

ROGERS PARK COMMUNITY COUNCIL - CAPITAL IMPROVEMENT PROJECTS - RANKED MAY 2023

Rank	Project Name	Project Description	Does this project address a life threatening safety concern? If yes, Please explain.	Does this project protect property or infrastructure. If yes, Please explain.	Is this project in a plan adopted by the Municipality, if known? If so, which Plan?	Population served: Who benefits?	Other comments to justify the importance of this project?	Supporting information in PDF?	Photos, sketches, maps, etc.
1	Maplewood hill rehabilitation, including regrading the 14% grade, lighting, a protected sidewalk along the west side all the way from Rogers Park Ct. to the Maplewood trail access, and sewer realignment.	For many years the Maplewood hill has been an undeniable safety hazard to pedestrians, bikers , skiers, and even vehicles, some of which slide and crash into neighborhood yards and fences at least annually. The grade is an astounding 14%, too steep by any measure. Add the fact that it is unlighted, there is no separate or protected sidewalk, that it is invariably icy and treacherous to walkers, bikers , skiers, and vehicles especially every winter, but also for four seasons, it is truly remarkable that more injuries do not occur. There is also a group home at the bottom of the hill and the staff and youth are frequently out and about on the street. As one example why it is heavily used by the non motorized public is that it is a continuation of the sidewalk leading north along the west side of Maplewood heading for the heavily visited Maplewood access to the very popular Chester Creek Trail. However, this sidewalk abruptly ends one block south at Rogers Park Ct. Pedestrians, bikers, and skiers have no option but to us the "hill", which is so steep that a vehicle approaching from the south cannot see any person either ascending or descending the steep incline. Add the inexplicable absence of lighting, often severely glazed road surface in winter, and a vehicle struggling to ascend the hill, and an unseeable vehicle or human entering from the east 24th av intersection, and there exists a great potential for a calamity. It is a common winter sight to see pedestrians fall as they attempt to either ascend or descend the treacherous incline. Currently the Muni is quite inconsistent in winter maintenance of the hill-whether plowing, grading, or sanding, and the steep grade means that the sand or gravel is quickly pushed aside. At the urging of Senator Elvi Gray-Jackson, Mr. Steve Noble of DOWL Engineering, and I toured the hill. He was in complete agreement that the "hill" does indeed pose serious safety threats, and performed an on-the spot estimate of the necessary improvements and arrived at a figure of about 3million dollars. Senator Gray-Jackson is familiar with that informal estimate, and is also a neighbor very familiar with the "hill" and the need for a long overdue complete reconstruction and , also, that there may be monies available through the Inflation Reduction Act (IRA).	Yes, as above to both property and lives. Without regrading and adding the appropriate infrastructure it will remain a very real threat to lives and property.	Yes, as above.	No. Our elected Assembly members are well aware of the this proposed project, as are our legislative representatives. as of this moment this plan has neither been presented to the Municipality, nor has it been adopted.	Every Maplewood Trail and Chester Creek Trail user who use the MaplewoodHill for access, very resident, as well as all vehicular traffic to the ACS Shelter and the entire lower Maplewood Street and east 24th av which then leads to Bannister Drive and the Rogers park neighborhood.	This is without doubt a long overdue health and safety issue of great importance not only to the immediate neighborhood and Trail users , but to every user of our municipal streets.		
2	Reconstruct Pathway on south side of Benson west of LaTouche	Reconstruction of the walkway on the south side of Benson Boulevard immediately west of LaTouche Street. This short 260' segment of pedestrian pathway is in dangerous condition. It should be rebuilt to a higher standard and set back as far as possible from the traffic lane.	Yes. In its present condition it is a trip hazard.	No.		All residents of Rogers Park and midtown who walk or bike in this area.	This pathway is the primary walking route from RPCC area to the Saturday market in the "BP building" parking lot. Relocating this pathway as far as possible from the road will make it safer and more pedestrian friendly.	yes	click for PDF of supporting information
3	Protected bike lane on Lake Otis from Tudor Rd. to 15th avenue	Currently the only north-south pedestrian and bike access from 15th avenue to Tudor Rd, which provides access to the heavily used UMED district, as well as to Wendler MS and Lake Otis Elementary, is a narrow and often , in winter, unusable sidewalk. It is the only north-south non-motorized corridor to the west of Bragaw. This fact means that for most folks wishing to access the UMED, Wendler, or Lake Otis Elementary travel must be by private vehicle . It is simply too risky and unpleasant to travel on foot or by bicycle. And crossing Northern Lights at the Lake Otis intersection is likewise daunting. One solution would be a protected bike lane from Tudor, which could also the access the UMED complex onto 40th, to 15th Ave. This has also been proposed as part of the ongoing UMED Plan. From Northern Lights north this might mean narrowing Lake Otis to a single lane which, in reality , would not be a significant traffic disruptor. On the other hand it would undoubtedly increase non motorized use, further contributing to lessening the growing impacts of single driver traffic in and around the UMED. This would be yet another action moving Anchorage away from its historic reliance on internal combustion and connecting neighborhoods.	Yes. Currently the sidewalk along Lake Otis north of Northern Lights is narrow, and the entire sidewalk length from Tudor to 15th Ave. is often unusable in winter. Protected bike lanes are, by their nature, far safer. Winter bike and pedestrian maintenance seems always to be a significant detractor, of course.	Yes, it would distance the widened bike and pedestrian lanes from properties , pedestrians and indeed bikes and riders.	No. As mentioned, the UMED Plan might well incorporate this proposal .	Cleaner air, less noise pollution, more safe travel options-this would serve every Anchorage citizen.	This project would mirror those of many cities, notably our neighbors Seattle and Portland, which are demonstrably successful.		
4	Trail Connection from Chester Creek Trail (at Maplewood Spur) over Chester Creek to Sitka Street Park	This 2000 linear foot paved multi-use trail will connect the Chester Creek Trail to Sitka Street Park. It would run directly north from the Chester Creek trail, cross Chester Creek on a bridge and continue north to connect to Sitka Street Park.			Unknown	The entire Anchorage community.	This trail would provide north-south connectivity between the Chester Creek Trail and 15th Avenue. The bridge over Chester Creek would also create access to the walking trails within Sitka park.		
5	Goose Lake Beach building renovation for public use in all four seasons.	The building structure at the Goose Lake Beach is a municipal structure largely unused but, considering its sweet location- on the beach at heavily used Goose Lake, adjacent to a large muni park gazebo, on the major bike and multiuse trail continuation from the Chester creek Trail and the UAA around Goose Lake in all four seasons, and set in the forested Chester Creek Greenbelt, it is currently a vastly underutilized muni asset . On occasion the muni grooms a ski trail around the lake. In that past there was also a maintained ice skating loop. I envision it as a full time, four season, facility serving the lake, forest, and trail users as a welcome rest stop, hopefully providing refreshments and a welcome community gathering site. It is unfortunate that such a structure in such a fine location does not serve our entire community. This presents a wonderful opportunity.	No, it is for the enjoyment and enhancement of life in our community.	In a sense, this project would prevent further degradation and deterioration of the potentially valuable structure.	Unknown	Every Anchorage citizen of all ages and abilities.	This project presents an opportunity to further enhance Anchorage' reputation as a desirable city in which to live, work, and play.		
6	Add sidewalk on east side of LaTouche between Northern Lights and Benson	Add a sidewalk and safe pedestrian crossings to the east side of LaTouche in the median between Northern Lights and Benson.		Unknown	Yes. This is Bike/Ped (B&P) Project 14 in the 2023-2026 TIP Project Nomination Scores Document dated April 6, 2022. It scored 4th highest out of approximately 50 B&P projects, and 14th out of all combined street and B&P projects. It is not in the current 2023-2026 TIP.	All residents of College Village and Rogers Park would benefit. Members of RP often cross over to access the Farmer's market, school, church or day care. Residents of College Village use the intersection to access the Trail system.	Currently the only way to cross at LaTouche and Northern Lights/Benson is to cross on the West side of LaTouche in front of Village Inn. There is an active business entrance there and often there are cars turning in/out of Village Inn from LaTouche which presents a safety concern. This is a frequented route for residents of College Village and Rogers Park. Many families who live in Rogers Park and attend day care at 35th/LaTouche use that intersection with bikes or on foot or with a stroller. In addition, the Rabbi of the synagogue and his family walk every Shabbot from their house on 26th/LaTouche to the synagogue on 35th. This additional sidewalk would also provide safe passage for them.	yes	Click for PDF of supporting docs
7	Upgrade Goose Lake Beach	Improve or replace the existing "sand" at this beach (better described as a shallow layer of sandy, gravelly silt) with a "beach sand." Other small amenity improvements such as redoing the lifeguard stands could also be done.	No, although the existing lifeguard stands have sharp concrete edges protruding from the beach.	This small upgrade would increase pride and care of this area.	Do not know	The Goose Lake beach is a unique asset and is used extensively during the summer by families and children from our council and from the east and midtown parts of town. It is common to see hundreds of people there on a sunny summer day.	This would be a small, low cost project that would bring a lot of enjoyment to children and families. The measured area of beach is approximately 100 feet deep by 200 to 300 feet wide.	yes	click for PDF of supporting information
8	Fireweed Lane Speed Bump Crosswalks and Signage	Add speed bump crosswalk and signage to two intersections to slow traffic through neighborhood and make crossing streets safer with slower traffic. Suggest putting the same style of raised crosswalk located on LaTouche between Northern Lights and 27th Avenue including signage that there is a bump present at the crosswalk. The first location to consider is the intersection of Juneau Street and Fireweed near the Chester Creek trail entrance from Rogers Park neighborhood. The second location to consider is at Fireweed and Bannister.	Traffic does not pay close attention to pedestrians or users of the sidewalks. Traffic also tends to go fast in the longer stretches of road between street lights and stop signs. There was a reason a raised crosswalk was erected on Latouche between Northern Lights and 27th Avenue and I'd like to consider these additional crosswalks just as important to slow down traffic coming from the Seward Hwy side into Rogers Park to bring more safety to our intersections where there is high sidewalk traffic.	Yes. The slower the traffic goes, the less likely of an accident that could damage nearby property or infrastructure as well as injure pedestrians.	No	Everyone. Rogers Park neighborhood and those who use this corridor as a shortcut to bypass heavy Seward Hwy traffic.	Low cost project that has many benefits. There are no down sides to slower traffic.	no	
9	Sign at LaTouche Speed Bump between Northern Lights and Fireweed	Add a sign before approaching the cross walk for traffic each direction indicating the crosswalk is also a speed bump. This will allow cars to be aware of the bump and actually have time to slow down. Many cars currently are flying over the bump without knowing it is there to get through the red light at northern lights and latouche.	Due to the speed that cars approach this crosswalk, it is unsafe to be in the vicinity if a driver hits it too fast and could either bottom out or go out of control. Seems like a matter of time that an accident occurs due to being unaware of the bump and the speed that folks go over the bump in order to catch the green light at northern lights and latouche. Large safety concern due to it also being a pedestrian crosswalk. I think a sign will help bring awareness and slower traffic.	Yes. prevents cars from speeding over the bump and potentially going out of control into nearby properties or hitting the crosswalk poles including the busy northern lights/latouche intersection.	No	Everyone. Many drivers cut through Rogers Park using this route. Not only will it benefit Rogers Park concerned nearby property owners, pedestrians and drivers, but the general public who use this corridor as a shortcut to get out of Seward Hwy traffic.	This request is low cost, easy and quick installation, and has high benefits to all using that corridor in the Rogers Park neighborhood. Particularly focusing on the safety of the pedestrians using the crosswalk and bringing attention to the drivers to slow down while going over the bump.	no	