



Meeting Notes

SUBJECT: Dimond Boulevard Upgrade Project Public Meeting

PROJECT NO.: MOA PM&E 05-005

GROUP: Public

DATE: May 22, 2006

TIME: 7-9 pm.

LOCATION: Dimond High School Library, Anchorage

MEETING OUTREACH:

- Doorhangers delivered to all corridor residences May 13
- Post card notice mailed to corridor area week of May 15
- *Anchorage Daily News* ads published May 15 and 19
- Announced at SLCC meeting on May 8

MEETING ATTENDANCE: 34 (from sign-in)

MEETING MATERIALS:

- 1) PowerPoint presentation;
- 2) Presentation handout
- 3) Aerial photo of corridor with property and right-of-way lines;
- 4) Large scale drawing of typical collector road cross section;
- 5) Comment sheet

STAFF PRESENT:

John Smith, MOA PM&E
Julie Makela, MOA PM&E
Teri Albrecht, MOA PM&E
Todd Jacobson, R&M
Paula Winfree, R&M
Anne Brooks, Brooks & Associates
Kathy Burgess, Brooks & Associates
Betty Caudle, Brooks & Associates
Randy Kinney, Kinney Engineering
John Pekar, Kinney Engineering
Elise Huggins, Earthscape

MEETING INFORMATION:

Attendees were greeted, asked to sign in, and given copies of handouts. They were invited to view the aerial photo of the corridor and to place a sticker on their property, if they lived on the project corridor. They were also encouraged to mark the map with conditions they thought the project should address or information the project team should know.

The sign in sheets queried whether they owned property on the corridor. 7 said yes, on the south side; 9 yes on the north side; 6 said no. Asked the modes of use of West Dimond, 11 said they drive, 6 said they walk, and 8 said they drive, walk and bike the corridor. (NOTE: Numbers do not reflect true percentages because some people did not answer the question and some checked more than one answer to each question.)

At 7:30 Anne Brooks welcomed all present and introduced members of the project team. Todd Jacobsen then began a presentation that outlined project background, current corridor conditions, traffic projections, and anticipated project milestones.

The following is a summary of comments and questions brought up during and after the presentation. The public's remarks are in plain type; project team responses are in *italics*.

- Does the future traffic projection include rumored development along Sommers Place?
No
- Both 2005 crashes were west of West Park Drive (Also known as Snead).
- I think the average speeds are higher than the study shows.
The 85th percentile numbers show that most people are pretty close to the speed limit.
- Are you intending to widen and flatten the road? This encourages speeding.
We don't know yet; we have not begun any design. We are aware of the studies that show this effect.
- National studies wouldn't show our local conditions and characteristics.
We will have more flexibility than usual on this project because of the rural character of the area.
- Traffic calming is a concern.
Our study was done in February; speeds were closer to 50 mph in a Municipal study done in May.
- Dimond is a speedway people use to get to the motocross racetrack. Traffic calming is crucial.
- When Kincaid Road was built, people asked that the hills not be cut down and I feel the same way about this road.
- What are municipal standards for turn lanes? They seem wider than travel lanes.
We will be looking at road geometrics as part of our work.
- I'd like to find out if 45 is the right speed limit for this road.
- I'd volunteer to help with a speed study to record high speeds. I see speeding every day.
- Are most of the projected traffic increases from the new housing development off Sand Lake? That's really outside the project boundaries.
Traffic from the development and potential new schools are large factors.
- The new people in the development will use Dimond,—they'll want to go to the park, etc., too.
- Does the road need to be the same size everywhere?
- During construction will we be able to get out of our driveways?
Municipal policy is that one travel lane must remain open during construction.
- Will city water connections be included as part of this project?
AWWU may pursue a Water Improvement District in conjunction with this project. It isn't likely that the same will be true for sewer service in this area, as many of the large R-6 lots are lower than the main and lifting would be required for each of those houses.
- It would be short-sighted not to put water mains in with the road project.
- Who owns the road?
The city owns the part of Dimond in this project. East of Sand Lake it is a state road. Sometimes ownership is a part of maintenance issues.
- The pedestrian facility should be on the south side. The Coastal Trail is shown on the north side, but that is no longer relevant. On the south side, it would connect directly with the motocross entrance. Please minimize clearing of trees for the improvements.

- Why is a storm drain needed?
It has the potential to use less right-of-way land than the swales that would otherwise be needed.
- Why are you doing this road rather than others that need it more, like Raspberry? Minimize the work here—just repave it, add wide shoulders for walking, and don't overdo it. We don't need lighting.
Raspberry is a State-owned road and part of a different project process. For Municipal roads, a Capital Improvement list goes to the Community Councils every year for ranking. West Dimond was ranked number one in Sand Lake Community Council's list. If the SLCC decided that they no longer want the project we might have to re-evaluate it.
- I'm not aware of getting any priority list this year at Sand Lake Community Council.
- How long will construction take?
It would probably last one season—the summer of 2008.
- Will our mailboxes have to be moved?
We don't know about that yet.

Attendees were asked to place a sticker on the large aerial map to show their property or residence. Approximately 16 people marked lots either bordering the right-of-way or accessed by a driveway connected to the corridor. The following notes were also made on the map:

General Comments

- We were told (before the pit development) that our water was better than city water.
- Slowing down can take care of a lot of the problems/issues being brought up.
- Street lights: Less is better. This area used to be quiet, would like to keep it that way. (Rural feeling) We don't need landscaping. There are natural trees and good old dirt. The road is used as a speedway. (Reduce to 25 mph) To what extent is AWWU involvement?
- Request one bike/multipath.
- Traffic calming a must.
- The wider the road the more cars abreast will be drag racing.
- Driveways that are steep can't be sacrificed to a trail. Access to Dimond must be maintained at all times.
- Right-of-way is not big enough for a path and a sidewalk.
- Bike trail is better suited on south side.
- If on the north it [bike trail] will connect to existing trails; there are fewer driveways
- What about the existing mail boxes?
- Speed limit should not increase. Let's try <30 mph.

West Park Drive to Sommers Place

- Entire section marked "Road surface in bad shape."
- Runoff from southern West Park Drive and driveway of Tract 1 & 2 flows onto W. Dimond and westward along the street and then drains off the road to the south at about Tract 3. This water action erodes the road surface.
- Site of motorcycle fatality marked just west of West Park Drive intersection.
- Site of bike/car crash marked beside driveway of south side Tract 5 driveway.
- Area framing West Park Drive intersection marked "Vertical sight distance problems."
- South side Tract 7 marked "Driveway missing (not shown)."
- House close to road, Tract 5 north side would like fence or privacy screening.

Sommers Place to Jodhpur Road

- Well in right-of-way [southwest corner of lot on east side of Sommers Place]

- Can we underground power line?
- Sommer should be spelled Sommers
- Dimond/Jodhpur curve too tight.

Jodhpur Road

- Take Dimond trail into Kincaid park motocross area at Jodhpur corner—with good separation.
- Kincaid Jodhpur entrance has gate that is often locked. Consider a parking area for approximately 6 vehicles in this area.
- Cul-de-sac off Jodhpur has paved trail that would connect with Skyhills Drive if missing segment would be paved. Easement already exists.

Related documents on file:

PowerPoint presentation

Doorhanger

Post card notice

Anchorage Daily News ad

Comment Sheet