

# Arctic Boulevard Surface Rehabilitation

FIREWEED LANE TO TUDOR ROAD

## PUBLIC SCOPING MEETING NUMBER 2

JUNE 21, 2004 NORTHSTAR ELEMENTARY SCHOOL GYMNASIUM

### MEETING MINUTES

- SUBJECT:** Arctic Boulevard Surface Rehabilitation Project
- ACTIVITY:** Public Meeting Number Two
- DATE & TIME:** June 21, 2004, 9:30 a.m. - 11:30 a.m., 7:00 p.m. - 9:00 p.m.
- LOCATION:** Northstar Elementary School Gymnasium, 605 W. Fireweed Lane
- ATTENDANCE:** 9:30 a.m. meeting: 10 people, including project staff  
7:00 p.m. meeting: 21 people, including project staff
- MEETING MATERIALS:** 1) PowerPoint Presentation, 2) Visual Displays, 3) Agenda/Fact Sheet Handout, 4) Comment Forms and Comment Box, and 5) Sign In Sheets
- STAFF PRESENT:** DOWL Engineers - Steve Noble, P.E. PTOE; Bill Coghill, P.E, PTOE; Mike McKamey, P.E.; Robert Kniefel, P.E.; and Nan Llewellyn  
MOA PM&E - Steve Gillette, P.E. and Duane Maney

### MEETING INFORMATION:

#### 9:30 a.m. Meeting

Because only a few people attended the morning meeting, the entire meeting was held in an open house format with no formal group presentation. Project staff instead gave the presentation to each attendee individually. Project staff manned the visuals, answering the public's questions and listening to their concerns. Four comment forms were turned in during the meeting.

#### 7:00 p.m. Meeting

The meeting started with 45 minutes of open house with staff manning the visuals and answering the public's questions. Steve Noble and Bill Coghill then made a presentation that covered the following topics: purpose and need of the project, existing conditions, planning and design, environmental documentation and permitting, and public involvement.

The audience had the following questions and comments. Staff's responses are in italics.

- Why is Arctic Boulevard classified in the Official Street and Highways Plan (OSHP) as a Class III major arterial if it does not have enough Right-of-Way (ROW)?

*The OSHP was originally assembled by the MOA in the mid-1980s and the roadways classification were allocated to meet long-range transportation goals over the next 25-years. Thus, Arctic Boulevard was envisioned to be a Major Arterial for a portion of the project area.*

- Since Arctic is a major arterial with not enough ROW, who suffers from this - the vehicles or pedestrians?

*Both the vehicles and pedestrians that use Arctic are affected by the lack of ROW. Sidewalks and travel lanes are narrower than we would like, there are no buffers, and few auxiliary lanes.*

- Because there is no southbound right-turn lane onto Tudor from Arctic, cars making a right-turn during peak periods have a tendency to use the sidewalk as a right-turn lane.

*Phase II of this project is intended to remedy this problem by adding a south bound right-turn lane.*

- The bus stops are unusable in the winter, because snow is stored in the bus stop areas. During the winter, snow is also piled on to the sidewalk, forcing pedestrians to walk in the roadway.

*Bus pads are going to be upgraded as part of this project and some will have additional amenities added to them so that pedestrians/maintenance can easily tell where bus pads exist.*

- During winter, the combination of the steep angle of sidewalks and the icy conditions make walking on the sidewalks a hazard. Will anything be done to fix the sidewalks?

*The existing sidewalk cross slope at driveways along the project corridor is about eight percent, which exceeds ADA's recommended accessible guideline of two percent cross-slope, and will be replaced to bring them in compliance with ADA guidelines as part of this project.*

- Plans should include bringing the curb into the traffic. This will provide more area to store the snow, so the sidewalks can remain free of snow and usable.

The meeting was adjourned at 9:00 p.m., with informal discussion continuing for 15 minutes afterwards. Seven comment forms were turned in during meeting.

Attachments: Sign-in Sheet  
Presentation  
Comments