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

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.