeting will be posted on the project website after the meeting.

Visit the Project Website

PROJECT BACKGROUND

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek with possible bridgework
- Americans with Disabilities Act improvements
- roadside hardware
- and intersection improvements at Rabbit Creek Road.

Mountain Air Drive is a Municipality of Anchorage (MOA) owned and operated roadway. This project is being done in cooperation with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Alaska Department of Transportation and Public Facilities (DOT&PF) to provide secondary emergency access to this area of the Hillside with the added benefit of improving motorized and active transportation needs along the project

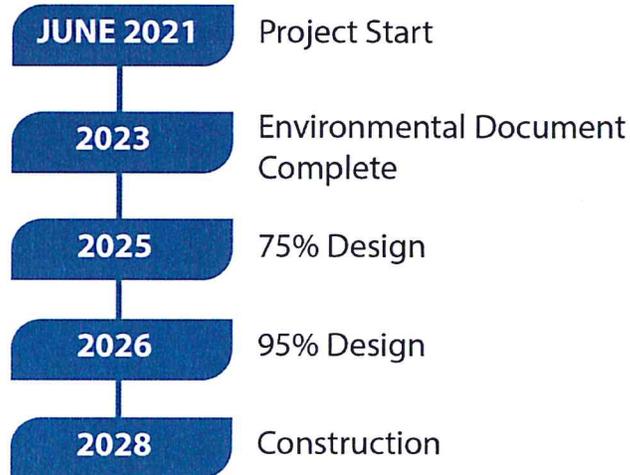
corridor using the MOA's Context Sensitive Solutions approach. This is a federally funded project.

PROJECT AREA MAP



Visit the Project Website

SCHEDULE



If you have any questions, please contact:

Julia Hanson, PE

Project Manager

DOT&PF

E: julia.hanson@alaska.gov

P: 907-269-0753

Holly Spoth-Torres
Public Involvement Lead

Huddle AK

E: holly@huddleak.com

P: 907-223-0136

Stephanie Mormilo, PE
Design Project Manager

HDL Engineering Consultants, LLC

E: smormilo@hdlalaska.com

P: 907-564-2120

The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy:

dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.



Copyright © 2021 Huddle AK. All rights reserved.

You are receiving this email because you opted in via our website.

Our mailing address is:

Huddle AK

From: [Michelle Fehribach](#)
To: RabbitCreekCC@gmail.com; bvcc@alaska.net
Cc: [Huddle AK](#); dianneholmes@alaska.net
Subject: Oct. 25: Virtual Public Meeting #1 for the Mountain Air Drive Extension Project
Date: Monday, October 4, 2021 3:42:00 PM
Attachments: [image001.png](#)
[FactSheet MountainAir 9-22-2021.pdf](#)
[image003.png](#)

Hi Rabbit Creek and Bear Valley Community Councils,

The Mountain Air Drive Extension project is hosting its first Virtual Public Meeting on Monday, **October 25th from 5:30-7pm**. Join DOT&PF to at this virtual public meeting to learn more about the Mountain Air Drive Extension project and schedule. The project team will give a short presentation 10 minutes after the meeting begins, followed by comments and questions. Attached is a Fact Sheet you can reference and share with others who may be interested in this project.

Virtual Public Meeting #1

October 25, 2021

5:30-7pm

*The presentation will begin at 5:40pm

[Click to join the Zoom Event](#)

Meeting ID: 836 4202 4092

Passcode: 977361

The presentation and a recording of the meeting will be posted on the project website after the meeting. Visit the [project website](#) and sign up for email updates.

Can you please share this information at your CC meeting?

We look forward to seeing you on October 25th! Thank you.

Michelle Fehribach (she/her)

Huddle AK, P: 440-371-2646

[website](#) | [instagram](#) | [facebook](#) | [twitter](#)

Mountain Air Drive Extension Fact Sheet

Project # CFHWY00710 / Federal # 0001690



Project Background

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive.

The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek with possible bridgework
- Americans with Disabilities Act improvements
- roadside hardware
- and intersection improvements at Rabbit Creek Road.

Project Area Map



Schedule



Contact

Visit the project website or contact the project team with comments or questions.

Julia Hanson, PE
Project Manager
DOT&PF
E: julia.hanson@alaska.gov
P: 907-269-0753

Holly Spoth-Torres
Public Involvement Lead
Huddle AK
E: holly@huddleak.com
P: 907-223-0136

Stephanie Mormilo, PE
Design Project Manager
HDL Engineering Consultants, LLC
E: smormilo@hdlalaska.com
P: 907-564-2120





October 2021

Project Background

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive (see map on opposite side).

The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek with possible bridgework
- Americans with Disabilities Act improvements
- roadside hardware
- and intersection improvements at Rabbit Creek Road.

For more information and to sign up for e-mail updates, please visit the web page or contact:

Holly Spoth-Torres, Public Involvement
(907) 223-0136 • holly@huddlelak.com

www.MountainAirDrive.com

YOU'RE INVITED: MOUNTAIN AIR DRIVE EXTENSION VIRTUAL PUBLIC MEETING #1

Join the Alaska Department of Transportation and Public Facilities at this virtual public meeting to learn more about the Mountain Air Drive Extension project. The project team will give a short presentation 10 minutes after the meeting begins, followed by comments and questions.



The presentation and a recording of the meeting will be posted on the project website after the meeting.

WHEN:

Monday, October 25, 2021
5:30-7:00pm

HOW TO JOIN:

Zoom Link: bit.ly/3AHHvqb
Meeting ID: 836 4202 4092
Passcode: 977361

OR SCAN

WITH YOUR
SMART PHONE
CAMERA:



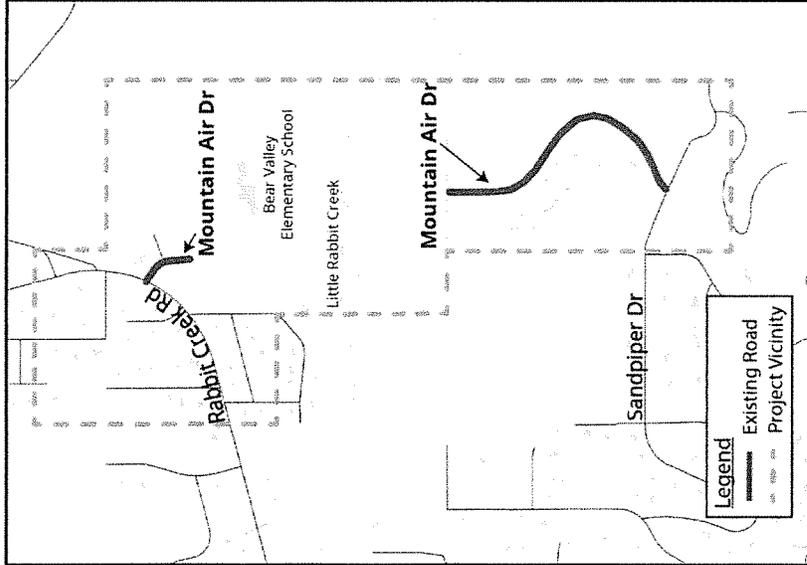
The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvirts/ttitlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.



Alaska Department of Transportation & Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900



Mountain Air Drive Extension, Project Area Map



Join the Virtual Public Meeting on:

October 25, 2021

5:30-7pm

by scanning the code with your smart phone camera:



ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

Account #: 105854 Huddle AK
721 Depot Dr., Anchorage, AK 99501

Order #: W0025393

Cost: \$266.45

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Adam Garrigus being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

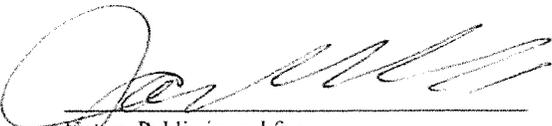
10/04/2021, 10/12/2021, 10/21/2021

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed



Subscribed and sworn to before me
this 21st day of October 2021.

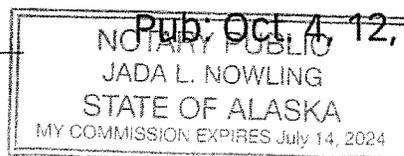

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

7/14/2024

NOTICE OF VIRTUAL PUBLIC MEETING. Mountain Air Drive Extension Virtual Public Meeting #1: October 25, 2021, from 5:30-7pm. Join DOT&PF and the project team to view a presentation and then comment and ask questions. Join via Zoom: bit.ly/3AHHvqb, Meeting ID: 836 4202 4092, Passcode: 977361. Visit the project website at www.mountainairdrive.com to learn more. The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Julia Hanson at 907-269-0753 or Alaska Relay at 7-1-1. Requests should be made at least 7 days before the accommodation is needed make any necessary arrangements.

Pub: Oct 4, 12, 21/2021



Appendix E: Complete List of Stakeholder Comments

Comment	Mode of Communication
Traffic & ROW	
If the design only goes to the entrance of Bear Valley Elementary School, it's a mistake not to look at and include the Rabbit Creek Rd intersection in the design. The intersection is an area of special consideration in the Hillside District Plan.	Public Meeting #1
Are you going to have a turn lane from Rabbit Creek Rd to the new Mountain Air Dr? There is limited sight distance in the area that makes turning left feel very uncomfortable at this intersection.	Public Meeting #1
What type of traffic calming measures will you incorporate to ensure the integrity of the neighborhood?	Public Meeting #1
No turning lane. Do a roundabout.	Public Meeting #1
With the traffic projections, please be aware of proposed zoning changes. Some requests are pending that – if approved – will increase the traffic projections.	Public Meeting #1
We live on Mountain Air Dr, the last house on left. An issue will surely be that more cars will use this as a cut through once it's more accessible. Right now, a lot of cars (including young speeders) drive down to the cul de sac to park and they all drive too fast. This will be even more dangerous to homeowner pedestrians who walk dogs, kids, etc. How do you propose controlling speed?	Public Meeting #1
Will this make our road a state or city-maintained road?	Public Meeting #1
I encourage the design team to account, regardless of which alternative is chosen, that this is a school zone and ideally students will be using the pedestrian facilities. Speed is always a concern and should be moderated.	Public Meeting #1
Why is there no intersection study or improvements shown? We don't want piecemeal development that will create a substandard situation. The fire station and school especially are users that should be considered in the design.	Public Meeting #1
Concerned about the speed of vehicles coming down the hill on the south end of Mountain Air and past the school.	Property Owners Meeting
<p>We received the card today about the Oct 25th open house. Will any of the info be available beforehand? We have our RCCC monthly meeting on the 14th and of course Mt Air has consumed a lot of our time over the years. And Mrs Michael is on our board so she has a vested interest in the project.</p> <p>I see from the card that the project is said to include (or MAY include): a water crossing at L RC with possible bridgework (how else could the creek be crossed without a bridge?), ADA improvements (does this mean a ped path?), Intersection improvements at RC Rd (does this mean a round about ?),</p> <p>Our council has been really trying hard to bring attention to 156th and how it needs to include a pathway when it is upgraded with each new plat and there are at least 2 plats that I know of (one is actually not even platted yet). The eventual goal is to allow kids to walk to BV school or down to GV middle school.</p> <p>What about addressing the turn-off to the BV school which is a few hundred feet, if that, from RC Rd? It is a mess when school lets out with cars backed up to RC Rd. Somewhere I have/had a few photos of the traffic jam.</p>	Email
Community members have asked for Rabbit Creek Rd to be downgraded in classification and for the road to be more bike and pedestrian friendly.	Agency Meeting

There is development in progress on the east side of the project boundary near Jamie Ave.	Agency Meeting
If improvements were to happen at the Rabbit Creek Rd intersection it is less about traffic volume and more about sight distance and safety.	Agency Meeting
If the current conditions don't trigger a turn lane, stop control, etc., intersection improvements may be better planned as a future improvement. If the intersection improvements are needed sometime within the first half of the design period (5-10 years), then implement intersection improvements. If later than the first half of the design (post 10 years), then don't implement and just plan for future improvements.	Agency Meeting
Why are streets along Rabbit Creek Rd included in the scope?	Agency Meeting
80' roadway seems large for this area. There are some paved sidewalks in the area, but those are maintained by a Homeowner's Association.	Agency Meeting
ASD has a request in to see how bussing for Bear Valley Elementary School works. Once a route is chosen, the ASD Transportation group will provide input on the walking radius. ASD generally likes the sidewalk adjacent to the school property to reduce the need for crossing the street. ASD will provide more information about bus turning radii.	Agency Meeting
Through the developed residential portion of Mountain Air Dr, we may need to minimize ROW impacts and narrow the typical section.	Agency Meeting
Little Rabbit Creek is a significant water body for the Hillside. The new design will have to consider the full DCM requirements for stormwater. A full hydrologic analysis will be needed, and Watershed recommends using the updated USGS data.	Agency Meeting
Is alternative C under serious consideration?	Public Meeting #1
In the previous design process, multiple alignments were evaluated. Traffic and safety were evaluated as well as minimizing driveways and intersections to create a more direct route. The environmental considerations included water crossings and wetlands. The costs were similar between A and B. The Rabbit Creek Community Council preferred A.	Agency Meeting
In the previous design, route A seems to impact two parcels while B impacts one. Will you be looking at the impact to the housing stock when choosing a route?	
ENSTAR has a 12" forced main along the south side of Rabbit Creek Rd that crosses at Clarks Rd (as-builts have been sent to HDL) and steel distribution lines along north and south of Rabbit Creek. 2" plastic line along Mountain Air Drive stops adjacent to Bear Valley Elementary. No projects are planned at this time and will expand as development continues.	Agency Meeting
Single-phase power extends down Mountain Air Drive to the proposed B alignment. Will likely need easements along new extension to continue single-phase power to new developments. No projects are planned at this time and will expand as development continues. A main feeder for Bear Valley goes along proposed route B and there is a plan for a feeder improvement at the section line corner.	Agency Meeting
The project falls outside of AWWU's service area and there are processes outlined if a development/community members decide they would like to be added to service.	Agency Meeting
There is a utility scoping document for this area that will be shared with the project team. Alaska Communications (ACS) and CEA have infrastructure in the project vicinity, along the section line and along the south side of Bear Valley in an easement.	Agency Meeting
Drainage	
The west side of Mountain Air Dr has a number of drainage issues. Bear Valley Elementary School is built on pylons.	Public Meeting #1
Bicycle and Pedestrian Infrastructure	
I do think that we need some pedestrian paths on both sides, but they don't have to be wide. You're right about the difficulty of maintaining	Public Meeting #1

gravel paths. They don't have to be as wide but it is a necessity to accommodate the kids who live on the west side of Mountain Air Dr.	
I like having the separated path on one side of the road, otherwise the wide right of way starts impacting the existing homes.	Public Meeting #1
Is there a plan for continuity/connection of trails in this area?	Public Meeting #1
I want to remind the project team that social trails are not designed trails and shouldn't be made official in most cases. You should use a trail designer for improvements, and some of the trails in the utility corridors might be suitable for connections.	Public Meeting #1
The Hillside District Plan looked at this area in closer detail. The plan notes the connectivity for pedestrian and non-motorized as a traditional community feature that we would like to maintain. Has the team looked closely at that plan?	Public Meeting #1
Is the east-west connection for walking access to Golden View Middle School, Bear Valley Elementary School, Section 36, and along 156th Ave?	Public Meeting #1
The original Hillside sub area transportation study had more details about non-motorized facilities. I can provide a copy of that to the project team.	Public Meeting #1
I would like to remind DOT&PF that when you design east-west trails, the pathway should be placed on the north side of the road so that sunlight melts it faster in spring. Paths on southern sides always remain icy and muddy for quite some time.	Public Meeting #1
Safety for students at Bear Valley is important.	Property Owners Meeting
Concerned about the safety of school age pedestrians crossing over a 70' high bridge.	Property Owners Meeting
Non-motorized facilities, at some level of service, should be provided to accommodate those uses safely.	Agency Meeting
What was the original intent of the gravel path from the 2011 design?	Agency Meeting
Unpaved paths are generally not maintained in winter, and people end up walking in the street. Narrow paved facilities are harder to maintain than wide ones. A homeowner's association currently maintains any sidewalks in the area. We do not currently have equipment to maintain non-motorized facilities, though that equipment could be added to the contract.	Agency Meeting
Have you looked at the Non-Motorized Plan from AMATS?	Agency Meeting
There is nothing noted in the project vicinity for in the Non-Motorized Plan.	Agency Meeting
The 2006 Park Plan includes recreational trails in the area.	Agency Meeting
Other	
Why does the project area incorporate so much of the neighborhood north of Rabbit Creek?	Public Meeting #1
Why is the construction date so far in the future? We would like to see this secondary access constructed sooner.	Public Meeting #1
Will our mill rate be raised if Mountain Air Drive is added to the South Goldenview Rural Road Service Area?	Public Meeting #1
Can you send us emails for project managers?	Public Meeting #1
ASD is listening and we are available to help with discussions on impact to the school site whenever the MOA/State/consultants are ready.	Public Meeting #1
Would like to see the project benefit more than one developer.	Property Owners Meeting
Access to future development within Section 36 is important to consider.	Property Owners Meeting

A wetland conservancy was established by the developer at the section corner.	Property Owners Meeting
The growth potential for development in this area should be considered. Just between the Cange and Michael properties, there are potentially 30 new homes.	Property Owners Meeting
Consideration should be made for a potential future parking lot to provide access to recreational activities in Section 36.	Property Owners Meeting
The TIP shows Station 10 being relocated in the next 5 years. Unsure about the new location.	Property Owners Meeting
There was a fire access study done several years ago which contained several errors regarding access in this area.	Property Owners Meeting
Staff will review relevant plans and provide comments at a later date.	Agency Meeting