



MID-HILLSIDE and HILLSIDE EAST COMMUNITY COUNCILS

Mid-Hillside Board

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Hillside East Board

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A JOINT RESOLUTION

Regarding DeArmoun Road Phase 2: E 140th Ave to Hillside

ADOT Project STP-0001(257) 55663

November 20, 2003

1 WHEREAS the Mid-Hillside Community Council is characterized by its rural features: home sites are typically over an acre, road maintenance is managed by neighborhoods, water and septic facilities are on-site, there is minimal commercial development and the area is designated Rural in the Comprehensive Plan;

2 WHEREAS residents of the area choose to live here largely for its rural characteristics, particularly large lots with trees, quiet and isolation;

3 WHEREAS the accident rate per mile driven may be higher than expected, given the low traffic, there are actually few accidents related to the current road design;

4 WHEREAS the road project as proposed will dramatically change the characteristics of the neighborhood by creating a feature that dominates the landscape as well as increasing traffic, increasing speed, decreasing trees and decreasing lot sizes;

5 WHEREAS a DOT goal of creating "route continuity" has lead to designs that exceed requirements. The Design Study Report states "the primary objective of a 3R project is to restore the structural integrity of the existing roadway... uses elements of the existing roadway and makes cost effective improvements ..";

6 WHEREAS the design for "route continuity" works against "traffic calming" that could meet neighborhood needs;

7 WHEREAS the Categorical Exclusion for the Phase II project was granted under the National Environmental Protection Act based on conditions of alignment, speed and noise impact which are not reflected in the current, CHANGED design;

8 WHEREAS we are living in a time of fiscal shortages, increased demands and continuing needs at the local, state and federal levels;

9 WHEREAS winter conditions affect DeArmoun Road from E.140th Avenue to Hillside Drive for 5 to 6 months annually, and no traffic studies were conducted in inclement weather, and further that no studies were conducted on the volume of pedestrian, bicycle or equestrian traffic along DeArmoun Road at any time of the year;

10 WHEREAS the classification of DeArmoun Road as an "urban collector in rolling, mountainous terrain" requires a design speed of only 30-40 mph;

11 WHEREAS future safety on DeArmoun Road will be an effect of winter maintenance provided as well as the level of vehicular speed;

12 WHEREAS, the area is rural by choice, and that sidewalks, gutters, sewers, and streetlights are rejected in favor of trees, natural fauna, large lots separated from neighbors and streets;

13 WHEREAS, the Mid-Hillside and Hillside East Community Councils are opposed to the taking of private property through the use of eminent domain except where absolutely required and where no other feasible alternative exists;

14 WHEREAS, the Mid-Hillside and Hillside East Community Councils are concerned with the observed results of construction, right-of-way acquisition, and destruction of natural and rural features in DeArmoun Road Phase I;

1 WE REQUEST that the Alaska Department of Transportation reconsider the design for the project.

2 WE REQUEST that an environmental reevaluation be conducted.

3 WE REQUEST that the DOT reject the notion of "route continuity" for the DeArmoun Phase 2 project and instead design for neighborhood consistency. This area is not continuous with Phase 1. The road design should change driver expectations to match the character of the neighborhood, rather than change the neighborhood to meet "route continuity."

4 WE REQUEST that DOT incorporate the following into the project design:

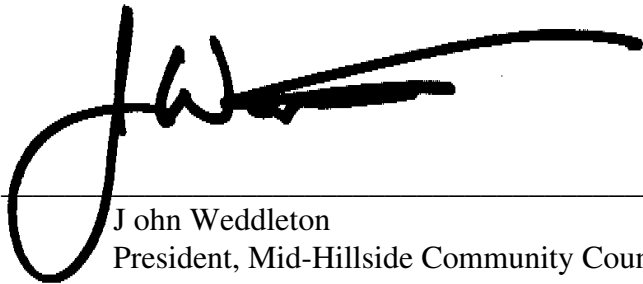
1. The installation of a warning beacon at the corner of Hillside and DeArmoun Roads.
2. A road designed and posted to encourage speeds of less than 50 mph, with features that will change driver expectations to a slower speed and a design that meets safety requirements through traffic calming rather than road widening.
3. A pathway surface made with RAP and with a width including shoulders not to exceed 8 feet.
4. A total paved road surface width including shoulders not to exceed 34 feet.
5. Fore slope ratios of 5:1 be changed to 3:1 to reduce overall width.
6. Design recommendations, particularly with regard to speed, be sought from the Traffic Division of the Anchorage Police Department.
7. A road design that will allow the project to fit within the current ROW to the maximum extent possible.
8. A design that provides for noise mitigation for homes impacted by the increased traffic and speed.

5 WE REQUEST that the trail be considered a necessary part of the project. *(This Request was passed by a majority of the Hillside East CC members in attendance, but failed to pass with a tied vote among the Mid Hillside CC members present.)*

6 WE REQUEST that in the course of reevaluating the project, the DOT reinvigorate its Citizens Advisory Committee to allow ongoing input from the community.

7 WE REQUEST that if natural vegetation, trees, and other natural sound and visual buffers are removed in the process of building the designed road, they be replaced and a physical separation such as a swale, fence or retaining wall be built to segregate pedestrian and trail traffic at the option of the affected land owners.

This resolution was passed by a vote of 8 for, 1 opposed and 1 neutral at the regular joint meeting of the Mid-Hillside and Hillside East Community Councils on November 20, 2003. The meeting was noticed through a mailing of 1,400 newsletters and over 100 emailed newsletters as well as flyers posted at various locations, mentions in the Anchorage Daily News and newsletters of adjacent Community Councils.



John Weddleton
President, Mid-Hillside Community Council