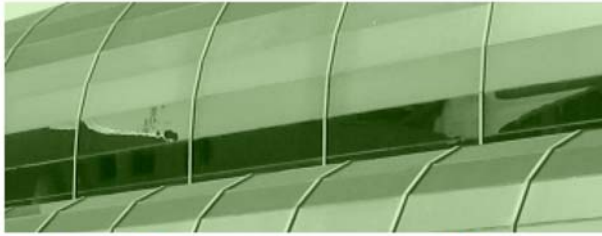
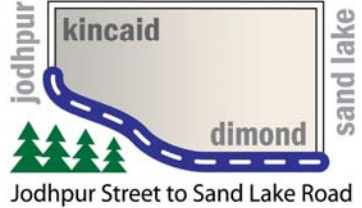




MUNICIPALITY OF
ANCHORAGE



W Dimond Blvd Upgrade



Project Management and Engineering

WEST DIMOND BOULEVARD UPGRADE

JODHPUR STREET TO SAND LAKE ROAD

PM&E PROJECT NUMBER 05-005

PUBLIC INVOLVEMENT PLAN

For a Context Sensitive Solution/Context Sensitive Design (CSS/CSD)

Prepared for:

Municipality of Anchorage
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1.0 OVERVIEW

The Municipality of Anchorage (MOA) is proposing to upgrade West Dimond Boulevard between Jodhpur Street and Sand Lake Road (see Figure 1) to improve vehicle circulation, pedestrian, bicycle and vehicle safety, road surface and subsurface, drainage, and lighting. The MOA Public Works Department, Project Management and Engineering (PM&E) Division, will supervise the environmental approval, preliminary design, plans, and specifications for the upgrade and eventually supervise the construction of the improvements. PM&E has retained R&M Consultants, Inc. (R&M) to lead the design, planning, public involvement and permitting effort. The overall goal of this project is to upgrade 6,000-feet of Dimond Boulevard between Jodhpur Road and Sand Lake Road to MOA collector standards. Improvements anticipated include roadway foundation and surfacing, intersections, curb and gutter, storm drainage, lighting, pedestrian facilities and landscaping.

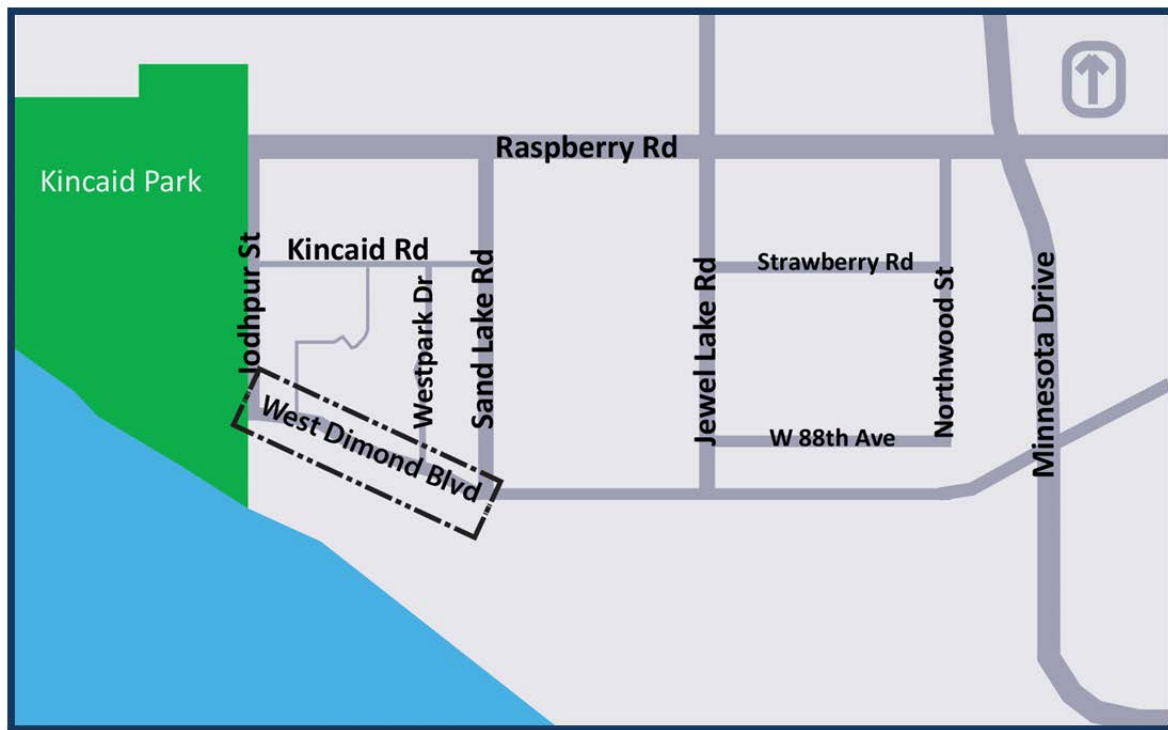


Figure 1: West Dimond Boulevard Project Location Map

2.0 PROJECT TEAM

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3.0 CONTEXT SENSITIVE SOLUTIONS PROJECT DEVELOPMENT PROCESS

This public involvement plan outlines a process to support development of a context sensitive solution (CSS) or context sensitive design (CSD). Context Sensitive Solutions as defined in **A Strategy for Developing Context Sensitive Transportation Projects** Adopted by the Municipality of Anchorage October 2008 **IS**:

- *A result of collaborative processes, broad-based consultation, and compromise between community needs and individual interests.*
- *The way to achieve a safe facility that is in harmony with the community and its scenic, historic, and environmental values.*
- *An efficient use of time, budget, and community resources.*
- *The creation of a public facility that adds lasting value to the community.*
- *A way for the community's affected interests as a whole, including immediate residents, to contribute to definition of a project's scope.*
- *A balance of competing desires – e.g., lower traffic speeds versus shoulder snow storage.*

The CSS project development process includes 7 key steps ranging from project funding prioritization, planning and concept phase to design, construction and post-construction evaluation. These key steps and project phases are outlined below.

1. PLANNING, PROGRAMMING FOR FUNDING AND PRIORITIZATION

- Through MOA AMATS Transportation Planning Transportation Improvement Program (TIP) and Municipal Capital Improvement Program (CIP) Processes.
- Completed for West Dimond Blvd Upgrade – CIP request/State Funding received

2. CONCEPT PHASE - PROBLEM IDENTIFICATION

- Develop and document an understanding of the problem - defining the nature, scope, and severity of the transportation problem to be solved.
- Completed for West Dimond Blvd Upgrade in 2006.

3. DESIGN STUDY PHASE (35% DESIGN)

- Project Development and Alternatives Development including Screening and Selection. Develop the criteria by which the effectiveness of the alternatives will be weighed. Data needs are defined and the study effort is focused on compiling the information needed for the evaluation.
- The process and methods of evaluating the alternatives are defined.
- Develop and document a full range of alternative solutions; ensure education of all parties on innovative solutions.
- Portray alternatives in an understandable format.

- West Dimond Blvd Upgrade is currently in this phase.
4. DETAILED DESIGN (65% DESIGN) – Plans, Specifications and Cost Estimates
 - Complete the engineering drawings necessary for a contract to construct the improvements.
 - The engineers' estimate is developed to allow the Municipality of Anchorage to program the cost of the project.
 5. FINAL DESIGN (95% DESIGN)/PRECONSTRUCTION
 - Finalize design and complete pre-construction activities including securing easements, permits and rights-of-way; coordinate utilities.
 6. CONSTRUCTION
 - Competitive bidding process to select a contractor to construction the improvements.
 7. POST-CONSTRUCTION EVALUATION
 - Community Satisfaction Survey to determine public acceptance of the project based on CSS parameters.

4.0 PUBLIC INVOLVEMENT PROGRAM

The goal of the public involvement program is to be proactive in providing the community with the information to facilitate planning, design and eventual construction of the West Dimond Blvd improvements. Public involvement will be coordinated to comply with the MOA's Adopted CSS Policy and development review and permitting process. R&M will provide public and agency outreach and support during the design study phase approval through the Planning and Zoning Commission (PZC), preliminary design approval through the Urban Design Commission (UDC), and support through construction. The public involvement plan provides MOA/PM&E with an outline of the methods to obtain public input as the project develops. The plan contains a listing of the tools and methods as well as a schedule of when to use each tool.

4.1 ROLES AND RESPONSIBILITIES

Residents will be concerned about changes to the right-of-way adjacent to their front yard and driveways, and potential impacts to private property including driveways, vegetation, fences and on-site water and wastewater systems. Access during construction will also be a concern for local residents and property owners. These impacts can be minimized by establishing an open dialogue with stakeholders during the planning, design, and throughout construction by establishing a main point of contact, Van Le, Planner/Public Involvement Specialist.

4.2 OBJECTIVES

The Public Involvement Program will achieve its goals of involving stakeholders during the West Dimond Blvd upgrade project through the following objectives:

- Assist the MOA in developing a positive presence and targeted message for the project;
- Assess stakeholder perception, increase understanding and advance community support for and acceptance of the project;
- Assist stakeholder/user groups in communicating information about the project to others;
- Clearly define lines of communication related to the project;
- Respond to stakeholder concerns and provide timely and meaningful feedback; and
- Comply with the MOA CSS Policy for Transportation Project Development.

5.0 PUBLIC INVOLVEMENT ACTIVITIES

5.1 IDENTIFY STAKEHOLDERS

A preliminary list of stakeholders is identified in Table 1 that may have an interest in this project and will be included in project mailings. This list will be expanded as research and input identify others. The project will affect those neighborhoods and residents with direct access to the project area. The general public using the roadway fall into this group of potential affected stakeholders. Additionally, other important stakeholders will need to be engaged such as the Anchorage School District, emergency responders, equestrians, Kincaid Park employees and Kincaid Park users. The mailing list includes business, property owners and residents within the mailing list boundary as further described in Section 5.2.

The project team will document verbal and written communication from the public in a public outreach summary report. Copies of the summary will be distributed to the MOA/PM&E Project Manager.

Table 1: Summary of Stakeholders

General	Agencies	Utilities	Groups
Citizen’s Advisory Committee	Alaska Department of Transportation & Public Facilities (ADOT&PF)	Alaska Communications System (ACS)	Alaska Center for the Environment
Sand Lake Community Council (SLCC)	Mayor’s Office	Anchorage Water and Wastewater Utility (AWWU)	Alaska Truckers Association (ATA)
Sky Hills Subdivision Homeowners’ Assoc.	Assembly Representatives	Chugach Electric Association (CEA)	Anchorage Citizen’s Coalition (ACC)
Property Owners	State Representatives	ENSTAR Natural Gas Company (ENSTAR)	Arctic Bicycle Club (ABC)
Adjacent Residents	MOA Departments: Public Works, Project Management and Engineering, Traffic, Right-of Way, Street Maintenance, Community Development and Planning, Parks and Recreation, Public Transportation	GCI Cable (GCI)	Anchorage Trails and Greenways Coalition
Westpark Homeowners’ Association	MOA Non-Motorized Transportation Coordinator		Equestrian Groups
	Emergency Services: Anchorage Fire Department (AFD), Anchorage Police Department (APD)		Kincaid Park user groups
	AMATS Pedestrian and Bicycle Committee, Freight Advisory Committee (FAC)		Anchorage Bicycle Commuters
	Anchorage School District (ASD)		
	Planning and Zoning Commission (PZC)		
	MOA Urban Design Commission (UDC)		

5.2 CONTACT AND MAILING LIST

A mailing list will be developed that includes residents and property owners within the mailing boundary area shown in red within the Mailing List Boundary Map (Figure 2). Mailings may include postcards, newsletters, notices, etc. In addition to the resident stakeholder mailing list, two other lists will be prepared. The first will be public officials from Assembly District 3 in West Anchorage; and state legislators representing West Anchorage from Senate District J and State House Districts 19 and 20. The second is a listing of agency stakeholders and agency contact individuals. Individuals will be added to the stakeholder list throughout the project from requests and sign-in sheets at meetings.

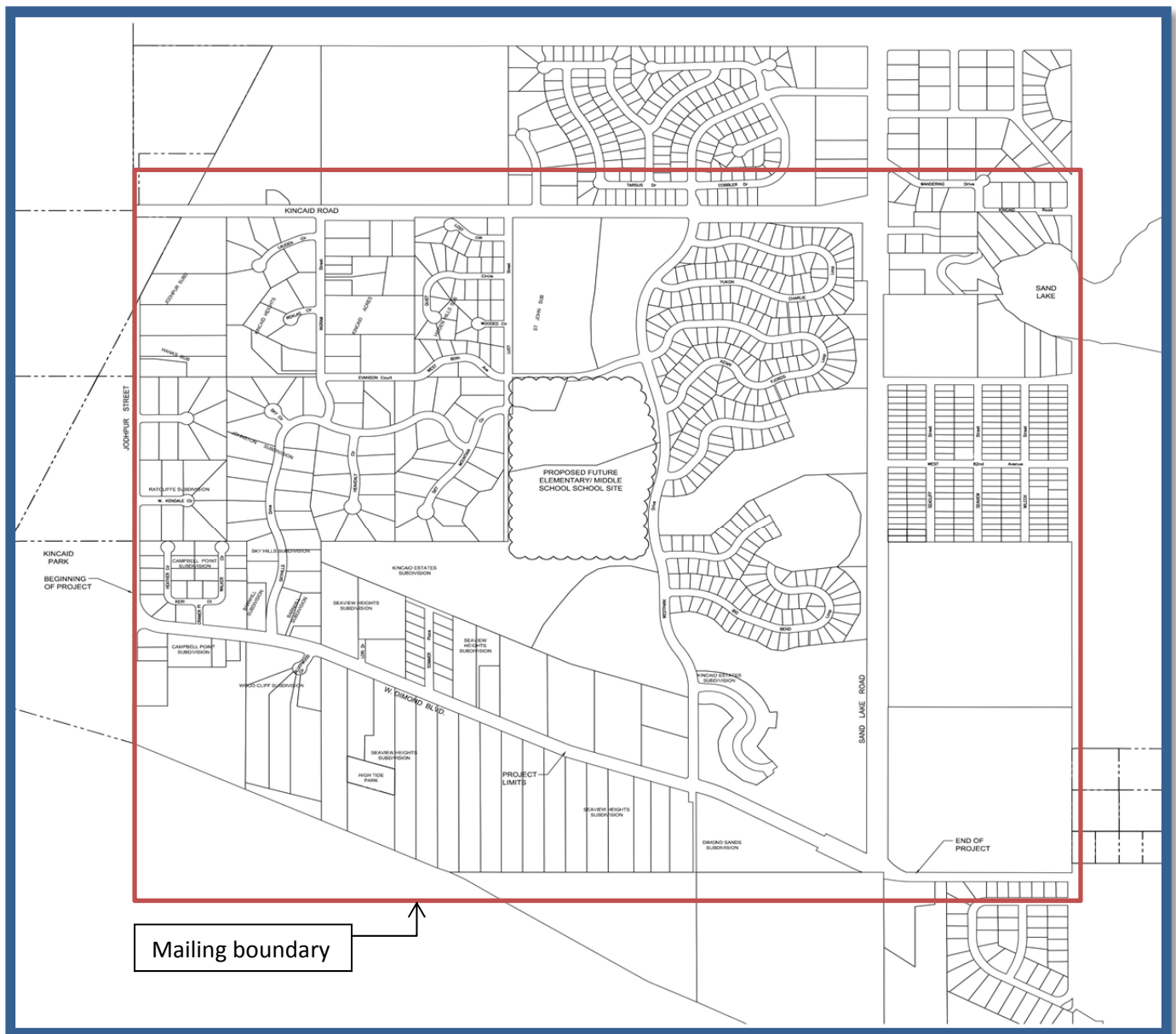


Figure 2: Mailing List Boundary Map

5.3 PUBLIC OUTREACH AND NOTIFICATION

Written communication will be used to:

- Provide a general overview of the project;
- Outline key project milestones and schedules;
- Provide responses to concerns/questions;
- Provide contact information; and
- Provide regular project updates.

Public outreach and notification will be accomplished using the following tools:

- Postcard mailers;
- Door hangers during surveying, site walks and pre-construction notification;
- Project website updates at key project milestones;
- Newsletters and other print media;
- E-newsletters using Constant Contact;
- Public meetings and open houses;
- Homeowners' Association meeting presentations;
- Sand Lake Community Council meeting presentations;
- Planning and Zoning Commission hearing presentations;and
- Urban Design Commission public hearing presentations.

5.4 CITIZEN'S ADVISORY COMMITTEE

A Citizen's Advisory Committee (CAC) was formed in the early phases of the project to define the scope of the project, assist in developing evaluation criteria and aid in the evaluation process. A summary of the project history and alternatives will be sent to the CAC for their review and feedback.

5.5 PUBLIC MEETINGS

R&M will plan, set-up, coordinate, facilitate and document all project related meetings with the public and agencies. For all meetings, materials will be reviewed by MOA/PM&E prior to the meeting and comments will be summarized for project records after the meeting. The purpose of the meetings is to:

- Present the project purpose, need, and solutions;
- Solicit feedback on the best methods to disseminate project information including project website, e-newsletters and postcard mailers;
- Establish point of contact for each stakeholder group and follow up on those already established; and
- Establish R&M's Van Le as the public involvement point of contact for stakeholder questions or concerns.

R&M's public meeting work will include the preparation, organization and staffing for information gathering and presentations. Open Houses will be approximately 1.5 to 2 hours in length and be formatted to allow the project team to speak and listen to the public in groups or individually. Comment forms will be provided for the public and R&M will summarize all pertinent information, comments and support or opposition. Below is a list of anticipated Public Meetings for the West Dimond Blvd. Upgrade project:

OPEN HOUSE #1- DESIGN STUDY PHASE (35% DESIGN)

This open house will provide a summary of the alternatives selection process based on the previous 2005-2006 scoping and public involvement concept phase. It will be held during review of the Preferred Alternative and update of the Design Study Report.

OPEN HOUSE #2 - PRELIMINARY DESIGN (65% DESIGN)

After the Design Study Report is approved by the Planning and Zoning Commission and a preliminary design is created based on the preferred alternative, a second open house will be held to present the design at 65%. At this time, preliminary parcel maps and required easements will also be presented.

OPEN HOUSE #3- FINAL DESIGN (95%)/PRE-CONSTRUCTION

A third open house will be held to present the final design, provide information to residents and property owners, and to answer questions prior to construction.

5.6 CORRESPONDENCE AND DOCUMENTATION

R&M will document and file all advertisements, mailers, telephone calls, letters, e-newsletters and email correspondence from all interested stakeholders such as the public, agencies, and elected officials including written and/or oral responses to submit to PM&E. A record of this correspondence will also be included in the public involvement summary report and will be presented chronologically to provide future project phases with the complete project history. Comments and responses will be summarized.

6.0 SCHEDULE

The general timeline for public involvement is presented in Attachment A.

