

- Project:** HSIP: Jewel Lake Road Widening: 88th Ave to Strawberry Rd
Project No. 57310 / 0515(005)
- (Note this meeting was held in conjunction with Raspberry Road: Jewel Lake Road to Minnesota Drive Pavement Preservation project Open House (Project No. 56727/0526(004))
- Meeting:** Public Open House
- Date/Time:** October 15, 2014, 7:00 to 8:30 pm
- Location:** Kincaid Elementary School, 4900 Raspberry Road, Anchorage
- Team Attendees:** Carla Smith, PE, DOT&PF
Joy McLaurin, DOT&PF
Josh Resnick, DOT&PF
Randy Kinney, PE, Kinney Engineering (KE)
Joann Mitchell, PE, KE
John Pekar, PE, KE
Brian Lamson, PE, KE
Ron Martindale, KE
Sophia Huff, KE
Jeanne Bowie, PE, PhD, PTOE, KE
- Public Attendees:** Approximately 50 (plus team members)
- Meeting Notices:**
- Community Council Announcements
 - DOT&PF Central Region PI Calendar
 - Alaska Dispatch News Ad (Oct 2 & Oct 10, 2014)
 - State of Alaska Online Notice (Oct 7, 2014)
 - Federation of Community Councils email (Oct 13, 2014)
 - Email notices (Oct 2 & Oct 13, 2014)
 - Postcards to 3,168 addresses (Oct 1, 2014)
 - Notices sent to Sand Lake Elementary School and Lumen Christi High School for inclusion in their newsletters
 - Public Service Announcements sent to local radio stations
 - Project website (www.jewellakeroad.com)
- Meeting Materials:**
- Project fact sheets
 - Typical section board (depicting both alternatives and the pros and cons)
 - Crash data board
 - Roll plots of each alternative
 - Comment sheets
-

Attendees were greeted at the door and asked to sign in. The room layout and meeting format was then explained. Attendees were encouraged to visit with team members and submit written comments.

Following is a summary of comments made during the one-on-one time with the team members:

- Most folks that Ron Martindale talked with preferred the raised median alternative once the differences were explained to them, providing it does not impact their access and they appreciate the need for

pedestrian refuge crossing Jewel Lake Road.

- All who commented on the pathway (to Ron Martindale) were glad that the pathway was being extended to 88th Avenue but 1 or 2 folks wondered why the east side path wasn't being improved all the way to Dimond Boulevard.
- All who commented (to Ron Martindale) preferred the drainage system proposed over the current ditches.
- One person expressed (to Ron Martindale) interest in a noise fence similar to the one on C Street. We explained that the roadway class, side street and driveway sight distance, and ROW would preclude that.
- There was agreement from those who commented (to Ron Martindale) that they did not want to see any new traffic signals in the area.
- Speeds were a concern voiced by some (to Ron Martindale) who would like to see an alternative that provided some measure of speed control.
- Brian Lamson heard about a 50/50 split on whether or not to use the raised medians or the TWLTL option.
- Brian Lamson talked to one person who believed that pedestrian traffic was minimal and the pedestrian islands would provide an unneeded obstacle to drivers.
- Randy Bergt (MOA Public Transportation) liked the way the project is shaping up. He took the opportunity of push for bus preemption at the existing signals. He also says that he prefers the raised median option, and that it may allow an on-street bus stop if we run into issues with one of the pullouts; but that MOA Traffic would oppose on street stops with the TWLTL option.
- Brian Lamson had two people request facilities at the bus stops, he pointed them to Randy Bergt, and Randy said that if there was public requests and the ridership to justify them, he will add them.
- Brian Lamson talked to two people who were in favor of the median option, but opposed to blocking the left turn in/out of 79th. They said that the left turners at 80th sometimes back up traffic and redirecting the left turners from 79th would add to the problem. They also pointed out that 80th is steeper than 79th and during icy conditions many people choose to exit the neighborhood through 79th over 80th.
- Two people told Brian Lamson they wanted the median north of 80th pushed farther north to account for people making sharp left turns.
- Everyone Brian Lamson talked to was in favor separating the left turners on Jewel Lake Road from the through traffic.
- Several people Brian Lamson spoke with were excited about completing the connection of the sidewalk on the east side of the road.
- Several people specifically asked Brian Lamson about lighting and were happy that it was part of the project.
- One person requested to Brian Lamson that lights be installed on both sides of the road while another person requested the lighting only on the west side (to avoid it pointing at her house).
- Randy Bergt commented that there is a fire hydrant in the middle of the sidewalk on the SE corner of Jewel Lake Road and 88th Avenue. The hydrant is a safety hazard and if at all possible, it should be relocated.

- Sophia Huff heard from 2 people that 80th Avenue already has excessive traffic and a steep slope so they often use 79th Court to bypass 80th. The proposed median in front of 79th Ct prohibits left turns and would add to the traffic on 80th.
- Multiple people told Sophia Huff that they would like to see roundabouts.
- Sophia Huff heard multiple people refer to the CTWLTL as a “suicide lane” and were not supportive of that alternative.
- A couple of people commented to Sophia Huff that they would like to see landscaping throughout the project area. (Similar comments were made to Jeanne Bowie)
- A few people agreed (to Sophia Huff and to Jeanne Bowie) that benches and lighting at each bus stop would be appreciated. Randy Bergt explained that benches would be installed at stops where there was a request for them and the ridership numbers at that stop supported it.
- Attendees were told that the current schedule is for construction in 2017 and that there will be another Open House next spring when the design is further along.

Ten comment sheets were submitted at the meeting. Summary of Comment Sheet responses:

One alternative being considered is a continuous left turn lane down the center of Jewel Lake Road. What do you like or dislike about this alternative?

- I dislike this alternative because it is a gateway to car accidents. Being a young driver, I find myself quite confused and scared, yet safe, when using the continuous left turn lane.
- I do not like the speed of those driving on JLR today, add turn lanes without medians and I believe accidents will not decrease as significantly as if medians were in place to slow down traffic.
- No place to stop in middle when crossing. More dangerous for pedestrians.
- I prefer the two way left turn alternative. We have Lot 2 and 3 in the Osmond Olson subdivision. This would be easier for us to get in and out to the left as well as the right. I like the mailboxes being set back from the road. I would like to see the center turn lane put a little more south then it is set up.
- This alternative is by far the best one because: Open lanes for good traffic flow; no obstructions in way of snow/ice removal; no median to deal with by the heavy traffic.
- Please, no suicide (middle lane for left/right turns) lane. Use the median plan. Slow traffic down. Make it so people can't pass you on the right. Ticket speeders or lower speed limit.
- This is the preferred alternative as maintenance will be higher and snow removal more difficult with the median alternative. Also, this alternative is much less confusing to drivers than the median alt.
- I dislike this because of the tendency of cars to use it as another driving lane.
- I dislike that there is ambiguity about where the lanes are (and how many lanes and their uses) when there is snow accumulation on the road.
- Only two pedestrian crossing. People will need to cross in-between, a third lane will make it harder to cross and more dangerous. Cars will likely travel at a higher speed.

The other alternative being considered is a median in the center of the road with openings where needed to allow for left turning vehicles. What do you like or dislike about this alternative?

- I admire this alternative. I believe it is a safer way to turn left at many streets, and it is safer for all pedestrians and could possibly reduce car accidents.
- This is my preferred design. I live west of JLR and turn left into the neighborhood onto 80th. Every time I turn my blinker on I say a prayer that I won't be hit while I wait. Traffic moves too fast.
- Like having a place to stand when crossing as a pedestrian and it allows for left turn lanes as well.
- The center two way left turn lane I feel is better for getting in and out from our property.
- This hinders snow-ice clearing. This alternative chokes down the traffic flow. This alternative would cause more median accidents.

- It slows traffic. It regulates traffic. It keeps (or helps) people obeying lane restrictions. I turn left on 79th to Brentwood. Thousands of people have passed me on the right. I have not seen one ticket. Left turns from 70th to Jewel Lake are impossible.
- This is the least preferred alternative. I don't see too much cross road ped traffic to justify the medians.
- I like medians but I live off 79th Ct and if we have to go to 80th to turn left that will cause bottleneck at major intersection and increase traffic in a section of Brentwood with kids.
- I like that traffic is separated, particularly in poor weather conditions (fewer head-on collisions). Also, easier to cross.
- No left turn for 70th out of Brentwood. If traffic has to divert to 80th, 80th is a very steep and icy hill in the winter. At peak times travel is backed up 4-5-6 cars waiting to turn left. If you add Brentwood, it will be difficult to get out of neighborhood. Turning out of 80th left heading north can be difficult. Make sure median allows wide turning radius as both 80th's don't line up.

Are there specific problem areas that we should know about?

- The road of Dimond Blvd, between Jewel Lake and West Park Drive. I believe there is a project in the process. However, driving down that specific portion of the road is worrisome, especially because of the high moose population in that area and the lack of street light poles.
- I would also like to see some landscaping added to make JLR look more attractive.
- Left turn hazard at 80th northbound from Dimond. Left turn lanes will help immensely.
- Our mail boxes should be set up so gravel can be put in front of them. Right now there is an electrical system for the signal lights in front and it gets muddy (unless it will have pavement in front). Also I want to see ditches by our place so water and snow could be collected in them. Storm drains would help greatly in this situation. Sidewalks on both sides of the road is a very good idea. (*Address: 7655 Jewel Lake Rd*)
- Presently no drainage at 7637 and 7655 Jewel Lake access driveways. Water stands with no place to go. The driveways get muddy and water worn.
- My house is 20' from the fence off Jewel Lake (3913 Brentwood Circle). If 10' of easement were used, my bedroom would be 11' from the road area. I would lose approx.. 15-17 trees. My house would be unsafe, my wife and I would be in harms way. Brentwood subdivision is being used as a school drop off zone. Our traffic has tripled/quadrupled—plan for school access.
- Either of the proposals will address my primary concerns.
- Strawberry & Jewel Lake need way for pedestrians to operate the crosswalk. Incoming traffic to JLR from neighborhood needs to have cars stop back further away from the roads so to avoid bike crossings.

Do you have specific concerns or comments about the project?

- I wish this project to proceed as soon as possible. The storm drains are a must. I live at 7655 Jewel Lake Road and have a mailbox out front and welcome the mail pull out also. The middle left turn lane will be a huge improvement.
- Clear the ROW full width to increase visibility. Remember the ROW does not belong to the adjacent property owner. Provide wider bike lanes each side of road. Current plans are 5' wide. 8' is preferred, particularly in winter. Great to see this project happening. Long overdue.
- Landscaping. Noise barriers for neighborhoods.
- Need to add landscaping improvements along with the rest of the project.

Actual comment sheets and sign in sheets are on file.