



Citizen's Advisory Group Meeting 1 – Notes and Break-Out Session Comments and Questions

Questions raised and answered during the presentation portion:

- Does DOT have any drawings of what they anticipate the project looking like?
 - o No – the other groups have come up with some ideas. In addition, there are previous projects where work has been done. This project is separate to and a fresh start from the 36th Avenue project. We don't have concepts/alternatives that we are proposing should happen, we are going to show you the ideas that the other groups have come up with and ask for your ideas as well. Information from previous projects is available for consideration.
- Question as to availability of comments made so far.
 - o We can provide a summary of public comments to date in a document. They are also available on the summary spatial map.
- Is there a summary guidance from federal agencies on the role of Citizens Advisory Groups in Planning and Environmental Linkages Studies?
 - o No – guidance is broad, Alaska will potentially develop its own PEL guidance which could include commentary on stakeholder involvement. This effort is particularly extensive, and has been tailored specifically for this project. The PEL approach with its associated larger focus is a good opportunity for community-centered involvement and feedback and give an ability to identify discreet projects that we can implement as funding comes available.
- Is DOT going to put in the quieter asphalt anywhere?
 - o We don't know yet. The PEL is a study stage prior to extensive design and materials decisions.
- Who is going to fund these projects?
 - o Funding for the construction of these projects is not finalized. Generally funding is Federal dollars for 90 percent and a State match at 10 percent.
- Does the process include noise studies?
 - o We are going to need to consider noise, including the appropriate amount of modeling for the inclusion in the study and for future projects.
- Where are we coming up with the predicted doubling of traffic over the next 20-years?
 - o The reason why the Seward Highway gets so much traffic is because a Glenn/Seward connection project is still in the LRTP as an improvement that is necessary to accommodate traffic growth. This is included in the traffic model. The LRTP allocates traffic growth to the traffic network and then determines what infrastructure is needed to meet the needs of traffic growth. Glenn/Seward has the most significant impact on the traffic network, and is considered to attract traffic from



- other roads in the network. If no Glenn/Seward connection, then the traffic will disperse to other routes.
- Have we measured the truck traffic data?
 - o It's cumbersome to count truck traffic specifically, but this has been captured in general traffic counts. We are aware of the heightened truck traffic.
 - Is the implication of stopping this study area where it does because a Glenn/Seward connection would start to the north of this study area?
 - o Not necessarily, 20th Avenue was identified as the logical termini because if you look at previous H2H projects traffic diverted at around 15th Avenue

General comments from group discussion:

- It is important to receive and consider citizen's feedback.
- We are bringing in the public earlier than we ordinarily do to develop concepts together.

Summary Comments:

- Appreciate volunteering time, additional suggestions/feedback appreciated. We will also look at what we can send in advance.
- We are going to give you copies of this presentation.

Break-Out session notes and take-aways:

One-way Frontage Road Concepts - Team 1:

Think about:

- ROW impacts – extent of ROW take
- One of the biggest issues as a driver is signals
 - o Would be good to not have signals on highway
 - o Consider a reversible lane system

Two-way Frontage Road Concepts - Team 1:

- Old Seward Highway as frontage road
- Land ownership of Old Seward Highway?
- Ramp side streets up over Highway
- Don't want increased traffic through Latouche Street and up through Fireweed Lane
- Consider traffic with Sears Mall improvements – REI and Carrs
- Sound barriers make people happy
- Consistency with South portion of Seward Highway is not a concern
- Conceptualize both ideas for two-way frontages

Concerns:

- Ped facilities
- Noise
- Latouche Street
- Homeless population



One-way Frontage Road Concepts - Team 2:

- Depressed freeway/cut-and-cover – consider covering certain sections rather than the whole thing to avoid need for ventilation system
- Rogers Park neighborhood extremely interested in noise and property acquisition
- Willingness to pay more upfront to get a better outcome long term – versus impacts to neighborhoods because of noise (particularly due to elevated freeway)
- Noise impacts – mitigation is important – needs to be quality
- Federal Funding – need to follow federal requirements for noise
- Leading causes of noise in corridor – signals, trucks, and motorcycles

Two-way Frontage Road Concepts - Team 2:

- Cut- and-cover seems to be preferred to elevated highway
- Liked idea of two-way Benson/Northern Lights Boulevard option
 - o Idea presented to make one of the roadways an urban 'park and walk' destination style area
- Pedestrian crossings suggested at:
 - o Mooses Tooth, Fred Meyer, Embassy Suites – tourists attempt to walk all over Benson/New Seward intersection to get to Fred Meyer
 - o Approved of a crossing at 33rd Avenue