

Concept Report

Appendix K



CONCEPT REPORT

FINAL

MARCH 2020

MOA Project #19-08

LOIS DRIVE & WEST 32ND AVENUE PATHWAY BENSON BOULEVARD TO MINNESOTA DRIVE



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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.

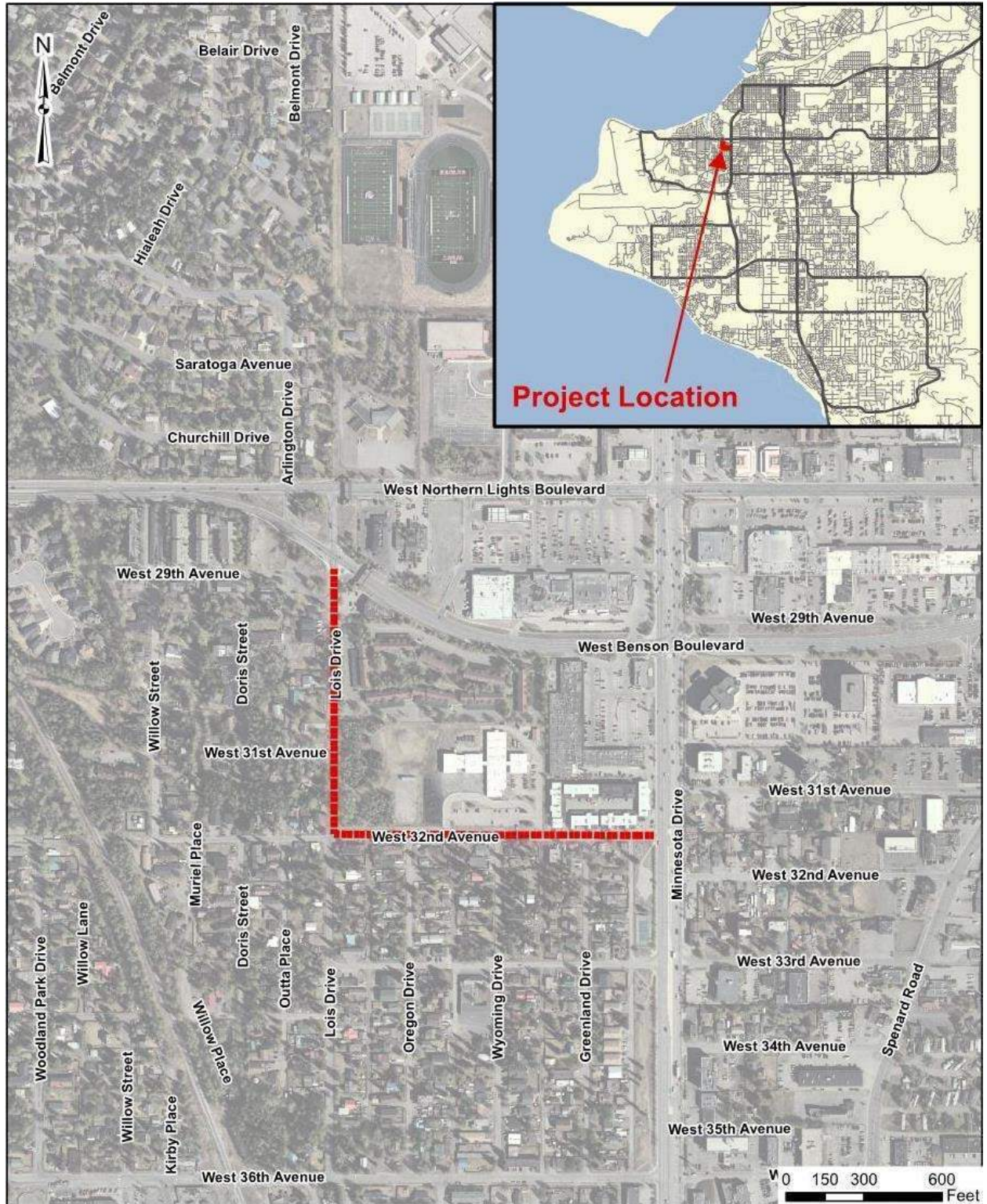


Figure 1 – Project Area Map

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).

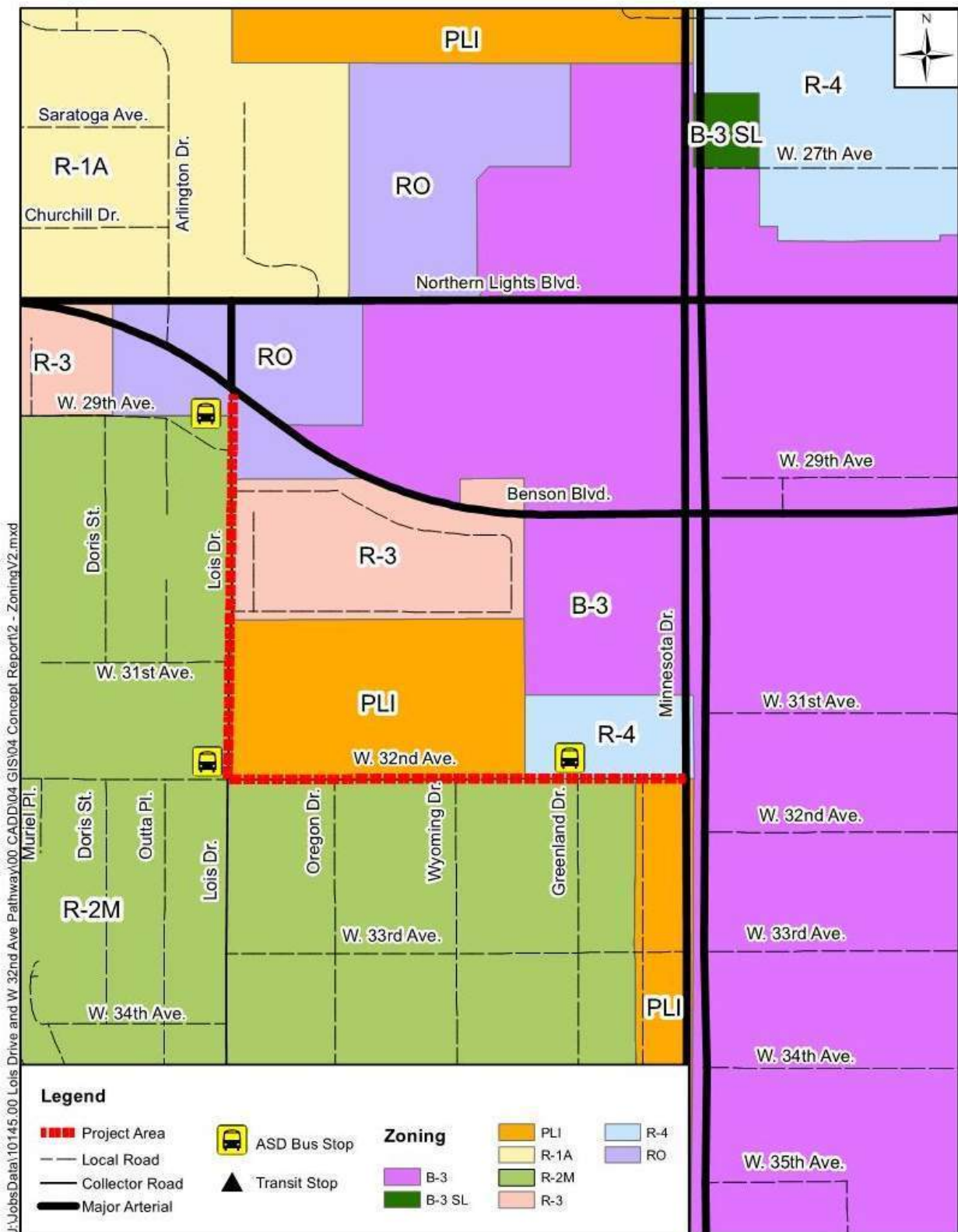


Figure 2 – Area Zoning, Street Classifications, Transit Stops, and ASD Bus Stops

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.

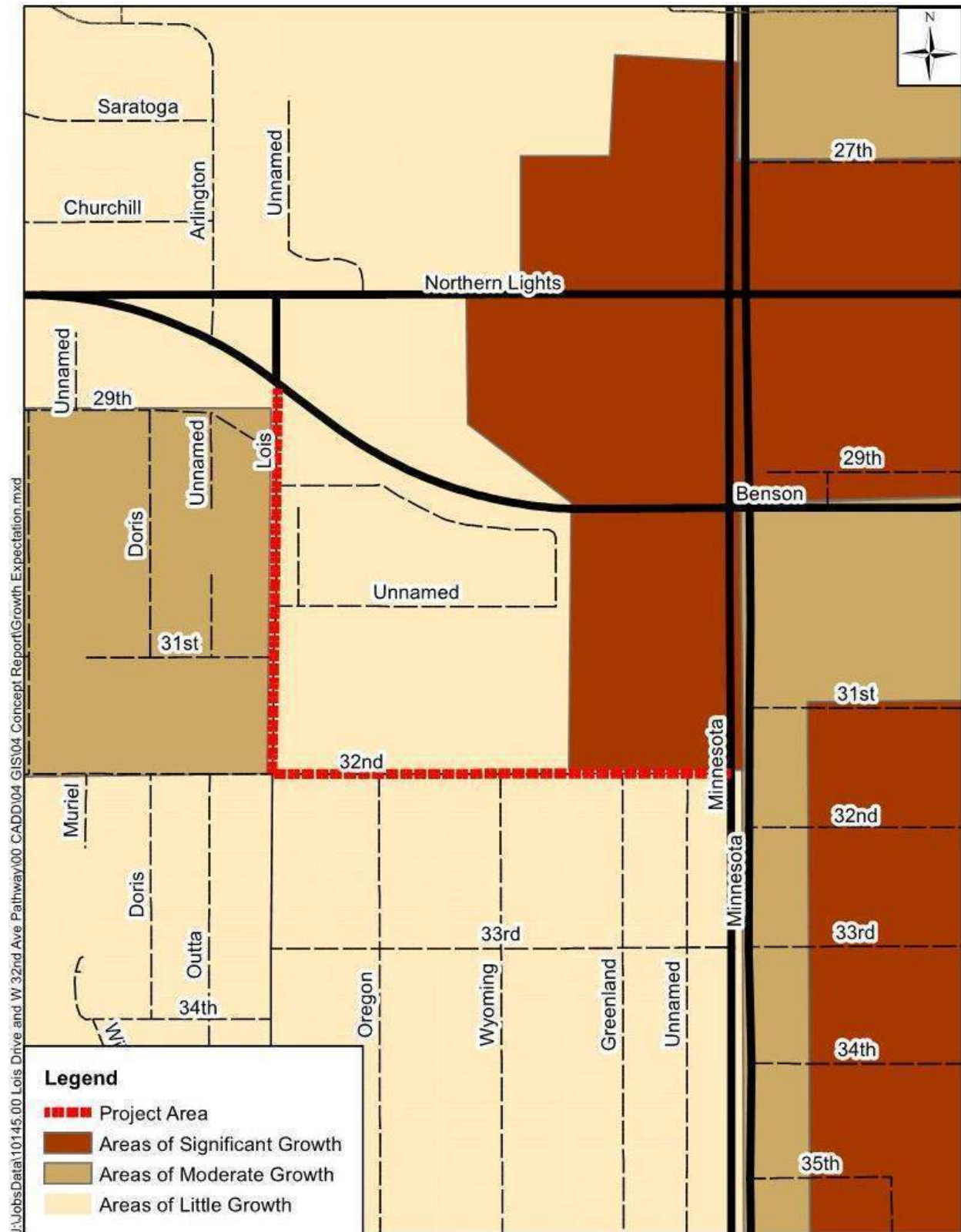


Figure 3 – Areas of growth and change by 2040



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.

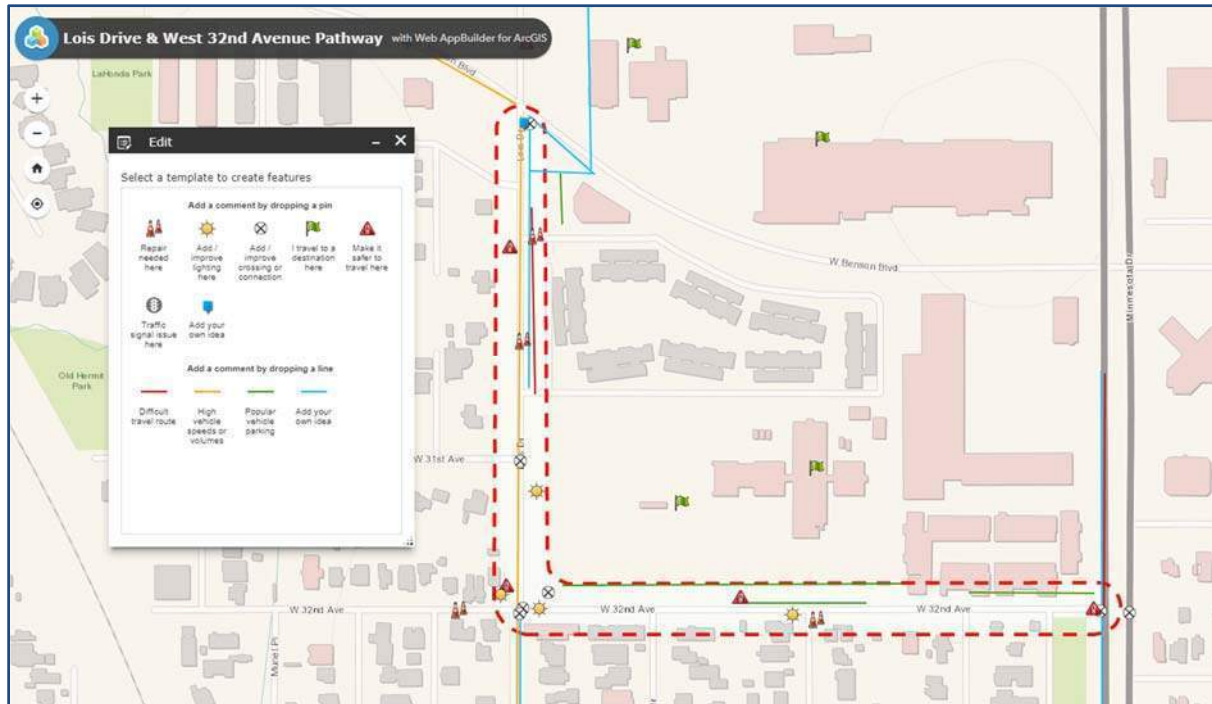
Table 1 - List of Stakeholders

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.



Photo 1. Public Open House attendees speaking with project representatives

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.

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.

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.

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. 		

<p>Anchorage 2040 Land Use Plan (LUP) (2017)</p>	<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.
<p>Anchorage Bowl 2020 Comprehensive Plan (Anchorage 2020) (2001)</p>	<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.”

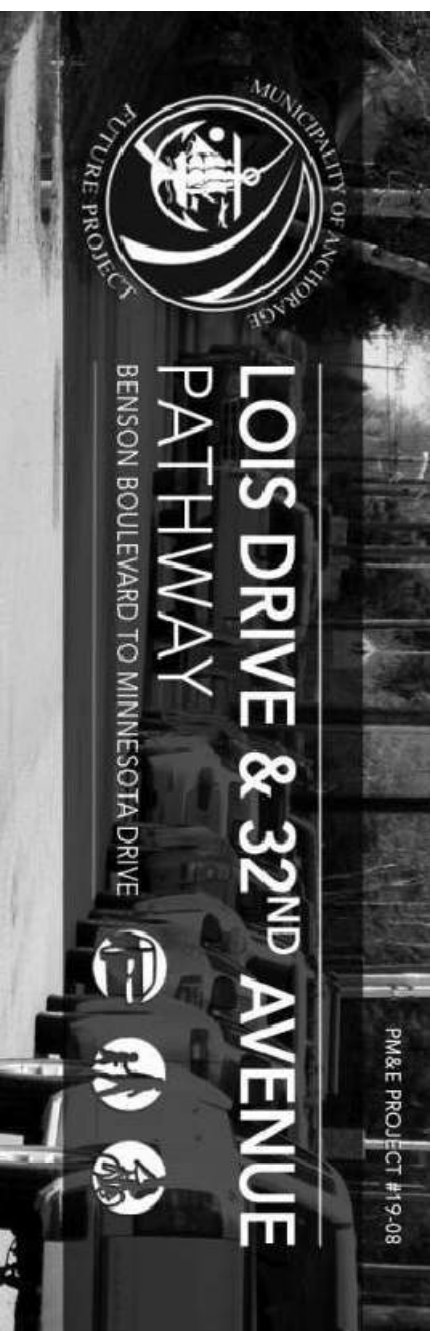
<p>Area Specific Plans: West Anchorage District Plan (2012)</p>	<p><u>Transportation goal:</u></p> <ul style="list-style-type: none"> • Plan for and maintain a safe, efficient, cost-effective, and context sensitive multi-modal transportation system. • Transportation objectives: <ul style="list-style-type: 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.”
<p>Anchorage Bowl 2025 Long Range Transportation Plan (LRTP) with 2027 Revisions</p>	<p>Project corridor is not identified in this plan.</p>
<p>2010 Anchorage Bicycle Plan</p>	<p>Project corridor is not identified in this plan.</p>
<p>2007 Pedestrian Plan</p>	<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



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

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.

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.

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

**Holly Spoth-Torres,
Public Involvement**

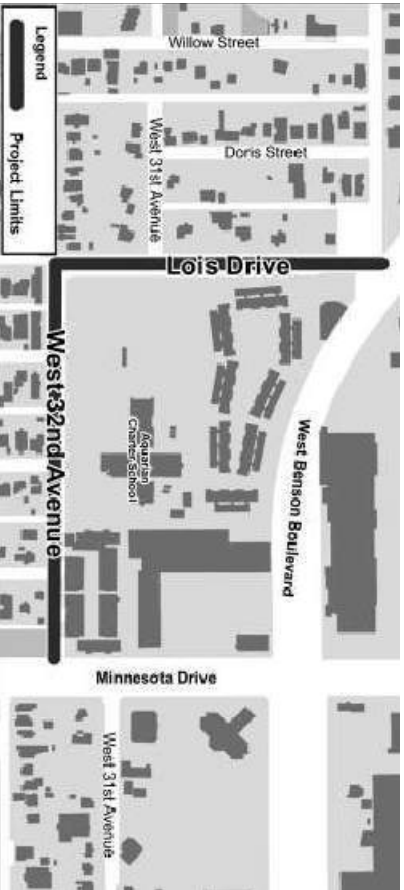
(907) 223-0136 • comments@crweng.com

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!

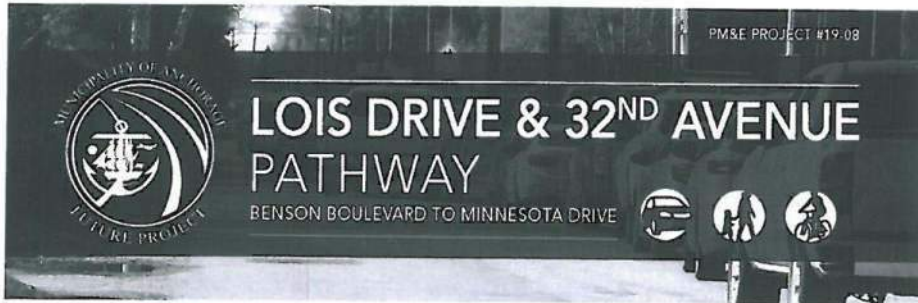
Talk to a project representative to ask questions, learn about the project, and tell us what you think.

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.

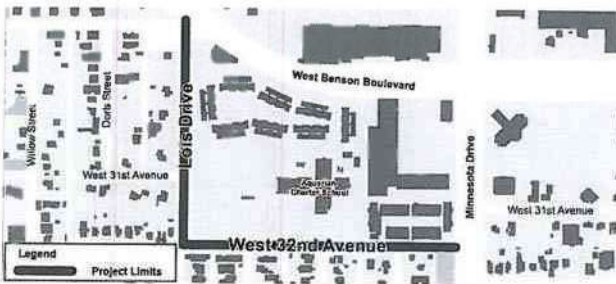
The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.



3940 Arctic Blvd, Suite 300
Anchorage, Alaska 99503



Project Area



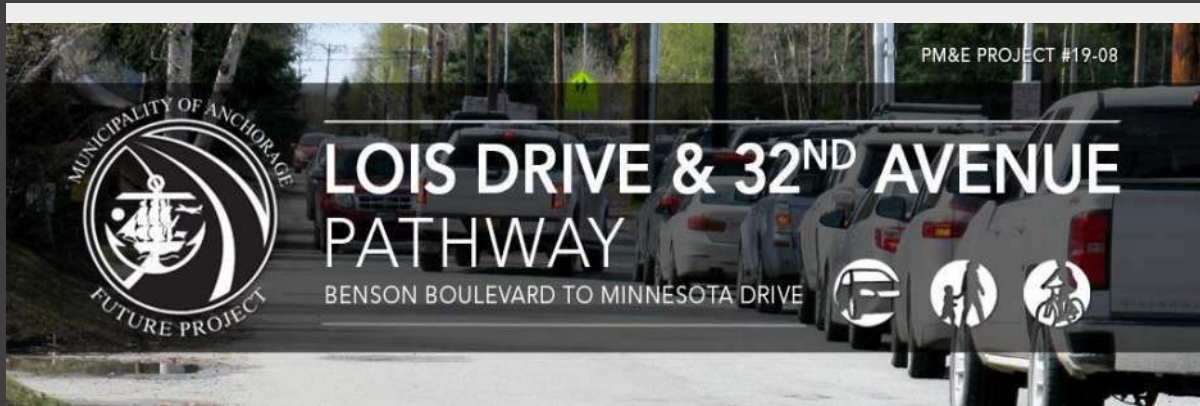
Lois Drive & 32nd Avenue
Benson Boulevard to Minnesota Drive



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



Try email marketing for free today!

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

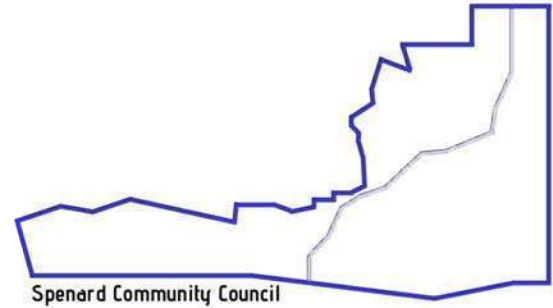
(all times approximate)

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.voteyesforalaskasfairshare.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.
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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, Schawna, 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
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	<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.



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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



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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.

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

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Project Administrator

MOA PM&E

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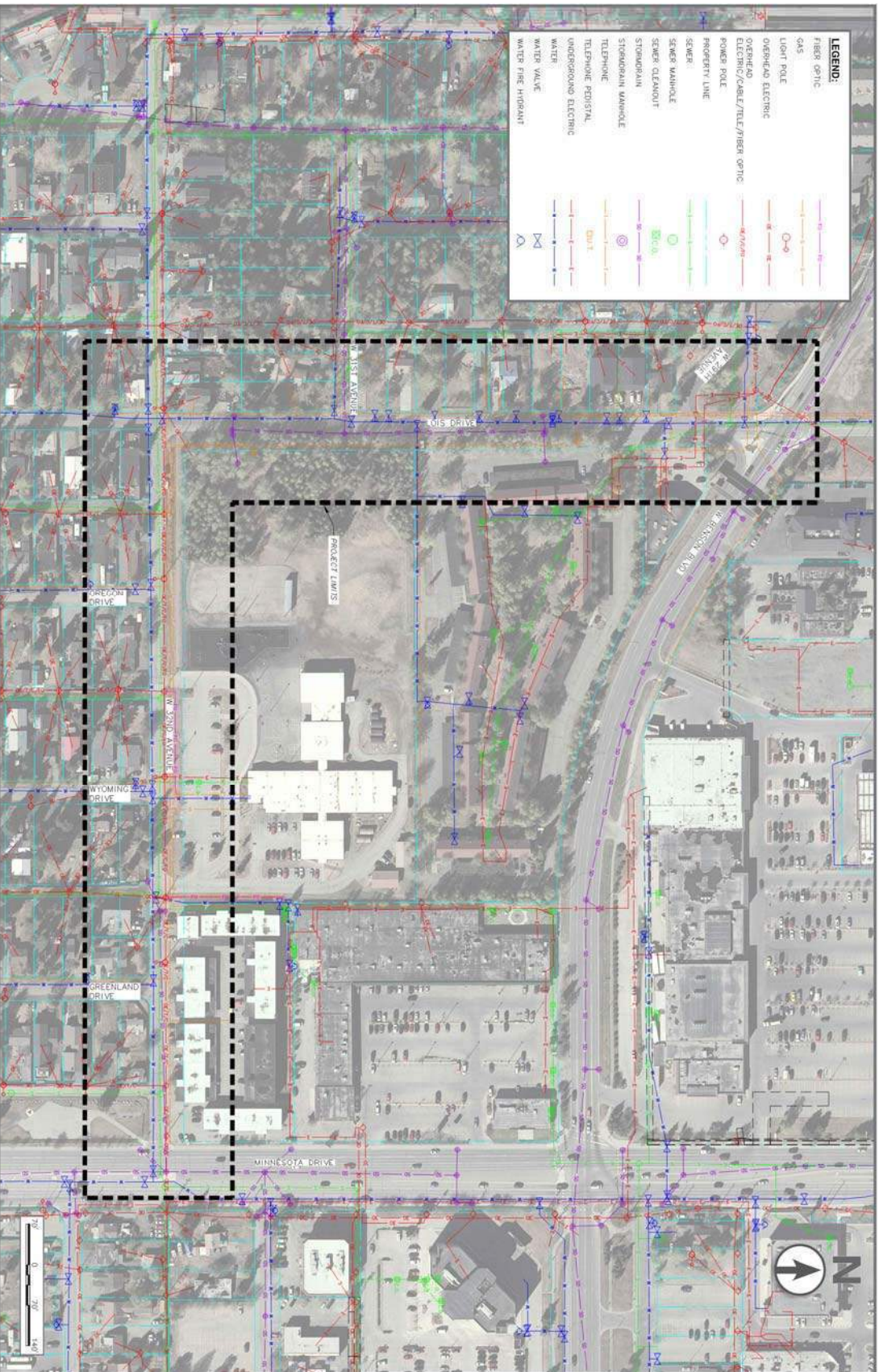


Municipality of Anchorage
Project Management & Engineering Department

LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

Project Area Map



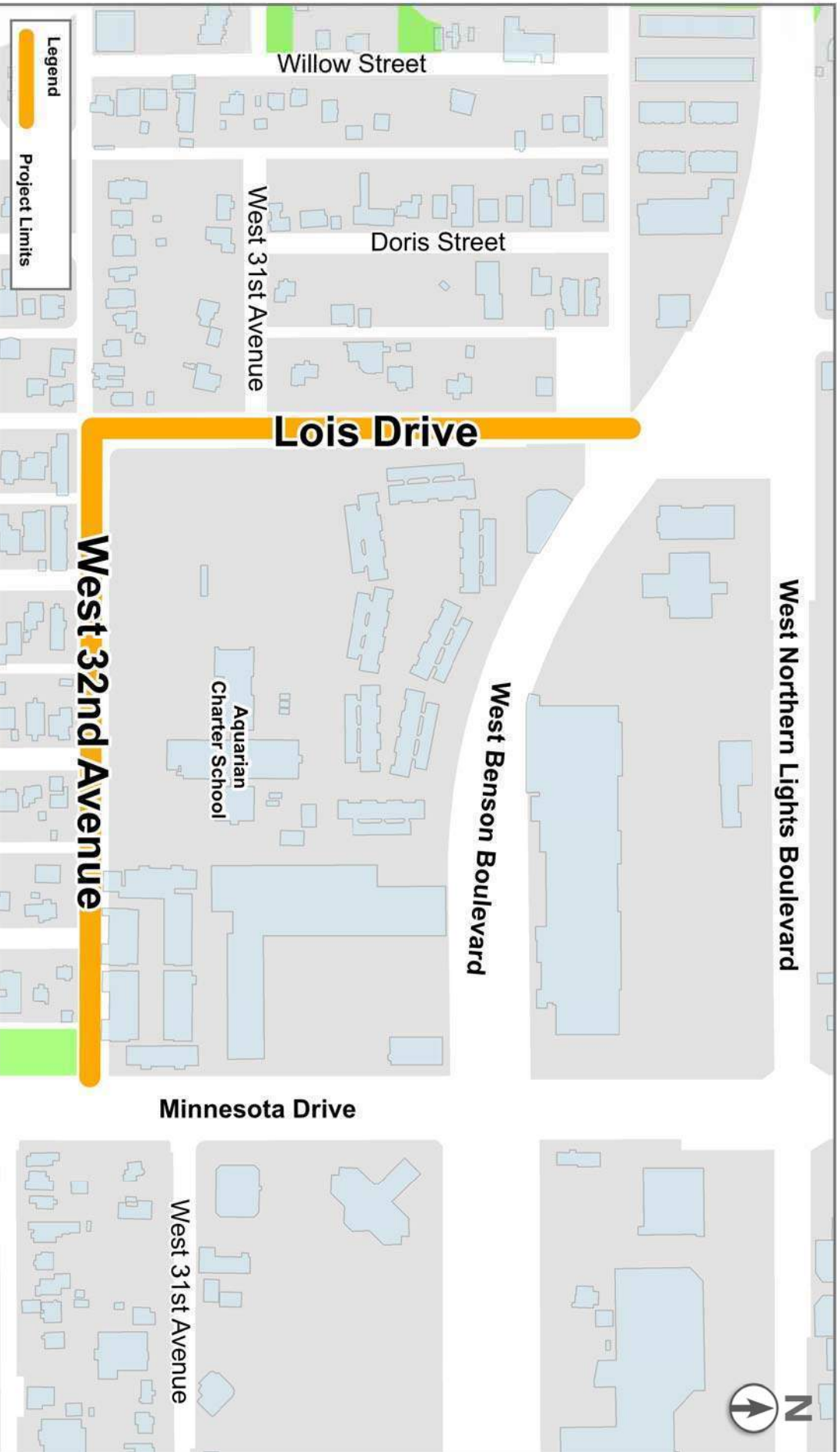


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LOIS DRIVE & 32ND AVENUE PATHWAY

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





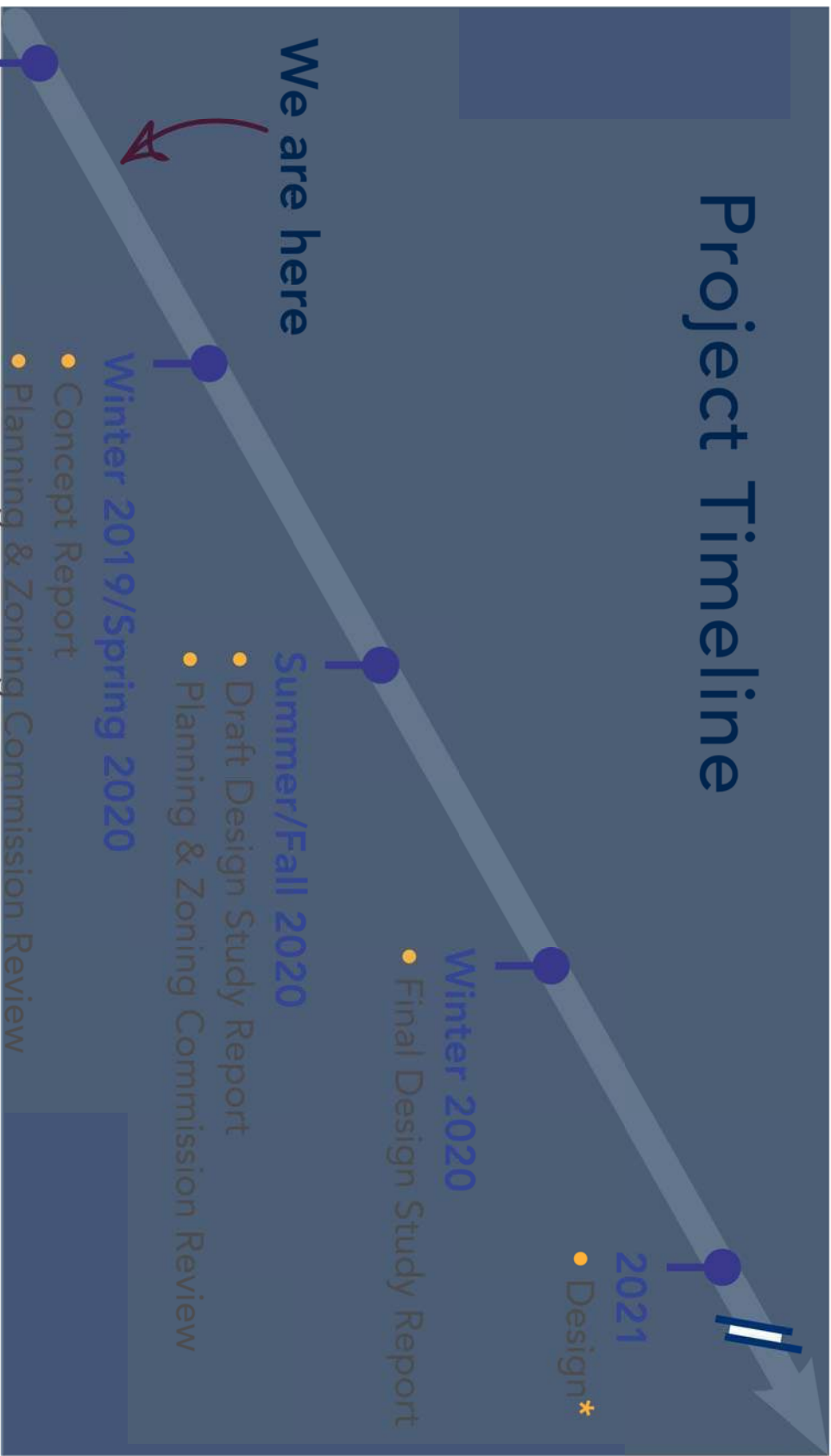
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Project Management & Engineering Department



LOIS DRIVE & 32ND AVENUE PATHWAY

BENSON BOULEVARD TO MINNESOTA DRIVE

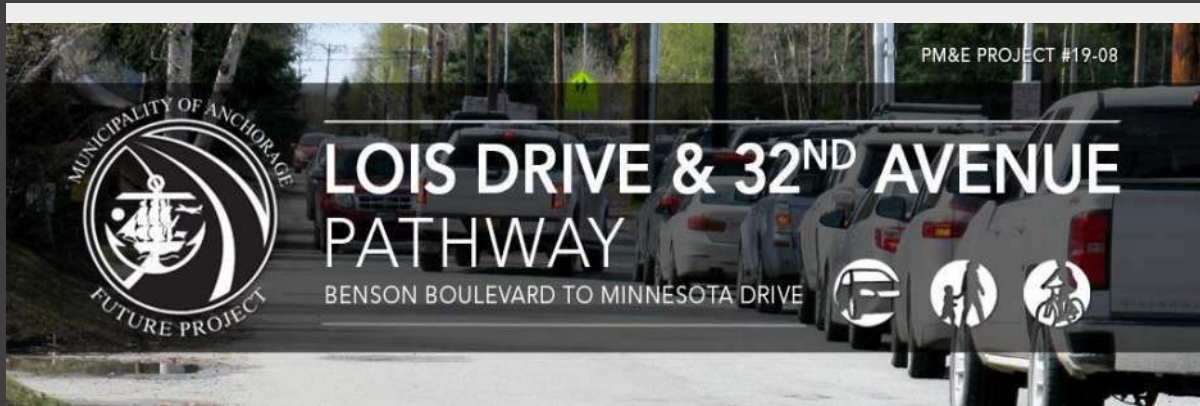
Project Timeline



* 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)

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