

**PLANNING DEPARTMENT
CSS DESIGN STUDY REPORT
AMATS SPENARD ROAD REHABILITATION:
MINNESOTA DRIVE TO BENSON BOULEVARD PROJECT
STAFF ANALYSIS**

DATE	April 11, 2022
CASE NUMBER	2022-0031
APPLICANT	State of Alaska Department of Transportation and Public Facilities (DOT&PF)
REPRESENTATIVE	Lounsbury & Associates
REQUEST	Context Sensitive Solutions (CSS) Design Study Report (DSR) Review for Anchorage Metropolitan Area Transportation Solutions (AMATS) Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project
LOCATION	Spenard Road between Minnesota Drive and Benson Boulevard
COMMUNITY COUNCILS	All Community Councils, Spenard
TAX NUMBER	N/A
GRID	SW1629, SW 1729
ATTACHMENTS	<ul style="list-style-type: none"> 1. Application 2. Comments
RECOMMENDATION SUMMARY	Approval with conditions
SITE	<ul style="list-style-type: none"> Area: ±0.6 mile Spenard Road corridor Zoning: B-3 (General Business) Topography: Generally flat
COMPREHENSIVE PLAN	<ul style="list-style-type: none"> <i>Anchorage 2040 Land Use</i> Town Center, Main Street Corridor, Urban <i>Plan Land Use Classifications:</i> Residential – High, Urban Residential – Medium Growth-Supporting Features include Transit-Supportive Development, Residential Mixed-use

REQUEST AND BACKGROUND INFORMATION

The State of Alaska DOT&PF is requesting review of the DSR for the AMATS Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project (State of Alaska Project #CFHWY00604) in accordance with *Anchorage Municipal Code (AMC) 21.03.190 Street and Trail Review*. The project location covers a segment of Spenard Road between Minnesota Drive and Benson Boulevard. The project is the third phase to improve the Spenard Road corridor between the Spenard Road intersection with Minnesota Drive and the Minnesota Drive on-ramp. Spenard Road is owned and maintained by the Municipality of Anchorage. The Municipality of Anchorage led the first two construction phases in the corridor. This project (Phase 3) is led by the DOT&PF using federal funding and is being designed to municipal standards. The project is also going through the National Environmental Policy Act (NEPA) process to review potential project impacts. The purpose of the project given in the DSR is to improve safety for all users. For quick reference, Figure 1 showing the project location in the DSR is below:

Figure 1. Project Location Identified in the DSR (Figure 1 of the DSR)

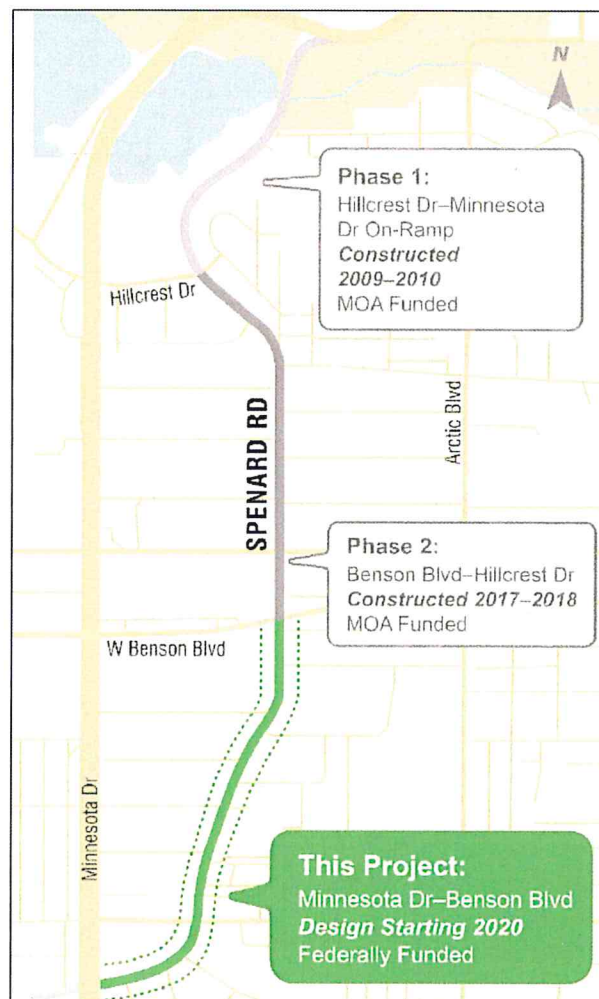


Figure 1: Project Location

All Municipality of Anchorage transportation projects are required to follow *A Strategy for Developing Context Sensitive Transportation Projects*. There are three steps in the Context Sensitive Solutions Transportation Project review process. The first two steps, which are the Concept Report and the Design Study Report, go before the Planning and Zoning Commission. The Planning and Zoning Commission had the Concept Report for this project (case 2021-0020) as an informational item at the Planning and Zoning Commission meeting on February 1, 2021. Section 9 of the DSR includes notes on Planning and Zoning Commission questions and responses for the Concept Report. Figure 2 shows *Table 21.03-4: Street and Intersection Project Review* in *AMC 21.03.190B. Street Review* with the DSR phase thickly outlined. This table gives information on the primary decision in each phase for street and trail review.

Figure 2. Table 21.03-4 in Anchorage Municipal Code with DSR Outlined

TABLE 21.03-4: STREET AND INTERSECTION PROJECT REVIEW		
REVIEW	REVIEW BODY	PRIMARY DECISION
Concept Report	Project Management Team	Issue identification, "go, no-go" decision
Draft Design Study Report	Planning and Zoning Commission	Alternatives development, evaluation and screening criteria, alternative decision
Plans in Hand Design Drawings	Urban Design Commission	Approval of plans at 65 percent stage, including landscaping "theme"

Alternatives for this project include a no build option, four-lane option, two iterations of a three-lane option with 60-foot right-of-way, and four iterations of a three-lane option with 65-foot right-of-way. The preferred alternative identified in the DSR is Alternative 1 with a three-lane road diet and a 65-foot right-of-way. This alternative proposes shared multi-use pathways and on-street bike lanes. The primary decision in the Design Study Report is for alternative development, evaluation and screening criteria, and alternative decision. *AMC 21.03.190B.2.f. Commission Review* directs that the Commission shall issue a decision on the DSR.

COMMENTS

Private Development recommended coordination with Cook Inlet Housing Authority on the Improvement to Public Place Agreement for new sidewalk, accessible ramps, and a transit stop. Other comments were informational or supportive of the preferred alternative. Comments are available in Attachment 2 in their original format. Notice of the case was published and provided to community councils.

DESIGN STUDY REPORT REVIEW

AMC 21.03.090B.4. Draft design study report review describes procedures for the Planning and Zoning Commission's review of DSR applications. The Commission shall issue a decision and a public hearing is not required, but may be held at the Commission's discretion. As applicable, the Commission's review shall include but not be limited to the following 13 topic areas:

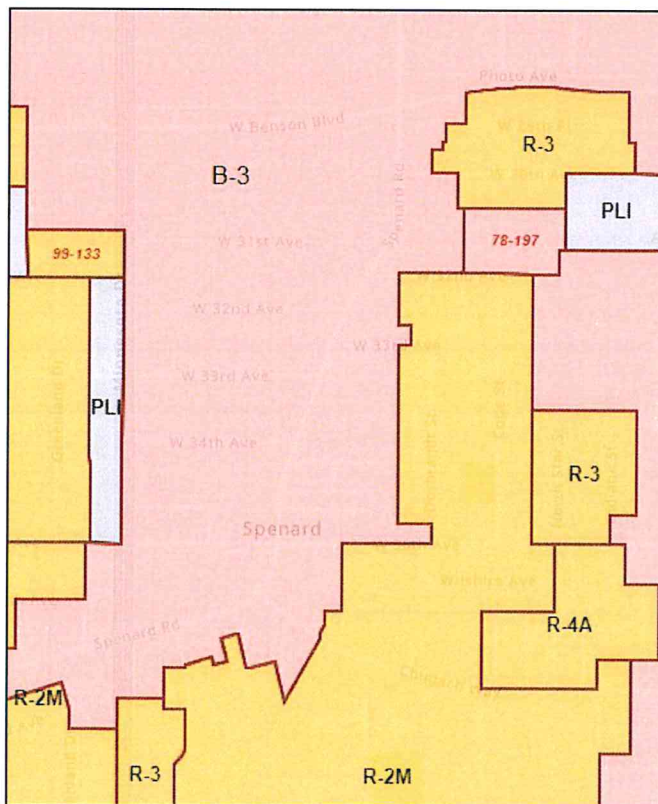
- i. Existing conditions, including but not limited to traffic volumes;
- ii. Design standards and criteria, with specific attention to any requests for variances from the criteria;

- iii. Alternatives identification, evaluation, and recommended alternative;
- iv. Compliance with this title;
- v. Long-term impact on existing and projected land uses in the vicinity;
- vi. Short-term and long-term impact of property acquisition for right-of-way;
- vii. Impacts on utilities and other public infrastructure, including undergrounding of overhead utilities;
- viii. Street illumination;
- ix. Maintenance considerations;
- x. Environmental constraints;
- xi. Pedestrian and other non-motorized access;
- xii. Public involvement summary
- xiii. Cost estimate.

Existing Conditions

Existing zoning is shown in Figure 3. Existing zoning is B-3 (General Business) on both sides of Spenard Road. The R-3 and R-2M districts, which are mixed residential districts, are near Spenard Road to the east. Several commercial businesses front Spenard Road. Many side streets emanate toward multi-family and single-family housing, including some developments by Cook Inlet Housing Authority. A trailer park borders the east side of the corridor. The DSR notes that nearly 20 percent of residents in the area speak a language other than English at home and there a predominance of young and middled-aged adults.

Figure 3. Existing Zoning



The DSR describes existing right-of-way, average annual daily traffic (AADT), and pedestrian conditions. There are currently four 11-foot travel lanes, with two lanes heading in each direction and an additional turn lane to head left on Minnesota Drive from Spenard Road. The roadway is 48 feet wide between curbs. The right-of-way width varies from 60 to 65 feet, with short segments at 70 feet in width. The AADT ranges from 7,200 to 16,900 vehicles per day. The historical trend for Spenard Road has been a decrease in traffic volume. Minnesota Drive has concurrently had an increase in traffic volume over time, reflecting improvements made to Minnesota Drive to handle higher traffic volumes. The current speed limit in the corridor is 35 miles per hour.

The Municipality of Anchorage maintains Spenard Road. Minnesota Drive, 36th Avenue, and Benson Boulevard are signalized intersections. The level of service analysis in the DSR found the Minnesota Drive-Spenard Road intersection to perform at a D and E level of service during peak hours, the only intersection in the corridor to perform below a C level of service. Several other cross streets (the DSR notes 15 in total) intersect along this segment of Spenard Road. The DSR notes the context of the project corridor within the Spenard Community Council, which has higher percentages of low income and minority residents in comparison to other areas of the Anchorage Bowl.

The DSR describes high levels of use by pedestrians and bus riders in the existing project corridor, but minimal or non-existent pedestrian and transit facilities. There is a four-foot-wide sidewalk currently on both sides of Spenard Road extending to the back of the roadway curb. The sidewalk is often not differentiated from adjacent parking lots or driveways and utility and light poles are located within many sections of the sidewalk.

There are several existing utilities. Natural gas main and service lines are along the project corridor in many locations. Cast iron, asbestos concrete, and ductile iron water and sewer lines are within the corridor. Some of the sewer lines were upgraded as part of a previous phase of improvements to Spenard Road. The storm drain system needs replacement and does not provide water quality treatment north of 36th Avenue. There are overhead and underground electric, telecommunications, cable, and fiber-optic lines in the corridor. The design alternatives would include a request for Chugach Electric Association and GCI to underground utility poles and lines that are currently overhead.

Alternatives

The no-build and four-lane alternatives would keep the four-lane configuration with two lanes of travel in each direction. The three-lane alternatives would all provide a travel lane in each direction plus a two-way center, left turn lane. The main differences among the three-lane alternatives are with right-of-way impacts and bicycle and pedestrian facilities. The DSR shows stakeholder feedback supporting a three-lane alternative. A roundabout at the Spenard Road-36th Avenue intersection was considered and dismissed from the alternatives due to substantial right-of-way requirement impacts. Table 1 on the next page compares the basic proposed layout of the alternatives. The alternatives are briefly summarized and compared in the text that follows to point out key differences. The DSR includes a table of selection criteria that summarizes selection rationale that led to choosing the preferred alternative (Three-Lane Road Diet Alternative 1 – 65-Foot Width).

Table 1. Comparison of Alternatives - Basic Layouts

<u>Alternative</u>	<u>Bicycle and Pedestrian Facilities</u>	<u>Vehicle Traffic Lanes</u>
No Build	4-foot pedestrian sidewalk both sides of road with intercepting overhead utility poles	Two 11-foot travel lanes in each direction 2-foot curb/gutter each direction
Rehabbed Four-Lane	4-foot pedestrian sidewalk both sides of road	Two 11-foot travel lanes in each direction 2-foot curb/gutter each direction
Three-Lane Road Diet 60-Foot Wide: Alternative 1	8-foot multi use pathway both sides of road	11-foot travel lanes in each direction 14-foot two-way center, left turn lane 2-foot curb/gutter each direction 2-foot pathway/sidewalk shoulder each direction
Three-Lane Road Diet 60-Foot Wide: Alternative 2	6.5-foot pedestrian sidewalk both sides of road 3.5-foot bike lanes in each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 1 (Preferred)	8-foot multi use pathway both sides of road 4-foot bike lanes in each direction 1-foot pathway shoulder each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 2	12-foot cycle track both sides of road (6-foot pedestrian sidewalk adjacent to - foot bicycle lane) 1-foot cycle track shoulder each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 3	7.5-foot pedestrian sidewalk both sides of road 4.5-foot bike lanes in each direction 1-foot sidewalk shoulder each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 4	6-foot pedestrian sidewalk both sides of road 4-foot protected bike lanes in each direction (2-foot barrier) 1-foot sidewalk shoulder each direction	

No Build Option

The No Build Option is not consistent with planning documents and would not construct any improvements. The existing four-lane configuration, minimal or non-existent pedestrian and bicycle facilities, and sub-standard Americans with Disabilities Act (ADA) design would remain in place.

Rehabbed Four-Lane

This alternative would not require additional right-of-way for construction and would have four 11-foot road lanes and 4-foot sidewalks with curb and gutter. However, there would be no roadway shoulder or bicycle facilities. The proposed sidewalks also do not meet design requirements for a multi-use pathway.

Three Lane Road Diet Alternatives 1 and 2 – 60-Foot Wide Width

The Three-Lane Road Diet 60-Foot Wide: Alternative 1 would have 8-foot multi-use pathways on either side of the road. The option was dismissed because it does not provide space on the street for higher speed bicyclists. It also forces bicyclists and pedestrians to share the same space, which could be a safety risk.

The Three-Lane Road Diet 60-Foot Wide: Alternative 2 would have 6.5-foot multi-use pathways in both travel directions as well as 3.5-foot on-street bicycle lanes. However, the sidewalk width and on-street bicycle lane width do not meet design standards or guidelines in the *AMATS Non-Motorized Plan*.

Three Lane Road Diet Alternatives 1, 2, 3, and 4 – 65-Foot Wide Width (Alternative 1 is Preferred Alternative)

All of the 65-foot width alternatives reduce the two-way center, left turn lane width from 14 feet to 13 feet. This reduction will require a waiver from the Traffic Engineer, which was granted for the recently redeveloped Spenard Road segment north of the project corridor. The foot of width removed from the center turn lane is allocated to pedestrian and bicycle facilities. The DSR states this is the maximum feasible right-of-way that may be reasonably achieved for the corridor.

The Three Lane Road Diet 65-Foot Wide: Alternative 1 is the preferred alternative. The 8-foot multi-use pathway and 4-foot bike lanes in both travel directions closely match the Spenard Road segment north of the project corridor, which will provide clarity and safety for travelers. The 8-foot pathway meets width design standards and guidelines in the *AMATS Non-Motorized Plan* for multi-use. It also gives an option for faster bicyclists to ride in the on-street lanes and avoid sharing space with pedestrians.

The Three Lane Road Diet 65-Foot Wide: Alternative 2 features a cycle track. There is no on-street bicycle lane, which mean bicyclists would have numerous conflict points while crossing driveways on the cycle track.

The Three Lane Road Diet 65-Foot Wide: Alternative 3 would have an on-street bike lane and a narrower sidewalk. The sidewalk is too narrow to be used as a multi-use pathway and forces all bicyclists to ride in the on-street bicycle lane.

The Three Lane Road Diet 65-Foot Wide: Alternative 4 would have a 6-foot pedestrian sidewalk and an on-street bicycle lane protected from vehicle travel lanes by a barrier. This option does not meet *AMATS Non-Motorized Plan* guidelines for a protected bicycle lane. The sidewalk is too narrow to be used as a multi-use pathway and forces all bicyclists to ride in the on-street bicycle lane. In addition, the barrier for the protected bike lane is expensive and difficult to maintain, especially for winter snow removal.

Cost and Maintenance

Estimated costs at this phase of the project for the preferred alternative are projected to be \$45 million for construction and \$5 million for utility relocations. Most of the funding (more than 90 percent) would come from the Federal Highway Administration.

Vehicular travel lane maintenance would be reduced with road diet to three lanes. Additional snow removal will be required for pedestrian, bicycle, and transit facilities.

Design Criteria Waivers

The Design Criteria Manual (DCM) specifies uniform design goals and standardized design criteria for the Municipality. The preferred alternative does not meet DCM standards for the two-way center left turn lane width (proposes 13 feet when 14 feet is required) and the minimum grade (0.3 percent is existing and proposed and 0.5 percent is required). Phase 2 of the Spenard Road Reconstruction north of this project corridor received waivers for these two design items; this project will also request waivers to avoid significant right-of-way impacts. The preferred alternative also does not meet DCM standards for the driveway access to be curb returns over the existing and proposed curb cuts. Seeking a waiver for this criterion will allow the sidewalk to remain continuous and improve safety. In addition, the horizontal curve of the existing and proposed roadway is a 200- to 500-foot radii, which is below requirements. The design speed will be lowered to maintain the smaller curves with a waiver. These waivers from DCM requirements do not require a variance approval from Title 21. Waivers from DCM requirements are approved by Municipal Engineer and are a recommended condition of approval.

Receiving Lanes from Minnesota Drive

There are two options still undergoing evaluation for the intersection of the project corridor with Minnesota Drive. The first option would have two receiving lanes from Minnesota Drive to 36th Avenue and would not have pedestrian facilities on the south side of the roadway. The second option would provide the pedestrian facilities, but would reduce the receiving lanes from two to one. The second option aligns better with the project and with goals and objectives of municipal plans, but additional evaluation is necessary to review capacity and access impacts.

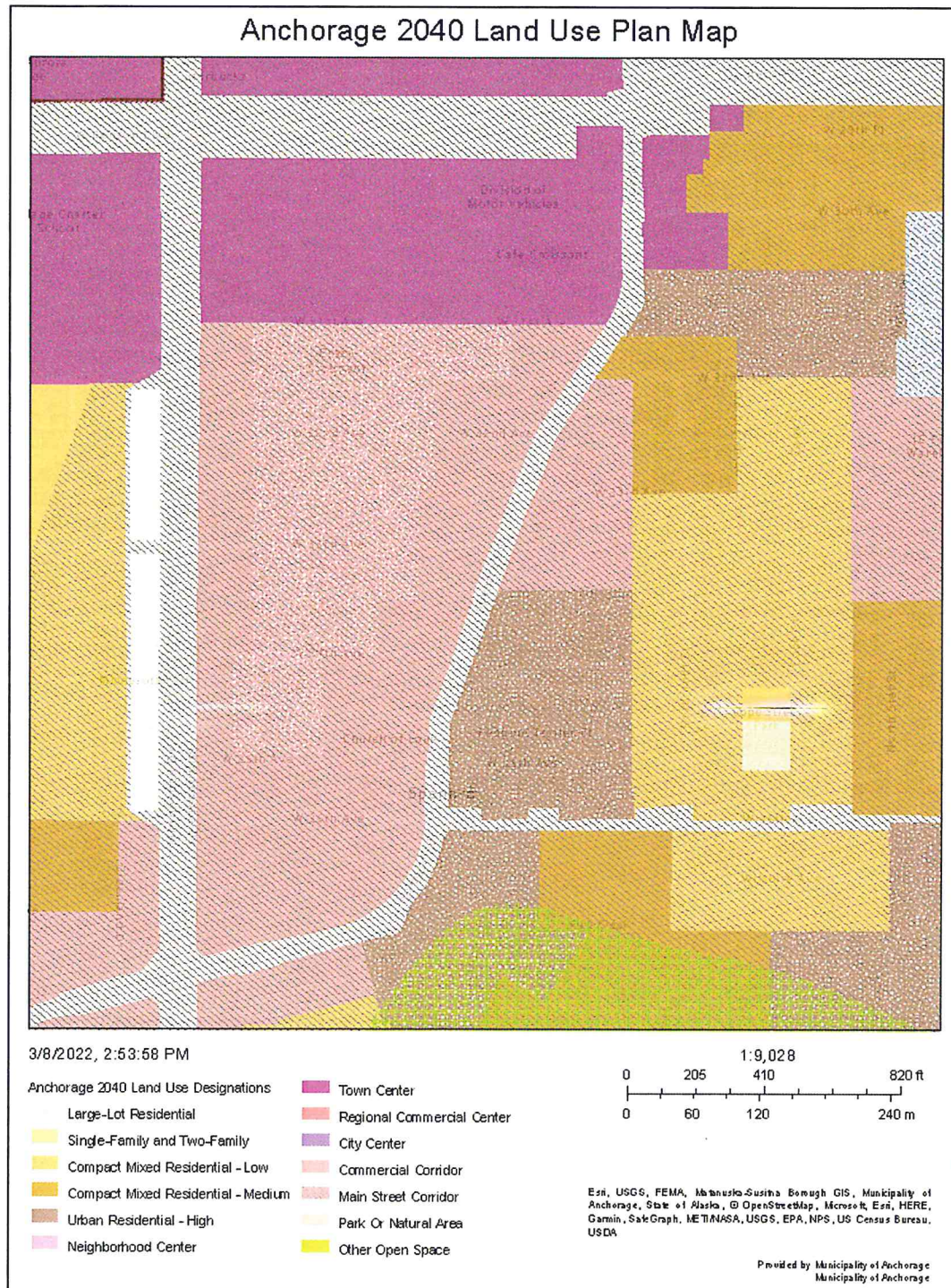
Comprehensive Plan and Functional Plans

2020 Comprehensive Plan (2001) & 2040 Land Use Plan (2017)

Policy 1 of the *Anchorage 2020 Comprehensive Plan* states: “The Land Use Policy Map shall guide land use decisions until such time as other strategies are adopted that provide more specific guidance.” Strategies include district plans. The *Spenard Corridor Plan* is applicable to this project.

The Land Use Map within the *2040 Land Use Plan* shows most of the properties surrounding this section of Spenard Road as Main Street Corridor. Properties near the Spenard Road-Benson Boulevard intersection have a Town Center land use designation. Properties near the Spenard Road-36th Avenue intersection on the east side of Spenard Road have an Urban Residential-High land use designation. In addition, some properties on the east side of Spenard Road near Benson Boulevard are also Urban Residential-High or Compact Mixed Residential-Medium. Many areas are shown with residential mixed-use growth-supporting features and all properties surrounding Spenard Road are shown with transit supportive development and traditional neighborhood development growth-supporting features.

Figure 4. Land Use Designations in the Project Location



The 2040 Land Use Plan states describes main street corridors as featuring “transit access, wider sidewalks, pedestrian amenities, street tree landscaping, and relocation of utility poles and boxes and other impediments to a safe, comfortable pedestrian

environment.” The additional and upgraded pedestrian and bicycle facilities as well as the request to underground utility poles proposed in the preferred alternative are consistent with the main street corridor land use designation.

Spenard Corridor Plan (2020)

The project area is within mostly within Central Spenard and partly within North Spenard in the *Spenard Corridor Plan* (Figure 3.4). The vision for North Spenard is to have a wide range of transit-supportive uses and a pedestrian-oriented street. The vision for Central Spenard is to have development in character and scale with the shallow lot depths flanking the road. Policy 5.10 is to enhance the Spenard Road “Middle Segment” Street Design, which covers this project corridor from Benson Boulevard to Minnesota Drive. Pages 104 and 105 show some options for upgrading the existing roadway in this area. The DSR included similar options as alternatives.

Spenard Road is identified as an existing primary active transportation network. Potential network facilities include bicycle lanes and multi-use pathways, which are proposed in the preferred alternative. The DSR notes that a gateway design is still under development. The Spenard Road-36th Avenue intersection is identified as a gateway in the *Spenard Corridor Plan*.

Official Streets and Highways Plan (OS&HP) (2014)

The *OS&HP* classifies Spenard Road as a Class II Minor Arterial roadway. Minor arterial streets are intended primarily to move traffic with access at block intervals when possible. Direct driveway access should be controlled and residential development adjacent to minor arterials should be discouraged. Minor arterials may be two to four lanes, have an AADT of 10,000 to 20,000 vehicles per day, and a minimum width of 80 feet. The right-of-way width for Spenard Road varies from 60 to 65 feet, with short segments at 70 feet in width, but it is not feasible with impacts on property to increase the width of the right-of-way to 80 feet. The AADT ranges from 7,200 to 16,900 vehicles per day. There are currently four traffic lanes and the preferred alternative would be three lanes in width.

Anchorage Metropolitan Area Transportation Solutions (AMATS) 2040 Metropolitan Transportation Plan (MTP) (2020)

The MTP is updated every four years to cover all modes of transportation and address congestion and air quality. Spenard Road rehabilitation is mentioned under projects 133, 134, 213, and 311.

AMATS Non-Motorized Plan (2021)

The *AMATS Non-Motorized Plan* was in draft format when the DSR was submitted to the Municipality. Since the time of the DSR submission, it has been finalized and is a formally adopted plan. The *AMATS Non-Motorized Plan* supersedes the *Anchorage Pedestrian Plan (2007)* and the *Anchorage Bicycle Plan (2010)*.

Spenard Road is identified in Figures 5.3 and 5.5 as a high priority for both pedestrian and bicycle corridors. Minnesota Drive at the southern terminus of the project is also identified as a high priority for both pedestrian and bicycle corridors, which supports the second option to maintain pedestrian facilities at the Spenard Road-Minnesota Drive intersection if further study proves it to be feasible. Benson Boulevard at the northern terminus of the project is a low priority as a bicycle corridor, but a high priority as a pedestrian corridor. Table 5.2 lists Bicycle Project 253 as a 1.12-mile

separated bikeway along Spenard Road from Minnesota Drive to Hillcrest Drive as a high priority project. Table 5.3 lists Projects 79 and 80 as two high priority pedestrian corridor projects that cover the subject project segment of Spenard Road. Project 79 is a 0.59-mile segment of Spenard Road from West 36th Avenue north to West 27th Avenue. Project 80 is a 0.4-mile segment of Spenard Road from West 36th Avenue southwest to Lois Drive.

The *AMATS Non-Motorized Plan* also includes design guidelines for multi-use pathways and bicycle lanes. The preferred alternative is consistent with these guidelines.

Transit on the Move 2020 Transit Plan (2020)

This plan identified Spenard Road as a top transit-supportive development corridor, meaning it has frequent service. The preferred alternative is consistent with guidance for transit-supportive development corridors to be walkable with access to transit.

Public Involvement

The DSR includes a Public Involvement Summary and an Appendix of comments that documented meetings with a wide variety of stakeholders, including the Spenard Community Council, Bike Anchorage, and several AMATS Committees. There were two public open houses in 2021. A walk/bike audit was conducted in October 2020 and the project team presented at the 2020 Virtual Anchorage Transportation Fair. The project team contacted the owners of 27 parcels directly adjacent to Spenard Road and were able to meet with all but one parcel owner (18 of 19 total property owners).

DEPARTMENT RECOMMENDATION

The Department recommends approval of the Three-Lane Road Diet and 65-Foot Right-of-Way Width Alternative 1 (Preferred) identified in the Context Sensitive Solutions Design Study Report for the AMATS Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project, subject to the following conditions of approval:

1. The alternative must be substantially in compliance with the petitioner's application, narrative, submittals, and the plans on file at the Planning Department, except as modified by these conditions of approval.
2. Submit a Plans-in-Hand application to be reviewed by the Urban Design Commission to complete all phases of the Context Sensitive Solutions Transportation Project review with the Municipality.
3. Obtain waivers from the Municipal Engineer for Design Criteria Manual requirements as proposed in the application narrative.

Advisory Comments:

Coordinate with Cook Inlet Housing Authority on the Improvement to Public Place Agreement for new sidewalk, accessible ramps, and a transit stop, as recommended by Private Development.

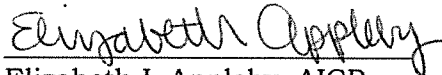
Provide information on intersection changes and enhanced street crossings as the project moves forward in its design as identified in the *Spenard Corridor Plan*.

The *AMATS Non-Motorized Plan* identifies Spenard Road and Minnesota Drive as a high priority for both pedestrian and bicycle corridors. Maintain facilities at the Spenard Road-Minnesota Drive intersection if further study proves it to be feasible.

Reviewed by:

Craig H. Lyon
Director

Prepared by:


Elizabeth I. Appleby, AICP
Senior Planner

**PLANNING DEPARTMENT
CSS DESIGN STUDY REPORT
AMATS SPENARD ROAD REHABILITATION:
MINNESOTA DRIVE TO BENSON BOULEVARD PROJECT
STAFF ANALYSIS**

DATE April 11, 2022

CASE NUMBER 2022-0031

APPLICANT State of Alaska Department of Transportation and Public Facilities (DOT&PF)

REPRESENTATIVE Lounsbury & Associates

REQUEST Context Sensitive Solutions (CSS) Design Study Report (DSR) Review for Anchorage Metropolitan Area Transportation Solutions (AMATS) Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project

LOCATION Spenard Road between Minnesota Drive and Benson Boulevard

COMMUNITY COUNCILS All Community Councils, Spenard

TAX NUMBER N/A

GRID SW1629, SW 1729

ATTACHMENTS

1. Application
2. Comments

RECOMMENDATION SUMMARY Approval with conditions

SITE

Area: ±0.6 mile Spenard Road corridor

Zoning: B-3 (General Business)

Topography: Generally flat

COMPREHENSIVE PLAN

Anchorage 2040 Land Use Town Center, Main Street Corridor, Urban

Plan Land Use Classifications: Residential – High, Urban Residential – Medium

Growth-Supporting Features include Transit-Supportive Development, Residential Mixed-use

REQUEST AND BACKGROUND INFORMATION

The State of Alaska DOT&PF is requesting review of the DSR for the AMATS Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project (State of Alaska Project #CFHWY00604) in accordance with *Anchorage Municipal Code (AMC) 21.03.190 Street and Trail Review*. The project location covers a segment of Spenard Road between Minnesota Drive and Benson Boulevard. The project is the third phase to improve the Spenard Road corridor between the Spenard Road intersection with Minnesota Drive and the Minnesota Drive on-ramp. Spenard Road is owned and maintained by the Municipality of Anchorage. The Municipality of Anchorage led the first two construction phases in the corridor. This project (Phase 3) is led by the DOT&PF using federal funding and is being designed to municipal standards. The project is also going through the National Environmental Policy Act (NEPA) process to review potential project impacts. The purpose of the project given in the DSR is to improve safety for all users. For quick reference, Figure 1 showing the project location in the DSR is below:

Figure 1. Project Location Identified in the DSR (Figure 1 of the DSR)

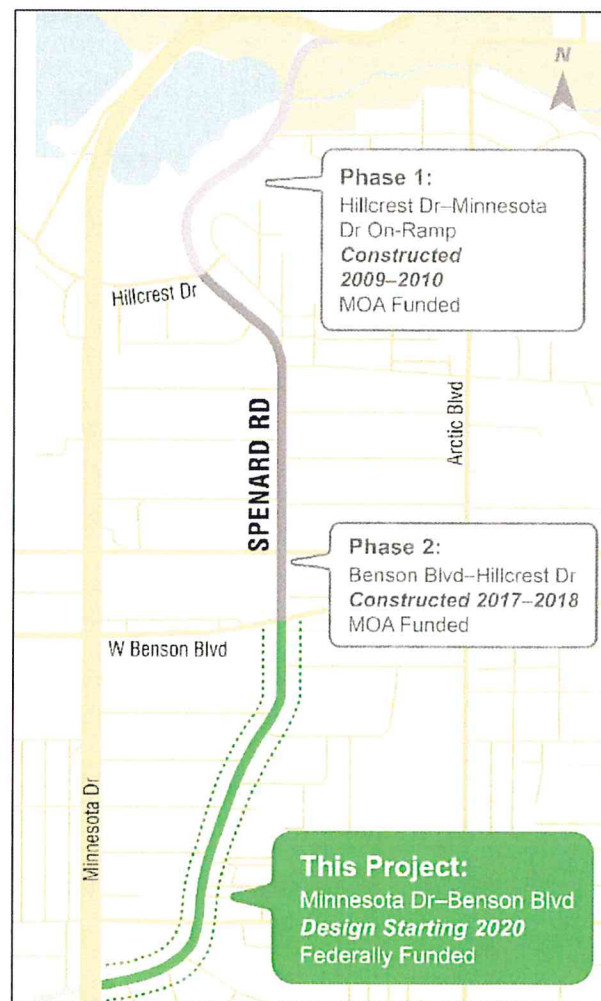


Figure 1: Project Location

All Municipality of Anchorage transportation projects are required to follow *A Strategy for Developing Context Sensitive Transportation Projects*. There are three steps in the Context Sensitive Solutions Transportation Project review process. The first two steps, which are the Concept Report and the Design Study Report, go before the Planning and Zoning Commission. The Planning and Zoning Commission had the Concept Report for this project (case 2021-0020) as an informational item at the Planning and Zoning Commission meeting on February 1, 2021. Section 9 of the DSR includes notes on Planning and Zoning Commission questions and responses for the Concept Report. Figure 2 shows *Table 21.03-4: Street and Intersection Project Review* in *AMC 21.03.190B. Street Review* with the DSR phase thickly outlined. This table gives information on the primary decision in each phase for street and trail review.

Figure 2. Table 21.03-4 in Anchorage Municipal Code with DSR Outlined

TABLE 21.03-4: STREET AND INTERSECTION PROJECT REVIEW		
REVIEW	REVIEW BODY	PRIMARY DECISION
Concept Report	Project Management Team	Issue identification, "go, no-go" decision
Draft Design Study Report	Planning and Zoning Commission	Alternatives development, evaluation and screening criteria, alternative decision
Plans in Hand Design Drawings	Urban Design Commission	Approval of plans at 65 percent stage, including landscaping "theme"

Alternatives for this project include a no build option, four-lane option, two iterations of a three-lane option with 60-foot right-of-way, and four iterations of a three-lane option with 65-foot right-of-way. The preferred alternative identified in the DSR is Alternative 1 with a three lane road diet and a 65-foot right-of-way. This alternative proposes shared multi-use pathways and on-street bike lanes. The primary decision in the Design Study Report is for alternative development, evaluation and screening criteria, and alternative decision. *AMC 21.03.190B.2.f. Commission Review* directs that the Commission shall issue a decision on the DSR.

COMMENTS

Private Development recommended coordination with Cook Inlet Housing Authority on the Improvement to Public Place Agreement for new sidewalk, accessible ramps, and a transit stop. Other comments were informational or supportive of the preferred alternative. Comments are available in Attachment 2 in their original format. Notice of the case was published and provided to community councils.

DESIGN STUDY REPORT REVIEW

AMC 21.03.090B.4. Draft design study report review describes procedures for the Planning and Zoning Commission's review of DSR applications. The Commission shall issue a decision and a public hearing is not required, but may be held at the Commission's discretion. As applicable, the Commission's review shall include but not be limited to the following 13 topic areas:

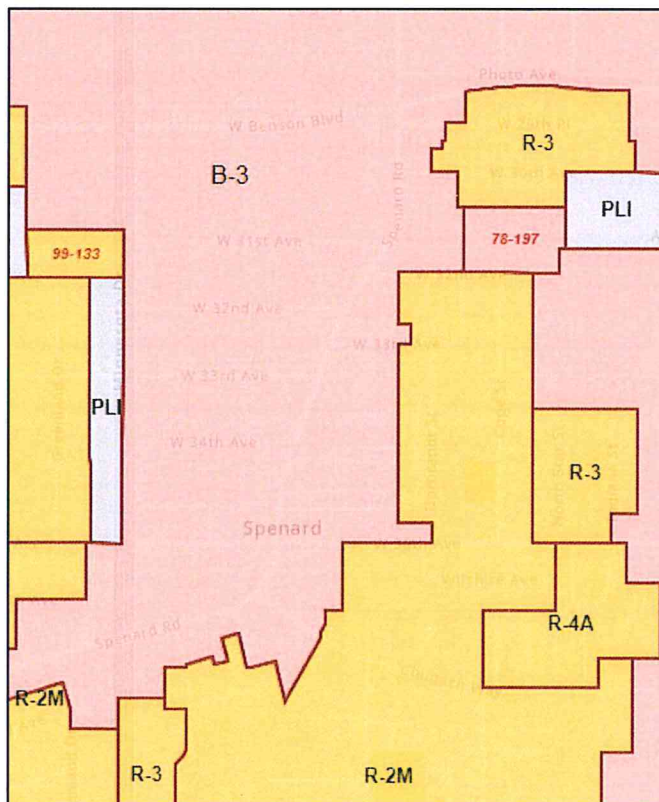
- i. Existing conditions, including but not limited to traffic volumes;
- ii. Design standards and criteria, with specific attention to any requests for variances from the criteria;

- iii. Alternatives identification, evaluation, and recommended alternative;
- iv. Compliance with this title;
- v. Long-term impact on existing and projected land uses in the vicinity;
- vi. Short-term and long-term impact of property acquisition for right-of-way;
- vii. Impacts on utilities and other public infrastructure, including undergrounding of overhead utilities;
- viii. Street illumination;
- ix. Maintenance considerations;
- x. Environmental constraints;
- xi. Pedestrian and other non-motorized access;
- xii. Public involvement summary
- xiii. Cost estimate.

Existing Conditions

Existing zoning is shown in Figure 3. Existing zoning is B-3 (General Business) on both sides of Spenard Road. The R-3 and R-2M districts, which are mixed residential districts, are near Spenard Road to the east. Several commercial businesses front Spenard Road. Many side streets emanate toward multi-family and single-family housing, including some developments by Cook Inlet Housing Authority. A trailer park borders the east side of the corridor. The DSR notes that nearly 20 percent of residents in the area speak a language other than English at home and a predominance of young and middle-aged adults.

Figure 3. Existing Zoning



The DSR describes existing right-of-way, average annual daily traffic (AADT), and pedestrian conditions. There are currently four 11-foot travel lanes, with two lanes heading in each direction and an additional turn lane to head left on Minnesota Drive from Spenard Road. The roadway is 48 feet wide between curbs. The right-of-way width varies from 60 to 65 feet, with short segments at 70 feet in width. The AADT ranges from 7,200 to 16,900 vehicles per day. The historical trend for Spenard Road has been a decrease in traffic volume. Minnesota Drive has concurrently had an increase in traffic volume over time, reflecting improvements made to Minnesota Drive to handle higher traffic volumes. The current speed limit in the corridor is 35 miles per hour.

The Municipality of Anchorage maintains Spenard Road. Minnesota Drive, 36th Avenue, and Benson Boulevard are signalized intersections. The level of service analysis in the DSR found the Minnesota Drive-Spenard Road intersection to perform at a D and E level of service during peak hours, the only intersection in the corridor to perform below a C level of service. Several other cross streets (the DSR notes 15 in total) intersect along this segment of Spenard Road. The DSR notes the context of the project corridor with the Spenard Community Council, which has higher percentages of low income and minority residents in comparison to other areas in the Anchorage Bowl.

The DSR describes high levels of use by pedestrians and bus riders in the existing project corridor, but minimal or non-existent pedestrian and transit facilities. There is a four-foot-wide sidewalk currently on both sides of Spenard Road extending to the back of the roadway curb without a shoulder to buffer the sidewalk from the vehicle travel lanes. The sidewalk is often not differentiated from adjacent parking lots or driveways and utility and light poles are located within many sections of the sidewalk.

There are several existing utilities. Natural gas main and service lines are along the project corridor in many locations. Cast iron, asbestos concrete, and ductile iron water and sewer lines are within the corridor. Some of the sewer lines were upgraded as part of a previous phase of improvements to Spenard Road. The storm drain system needs replacement and does not provide water quality treatment north of 36th Avenue. There are overhead and underground electric, telecommunications, cable, and fiber-optic lines in the corridor. The design alternatives would include a request for Chugach Electric Association and GCI to underground utility poles and lines that are currently overhead.

Alternatives

The no-build and four-lane alternatives would keep the four-lane configuration with two lanes of travel in each direction. The three-lane alternatives would all provide a travel lane in each direction plus a two-center, left turn lane. The main differences among the three-lane alternatives are with right-of-way impacts and bicycle and pedestrian facilities. The DSR shows stakeholder feedback supporting a three-lane alternative. A roundabout at the Spenard Road-36th Avenue intersection was considered and dismissed from the alternatives due to substantial right-of-way requirement impacts. Table 1 on the next page compares the basic proposed layout of the alternatives. The alternatives are briefly summarized and compared in the text that follows to point out key differences. The DSR includes a table of selection criteria that summarizes selection rationale that led to choosing the preferred alternative (Three-Lane Road Diet Alternative 1 – 65-Foot Width).

Table 1. Comparison of Alternatives - Basic Layouts

<u>Alternative</u>	<u>Bicycle and Pedestrian Facilities</u>	<u>Vehicle Traffic Lanes</u>
No Build	4-foot pedestrian sidewalk both sides of road with intercepting overhead utility poles	Two 11-foot travel lanes in each direction 2-foot curb/gutter each direction
Rehabbed Four-Lane	4-foot pedestrian sidewalk both sides of road	Two 11-foot travel lanes in each direction 2-foot curb/gutter each direction
Three-Lane Road Diet 60-Foot Wide: Alternative 1	8-foot multi use pathway both sides of road	11-foot travel lanes in each direction 14-foot two-way center, left turn lane 2-foot curb/gutter each direction 2-foot pathway/sidewalk shoulder each direction
Three-Lane Road Diet 60-Foot Wide: Alternative 2	6.5-foot pedestrian sidewalk both sides of road 3.5-foot bike lanes in each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 1 (Preferred)	8-foot multi use pathway both sides of road 4-foot bike lanes in each direction 2-foot curb/gutter each direction 1-foot pathway shoulder each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 2	12-foot cycle track both sides of road (6-foot pedestrian sidewalk adjacent to - foot bicycle lane) 2-foot curb/gutter each direction 1-foot cycle track shoulder each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 3	7.5-foot pedestrian sidewalk both sides of road 4.5-foot bike lanes in each direction 2-foot curb/gutter each direction 1-foot cycle track shoulder each direction	
Three-Lane Road Diet 65-Foot Wide: Alternative 4	6-foot pedestrian sidewalk both sides of road 4-foot protected bike lanes in each direction (2-foot barrier) 2-foot curb/gutter each direction 1-foot cycle track shoulder each direction	

No Build Option

The No Build Option is not consistent with planning documents and would not construct any improvements. The existing four-lane configuration, minimal or non-existent pedestrian and bicycle facilities, and sub-standard Americans with Disabilities Act (ADA) design would remain in place.

Rehabbed Four-Lane

This alternative would not require additional right-of-way for construction and would have four 11-foot road lanes and 4-foot sidewalks with curb and gutter. However, there would be no roadway shoulder or bicycle facilities. The proposed sidewalks also do not meet design requirements for a multi-use pathway.

Three Lane Road Diet Alternatives 1 and 2 – 60-Foot Wide Width

The Three-Lane Road Diet 60-Foot Wide: Alternative 1 would have 8-foot multi-use pathways on either side of the road. The option was dismissed because it does not provide space on the street for higher speed bicyclists. It also forces bicyclists and pedestrians to share the same space, which could be a safety risk.

The Three-Lane Road Diet 60-Foot Wide: Alternative 2 would have 6.5-foot multi-use pathways in both travel directions as well as 3.5-foot on-street bicycle lanes. However, the sidewalk width and on-street bicycle lane width do not meet design standards or guidelines in the *AMATS Non-Motorized Plan*.

Three Lane Road Diet Alternatives 1, 2, 3, and 4 – 65-Foot Wide Width (Alternative 1 is Preferred Alternative)

All of the 65-foot width alternatives reduce the two-way center, left turn lane width from 14 feet to 13 feet. This reduction will require a waiver from the Traffic Engineer, which was granted for the recently redeveloped Spenard Road segment north of the project corridor. The foot of width removed from the center turn lane is allocated to pedestrian and bicycle facilities. The DSR states this is the maximum feasible right-of-way that may be reasonably achieved for the corridor.

The Three Lane Road Diet 65-Foot Wide: Alternative 1 is the preferred alternative. The 8-foot multi-use pathway and 4-foot bike lanes in both travel directions closely match the Spenard Road segment north of the project corridor, which will provide clarity and safety for travelers. The 8-foot pathway meets width design standards and guidelines in the *AMATS Non-Motorized Plan* for multi-use. It also gives an option for faster bicyclists to ride in the on-street lane and avoid sharing space with pedestrians.

The Three Lane Road Diet 65-Foot Wide: Alternative 2 features a cycle track. There is no on-street bicycle lane, which mean bicyclists would have numerous conflict points while crossing driveways on the cycle track.

The Three Lane Road Diet 65-Foot Wide: Alternative 3 would have an on-street bike lane and a narrower sidewalk. The sidewalk is too narrow to be used as a multi-use pathway and forces all bicyclists to ride in the on-street bicycle lane.

The Three Lane Road Diet 65-Foot Wide: Alternative 4 would have a 6-foot pedestrian sidewalk and an on-street bicycle lane protected from vehicle travel lanes by a barrier. This option does not meet *AMATS Non-Motorized Plan* guidelines for a protected bicycle lane. The sidewalk is too narrow to be used as a multi-use pathway and forces all

bicyclists to ride in the on-street bicycle lane. In addition, the barrier for the protected bike lane is expensive and difficult to maintain, especially for winter snow removal.

Cost and Maintenance

Estimated costs at this phase of the project for the preferred alternative are projected to be \$45 million for construction and \$5 million for utility relocations. Most of the funding (more than 90 percent) would come from the Federal Highway Administration.

Vehicular travel lane maintenance would be reduced with road diet to three lanes. Additional snow removal will be required for pedestrian, bicycle, and transit facilities.

Design Criteria Waivers

The Design Criteria Manual (DCM) specifies uniform design goals and standardized design criteria for the Municipality. The preferred alternative does not meet DCM standards for the two-way center left turn lane width (proposes 13 feet when 14 feet is required) and the minimum grade (0.3 percent is existing and proposed and 0.5 percent is required). Phase 2 of the Spenard Road Reconstruction north of this project corridor received waivers for these two design items; this project will also request waivers to avoid significant right-of-way impacts. The preferred alternative also does not meet DCM standards for the driveway access to be curb returns over the existing and proposed curb cuts. Seeking a waiver for this criteria will allow the sidewalk to remain continuous and improve safety. In addition, and for the horizontal curve of the existing and proposed roadway to be 200- to 500-foot radii, which is below requirements. The design speed will be lowered to maintain the smaller curves with a waiver. These waivers from DCM requirements do not require a variance approval from Title 21. Waivers from DCM requirements are approved by Municipal Engineer and are a recommended condition of approval.

Receiving Lanes from Minnesota Drive

There are two options still undergoing evaluation for the intersection of the project corridor with Minnesota Drive. The first option would have two receiving lanes from Minnesota Drive to 36th avenue and would not have pedestrian facilities on the south side of the roadway. The second option would provide the pedestrian facilities, but would reduce the receiving lanes from two to one. The second option aligns better with the project, but additional evaluation is necessary to review capacity and access impacts.

Comprehensive Plan and Functional Plans

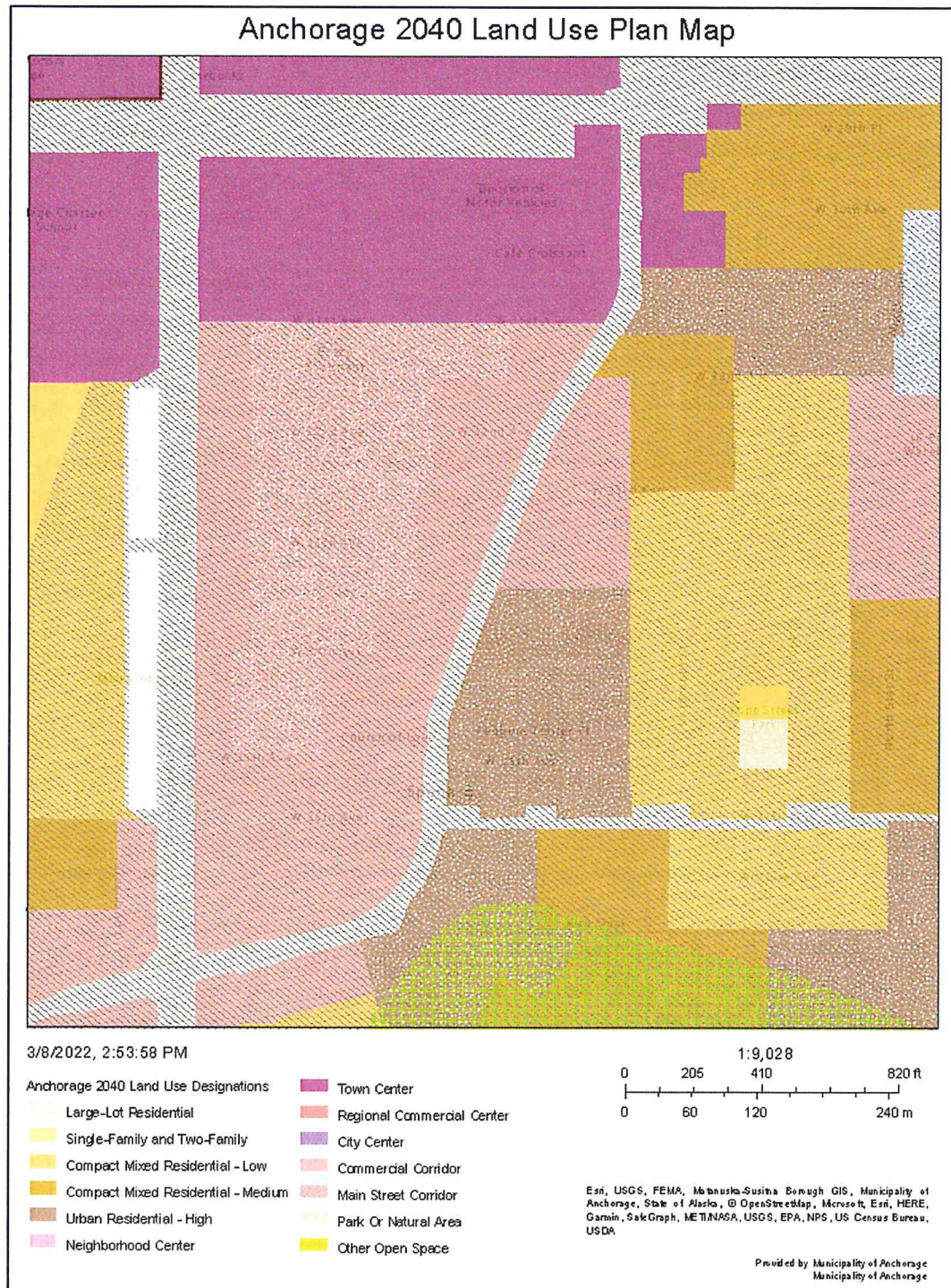
2020 Comprehensive Plan (2001) & 2040 Land Use Plan (2017)

Policy 1 of the *Anchorage 2020 Comprehensive Plan* states: “The Land Use Policy Map shall guide land use decisions until such time as other strategies are adopted that provide more specific guidance.” Strategies include district plans. The *Spenard Corridor Plan* is applicable to this project.

The Land Use Map within the *2040 Land Use Plan* shows most of the properties surrounding this section of Spenard Road as Main Street Corridor. Properties near the Spenard Road-Benson Boulevard intersection have a Town Center land use designation. Properties near the Spenard Road-36th Avenue intersection on the east side of Spenard Road have an Urban Residential-High land use designation. In addition, some properties on the east side of Spenard Road near Benson Boulevard are

also Urban Residential-High or Compact Mixed Residential-Medium. Many areas are shown with residential mixed-use growth-supporting features and all properties surrounding Spenard Road are shown with transit supportive development and traditional neighborhood development growth-supporting features.

Figure 4. Land Use Designations in the Project Location



The *2040 Land Use Plan* states describes main street corridors as featuring “transit access, wider sidewalks, pedestrian amenities, street tree landscaping, and relocation of utility poles and boxes and other impediments to a safe, comfortable pedestrian environment.” The additional and upgraded pedestrian and bicycle facilities as well as the request to underground utility poles proposed in the preferred alternative are consistent with the land use designations in the project corridor.

Spenard Corridor Plan (2020)

The project area is within mostly within Central Spenard and partly within North Spenard in the *Spenard Corridor Plan* (Figure 3.4). The vision for North Spenard is to have a wide range of transit-supportive uses and pedestrian-oriented street. The vision for Central Spenard is to have development in character and scale with the shallow lot depths flanking the road. Spenard Road is identified as an existing primary active transportation network. Potential network facilities include bicycle lanes and multi-use pathways, which are proposed in the preferred alternative. The DSR notes that a gateway design is still under development. The Spenard Road-36th Avenue intersection is identified as a gateway in the *Spenard Corridor Plan*.

Policy 5.10 is to enhance the Spenard Road “Middle Segment” Street Design, which covers this project corridor from Benson Boulevard to Minnesota Drive. Pages 104 and 105 show some options for upgrading the existing roadway in this area. The DSR included similar options.

Official Streets and Highways Plan (OS&HP) (2014)

The *OS&HP* classifies Spenard Road as a Class II minor arterial roadway. Minor arterial streets are intended primarily to move traffic with access at block intervals when possible. Direct driveway access should be controlled and residential development adjacent to minor arterials should be discouraged. Minor arterials may be two to four lanes, have an AADT of 10,000 to 20,000 vehicles per day, and a minimum width of 80 feet. The right-of-way width for Spenard Road varies from 60 to 65 feet, with short segments at 70 feet in width. The AADT ranges from 7,200 to 16,900 vehicles per day. There are currently four traffic lanes and the preferred alternative would be three lanes in width.

Anchorage Metropolitan Area Transportation Solutions (AMATS) 2040 Metropolitan Transportation Plan (MTP) (2020)

The MTP is updated every four years to cover all modes of transportation and address congestion and air quality. Spenard Road rehabilitation is mentioned under projects 133, 134, 213, and 311.

AMATS Non-Motorized Plan (2021)

The *AMATS Non-Motorized Plan* was in draft format when the DSR was submitted to the Municipality. Since the time of the DSR submission, it has been finalized and is a formally adopted plan. The *AMATS Non-Motorized Plan* supersedes the *Anchorage Pedestrian Plan (2007)* and the *Anchorage Bicycle Plan (2010)*.

Spenard Road is identified in Figures 5.3 and 5.5 as a high priority for both pedestrian and bicycle corridors. Minnesota Drive at the southern terminus of the project is also identified as a high priority for both pedestrian and bicycle corridors. Benson Boulevard at the northern terminus of the project is a low priority as a bicycle corridor, but a high priority as a pedestrian corridor. Table 5.2 lists Bicycle Project

253 as a 1.12-mile separated bikeway along Spenard Road from Minnesota Drive to Hillcrest Drive as a high priority project. Table 5.3 lists Projects 79 and 80 as two high priority pedestrian corridor projects that cover the subject segment of Spenard Road. Project 79 is a 0.59-mile segment of Spenard Road from West 36th Avenue north to West 27th Avenue. Project 80 is a 0.4-mile segment of Spenard Road from West 36th Avenue southwest to Lois Drive.

The *AMATS Non-Motorized Plan* also includes design guidelines for multi-use pathways and bicycle lanes. The preferred alternative is consistent with these guidelines.

Transit on the Move 2020 Transit Plan (2020)

This plan identified Spenard Road as a top transit-supportive development corridor, meaning it has frequent service. The preferred alternative is consistent with guidance for transit-supportive development corridors to be walkable with access to transit.

Public Involvement

The DSR included a Public Involvement Summary and an Appendix of comments that documented meetings with a wide variety of stakeholders, including the Spenard Community Council, Bike Anchorage, several AMATS Committees. There were two public open houses in 2021. A walk/bike audit was conducted in October 2020 and the project team presented at the 2020 Virtual Anchorage Transportation Fair. The project team contacted the owners of 27 parcels directly adjacent to Spenard Road and were able to meet with all but one parcel owner (18 of 19 total property owners).

DEPARTMENT RECOMMENDATION

The Department recommends approval of the Three-Lane Road Diet and 65-Foot Right-of-Way Width Alternative 1 (Preferred) identified in the Context Sensitive Solutions Design Study Report for the AMATS Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project, subject to the following conditions of approval:

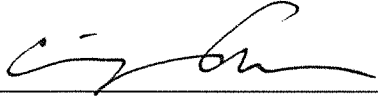
1. The alternative must be substantially in compliance with the petitioner's application, narrative, submittals, and the plans on file at the Planning Department, except as modified by these conditions of approval.
2. Submit a Plans-in-Hand application to be reviewed by the Urban Design Commission to complete all phases of the Context Sensitive Solutions Transportation Project review with the Municipality.
3. Obtain waivers from the Municipal Engineer for Design Criteria Manual requirements as proposed in the application narrative.

Advisory Comments:

Coordinate with Cook Inlet Housing Authority on the Improvement to Public Place Agreement for new sidewalk, accessible ramps, and a transit stop, as recommended by Private Development.

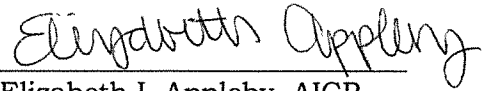
Provide information on intersection changes and enhanced street crossings as the project moves forward in its design as identified in the *Spenard Corridor Plan*.

Reviewed by:



Craig H. Lyon
Director

Prepared by:



Elizabeth I. Appleby, AICP
Senior Planner

APPLICATION

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) Read, Alex, P.E. DOT&PF		Name (last name first) Taylor, Joe, P.E. Lounsbury & Associates	
Mailing Address PO Box 196900, Anchorage, AK 99519		Mailing Address 3230 C St., Suite 201, Anchorage, AK 99503	
Contact Phone: Day: 907-269-0641	Night:	Contact Phone: Day: 907-272-5451	Night:
FAX: 907-248-1573		FAX:	
E-mail: alex.read@alaska.gov		E-mail: j.taylor@lounsburyinc.com	

PROJECT INFORMATION	
Project Name: AMATS: Spenard Rd. Rehab.	MOA/ADOT Project #: CFHWY00604
Community Council(s): Spenard	
Project description (location): This is the third phase of a larger effort to improve the northern segment of Spenard Rd. between the Minnesota Drive on-ramp to the north and the intersection with Minnesota Drive to the south. The design of the project is led by DOT&PF with support from the MOA. DOT&PF is proposing to rehabilitate Spenard Rd. to improve safety for all users and bring the roadway and non-motorized facilities up to current design standards.	

TRANSPORTATION PROJECT SITE PLAN APPROVAL REQUESTED	
<input type="radio"/> Context Sensitive Solutions Concept Report (Planning and Zoning Commission) <input checked="" 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.

2/10/22	Alex Read
Date	Signature (Agents must provide written proof of authorization)

Accepted by:	Poster & Affidavit:	Fee	Case Number	Meeting Date
--------------	---------------------	-----	-------------	--------------

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



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
Central Region Highway Design Section

PO Box 196900
Anchorage, AK 99519-6900
Phone Number: 907 269 0547
Toll Free: 800 770 5263
TDD: 907 269 0473
TTY: 800 770 8973
Web Site: dot.state.ak.us

February 8, 2022

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

Regarding: AMATS Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project
IRIS Project No: CFHWY00604/Federal Project No. 0001659

Dear Craig:

Alaska Department of Transportation and Public Facilities is the project manager for the AMATS Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project. We authorize Lounsbury & Associates and DOWL to act on our behalf to complete and submit all the Context Sensitive Solutions Transportation Project actions for the abovementioned project.

I can be reached via email at alex.read@alaska.gov or via telephone 907-269-0641.

Sincerely,

A handwritten signature in black ink that reads "Alex Read".

Alex Read, P.E.,
Project Manager

cc: Joe Taylor, P.E., Lounsbury & Associates, Project Manager
Rachel Steer, DOWL, Public Involvement

"Keep Alaska Moving through service and infrastructure."

AMC NARRATIVE

TO: MOA Planning Department
FROM: DOWL and Lounsbury and Associates
DATE: 1/24/2022
PROJECT: AMATS: Spenard Road Rehabilitation
SUBJECT: Narrative Addressing AMC 21.03.190B.4.b.i-xiii

The attached report provides the following information for the Planning and Zoning Commission's review and decision issuance, as listed in Anchorage Municipal Code 21.03.190B.4.b.i-xiii:

- Existing conditions (Section 3)
- Design standards and criteria (Section 4)
- Alternatives identification, evaluation, and recommended alternative (Section 5)
- Compliance with this title (Introduction)
- Long-term impact on existing and projected land uses in the vicinity (Section 5)
- Short-term and long-term impact of property acquisition for right-of-way (Section 5)
- Impacts on utilities and other public infrastructure (Section 5)
- Street illumination (Section 5)
- Maintenance considerations (Section 8)
- Environmental constraints (Section 5)
- Pedestrian and other non-motorized access (Section 5)
- Public involvement summary (Section 6)
- Cost estimate (Section 7)

AMATS: SPENARD ROAD REHABILITATION MINNESOTA DRIVE TO BENSON BOULEVARD

Alternatives Analysis Report

MOA Design Study Report Summary

State Project No: CFHWY00604/Federal Project No: 0001659

Prepared for:

State of Alaska Department of Transportation and Public Facilities
4111 Aviation Avenue
Anchorage, AK 99519

Prepared by:

DOWL
4041 B Street
Anchorage, AK 99503

Lounsbury & Associates, Inc.
3230 C Street, Suite 201
Anchorage, AK 99503

January 2022

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Purpose	2
1.2	Need	2
2.0	HISTORY (PROJECT ORIGIN) AND INPUT FROM OTHER PLANNING DOCUMENTS	3
2.1	MOA Official Streets and Highways Plan – Maps, Policies and Standards	3
2.2	Spenard Corridor Plan	4
2.3	2040 Metropolitan Transportation Plan	4
2.4	Anchorage Pedestrian Plan	5
2.5	Anchorage Bicycle Plan	5
2.6	Areawide Trails Plan	6
2.7	Anchorage Land Use Plan	6
2.8	Local Planning Studies/CIP/TIP/LRTP	6
2.9	Draft Non-Motorized Plan	6
2.10	Transit on the Move 2020 Transit Plan	6
2.11	Additional Resources	6
3.0	EXISTING CONDITIONS	7
3.1	Right-of-Way Availability	8
3.2	Traffic Conditions	8
3.3	Pedestrian Conditions	9
3.4	Context	10
3.5	Existing Landscape	10
3.6	Existing Utilities	11
4.0	DESIGN STANDARDS	13
4.1	Project Design Criteria	13
4.1.1	Street Design Criteria	13
4.1.2	Pathway Design Criteria	13
4.1.3	Drainage Evaluation and Design Criteria	13
4.1.4	Public Transit Design Criteria	13
4.1.5	Exception to Standards	14
5.0	DESIGN ALTERNATIVES	15
5.1	Design Alternative Considerations	15
5.2	Alternative 1: No-Build	15
5.3	Alternative 2: Four-Lane	15
5.4	Alternative 3: Three-Lane	15
5.4.1	60-Foot ROW Three-Lane Alternatives	16
5.4.2	65-Foot ROW Three-Lane Alternatives	18
5.5	Recommended Alternative	22
5.6	Other Design Considerations	27
5.6.1	Roundabout Intersection at 36th Avenue	27
5.6.2	Number of Eastbound Receiving Lanes from Minnesota Drive	27
5.6.3	Gateway Features and Landscaping	29
5.6.4	Street Lighting	30
6.0	PUBLIC INVOLVEMENT SUMMARY	31
6.1	Walk/Bike Audit of Spenard Corridor – October 16, 2020	32
6.2	Spenard Community Council	32

6.3	Anchorage Transportation Fair – November 18, 2020	32
6.4	Open House #1 – January 28, 2021	33
6.5	AMATS BPAC – March 2, 2021	34
6.6	AMATS Technical Advisory Committee – April 8, 2021	34
6.7	AMATS Policy Committee – April 21, 2021	34
6.8	ROW Stakeholder Meetings – Fall, 2021	35
6.9	Open House #2 – September 27, 2021	35
6.10	AMATS BPAC #2 – November 30, 2021	36
6.11	Bike Anchorage Meeting – December 6, 2021	36
6.12	Planned Public Involvement	37
7.0	ROUGH ESTIMATED PROJECT COST	38
8.0	MAINTENANCE CONSIDERATIONS.....	39
9.0	RESPONSE TO COMMENTS FROM CONCEPT REPORT REVIEW	40

FIGURES

Figure 1: Project Location	1
Figure 2: Existing Typical Section of Spenard Road.....	7
Figure 3: Annual Average Daily Traffic Trends (1987-2019).....	8
Figure 4: 60-Foot ROW Three-Lane Alternative No. 1 – Multi-Use Pathway	16
Figure 5: 60-Foot ROW Three-Lane Alternative No. 2 – Sidewalk and Bicycle Lane.....	17
Figure 6: 65-Foot ROW Three-Lane Alternative No. 1 – Pathway and Bicycle Lane	18
Figure 7: 65-Foot ROW Three-Lane Alternative No. 2 – Cycle Track	19
Figure 8: 65-Foot ROW Three-Lane Alternative No. 3 – Sidewalk and On-Street Bicycle Lane	20
Figure 9: 65-Foot ROW Three-Lane Alternative No. 4 – Protected Bicycle Lane.....	21
Figure 10: Roundabout Intersection at 36th Avenue	27
Figure 11: Two Receiving Lanes in the Eastbound Direction from Minnesota Drive to 36th Avenue	28
Figure 12: Single Receiving Lane in the Eastbound Direction from Minnesota Drive to 36th Avenue	29

TABLES

Table 1: 2040 Metropolitan Transportation Plan Projects in the Spenard Study Corridor	5
Table 2: Level of Service Analysis Results for Existing Roadway Geometry	9
Table 3: Spenard Road Alternatives Selection Criteria.....	25
Table 4: Project Stakeholders	31
Table 5: Key Outreach Strategies	37
Table 6: Summary of Estimated Costs	38
Table 7: PZC Questions and Comments from February 1, 2021 Meeting.....	40

APPENDICES

- Appendix A: 35 Percent Design Plans
- Appendix B: Public Involvement

ACRONYMS

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway Transportation Officials
AC	asbestos concrete
ACS	Alaska Communication Systems
ADA	Americans with Disabilities Act
AMATS	Anchorage Metropolitan Area Transportation Solutions
APS	accessible pedestrian signals
ASD	Anchorage School District
ASM	Anchorage Stormwater Manual
AST	Alaska State Troopers
AWWU	Anchorage Water and Wastewater Utility
BPAC	Bicycle and Pedestrian Advisory Committee
CEA	Chugach Electric Association
CSS	Context Sensitive Solutions
DCM	Design Criteria Manual
DEC	Alaska Department of Environmental Conservation
DOT&PF	State of Alaska Department of Transportation & Public Facilities
ENSTAR	ENSTAR Natural Gas Company
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
GCI	General Communications Inc.
HCM	Highway Capacity Manual
HSIP	Highway Safety Improvement Project
LOS	Level of Service
L RTP	Long Range Transportation Plan
LTS	Level of Traffic Stress
MOA	Municipality of Anchorage
MTP	Metropolitan Transportation Plan
NACTO	National Association of City Transportation Officials
NEPA	National Environmental Policy Act
OS&HP	Official Streets and Highways Plan
PCM	Alaska Pre-Construction Manual
PIP	Public Involvement Plan
PZC	Planning and Zoning Commission
ROW	Right-of-Way
SCP	Spenard Corridor Plan
SHPO	State Historic Preservation Office
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UDC	Urban Design Commission
USACE	United States Army Corps of Engineers
vpd	vehicles per day

PROJECT TEAM

State of Alaska Department of Transportation and Public Facilities

Alex Read, PE
Project Manager
alex.read@alaska.gov

Noah King, PE
Project Engineer
noah.king@alaska.gov

Municipality of Anchorage

Melinda Tsu, PE
Project Manager
melinda.tsu@anchorageak.gov

Jennifer Noffke
Project Administrator
jennifer.noffke@anchorageak.gov

Lounsbury & Associates

Joseph Taylor, PE
Project Manager
j.taylor@lounsburyinc.com

Susan Acheson, PE
Project Engineer
s.acheson@lounsburyinc.com

DOWL

Rachel Steer
Public Involvement Lead
rsteer@dowl.com

Kittelson & Associates

Andrew Ooms, PE, PTOE, RSP
Non-Motorized Transportation
aooms@kittelson.com

1.0 INTRODUCTION

The Anchorage Metropolitan Area Transportation Solutions (AMATS): Spenard Road Rehabilitation project is the third phase of a larger effort to improve the northern segment of Spenard Road between the Minnesota Drive on-ramp to the north and the intersection with Minnesota Drive to the south (Figure 1). The first two phases were led and funded by the Municipality of Anchorage (MOA). This third phase focuses on the section between Benson Boulevard and Minnesota Drive.

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to rehabilitate Spenard Road to improve safety for all users and bring the roadway and non-motorized facilities up to current design standards. The project will evaluate existing corridor conditions, define problems that are obstacles to non-motorized and motorized travel and transit use, and determine feasible solutions to improve the transportation network in this part of the city.

Spenard Road is an MOA-owned and maintained roadway and this project is being designed to MOA standards. The design and construction of the project is being led by DOT&PF, which allows the project to use Federal Highway Administration (FHWA) funds. FHWA funded projects must adhere to the National Environmental Policy Act (NEPA).

The project is currently at 35 percent design and is in the process of finalizing the environmental document, a Categorical Exclusion. Final design and right-of-way (ROW) are anticipated to occur between 2023 to 2025 and construction is anticipated to start after 2025.

The NEPA process requires that the project consider certain environmental and socioeconomic impacts during the preliminary stages of the work. Preliminary design, environmental analysis, and public outreach activities must show that the project will not have a significant adverse effect on the environment and public.

This report represents the most detailed analysis and design allowed prior to completion of the NEPA

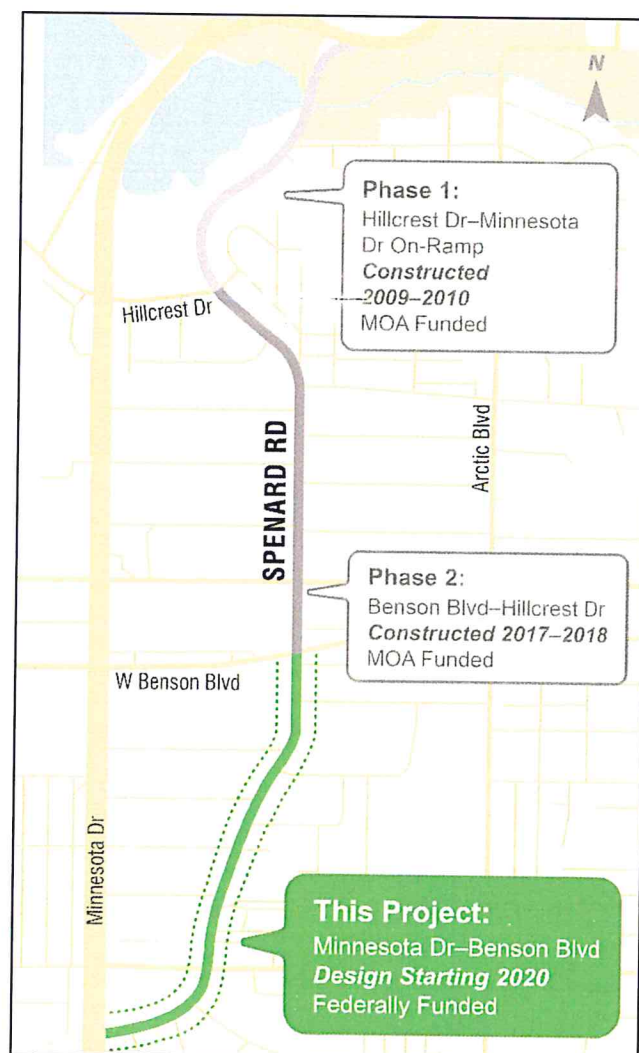


Figure 1: Project Location

document. Detailed design elements, such as utility relocation, landscaping, ROW, and thorough cost estimates can only be developed after the environmental document is approved.

By submitting this work prior to completion of the NEPA document, the project is seeking to adhere to the MOA Context Sensitive Solutions (CSS) process, provide the Planning and Zoning Commission (PZC) the opportunity to provide input at the appropriate level of design, and meet the requirements of the NEPA process and Federal Funding authorities. Once the NEPA document is approved, there is less flexibility to change design elements.

Following the protocols established by the 2010 Project Cooperation Agreement between DOT&PF and the MOA, projects involving a street that is designated as a collector road or higher classification must be reviewed by both the PZC and Urban Design Commission (UDC). This report and attached documents were developed in accordance with the MOA's Title 21 Municipal Code and the CSS Transportation Project strategy – a design process that is intended to increase stakeholder involvement in the beginning of the design process and develop consensus around the problems to be solved. This Alternatives Analysis Report constitutes the second submittal required by that strategy and includes information on the project efforts to date.

1.1 Purpose

The purpose of the proposed project is to meet current design standards and improve safety for all users by rehabilitating Spenard Road between Minnesota Drive and Benson Boulevard.

1.2 Need

Spenard Road supports some of the highest pedestrian and transit usage volumes within the Anchorage Bowl, and there are several operational, safety, pedestrian, and transit issues that must be addressed. Current deficiencies include:

- Pedestrian, bicycle, and transit facilities along the corridor are minimal, non-existent or in poor condition
- Pavement, curb cuts, sidewalks and curb ramps do not meet current MOA and national standards
- Where present, pedestrian and bicycle facilities are in relatively poor condition and do not meet Americans with Disabilities Act (ADA) requirements
- Signals at 36th Avenue and Minnesota Drive are outdated

2.0 HISTORY (PROJECT ORIGIN) AND INPUT FROM OTHER PLANNING DOCUMENTS

The Spenard area of Anchorage is one of the city's oldest neighborhoods and was formed around a winding road connecting Anchorage's "tent city" near Ship Creek to a lumber camp and resort in the vicinity of Lake Spenard/Lake Hood owned by Joe Spenard.

The MOA's Spenard Corridor Plan notes:

*"Some of the original neighborhoods along the corridor were platted in a traditional grid pattern of narrow streets, alleys and rectangular lots. In the 1960s and 1970s, some of these subdivisions were given a commercial zoning designation which, over time, has allowed for a unique mix of uses and activities. These subdivisions had no sidewalks, parks or pedestrian amenities and many fell into disrepair. Spenard Road quickly evolved into a mix of auto-oriented businesses that regularly changed ownership or uses, causing the corridor to lose a sense of cohesiveness. By the 1980s, redevelopment potential and reuse of existing, aging structures were hampered by inflexible land use regulations and outdated infrastructure."*¹

In recent years, several older businesses have closed, and some structures have been demolished between 32nd Avenue and Benson Boulevard. At the same time, Cook Inlet Housing Authority and other developers have begun to revitalize properties along, and adjacent to, the corridor.

The Spenard Road project design process started in 2003 as a Highway Safety Improvement Project (HSIP) to address pedestrian, bicycle, and motorist safety issues. Preliminary engineering occurred in 2005 to 2007 for a rehabilitation of Spenard Road extending from Minnesota Drive to the Minnesota Drive on-ramp (north of Hillcrest Drive), but this project was paused in 2007. The project was subsequently divided into three phases, with Phase 1 (Hillcrest Drive to Minnesota Drive on-ramp) completed in 2010, Phase 2 (Benson Boulevard to Hillcrest Drive) completed in 2018, and Phase 3 (Minnesota Drive to Benson Boulevard, this project) kicking off in October 2020.

The project team has and will continue to consider the following planning documents during the design development:

2.1 MOA Official Streets and Highways Plan – Maps, Policies and Standards (MOA Community Planning and Development, June 2014)

Spenard Road is classified as a Class II minor arterial street. Minor arterial streets are intended primarily to move through traffic, but they also provide an important land access function. Access should be at block intervals wherever possible.

Class II minor arterial streets typically carry 10,000 to 20,000 vehicles per day (vpd). They should have two to four moving lanes and paved shoulders for emergency parking, and a minimum ROW width of 80 feet.

¹ MOA. 2020. Spenard Corridor Plan.

Residential development should be discouraged from abutting parcels directly onto minor arterial streets. Direct access to commercial property must be carefully controlled to limit the number of permitted driveways. Where possible, driveway access should be shared with adjacent property owners.

Guidelines for minor arterials:

- Serve as the distribution link between major arterials and lower classification streets
- Discourage direct access to minor arterials from individual lots
- Connect smaller residential areas with community schools, neighborhood business areas, and recreation facilities
- Provide landscaping to buffer areas and improve aesthetics
- Connect neighborhoods by providing for safe pedestrian access facilities

2.2 Spenard Corridor Plan (2020)

The Spenard Corridor Plan is Anchorage's first transit-supportive development plan, which reflects a community vision for the corridor centered on Spenard Road. It focuses public and private investment objectives to support and sustain a direct relationship between land use, transportation, pedestrian connectivity, and transit-supportive design. The plan sets out a policy framework, redevelopment guidance, land use, street typologies, and implementation actions.

- Spenard Road is identified as an existing primary active transportation network
- The intersections of Spenard Road and Benson Boulevard, 36th Avenue and Minnesota Drive are identified as key intersections and opportunities for enhanced street crossings
- The intersections of Spenard Road and 36th Avenue, and the Benson Boulevard/Northern Lights Boulevard couplet are identified as transit hubs
- The intersection of Spenard Road and 36th Avenue is identified as a gateway
- The area surrounding Spenard Road, Minnesota Boulevard and 36th Avenue through to 34th Avenue are identified for potential intersection changes
- Chugach Way is identified as an existing primary active transportation network
- 32nd, 33rd, and 34th Avenues are identified as existing secondary active transportation networks

2.3 2040 Metropolitan Transportation Plan (MOA, 2020)

The Spenard Corridor is identified as a Transit Supportive Development Corridor and Reinvestment Focus Area. Table 1 lists the Metropolitan Transportation Plan (MTP) projects associated with the section of Spenard Road from Minnesota Drive to Benson Boulevard, including the current rehabilitation project and a future couplet study. A common theme of the projects is to address congestion and safety.

Table 1: 2040 Metropolitan Transportation Plan Projects in the Spenard Study Corridor

Time Period	Project Name	MTP #	Project Description	Purpose
Short term (2018 to 2030)	Spenard Road Rehabilitation - Benson Boulevard to Minnesota Drive	134	Rehabilitate Spenard Road from Benson Boulevard to Minnesota Drive; project would include non-motorized improvements and consider adjacent land use	Congestion, Safety (Vision Zero High Injury Network Corridors), and Preservation of Existing Facility
	Short Term Metropolitan Transportation Plan Implementation Studies	133	Covers multiple potential plans, including the Transit Supportive Development Corridor Strategic Implementation Plan for Spenard Road	Not identified
Long term (2031 to 2040)	Minnesota Drive and 36th Avenue-Spenard Road Couplet Study	213	Study a one-way couplet at Minnesota Drive and 36th Avenue-Spenard Road; project would include non-motorized improvements and consider adjacent land use	Connectivity, Congestion, and Safety (Vision Zero High Injury Crash Location)
Illustrative (after 2040)	Minnesota Drive/ Spenard Road Intersection Improvements	311	Reconfigure Spenard Road approaches to eliminate split phasing, lengthen Minnesota Drive left turn lanes, and add Minnesota Drive southbound right turn lane	Congestion, Safety (Vision Zero High Injury Network), and Freight (Proposed Regional Truck Route)

2.4 Anchorage Pedestrian Plan (AMATS, October 2007)

A pedestrian facility is proposed on the Spenard Road project to provide a missing sidewalk along Spenard Road between Chester Creek and Minnesota Drive. This project was ranked 7 out of 319 in the adopted plan.

2.5 Anchorage Bicycle Plan (AMATS, March 2010)

The following projects are proposed in the adopted plan:

- Shared facility – 32nd Avenue: Spenard Road to Cope Street
- Bicycle Lane – Spenard Road: Minnesota Drive to Benson Boulevard

2.6 Areawide Trails Plan (Department of Community Planning and Development, AMATS, April 1997)

Because there is intensive use of pedestrian trails, it is vital to provide for pedestrian safety.

Over six percent of Anchorage households have no automobiles and must rely on other modes of transportation, including safe pedestrian facilities. Neighborhoods with the highest number of households without amenities include Fairview, Downtown, Midtown, and East Anchorage.

2.7 Anchorage Land Use Plan (MOA, September 2017)

Spenard Road is considered a Main Street Corridor with a Residential Mixed-use Development Growth-Supporting Feature overlay in the MOA's 2040 Land Use Plan.

2.8 Local Planning Studies/CIP/TIP/LRTP

Anchorage Bowl 2025 Long Range Transportation Plan (LRTP) with 2027 Revisions (AMATS 2007): Project 406 in the LRTP – Spenard Road Surface Rehabilitation – calls for a reconstructed roadway, from four to two lanes with a center turn lane, plus pedestrian facilities, including the intersection with 36th Avenue.

2.9 Draft Non-Motorized Plan

The Draft Non-Motorized Plan is currently under review and was approved by the AMATS Policy Committee in July 2021. The project team has provided input to the AMATS project team on projects within this corridor.

2.10 Transit on the Move 2020 Transit Plan (2020)

Spenard Road is identified as the top Transit-Supportive Development Corridor. These Corridors encourage focused development on dense, walkable, mixed-use spaces with access to transit. Objectives identified include reduced wait times and more bus stop amenities.

2.11 Additional Resources

- Complete Streets Policy (AMATS, 2018)
- MOA Vision Zero Action Plan (AMATS, 2018)

3.0 EXISTING CONDITIONS

Spenard Road is a minor arterial as classified in the MOA OS&HP. It supports some of the highest pedestrian and transit uses within the MOA, yet current pedestrian and transit facilities along this segment are minimal or non-existent. From Minnesota Drive to Benson Boulevard, Spenard Road has four travel lanes (two in each direction) and an additional left-turn lane at the approach to Minnesota Drive. This section of Spenard Road consists of a 48-foot-wide roadway (back-of-curb to back-of-curb). Figure 2 shows the existing typical section along Spenard Road:

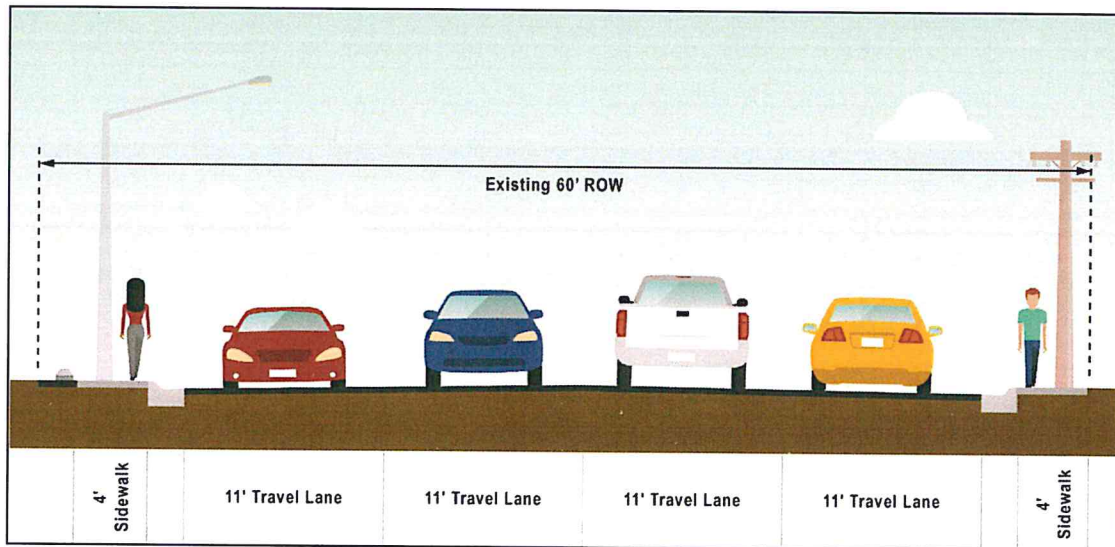


Figure 2: Existing Typical Section of Spenard Road

There are more than 15 intersections with cross streets along the project corridor. Three of these intersections are signalized: Benson Boulevard, 36th Avenue, and Minnesota Drive. Many of the minor side street intersections are skewed because of the winding geometry of the roadway. In addition to the cross streets, numerous driveways and parking areas of varying widths serve adjoining businesses that front Spenard Road.

From Minnesota Drive to Benson Boulevard there is a 4-foot-wide sidewalk on both sides of Spenard Road, but this is primarily an extension of the asphalt parking lot from the front of the adjoining business to the back of the curb. Many sections of sidewalk have utility poles and light poles located in the middle of the walkway. There is no shoulder providing a buffer between the travel lane and the sidewalk and there are no bicycle facilities along this section of Spenard Road.

The People Mover transit service provides public transportation along Spenard Road from Minnesota Drive to Hillcrest Drive. This section of Spenard Road has one of the highest public transportation usages in Anchorage. There are nine bus stops along Spenard Road between Benson Boulevard and Minnesota Drive. Most stops consist only of a People Mover sign attached to a utility pole.

3.1 Right-of-Way Availability

There is limited available ROW along the corridor. Typical ROW width varies from 60 to 65 feet; however, there are short segments where ROW expands to 70 feet. None of these widths meet the minimum ROW of 80 feet as described in the Official Streets and Highways Plan (OS&HP) for a minor arterial roadway.

3.2 Traffic Conditions

The most recently available Average Annual Daily Traffic (AADT) information provided by DOT&PF shows Spenard Road's 2019 AADT ranging from 7,200 (north of 36th Avenue) to 16,900 vpd (west of Minnesota Drive). As shown in Figure 3, the Spenard Road corridor (solid lines) and nearby study area roadways (dashed lines) have been experiencing steadily declining AADT volumes, except for Minnesota Drive where volumes increased significantly in the 1990s before leveling out at around 40,000 vpd. This shift in traffic away from Spenard Road and towards Minnesota Drive reflects the substantial improvements made along Minnesota Drive to the south, including the freeway interchanges and connections to other major roads in South Anchorage.

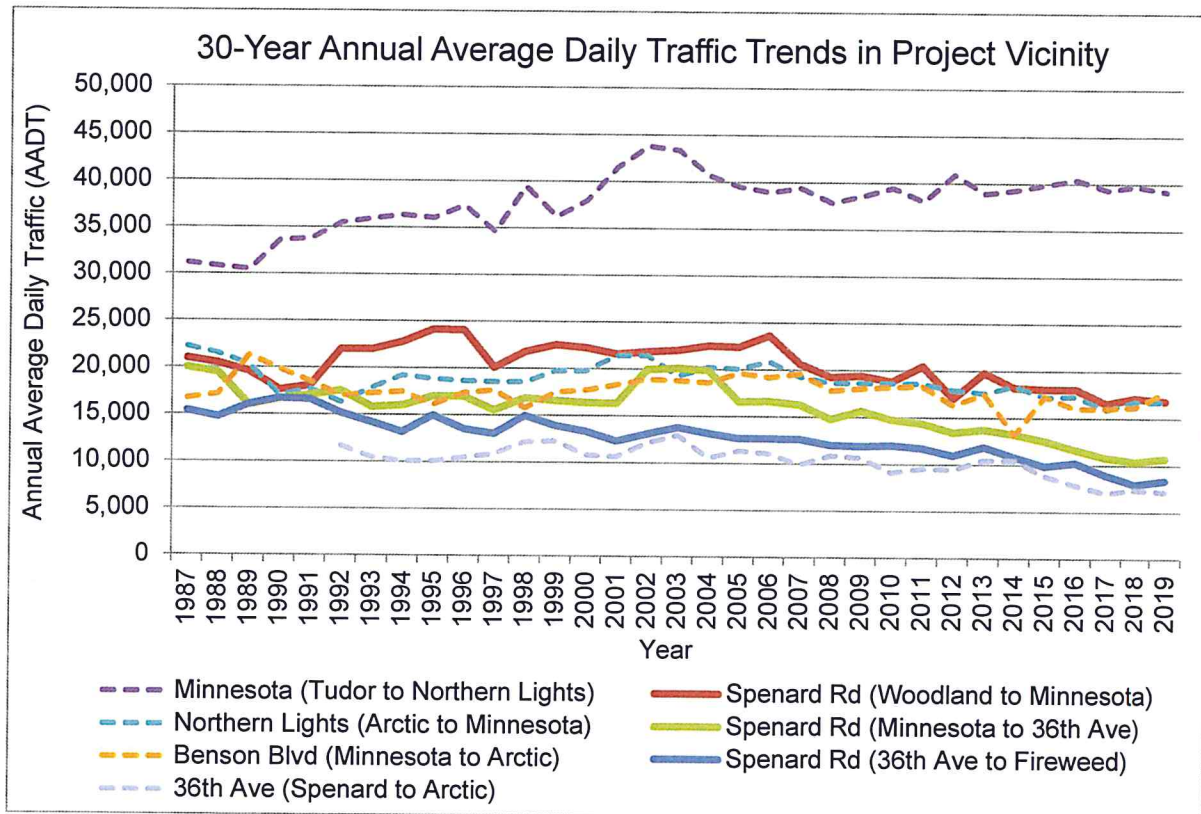


Figure 3: Annual Average Daily Traffic Trends (1987-2019)

Near the beginning of 2020, the worldwide COVID-19 pandemic reached the United States, and the MOA and the State of Alaska issued emergency orders to temporarily close or limit businesses and institutions to try to minimize the virus's spread. This resulted in substantial

decreases in traffic volumes across the entire transportation system, with some roads more affected than others. While traffic volumes have partially rebounded since March 2020, significant uncertainty still exists.

Rather than collect new traffic counts at this time, the most recent historical traffic counts collected prior to the pandemic have been used as the basis for the existing conditions analysis. Seasonal adjustment factors were applied to estimate the design hour volume, and minor balancing adjustments were made between intersections when counts were performed on different days and/or years. The long-term trends shown previously also suggest that 2021 traffic volumes along the Spenard Road corridor under non-COVID conditions would likely be similar to or slightly lower than the most recent prior year volumes. Therefore, no additional growth was applied to the estimated volumes.

Level of service (LOS) analysis was performed for the study intersections using traffic analysis software that incorporates Highway Capacity Manual (HCM) methodologies for signalized and unsignalized intersections. The LOS analysis results are provided in Table 2 for the existing AM and PM peak hours. The Minnesota Drive/Spenard Road intersection is the only one that performs below LOS C. The analysis is based on signal timing provided by the MOA.

Table 2: Level of Service Analysis Results for Existing Roadway Geometry (Highest Historical Volume Pre-COVID-19)

Intersection	AM Peak Hour		PM Peak Hour		LOS C or better?
	Delay	LOS	Delay	LOS	
Signalized					
Minnesota Drive/Spenard Road	36.7	D	63.5	E	No
Spenard Road/36th Avenue	10.9	B	14.7	B	Yes
Spenard Road/Benson Boulevard	11.2	B	16.7	B	Yes
Spenard Road/Northern Lights Boulevard	11.2	B	16.8	B	Yes
Unsignalized					
Spenard Road/Chugach Way	11.7	B	11.2	B	Yes
Spenard Road/30th Avenue	12.6	B	18.4	C	Yes

Note: Bolded cells indicate a Level of Service (LOS) poorer than LOS C.

MOA traffic data included 228 corridor crashes between 2015 and 2019 with 80 percent of crashes occurring at the three signalized intersections in the project area (i.e., not including the Spenard Road/Northern Lights Boulevard intersection). Injury crashes comprised 28 percent of total crashes. Of the 18 reported pedestrian and bicycle crashes, two occurred at Chugach Way, one occurred at 36th Avenue, and the remainder occurred at the Minnesota Drive and Benson Boulevard intersections.

3.3 Pedestrian Conditions

Pedestrian facilities are not consistent with a commercial and transit corridor. This section of Spenard Road has narrow, curb-tight sidewalks that are in poor condition and that frequently have obstructions. The proximity to fast-moving traffic and lack of separation from adjacent parking and driveways hinders pedestrian comfort and results in Pedestrian Level of Traffic

Stress (LTS) score of 4, the highest-stress rating. There are no marked crosswalks in the 0.4 miles between the Benson Boulevard and 36th Avenue signalized crossings.

The corridor lacks any dedicated bicycle facilities, leaving cyclists to choose between sharing with pedestrians a narrow sidewalk with many driveway crossings or sharing a lane with high-speed vehicles. Bicycle LTS on the corridor is LTS 4, the highest-stress rating.

The study corridor is served by the People Mover Route 40 between downtown and the Ted Stevens Anchorage International Airport. Route 40 runs every 15 minutes on weekdays and 30 minutes on weekends. The nine stops between Benson Boulevard and Minnesota Drive average 22 daily passengers at each stop per day. Most stops have no amenities, and many have little space between the roadways and adjacent parking lots for people to wait.

3.4 Context (Land Use, Street Character)

This project is located within the Spenard Community Council, which covers an area bordered by International Airport Road to the south, Arctic Boulevard to the east, west Fireweed Lane and west Northern Lights Boulevard to the north, and Fish Creek to the west. According to the 2010 U.S. Census², Spenard Community Council is home to approximately four percent of Anchorage's population, with 11,286 residents. It has one of the highest percentages of low income and minority residents in the Anchorage Bowl.

Spenard Road serves numerous abutting businesses and surrounding neighborhoods. Land use along this section of Spenard Road is primarily commercial and is zoned Main Street Corridor with a Residential Mixed-Use Development Growth-Supporting Feature overlay in the Municipality of Anchorage's 2040 Land Use Plan. Land on the eastern side of Spenard Road adjacent to 36th Avenue (north and south side) is zoned Urban Residential (high density), indicating its potential for redevelopment as a residential area.

Residential properties within the project corridor include a trailer park and a mixed use/apartment development. Cook Inlet Housing Authority has new residential development planned in areas adjacent to the project corridor. Residents in the area include families with young children and older people, but there is a predominance of adults aged between 18 and 65 years. The population of the area is diverse, with nearly 20 percent of the population speaking a language other than English at home.

The project is not expected to have any long-term negative impact on projected land use in the vicinity. The project will support the existing commercial land use and encourage residential mixed-use redevelopment consistent with the land use zoning and will improve access and safety for all transportation modes.

3.5 Existing Landscape

The existing landscape and streetscape amenities in the project area are limited. There are some pedestrian scale lights where hanging flower baskets can be attached during the summer. Several businesses along the alignment have landscaping or planters bordering the ROW. In the trailer park on the north side of 35th Avenue, grass yards with trees and shrubs surround the

² EPA. 2020. Spenard Community Council Boundaries. Accessed October 28, 2020. <https://ejscreen.epa.gov/mapper/>

homes. Several other properties along this section of Spenard Road are currently being redeveloped, and it is anticipated that street side landscaping will be installed on these properties in accordance with MOA code.

3.6 Existing Utilities

Underground and overhead utilities including illumination, electric, telecommunication, cable, traffic, gas, storm drain, water, and sewer are present within the Spenard Road corridor. The following utility companies have facilities in the project limits:

- Alaska Communication Systems (ACS)
- Anchorage Water and Wastewater Utility (AWWU)
- Chugach Electric Association (CEA)
- ENSTAR Natural Gas Company (ENSTAR)
- General Communications Incorporated (GCI)
- MOA Street Maintenance (storm sewer system)

Utilities of note include an ENSTAR natural gas mainline buried on the east side of the corridor, and CEA overhead utilities on poles located in close proximity to the ROW. Utilities may require relocation including undergrounding overhead facilities. Agreements will need to be developed, at select locations throughout the project to address conflicts. Many utilities are expected to have some degree of conflict with proposed construction activity.

Illumination

Street and pathway poles are found throughout the project area. Street lighting elements will be upgraded as part of this project to current standards found in the MOA Design Criteria Manual (DCM) Chapter 5.

Electric

CEA-maintained overhead and underground electric lines are found throughout the project area. The overhead transmission and distribution lines are mounted on shared use timber poles on the south and east side of Spenard Road. Poles in the previous phase were added to CEA's undergrounding program in conjunction with the project's construction. A request will be made to CEA to do the same with this project. CEA's underground facilities cross Spenard Road at 36th Avenue and 31st Avenue. The underground electric facilities may require safety watch and continuous support during construction in the vicinity.

Telecommunications

ACS and GCI have underground and overhead telecommunications utilities in the project area.

ACS has underground facilities along the east side of Minnesota Drive and north side of 36th Avenue. During construction, care will be needed to avoid damaging the underground telecommunications lines where they cross Spenard Road.

GCI has overhead telecommunications lines connected to the power poles on the south and east side of Spenard Road. Overhead lines cross the roadway in the vicinity of 35th Avenue, 33rd Avenue and 32nd Avenue. A request will be made to GCI to underground these facilities.

Cable

GCI provides cable service in the project area. Overhead cable and fiber-optic lines are connected to the power poles on the south and east side of Spenard Road from Minnesota Drive to approximately 30th Avenue. Overhead lines cross the roadway in the vicinity of 35th Avenue, 33rd Avenue, and 32nd Avenue. A request will be made to underground these facilities.

Natural Gas

ENSTAR's facilities in the project area include an 8-inch steel pipe that runs along the north and west sides of Spenard Road from Minnesota Drive to 30th Benson Boulevard. Gas mains and services cross Spenard Road at many locations including all intersections in the project area.

Water

AWWU water mains run the entire length of the project. A 10-inch cast iron pipe runs along the north and west side of Spenard Road from Minnesota Drive to 32nd Avenue. A 10-inch asbestos concrete pipe continues along the west side of Spenard Road to Benson Boulevard. A 24-inch ductile iron pipe extends along 36th Avenue. All of the side streets along Spenard Road have various sized water pipes constructed of cast iron, asbestos concrete, and ductile iron connecting to the main line in Spenard Road.

Sewer

An 8-inch asbestos concrete (AC) sewer line starts at a manhole at the north side of 30th Avenue and runs along the east side of Spenard Road to Benson Boulevard. A 12-inch AC pipe continues north to a manhole at 29th Avenue and turns east and runs underneath 29th Avenue. At 29th Place, an 8-inch AC line runs east along the north side. At Benson, a 12-inch AC main extends to the west. Upgrades on parts of this system were constructed as part of the previous phase of construction to Spenard Road.

An 8-inch AC sewer main crosses Spenard Road between 33rd and 34th Avenue, at 33rd Avenue, and between 30th and 31st Avenue. An 8-inch line on the portion of 36th Avenue west of Spenard Road begins at a cleanout about 100 feet west of the intersection point. On the eastern portion of 36th Avenue, the sewer begins at a manhole about 100 feet east of the intersection point.

Drainage

The existing storm drain system does not provide water quality treatment for the drainage network north of 36th Avenue, is outdated, and is in need of replacement.

4.0 DESIGN STANDARDS

Project design criteria are based on the roadway characteristics, functional classification, and road ownership. Spenard Road is classified as a Class II Urban Minor Arterial by the MOA OS&HP, and it is owned by the MOA.

The objective of establishing project design standards and criteria is to promote a safe, functional, and durable roadway. The design criteria listed below provide the design standards adopted for this project.

4.1 Project Design Criteria

4.1.1 Street Design Criteria

The Spenard Road project will be completed according to standards established by the MOA DCM. The DCM references the latest edition of the American Association of State Highway Transportation Officials (AASHTO) Green Book. Work may also be required within DOT&PF ROW. The Alaska Pre-construction Manual (PCM) design procedures will be used in these areas. In the event of conflict between the DCM, PCM, and the Green Book, DCM provisions will prevail in MOA ROW and PCM will prevail within DOT&PF ROW.

4.1.2 Pathway Design Criteria

The construction of multi-use pathways along Spenard Road will be completed according to the standards established by the DCM Chapter 4. This chapter of the DCM references the Areawide Trails Plan, and AASHTO's Guide for the Development of Bicycle Facilities. Design considerations will also include ADA requirements.

4.1.3 Drainage Evaluation and Design Criteria

Design standards and procedures for urban drainage will be determined according to the criteria established by the DCM and Anchorage Stormwater Manual (ASM). Water quality stipulations will be based on a 2-year, 6-hour storm. Pipe size requirements for conveyance will be based on a 10-year, 24-hour storm. Considerations for the project flood bypass will be based on the 100-year, 24-hour storm. Since ROW width varies throughout the corridor from 60 to 70 feet, green infrastructure feasibility will be considered in accordance with section 3.3.2.1 of the ASM.

Drainage facilities within Benson Boulevard and Minnesota Drive are owned by the State and if impacted, will be designed in accordance with the PCM. Pipe size will be based on a 25-year, 24-hour storm.

4.1.4 Public Transit Design Criteria

The bus stops along Spenard Road will be evaluated according to the criteria established by the DCM Chapter 7 and MOA Transit Guidelines. Design considerations will also include ADA requirements.

4.1.5 Exception to Standards

Elements that do not meet current DCM current standards include:

- DCM Chapter 1, Section 1.6 B, Table 1-3 *Primary Streets: Minor Arterial Roadway Characteristics*, requires a median width of 14 feet for a two-way, left turn lane. This project will seek a waiver to this width to accommodate the addition of wider sidewalks and bicycle lanes along the corridor while limiting the ROW impacts. A waiver accepting a 13-foot-wide, two-way center left turn lane was granted for the Spenard Road Reconstruction Phase II, Benson Boulevard to Hillcrest Drive. This project is presently recommending a matching 13-foot-wide center, two-way left turn lane.
- The minimum grade of the existing road is 0.3 percent. DCM Chapter 1, Section 1.9 D, requires a minimum grade of 0.5 percent for streets with curb and gutter. Vertical profile minimums are established to ensure proper roadside drainage, and 0.3 percent is a common minimum grade for paved roadways with curb and gutter. Providing a 0.5 percent vertical profile grade along this existing established corridor would require significant ROW impacts. A design waiver for this requirement will be requested to provide for driveways and roadways to be reconnected to MOA standards while maintaining functionality of the property. This waiver was granted for Spenard Road Reconstruction Phase 2, Benson Boulevard to Hillcrest Drive.
- DCM Chapter 1, Appendix D, Section 2b requires driveways for commercial structures be curb returns. The existing driveways along this roadway are curb cuts. This project will seek a waiver to allow driveway access to remain curb cuts instead of being upgraded to curb returns. This will allow the sidewalk to remain continuous for non-motorized users and reduce the conflict points between vehicles and non-motorized users. Also, many of the buildings along this corridor are constructed close to the roadway, on narrow parcels. Curb returns on these properties will reduce the useable area on the parcel for parking and increase impacts to ROW.
- The horizontal curves of the existing roadway are 200- to 500-foot radii. These are below the 800-foot minimum radius for arterial streets in DCM Chapter 1, Section 1.9 E, Table 1-9. They are also below the minimum of 643-foot radius required using the 6 percent superelevation table for a design speed of 45 miles per hour as required in Table 1-10 of that same section. This project will seek a waiver to this requirement to lower the design speed so that smaller curves and superelevation rates can be maintained.

5.0 DESIGN ALTERNATIVES

5.1 Design Alternative Considerations

FHWA notes that four-lane roadways with AADT volumes of 20,000 vpd or less may be good candidates for conversion to three-lane roadways, a design concept sometimes referred to as a “road diet.” Expected benefits of road diets include an overall reduction in crash rates, reduced rear end and left turn crashes, and reduced right angle crashes at side streets.

Road diets also provide the opportunity to install pedestrian refuge islands, bicycle lanes, on street parking, or transit stops. Three-lane roadway alternative concepts that allocate more space to serve multi-modal travel have been recommended, designed, and constructed on prior phases of the corridor. A three-lane road diet was also previously accepted as the preferred alternative for this segment of the corridor. Stakeholder feedback strongly supports a three-lane alternative in the project corridor like the section developed in Phase 2 from Benson Boulevard to Hillcrest Drive.

As part of the Federal Aid funding requirements and NEPA process, this project revisited alternatives that were previously considered, including a no-build, four-lane, and three-lane road diet alternative. These alternatives and their ability to meet the purpose and need of the project are described in sections 5.2 through 5.4.

5.2 Alternative 1: No-Build (Dismissed)

The no-build alternative does not construct improvements or rehabilitate this section of Spenard Road. Under this scenario, the existing conditions would remain in place. This alternative is not consistent with current planning documents and does not meet the purpose and need of this project.

5.3 Alternative 2: Four-Lane (Dismissed)

This alternative would rehabilitate the existing typical section, comprised of four 11-foot roadway lanes with 4-foot sidewalks behind curb and gutter. No bicycle facilities or roadway shoulders would be provided. Improvements would include updating signage and striping in the corridor and could include improved roadway lighting, improved drainage, and potential relocation of utilities.

The major advantage of this alternative is that ROW is not required for construction and it meets the travel demand requirements for capacity. However, this alternative is not consistent with current planning documents and does not meet the purpose and need of this project.

5.4 Alternative 3: Three-Lane (Preferred)

A three-lane alternative would rehabilitate and reconstruct the existing roadway using a road diet technique that converts the existing four travel lanes to three. A single travel lane is provided in each direction, and left turns throughout the corridor are accommodated via a continuous two-way center, left turn lane.

This alternative meets the travel demand requirements for capacity and the removal of a lane allows for space to be reallocated for pedestrian and bicycle users. Refuge islands can be

constructed in the space reserved for the center left turn lane, providing enhanced crossing opportunities for pedestrians. Improved drainage, signing, striping, roadway lighting, and utility relocations can all be accommodated with a three-lane alternative. The three-lane alternative meets the project's purpose and need by offering the following expected safety benefits:

- Reduced overall crash rates
- Reduced rear end and left turn crashes
- Reduced right angle crashes at side streets
- Added space for pedestrian refuge islands
- Added space for bicycle lanes
- Dedicated space for pedestrians

The three-lane alternative is consistent with the adjacent section of Spenard Road to the north and current planning documents. Six variations of the three-lane alternative were considered: two 60-foot ROW alternatives and four 65-foot ROW alternatives. The primary differences between all six design options considered are ROW impacts and the allocation of available space for bicycle and pedestrian facilities.

5.4.1 60-Foot ROW Three-Lane Alternatives (Dismissed)

The project team considered two design options that only use the minimum available ROW. This would minimize impacts to property owners. However, to meet the needs and expectations of the corridor's non-motorized users while also meeting the MOA's design criteria standards and AMATS non-motorized plan guidance, more space is needed for bicycle and pedestrian facilities than what is provided by the existing 60-foot ROW. As a result, both of these options were dismissed.

5.4.1.1 60-Foot ROW Three-Lane Alternative No. 1 (Dismissed)

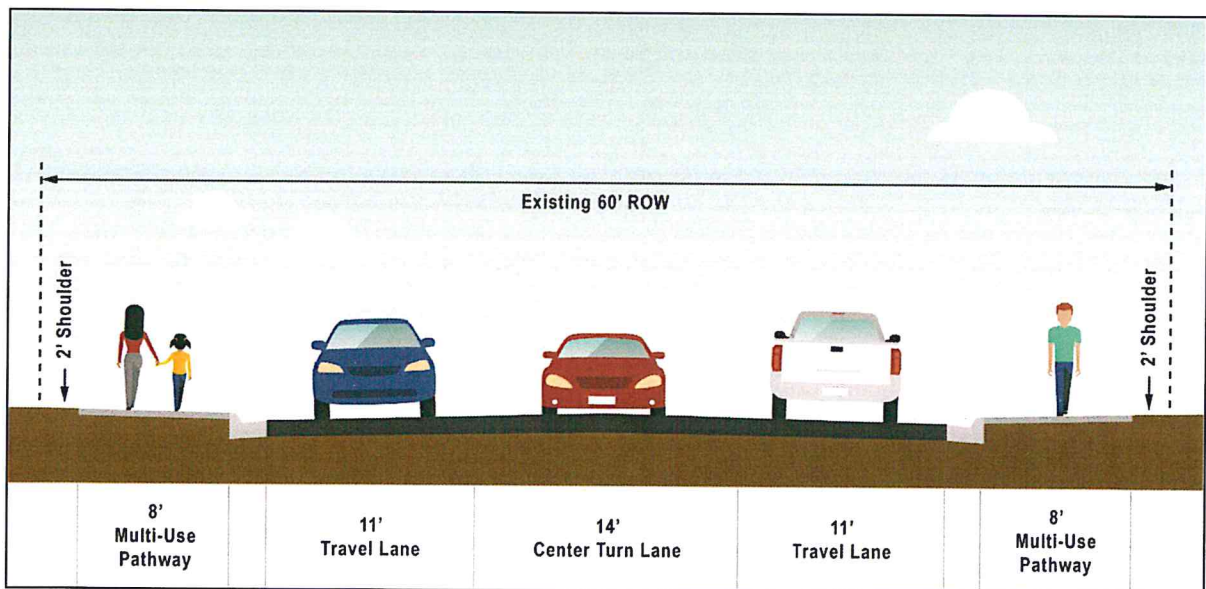


Figure 4: 60-Foot ROW Three-Lane Alternative No. 1 – Multi-Use Pathway

The multi-use pathway three-lane option features a 14-foot two-way center, left turn lane and 11-foot travel lanes in each direction. Pedestrians and bicyclists are accommodated via 8-foot multi-use pathways on each side of the roadway, physically separated from the roadway by a curb and gutter. This option also includes a small shoulder or buffer space between the edge of the pathway and the adjacent private property line.

The greatest advantage of this option is that it fits within the narrowest width of ROW available along the corridor, resulting in minimal impacts to private property. This option meets The MOA Design Criteria Standards for center-left turn lane and travel lane widths. Pedestrians and bicyclists are accommodated via the 8-foot multi-use pathway. The pathway meets the current guidance from the Draft AMATS Non-motorized Plan for a roadway with this design speed and AADT. The project team recognizes this plan is still draft and has not been formally adopted at this time.

This option has several disadvantages with respect to accommodating pedestrians and bicyclists. The multi-use pathway option does not allocate any space on the street for high mobility commuter bicyclists, providing only one option for them on the multi-use pathway. This forces bicyclists who travel at higher speeds to mix with pedestrians, and it makes them more difficult to be seen by motorists who are entering or exiting the roadway via the many driveways along the corridor. This option is also inconsistent with the adjacent northern section of the corridor, which provides on-street space for bicyclists. This option would result in an overall corridor that is discontinuous, confusing, and potentially dangerous to pedestrians and bicyclists.

This option is inconsistent with recently constructed improvements along Spenard Road, is potentially confusing and dangerous for bicyclists and pedestrians, and was not supported by stakeholders. For these reasons, the 60-foot ROW Three-Lane Alternative No. 1 was dismissed from further evaluation.

5.4.1.2 60-Foot ROW Three-Lane Alternative No. 2 (Dismissed)

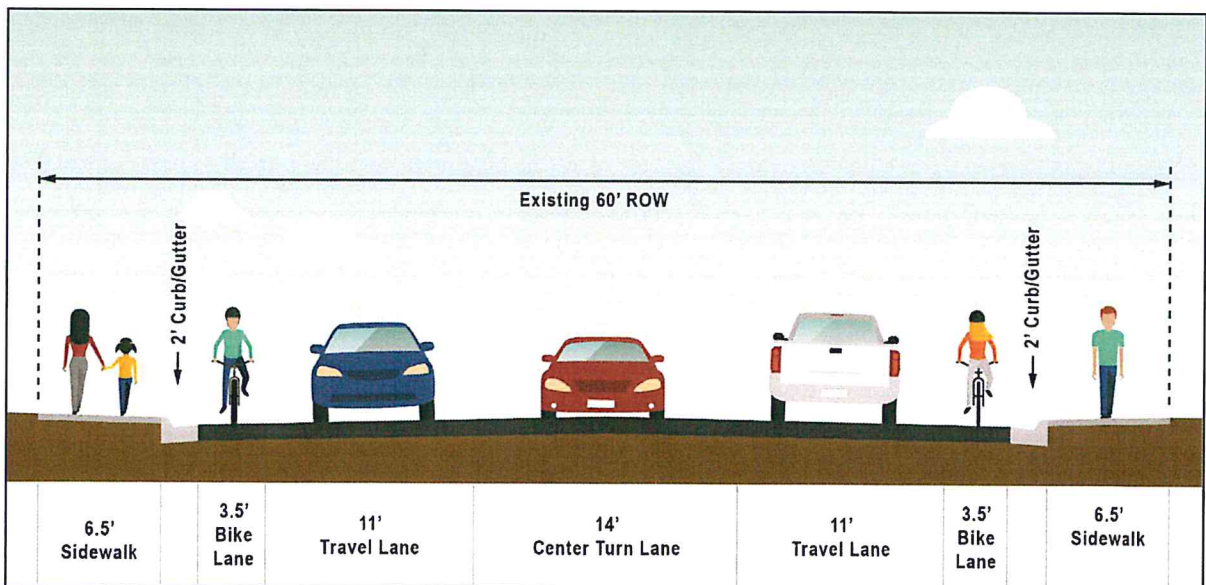


Figure 5: 60-Foot ROW Three-Lane Alternative No. 2 – Sidewalk and Bicycle Lane

The sidewalk and bicycle lane option features the same turn lane and travel lane widths as the first 60-foot option described above and has the same advantages with respect to ROW requirements. Pedestrians are accommodated via a 6.5-foot sidewalk.

Bicyclists are not accommodated on the sidewalk because the sidewalk width does not meet MOA design standards for a multi-use pathway. Instead, a 5-foot on-street bicycle lane is provided that includes the width of the gutter pan in the space calculations. This bicycle lane does not meet current design standards or Draft AMATS Non-Motorized Plan guidance for bicycle facilities for this corridor. Because this section does not meet current standards or guidance for bicyclists, it was dismissed from further consideration.

5.4.2 65-Foot ROW Three-Lane Alternatives (Preferred)

Four additional three-lane options were considered with a 65-foot ROW. The additional 5 feet of space, which provides for more sufficient non-motorized facilities, fits within certain segments along the corridor but does result in ROW impacts at numerous parcels. Corridor widths beyond 65 feet are impractical due to excessive impacts to ROW, including the need to remove buildings and businesses, and were not considered.

5.4.2.1 *65-Foot ROW Three-Lane Alternative No. 1 (Preferred)*

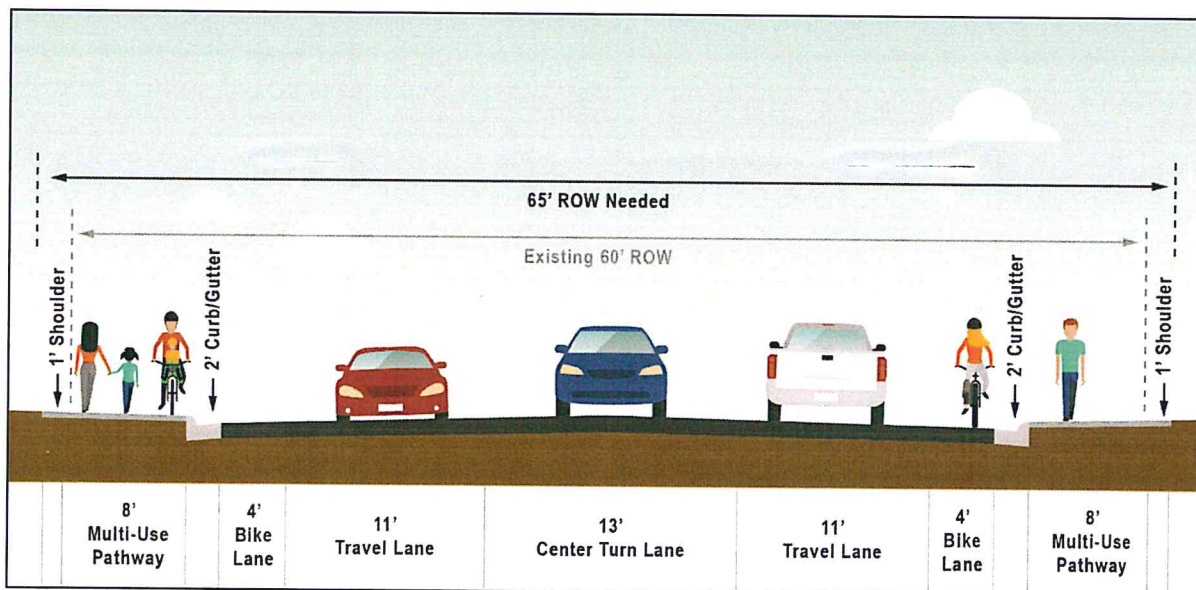


Figure 6: 65-Foot ROW Three-Lane Alternative No. 1 – Pathway and Bicycle Lane

The pathway and bicycle lane option is similar to the recently constructed northern segment of Spenard Road and was previously selected as the preferred alternative for this segment. The option features an 8-foot multi-use pathway that accommodates both pedestrians and bicyclists in accordance with current design criteria and Draft AMATS Non-Motorized Plan guidance. By matching the section from the previous phase, this option would provide a consistent and continuous corridor of pedestrian accommodations between Minnesota Drive north to Hillcrest Drive.

This cross section proposes a 1-foot reduction in width for the center left turn lane, from 14 feet to 13 feet. This would require a design variance from the MOA similar to the variance previously granted on Phase II. The additional foot of width freed up from the center left turn lane is reallocated to the pedestrian amenities. The option features an on-street bicycle lane that includes 4 feet of pavement in addition to the space provided by the gutter pan. This facility meets minimum width design standards for an on-street bicycle lane.

The major advantage to this option is that it meets current design standards and guidance for pedestrians and bicyclists via the eight-foot multi-use pathway while simultaneously providing multiple options for bicyclists along the corridor. Advanced riders and commuters traveling at higher speeds can use the on-street bicycle lane where they have less conflicts with pedestrians and they are more visible to motorists accessing the corridor at numerous driveways. Slower speed, more casual bicyclists can use the multi-use pathway.

5.4.2.2 65-Foot ROW Three-Lane Alternative No. 2 (Dismissed)

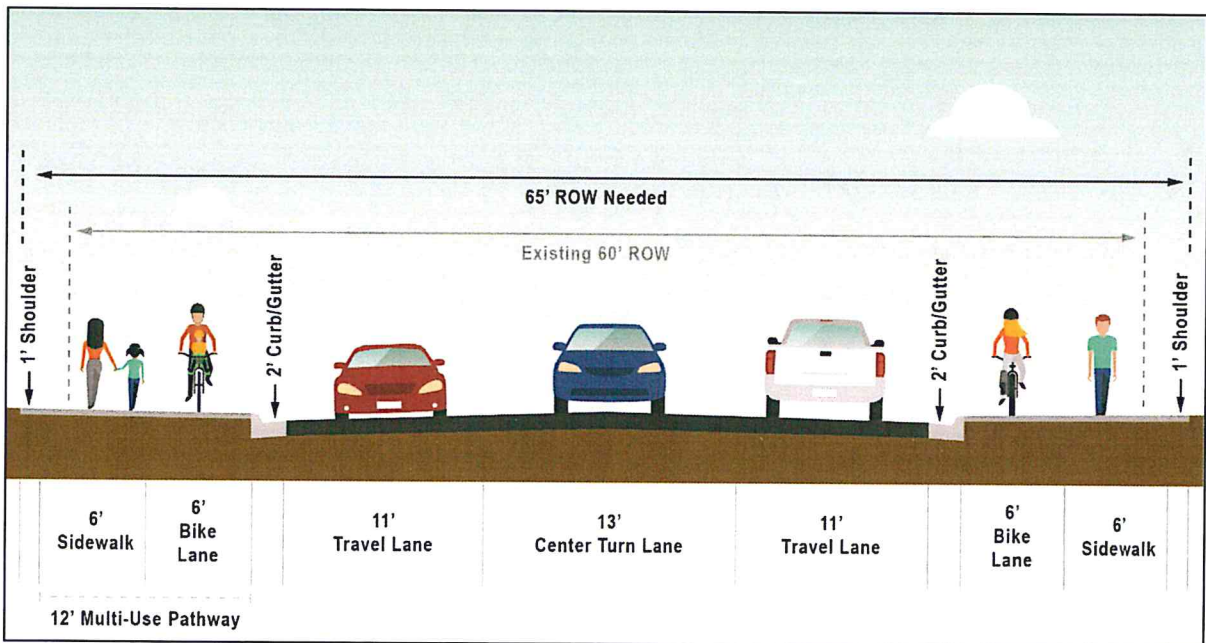


Figure 7: 65-Foot ROW Three-Lane Alternative No. 2 – Cycle Track

The cycle track option also features a 13-foot center, left turn lane, requiring a design variance from the MOA. Pedestrians are served by a 12-foot multi-use pathway that features a dedicated sidewalk for pedestrians and a separate bicycle lane. Striping, paint, or other surface treatments, in addition to curbing or raised delineators, would differentiate the space for each pedestrian user group, providing a section sometimes referred to as a cycle track. This section meets current design standards and guidelines for pedestrian amenities.

This option is a slight variation of the Spenard Corridor Plan's³ (SCP) Proposed Option 1 with a 13-foot center, left turn lane. The advantage of the Cycle Track option is its dedicated space for both pedestrians and cyclists. Its disadvantage is that cyclists do not have the option of riding

³ See Spenard Corridor Plan (2020) page 104.

on-street where they can be separated from pedestrians and more readily seen by motorists. This disadvantage is particularly significant because of the high number of bicycle and vehicle conflict points along the corridor created by driveways providing access to businesses and residences.

5.4.2.3 65-Foot ROW Three-Lane Alternative No. 3 (Dismissed)

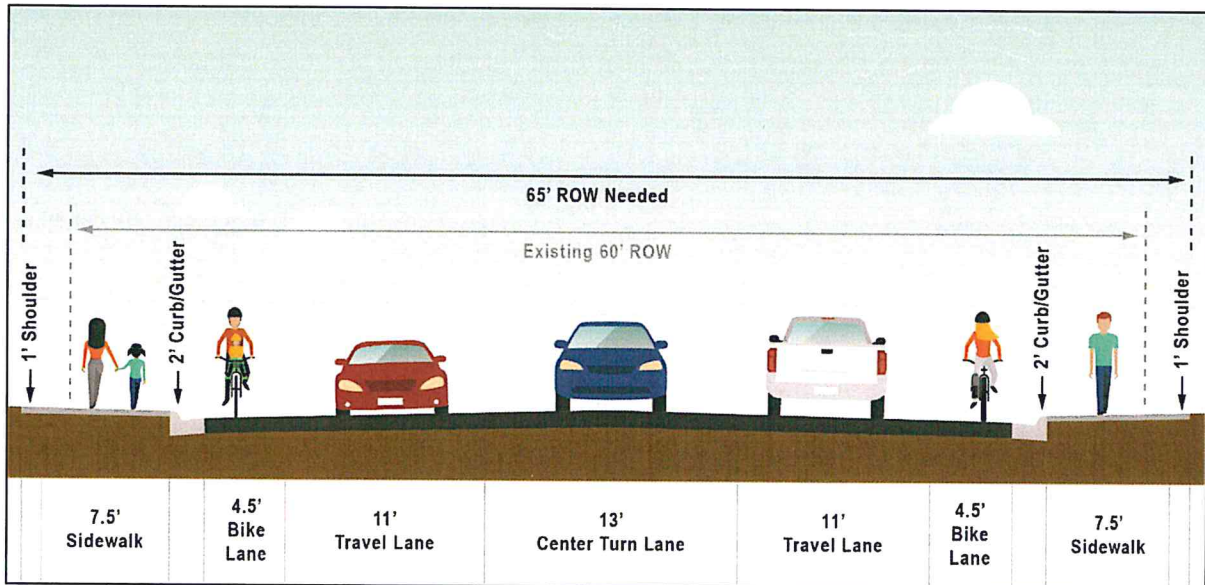


Figure 8: 65-Foot ROW Three-Lane Alternative No. 3 – Sidewalk and On-Street Bicycle Lane

The sidewalk and on-street bicycle lane 65-foot ROW option allocates space for separated pedestrian and bicycle facilities similarly to that in the first 65-foot option. This option has a 7.5-foot sidewalk and 4.5-foot bike lane. This option is similar to the SCP Proposed Option 2⁴ with a 13-foot center, left turn lane.

In this option, the 7.5-foot sidewalk is half a foot short of qualifying as a multi-use pathway and therefore cannot accommodate bicyclists according to design standards. This option was dismissed.

⁴ See Spenard Corridor Plan (2020) page 105

5.4.2.4 65-Foot ROW Three-Lane Alternative No. 4 (Dismissed)

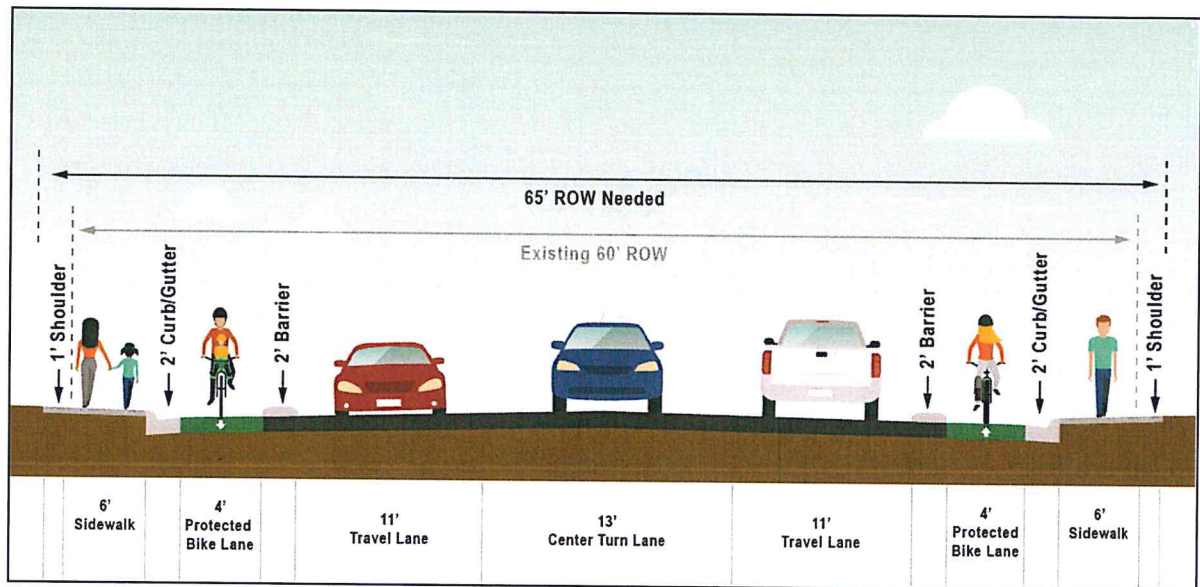


Figure 9: 65-Foot ROW Three-Lane Alternative No. 4 – Protected Bicycle Lane

The hallmark feature of the fourth 65-foot option is separated bicycle lanes protected by physical barriers. Pedestrian needs are met with a 6-foot sidewalk.

The advantage of this option is the bicycle lanes are separated from pedestrians and traffic with curbing or a similar physical feature. This is intended to protect bicyclists and prevent encroachment into the dedicated bicycle lane.

There are two primary disadvantages to this option that ultimately caused it to be dismissed from further consideration.

- 1) This option does not meet non-motorized guidelines for a protected bike lane. Current AMATS non-motorized plan guidelines and NACTO (National Association of City Transportation Officials) guidelines call for a minimum width of 8-feet for a protected bicycle lane (5-feet of bike lane plus 3-feet of buffer space). To fit a protected bike lane that meets standards within the proposed 65-foot ROW, the vehicle lanes or sidewalk widths would need to be reduced. This would cause those facilities to be under what is required by standards or allowable variances to those standards.
- 2) The barrier protecting the bike lane creates expense and difficulty in maintenance, particularly for winter snow plowing operations. Additional equipment and/or manpower is required to plow the area between the roadway curb and the pedestrian sidewalk curb. The edges of the numerous breaks in the curb required for driveway access serve as rigid obstacles that pose a hazard to snowplows clearing the roadway. This curbing would also require additional maintenance to repair if it was hit by a plow.

Protected bike lanes do not fit within the proposed 65-foot ROW while accommodating other user groups and meeting standards. Additionally, this section would be difficult and costly to maintain. Therefore, it was dismissed from further consideration.

5.5 Recommended Alternative

Through a process of elimination that included significant public input, the project team reduced the design options under consideration down to one recommended alternative: the 65-foot ROW Three-Lane Alternative No. 1 – Pathway and Bicycle Lane. Table 3 summarizes the selection criteria.

- The no-build alternative and the four-lane alternative do not meet the project purpose and need and are not recommended.
- The two 60-foot ROW three-lane alternatives do not meet the project's purpose and need and so were dismissed.
- Limited ROW available along the corridor provides for a maximum 65-foot width cross section. The project team has focused on finding a balance between motorized and non-motorized needs and minimizing impacts to property owners.
- The three-lane alternative was previously selected as the preferred alternative for this segment, and it remains a viable alternative that meets the purpose and need.
- Due to safety and operational considerations, minimum widths for vehicular lanes include a 13-foot center, left turn lane (an exception granted by variance to the typical 14-foot width) and two 11-foot travel lanes, leaving 30 feet for non-motorized facilities.
- Allocating space for bicycle and pedestrian facilities within the limited 65-foot ROW in a way that complies with MOA design criteria standards, the Draft AMATS Non-Motorized Plan guidance, planning documents such as the SCP, preferences indicated by stakeholders, and maintenance needs is best done with a pathway and separated bike lane.
- The pathway and bicycle lane option closely matches the Phase II section to the north, providing consistent and continuous pedestrian accommodations from the intersection with Minnesota Drive north to Hillcrest Drive.
- The three-lane alternative fits within projected land uses in the vicinity as defined by the goals and objectives of the SCP and other area planning documents.
- There are no environmental constraints (e.g., wetlands, bald eagle nests, anadromous streams) that have been identified related to this alternative.

All three road diet alternatives would cost more than Alternative 1: No-build and Alternative 2: Four-Lane. The 65-foot ROW three-lane alternatives will be substantially more expensive than the 60-foot ROW three-lane alternatives due to the cost of ROW and utilities. There is little to no difference in cost expected between the various 65-foot ROW three-lane alternatives.

The project team examined ways to incorporate green infrastructure requirements per MOA drainage criteria, however it was determined that there is not sufficient space within the 65-foot ROW to accommodate an underground infiltration system. The project has submitted a Green Infrastructure waiver request because there is no space available in the corridor or alternative methods to meet the requirements without displacing existing businesses/properties.

This option has strong public support from multiple user groups. It accommodates the forecasted travel demand, has sufficient amenities for pedestrians on both sides of the corridor, and features two options for bicyclists. This option has also been endorsed by the MOA's Bike and Pedestrian Advisory Committee (BPAC).

This recommended option includes the following components:

- Two 11-foot travel lanes, one in each direction. These are the minimum width lanes allowed by the MOA for this classification of roadway.
- One 13-foot center left turn lane. Like Phase II to the north, the project will require a design variance in order to construct. Due to safety and operational considerations, 13 feet is the minimum width that the MOA will allow for a design variance for this facility.
- Two 8-foot multi-use pathways. These widths meet the minimum MOA standards for multi-use pathways and AMATS non-motorized guidelines for bicycle facilities for roadways with Spenard Roads' design speeds and AADT. Multi-use pathways provide accommodations for pedestrians and simultaneously serve as separated bicycle facilities for riders who choose to use them.
- Two 5.5-foot, on-street dedicated bike lanes which feature 4 feet of pavement. This meets minimum MOA standards for an on-street bicycle lane. The inclusion of on-street bicycle lanes provides a second option for bicyclists who have advanced skills and are comfortable biking adjacent to vehicle traffic.

This page intentionally left blank.



SPENARD RD ALT SELECTION CRITERIA

Alternative	Pedestrian Accommodations	Bicycle Accommodations	Meets Purpose and Need?	Meets Design Standards and Guidelines Within Available ROW?	Meets Forecast Travel Demand and Provides Calming?	Public and Stakeholder Support	Ease of Maintenance Relative to Existing	Consistent With Recently Upgraded Corridor?	Result
No Build	Substandard Width Sidewalk	None	✗	✗	✗ (Calming)	Strong Opposition	Same	✗	Dismissed
Rehabbed 4-Lane	Substandard Width Sidewalk	None	✗	✗	✗ (Calming)	Strong Opposition	Same	✗	Dismissed
3-Lane Road Diet 60' Wide Alt No. 1	Shared Multi-Use Pathway	Shared with Pedestrians On Multi-Use Pathway	✗	✓	✓	Strong Opposition	Slight Increase	✗	Dismissed
3-Lane Road Diet 60' Wide Alt No. 2	Dedicated Sidewalk	On-Street Bike Lane	✗	✗	✓	Strong Opposition	Slight Increase	✗	Dismissed
3-Lane Road Diet 65' Wide Alt No. 1	Shared Multi-Use Pathway	Shared Multi-Use Pathway & Dedicated On-Street Bike Lane	✓	✓	✓	Strong Support	Slight Increase	✓	Selected
3-Lane Road Diet 65' Wide Alt No. 2	Shared Multi-Use Pathway/Sidewalk	Shared Multi-Use Pathway/Sidewalk	✓	✓	✓	Moderate Support	Same	✗	Dismissed
3-Lane Road Diet 65' Wide Alt No. 3	Dedicated Sidewalk	On-Street Bicycle Lane	✗	✗	✓	Moderate Support	Same	✗	Dismissed
3-Lane Road Diet 65' Wide Alt No. 4	Dedicated Sidewalk	On-Street Protected Bicycle Lane	✓	✗	✓	Strong Support	Significant Increase	✗	Dismissed

This page intentionally left blank.

5.6 Other Design Considerations

5.6.1 Roundabout Intersection at 36th Avenue (Dismissed)

A single-lane roundabout was developed as a potential treatment for the intersection of Spenard Road and 36th Avenue (Figure 10). The design featured an inscribed diameter of approximately 130 feet, which accommodates the project design vehicle of a WB-67 semi-truck and trailer. A single lane roundabout would be expected to accommodate the design year travel demand without needing bypass lanes. The ROW requirements would be significant and would greatly impact recent and ongoing development of property in all four quadrants of the intersection. A roundabout is not practical at this location and has been dismissed.



Figure 10: Roundabout Intersection at 36th Avenue

5.6.2 Number of Eastbound Receiving Lanes from Minnesota Drive (Evaluation Ongoing)

Spenard Road west of Minnesota Drive is a 4-lane cross section with two eastbound lanes that traverse the intersection. Two options have been considered for the tie-in of the project at the intersection of Minnesota Drive.

The first option matches the existing condition at the intersection and includes two receiving lanes in the eastbound direction. Design requirements for merge and lane taper lengths require two lanes to be carried east to 36th Avenue before a lane can be dropped for the three-lane road diet. This alternative does not have enough space to provide pedestrian accommodations on the south side of the roadway beyond those that exist today. Figure 11 depicts the lane configuration and typical section associated with this alternative.

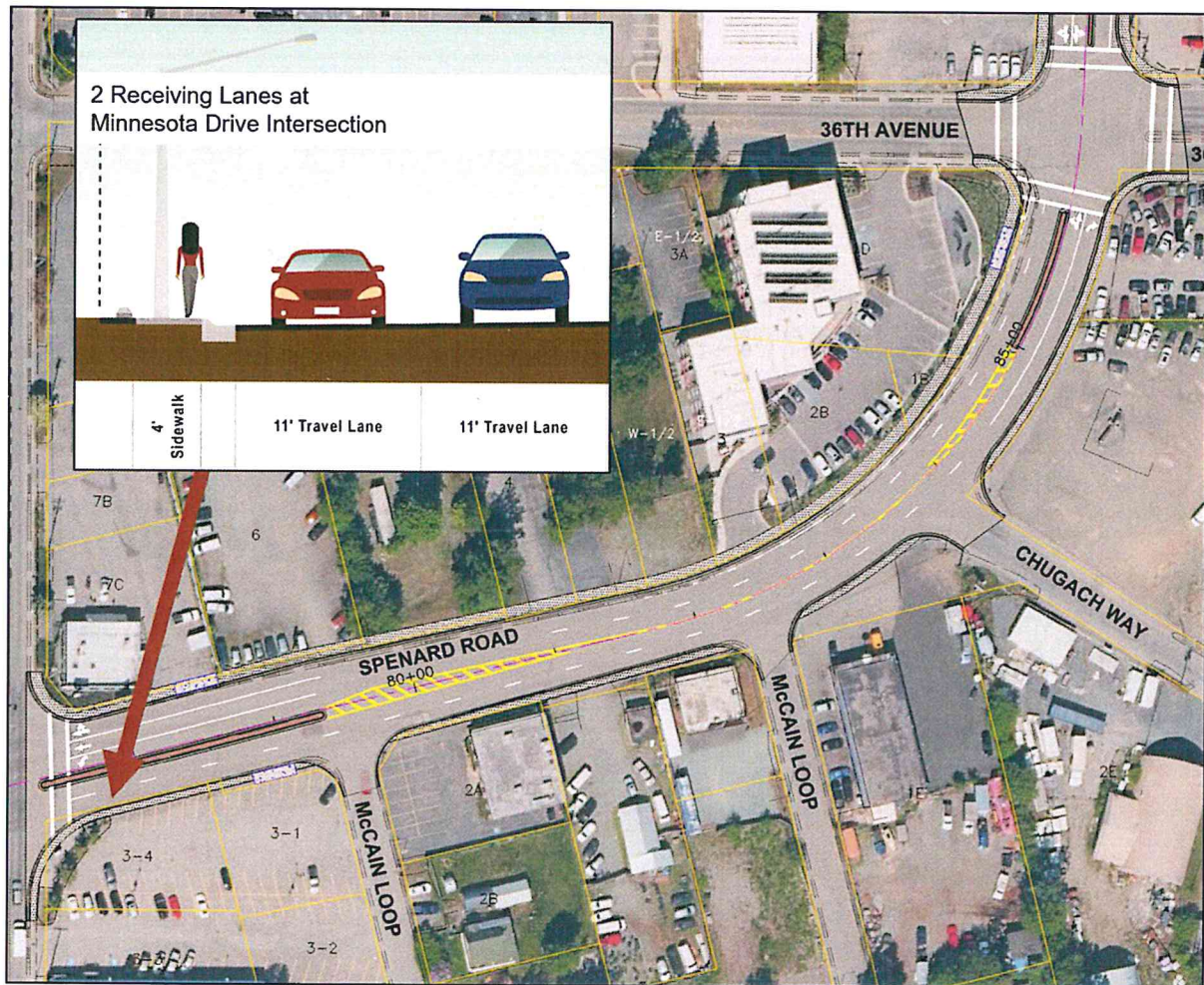


Figure 11: Two Receiving Lanes in the Eastbound Direction from Minnesota Drive to 36th Avenue

The second option under consideration (Figure 12) includes making minor adjustments to Spenard Road west of Minnesota Drive to eliminate a travel lane through the intersection that must be received by this project. This alternative provides space for pedestrian improvements including the multi-use pathway and bicycle lane on the south side of the road associated with the preferred alternative and transitions to the multi-use pathway on the north side.

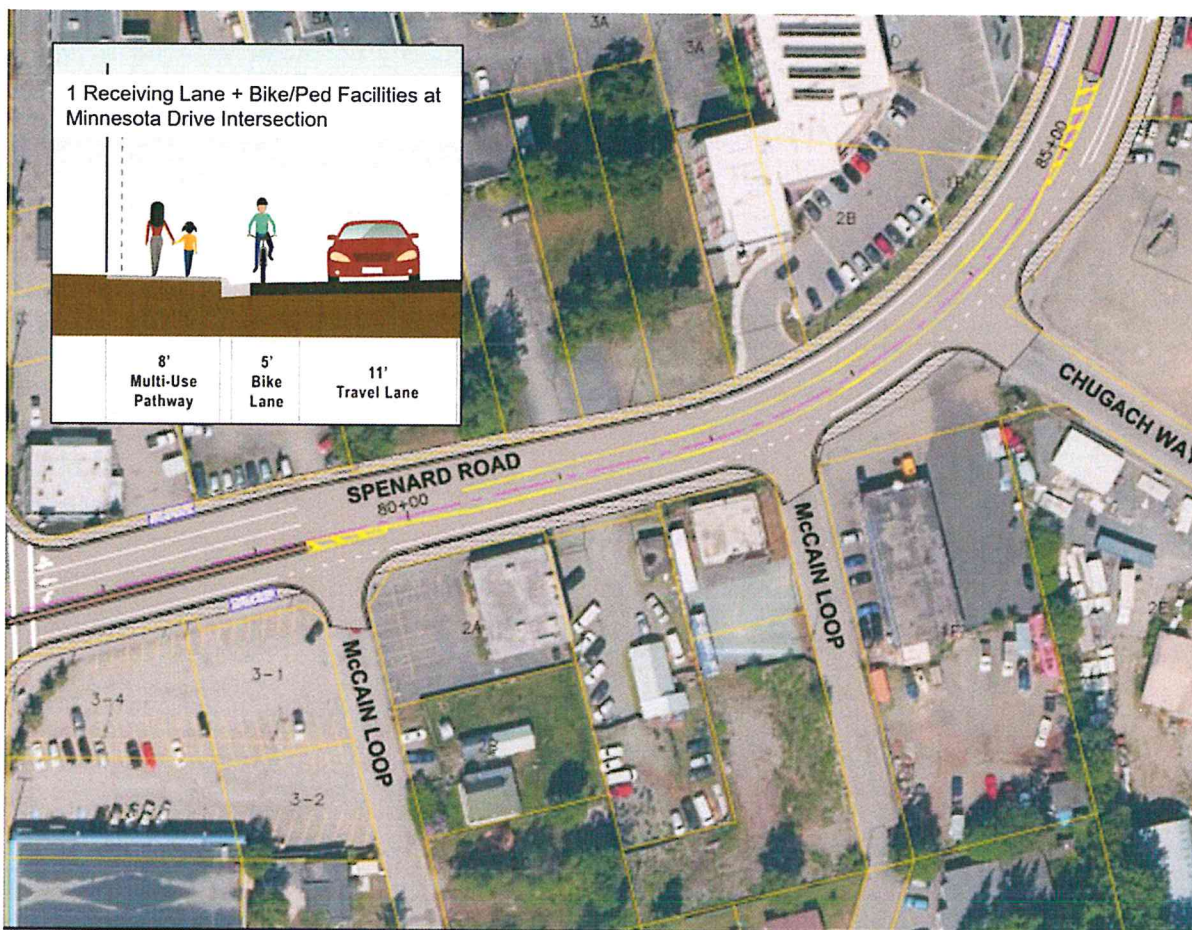


Figure 12: Single Receiving Lane in the Eastbound Direction from Minnesota Drive to 36th Avenue

The single receiving lane option with enhanced pedestrian amenities better aligns with the purpose and need of the project. The project is currently evaluating this option to ensure that it provides adequate capacity for vehicles in the design year and does not negatively impact business access or railroad operations along Spenard Road west of Minnesota Drive.

5.6.3 Gateway Features and Landscaping (To Be Determined)

There are limited opportunities to provide landscaping along the corridor because the 65-foot ROW is the maximum practical width for this developed corridor. That entire width is required in order to provide pedestrian amenities for most of the project. Space is available within the ROW just south of Chugach Way which has been identified as a location for a community gateway feature as described in the Spenard Corridor Plan. Landscaping design will begin with the selection of the lane configuration described above.

5.6.4 Street Lighting

Street lighting will be designed to provide corridor continuity between this project and the recently completed Phase II between Benson Boulevard and Hillcrest Drive. An unknown quantity of light poles, appurtenances, and other hardware may be left over from the previous project (Figure 13) and available for use on this section. The project team will seek to use this hardware to the extent practical to reduce construction costs.



Figure 13: Lighting examples from Phase II

6.0 PUBLIC INVOLVEMENT SUMMARY

Public involvement efforts for this project have extended over several years. The Spenard Road design process started in 2003 as a HSIP project to address pedestrian, bicycle, and motorist safety issues. In 2007, a preliminary engineering report was published, documenting the Spenard Road Reconstruction engineering and public outreach effort. Due to public concerns and funding, design and construction on Spenard Road was delayed and eventually split into phases. Construction of Phase 1 (Hillcrest Drive to Minnesota on-ramp) was completed in 2010. Phase 2 construction (Hillcrest Drive to Benson Boulevard) was completed in 2018.

Stakeholders identified for this project are summarized in Table 4.

Table 4: Project Stakeholders

Type of Stakeholder	Stakeholder
Public and Other	<ul style="list-style-type: none"> • Property owners and residents in adjacent neighborhoods • Business owners and non-profit organizations in adjacent areas • Spenard Chamber of Commerce • Cook Inlet Housing Authority • Bike Anchorage • Federation of Community Councils <ul style="list-style-type: none"> ○ Spenard ○ North Star ○ Midtown
Government, Regulatory, and Resource Agencies	<ul style="list-style-type: none"> • Federal Highway Administration (FHWA) • Alaska Legislature: Senators and Representatives • State of Alaska Department of Environmental Conservation (DEC) • Environmental Protection Agency (EPA) • State Historic Preservation Office (SHPO) • United States Army Corps of Engineers (USACE) • Alaska State Troopers (AST) • Anchorage School District (ASD) • MOA <ul style="list-style-type: none"> ○ Mayor's Office ○ Anchorage Assembly ○ Planning Department ○ Parks and Recreation ○ Public Transportation Department ○ Anchorage Fire Department ○ Anchorage Police Department ○ Department of Economic and Community Development

Type of Stakeholder	Stakeholder
	<ul style="list-style-type: none"> ○ Planning and Zoning Commission (PZC) ○ Project Management and Engineering ○ Traffic Engineering ○ Maintenance and Operations ○ Urban Design Commission
AMATS	<ul style="list-style-type: none"> • Technical Advisory and Policy Committees • Bicycle and Pedestrian Advisory Committee • Freight Advisory Committee • Citizen's Advisory Committee
Utility Companies	<ul style="list-style-type: none"> • Alaska Communications Systems (ACS) • Anchorage Water and Wastewater Utility (AWWU) • Chugach Electric Association (CEA) • ENSTAR Natural Gas Company • General Communications Inc. (GCI)

6.1 Walk/Bike Audit of Spenard Corridor – October 16, 2020

In early October 2020, representatives from the DOT&PF, MOA, and the consultant team participated in an informal walk/bike audit of the project corridor. Participants experienced the corridor as a user and provided feedback related to the safety, access, comfort, and convenience of the environment. A copy of the audit prompt sheet is attached to this report in Appendix B.

Twenty-five project team members and agency staff took part in the audit. Participants generally found the northern segment of the corridor (Phase 2) pleasant to walk, reasonable to bike, and comfortable to cross, though cars did not yield at legal crossings. However, the narrow sidewalks and close proximity of vehicle traffic in the unimproved Phase 3 section made participants feel uncomfortable. Participants reported that legal crossings away from traffic signals were not feasible due to traffic speeds and lack of yielding.

6.2 Spenard Community Council

Members of the project team have attended multiple Spenard Community Council meetings to provide updates on the project and answer questions. Members of the community council are generally supportive of the project moving forward and for identifying opportunities to further revitalize this segment of Spenard Road. Notes from those meetings are attached to this report in Appendix B.

6.3 Anchorage Transportation Fair – November 18, 2020

Members of the project team presented a summary of the project during the 2020 Virtual Anchorage Transportation Fair. The project was also represented at the fair with a dedicated

page on the online platform hosting the meeting where the public could make comments and ask questions about the project. During the three-hour event the project's page received 45 views and two people left comments/questions concerning the following:

- How the project design will integrate goals of the Spenard Corridor Plan and lessons learned in the previous phases of work
- Support for the project's goals to improve safety for all users and bring the roadway and non-motorized facilities up to current design standards
- A request for wider sidewalks, a buffered bicycle lane in both directions, bus pullouts, consolidation or reduction of driveways, reduction in the number of vehicle travel lanes and addition of a center turn lane
- The degree to which the project will include art and landscaping elements like those used in the northern portion of the road
- Ways the project will extend the "Complete Streets" policy approach, accommodating all users for the full length of the corridor.

6.4 Open House #1 – January 28, 2021

The project team held its first public open house on January 28, 2021. The meeting was advertised with a postcard mailer sent 21 days in advance to all residents and businesses within 500 feet of the project corridor, on the State of Alaska public notice website, via the Federation of Community Councils email distribution list, and in the Anchorage Daily News. The open house was a virtual event (Zoom) due to public health guidelines for preventing the transmission of the COVID-19 virus. There were 39 participants in the open house including members of the project team.

The open house started with a brief pre-recorded presentation and then the project team responded to questions and comments from participants. Questions received during the open house were incorporated into a Frequently Asked Questions document posted to the project website. A meeting summary, including the Zoom chat discussion and Frequently Asked Questions document is located in Appendix B.

Comments received during the meeting included the following:

- Improved pedestrian facilities and better neighborhood "walkability" are desired
- Turning movements would be easier if the number of lanes was reduced
- Pedestrian crossings at every intersection are desired
- The three-lane alternative is in concurrence with AMATS' non-motorized goals
- Concern about winter snow removal from bike lanes
- The neighborhood is growing with the addition of more medium and high-density low-income housing, which will increase pedestrian traffic
- A desire for road speeds to be reduced for the safety of all users
- Positive experience using the three-lane section of road to the north and support for extending it through the project corridor

- Skepticism of a reduction in travel lanes on a busy corridor, especially during rush hour and also considering the addition of new housing in the neighborhood
- Positive experience using the new bus pullouts on the northern section of Spenard Road
- A desire for safe and improved pedestrian and bicycle facilities that might encourage more non-motorized movement within the corridor

6.5 AMATS BPAC – March 2, 2021

The project team gave a short presentation to the AMATS BPAC committee at its March 2021 meeting. A summary of the meeting is in Appendix B. Committee members asked questions and made comments regarding the following:

- Stakeholder support expressed during the project's January 2021 virtual open house
- The importance of ensuring construction is completed at a reasonable pace without frustrating delays like those experienced on the Arctic Road reconstruction project
- How recommendations from the Spenard Corridor Plan are being integrated into project development
- Spenard Community Council's interest in the project, commitment to staying fully engaged as the project advances, and desire for the project to adopt the community's values as expressed in the Spenard Corridor Plan
- A desire for the placement of accessible pedestrian signals (APS) along the project corridor

6.6 AMATS Technical Advisory Committee – April 8, 2021

The project team presented at the March 2021 meeting. The project description included the background, a description of the three alternatives, and how design options might impact the intersection with Minnesota Drive. The main topic of discussion centered around the Transportation Improvement Plan (TIP) Amendment #2 specifically excluding improvements, other than ADA improvements, at the intersection with Minnesota Drive. The Technical Advisory Committee (TAC) passed a recommendation to the Policy Committee to amend the TIP to include possible changes to the intersection with Minnesota Drive. A summary of the meeting is in Appendix B. Other discussion items included:

- The ROW needed to provide pedestrian and bicycle facilities and the costs associated with acquisition and relocation
- The possibility of shared use facilities not requiring additional ROW
- The role of the TAC in providing recommendations to the Policy Committee and TIP amendments

6.7 AMATS Policy Committee – April 21, 2021

The AMATS Manager gave an overview of the TIP Amendment proposed by the TAC expanding the project to include the Minnesota Drive intersection. After review of this and the public comments received, the Policy Committee planned to prepare the TIP Amendment to advance to the Assembly.

The project team updated the Committee on the project, including the history of previous phases, existing conditions, the three alternatives under consideration, and how design options might impact the intersection with Minnesota Drive. A summary of the meeting is in Appendix B. Additional Committee discussion included:

- Alternatives to encourage nonmotorized traffic travelling to Minnesota Drive to use 36th Avenue and the impacts to nonmotorized travelers with such an option
- ROW constraints and the impacts to the Vision Zero plan
- Potential to use combined underground utility facilities to collocate utilities
- Width of the center turn lane in the three lane/road diet design alternative

6.8 ROW Stakeholder Meetings – Fall, 2021

In Fall of 2021, the project team contacted 19 property owners who had parcels directly adjacent to the project corridor. The project team provided a project update and offered to set up individual meetings with each property owner to brief them on the project and discuss potential impacts. Eighteen of the 19 property owners, representing 26 of 27 potentially impacted parcels, met with the project team. Summaries of those meetings are in Appendix B.

6.9 Open House #2 – September 27, 2021

The project team held the second Open House from 5:00 to 7:00 PM on September 27, 2021 at The Nave, 3502 Spenard Road. The in-person, outside open house was under four tents spaced apart to encourage social distancing. Each of the four tents was designated for a specific purpose or discussion topic: 1) welcome and event sign in, 2) non-motorized facilities, 3) ROW/property impacts, and 4) design options/engineering. The project team was disbursed among the different tents. There were 31 participants, including the project team.

The meeting was advertised with a postcard mailer sent 21 days in advance to all residents and businesses within 500 feet of the project corridor, on the State of Alaska public notice website, via the Federation of Community Councils email distribution list, and in the Anchorage Daily News. A meeting summary is located in Appendix B.

Comments received at the meeting included:

- Request benches at bus stops as it is more convenient for riders and makes the city look better
- Remove signs to make the road look beautiful
- Support for all three options with a general preference for option #1; a three-lane roadway with opportunities for nonmotorized users will make a huge difference
- Questions about the lane configuration (number of lanes) between Minnesota Boulevard and 36th Avenue
- Concern that the options presented did not include continuous bike/ped facilities between Minnesota Boulevard and 36th Avenue

- Questions about snow storage and removal (and impacts to non-motorized facilities) and how it differed between each option
- Questions about degree to which project team is coordinating with other developers, agencies, and projects within the Spenard corridor
- Request further reduction to the center left turn lane, down to 12 feet from 13 feet
- Concern about business access during construction
- Questions about reducing speed in the corridor
- Concerns over impacts to right-of-way
- Questions about the intersection with Minnesota Boulevard

6.10 AMATS BPAC #2 – November 30, 2021

The project team gave a brief project update to the AMATS BPAC committee at the November 2021 meeting. A summary of the meeting is in Appendix B. Committee members asked questions and made comments regarding the following:

- Question if stakeholders have indicated a strong preference for any of the three alternatives, which the team replied Option 1
- Clarification that comments are continued to be received up until construction; however, earlier allows for comments to be considered in the design
- Comment about the need for buffered options for cyclists in the area
- Request for elaboration on the maintenance issue with protected bike lanes versus painted bike lanes
- Discussion about the width of the center turn lane
- Discussion about snow storage and removal
- Comments about the changing attitudes regarding nonmotorized transportation

6.11 Bike Anchorage Meeting – December 6, 2021

The project team met with Bike Anchorage on December 6, 2021 to discuss and respond to the letter Bike Anchorage sent to the project team on November 5, 2021. A summary of the meeting is in Appendix B. The project team gave an overview of the project and discussed the following concerns:

- Protected bike lanes along the corridor and winter maintenance challenges given current fiscal constraints
- Winter snow storage and removal options and priorities

- Budget constraints
- ROW constraints
- Speed limits in the corridor for improved safety and coordination with the MOA
- Options for the Minnesota Drive intersection for nonmotorized facilities
- Interaction between various federal, state, and local entities that make decisions on road features and operations

Discussion and appreciation for Bike Anchorage's cross section using the 65' width constraint that the project team is operating under

6.12 Planned Public Involvement

The project team has developed a Public Involvement Plan (PIP) that outlines how it will work with stakeholders to communicate the goals of the project and gather input. The PIP also defines how the project team will meet relevant Federal, DOT&PF, and MOA requirements (including the CSS Process) for public involvement. Key outreach strategies from the PIP are shown in Table 5.

Table 5: Key Outreach Strategies

Strategy	Details
Project website and email	www.SpenardRoad.com SpenardRoad@dowl.com
Public meetings	January 2021: Present alternatives under consideration to stakeholders for input. Spring 2022: Present the environmental document.
Community Councils and Other Interest Group Meetings	The project team will maintain regular interaction with various stakeholder groups within the corridor, including attendance at Spenard Community Council meetings at key milestones during the project. The project team will be available to present and solicit comments from other interested groups upon request.
Government/Agency Presentations	Presentations will be made to the AMATS Technical Advisory and Policy Committees as well as the AMATS Bicycle and Pedestrian Advisory Committee and Freight Advisory Committee (if requested) at relevant project milestones. Assembly members representing this part of Anchorage and members of the MOA PZC and UDC will be included in all project outreach. If requested, additional government/agency presentations will be scheduled.

7.0 ROUGH ESTIMATED PROJECT COST

It is anticipated that more than 90 percent of the funding for this project will come from FHWA. Detailed design elements, such as utility relocation, landscaping, and thorough cost estimates can only be developed after the environmental document is approved. Estimated costs at this time are summarized in Table 6.

Table 6: Summary of Estimated Costs

Description	Estimated Cost
Construction	\$45 million
Utility Relocations	\$5 million

8.0 MAINTENANCE CONSIDERATIONS

Periodic maintenance will be required following construction. This project should reduce overall roadway maintenance cost and need, as the number of lane miles to be maintained is being reduced from four lanes to three lanes. However, different maintenance needs will be introduced by the improvement to, or inclusion of pedestrian and bicycle facilities and transit stops along the corridor.

During winter months, snow removal will be required on an as-needed basis for vehicle, pedestrian, and transit facilities. Snow removal requires both an on-street area large enough for temporary snow storage and a clear area large enough to load snow into trucks for off-site disposal.

Winter sand must be removed in the spring and periodic sweeping may continue during the summer months. Regular inspection of drainage facilities will be necessary to determine if any cleaning or repairs are required. This project is proposing to relocate the storm drain system to the center left turn lane, which will make regular inspection easier than if it was in a travel lane.

Periodic maintenance will also be required for street lighting, traffic signals, and traffic striping and signs. Lane striping is anticipated to be inlaid, reducing the overall cost of annual re-striping.

9.0 RESPONSE TO COMMENTS FROM CONCEPT REPORT REVIEW

There were no formal comments from the MOA staff review of the Concept Report. Specific commissioner questions and project team responses from the February 1, 2021 PZC meeting are listed below.

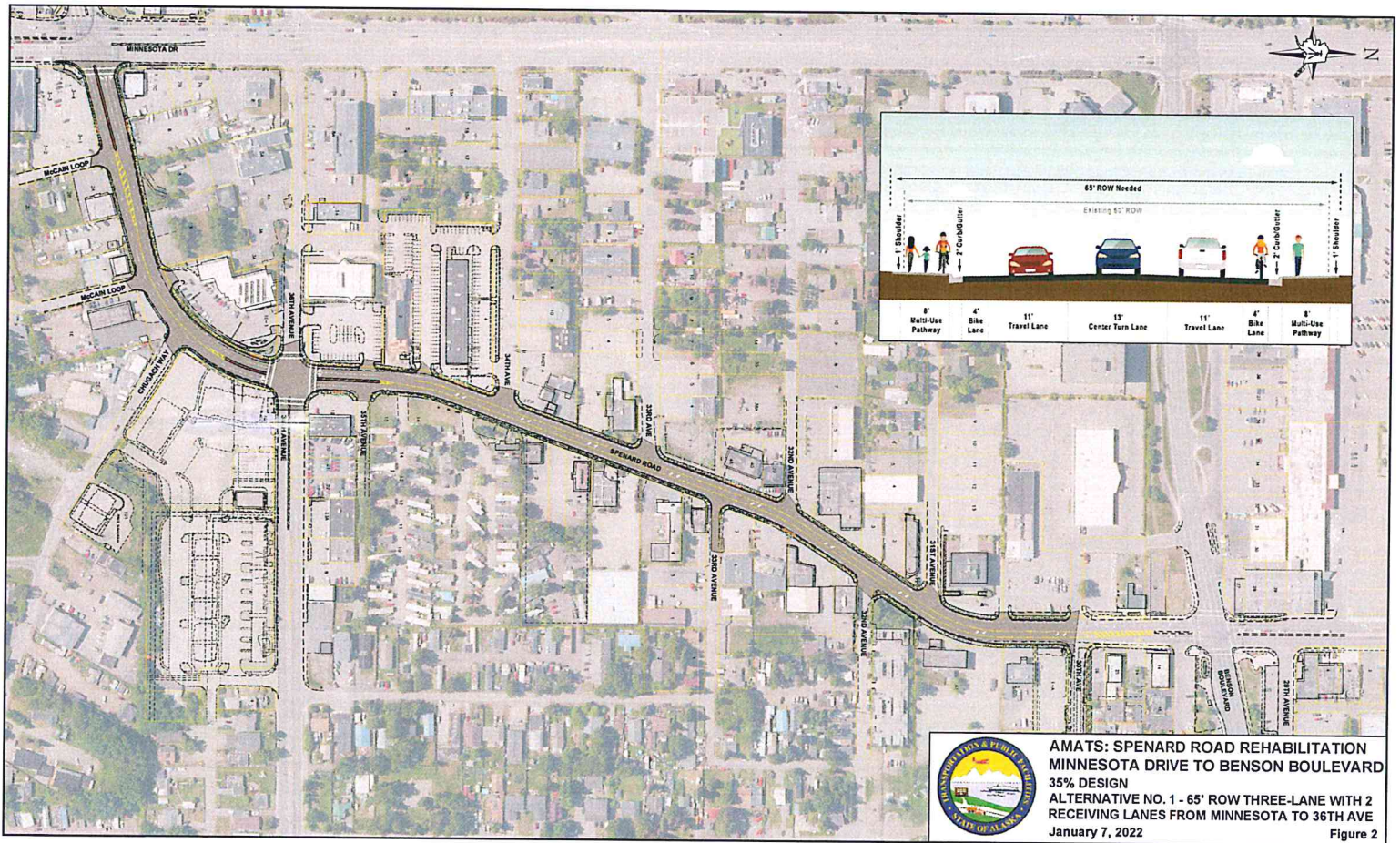
Table 7. PZC Questions and Comments from February 1, 2021 Meeting

Commissioner	Question	Response
Spinelli	Can you elaborate on stakeholder feedback received on the three-lane versus four-lane options? I recall that being contentious in previous phases of work.	We've had a few people mention brief comments about a four-lane section but pretty universally the team has heard that stakeholders would like for this section to be the same as the northern section. We've heard a lot of particulars about the type of facilities people would like (bike, pedestrian, etc.) but overwhelmingly we've heard more support for three-section than four.
Krishna	Are there any further phases of work on Spenard Road anticipated further south from Minnesota?	That's more a question for the MOA. The DOT&PF is cooperating with the MOA on this phase. I do not know of any future improvement projects on the book for west of Minnesota, but I wouldn't necessarily know of them if they are planned.
Krishna	I've heard that 1 percent for Art is one of the differences between previous phases, which had that benefit, and this one, which will not. Are there any other differences between the previous phases of work and this one?	1 percent for Art is available now for this project and so will be a part of it. You bring up a good question, though. Because this is a federally funded project there are differences between what we can do and what was done on the previous, MOA funded projects. From back of pathway to back of pathway you can expect to see a lot of the same things. Once you get beyond that there are differences imposed by the funding source. In this case, the federal funding does not allow us to do anything on private property. Also, there were some unique things done with parking in the previous phase of work north of Northern Lights and though some of those may be tools we can work with, most of them are not because of the limitations associated with the federal funding. However, our work does not preclude other projects

		or initiatives obtaining some of the same look and feel or character as created by the previous phase of work; those things can be done by the community, local government, individuals, etc.
Looney	When will the project be completed?	The soonest construction will start is 2025. We're currently working on getting the environmental document approved, which means developing the alternatives, moving through the CSS process, and engaging the public.
Looney	What about the 36 th Avenue couplet concept – is that still in the works for this project?	AMATS specifically excluded work on that intersection from this project, which rules out working on the one-way/couplet design. There's a future project that could potentially look at this idea. It's a unique problem to resolve and there are a lot of stakeholders to talk with, and a lot of possible options on the table, but it will not be included with our Spenard Road rehabilitation project.

This page intentionally left black.

APPENDIX A: 35 PERCENT DESIGN PLANS



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



CENTRAL REGION
ALASKA

PROJECT LOCATION
M&O STATION: ANCHORAGE

PROPOSED HIGHWAY PROJECT

AMATS SPENARD ROAD RECONSTRUCTION

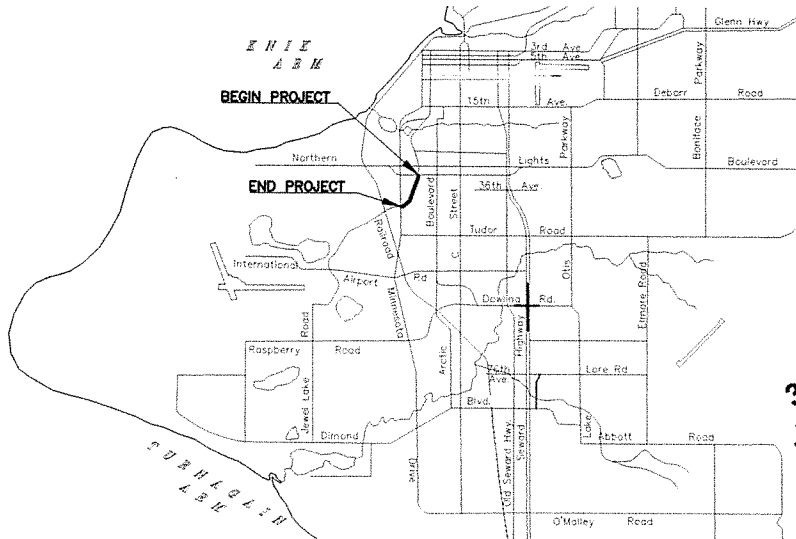
PROJECT NO. 0001659/CFHWY00604

GRADING, DRAINAGE, PAVING, PATHWAYS, ILLUMINATION,
SIGNALIZATION, SIGNING, AND STRIPING

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001659/CFHWY00604	2022	A1	A3
ROUTE ID			*****		MILEPOINT		00.000 - 00.000
LATITUDE			N. *****		LONGITUDE		-149. *****

PROJECT SUMMARY		
ROADWAY	WIDTH	LENGTH
ROAD NAME MP XX-XX	XX FT	XX MILES
ROAD NAME MP XX-XX	XX FT	XX MILES
ROAD NAME MP XX-XX	XX FT	XX MILES

DESIGN DESIGNATIONS	
	ROADWAY NAME
FUNCTIONAL CLASS	*****
ADOT (EXISTING YEAR)	***
ADOT (DESIGN YEAR)	***
DESIGN SPEED (V) (MPH)	***
DAY (EXISTING YEAR)	***
DAY (DESIGN YEAR)	***
T-PERCENT COMMERCIAL TRUCKS (%)	***
D-DIRECTIONAL DISTRIBUTION (%)	00/100



35% REVIEW
JANUARY 2022

PLANS DEVELOPED BY: LOUNSBURY & ASSOCIATES INC.

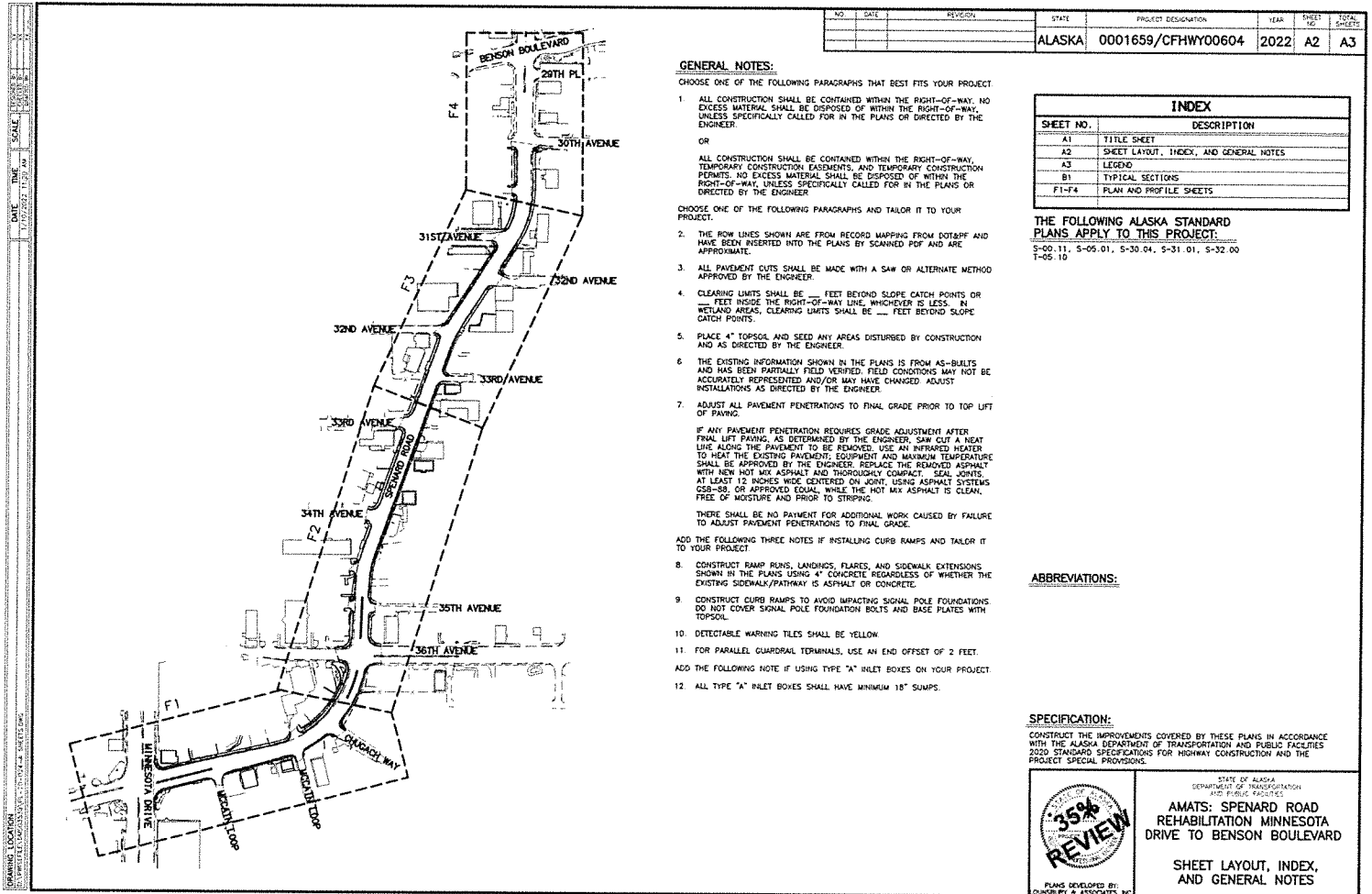
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
4111 AVIATION AVENUE, ANCHORAGE, AK 99502
(907)269-0590

APPROVED:

REGIONAL PRECONSTRUCTION ENGINEER DATE

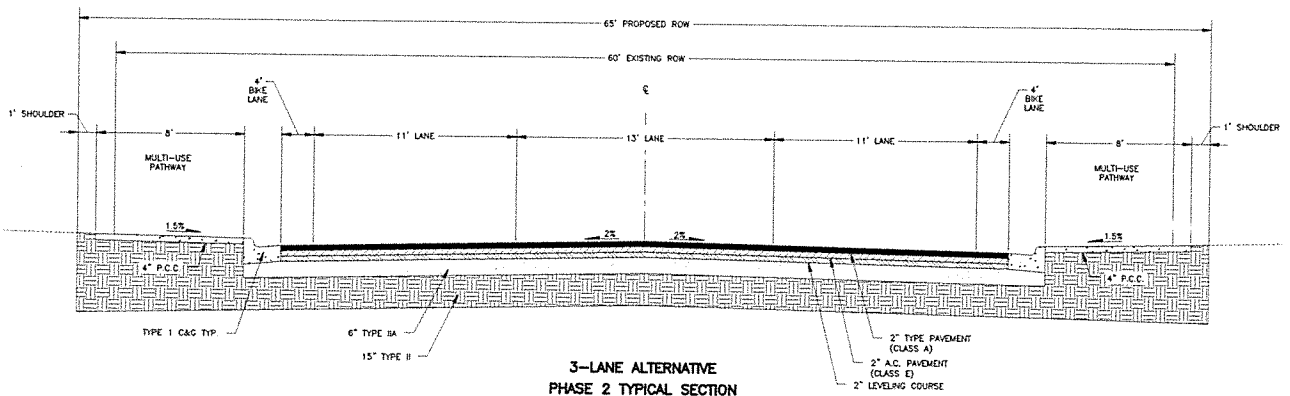
CONCUR:

REGIONAL CONSTRUCTION ENGINEER DATE



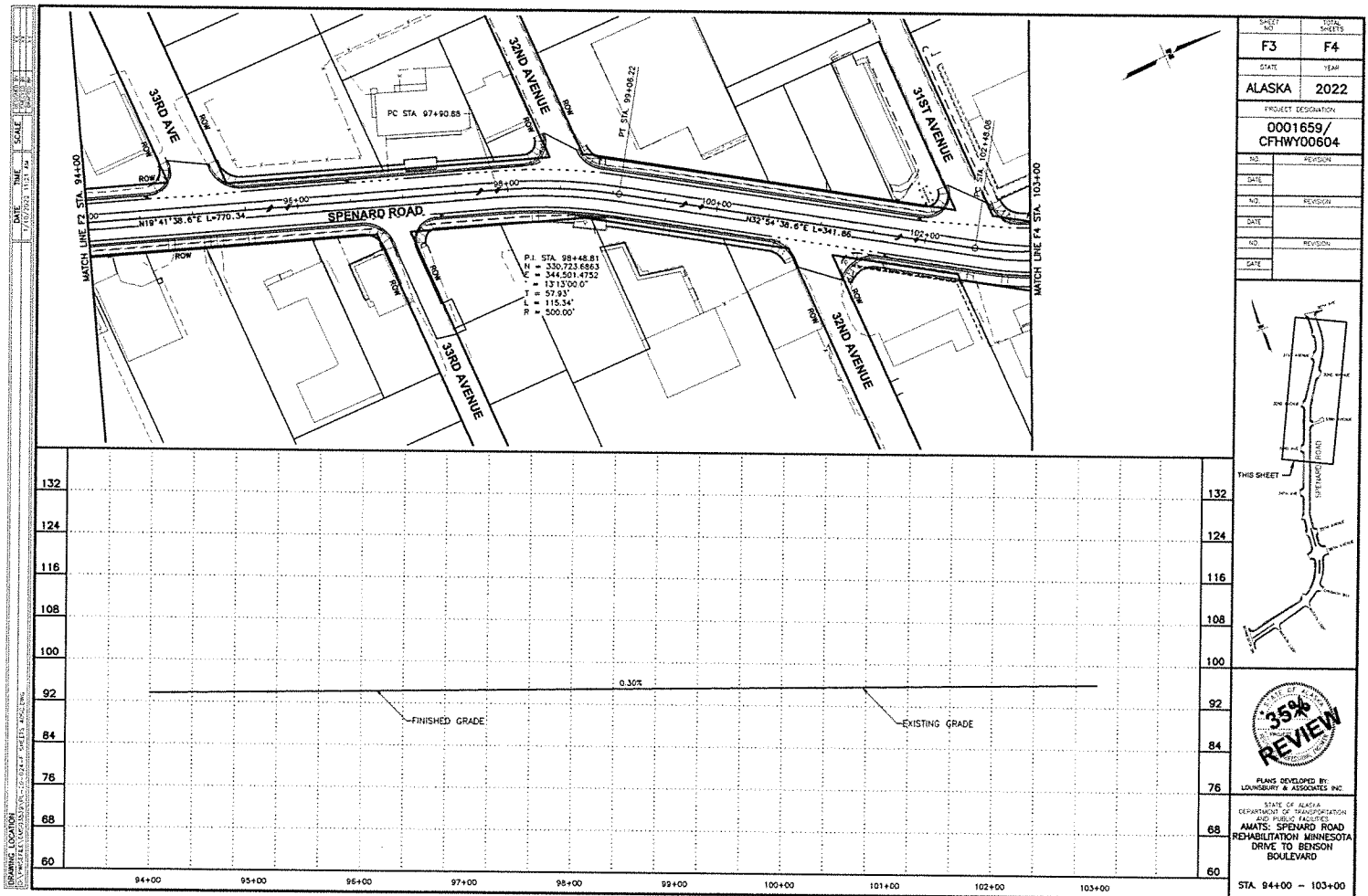
81

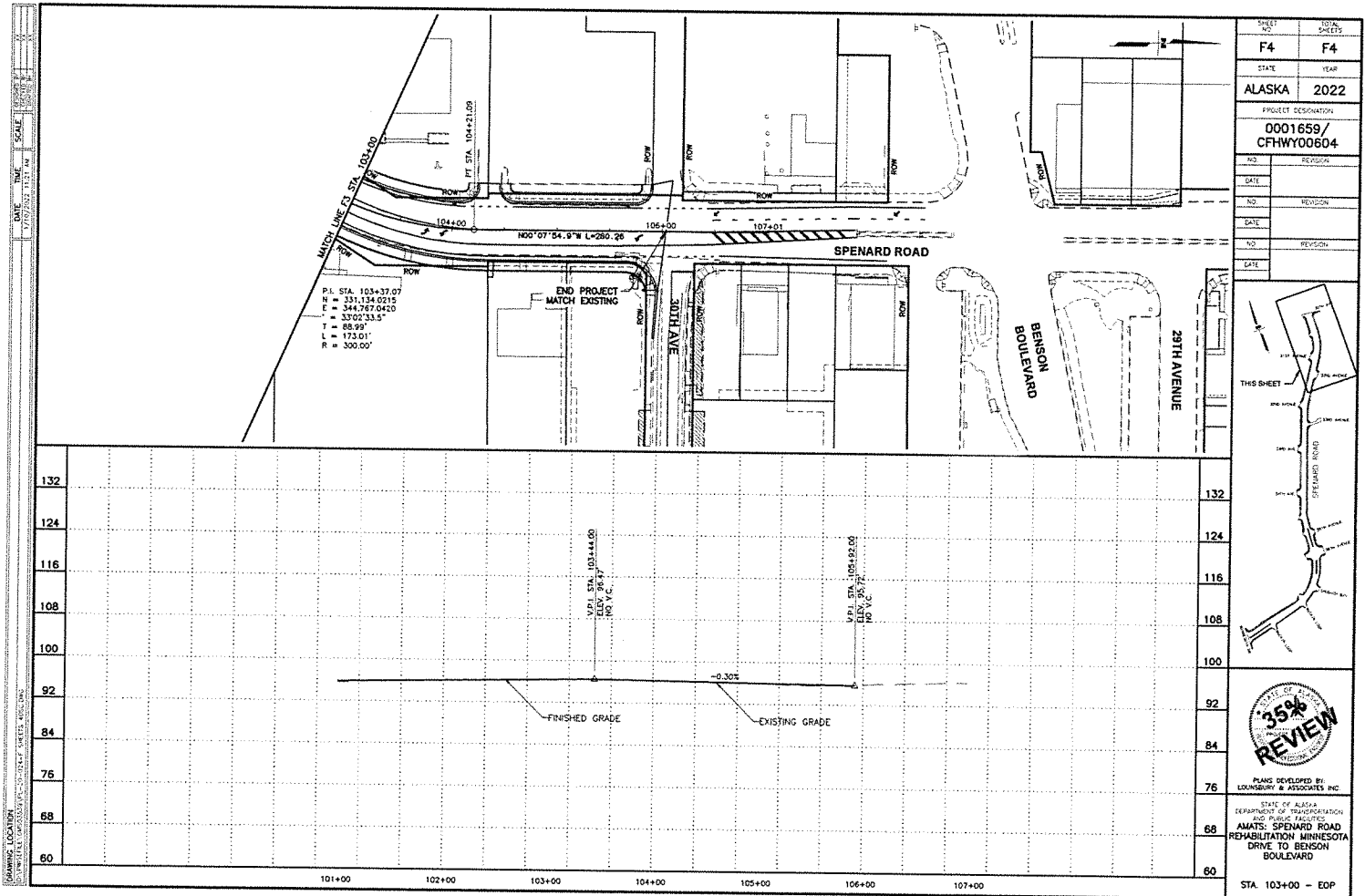
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001659/CFHWY00604	2022	B1	B1



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AMATS: SPENARD ROAD
REHABILITATION MINNESOTA
DRIVE TO BENSON BOULEVARD
TYPICAL SECTIONS

PLANS DEVELOPED BY:
QUINCY & ASSOCIATES, INC.



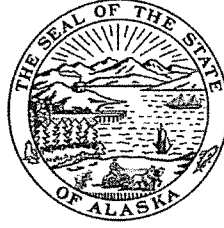


APPENDIX B: PUBLIC INVOLVEMENT

Appendix Contents

1. Anchorage Transportation Fair, December 2020
2. Agency/Project Team Walk/Bike Audit Prompt Sheet, October 2020
3. Open House #1, January 2021
4. Planning and Zoning Commission, February 2021
5. Stakeholder Site Walk Survey #1, May 2021
6. Open House #2, September 2021
7. Stakeholder Survey #2 Summary, October 2021
8. ROW Stakeholder Meetings, Fall 2021
9. AMATS Committees
 - a. Bicycle and Pedestrian Advisory Committee, March 2021
 - b. Policy Committee, April 2021
 - c. Technical Advisory Committee, April 2021
 - d. Bicycle and Pedestrian Advisory Committee, November 2021
10. Spenard Community Council
 - a. November 2020 Meeting
 - b. January 2021 Meeting
 - c. February 2021 Transportation Working Group
 - d. October 2021 Meeting
11. Bike Anchorage Meeting, December 2021
12. Public Comment Log, includes comments through January 3, 2022

ALASKA



STATE LEGISLATURE

December 15th, 2021
Commissioner Ryan Anderson
Department of Transportation & Public Facilities
2301 Peger Rd
Fairbanks, AK 99709

<Delivered Electronically>

Dear Commissioner Anderson,

We are writing with respect to Spenard Road Phase 3, which is currently in public comment and will improve Spenard Road from Benson Blvd to Minnesota Dr. This is a critical project to improve safety, neighborhood connectivity, and support local businesses in the corridor, and we appreciate your staff's work on it.

Specifically, we are writing to support moving forward with a three lane "road diet" configuration, with protected bike lanes and wide sidewalks that provide accessibility for all members of our community, similar to the design of the Hillcrest Drive to Benson Boulevard Phase 2 section that was thoroughly vetted by the residents and businesses and successfully constructed over the last decade.

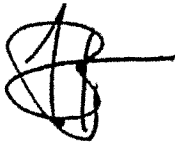
For far too long, this road has had minimal to non-existent non-motorized facilities, depressing business development opportunities and endangering local residents in the corridor.

Adding a center turn lane will reduce rear-end collisions, while providing protected bike lanes and modern sidewalks will finally provide a safe environment for non-motorized users. These non-motorized facilities are particularly important since the Municipality has identified Spenard as a transit-supporting corridor, and people walk and bike to bus stops.

It is appropriate that your department has approached this project with a priority on safety, in light of the antiquated and dangerous road configuration and hundreds of documented crashes in this corridor.

We look forward to redevelopment of a much safer, modern road that provides greater mobility for local residents and supports business development in a corridor that depends on bike and pedestrian visitation.

Thank you for your consideration,



Senator Tom Begich



Senator Elvi Gray-Jackson



Representative Harriet Drummond



Representative Matt Claman



Representative Zack Fields

CC: Andy Mills

Spenard Road Rehabilitation: Minnesota to Benson

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
71	5	0	10

What should the team consider as the project is being designed?

Anne Brooks I'm hoping the team can find ways to extend the "complete street" accommodating all users all the way to Minnesota.

20 days ago

1 Agree

Alaska DOT&PF (Alaska Department of Transportation and Public Facilities) (Alaska Department of Transportation and Public Facilities) Thank you, Anne! The intent of this project is to improve safety for all users and bring the corridor up to design standards.

19 days ago

lhajduk@gmail.com I agree with the two goals around improving safety for all roadway users and bringing the roadway and non-motorized facilities up to current design standards. There are additional goals for facilities, building design, neighborhood character, and more, identified within the Spenard Corridor Plan that should be incorporated into this process. The successes and lessons learned in the northern portion (30th to Hillcrest) should also be incorporated. This project should incorporate wider sidewalks (6-8 ft), a buffered bicycle lane going north and south, bus pullouts at key stops, consolidating or reducing driveways, and a road diet with a middle turn lane. There is so much potential to improve this stretch of road, and support safe access, inspire local business, and more.

20 days ago

1 Agree

Alaska DOT&PF (Alaska Department of Transportation and Public Facilities) (Alaska Department of Transportation and Public Facilities) Thank you for your comments, Lindsey. We appreciate all the work that went into crafting the Spenard Corridor Plan and will continue to reference that document for guidance on the community's vision and goals for the corridor. The project team has just started its public outreach and is planning an open house in January 2021 to learn more about successes, lessons learned, and stakeholder priorities.

19 days ago

Oleks Lushchik I am excited to see that there is federal funding for this project! As a new homeowner in this area, I use this stretch of Spenard Road every day and look forward to seeing its transformation. Similarly to the comments below, what I would love to see most is

- 1) a three-lane road diet (utilizing a middle turning lane)
- 2) bicycle lanes on both sides of the road
- 3) adequate sidewalks on both sides of the road

Currently, it is very dangerous to bike in the lanes during peak hours and the sidewalks are in sorry shape. Talking to friends and neighbors, we are excited to see better options for cyclists and pedestrians in this area. Thank you very much for your hard work!

7 days ago

What questions or concerns do you have about the project?

[lhajduk@gmail.com](#) The art and landscaping in the northern portion of Spenard creates a specific character that complements the neighborhood. I'm interested to know what capacity this project will have to continue these improvements.

20 days ago

[Alaska DOT&PF \(Alaska Department of Transportation and Public Facilities\) \(Alaska Department of Transportation and Public Facilities\)](#) The capacity of the project to accommodate these elements is still being determined. Federal funding limitations associated with this new project may not accommodate the same kind of art and landscaping, but the project team is aware of stakeholders' desire to match the look and feel of that previous phase of work. The project team will look for ways to make this segment of the corridor complementary to previous phases while complying with Federal funding limitations.

19 days ago

Would you like to join the project mailing list? If yes, please let us know your name, mailing address and email address.

[lhajduk@gmail.com](#) Yes, Lindsey Hajduk, lhajduk@gmail.com. And also please add the Spenard Community Council at SpenardCC@gmail.com. (My comments on this board are my own as an individual)

20 days ago

[Rachel Steer](#) Test comment

27 days ago

AMATS Spenard Road Rehabilitation Minnesota Dr. to Benson Blvd – Walking/Biking Audit

October 2020

Introduction

A walking/biking audit is a hands-on exercise that provides an examination of the walking and biking environment. The general purpose of the audit is to experience the newly reconstructed north section of Spenard Road and the study section from Northern Lights Boulevard to Minnesota Drive as a person walking/biking/using transit daily would related to the safety, access, comfort, and convenience of the environment.

Overview

Participants can complete the audit as individuals or small teams. We are asking you to walk and/or bike the specific route, periodically taking on the role of a specific transportation system user and completing a common daily task, stopping at pre-determined locations along the way. The prompts below include questions to ponder and inspire a broad perspective of corridor users. One key aspect is crossing Spenard away from signals (because of bus stops, destinations locations, or signal spacing). Please consider the tradeoffs a daily user may assess in choosing where to cross, then identify a crossing route that you are comfortable with, either at a signal or at an unmarked crosswalk at an unsignalized intersection.

Please consider the prompts and take notes and/or pictures/video of your observations but need not provide a written answer to every question. When complete, please send a scan to aooms@kittelton.com.

Big Picture Questions

While completing this audit, have a few big picture questions in the back of your mind:

- 1) How does the street environment impact your feel for the corridor? Is it welcoming to those outside of a vehicle? Does it make you want to grab a coffee and window shop? Get through as quickly as possible?
- 2) Can you navigate comfortably and efficiently where you want to go? To connect with transit? To connect destinations? To residential areas?
- 3) How would those with limited mobility, visual impairments, and mobility devices navigate the corridor?

Suggested Equipment to Bring

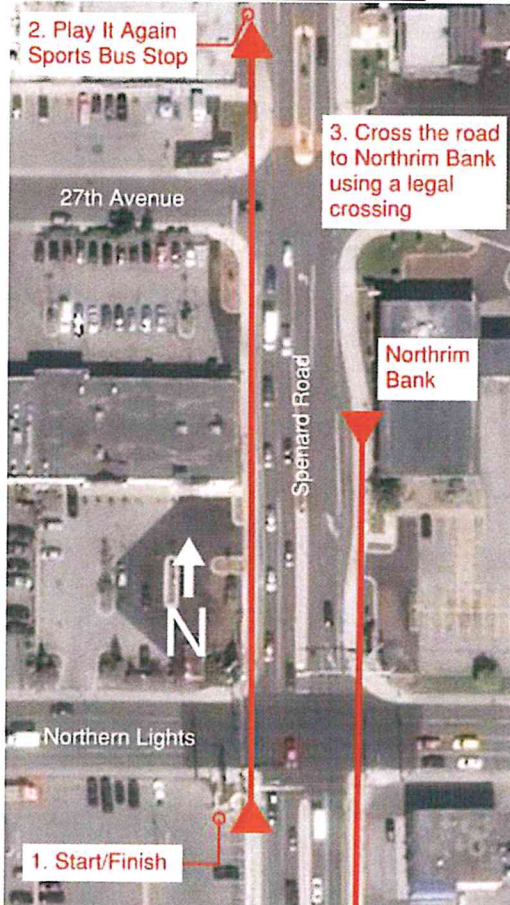
- Warm clothes, especially gloves
- Walking shoes
- A bike and helmet
- Your phone (or a stopwatch and camera)
- A clipboard and pen
- A small bag or backpack to carry materials while biking
- A mask
- Safety vest

Walk Audit Prompts

Observer _____

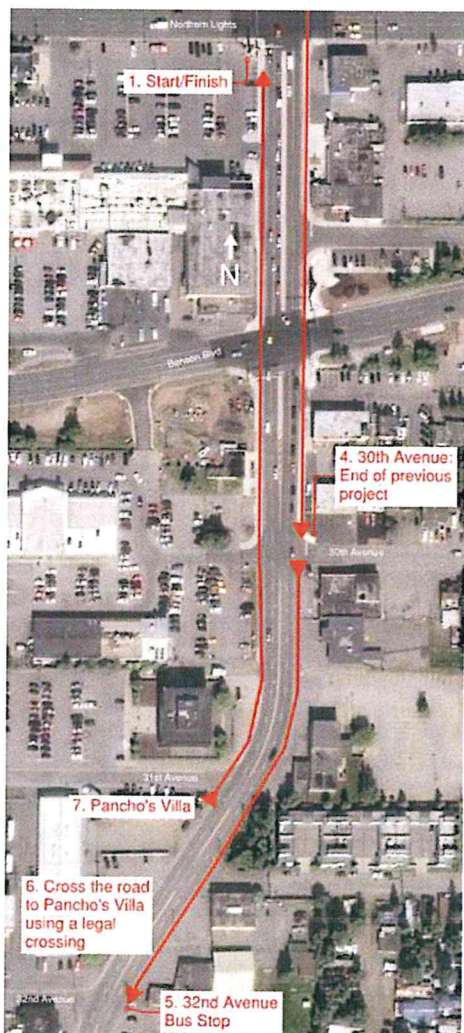
Date _____ Time _____

Weather/Conditions _____



1. Start on the southwest corner of Northern Lights and Spenard (former REI).
2. Walk north along the west side of Spenard Road to the Play It Again Sports bus stop (north of 27th). Wait for the bus for 30 seconds.
 - a. What is it like? Was it a comfortable place to be? Where do you stand? What amenities would you use? What would you like?
 - b. How would you feel to wait 5 minutes? For 15 minutes? At night? In winter?

3. Now pretend you took the bus here to get to Northrim Bank. Use a route you are comfortable with to get there. Use the stop watch to time how long it takes you. (Reminder: Every street intersection includes unmarked crosswalks where pedestrians have the right of way, including across Spenard. Use that information as you see fit.)
 - a. Where did you cross? Did drivers (through or turning) yield to you?
 - b. How long did it take you to walk to the crossing? How long did you wait to cross the street?
 - c. How comfortable was the crossing you chose? How convenient? What would you do if this was part of your daily commute? What would you do if you had children with you? If you had limited mobility?



4. Walk south on the east side of Spenard Road to 30th Avenue. Note the change in environment as we transition from “new” to “old”.
5. Walk south to the 32nd Street bus stop (in front of Sicily’s Pizza). Wait for the bus for 30 seconds.
 - a. What is it like? Was it a comfortable place to be?
 - b. Where do you stand? What amenities would you use? What would you like?
 - c. How would you feel to wait 5 minutes? 15? At night? In winter?
 - d. How does it compare to the Play It Again Sports bus stop?

6. Now pretend you took the bus here to get to Pancho’s Villa. Use a route you are comfortable with to get there. Use the stop watch to time how long it takes you. (FYI: Signalized crossings are located 0.2 miles to the north and south.)
 - a. Where did you cross? Did drivers (through or turning) yield to you?
 - b. How long did it take you to walk to the crossing? How long did you wait to cross the street?
 - c. How comfortable was the crossing you chose? How safe? How convenient? What would you do if this was part of your daily commute? What would you do if you had children with you? If you had limited mobility?
 - d. How did this crossing compare to the North crossing?

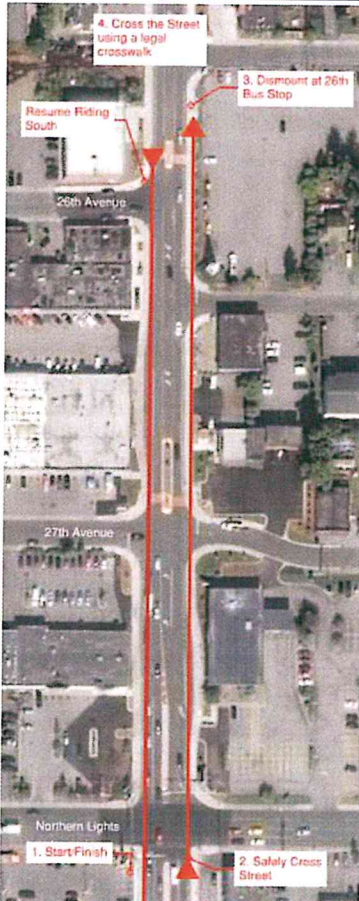
7. Walk north along the west side of Spenard Road back to the start location. Note your experience on this section of sidewalk.
 - a. Could two people walk side by side comfortably? How would it feel for cyclist to pass?
 - b. How does the proximity and speed of vehicle traffic affect the feel of using the sidewalk?
 - c. Compare vehicle speeds for this section to the North Section.

Bike Audit Prompts

Observer _____

Date _____ Time _____

Weather/Conditions _____



1. Start on the southwest corner of Northern Lights and Spenard (former REI).
2. Safely cross to east side of Spenard and start biking north. Using the bike lane is encouraged, but use the sidewalk if more comfortable.
3. Dismount at the 25th Avenue Bus Stop (Chilkoot Charlie's). Wait for the bus for 30 seconds.
 - a. What is it like? Was it a comfortable place to be? Where do you stand? What amenities would you use? What would you like?
 - b. How would you feel to wait 5 minutes? 15 minutes? At night? In winter?

4. Use a route you are comfortable with to cross the street walking your bike on foot. Use a stop watch to time how long it takes you. (Reminder: Every street intersection includes unmarked crosswalks were pedestrians have the right of way, including across Spenard. Use that information as you see fit.)
 - a. Where did you cross? Did drivers (through or turning) yield to you?
 - b. How long did it take you to walk to the crossing? How long did you wait to cross the street?
 - c. How comfortable was the crossing you chose? How safe? How convenient? What would you do if this was part of your daily commute? What would you do if you had children with you? If you had limited mobility?



5. Remount and bike south to 30th Avenue. Stop at that intersection and note that the bike lane drops and the sidewalk narrows.
 - a. Did you ride on the sidewalk or bike lanes or both in the north section? How comfortable are the bike lanes in terms of: vehicle speed and proximity, bike lane width, surface conditions.
 - b. Would you bike with kids here? As a novice or person with low confidence on a bike?

6. Continue biking south to the bus stop at 34th Avenue (near the Church of Love). *Option 1:* bike south to Minnesota, the extent of the study corridor, cross at Minnesota Drive and return. *Option 2:* Dismount. Now pretend you took the bus here to get to Pho Lena, one block north. Use a route you are comfortable with to get there. Use the stop watch to time how long it takes you. (FYI: The 36th Avenue signalized crossing is located 350 feet to the south.)
 - a. Where did you cross? Did drivers (through or turning) yield to you?
 - b. How long did it take you to walk to the crossing? How long did you wait to cross the street?
 - c. How comfortable was the crossing you chose? How safe? How convenient? What would you do if this was part of your daily commute? What would you do if you had children with you? If you had limited mobility? How did this crossing compare to the North crossing?

7. Remount and bike north to Northern Lights. Cross Spenard to return to the start point. For the study corridor:
 - a. How does it feel when the bike lanes drop out at 30th? Did you choose to bike in the roadway or sidewalk? Is the sidewalk conducive to biking? to sharing with pedestrians? What do driveways (curb cuts) and intersections feel like while biking? How was riding in the lane (or how would it have been)?
 - b. Would you bike with kids here? As a novice or person with low confidence on a bike?



Meeting Summary Open House #1

Project Number: State CFHWY00604 / Federal 0001659

Date/Location: January 28, 2021, 5:00 pm – 7:00 pm
Virtual – Zoom

Staff Present: DOT&PF: Sean Baski; Travis Holmes
MOA: Melinda Tsu; Jennifer Noffke
Lounsbury: Joe Taylor; Susan Acheson
Kittelson: Wende Wilber
DOWL: Steve Noble; Katie Conway; Rachel Steer

Elected Officials: Rep. Harriet Drummond; Kollette Schroeder (staff to Sen. Costello)

Total Participants: 39

Meeting Summary

The open house started at 5:00 pm with a brief welcome and an eight-minute prerecorded presentation. Following the presentation, the facilitator introduced the project team and opened the meeting up to questions and comments. Most questions and comments were written in the Zoom chat window.

At 6:00 pm the project team played the prerecorded presentation again and opened up a second round of moderated questions and comments. The meeting ended at 7:00 pm.

Questions received during the open house have been incorporated into a Frequently Asked Questions document posted to the project website. Comments received during the open house are summarized below.

Of note was a written conversation among stakeholders and the project team in the Zoom chat window about bike lanes. The meeting's chat window transcript is attached to this meeting summary.

Comment Summary

- Improved pedestrian facilities and better neighborhood "walkability" are desired
- Turning movements would be easier if the number of lanes was reduced
- Pedestrian crossings at every intersection are desired
- The three-lane alternative is in concurrence with AMATS' non-motorized goals
- Concern about winter snow removal from bike lanes
- The neighborhood is growing with the addition of more medium and high-density low-income housing, which will increase pedestrian traffic
- A desire for road speeds to be reduced for the safety of all users
- Positive experience using the three-lane section of road to the north and support for extending that through the project corridor

AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard
Open House #1 Meeting Summary

- Skepticism for the three-lane alternative on a busy corridor, especially during rush hour and also considering the addition of new housing in the neighborhood
- Positive experience using the new bus pullouts on the northern section of Spenard Road
- A desire for safe and improved bicycle and pedestrian facilities that might encourage more non-motorized movement within the corridor

Project Number: State CFHWY00604 / Federal 0001659

Date/Location: January 28, 2021, 5:00 pm – 7:00 pm
Virtual – Zoom

Staff Present: DOT&PF: Sean Baski; Travis Holmes
MOA: Melinda Tsu; Jennifer Noffke
Lounsbury: Joe Taylor; Susan Acheson
Kittelson: Wende Wilber
DOWL: Steve Noble; Katie Conway; Rachel Steer

Elected Officials: Rep. Harriet Drummond; Kollette Schroeder (staff to Sen. Costello)

Total Participants: 39

Transcript

17:02:57 From Rachel Steer | DOWL to Everyone : Thank you all for joining us. The recorded presentation will start shortly.

17:13:11 From Rachel Steer | DOWL to Everyone : Thank you for all for joining us. You can type your questions here in the chat or use the hand raise function to make a verbal comment.

17:13:13 From Emily Weiser (she/her) to Everyone : It sounds like there's been strong support and evidence behind the three-lane alternative. What's the reason for reconsidering the four-lane alternative?

17:14:31 From Julie Olsen to Everyone : Does a road diet (i.e. going to 3 lanes) typically lead to fewer car using that road?

17:14:56 From Thomas McGrath to Everyone : Will the intersection of Minnesota and Spenard ever be upgraded.

17:15:57 From Michelle Wilber to Everyone : Is there potential for additional protected pedestrian crossings of Spenard between NL Benson and 36th? I would like to see this. I would also like to see the 3 lane option. I live on 30th ave and walk/bike and take transit extensively and would like to see enhanced safety for those modes.

17:16:45 From Jena F to Everyone : Has there been a change in public input from 20 years ago to now? I.e. has support for various options/features waxed and waned over time? Has the construction of Phase 2 changed the input regarding Phase 3?

17:16:50 From Rachel Steer | DOWL to Everyone : If you want to raise your hand to ask a question yourself, click on the "Reactions" button on the bottom of your Zoom screen and select "Raise Hand"

17:18:04 From Michelle Wilber to Everyone : I find it easier to turn onto roads with fewer lanes - less lines of traffic to pay attention to.

17:19:13 From Matt Johnson NSCC President to Everyone : The summary video shown at the outset provides a great high-level summary of the project. Can I get a direct link to the video only, to share with the NSCC members?

AMATS: Minnesota Drive to Benson Boulevard
Open House #1 Zoom Chat Transcript

17:24:33 From Julie Olsen to Everyone : Not very many people walk along that section of Spenard - the sidewalks are narrow and there is a lot of traffic. It would help restaurants, coffee stands etc.. in the area if it was made more pedestrian friendly.

17:25:25 From Nancy Bale to Everyone : Can you show the cross section of a three or four lane option again, please?

17:26:10 From Thomas McGrath to Everyone : Has there been a pedestrian traffic count of this section of Spenard Road?

17:27:10 From Michelle Wilber to Everyone : I cross Spenard on foot often at 30th, and also at 31st.

17:28:48 From Michelle Wilber to Everyone : I would prefer a pedestrian crossing of Spenard at every intersection! I assume I will have to compromise on this, but that would be my ideal.

17:29:08 From Mélisa Babb to Everyone : As a resident of the area and as someone who drives that road regularly, I would absolutely support the three lane option. It is a better and safer option and meets stated AMATS goals to improve non-motorized networks in Anchorage. I am very happy to see bike lanes and wider sidewalks. The 4-lane option wouldn't improve vehicular or non-motorized circulation safety and would just be a return to existing hazardous conditions. Thank you all for your efforts on this!

17:30:33 From nnovik to Everyone : Pedestrian traffic is light during the day. However, this is an area that changes radically after 1 or 2 am, and the pedestrian traffic becomes a lot more dense, with cars stopping by to get offers, load ladies (or gents), traffic drugs and shoot each other. That has to be taken into account as well, particularly with the idea of having better sidewalks...

17:31:39 From Rachel Steer | DOWL to Everyone : The presentation is posted on the project website: <http://www.spenardroad.com/meetings.html>

17:32:44 From Jena F to Everyone : Bike lanes are great, IF they get plowed in winter and don't just become the snow repository for the vehicle lanes.

17:33:18 From Nancy Bale to Everyone : What do studies show are the adjustment problems with a center turn lane. Are these used safely in most communities?

17:33:33 From Michelle Wilber to Everyone : My neighborhood is mostly lower income families and is not as dangerous or full of the 'wrong' type of people as some might believe that don't live here. If measurements of use are made in the near future, it should be noted that a ~30 Family apartment building on 30th east of Spenard is currently being rehabbed and empty. That is likely to be a big source of folks walking up to Carrs, etc in the future.

17:35:10 From Kate Silber to Everyone : Could you please speak to what facilities the AMATS Non-Motorized Plan has indicated for this section of Spenard Road? For anyone looking at both plans, how do these plans fit together?

17:35:12 From Michelle Wilber to Everyone : The Phase II Spenard Road improvements have been a big and welcome improvement.

17:36:37 From Sean Holland to Everyone : (1) was there any comparison of the traffic volumes before/after on the section of Spenard that was reduced to 3 lanes a few years ago? (2) along the same lines has bike/ped traffic been compared before/after on the north side?

17:38:08 From Sean Holland to Everyone : Curious if those improvements drew users to that section

17:38:11 From Michelle Wilber to Everyone : Please don't raise area speed limits based on measured actual car speeds. This seems to be in the plans for the 30th street improvements to be built next year, and this is a HORRIBLE idea! Do what you need to do to design a road that keeps speeds down and lowers speeds for safety.

AMATS: Minnesota Drive to Benson Boulevard
Open House #1 Zoom Chat Transcript

17:38:35 From Rep. Harriet Drummond, District 18 to Everyone : I live just off the north end of Spenard near Hillcrest. Our family just loves the new three-lane section with wide sidewalks. I see no reason to not continue the three lane model down to Minnesota. It's a pleasure to be able to walk on the wide sidewalks and not have to step off into a parking lot to pass other people.

17:39:44 From Jena F to Everyone : Biking (safely) to Pho Lena would make me so happy :)

17:39:54 From Rep. Harriet Drummond, District 18 to Everyone : The Hillcrest to Minnesota on-ramp section found a huge jump after opening, to as many as 1000 pedestrians a day on the separated, safe trail.

17:40:13 From Rep. Harriet Drummond, District 18 to Everyone : Anyone who wants to speed can move over to Minnesota

17:41:36 From Michelle Wilber to Everyone : ...of course we'll have to deal with Minnesota in the future, Harriet! We need to make that safer for neighborhood non-motorized transportation too :)

17:44:26 From Emily Weiser (she/her) to Everyone : Thank you so much for the presentation and discussion this evening. I'm in favor of the three-lane alternative and I would be thrilled to see the bike lanes and wider sidewalks.

What's the deadline/timeline for submitting comments for this phase of the design?

17:51:15 From Kate Silber to Everyone : What could improved transit facilities look like as part of this project?

17:53:50 From Rep. Harriet Drummond, District 18 to Everyone : I know the north end had limited width for bike lanes but put them in anyway even though they are narrower than standard. What kind of feedback has there been from bike lane users on the safety of these slightly narrower bike lanes?

17:55:51 From Michelle Wilber to Everyone : I've used those northern Spenard bike lanes and they feel generally safe. Certainly I prefer that they are there than if they weren't - the new version of the road is much better than the old!. Anything to make bike lanes even safer and more likely to be used is welcome.

17:56:20 From Jena F to Everyone : I bike on those, and they're not bad. I also have a pretty high close-traffic tolerance, so take that assessment with a grain of salt. Certainly better than nothing. With the amount of pedestrians on those sidewalks (yay!) I would prefer the on-street bike lane to a shared, multi-use 'sidewalk'.

17:58:30 From Emily Weiser (she/her) to Everyone : I was just wondering how wide those northern bike lanes are. I bike on them frequently and they are a little narrow for comfort (that being said, I still use them as the best alternative in the area - and I fully agree that they are better than nothing and also better than a shared sidewalk). They are also nonexistent right now with snow piled in them. I'd love to see somewhat wider lanes on this phase of the project as well as more attention to winter maintenance.

17:59:23 From Jena F to Everyone : I would also very much support moving the utility infrastructure underground, for all sorts of reasons, but specifically related to this topic because it allows easier clearing of sidewalks in winter and walking 2 abreast (when we're allowed to walk that closely with friends again).

18:06:44 From Lindsey Hajduk | she/her to Everyone : Just a comment to not "lump" homelessness with crime and theft issues.

18:08:41 From Rachel Steer | DOWL to Everyone : That is a very good point Lindsey. Thank you for pointing out that distinction.

18:09:30 From Anchorage Park Foundation to Everyone : YES! Road diet! YES! 3 lane roadway!

18:12:47 From Christi Meyn to Everyone : Another spenard biker here - the existing bike lanes on the north end are the only bike lanes I really use in town, and they feel very safe to me. I'd support a three-lane alternative even if it needs narrower bike lanes.

AMATS: Minnesota Drive to Benson Boulevard
Open House #1 Zoom Chat Transcript

18:13:06 From Alaska Leather to Everyone : I like the 3 lane version.

18:13:54 From Emily Weiser (she/her) to Everyone : Have physically protected bike lanes been considered for this project? Unprotected bike lanes might only appeal to ~3% of users (higher stress), and the speed and volume of this corridor would warrant protected bike lanes, per the NACTO Bikeway Design Guide. Physically protected facilities are also more accessible in the winter as snow from the road doesn't fill them. Would that be an option in this case?

18:14:15 From Jaysen to Everyone : question the use of a 3 lane between 36th and Minn - the road is busy at the am and pm rush hour and at noon. And now that Cook Inlet Housing is adding over 200 beds in the neighborhood. I question the use of a 3 lane road between these two arterial roads?

18:16:25 From Anchorage Park Foundation to Everyone : Is the federal funding secured?

18:24:08 From Lindsey Hajduk | she.her to Everyone : Adding on to Emily's question, are elevated bike lanes or other kinds of infrastructure options being considered? Also, best ways to maintain bike/ped facilities for winter based on what we learned from the north section?

18:27:55 From Emily Weiser (she/her) to Everyone : Melinda, the bike lanes on the north end are currently filled with snow and not really rideable.

18:28:00 From Anchorage Park Foundation to Everyone : I ride on the sidewalk on Spenard in the winter.

18:28:01 From Christi Meyn to Everyone : In winter, I bike on sidewalks on the northern section. Can't speak for others though.

18:28:02 From Lindsey Hajduk | she.her to Everyone : Sometimes you can ride through it, but it's when there's a hidden ice "ledge" carved into the bike lane covered in snow that gets dangerous

18:29:11 From nnovik to Everyone : It is also striking to see how difficult it is in the winter for people in wheelchairs to navigate the snow, the berms, the ice, everything that's in their way. What can be done to protect them?

18:30:32 From Lindsey Hajduk | she.her to Everyone : Bus pullouts on the northern section are great too, especially now that we have frequent bus service

18:32:21 From Lindsey Hajduk | she.her to Everyone : Has there been any mention of the 1% for Arts and how that might factor into this project?

18:33:28 From Lindsey Hajduk | she.her to Everyone : Is there a potential to reduce the road speed along this section of Spenard? That's a key action item from Vision Zero and improving safety

18:33:42 From Kate Silber to Everyone : I think I missed this – is the couplet mentioned in the Concept Report not included in this project?

18:34:48 From Melinda Tsu (MOA/PM&E) to Everyone : Thank you all for your comments about non-motorist use during the winter. I will communicate with the design team about PM&E's protected bike lane/wider ped facility, but it really comes down to space.

18:35:06 From Christi Meyn to Everyone : With additional housing coming in the area, a three-lane road with better non-motorized facilities may encourage future residents of the area to bike and walk instead of driving.

18:37:18 From Alaska Leather to Everyone : Based on the traffic I see every day from the shop Spenard road probably needs to remain 4 lane from 36th to Minnesota. I am in favor of the 3 lane option but our rush hour traffic is heavy.

18:40:44 From Jaysen to Everyone : Cook Inlet designed in at least one vehicle per apartment. So there will be more vehicles in this area.

AMATS: Minnesota Drive to Benson Boulevard
Open House #1 Zoom Chat Transcript

18:41:50 From pat to Everyone : Having lived in Spenard Turnagain area for more than 50 years I'm looking forward to the next step in the Spenard project. I strongly support the 3 lane approach allowing for pedestrians and bikes.

18:42:05 From Peggy and Bob to Everyone : Do the Feds incentivize faster speeds as part of funding?

18:45:19 From Alaska Leather to Everyone : Bonnie, Alaska Leather, the Minnesota project is supposed to begin this spring.

18:45:22 From Oleks to Everyone : Re: Jaysen

I don't think more vehicles necessarily mean more traffic. I own two vehicles myself, but always prefer to ride my bicycle to close destinations. If we had bike lanes down this stretch of Spenard, I would 100% ride my bike from where I live off Chugach to businesses in northern Spenard on any occasion I could find. A 3 lane road diet + bike lanes makes a lot of sense to me in this project.

18:45:47 From Emily Weiser (she/her) to Everyone : What's the plan for the bike lanes at the 36th intersection? Will there be bike detection at the traffic signal?

18:47:55 From Emily Weiser (she/her) to Everyone : Thanks! Follow up: Will the bike lanes extend through the intersection at least?

18:49:13 From Emily Weiser (she/her) to Everyone : Really appreciate this discussion and presentation. Thank you!

18:49:42 From Rachel Steer | DOWL to Everyone : <http://www.spenardroad.com/meetings.html>

18:55:51 From Matt Johnson NSCC President to Everyone : Thanks to the project team!

18:55:54 From Diana Rhoades to Everyone : Thank you! Looking forward to the project.

18:56:37 From Diana Rhoades to Everyone : Diana@anchorageparkfoundation.org - I would like to be on the list. Thank you!

18:56:39 From Rachel Steer | DOWL to Everyone : spenardroad@dowl.com

18:57:19 From Rachel Steer | DOWL to Everyone : I added you Diana!

18:57:29 From Sean Baski (DOT&PF) to Everyone : Thank you all!

18:57:29 From Alaska Leather to Everyone : Thank you all! Great information.

18:57:30 From Rep. Harriet Drummond, District 18 to Everyone : Thanks so much team! Great open house!

18:57:53 From Lindsey Hajduk | she.her to Everyone : Thanks everyone! I'm really looking forward to this project :D

18:58:07 From Peggy and Bob to Everyone : Thank you for keeping us informed.



Frequently Asked Questions February 2021

AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard

East-West Connectivity

Improved east-west connectivity is needed for non-motorized travelers moving through Midtown from west-side trails to Midtown and UMed districts. Can this project incorporate a bridge or tunnel over or under Minnesota Drive?

Improvements to Minnesota Drive are outside the scope of this project, however the project team is currently evaluating alternatives on Spenard Road that seek to improve the safety of pedestrian and bicyclists within the project corridor.

Active Transportation

Bicyclists should be separate from motorized traffic. Why does the three-lane alternative propose to put in bike lanes (right next to moving traffic) rather than integrating a bike lane on the sidewalk?

- This project is evaluating bicycle facilities for a wide range of cyclists, from those who may prefer a sidewalk or path to confident riders looking to quickly get across town alongside traffic.
- Bike lanes adjacent to the street can make cyclists more visible to drivers, reduce the potential for pedestrian conflicts, and allow for uninterrupted travel at speed.
- Sidewalks and paths can create conflicts between cyclists and vehicles turning in and out of driveways.
- The three-lane alternative provides both a multi-use path and a bicycle facility. By having both facilities, cyclists can choose their preferred path based on their ability and other factors, such as road conditions.

Active transportation needs should be incorporated into project design and concepts should be vetted by non-motorized users before being finalized.

- Improving safety of all corridor users, including active transportation users, is one of the primary goals of this project.
- This project is following the Municipality of Anchorage's Context Sensitive Solutions (CSS) process. A key element of the CSS process is considering the needs of all users and all modes.
- The project team will present updates to the AMATS Bicycle and Pedestrian Advisory Committee as it moves forward with design.
- The project team will provide materials for the public to complete a site walk-through in Spring 2021.

Will this project include the addition of mid-block crosswalks?

Mid-block crosswalks were included in Phase 2 of Spenard Road Rehabilitation and will be considered for this project.

Has the project team counted pedestrians within the corridor?

The project team has not counted pedestrians on this section of road. Members of the project team and agencies conducted a site walk/bike audit in Fall 2020 to ensure first-hand experience is a consideration during design. The project team will be seeking the same kind of experiential feedback from stakeholders during a project walkthrough in Spring 2021.

How does this project fit with the draft AMATS Non-motorized Plan?

The Draft AMATS Non-motorized Plan identifies Spenard Road between Northern Lights Boulevard and Minnesota Boulevard as a primary pedestrian network (medium priority). Though the Draft Plan currently does not identify Spenard Road as part of the priority bicycle network, the Final version of the Plan likely will and as such, this project will support the realization of this non-motorized corridor.

Are protected bike lanes being considered?

Protected bike lanes are being considered within the context of how they impact other possible design elements, in accordance with multiple guidelines (e.g., design criteria, codes and policies) that generally allow flexibility in selecting cross-sectional elements that serve non-motorized uses. Project elements that meet governing standards will be documented in the project Design Study Report.

How could this project improve transit facilities within the corridor?

The previous upgrades to Spenard Road provide examples of transit facilities that could be included as part of this rehabilitation project. The project team has met with MOA Transit, who would like every bus stop along the corridor to be retained and improved.

In the event a three-lane alternative is selected, will the bicycle lanes be narrow like in the previous phase of rehabilitation?

It is likely that bicycle lanes will have similar dimensions to the facilities in the recently completed section of Spenard Road between Northern Lights Boulevard and Hillcrest Drive.

Will bicycle detection loops at the 36th Avenue/Spenard Road intersection traffic signal be incorporated in this project?

Detection loops would be considered as part of the three-lane alternative.

Will bicycle lanes extend through the 36th Avenue/Spenard Road intersection if a three-lane alternative is selected?

The traffic pattern will need to tie in with the existing four-lane intersection of Spenard Road and Minnesota Drive. This may impact the ability for the bicycle lanes to extend through the 36th Avenue/Spenard Road intersection, but this will be clarified as part of the design process.

The previous section of Spenard Road rehabilitation had limited width for bicycle lanes, but they were put in anyway even though they are narrower than is preferred. What kind of feedback has there been

from bicycle lane users on the safety of these slightly narrower bicycle lanes, and could this be a solution in the current project as well?

Despite the limited width on the previous phase, bicycle lanes were constructed in addition to a multi-use pathway. While the bicycle lane may be narrower than ideal, the width did meet design standards. Feedback from users is generally that a narrower bicycle lane is preferable to no bicycle lane at all. If the 3-lane alternative is selected, the width of bicycle lane facilities will be confirmed as part of the design process for this project.

It is particularly challenging in winter for people in wheelchairs to navigate the snow, berms, ice, and other impediments on non-motorized facilities. What can be done to protect these users?

The Statewide Active Transportation Master Plan highlights a range of guidance that is applicable to non-motorized users, including specific guidance for people in wheelchairs and others with limited mobility. The design team will use this guidance as part of the design process to consider the needs of these users and will provide facilities that are ADA-accessible or make it easier for all users where possible.

Minnesota Drive Intersection

Please modify the project scope to extend to the west side of Minnesota Drive at the southern end of the corridor. Minnesota Drive in its current condition is a barrier to active transportation that unnecessarily dissects the neighborhood and encourages unsafe jaywalking.

The project scope was determined by AMATS and cannot be modified by the Department of Transportation and Public Facilities. Improvements to the west side of Minnesota Drive will need to be addressed in a future project, and are provided for as part of a future project identified in the AMATS 2040 Metropolitan Transportation Plan.

What about using a modular system at difficult intersections like Spenard Road/Minnesota Drive, which could allow the lane configuration to change according to the different needs at different times of the day?

The scope of this project does not include the Spenard Road/Minnesota Drive intersection. This concept could, however, be part of a future project that considers this intersection.

Federal Funding vs MOA Funding and Implications for Design/Amenities

As this project is federally funded, does that mean there are more standards or requirements such as the width of a sidewalk or bicycle lane?

Generally, no, but it depends on the context. Federal funding includes specific requirements such as the need for public involvement on preferences and/or priorities, including project elements like sidewalks and bicycle lanes.

What cannot be accomplished using federal funding, especially compared to the previous Spenard Road project that rehabilitated the roadway between Hillcrest Drive to Benson Boulevard?

Federal funding precludes the use of funds for improvements on private property. Some of the elements of the previous phase of work, including walls and landscaping features that extend to the front of the commercial properties in the corridor will not be able to be included in this project because of federal funding constraints. This may also restrict parking area improvements. Individuals, community organizations or local government can fund additional features beyond the edge of the public right-of-way.

Why is a four-lane alternative being considered when there appears to be strong support for a three-lane alternative?

The environmental process dictated by federal funding requires consideration of a broad range of project alternatives before identifying a preferred alternative.

Is the federal funding for this project secured? What does the funding process entail?

There are several “gateways” the project must pass through to receive federal funding. Currently, the project has received funding to complete preliminary design and environmental permitting. The next gateway is securing funding for detailed design and construction documentation, which will be passed following the completion of the environmental documentation. Following that gateway, the project will need to pass through a further gateway to receive funding to acquire any additional right-of-way needed to enable the project to be constructed.

Does the federal funding influence the corridor speed limit?

No. The corridor speed limit is determined by the local government authorities as part of determining the functional classification of the roadway

Three-Lane vs Four-Lane Alternative

Does a “road diet” lead to fewer cars using the road?

Road diets seek to improve safety by creating more space for non-motorized travel and to accommodate non-standard vehicular movements such as turning, acceleration, and deceleration. If properly designed, traffic does not divert to other streets because the corridor will be safer and more comfortable for a broad range of users.

Would the four-lane alternative be the same as the existing road configuration?

The four-lane alternative is similar to the existing road configuration. Sidewalks would still be narrow and there would not be a bicycle lane provided. The main difference would be potential relocation of utilities to below ground.

At certain times of the day, a left turn from side streets onto Spenard Road is challenging. With only one lane of traffic will it be virtually impossible to turn left during peak traffic?

A major advantage of converting four lanes to three lanes is the simplification of left turns created by reducing the number of lanes and width of roadway that must be crossed by left turners. The design process will evaluate turning movements, and in some instances turns may be restricted from some side streets.

Maintenance

Is maintenance a consideration in project design? Who is responsible for maintaining the roads and sidewalks? In winter the sidewalks along this section of Spenard Road are frequently so full of snow from snowplows or adjacent businesses that they're not passable, which creates a safety issue for pedestrians.

The Municipality of Anchorage owns, operates, and maintains the Spenard Road corridor and will continue to do so following completion of this project. The DOT&PF is coordinating with Municipality of Anchorage maintenance staff as part of the project design, to ensure maintenance needs are considered. Funding for

maintenance is an ongoing challenge for both the Municipality and the State and depends on the community's willingness to pay for maintenance services. In recent years funding for road maintenance has decreased.

Traffic

How will the COVID19 pandemic and its impact on traffic volumes impact the way traffic data is collected and used for the project?

The project team is evaluating traffic conditions in the corridor, including:

- Actual traffic speeds versus posted speeds
- Traffic volumes (bicycles, pedestrians, motorized)
- Crash data

Traffic volumes are currently suppressed because of the pandemic, and the project team will compare traffic data collected to data collected in previous years to assist in understanding these impacts. We expect volumes will be returning to a more typical condition over the summer of 2021, when traffic counts are scheduled to occur. There are a range of emerging techniques that may be used to account for the reduced traffic volumes because of the pandemic.

How does a three-lane alternative handle traffic compared to a four-lane alternative?

Research indicates a three-lane roadway can handle similar traffic volumes to a four-lane roadway (up to 20,000 vehicles per day), with a comparable or even improved level of service. This was observed following the completion of the "road diet" reconstruction on Arctic Boulevard, and the project team expects a similar outcome following construction of this project. Current volumes on the corridor are approximately half of the upper limit for 3 lane facilities.

Have there been any traffic counts on the northern section of the road? Have the improvements completed during the previous phase of work drawn additional users to that section?

There was no project related post-traffic count for the previous section of rehabilitated road.

How will the three-lane alternative merge with the four lanes at the Spenard Road/Minnesota Drive intersection at the south end of the corridor?

The existing conditions at that intersection will remain. The project team will address merging between the three-lane and four-lane sections as the project moves forward in design.

Road Speed

Is the project team considering the addition of speed bumps within the corridor?

Traffic calming measures may be considered as part of the project's design. However, speed bumps are unlikely to be included as Spenard Road is a minor arterial roadway.

Is there potential to reduce road speed on this section of Spenard Road? Road speed reduction for safety improvement is a key action item in the Municipality's Vision Zero Action Plan.

The project team will be working with the DOT&PF and MOA traffic departments to confirm the speed limit for this project.

Miscellaneous

How will this project deal with curb cut-outs? These create safety issues, particularly in winter when business owners clear driveway snow onto the sidewalk after the Municipality of Anchorage has already cleared the sidewalk.

Just like the last two phases of the Spenard Road Rehabilitation, one of the possible outcomes will be an overall reduction of curb cuts as a safety improvement within the corridor.

What about the Municipality of Anchorage “One Percent for Art” policy – will that be applied to this project?

We have a commitment through a non-federal funding source to meet the “one percent for art” funding contribution, which will be a part of this project. The Municipality of Anchorage will be managing the mechanism that will incorporate the art and DOT&PF will be closely coordinating with the Municipality on this.

Are center turn lanes used safely in most communities?

Center turn lanes, also frequently referred to as two-way left-turn lanes (TWLTL) are commonly used on roadways throughout the United States and are a frequent element of many streets within the Anchorage Bowl. TWLTL are used to reduce rear-end, head-on, and turning related crashes occurring on two-lane roads. Research on the effectiveness of TWLTL shows that they have been effective in reducing crashes in a range of locations across the United States.

Project Number: State CFHWY00604 / Federal 0001659
Date/Location: February 1, 2021, 6:30 – 7:00 pm
 Virtual – Zoom
Staff Present: DOT&PF: Sean Baski; Travis Holmes
 MOA: Melinda Tsu; Jennifer Noffke
 Lounsbury: Joe Taylor; Susan Acheson
 DOWL: Katie Conway

Elizabeth Appleby, the Municipal Planner assigned to this case, gave a brief introduction of the project and reminded the commissioners that this is an informational item on the agenda, which means the commissioners can ask questions but there is no motion to be made and no public comment will be taken.

Sean Baski gave a brief project introduction with a short PowerPoint slideshow that included:

- Corridor history and efforts spanning nearly 20 years to improve safety in the northern section of Spenard Road
- Previous phases of work were MOA managed and funded
- This phase of work is DOT managed and federally funded
- Existing conditions
- 3-lane and 4-lane alternatives
- Stakeholder concerns
- A mention of the overwhelming support heard for the 3-lane alternative at the recent Virtual Open House

Questions from P&Z Commissioners

Can you elaborate on stakeholder feedback received on the three-lane versus four-lane options? I recall that being contentious in previous phases of work. (Spinelli)

We've had a few people mention brief comments about a four-lane section but pretty universally the team has heard that that stakeholders would like for this section to be the same as the northern section. We've heard a lot of particulars about the type of facilities people would like (bike, pedestrian, etc.) but overwhelmingly we've heard more support for three-section than four.

Are there any further phases of work on Spenard Road anticipated further south from Minnesota? (Krishna)

That's more a question for the Municipality. The Department of Transportation is cooperating with the Muni on this phase. I do not know of any future improvement projects on the book for west of Minnesota, but I wouldn't necessarily know of them if they are planned.

I've heard that 1% for Art is one of the differences between previous phases, which had that benefit, and this one, which will not. Are there any other differences between the previous phases of work and this one? (Krishna)

1% for Art is available now for this project and so will be a part of it. You bring up a good question, though. Because this is a federally funded project there are differences between what we can do and what was done on the previous, MOA funded projects. From back of pathway to back of pathway you can expect to see a lot of the same things. Once you get beyond that there are differences imposed by the funding source. In this

case, the federal funding does not allow us to do anything on private property. Also, there were some unique things done with parking in the previous phase of work north of Northern Lights and though some of those may be tools we can work with, most of them are not because of the limitations associated with the federal funding. However, our work does not preclude other projects or initiatives obtaining some of the same look and feel or character as created by the previous phase of work; those things can be done by the community, local government, individuals, etc.

When will the project be completed? (Looney)

The soonest construction will start is 2025. We're currently working on getting the environmental document approved, which means developing the alternatives, moving through the CSS process, and engaging the public.

What about the 36th Avenue couplet concept – is that still in the works for this project? (Looney)

AMATS specifically excluded work on that intersection from this project, which rules out working on the one-way/couplet design. There's a future project that could potentially look at this idea. It's a unique problem to resolve and there are a lot of stakeholders to talk with, and a lot of possible options on the table, but it will not be included with our Spenard Road rehabilitation project.



Stakeholder Site Walk Survey Summary

Project Number: State CFHWY00604 / Federal 0001659
Date/Location: May 18, 2021, 3:30 – 5:30 PM
3502 Spenard Road (Starting Point)

Summary

On May 18, 2021 the Department of Transportation and Public Facilities (DOT&PF) hosted a stakeholder site walk for the AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard project. Stakeholders were invited to walk the project corridor and take five independent, short surveys either online via SurveyMonkey using a smart phone or on paper. Members of the project team were present at each of the stations and participants were able to ask questions as they traveled through the corridor. Links to the online surveys and a printable version of the survey were available on the project website. Survey responses were collected until June 21, 2021.

The purpose of this survey was twofold:

- Gauge stakeholder transportation habits in the corridor and perceptions of the project corridor's safety, access, comfort, and convenience.
- Provide an opportunity for public input that could inform some design decisions.

The site walk and survey were promoted via project email list, project website, and the Spenard Community Council. In total, 26 people participated in the site walk on the day of the event and afterward on their own time. Not every participant completed all five surveys; between 23 and 26 responses were gathered for each survey.

Survey participants ranked pedestrian amenity improvements as the highest priority improvements. Sentiments expressed through responses to open-ended questions included critiques of the existing conditions such as:

- Existing sidewalks are uncomfortable and unsafe to use since they are too narrow and close to fast vehicular traffic.
- Poor sidewalk conditions and obstacles like utility poles and missing curb ramps make the sidewalks inaccessible.
- Sidewalks feel unsafe due to many street and driveway crossings; crossing features could be improved for both pedestrians and cyclists.

Improvements to bicycle infrastructure was ranked as the second highest priority by survey participants. The general sentiment expressed by participants is that the existing condition is uncomfortable for cyclists for reasons including:

- A lack of bicycle amenities.
- Uncomfortably fast and close traffic.
- Narrow, four-lane road with many driveways and cross-streets.
- Lack of sidewalks suitable as an alternative space for cyclists.

Many survey participants noted the importance of creating dedicated space for non-motorized corridor users that is separated from vehicular traffic, and possibly separated from each other as well. While transit facility improvements garnered a lower rank in priority, that could be attributed to the small percentage of survey participants who self-identified as transit riders. Participants generally agreed that more bus signage, sidewalk space, and a cover over the bus stop could improve the existing condition. Winter maintenance issues and risk of being splashed by passing cars came up as issues for pedestrians and bicyclists throughout the survey. Though survey participants were never directly asked for feedback on specific design alternatives, support was expressed for a design similar to what was completed on the northern section of Spenard Road, with two travel lanes, a center turn lane, wide sidewalks, and bike lanes.

This summary will be shared with the project team. Stakeholder feedback will be considered as the project team moves forward with design.

BACKGROUND

One of the primary goals for the AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard project is to improve safety for all users, including non-motorized and transit users. The stakeholder site walk survey asked people who live, work, and recreate within or adjacent to the Spenard corridor to provide some demographic and corridor use information, and then to respond to two to four questions for each of the following topics in four independent surveys:

1. Pedestrian Experience in the Project Corridor
2. Public Transportation in the Project Corridor
3. Cycling in the Project Corridor
4. Corridor Priorities and Characteristics

These four surveys corresponded with stopping points identified along the site walk route, as shown in Figure 1. Demographic and corridor use information was collected at the starting point.



Figure 1

Because information was collected in five independent surveys, we were not able to correlate demographics with any corridor use patterns, perception, or priorities.

A variety of question types were used in the surveys. The pedestrian, public transportation, and cycling surveys asked participants to assess their comfort level using the non-motorized and transit facilities in the corridor. In these surveys, participants were also given the opportunity to share additional thoughts about their experience moving in and through the corridor. The public transportation and cycling surveys asked participants to rank potential improvement features in order of preference or priority. The last survey asked participants to rank potential amenities across all categories in order of priority and share what the words “Spenard Road” call to mind for them.

DETAILED SURVEY RESULTS

Demographic and Corridor Use Information

Approximately two thirds of site walk participants indicated they are customers at businesses or spend free time within or adjacent to the corridor. Approximately half of participants live within or adjacent to the corridor, and approximately one-quarter work within the corridor. Most participants spend time in the corridor at least four days per week.

Approximately two thirds of participants regularly travel through the corridor by motorized vehicle, and two thirds travel through the corridor by non-motorized modes (walking, wheelchair, or biking). Only eight percent, or two participants, indicated that they regularly use public transportation in the corridor.

Demographic data around gender and race was also collected; about half of participants were male and about half female. Eighty percent of participants self-identified as white, eight percent Alaska Native, four percent Native American, and four percent Pacific Islander.

All participants who indicated they use public transportation in the corridor also indicated that they live within or adjacent to the corridor. Amongst participants who work or recreate in the corridor, the majority use both motorized and non-motorized modes of transportation to move within and through the corridor.

Pedestrian Experience in the Project Corridor

Participants were asked to assess their level of comfort as they followed the site walk route. A majority (17 of 26) expressed a low level of comfort (see Figure 2).

As you walk along Spenard Road, how comfortable do you feel? How do you feel about vehicular traffic, street crossings, and other aspects related to motorized or non-motorized travel within the corridor?

Answered: 26 Skipped: 0

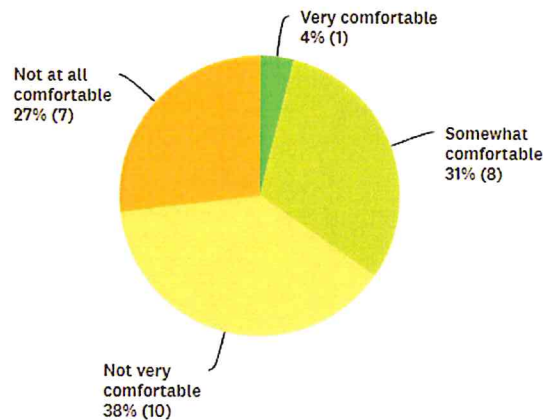


Figure 2

The second question in this part of the survey asked what made the participant feel comfortable or uncomfortable walking along the corridor in an open-ended response. Responses were coded and sorted into categories based on common themes. All survey participants noted at least one concern that made them uncomfortable walking along this section of Spenard, and almost no participants noted elements that currently make them comfortable, though several noted areas where they saw potential for improvement.

The top concerns for participants, in order of how frequently the concerns came up across survey responses, were as follows:

1. Narrow sidewalk is too close to cars speeding past along the road. More space or separation is needed for non-motorized users. The sidewalk is in poor condition.
2. Sidewalks are inaccessible due to utility poles or other obstacles and lack of curb ramps in some places.
3. Too many intersections and driveway crossings – it feels unsafe, difficult and/or dangerous for pedestrians to cross. Additionally, sometimes there is no separation between the sidewalk and parking lots.

Several participants also mentioned that conditions on sidewalks are worse in the winter, the sidewalks do not currently work for cycling, and the area is unattractive, dirty, and lacks green space. Other singularly mentioned concerns included that the road is noisy, the road has sharp curves, and that there is crime in the corridor at night.

SurveyMonkey's Word Cloud analysis tool was also used to identify some of the most-used words or phrases. Notably, 96 percent of participants called out vehicular traffic as shaping their experience as a pedestrian along Spenard (using either "cars," "high," "speeding," "traffic," or "fast" in their open-ended responses), suggesting that fast traffic is a major factor in making these pedestrian facilities uncomfortable. Also notable, 56 percent of participants mentioned either "narrow" or "close," suggesting that the width of pedestrian infrastructure is perceived as insufficient.

Public Transportation in the Project Corridor

None of the survey participants identified themselves as regular public bus riders in Anchorage, as shown in Figure 3. Many have never or have rarely taken the bus. Two participants noted that COVID-19 concerns factored into their decision to not take the bus more frequently. It is possible that the timing of this site walk in relation to the COVID-19 pandemic could have biased the survey results.

Other comments about public transportation use in the corridor included concern about the bus stops being “sketchy” and difficult to use as there is no map, fees, or other information posted. Others noted that unsafe conditions for pedestrians dissuade them from riding the bus more often, as well as changes to the system route and concern about lack of frequency or reliability.

How often, if ever, have you taken a public bus in Anchorage?

Answered: 17 Skipped: 0

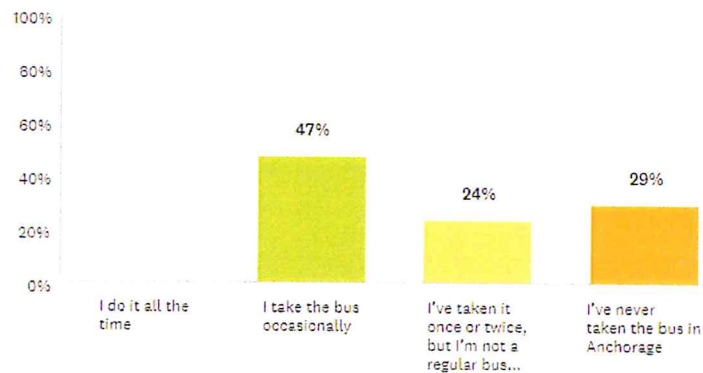


Figure 3

Survey participants were asked to consider their level of comfort using the bus stop on the east side of Spenard Road near the intersection with 32nd Avenue (see Figures 4-5).

Imagine for a moment you need to get on the bus at this bus stop. How comfortable do you feel waiting at this bus stop?

Answered: 17 Skipped: 0

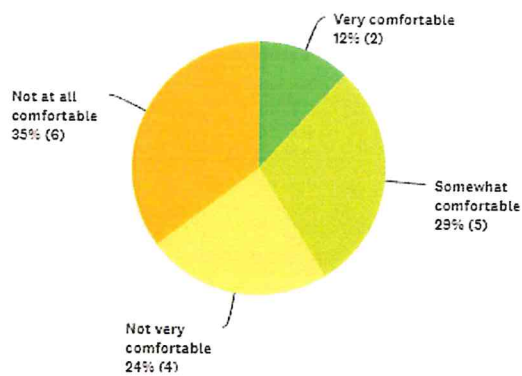


Figure 4



Figure 5

Participants were then asked to respond to an open-ended question explaining the reasons behind their comfort level using this bus stop. The top concerns for participants who felt somewhat, not very, or not at all comfortable waiting for the bus here, in order of how frequently the concerns came up across survey responses, are as follows:

1. Stop is on a narrow sidewalk and too close to the busy road.
 - a. This is even more of an issue during wet or winter conditions, as riders risk getting splashed by passing cars.
 - b. Two participants also noted this means there is insufficient space for cyclists who have no other option than to ride along the sidewalk to pass riders waiting at the bus stop.
2. There is no cover over the seating, so riders must be exposed to weather while waiting.
3. Stop is too close to adjacent business's driveway and is unprotected from cars in the parking lot or driveway.

It is noteworthy that some participants expressed concern about the lack of nearby crosswalks as something that influenced their low level of comfort with using the bus stop. Additionally, several participants said the reason they felt uncomfortable was that the area is generally "unkempt" and there is no trash can at the stop. Discomfort with loud road noise and intoxicated people sleeping on the bench were also mentioned as reasons for discomfort using the bus stop.

When asked to check all listed features they would like to see provided at the bus stop, 71 percent of participants wanted to see a bus timetable, 54 percent wanted clear signage, 42 percent wanted a cover over the stop, 33 percent wanted seating, 33 percent wanted a leaning bar, and 4 percent (one participant) wanted a bus pullout. Two participants of the 24 who completed this survey indicated that they are comfortable with the bus stop as-is.

Several survey participants took the opportunity to make suggestions for additional features to improve the bus stop. Responses included adding more space, a map of routes, a trash can, lights, a push button to alert the driver to stop, a barricade to protect riders from cars pulling into the driveway, and a panic/emergency button. Two of the 24 participants used this opportunity to note concerns about the risk of a covered bench leading to people experiencing homelessness sleeping there.

Cycling in the Project Corridor

Most of the people who participated in this individual survey indicated they bike along urban streets in Anchorage "all the time." It is possible that cyclists were more heavily represented in the sample of people who chose to participate than would be in a random sample of Spenard Road stakeholders because of outreach done by Bike Anchorage to their members encouraging participation in the survey. One person noted that they would bike more if the non-motorized network was more connected, and multiple people commented that they are looking forward to the rehabilitation of this section of Spenard Road so that it can be more like the northern section with wide sidewalks and bike lanes. One participant commented that they enjoy cycling, but that they still want roads to primarily be designed for cars.

How often, if ever, do you or someone in your household bike along urban streets in Anchorage?

Answered: 25 Skipped: 0

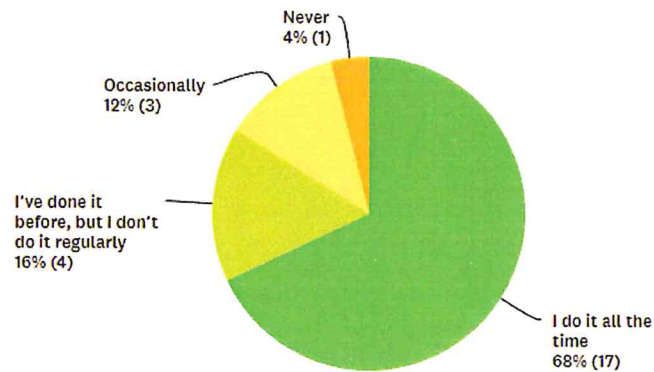


Figure 6

It is worth noting that even within a group that is mostly frequent cyclists, a majority of participants indicated a low level of comfort biking along Spenard Road through the project area.

Imagine you need to bike along Spenard road through this project area. How comfortable do you think this would be?

Answered: 25 Skipped: 0

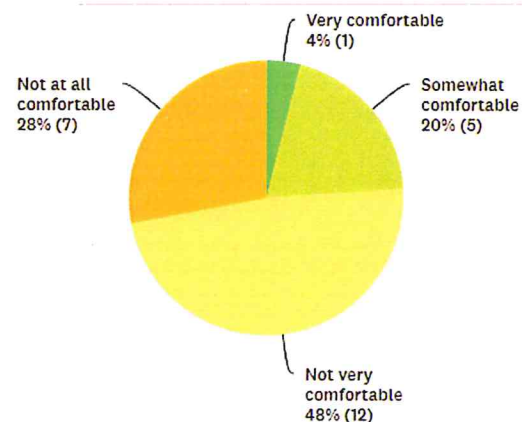


Figure 7

The top concerns for participants who said they feel not very or not at all comfortable cycling here, in order of how frequently the concerns came up across survey responses, are as follows:

1. No bike facilities (shoulder, bike lane, separated facilities, or signage for awareness).
2. Busy road with fast-moving traffic.
3. Many participants considered sidewalks as potential alternatives in the absence of bike facilities but commented that the existing sidewalks would not be suitable since they are

narrow, in poor condition, lacking some curb ramps, and obstructed by utility poles in some places.

4. Cars are too close.
5. The road has a lot of blind corners, cross streets, driveways, and it's curvy.
6. Poor winter maintenance (and gravel when not winter) makes facilities unusable.

Finally, participants were asked to select all options they thought could make biking along the corridor more comfortable from a list of possible bike facility features. The top three features identified were:

1. Separated, dedicated bike facilities
2. Bike lane
3. Widened sidewalk

Some participants also offered suggestions for improvement in an "Other" comment field: improving crossings, continuing bike lanes through intersections, and support for the design option with one lane of traffic in each direction to allow space for more separation across modes of travel.

Corridor Priorities and Identity

Site walk participants were asked to rank amenities in order of priority, keeping in mind that the relatively narrow right-of-way for the road might mean there is insufficient space for all desired non-motorized amenities. Results are listed below in order of priority given by survey participants:

1. Dedicated space for pedestrians (e.g. a sidewalk or pathway)
2. Dedicated space for bicyclists (e.g. a bike lane)
3. Separation of bicycle and pedestrian facilities from vehicular traffic
4. Accessibility improvements for corridor users with disabilities
5. Improved pedestrian features (to assist with crossing the road)
6. Separation of bicycle and pedestrian facilities from each other (i.e. no bikes on the sidewalk)
7. Improved transit facilities (i.e. bus stops)
8. Landscaping and lighting improvements
9. Maintaining existing roadway width (i.e. right-of-way)

The last survey question asked, "Please tell us in a few words what you think about when you hear the words "Spenard Road." What image does it conjure in your mind? What emotions are you feeling? What memories are the words reminding you of?"

character and Funky home times north
good love Anchorage place

Figure 8

A word cloud (Figure 8) produced from the open-ended responses to this question (with the words “Spenard,” “Road, and “lots” eliminated) shows how Spenard’s unique character is appreciated. Responses can be categorized into the following themes, listed below in order of frequency:

1. Spenard is a “special” place to many survey participants. It is an old neighborhood community with funky and quirky art, culture, and character. Spenard is described as having personality and potential.
2. Many participants described Spenard as their home.
3. Many participants said that the road needs improvements, and they are hopeful that the project will turn out like the recently-completed northern section of the corridor.
4. Several participants talked about the small businesses on the corridor.

A few other individual responses addressed Spenard’s “ideal” location within Anchorage and the iconic curvy road. Other individual responses used the space to mention that there is lots of traffic, they’d like more grass and less concrete, that the area is “slightly sketchy,” concerns about the homeless population in the area, or that they want to minimize right-of-way acquisition.

Participant Statements

The following statements were made by participants in response to open ended questions throughout the survey:

“That was a truly awful experience. It’s been a long time since I walked that part of Spenard, and today reminded me why. The sidewalks, when they exist are too narrow and slope toward the road, they are not accessible (ADA) in any way, there are utilities in the middle of the walkways, and cars are speeding by right next to you while you walk. There are no street trees and every surface is paved. I love all the quirky art along the road but it is overshadowed by all the pavement, utilities, and cars.”

“Traffic moves quick through the corridor which has narrow lanes that wind through seemingly sharp curves (particularly in the winter). There’s no separation from the road for the sidewalk. As an “advanced” bike rider, I’m comfortable using adjacent lands (e.g., parking lots, alleys), which is the only reason I’m somewhat comfortable. Frequently, cycling this section of road means taking a lane and the wraith of drivers.”

“If I had to cross the street to get to the bus stop, it can be tough to do at times.”

“There’s no protection from the elements, you’re close to the road and people in cars are moving fast, it’s loud.”

“I bike in areas that have wide sidewalks and separated pathways. I’d bike more if those types of environments were more available outside of the parks trail system. I’d love to bike to work in

midtown, which would take me along Spenard, but I don't feel safe biking on the section of Spenard I walked today."

"I am so happy to see this being redesigned because it is absolutely terrible."

"Road too narrow to share. Cars too close. No option on sidewalk. Terrible in winter."

"Unusable or non-existent sidewalks or other suitable bike infrastructure. 4 lanes on a curvy road with absolutely no room for error on anyone's part, especially untenable in winter."

"Make Spenard Road one lane in each direction--provide more vehicle separation from pedestrians and widen the through lanes for vehicular traffic."

"The reconstructed section north of Benson has a great feel--aesthetically/emotionally, as well as safety (despite the occasionally aggressive driver). I'd like to see the theme continue south of Benson. It provides a walkable area that is conducive to visiting businesses and the art installations add to the character of the community."



Meeting Summary Open House #2

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	September 27, 2021, 5:00 pm – 7:00 pm In-person and outside at The Nave, 3502 Spenard Road
Staff Present:	DOT&PF: Sean Baski; Travis Holmes, Matt Walsh MOA: Melinda Tsu; Jennifer Noffke Lounsbury: Joe Taylor; Susan Acheson, Dave Gamez, Katherine Benzmilller DOWL: Rachel Steer; Katie Conway; Morgan McCammon
Elected Officials:	Assemblyman John Weddleton, staff to Assemblywoman Austin Quinn-Davidson
Total Participants:	31 (including the project team)

Meeting Summary

The in-person, outside open house was held in The Nave parking lot under four tents spaced apart to encourage social distancing. Each of the four tents was designated for a specific purpose or discussion topic: 1) welcome and event sign in, 2) non-motorized facilities, 3) ROW/property impacts, and 4) design options/engineering. The project team was disbursed among the different tents.

The open house started at 5:00 pm, concluded at 7:00 pm, and was a Q&A style event. A pre-recorded presentation was posted to the project website three days prior to the event; printed copies of the annotated PowerPoint presentation were available at the welcome tent for meeting participants. The presentation included a slide requesting participation in an online stakeholder survey to provide feedback on the three three-lane design options under consideration. Signage posted at each tent during the in-person event also requested participation in the online survey.

Comment forms were available at the welcome tent; two participants left comments using these forms. Additional comments are anticipated to be received via the online survey.

Meeting Comment Summary

- Request benches at bus stops as it is more convenient for riders and makes the city look better.
- Remove signs to make the road look beautiful.
- Support for all three options with a general preference for option #1; a three-lane roadway with opportunities for nonmotorized users will make a huge difference
- Questions about the lane configuration (number of lanes) between Minnesota Boulevard and 36th Avenue.
- Concern that the options presented did not include continuous bike/ped facilities between Minnesota Boulevard and 36th Avenue.
- Questions about snow storage and removal (and impacts to non-motorized facilities) and how it differed between each option.

AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard
Open House #1 Meeting Summary

- Questions about degree to which project team is coordinating with other developers, agencies, and projects within the Spenard corridor.
- Request further reduction to the center left turn lane, down to 12-feet from 13-feet.
- Concern about business access during construction.
- Questions about reducing speed in the corridor.
- Concerns over impacts to right-of-way.
- Questions about the intersection with Minnesota Boulevard.



Stakeholder Survey #2 Summary

Project Number: State CFHWY00604 / Federal 0001659
Date/Location: September 24 – October 15, 2021
SurveyMonkey.com

Summary

In conjunction with Open House #2, which took place on Monday, September 27, 2021, the Department of Transportation and Public Facilities (DOT&PF) held an online stakeholder survey for the AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard project. The survey launched a few days before the open house and remained open for two weeks after. The intent of the survey was to collect public input relating to the design options under consideration; the three different design options were described and displayed with graphical typical sections in the survey. The survey was hosted at www.surveymonkey.com and advertised on the project website, at the open house, in an email to the electronic mailing list, and during a Spenard Community Council presentation the week after the open house.

- The survey was composed of five questions and took an average of six minutes for participants to complete.
- Twenty-four participants took the survey.
- Three questions related specifically to the project corridor and design options.
- Two questions collected the same demographic information as on the DOT&PF meeting sign-in form for compliance with Title VI.
- Survey participants had an overwhelmingly positive response, indicating strong favor for the three-lane alternative with a slight preference for design option one.
- The average survey participant self-identified as a white female.
- Most survey participants are in the project corridor frequently – four to seven days a week – as residents, customers of local businesses, and traveling through the area by motorized vehicle.

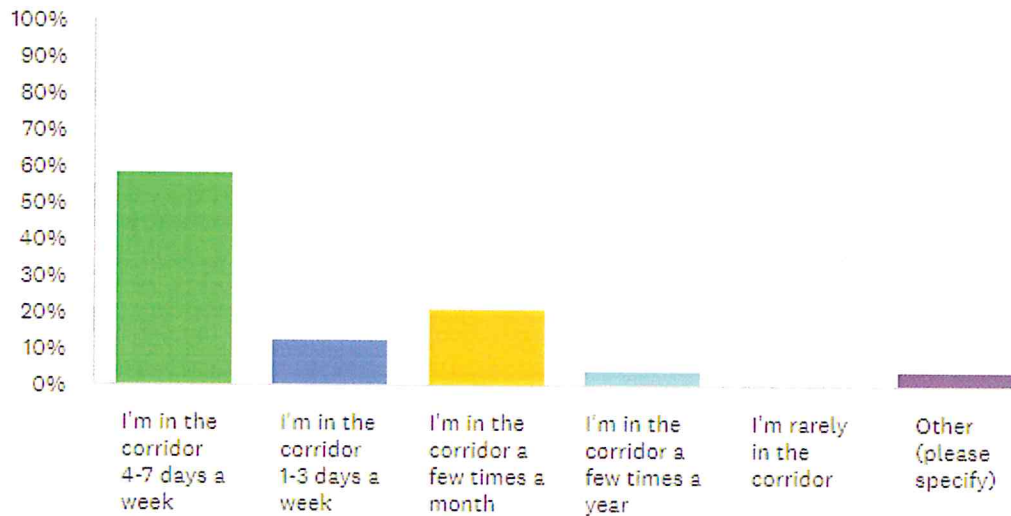
Detailed Survey Results

Question 1: Please tell us a little about your experience in the project corridor. Check all that apply.

75%	I regularly travel through the project corridor by motorized vehicle (e.g., car/truck/motorcycle)
63%	I live within or adjacent to the project corridor
54%	I am a customer at businesses or spend free time within or adjacent to the project corridor
46%	I regularly travel through the project corridor by bike
42%	I regularly travel through the project corridor on foot

17%	I work within or adjacent to the project corridor
13%	I regularly travel through the project corridor by public transportation (e.g., People Mover bus)
13%	Other <ul style="list-style-type: none"> I would travel the corridor by cycle or on foot, but it is way too dangerous right now. School District Safety Training Officer/Transportation

Question 2: How much of your time do you spend within or adjacent to the project corridor?



Question 3: Please check all that apply:

18	Female
5	Male
0	Alaska Native
0	Asian
0	Black
1	Hispanic
0	Native American
0	Pacific Islander
22	White
0	Other

Question 4: Please tell us what you like and don't like about the three-lane alternatives.

Twenty-two participants responded with a statement (listed below). When tallying results that indicate strong preference for just one of the three options, option one has a slightly higher rank than options two and three.

5	Option 1 preference
3	Option 2 preference
3	Option 3 preference

Key words and phrases highlighted in participants' responses included:

- A desire for bicyclists to be separated from pedestrians.
- A preference for continuity from the design in the previous phase (northern section) of Spenard Road rehabilitation.
- A desire for reduced speed within the corridor.
- A desire for the bike lane to be separated from vehicular traffic with a physical barrier of some kind.
- Acknowledgment of the complication of winter snow removal/storage on bike lane and pathway use during winter.
- A desire for adequate space for pedestrians and bicyclists even if it means additional right-of-way needed or narrower vehicle travel lanes.

Participants Statements:

“I like option 3 the best. Option 1 next and don't like option 2 at all. Bikes should be separate from peds, however some people are not comfortable with that so that's why I chose option 1 as a second to accommodate more people's desire.”

“I like the continuity of the on-road bike lane from the northern part of Spenard road in option 1 and 3, but I prefer the protected, separated from the street bike lane of option 2.”

“As driver, I am not fond of the center turn lane especially near intersections by businesses. However, since the south section of Spenard Road is 3-lane configuration. I support option 1, the multi-use walkway provides more space for pedestrians and is similar to the 3-lane configuration on the south end of Spenard Road.”

“3 lanes tend to lead drivers to drive at a lower speed, so I like that. I would like to see protected bike lanes and do not want to see bicycles competing for sidewalk space with pedestrians.”

“It's unclear whether this would be three lanes each direction or just three lanes, assuming with a change in directions for the center lane based on inbound and outbound downtown traffic? Right now, what concerns me is there isn't a safety barrier between traffic and the cycles or the sidewalk. As a once-serious cyclist, I don't like cycling on sidewalks- the pavement seems to be softer and more resistant, it's more rooty and subject to stuff in the roadway- I see more broken glass, roots, and broken pavement, and there seems to be less right of way-- more traffic obstacles. In a perfect world, I'd like to see posts and steel cable separating the bike lane from traffic- also, some sort of barrier would cut down on jay(roulette) (it's an order of magnitude above jaywalking in danger and intent) -- people seem to make a habit of dressing in grey and black and not wearing reflective gear and walking across all six lanes at just the points where traffic is reaching highest acceleration between anchorage's (interminable) stoplights. I guess it

depends on the material used in the pavement and whether there will be a barrier between cars and cycles as to which option I like best; I do like that revitalization is coming to that section of Spenard."

"I lean towards both options 1 and 2 with a preference for option 2. I think the wider mixed-use path will work better in the winters. The bike lanes and sidewalks around town often appear to be low priority for snow clearance. I think adding additional footage to the sidewalk would make things safer for both pedestrians and cyclists in the winter."

"I liked option 1."

"I like the first of the three options the best. I like that it has a designated bike area but that bikes can also use the multiuser sidewalks."

"I feel option 3 gives the best sharing."

"I like option 2, which makes the road narrower and the multi-use wider."

"I like that they all included larger sidewalks and that they have bike lanes. I'd like to see protected bike lanes in an MOA plan at some point."

"I like alternative #3 the most. As a pedestrian, I find multi-use pathways somewhat hazardous with commuter cyclists. As a cyclist, I prefer traveling on pavement over concrete and don't mind being close to cars, especially with traffic slowing from a 3-lane design. On the other hand, I doubt on-road bike lanes will ever be cleared in the winter, so a mixed-use concrete pathway will probably be more functional all year round, as sidewalks actually get cleared in the winter (albeit quite slowly...)"

"This looks like it will help us maneuver our 23-foot wheel base school buses through and across this corridor. Bicyclists not following best practices and flowing with traffic not against whether on sidewalk or on the road."

"I like the wide sidewalk and bike lanes. I don't like that there's no physical separation between car and bike lanes because: 1. On this curvy section of road I don't trust motorists to not drive in the bike lane; 2. The bike lane will likely become a snow dump in winter as other new bike lanes already have been."

"Option 1 makes the most sense to me."

"Bike should not be on the sidewalks. It is dangerous for everyone."

"More dedicated space for bikers and pedestrians! Will encourage slower driving speeds."

"Does this road need three lanes for cars? It would be nice if it was only 2 and traffic was slowed. I like that the first one gives options for sidewalk bike riding and street bike riding."

"I like alts 1 and 2 because they provide corridor consistency and accommodate all users. If you are going to go to the effort of acquiring ROW for the project, consider getting the extra 2 feet to fully accommodate 5' bike lanes and 8' multi-use pathway."

"I like the separation between cars and non-car users of option 2."

"Three lanes!"

"I like the space for both pedestrians and bikes."

Question #5: Do you have any other thoughts you'd like to share with the project team?

good_{car} safe_{need} Spenard_{bike} Thank_{Also} one

Twenty participants responded with statements (listed below) to the last survey questions. Among these responses, several repeated sentiments include:

- Appreciation for the project team's efforts to engage stakeholders.
- Strong support for the project and the three-lane alternative.
- Enthusiasm to continue through construction expeditiously.
- A desire for reduced vehicular speeds within the project corridor.
- A desire for improved safety and greater walkability/bike-ability within the corridor.

Participant Statements:

"I would like to see the rest of extend beyond Minnesota."

"Why not make the car lanes narrower instead of screwing over the pedestrians or bicyclists with substandard width amenities? If the center turn lane was narrower, cars would be more scared and slow down. Why do we always make the cars comfortable, and the bicyclists and pedestrians scared?? Also, please lower car speed limits. Also, we definitely need plenty of safe places for bikes and walkers to cross from one side of the street to the other - lots of good businesses to visit on both sides!"

"Thank you for reaching out to the Spenard residents with postcards, public announcements and attending the Spenard community council meetings."

"Add greenery / greenspace, including (Ha!) in the center median. (although that would reduce visibility i/r/t jaywalking) Thank you for the presentation at the Spaniard CC mtg."

"I appreciate the amount of time and consideration your team has put into this project and also appreciate the opportunity to provide input."

"We love this neighborhood; we love this road. We need it fixed. We don't want to change the character, but we do need it to be safe."

"I'm excited to have this portion of Spenard upgraded!"

"Let's get it done."

"Nice survey!"

"All of the options are good. Glad the road is going to three lanes."

"I noted that I don't regularly commute by bicycle on this stretch of Spenard, but I hope with the improvements, I will feel safe and comfortable enough to bike on Spenard regularly."

"A reminder to use a 45' motor coach as a template and not the traditional school bus template. :)"

"My interactions with the project team have been great. I just don't trust DOT/MUNI to maintain the bike lane with the respect that this project team has given it."

"I'm excited to see this part of Spenard more walkable!"

"I think the section should match the completed section north on Spenard - not sure what sidewalk is there."

"Option 3 is my preferred alternative."

"Slow down car traffic please."

"Thanks for providing more than one way to comment and for doing the meeting in a COVID safe manner. I think the project is a good one and important for mobility in midtown."

"You are all awesome."

"You are doing an awesome job!"



Meeting Schedule ROW Stakeholder Meetings

Project Number: State CFHWY00604 / Federal 0001659

Staff Anticipated: DOT&PF: Sean Baski or Travis Holmes, Matt Walsh or designee
Lounsbury: Joe Taylor or Susan Acheson
DOWL: Katie Conway or Rachel Steer

Monday, August 2

10:00 AM	Meeting location: 3300 Spenard Road (Clear Water Church) Reference ID: 60 Property address: 3300 Spenard Road Property representative: Bill Burgess (Board Chair) Notes: New property owner; property used by three different churches for services; Bill is an engineer	Travis Susan Matt Katie
1:30 PM	Meeting location: MS Teams Reference ID: 66, 67, 68 Property address: 3700, 3710 Spenard Road Property representative: Doug Kenley, PND Engineers, Inc Notes:	Travis Susan Matt Katie
2:30 PM	Meeting location: CHIA Executive Board Room Reference ID: 20, 59, 62, 63, 64, 65 Property address: 3208, 3400, 3502, 3510, 3600 Spenard Road and 1381 Chugach Way Property representative: Tyler Robinson, Mark Fineman Notes:	Travis Joe, Susan Matt Katie
3:30 PM	Meeting location: 3703 Spenard Road (Stanalaska, LLC) Reference ID: 16 Property address: 3703 Spenard Road Property representative: Stanley Vogvan Notes:	Travis Susan Matt Katie

Tuesday, August 3

10:00 AM	Meeting location: 3001 Spenard Road (where Paradise Inn used to be) Reference ID: 40, 41 Property address: 3001, 3005 Spenard Road Property representative: Cindy Berger Notes:	Travis Susan Matt Katie
11:00 AM	Meeting location: 3110 Spenard Road (Anchorage Printing) Reference ID: 56 Property address: 3110 Spenard Road Property representative: Andrew Rhodes Notes:	Travis Susan Matt Katie
2:00 PM	Meeting location: Zoom Reference ID: 69 Property address: 3611 Minnesota Drive Property representative: David Meeson Notes: David is in California	Travis Susan Matt Katie

Wednesday, August 4

9:00 AM **	Meeting location: MS Teams Reference ID: 15 Property address: 3709 Spenard Road Property representative: Julie Olsen, Office Tech Notes: Bruce Powell, Julie's business partner, was also invited but he did not attend	Travis Joe Matt Katie
10:15 AM **	Meeting location: 3206 Spenard Road (Carousel Lounge) Reference ID: 58 Property address: 3206 Spenard Road Property representative: Paul Berger Notes:	Sean Joe Matt Katie
1:00 PM **	Meeting location: 3230 C Street Ste 201 (Lounsbury) Reference ID: 17 Property address: 3701 Spenard Road Property representative: Jaysen Mathiesen (Spenard Blue) Notes: Jaysen's wife Gayle attended as well; Jaysen passed away in early September.	Travis Susan Matt Katie
3:00 PM	Meeting location: MS Teams Reference ID: 38 Property address: 32 nd and Spenard Road Property representative: Jaszlynn, PMSI Alaska (property manager) Notes: Christina Jones (PMSI) has also been invited; Jaszlynn will expend the invitation to homeowner association but she doesn't expect high attendance	Travis Susan Matt Katie

Thursday, August 5

10:00 AM	Meeting location: 3304 Spenard Road (Smart Start) Reference ID: 61 Property address: 3304 Spenard Road Property representative: Babette Miller Notes:	Travis Susan Matt Katie
1:00 PM	Meeting location: 3717 Minnesota Drive (Center Bowl) Reference ID: 14 Property address: 3717 Minnesota Drive Property representative: Chris Clapper Notes: Enter building on Spenard side, Chris will meet the team inside	Travis Susan Matt Katie
2:00 PM	Meeting location: 3104 Spenard Road (Pancho's Villa) Reference ID: 53 Property address: 3104 Spenard Road Property representative: Carlos Gomez Notes:	Travis Susan Matt Katie
4:30 PM **	Meeting location: MS Teams/Teleconference Reference ID: 57 Property address: 3200 Spenard Road Property representative: Lumturije Dobrova (and her husband) Notes: They do not have the ability to web conference, and they do not have email. English is not their primary language. We mailed meeting materials that were received prior to the teleconference.	Travis Susan Matt Katie

Tuesday, August 24

10:00 AM	Meeting location: MS Teams Reference ID: 52 Property address: 3000 Spenard Road (Enstar) Property representative: John Sims, Steve Cooper Notes:	Travis Joe Matt Katie
----------	--	--------------------------------

Thursday, August 26

1:30 PM	Meeting location: 3407 Spenard Road (Penguin Trailer Court) Reference ID: 27 Property address: 3407 Spenard Road Property representative: Bill Borchardt and son/business partner Notes:	Travis Joe Matt Katie
2:30 PM	Meeting location: 3231 Spenard Road (Popeye's Emporium) Reference ID: 34 Property address: 3231 Spenard Road Property representative: Terry Daet Notes:	Travis Joe Matt Katie
3:30 PM	Meeting location: 3103 Spenard Road (Alano Club) Reference ID: 39	Travis Joe

Property address: 3103 Spenard Road
Property representative: Chris
Notes:

Matt
Katie



Stakeholder Meeting Summary Parcel 16 | 3703 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 2, 2021, 3:30 P.M. A-1 Car Rental, 3703 Spenard Road
Property Reps:	Stanley Vogvan
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Stanley at his property, a small residential structure used for his business, A-1 Car Rental, at 3703 Spenard Road. Joe gave an overview of the project, showing a strip plot and a figure of the potential design impacts to Stanley's property.

Notes

- Stanley expressed concern about the project's impacts to his neighbors' properties, the businesses on either side of his building/property.
- Stanley expressed concern about the project impacting the road frontage.
- Stanley expressed concern about the project impacting his driveway.
- Stanley asked when construction might take place; Joe replied that it wouldn't be until 2025 or 2026.

Follow Up

- None



Stakeholder Meeting Summary Parcels 20, 59, 62, 3, 64, 65

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 2, 2021, 2:30 P.M. Cook Inlet Housing Authority (CIHA) parking lot
Property Reps:	Tyler Robinson, Mark Fineman
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Mr. Robinson and Mr. Fineman in the CIHA parking lot. After quick introductions Joe gave an overview of the project, showing a strip plot and a figure of the design impacts to the property. Matt summarized the ROW process.

Notes

- Mr. Robinson has been following the Spenard Road improvement projects since previous phases of work and is supportive of the efforts to improve the road for all types of users.
- Mr. Robinson noted potential transit impacts near 34th Avenue and in front of the building to the north of CIHA's The Nave.

Follow Up

- Katie will connect Mr. Robinson with the Clear Water Church contact to discuss the tail fin (a piece of an airplane used as a sign by the former Fly By Night Club when that business occupied the building at 3300 Spenard Road) and where that might be useful elsewhere in the neighborhood.



Stakeholder Meeting Summary Parcels 40, 41 | 3001, 3005 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 3, 2021, 10:00 A.M. 3001 Spenard Road
Property Reps:	Cindy Berger
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Ms. Berger at her property, a vacant lot where the old Paradise Inn used to be. Susan gave an overview of the project, showing a strip plot and a figure of the potential design impacts to Ms. Berger's properties. Matt gave an overview of the ROW process.

Notes

- Ms. Berger is familiar with and supportive of the project. She is a property developer and was involved in the previous phase of work. She expressed interest in developing properties along Spenard Road that can help improve the neighborhood and retain its unique character.
- Ms. Berger currently has a Go Fund Me campaign to raise money to restore the historic palm tree sign from the Paradise Inn and create a pocket park on the corner of her 3001 Spenard Road property featuring the restored sign. The pocket park will be built in 2022 or 2023, after completion of the 30th Avenue road project that just began. The pocket park will be the first phase of developing the whole property, which she envisions as a landscaped parking lot for her building on the adjacent parcel.
- Ms. Berger explained the property design concept to the team and expressed appreciation for the opportunity to see the road project's early design for the purpose of adjusting her property design to fit the likely design for the road.
- Ms. Berger asked if there would be an easement along 30th Avenue.
- Ms. Berger asked about sidewalk placement. She wants to incorporate those into her design. The team explained that at only 35%, the design is subject to change but if she wants to play it safe, she could plan to not build anything within twenty feet of the existing curb.
- Ms. Berger asked if the location of curbs and curb cuts can change as the design evolves; the team said that yes, this kind of detail is subject to change.
- There was a discussion about curb cuts along Spenard Road. The team confirmed that curb cuts along Spenard Road are not preferred.
- Ms. Berger asked about the opportunity to piggyback on work when the project goes to construction. She said she'd be looking for efficiencies, for example, if the project has concrete being poured could she hire the same contractor to do the same type of work on her property.
- Ms. Berger asked if quid pro quo compensation is a possibility for property that might need to be acquired for the project, again using the example of concrete – rather than receiving payment for that property loss could she receive the payment in kind via some amount of concrete poured.
- Ms. Berger asked if the project is fully funded and therefore guaranteed to go to construction. The team explained that it is not yet funded and so there is no guarantee that it will go to construction. She expressed concern over the possibility of designing her property with changes in mind proposed for the road project and then that project not happening.

Follow Up

- Make sure Ms. Berger is on the project email list.



Stakeholder Meeting Summary Parcel 56 | 3110 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 3, 2021, 11:00 A.M. Anchorage Printing, 3110 Spenard Road
Property Reps:	Andrew Rhodes, Gerrett Rhodes
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Andrew and Gerrett Rhodes at their business, Anchorage Printing, located along the project corridor at 3110 Spenard Road. Susan gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Andrew and Jaret Rhodes are brothers running the business together.
- The Rhodes brothers asked how much property would need to be acquired for the project. The team explained that at 35% design, nothing is certain yet but perhaps about four feet.
- The brothers asked about construction impacts, expressing concern for business access during that time.
- They asked if the curb cuts would be in the same place.
- They asked about landscaping, specifically if beautification like what was done on the previous phase of work would be done for this project as well.
- The Rhodes said they don't have any major concerns at this point because the design is only at 35%. At this point, the project doesn't seem very threatening and overall, they support efforts to improve the corridor.

Follow Up

- Add Andrew and Gerrett Rhodes to the project email distribution list.



Stakeholder Meeting Summary Parcel 60 | 3300 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 2, 2021, 10:00 A.M. 3300 Spenard Road (Clear Water Church)
Property Rep:	Bill Burgess, Board Chair
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Mr. Burgess on site outside the Clear Water Church building. After quick introductions Susan gave an overview of the project; she noted that she would email a strip plot of the project corridor after the meeting. Matt summarized the DOT&PF ROW process and gave Mr. Burgess a ROW brochure. The group then walked the property together.

Notes

- Mr. Burgess is an engineer and is familiar with the Lounsbury team because of his job. He's currently the Clear Water Church Board Chair. His role could change if he decides to step down and encourage someone else to take that leadership position.
- The Church purchased the building in December, and they are currently in the process of thinking about what to do with it.
- Mr. Burgess commented that there is a high volume of pedestrian and bicycle traffic past the property and that will likely increase at the Church because of plans to open up the building to Young Life (a youth group for high school aged children) and Club 68 (a youth group for middle school aged children).
- Mr. Burgess commented that the Connex storage trailer will likely go away and they will build something else in its place; there are likely to be changes to the property behind the building.
- Mr. Burgess commented that the Church has been broken into four times in the last two weeks.
- The team said the 35% design shows impacts to two parking spaces but reminded Mr. Burgess that at only 35% that could change.
- Mr. Burgess commented that loss of property is a concern but that it seems what the team is doing is manageable.
- Mr. Burgess commented that they have plans to change the landscaping at the front of the building but maybe they will wait until after the project is completed.
- Mr. Burgess requested that the birch tree on the front of the property be saved if at all possible.
- The old Fly By Night Club airplane tail fin is still on the property, along the back fence behind the building. Mr. Burgess commented that the Church doesn't want it and that if someone else does they can have it.

Follow Up

- The team will email Mr. Burgess and Pastor Mike Merriner the figure of the 35% design impacts to the property.
- Mr. Burgess and Mike Merriner will be added to the project email mailing list.



Stakeholder Meeting Summary Parcels 66, 67, 68 | 3700, 3710 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 2, 2021, 1:30 P.M. Microsoft Teams
Property Rep:	Doug Kenley, PND Engineers, Inc.
Team:	Sean Baski (DOT&PF), Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Mr. Kenley for a virtual meeting over MS Teams. Prior to the meeting, Katie emailed a figure showing potential design impacts to the meeting invitees.

After quick introductions, Susan gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt summarized the ROW process.

Notes

- Mr. Kenley asked if the project would impact his property. The team responded that current (35%) design plans show about eight feet of his property would need to be acquired.
- Mr. Kenley asked about compensation for property acquisition. Matt described the DOT&PF ROW process.
- Mr. Kenley said they've been receiving notifications about the Spenard Road projects and possible impacts over the years and commented that they are not opposed to Spenard Road improvements.
- Mr. Kenley asked to be placed on the project mailing list.

Follow Up

- The team will add Mr. Kenley and his colleague Jim Campbell to the project email mailing list



Stakeholder Meeting Summary Parcel 69 | 3611 Minnesota Drive

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 3, 2021, 2:00 P.M. Zoom
Property Reps:	David Meeson
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met David Meeson, property owner of 3611 Minnesota Drive, over Zoom. David lives in California. Susan gave an overview of the project, showing a strip plot and a figure of the potential impacts to the property. Matt gave an overview of the ROW process.

Notes

- Mr. Meeson expressed concern about construction impacts to his tenant. He asked questions about the duration of construction and how long his tenant might be impacted. The team responded that construction would last at least one season.
- Mr. Meeson reminded the team about another project currently underway, a pavement preservation project along Minnesota Drive (Minnesota Pavement Preservation: Tudor to 15th), that is causing a disruption for his tenant.
- Mr. Meeson is interested in knowing more about the federal ROW acquisition process. He requested the federal ROW brochure and suggested we post it to the project website.

Follow Up

- Add Mr. Meeson to the project email distribution list.
- Email Mr. Meeson the ROW brochure.
- Post the federal ROW brochure on the project website.
- Email David a link to or more information about the Minnesota Drive pavement preservation project.



Stakeholder Meeting Summary Parcel 15 | 3709 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 4, 2021, 9:00 A.M. MS Teams
Property Reps:	Julie Olsen, Office Tech owner
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Julie Olsen, one of the two owners of Office Tech, the business and property at 3709 Spenard Road. Susan gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Ms. Olsen is familiar with the project and had heard there was the possibility of full acquisition. The team explained the current plan is to match existing condition and that full acquisition is not likely.
- Julie mentioned that at some point in the past they deeded sidewalks along the property in exchange for the 30-foot driveway.
- Currently the business is not compliant with required parking spaces, but they are grandfathered in and so are exempt. They have 14 spaces and need maybe 29 according to code. They've made parking work by having an unofficial agreement with Center Bowl. During daytime business hours Julie's customers are able to use the Center Bowl parking lot, and during evening business hours the Center Bowl customers are able to use Julie's parking spaces. This agreement has never been in writing.
- Julie is in favor of beautifying Spenard Road. The existing sidewalk is narrow and scary being so close to the road, she'd love to see that fixed.
- Julie mentioned there have been surveyors in the area all summer who were telling people they need to take 20 feet, which sparked anxiety and has apparently caused misinformation to spread about the project.
- Julie questioned the accuracy of the property lines on the figures.
- Julie expressed concern about the project making it more difficult to make decisions on building improvements and said that being in limbo for two years isn't good. She asked the team about the likelihood that her property will need to be purchased.
- Julie is concerned about driveway access changing and impacting delivery truck access to the property.
- Julie mentioned to the team that the Center Bowl bought the empty lot between the bowling alley and Royal Suite Lodges to use for extra parking.

Follow Up

- Add Ms. Olsen to the project email distribution list.



Stakeholder Meeting Summary Parcel 17 | 3701 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 4, 2021, 1:00 P.M. Lounsbury, Inc. Office
Property Reps:	Jaysen Mathiesen, property/business owner, and his wife Gayle
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met at the Lounsbury, Inc. office with Jaysen Mathiesen, 3701 Spenard Road property owner and owner of M-Construction, which is operated out of a building on that property. Jaysen's wife Gayle also joined the conversation. Joe gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Jaysen passed away on September 16, 2021.

Notes

- Jaysen noted that the corridor gets a lot of traffic, particularly around the curve where his property is located, and especially during rush hour. He is concerned about a possible three-lane alternative between 36th Avenue and Minnesota Drive, though he supports the three-lane concept along the rest of the project corridor.
- The team noted that during construction there may be a need for temporary easements.
- The team also noted the possibility of eliminating the existing curb cut along Spenard Road and bringing future traffic to this property in from McCain Loop instead of Spenard Road.
- Jaysen told the team there is a sink hole underneath the road near the NE corner of his property.
- Jaysen asked questions about landscaping and whether there would be a retaining wall along the pathway.
- Jaysen noted that a smaller pathway looks nicer than the concrete of the northern section of the corridor. He said less concrete and asphalt is better, and that he likes Spenard to look like Spenard.

Follow Up

- Added Jacob Mathiesen with M-Alaska Construction, to the project email distribution list.



Stakeholder Meeting Summary
Parcel 38 | 1101 – 1121 W 32nd Ave

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 4, 2021, 3:00 P.M. MS Teams
Property Reps:	Jaszlynn Irwin, PMSI (property manager) and Kathy King (homeowner)
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met with Jaszlynn Irwin, 32nd and Spenard Townhomes Association property manager and Kathy King, a homeowner in the association, over MS Teams. Susan gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- The team noted the likelihood of partial acquisition of a strip of the property near the road; the structure and parking on the property would not be impacted.
- Kathy asked questions about landscaping and the possibility of a retaining wall.
- Kathy expressed concerns about impacts during construction, particularly for access to the property.

Follow Up

- Add Jaszlynn and Kathy to the project email distribution list.



Stakeholder Meeting Summary Parcel 58 | 3206 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 4, 2021, 10:15 A.M. 3206 Spenard Road (Carousel Lounge)
Property Reps:	Paul Berger, property/business owner
Team:	Sean Baski (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met with Paul Berger, the owner of Carousel Lounge at 3206 Spenard Road. Sean gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Paul discussed challenges with parking in front of the building.
- Sean noted that any improvements to Spenard Road will likely result in a significant impact to this property, which may result in a full acquisition.
- Paul mentioned that losing the Carousel Lounge would be hard for the neighborhood. He said the business is a part of the community, that there are guys who come to the bar who came to the bar with their dads in the 70s.
- Paul noted that the building is near or past its economic life and said in the context of the possibility of acquisition that he is not married to the bar, he is a businessman. He never intended to become a bar owner, he's a property developer.
- The apartments upstairs (second floor of the building the Carousel Lounge is in) are all currently rented.
- Paul said he has been talking with Cook Inlet Housing Authority about potentially leasing or buying the vacant lot next door to use for parking, which would also provide access to the back of his building.
- Paul said he currently has a nonconforming determination to have limited parking and asked if the changes caused by the Spenard Road project would mean that goes away.
- Paul asked if the MOA's Title 21 were to go away if that would make developing the project any easier regarding property impacts. Sean explained that DOT&PF follow federal regulations so no, changes to the local code wouldn't change how the project is being developed.
- Paul asked questions about undergrounding utilities and water/sewer improvements being done with the road improvements. The team responded that it is early in the process of talking with the City about possible storm drain improvements.
- Paul asked that the team please make as little impact as possible to existing businesses within the project corridor. He said they're part of the fabric of the community.
- Paul asked what the budget is for the whole project through construction. The team responded that it was working on estimates.

Follow Up

- Add Paul to the project email distribution list.



Stakeholder Meeting Summary Parcel 14 | 3717 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 5, 2021, 1:00 P.M. 3717 Spenard Road (Center Bowl)
Property Reps:	Chris Clapper and Ty Clapper (brothers and business co-owners), and Budd Clapper (previous owner and father to Chris and Ty)
Team:	Sean Baski (DOT&PF), Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met in the Center Bowl parking lot with property/business owners Chris and Ty Clapper and their dad, Budd, who started the business 60 years ago. Sean gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Chris said parking lot access is important for the business. They need access off Spenard Road. The business is busy during Bowling League time, the parking lot filled.
- Chris asked questions about MOA's role in the project.
- The group discussed traffic conditions at the Minnesota Drive intersection changing because of another project in the area going to construction next year.
- There was a lengthy discussion about the existing configuration of the Center Bowl parking lot and whether reconfiguring a slightly smaller space might allow for the same number of parking spaces as currently there.
- The Clappers noted impacts to the neighborhood if there is no longer a left turn allowed into Center Bowl from westbound traffic on Spenard Road nearing the Minnesota Drive intersection.
- The group discussed a public use easement.
- The Clappers asked questions about when engineering will be farther along in the design.
- Sean noted that, until construction starts the design is not final.
- Sean also noted that the platting process is another opportunity for stakeholders and the public to weigh in prior to acquisition, which could include the full range of acquisition needs from a utility easement to full property acquisition.
- The Clappers expressed concern about losing parking spaces, stating "parking and access is our livelihood."
- The Clappers own an empty lot on the south side of their building that is used for overflow parking. They mentioned all parking areas are full on League nights.
- The Clappers noted that during winter they haul a lot of snow off site but still lose 10-15 parking spaces for the periods of time when snow piles must be made on site, before it can be hauled away.
- The Clappers discussed the informal, verbal agreement with Office Tech for shared parking. Office Tech customers use Center Bowl parking during the day, and Center Bowl customers use Office Tech parking in evenings and on weekends.

Follow Up

- Email Chris Clapper an electronic version of the figure and make sure he's on the project mailing list.



Stakeholder Meeting Summary Parcel 27 | 3407 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 26, 2021, 1:30 P.M. 3407 Spenard Road (Penguin Trailer Court)
Property Reps:	Bill Borchardt (owner), Rudy Borchardt (owner's son), Rosemary Borchardt (owner's wife)
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Katie Conway (DOWL)

Summary

The project team met property owner Bill Borchardt, his wife, and his son at the Penguin Trailer Court. Joe gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Bill asked how much land they might lose through property acquisition. Joe noted the loss would be nominal at most. Bill replied if it's only a couple of feet [needed for ROW] then they shouldn't have a problem.
- Bill asked questions about the project's impacts to the nearby strip mall (parcel 26).
- Bill asked questions about curb cuts and the driveway, if they will remain the same. Matt said there could be a need for a temporary construction easement.
- Bill asked questions about the project timeline.
- Rosemary asked if the project will underground utilities. Joe responded that the project will either relocate or underground utilities.

Follow Up

- Add Bill to project email list.



Stakeholder Meeting Summary Parcel 34 | 3231 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 26, 2021, 2:30 P.M. 3231 Spenard Road (Popeye's Emporium)
Property Reps:	Terry Daet (owner), Mark Daet (owner's son)
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Katie Conway (DOWL)

Summary

The project team met property owner Terry Daet and her son on the property in the parking lot of Popeye's Emporium. Joe gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Terry talked about the problem they're having with landscaping. The discussion that followed revealed that Terry has been trying for four years to change her business license to become a marijuana dispensary, a process which requires her to comply with Title 21 landscaping requirements.
- Mark said they are supposed to plant trees in front of their building. He asked if those trees would then be removed by the Spenard Road project.
- Joe noted that driveway access to the property after the project is completed would be along 33rd Avenue (side street), not off Spenard Road. This will create space for trees out front and maximize available parking.

Follow Up

- Add Terry to project email list.



Stakeholder Meeting Summary Parcel 39 | 3103 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 26, 2021, 3:30 P.M. 3103 Spenard Road (Alano Club)
Property Reps:	Chris Maad (President of the Board)
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Katie Conway (DOWL)

Summary

The project team met Alano Board President Chris Maad and club member Joe on site in the parking lot at 3103 Spenard Road. Joe gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Chris asked questions about the reason for the project.
- Chris commented that drivers frequently use the property's large driveway as a turnaround and noted they like the idea of reducing the driveway access to limit the number of people doing this.
- Chris asked if rumble strips would be included in the road design. Joe Taylor said there will not, though there will be curbs so drivers will know if they go off the road.
- Chris asked about easements. Joe Taylor noted that the need for easements will be identified by the survey.
- Chris noted he would like to see improvements within the corridor that are consistent with improvements made to the northern section of Spenard Road.

Follow Up

- Add Chris to the project email list.



Stakeholder Meeting Summary Parcel 52 | 3000 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 24, 2021, 10:00 A.M. MS Teams
Property Reps:	John Sims (ENSTAR president), Steve Cooper (ENSTAR VP of Operations)
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Joe Taylor (Lounsbury), Katie Conway (DOWL)

Summary

The project team met ENSTAR President John Sims and VP of Operations Steve Cooper over MS Teams. Joe gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Joe asked questions about the ENSTAR property lines. John and Steve said that part of the neighboring driveway (along north side of building) might be within ENSTAR's ROW. The company used to own the building adjacent to the north side of the building and they suspect the driveway is at least partly owned by ENSTAR.
- John said ENSTAR is not too concerned about losing a little property along the front of the building (the side that faces Spenard Road) as long as it avoids ENSTAR's existing landscaping.
- John said he is happy to see the road to go to three lanes for improved safety.
- Travis noted that the ROW phase of work is likely a minimum of 18 months out from starting and there will be additional opportunities for the public to weigh in as the project moves forward.
- John noted that Pancho's Villa uses ENSTAR parking and there is a formal, written agreement. ENSTAR also leases parking to the realtor business next to Pancho's Villa; they have two or three spaces in the west end of the ENSTAR lot.
- John said he was curious to see what the current design concept is for the curve near the ENSTAR building and how that might affect their property.
- Joe noted there will be minimal to no impacts for ENSTAR.
- John said they will look at property lines in their records to see if they match up with the property lines on the roll plot shown in the meeting.
- Joe replied that the team is currently completing a field survey, and that the information collected in the survey will be used to update figures such as the roll plot.

Follow Up

- Make sure John and Steve are on the project email list.



Stakeholder Meeting Summary Parcel 53 | 3104 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 5, 2021, 2:00 P.M. 3104 Spenard Road (Pancho's Villa)
Property Reps:	Carlos Gomez (owner), Dawna Erlewine (manager), Marybelle Gomez (Carlos' daughter)
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met at Pancho's Villa restaurant with property/business owner Carlos, his daughter, and the restaurant manager. Susan gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Carlos expressed concern about a possible median that would prevent turning into his property.
- Carlos also expressed concern about the possibility of losing the business sign, which is right along the existing sidewalk.
- Carlos commented about the potential difficulty of traffic merging from two lanes to one, expressing concern that it could cause drivers to go too fast.
- Carlos mentioned the 36th Avenue couplet concept (not a part of this project), and said he is not in favor of the idea.
- Carlos commented about the Minnesota Drive/Spenard Road intersection and the importance of maintaining continuous traffic flow through the intersection to help with congestion. Carlos said the restaurant gets a lot of business from people on their way to the airport; he wants to make sure his customers are able to make their flights on time.
- Carlos asked questions about landscaping and amenities, commenting that the north section of road previously rehabilitated is pretty but it is encouraging to the homeless.
- Susan noted that this project is limited by federal funding requirements and work must stay within the ROW.
- Carlos commented that he was not a fan of the three-lane design installed along Arctic Boulevard.
- The group discussed the restaurant's parking agreement with Enstar, the business across 31st Avenue. The restaurant rents spaces from Enstar for its customers.
- Carlos noted his concern about the potential loss of parking along the front (south) side of the building as a result of the Spenard Road project.

Follow Up

- None.



Stakeholder Meeting Summary Parcel 57 | 3200 Spenard Road

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 5, 2021, 4:30 P.M. Teleconference/MS Teams
Property Reps:	Lumturije Dobrova
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team initially made contact with Lumturije over the phone on July 26, 2021, to request time to discuss her property at 3200 Spenard Road. Lumturije lives in New York, and said she does not have email or a computer so the meeting would have to be by telephone. A meeting date was set for August 5 at 4:30 PM. In advance of the meeting the project team mailed meeting materials; they were confirmed as delivered on August 3. The day of the meeting the team tried calling Lumturije several times to confirm receipt of the meeting materials but was unable to make contact. Lumturije did not call in to the teleconference and did not respond to subsequent phone calls and voicemail messages.

Notes

- No meeting took place.

Follow Up

- None.



**Stakeholder Meeting Summary
Parcel 61 | 3304 Spenard Road**

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	August 5, 2021, 10:00 A.M. 3304 Spenard Road (Smart Start)
Property Reps:	Babette Miller (Smart Start)
Team:	Travis Holmes (DOT&PF), Matt Walsh (DOT&PF), Susan Acheson (Lounsbury), Katie Conway (DOWL)

Summary

The project team met with Babette Miller, property and business owner. Susan gave an overview of the project, showing a strip plot and a figure of the potential design impacts to the property. Matt gave an overview of the ROW process.

Notes

- Babette noted that she listed her property for sale the previous day.
- Babette asked questions about the timeline for ROW.
- Babette requested the light pole be removed from the center of the sidewalk

Follow Up

- Email Babette an electronic version of the figure.



Meeting Summary AMATS BPAC Quarterly Meeting

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	March 2, 2021, 6:30 pm – 8:30 pm Virtual – Zoom
Project Staff Present:	DOT&PF: Sean Baski; Travis Holmes; Shawn Gardner, MOA PM&E: Melinda Tsu Lounsbury: Joe Taylor; Susan Acheson Kittleson: Andrew Ooms DOWL: Katie Conway
Elected Officials/Representatives:	None

Sean Baski gave a brief project introduction with a short PowerPoint slideshow that included:

- Corridor history and efforts spanning nearly 20 years to improve safety in the northern section of Spenard Road
- Previous phases of work were MOA managed and funded
- This phase of work is DOT&PF managed and federally funded
- Existing conditions
- 3-lane and 4-lane alternatives
- Stakeholder concerns
- A mention of the overwhelming support heard for the 3-lane alternative at the recent Virtual Open House
- The assumption that a three-lane alternative will be the recommended alternative
- A desire to hear feedback from BPAC members
- Recognition that there's limited ROW to work within and so there will have to be tradeoffs

Questions and comments from BPAC members regarding:

- Stakeholder support expressed during the project's January 2021 virtual open house.
- The importance of ensuring construction is completed at a reasonable pace without delays like those experienced on the Arctic Road reconstruction project.
- How recommendations from the Spenard Corridor Plan are being integrated into project development.
- Spenard Community Council's interest in the project, commitment to staying fully engaged as the project advances, and desire for the project to adopt the community's values as expressed in the Spenard Corridor Plan.
- A desire for the placement of accessible pedestrian signals (APS) along the project corridor.



Meeting Summary AMATS Policy Committee

Project Number: State CFHWY00604 / Federal 0001659
Date/Location: April 22, 2021, 1:30 pm – 3:00 pm
Virtual – Microsoft Teams Live
Staff Present: DOT&PF: Sean Baski; Travis Holmes
Lounsbury: Susan Acheson
DOWL: Katie Conway; Rachel Steer

Meeting Summary

Todd VanHove (DOT&PF Central Region Planning Chief) called the meeting to order and conducted a roll call of members to confirm a quorum was present.

Craig Lyon (AMATS Manager) gave overview of the 2019-2022 AMATS Transportation Improvement Program Amendment #2 (TIP) and the nine public comments received, and he referenced the amendment proposed by the TAC to remove the second sentence in the project description for the Spenard Road project. After adjudicating all comments, the Policy Committee will make changes and prepare the TIP Amendment to advance to the Assembly, and then the TIP will go back through the AMATS Transportation Advisory Committee (TAC) and Policy Committee for final approval. The committee moved to accept all comments and transfer the package on to the Assembly.

DOT&PF Project Manager Sean Baski gave a Spenard Road project update presentation, including a quick history of previous phases of work, existing conditions, and a description of the three alternatives under consideration. He went into detail about how design options might impact the intersection with Minnesota Drive.

The project description currently included in the TIP specifically excludes improvements at the intersection with Minnesota Drive except for ADA improvements from the project's scope:

"Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements. Project shall not include improvements to the Minnesota Intersection except ADA requirements on the east side."

Sean summarized the challenges recently identified with the receiving lanes at the Spenard Road/Minnesota Drive intersection, and the project description currently included in the TIP precludes the team from considering alternatives that propose changes to the intersection. Sean explained how the limited corridor width creates challenges in designing a solution that provides two receiving lanes and improves pedestrian facilities without requiring the full acquisition of some properties adjacent to the roadway between Minnesota Drive and 36th Avenue.

In addition, the ability to propose roadway design changes on the west side of Minnesota Drive may support the project to have less right-of-way impact on the east side of the road. If the project design includes proposed changes to the Minnesota Drive intersection then DOT&PF will be required by the federal process to look at impacts and potential improvements to the railroad crossing on the west side of Minnesota because its proximity to the project corridor.

[The inability to do work on the west side, according to the federal process, they'll have to go back and look at the impacts to the railroad crossing. Any crossing near the project has to be analyzed to meet certain criteria, which could mean making improvements to it.]

Summary of Comments on the Spenard Road Presentation:

- **John Weddleton:** Asked if there might be a way to pull southwest bound, non-motorized traffic going onto Minnesota Drive from Spenard Road away from the intersection. Could this non-motorized traffic be routed from Spenard to 36th Avenue and from there onto Minnesota Drive instead?
- **Chris Schutte:** Asked as a follow up to Mr. Weddleton's question what would happen when those non-motorized travelers got to Minnesota Drive, and noted that it would still be challenging from a non-motorized perspective.
- **Meg Zaletel:** Asked if the project is short on right-of-way, how are the alternatives being vetted against the Vision Zero plan and stated that she wants to make sure that's flagged and looked at closely through this design phase.
- **John Weddleton:** Stated that he watched large underground structures being built for future electric utility needs during the construction of the northern phase of work along the Spenard Road corridor. He asked what the rules are for undergrounding utilities, and if it is possible to build these utiliducts in this project as well. He followed up with a comment that if DOT&PF were to build a utiladuct it would be nice for it to be available for all utilities, similar to the requirement for cell phone towers to be available for other utilities to co-locate.
- **John Weddleton:** Asked for clarification about the required width of a center turn lane in a three-lane/road diet design alternative. He commented that he has seen then center turn lane widths less than 14 feet in other parts of Anchorage.
- **Lindsey Hajduk, member of the public:** (Typed Comment): *The Spenard community has advocated for Minnesota Dr. to be considered as an active transportation corridor, but that has not moved forward. Spenard Rd. is the designated primary active transportation corridor and should have bicycle and pedestrian facilities. Spenard Community Council also does not support the couplet of MN-36th-Spenard. (Sorry to be a broken record)*



Meeting Summary AMATS Technical Advisory Committee

Project Number: State CFHWY00604 / Federal 0001659
Date/Location: April 8, 2021, 2:30 pm – 4:00 pm
Virtual – Microsoft Teams Live
Staff Present: DOT&PF: Sean Baski; Travis Holmes
Lounsbury: Joe Taylor; Susan Acheson
DOWL: Katie Conway; Rachel Steer

Meeting Summary

DOT&PF project manager Sean Baski gave a short presentation that included the project background and a description of the three alternatives under consideration, and then went into detail about how design options might impact the intersection with Minnesota Drive. The project description included in the AMATS Transportation Improvement Program (TIP) Amendment #2 (2019-2022) specifically excludes improvements at the intersection with Minnesota Drive except for ADA improvements from the project's scope:

"Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements. Project shall not include improvements to the Minnesota Intersection except ADA requirements on the east side."

Sean explained that the limited corridor width creates challenges in designing a solution that improves pedestrian facilities without requiring the full acquisition of properties adjacent to the roadway between Minnesota Drive and 36th Avenue, and he requested input from the TAC before proceeding further with evaluating alternatives.

The potential ROW width along the full length of the project corridor was questioned as part of the discussion. Sean confirmed that 65' of ROW would be required to accommodate the project improvements, and this exceeded the current ROW width along most of the project area. Sean noted that currently the TIP amendment provides \$2.5 million for land acquisition. As the project team is progressing with preliminary engineering it is becoming apparent the value of potential acquisitions will likely be greater than what can be achieved by the \$2.5 million funded in the TIP amendment.

After a short discussion, the TAC passed a "friendly amendment" to remove the second sentence in the TIP amendment project description. If this TIP amendment is approved by the Policy Committee, the project team can proceed with considering options that include changes to the intersection with Minnesota Drive.

Summary of Comments on the Spenard Road Presentation:

- **Kent Kohlhase, AMATS TAC:** noted the importance of being able to consider all possible solutions. He noted MOA's desire to provide pedestrian and bicycle facilities along Spenard Road and expressed support for the project evaluating all options, even if that meant the TIP project description being revised.
- **Todd VanHove, AMATS TAC:** Noted the Policy Committee does not usually use such limiting language on projects, and it was not the role of the TAC to question this, especially if there were specific reasons for the limitations.

- **Shaina Kilcoyne, AMATS TAC:** expressed her awareness of the challenges with this section of corridor and noted she would like to more broadly understand traffic impacts and the costs associated with ROW acquisition.
- **Matt Stichick, AMATS TAC:** said he would like to know if it would be possible to have a shared use pathway without additional land acquisition.
- **John Weddleton, AMATS Policy Committee:** outlined his recollection on why there was a restriction in the project description, that it was to remove reference to the couplet, which was controversial. The intent was to pull the controversy away so we could get something built here. He noted the main thing to get right for walkability is from McCain Loop north.
- **Lindsey Hajduk, member of the public:** (Typed Comment) *"I appreciate seeing these alternatives in this Spenard Rd. presentation and would like more time to review it. For comments, I'd like to see this project also consider future improvements to the Spenard-Chugach Way intersection, rather than just bypassing it without active transportation connections. I'd also like to factor in signal changes at Spenard-Minnesota. I'd also request amending TIP to allow for considerations to signalization, lane configuration, and railroad impacts on the west side of Minnesota Drive. The Spenard CC does not support the Spenard Road/36th Avenue couplet concept."*



Meeting Summary AMATS BPAC

Project Number: State CFHWY00604 / Federal 0001659
Date/Location: November 30, 2021, 6:30 pm – 8:30 pm
Virtual – Teams (meeting was recorded and is available for review via the AMATS website)

Staff Present: DOT&PF: Sean Baski
Lounsbury: Joe Taylor, Susan Acheson
DOWL: Katie Conway

Elected Officials: Assemblyman John Weddleton

Meeting Participants: 24

Summary

DOT&PF project manager Sean Baski gave a brief project update that included:

- Project background and history
- Existing conditions
- Public outreach completed (including the September 2021 open house)
- Lane configuration near the intersection with Minnesota Drive, and how one versus two travel lanes in each direction affect the possibility of extending the bike lane into this section of Spenard Road
- Recent approval from PAC to examine number of receiving lanes eastbound across Minnesota for the purpose of assessing a 3-lane section between Minnesota Drive and 36th Avenue.
- MOA Design Criteria and recent approval from MOA to reduce the center left turn lane width from the required 14' to 13'
- Presented three, three-lane typical section options, each requiring 65' ROW, pointing out differences in bike and pedestrian facilities and transit facilities along the corridor
- Project schedule

Comments/Questions

Carol Fink asked if stakeholders have indicated a strong preference for any of the three alternatives. Sean replied that Option 1 is consistent with the previous phase of work, so people are most familiar with it, and that has been clear in feedback received so far.

Lindsey Hajduk asked if the project team is continuing to accept public comments before finalizing the environmental document. Sean responded that the environmental document can be completed without a final decision on the preferred three-lane alternative. Based on comments heard from the public the project team is leaning toward Option 1. The team will continue going through the Context Sensitive Solutions process and anticipate submitting to P&Z this winter. Public comments are always accepted through construction, but the earlier received, the easier comments can be considered in the design as it progresses.

Darrel Hess, BPAC Chair, noted that he frequents the project corridor and believes there is a need for buffered options for cyclists. Not having a buffered option might reduce use of the bicycle facilities. Sean responded that buffered or protected bike lanes need space allocated from what is available, the Municipality

must maintain those facilities, and the facility design must adhere to MOA policies. Sean added that Bike Anchorage recently sent a letter that advocated for a different allocation of space across a 65' cross section.

Emily Weiser (Bike Anchorage Board Member) asked for Sean to elaborate on the maintenance issue, particularly to explain the difference between maintaining a protected bike lane versus a painted bike lane. Sean noted that he represents DOT&PF, not the MOA, and speculated that since snow must be plowed somewhere, it often means plowing snow off the road and sidewalk into berms of snow that could be stored temporarily. Sean described how barrier curbing between the sidewalk and travel lane would require additional equipment to plow out the bike lane beyond the equipment already required to plow the sidewalk/pathway and travel lanes. Comments in the chat discussed plowing into the TWLTL, like a city in Canada.

Joni Wilm commented that AMATS also received the recent letter/memo from Bike Anchorage with their preferred cross section, and that there have been some internal conversations within the Municipality about the letter. She added she has never seen approval for anything smaller than a 13' center turn lane. AMATS is recommending that the project advance typical section option No. 1, similar to what was done on the northern section for several reasons that include corridor continuity, ease of maintenance, adherence to project standards, and reduced impacts to right-of-way.

Lindsey Hajduk noted that ultimately this choice reflects a decision to put the snow in the bicycle or pedestrian right-of-way rather than somewhere less convenient for motorists. She followed with praise for all three three-lane alternatives, saying any of them will be an improvement along this section of Spenard Road, and she is excited for the project to proceed. Lindsey asked for recognition that planning for snow storage should not necessarily come at the expense of functional bike and pedestrian facilities. She reminded the group about recommendations in the non-motorized plan for buffered bike lanes on roadways of certain speeds.

Matt Johnson remarked that at a recent North Star Community Council meeting there was discussion about snow removal and storage. One person at the meeting commented how excited people were about the new pedestrian and bicycle facilities, which is a sign of attitudes changing from less bike- and pedestrian-friendly sentiments of the past.

John Miller commented that he has a lot of experience moving snow for the Anchorage School District. In his opinion, snowplow drivers could avoid pushing snow into the bike lane if they went a little slower and more carefully, that it is difficult but doable.

Sean Baski noted that the team will be in discussion with the MOA maintenance department as the project progresses. Discussions about DOT&PF's maintenance capabilities on their roads also occurred.



Meeting Summary Spenard Community Council

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	November 4, 2020, 7:00 pm – 8:30 pm Virtual – Zoom
Staff Present:	DOT&PF: Sean Baski; Travis Holmes Lounsbury: Susan Acheson DOWL: Katie Conway; Rachel Steer
Elected Officials/	Judy Jessen – Staff member for Kamerson Perez-Verdia
Representatives:	Starr Marsett – ASD Board Member

Summary

DOT&PF project manager Sean Baski introduced the project. He noted that the project was nominated by AMATS and will be federally funded. MOA is participating in the federal match and staff from the MOA PM&E department are taking part in the project.

A member of the CC said that she was thankful to see this project get started. She noted that it has been part of the Spenard CC capital improvements project list for a long time.

What kind of integration will there be with Chugach Way?

Access improvements addressing roadway approaches, safety, and road quality will be addressed, but improvements along side roads are likely be limited due to federal funding restrictions.

A member of the CC said she really liked the work that was done on the north end of Spenard. The addition of bike and pedestrian amenities are nice and traffic has slowed. Is there any consideration for roundabouts such as at Spenard & 36th Ave?

The project team has not started to dive into intersection alternatives, but DOT&PF does have a roundabouts-first policy when looking at an intersection. Roundabouts do tend to have negative impacts with regard to ROW impacts.

There was a question about the amount of parking that would be lost along Spenard near 32nd Ave and 33rd Ave.

It's too early to say anything definitively, the project is just starting. There is potential that roadway improvements will have impacts to private parcels and parking. This is a federally funded project that has a well-defined and lengthy process.

A member of the CC noted that homelessness, vagrancy, and theft are big problems in Spenard and it will be good to see improvements on the roadway that will help assist with mitigating these problems.

Chat comments:

- A nice row of neon palm trees?
- Continue bike lanes
- Seems like everything has been improved besides Minnesota to Forest Park; there is a very odd intersection at 29th and Lois and the unused pedestrian bridges at Lois and Benson

Sean thanked everyone for their time and said construction is anticipated to start in 2025 at the earliest.



Meeting Summary Spenard Community Council

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	January 6, 2021, 7:00 pm – 8:30 pm Virtual – Zoom
Staff Present:	DOT&PF: Sean Baski; Travis Holmes Lounsbury: Susan Acheson DOWL: Katie Conway; Rachel Steer
Elected Officials/ Representatives:	Assemblyman Kamerson Perez-Verdia, Sen. Mia Costello, Rep. Harriet Drummond Starr Marsett – ASD Board Member

Summary

DOT&PF project manager Sean Baski reminded folks about his project introduction at the November meeting. He also showed the project website using the Zoom screen-sharing function, and specifically pointed out the information for the January 28 meeting. Sean then showed the project area figure, which was displayed at the November meeting and gave a very brief project overview.

He noted the project was nominated by AMATS and will be federally funded. The MOA is participating in the federal match and staff from the MOA PM&E department are taking part in the project.

Lindsey Hajduk asked Sean to comment, as a representative of the Department of Transportation and Public Facilities (DOT&PF), on winter sidewalk clearing.

Sean is with the highway design division and he noted there is another division that takes care of highway and roadway maintenance. Most road improvement projects are federally funded, but DOT&PF's maintenance and operations (M&O) budget is state funded. Sean's team/staff are all federally funded. When state fiscal reductions occur at DOT&PF, they apply firstly to M&O staff and functions. It's easy to see the result of that over the last ten years. M&O stations have been reduced and eliminated.

Related to sidewalk plowing: when the sidewalks are plowed, business parking lots (people who plow for the businesses) often push the snow into where the sidewalks have just been plowed or pushed into a pile so high that it falls into the adjacent sidewalk. Does the State of Alaska or DOT&PF have the ability to fine businesses who continue to do that?

DOT&PF has a Right-of-Way (ROW) division that undertakes enforcement action in support of the M&O division. DOT&PF has the ability to send out letters to property owners to move snow. A similar approach is taken to who put signs in the ROW. DOT&PF will send a letter and request those items (signs, snow) are removed, or DOT&PF will do it and then send a bill.

Chat comments:

- Complete Streets is best for all users (Rep. Drummond)
- The State's role includes safety perhaps our Rep will be able to help with this [referring to Rep. Drummond]



Meeting Summary Spenard Community Council Transportation Working Group

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	February 24, 2021, 5:00 pm – 6:30 pm Virtual – Zoom
Staff Present:	DOT&PF: Sean Baski; Travis Holmes; Michael Mancill Lounsbury: Joe Taylor; Susan Acheson DOWL: Katie Conway
Elected Officials/ Representatives:	None
Others:	Lindsey Hajduk (CC President); Joni Wilm (AMATS Sr Transportation Planner and Non-Motorized Plan PM); Arina Filippenko (resident, Spenard CC treasurer); Irene Pearson-Gambell (resident, Spenard CC Vice President); Renee Whitesell (DOWL, Chugach Way Area Transportation Elements Report project representative); Tom McGrath (business owner); Kate Silber (Cook Inlet Housing Authority); Peggy and Bob Auth (residents); Julie Leonard (resident); Sarah Preskitt (resident)

Summary

Lindsey Hajduk, Spenard Community Council president, gave a brief introduction and facilitated participant introductions. The purpose of the meeting was to begin a more in-depth conversation about transportation projects within the Council's area than what is typically accommodated during the monthly Council meetings. Representatives from each of the three projects high-level overviews.

AMATS Non-Motorized Plan. Joni Wilm reminded participants that the plan is currently in draft form and AMATS is accepting public comments. She referenced the Spenard Corridor Plan as a foundational document for thinking about non-motorized facilities in the Spenard area. Joni also told participants that Spenard Road facilities had been unintentionally overlooked in the draft plan and that staff is looking to remedy that omission.

AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard. Sean Baski noted that the project is in very early stages of development and the team does not have definitive answers on what the project will look like at this time. He emphasized that public input is appreciated, and comments/questions are always accepted.

Chugach Way Area Transportation Elements Report. Renee Whitesell outlined the project and echoed Joni's comment about the Spenard Corridor Plan being a starting point for thinking about changes in the corridor.

Discussion

Related to the Spenard Road Rehabilitation project, the discussion included the following topics:

- The Spenard Corridor Plan as a guiding document for transportation and land use projects in the area.
- A desire to remedy the difficult, unsafe conditions for bicyclists and pedestrians crossing Minnesota Drive, which bifurcates Spenard.
- The importance of ensuring resources are available to maintain any new bicycle and pedestrian facilities, particularly for snow plowing in winter.

- The importance of engaging businesses within the corridor early in the project development process for building stakeholder support.
- The potential to seek additional funding, perhaps through the Municipality of Anchorage, to pay for amenities or features prohibited by rules governing the project's federal and state funding.
- The implications of the corridor's limited right-of-way and the need to balance different wants and needs since there will not be space for everything.
- Stakeholder support for a three-lane alternative and the likelihood that this will be the recommended alternative.
- Travel lane widths (vehicle and bicycle).
- A desire for continuity and consistency of motorized and non-motorized features along all of Spenard Road, between this project and sections of roadway rehabilitated in earlier phases of work.
- A desire for a lower speed limit within the corridor.
- The difficult balance needed to comply with funding and scope constraints dictated by the funding and/or nominating agency, and the planning documents providing guidance to the project design team.



Meeting Summary Spenard Community Council

Project Number:	State CFHWY00604 / Federal 0001659
Date/Location:	October 6, 2021, 7:00 pm – 8:30 pm Virtual – Zoom
Staff Present:	DOT&PF: Sean Baski Lounsbury: Joe Taylor DOWL: Katie Conway
Elected Officials/ Representatives:	Rep. Harriet Drummond, Rep. Chris Tuck Margo Bellamy – ASD Board Member
Meeting Participants:	About 45

Summary

DOT&PF project manager Sean Baski gave a brief presentation that included:

- Project background and history
- Existing conditions
- Public outreach completed (including the recent open house and property owner meetings)
- Frequently heard comments from stakeholders about their experience in the corridor
- The three, three-lane alternative options, pointing out the differences bike and pedestrian facilities
- Schedule for final design, CSS process, right-of-way, and construction anticipated to start in 2025

Sean closed his presentation by mentioning that the presentation slides, which were created for the recent open house, are available on the project website. He also reminded people that the project team is currently taking stakeholder feedback on the three, three-lane options via an online survey and requested their participation.

Comments/Questions

Paul Berger asked for more information about right-of-way acquisition, including the size of acquisitions and when this will occur. Sean noted that, generally speaking, right-of-way acquisition covers a range from narrow strips off some properties to much more, and that specific ROW needs for this project have not yet been determined. Sean also clarified that right-of-way acquisition is a long process that could start in about a year and a half but there is a lot that happens once the process begins and offers are made, including the negotiation and relocation process.

An anonymous participant commented via chat that novice bikers do not use shoulders and requested a raised bike lane. Sean noted bicyclists have different levels of comfort on the road, from the most confident who will ride with vehicles to those only confident enough to ride in bike lanes and others who prefer only riding on the sidewalk. The project team seeks to accommodate all bike users of all confidence levels. There needs to be a certain amount of space for each of those users. Each of the three-lane options has a different balance in providing more or less space for different levels of bicyclist confidence.

Sara said her concern is winter maintenance, especially the impact of some maintenance practices on nonmotorized users. She asked to what extent is winter maintenance a consideration in the design process, and to what extent is the design team working with maintenance staff. Sean replied that the team has met

with the MOA maintenance department, so the conversation has begun, but to keep in mind this is a DOT&PF project on an MOA road that is maintained by MOA. The Spenard corridor currently is and is expected to remain a temporary berming and snow blow/haul operation. We shouldn't expect a meaningful change in how snow is handled in the space. There will be berming. That said, there will be more space to temporarily berm and opportunities to minimize impacts to all users.

Peggy noted her concerns about high speeds and the need to reduce speeds. She said drivers go too fast around blind corners, where motorists cannot and do not keep an eye out for bikers and pedestrians, and that this is dangerous for all corridor users. Peggy asked the team to consider reduced speeds. Sean replied that the 35mph listed in the PowerPoint slides is standard for minor arterials, but the MOA traffic department will set the speed for the road. Sean said the team can bring stakeholder comments to the MOA traffic department and have discussions with them about what speed to assign the roadway.



Meeting Summary Bike Anchorage

Project Number: State CFHWY00604 / Federal 0001659
Date/Location: December 6, 2021, 11:00 am – 12:00 pm
Virtual – Teams

Bike Anchorage: Devora Barrera (Executive Director)
Emily Weiser (Board Member)
Graham Downey (Board Member)

Staff Present: DOT&PF: Sean Baski, Travis Holmes
MOA: Jennifer Noffke
Lounsbury: Joe Taylor, Susan Acheson
DOWL: Katie Conway
Kittleson: Andrew Ooms

Summary

Project manager Joe Taylor (Lounsbury) summarized the meeting purpose, which was to respond to and discuss Bike Anchorage's November 5, 2021 letter to the project team. Joe noted this will be an informal conversation to discuss the points in that letter and is also a follow up to the presentation the team recently made to the AMATS Bike and Pedestrian Advisory Committee (BPAC).

DOT&PF project manager Sean Baski gave a brief overview of the project, noting that DOT&PF is working with the Municipality of Anchorage (MOA) on the project. This meeting is an opportunity to gather information so that MOA and DOT&PF leadership can have a better understanding of the Bike Anchorage perspective.

Emily Weiser (Bike Anchorage) noted she had attended the BPAC meeting and shared what she'd heard with other members of Bike Anchorage. Their hope for the meeting is to better understand what's realistically possible to change.

Sean said the team is currently working on the environmental document, and that some of the Bike Anchorage letter's comments relate to decisions that will be made later, when the project is in final design.

Emily said Bike Anchorage is advocating for protected bike lanes along the corridor because they're potentially safer.

Sean replied that one of the challenges with protected bike lanes is winter maintenance. He noted that the MOA has concerns about whether protected bike lanes can be maintained to appropriate levels of service, given current fiscal constraints.

Emily added that the Anchorage nonmotorized plan is calling for protected bike lanes for roadways with speeds over 25 mph. She followed up with a question: if protected bike lanes aren't possible along the corridor, then what's the plan for other roadways across the city?

Devora Barrera (Bike Anchorage) asked how maintenance would differ between protected bike lanes and unprotected bike lanes. In winter the bike lanes on the northern section of Spenard Road, separated only with a line of paint, are not maintained. If this project included protected bike lanes and they were not

maintained in winter it would be the same outcome for bicyclists in winter, but in summer they'd have the additional protection of a barrier that is more substantial than a line of paint.

Sean noted that the type and availability of equipment used to clear snow from roadways, bike lanes, and sidewalks/pathways is an important consideration. Ideally, you want to push snow only once. On DOT&PF-owned roads, operators generally clear the roadway first. After that, snow is cleared from other facilities as resources are available to do so.

Emily commented that she does not drive a car and noted that vehicle drivers can drive through unplowed snow, but bicyclists cannot. She questioned if the roadway-first prioritization is justified. She then asked what happens if travel lanes are cleared first and snow is pushed into the center turn lane.

Sean replied that he can only speak to the DOT&PF perspective, and that the Department's snow removal resources are scarce. Prioritization is a result of a limited number of operators – there are only seven at any given time.

Emily noted that her experience suggests bike lanes do not get plowed. She asked where bike lanes are on the prioritization list.

Jennifer Noffke (MOA) commented that snow removal in downtown anchorage happens at night because downtown businesses pay extra for that removal. While Spenard Road's northern section businesses haven't agreed to pay extra for snow removal like downtown, the corridor's roadway is at the top of the list for snow clearing because it's along the route the snow removal operators take to get downtown. The operators don't have time to remove the snow, they only push it out of the roadway because they're on their way downtown. Usually it gets pushed into the bike lane and/or sidewalk. When there's time, then that snow will be removed. Jennifer speculated that a protected bike lane would be more difficult to go through to remove the snow, although they haven't yet discussed with MOA's street maintenance division.

Graham Downey (Bike Anchorage) asked how much snow removal considerations affect DOT&PF design decisions, if that's the same for other projects, and how that precludes a protected bike lane.

Sean replied that DOT&PF design decisions are made with a goal of minimizing the maintenance burden. This project is proposed to be funded with federal (capital) dollars, but maintenance operations are state funded. With budget cuts, the State increasingly needs to do more with less. Annual costs increase, but budgets stay the same, and so DOT&PF tries to minimize maintenance costs. The goal is to deliver a facility that can be maintained.

Andrew Ooms (Kittelson) noted that FHWA would not require this bike lane to be maintained in winter, as long as there's an alternate route.

Devora commented that Bike Anchorage has realistic expectations about winter maintenance, and they understand the limitations of budgets. She asked why there can't be a protected bike lane, since it's going to be a snowbank in winter either way.

Joe replied there are standards in place that dictate how these facilities are laid out.

Andrew commented that right-of-way is limited and adding anything raised in the buffer area would require additional width.

Joe added that the proposed 8-foot pathway meets standards and the MOA's draft nonmotorized plan.

Emily asked if traffic speed could be reduced from 35 mph to 25 mph. She said that would align with the nonmotorized plan and NACTO guidelines and make it a safer environment for everyone. She added that Spenard Road is really a local road more than an arterial the way it's used.

Sean said that Spenard Road is an MOA-owned road. MOA sets speed limits on their roadways and DOT&PF on theirs, with a lot of coordination with different groups including local enforcement.

Devora asked if Arctic Boulevard is an MOA or DOT&PF owned facility. She commented that the center turn lane there is 11' and asked if there was a reason Arctic Boulevard was able to be designed that way and Spenard Road isn't?

Sean replied that the team will bring this question to the MOA.

Graham asked why the southbound bicycle lane disappears past 36th Avenue.

Joe said the existing lane configuration and limited right-of-way at the Minnesota Drive intersection has been a focus area for the project team. The project team has proposed reducing the east-bound receiving lanes from two to one in order to provide more space for non-motorized facilities between 36th Avenue and Minnesota Drive. An answer on whether that can be done is expected within the next month.

The AMATS Policy Committee originally said the project can only touch the east side of the intersection. Now they've said the project can do some design work on the west side such as restriping and minor curb work to accommodate a single eastbound receiving lane on Spenard Road.

Emily asked if the westbound bike lane would ever be able to go all the way to Minnesota Drive if the intersection was fully reconstructed.

Sean replied it would likely be considered, but he can't say for sure.

Graham commented that he doesn't want anything done now that would prevent the future buildout of the bike network. It seems like there are creative ways to include continuous, protected bike lanes.

Sean reiterated that the corridor is space constrained. To accommodate additional facilities, additional space is needed, and that has impacts to property owners. If property owners are too heavily impacted then the proposed project is not considered a viable option. On the east side of the intersection, if more than just a couple parking spaces at the bowling alley are impacted then DOT&PF would likely have to purchase the entire property. At this point it becomes so cost ineffective it is no longer a viable option. The project team could look at the possibility of reducing the westbound roadway to two lanes (a left turn and straight/right turn) but it would have to be operationally feasible. This is not a part of the current project, but it could potentially be a part of a future project.

Graham asked a question about queuing versus safety, and who makes the decisions.

Sean replied that Minnesota Drive is a part of the National Highway System (NHS) so it has a high degree of significance in the overall transportation network. The federal government invests a lot of money into it with repaving and other projects and expects it to meet the demands of an NHS route. Often, DOT&PF makes decisions to serve NHS roads more than secondary roads such as Spenard Road.

Andrew noted that putting a bike lane to the right of a right turning traffic is not safe.

Graham asked if the Bike Anchorage letter caused the team to think about or consider new things.

Sean said that the team is providing input and data to decision makers, and that the Bike Anchorage letter has sparked conversations.

Joe added the team has been working through the letter's main points, and that these are issues the team has been grappling with since the beginning of the project. Everything boils down to the limited space.

Andrew commented that the cross section provided in the letter was helpful. It shows the team that Bike Anchorage went through the process of seeing how the limited space can work and what the constraints are, and it gave the team something tangible to comment on.

Sean noted his appreciation for the 65' width used in the Bike Anchorage cross section, noting that it allows for an apples-to-apples comparison between the alternatives proposed by the team.

Devora suggested a sign at the intersection promoting bicycle safety.

Graham asked who, specifically, are the decision makers at MOA and DOT&PF.

Sean replied that decision makers are everyone in management at each of the two organizations. This is a combination of traffic, design, maintenance, planning, and budget staff.

Emily commented that Bike Anchorage understands the maintenance issues and wants to help get more funding for DOT&PF and MOA maintenance. Bike Anchorage recognizes those limitations and the frustrations they bring for everyone.

Graham noted that it has been useful to hear about the constraints, and understand the competing values at play, and thanked the team for their time.

Spennard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
1	11-Jan-21	James Brooks	(907) 830-3330	4148 Westwood Drive	jbrooks@pro.com	Any design and construction improvement must recognize the existing need and anticipate the growing need for connectivity from the Turnagain/Spennard bike trails to the Midtown UMED districts. The most likely corridor is along Chugach Way. Any connection through Midtown will require a bridge/tunnel over/under Minnesota (probably north of the Spennard/Minnesota intersection) in combination with a bridge/tunnel across Spennard Road. SAFELY integrating bike/pedestrian connectivity from the residential areas to the West of Anchorage to the commercial and UMED areas to the East is desperately needed and will significantly improve the quality of life in Anchorage.	Thank you for your comment on the Spennard Road project. We appreciate your desire for safe trail connectivity through Midtown. While improvements to Minnesota and Chugach Way are beyond the scope of this project, the project team is currently evaluating alternatives on Spennard Road that seek to improve the safety of pedestrian and bicyclist within the project corridor. We are hosting a virtual open house on January 28. More information, including the Zoom meeting ID and passcode, is available on the project website's Meetings page: http://www.spennardroad.com/meetings.html .	13-Jan-21	Katie Conway, DOW.	
2	13-Jan-21	James Brooks			jbrooks@pro.com	Hi Katie, Thanks for getting back to me. I should be able to make the Zoom call. I realize that the planning project that you are working on is focused on Spennard Road (North/South traffic). I just want to make sure that the Spennard Road improvements anticipate future connectivity needs. If we don't integrate and anticipate east/west bike/walking path connections with Spennard Road, then Spennard Road becomes a future barrier to east/west connectivity. When I bike between Turnagain and the East side of Anchorage I'm usually funneled along Benson/Northern Lights or Tudor Road. Neither of these alternatives easily access the 36th Ave corridor that leads to the UMED area of town. The Chester Creek path is the most developed non-motorized corridor to the East side of Anchorage but it's not very efficient. I'm suggesting that we create safe ways to cross Spennard at places that can be expanded on in the future. Best, J. Jay	None needed			
3	20-Jan-21	Kate Silber	224-875-1220	CHIA	kate@chiamn.org	Good afternoon, I saw mention of a second "walk audit" this winter in the Concept Report draft posted to the project website, but was unable to find anything about whether it happened yet or when it is scheduled. Is this walk-through still going to occur? I know there's a Virtual Open House on the 28th, so I'm not sure what the timing of the walk-through would look like in relation to that event (so that the information gathered could be used). I also noticed that no "walk audit" was carried out south of 32nd last time, only bicycle, and wondered if that would be taken into account this time. One last question for now -- is there a date yet for the meeting in fall 2021? Thanks!	Hi Katie, Thank you for your email! Yes, we will be conducting a spring walk/bike audit (walkthrough) of the Spennard project corridor, from Benson to Minnesota, date and details are still to be confirmed. Information gathered from this stakeholder walk/bike audit will be shared with the project design team. The walk audit completed in the fall included participants from the project team, some who biked and some who walked. Participants were encouraged to start the audit from Northern Lights Boulevard and move through the entire corridor, following a set route and answering questions in relation to their experience. We will take a similar approach for the stakeholder walk/bike audit. Regarding your question about the second open house, we plan to confirm the date for the meeting over the summer. Do you have any specific concerns or comments about the project at this point? We see CHIA as an important stakeholder in this project and would appreciate any/all opportunity to hear from you. Thank you, Katie	22-Jan-21	Katie Conway, DOW.	Katie, Glad to hear we haven't missed it. If I remember correctly, there wasn't too much snow yet in mid-October, so it would be great if this second audit took place while there's still ice and snow on the ground. This is actually my first winter in Alaska, so I've been learning a lot about what it's like to walk in these conditions (including and especially down Spennard!) CHIA will most likely have some comments. I'm not sure yet if Tyler will be attending, but I will be there on the 28th, and we have been taking a look at the Concept Report (as well as the AMATTS Non-Motorized Plan) that's also out for public comments (right now). We will keep you in the loop. Thanks so much and have a good weekend, Katie
	25-Jan-21	JJ Brooks				Spennard Team, I connected with JJ Brooks (the Rustic Goat developer who provided a comment) to follow up on his comment and point him to the Muni's Non-Motorized Plan. He owns a 10 acre parcel at Arctic and 36th he is looking to develop in the next 2-5 years. He values walking and biking connectivity in the area and was suggesting a Chugach Way-to-Cuddy Park route through Midtown. I told him the Non-Motorized Plan was the best way to get new projects into the pipeline. Andrew Ooms, PE, PTOE, RSP Senior Engineer				

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
25-Jan-21		JJ Brooks				JJ Thanks for the conversation this morning and I appreciate your vision for walking and biking connectivity through the area. As I mentioned, the AMATS Non-Motorized Plan is the best place to submit your network connectivity and new project ideas. The plan out for public review through March 5. The plan is available at this link: http://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Nonmotorized/update_2020/20210104_Non_motorized_Plan_Public_Review_Draft.pdf Information on the Muni's 32nd and 33rd Avenue upgrades project is available here: 32nd33rdupgrades.com Lastly, the Spenard: Minnesota to Benson Rehabilitation project website is www.spenardroad.com/index.html . The first information-gathering virtual open house is Thursday evening: Project Open House #1 Virtual/Online 5:00 - 7:00 PM Presentations at 5:00 and 6:00 PM followed by G&A Zoom Zoom Meeting ID: 937 4939 7504 Zoom Meeting Passcode: 121406 Forward Andrew Ooms, PE, PTOE, RSP Senior Engineer Hello Sean,				
25-Jan-21	Carrie Whitfield	907-743-6801	2600 Cordova St., Suite 105, Anchorage, AK 99503	carrie@spenardroad.com		I was wondering why we put bicyclists intentionally on the road with cars, especially in our climate where cars often slide or can't stop easily, rather than widening one side of the street's sidewalk and adding a bike lane there? It would use the same amount of space as far as I can see. All of our sidewalks should already have some sort of handicap accessible slope. Sidewalks are already supposed to be maintained just as well as streets. Why are we choosing to put them in the street at all, especially in the dark slippery climate we have here so much of our year? Thank you kindly for your time in addressing my question.	Dear Ms. Whitfield, I thank you for your comments about the Spenard Road project. To answer your questions about bike lanes: we are seeking to provide desired bicycle facilities to a wide range of cyclists, from those with children who prefer a sidewalk or path to confident riders looking to quickly get out of the street. Lanes in the street make cyclists more visible to drivers, reduce the potential for pedestrian conflicts, and allow for uninterrupted travel at speed. Bike lanes also mostly use space that would already be required for shoulder buffer and drainage. While sidewalks and paths are preferable to some, they are not as effective owing to the potential to mixing pedestrians with faster cyclists and they create conflicts between cyclists and vehicles turning in and out of driveways, of which there are many on the Spenard Road corridor. By having both facilities, cyclists can choose their preferred path based on their ability and factors such as road conditions. This Thursday evening, January 28 from 5:00 to 7:00, we're having a virtual open house to introduce the project and hear from stakeholders. Meeting information is below. We hope you can join us. Project Open House #1 Thursday, January 28, 2021, 5:00 - 7:00 PM Presentations at 5:00 and 6:00 PM followed by G&A Zoom (click to follow link directly into Zoom meeting) Zoom Meeting ID: 937 4939 7504 Zoom Meeting Passcode: 121406 Thank you,	26-Jan-21	Katie Conway, DOWA	Thank you for your time and response Katie (received from Carrie Whitfield 26-Jan-21)

**Spenard Road - Minnesota to Benson
Public Comment Log**

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
	25-Jan-21	Stephen Scheil			stephen.scheil@alaska.gov	Mr. Seilk, Thank you for the opportunity to comment on the Spenard Road Rehabilitation Project. I would like to make these observations based on previous road improvement projects in the MOA. These come from 1) my being a resident of the area with a strong familiarity of the corridor, 2) my being a pedestrian and cyclist, (and driver) 3) having participated in project review comments in my past capacity with the Anchorage and AAMATS BFAC, and 4) from my professional capacity as an architect. I urge the State, Municipality, and project designers to incorporate the needs of active transportation into the design of the Spenard Road Rehabilitation Project. As all parties are aware, this road has a heavy non-motorized use and will continue to long into the future. Please do not incorporate non-motorized and active transportation components as a token effort. This project will receive many comments and concerns related to the needs of the non-motorized community in subsequent design phases. Please design for these users' needs from the beginning. They don't have to be your enemies. Please run your concepts past non-motorized users prior to releasing them to the public. Please ask pedestrians, cyclists, impaired mobility users, and public transportation riders familiar with the area for their input. They may not be engineers or designers, but their input can offer valuable insight in how to make the design work well. Please anticipate the present and future maintenance needs of the project. It will snow, and it will be icy. How will the project handle that? Where will the snow go? The project boundaries should not terminate abruptly. For example, there was a hard edge of the previous Spenard Road project at the centerline of 30th avenue. While the project had vast improvements for cyclists and pedestrians, this boundary resulted in a sudden termination of the bike lane and a curb with no curb cut. Finally, please modify the extent of the project to reach the West side of Minnesota Boulevard. This road is a major barrier to active transportation and unnecessarily dissects the neighborhood. The current situation requires an active transportation user to push the "big button" and wait sometimes for a full light cycle, exposed to fast moving traffic before given	Dear Mr. Scheil, Thank you for your thoughtful comments regarding the new Spenard Road project. The team appreciates your concerns about active transportation. The integration of active transportation needs into project design will not be a token effort; improving safety of all corridor users is one of the primary goals of this project. This week we will have the first project open house, virtually, over Zoom (details below). In order to introduce the project to stakeholders and hear stakeholders' thoughts about it. Stakeholder comments, including yours, will be considered by the team as project design moves forward. Additionally, we are presenting the project to the AMATS BFAC on March 2, to receive feedback. There is an opportunity for public comment as part of this process. We are also preparing materials to enable the public to complete a site walkthrough and provide comments; this will be sometime in late winter/early spring. If you would like to participate in that process we will make sure you receive the materials to provide specific comments. Finally, it is also worth mentioning that the project is and will be following the Municipality of Anchorage's Context Sensitive Solutions (CSS) process, and a concept report has already been prepared and submitted to the Planning and Zoning Commission for their review and approval. A key element of the CSS process is considering the needs of all users and all modes. Project Open House #1 Thursday, January 28, 2021, 5:00 - 7:00 PM Presentations at 5:00 and 6:00 PM followed by Q&A	26-Jan-21	Katie Conway, DOAK	
	26-Jan-21	Thede Tobish			thede.tobish@alaska.gov	Please consider the following comments for the current Spenard Road project: There is no need to re-evaluate a four-lane configuration. The Spenard Corridor Plan clearly articulates the benefits and needs of a three-lane configuration. The future Spenard Road is projected to function as a vibrant commercial corridor that accommodates local business and residential traffic and multi-modal connections. A four-lane design will not support this vision. The Spenard Corridor Plan represents the public and Municipality's preferred design features for the corridor and should be used as a guide and directive for this project. The Spenard Corridor Plan includes roadway design guidance, including pedestrian facilities and key intersection features. This project should at least identify how the chosen new roadway design will impact adjacent businesses and multi-modal connections to nearby residential areas. And it should include considerations to mitigate these impacts. For instance needed ROW acquisitions may impact local business parking facilities, lot configurations, lot size reduction, which may restrict redevelopment plans. This project should follow the example from the recently completed North Spenard project, which included creative solutions that mitigated parking impacts from the new roadway. If federal funds cannot be used for such features, the project team should seek partnering with the Municipality to design and fund mitigation measures. Public art and landscape enhancements should be included in the project's features. Thanks for the opportunity to comment. Thede Tobish				

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
	28-Jan-21	Emily Weiser			emily.l.weiser@gmail.com	<p>Hi Melinda and Spenard Road Project Team,</p> <p>Thank you so much for hosting the Spenard Road open house this evening. It is wonderful to hear so much enthusiasm from the community about this project!</p> <p>I wanted to follow up on whether protected bike lanes might be an option for this corridor. Under the NACTO guidelines, this corridor would be a great candidate for physically protected lanes based on motorized traffic speed and volume, and that design would also help avoid the snow accumulation that has been a problem for the bike lanes on the north end of the road. However, I understand that the available space might be a limiting factor. Is there any possibility of implementing protected bike facilities here, given the existing or potentially acquired right-of-way? If not, we'll focus our comments on the unprotected design.</p> <p>Thanks again,</p> <p>Emily</p> <p>Emily Weiser (she/her/hers) Emily.L.Weiser@gmail.com</p>	<p>Hi Emily,</p> <p>Thank you for your participation in the recent virtual open house and for your follow up email. As you noted, the corridor has right-of-way limitations and physically protected bike lanes are unlikely to be developed. The current concepts provide both a widened multiuse path and conventional bicycle lanes to serve a broad range of cyclists. We encourage you to continue providing feedback as the project evolves.</p> <p>Thank you again, Kate</p>	08-Feb-21	Katie Conway, DOWA	
	29-Jan-21	Craig Lyon	907-343-7996		craig@dot.alaska.gov	<p>Rachel,</p> <p>I missed the first 10 minutes or so of the meeting and thought I saw it was being recorded, that recording available to listen to?</p> <p>Craig</p> <p>Craig Lyon AAATS Coordinator / Transportation Planning Manager Municipality of Anchorage 907-343-7996</p>	<p>Hi Craig:</p> <p>Glad you joined us for the meeting.</p> <p>We played a short pre-recorded presentation at the top of the hour. That presentation is posted on the project website: http://www.spenardroad.com/meetings.html</p> <p>We are also in the process of trimming down the actual recorded Zoom meeting to provide to DOT&FF. That should be available next week if you are looking to see the Q&A from meeting attendees.</p> <p>Rachel</p> <p>Rachel Starr Public Involvement</p>			
	29-Jan-21	Camden Yehle	907-346-0506		camdenyehle@gmail.com	<p>Hi Sean, Rachel and team - I'd like to write in my support of the three-lane alternative. I don't think the four-lane section meets the purpose and need. I own a duplex in the area and would love to see this project happen as soon as possible.</p> <p>Camden Yehle 907-346-0506 camdenyehle@gmail.com</p>	<p>Hi Camden,</p> <p>Thank you for your email. Your statement of support for the three-lane alternative has been documented for the record.</p> <p>Thank you again, Kate</p>	08-Feb-21	Katie Conway, DOWA	
	25-Jan-21	Elijah Haines	907-771-4307	3503 Taft Drive, Anchorage, AK 99517	ehaines@alaska.org	<p>As an Instructor at the Alaska Center for the Blind and Visually Impaired, I strongly advocate for the placement of Accessible Pedestrian Signals wherever lit walk signs may be placed on Spenard Road. While lit walk signs are an important safety feature for sighted pedestrians, those with vision loss are neglected by the lack of placement of audible signals. This lack of accessibility poses danger to those with vision impairments. The Center is located just off of Spenard Road and there is a very high concentration of blind and low-vision individuals that travel by foot and by bus in the area. Placement of APS where lit walk signs are present is the right thing to do and will improve walkability of Anchorage for all.</p>	<p>Dear Mr. Haines,</p> <p>Thank you for your thoughtful comments regarding accessible walk signals for the visually impaired. We are gathering corridor data and stakeholder input right now and it's helpful to know that the Alaska Center for the Blind and Visually Impaired is located close to the project corridor. We appreciate your interest and advocacy and will share this information with the project team as they move forward with design.</p> <p>Thank you, Kate</p>	03-Feb-21	Katie Conway, DOWA	

**Spenard Road - Minnesota to Benson
Public Comment Log**

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
	28-Jan-21	Christ Meyn		McCaIn Loop	christmeyn@uak.com	I attended the public meeting tonight and it was very informative and a great dialogue. I wanted to add specific notes about improvements, as a resident of this portion of Spenard (McCaIn Loop): - The sidewalks in summer are very bad, in some places non-existent, and curb cuts are missing or non-existent in some places as well. Sidewalks are plowed immediately after any snowfall, and winter sidewalk conditions are far better than the summer sidewalks! Existing sidewalk widths are also too narrow. As a frequent pedestrian in the area, many times I have to step off the sidewalk into a parking lot to allow for others to pass. With the potential addition of many new residents living between Minnesota and 35th (new Cook Inlet Housing construction), a three-lane alternative with improved non-motorized facilities will encourage all residents to commute via walking, biking, or public transit instead of driving. Even if these residents own cars, it will be easier to commute without a car than drive. As a resident in this area, this is currently my perception and I am encouraged daily to walk, bike, or use public transit to commute because it can be faster than driving.	Hi Christ, Thank you so much for attending the recent virtual open house, and for your follow up email. We appreciate and are eager to hear about your experience in the corridor as a resident. Your description of the current pedestrian facilities is noted for the record, as is your statement of support for the three-lane alternative. Katie Conway, DOWI	08-Feb-21	Katie Conway, DOWI	
	11-Feb-21	Devora Barrera			dev@bikeanchorage.org	Hi, I hope this email finds you all well. Please find attached a letter with comments and requests to the Spenard Road Rehabilitation from Minnesota Drive to Benson Boulevard project on behalf of the Advocacy Committee of Bike Anchorage. Thank you for your attention to this important issue, please don't hesitate to contact me if you have any questions or concerns.				Letter with comments was attached to this email; letter is saved as a PDF in the project file.
	6-May-21	JJ Brooks				Wishing you all health. (Letter attached) Hi J. Jay: We wanted to let you know that the Spenard Road Rehabilitation project team is hosting a site walk on May 18 from 3:30 - 5:30 pm. The purpose of the event is for you to walk the project corridor and provide input on your experience and preferences for improving the project area. Participants can start any time between 3:30 and 5:30 pm at our tent, which will be in the Church of Love parking lot at 3502 Spenard Road. Bring your smartphone to take the survey online, or grab a paper version and return it to us when you're finished. Details of the site walk are provided on the project website, at www.spenardroad.com . If you are in town we would love to have you participate! Thanks, Rachel	Hi Rachel: Unfortunately I will not be able to attend the tour. I won't be back in Anchorage until early June. Perhaps I can help contribute at a later time. Best, J. Jay	10-May-21		
	6-May-21	Anchorage Assembly			anchoa@cityofak.org	Assembly members- The Spenard Road Rehabilitation project team is hosting a site walk on May 18 from 3:30 - 5:30 pm. The purpose of the event is to walk the project corridor and provide input on your experience and preferences for improving the project area. Participants can start any time between 3:30 and 5:30 pm at our tent, which will be in the Church of Love parking lot at 3502 Spenard Road. Bring your smartphone to take the survey online, or grab a paper version and return it to us when you're finished. Details of the site walk are provided on the project website, at www.spenardroad.com . We would love to have you participate! Thanks, Rachel				

**Spenard Road - Minnesota to Benson
Public Comment Log**

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
6-May-21		AMATS			amats@alaska.gov	<p>Hi AMATS team- Can you share this with your committee members and staff? Thanks, Rachel</p>				
6-May-21		Bike Anchorage			bike@anchorage.gov	<p>Hi Bike Anchorage team- Can you share this with your members? Our mode of transit for the event will be by foot – but we are interested to gather feedback from members of the bike community as well. Thanks, Rachel</p>				
10-May-21		Elizabeth Greer	907-537-5392	2001 Solstice Circle	elizabethgreer@gmail.com	<p>Include a shoulder wide enough for a single bike. Transitions into 36th. We need an E/W bike route and that lends it self well. Some of us bike riders take this to Arctic then 40th to C St. already. A single lane E/W with turn pockets rather than two lanes. In the winter most people just use one lane anyway. Dedicated turn-lane from Minnesota NB to Spenard As much as I appreciate the work done on North Spenard, the cost was high and would rather more improvements get done rather than a focused effort. Reduce the budget for the architects and landscape planners. If hardcape improvements get done, focus on one side of the street only with a standard sidewalk on the other.</p>	<p>Elizabeth- Thank you for your comment on the Spenard Road Rehabilitation project. I have shared it with the project team. Rachel Rachel Steer Public Involvement</p>	10-May-21	Rachel Steer	
7-May-21		Frank Rast	907-230-4662	8253 Seaciff Street, Anchorage, AK 99502	frankrast@gmail.com	<p>A new three lane section with improved non-motorized facilities would be a vast improvement over the current section. To mitigate private property takes a 6-foot wide sidewalk on both sides would meet the minimum FPOSS standard if a bicycle lane is provided. The pathways on both sides should be FCC to minimize future maintenance. A refuge island should be provided on the east side of the 36th Avenue intersection. Existing driveways should be combined where practical.</p>	<p>Mr. Rast- Thank you for your comment on the Spenard Road Rehabilitation project. I have shared it with the project team. Rachel Rachel Steer Public Involvement</p>	10-May-21	Rachel Steer	

**Spenard Road - Minnesota to Benson
Public Comment Log**

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
15-May-21		Jena F			jena.f@alaska.gov	<p>Hello,</p> <p>I am looking for the link to do the Spenard Road walk survey on my own. It was supposed to be posted by May 18th, but I can't seem to find it. Will you please send me that link? I anticipate doing the walk and survey slightly earlier than your official 3:30 start time.</p> <p>Thanks,</p> <p>Jena</p>	<p>Hi Jena-</p> <p>The survey should be up on the website in the next hour. I've attached it here for your use.</p> <p>Rachel</p> <p>Rachel Steer</p>	18-May-21	Rachel Steer	
14-May-21		AA Schmitt		3407 Spenard #50, Anchorage, AK 99503	aa.schmitt@alaska.gov	Paper version please.	<p>Good morning! We will put a paper copy of the survey in the mail to you today. In case you are able to print at home, we have attached the survey here as well.</p> <p>Rachel</p> <p>Rachel Steer</p>	18-May-21	Rachel Steer	
16-May-21		Ryan Lawton			ryan.lawton@alaska.gov	<p>Hello,</p> <p>I took the on-site survey today using the QR codes and encouraged friends to do so, but a couple are complaining they couldn't make it and there are no links for online survey(s). Is or will this information be available so people familiar with the project area can take the survey without having to print and send it in?</p> <p>Thanks,</p> <p>Ryan</p>	<p>Hi Ryan-</p> <p>We are working on getting the links to the surveys posted on the website by tomorrow morning. In the meantime, here's the links in case you want to pass them along.</p> <p>•Start</p> <p>•Station 1</p> <p>•Station 2</p> <p>•Station 3</p> <p>•Station 4</p> <p>Thanks,</p> <p>Rachel</p>	19-May-21	Rachel Steer	
16-May-21		Kendra Higgins			kendra.higgins@alaska.gov	I'd like a survey please.	<p>Hi Kendra-</p> <p>The printable survey is posted on the project website here.</p> <p>We are working to get the links to each of the surveys (there are 5 short surveys with 2-4 questions each) posted to the meetings page of the website by tomorrow.</p> <p>Rachel</p> <p>Rachel Steer</p>	19-May-21	Rachel Steer	
19-May-21		Cydney Terhune	907-360-5282	3300 Cope St.	cydney.terhune@alaska.gov	Leave it alone. The road is fine the way it is. Lower our property taxes instead of doing a bunch of useless road projects. They are so disruptive and usually unnecessary.	<p>Rachel Steer</p> <p>Cydney-</p> <p>Thank you for your comment on the Spenard Road Rehabilitation Project. DOT&PF is proposing to rehabilitate this section of Spenard Road to improve safety for all users and bring the roadway and non-motorized facilities up to current design standards. This phase of the project is being led by DOT&PF with support from the MDA. It is anticipated that more than 90% of this project will be federally-funded. You can learn more about the project by visiting www.spenardroad.com.</p> <p>Rachel Steer</p> <p>DOWL</p>	20-May-21	Rachel Steer	
21-May-21		Calvin Rolligust		1900 Jefferson Ave.	calvin.rolligust@alaska.gov	I live off Spenard road and use it as a thoroughfare on my commutes by bike to work or to access businesses along the road. I believe it is a safer north/south corridor than Minnesota and I want separated bike lanes installed. I want improved safety for cyclists and pedestrians including ADA compliant sidewalks, wayfinding, signage, lighting, and other contemporary design elements that are proven safe for all users. Federal funding is not able for including safe infrastructure for cyclists and pedestrians and as a local user it is a top priority for me that AMATS and the Muni include these aspects into their design.	<p>Calvin,</p> <p>Thank you for your comment on the Spenard Road Rehabilitation project. I have shared it with the project team.</p> <p>Katie</p> <p>Katie Conway Public Involvement Manager</p>	24-May-21	Katie Conway, DOWL	
12-July-21		Paul Berger	907-602-2027	15250 Evergreen Ridge St., Anchorage, AK 99516	paul.berger@alaska.gov	<p>Katie:</p> <p>I own the property at 3205 Spenard Road and am interested in meeting to discuss the same. Just received your mailer.</p> <p>Please contact me regarding a time.</p> <p>Look forward to hearing from you.</p> <p>Paul</p>	<p>Responded via phone and follow up emails related to scheduling logistics.</p>		Katie Conway, DOWL	

**Spennard Road - Minnesota to Benson
Public Comment Log**

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
13-Jul-21		Alicia Luna	907-334-7655		Alicia.Luna@enstarnaturalgas.com enstarnaturalgas.com	Good afternoon Katie, ENSTAR received the Spennard Road Rehabilitation letter dated July 9th. ENSTAR's president, John Sims, would like to schedule a time to discuss how this project will impact our office building located at 3000 Spennard Rd. Can we schedule a time next week for you and John to meet? Thank you, Alicia E. Luna ENSTAR Natural Gas Company Executive Administrative Assistant Alicia.luna@enstarnaturalgas.com Work 907.334.7655 Cell 907.338.5966	Responded via phone and follow up emails related to scheduling logistics.		Katie Conway, DOWL	
15-Jul-21		Cynthia Berger	907-229-4200		cynber@bergerrealty.com www.bergerrealty.com	Katie - I have received the DOT letter requesting to schedule a meeting and would like to set that up. Thank you - Cynthia Berger Berger Real Estate, LLC (907) 229-4200	Responded via phone and follow up emails related to scheduling logistics.		Katie Conway, DOWL	
9-Sep-21		Julie Olsen			jul@thefirsthouse.com	Hello Katie, Wanted to get back to you and thank for taking the time to set up the phone conversation we had in early August. Since then, I have spent some time pondering the road project and wanted to provide some additional input. My office is right on Spennard with a view of the Minnesota/Spennard intersection, so my comments are based on spending 9-10 hours a day M-F plus many weekends in that area. 1) During the phone meeting your group stated that you were updating/correcting the project map so that the scale worked correctly and that I would be sent this map once it was fixed. I have not received it - can you please send me the updated map of the project? BK Powell (co-property owner and cc'd in to this email) was unable to make the meeting but would also appreciate getting a copy of the map. 2) Use of Spennard Rd between Minnesota and 36th by AFD and AFD. There is a Fire Station just a few blocks down Spennard Road on the west side of Minnesota. AFD and AFD use of Spennard Road with sirens and lights flashing is pretty much a daily occurrence, often multiple times a day, often multiple vehicles for the same incident. The AFD ladder trucks and ambulances also turn left or right on Minnesota on a daily basis, in the process congesting the intersection there at Minnesota and Spennard. In the meeting, your team had mentioned the possibility of changing that intersection to go down to just one lane crossing Minnesota. I am wondering if the project team has met with AFD/APD regarding this intersection and their heavy use of Spennard Road and how going to 3 lanes might impact that use? Or maybe going to 3 lanes would mean the AFD and AFD would change and use other faster routes to traverse this area? I would like to know how the plan incorporates AFD/APD traffic in the area? 3) Bus turnouts - I hope that your design will incorporate bus stops that are not in the actual lane of traffic - especially if you are going to go down to 3 lanes. There is a bus stop right now right at the corner of Spennard and McCain Loop that I get to watch daily and traffic does get backed up behind the bus when it stops. There are usually	Hi Julie, Thank you for your thoughtful email, and for taking the time to meet with us in early August. Your comments will be shared with the project team. As for the figure you requested, I will check with the team on Monday and get back to you. Thank you, Katie	10-Sep-21	Katie Conway, DOWL	

Spennard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
						<p>people waiting at that stop. Right now, because there are 2 east bound lanes, cars can go around the bus, but that would probably not be possible if the road goes down to 3 lanes. Traffic stuck behind the bus would undoubtedly back up to the Minnesota intersection. I have been in my car stuck behind the bus and it seems like it can take a really long time for it to get moving. People need to get off the bus and then new riders need to get on, many of these transactions are slow: slow people in general, people with kids, people with bikes that they need to load or unload, people with luggage, disabled people, people who don't have change or ask the bus driver questions etc.... To keep traffic flowing on Spennard with only 3 lanes - the buses need to be able to pull off the road to load/unload passengers. With all the new multi-family developments going into this area - bus ridership is going to increase and this problem will be getting worse. Because the sidewalk is so narrow, people waiting for the bus congregate in the Center Bowl parking lot, sometimes interfering with Center Bowl patrons trying to park. At this time, there is no seating, no benches, no trash can and no shelter from the weather for bus riders. If you are disabled and can't walk well or stand for long periods - tough luck... So, right now people waiting for the bus often sit on my planter along Spennard Rd and leave their trash in it. Until I took it out, they also used my electrical outlet to charge their devices and crank up their music and they left their trash too. In the winter when it is dark outside, people waiting can see in and view the occupants. This is annoying and can be frightening to the tenants that occupy those offices right by the planter. Bus riders also leave trash strewn around the Center Bowl parking lot - where it is run over, windblown around, ends up in the street and goes down the drain, or one of us property owners has to pay an employee to go around and pick up trash - pretty much on a daily basis. We are very tired of it - we should not have to subsidize the bus system by providing trash pickup services for them. I am all in favor of mass transit, but I think a proper bus shelter should be put in with a roof and a trash can and maybe an electric outlet or two to make the bus system</p> <p>more user friendly - and keep bus riders off private property.</p> <p>4) New multi-family development will be bringing more traffic to this area - I assume that you have worked with Cook Inlet Housing to understand all the additional units, people and traffic that they are bringing to this section of Spennard between Minnesota and 36th. In addition to the big complex at 36th and Spennard, they are building a triplex and 3 duplexes on McCain Loop. There are also a couple of other vacant lots zoned for multi-family residential development on McCain Loop. With all of this development on the south side of Spennard in that area, it seems as if leaving the narrow sidewalk along Spennard in front of my building at 3709 Spennard Rd (as was discussed in our meeting) would not fix the dangerous and unpleasant pedestrian experience along that part of the road. During the winter it is particularly dangerous as the sidewalk is sloped and icy. As a user and daily dog walker along this sidewalk, I can attest to the need for significant improvement along this stretch of Spennard.</p> <p>I will be out of town and unable to attend the Meeting noted below. Thank you for considering my input - a response would be appreciated.</p> <p>Thank, Julie</p> <p>Julie Olsen Agent Owner/President OfficeTECH, Inc. 3709 Spennard Rd, Suite 200 Anchorage AK 99503 907-522-5550 (Anchorage) 509-755-8326 (Spokane, WA)</p>				
10-Sep-21	Camden Yehle	907-346-0506	camdenyehle@gmail.com			<p>Hi Sean and Katie - I have a rental property in Spennard and am interested in the project update. I can't attend in person. Can you please provide a live online component to the open house?</p> <p>Camden Yehle 907-346-0506 camdenyehle@gmail.com</p>	<p>Hi Camden,</p> <p>Thank you for reaching out. The project team would be more than happy to schedule time with you to give an update on the Spennard Road project. The open house is really just a meet and greet for folks to talk with the project team; there will be no presentation given during the open house. We will, however, be putting together a presentation update and posting it to the project website in advance of the meeting for folks to view at their convenience. Comments are always accepted via email or the comment button on the project website.</p> <p>If you'd like to set up time for a Teams or Zoom meeting with the team will you please let me know two or three dates and time windows that would work for you?</p> <p>Thank you, Katie</p>	10-Sep-21	Katie Conway, DOWL	<p>Additional follow up from Camden received via email on 12-Sep-21: No need for a special meeting, I'm sure you all are doing great work. I just wanted to advocate for a live hybrid meeting style which is far more convenient and accessible for me. I'll watch the website for the update.</p> <p>Camden Yehle 907-346-0506 camdenyehle@gmail.com</p>

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Responses or Actions by Construction
	9-Sep-21	Tom McGrath	907-250-4302	3309 Spenard Road	tommcgrath@att.net	I received a phone call from Tom McGrath, owner of 3309 Spenard Road. He received the meeting postcard but he'll be out of town for the meeting and would like to know in more detail what impacts, if any, to his property are anticipated at this point. His property is not included on the list of properties potentially impacted and so we have not reached out to him. Because he isn't available to attend the public meeting on September 23, Tom has asked for time with the team to be walked through the design and how it might affect him, if at all. He is particularly concerned about a short brick wall he's put up along the edge of his property and landscaping along Spenard Road.	Meeting scheduled on site at 3309 Spenard Road to walk Mr. McGrath through the design and potential impacts to his property.	09-Sep-21	Katie Conway, DOWL	
	5-Nov-21	Devora Barrera			DevoraBarrera@gmail.com	Hi Spenard Road project team, Please find attached a letter with comments and requests to the Spenard Road Rehabilitation phase III from Minnesota Drive to Benson Boulevard project on behalf of Bike Anchorage, their board members, and the Advocacy Committee. Thank you for your attention to this important issue, please don't hesitate to contact me if you have any questions or concerns.	Thank you, Devora. I've circulated your letter to the project team. Thank you again, Katie	10-Nov-21	Katie Conway, DOWL	
	18-Nov-21	Glenn Craver			GlennCraver@gmail.com	Wishing you all health. (Letter attached) I am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! I am a regular bike commuter and love Anchorage. Please make Anchorage a safer place for bicycle commuters and pedestrians. Thank you for your consideration. Glenn Craver.	Hi Glenn, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Katie	19-Nov-21	Katie Conway, DOWL	
	18-Nov-21	Michal Stryczak			Michal.Stryczak@turnagain.net	I, Michal Stryczak, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! The current road is dangerous for bikers, and although I am an avid biker, I intentionally will take a detour sometimes. Please create a road safe for bikers! Thank you, Michal Stryczak Spenard/Turnagain Resident and Biker	Mr. Stryczak, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Katie	19-Nov-21	Katie Conway, DOWL	Follow up email received from Mr. Stryczak on 19-Nov-21: Thank you for your response. My wife and I are avid bikers, and we are encouraging our young boys to bike as well. As you know, this section of Spenard is NOT bike friendly. There is no bike lane, the sidewalks are terrible, and the curbs do not permit easy bike access. The northern part of Spenard is better. Having a separated bike lane would be amazing. Whatever you can do to make this road safe for bikers, especially kids, would be great. Thank you, Michal Stryczak
	18-Nov-21	Stephanie Joannides			joannides@turnagain.net	I am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I believe this is important so that the people who are riding bikes and the people driving cars are all better protected. We have many people who are unable to drive because of economics. They are trying to work and navigate through Anchorage. We also have people who are riding for their health. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. The project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue is not a safe or well-thought plan. This section is high-traffic, high-stress, and an essential part of connecting the bike network. There are bike riders in that area all the time. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. Anchorage should have a walkable and bikeable Spenard corridor! Let's start being proud of Anchorage and make it a livable and beautiful city. Regards, Stephanie Joannides	Ms. Joannides, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Katie	19-Nov-21	Katie Conway, DOWL	

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
18-Nov-21		Jeanne Funatake			jfunatake@gmail.com	I, Jeanne Funatake, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Ms. Funatake, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	
18-Nov-21		Sam Weatherby			weatherby@alaska.com	I, Sam Weatherby, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hi Sam, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	
18-Nov-21		Amanda Rowley			amanda.rowley@alaska.com	I, Amanda Rowley, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! As a former biker to work please ensure there is a safe space. As a driver, I also appreciate a space for bikers to ride safely, out of my way. I do not want a lower speed limit though. Lol Thanks, Amanda	Ms. Rowley, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	
18-Nov-21		Lee Welkert			lee@alaska.com	I, Lee Welkert, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! I'm a year round bike commuter and previous projects with only painted lanes become snow dumps in the winter and car parking spots in other seasons. The Fine/McCary street project is a perfect example of this. Sincerely, Lee Welkert	Hi Lee, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	
18-Nov-21		Thomas Moore			thomasmoorespenard@gmail.com	I, Thomas Moore, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Mr. Moore, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
18-Nov-21	18-Nov-21	Jack Brothers			ambros@alaska.gov	I, Jack Brothers, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Mr. Brothers, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWI	
18-Nov-21	18-Nov-21	Chris Allard			chrisallard@alaska.gov	My name is Chris Allard and I'm a retired engineer who used to commute to work by bicycle year round. I am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. Currently traveling Spenard by bike is dangerous but with protected bike lanes without network gaps and a lower 25 mph posted speed limit walking and biking would be much safer and more accessible. Downtown and Spenard are already connected by the West High - Westchester Lagoon multi use trail but there is no safe and efficient route through Spenard. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! Thank you for your work to make Anchorage a better place to live, work, and play. And thank you for considering my comments. Sincerely, Chris Allard, PE (for one more month)	Hi Chris, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWI	
18-Nov-21	18-Nov-21	Bridget Paule			bpaule@alaska.gov	Hi, My name is Bridget Paule and I'm a lifelong resident of Anchorage as well as a frequent cyclist in town, particularly midtown as I live in the Spenard neighborhood. I am writing you, the DOT Spenard Road project team, to show my support for protected bike lanes along the entire project length. I want protected bike lanes without any gaps. Please reject the current proposal to exclude bike infrastructure between Minnesota and 36th Avenue! This section is very high-traffic and connects a major road with several neighborhoods and new housing developments. It is an essential part of connecting the bike network and excluding bike connections now would be a HUGE miss for the city. This proposal should absolutely be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor, so please don't leave anything out. I also support a lower, 25 mph posted speed limit which will make for a much safer and pleasant, walkable and bikeable Spenard corridor. Thank you, Bridget	Ms. Paule, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate Katie Conway Public Involvement Manager	19-Nov-21	Katie Conway, DOWI	
18-Nov-21	18-Nov-21	Jacob Froehlig			jacobfroehlig@alaska.gov	I, Jacob Froehlig, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Mr. Froehlig, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate Katie Conway Public Involvement Manager	19-Nov-21	Katie Conway, DOWI	

**Spennard Road - Minnesota to Benson
Public Comment Log**

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
15-Nov-21		Dave Evans			spennard@spennard.com	An email we recently received from Bike Anchorage implies that the Spennard Minnesota-Benson project team has selected one of the three options presented. In the September 27, 2021 Open House #2. What is the current status of option selection? Thank you, David and Diana Evans				
15-Nov-21		Charles Jacobs			charles.jacobs@spennard.com	I, Charles Jacobs, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor!	Mr. Jacobs, Thank you for your email and your interest in the AMATS Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	
17-Nov-21		J Doyon			jdoyon@spennard.com	I, J Doyon, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network; not to mention an area of multiple recent MVA's killing pedestrians. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor.	J. Doyon, Thank you for your email and your interest in the AMATS Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	
17-Nov-21		Will Criner			willcriner@spennard.com	I, William Criner I am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I live on Chugach Way and bike often on Spennard Road. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want Spennard to be a safe place for pedestrians and cyclist. Kind Regards Will Criner	Mr. Criner, Thank you for your email and your interest in the AMATS Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	19-Nov-21	Katie Conway, DOWL	
19-Nov-21		Sophia Tidler	907-351-5586		sophiatidler@spennard.com	I, Sophia Tidler, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor! Pretty Please, Sophia 907-351-5586	Ms. Tidler, Thank you for your email and your interest in the AMATS Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	20-Nov-21	Katie Conway, DOWL	

Spennard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
	20-Nov-21	Hope McGratty			hpmc@spennard.com	<p>My name is Hope McGratty and I am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit.</p> <p>I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications.</p> <p>All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor.</p> <p>Thank you for your time,</p>	<p>Ms. McGratty,</p> <p>Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com.</p> <p>Thank you, Kate</p>	20-Nov-21	Kate Conway, DOW	
	21-Nov-21	Steven Bridwell			bridwell@alaska.net	<p>Hope McGratty</p> <p>I, Steven Bridwell, am contacting the DOT Spennard Road project team to support protected bike lanes along the project's entire length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. The project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue is lame, which I reject: this section is high-traffic, high-stress zone, and an essential part of connecting the bike network. Leaving a portion of it without bike infrastructure doesn't make sense. Thus, the proposal needs to be designed so the next Spennard Project phase continues the bike facility connections through Minnesota without complications.</p> <p>All of Anchorage's planning documents enjoin Spennard Road to be a continuous, safe, attractive, and economically thriving corridor. Allowing people to walk and bike safely on the Spennard roadway will significantly increase this economic activity. Therefore it is in the DOT and Anchorage's best interest to make a complete walkable and bikeable Spennard corridor.</p> <p>Sincerely, Steven Porter Bridwell</p>	<p>Good morning Mr. Bridwell,</p> <p>Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com.</p> <p>Thank you, Kate</p>	22-Nov-21	Kate Conway, DOW	
	21-Nov-21	Amanda Andros			amandae@bicyclepost.com	<p>I, Amanda Andros, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor!</p> <p>As a member of the bike community, bike commuter, and employee at The Bicycle Shop, I want to thank you with helping with this project.</p> <p>Thank you, Amanda</p>	<p>Ms. Andros,</p> <p>Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com.</p> <p>Thank you, Kate</p>	22-Nov-21	Kate Conway, DOW	
	22-Nov-21	John MacClarence			jmaccl@alaska.net	<p>I, [John MacClarence], am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor!</p>	<p>Mr. MacClarence,</p> <p>Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com.</p> <p>Thank you, Kate</p>	23-Nov-21	Kate Conway, DOW	

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
22-Nov-21		Duncan Green	3527 Aero Ave. Unit B, Anchorage, AK 99517		dkgreen@alaska.com	Dear Spenard Road Project Team, I am writing to you to request that you consider an alternative to your proposed Spenard Road Project options; specifically, I am voicing my support for a project design that includes continuous, protected bike lanes along Spenard Road. The addition of any bike lanes at all (even unprotected ones as indicated by your proposal options) is a great step in improving safety and access for cyclists in Spenard. However, as anyone who drives or bikes in Anchorage knows, unprotected bike lanes often dead-end in heavy traffic areas, and are constantly subject to the accumulation of plowed snow in winter months, making them unusable for a majority of users. The end result of these unusable bike lanes is cyclists being forced either into riding in the main traffic lane or on sidewalks, both of which are unsafe for cyclists and motorists or pedestrians, respectively. I urge you to consider protected bike lanes in your planning. Protected, continuous bike lanes are the safest alternative for cyclists, motorists, and pedestrians alike. Thank you for your time and consideration, Duncan Green 3527 Aero Ave. Unit B Anchorage, AK 99517	Mr. Green, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	23-Nov-21	Katie Conwey, DOWA	
22-Nov-21		Lori Gale Tobin			lori@lga.com	Good afternoon, I am reaching out regarding the DOT&PF Spenard Road project to raise my voice in support for a Complete Streets model to be adopted and for protected bicycle lanes along the entire project length. As a bicycle commuter, I regularly traverse across Anchorage using bicycle corridors and riding in the street when appropriate. Due to the lack of safe bicycle lanes, I have been sideswiped by two trucks along Anchorage "bicycle corridors" that were built without protected bicycle pathways. In both instances, I was extremely lucky to have walked away with minimal damage to myself and my bicycle; however, it is a matter of time before a more tragic end occurs for me - unless DOT&PF prioritize bicycle commuter safety. Protected bicycle lanes and lower roadway speed limits would ensure my safe arrival and departure from work, which is located on the corner of Benson and Minnesota. I also believe a use of the Complete Streets model would allow for Spenard business owners, pedestrians, and all users to feel more comfortable living and thriving on Spenard. Making Spenard Road a continuous, safe, attractive, and economically thriving corridor is beneficial for everyone. Thank you for accepting my feedback and I look forward to continuing to bike and access Spenard Road safely. Lori Gale Tobin, MA (pronouns: she/her)	Hi Lori, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	23-Nov-21	Katie Conwey, DOWA	
27-Nov-21		Graham Downey			gdowney@alaska.com	Hello, My name is Graham Downey, I am an Anchorage resident. I am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. As a bicyclist, I often use the unprotected lanes on the more northern part of Spenard Rd. At the beginning of the road, this part has less traffic, yet cars still frequently speed and enter the bike lane, making it dangerous. Worst of all, the lanes end, forcing me into traffic. The current plan would reproduce these problems. A 25 mph road is the only appropriate speed for developing a strong business corridor. Slower speeds will make the area safe, which will make it more popular and thus lead to great economic gains for local businesses. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! Thank you, Graham	Mr. Downey, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	29-Nov-21	Katie Conwey, DOWA	

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
	27-Nov-21	Denise Greger			denisegreger@gmail.com	I, Denise Greger, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Ms. Greger, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	29-Nov-21	Katie Conway, DOWI	
	27-Nov-21	Tamra Kornfield			tamra.kornfield@gmail.com	Hello, I am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. Anchorage needs a walkable and bikeable Spenard corridor! Thank you for your consideration, Tamra Kornfield, Anchorage community member	Ms. Kornfield, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	29-Nov-21	Katie Conway, DOWI	
	17-Nov-21	Kyle Kidder			kyle.kidder@gmail.com	I, Kyle Kidder, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hi Kyle, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	29-Nov-21	Katie Conway, DOWI	
	26-Nov-21	Martus Tuomi			martus.tuomi@gmail.com	I, Martus Tuomi, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications.	Mr. Tuomi, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	29-Nov-21	Katie Conway, DOWI	
	30-Nov-21	Dr. Maxwell Kubitz			kubitz@umich.edu	I, Dr. Maxwell Kubitz, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Dr. Kubitz, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	01-Dec-21	Katie Conway, DOWI	

Spennard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
1-Dec-21		Karl Nielsen			karl.nielsen1@gmail.com	I, Karl Nielsen, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor!	Ms. Nielsen, Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	01-Dec-21	Kate Conway, DOWA	
1-Dec-21		Christian Woodard	585.734.8929		woodardchristian@gmail.com	I, Christian Woodard, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor! Thanks!	Mr. Woodard, Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	01-Dec-21	Kate Conway, DOWA	
1-Dec-21		Jason Cheney			jasoncheney@yahoo.com	I, Jason Cheney, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. This is an economic justice issue. The neighborhood to the south needs to be connected to Spennard/Northern Lights business center not just the Center Creek trail. The current road is dangerously narrow. All the new development in the area has supported biking and this project should continue this. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor!	Mr. Cheney, Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	01-Dec-21	Kate Conway, DOWA	
4-Dec-21		Jessica Hoffman			jesshoffman@yahoo.com	Hello, I am a resident of Spennard and an avid bicyclist in the neighborhood. I'm contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor! Thank you for your consideration, Jessica Hoffman	Ms. Hoffman, Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	06-Dec-21	Kate Conway, DOWA	
4-Dec-21		Tracy Kalyak			tracytk@gmail.com	I, Tracy Kalyak, am contacting the DOT Spennard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spennard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spennard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spennard corridor! Thank you!	Hi Tracy, Thank you for your email and your interest in the AMATS: Spennard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spennardroad.com . Thank you, Kate	06-Dec-21	Kate Conway, DOWA	

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Responses or Actions by Construction
	5-Dec-21	David Hoffman			davidh@dot.alaska.gov	I, David Hoffman, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hi David, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	06-Dec-21	Katie Conway, DOWA	
	5-Dec-21	Thais Thomas			ThaisThomas@alaska.gov	I, Thais Thomas, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hi Thais, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	06-Dec-21	Katie Conway, DOWA	
	6-Dec-21	Chong Hoffman			ChongHoffman@alaska.gov	I, Chong Hoffman, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hi Chong, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	06-Dec-21	Katie Conway, DOWA	
	7-Dec-21	Brandon Ludwig			BrandonLudwig@alaska.gov	I, Brandon Ludwig, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Mr. Ludwig, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	07-Dec-21	Katie Conway, DOWA	
	7-Dec-21	Joyce Ludwig			JoyceLudwig@alaska.gov	I, Joyce Ludwig, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Ms. Ludwig, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	07-Dec-21	Katie Conway, DOWA	
	9-Dec-21	Elisel Aruran			EliselAruran@alaska.gov	I, Elisel Aruran, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue; This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hello Elisel, Thank you for your email and your interest in the AMATS Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	09-Dec-21	Katie Conway, DOWA	

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
	10-Dec-21	George Donart			george.donart@gmail.com	<p>Hello DOT Spenard Road project team,</p> <p>I am a Spenard Rd. bike user. I feel much more comfortable using the northern part of Spenard, until I get to Northern Lights. South of N. Lights, the level of traffic & the speed of traffic force me onto the sidewalk for safety.</p> <p>I want to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted (and designed) speed limit.</p> <p>I am opposed to any proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor.</p> <p>I want a walkable and bikeable Spenard corridor! It's good for business, for heaven's sake.</p> <p>Thank you, George Donart</p>	<p>Mr. Donart,</p> <p>Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com.</p> <p>Thank you, Katie</p>	10-Dec-21	Katie Conway, DOWL	
	16-Dec-21	Jack Coulter			jackcoulter@alaska.com	<p>I, Jack Coulter, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!</p>	<p>Mr. Coulter,</p> <p>Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com.</p> <p>Thank you, Katie</p>	20-Dec-21	Katie Conway, DOWL	
	16-Dec-21	David Burgess			burges1.spenard@gmail.com	<p>Hello,</p> <p>I am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!</p> <p>Thank you, David Burgess</p>	<p>Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com.</p> <p>Thank you, Katie</p>	20-Dec-21	Katie Conway, DOWL	
	17-Dec-21	Annalise Decker			annalise.decker@gmail.com	<p>I, Annalise Decker, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!</p> <p>Annalise</p>	<p>Ms. Decker,</p> <p>Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com.</p> <p>Thank you, Katie</p>	20-Dec-21	Katie Conway, DOWL	
	17-Dec-21	Paul Decker			pauldecker@alaska.com	<p>I, Paul Decker, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!</p>	<p>Mr. Decker,</p> <p>Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com.</p> <p>Thank you, Katie</p>	20-Dec-21	Katie Conway, DOWL	

Spenard Road - Minnesota to Benson
Public Comment Log

No.	Date Received	Name	Phone #	Address	Email	Description of Inquiry / request	Response	Response Date	Responder	Additional Response or Actions by Construction
	19-Dec-21	Evan Sharp			evan@spenardroad.com	I, Evan Sharp, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hi Evan, Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	19-Dec-21	Katie Conway, DOWT	
	3-Jan-22					I, Tamara Filipović, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor. Thank you for listening. Tamara Filipović	Ms. Filipović, Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	03-Jan-22	Katie Conway, DOWT	
	1-Jan-22	Tamara Filipovic			tamara@spenardroad.com	I, Brennan Hornseth, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! A protected bike path will be usable by all ages of people without worry of being hit by a distracted or driver under the influence - both common issues on the roads of today. As road deaths are one of the highest killers of people in this country it only makes sense to do what we can to minimize the impact of dangerous roads for vulnerable users. Sincerely, Brennan Hornseth	Hi Brennan, Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	03-Jan-22	Katie Conway, DOWT	
	30-12-22	Brennan Hornseth				I, Justin Burrell am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor!	Hi Justin, Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	03-Jan-22	Katie Conway, DOWT	
	28-Dec-21	Justin Burrell			justin@spenardroad.com	I, Fernando Kawai, am contacting the DOT Spenard Road project team to voice my support for protected bike lanes along the entire project length. I want protected bike lanes without network gaps and a lower 25 mph posted speed limit. I reject the project team's current proposal to abandon bike infrastructure for a quarter of a mile between Minnesota and 36th Avenue. This section is high-traffic, high-stress, and an essential part of connecting the bike network. This proposal should be designed in such a way that the next Spenard Project phase can continue the bike facility connections through Minnesota without complications. All of Anchorage's planning documents call for making Spenard Road a continuous, safe, attractive, and economically thriving corridor. I want a walkable and bikeable Spenard corridor! Thanks! Fernando	Hi Fernando, Thank you for your email and your interest in the AMATS, Spenard Road Minnesota Drive to Benson Boulevard project. Your comments have been documented and shared with the project team. We appreciate your input and hope you will stay engaged. If you haven't already added yourself to the project email list, you can do so from the website's home page: www.spenardroad.com . Thank you, Kate	03-Jan-22	Katie Conway, DOWT	
		Fernando Kawai								



February 11th, 2021

Dear Spenard Road Project Team,

Thank you for the opportunity to comment on the Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard. We're thrilled to see the needs of all users being considered, especially given the strong community support that has been voiced for including safe and usable non-motorized facilities with this project. Providing quality facilities for walking and biking will encourage more local residents to choose non-motorized transportation for their daily activities.

Bike Anchorage strongly supports the "three-lane alternative" that includes bicycle facilities in addition to wider shared-use paths providing dedicated facilities for bicycles and pedestrians, where pedestrian and bicycle use is already high and expected to increase once better infrastructure is provided.

This area in Midtown has a high concentration of businesses, services, and frequent transit routes, and it was identified as a high-crash corridor for pedestrians and bicyclists in the Municipality of Anchorage's Vision Zero report. In addition to improving safety, economic prosperity, and traffic alternatives in this corridor, providing dedicated bicycle facilities will make this route more welcoming and equitable for those who reside in or travel through this core urban corridor.

Bike Anchorage is requesting that protected bike lanes be implemented along this corridor. The design speed (35 mph) and volume (8,000-10,000 vehicles per day) of this corridor, along with winter maintenance issues, mean that a painted bike lane will not provide bike facilities during the winter months. A painted lane also would not be perceived as safe enough to be used by many Anchorage community members.

The design speed and AADT of the project area would warrant protected bike lanes, according to the NACTO Bikeway Design Guide. Physical protection between the bike lane and motorized traffic greatly improves safety and equitability of use for non-motorized users. Physical protection can also reduce non-motorized maintenance costs and time by catching snow that would otherwise spill over from the motorized traffic lanes.

The project area has been identified in the 2021 Draft Anchorage Non-Motorized Plan as an area of greatest need for bikeability improvements. The project team can best serve the public by providing best-practice bike facility design along the corridor. To serve all users, including the majority of Anchorage community members who are not comfortable biking in close proximity to



motorized vehicles, it's necessary to have protected bike lanes along the full extent of this project. If protected bike lanes cannot be provided, please provide a full justification of why this project will not follow the NACTO Bikeway Design Guide in the Design Study Report.

If protected bike lanes cannot be implemented, our second choice would be street-level bicycle lanes, preferably with a buffer. The bicycle travel lane should have a width of 5 feet, and an 18" striped buffer would be appropriate. The 5-foot lane width is preferred under the NACTO Bikeway Design Guide because it provides enough room for lateral movement when a bicyclist must avoid road hazards or motorized vehicles encroaching on the bike lane. Please note that the design should not include the gutter pan in the width of the bicycle lane. Gutters are not safe for bicycle travel, or even as an emergency refuge for evasive action, because 1) gutters are too often filled with road debris, 2) the gutter pan is angled, presenting a particular hazard when wet, icy, or covered in debris, 3) the seam between the gutter and asphalt can catch bike tires and unseat the bicyclist, and 4) the bicyclist must maintain some space from the curb to avoid contacting it with their foot while pedaling. A 5-foot-wide bike lane, excluding the gutter pan, would provide an effective option for bicyclists to travel this corridor.

We ask that the bicycle facilities continue through the whole length of this project corridor, rather than stopping at 36th Avenue. The need for a non-motorized connection does not end at this intersection. Extending the bike lanes to Minnesota Drive would maximize the opportunities and safety for bicyclists to connect to existing routes, including access to Chugach Way and other residential streets between Minnesota and 36th. Building bike lanes along the full corridor with this project would prevent a sizable gap in the bike network and avoid future costs to retrofit the corridor at a later date.

We also request that the design of the intersection of Spenard Rd and W 36th Ave maximizes safety and useability for bicyclists. We urge the project team to consider implementing bike detection technology at the signal, such as the radar detection that is being pursued by the Municipality of Anchorage for key bike corridors. If bike-detection technology is not installed, please instead install a bike-specific queuing button that is accessible from the bike lane so that bicyclists do not need to maneuver through traffic to reach the crosswalk button.

We strongly encourage continuing the bike lanes through the intersection, including providing dedicated space for bicyclists to wait at the signal to minimize conflicts with motorized vehicles. Ensuring bicyclist safety at this signalized intersection is particularly important given the "historically high collision rates at intersections along the corridor," as stated on the project website.



Please carefully consider how this project will integrate with the Municipality of Anchorage's W. 32nd Ave and E. 33rd Ave Corridor Upgrades. The 32nd/33rd project, which begins at the intersection of Spenard Rd and W. 30th Ave, uses a Complete Streets design and will become a key part of Anchorage's non-motorized network. Our request is that the Spenard Rd project seamlessly integrates with the 32nd/33rd project design, including protected crossing and turning options for bicyclists and pedestrians at the intersection of Spenard Rd and W. 30th Ave.

Adequate wayfinding signage for the preferred non-motorized corridor should also be provided. We ask that "bike route" signs (or similar) be placed on Spenard Rd to direct the north- and south-bound traffic at the intersections with both W. 30th Ave and W. 32nd Ave. Clear, visible signage will help bicyclists safely navigate along the non-motorized facilities. Preparing the community to see a large volume of non-motorized users entering and exiting the corridor at these locations will also be critical to ensuring the safety and functionality of the roadway for drivers and non-motorized users.

We appreciate the project design's intention to limit curb cuts and driveway entrances along this corridor. Minimizing the number of points at which vehicles can cross the bicycle facilities will greatly improve safety for bicyclists. Please maximize the use of side roads for driveways and parking entrances as much as possible.

Thank you again for the opportunity to express our support for improvements and comment on the proposed facilities for the Benson to Minnesota Blvd corridor of Spenard Road. Given the current high rate of vehicle-vehicle, vehicle-pedestrian, and vehicle-bicyclist collisions along this corridor, Bike Anchorage encourages the project team to implement the safest infrastructure improvements so that all users can safely reach their destinations in one of the busiest sections of Midtown.

Sincerely,

Devora Barrera Gonzalez
Director, Bike Anchorage

with support from
Bike Anchorage Advocacy Committee and Board of Directors



November 5th, 2021

Dear Spenard Road Project Team,

Thank you for the opportunity to comment on the Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard.

We appreciate the effort and consideration put into the three options proposed at the Sept 27 open house. These options show us that you share our goals of safety, economic growth, efficiency, and making Spenard Road welcoming for all road users.

Unfortunately, none of these proposals, as currently designed, would effectively protect pedestrians and bicyclists. As a result, none of these proposals would achieve our shared goals. We have four major suggestions to address this:

1. Implement curb-protected, street-level bike lanes
2. Don't make the bike lanes a dead-end
3. Set a 25 mph speed limit (with appropriate traffic calming)
4. Carefully design intersections and driveways to minimize conflicts.

We detail these four suggestions below and provide a few additional minor requests at the end. We would also appreciate the opportunity to meet with the project team to discuss these points further. Please get in touch to schedule a time to meet with us.

- 1. We urge you to consider an alternate design: a curb-protected, street-level bike lane.**

This change would not require a significant rework. Any of the three options could accommodate a protected bike lane if the center turn lane was 12' (as it is on Arctic Blvd). Options 1 and 3, with on-street bike lanes, could be converted to protected bike lanes with the addition of curbs and bollards (or similar) between the bike lane and the motorized vehicle lane.

Given the nature of the road, only a physically protected lane is adequate. Pending municipal policy and nationally-accepted best practices require a protected lane for this section of road.¹

¹ The proposed posted speed limit (35 mph) and volume (8,000-10,000 vehicles per day) of this corridor preclude the use of unprotected bike lanes under both the NACTO Bikeway Design Guide (which communicates widely-accepted best practices for bike facilities) and the draft 2020 Anchorage Non-Motorized Plan.



Physical separation can also reduce maintenance costs by catching snow that would otherwise spillover from the motorized traffic lanes.

A street-level design has three further advantages: (1) It separates faster-moving bicycles from slower pedestrians, increasing the safety of both. (2) A level bike facility is safer and more usable. A consistent path of travel makes the bicyclist more predictable, and putting the bike facility adjacent to the motorized lane makes bicyclists more visible to drivers. (3) Street-level bike lanes give bicyclists a safer emergency exit (into the street) in case of vehicles or other obstructions entering the bike lane.

1. Don't make the bike lanes a dead-end.

We urge the project team to extend the bicycle facilities through the entire length of this project corridor rather than stopping at 36th Avenue. The need for a non-motorized connection does not end at this intersection. Extending the bike lanes to Minnesota Drive would maximize the opportunities and safety for bicyclists to connect to existing routes, including access to Chugach Way and other residential streets between Minnesota and 36th. In addition, building bike lanes along the whole corridor with this project would prevent a sizable gap in the bike network that will otherwise appear after improvements are made west of Minnesota Drive, thus avoiding future costs to retrofit the corridor at a later date.

1. A 25 mph speed limit would be more appropriate for Spenard Road.

In line with the requests of other community members, we urge you to reduce the speed limit in this corridor to 25 mph, with an appropriate traffic-calming design. Note that a protected bike lane would act as one, highly-effective traffic calming feature. This section of Spenard Rd serves primarily to provide access to local businesses and residences and lies adjacent to a major arterial road (Minnesota Drive). Therefore, there is no need to design Spenard Road for arterial speeds and traffic. A speed limit of 25 mph would allow business access while reducing the dangers currently presented to all traffic, including both non-motorized travelers and motorized vehicles navigating driveways and cross-streets, by a higher speed limit.

1. Intersections and driveways will create additional risks for all users unless carefully designed.

Even with protected bike lanes, careful attention will need to be paid to intersections and driveways. We appreciate the project design's intention to limit curb cuts and driveway entrances along this corridor and urge the team to maximize the use of side roads for driveways and parking entrances as much as possible to reduce this hazard. Still, we expect many driveways to remain and will be used frequently by customers of the small businesses in this corridor. In that case, implementing a bike path that essentially looks like a sidewalk--with no



reminder to drivers that bicyclists traveling up to 20 mph may be using the path--would be extremely dangerous. If a raised bike path is implemented rather than street-level protected bike lanes, please consider implementing crossings where the path stays level rather than descending to the driveway, such that motorized traffic drives over a hump. This would provide motorists with a clear physical cue that they are crossing space used by non-motorized traffic. Keeping the path level will also eliminate the slanted surfaces that otherwise occur at driveways, which become major hazards in winter conditions.

Please also consider these other points to maximize useability and safety for bicyclists:

- Bike-detection technology (preferred) or easily accessible queueing buttons (alternative) at all signalized intersections
- Refuge islands or other options to ensure bicyclists can connect from Spenard Rd to W 30th Ave (which is under development as a major bike corridor)
- Wayfinding signs to indicate to Spenard Rd traffic that W 30th Ave is also a bike corridor
- Regular and thorough winter maintenance of the bike facilities.

Thank you again for the opportunity to express our support for improvements and comment on the proposed facilities for the Benson Boulevard to Minnesota Drive corridor of Spenard Road. Given the current high rate of vehicle-vehicle, vehicle-pedestrian, and vehicle-bicyclist collisions in this busy section of Midtown, Bike Anchorage encourages the project team to implement the safest infrastructure improvements that all users can reach their destinations.

Sincerely,

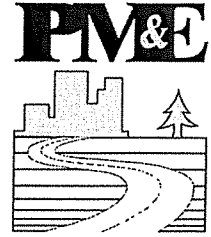
Devora Barrera Gonzalez
Director, Bike Anchorage

with support from
Bike Anchorage Advocacy Committee and Board of Directors

COMMENTS



Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: March 14, 2022

RECEIVED

To: Dave Whitfield

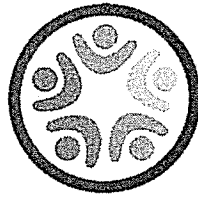
MAR 14 2022

FROM: Kyle Cunningham

SUBJECT: Cases 2022-0015 & 2022-0031: Comments from Watershed
Management Services.

Watershed Management Services (WMS) has the following comments for the April 11, 2022 Planning and Zoning Commission hearing:

- 2022-0015 – Fragment Lots 4, 5, & 7, Tract B, Alyeska Subdivision, Prince Addition (Plat 2008-126);
 - Provide a SWPPP to Private Development for review prior to the start of construction.
- 2022-0031 – Context Sensitive Solutions (CSS) Transportation Project (Design Study Report) for the AMATS: Spenard Road Rehabilitation Project #CFHY00604;
 - Advisory Comment: The Phase 1 project area contains a piped section of Fish Creek. The stream is contained in a pipe that runs under 36th Ave and crosses Spenard Rd. As per AMC 21.07.020.B.9c, stream segments contained in culverts and pipe longer than 50 feet are exempt to stream setback requirements.



**Anchorage
Health
Department**

RECEIVED

MAR 14 2022

Anchorage Health Department
825 L Street
Anchorage, AK 99501

Conditional Use Permit (CUP)
and
Special Land Use Permit (SLUP)
Routing/Review Form

Comments due by: March 14th, 2022

Case number: 2022-0031

Name of Business: Context Sensitive Solutions (CSS) Transportation Project
(Design Study Report) for the AMATS: Spenard Road Rehabilitation Project
#CFHWY00604.

Division/Section	Reviewer	No Comment	Comment Pending	Name (print)
EHS – Food Safety/Air Quality/Noise	Janine Nesheim	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>JN</i> JN
CCL – Child Care Licensing	Kathy Lynch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>kml</i> kml

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section

Mayor Dave Bronson

RECEIVED

MEMORANDUM

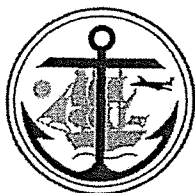
MAR 11 2022

Comments to Planning and Zoning Commission Applications/Petitions

DATE: March 10, 2022
TO: Elizabeth Appleby, Senior Planner
FROM: Judy Anunciacion, Private Development Engineer
SUBJECT: PZC Case 2022-0031

Case 2022-0031 – Context Sensitive Solutions (CSS) Transportation Project (Design Study Report) for the AMATS: Spenard Road Rehabilitation Project #CFHWY00604

Department Recommendations: Private Development has an Improvement to Public Place (IPP) Agreement with Cook Inlet Housing Authority (CIHA) on the development on Spenard Road and Chugach Way which installed new sidewalk, ADA ramps, and a transit stop on Spenard Road. Private Development recommends that the applicant coordinate this project with CIHA to ensure that the IPP improvements are not sacrificial to this project.



MEMORANDUM

DATE: March 1, 2022

TO: Current Planning Division Supervisor.
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department

FROM: Randy Ribble, Assistant Traffic Engineer

SUBJECT: **2022-0031 Context Sensitive Solution (CSS) Transportation Project (Design Study Report) for the AMATS Spenard Road Rehabilitation Department.**

RECEIVED

MAR 10 2022

Traffic Engineering has reviewed the Design Study report for this transportation project. Traffic engineering concurs with preferred 3 lane design alternative with required waivers from the Design Criteria Manual. This alternative seems to match final design of previous phase of Spenard Road Rehabilitation. This alternative provide improvements to infrastructure to support vehicular, pedestrian and bicycle transportation within the available right of way.

Kimmel, Corliss A.

RECEIVED

From: Right of Way Requests
Sent: Thursday, February 24, 2022 1:20 PM
To: Blake, Lori A.; Kimmel, Corliss A.
Cc: Right of Way Requests
Subject: RE: 2022-0015, 2022-0026, 2022-0031 Request for Reviewing Agency Comments

FEB 24 2022

All:

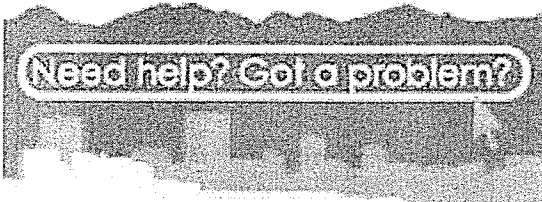
ROW has the following comments by case number:

2022-0015 ROW has no comment or objections on the proposed action.
2022-0026 ROW has no comment or objections on the proposed action.
2022-0031 ROW has no comment or objections on the proposed action.

Regards,

Lynn McGee
Senior Plan Reviewer
Right of Way Section
lynn.mcgee@anchorageak.gov
Office: 343-8226
Fax: 249-7340

#ANCWORKS!
An online tool for Anchorage



From: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Sent: Friday, February 18, 2022 4:40 PM
Cc: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Subject: 2022-0015, 2022-0026, 2022-0031 Request for Reviewing Agency Comments

Hello all. Attached please find our Routing Coversheets for the above referenced cases 2022-0015 (Conditional Use for a Development Master Plan-Girdwood Area), 2022-0026 (Text Amendment re off-street parking and site access regulations) and 2022-0031 (CSS Transportation Project-Design Study Report for Spenard Road Rehab Project) all scheduled to be heard as Public Hearings before the Planning and Zoning Commission on 04/11/2022. Routing materials can be viewed by clicking the link(s) below, scrolling to bottom of page and selecting Reviewing Agency Routing preceded by the Case No. of interest. **PLEASE REMIT COMMENTS EITHER BY MAIL OR EMAIL AS FOLLOWS:** by email to Corliss Kimmel & Lori Blake (corliss.kimmel@anchorageak.gov & lori.blake@anchorageak.gov) or by USPS to the address listed in the upper right hand corner of the Routing Cover Sheet.

MEMORANDUM

RECEIVED

FEB 22 2022

DATE: February 22, 2022
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Alex Prosak, P.E., Civil Engineer II, Planning Section, AWWU
RE: Zoning Case Comments
Hearing date: April 11, 2022
Agency Comments due: March 14, 2022

AWWU has reviewed the materials and has the following comments.

2022-0015 ALYESKA SUBDIVISION, PRINCE ADDITION TRACT B, FRAGMENT LOTS 4, 5, & 7 (PLAT 2008-126), Conditional Use for a Development Master Plan (Alyeska Resort Employee Housing II), Grid SE4617 & SE4717

1. AWWU water and sanitary sewer are available to this parcel.
2. AWWU has no objection to this conditional use request.

2022-0031 Context Sensitive Solutions (CSS) Transportation Project (Design Study Report) for the AMATS: Spenard Road Rehabilitation Project #CFHWY00604, Grid SW1629

1. AWWU has a 10-inch asbestos concrete water main within Spenard Road and for the length of the project limits with additional mains at all side streets within the project limits. AWWU has three sanitary sewer crossings of the project area at alley or midblock locations. Other than potential surface fixtures requiring adjustments such as valves, key boxes, and hydrants, there are no conflicts.
2. AWWU has no objection to this proposed project.

If you have any questions pertaining to public water or sewer, please call 786-5694 or send an e-mail to alex.prosak@awwu.biz

