



# Final Technical Memorandum

**Date:** September 27, 2019  
**To:** Julie Makela, PE; Russ Oswald, PE, LS (MOA PM&E)  
Stephanie Mormilo, PE; Kris Langley (MOA Traffic)  
Paul VanLandingham (MOA Street Maintenance)  
**From:** Justin Keene, PE; Erica Jensen, PE, PTOE (CRW Engineering Group, LLC)  
**Project:** 42nd Avenue Upgrade  
**Project No:** PM&E #18-06 (CRW#10142.00)  
**Subject:** Final Technical Memorandum

## A. Purpose and Background

The Municipality of Anchorage Project Management and Engineering (MOA PM&E) has contracted with CRW Engineering Group, LLC to provide professional services to develop and evaluate alternatives to upgrade East 42<sup>nd</sup> Avenue (42<sup>nd</sup> Avenue) from Lake Otis Parkway to Florina Street (see [FIGURE 1](#) for project boundary). The purpose of the project is to upgrade 42<sup>nd</sup> Avenue to meet current MOA Design Criteria for a local roadway; improvements also include replacing the water main from Lake Otis Parkway to Piper Street.

The purpose of this Technical Memorandum is to gain concurrence from MOA PM&E, MOA Traffic Department, and MOA Street Maintenance Department on the conceptual roadway design elements before presenting the concepts to the public and beginning the Design Study Report (DSR). A meeting was held on August 5<sup>th</sup>, 2019 with PM&E, Traffic, and Street Maintenance to discuss the conceptual roadway design elements. The draft Technical Memorandum was submitted for their review and comment. Review comments and responses from the draft Technical Memorandum are included in [APPENDIX C](#) and have been incorporated into this Final Technical Memorandum.

## B. Existing Conditions

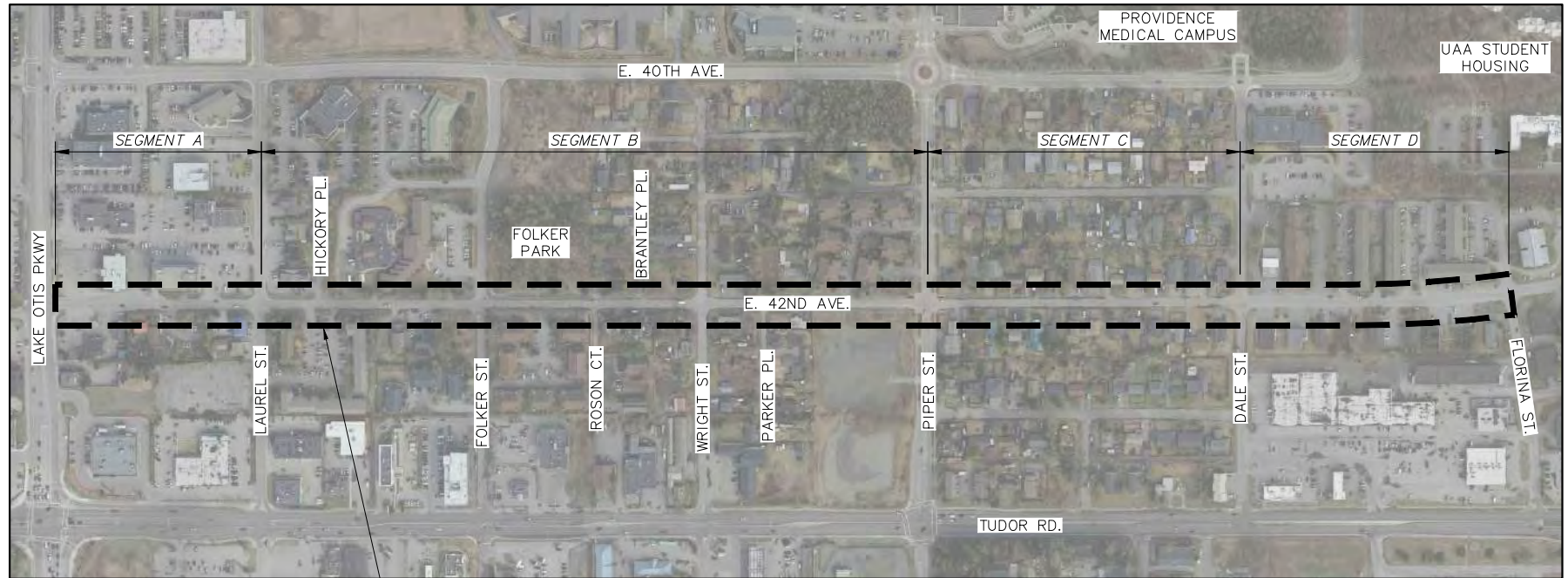
### 1. Neighborhood Context and Zoning

42<sup>nd</sup> Avenue from Lake Otis Parkway to Florina Street is a local road situated north of Tudor Road and south of the Providence Medical Center complex and University of Alaska Anchorage (UAA) campus.

The neighborhood is zoned RO “Residential Office”, R-2M “Mixed Residential”, and R-3 “Mixed Residential”. There are four distinct context segments along 42<sup>nd</sup> Avenue in the project area as defined below:

Segment	From (street)	To (street)	Characteristics
A	Lake Otis Parkway	Laurel Street	Businesses with off-street parking
B	Laurel Street	Piper Street	Primarily multi-family residential, with defined driveways to off-street parking, Folker Park is located north of 42 <sup>nd</sup> Avenue and east of Folker Street along this segment
C	Piper Street	Dale Street	Primarily single to four-plex family homes with closely spaced driveways, individual mailboxes, and close setbacks to structures
D	Dale Street	Florina Street	High density multi-family residential, many with full-frontage driveways

FILE NAME: J:\JobsData\10142.00\_42nd Avenue Upgrade\00\_CADD\02 Figures\01 DSR\42nd Project Area.dwg



3940 ARCTIC BLVD. SUITE 300  
ANCHORAGE, ALASKA 99503  
PHONE: (907) 562-3292  
#AECL882-AK

250' 0 250' 500'

# 42ND AVENUE UPGRADE LAKE OTIS PARKWAY TO FLORINA STREET

PROJECT AREA

Project No: 10142.00

Drawn By: EJ

Scale: GRAPHIC

Date: 9-27-2019

Figure: 1

TECH MEMO

## 2. Traffic and Parking

The posted speed along the entire project corridor is 25 miles per hour (mph). Existing annual average daily traffic (AADT) volumes and 85<sup>th</sup> percentile speeds (data collected over a four day period in late June and early July) are shown in TABLE 1. The traffic data collected was adjusted for day and month, based on the nearest permanent traffic recorder. For reference, historic traffic data from 2006, before upgrades to the parallel collector roadway of East 40<sup>th</sup> Avenue were completed, are shown in TABLE 2. Traffic volumes along 42<sup>nd</sup> Avenue have dropped significantly following the completion of the parallel collector roadway, 40<sup>th</sup> Avenue. Crash data from 2012-2017 are summarized in TABLE 3.

Due to the close proximity to the UAA campus, the multi-family apartments in the project area often house students attending UAA. Another traffic volume study, including pedestrian volumes and a parking study, will be conducted in early October 2019, when UAA is in session. The results of these studies will be presented in the DSR.

**Table 1. Existing Conditions – Traffic Data (2019)**

Location	AADT	85 <sup>th</sup> Percentile speed (mph)
42 <sup>nd</sup> Avenue at Folker Park	1,663	29
42 <sup>nd</sup> Avenue between Piper and Dale Streets	661	26

**Table 2. Historic Traffic Data (2006)**

Location	AADT	85 <sup>th</sup> Percentile speed (mph)
42 <sup>nd</sup> Avenue: Lake Otis Parkway to Piper Street	4,500	29
42 <sup>nd</sup> Avenue: Piper Street to Florina Street	2,200	29

**Table 3. Existing Conditions – Crash Data (2012-2017)**

Street	Cross-Street Reference	Total Number of Crashes	Number of Crashes involving bicycle/ pedestrian	Number of Intersection Related Crashes
42 <sup>nd</sup> Avenue	Lake Otis Parkway	2	1	2
42 <sup>nd</sup> Avenue	Laurel Street	3	0	3
42 <sup>nd</sup> Avenue	Folker Street	2	0	2
42 <sup>nd</sup> Avenue	Wright Street	6	0	6
42 <sup>nd</sup> Avenue	Piper Street	12	0	11
42 <sup>nd</sup> Avenue	Dale Street	2	1	2

A parking study was conducted to document the current use of on-street parking for consideration in the design of the proposed improvements. Parked vehicles within the adjacent parking lots were

also noted during the study. The parking study was based on observations from four separate site visits. Site visits were organized to include one weekday afternoon/evening and one weekend afternoon/evening and took place on Wednesday, June 26, 2019 and Saturday, June 29, 2019 (see [APPENDIX A](#) for the parking study memo). Parking demand is summarized below in [TABLE 4](#). Generally the off-street parking lots appeared to provide adequate parking with some lots nearly full during some of the site visits.

**Table 4. On-street parking demand summary**

<b>Segment</b>	<b>Maximum on-street parking demand observed (vehicle count)</b>
A (Lake Otis to Laurel)	0
B (Laurel to Piper)	0
C (Piper to Dale)	6
D (Dale to Florina)	8

### **3. [Intersection and Access Control](#)**

There are eleven side streets within the project corridor, inclusive of Lake Otis Parkway and Florina Street. Of these, four are three-way intersections, with the side street not continuing across 42<sup>nd</sup> Avenue: Hickory Place, Roson Court, Brantley Place, and Parker Place. Of the eleven intersections, six require 42<sup>nd</sup> Avenue traffic to stop, including the west terminus of the project at Lake Otis Parkway, Laurel Street, Folker Street, Piper Street, Dale Street, and the east terminus of the project at Florina Street intersections. Of these six, three intersections are all-way stop intersections: Laurel Street, Folker Street, and Dale Street. An all-way stop analysis at these three intersections shall be completed during the DSR to determine whether the all-way stop control warrants from the Manual on Uniform Traffic Control Devices (MUTCD) are currently met.

### **4. [Roadway and Drainage](#)**

The existing roadway grades in the project area are generally very flat, between 0.1% and 0.8% with the exception of one hill, with a grade of approximately 4.0%. The existing conditions of the roadway pavement is generally poor with cracking, settling, and ponding. There is no curb and gutter along 42<sup>nd</sup> Avenue, except between Dale Street and Florina Street. There are no sidewalks along 42<sup>nd</sup> Avenue except there is a separated pathway north of 42<sup>nd</sup> Avenue within Folker Park. Three side streets have curb and gutter and sidewalks: Lake Otis Parkway, Laurel Street, and Piper Street. The intersection of 42<sup>nd</sup> Avenue and Piper Street is a raised intersection.

Other existing roadway conditions are summarized in [TABLE 5](#) on the following page.

**Table 5. Existing Conditions – 42nd Avenue**

Item	Value	Notes
Right-of-Way (ROW) Width: Lake Otis Parkway to Piper Street Piper Street to Florina Street	66 ft. 60 ft.	Existing improvements are centered in the ROW
Roadway width: Lake Otis Parkway to Dale Street <sup>1</sup> Dale Street to Florina Street <sup>2</sup>	26 ft. 36 ft.	
Curb type Lake Otis Parkway to Dale Street Dale Street to Florina Street	N/A rolled	No curb along 42 <sup>nd</sup> Avenue from Lake Otis Parkway to Dale Street
Sidewalk width	N/A	No sidewalks along 42 <sup>nd</sup> Avenue; separated pathway parallel to 42 <sup>nd</sup> Avenue within Folker Park
Posted speed	25 mph	

1. Roadway width is measure from edge of pavement to edge of pavement
2. Roadway width is measured from back of curb to back of curb

The existing storm drain system along 42<sup>nd</sup> Avenue is discontinuous and aged. East of Piper Street, the roadway drainage flows north to outfall along Dale Street and Piper Street. At Wright Street and Folker Street, storm drainage flows south to the Alaska Department of Transportation and Public Facilities (ADOT&PF) Tudor Road storm drain system before it returns back to 42<sup>nd</sup> Avenue along Laurel Street. This system then flows westward across Lake Otis Parkway and outfalls into the headwaters of Fish Creek, just west of Lake Otis Parkway. This system has no treatment structures.

The Anchorage 2040 Land Use Plan lists 42<sup>nd</sup> Avenue as a Greenway-Supported Development (GSD) Corridor as, historically, the headwaters of Fish Creek were located at approximately 42<sup>nd</sup> Avenue and Laurel Street. GSD elements include restoring creek sections or other natural features, when redeveloping areas. The MOA Assembly recently passed a resolution (AR No. 2018-277) supporting daylighting of Fish Creek.

#### 5. Utilities

The neighborhood is generally served by public sewer and water, with the exception of three parcels that are served by a water well. The project area also includes existing “shallow” utilities and associated appurtenances such as electric, cable television, natural gas, and telephone/communication lines, junction boxes, pedestals, etc. Further information regarding the existing water and sewer systems and shallow utilities, and any impacts to these systems, will be analyzed and discussed in the DSR.

#### 6. Illumination

42<sup>nd</sup> Avenue, within the project area, only has continuous roadway lighting from Dale Street to Florina Street. Otherwise, illumination currently only exists at intersections. It is anticipated that the roadway lighting along the project corridor will upgraded to meet current MOA lighting standards. A full illumination analysis and design recommendations will be provided in the DSR.

### C. Survey Questionnaire

A survey questionnaire was mailed and e-mailed out to the neighborhood in February of 2019. A total of 40 responses were received, of which 35 lived, worked, or owned property along the project corridor and 5 live nearby and/or walk, drive, or bike regularly along the project corridor (see [APPENDIX B](#) for survey responses). Relevant roadway related responses to the questions are summarized in [TABLE 6](#).

**Table 6. Roadway Related Questionnaire Responses**

Question	Answers
Do you have concerns about speeding along 42 <sup>nd</sup> Avenue? <sup>1</sup>	Yes (27) No (14)
Do you think there should be on-street parking along 42 <sup>nd</sup> Avenue?	No (24) Yes (17)
Have you noticed any sight distance problems along 42 <sup>nd</sup> Avenue?	No (23) Yes (17)
Pedestrian facilities will be constructed as part of the proposed improvements. Should pedestrian facilities be constructed on both sides of the roadway? <sup>1</sup>	Yes (25) No (16)

1. A Tudor Area Traffic Calming Study conducted in 2006 also noted that the “most common concerns identified during the public process for this street [42<sup>nd</sup> Avenue] are the lack of pedestrian facilities, the amount of cut-through traffic, and perceived high traffic speeds.”

### D. Design Challenges

Some of the significant design challenges associated with the 42<sup>nd</sup> Avenue project area include:

- Street grades are typically flat, as low as 0.1% percent and most of the roadway is strip-paved with no curb or gutter. Roadway improvements will most likely require forced high and low spots to facilitate adequate drainage. Grading beyond the roadway improvements may be a challenge with the forced high spots combined with the addition of curb.
- Many parcels have full-frontage access to their parking lots, driveways, or garages. Residents may resist eliminating their full-frontage access with the construction of barrier curb with driveway cuts. Some parcels may be allowed to be grandfathered for non-conforming rights, depending on when development occurred.
- In Segment C, the closely spaced driveways, limited setback to existing structures, individual mailboxes, and multi-unit homes (some up to four-plexes) limit design options.
- The limited ROW and adjacent developed parcels make for incorporating GSD elements difficult along the project corridor.

### E. Design Criteria & Proposed Design

#### 1. [Roadway Design Criteria](#)

The MOA Design Criteria Manual (DCM) requires roadway improvements to be centered in the ROW; the existing roadway improvements are centered in the ROW. It is anticipated that the proposed roadway centerline alignment will also be centered in the ROW.

The design criteria values from the DCM for an urban secondary (local) roadway typical section are summarized in [Table 7](#). Typical sections alternatives are discussed in the following section.

**Table 7. Roadway Design Values**

AADT	Street Width <sup>1</sup>	Number of Lanes		Shoulder Width	Curb & Gutter Type	Pedestrian facilities <sup>4</sup>	Design Speed (mph)
		Moving	Parking <sup>2</sup>				
301 – 1,000	33'	2 – 11'	1 – 7'	3.5'	Type 2 <sup>3</sup> (rolled)	5-foot wide, both sides	25
> 1,000	38'	2 – 10'	2 – 7'	3.5'	Type 2 <sup>3</sup> (rolled)	5-foot wide, both sides	30

1. Street width is measured from back of curb to back of curb.
2. When off street parking is utilized, the parking lane may be eliminated and the street width reduced. Minimum 3.5' shoulder sections are required if parking is eliminated.
3. Anchorage Municipal Code 21.08.050.G requires the use of vertical, Type 1 curb and gutter.
4. Anchorage Municipal Code 21.07.060.E.2 also requires sidewalks to be installed on both sides of all streets in Class A zoning districts. This area falls under Class A per 21.08.050.B, Table 21.08-1.

## 2. Typical Cross Section Alternatives

Three typical cross sections alternatives per segment (including the “Do Nothing” alternative) will be analyzed in detail during the DSR phase for grading, access, drainage, and other impacts. The proposed typical section alternatives were reviewed and discussed at the meeting with PM&E, Traffic, and Street Maintenance; the two alternatives, other than “Do Nothing”, are shown in Figures 2 - 3.

The typical sections aim to balance the context of the segment with design criteria, driveway allowances and standards, and on-street parking demands versus off-street parking availability. Every typical section includes pedestrian facilities along both sides of the roadway, since “improved pedestrian facilities” has been an on-going priority of the neighborhood. The typical sections will be presented to the public during the first open house of the project to gather comments and feedback before beginning the DSR.

## 3. Roadway Profile

The proposed vertical profile geometry will generally follow the existing terrain but forced high and low spots will likely be added to increase the roadway grades to provide adequate drainage. The forced high and low spots will improve drainage but be located to minimize impacts to existing development. The vertical profile will be further analyzed and refined in the DSR and design phases.

## **F. Proposed Traffic Calming**

Based on the neighborhood survey questionnaire, residents expressed concern with speeding in their neighborhood. However, three traffic studies spanning thirteen years (2006, 2014, and 2019) indicate the 85<sup>th</sup>-percentile speed is at or below 29 mph along 42<sup>nd</sup> Avenue, except for the westbound traffic in the 2014 study was noted at 36 mph. The posted speed is 25 mph.

The 2006 Tudor Area Traffic Calming Study recommended a diverter be installed at the intersection of 42<sup>nd</sup> Avenue and Folker Street. This study and recommendation were completed prior to the upgrades along East 40<sup>th</sup> Avenue. Additionally, at the time of the study, a traffic signal was located at Folker Street and Tudor Road. Since the completion of East 40<sup>th</sup> Avenue, the traffic volumes along 42<sup>nd</sup> Avenue have reduced significantly.

Preliminary analysis indicates additional traffic calming measures are not warranted along 42<sup>nd</sup> Avenue based on the existing 85<sup>th</sup>-percentile speed and presence of six stop controlled intersections. However,

during the DSR phase, the all-way stop controlled intersections will be analyzed to determine if they meet warrants. Additional traffic calming measures, such as neckdowns or raised intersections, will also be considered and analyzed during the DSR phase.

#### **G. Proposed Storm Drainage**

A full storm drain analysis and preliminary design will be included in the DSR.

#### **H. Recommended Design – Typical Section**

Based on the design challenges and public input listed above, it is recommended to prioritize pedestrian improvements along the corridor. Preliminary analysis indicates that in general, full frontage driveways may not be necessary, with adequate off-street parking available in parking lots. A detailed analysis will be conducted during the DSR phase to determine if some parcels require wider driveways to access four-plex garages or parking spaces, have grandfathered rights to allow for continued full frontage access, or if off-street parking lots can be reconfigured to construct a designated driveway. Each typical section will be further analyzed for impacts, grading, and access in the DSR.

Although the typical sections do not fully meet DCM requirements for curb type or travel lane width they balance the context of the segment with design criteria, driveway allowances and standards, and on-street parking demands versus off-street parking availability. Parking lanes would not be included when there is off-street parking, as allowed by the DCM.

#### **I. Design Variance**

Design variances will be required from MOA Traffic & the Municipal Engineer for those items which do not adhere to the DCM or Title 21. Design variances are anticipated for:

- Curb type: Type 1 curb and gutter is proposed for some of the sections (DCM requires Type 2). Type 2 curb and gutter is proposed for some of the sections (Title 21 requires Type 1).
- Travel lane: 10-foot travel lanes are proposed for the entire project corridor (DCM requires 11-foot lanes for AADT between 301 and 1,000 and 10-foot lanes for AADT above 1,000)
- Posted and design speed: the posted and design speed is proposed at 25 mph for the entire project corridor (DCM requires 30 mph design speed for AADT over 1,000)
- Driveway widths: some proposed driveways widths may need to exceed the allowed widths

#### **J. Cost Estimate**

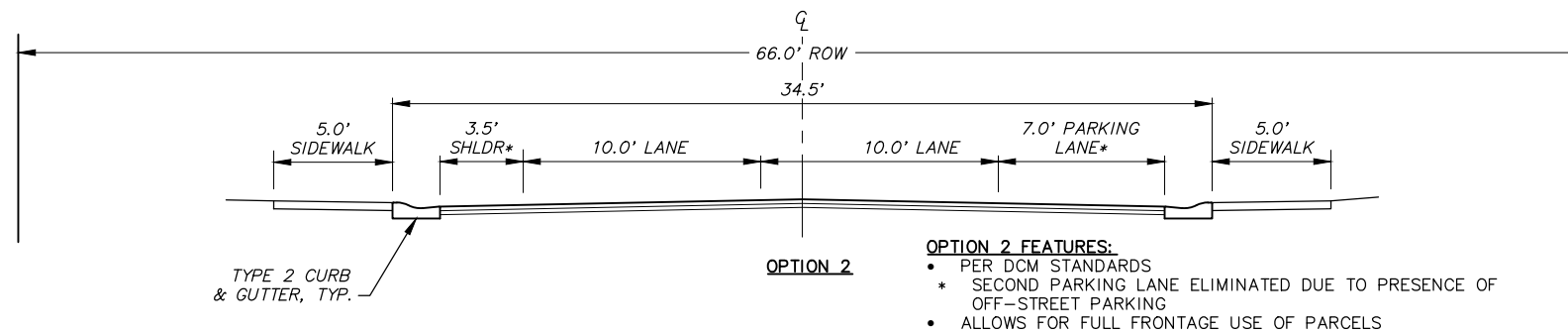
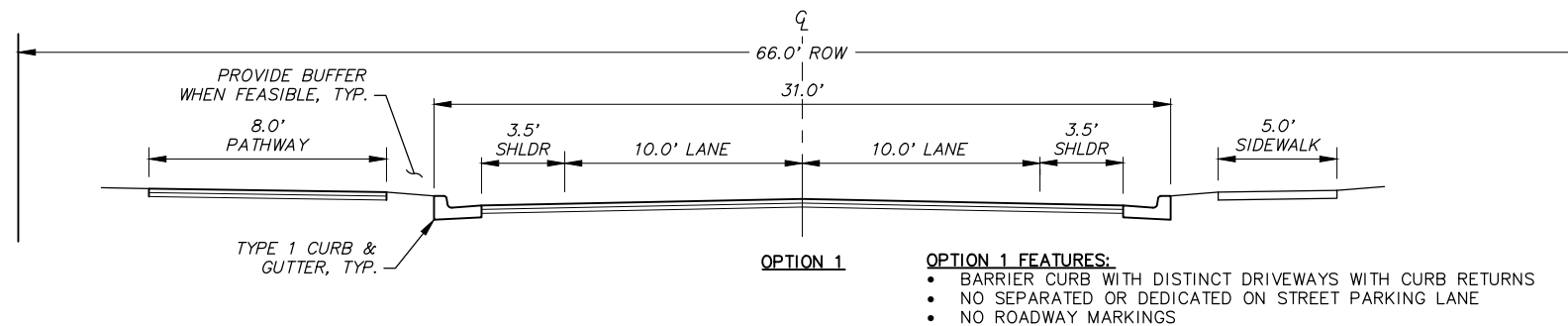
A cost estimate will be prepared for the DSR.

#### **K. Summary and Next Steps**

Based upon support from MOA PM&E, Traffic, and Street Maintenance the Draft Design Study Report will be prepared to further analyze the proposed typical section alternatives and include recommended typical sections.

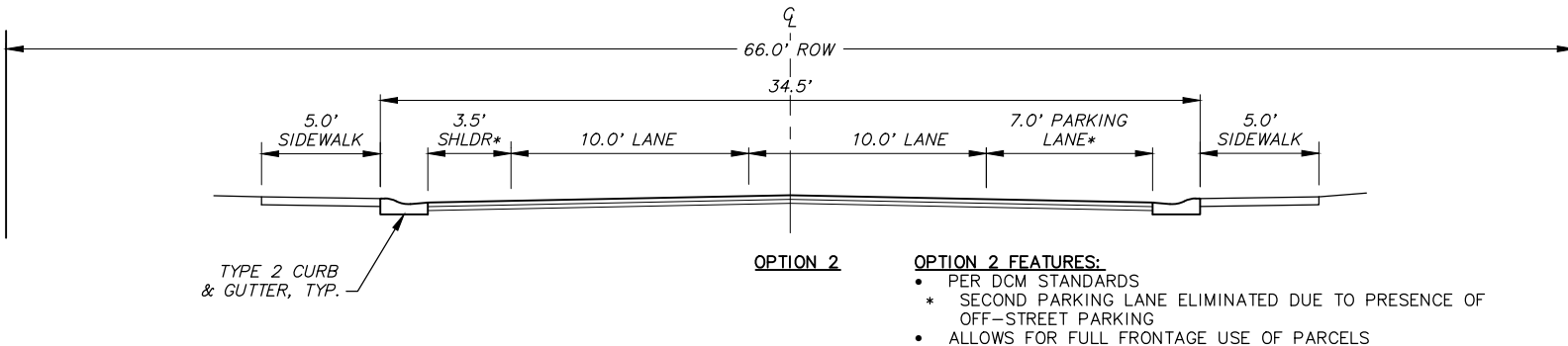
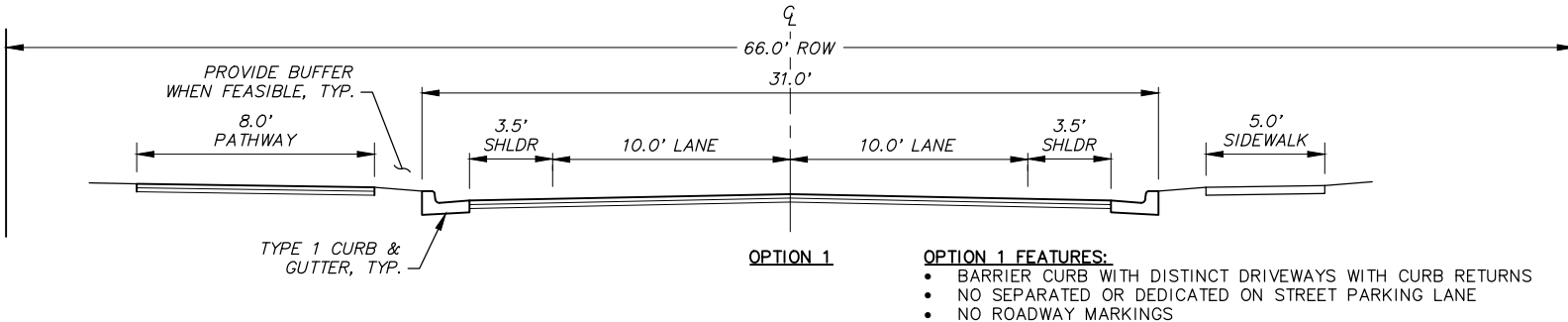


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**SEGMENT A**  
**LAKE OTIS PKWY TO LAUREL ST.**

NTS



**SEGMENT B**  
**LAUREL ST. TO PIPER ST.**

NTS

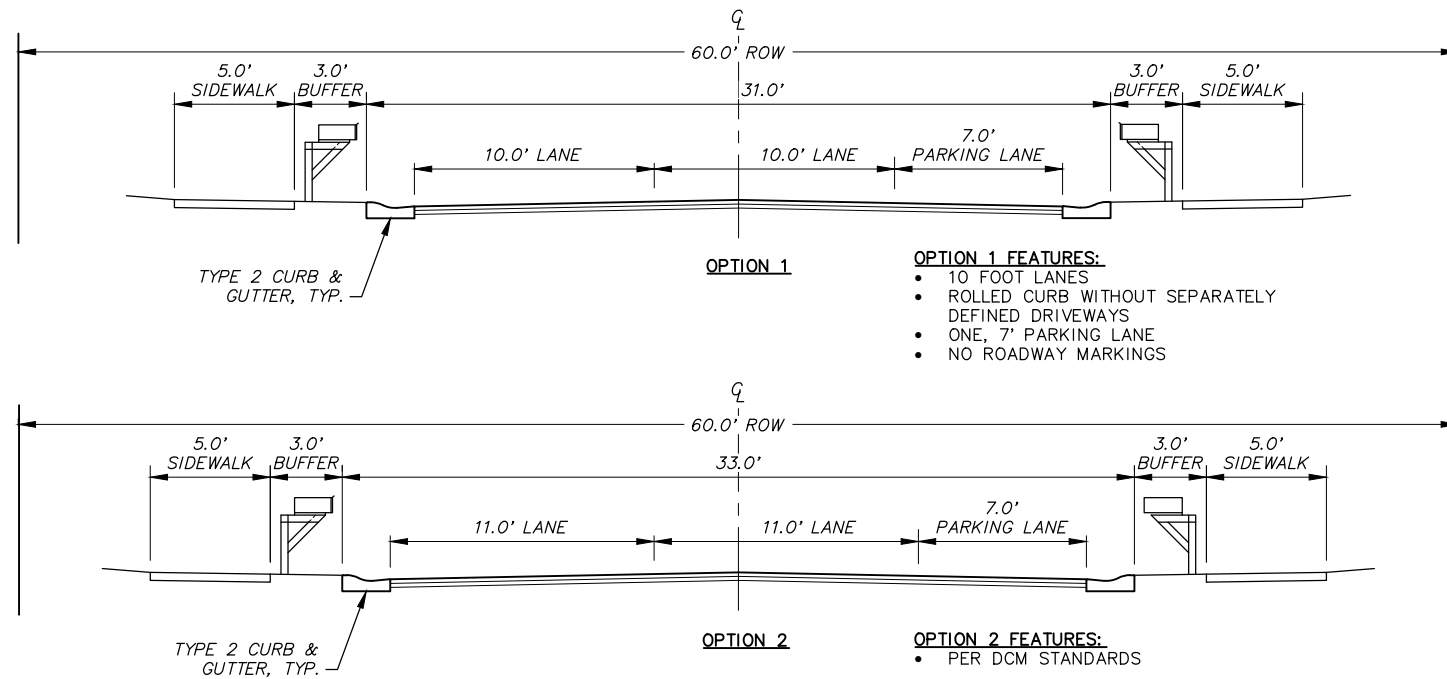
PROJECT: 10142.00  
STATUS: TECH MEMO



42nd Avenue Upgrade  
PM&E No. 18-06  
**CONCEPTUAL TYPICAL SECTIONS**

DATE  
**9-27-2019**  
SCALE  
NTS  
FIGURE  
**2**

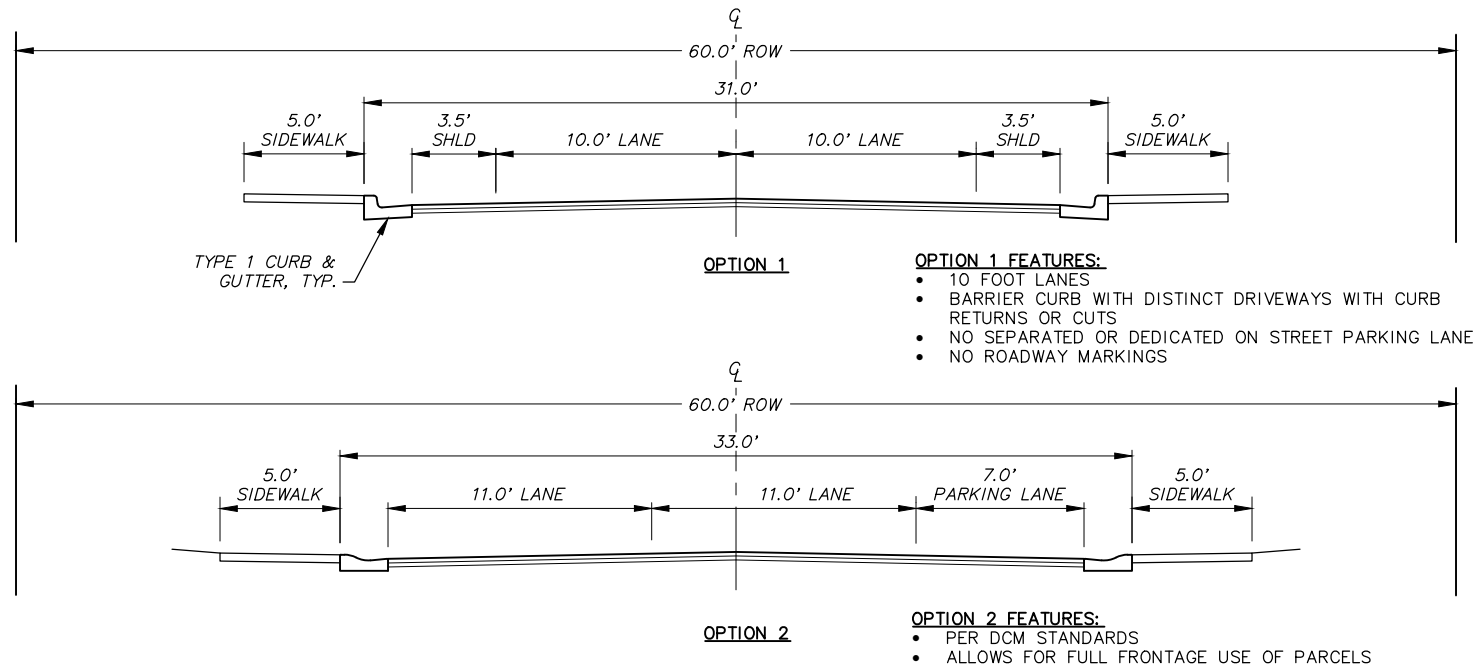
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3

**SEGMENT C**  
**PIPER ST. TO DALE ST.**

NTS



4

**SEGMENT D**  
**DALE ST. TO FLORINA ST.**

NTS

PROJECT: 10142.00  
STATUS: TECH MEMO



42nd Avenue Upgrade  
PM&E No. 18-06

CONCEPTUAL TYPICAL SECTIONS

DATE  
9-27-2019

SCALE  
NTS

FIGURE  
3

**APPENDIX A**  
**Parking Study**



# Memorandum

**Date:** July 3, 2019  
**To:** Julie Makela, PE - MOA PM&E Project Administrator  
**Through:** Justin Keene, PE - CRW Engineering Group, LLC  
**From:** Kelly Yanoshek, EIT - CRW Engineering Group, LLC  
**Project:** 42<sup>nd</sup> Avenue Upgrade  
**Project No:** MOA PM&E#18-06 (CRW#10142.00)  
**Subject:** On-Street Parking Study

## Introduction

The Municipality of Anchorage Project Management & Engineering Department (PM&E) plans to upgrade E. 42<sup>nd</sup> Avenue from Lake Otis Parkway to Florina Street. To aid in the design of the improvements, an on-street parking study was completed on E. 42<sup>nd</sup> Avenue within the project limits noted above. The purpose of the study was to document the current use of on-street parking for consideration in the design of the proposed improvements. Parked vehicles within the adjacent parking lots were also noted during the study to document available adjacent parking.

The E. 42<sup>nd</sup> Avenue corridor is 0.8 miles long and is located between, and runs parallel to, Tudor Road and E. 40<sup>th</sup> Avenue. The roadway currently doesn't have any on-street parking restrictions along the project corridor. There are many multi-family developments and businesses with on-site parking lots and/or some full frontage driveways/parking areas.

The parking study was based on observations from four separate site visits, documenting parked vehicles located along the roadway and in visible, adjacent parking lots. Site visits were organized to include one weekday afternoon/evening and one weekend afternoon/evening.

## Observations

The observations took place Wednesday, June 26, 2019 and Saturday, June 29, 2019. Weather on both Wednesday and Saturday was sunny, with temperatures in the mid-70s.

Reference Side Street	Wednesday, June 26, 2019				Saturday, June 29, 2019			
	12:00-12:30 pm		8:00-8:30 pm		12:00-12:30 pm		8:00-8:30 pm	
Reference Side Street	North	South	North	South	North	South	North	South
Lake Otis to Wright (42 <sup>nd</sup> Ave)	-	-	-	-	-	-	-	-
Wright to Piper (42 <sup>nd</sup> Ave)	-	-	-	-	-	-	-	-
Piper to Dale (42 <sup>nd</sup> Ave)	1 <sup>1</sup>	4 <sup>3</sup>	2 <sup>1</sup>	3 <sup>3</sup>	1 <sup>1</sup>	5 <sup>4</sup>	3	4 <sup>3</sup>
Dale to Florina (42 <sup>nd</sup> Ave)	1	2 <sup>2</sup>	4	4 <sup>2</sup>	3 <sup>1</sup>	2 <sup>1</sup>	2 <sup>1</sup>	1
<sup>1</sup> Count includes 1 unmoved vehicles; <sup>2</sup> Count includes 2 unmoved vehicles; <sup>3</sup> Count includes 3 unmoved vehicles; <sup>4</sup> Count includes 4 unmoved vehicles								

Near the west side of the project area from Lake Otis Parkway to P Street, along E. 42<sup>nd</sup> Avenue, there are a handful of businesses that provide adequate parking for the amount of traffic the businesses serve. No on-street parked vehicles were observed in this section. The parking capacity of the businesses followed a similar pattern of fuller lots on weekdays compared to weekends and emptier lots during the evening hours compared to the afternoon.

There is one parking area located on the north side of E. 42<sup>nd</sup> Avenue just east of Parker Place that includes full frontage access and an angled parking area located south of the property owner's fence.



This parking area provides angled parking for 5 to 6 vehicles. This parking area was counted as a parking lot since the vehicles are not parked parallel and on-street.

The east side of the project from Piper Street to Florina Street along E. 42<sup>nd</sup> Avenue is predominantly residential housing. There were eight unmoved vehicles that were observed during multiple counts along E. 42<sup>nd</sup> Avenue, six of which were moved at least once during the four site visits. On the attached figure, these vehicles are marked by a red circle. Generally, there was a similar level of on-street vehicles during all four site visits in this residential area. The adjacent parking lots/driveways were often very full during all site visits.

## **Conclusions**

Off-street parking was sufficient during site visits for most of the project area but almost entirely occupied in a few specific lots, especially in the east half of the project.

The greatest demand for on-street parking is on the east side between Piper Street and Florina Street near the single-family residential housing and some apartment buildings off E. 42<sup>rd</sup> Avenue. These results can be seen on the attached figure.

The parking area near Parker Place, as mentioned above, appears to be within the ROW so likely will be impacted during construction. The proposed roadway improvements could include on-street parallel parking along the roadway in this location to replace the parking area removed.

Legend

- ★ Saturday Evening
- Saturday at Noon
- ★ Wednesday Evening
- Wednesday at Noon
- Unmoved Car

Parking Lot Usage %

WN = Wednesday Noon  
WE = Wednesday Evening  
SN = Saturday Noon  
SE = Saturday Evening

East 42nd Avenue Parking Study



East 42nd Avenue (from Lake Otis Parkway to Parker Place)



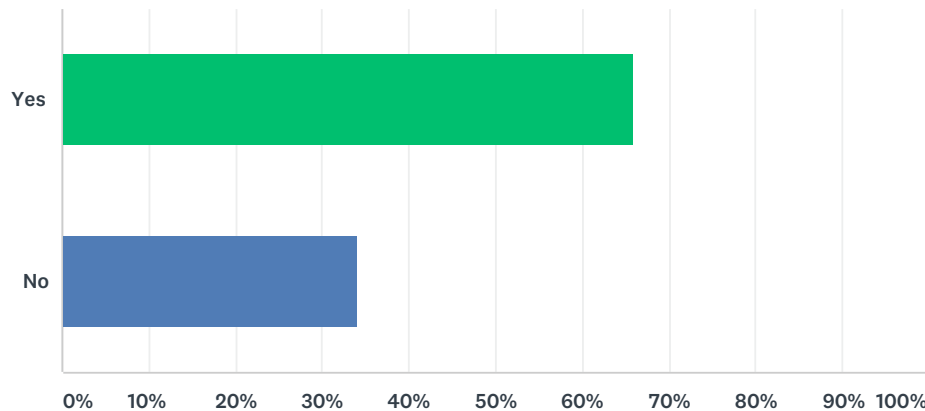
East 42nd Avenue (from Wright Street to Florina Street)

**APPENDIX B**  
**Survey Responses**



## Q1 Do you have any concerns about speeding along 42nd Avenue within the project limits? Please check one.

Answered: 41 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	65.85% 27
No	34.15% 14
TOTAL	41

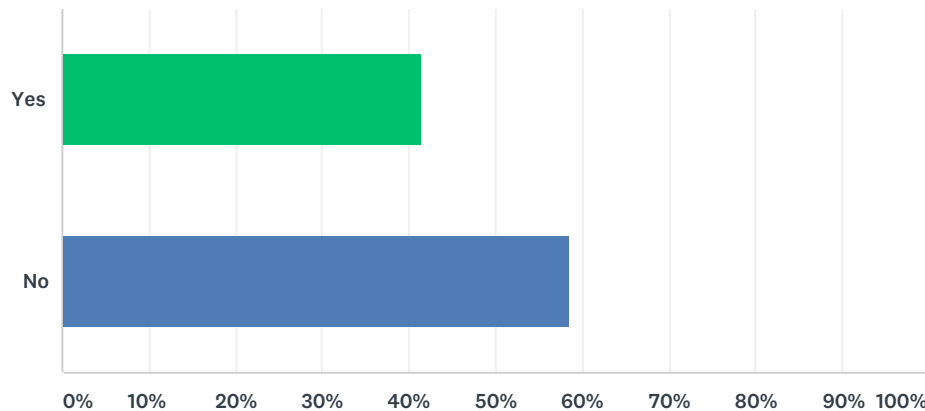
#	PLEASE EXPLAIN.	DATE
1	Yes, I've almost been hit several times walking from Horizon House to Folker Park. There is no crosswalk or sidewalk.	2/28/2019 2:31 PM
2	they speed now even with frost heaves on 42nd	2/27/2019 3:41 PM
3	Transient traffic from apartments at end of 42nd as well as cutthrough traffic. Diverters at Dale and roundabout at 42nd and Piper would help.	2/27/2019 10:54 AM
4	Excessive speeds on Florina and 42nd have been witnessed many times. This is a concern of mine, in that, I have tenants with young children who play in the front yard.	2/25/2019 9:16 PM
5	We have had two mail boxes knocked out in the time that we have lived her. It is better since Tudor Bingo moved and 40th Street was upgraded.	2/24/2019 5:16 PM
6	Occasionally vehicles speed along 42th, but not very often. BTW, 40th is like a racetrack during the summer at night.	2/21/2019 2:36 PM
7	Cars roll through the stop sign not looking for traffic or pedestrians.	2/18/2019 10:11 AM
8	water main replacement- will this affect businesses in the immediate area during business hours (mainly medical offices)?	2/13/2019 1:55 PM
9	Cars already speed so I don't believe that will change.	2/12/2019 8:48 PM
10	With the new park going in and more traffic, I hope that speeding will be at a minimum on 42nd.	2/12/2019 6:41 AM
11	some cars and even larger cargo vans speed. Besides being dangerous for children and adults walking the speeding vehicles hit potholes and other bumps and the impact reverberates into the houses. Sometimes feels like a small earthquake in the house. There are stop signs on 42nd at Dale and at Piper but people stop then speed for one block then stop again.	2/12/2019 6:16 AM
12	This street has residents who live along the road. Once the improvements are made, drivers may opt to use this nicely paved road to go east/west. Sidewalks and street lighting must be a part of the improvements. The Folker park is not well lighted. Street lights on E 42nd will help.	2/11/2019 2:24 PM



13	With minimal pedestrian areas and drivers moving quickly there are often seeding cars near pedestrians.	2/10/2019 10:03 AM
14	People in a hurry to get to prov or the university cut through 42nd.	2/10/2019 8:41 AM
15	It is not uncommon to see vehicles speed down 42nd after turning from piper and is concerning due to lack of lighting and pedestrian walkways(a lot of people walk down 42nd)	2/9/2019 8:49 AM
16	Current speeding cut through traffic of transients and Providence visitors/employees make it unsafe for walkers and children in the neighborhood.	2/7/2019 11:58 AM
17	more in the evening than during the day.	2/6/2019 2:03 PM
18	The stretch between Piper and Dale is notorious for speeding. From Piper to Lake Otis less so but people still do. From Dale to Florina isn't bad because so many people park on the side of the road, though if that were to change than I could see speeding being and issue there as well.	2/5/2019 10:16 PM
19	I lived there, people constantly speeding and bottoming out their vehicles in the beat up road.	2/5/2019 8:08 PM
20	traffic too fast for the condition of the road	2/5/2019 5:39 PM
21	Haven't noticed it before.	2/5/2019 3:40 PM
22	I've heard that speeding has been a historical issue along 42nd. Especially since it's a school bus route with kids waiting in the dark. Lots of stop signs please.	2/3/2019 11:23 AM
23	Vehicles rush by constantly, including large delivery vehicles.	2/3/2019 8:08 AM
24	especially in summer, people travel over speed limit	2/2/2019 10:07 AM
25	Folker-42nd intersection often busy, all streets. Cut-thru traffic common. 42nd from W still used to access Piper-Tudor signal. Does appear more using LakeOtis-40th to Tudor via round-a-bout. Others using Folker to reach 40th.	2/1/2019 7:37 PM

## Q2 Do you think there should be on-street parking along 42nd Avenue within the project limits? Please check one.

Answered: 41 Skipped: 0



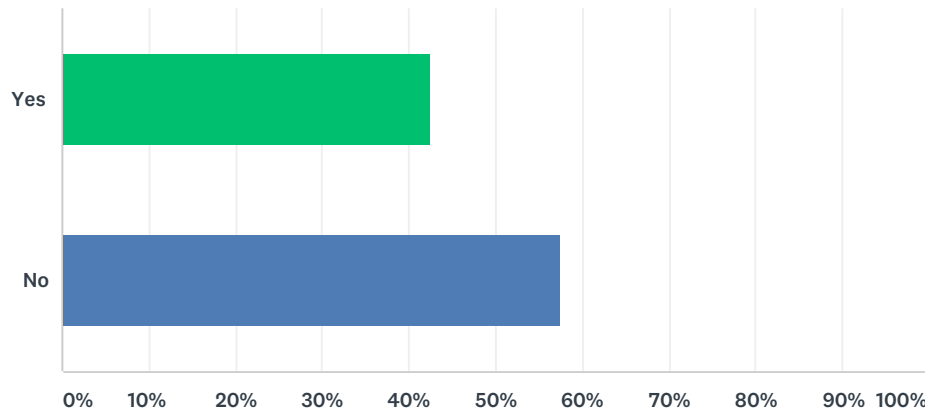
ANSWER CHOICES	RESPONSES	
Yes	41.46%	17
No	58.54%	24
TOTAL		41

#	PLEASE EXPLAIN WHERE YOU THINK PARKING SHOULD BE PROVIDED, OR IF NOT, WHY NOT?	DATE
1	I believe the apartments have adequate parking	2/28/2019 5:17 PM
2	Residents park along 42nd, but we need sidewalks.	2/28/2019 2:31 PM
3	No space...no one parks on the road now...	2/27/2019 3:41 PM
4	We should have offstreet parking overnight. Otherwise it will interfere with snow removal and blight the neighborhood.	2/27/2019 10:54 AM
5	Parking and a walking path.	2/25/2019 9:16 PM
6	it is more convenient for people who live here, but I don't care if it is there or not.	2/24/2019 5:16 PM
7	In certain areas, yes, but generally parking should not be needed.	2/21/2019 2:36 PM
8	Possible along the areas where there are single family residences, depending upon how it affects the owners of those residents.	2/20/2019 6:52 AM
9	The street is not wide enough for parking. Adding parking would take away from the development of Folker Park.	2/18/2019 10:11 AM
10	I don't think there's enough room for parking on the street. There is very little now.	2/12/2019 8:48 PM
11	Parking could be on Folker in front of park entrance. West side of the park. Directly across from Providence Horizon House.	2/12/2019 6:41 AM
12	the people next to me have many cars and occasionally they park one of them for several days in front of my house. Makes it really difficult for the post office truck to deliver to my mail box. I would be OK with maximum 2 hour parking for visitors but probably unrealistic to enforce. Seems like most people have driveways that accommodate multiple cars.	2/12/2019 6:16 AM
13	will shrink flow traffic lane	2/11/2019 4:40 PM

14	Between Laurel east to Wright street. Folker park needs parking for park users. Depending on what happens on the property at 42nd and Piper, that development may need overflow parking - so maybe extend on street all the way to Piper as well.	2/11/2019 2:24 PM
15	The area is heavily residential and space is limited . I would prefer Pedestrian and bike allotments over parking.	2/10/2019 10:03 AM
16	People already dump their cars along here.	2/10/2019 8:41 AM
17	If there is space it would be nice, but pedestrian walkways should come first	2/9/2019 8:49 AM
18	Because codes require adequate offstreet parking. If street parking is allowed, it should be prohibited overnight to allow for snow removal.	2/7/2019 11:58 AM
19	More by folker park if the renovations are going to be completed and the park is going to be more popular.	2/7/2019 11:08 AM
20	It is not needed. Everyone seems to have plenty of parking.	2/6/2019 10:30 PM
21	on street parking is convenient when my kids visit, but if there are going to be sidewalks this might not be possible.	2/6/2019 2:03 PM
22	This would only be good on certain stretches of road and not along the whole length. The ideal places for on-street parking would be Laurel to Wright, and Dale to Florina. These are the only lengths of 42nd Avenue that people regularly use for on-street parking, and the other stretches not mentioned would only increase the likelihood of accidents. This would also solve some of the speeding issue between Dale and Florina as I commented previously.	2/5/2019 10:16 PM
23	Driveway off street parking. No need for snowplows to have to go around vehicles.	2/5/2019 8:08 PM
24	Somewhere off the street. People park on the side of the street all the time already. Hard to drive around sometimes.	2/5/2019 3:40 PM
25	This would be nice, especially by the park. Also, a lot of people tend to park awkwardly along parts of 42nd, which in the winter conditions can make it hard to navigate.	2/3/2019 8:22 PM
26	Homes need on-street parking for visitors. Maybe 2 hour limited?	2/3/2019 11:23 AM
27	Maintain current parking on private property, driveways, car ports, garages. It's not legal to park on 42nd overnight except weekends. Rare to see vehicles parked overnight parallel w/ street - at least between Lake O and Piper.	2/1/2019 7:37 PM
28	This would be helpful between Dale street and Florina Street where there is a lot of housing.	2/1/2019 3:08 PM

**Q3 Have you noticed any sight distance problems along 42nd Avenue within the project limits that need to be corrected? (i.e. trees, signs or structures that block your view when you are driving, or that block a driver's view of you when you are walking or bicycling) Please check one.**

Answered: 40 Skipped: 1



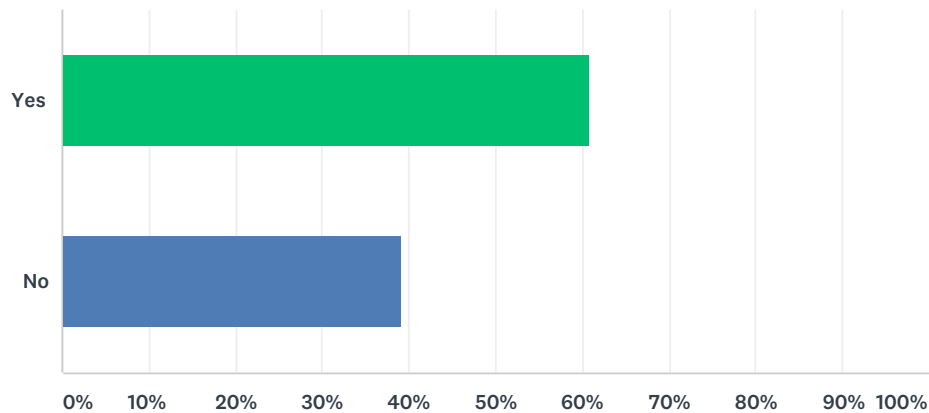
ANSWER CHOICES	RESPONSES
Yes	42.50% 17
No	57.50% 23
TOTAL	40

#	IF YES, PLEASE EXPLAIN AND IDENTIFY THE LOCATION.	DATE
1	The vehicles parked on the street	2/28/2019 5:17 PM
2	Several of the intersections have over-grown vegetation either on private property or in the ROW.	2/28/2019 2:31 PM
3	At Piper and 42nd the decorative things make this a difficult corner to sight around	2/27/2019 3:41 PM
4	There are collector street vegetation improvements on Piper that should be encouraged and continued as part of traffic calming designs. More green space should be encouraged as it will slow traffic. Please don't take our trees.	2/27/2019 10:54 AM
5	A few trees and shrubs need to be trimmed. More maintenance than anything else.	2/21/2019 2:36 PM
6	Bushes and structures at intersection of 42nd and Piper block view.	2/20/2019 6:52 AM
7	the piper intersection area.	2/14/2019 9:32 AM
8	The corner of 42nd and Piper seems really well done.	2/12/2019 6:16 AM
9	Dumpsters placed in the ROW are an eye sore and a disgrace. As part of this road improvement, work with those property owners to relocate those internal to their property.	2/11/2019 2:24 PM
10	At 42nd and wright it is unclear sometimes for drivers whether to stop or Go on through . Trees and snow sometimes are problems here .	2/10/2019 10:03 AM
11	Turning right onto 42nd from Wright street(it can be difficult to see cars coming from the left)	2/9/2019 8:49 AM
12	Although the park could be more appealing and looked after.	2/6/2019 10:30 PM
13	large boulder in right of way Alders overgrown	2/6/2019 7:38 PM

14	The intersection at 42nd and Piper is a dangerous corner for any compact to mid-size vehicles, as the large bushes and trees obstruct most of your vision would trying to turn onto or from Piper. This is also true for the other intersections along Piper, which have similar designs in bushes and trees. The walls are not obstructive and actually serve as a safety measure in case of slides, for both vehicles and pedestrians waiting to cross.	2/5/2019 10:16 PM
15	42nd going west and turning north or south on Piper has horrible visibility from all that artsy decorative crap at the intersection.	2/5/2019 8:08 PM
16	At the corner of Florina and 42 there is a huge bush that blocks vision in the summertime	2/4/2019 4:34 AM
17	Better lighting at corssings, without ample street lights people tend to miss or not understand which intersections are thru and which are stops.	2/3/2019 8:22 PM
18	This is a problem all over the city. Unpruned plants growing out too close to intersections. I'm originally from Madison, WI. The city there would just cut out plants that were i the right-of-way.	2/3/2019 11:23 AM
19	42nd-Piper shrubs block Piper traffic (I trim in warm months). Difficult for 42nd vehicles to enter Piper during higher traffic periods. Keep lower Piper tree branches pruned. They block 42nd traffic view. 42nd-Wright similar on SW corner. Many vehicles move faster than 25mph between Folker-Piper.	2/1/2019 7:37 PM

**Q4 Pedestrian facilities (sidewalks, pathways) will be constructed as part of the proposed improvements. Should pedestrian facilities be provided on both sides of the roadway? Please check one.**

Answered: 41 Skipped: 0



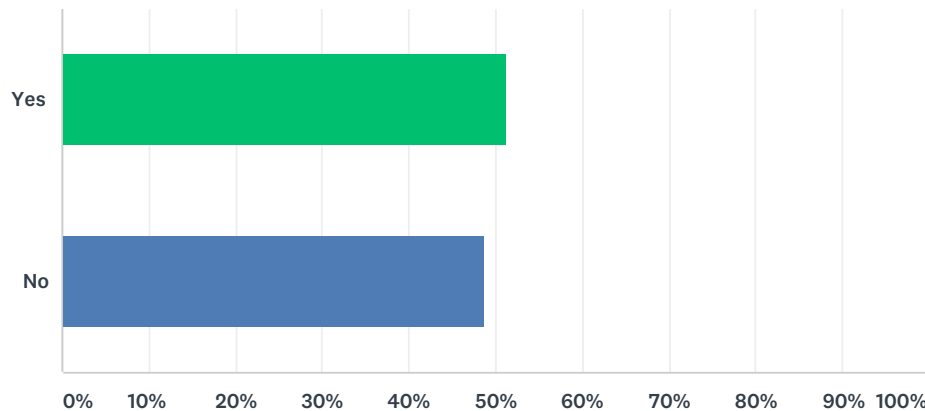
ANSWER CHOICES	RESPONSES
Yes	60.98% 25
No	39.02% 16
TOTAL	41

#	PLEASE EXPLAIN.	DATE
1	save \$	2/28/2019 5:17 PM
2	Not necessarily, but if not on both sides then crosswalks should be provided at intersections so that a safe, ADA route is provided.	2/28/2019 2:31 PM
3	I have seen foot traffic increase significantly in the last 15 years	2/27/2019 3:41 PM
4	One side only, preferably on the north side of the street with more southern exposure to assist with northern friendly design.	2/27/2019 10:54 AM
5	Pedestrian scale lighting is needed, bollard lighting, along with some sort of pedestrian walkway areas.	2/21/2019 2:36 PM
6	Sidewalks need to be on both sides for safety reasons. A pedestrian should walk against traffic as to see what is coming toward them.	2/18/2019 10:11 AM
7	I think only one side of the road will work for all.	2/12/2019 8:48 PM
8	Folker park will have a perimeter trail so that the muni would not have to put a sidewalk on that side of the street by the park.	2/12/2019 6:41 AM
9	This would mean that there would be no on street parking. Pedestrian walkway on both sides would be really nice. What does that mean for front easements? How much front yard would we lose. How does that affect the road width?	2/12/2019 6:16 AM
10	nice to have and provides a safer passage during winter snow	2/11/2019 4:40 PM
11	I would like bike and pedestrians to have designated areas . I don't have the expertise to say if it should be both or one side.	2/10/2019 10:03 AM
12	One side should be sufficient	2/10/2019 8:41 AM
13	I think one side would be sufficient. Preferably on the side that is closest to Tudor	2/9/2019 8:49 AM

14	Unnecessary expense and loss of natural vegetation. One side should be sufficient.	2/7/2019 11:58 AM
15	Midtown is becoming increasing urban, bike facilities on both side of the road would encourage more non-motorized transportation, increase safety for current pedestrians/cyclists and decrease congestion due to traffic. The addition of pedestrian facilities is the most efficient way (per dollar) to improve our transit system, decrease environmental impacts (like pollution) and increase public health by encouraging exercise. Please put pedestrian facilities on both side of the road.	2/7/2019 11:11 AM
16	One side is enough.	2/7/2019 10:22 AM
17	I think that pedestrian facilities are a great idea.	2/6/2019 2:03 PM
18	Need sidewalks Along 42nd Avenue to Lake Otis. A lot of foot traffic and Elders trying to walk on this street.	2/6/2019 9:50 AM
19	Yes, everywhere along 42nd would work with sidewalk on both sides, except the stretch between Piper and Dale; it is already rather tight and I think it wouldn't be necessary to have sidewalk on both sides. I think which side would be best determined by the planning crew.	2/5/2019 10:16 PM
20	There is absolutely no walkway now and a high volume of pedestrians. Huge apartment and condo complexes along 42nd, plus the college campus and homeless. Massive foot traffic!	2/5/2019 8:08 PM
21	Just on one side is enough.	2/5/2019 3:40 PM
22	Not necessary, a single sidewalk would be ample.	2/3/2019 8:22 PM
23	My answer is based on if there is space. I've noticed that east of Piper, the whole curb in front of some dwellings is driveway. That makes on-street parking, sidewalks and plowing difficult to pull off.	2/3/2019 11:23 AM
24	Unsure. What is standard?	2/3/2019 8:08 AM
25	We have lots of foot traffic on e. 42nd & it's much safer w/ sidewalks	2/2/2019 10:07 AM
26	Tall, wooded vegetation on S sides keeps plowed snow from sun access. N side of 42nd melts a month earlier than S side. Muni plowed snow from Roson Ct is moved around corner onto 42nd. Similar these blocks. Muni does blow excess snow onto private property, major cause for delayed S side melting. Most Springs snow has not melted until third week of May.	2/1/2019 7:37 PM
27	In the dark it is hard to see pedestrians walking in the road.	2/1/2019 3:08 PM

## Q5 Are you aware of any drainage problems within the project area that need to be corrected? Please check one.

Answered: 41 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	51.22%	21
No	48.78%	20
TOTAL		41

#	IF YES, PLEASE EXPLAIN.	DATE
1	YES...most intersections, especially the intersection of Folker St and E 42nd has a massive pot holes. Numerous pot holes all along E 42nd, the whole road is like dodging craters.	2/28/2019 2:31 PM
2	just general lack of drains along 42nd Ave	2/27/2019 3:41 PM
3	Major drainage issues on 42nd between Piper and Dale.	2/27/2019 10:54 AM
4	Not sure on this one, I think it has improved recently. There was an area between Dale and Piper that was a problem in the past.	2/24/2019 5:16 PM
5	Intersections collect too much water.	2/21/2019 2:36 PM
6	the drain on the northwest corner of Folker and 42nd is not large enough and gets clogged up easily. This cause water to build up across 42nd. Thus creating a dangerous situation.	2/18/2019 10:11 AM
7	Yes Yes Yes!! The drainage manhole in front of my house floods and water backs up past my driveway (several inches) with a small lake in front of the neighboring house. Then it freezes and turns to slush!	2/12/2019 6:16 AM
8	Ponding that occurs due to depressions on the road. This is especially challenging during freeze thaw in the late winter/early spring.	2/11/2019 2:24 PM
9	42nd And Wright 42nd And folker	2/10/2019 10:03 AM
10	The road is pretty uneven with some big dips so there are epic puddles at some of the intersections.	2/8/2019 9:50 PM
11	Major drainage issues exist, causing large puddles every time it rains.	2/7/2019 11:58 AM
12	When rain/ snow melt there is are standing puddles @/near the intersections of 42nd and lake Otis and 42nd and Folker.	2/7/2019 11:11 AM
13	Rain water runs off 42nd Ave and onto low-lying properties between Laurel and Lake Otis.	2/6/2019 7:38 PM
14	At College Place Condominiums Entrance way.	2/6/2019 9:50 AM



15	Between Piper and Dale get flooded whenever we have heavy rains, and between Laurel and Wright there are frequently large pools of water along both sides of 42nd.	2/5/2019 10:16 PM
16	Oh my god my house is 3220 east 42nd. The whole street in that vicinity floods every spring break up, has huge puddles during rain that have nowhere to drain, warm and melting spells during winter are a constant problem. My neighbors and I have been dealing with this lack of drainage forever!	2/5/2019 8:08 PM
17	puddles form between Folker st and Laue st.	2/5/2019 5:39 PM
18	SW corner of 42nd and Wright has a drain, but still frequently floods.	2/3/2019 11:23 AM
19	beyond Piper, our area routinely floods during break up	2/3/2019 8:08 AM
20	between Piper and Dale we always have water backup	2/2/2019 10:07 AM
21	42nd ponding after rains, or during snow melt. 42nd-Folker has long history of breakup season ponds.	2/1/2019 7:37 PM
22	Folker street has terrible drainage especially after a rain.	2/1/2019 3:08 PM

## Q6 If you could change three (3) things about the 42nd Avenue roadway within the project limits, what would they be?

Answered: 35 Skipped: 6

ANSWER CHOICES	RESPONSES	
Priority #1	100.00%	35
Priority #2	88.57%	31
Priority #3	82.86%	29

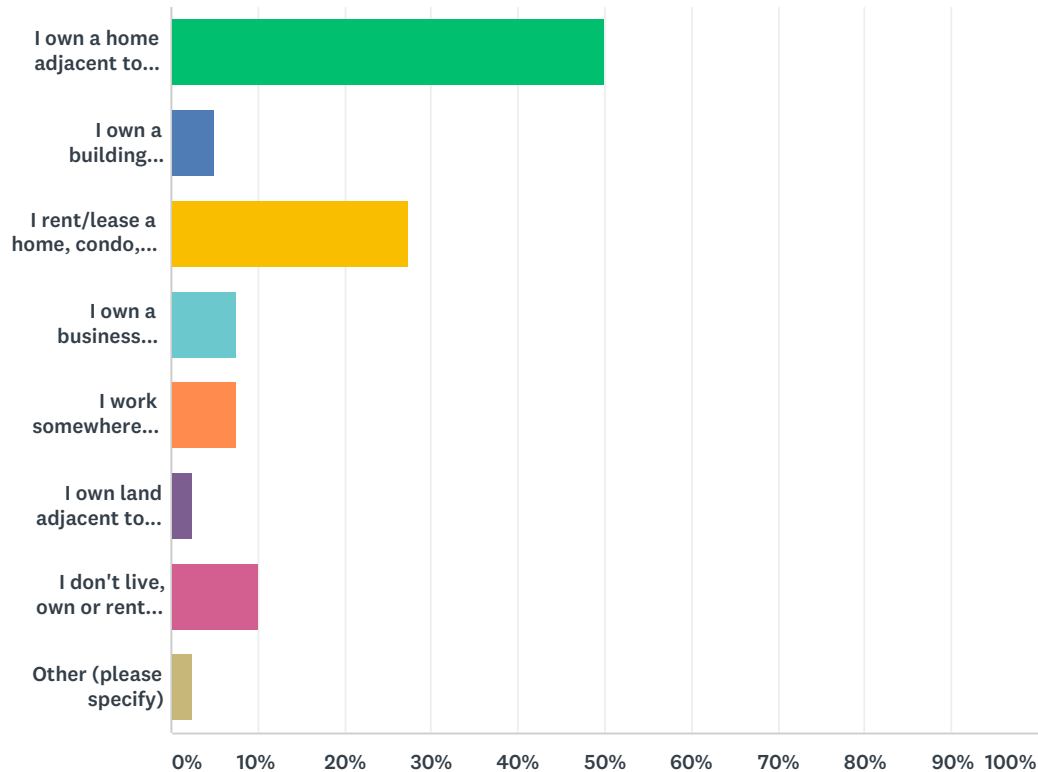
#	PRIORITY #1	DATE
1	Crosswalks at Folker St. and E 42nd with access to park	2/28/2019 2:31 PM
2	make it happen	2/27/2019 3:41 PM
3	Drainage	2/27/2019 10:54 AM
4	Lighting	2/25/2019 9:16 PM
5	get rid of all the pott holes, cracks and bumps in the road	2/24/2019 5:16 PM
6	Pedestrian scale lighting, bollard type	2/21/2019 2:36 PM
7	add sidewalks	2/18/2019 10:11 AM
8	Smooth road surface	2/17/2019 2:55 PM
9	People pay more attention to the stop signs.	2/12/2019 8:48 PM
10	More street lights	2/12/2019 6:41 AM
11	stop people from speeding!	2/12/2019 6:16 AM
12	Sidewalks	2/11/2019 2:24 PM
13	Pedestrian and bike area	2/10/2019 10:03 AM
14	Safety for pedestrians and cyclists	2/10/2019 8:41 AM
15	Pedestrian walkways	2/9/2019 8:49 AM
16	Sidewalks would be great. There is so much foot traffic on that road.	2/8/2019 9:50 PM
17	Improved drainage	2/7/2019 11:58 AM
18	Seperated pedestrian Facilites	2/7/2019 11:11 AM
19	Sidewalks	2/7/2019 11:08 AM
20	Maybe level out the hill down by the union hall. That is very bad in the winter.	2/7/2019 10:22 AM
21	Visual appeal	2/6/2019 10:30 PM
22	sidewalks and crosswalks	2/6/2019 7:38 PM
23	potholes	2/6/2019 2:03 PM
24	Road Condition	2/6/2019 9:50 AM
25	Less obstructions, more visibility.	2/5/2019 10:16 PM
26	Drainage	2/5/2019 8:08 PM
27	improved surface	2/5/2019 5:39 PM
28	Maintain the roads. The roads right now are full of potholes.	2/5/2019 3:40 PM
29	Level and repave	2/4/2019 4:34 AM

30	Potholes	2/3/2019 8:22 PM
31	Safer for pedestrians and bicyclists	2/3/2019 11:23 AM
32	Speeding	2/3/2019 8:08 AM
33	for awwu to replace old water lines to include piper to dale,they are just as old as those up to piper	2/2/2019 10:07 AM
34	Non-motorized safety. History of multiple pedestrians, runners, bikers, skateboarders, scooters. It's a warm weather playground.	2/1/2019 7:37 PM
35	Intersection Laurel and 42nd is very icy & steep in the winter which makes it hard to stop at the stop sign.	2/1/2019 3:08 PM
#	PRIORITY #2	DATE
1	Sidewalk along entire corridor	2/28/2019 2:31 PM
2	make it happen soon	2/27/2019 3:41 PM
3	Traffic calming	2/27/2019 10:54 AM
4	Pedestrian walkway	2/25/2019 9:16 PM
5	Maybe a roundabouts so there aren't so many stops	2/24/2019 5:16 PM
6	Raised intersections to slow traffic	2/21/2019 2:36 PM
7	improve sewer drainage	2/18/2019 10:11 AM
8	Pedestrian/bike crossing notification at Piper St. crossing	2/17/2019 2:55 PM
9	I wish there would be less traffic.	2/12/2019 8:48 PM
10	place to cross for residents to PHH into the Folker park	2/12/2019 6:41 AM
11	address the flooding issue in front of my house (3241)	2/12/2019 6:16 AM
12	Ponding/repave street	2/11/2019 2:24 PM
13	Lighting	2/10/2019 10:03 AM
14	Better lighting	2/10/2019 8:41 AM
15	Lighting	2/9/2019 8:49 AM
16	Lighting would be nice too. Would make it feel safer at night.	2/8/2019 9:50 PM
17	Traffic calming, add roundabout at Piper/42nd	2/7/2019 11:58 AM
18	Increased street lighting/ nighttime visibility (people walk down the road in the dark with dark clothes and are hard to see)	2/7/2019 11:11 AM
19	lighting	2/7/2019 11:08 AM
20	Sidewalks	2/6/2019 10:30 PM
21	storm water runoff	2/6/2019 7:38 PM
22	42nd between dale and piper is the WORST. Please fix. It's like a roller coaster.	2/6/2019 2:03 PM
23	Sidewalks need to be added	2/6/2019 9:50 AM
24	Speed bumps to prevent speeding.	2/5/2019 10:16 PM
25	Curb and sidewalk	2/5/2019 8:08 PM
26	pedestrian facilities	2/5/2019 5:39 PM
27	Lighting	2/3/2019 8:22 PM
28	Lots of stops to keep cars below 25mph	2/3/2019 11:23 AM
29	Drainage	2/3/2019 8:08 AM
30	Keep 42nd narrow, signed intersections, slow vehicles	2/1/2019 7:37 PM
31	More lighting	2/1/2019 3:08 PM
#	PRIORITY #3	DATE

1	Slow down the traffic with design	2/28/2019 2:31 PM
2	make it happen asap :]	2/27/2019 3:41 PM
3	Pedestrian improvements	2/27/2019 10:54 AM
4	Speed bumps to slow down flow	2/25/2019 9:16 PM
5	restrooms at the Folker park	2/24/2019 5:16 PM
6	fix drainage	2/21/2019 2:36 PM
7	sufficient street lighting	2/18/2019 10:11 AM
8	Continued maintenance	2/12/2019 8:48 PM
9	speed bumps to keep pedestrains safe	2/12/2019 6:41 AM
10	make it more pedestrian and bicycle friendly	2/12/2019 6:16 AM
11	Drainage	2/11/2019 2:24 PM
12	Drainage	2/10/2019 10:03 AM
13	More police presence	2/10/2019 8:41 AM
14	Enforce speed limit	2/9/2019 8:49 AM
15	Fixing the road so it is less prone to potholes and frost heaves. Those are also epic along that road, though they do act as natural speed bumps which is why speeding isn't a huge issue there.	2/8/2019 9:50 PM
16	Pedestrian friendly features	2/7/2019 11:58 AM
17	Make the crossing @ Piper street more pedestrain friendly (eg round about, flashing ped x-ing sign or something to this effect)	2/7/2019 11:11 AM
18	plowing sidewalks in winter	2/7/2019 11:08 AM
19	Accessibility	2/6/2019 10:30 PM
20	i would love to have sidewalks.	2/6/2019 2:03 PM
21	Lighting needs to be better for safety.	2/6/2019 9:50 AM
22	Better light along the entire length, similar to 40th Avenue upgrade.	2/5/2019 10:16 PM
23	Road bed	2/5/2019 8:08 PM
24	bike facilities	2/5/2019 5:39 PM
25	Walkways	2/3/2019 8:22 PM
26	Limit driveway width	2/3/2019 11:23 AM
27	Potholes	2/3/2019 8:08 AM
28	Maintain the full grown natural landscaping.	2/1/2019 7:37 PM
29	bike lanes	2/1/2019 3:08 PM

## Q7 What best describes you? (please check all that apply, but you must select at least one!)

Answered: 40 Skipped: 1

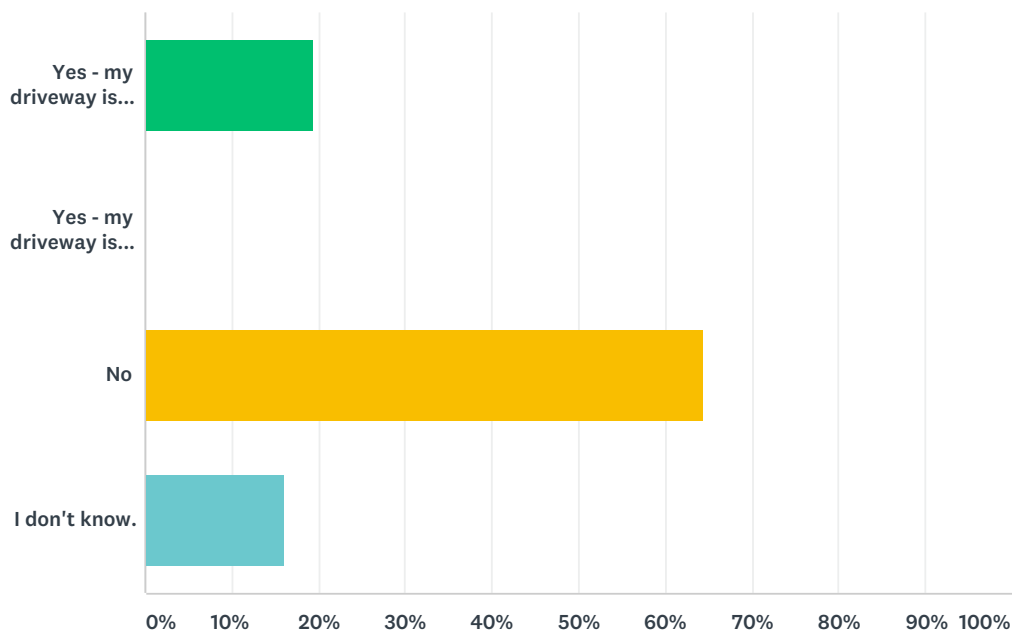


ANSWER CHOICES		RESPONSES	
I own a home adjacent to 42nd Avenue within the project limits (single family home, duplex, condo, apartment).		50.00%	20
I own a building adjacent to 42nd Avenue within the project limits.		5.00%	2
I rent/lease a home, condo, duplex, apartment, office, or building adjacent to 42nd Avenue within the project limits.		27.50%	11
I own a business adjacent to 42nd Avenue within the project limits.		7.50%	3
I work somewhere adjacent to 42nd Avenue within the project limits.		7.50%	3
I own land adjacent to 42nd Avenue within the project limits.		2.50%	1
I don't live, own or rent property adjacent to 42nd Avenue within the project limits, but I live nearby and/or drive, walk, or bike in the project area.		10.00%	4
Other (please specify)		2.50%	1
Total Respondents: 40			

#	OTHER (PLEASE SPECIFY)	DATE
1	I drive/bike it everyday and my kid does too.	2/3/2019 11:26 AM

## Q9 Is your driveway constructed with concrete or heated?

Answered: 31 Skipped: 10

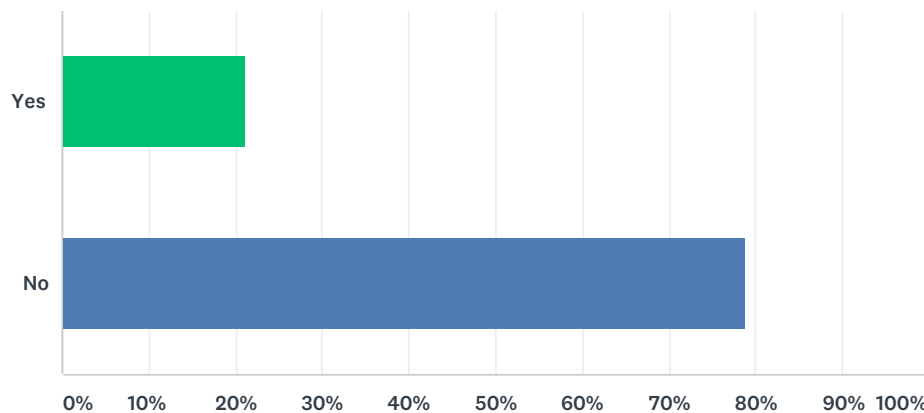


ANSWER CHOICES	RESPONSES	
Yes - my driveway is concrete.	19.35%	6
Yes - my driveway is concrete AND heated.	0.00%	0
No	64.52%	20
I don't know.	16.13%	5
<b>TOTAL</b>		<b>31</b>

#	PLEASE EXPLAIN.	DATE
1	asphalt	2/27/2019 3:43 PM
2	The complex has a parking lot.	2/18/2019 10:14 AM
3	NA	2/13/2019 1:56 PM
4	blacktop	2/12/2019 6:20 AM
5	I believe country square is asphalt	2/9/2019 8:51 AM
6	Asphalt driveway/parking structure non-heated	2/7/2019 11:12 AM
7	Asphalt	2/6/2019 9:51 AM
8	asphalt surface	2/5/2019 5:40 PM
9	just gravel at this point	2/2/2019 10:12 AM
10	Driveway is asphalt.	2/1/2019 7:47 PM

## Q10 Have you experienced groundwater problems in your crawl space or basement? Please check one.

Answered: 33 Skipped: 8

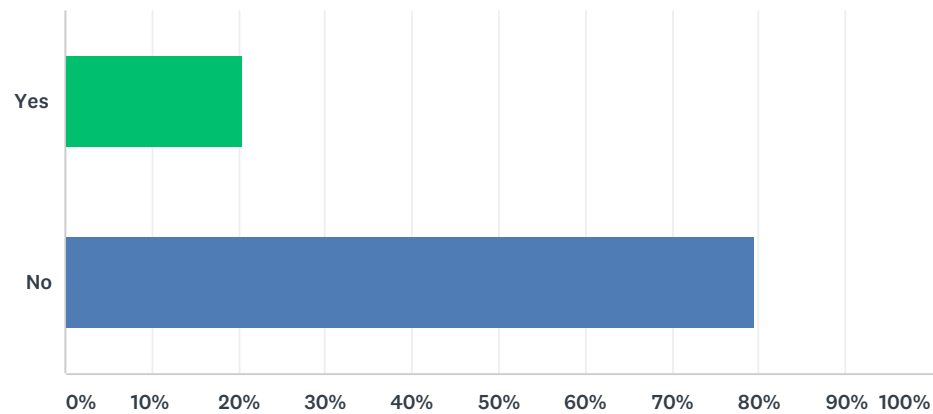


ANSWER CHOICES	RESPONSES
Yes	21.21% 7
No	78.79% 26
TOTAL	33

#	IF YES, PLEASE EXPLAIN.	DATE
1	2012 flooding occurred Was told by MUNI that it was due to a business located east of us	2/27/2019 3:43 PM
2	When storage unit building was constructed it diverted water towards my building.	2/25/2019 9:23 PM
3	NA	2/13/2019 1:56 PM
4	unknown live in condo, check with association for College place, property management services 907-562-2929	2/7/2019 11:13 AM
5	French drains dont drain fast.	2/7/2019 10:24 AM
6	In the past we've had flooded basements	2/5/2019 8:10 PM
7	Not sure.	2/3/2019 8:24 PM
8	Fills with water every few years	2/3/2019 8:09 AM
9	When AWWU cast iron waterline broke NW corner of this Lot 4, Wolcott Sub. Water flowed S via driveway, under the house, onto 2/3 of garage floor, S along E side of house into botanical garden. Was 6" depth thruout garden. Many perennials were destroyed.	2/1/2019 7:47 PM

Q11 Do you have a foundation drain or sump pump? Please check one.

Answered: 34    Skipped: 7

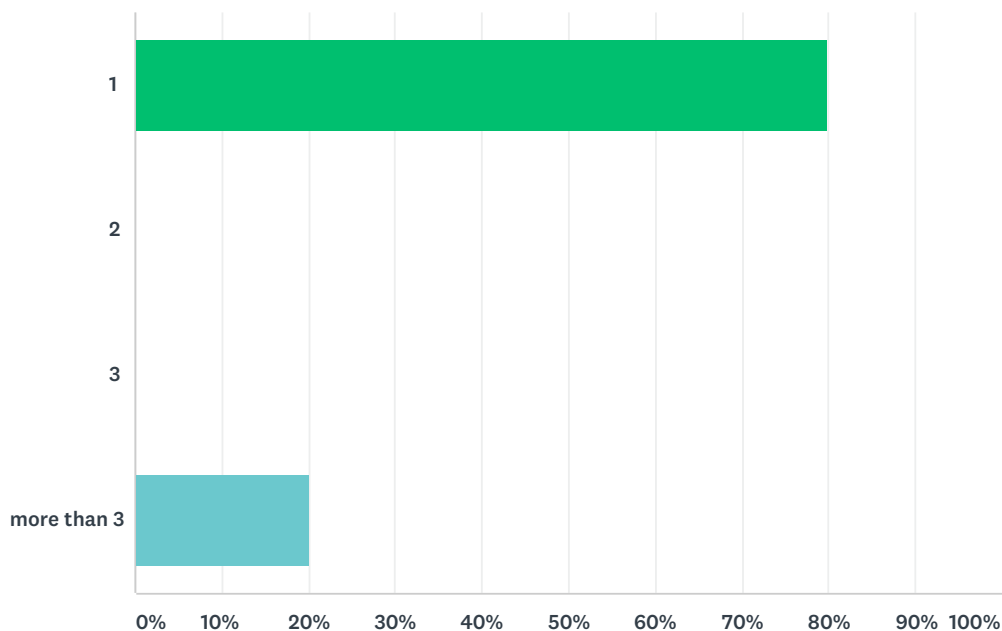


ANSWER CHOICES		RESPONSES	
Yes		20.59%	7
No		79.41%	27
TOTAL			34



## Q12 How many foundation drains or sump pumps do you have?

Answered: 5 Skipped: 36

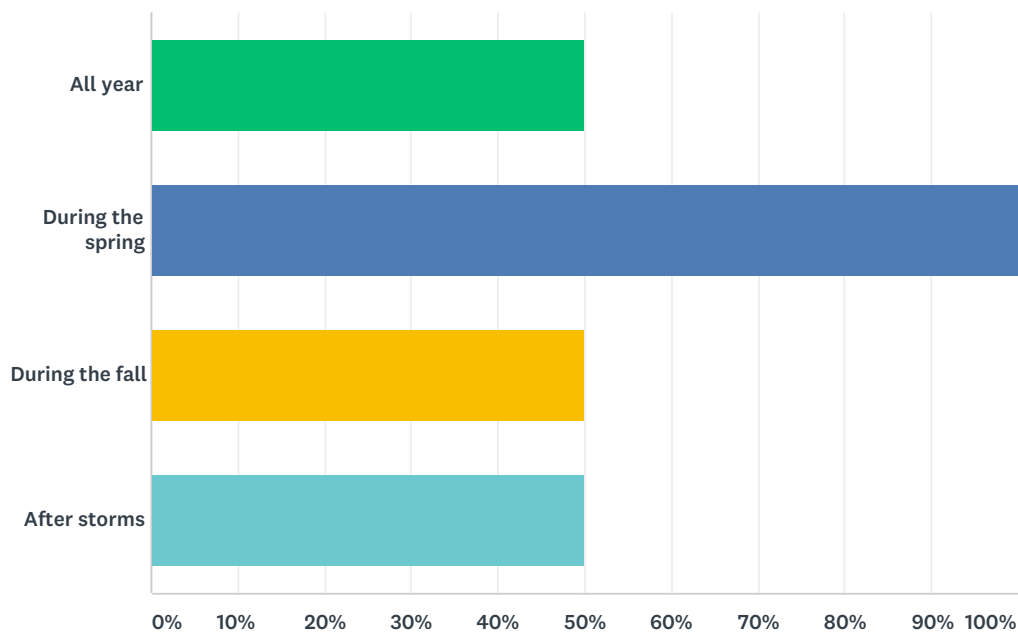


ANSWER CHOICES	RESPONSES
1	80.00% 4
2	0.00% 0
3	0.00% 0
more than 3	20.00% 1
TOTAL	5

#	WHERE ARE THEY LOCATED AND TO WHERE DO THEY DRAIN?	DATE
1	On South-side of building, draining south.	2/25/2019 9:25 PM
2	I don't know	2/12/2019 8:51 PM
3	I believe each building has a drain in our garage. Unknown location of where they drain to	2/9/2019 8:52 AM
4	Garage floor drains.	2/7/2019 10:25 AM
5	drains outside the building	2/6/2019 7:40 PM
6	In the parking garage	2/6/2019 9:52 AM
7	It's a manual one I have to hook up when it floods	2/3/2019 8:10 AM

## Q13 How often does the pump run? Select all that apply.

Answered: 2 Skipped: 39

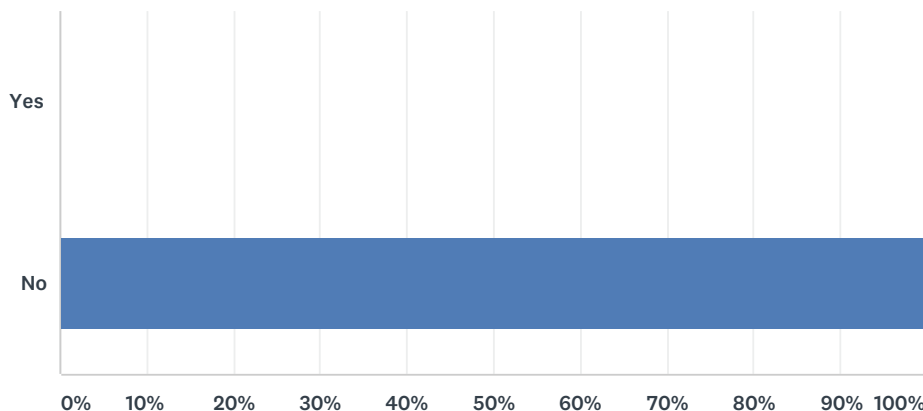


ANSWER CHOICES	RESPONSES
All year	50.00% 1
During the spring	100.00% 2
During the fall	50.00% 1
After storms	50.00% 1
Total Respondents: 2	

#	OTHER (PLEASE SPECIFY).	DATE
1	No idea	2/12/2019 8:51 PM
2	Never goes on	2/6/2019 7:40 PM
3	It is a drain	2/6/2019 9:52 AM

## Q14 Do you have any known issues with your water service? Please check one.

Answered: 32 Skipped: 9

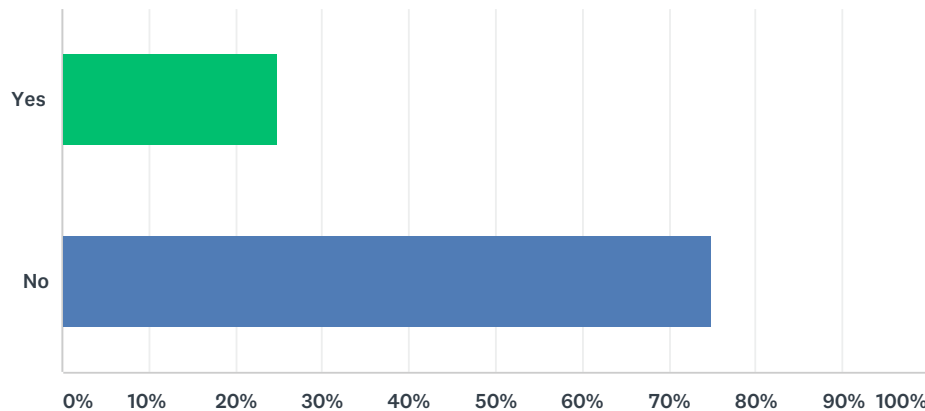


ANSWER CHOICES		RESPONSES	
Yes		0.00%	0
No		100.00%	32
TOTAL			32

#	IF YES, PLEASE EXPLAIN.	DATE
1	unknown live in condo, check with association for College place, property management services 907-562-2929	2/7/2019 11:14 AM
2	I am on a well	2/3/2019 8:11 AM

## Q15 Are there any special conditions on your property that you feel the design team should be aware of?

Answered: 32 Skipped: 9



ANSWER CHOICES	RESPONSES
Yes	25.00% 8
No	75.00% 24
TOTAL	32

#	IF YES, PLEASE EXPLAIN.	DATE
1	Sidewalks need to include handicap wheelchair and walker access as required by law.	2/18/2019 10:16 AM
2	Our portable water is provided by a well on our property. Interference/disturbance to groundwater table could impact our potable water supply.	2/17/2019 2:58 PM
3	many of these houses were built in the 1960s and may still have the old buried sewer/water enclosures. Mine caved in about 10 years ago.	2/12/2019 6:24 AM
4	Our property hasn't had No problems with drainage but all around us during break up there are problematic drainage areas . The road at wright and Kimberlie seems to develop pot holes very frequently likely secondary to drainage problems	2/10/2019 10:06 AM
5	Country Square uses our ground level yard area near 42nd to plow snow in a pile to avoid the cost of hauling. We would be appreciative if any upgrades would keep any impact on that ability to a minimum.	2/9/2019 8:54 AM
6	We need to have 24/7 access to our property for our patients. We are a functioning birth center, with patients arriving in labor at any hour of the day or night, potentially. We are also concerned about construction noise during the day, as I'm sure other businesses around us are as well. We hope there's a plan to mitigate the worst of all that... ??	2/8/2019 9:53 PM
7	no public parking in condo complex, sidewalks to/around folker park would be amazing	2/7/2019 11:14 AM
8	Part of our property and our neighbor to the West are below road grade.	2/6/2019 7:41 PM
9	vision triangles and any need to remove vegetation	2/5/2019 5:41 PM
10	I live at Deer Park apartments, and am concerned with the ability to safely pull in to and out of our parking lot when the project is going on. Also, given the location of the project, is something being done to make sure that Eastbound traffic can flow smoothly? Many use Piper to access eastbound Tudor, we have 40th to get to Piper, but will it be enough?	2/3/2019 8:27 PM

11	Maintained woodsy trees/vegetation between house and ROW. There is a Lodgepole Pine with upper 360 vinyl fencing near ROW. Originally 42nd had 66' width. MOA reduced it to 60ft, returning 3ft to adjacent N & S property owners. Required \$3K for each owner to process. College Place condos were built 1983 - the extra 3ft included when they bought their 2 acre property.	2/1/2019 8:00 PM
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## Q16 Did we miss anything? Please include any other comments you may have.

Answered: 16 Skipped: 25

#	RESPONSES	DATE
1	I just want to be able to pull in and out of my residence	2/28/2019 5:20 PM
2	There are kids and seniors in this neighborhood, what will you do to provide safer pedestrian facilities?	2/28/2019 2:32 PM
3	Don't make the road and pedestrian surfaces any wider than necessary. Most roads are unnecessarily wide and this encourages speeding and decreases green and permeable spaces.	2/27/2019 10:57 AM
4	Can't think of anything that was missed.	2/21/2019 2:38 PM
5	Try to keep away from any designs that need additional upkeep after they are made. An example is the roundabouts that have bushes planted and then it is left to let weeds grow. Waste of money. Another is decorative concrete barriers and 42nd and Piper. All scratched up by snow removal equipment.	2/20/2019 7:06 AM
6	How is the actual project going to be paid for?	2/18/2019 10:18 AM
7	Please design the project work schedule to be respectful of the surrounding neighborhood and the impact of noise and construction on the lives of local residents.	2/17/2019 3:01 PM
8	Thanks so much for taking my input!	2/12/2019 6:43 AM
9	I sometimes drive 42nd toward lake otis wish there were provisions to turn left.	2/11/2019 4:45 PM
10	This area is one of the few adjoining residential areas near the Providence and UAA campus. Residents who live here can walk, bike to these campus for class or services once the road is fixed and lighted, ensuring greater safety.	2/11/2019 2:27 PM
11	The intersection of laurel st and 42nd is extremely slick in the winter and is hard to stop at when icy. Integration of pedestrian facilities with/through Folker park may increase its usage and help decrease crime in the area. The park as is gets little use.	2/7/2019 11:15 AM
12	There are lots of pedestrians on this street.	2/6/2019 7:41 PM
13	no. I think it's wonderful.	2/6/2019 2:09 PM
14	Consider roundabouts in place of 4-Way stops in some locations. I feel it could be more efficient, or just change them to 2-Way stops for better traffic flow along 42nd.	2/5/2019 10:21 PM
15	Can think of anything right now. Thanks !	2/3/2019 11:27 AM
16	Will there be any changes to Folker park along 42nd avenue?	2/1/2019 3:11 PM

## APPENDIX C

### Review Comments and Responses

<b>42nd Avenue Upgrade: Lake Otis Parkway to Florina Street</b> MOA / PM&E Project No. 18-06 Review Comments Summary <b>Draft Technical Memorandum</b>						
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
1	Tim Mayland, MOA Traffic (Traffic Calming)	9/20/2019	1	General	A 2014 study of 42nd Avenue from Piper to Wright street indicated westbound traffic travelling at 36mph and eastbound traffic travelling at 29 mph; the project was ranked 10th highest priority in the traffic calming program. However, the high ranking is likely due to 42nd Avenue's high traffic volumes for a classified "local" road and its lack of sidewalks.	A note about the 2014 study was added to the Tech Memo. We will investigate traffic calming more in the DSR phase.
2	Kris Langley, MOA Traffic (Safety)	9/20/2019	1	Pg 4, Section B.3	<p>a) An evaluation should be made in the DDSR of the all-way STOP controlled intersections at Laurel, Folker, and Dale to determine whether the all-way STOP control warrants from the MUTCD are currently met. They may have been appropriate prior to the improvements to East 40th. They may have been installed to address speeding issues rather than on a 'volumes, delay and crash history' basis.</p> <p>This project is an opportune time to re-evaluate whether reinstallation is appropriate. If currently unwarranted, and there are concerns about the resultant increases in travel speeds, a more desirable response might be to install approved traffic calming devices (horizontal and/or vertical, including the neck-downs at intersections referenced on Page 7 under "Proposed Traffic Calming")</p> <p>b) Suggested revisions to text for inclusion in the DDSR</p> <p>a. "Of the eleven intersections, six require 42nd Avenue traffic to stop including the west termination of 42nd at Lake Otis Parkway, and at the Piper Street and Florina Street intersections."</p> <p>b. "Of these six, the remaining three intersections are all-way..."</p>	<p>a) an evaluation of the all-way stop controlled intersections and (any) traffic calming measures will be included in the DSR phase. Have added this information to the Tech Memo.</p> <p>b) wording has been updated</p>
3	Kris Langley, MOA Traffic (Safety)	9/20/2019	2	Pg 6, Section B.7	Question...Was "Existing Conditions" (Section B) the best place for Table 6 and a discussion of "Survey Questionnaire"?	Survey Questionnaire was moved to a stand-alone Section C.
4	Kris Langley, MOA Traffic (Safety)	9/20/2019	3	Pg 7, Section E.	<p>a) It is possible that the all-way STOP controlled intersections noted in Section B.3 do not currently meet the criteria in the Manual on Uniform Traffic Control Devices. They also may have been installed in the past by the MOA as 'speed breakers' to address real/perceived speeding issues along 42nd Avenue.</p> <p>See comment #1 above. Regardless, a discussion will need to be held with MOA Traffic to evaluate the appropriate combination of traffic control at intersections and traffic calming devices along this corridor, and the results of the discussion incorporated into the DDSR.</p> <p>b) Please note emailed comment from Tim Myland, Traffic Calming Program Engineer, about speeding identified between Piper Street and Wright Street</p>	<p>a) an evaluation of the all-way stop controlled intersections and (any) traffic calming measures will be included in the DSR phase. A meeting will be held with MOA Traffic to discuss the most appropriate solution.</p> <p>b) Thank you. Tim's comments have been received and noted.</p>
5	Kris Langley, MOA Traffic (Safety)	9/20/2019	4	Pg 10, Section J.	Please incorporate our comments into the DDSR.	Comments have been incorporated and addressed.
6	Joe Sanks, AWWU	9/20/2019	1	General	Parcel 117 (Wentworth Blk 2, lot 20) does not have water service.	Thank you. We indicate in the plans that this parcel is on a well.



<b>42nd Avenue Upgrade: Lake Otis Parkway to Florina Street</b> MOA / PM&E Project No. 18-06 Review Comments Summary <b>Draft Technical Memorandum</b>						
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
7	Kathy Borque-Parker MOA Street Lighting	9/20/2019	1	Pg 5	6. Illumination - there is one segment of E. 42nd Ave. that currently has illumination. This segment is from Dale to Florina and continuing on E. 42nd Circle. Unsure of the current condition but there is a load center behind 3400 E. 42nd Ave.	The Tech Memo has been updated to reflect this section of continuous roadway lighting.
8	Kathy Borque-Parker MOA Street Lighting	9/20/2019	2	Pgs 8 - 9	Conceptual Typical Sections - where are street lights anticipated to be installed?	Lighting is anticipated to be installed behind the sidewalk/pathway. A full lighting analysis (with light poles shown in the typical sections) will be conducted with the DSR Phase.
9	Russ Oswald PM&E	9/20/2019	1	Pg 3	Should a statement be made on why the AADT dropped so significantly (construction of 40 <sup>th</sup> Avenue)?	Statement was added to clarify why the traffic volumes dropped so much between 2006 and 2019.
10	Russ Oswald PM&E	9/20/2019	2	Pg 5	Subsection 5. <u>Utilities</u> – Need a map that shows parcel numbers here or remove reference to “(Parcels 107, 117, and 156)”.	Reference to parcel numbers removed.
11	Russ Oswald PM&E	9/20/2019	3	Pg 6	Please change Table 6 header to “Table 6. Roadway Related Questionnaire Responses”	Done.
12	Russ Oswald PM&E	9/20/2019	4	Pg 7	Subsection 2. <u>Typical Section Alternatives</u> – Isn’t this 3 alternatives with the No Build option?	Added that the "Do Nothing" alternative will be included in the DSR, bringing the alternatives (per segment) up to three.
13	Russ Oswald PM&E	9/20/2019	5	Pg 7	Section E. Proposed Traffic Calming, 1 <sup>st</sup> Paragraph – Note the posted speed limit is 25 MPH.	Done.
14	Russ Oswald PM&E	9/20/2019	6	Pg 10	Section F. Recommended Design – Typical Section, 1 <sup>st</sup> Paragraph, Last Sentence – Delete last half of sentence starting at “but it is anticipated...” Don’t want to have or appear to have a preconceived result.	Done.
15	Russ Oswald PM&E	9/20/2019	7	Pg 10	Section F. Recommended Design – Typical Section, 2 <sup>nd</sup> Paragraph, First Sentence – Delete “the “Option 1””	Done.