

Rabbit Creek Community Council Meeting Minutes for Thursday, March 8, 2018

FINAL – Approved at General Meeting on 12-Apr-2018

Location: Golden View Middle School Library

Board Roll Call - Present: Frank Pugh (Chair), Paul Gionet (Treasurer/Membership Coordinator), David Sterling (Secretary), Ky Holland, Janie Dusel, Nancy Pease, Bert Lewis, Greg Wika, Dennis Miller, Alternate Person: TBD

Excused: Matt Cavanaugh, Janie Dusel, Larry Keil

Board Member Chair – Frank Pugh - Opened the meeting at 7:01pm. Declared a General Membership meeting. Current Board followed by new members all introduced themselves.

- **Motion & 2nd** - To approve tonight's agenda, approved with some items added. Bert Lewis asked about moving Stewart Trail to front of agenda. Will move forward as printed. No objections.
- **Motion & 2nd** – February Meeting Minutes motion to approve. No edits, Minutes Passed.
- Attendance - Total ±65 people in attendance. General Membership Meeting.

Announcements & Legislative Reports:

- **Assembly Members** -
 - Suzanne LaFrance – our assembly member for RCCC area - Contact info: Phone: (907) 351-7199, Voicemail: (907) 343-4122, E-mail: LaFranceS@muni.org
Suzanne not here tonight. Adam Lees as Suzanne's designated Representative, gave brief announcements, liquor license. Assembly passed a Pete Kelly bill approval awaiting for final version. Aerial wide patrol of Glenn and Seward Hwy, just the highway. Stream setback received lots of comments, still in review.
 - John Weddleton – Chapter 2 of drainage under discussion. Policing on Seward Hwy from ANC to Ingram Creek. No new tax money from city, as it comes from other sources. Trying to deregulate taxi system. MOA has cut money to every department dramatically, except to Police Dept. We will be seeing more police around.
- **State Representatives**
 - Cathy Giessel and Jennifer Johnson not present tonight.

Presentations

Spruce Terrace Subdivision – Andre Spinelli + Dave Breneer + 2 gentlemen - Passed around and read thru a 2-page handout with numerous points about the subdivision. Two tracts of land located north of Shangri-La Estates north of houses along Sandpiper Drive and east of Ridgeview Drive. Owned by 6 long time Alaskans, 2 deceased. Want to sell because they are retired. Paid over \$180K in taxes during ownership. Zoned R10SL can be platted up to 32 lots from previous title 21. New title 21 allows for 27 lots. Soils mostly sandy silty gravel. Not yet surveyed for wetlands. Trail easement along a property line. Try to avoid a COE Wetlands permit for trail. Here to listen to RCCC comments. Discussion about trails and existing trails in the area. Suggest a playground of one of the lots. Discussion about drainage and determined water shed is into Little Rabbit Creek. Detention ponds at each lot is possible. Need to perform the drainage plan. Pre-application to be made next week. The Shangri-La developer described the Mountain Air Road extension situation over several years. Shangri-La drainage is excellent and no water leaves the site. Owner that lives in Alaska has had the property for 35 years. Audience voiced concern with: 1) Secondary road connections, since the Mountain Air connection has been removed as a potential access and there is only one way in and out of that area. Area getting crowded. 2) Pedestrian Pathways included in subdivision design along with existing historical trails/road in that area. 3) Drainage.

Motion Pat Abney & 2nd Joan Diamond – Recently developed initial plat was presented tonight. Nancy Pease, we have not seen information other than a preliminary plat, but no other information. Paul Gionet friendly amendment. Yes, the Developer and surrounding neighbors came to our RCCC meeting and discussed the project, which is all that is required by MOA. The subdivision is now required to meet Hillside District Plan and Title 21. That is the Developer's intent. The MOA only requires that they come and present the subdivision, which they have. Paul withdrew his friendly amendment motion. Pat Abney withdrew her motion. The group determined that we will just list the discussion in the minutes, rather than write a letter. RCCC members were advised they can comment individually on the subdivision with MOA.

RCCC Reports

- **Chair Report** – Frank Pugh – Short review.
- **Membership & Outreach & Transportation & Land Use** - Nancy Pease – Two long range transportation plan comments due 3/16/18, funding for all project in our area. Probably nothing will be funded in our area because of limited available funds. STIP. Locally, MOA 2040 comments due 3/11/18. Building roads as usual or multi modal options. More lanes or other modes. Website: MTP2040.com
- **Treasurer's Report**: Finance Paul Gionet - \$420 in donations = Savings \$315.61 + Checking \$684.55 = \$1,000.16.
- **Outreach** - Janie Dusel – No report.
- **Communications** – David Sterling & Janie Dusel – No report.
- **Correspondence** – Matt Cavanaugh. No report.
- **Membership** - Lots of new members coming on.
- **FCC** - No recent meeting.
- **HALO** – Mike Kenny – Short discussion of recent meeting.

Ongoing Business

Sale of ML&P – Will be handled at the polls next month.

Lady wants a rental – See Frank if anyone has something.

Rumble Strips on Seward Highway - Sean Baski, ADOT Project Manager – Milepost 114 to Dimond on Seward Hwy. Their job is to repave the roadway. Rumble strips were installed in 1999 along that stretch as a region wide project. Another region wide rumble strip installation project happened in 2009 throughout Alaska. 2010 and 2011 this area of Seward Hwy was repaved and rumble strips not re-installed. Maintenance now required so milling top 2" of asphalt within the travel lanes but not the shoulders to remove quarter crowns and cracks. Current policy is to replace rumble strips on all projects. Less expensive these days, since many contractors have the equipment to perform this work, that they did not have before. Seward Hwy is one of four safety corridors in state. Four E's of a Safety Corridor spending by DOT include: 1) Educational aspect, 2) Enforcement, 3) Engineering side, 4) Emergency services. DOT does not take a one approach method for safety corridors, but combine all approaches. Done in multiple avenues. Safety corridors started in 2006. 40% reduction in crashes following the 4 E's. Rumble strips are only one of the methods. Rumble strips installed at roads designated at 50 mph and over roadways. A number of communities have requested removal or reduction of rumble strips. ADOT sees more crashes when that happens. Aren't specific across the area, not one specific spot. Studies show that rumble strips provide for a 30% reduction in crashes. 3 fatalities in this area of Seward Hwy since rumble strips were removed. Described his personal crash story with his wife. Rumble strips are a proven safety feature. Has been receiving too many questions and can't answer them all. Question about 6 lane highways. 10% reduction for edge rumble strips only. Any evidence of accidents caused by rumble strips? Can we just have them on the centerline, not on edges? Both edge and centerline provide make it safer and that is what is planned. ADOT does now make narrower rumble strips for bikers, 18" wide now, on shoulders that allow 4' of space for bicycles. Exact design of repave is underway and not sure scope except to say ADOT plans to make the asphalt black again. More plowing, inc or dec shoulders, many other ways have been suggested in lieu of rumble strips. Reduction in budget cuts goes to maintenance, design is federally funded. State wildlife refuge not sure if that part was studied. Person concerned about rumble strips noise at Potter Valley ½ mile stretch area that travel up the valley. Request no rumble strips at mile 115 to 115.5.

- **Motion Jess Grunblatt & 2nd Nancy Pease** – Not to install rumble strips at from Milepost 115 to 115.5, and only at center line from Milepost 115 to 117. Vote results by hand count = 3 opposed and 27 in favor. Motion passes.

Paul Gionet offered that he did a study and read extensively about rumble strips and offers these comments. ADOT Policy to always install rumble strips. In order to not install rumble strips would require a major study. Responsibility for roads is ADOT and they will make the decision. Audience had these comments: Possible to bring up issue with legislature. Who is the higher authority? Governor, legislatures, commissioner, Who is the person to make the decision to include or not include rumble strips? Sean Baski advised he is the project manager and the person who makes the final decisions. Nancy agrees with Jess's request.

Letter submitted to HLB - Motion Ann Rappaport & 2nd Bert Lewis – To rescind HLB letter submitted 1/24/2018 and replace with letter dated 1/11/2018, and subsequently finalized 1/16/18. In favor 24, opposed 6, 1 abstain. Motion passes.

Discussion: Yellow paper letter was turned into a final letter. Discussion about what transpired between what was approved by the RCCC at the January meeting and what was submitted by the Chairman. Bert Lewis and Ky Holland says Frank Pugh added things to the final letter that were not discussed and approved at the meeting. Frank Pugh advised he added information after contacting neighboring property owners. Paul Gionet advised he participated in the letter writing and thought it was all done in good faith. Paul voiced concern about a prior Nancy Pease letter that contained incorrect facts about the Gionet family subdivision. Nancy stated the chair added language in the final letter that was not approved at RCCC meeting.

Stewart Trail - Bert Lewis – Bert Lewis advised he bought house close to Stewart Trail on purpose and uses it quite often. The loss of this trail affects his family. Sympathetic to neighbors and Frank Pugh. Feels this is a long standing public access trail that has been taken away. Two years ago there was a conversation between Bert and Frank. Letter sent to MOA detailing the fenced access problem and detailing the history of trail back to the 1960's. MOA backed off. Great Land Trust got involved for 18 months, but made no progress. Stakeholders wrote a public letter to MOA with 100 signatures. Waited 2 months without a reply. **The Rabbit Creek Community Council interceded on Mr. Pugh's behalf writing a letter to the Municipality advocating that a non-litigation solution be sought. At that time the MOA backed-off.** All efforts were fruitless. MOA attorney wrote letter that was forwarded to all involved stating that a prescriptive easement exists and hope that a non-litigation resolution can be reached. Vote for ordinance allowing access to Chugach Park was defeated. Comments from the audience:

- Joel Gaines – Most concerned about negative impact to neighborhoods of unrestricted access to trails to Chugach Park.
- Frank Pugh – Last effort was not properly led. He is organizing groups to work thru to a solution.
- Dennis Miller – Stewart Trail Road started out as a jeep trail by Miller family and other homesteaders. There was an easement drawn up. Intended only for homesteaders, not the public. That is a private road. Only one homesteader approved the public access, not the rest of the group that participated in the road.
- Pat Hanson - MOA determined Stewart Trail as prescriptive easement a long time ago. The road has been illegally blocked for two years.
- Frank Pugh – He is within his rights and legally fenced off access to the road.
- Dianne Holmes – Mrs. Stewart advised Dianne and everyone that she did not need to give the public permission for walking on road because it was considered a public road for use by all. Questioned Frank Pugh about an agreement in 2000, by an uncle, Frank, and Waddell, asking Waddell to fix the road according to proper permits requirements, and by 2007 to apply to make that a public road.
- Frank Pugh – Not enough time to respond at this meeting. There is something in the works on this subject to be covered in a future meeting.

Motion Vivian Mendenhall & 2nd Pat Abney At 8:59 pm to extend for 10 minutes. Motion passed.

Meeting adjournment – Meeting adjourned at 9:10 pm.