

Northern Access Working Group Meeting – June 27th
Hosted by Representative Tarr

The following people were in attendance:

Representative Geran Tarr
Rudy Ascott – Staff for Rep. Tarr
Meghan Cavanaugh – Staff for Rep. Josephson
TJ Presley – Staff for Sen. Gardner
Nathan Zencey – Staff for Sen. Ellis
Susan Klein – University Area Community Council
Peter Mjos – Rogers Park Community Council
Ben Harris – Airport Heights Community Council
Joan Aufrecht – Rogers Park Community Council

Summary: Representative Tarr began the meeting with an overview of the project and an update on the current status of the U-Med District Plan update, the Northern Access Project and the capital budget. Two issues were discussed- opportunities for stopping a road project and minimum road standards should a road project happen (see June 26th notes for more information).

The discussion centered around two themes:

1. Opportunities for stopping the road project. There was general opposition among attendees.
2. Minimum standards should a road project happen.

Regarding #1, in addition to the items identified at the first meeting, there were additional ideas about UAA traffic control and schedule modification, environmental concerns, and public safety issues.

A discussion was had in regards to alleviating existing traffic conditions at UAA by improving campus offerings rather than building a road, including:

- 1) Offering more classes at UAA during non-peak times, such as Fridays.
- 2) Providing more frequent shuttle service so that students stay parked between classes and find out how the new buses coming into service this fall will affect traffic.
- 3) Expand the availability of dorms to reduce commuting.

Environmental Concerns:

- 1) If air quality and water quality studies had been conducted to determine the effects of a road.
- 2) Noise issues for area residents with increased traffic.

Public Safety Concerns:

- 1) Whether or not any plans to address the increased “speed-through” traffic in the surrounding residential areas that will result from the road and public safety issues.
- 2) Can some of the burden for maintenance due to the increase of traffic be shifted onto the entities causing most of the traffic (i.e., UAA, Providence).
- 3) A road will likely worsen safety concerns at East High.

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- 4) Are there any guarantees that having a road will not lead to more development around the Northern Lights / Bragaw intersection.

Regarding #2, there was a discussion as to how to proceed if the road proved to be moving ahead regardless of objections from community members. There was a brief presentation with photos of different road features: country road, bike paths, pedestrian overpasses, natural features and vegetation. Attendees completed a survey.

Possible ideas for consideration:

- 1) Speed Limit: a low speed limit of 25mph.
- 2) Number of Lanes: Limiting the road to two lanes.
- 3) Vegetation: Minimizing the footprint of the road (i.e., keeping greenery right up to the road edge).
- 4) Pedestrian Overpass: Having adequate public access and limiting the impact on existing trails.
- 5) Wildlife: Maintaining wildlife corridors.