

Rogers Park Community Council  
2014 Survey Results

- 97 Respondents
- 9 New Email addresses added from the survey. Email distribution list is over ~500 individuals.

Respondents Identified with the following neighborhoods:

- Anchor Park: 9.5%
- College Village: 34.7%
- Rogers Park: 45.3%
- Woodside East: 10.5%

Project Rankings (All Parks/Muni Road/State Road projects ranked together). Respondents were asked to rank their top five projects.

1	Green Belt Trail Improvements (Chester Creek and Campbell Creek)
2	Improvements to Pedestrian Overpass at Rogers Park Elementary School
3	Lake Otis Pkwy Pedestrian Safety (20th Ave to Northern Lights Blvd)*
4	Seward Highway at Northern Lights & Benson Blvd Pedestrian and Bicycle Improvements
5	Lake Otis Parkway Reconstruction (Northern Lights Blvd to 15th/DeBarr Rd)*
6	Northern Lights Blvd Sound Barrier Fence (West of Drake)*
7	Rogers Park Alley Maintenance and Improvements*
8	Maplewood Street Trail Connection (Chester Creek Trail to Bannister)
9	Northern Lights Median Landscaping (LaTouche St to Lake Otis Blvd)*
10	Rogers Park Community Council Area Traffic and Pedestrian Safety
11	Improvements to Pedestrian Overpass at Lake Otis Elementary School
12	Residential Pavement Rehabilitation
13	Park Safety and Forest Health
14	36th Ave at LaTouche St Intersection Safety (HSIP)*
15	Chester Creek at Hillstrand Pond Rehabilitation
16	36th Ave at LaTouche St Intersection Safety (HSIP)*
17	Chester Creek at Hillstrand Pond Rehabilitation
18	Flooding, Glaciation, and Drainage Matching Program
19	Sitka Street Park Improvements (Including link to Chester Creek Trail)
20	Dog Park Site Selection/Design and Management Standards
21	Wentworth Street Surface Rehab (Northwestern Ave to southern end)
22	Seward Highway to Glenn Highway Connection (H2H)
23	New Seward Highway Sound Barrier Fence (Fireweed Ln to Northern Lights Blvd)
24	Woodside East Area Road and Drainage Improvements
25	David Green Park Improvements*
26	Storm Drain Rehabilitation (ARDSA Storm Drain System Condition Assessment and Rehabilitation)
27	East Northern Lights Blvd Pathway Rehabilitation (Drake Dr. to Lake Otis)*
28	Ingra Street/Gambell Street Rut Repair (5th Ave to 36th Ave)
29	Multi-Use Athletic Field Rehabilitation

30	Lovejoy Dr. at Northern Lights Blvd Pedestrian Crossing
31	Ingra St/Gambell Street Rut Repair (5th Ave to 36th Ave)
32	Zarvis Place Pedestrian Safety Improvements

**\*Note: In 2014, projects were identified on the "ADD" list. These were added to the new web based Muni System in 2015.**

**Other projects that respondents noted:**

- Woodside East Snow Removal
- Sorbus Way Sidewalk Repairs
- LaTouche to New Seward Sidewalk Maintenance
- Traffic Calming
- Residential Road Maintenance: Resurfacing, chip repair, crack sealing
- Improve Pedestrian Safety at Northern Lights and Lake Otis by adding NO TURN ON RED. It is dangerous, including middle school crossing.
- Rogers Park School Ice Rink Repairs and Improvements
- Goose Lake beach improvements (replace/add sand)
- Fireweed Lane Bike lane has manhole lids that are below grade and dangerous
- Cottonwood and 36<sup>th</sup> Safety improvements
- Implement and/or update the Anchorage Bike Plan
- *Street Lighting*
- *AWWU improvements*

*\*\*Council leadership will determine if these projects should be added to the ranking options in the 2015 survey.*

■ **Undergrounding Utility Lines**

- 81% of respondents think it should be a priority to underground utility lines.
- 93% of respondents think this work will improve the quality of the neighborhoods.
- 59% feel the undergrounding wires should be prioritized for Rogers Park alleyways.
- The following table shows the responses to the question regarding how much people are willing to pay to underground utility lines.

No charge	10.6%	
1%	25.9%	Increase in this area compared to 2013.
2% (Current Rate)	42.4%	
3%	12.9%	
4%	3.5%	
5% or more	2.4%	

- Comments
  - One Respondent who did not support this project had concerns about cost and access to underground wires.
  - Respondents in favor of undergrounding wires noted safety – including age of poles, esthetics, alley access, and continuity of service during wind storms, etc.

■ **University Lands**

- 73% feel that is very important that open space and trails on campus (UAA and APU) be preserved as much as possible, a 10+% increase from 2013. 17% feel this is somewhat important. 10% stated that it was unimportant.

- 46%% of respondents use the campus trails and open space more than once per week, also a 10+% increase from 2013. 19% use the trails once per week. 18% use the trails once per month. 15% responded that they hardly ever use the trails, a 9% decrease from 2013.

### **Comments**

- This project is being railroaded by outside (non-neighborhood) interests.
- It will serve as a cut-through, but won't actually help the traffic around the Hospital and UAA.
- Serves no educational purpose for UAA.
- Two lanes preferred to four.
- Design should prioritize pedestrian amenities.
- The trails enhance quality of life.
- It is too costly.
- If UAA Drive improvements were more comprehensive, including an overpass, it would eliminate the need.
- Wetlands are important for both the immediate area as well as the stream health further down. The corps of engineers isn't doing their job if they approve 99% of applications, as quoted in the paper.
- We need the access.
- Safer roads will improve access to the trails.
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### **RPCC Issues/Potential Meeting Topics**

- Help people learn more about pedestrian amenities and how to advocate for them.
- Coordinate with PTA.
- Merrill Field Helicopter noise
- Coordinate Alley clean up again.
- Join forces with neighboring councils
- Rogers Park school inadequacies for neighborhood students.
- Enforce garbage pick up in alleys only.
- Landscape along Northern lights under the utility lines where vegetation has recently been cleared.
- Reduce/eliminate homeless camping.
- College Village signage like Rogers Park.
- Winter maintenance to better clarify lanes north of Fred Meyer. It gets messed up at LaTouche.
- Help get more kids walking to school in the neighborhood with a walking school bus.