



EAST DOWLING ROAD EXTENSION AND RECONSTRUCTION

ENVIRONMENTAL AND DESIGN SERVICES

LAKE OTIS PARKWAY TO ABBOTT LOOP

MEETING NOTES

SUBJECT: East Dowling Public Meeting #2
LOCATION: Wendler Middle School
DATE: October 30, 2006 6:30 – 9:00 p.m.
MEETING ATTENDANCE: Approximately 30 people
MEETING MATERIALS: PowerPoint, 14 project boards

MEETING AGENDA:

- 6:30-7:00 p.m. Open House
- 7:00-7:30 p.m. Presentation
- 7:30-8:00 p.m. Q and A
- 8:30-9:00 p.m. Open House

OPEN HOUSE AND PRESENTATION:

Project staff discussed the project one-on-one with members of the public from 6:30 to 7:00 p.m. Stewart Osgood P.E. and President of DOWL Engineers gave a 35 minute PowerPoint presentation (see attached) at 6:00 p.m. and took questions from the public. Some members of the public remained after the presentation to discuss the project in more depth with project staff at the display boards. Please find attached a copy of the attendance sign in sheet.

DISCUSSION ITEMS:

- **How long is this project?**

Length: 1.1 miles

- **How much is the project and how much went to ROW?**

The State has currently appropriated \$19 million. ROW costs have been significant; almost half of the budget--\$8 million. There were significant costs to get utilities out of way. All of these costs add up even before road construction begins. The project cost estimate at this point is somewhere in the \$20-\$25 million range. DOT&PF will be looking at value engineering and will evaluate whether additional funding can be identified for the project.

- **I don't understand who owns the wetlands south of the section line at the east end of the project corridor?**

The land is owned by Heritage Land Bank (HLB) which holds public lands in trust to manage and dispose of for the public good. HLB has indicated a willingness to offer up some wetlands

directly south of the project for mitigation purposes if the northern alignment for East Dowling (Alt. 2) is selected. HLB has some upland areas in this vicinity that would be held in reserve and could be used for future residential development.

- **Does the traffic figure model take into account potential development of the HLB area for potential residential development south of new East Dowling road?**

Traffic models are comprised of a series of assumptions about population growth in Anchorage and the demand for trips from one area of town to another. Land use and population growth of the municipality are taken into account and then there are assumptions regarding number of trips per resident based on the population. Volumes are not driven directly by any specific or potential housing project but by the growth trends of the municipality as a whole.

- **Is this project meant to relieve traffic on Tudor and Lake Otis?**

Partly, yes. There are a number of projects being planned to improve traffic flow through Anchorage and specifically to provide options besides using Tudor Road. The construction of East Dowling Road, 48th Ave, and Abbott Loop extension will allow traffic to travel from Northeast Anchorage to the South without using Tudor. It will redistribute traffic to other streets.

- **In all that is going on, nothing is being mentioned about access to the trailer park. Residents are going to be trapped now.**

The platted access for the trailer park is onto Lake Otis Blvd. The main benefit of the project for the trailer park residents is that Lake Otis traffic will be reduced by about 25% when the projects identified in the LRTP are all complete.

- **Why can't trailer park traffic go left onto East Dowling? I'm paying for it and will have more traffic noise but don't get the benefit.**

With the projected future traffic volumes, especially at peak times, you won't be able to make a left onto East Dowling since traffic from the signal at Lake Otis and East Dowling will likely be backed up past the Post Office intersection. In fact it's likely that a median will be placed there to prevent turns. Without the project, you can't go left on East Dowling because the extension doesn't exist. The official access out of the trailer park is onto Lake Otis. Again, the benefit to residents in the trailer park is that traffic on Lake Otis is expected to decrease by about 25% as all improvements in the LRTP are constructed.

- **What about the residents of Sunchase Condominiums? We won't be able to turn left onto Dowling?**

Nothing will restrict you from making a left onto Dowling. During peak times it may be difficult to find gaps in the traffic to make a left turn. The current plan is to include a two-way left turn lane on East Dowling that will allow left turns in and out of Sunchase Condos.

If Spruce gets a signal the platooning affect will create gaps that will make it easier to enter the traffic stream.

- **Will the municipality fund the traffic light at Spruce?**

The project is not currently in the MOA Capital Improvement Program but discussions with the Municipality have indicated that it's an important project for them. The Mayor has written the project team a memo indicating that the city would like this project to plan for a traffic signal at Spruce. It's on their radar screen but they do not have any funding for it at this time.

- **Who can I talk to ensure the Spruce project gets funded?**

Talk to your assembly member and/or your legislator and bring it up to your Community Council.

Attached: Public Meeting No. 2 sign-in-sheet