



CONCEPT REPORT

FINAL

MARCH 2020

MOA Project #19-08

LOIS DRIVE & WEST 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE



Prepared for:



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Context Sensitive Solutions is:

A result of collaborative processes, broad-based consultation, and compromise between community needs and individual interests.

The way to achieve a safe facility that is in harmony with the community and its scenic, historic, and environmental values.

An efficient use of time, budget, and community resources.

The creation of a public facility that adds lasting value to the community.

A way for the community's affected interests, as a whole, including immediate residents to contribute the definition of a project scope.

A balance of competing desires.

A Strategy for Developing Context Sensitive Transportation Projects, MOA Adopted October 2008.

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Acronyms

ACS	Alaska Communication Systems	GCI	General Communications, Inc.
ASD	Anchorage School District	L RTP	Long Range Transportation Plan
Ave.	Avenue	LUP	Land Use Plan
Blvd.	Boulevard	ML&P	Municipal Light & Power
CSS	Context Sensitive Solutions	MOA	Municipality of Anchorage
CEA	Chugach Electric Association	MTP	Metropolitan Transportation Plan
DOT&PF	Department of Transportation & Public Facilities	ROW	Right-of-Way
Dr.	Drive	W	West

1. Background

The Municipality of Anchorage (MOA) is studying alternatives to upgrade Lois Drive (from Benson Boulevard to W. 32nd Avenue) and W. 32nd Avenue (from Lois Drive to Minnesota Drive) to improve non-motorized connectivity by constructing a new roadway. See [FIGURE 1](#) for an overview of the project area. This project will evaluate transportation network alternatives to improve the roadway conditions and enhance safety and accessibility for non-motorized users and vehicles.

Project development will follow Complete Streets methodologies to balance corridor improvements for all users, including motorists, bicyclists, pedestrians, and persons with disabilities, while minimizing impacts to existing residences and facilities in the project area. A Complete Streets approach considers all forms of transportation – motorized and non-motorized – as equal importance to vehicular modes.

Improvements may include:

- Roadway reconstruction and/or resurfacing
- New curbs and storm drain improvements
- Sidewalks and/or pathways
- Street lighting
- Signage and landscaping
- Utility relocation as required due to roadway corridor improvements

The first phase of the project is the preparation of the Concept Report using the MOA Context Sensitive Solutions Strategy (CSS) Policy and Project Nomination Form (see Appendix A). The CSS policy provides guidelines to involve project stakeholders in defining the problems to be solved. This report documents the public process, issues identified by the stakeholders, and conceptual alternatives to carry forward to the Design Study Phase.

This project is a priority for the Spenard Community Council, surrounding facilities, and the adjacent multi-family and residential neighborhoods.

The project is currently being funded through local road bonds for the planning/concept and design study phase. Additional funding will be necessary for design and pre-construction tasks (including any right-of-way acquisitions and utility relocations). The earliest construction could occur is in 2023 if funding becomes available.

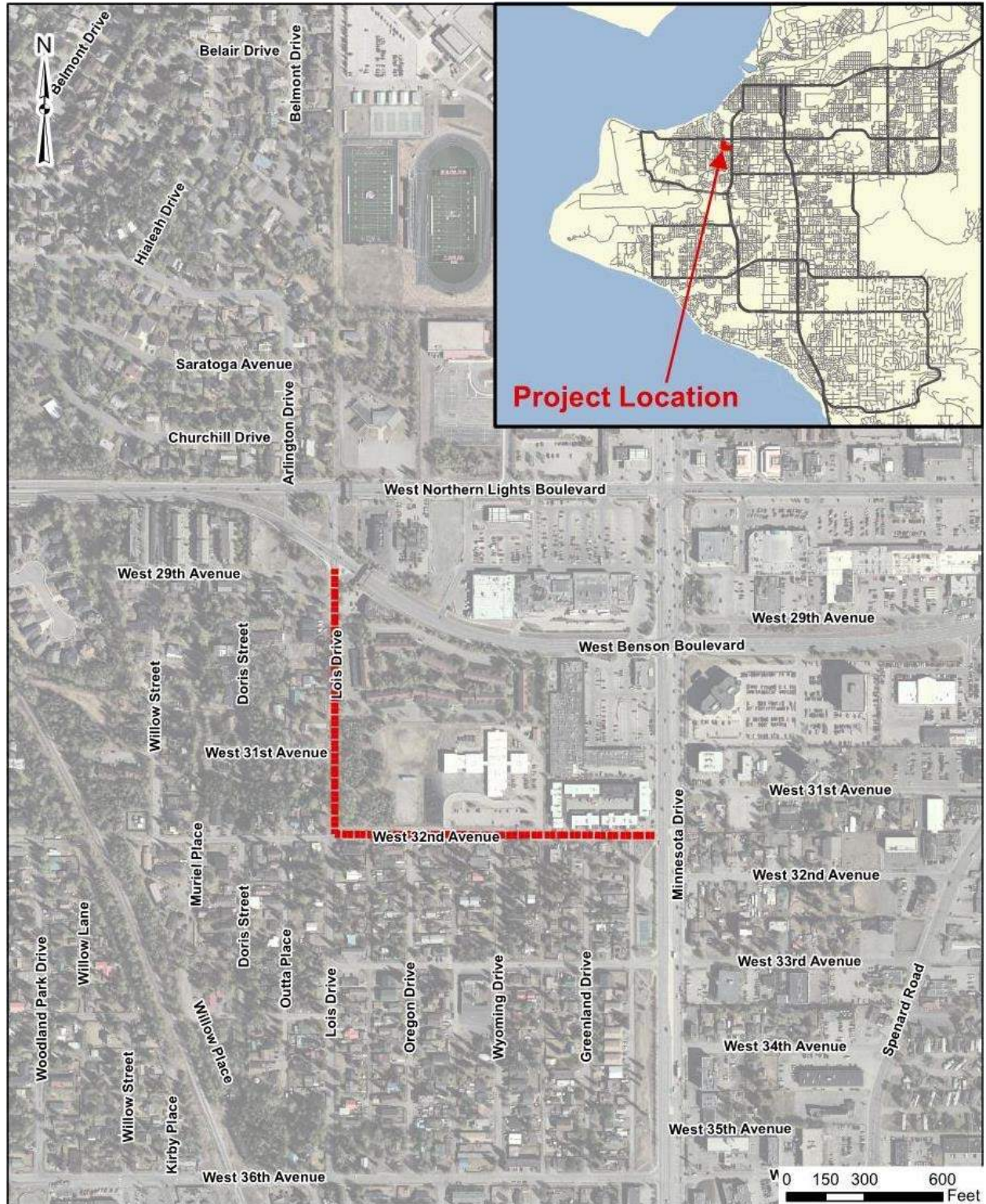


Figure 1 – Project Area Map

2. Area Context

Lois Drive and W. 32nd Avenue border established neighborhoods, businesses, and a charter elementary school. Both roadways are currently strip-paved roads without curbs, gutters, adequate drainage, or continuous pedestrian facilities. The posted speed limit is 25 mph for both roadways.

The project corridor is immediately bordered by R-2M, R-3 (Mixed Residential), R-4 (Multifamily Residential), R-O (Residential-Office), and PLI (Public Lands and Institutions) zoning (see [FIGURE 2](#)). Adjoining the immediate project corridor, there is also R-1A (Single-Family Residential) and B-3 (General Business) zoning.

A. Lois Drive (Benson Boulevard to W. 32nd Avenue)

At the north end of the project, a business complex building with spaces for four businesses (1900 Benson Building) is located on the east side of Lois Drive. A medical office is located across the street from the business complex in a log cabin on the west side of Lois Drive. South of the businesses, single family residences and duplex style condominiums are located on the west side of the roadway with driveways accessing Lois Drive. Minnesota Commons condominiums is on the east side of the roadway and has eight buildings with twelve to fifteen units per building. Two driveways access Lois Drive from Minnesota Commons. The southeast end of the corridor abuts Aquarian Charter School.

North and east of the project area, several large business complexes generate many non-motorized trips originating from the residential areas along Lois Drive.

This 1,000 foot long segment of Lois Drive has a paved width of between 20 and 24 feet. A separate pathway is located for only about 400 feet along the east side of Lois Drive, adjacent to the Aquarian Charter School property. The pathway is currently bordered by trees on each side which overhang the pathway and limit visibility. The pathway terminates at the north end of the school property and does not continue south of 32nd Avenue. Pedestrians and bicyclists must then share the narrow roadway with vehicular traffic.



Pathway along Lois Drive is not continuous (looking north).

The neighborhood schools for students along Lois Drive, north of W. 32nd

Avenue, are Turnagain Elementary School, Romig Middle School, and West Anchorage High School. The Anchorage School District (ASD) offers bus stops for Turnagain Elementary School students on Lois Drive at W. 29th Avenue and at W. 32nd Avenue. Middle and high school students along the project corridor are within the walking radii for their respective schools and bus transportation services are not provided. There are no transit stops along the project corridor; the nearest transit stops (Route 10) are located on Benson and Northern Lights Boulevards, just east of Minnesota Drive.

The Right-of-Way (ROW) width along this portion of Lois Drive is primarily 64 feet wide, except at the northern end where it is 60 feet. South of W. 32nd Avenue, the ROW width for Lois Drive narrows to only 30 feet.

The intersection of Lois Drive and Benson Boulevard is signalized and the intersection of Lois Drive and W. 32nd Avenue is four-way stop controlled. All other side streets along Lois Drive are stop-controlled, with Lois Drive having the through movement. There is continuous street lighting along Lois Drive within the project corridor.

Roadways grades are relatively flat. A piped storm drain system, with field inlets located in the vegetated areas outside of the roadway pavement, is located along only about 550 feet of the roadway centered on W. 31st Avenue. A field inlet is also located on Aquarian Charter School, on the southwest corner of the property, which connects to the piped system along Lois Drive. Comments received at the open houses indicate this area experiences frequent standing water and ponding. The storm drain system along Lois Drive connects to a piped system on W. 31st Avenue which continues west to eventually discharge into Fish Creek.

There is existing landscaping along both sides of Lois Drive consisting of natural stands of trees, decorative planted trees, bushes, planting beds, boulders, and fences.

B. W. 32nd Avenue (Lois Drive to Minnesota Drive)

W. 32nd Avenue primarily serves single, duplex, or triplex family homes along the south side. Along the north side, W. 32nd Avenue serves Aquarian Charter School and the 86-unit garden apartment complex, Anchorage Sands. The only access to Aquarian Charter School and Anchorage Sands Apartments is from W. 32nd Avenue. At the east end of the project, Minnesota Park runs parallel to Minnesota Drive, with direct pedestrian access from W. 32nd Avenue. The school and businesses located north and east of the project area provide a destination for non-motorized traffic originating from the residential areas along and south of W. 32nd Avenue.

This 1,300 foot long segment of W. 32nd Avenue has a paved width of between 20 and 24 feet. A separated multi-use pathway is located for about 400 feet along the north side of W. 32nd Avenue, from the intersection with Lois Drive. The pathway terminates at the western driveway of the school parking lot. There are no other pedestrian facilities along the remainder of W. 32nd Avenue. .

Aquarian Charter School is a lottery charter school and does not provide student transportation. Therefore, all students must either walk, bike, or be driven to and from school. Students along W. 32nd Avenue who attend their neighborhood school attend Turnagain Elementary School (if they live north of 32nd Avenue) or Northwood Elementary School (if they live south of W. 32nd Avenue), Romig Middle School, and West Anchorage High School. ASD offers bus stops for the two elementary schools on Lois Dr. @ W. 32nd Avenue and W. 32nd Avenue @ Greenland Drive. Middle and high school students along the project corridor are within the walking radii for their respective school and bus transportation services are not provided.



Children waiting for school bus at the intersection of Lois Dr. and W. 32nd Avenue (note truck parked in ROW).

The ROW width adjacent to Aquarian Charter School is 60 feet wide, but east of this parcel, the ROW width for W. 32nd Avenue narrows to 30 feet until entering State of Alaska ROW at Minnesota Drive.

The intersection of 32nd Avenue and Minnesota Drive is stop controlled, with Minnesota Drive having the through movement. A center median on Minnesota Drive provides a turn pocket for northbound traffic to turn onto W. 32nd Avenue but prevents left turns from W. 32nd Avenue to Minnesota Drive. All other side streets and alleys along W. 32nd Avenue are stop-controlled, with W. 32nd Avenue having the through movement. There is discontinuous street lighting mounted on select utility poles along 32nd Avenue within the project corridor.

Roadways grades are relatively flat. The only storm drain inlets along W. 32nd Avenue are located approximately 450 feet west of Minnesota Drive. These inlets connect to a piped system which connects to the system in Minnesota Drive.

There is existing landscaping along both sides of Lois Drive consisting of natural stands of trees, decorative planted trees, bushes, planting beds, boulders, and fences.



Narrow ROW along W. 32nd Avenue (looking east)



Existing landscaping along Lois Drive (looking south).

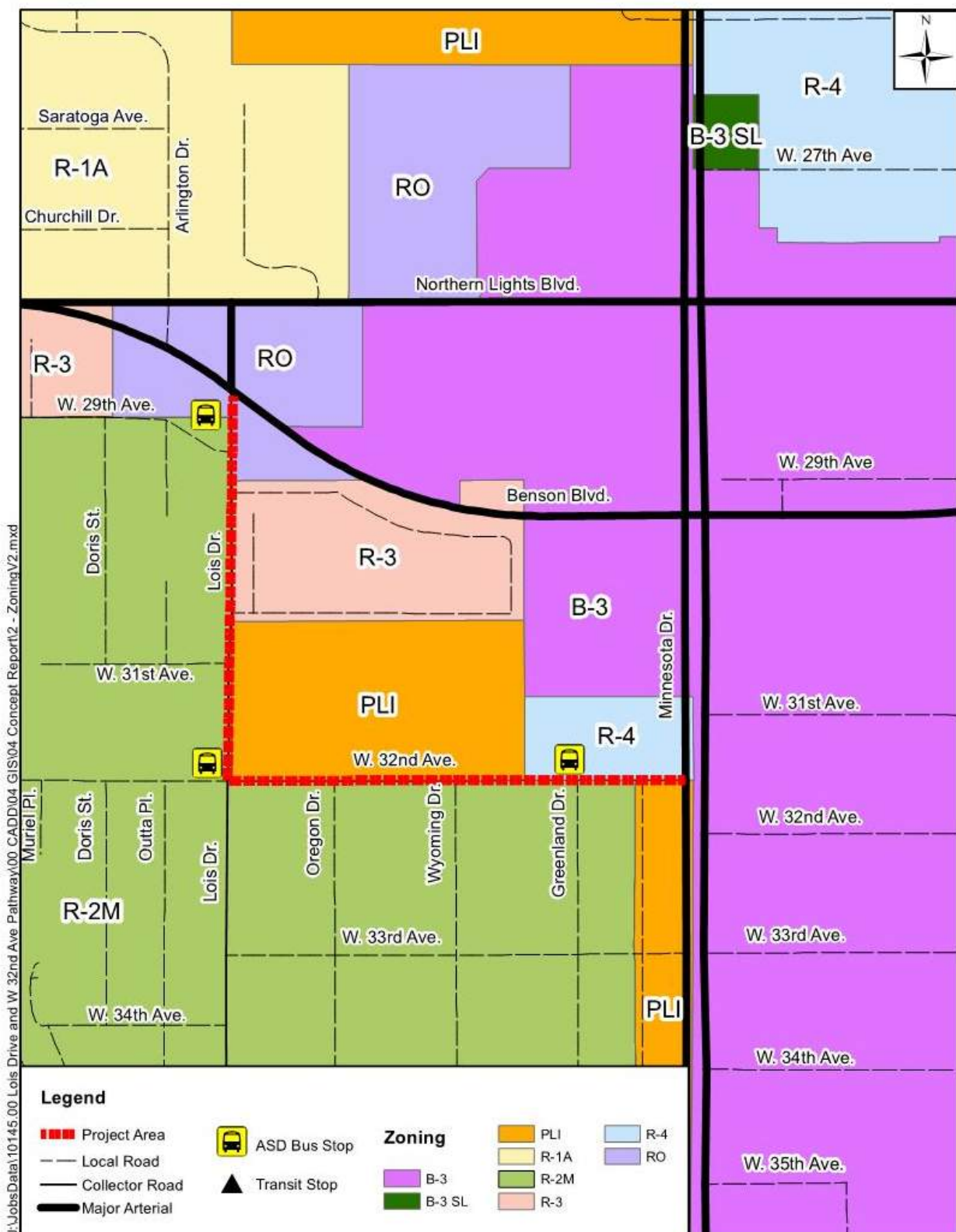


Figure 2 – Area Zoning, Street Classifications, Transit Stops, and ASD Bus Stops

3. Guiding Documents

The entire project is located within the Spenard Community Council. Lois Drive is listed as the Spenard Community Council's highest priority capital improvement project for 2019. Development for the project corridor is guided by the following plans and associated policies, goals, etc. as detailed below:

- **Official Streets & Highways Plan (OS&HP) (2014)**
 - Lois Drive: Class IC Neighborhood Collector (SEE FIGURE 2)
 - Collector Streets collect traffic from local streets and move it to higher classified streets or to local traffic generators such as shopping centers.
 - Collectors should be designed to provide priority to through traffic movement and provide limited land access to adjacent properties.
 - Pedestrian facilities should be provided to allow for safe access between activity centers such as schools and parks.
 - Class IC Neighborhood Collectors should have two lanes and a minimum ROW width of 60 feet.
 - W. 32nd Avenue: Local Road
 - The primary function of local roads is to provide access to abutting properties.
 - Local roadway design varies depending on the type of development being served and the physical characteristics of the land.
 - Local Roads should have two lanes and a minimum ROW width of 50 – 60 feet.
- **2035 Metropolitan Transportation Plan (MTP) (2012)**
 - The following projects are identified in the MTP:
 - Construct missing sidewalk on 32nd Avenue (Lois Drive to Minnesota Drive).
 - Construct missing sidewalk on Lois Drive (Northern Lights Blvd. to 36th Avenue).
 - The following goals apply to this project:
 - Goal 5: Establish community connectivity with safe, convenient, year-round automobile and non-automobile travel routes within and between neighborhoods, commercial centers, and public facilities.
 - Goal 7: Provide a transportation system that provides viable transportation choices among various modes.
- **Anchorage 2040 Land Use Plan (LUP) (2017)**
 - The following policies apply to this project:
 - Policy 6.3: Adopt and execute a Complete Streets policy to design streets to serve all users, including pedestrians, transit riders, and bicyclists, and align the design and scale of streets to be compatible with compact, accessible, and walkable land use patterns.
 - Policy 8.2 Provide new and improved trails, greenbelts, and other pedestrian facilities as alternative travel ways connecting open spaces, neighborhoods, and centers.
 - Areas of Growth and Change:
 - The project corridor is expected to have significant growth (northeast side of the project corridor), moderate growth (west side of the corridor), and little growth (north and south sides of the corridor) by 2040.

- Land Use Designations along the project corridor:
 - Compact Mixed Residential – Low:
 - ◇ Provides for a compatible, diverse range of single-family, attached, and smaller-scale apartment housing choices in the same neighborhood.
 - ◇ Provides a transition from more intense uses or traffic volumes to lower intensity residential areas.
 - ◇ Primarily R-2M zoning with R-2D zoning in transition areas.
 - Neighborhood Center
 - ◇ Provides small- to medium-size retail centers that serve one or more surrounding neighborhoods.
 - ◇ Urban design reduces dependence on motor vehicle travel to local services
 - ◇ B-1A and B-1B zoning.
 - Town Center
 - ◇ Provides a focal point of activity for a group of neighborhoods and serves as a destination for shopping, entertainment, and services.
 - ◇ Integrated with adjoining compact medium-density neighborhoods with convenient, direct walking and bicycle connections to adjoining neighborhoods.
 - ◇ B-3, B-1B, R-3, and R-3A zoning.
 - Community Facility or Institution
 - ◇ Provides for a public or institutional facility that is integrated with the neighborhoods and provide a community service or focus for the area.
 - ◇ Pedestrian connectivity is provided to schools and community institutions.
 - ◇ Uses include schools, community recreation centers, fire stations, libraries, etc.
 - ◇ PLI, I-1, and I-2 zoning.
- Land Use Plan Actions:
 - The project area is designated as Transit-Supportive Development Corridor.

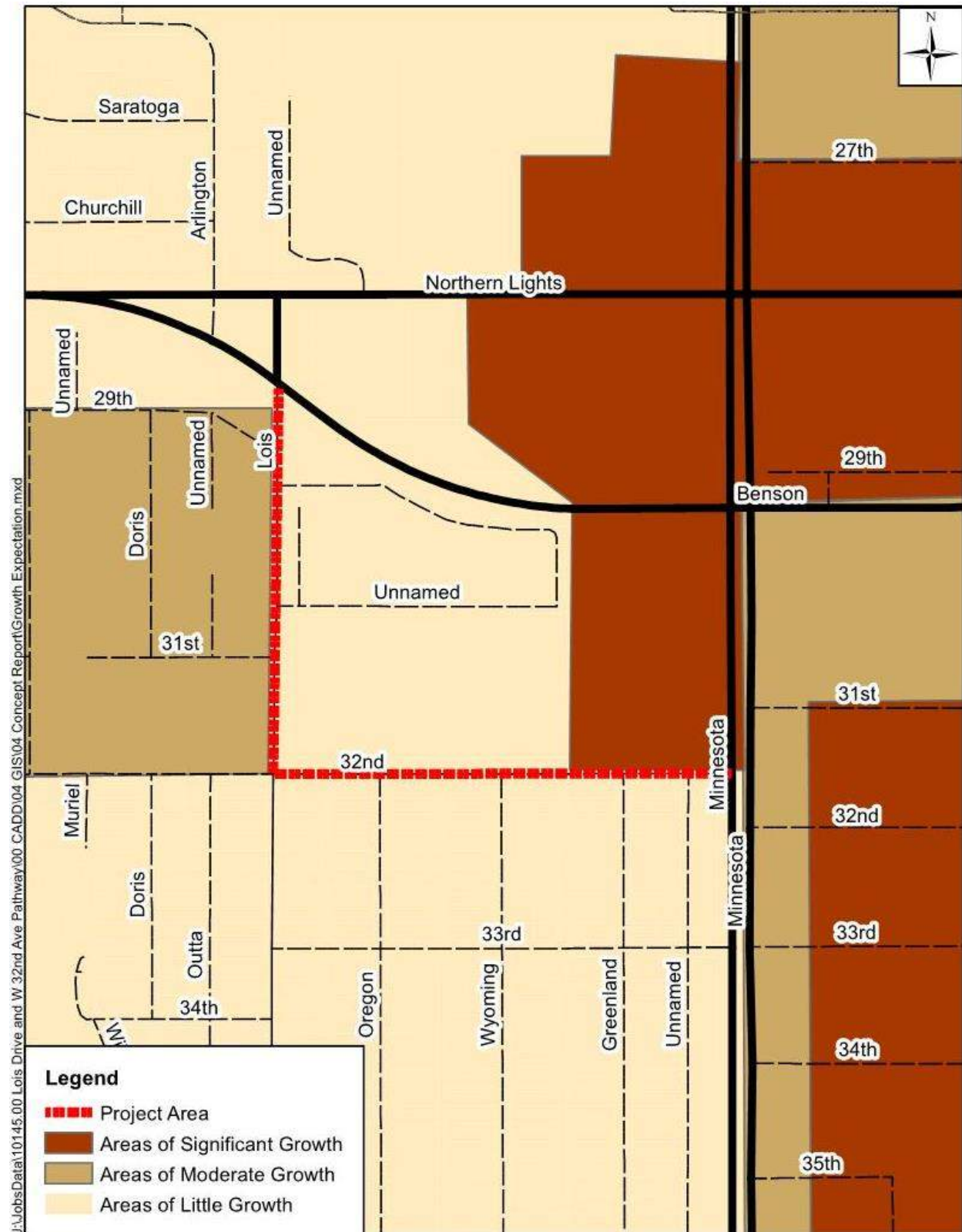


Figure 3 – Areas of growth and change by 2040



Figure 4 – Anchorage 2040 LUP Land Use Designations

- **Anchorage Bowl 2020 Comprehensive Plan (Anchorage 2020) (2001)**
 - Northern Lights Blvd./Benson Blvd./Minnesota Drive are identified as a Town Center in the Land Use Policy Map.
 - The following policies apply to this project:
 - Policy 37: design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.
 - Policy 38: Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.
 - Policy 54: Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity and to discourage high-speed, cut through traffic.
- **Area Specific Plans: West Anchorage District Plan (2012)**
 - Transportation goal:
 - Plan for and maintain a safe, efficient, cost-effective, and context sensitive multi-modal transportation system.
 - Transportation objectives:
 - Objective #2: Expand or complete trail connections that link residential areas and key destinations such as businesses, schools, and employment centers.
 - Objective #3: Plan for and develop an efficient road network that accommodates current and future traffic volumes appropriately, including the safe movement of passenger vehicles, trucks, freight movement, bicycles, and pedestrians.
 - Objective #4: Develop roads and other transportation facilities that support and enhance surrounding land uses.
 - Neighborhood goal:
 - Encourage the protection and enhancement of unique neighborhoods and offer a diverse range of housing options that respond to our northern climate.
 - Neighborhood objectives:
 - Objective #1: Protect neighborhood character and quality of life through context sensitive planning of road improvements, enforcing improved residential and commercial design standards, and maintaining convenient access to recreation/open space opportunities.
 - Parks, Recreation, and Open Space goal:
 - Integrate recreation amenities and natural open spaces into the urban fabric of West Anchorage, and showcase Kincaid Park and the Tony Knowles Coastal Trail for enjoyment by residents and visitors alike.
 - Parks, Recreation, and Open Space objectives:
 - Objective #3: Maintain motorized and non-motorized access to a safe and functioning network of parks, waterways, trails, lakes, and natural open spaces for the use of residents and visitors.

- Land Use Designations along the project corridor:
 - Low/Medium Intensity (greater than 8 and up to 15 housing units per acre):
 - ◇ Provides for a range of single- and multi-family housing in neighborhoods that offer a compatible diversity of housing choices.
 - ◇ Greater than 8 and up to 15 housing units per acre.
 - Schools and Community Institutions
 - ◇ Provides for small- to medium-size institutions that can readily integrate at the local neighborhood scale and provide a community service or focus for the surrounding area.
 - Office – Low Intensity
 - ◇ Provides for small- to medium-sized office buildings with business, professional, and medical services.
 - ◇ A mix of multi-family residential with the office land use is encouraged.
 - Town Center
 - ◇ Provides a focal point for integrating community-serving retail, public services, civic facilities, and residential housing.
 - ◇ Encourages mixed uses and residential uses up to 40 housing units per acre.
- Identified projects/plans:
 - Lois Drive from the West/Romig campus to W. 31st Avenue is identified as an “all-inclusive connectivity” route.
 - Lois Drive and W. 32nd Avenue, within the project area, are identified as “existing and planned pedestrian facilities per Functional Plans.”



Figure 5 – West Anchorage District Plan Land Use Designations

- **Anchorage Bowl 2025 Long Range Transportation Plan (LRTP) with 2027 Revisions**
 - Project corridor is not identified in this plan.
- **Anchorage Bicycle Plan (2010)**
 - Project corridor is not identified in this plan.
- **Pedestrian Plan (2007)**
 - Missing sidewalk: 32nd Avenue (Lois Drive to Minnesota Drive) (priority #23).
 - Missing sidewalk: Lois Drive (Northern Lights to 36th Avenue) (priority #94).
- **Areawide Trails Plan (1997)**
 - Project corridor is not identified in this plan.
- **Anchorage Bowl Park, Natural Resource & Recreational Facility Plan (2006)**
 - Project corridor is not identified in this plan.
- **Wetlands Management Plan (July 2014)**
 - There are no wetlands along the project corridor.
- **Neighborhood Traffic Calming Program Qualified Streets List**
 - Lois Drive (Benson Boulevard to W. 36th Avenue) is listed in the 2019 Neighborhood Traffic Calming Program Qualified Streets list.
- **Chugach Electric Association (CEA) Undergrounding 5-year Plan (2018-2022)**
 - Project corridor is not included in the Distribution Facilities Undergrounding Plan.
- **Historic Seismic Zones**
 - Zone 2 (moderately-low ground failure susceptibility) and Zone 4 (high ground failure susceptibility).
- **Drainage Plan**
 - There are no specific drainage plans identified for project corridor.
- **Anchorage Wastewater Master Plan (2014)**
 - There are no projects identified in the project corridor.
- **Anchorage Water Master Plan (2012)**
 - There are no projects identified in the project corridor.

4. Problems to be Solved

The project is primarily focused on improving non-motorized connectivity. The roadways serve to connect the adjacent neighborhoods with area schools and a commercial district north of Benson Boulevard but lack continuous pedestrian or bicycle facilities.

5. Issues Identified by Stakeholders

The primary issues identified by stakeholder groups for this project are summarized below. A complete list of all comments received to date and categorized by topic can be found in [APPENDIX E](#).

A. Lack of Pedestrian Infrastructure

The inconsistent presence of sidewalks and pedestrian facilities throughout the project area presents major accessibility and safety issues. Often, pedestrians walk in the roadway and there are not safe places to cross the streets; a mid-block school crossing does not connect to any pedestrian facilities.



School crosswalk does not connect any pedestrian facilities.

Cars parked on-street and in the ROW impact pedestrian navigation and accessibility and make it difficult for pedestrians to be seen. At the north terminus of the pathway long Lois Drive, pedestrians utilize the Minnesota Commons parking lot and driveways to avoid vehicles along the roadway. There are very poor sight distance lines at intersections near the school zone and school bus stops.

B. Traffic & Parking

Aquarian Charter School is a major traffic generator in the neighborhood during school drop-off and pick-up times. The vehicle queue along W. 32nd Avenue backs up all the way to Minnesota Drive. Some drivers drive in the wrong lane of traffic to avoid the school pick-up/drop-off queue. Pedestrians and school children are forced to walk in the street and cross between the waiting vehicles.



Drop-off queue backed-up to Minnesota Drive and student crossing street between queued cars.

There is insufficient parking at Aquarian Charter School to accommodate the number of vehicles accessing the school during pick-up and drop-off times. An informal parking area is currently being used within the W. 32nd Avenue ROW where vehicles double stack.



Cars parked in ROW during pick-up (left) and vehicle driving in wrong lane to avoid pick-up queue

The ROW near the Anchorage Sands Apartments at the east end of W. 32nd Avenue is very narrow. Vehicles parked in the driveways and parking area for this apartment complex are directly adjacent to the roadway.

The intersection of W. 32nd Avenue and Minnesota Drive presents safety issues for pedestrians and vehicles. It is difficult to see oncoming traffic when turning right on to Minnesota Drive from W. 32nd Avenue. Additionally, vehicles turning south onto Minnesota do not know if a vehicle (heading north on Minnesota Drive and queued in the northbound left-turn lane) is turning left onto W. 32nd Avenue or making a U-turn to go south on Minnesota Drive. This presents a safety issue.



Intersection of Minnesota Drive and W. 32nd Avenue – deteriorating pavement and sight line issues.

C. Lighting & Safety

Lack of lighting in the project area poses a safety issue for vehicles and pedestrians, especially at night, during winter months, and for individuals walking alone. The school zone and the school bus stops are not lit for children and parents waiting for the bus or walking students to school during dark early and afternoon hours.



Ponding along W. 32nd Avenue

D. Roadway Condition & Drainage

The condition of the roadway asphalt is very poor; it is crumbling, with cracks and many potholes. There is frequently standing water and ponding throughout the project area – especially during breakup. There is significant ponding at Greenland Drive and W. 32nd Avenue.

6. Problem Solving Concepts

The following concepts were discussed with project stakeholders. Stakeholder input on these concepts will help influence development of design alternatives during the design study phase of the project.

Roadway Improvement Concepts:

- Roadway Reconstruction
- Storm Drain Upgrades
- Pedestrian Facilities
- Street Lighting
- One-way versus two-way roads
- Utility Restrictions (overhead CEA electric main transmission line)
- ROW constraints
- Adjacent access and circulation patterns
- Traffic Calming

A. Concepts Reviewed and Dismissed by Public Stakeholders

No concepts were dismissed by the public. There was varying support for some of the alternatives (ex. one-way streets and on street parking), but no concepts were fully dismissed.

B. Concepts to Advance to Design Study Phase

- Traffic Facilities
 - Improved roadway subgrade is needed, especially along W. 32nd Avenue where the roadway is in very poor condition.
 - Drainage improvements are needed.
 - Sight lines: there are very poor sight distance lines at intersections near the school zone, school bus stops, and at the intersection of W. 32nd Avenue and Minnesota Drive.
 - On street parking is desirable for Aquarian Charter School operations but also poses a hindrance to sight lines and pedestrian maneuvers.
 - One-way street(s) are an option but would require a full neighborhood traffic study. One way-street could result in increased traffic volumes and speeds along some area roadways.
 - Street lighting is desirable, especially at the school bus stops.
 - The stakeholders would like the project limits extended to include Lois Drive, south of W. 32nd Avenue.
- Non-motorized Facility Concepts
 - Continuous pedestrian facilities along Lois Drive are desirable.
 - Continuous pedestrian facilities along W. 32nd Avenue are desirable.

7. Stakeholder Involvement Summary

Using the MOA CSS process, the project team began public and agency outreach in November 2019 with the identification of over 1,000 project stakeholders. [TABLE 2](#) shows a list of stakeholders. The goal of the CSS process is to collaborate with all stakeholders to improve the safety and accessibility of the project area, balance diverse community interests, and to find areas of compromise that address budget and

environmental concerns. Approximately 136 separate comments were received from stakeholders through public meetings, comment forms, telephone calls, and on project scrolls and documented in meeting records.

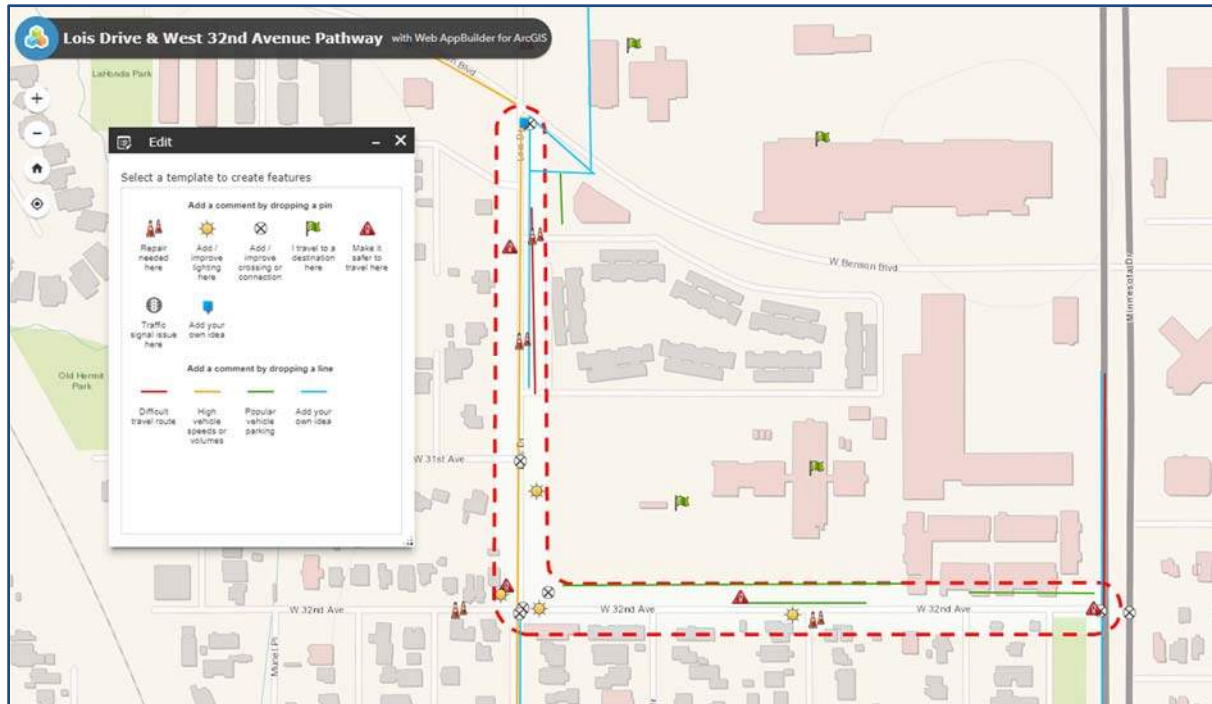
Table 1 - List of Stakeholders

MOA Stakeholders	Other Stakeholders
<ul style="list-style-type: none"> • Project Management and Engineering • Traffic Department • Planning Department • Public Transportation • Parks & Recreation Department • Water and Wastewater Utility • Solid Waste Services • ML&P • Street Maintenance • Anchorage School District • Mayor's Office • Assembly • Anchorage Fire Department • Anchorage Police Department 	<ul style="list-style-type: none"> • Area property owners, business owners, property managers, employees, and residents • Spenard Community Council • State of AK, DOT&PF • Representative Harriet Drummond's Office • Senator Elvi Gray-Jackson's Office • GCI • Enstar • ACS • CEA

Distribution of project information and meeting announcements included a combination of a project-specific website, mailed postcards, Spenard Community Council meeting, email notices, and in-person delivery of meeting notices to businesses along the project corridor. All public outreach activities are summarized in TABLE 3. Copies of the mailing area, announcements, emails, meeting sign-in sheets, displays, meeting summaries, and other communications are included in APPENDICES B - E. Between October 2019 and December 2019, the following activities were deployed to solicit stakeholder feedback:

Table 3: Summary of Public Outreach Activities

Outreach	Item	Date(s)
Website	Project website: http://lois-32ndupgrades.com/	Launched November 1, 2019
	Interactive map on website (see example below)	Launched November 1, 2019
Spenard Community Council	Presentation to the Spenard Community Council	Wednesday, November 6, 2019
Open House #1	Post Card Announcing Public Open House	October 30, 2019
	Email Announcement of Open House #1	November 4, 2019
	Open House #1 at Aquarian Charter School	November 13, 2019, 6 PM – 8 PM
	Email Announcement thanking stakeholders for attending Open House #1	December 3, 2019
Business Stakeholder Meeting	Business Stakeholder Meeting handbill delivered to businesses in the project area	November 11 & 12, 2019
	Business Stakeholder Meeting at Aquarian Charter School	November 14, 2019, 6 PM – 7:30 PM
Agency Stakeholder Meeting	Agency Stakeholder Meeting	November 14, 2019, 10 AM – 11 AM



Interactive comment map from website

A. Spenard Community Council

The project team attended the Spenard Community Council meeting on November 6, 2019 to provide information about the kick-off of the Lois Drive and 32nd Avenue Pathway project, answer any initial project questions, listen to preliminary comments and feedback from council members, and extend an invitation to Open House #1.

B. Public Open House

Public Open House Outreach: In addition to the announcement at the Spenard Community Council, outreach and announcements included:

- Mailing: A mailer invitation to Open House #1 was sent by postcard via the USPS on October 30, 2019.
- Web: The project Open House #1 details including the date, time, and location, were posted on the project website on October 21, 2019.
- E-mail: Constant Contact email was sent to the project email list to announce the Open House: "You Are Invited! Lois Drive and 32nd Avenue Pathway – Open House #1" (November 4, 2019).
- Open House #1 Follow-up: Following the Open House, the graphical displays were posted on the project website. An email was sent to the project email list thanking those who were able to attend and giving updates to those who were not able to attend (December 3, 2019).

Public Open House #1:

The first Open House for the Lois Drive and 32nd Avenue project was held on Wednesday, November 13, 2019 from 6:00 to 8:00 pm at the Aquarian Charter School at 1705 W. 32nd Ave. which is located within

the project area; 28 attendees signed-in at the meeting. The goal of the meeting was to present the project to the community in an open format where attendees could talk to project representatives one-on-one, provide general feedback, and have their questions, comments, and concerns addressed by project staff.

The project team had a variety of project information presented on boards and scrolls including: a project location map, project fact sheet, project timeline, project area map (including existing utilities and property lines), and existing conditions map with inset images of existing conditions and concerns. Two project aerial photograph background graphics were displayed as large table-top scrolls so that attendees could provide location-specific comments writing directly on the scrolls. Attendees were encouraged to provide verbal feedback through conversations with project staff, written comment forms, and project map written comments.



Photo 1. Public Open House attendees speaking with project representatives

C. Business Stakeholder Open House

Open House Outreach:

- Door to Door: In order to make personal contact and introductions with building owners, business owners, and property managers, Huddle staff went door-to-door for 2.5 hours on Tuesday, November 12. A Business Stakeholder meeting invitation was distributed and contact information was collected to be added to the project email list.
- Business Stakeholder Open House Follow Up: Following the Business Stakeholder open house, the graphical displays were posted on the project website. An email was sent to the project email list thanking those who were able to attend and giving updates to those who were not able to attend (December 3, 2019).

Business Stakeholder Open House:

The Business Stakeholder Open House for the Lois Drive and 32nd Avenue Pathway project was held on Thursday, November 14 from 6:00 pm to 7:30 pm at the Aquarian Charter School at 1705 W. 32nd Ave. which is located within the project area; one attendee signed-in at the meeting. The goal of the meeting was to present the project to businesses in the project area in an open format setting where attendees could talk to project representatives one-on-one and provide feedback. As a business in the project area, one-on-one time



Photo 2. Scroll used for location-specific comments.

with project representatives is valuable as the project progresses. It is necessary to understand the complexities of business operations.

The project team had a variety of project information presented on boards and scrolls including: a project location map, project fact sheet, project timeline, project area map (including existing utilities and property lines), and existing conditions map with inset images of existing conditions and concerns. Two project aerial photograph background graphics were displayed as large table-top scrolls so that attendees could provide location-specific comments writing directly on the scrolls. Attendees were encouraged to provide verbal feedback through conversations with project staff, written comment forms, and project map written comments.

D. Agency Stakeholder Scoping Meeting

Agency, utility, regulatory stakeholders and key decision makers were invited via email to participate in a meeting to introduce the Lois Drive and 32nd Avenue Pathway project and collect initial feedback defining project issues. The purpose of this meeting was to hear from agency stakeholders regarding potential issues and ideas.

The agency stakeholders scoping meeting took place on November 14, 2019 from 9:30 a.m. to 10:30 a.m. at the MOA office Training Room. CRW gave a power point presentation of the project background, purpose, schedule, issues, and challenges. Following the presentation, attendees were invited to share concerns, comments, and general discussion items.

The CSS process will be ongoing for the duration of the project. Stakeholders will have the continued opportunity to obtain information and gather feedback on the project website, interactive map tool, via e-newsletters, and through direct feedback phone calls and emails to project staff.

Appendix A – Project Information/Nomination Form

1. Project Information/Nomination Form

Project Description / Nomination Form Lois Drive and W. 32 nd Avenue Pathway			
Municipality of Anchorage	PM&E Project #: 19-08 Project Manager: Russ Oswald, PE, PLS (MOA PM&E) Project Administrator: Brooke Blessing (MOA PM&E) Consultant: CRW Engineering Group, LLC & Huddle		
Nominated by	MOA		
Problems to Be Solved	<p>The Municipality of Anchorage (MOA) is studying alternatives to upgrade Lois Drive (from Benson Boulevard to W. 32nd Avenue) and W. 32nd Avenue (from Lois Drive to Minnesota Drive) to improve non-motorized connectivity by constructing a new roadway. The project corridor lacks continuous pedestrian facilities and also experiences traffic congestion and drainage issues. This project will evaluate transportation network alternatives to improve the roadway conditions and enhance safety and accessibility for vehicles and non-motorized users.</p>		
Known Issues	<ul style="list-style-type: none"> • Lack of pedestrian facilities • Deteriorated roadway surface • Lack of storm drain infrastructure 		
Community Councils	Spenard Community Council		
House District 18	Harriet Drummond		
Senate District I	Elvi Gray-Jackson		
Assembly District 3	Kameron Perez-Verdia and Austin Quinn-Davidson		
Schools	Turnagain Elementary School, Northwood Elementary School, Romig Middle, West High		
Parks	None		
MOA Grid	SW1628		
Zoning	R-2M, R-3, R-4, R-O, and PLI		
Utilities	Gas, electric, cable, fiber optic, water, sewer, storm drain		
Roadway			
Right-of-Way Width (ROW)	Lois Drive – 60 to 64 feet W. 32 nd Avenue – 30 to 60 feet		
Classification	Lois Drive – Neighborhood Collector IC W. 32 nd Avenue – local road		
Lanes/Speed	Street Lois Drive W. 32 nd Avenue	Travel Lanes 2 lanes 2 lanes	Posted Speed 25 MPH 25 MPH
Average Daily Traffic (ADT)	Lois Drive – 2,522 (2018) W. 32 nd Avenue – 1,357 (2017)		
Traffic Crash Data	<p>During the 5-year period of 2014 to 2018, there were 13 total crashes along the project area of Lois Drive (from Benson Boulevard to W. 32nd Avenue) and W. 32nd Avenue (from Lois Drive to Minnesota Drive).</p> <ul style="list-style-type: none"> • Three of these were collisions with a non-moving object. Two separate collisions occurred between a vehicle and a fence at the intersection of Lois Drive and W. 32nd Avenue. The other collision was with a snowbank. • The remaining ten crashes involved motor vehicles with other motorized vehicles. Of these, four occurred at the intersection of Lois Drive and Benson Blvd., three occurred at the intersection of Lois Drive and W. 32nd Avenue, and three occurred at the intersection of W. 32nd Avenue and Minnesota Drive. <ul style="list-style-type: none"> ○ Seven of these collisions were vehicle “angle” collisions, caused by issues such as not obeying traffic signs, red light violations, or improper turning or backing maneuvers. • No crashes involved a pedestrian or bicycle. 		

Transit Service Routes	There are no transit stops along the project corridor; the nearest transit stops (Route 10) are located on Benson and Northern Lights Boulevards, just east of Minnesota Drive.		
ASD Walking Routes	Middle and high school students along the project corridor are within the walking radii for their respective school and bus transportation services are not provided. Students use the sidewalk along Minnesota Drive or the overpass crossing over Benson and Northern Lights Boulevards to access Romig and West. Aquarian Charter School is located along the north side W. 32 nd Avenue. As a lottery charter school, Aquarian does not provide student transportation bussing and all students must either walk, bike, or be driven to school.		
ASD Bus Service	The Anchorage School District (ASD) offers bus stops along the project corridor for Turnagain Elementary School and Northwood Elementary students.		
Funding and Schedule			
Funding Source	Current funding of \$500,000 for the planning/design study phase is through local road bonds. Future funding is anticipated to be through local road bonds.		
Schedule	Phase	Approximate Dates	Cost Estimate
	Design Study	9/2019 to 12/2020	\$340,000
	Design (Unfunded)	12/2020 to 2/2022	
	Right-of Way (Unfunded)	TBD	
	Utilities (Unfunded)	TBD	
	Bid Phase (Unfunded)	TBD	
	Construction (Unfunded)	TBD	
	Total Project Cost Estimate		Not Yet Determined
Guiding Plans			
Official Streets & Highways Plan (OS&HP) (2014)	<ul style="list-style-type: none">Functional Classification (Lois Drive): Neighborhood Collector<ul style="list-style-type: none">Collector Streets collect traffic from local streets and move it to higher classified streets or to local traffic generators such as shopping centers. Collectors should be designed to provide priority to through traffic movement and provide limited land access to adjacent properties. Pedestrian facilities should be provided to allow for safe access between activity centers such as schools and parks.Neighborhood Collectors should have two lanes and a minimum right-of-way width of 60 feet.Functional Classification (W. 32nd Avenue): local road<ul style="list-style-type: none">The primary function of local roads is to provide access to abutting properties. Local roadway design varies depending on the type of development being served and the physical characteristics of the land.Local Roads should have two lanes and a minimum ROW width of 50 – 60 feet.		
2035 Metropolitan Transportation Plan (MTP) (2012)	<ul style="list-style-type: none">The following projects are identified in the MTP:<ul style="list-style-type: none">Construct missing sidewalk on 32nd Avenue (Lois Drive to Minnesota Drive)Construct missing sidewalk on Lois Drive (Northern Lights Blvd. to 36th Avenue)The following goals apply to this project:<ul style="list-style-type: none">Goal 5: Establish community connectivity with safe, convenient, year-round automobile and non-automobile travel routes within and between neighborhoods, commercial centers, and public facilities.Goal 7: Provide a transportation system that provides viable transportation choices among various modes.		

Anchorage 2040 Land Use Plan (LUP) (2017)	<p><u>The following policies apply to this project:</u></p> <ul style="list-style-type: none"> • Policy 6.3: Adopt and execute a Complete Streets policy to design streets to serve all users, including pedestrians, transit riders, and bicyclists, and align the design and scale of streets to be compatible with compact, accessible, and walkable land use patterns. • Policy 8.2 Provide new and improved trails, greenbelts, and other pedestrian facilities as alternative travel ways connecting open spaces, neighborhoods, and centers. <p><u>Land Use Plan Actions</u></p> <ul style="list-style-type: none"> • The northern limit of the project corridor (Northern Lights Blvd./Benson Blvd.) is designated as Transit-supportive Development Corridor. <p><u>Land Use Designations</u></p> <ul style="list-style-type: none"> • Compact Mixed Residential – Low: <ul style="list-style-type: none"> ○ Provides for a compatible, diverse range of single-family, attached, and smaller-scale apartment housing choices in the same neighborhood. ○ Provides a transition from more intense uses or traffic volumes to lower intensity residential areas. ○ Primarily R2-M zoning with R-2D zoning in transition areas. • Neighborhood Center <ul style="list-style-type: none"> ○ Provides small- to medium-size retail centers that serve one or more surrounding neighborhoods. ○ Urban design reduces dependence on motor vehicle travel to local services. ○ B1-A and B-1B zoning. • Town Center <ul style="list-style-type: none"> ○ Provides a focal point of activity for a group of neighborhoods and serves as a destination for shopping, entertainment, and services. ○ Integrated with adjoining compact medium-density neighborhoods with convenient, direct walking and bicycle connections to adjoining neighborhoods. ○ B-3, B-1B, R-3, and R-3A zoning. • Community Facility or Institution <ul style="list-style-type: none"> ○ Provides for a public or institutional facility that is integrated with the neighborhoods and provide a community service or focus for the area. ○ Pedestrian connectivity is provided to schools and community institutions. ○ Uses include schools, community recreation centers, fire stations, libraries, etc. ○ PLI, I-1, and I-2 zoning. <p><u>Areas of Growth and Change</u></p> <ul style="list-style-type: none"> • The project corridor is expected to have significant growth (northeast side of the project corridor), moderate growth (west side of the corridor), and little growth (north and south sides of the corridor) by 2040.
Anchorage Bowl 2020 Comprehensive Plan (Anchorage 2020) (2001)	<ul style="list-style-type: none"> • The Northern Lights Blvd./Benson Blvd./Minnesota Drive are identified as a Town Center in the Land Use Policy Map. • The following policies apply to this project: <ul style="list-style-type: none"> ○ Policy 37: design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate. ○ Policy 38: Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods. ○ Policy 54: "Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity and to discourage high-speed, cut through traffic."

Area Specific Plans: West Anchorage District Plan (2012)	<p><u>Transportation goal:</u></p> <ul style="list-style-type: none"> Plan for and maintain a safe, efficient, cost-effective, and context sensitive multi-modal transportation system. Transportation objectives: <ul style="list-style-type: none"> Objective #2: Expand or complete trail connections that link residential areas and key destinations such as businesses, schools, and employment centers. Objective #3: Plan for and develop an efficient road network that accommodates current and future traffic volumes appropriately, including the safe movement of passenger vehicles, trucks, freight movement, bicycles, and pedestrians. Objective #4: Develop roads and other transportation facilities that support and enhance surrounding land uses. <p><u>Neighborhood goal:</u></p> <ul style="list-style-type: none"> Encourage the protection and enhancement of unique neighborhoods and offer a diverse range of housing options that respond to our northern climate. Neighborhood objectives: <ul style="list-style-type: none"> Objective #1: Protect neighborhood character and quality of life through context sensitive planning of road improvements, enforcing improved residential and commercial design standards, and maintaining convenient access to recreation/open space opportunities. <p><u>Land Use Designations along the project corridor:</u></p> <ul style="list-style-type: none"> Low/Medium Intensity (greater than 8 and up to 15 housing units per acre): <ul style="list-style-type: none"> Provides for a range of single- and multi-family housing in neighborhoods that offer a compatible diversity of housing choices. Greater than 8 and up to 15 housing units per acre. Schools and Community Institutions <ul style="list-style-type: none"> Provides for small- to medium-size institutions that can readily integrate at the local neighborhood scale and provide a community service or focus for the surrounding area. Office – Low Intensity <ul style="list-style-type: none"> Provides for small- to medium-sized office buildings with business, professional, and medical services. A mix of multi-family residential with the office land use is encouraged. Town Center <ul style="list-style-type: none"> Provides a focal point for integrating community-serving retail, public services, civic facilities, and residential housing. Encourages mixed uses and residential uses up to 40 housing units per acre. <p><u>Identified projects/plans:</u></p> <ul style="list-style-type: none"> Lois Drive from the West/Romig campus to W. 31st Avenue is identified as an “all-inclusive connectivity” route. Lois Drive and W. 32nd Avenue, within the project area, are identified as “existing and planned pedestrian facilities per Functional Plans.”
Anchorage Bowl 2025 Long Range Transportation Plan (LRTP) with 2027 Revisions	Project corridor is not identified in this plan.
2010 Anchorage Bicycle Plan	Project corridor is not identified in this plan.
2007 Pedestrian Plan	<p><u>Identified projects/plans:</u></p> <ul style="list-style-type: none"> Missing sidewalk: 32nd Avenue (Lois to Minnesota) (priority #23). Missing sidewalk: Lois Drive (Northern Lights to 36th Avenue) (priority #94).

2006 Anchorage Bowl Park, Natural Resource & Recreational Facility Plan	No designated park land in the project area.
Wetlands Management Plan (March 2012)	No designated wetlands in the project area.
Traffic Calming	Lois Drive (Benson Boulevard to W. 36th Avenue) is listed in the 2019 Neighborhood Traffic Calming Program Qualified Streets list.
Electric Utility Undergrounding 5-year Plan	Project corridor is not included in the Distribution Facilities Undergrounding Plan.
Street Lighting (MOA Design Criteria Manual)	<p>Roadway (collector, medium pedestrian conflict area):</p> <ul style="list-style-type: none"> • Minimum Average Illuminance - 0.9 fc • Uniformity Ratio – 4.0:1 • Veiling Luminance Ratio - 0.4:1 <p>Roadway (local, medium pedestrian conflict area):</p> <ul style="list-style-type: none"> • Minimum Average Illuminance - 0.7 fc • Uniformity Ratio – 6.0:1 • Veiling Luminance Ratio - 0.4:1 <p>Intersections (collector/local)</p> <ul style="list-style-type: none"> • Average – 1.6 (fc) • Uniformity Ratio – 4.0:1
Geotechnical Hazards Plan	Zone 2 (moderately-low ground failure susceptibility) and Zone 4 (high ground failure susceptibility).
Drainage Plan	No drainage plans identified for project corridor.
Anchorage Wastewater Master Plan (2014)	No identified projects in project corridors.
Anchorage Water Master Plan (2012)	No identified projects in project corridor.
Background Documents	None.

Appendix B – Public Involvement Announcements and Displays

1. Public Meeting Announcement (sent by CRW)
2. Business Stakeholder Meeting Invitation (sent by CRW)
3. Open House #1 Email Announcement (November 4, 2019)
4. Spenard Community Council Agenda (November 6, 2019)
5. Spenard Community Council Meeting Summary
6. Public Open House Display Boards
 - a. Project Fact Sheet
 - b. Project Area Map
 - c. Project Location Map
 - d. Project Area Conditions
 - e. Project Timeline
7. Open House Follow Up Email (December 3, 2019)

October 2019

YOU ARE INVITED!

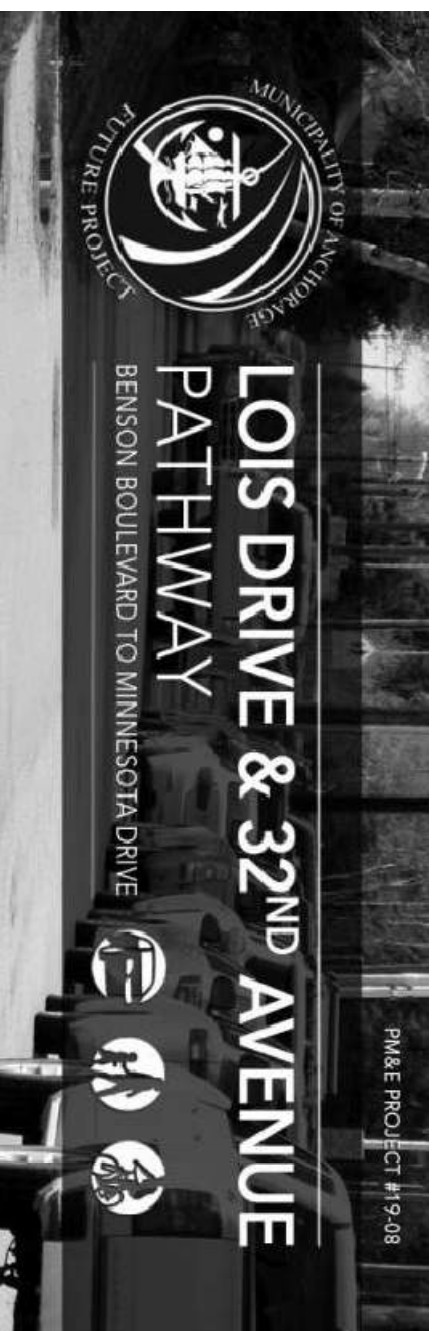
OPEN HOUSE #1

WHEN: Wednesday,
November 13, 2019

WHERE: Aquarian Charter School
1705 W. 32nd Avenue

TIME: 6:00 - 8:00 pm
Stop by anytime!

Talk to a project representative
to ask questions, learn about the
project, and tell us what you think.



The Municipality of Anchorage (MOA) is planning to upgrade Lois Drive (from West 32nd Avenue to Benson Boulevard) and West 32nd Avenue (from Lois Drive to Minnesota Drive) to improve non-motorized connectivity by constructing a new roadway. Improvements may include:

- New road foundation
- New non-motorized transportation facilities
- New asphalt pavement
- Improved street lighting
- New storm drain system

OPEN HOUSE #1: November 13, 2019, 6:00 pm - 8:00 pm

Aquarian Charter School, 1705 W. 32nd Avenue

Attend the meeting to learn about the project and talk with project representatives. We want to know what improvements **you** think are needed.

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.

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

Holly Spoth-Torres,
Public Involvement

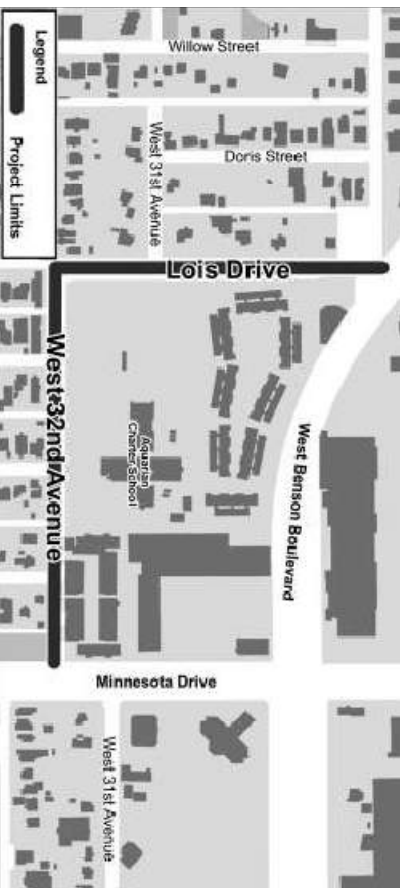
(907) 223-0136 • comments@crweng.com

www.lois-32ndupgrades.com



3940 Arctic Blvd. Suite 300
Anchorage, Alaska 99503

Project Area



Lois Drive & 32nd Avenue

Benson Boulevard to Minnesota Drive



www.lois-32ndupgrades.com



November 2019

YOU ARE INVITED!

Business Stakeholder Meeting

WHEN: Thursday, November 14, 2019

WHERE: Aquarian Charter School
1705 W. 32nd Avenue

TIME: 6:00 - 7:30 pm
Stop by anytime!

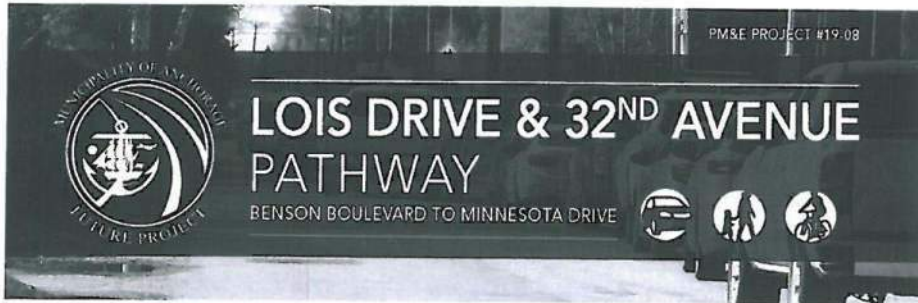
Talk to a project representative to ask questions, learn about the project, and tell us what you think.

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

Holly Spoth-Torres,
Public Involvement

(907) 223-0136 • comments@crweng.com

www.lois-32ndupgrades.com



The Municipality of Anchorage (MOA) is planning to upgrade Lois Drive (from West 32nd Avenue to Benson Boulevard) and West 32nd Avenue (from Lois Drive to Minnesota Drive) to improve non-motorized connectivity by constructing a new roadway. Improvements may include:

- New road foundation
- New non-motorized transportation facilities
- New asphalt pavement
- Improved street lighting
- New storm drain system

BUSINESS STAKEHOLDER MEETING

November 14, 2019, 6:00 pm - 7:30 pm

Aquarian Charter School, 1705 W. 32nd Avenue

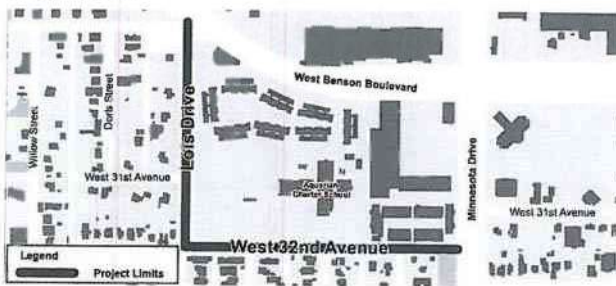
Attend the meeting to learn about the project and talk with project representatives. We want to know what improvements **you** think are needed.

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.



3940 Arctic Blvd, Suite 300
Anchorage, Alaska 99503

Project Area



Lois Drive & 32nd Avenue
Benson Boulevard to Minnesota Drive



www.lois-32ndupgrades.com

Holly Spoth-Torres

From: CRW Engineering Group LLC <comments@crweng.com>
Sent: Monday, November 04, 2019 2:42 PM
To: Holly Spoth-Torres
Subject: You Are Invited! Lois Drive and 32nd Avenue Pathway - Open House #1



YOU ARE INVITED!

OPEN HOUSE #1: PROJECT KICK-OFF

WHEN: Wednesday, November 13, 2019
WHERE: Aquarian Charter School, [1705 W. 32nd Avenue](#)
TIME: 6:00 PM - 8:00 PM (stop by anytime!)

Attend the meeting to learn about the project and talk with project representatives. We want to know what improvements you think are needed.

PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade Lois Drive (from West 32nd Avenue to Benson Boulevard) and West 32nd Avenue (from Lois Drive to Minnesota Drive) to improve non-motorized connectivity by constructing a new roadway. Improvements may include:

- New road foundation
- New pedestrian/non-motorized facilities
- Improved street lighting
- New asphalt pavement
- New storm drain system

PROJECT AREA



GET INVOLVED

1. Attend the [Spenard Community Council](#) meeting on Wednesday, November 6th, 7 PM, at Spenard Recreation Center ([2020 W. 48th Ave.](#)) for a brief project update.
2. Visit the project website to sign up for the mailing list, view meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com



PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

[Unsubscribe holly@huddleak.com](mailto:holly@huddleak.com)

[Update Profile](#) | [About Constant Contact](#)

Sent by comments@crweng.com in collaboration with



Spenard Community Council

Spenard Recreation Center
2020 W 48th Ave, Anchorage, AK 99517
Wednesday, November 6, 2019 @ 6:30pm-8:30pm
(First Wednesday of each month)

Agenda

(all times approximate)

Time	Topic	Discussion Leader	Time
6:30 pm	1. Networking - meet and greet/coffee and cookies	All	30 min
7:00 pm	2. Welcome/Call to Order <ul style="list-style-type: none">Approval of Consent Agenda (Minutes from previous meeting, Agenda for current meeting)Introduce Executive Committee and GuestsNeighborhood & Community Announcements	Jay Stange All	15 min
7:15 pm	3. Brief reports (5 mins - including questions) <ul style="list-style-type: none">Airport reportAssembly reportAnchorage School Board report	John Johansen Austin Quinn-Davidson Andy Holleman	20 min
7:35 pm	4. Special Topic: "Trick or Treat Fish Creek" Halloween <ul style="list-style-type: none">Report Back on Event	Lindsey Hajduk	5 min
7:40 pm	5. Special Topic: Lois Drive Pedestrian Improvements <ul style="list-style-type: none">Community Involvement Process for \$500,000 Design Study Report (Nov. 13 public hearing)	Holly Spoth-Torres	15 min
7:55pm	6. Special Topic: Discussion on Cannabis licenses <ul style="list-style-type: none">Brief discussion on DRAFT Resolution in Support of Capping the Number of Retail Cannabis Licenses with SCC Boundaries - Lily Bosshart, DankorageEstablish "Spenard Cannabis Committee"	Jay Stange	15 min
8:10 pm	7. Special Topic: \$50 Gas Card giveaway	Arina Fillipenko	5 min
8:15 pm	8. Adjourn <ul style="list-style-type: none">Next Meeting: Wednesday, December 4	Jay Stange	

To add agenda items to future meetings, email SpenardCC@gmail.com

Spenard Community Council

Spenard Recreation Center
2020 W 48th Ave, Anchorage, AK 99517
Wednesday, November 6, 2019 @ 6:30pm-8:30pm
(First Wednesday of each month)



Minutes

Time	Topic
6:30 pm	1. Networking - meet and greet/coffee and cookies
7:00 pm	2. Welcome/Call to Order - Jay Stange (approx. 70 people in room) <ul style="list-style-type: none">● Approval of Consent Agenda (Minutes from previous meeting, Agenda for current meeting)<ul style="list-style-type: none">○ Motion: Tom M. moved to approve, Sarah P. seconded. Approved.● Introduce Executive Committee and Guests● Neighborhood & Community Announcements<ul style="list-style-type: none">○ Sue Hecks: US Census Bureau for 2020 Census to let folks know next year is our big 10-year census. They are recruiting for hundreds of jobs part- or full-time, for \$28-30/hour. www.2020census.gov/jobs○ Rick Phillips, Northeast Community Council: Shared info about the Fair Share Act for a full PFD and oil company. Offered to register voters and sign people up for the www.voteeyesforalaskasfairshare.com○ Bob Auth: announced the need for homeless camp clean-up along Fish Creek Trail and in the neighborhood.○ Sara Hailey, Turnagain Community Council: Spenard Beach Park (on Lake Hood) committee for Anchorage Park Foundation Challenge Grant of \$10,000 to do park improvements, total of \$20,000. Fundraising another \$6,000.<ul style="list-style-type: none">■ Next meeting: Wednesday, November 13th at 5pm at home.○ Talbot Chang, Anchorage Wine House: had been closed for 9 months due to roof collapse, but it's open now! Yay!
7:15 pm	3. Brief reports (5 mins - including questions) <ul style="list-style-type: none">● Airport report - Jim Szczesniak<ul style="list-style-type: none">○ Wings for Autism: Nov 2nd at 11am, www.allevents.in/anchorage/wings-for-autism-anc/200018003775937?ref=organizer-page#○ Real ID Act: recommends getting an updated license as it comes into effect on Oct 1, 2020. www.tsa.gov/real-id○ Passenger Drop-off/Pick-up: additional signage for the cell phone lot is coming to alleviate congestion.○ Additional 75,000 tourists came into Alaska this year.

	<ul style="list-style-type: none"> ○ Discussion: <ul style="list-style-type: none"> ■ Lake Hood Pilots Association is meeting and user group meetings discuss Lake Hood issues. ■ A hotel RFQ was released so the airport is considering a potential contracts. ● Assembly report - Austin Quinn-Davidson <ul style="list-style-type: none"> ○ Two issues on the April ballot for voters to weigh-in: <ul style="list-style-type: none"> ■ Whether to add a 2nd Assembly member for downtown district. ■ On-site consumption for smoking marijuana. (Assembly did vote to allow on-site consumption of edibles). ○ Plastic bag ban was upheld at 11/5 Assembly hearing, and redefined the term “re-usable bag.” ○ Anchorage Community Development Authority EasyPark now allows free parking for Purple Heart Recipients (2nd Floor of garages). ○ Vacancy Ordinance for Assembly member appointments to implement rank-choice voting. ○ Discussion: <ul style="list-style-type: none"> ■ Merle, Aviation Advisory Board appointee Bob Coffman, requested Austin to invite him to the SCC. ■ Tom M: funding through the end of October for homeless camp clean-up. ● Anchorage School Board report - Andy Holleman <ul style="list-style-type: none"> ○ 90% by 2020 goals for graduation rates is fast approaching, so there are strategic planning efforts for 2026. Meetings: 6pm on 11/7 Goldenview, 11/12 Begich, and 11/21 Mears Middle School. ○ Bond package being proposed for a vote 11/19 at School Board meeting for \$90 million 2-year proposal: <ul style="list-style-type: none"> ■ Largely for earthquake repair (60%) and additional repairs while working on that earthquake damage. ■ New project: Inlet View elementary replacement, over capacity. Planning for \$3 million, then future construction needs. ○ Aquarian Charter School: ASD building with ASD students with ASD staff, and this is a charter school in need of repairs.
7:40 pm	<p>4. Special Topic: “Trick or Treat Fish Creek” Halloween - Lindsey Hajduk</p> <ul style="list-style-type: none"> ● Thank you! Anchorage Park Foundation, Turnagain Community Council, Kaladi Brothers Coffee, Off the Chain, Representative Harriet Drummond, Kiwanis Club of Anchorage, NightWatch Alaska, Dankorage, Rustic Goat, NeighborWorks Alaska, and our many neighbors: Allen, Shawna, Michael, Marie, Salila, Meg, Sam, Jed, Jay, Diana, and more! ● Thanks to Alaska Department of Transportation & Public Facilities, Neeser Construction, CRW Engineering Group, Anchorage Parks & Recreations, for the actual

	<p>construction of the trail and bridges!</p> <ul style="list-style-type: none"> Visit our Facebook page to see photos and videos from the event! www.facebook.com/SpenardCC
7:45 pm	<p>5. Special Topic: Lois Drive Pedestrian Improvements - Holly Spoth-Torres and Erica Jensen</p> <ul style="list-style-type: none"> Community Involvement Process for \$500,000 Design Study Report (Nov. 13 public hearing at Aquarian Charter School) Kicking off the project today! Project Open House, Wednesday, Nov 13th at 6-8pm at Aquarian Charter School. <ul style="list-style-type: none"> Lois-32ndupgrades.com Write up on online interactive map with all issues. Potential improvements: new roadway sub-base, improved roadway lighting. AWWU will potentially participate. Discussion <ul style="list-style-type: none"> There was a “swallow-the-car sinkhole” on 32nd Ave. Full geotechnical analysis will occur. Traffic makes U-turns northbound on Minnesota, impacting traffic on 32nd. Asphalt erodes at alleys. What about the full length of Lois Drive? Overall timeline: project is funded through the design study report, scheduled to be completed Dec 2020. Construction would need additional funding from there in the CIP for 2021 (placeholder for \$2 million).
8:00pm	<p>6. Special Topic: Discussion on Cannabis licenses - Jay Stange</p> <ul style="list-style-type: none"> Jay shared background about SCC’s role with marijuana operators with our Neighborhood Responsibility Plans, and also recognizes there is a need to improve our process because some permits and problems are not always coming through our council. Brief discussion on DRAFT Resolution in Support of Capping the Number of Retail Cannabis Licenses with SCC Boundaries - Lily Bosshart, Dankorage Proposal to establish “Spenard Cannabis Committee” <ul style="list-style-type: none"> Community and industry members to participate in a more defined role for our neighborhood. Jay will appoint a chair for the committee. Members self-identified interest to join. Email Jay to join committee at SpenardCC@gmail.com. Discussion <ul style="list-style-type: none"> Tahnee S: recommends moving forward right away. Bill M and Peggy A: shared history about land use. Recommends having committee report back and provide recommendations to the full SCC. Judith C: shared her thoughts about applications vs. rules. Tom M: Alaska Marijuana Control Board and Anchorage Assembly actually approve the licenses. There is a lot of money invested by the time those decisions are made. It may be most effective to go to the Assembly with what additional rules we may have. George A: regulations are being used to create economic winners and losers.

Meeting Summary

Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive (PM&E# 19-08)

SUBJECT: Spenard Community Council (SCC) Meeting

LOCATION: Spenard Recreation Center, 2020 W 48th Ave.

DATE: Wednesday, November 6, 2019, 7:00 PM

ATTENDEES: Russ Oswald (Project Management & Engineering), Erica Jensen (CRW Engineering Group, LLC) Holly Spoth-Torres (Huddle AK), 45-50 SCC Members

Summary

Russ, Erica, and Holly attended the SCC meeting to provide information about the kick-off of the Lois Drive and 32nd Avenue Pathway project, answer any initial project questions, listen to preliminary comments and feedback from council members, and extend an invitation to Open House #1 on Wednesday, November 13th at Aquarian Charter School from 6 PM – 8 PM. The following topics were covered during a 10-minute presentation:

- The MOA is investigating potential upgrades to Lois Drive and W. 32nd Ave. between Benson Boulevard and Minnesota Drive. The project team has not identified solutions yet – the project is in the information gathering phase. Improvements could include a new road foundation, pedestrian facilities (sidewalks), street lighting, new asphalt, and new storm drains.
- There will be many opportunities for people to get information and stay involved in the project. There will be multiple public open house meetings – the first is Wednesday, November 13th from 6 PM – 8 PM at Aquarian Charter School. There is a project website with up-to-date project information (<http://lois-32ndupgrades.com/>). There is an interactive map on the project website where you can add comments and feedback about the project area. Finally, anyone can sign up for email updates to be notified when there are project updates.
- PM&E has just been contacted by the Anchorage Water & Wastewater Utility (AWWU) to coordinate on this project. When AWWU and PM&E implement road and water improvement projects simultaneously it is a more efficient use of capital funding and construction disruption to the neighborhood is minimized.

Comments/Questions from UACC Members

- A SCC resident informed the team about multiple sink-holes in the project area, at least two. Erica answered that the project will include a full geotechnical investigation into the soils and existing road base.
- A SCC resident asked if the project would have any effect on Minnesota Drive. They explained that cars that are traveling north bound on Minnesota at 32nd can both turn left and make a U-turn. They added that the U-turn movement was dangerous at that location. Erica responded that Minnesota Drive is a State of AK right-of-way and coordination will be required. It is unclear at this time if improvements will happen on Minnesota Drive, but the project will investigate traffic patterns.
- A SCC resident commented that the pavement breaks down where the roadway meets unpaved alleys. They stressed that this condition should be fixed. Erica agreed and added that the current



HUDDLE AK

roadway does not have curbs and gutters to address road drainage and that the new roadway will most likely have curbs and gutters to minimize pavement breakdown and drain water.

- A resident asked if the project would address Lois Drive between 32nd and 36th. They stated that in the wintertime with snow berming and street parking that the roadway is often down to one lane making travel very difficult.
- A resident asked what year the project would be constructed? Erica responded that the project is currently only funded through the Design Study phase. Russ added that the Capital Improvement Program (CIP) currently has a request for construction funding programmed for 2021.
- A resident asked about past design studies related to Lois Drive. Russ clarified that the Lois Drive ROW used to be owned by DOT, but it has since been transferred to the MOA requiring that new design studies need to follow Municipal processes.

LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

Project Fact Sheet

Project Scope & Background

- Upgrades to Lois Drive (West 32nd Avenue to Benson Boulevard) and West 32nd Avenue (Lois Drive to Minnesota Drive).
- Will improve non-motorized connectivity by constructing a new roadway.
- Improvements may include: new road foundation, new asphalt pavement, new storm drain system, new non-motorized transportation facilities, and improved street lighting.
- Lois Drive and West 32nd Avenue are both strip-paved roads without curbs, gutters, or adequate drainage.
- Roads serve established residential neighborhoods, several businesses, and an elementary school, but lack dedicated amenities for bicyclists and pedestrians.
- Lois Drive listed as Spenard Community Council's highest priority capital project for 2019.



Get Involved!

Visit the project website to:

- Sign up for email updates
- View project documents
- Stay current on upcoming meetings
- Send comments or questions to the project team

www.Lois-32ndUpgrades.com

Project Team

Holly Spoth-Torres, ASLA

Public Involvement

Huddle AK

holly@huddleak.com

907-223-0136

Matt Edge, PE

Project Manager

CRW Engineering Group, LLC

medge@crweng.com

907-646-5632

Brooke Blessing

Project Administrator

MOA PM&E

brooke.blessing@anchorageak.gov

907-343-8387

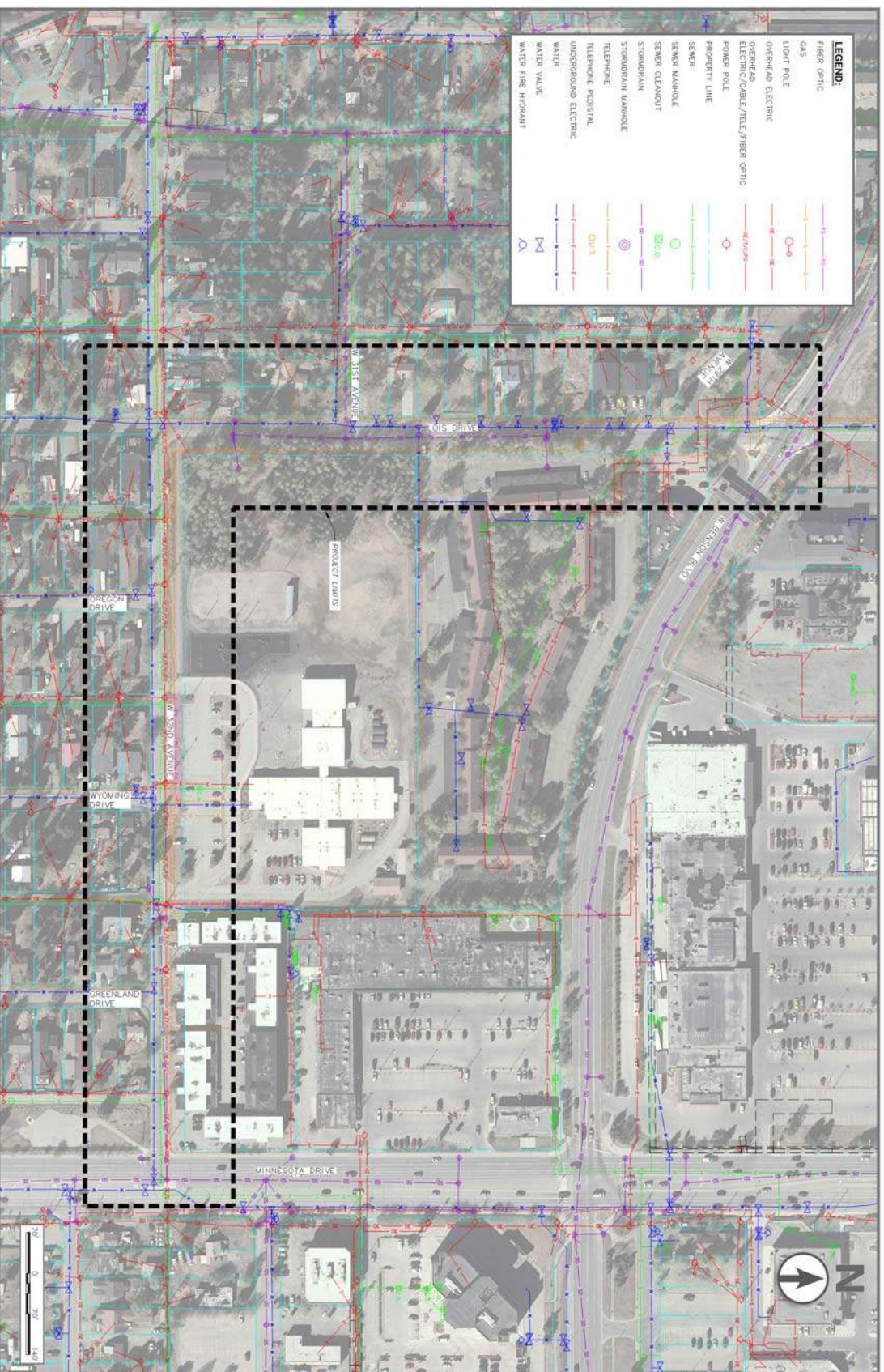


Municipality of Anchorage
Project Management & Engineering Department

LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

Project Area Map



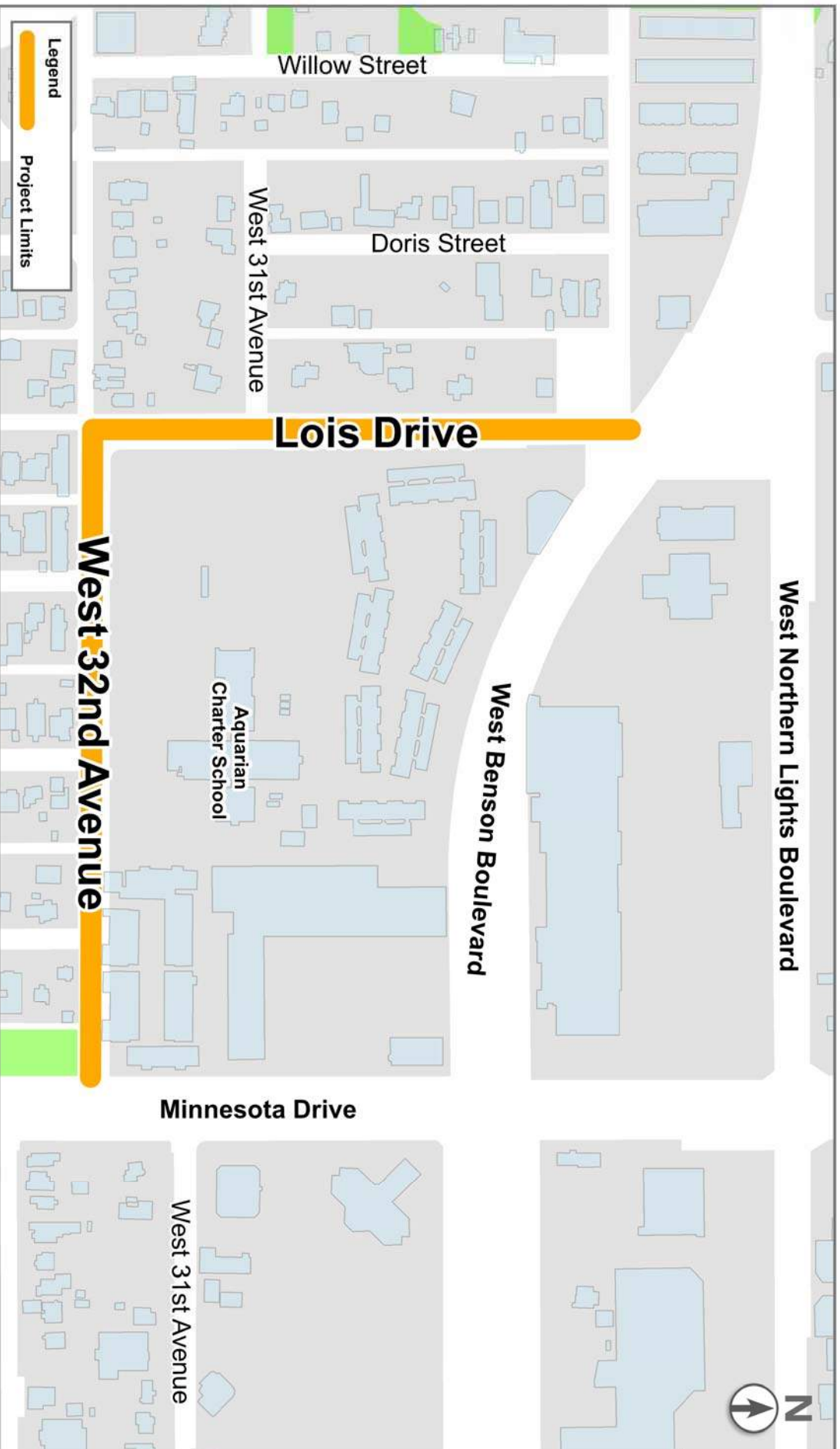


Municipality of Anchorage
Project Management & Engineering Department

LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

Project Location





Municipality of Anchorage
Project Management & Engineering Department

LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

Area Conditions



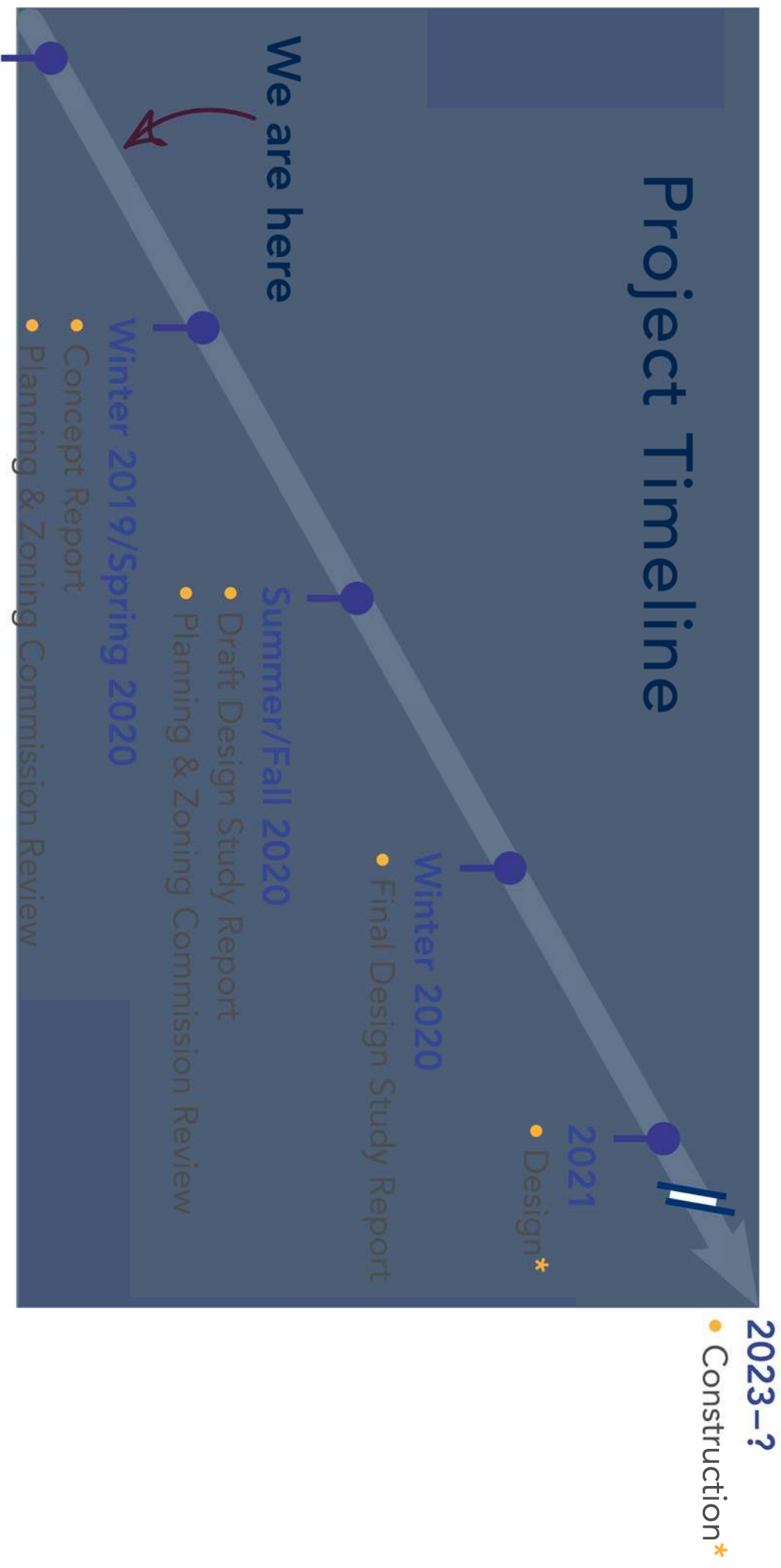


Project Management & Engineering Department

LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

Project Timeline



* This project is funded through the design study phase.
No funding for design or construction has been received at this time.

Holly Spoth-Torres

From: CRW Engineering Group LLC <comments@crweng.com>
Sent: Tuesday, December 03, 2019 5:09 PM
To: Holly Spoth-Torres
Subject: Thank you for joining us! Lois Drive and 32nd Avenue Pathway Open House



Thank you for joining us!

Thank you for attending the open house in November! The project website has been updated with meeting materials.

www.lois-32ndupgrades.com

If you didn't have the opportunity to attend, you can view the meeting materials on the website and send us your comments. If you have any questions, please don't hesitate to contact a member of the project team.

As the project progresses, the website will have the most up-to-date schedule and project information. Additionally, we will send periodic e-Newsletters to alert you of important meetings and milestones.

PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade Lois Drive (from West 32nd Avenue to Benson Boulevard) and West 32nd Avenue (from Lois Drive to Minnesota Drive) to improve non-motorized connectivity by constructing a new roadway. Improvements may include:

- New road foundation
- New pedestrian/non-motorized facilities
- Improved street lighting
- New asphalt pavement
- New storm drain system

PROJECT AREA



GET INVOLVED

Visit the project website to sign up for the mailing list, view meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com



PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

[Unsubscribe holly@huddleak.com](mailto:holly@huddleak.com)

[Update Profile](#) | [About Constant Contact](#)

Sent by comments@crweng.com in collaboration with



Appendix C – Meeting Records & Summaries

Spenard Community Council

1. Meeting Summary (11/6/19)

Open House No. 1 (11/13/19)

1. Sign In Sheets (2)
2. Public Comment Forms (1)

Business Stakeholder Meeting (11/14/19)

1. Meeting Summary
2. Sign In Sheet
3. Notes
4. Map with notes

Agency Stakeholder Meeting (11/14/19)

1. Meeting Summary
2. Sign In Sheet
3. Notes (2)
4. Presentation (14)

Meeting Summary

Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive (PM&E# 19-08)

SUBJECT: Spenard Community Council (SCC) Meeting

LOCATION: Spenard Recreation Center, 2020 W 48th Ave.

DATE: Wednesday, November 6, 2019, 7:00 PM

ATTENDEES: Russ Oswald (Project Management & Engineering), Erica Jensen (CRW Engineering Group, LLC) Holly Spoth-Torres (Huddle AK), 45-50 SCC Members

Summary

Russ, Erica, and Holly attended the SCC meeting to provide information about the kick-off of the Lois Drive and 32nd Avenue Pathway project, answer any initial project questions, listen to preliminary comments and feedback from council members, and extend an invitation to Open House #1 on Wednesday, November 13th at Aquarian Charter School from 6 PM – 8 PM. The following topics were covered during a 10-minute presentation:

- The MOA is investigating potential upgrades to Lois Drive and W. 32nd Ave. between Benson Boulevard and Minnesota Drive. The project team has not identified solutions yet – the project is in the information gathering phase. Improvements could include a new road foundation, pedestrian facilities (sidewalks), street lighting, new asphalt, and new storm drains.
- There will be many opportunities for people to get information and stay involved in the project. There will be multiple public open house meetings – the first is Wednesday, November 13th from 6 PM – 8 PM at Aquarian Charter School. There is a project website with up-to-date project information (<http://lois-32ndupgrades.com/>). There is an interactive map on the project website where you can add comments and feedback about the project area. Finally, anyone can sign up for email updates to be notified when there are project updates.
- PM&E has just been contacted by the Anchorage Water & Wastewater Utility (AWWU) to coordinate on this project. When AWWU and PM&E implement road and water improvement projects simultaneously it is a more efficient use of capital funding and construction disruption to the neighborhood is minimized.

Comments/Questions from UACC Members

- A SCC resident informed the team about multiple sink-holes in the project area, at least two. Erica answered that the project will include a full geotechnical investigation into the soils and existing road base.
- A SCC resident asked if the project would have any effect on Minnesota Drive. They explained that cars that are traveling north bound on Minnesota at 32nd can both turn left and make a U-turn. They added that the U-turn movement was dangerous at that location. Erica responded that Minnesota Drive is a State of AK right-of-way and coordination will be required. It is unclear at this time if improvements will happen on Minnesota Drive, but the project will investigate traffic patterns.
- A SCC resident commented that the pavement breaks down where the roadway meets unpaved alleys. They stressed that this condition should be fixed. Erica agreed and added that the current



HUDDLE AK

roadway does not have curbs and gutters to address road drainage and that the new roadway will most likely have curbs and gutters to minimize pavement breakdown and drain water.

- A resident asked if the project would address Lois Drive between 32nd and 36th. They stated that in the wintertime with snow berming and street parking that the roadway is often down to one lane making travel very difficult.
- A resident asked what year the project would be constructed? Erica responded that the project is currently only funded through the Design Study phase. Russ added that the Capital Improvement Program (CIP) currently has a request for construction funding programmed for 2021.
- A resident asked about past design studies related to Lois Drive. Russ clarified that the Lois Drive ROW used to be owned by DOT, but it has since been transferred to the MOA requiring that new design studies need to follow Municipal processes.



Open House #1 Summary

Date: November 13, 2019

Attendees: See sign-in Sheet

Reporter: Taylor K. Smith, Huddle AK

Location: Aquarian Charter School, 1705 W. 32nd Ave.

Project: Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive

Project No: PM&E #19-08

Subject: Open House #1 Summary

Summary

The first Open House for the Lois Drive and 32nd Avenue Pathway (from Benson Boulevard to Minnesota Drive) was held on Wednesday, November 13, 2019 from 6:00 to 8:00 pm at the Aquarian Charter School at 1705 W. 32nd Ave. which is located within the project area. The goal of the meeting was to present the project to the community in an open format where attendees could talk to project representatives one-on-one, provide general feedback, and have their questions, comments, and concerns addressed by project staff.

The project team had a variety of project information presented on boards and scrolls including:

- Project Location Map
- Project Fact Sheet
- Project Timeline
- Project Area Map, including existing utilities and property lines
- Existing Conditions Map, with inset images of existing conditions and concerns
- Project aerial scrolls: these showed the extent of the project area as well as Right of Way and existing utilities infrastructure

Attendees provided feedback by speaking with project representatives and writing their comments on either comment sheets or directly on the aerial scrolls.

A copy of all the meeting materials and a summary of comments are included as attachments to this report.

Open House Advertising

Community Council: The project Open House was announced by Russ Oswald, Erica Jensen, and Holly Spoth-Torres at the Spenard Community Council meeting on Wednesday, November 6, 2019.

Mailing: A mailer invitation to the Open House was sent by postcard via the USPS on October 30, 2019.



HUDDLE

Web: The project Open House details including the date, time, and location, were posted on the project website on October 21, 2019.

E-mail: Constant Contact email was sent to the project email list to announce the Open House: "You Are Invited! Lois Drive and 32nd Avenue Pathway – Open House #1" (Nov. 4, 2019)

Open House Follow-up

Following the Open House, the graphical displays were posted on the project website. An email will be sent to the project email list thanking those who were able to attend and giving updates to those who were not able to attend.

Attachments

1. Comment Summary
2. Written Comments Received
3. Sign-in Sheet



HUDDLE

Comments, Lois Drive Scroll:

- Make Lois Dr. one-way
- ASD has a bus stop at the corner of W. 32nd and Lois Drive, with nowhere for students to stand, except in roadway
- Pave 10' of alley (first alley east of Lois Drive, south of 32nd Avenue, between parcels 105 and 106)
- Drainage issue along Lois Drive, just north of 32nd Avenue
- Standing water for weeks during break up (just east of above drainage issue, in Aquarian Charter School yard)
- Visibility and safety issues on pathway along Aquarian Charter School
- Extend/add sidewalk along Lois to connect from corner of Benson to W 32nd
- Beautiful trees between W 32nd and W 29th (on east side of Lois)
- Move hydrant that is in front of Parcel 116 to east side of roadway
- There is new development behind Parcel 116
- Change the name from Lois Drive to Lois Lane
- Would like to see improvements on Lois extended south of W 32nd
- Would like to see a cross walk across W 32nd on east side of Lois
- Install pedestrian level lighting along Lois, aimed down
- Not great activity - long term parking (parcel 124 along Lois)
- People walk and bike in the street (parcel 124 along Lois)
- Lack of sightline for sidewalk along Aquarian Charter School
- Tunnel effect with trees along pathway along Aquarian Charter School
- High pedestrian use through parking lot of Parcel 123
- Install a sidewalk on east side of street
- No room to walk, poor drainage, and muddy throughout Lois (Parcel 122)
- There is a homeless camp site in the median area between Northern Lights Blvd. and Benson Blvd, west of Lois Drive
- Homeless also camp in the pedestrian overpass at the intersection of Benson and Lois.
- Lack of sidewalks has led to many near misses between pedestrians, bikes, vehicles - connect pedestrian facilities

Comments: W. 32nd Avenue Scrolls

- There are sight issues at the intersection of W. 32nd and Minnesota
- There are many crashes at the intersection of W. 32nd and Minnesota
- One way may work well, from Minnesota to Greenland
- Aquarian Charter School stores their snow in the southeast and southwest corners of their parking lot
- Consider angled parking at Aquarian Charter School



HUDDLE

- There are drainage issues in the roadway, west of the Aquarian playground
- Provide on-street parking between the west driveway of Aquarian's parking lot and Lois Dr.
- There is a large wet area in Parcel 124, in the southwest corner of the school yard
- Would support Lois one way but not 32nd one way
- Provide on-street parking on one side & pedestrian facilities on other side
- Add 'No U-turn' sign to left turn lane from Minnesota to W 32nd. Currently, vehicles turning south onto Minnesota do not know if a vehicle (heading north on Minnesota) is turning left onto 32nd or making a U-turn to go south on Minnesota; safety issue for those turning right from W 32nd
- Is it possible to widen 32nd Avenue towards the south, into Minnesota park? It is an arrow roadway at east end of W 32nd.
- ADOT extended the left turn lane along Minnesota for Aquarian Charter traffic
- Consider on-street parking across from Anchorage Sands apartment complex
- There have been historic sinkholes and drainage issues between Greenland and Wyoming
- Maintain the informal parking at southern end of the Aquarian parking lot
- There are drainage issues across from west driveway at Aquarian Charter School
- Would support one-way road
- There have been historic sinkhole/settlement on the south side of 32nd, between Oregon Dr. and Lois Dr.
- Extend improvements south on Lois Dr.
- People run stop sign at the intersection of Lois and 32nd, specifically heading north on Lois Drive
- Poor road and drainage conditions, low spot, and drainage issues at northeast corner of Lois & W 32nd



PM&E PROJECT #19-08

LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE



Open House #1
November 13, 2019
6:00 - 8:00 pm
Aquarian Charter School

NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
Katalie Jean				leo.com
Sherry Billing				✓
Jack Billing				
Harriet Dunning				KLGG.gov
Janet Colon				✓
Bob Dunning				✓
MARK MILLER-RUSSELL				✓
Math Nelson				
Jay Stange				✓
Carrie Conraker				✓
Sally Lynn				✓
Georgia O'Leary				
Ove Madsen				✓
Madara Brune				✓
Kristin Ryem				✓

*
No
mail

com

PUBLIC COMMENT FORM



NAME	Kristin Ryan
ADDRESS	
EMAIL	
PHONE	

☐ Check here to sign up for email project updates!

COMMENTS:

Please make Lois a 1 way!
then a side walk could be
incorporated. Please
consider it.

Please submit this comment form to any member of the project team or send to:
CRW Engineering Group, LLC: 3940 Arctic Boulevard, Suite 300; Anchorage, AK 99503

Email: Comments@CRWEng.com

www.lois-32ndupgrades.com



Business Stakeholder Open House Summary

Date: November 14, 2019

Attendees: See Sign-In Sheet

Reporter: Taylor K. Smith, Huddle AK

Location: Aquarian Charter School, 1705 W. 32nd Ave.

Project: Lois Drive and 32nd Ave. Pathway – Benson Boulevard to Minnesota Drive

Project no: PM&E #19-08

Subject: Business Stakeholder Open House Summary

Summary

The Business Stakeholder Open House for the Lois Drive and 32nd Avenue Pathway (from Benson Boulevard to Minnesota Drive) was held on Thursday, November 14 from 6:00 pm to 7:30 pm at the Aquarian Charter School at 1705 W. 32nd Ave. which is located within the project area. The goal of the meeting was to present the project to businesses in the project area in an open format setting where attendees could talk to project representatives one-on-one and provide feedback. As a business in the project area, one-on-one time with project representatives is valuable as the project progresses. It is necessary to understand the complexities of business operations. Aerial images of the project area were available for mark-ups and comments.

The project team had a variety of project information presented on boards and scrolls including:

- Project Location Map
- Project Fact Sheet
- Project Timeline
- Project Area Map, including existing utilities and property lines
- Existing Conditions Map, with inset images of existing conditions and concerns
- Project aerial scrolls with images of project area showing the extent of the project as well as Right of Way and existing utilities infrastructure

Attendees provided feedback by speaking with project representative and writing their comments on either comment sheets or directly on the aerial scrolls. A copy of all the meeting materials and a summary of comments are included as attachments to this report.

Business Stakeholder Open House Advertising:

Door to Door: In order to make personal contact and introductions with building owners, business owners, and property managers, Huddle staff went door-to-door for 2.5 hours on Tuesday, November 12th. A Business Stakeholder meeting invitation was distributed and contact information was collected to be added to the project email list.



HUDDLE

E-mail: An email was sent to the business/building owners and property managers: “Lois Drive and 32nd Avenue Pathway: Open House #1 and Project Kick-Off” (11-4-2019)

Business Stakeholder Open House Follow Up

Following the Business Stakeholder open house, the graphical displays were posted on the project website. An email will be sent to the project email list thanking those who were able to attend and giving updates to those who were not able to attend.

Attachments

1. Comment Summary
2. Sign-in Sheet

Comments, Discussions with Business Stakeholder:

- Aquarian Charter School classes travel to Old Hermit Park on foot – consider pathways for this route
- Woodland Park Boys & Girls Club travel to the Aquarian playground on foot – consider pathways for this route



BENSON BOULEVARD TO MINNESOTA DRIVE



Business Stakeholder Meeting
November 14, 2019
6:00 - 7:30 pm
Aquarian Charter School

[illegible]



November 14, 2019
Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive
Agency Stakeholder Meeting

Meeting Summary

Date: November 14, 2019, 9:30 – 10:30 am

Attendees: See attached sign in sheet

Location: Training Room, MOA Planning and Development Center, 4700 Elmore Rd.

Project: Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive

Project No.: PM&E # 19-08

Subject: Agency Stakeholder Meeting

Meeting Purpose:

Agency, utility, regulatory stakeholders and key decision makers were invited to participate in a meeting to introduce the Lois Drive and 32nd Avenue Pathway project and collect initial feedback defining project issues. The purpose of this meeting was to hear from agency stakeholders regarding potential issues and ideas.

Discussion Items:

I. Introduction

Project Engineer Erica Jensen introduced the Lois Drive and 32nd Avenue Pathway project and explained that it is in the data collection and concept report phase. Consultants are gathering preliminary field data and comments from the public and project stakeholders about issues, concerns, and ideas.

II. Power Point Presentation (see attached)

Erica Jensen introduced the Lois Drive and 32nd Avenue Pathway project in more detail. She explained that this is a priority project for the Spenard Community Council. Lois Drive, within the project area, is a collector street and thus requires following the Context Sensitive Solutions (CSS) process. The purpose of the project is to improve non-motorized connectivity by constructing a new roadway. Improvements may include:

- New road foundation
- New asphalt pavement
- New storm drain system
- New non-motorized transportation facilities
- Improved street lighting

This project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.

III. Comments and Discussion from Agency Stakeholders/Meeting Attendees:



November 14, 2019

Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive
Agency Stakeholder Meeting

- **MOA Traffic**

- Consider cross-section treatments and traffic calming through design.
- Many participants at the Open House mentioned they would support one-way road(s):
 - Making 32nd one way may direct traffic through the adjacent alleys and onto 33rd Avenue, which is outside of the project area.
 - Any changes from two-way roads to one-way will require a neighborhood traffic study to ensure proper circulation and balance of traffic volumes.
- Intersection of Lois & 32nd could use extra wide pedestrian facilities with lots of pedestrians moving through this area and the ASD school bus stop located at this intersection.
- Could consider a queuing area on Lois (west side of Aquarian) for school drop off and create access through the perimeter fence here to alleviate school time traffic.
- Be aware that this project could result in traffic calming requests later, especially if this is not considered during the initial design phase.
- The reduced ROW width near Anchorage Sands will create challenges for pedestrian facilities and snow storage.
- 32nd and Lois previously had an electric warning device, which was later removed. An analysis to determine if it is warranted again would be required before installing any electric warning device. Residents say the stop sign is run frequently, especially heading north on Lois.
- Lois and Benson stoplight – prepare for feedback around that intersection if it is not going to be included in this project area.
- Converting 32nd to one-way west-bound could alleviate issues with the current conflict point of U-turns on Minnesota and right-turns from 32nd.
 - Could consider one-way from Minnesota to Wyoming where road is narrow (half ROW)

- **MOA Street Maintenance**

- Consider snow storage. Currently snow is stockpiled at 32nd and Greenland until it can be moved. If there isn't a place to store snow along 32nd or Lois, snow will need to be hauled.
- Street Maintenance currently works with Aquarian to minimize the need to haul snow. Currently, ASD has to haul snow at 32 schools. Aquarian pushes snow to the corner of the parking lot, then MOA maintenance plows it with the roadway snow. There is no formal agreement between MOA and Aquarian.
 - Could using large wooded area on other side of school for snow storage. The closer the snow is to ROW for hauling, the better.
- A separate path would be appreciated to allow for adequate snow storage along the side of the roadway without encroaching on the pedestrian facilities.



November 14, 2019

Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive
Agency Stakeholder Meeting

- 32nd, near the intersection with Minnesota, is scheduled for a 'cut and pave' of first 50 feet of 32nd nearest Minnesota. The schedule for the Lois/32nd upgrades is far enough out that Street Maintenance will move forward with the cut and pave project.
- On-street parking came up at public meeting, this will be difficult to accommodate with snow storage.
- Consider attached sidewalk at Anchorage Sands with half ROW.
 - Caution: all vehicles turning into or out of this apartment complex would have to cross the sidewalk.
- A few residents at the Open House and Spenard Community Council meeting mentioned sinkholes. Street Maintenance reported that these are generally due to old sewer cribs, although they do not know for sure what cause the sink holes in this area.
- The west end of the school yard area has a large depression. There is a storm drainage inlet here. Brooke to put in request for CCTV inspection to ascertain the condition of the storm drain system.
- **MOA PM&E**
 - Brooke to place request for Paul (MOA Street Maintenance) to conduct CCTV inspection of storm drain system.
 - CRW to send Brooke figure of area to be CCTV'd
- **Anchorage Fire Department**
 - Converting 32nd to one-way would not have significant impacts to fire operations.
 - If Lois and 32nd were both designated one-way, it could be problematic and start to cause issues with access.
 - Current road condition is not great.
 - Sight lines around corners is always going to be an issue, especially at 32nd and Minnesota but short of demolishing buildings there's not much that can be done to alleviate that.
 - Fire trucks require a 20-foot wide lane
- **Other Comments**
 - Title 21 requires pathways on both sides. However, this will most likely not be feasible along the Anchorage Sands Apartments due to ROW constraints.
 - Consider sidewalk along the south side in this area to facilitate snow storage and to not require vehicles to back across sidewalk from Anchorage Sands Apartments
 - CRW will come up with several alternatives for analysis and comparison, including one where Title 21 requirements are fully met, and look at how much



November 14, 2019

Lois Drive and 32nd Avenue Pathway – Benson Boulevard to Minnesota Drive
Agency Stakeholder Meeting

ROW would need to be acquired. Other scenarios will include options with variances and waivers.

- CEA owns overhead distribution and transmission lines along W 32nd Ave.
- Residents at the open house expressed the desire to continue improvements along Lois, south of 32nd. However, this is currently outside of the project scope and the ROW along this section is only 30-feet wide.
- Community Council has raised issue of speeding and running stop signs on Lois.

Comment*
Sink hole - possible old sewer crib (property #102 of W 32nd Ave.)
Aquarian stores snow in the south corners of the parking lot, in the ROW, then MOA Street Maintenance plows it. If there's a change in infrastructure in ROW, coordinate with school for their snow maneuvers.
GCI has overhead lines on the CEA transmission lines.
Address traffic calming now with project vs. after construction when there are complaints about increased speeds.
Possible 'skin' pave on Lois Drive (south of 32 nd) to improve surface drivability.

* Comments were from notes taken by Erica Jensen on the table plot scroll



LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

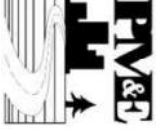


Agency Stakeholder Meeting
November 14, 2019
9:30 - 10:30 am
4700 Elmwood Rd.

NAME	DEPARTMENT	PHONE	EMAIL ADDRESS
Kris Meyer	MOA Traffic	907-9479	kristen.lamley@anchorage.ak.gov
Bri Keifer	Huddle	885 9199	bri@huddleak.com
Taylor Smith	Huddle	907-6534	taylor@huddleak.com
Paul Hammond	MOA Street Maint.	343-8372	vanlandingham@moa1.org
Mark H Cypher	GCI OSP Eng	868-1548	mcypher@gci.com
Russ Drummond	PM+E	88196	drummond@moa1.org
Mitchell Stines	GCI	707-9945	mstines@gci.com
Brendan Melcer	CRUX	646-5639	bmelcer@cruxeng.com
Matt Edge	CRUX	646-5623	medge@cruxeng.com
Steve Pavilio	AFD	267-4975	pavilio@moa1.org
Chelsea Ward-Walley	PM+E	343-8290	chelsea.w@anchorage.ak.gov
Dan Boots	MOA Traffic	343-8429	boots@moa1.org



LOIS DRIVE & 32ND AVENUE PATHWAY
BENSON BLVD. TO MINNESOTA DRIVE



AGENCY STAKEHOLDER MEETING

THURSDAY, NOVEMBER 14TH, 2019

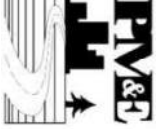
9:30 – 10:30 AM

PM&E TRAINING ROOM



LOIS DRIVE & 32ND AVENUE PATHWAY

PROJECT TEAM



PM&E:

- Project Manager: Russ Oswald
- Project Administrator: Brooke Blessing

Designer – CRW Engineering Group

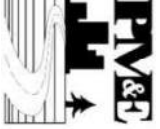
- Contract Manager – Brendan McKee
- Project Manager – Matt Edge
- Project Engineer – Erica Jensen
- Public Involvement – Holly Spoth-Torres (Huddle AK)

www.Lois-32ndUpgrades.com



LOIS DRIVE & 32ND AVENUE PATHWAY

PROJECT AREA MAP





LOIS DRIVE & 32ND AVENUE PATHWAY

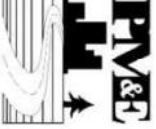
PROJECT OVERVIEW



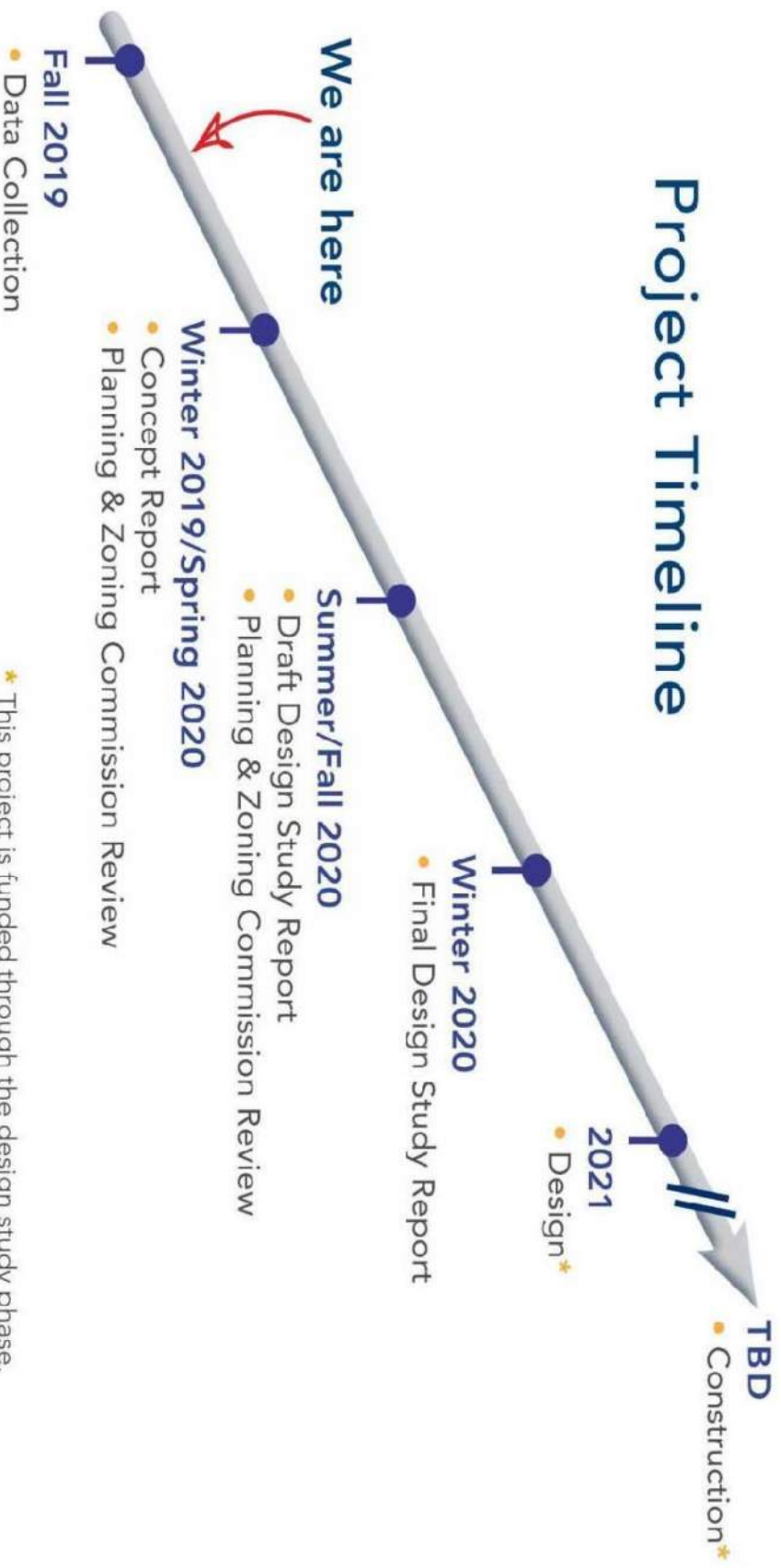
- Evaluate upgrades to Lois Drive and West 32nd Avenue to improve non-motorized connectivity by constructing a new roadway. Both roads are strip-paved without curbs, gutters, or adequate drainage.
- These roads serve established residential neighborhoods, several businesses, and an elementary school but lack dedicated amenities for bicyclists and pedestrians.
- The Spenard Community Council has listed upgrades to Lois Drive as their highest priority capital project for 2019.
- Improvements may include: new road foundation, new asphalt pavement, new storm drain system, new non-motorized transportation facilities, and improved street lighting.



LOIS DRIVE & 32ND AVENUE PATHWAY



Project Timeline



* This project is funded through the design study phase.
No funding for design or construction has been received at this time.



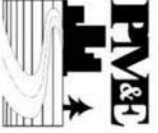
LOIS DRIVE & 32ND AVENUE PATHWAY

AREA CONDITIONS





LOIS DRIVE & 32ND AVENUE PATHWAY



AREA CONDITIONS - LOIS



Mailboxes and cluster boxes along Lois will affect placement of non-motorized facilities



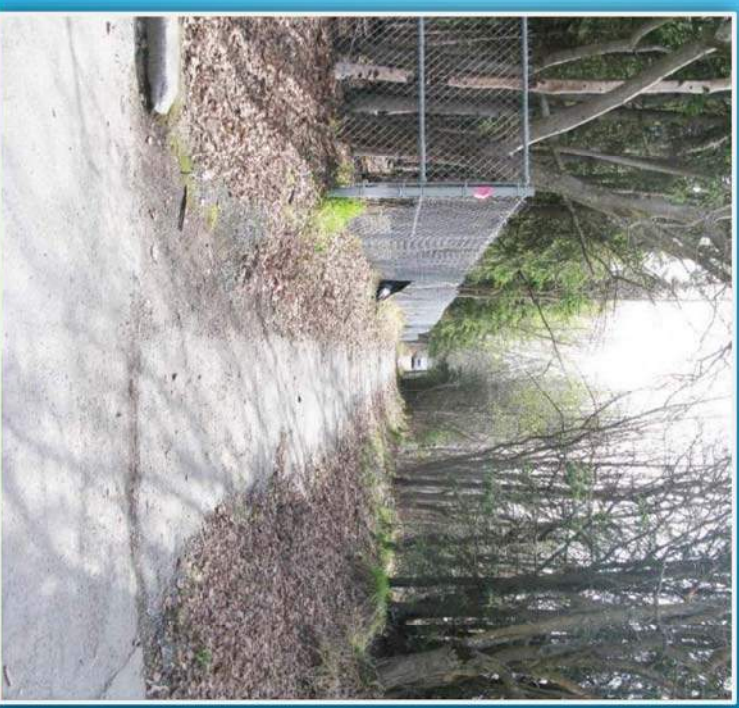
LOIS DRIVE & 32ND AVENUE PATHWAY



AREA CONDITIONS - LOIS



Private sidewalk at Piedmont West Condos used by pedestrians



Pathway in poor condition and hidden from road



LOIS DRIVE & 32ND AVENUE PATHWAY



AREA CONDITIONS - LOIS



Lois Drive (looking south towards 32nd Ave.)

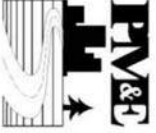


32nd Avenue and Lois Drive intersection



LOIS DRIVE & 32ND AVENUE PATHWAY

AREA CONDITIONS – 32ND AVENUE



Overhead electric distribution & transmission lines.

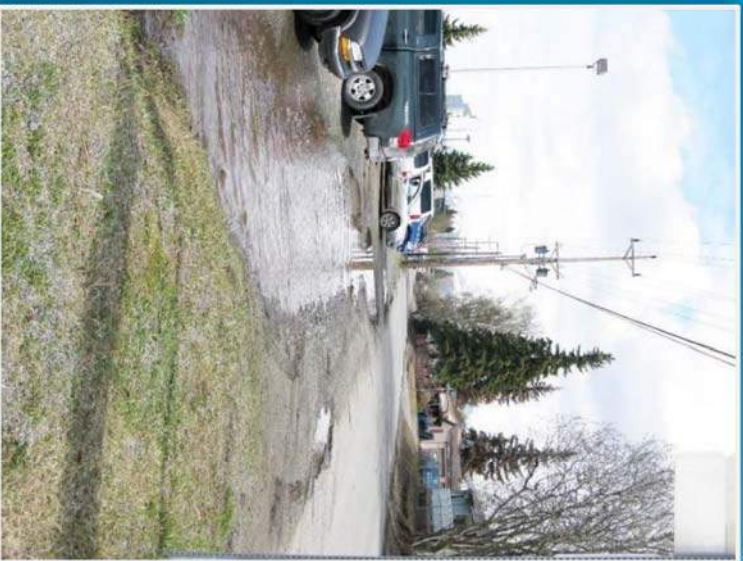


School crossing does not connect to pedestrian facilities.



LOIS DRIVE & 32ND AVENUE PATHWAY

AREA CONDITIONS – 32ND AVENUE



Drainage issues in ROW

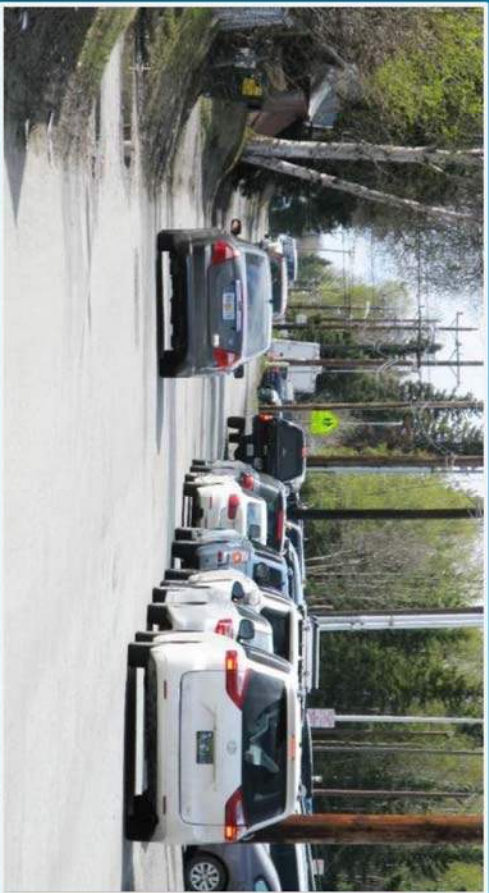
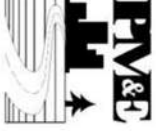


Drainage issues and ponding at 32nd and Greenland Dr.



LOIS DRIVE & 32ND AVENUE PATHWAY

AREA CONDITIONS – 32ND AVENUE



Driving on the wrong side of the road to avoid the long queues during pick-up.



Pedestrians walk in roadway due to lack of sidewalks



LOIS DRIVE & 32ND AVENUE PATHWAY

AREA CONDITIONS – 32ND AVENUE



School pick-up queue backs up to Minnesota Dr.

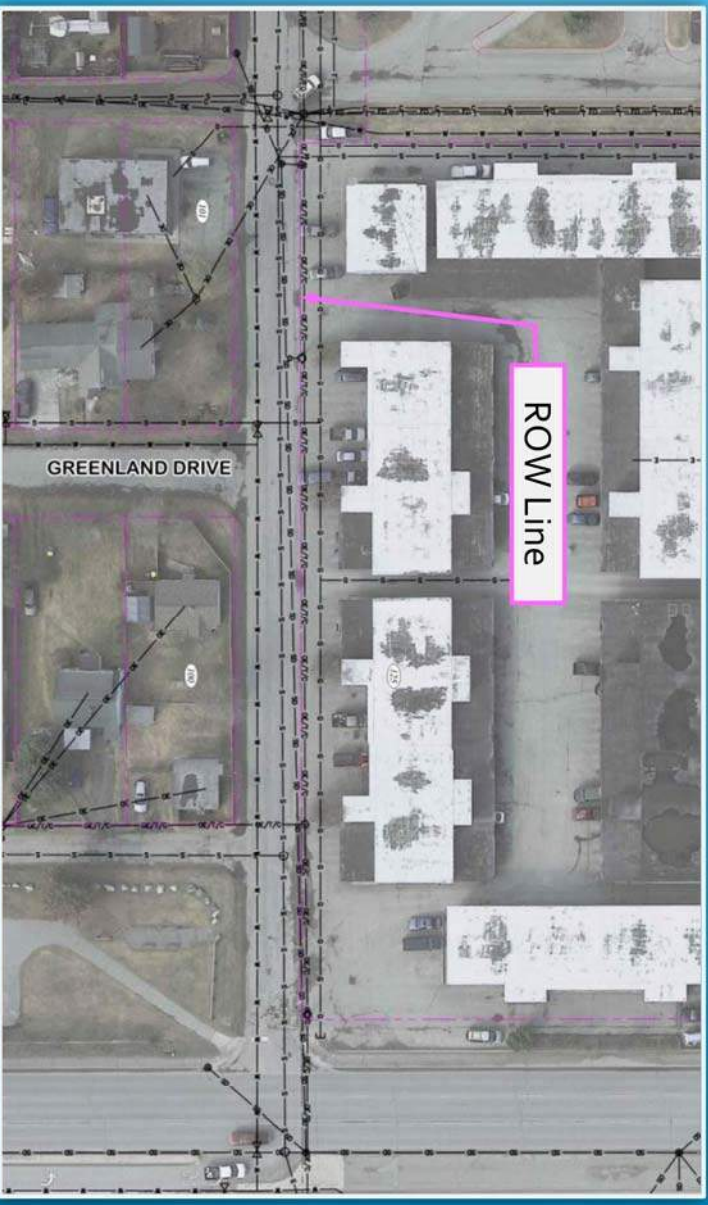


32nd Avenue at Minnesota Drive.



LOIS DRIVE & 32ND AVENUE PATHWAY

AREA CONDITIONS – 32ND AVENUE

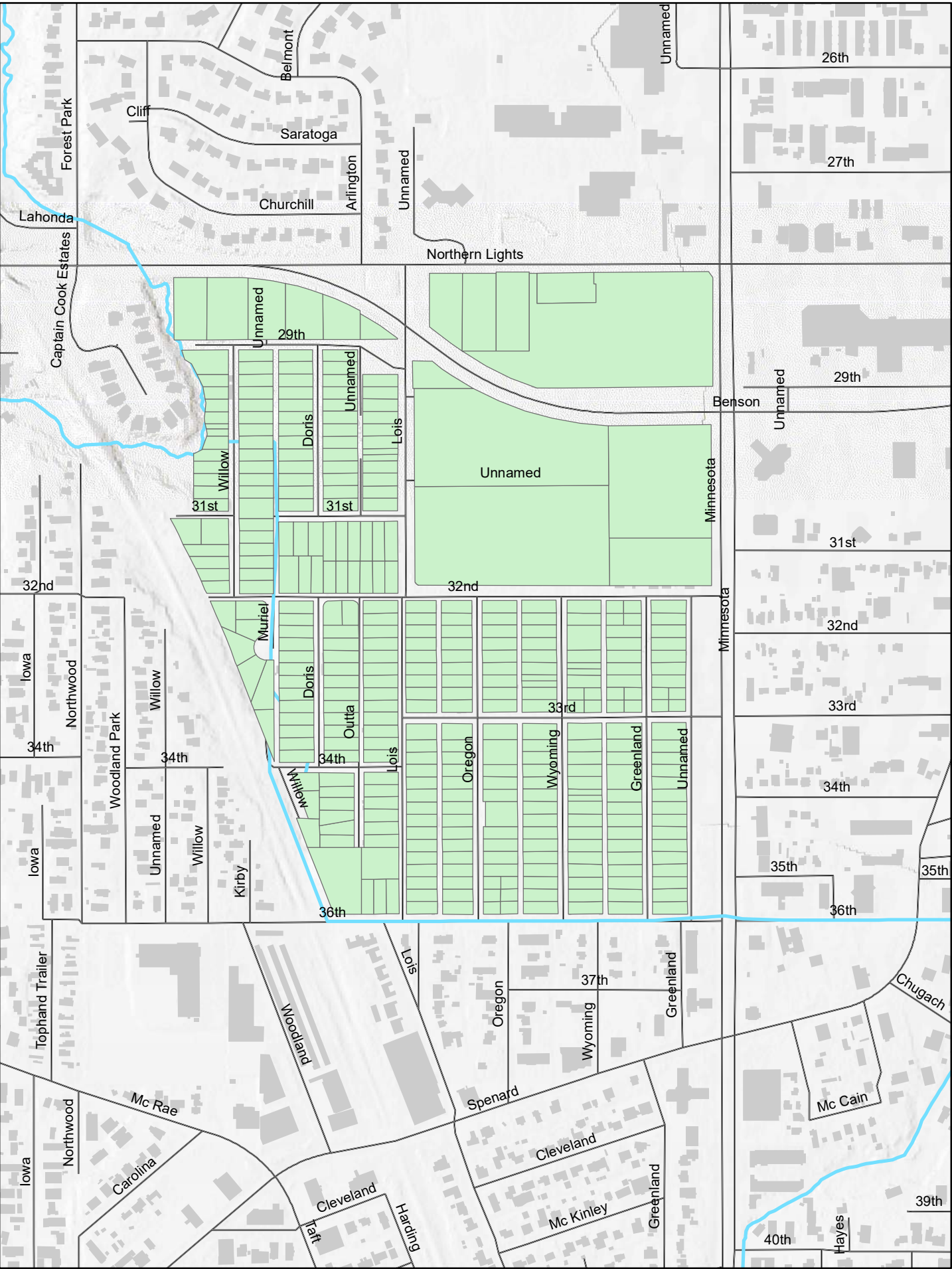


Anchorage Sand Apartments: full frontage driveways and lack of ROW.

Appendix D – Project Stakeholder Mailing Area

1. Project Mailing Area (354 Parcels)

Lois Drive & 32nd Ave Pathway Mailing Area: 354 Parcels



Appendix E – Complete List of Stakeholder Comment

1. Categorized Public Comments
2. Project Website Interactive Map Comments
3. Email comments (5 stakeholders)

Category/Comment	Where
<i>Lack of Pedestrian Infrastructure</i>	
ASD has a bus stop at the corner of W 32nd and Lois Drive with nowhere for students to stand except in roadway	Open House #1, Scroll
School bus stop	Interactive Map
Kids wait for bus pick up in the morning here	Interactive Map
Intersection of Lois & 32nd could use extra wide pedestrian facilities with lots of pedestrians moving through this area and the ASD bus stop located at this intersection	Agency Stakeholder Meeting
Bus	Interactive Map
Extend/add sidewalk along Lois to connect from corner of Benson to W 32nd	Open House #1, Scroll
The entire length of Lois should be in consideration for this project. Vehicles travel fast, there are no ped/bike facilities.	Interactive Map
Include full length of Lois Dr. in project	Interactive Map
south	Email comment
The real problem with Lois Drive is from 32nd to 36th where there are no sidewalks and inadequate lighting. Lois Drive from 32nd to Benson already has a pedestrian trail. Why isn't Lois Drive as a whole being addressed?	Interactive Map
Would like to see a crosswalk across W 32nd on east side of Lois	Open House #1, Scroll
I support the sidewalk/landscaping improvements on Lois Dr. between Benson and 32nd	Email comment
Pedestrians are difficult to see here; no sidewalks	Interactive Map
People walk and bike in the street (parcel 124 along Lois)	Open House #1, Scroll
High pedestrian use through parking lot of parcel 123	Open House #1, Scroll
Install a sidewalk on east side of street (Lois Dr.)	Open House #1, Scroll
No room to walk (Lois Dr., parcel 122)	Open House #1, Scroll
Lack of sidewalks has led to many near misses between pedestrians, bikes, vehicles - connect pedestrian facilities	Open House #1, Scroll
Aquarian Charter School classes travel to Old Hermit Park on foot - consider pathways	Business Stakeholder Open House
Woodland Park Boys & Girls Club travel to the Aquarian playground on foot - consider pathways	Business Stakeholder Open House
Consider attached sidewalk at Anchorage Sands with half ROW (caution: all vehicles turning in/out would have to cross sidewalk)	Agency Stakeholder Meeting
Title 21 requires pathways on both sides. However, this will most likely not be feasible along the Anchorage Sands Apartments due to ROW constraints (Consider sidewalk along the south side to facilitate snow storage and to not require vehicles to back across sidewalk from Anchorage Sands)	Agency Stakeholder Meeting
Missing sidewalk, no shoulder	Interactive Map
difficult.	Interactive Map
Create ped/bike facility	Interactive Map
Create ped/bike infrastructure connecting to Benson path.	Interactive Map
The sidewalk has no buffer to the 45+ mph vehicles on MN. Sidewalk should be offset, or vehicles slowed.	Interactive Map
Buffer the sidewalk from high-speed MN traffic. Make sure 32nd ped/bike facilities don't just dead end at MN.	Interactive Map
Sidewalk on S side of 36th through this crossing (sidewalk disappears)	Interactive Map
Update stairway facility crossing at Benson/Northern Lights or remove them.	Interactive Map
Awkward crosswalk	Interactive Map
Please add a connection between 31st and walkway	Interactive Map
Carrs grocery complex. People from neighborhood travel from Lois here.	Interactive Map
Connect this section of Lois. Crossing Northern Lights is dangerous.	Interactive Map
Post office and the ice rink - consider pathways	Interactive Map
Goodwill - consider pathways	Interactive Map
Repair surface of sidewalk, widen to full multi-use path along 32nd.	Interactive Map

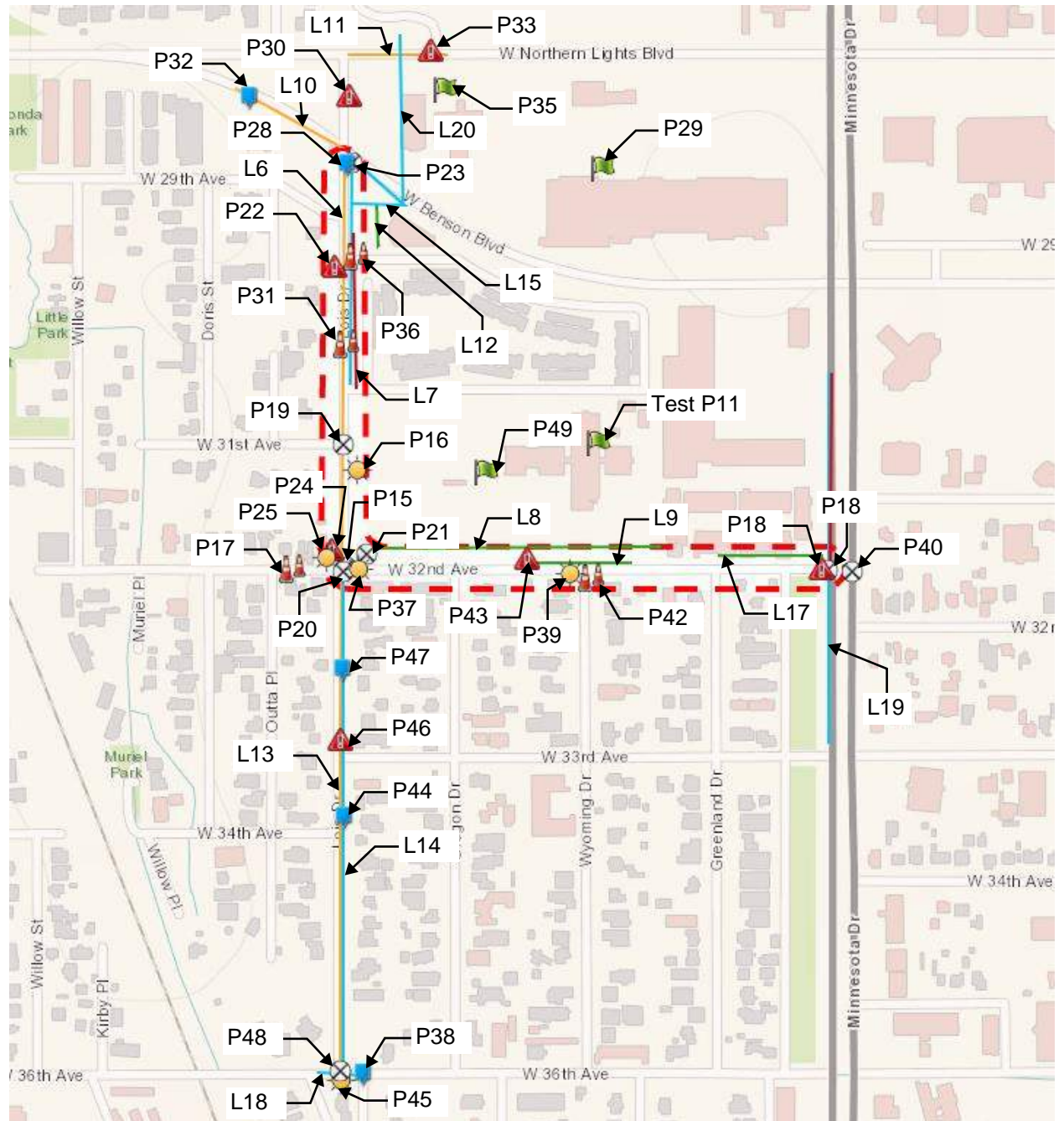
Pedestrian conflict when school traffic is high because lack of sidewalk separation with parking area.	Interactive Map
Need facilities for peds/bikes	Interactive Map
Playground!	Interactive Map
Most important to me is adding a sidewalk on the east side of Lois between Benson and 32nd. There is sidewalk along part of the street, but about 700 feet is missing.	Email comment
Traffic & Parking	
Make Lois Dr. one-way	Open House #1, Scroll
Would support one way road (W 32nd)	Open House #1, Scroll
Would support Lois one way but not 32nd one way	Open House #1, Scroll
One way may work well from Minnesota to Greenland (W 32nd)	Open House #1, Scroll
I've heard discussion about making 32nd and/or Lois one-way. No thank you.	Email comment
remaining streets, Oregon, Wyoming, and Greenland could also be made one way in alternating directions.	Email comment
I would not support a one way street from Benson to 32nd. I hope that does not happen.	Email comment
(Re: One ways) Making 32nd one way may direct traffic through adjacent alleys and onto 33rd Ave, which is outside the project area	Agency Stakeholder Meeting
(Re: One ways) Any changes from two-way roads to one-way will require a neighborhood traffic study to ensure proper circulation and balance of traffic volumes	Agency Stakeholder Meeting
Converting 32nd to one-way west-bound could alleviate issues with the current conflict point of U-turns on Minnesota and right-turns from 32nd	Agency Stakeholder Meeting
Could consider one-way from Minnesota to Wyoming where road is narrow (half ROW)	Agency Stakeholder Meeting
Not great activity- long term parking (parcel 124 along Lois)	Open House #1, Scroll
There are sight issues at the intersection of W 32nd and Minnesota	Open House #1, Scroll
There are many crashes at the intersection of W 32nd and Minnesota	Open House #1, Scroll
Consider angled parking at Aquarian Charter School	Open House #1, Scroll
Aquarian needs parking here	Interactive Map
Parking for school	Interactive Map
Dr.	Open House #1, Scroll
Provide on-street parking on one side & pedestrian facilities on other side (W 32nd)	Open House #1, Scroll
On street parking came up at a public meeting, this will be difficult to accommodate with snow storage	Agency Stakeholder Meeting
Hard to see oncoming traffic when turning right from 32nd to Minnesota.	Interactive Map
Cars driving S on MN turn right onto 32nd, cutting off peds/bikes traveling S on MN, or turning N on sidewalk from 32nd.	Interactive Map
Difficult to gauge U-turns from N Bound land vs. R-turns onto 32nd Ave.	Interactive Map
Traveling W, right turn view impeded.	Interactive Map
Cars traveling northbound on Minnesota at 32nd can both left turn and U-turn. U-turn is dangerous at that location.	Spenard Community Council
Add "No U-turn" sign to left turn lane from Minnesota to W 32nd. Currently, vehicles turning south onto Minnesota do not know if a vehicle (heading north on Minnesota) is turning left onto 32nd or making a U-turn to go south on Minnesota; safety issue for those turning right from W 32nd	Open House #1, Scroll
ADOT extended the left turn lane along Minnesota for Aquarian Charter traffic	Open House #1, Scroll
Parking for apartment	Interactive Map
Consider on-street parking across from Anchorage Sands apartment complex	Open House #1, Scroll
Maintain the informal parking at southern end of the Aquarian parking lot	Open House #1, Scroll
Consider cross-section treatments and traffic calming through design	Agency Stakeholder Meeting
Could consider a queuing area on Lois (west side of Aquarian) for school drop off and create access through the perimeter fence here to alleviate school time traffic	Agency Stakeholder Meeting
Be aware that this project could result in traffic calming requests later, especially if this is not considered during the initial design phase	Agency Stakeholder Meeting

The reduced ROW width near Anchorage Sands will create challenges for pedestrian facilities and snow storage	Agency Stakeholder Meeting
Lois Dr.	Open House #1, Scroll
Community Council has raised issue of speeding and running stop signs on Lois	Agency Stakeholder Meeting
Speeding vehicles around the curve do not see pedestrians or bicyclists	Interactive Map
This parking lot acts as a connector to the Benson multi-use path going East	Interactive Map
Better signage to show it is a through lane - no yield	Interactive Map
Traffic calming along Lois to make safe for all users.	Interactive Map
Lighting & Safety	
Beautiful trees between W 32nd and W 29th (on east side of Lois)	Open House #1, Scroll
I would request that any trees or vegetation be preserved, and that there be a buffer of vegetation between the road and any pedestrian facilities to provide a visual and sound barrier.	Email comment
Visibility and safety issues on pathway along Aquarian Charter School	Open House #1, Scroll
Install pedestrian level lighting along Lois, aimed down	Open House #1, Scroll
Sight lines around corners is always going to be an issues, especially at 32nd and Minnesota, short of demolishing buildings there's not much that can be done to alleviate.	Agency Stakeholder Meeting
Lack of sightline for sidewalk along Aquarian Charter School	Open House #1, Scroll
Dark pathway	Interactive Map
Tunnel effect with trees along pathway along Aquarian Charter School	Open House #1, Scroll
Homeless camp site in the median area between Northern Lights Blvd. and Benson Blvd, west of Lois Dr.	Open House #1, Scroll
Homeless also camp in the pedestrian overpass at the intersection of Benson and Lois	Open House #1, Scroll
analysis to determine if it is warranted again would be required before installing any electric warning device. Residents say the stop sign is run frequently, especially heading north on Lois	Agency Stakeholder Meeting
Add a blinking light to signal pedestrian crossing ahead	Interactive Map
Lois and Benson stoplight - prepare for feedback around that intersection if it is not going to be included in project area	Agency Stakeholder Meeting
Converting 32nd to one-way would not have significant impacts to fire operations. If Lois and 32nd were both designated one-way, it could be problematic and start to cause issues with access.	Agency Stakeholder Meeting
Fire trucks require a 20-foot wide lane	Agency Stakeholder Meeting
CEA owns overhead distribution and transmission lines along W 32nd Ave	Agency Stakeholder Meeting
Elridge Griffith was killed here in 2014 by a vehicle.	Interactive Map
Brighten the intersection	Interactive Map
Improve visibility on sidewalk/path on South side of full length of 32nd.	Interactive Map
Improved lighting	Interactive Map
High speeds and narrow roadway makes it unsafe for peds/bikes	Interactive Map
I really hope the engineers are careful about lighting improvements. I am very concerned about light pollution for birds and I find most of the lights in my neighborhood to be pretty overbearing and too bright for the neighborhood.	Email comment
Please consider moving the fireplug between the driveways of 2996 and 2992. It presents safety as well as convenience problems, especially in the dark.	Email comment
Roadway Condition & Drainage	
Pave 10' of alley (first alley east of Lois Drive, south of 32nd, between parcels 105 and 106)	Open House #1, Scroll
Drainage issue along Lois Drive, just north of 32nd Avenue	Open House #1, Scroll
Standing water for weeks during break up (just east of above drainage issue, in Aquarian Charter School yard)	Open House #1, Scroll

Move hydrant that is in front of parcel 116 to east side of Roadway	Open House #1, Scroll
Would like to see improvements on Lois extended south of W 32nd	Open House #1, Scroll
Extend improvements south on Lois Dr.	Open House #1, Scroll
Residents expressed desire to continue improvements along Lois, south of 3rd. This is currently outside of project scope and ROW is only 30-feet wide.	Agency Stakeholder Meeting
Poor drainage and muddy throughout Lois (parcel 122)	Open House #1, Scroll
Edge of road is eroded into the dirt/grass	Interactive Map
Alley crossing eroded	Interactive Map
There are drainage issues in the roadway, west of Aquarian playground (W 32nd)	Open House #1, Scroll
There is a large wet area in parcel 124, in the southwest corner of the school yard	Open House #1, Scroll
Is it possible to widen 32nd Avenue towards the South, into Minnesota park? It is a narrow roadway at east end of W 32nd.	Open House #1, Scroll
Lots of potholes and broken pavement	Interactive Map
Residents informed team of multiple sinkholes in project area, at least two.	Spenard Community Council
There have been historic sinkholes and drainage issues between Greenland and Wyoming	Open House #1, Scroll
There are drainage issues across from west driveway at Aquarian Charter School	Open House #1, Scroll
Residents mentioned sinkholes. Street Maintenance reported these are generally due to old sewer cribs, although they do not know for sure what causes sink holes in this area	Open House #1, Scroll
There have been historic sinkhole/settlement on the south side of 32nd, between Oregon Dr. and Lois Dr.	Open House #1, Scroll
Poor road and drainage conditions, low spot, and drainage issues at northeast corner of Lois & W 32nd	Agency Stakeholder Meeting
Consider snow storage. Currently snow is stockpiled at 32nd and Greenland until it can be moved. If there isn't a place to store snow along 32nd or Lois, snow will need to be hauled.	Open House #1, Scroll
Aquarian Charter School stores their snow in the Southeast and Southwest corners of their parking lot	Agency Stakeholder Meeting
Street Maintenance works with Aquarian to minimize the need to haul snow. Aquarian pushes to corner of parking lot for MOA maintenance to plow with roadway snow. No formal agreement between MOA and Aquarian.	Agency Stakeholder Meeting
Could use large wooded area on other side of school for snow storage. The closer the snow is to ROW for hauling, the better.	Agency Stakeholder Meeting
A separate path would be appreciated to allow for adequate snow storage along the side of the roadway without encroaching on the pedestrian facilities.	Agency Stakeholder Meeting
32nd near the intersection with Minnesota, is scheduled for 'cut and pave' of first 50 ft nearest Minnesota. The schedule for Lois/32nd upgrades is far enough out that MOA will move forward	Agency Stakeholder Meeting
The west end of the school yard area has a large depression. There is a storm drainage inlet here. Brooke to put in request for CCTV inspection to ascertain condition of storm drain system.	Agency Stakeholder Meeting
Current road condition is not great (re: fire and emergency services access)	Agency Stakeholder Meeting
be fixed.	Spenard Community Council
Snow berming in wintertime and street parking narrow roadway down to one lane making travel difficult (Lois Dr. between 32nd and 36th)	Spenard Community Council
Other	
Change the name from Lois Drive to Lois Lane	Open House #1, Scroll
There is new development behind parcel 116	Open House #1, Scroll
Resident asked about past design studies related to Lois Dr. (during DOT ownership, not since MOA transfer)	Spenard Community Council

Lois Drive Interactive Map Summary

Comment ID	Comment Category	For whom is this an issue?	Additional Information	CreationDate
Lines				
6	High vehicle speeds or volumes	Drivers	<i>No comment</i>	11/2/2019, 9:47 AM
7	Difficult travel route	Pedestrians	missing sidewalk no shoulder	11/2/2019, 9:53 AM
8	Popular vehicle parking	Drivers	Aquarian needs parking here	11/5/2019, 2:01 PM
9	Popular vehicle parking	Drivers	Parking for school	11/5/2019, 2:02 PM
10	High vehicle speeds or volumes	Pedestrians	Speeding vehicles around the curve do not see pedestrians or bicyclists.	11/13/2019, 5:22 PM
11	High vehicle speeds or volumes	Bicyclists	There is no crossing here for bikes/peds. Lane changes and high speeds make crossing difficult.	11/13/2019, 5:24 PM
12	Popular vehicle parking	Pedestrians	This parking lot acts as a connector to the Benson multi-use path going East.	11/13/2019, 5:27 PM
13	High vehicle speeds or volumes	Pedestrians	The entire length of Lois should be in consideration for this project. Vehicles travel fast, there are no ped/bike facilities.	11/13/2019, 5:30 PM
14	Add your own idea	Pedestrians	Create ped/bike facility	11/13/2019, 5:32 PM
15	Add your own idea	Pedestrians	Create ped/bike infrastructure connecting to Benson path.	11/13/2019, 5:33 PM
16	High vehicle speeds or volumes	Pedestrians	The sidewalk has no buffer to the 45+ mph vehicles on MN. Sidewalk should be offset, or vehicles slowed.	11/13/2019, 5:36 PM
17	Popular vehicle parking	Drivers	Parking for apt.	11/13/2019, 5:38 PM
18	Add your own idea	Pedestrians	Sidewalk on S side of 36th through this crossing (sidewalk disappears).	11/13/2019, 5:42 PM
19	Add your own idea	Pedestrians	Buffer the sidewalk from high-speed MN traffic. (Make sure 32nd ped/bike facilities don't just dead end at MN)	11/13/2019, 5:48 PM
20	Add your own idea	Pedestrians	Update stairway facility crossing Benson/Northern Lights, or remove them.	11/13/2019, 5:49 PM
Points				
15	Add/improve crossing or connection	Pedestrians	awkward crosswalk	11/2/2019, 9:44 AM
16	Add/improve lighting here	Pedestrians	Dark pathway	11/2/2019, 9:45 AM
17	Repair needed here	Drivers	Lots of potholes & broken pavement	11/2/2019, 9:46 AM
18	Add/improve crossing or connection	Drivers	hard to see oncoming traffic when turning right from 32nd to Minnesota	11/2/2019, 9:48 AM
19	Add/improve crossing or connection	Pedestrians	Please add a connection between 31st and walkway	11/2/2019, 9:50 AM
20	Add/improve crossing or connection		<i>No comment</i>	11/5/2019, 1:59 PM
21	Add/improve crossing or connection	Pedestrians	school bus stop	11/5/2019, 2:02 PM
22	Make it safer to travel here	Pedestrians	Pedestrians are difficult to see here; no sidewalks	11/5/2019, 2:05 PM
23	Add/improve crossing or connection	Drivers	better signage to show it is a through lane-no yield	11/5/2019, 2:05 PM
24	Make it safer to travel here	Pedestrians	Kids wait for bus pick up in the morning here	11/5/2019, 2:07 PM
25	Add/improve lighting here		Bus	11/5/2019, 2:07 PM
26	Make it safer to travel here	Pedestrians	The real problem with Lois Drive is from 32nd to 36th where there are no sidewalks and inadequate lighting. Lois Drive from 32nd to Benson already has a pedestrian trail. Why isn't Lois Drive as a whole being addressed?	11/6/2019, 10:52 PM
27	Add/improve crossing or connection	Pedestrians	<i>No comment</i>	11/8/2019, 8:49 AM
28	Add your own idea		<i>No comment</i>	11/8/2019, 8:52 AM
29	I travel to a destination here	Pedestrians	Carrs grocery complex. People from neighborhood travel from Lois here.	11/13/2019, 5:18 PM
30	Make it safer to travel here	Pedestrians	Connect this section of Lois. Crossing Northern Lights is dangerous.	11/13/2019, 5:19 PM
31	Repair needed here	Drivers	Edge of road is eroded into the dirt/grass	11/13/2019, 5:21 PM
32	Make it safer to travel here	Pedestrians	Add a blinking light to signal pedestrian crossing ahead.	11/13/2019, 5:23 PM
33	Make it safer to travel here	Bicyclists	Eldridge Griffith was killed here in 2014 by a vehicle.	11/13/2019, 5:25 PM
34	I travel to a destination here	Pedestrians	Post office, and the ice rink	11/13/2019, 5:26 PM
35	I travel to a destination here	Pedestrians	Goodwill	11/13/2019, 5:26 PM
36	Repair needed here	Drivers	Alley crossing eroded	11/13/2019, 5:28 PM
37	Add/improve lighting here	Pedestrians	Brighten the intersection	11/13/2019, 5:29 PM
38	Make it safer to travel here	Drivers	Traveling W, right turn view impeded.	11/13/2019, 5:32 PM
39	Add/improve lighting here	Pedestrians	Improve visibility on sidewalk/path on South side of full length of 32nd.	11/13/2019, 5:34 PM
40	Add/improve crossing or connection	Drivers	Difficult to gauge U-turns from N-bound lane vs. R-turns onto 32nd Ave.	11/13/2019, 5:35 PM
41	Make it safer to travel here	Pedestrians	Cars driving S on MN turn right onto 32nd, cutting off peds/bikes traveling S on MN, or turning N on sidewalk from 32nd.	11/13/2019, 5:37 PM
42	Repair needed here	Pedestrians	Repair surface of sidewalk, widen to full multi-use path along 32nd.	11/13/2019, 5:39 PM
43	Make it safer to travel here	<Null>	Pedestrian conflict when school traffic is high because lack of sidewalk separation with parking area.	11/13/2019, 5:40 PM
44	Make it safer to travel here	Drivers	Traffic calming along Lois to make safe for all users.	11/13/2019, 5:41 PM
45	Add/improve lighting here	Drivers	Improved lighting	11/13/2019, 5:42 PM
46	Make it safer to travel here	Pedestrians	High speeds and narrow roadway makes it unsafe for peds/bikes	11/13/2019, 5:42 PM
47	Make it safer to travel here	Pedestrians	Include full length of Lois Dr. in project	11/13/2019, 5:43 PM
48	Add/improve crossing or connection	Pedestrians	Need facilities for peds/bikes	11/13/2019, 5:44 PM
49	I travel to a destination here	Pedestrians	Playground!	11/13/2019, 5:45 PM



Holly Spoth-Torres

From: Erica Jensen <EJensen@crweng.com>
Sent: Tuesday, November 19, 2019 2:44 PM
To: Brooke Berens
Cc: Gailyn Taylor; Matt Edge; Brendan McKee; Holly Spoth-Torres; Russ Oswald PE, LS; Brooke Blessing
Subject: RE: Lois Drive sidewalk

Brooke –

Thanks for your comments! I do remember speaking with you at the open house – thanks for stopping by!

Your concern regarding the lack of continuous sidewalk along Lois Drive is in complete agreement with many comments we have heard from residents. We recognize that the lack of continuous pedestrian facilities along Lois Drive and 32nd Avenue creates unfavorable conditions for walking/biking within the project area. One of the main project goals is to install continuous pedestrian facilities along both roadways, although we do have to evaluate the roadway corridor as a whole before making any improvements.

In terms of any roadways becoming one-way, we are still in the very early stages of the project (the Concept Report Phase), collecting input, and gathering data. The next steps are to develop alternatives for corridor improvements in the Design Study Report Phase, analyze those alternatives, and recommend a preferred alternative for approval by the Planning and Zoning Commission. The preferred alternative will be based on community input of all the alternatives developed. During the Design Study Report phase, we will hold another open house, make two more presentations to the Spenard Community Council, and post all of the alternatives and study documents on the project website – you will be invited to make comments at any and all of these. Please also feel free to call or email anytime for project questions or to provide comments.

Thanks!

Erica.

Erica S. Jensen, PE, PTOE

Civil Engineer

CRW Engineering Group, LLC

3940 Arctic Blvd, Ste. 300

Anchorage AK 99503

Office 907-562-3252 | Direct 907-646-5627

www.crweng.com

From: Brooke Berens [mailto:berensbv@gmail.com]
Sent: Monday, November 18, 2019 8:53 PM
To: Comments <Comments@crweng.com>; Holly Spoth-Torres ASLA <Holly@HuddleAK.com>
Cc: Gailyn Taylor <gailynmt@gmail.com>
Subject: Lois Drive sidewalk

Hi all

I stopped by the open house at Aquarian last week about this project. I didn't have time to fill out a comment card there, and I can't figure out how to use the fancy interactive map on your website, so I'm emailing my suggestions to you instead.

The single most important thing to me is adding a sidewalk on the east side of Lois between Benson and 32. There's a sidewalk along part of the street there - but about 700 feet is missing. So bikers and walkers end up either in the street or in the condo's parking lot, dodging traffic. My kids go to Aquarian and I drive down that street almost every morning to drop them off. I've seen numerous "near misses" between vehicles and bikers and pedestrians there - these would decrease dramatically if the sidewalk was complete. Drivers, bikers, pedestrians, and the folks in the condos would all be better off. And I know that my family would bike to school more often if that sidewalk was done.

I've heard discussion about making 32 and/or Lois one way. No thank you. I live west of Aquarian and I need to be able to drive up Lois to get to the school - I'd hate to have to drive around to Minnesota, especially given the amount of traffic backed up to get into the parking lot from the east side in the mornings.

I'm hopeful that some of these "simple fixes" - like the small strip of missing sidewalk - can be completed soon, instead of being tied to larger and more time-consuming redesigns or repairs.

Thank you.

Brooke Berens

Holly Spoth-Torres

From: Erica Jensen <EJensen@crweng.com>
Sent: Wednesday, December 11, 2019 10:16 AM
To: owenascott@yahoo.com
Cc: Holly Spoth-Torres; Matt Edge
Subject: RE: 32nd Avenue/Lois upgrade comments

George –

Thanks for your comment!

We will do our best to preserve existing trees and vegetation, however, construction activities can often impact the existing root structure, putting the trees at risk. Additionally, sight-lines need to be established for vehicles and pedestrians to ensure adequate time to see, react, and respond.

Lois Drive, south of 32nd, is outside of the scope of the project limits, but we will consider the communities vision and goals for the overall neighborhood when looking at alternatives for Lois Drive between 32nd and Benson Blvd.

Thanks!

Erica.

Erica S. Jensen, PE, PTOE

Civil Engineer

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From: George Ascott <owenascott@yahoo.com>
Sent: Friday, December 06, 2019 1:52 PM
To: comments@crweng.com; Holly Spoth-Torres <Holly@huddleAK.com>
Subject: 32nd Avenue/Lois upgrade comments

Thank you for soliciting input on this project. I would request that any trees or vegetation be preserved, and that there be a buffer of vegetation between the road and any pedestrian facilities to provided a visual and sound barrier. **We will do our best to preserve existing trees and vegetation, however, construction activities can often impact the existing root structure, putting the trees at risk.**

Also, whatever you do should be designed to accommodate future fixes to Lois Drive to the south.

My particular vision is to make Lois Drive a one way street headed north between 36th and 32nd Avenue. The remaining streets, Oregon, Wyoming, and Greenland could also be made one way in alternating directions.

This would make the streets safer and free up a full lane's worth of space on each street for sidewalks, parking, or other amenities, and would probably eliminate the need for the acquisition of private property on Lois Drive.

This is how they do it in many progressive cities with traffic and parking issues.

Thank you again!

Holly Spoth-Torres

From: Erica Jensen <EJensen@crweng.com>
Sent: Friday, November 15, 2019 1:53 PM
To: kelly.mazzei@alaska.gov
Cc: Holly Spoth-Torres; Matt Edge
Subject: RE: 32nd Avenue Upgrade
Attachments: Lois-32nd Project Timeline.pdf

Kelly –

Thanks for the comments! Please see my responses below in green. Also, thanks for the catch on the email subject line. We've fixed that 😊.

All of the display boards from the project open house will be available soon on the project website: Lois-32ndUpgrades.com

Please feel free to contact me with any other questions.

Thanks!

Erica.

Erica S. Jensen, PE, PTOE

Civil Engineer

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From: Mazzei, Kelly A (DOR) <kelly.mazzei@alaska.gov>

Sent: Thursday, November 14, 2019 8:25:45 AM

To: CRW Engineering <comments@crweng.com>

Cc: Holly Spoth-Torres <Holly@huddleAK.com>

Subject: 32nd Avenue Upgrade

Good morning. I wasn't able to attend the open house last night. I had a few questions. First of all, I live on 33rd and Greenland, so my street I imagine will be the detour street during construction.

1. When is the construction going to start? The project is not currently funded for construction. If funding is secured, the earliest construction could occur is 2022 or 2023.
2. Will all the school and neighborhood traffic be sent to use 33rd Ave? We're currently in the beginning stages of the project, where we gather data, public input, and identify project challenges. We will be completing the Concept Report in the spring of 2020, present the Concept Report to the Planning & Zoning Commission in late spring, and then begin work on the Design Study Report. The Design Study Report will take all the data and input gathered from the Concept Report phase, develop proposed alternatives, and analyze the alternatives to present a recommended solution. Traffic routes will be further analyzed in the Design Study Report phase.

3. Why are there street closure signs up right now for street closed ahead? Looks like an alley between 32nd and 33rd. I am not aware of this street closure. It may be due a utility repair or other maintenance issue. It isn't related to the Lois-32nd project.
4. How much extra traffic is expected on 33rd? Projected traffic patterns, volumes, and routes will be further analyzed in the Design Study Report phase.
5. What will the detour be when Lois is closed? Will everyone have to go all the way to Minnesota and down to 33rd? The detour will be the responsibility of the contractor and will be subject to review and approval from the Municipality of Anchorage Traffic Department. We currently anticipate the project will be constructed in phases.
6. How long is the project going to take? I've attached the project timeline for your reference.

Thank you. These are the questions I would have asked last night but couldn't make the meeting.

BTW, the auto email generates 42nd Ave in the subject line. This should be 32nd, correct?

...	comments@crweng.com, holly@huddleak.com
...	
ect	42nd Avenue Upgrade

Holly Spoth-Torres

From: Laura Oden <oden.laura@gmail.com>
Sent: Tuesday, December 03, 2019 6:18 PM
To: comments@crweng.com; Holly Spoth-Torres
Subject: Re: Thank you for joining us! Lois Drive and 32nd Avenue Pathway Open House

Hey thank you for keeping us posted.

I've been meaning to send comments since the event over at Aquarian. Here are mine:

- I'm very glad that addressing the flooding/drainage issues on 32nd in front of Aquarian are on the radar.
- Also I support the sidewalk/landscaping improvements on Lois Dr between Benson and 32nd.
- I have heard a number of neighbors talking about converting Lois dr. into a one way street. I would not support a one way street from Benson to 32nd. I hope that does not happen. I would probably be ok with a southbound (not northbound) one way street from 32nd to 36th (but I know that the proposed project doesn't address Lois from 32nd to 36th).
- I really hope the engineers are careful about lighting improvements. I am very concerned about light pollution for birds and I find most of the lights in my neighborhood to be pretty overbearing and too bright for the neighborhood. Some light is necessary but I would be disappointed if part of the project included inappropriate use of artificial lighting.

Hope this is helpful. Thank you for involving the neighborhood.

Laura

On Tue, Dec 3, 2019 at 5:09 PM CRW Engineering Group LLC <comments@crweng.com> wrote:



Holly Spoth-Torres

From: Holly Spoth-Torres
Sent: Tuesday, November 12, 2019 8:47 AM
To: nkf ..; comments@crweng.com
Cc: Matt Edge; Erica Jensen
Subject: RE: Lois and 32nd Avenue Upgrade

Hi Natalie,

Thank you so much for spending the time to send in your comments. It's so important for us to have this information about existing site conditions - if the engineering team has any questions, we'll be in touch.

If you haven't already, please sign up for the project email list to stay up to date as the project progresses.

<https://lp.constantcontact.com/su/xVDIfnM>

Holly
907.223.0136

-----Original Message-----

From: nkf .. <alaskaoasis@yahoo.com>
Sent: Tuesday, November 12, 2019 8:28 AM
To: comments@crweng.com; Holly Spoth-Torres <Holly@huddleAK.com>
Subject: Lois and 32nd Avenue Upgrade

I live at 2996 Lois. Mine is the unit with the fireplug that blocks half of my driveway. The fireplug location presents safety as well as convenience problems, especially in the dark. Snow removal (trucks with blades) is almost impossible; trash and recycle pickup is difficult (because four cans are placed in this reduced size driveway, can't place mine by the side of the driveway because that's where the fireplug is); people parking in the driveway have difficulty exiting safely, etc. I wonder how fire trucks might fare in this tiny driveway, in case there is a fire.

So: As part of the Lois upgrade, could you PLEASE consider moving the fireplug between the driveways of 2996 and 2992? It would be such a safety improvement.

Thanks,
Natalie Finn

Sent from my iPad



