

## Memorandum

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To: Huffman Road Reconstruction Project File (3929.01)  
From: Anne Brooks and Kathy Burgess  
Subject: February 5, 2004 Public Meeting Summary  
Date: February 11, 2004

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### Team Members in attendance:

DOWL Engineers—Kurt Hulteen, Steve Noble, Shawn Hull and Sherwood Schuyler  
ADOT&PF – Anthony Strupulis  
HDR Alaska – Justin Marcum  
Brooks & Associates – Anne Brooks and Kathy Burgess  
Green Engineering – Ellen Green

There were 17 sign-ins at the door. Of those, 3 represented couples, for a total of 20 people signed in. On the sign-in sheet people were asked, “Do you live or work at a location directly on Huffman Road between Lake Otis and Old Seward?” 5 responded yes; 10 responded no; 2 made no response. To the question “Do you use Huffman daily to access your home, school, or place of work?” 10 answered yes, 5 no, and 2 did not answer.

The meeting began with a PowerPoint presentation given by Kurt Hulteen and Steve Noble of DOWL Engineers.

The following is a summary of comments and questions from discussion following the DOWL presentation on project progress and future activities. (Project team responses to some questions given in *italics*.)

- Will private landowners have to give up land for the project? *There are a few places where the State may have to purchase two to four feet of private land on the north and south sides of the road west of New Seward Highway, but we will know more when we are further along with the detailed design.*
- Why don't you have two lanes in each direction between New Seward and Lake Otis? *The three lane section can handle a higher volume there because of fewer turning movements in the section east of the Seward Highway than to the west of the Seward Highway.*
- Look at the merging movement between Gregory and the New Seward because it is difficult to do. Design options for this area are to construct a left-turn pocket for Gregory and to either move the beginning of the merge up to where Gregory begins or to possibly construct a right-turn only lane that ends at Meandor Drive.
- What is a slope easement? *If the project requires that we improve a side slope and the improvement extends onto private property, a “slope easement” is obtained from the property owner. The use of the property does not change; the property is just graded differently.*
- Will the pedestrian walkway on the south side of the New Seward off ramp be moved? *It will probably stay in place. A small portion may need to be realigned.*

- Will you look at traffic patterns again after the new high school opens if traffic becomes more congested? *The school will be open long before this project is finalized and there will be time available to adjust if necessary.*
- Who will be able to use the paved multi-use trail on the north side of Huffman? *Multiuse generally means nonmotorized—bicyclists, walkers, and the like. It is not designed for horses because it is paved. Is it illegal to walk your horse on a multiuse path? Anchorage Parks & Recreation says it is legal for horses to use paved or unpaved multi-use trails in the Anchorage area.*
- What are the plans for lighting trails and intersections? *There will be new street lighting for the full length of the roadway, but no separate trail lights. Will there be any additional improvements or amenities in the business part of the roadway? We don't have any elaborate plans at this time; there is limited right of way.*
- Have any of the businesses expressed interest in specialty lighting in the area? *Existing lighting may not meet current standards or have cutoffs to prevent spill out into adjacent homes and these will be removed or replaced with newer designs.*
- Is it possible to have two different lighting standards—one east of New Seward in the residential area and one to the west in the business district? *That is possible. There is a much bigger roadway to light for the 5-lane section. Spacing of lights will not be as dense to the east.*
- Does the multiuse path have to be 10 feet wide? Could it be 8 feet? *It could be 8-feet, however, it is easier for contractors to pave a 10-foot width.*
- My business is in the strip mall at Brandon Street (Juice Caboose). Construction will be really hard on the businesses. Are there state grants to provide assistance during construction? Will there be signs? *We are not aware of any grants for businesses. The contractor will be required to maintain access and provide signs so that customers can find businesses.*
- Please take a look at the two western exits from the Carr's parking lot onto Huffman Park. They are getting really bad. *We will work to help reduce the delay to motorists, especially at the busy evening peak hour.*

### **Comment Sheets Submitted at the Meeting**

Two questions appeared on the comment sheets distributed at the meeting. The first was “What do you think is the most important thing for the engineers to consider when they design improvements for the road?” Responses were:

- In addition to pedestrian pathways in the business section, pedestrian crosswalks are needed so that people can park & visit several businesses on foot. The area also is a magnet in summer for kids on bikes & walking. We all need to be able to cross safely in more places than at Carrs!
- Keep in mind the MAJOR increase in traffic to East Huffman with the opening of the new High School in September '04
- Right turning lane from Gregory to Huffman
- Better lighting and crosswalks
- Business traffic between Huffman Road and Huffman Park

The second question was “What other concerns and comments do you have about road elements (pedestrian, drainage, lanes, intersections, access, etc.)?”

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- Pedestrian route on both sides of street, traffic from Gregory onto Huffman (going west)—too much traffic coming down the hill so you have trouble pulling out. Big concern with additional school traffic & growth traffic on East Huffman. 5 lanes might be needed. Moving merge from 2 lanes of eastbound traffic further east past Gregory.
- I see traffic backing up at stop sign before entrance to northbound Seward Highway making morning rush on Huffman more intolerable for those entering from Gregory & Woodward.
- Consider the parking lot entrances at the strip malls. The worst is the one at the Blockbuster mall very close to the Huffman intersection.
- Owner of the property off Huffman was NOT notified of the 2-5-04 meeting! Flyer was placed on doorway of Huffman house only (2237 Huffman Road).

Attachments

Sign In Sheets (5 pages)

Comment Sheets (6 pages)

Handouts Available at Meeting (Newsletter & Old Seward Highway info—2 pages)