

Bayshore West Subdivision RID

Community Workshop Summary
Tuesday, October 25, 2005
Bayshore Elementary School

The meeting began with the introduction of the project team:

John Smith, MOA Project Engineer
Bob Palmer, MOA Project Administrator
Bob Kniefel, MOA Traffic Engineer
Bill Johnson, CRW Engineering Project Engineer
Frank DesRoches, CRW Engineering
Brian Looney, CRW Engineering
Wende Wilber, Facilitator

The purpose of the meeting was to update residents in the Bayshore West Subdivision Road Improvement District (RID) about the status of the improvement project, invite their comments, answer questions, and gather information to help with the design process. The meeting began at 7:00 p.m. with a formal presentation and was followed by a general question and answer session. The attendees were then invited to meet with project team members at one of four tables set up with project maps to discuss more specific issues. Thirteen residents from the RID signed into the meeting.

Key themes from the property owner questionnaires were summarized as:

- Drainage concerns
- Property and driveway impacts
- Sidewalks
- Speeding
- Funding
- Project schedule

John Smith provided an overview of the project history and the RID process. The RID the subdivision voted to establish is a partnership between the Municipality of Anchorage and property owners. Under the RID, the Municipality finances, designs, and constructs road improvements and the property owners repay a portion of the costs through special assessments. The assessments cannot exceed 110 percent of the estimated assessment without going back to the RID and reballoting. The purpose of this project is to improve safety, facilitate maintenance activities, and enhance the aesthetic value of the community. The scope of the work is limited to replacing/upgrading existing facilities to current design standards. A part of this project will also include reconstruction of the pathways to Mears Junior High School. These pathways are funded by a special state grant and are not part of the RID assessment.

Bill Johnson then went over the preliminary engineering process including an

inventory of existing conditions and a needs assessment. The needs assessment will look at roadway pavement, curbs and gutters, pathways and sidewalks, drainage, roadway structural sections, lighting, and traffic calming options. A key component of this is a geotechnical report to help address what needs to be done for drainage.

The Draft Design Study Report is scheduled to be finished in November 2005 with a final report scheduled for January 2006. Design will take place from March to May 2006. Construction is anticipated in the summer of 2007 but it may be possible to phase it over two summers beginning in 2006. The Municipality's funding portion of the project is dependent on road bonds which will be part of the April 2006 ballot. There may be funds from other projects that have not been used and allow construction of this project to begin in 2006 rather than 2007. Newsletters will be mailed out at key project milestones. The following questions and comments were recorded during the general question and answer session.

How do we document the need for traffic calming? The MOA will look at volume, speed, and cut-through traffic to assess the need for calming.

Can we get driveways fixed as part of this project and how are they paid for?

Driveways will be included as part of the contractor's bid package thus guaranteeing a standard rate for homeowners. Homeowners will, however, be required to directly pay the contractor if they want driveway work done. The cost is not included in the RID.

How are people notified if they have right-of-way encroachments like retaining walls? The Municipality will mail out information regarding the construction schedule and notify property owners if they have right-of-way encroachments.

Will drainage issues be addressed? As the project stands now, new storm drains cannot be extended to areas that do not currently have them. This project can only replace and improve existing storm drains unless information from the geotechnical reports identifies a need. As storm drains are replaced, stub outs to property lines can be provided. Connections to the stub outs are the property owner's responsibilities. The web page will be updated with geotechnical information as soon as it is available.

If the project scope decreases significantly, will the RID have to be rebalotted? It is not anticipated that the scope will decrease significantly and if it does the Municipality will contact property owners in the RID. It is noted that many residents supported the RID with the understanding that certain improvements would be made and without these improvements they may have voted differently.