

Rabbit Creek Community Council Special Meeting with HALO, Inc
Holy Spirit Retreat Center, November 6, 2003

The special meeting held jointly with HALO was opened at 7:10 pm by HALO president, Chris Hamre. Board members present for the Rabbit Creek Council were Dianne Holmes, Ky Holland, Susanne Comellas, Nancy Pease, Greg Ross and Jess Grunblatt. Approximately 50-70 people were in attendance, although not all lived within the RCCC.

Chris read an introductory statement regarding the complexity of road construction and design including the role of AMATS and other government agencies.

Chris then went over the rules of conduct for asking questions and providing testimony.

Therese Stokes, DOT's project engineer for DeArmoun Rd Phase 2 design, spoke on how the public process for the project began in 1997. Alternatives were added as the process advanced. DOT is still in the public process phase. Since the Oct. 9th public meeting, DOT has looked at alternative designs. As a result, the clear zone and path have been reduced in width as well as the grade of the slope separations. Accident rates have been re-evaluated.

The meeting was opened to the public for their comments and questions. Considerable time was spent on the issue of speed and why DOT could not design for reduced speeds. Many road designs across the city area being questioned and it could benefit everyone if focus could be given to the larger issues, perhaps with a forum featuring national alternative transportation experts such as Dan Burden.

Other questions were: what do accident rates really reveal; will there be an evaluation of design vs risk assessment; what are the plans for future stop lights on adjacent roads and intersections, especially at Buffalo and DeArmoun given the expected increase in traffic including pedestrians, when the new high school opens; and where are we at regarding comprehensive transportation planning and designing roads (answer—consult the Land Use Plan for the time being)?

Another questions: how much extra ROW will be taken to accommodate the trail (Answer--?); consider changing the road designation from an urban collector to something else (Answer: AMATS would have to decide that?); consider changing the path designation from a multi-use to sidewalk (which can be narrower, yet separated and unpaved).

Some ideas for reducing the need for extra ROW include placing underground utilities under the unpaved multi-use path.

Adjourned 9:05pm