



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99654-7091
PHONE: (907) 373-9050
FAX: (907) 373-0788

COUNCIL MEMORANDUM NO. 93-01

From: Deputy Administrator
Date: December 31, 1992
Subject: Peck Street Upgrade

We have received engineering plans and specifications for the reconstruction of Peck Street to Fishhook Road. Council is invited to review the plans at their convenience.

The scope of the work includes drainage plans, rolled curb on the east side, barrier curb and 5 foot sidewalk on the west side, 24' pavement and relocation of a portion of Spruce Avenue to meet with Peck Street at a 4-way 90° intersection at Fishhook Road.

Four (4) parcels of land totaling about 2-1/2 acres will have to be acquired for right-of-way.

The project could be constructed in three phases as follows:

- Phase I - Right-of-way acquisition
- Phase II - Grade, alignment and drainage
- Phase III - Pavement, sidewalks

The total project cost is expected to be between \$900,000 and \$1,000,000.

Administration recommends that Council approve the acquisition of the right-of-way, including condemnation if necessary. Existing grant funds for Peck Street should be adequate to complete the purchase/condemnation. The remainder of the project should be delayed until the City receives Intermodal Surface Transportation Efficiency Act (ISTEA) or other funding.

Robert E. Harris
Deputy Administrator

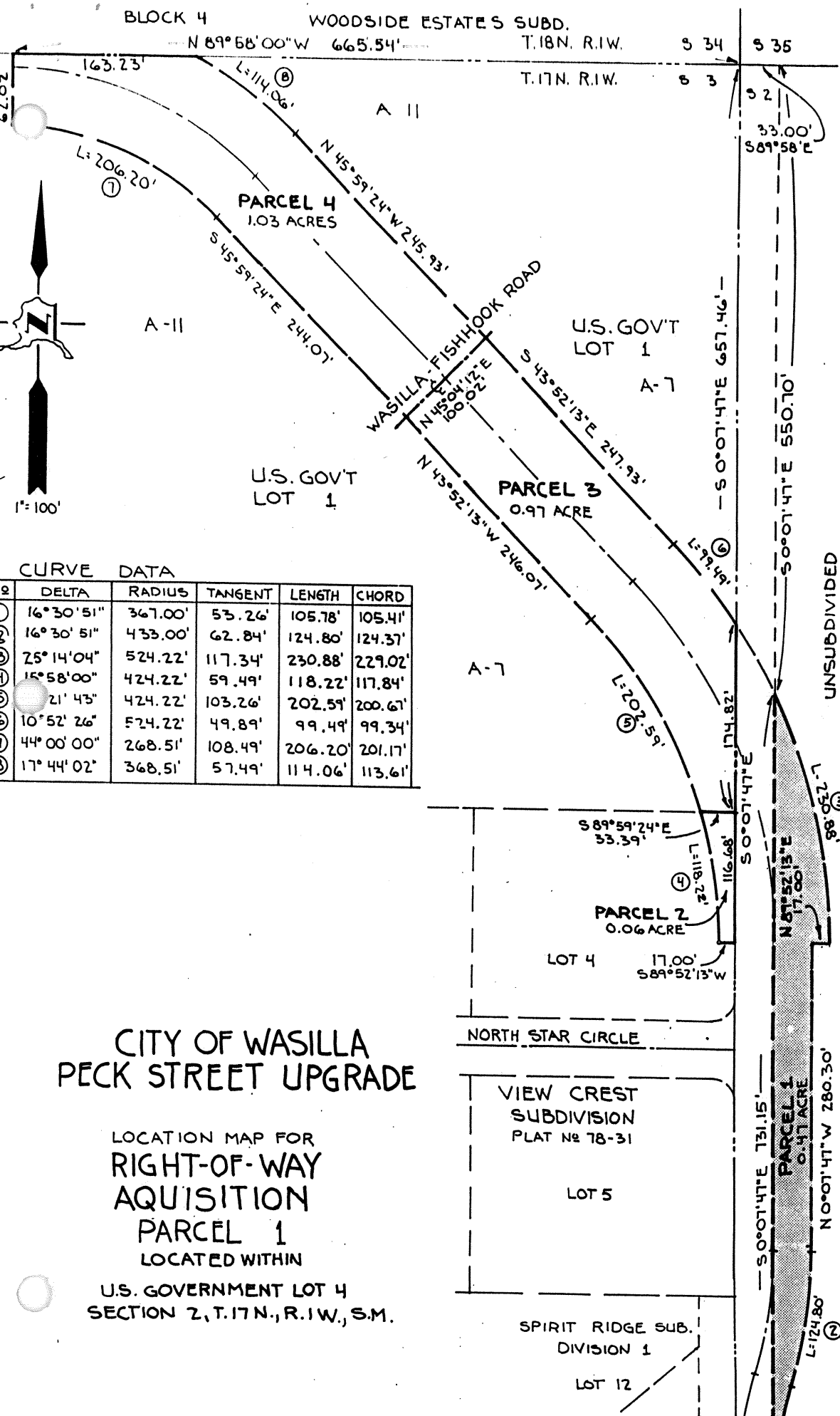
BLOCK 4 WOODSIDE ESTATES SUBD.

N 89°58'00"W 665.54' T.18N. R.1W. S 34 S 35
 T.17N. R.1W. S 3



CURVE DATA

Δ	DELTA	RADIUS	TANGENT	LENGTH	CHORD
①	16°30'51"	367.00'	53.26'	105.78'	105.41'
②	16°30'51"	433.00'	62.84'	124.80'	124.37'
③	25°14'04"	524.22'	117.34'	230.88'	229.02'
④	15°58'00"	424.22'	59.49'	118.22'	117.84'
⑤	21°43'	424.22'	103.26'	202.59'	200.67'
⑥	10°52'26"	524.22'	49.89'	99.49'	99.34'
⑦	44°00'00"	268.51'	108.49'	206.20'	201.17'
⑧	17°44'02"	368.51'	57.49'	114.06'	113.61'



CITY OF WASILLA
 PECK STREET UPGRADE

LOCATION MAP FOR
 RIGHT-OF-WAY
 AQUISITION
 PARCEL 1
 LOCATED WITHIN
 U.S. GOVERNMENT LOT 4
 SECTION 2, T.17N., R.1W., S.M.

PARCEL 1

LEGAL DESCRIPTION

The following description is for acquiring additional right-of-way for the City of Wasilla for the improvement of Peck Street located within U.S. Government Lot 4, Section 2, Township 17 North, Range 1 West, more particularly described as:

Commencing at the corner common to Sections 2 and 3, Township 17 North and Section 34 and 35, Township 18 North, Range 1 West; thence
S 89 58' E for 33.00' on the boundary of Section 35 and Section 2; thence
S 00 07'47" E for 550.70' to the True Point of Beginning;
thence
S 00 07'47" E for 731.15' to the beginning of a curve concave to the right, from which its radius point bears N 89 52'13" E for 367.00'; thence
on the curve through an arc length of 105.78' to a point of reverse curvature, from which its radius point bears N 73 21'22" W for 433.00'; thence
on the curve through an arc length of 124.80' to a point of tangent; thence
N 00 07'47" W for 280.30'; thence
N 89 52'13" E for 17.00' to the beginning of a curve concave to the left, from which its radius point bears S 89 52'13" E for 524.22'; thence
on the curve through an arc length of 230.88' to the True Point of Beginning, having an area of 0.47 acres.

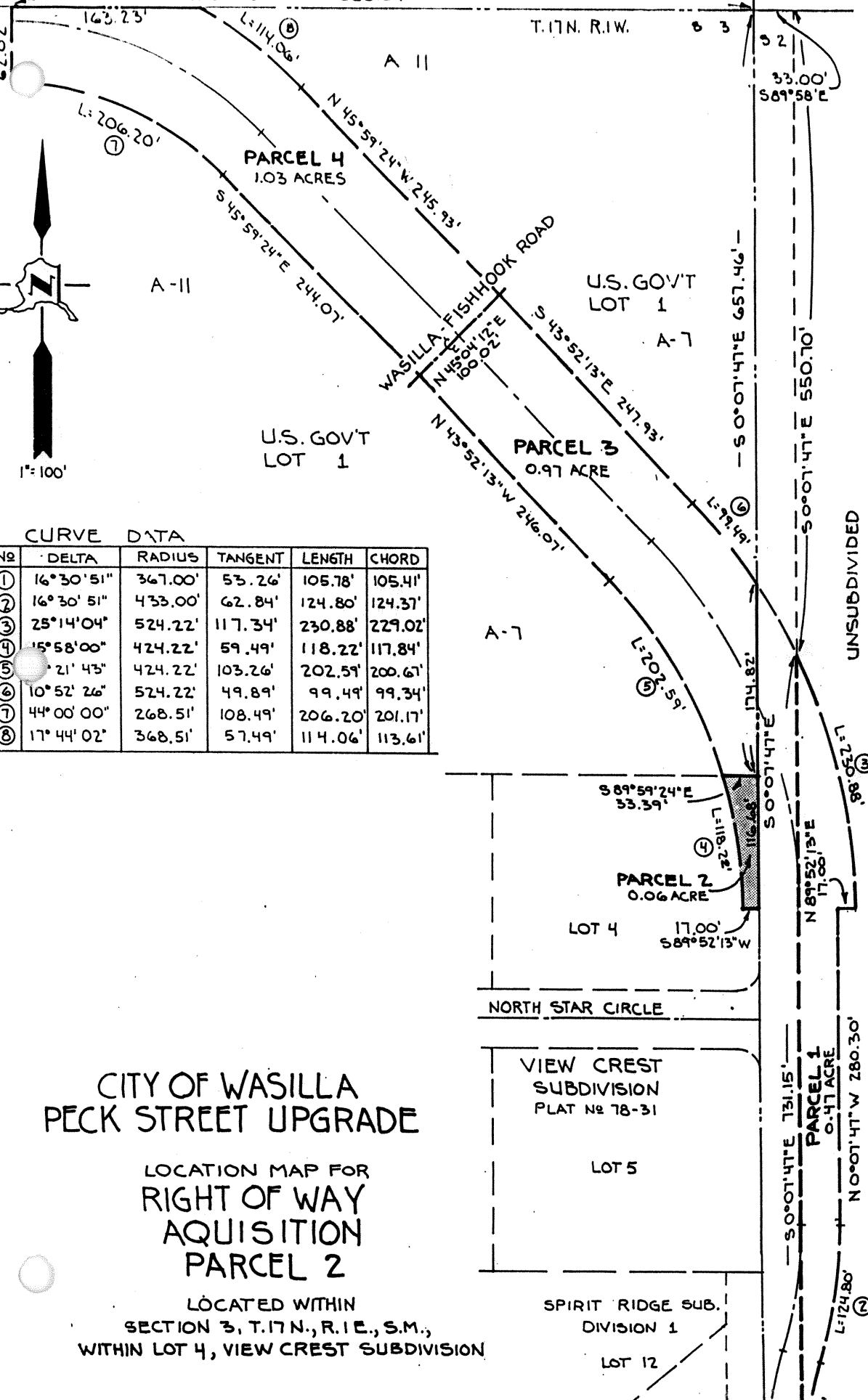


BLOCK 4 WOODSIDE ESTATES SUBD.
 —N 89°58'00"W 665.54'— T.18N. R.1W. S 34 S 35
 T.17N. R.1W. S 3 S 2



CURVE DATA

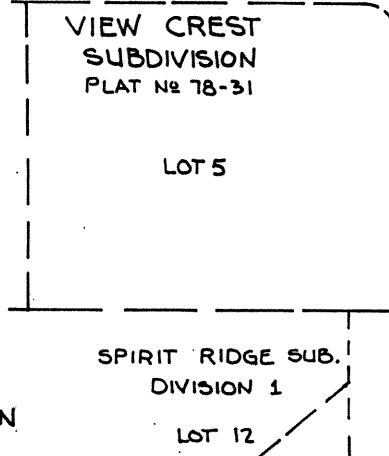
NO	DELTA	RADIUS	TANGENT	LENGTH	CHORD
①	16°30'51"	367.00'	53.26'	105.78'	105.41'
②	16°30'51"	433.00'	62.84'	124.80'	124.37'
③	25°14'04"	524.22'	117.34'	230.88'	229.02'
④	15°58'00"	424.22'	59.49'	118.22'	117.84'
⑤	21'45"	424.22'	103.26'	202.59'	200.67'
⑥	10°52'26"	524.22'	49.89'	99.49'	99.34'
⑦	44°00'00"	268.51'	108.49'	206.20'	201.17'
⑧	17°44'02"	368.51'	57.49'	114.06'	113.61'



**CITY OF WASILLA
 PECK STREET UPGRADE**

LOCATION MAP FOR
 RIGHT OF WAY
 AQUISITION
 PARCEL 2

LOCATED WITHIN
 SECTION 3, T.17N., R.1E., S.M.,
 WITHIN LOT 4, VIEW CREST SUBDIVISION



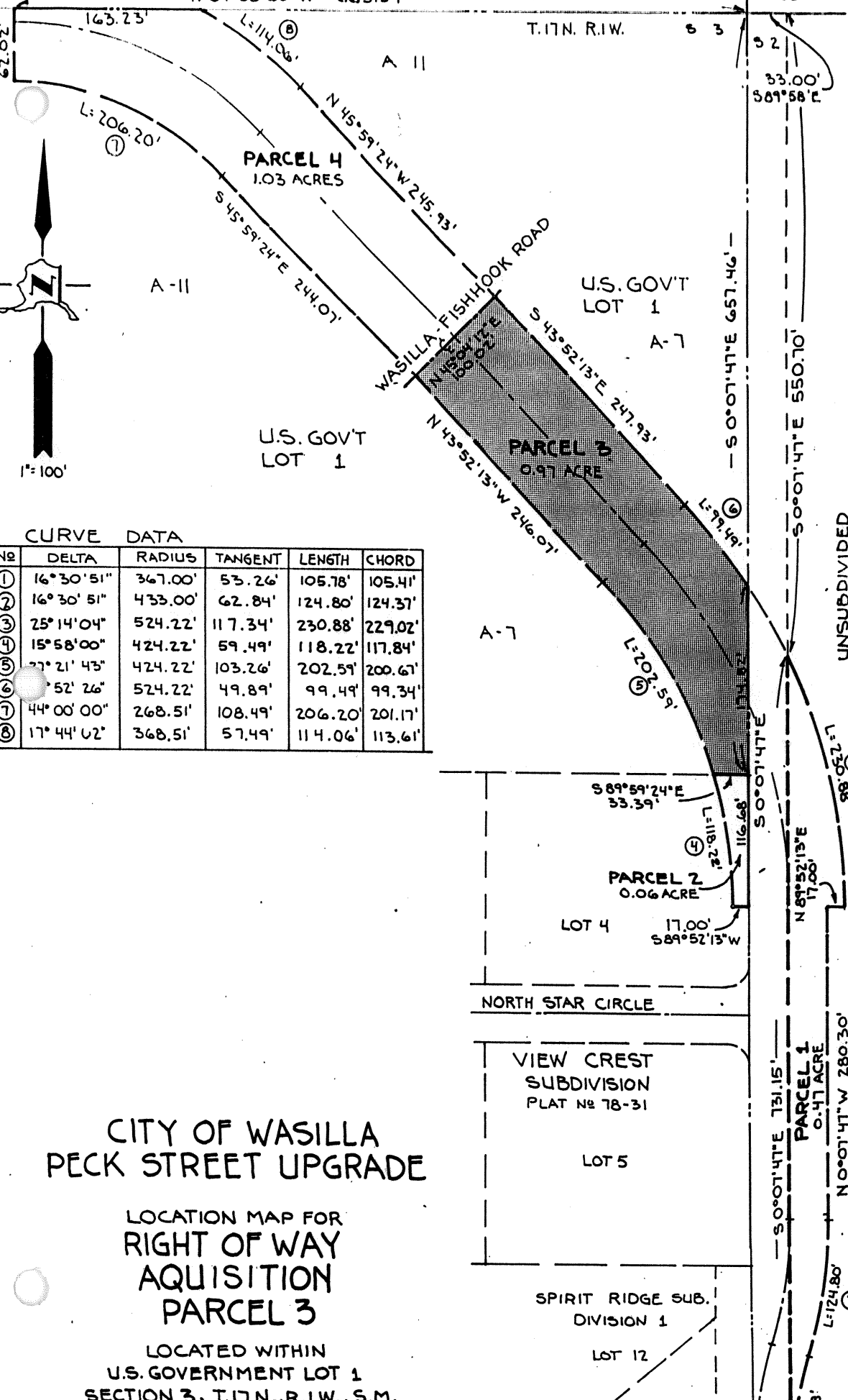
PARCEL 2

LEGAL DESCRIPTION

The following description is for acquiring additional right-of-way for the City of Wasilla for the improvement of Peck Street located in Section 3, T17N, R1E, S.M., within Lot 4, View Crest Subdivision filed as plat #78-31 and more particularly described as:

Commencing at the Northeast corner of Lot 4, being the True Point of Beginning; thence
S 00 07'47" E on the section line for 116.68'; thence
S 89 52'13" W for 17.00' to the beginning of a curve concave to the left, from which the radius point bears
S 89 52'13" W for 424.22'; thence
on the curve through an arc length of 118.22' to a point on the north boundary of Lot 4; thence
S 89 59'24" E on the North boundary of Lot 4 for 33.39' to the True Point of Beginning having an area of 0.06 acres.





CURVE DATA

NO	DELTA	RADIUS	TANGENT	LENGTH	CHORD
①	16°30'51"	367.00'	53.26'	105.78'	105.41'
②	16°30'51"	433.00'	62.84'	124.80'	124.37'
③	25°14'04"	524.22'	117.34'	230.88'	229.02'
④	15°58'00"	424.22'	59.49'	118.22'	117.84'
⑤	27°21'43"	424.22'	103.26'	202.59'	200.67'
⑥	52'26"	524.22'	49.89'	99.49'	99.34'
⑦	44°00'00"	268.51'	108.49'	206.20'	201.17'
⑧	17°44'02"	368.51'	57.49'	114.06'	113.61'

CITY OF WASILLA
 PECK STREET UPGRADE

LOCATION MAP FOR
 RIGHT OF WAY
 ACQUISITION
 PARCEL 3

LOCATED WITHIN
 U.S. GOVERNMENT LOT 1
 SECTION 3, T.17N., R.1W., S.M.

PARCEL 3

LEGAL DESCRIPTION

The following description is for acquiring additional right-of-way for the City of Wasilla for the improvement of Peck Street lying within U.S. Government Lot 1; Section 3, Township 17 North, Range 1 West, S.M., AK and more particularly described to wit:

Commencing for reference at the northeast corner of Section 3; thence

S 00 07'47" E on the section line for 657.46 ft. to a point common with the northeast corner of Lot 4 of the View Crest Subdivision as filed in the Palmer Recording District as plat #78-31 and the True Point of Beginning; thence

N 89 59'24" W on the north boundary of Lot 4 for 33.39 ft. to a non-tangential intersection point of a curve running northwest from which point the radius bears S 73 29'30" W for 424.22 ft.; thence

Describing the southwest right-of-way line of this description on a curve concave to the left through an arc length of 202.59 ft. to a point of tangent; thence

Continuing the southwest right-of-way line N 43 52'13" W for approximately 246.07 ft. to the centerline of the Wasilla-Fishhook Road; thence

N 45 04'12" E for 100.02 ft. on the centerline of the Wasilla-Fishhook Road to a point lying 100 ft., as measured perpendicularly from aforesaid southwest right-of-way line; thence

S 43 52'13" E on the northeasterly right-of-way line of the description for approximately 247.93 ft. to a beginning point of a tangential curve to the right from which its radius bears S 46 07'47" W for 524.22 ft.; thence

Continuing the northeast right-of-way through an arc length of 99.49 ft. to an intersection with the east boundary of Section 3; thence

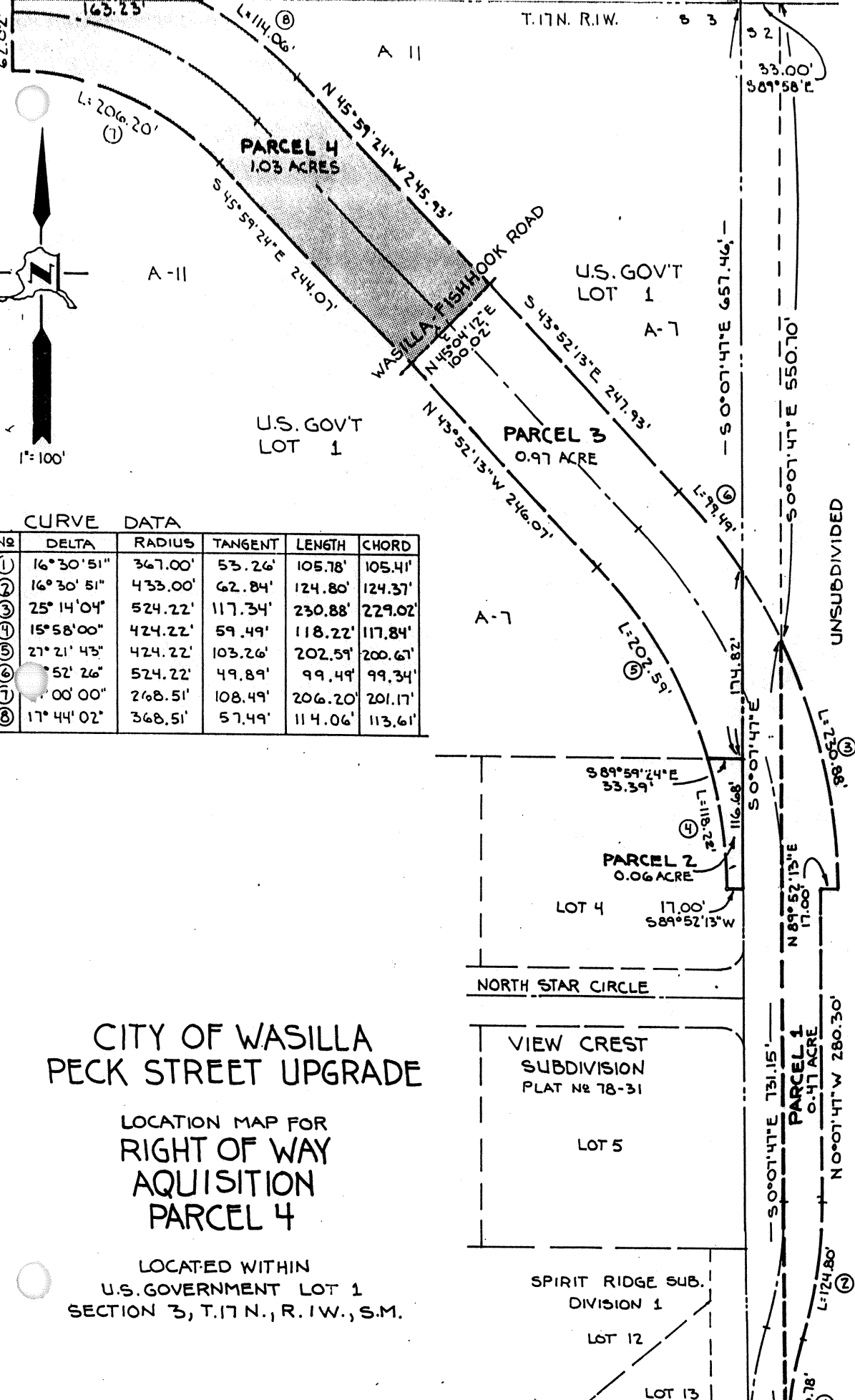
S 00 07'47" E on the section line for 174.82 ft. to the True Point of Beginning and thus encompassing 0.97 acres more or less.





CURVE DATA

NO	DELTA	RADIUS	TANGENT	LENGTH	CHORD
①	16°30'51"	367.00'	53.26'	105.78'	105.41'
②	16°30'51"	433.00'	62.84'	124.80'	124.37'
③	25°14'04"	524.22'	117.34'	230.88'	229.02'
④	15°58'00"	424.22'	59.49'	118.22'	117.84'
⑤	27°21'43"	424.22'	103.26'	202.59'	200.67'
⑥	52°26'	524.22'	49.89'	99.49'	99.34'
⑦	00°00"	268.51'	108.49'	206.20'	201.17'
⑧	17°44'02"	368.51'	57.49'	114.06'	113.61'



CITY OF WASILLA PECK STREET UPGRADE

LOCATION MAP FOR
RIGHT OF WAY
AQUISITION
PARCEL 4

LOCATED WITHIN
U.S. GOVERNMENT LOT 1
SECTION 3, T.17 N., R.1W., S.M.

PARCEL 4

LEGAL DESCRIPTION

The following description is for acquiring an additional 100 ft. wide right-of-way for the City of Wasilla for the improvement of Peck Street. Said right-of-way to lie within U.S. Government Lot 1, Township 17 North, Range 1 West, S.M., Alaska and more particularly described to wit:

Commencing for reference at the northeast corner of Section 3; thence

N 89 58'00" W on the north boundary of Section 3 as represented on the plat of View Crest Subdivision as filed in the Palmer Recording District as plat # 78-31, for a distance of 665.54 ft. to the True Point of Beginning; thence

S 00 07'47" E parallel with the east boundary of Section 3 for 62.02 ft.; thence

Describing the southwesterly right-of-way by beginning a non-tangential curve to the right, in a southeast direction, from which its radius point bears S 00 00'36" W for 268.51 ft., through an arc length of 206.20 ft.; thence

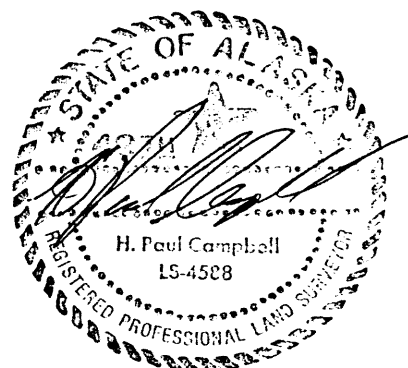
Continuing the southwesterly right-of-way on tangent S 45 59'24" E for 244.07 ft. to the centerline of the Wasilla-Fishhook Road; thence

N 45 04'12" E on the centerline of said road for 100.02 ft. to a point lying 100 ft. as measured perpendicularly from aforesaid southwesterly right-of-way; thence

On the northeasterly right-of-way of this description N 45 59'24" W for 245.93 ft. to the beginning of a tangential curve running northwest, concave to the left from which its radius bears S 44 00' 36" W for 368.51 ft.; thence

Continuing on the northeasterly right-of-way through an arc length of 114.06 ft. to an intersection with the north boundary of Section 3; thence

N 89 58' W on the section line for 163.23 ft. to the True Point of Beginning and thus encompassing 1.03 acres more or less.





Matanuska-Susitna Borough

P.O. BOX 1608, PALMER, ALASKA 99645-1608 • PHONE 745-4801

PUBLIC WORKS DEPARTMENT

January 11, 1993

Mr. Robert Harris
City of Wasilla
290 E. Herning Street
Wasilla, Alaska 99654

RECEIVED

JAN 15 1993

City of Wasilla, Alaska

SUBJ: Peck Street Plans

Dear Mr. Harris: *Bob,*

The Peck Street Upgrade preliminary plans printed December 29, 1992 were received for review and comment. This project is also a Borough project, R090, and some of the right-of-way on the east side of the section line (Borough right-of-way) was acquired and paid for under the Borough project, in the mid '80's.

The cover letter stated that this would be an arterial road improvement, but the plans do not meet Borough Collector Road Standards in that the vertical and horizontal curves are too short. According to Borough and State DOT design standards, this road will meet only a 30 mph standard, which is the Borough's subcollector standard. As this road is expected to serve higher traffic loads, the design should be improved to at least a 35 mph for collector, or 40 to 45 mph design for arterial. For example, for a 40 mph road the design criteria would be:

Stopping sight distance, crest vertical curves, $K=80$

Stopping sight distance, sag vertical curves, $K=70$

Horizontal curves, radius = 500', and

There should not be stop signs at every intersection on the main through road.

Detailed comments per sheet are as follows:

- 1) Sheet 1 shows standard sections to be Type 1 Stand-up Curb on the west and Type 2 Roll Curb & Gutter on the east. What is the reason for the different curb and

gutters? I realize Type 1 will handle more waterflow, but that Type II will allow the cars to pull off the road in an emergency, as there are not any paved shoulders in this area.

Sheet 2: On this sheet and other sheets, the curb cuts widths should allow some radius for turning movement into and out of private and commercial driveways.

- 3) Show a better detail for ending and radiusing the curb and gutter at the Bogard Road intersection.
- 4) Show true elevations, not a site datum, so that past and future road and utility plans will match.
- 5) Is there an existing storm drain system along Peck Street, or will the storm drains have to be installed as a portion of this project?
- 6) The 0.43% grade on Sheets 2 & 3 will be very difficult to construct without forming bird baths in the gutter flow lines. This grade should be raised to 0.6%.
- 7) Sheet 3, the sag vertical curve is inadequate for even a 35 mph collector road as noted above, and the K value should be increased (Plan sag K=43.02, 30 mph K=30, 35 mph K=50, 40 mph K=70).
- 8) Sheet 4, Station 22+35 intersection of Goldendale Drive and Station 28+65 intersection with Snohomish Avenue on the west; these intersections should have the new asphalt radiused further westward to blend in with the existing pavements rather than leaving 90° corners in the curb returns, which will be asking for potholes.
- 9) Sheet 5, the radiuses on horizontal curves be reviewed to meet the State or Borough 35 to 40 mph standards as a minimum and have 100 foot tangent between horizontal curves.
- 10) Sheet 6, the intersection of Peck Street and Wasilla Fishhook Road needs the following considerations:
 - a) Is there adequate intersection sight distance for the design speeds of both roads, and will additional right-of-way be needed in the corners for intersection sight distance clear

Mr. Robert Harris
Page 3
January 11, 1993

zones?

- b) The guardrail that is removed from Wasilla Fishhook will need to be extended around the radius of Peck Street.
 - c) Will through southerly traffic on Spruce Drive have visibility problems because of the 9% cross-slope on Wasilla Fishhook?
- 11) Sheet 6, end of this project meeting up with the existing Spruce gravel road may need a review of the transition, especially of the curb and gutter and sidewalk. They should be radiused outward with a flattening flair for transitioning traffic.

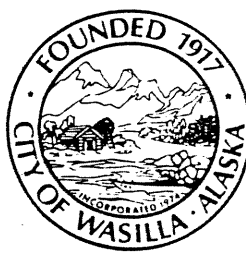
In general, these plans are pretty good for a much needed, through, paved travelway. This road has been reviewed for many years by both the City and Borough staffs and will receive much use, once constructed as a through traveled way. I shall leave questions of cost sharing and prioritizing this project on the Borough's list to the Administration.

Sincerely,



George C. Strother
PW Division Manager - Engineering

GS:vr



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99654-7091
PHONE: (907) 373-9050
FAX: (907) 373-0788

February 10, 1993

Re: Peck Street

Dear Neighbors:

At the public hearing on February 8, 1993, the City Council heard from eleven people about the proposed road paving and extension project. The Council tabled the administration's request to begin right-of-way acquisition but Councilmember Hjellen asked that action be re-considered at the March 8 regular Council meeting.

Peck Street will again be on the Council agenda Monday, March 8, 1993 at 7:00 p.m., Wasilla City Hall.

Testimony at the February 8 hearing included opposition to the project because of expected increased traffic, loss of privacy, expected higher vehicle speeds, unaddressed sight-distance problems at Bogard Road and connection of North Star Circle cul-de-sac and splitting of the two large tracts of land at Fishhook Road.

Testimony favoring the project included curing the dust problem, improved safety for pedestrians, improved driving surface, reduced grading costs, need for road system residential collector expansion to fulfill the comprehensive plan recommendations and correcting the unsafe Spruce Avenue-Fishhook intersection.

Features which could be added to the project which may mitigate objections include fencing to screen homes on the west side of the street, speed control bumps, provide for left-turn lanes at Bogard Road and Fishhook Road intersections, increase sight distance safety, provide traffic controls to discourage through traffic on Delwood, move the roadway further to the east to reduce the impact on adjacent homes and elimination of the North Star Circle connection.

A particularly troubling argument was made that "the children playing in the street are put in danger by increased traffic". The City strongly discourages the notion that the street is any place for children to play. While we are extremely concerned about pedestrian safety we believe it is irresponsible for parents to allow children to "play" in the street.

The City administration will provide the Council with a list of possible changes to the Peck Street project and their respective costs and again ask for approval of right-of-way acquisition at the March 8 meeting.

Sincerely,

John C. Stein, Mayor



CITY OF WASILLA

290 E. HERNING AVE.

WASILLA, ALASKA 99654-7091

PHONE: (907) 373-9050

FAX: (907) 373-9085

January 27, 1993

Dear Neighbors:

For several years the City has been developing a project to pave Peck Street and extend it north to a new intersection with Fishhook Road and Spruce Avenue. The reasons for the project are:

- * High traffic count on gravel-surfaced Peck Street (1200/day)
- * Use of Spirit Ridge Subdivision roads for high speed through traffic between Bogard and Fishhook Roads
- * Dust problems from unpaved Peck Street
- * Nuisance from all-way stop signs on Peck Street
- * No through route for Fishhook traffic to avoid school zones at Wasilla High School, Wasilla Middle School and Iditarod Elementary
- * High cost of maintaining smooth driving surface on gravel road
- * Specific project recommended in 1992 City comprehensive plan

The proposed project would construct a 28' wide, 35 mph paved street from Bogard Road north to new intersection with Fishhook Road and Spruce Avenue. A sidewalk and curb would be built on the west side of Peck Street. Three stop signs would be removed to allow through traffic between Bogard Road and Fishhook Road. Storm drainage would be handled with new ditches, culverts and dry-wells. The proposed State Fishhook Road upgrade would include left-turn lanes to Peck Street and Spruce Avenue.

Peck Street is classified as a City arterial street. Money for the proposed project would come from state or federal highway grants and the city general fund. No costs would be assessed to abutting properties. The City has asked for cooperation from the Mat-Su Borough since property to the east is outside city limits.

Expected impacts of the proposed project:

- * Higher traffic on new paved Peck Street
- * Less through traffic in Spirit Ridge Subdivision
- * Reduced traffic on Bogard and Main Street
- * Increased traffic on Spruce Avenue
- * Pedestrian route from Bogard to GVC, GGL and Spirit Ridge and Spruce Avenue
- * Smooth paved driving surface
- * Elimination of gravel road dust
- * Improved pedestrian safety
- * Improved traffic safety at Fishhook intersection
- * Improved storm drainage
- * Reduced costs of road surface maintenance
- * Increase costs of winter sanding

January 27, 1993

Page 2

Also to be considered is the impact of the proposed Seward Meridian-Seldon Road connector project. That Mat-Su Borough arterial project would be built two miles to the east and one mile north of the Peck Street project and could relieve traffic now using the Bogard-Fishhook route.

Alternatives to this project are:

- (1) Do nothing. Apply effort to other projects.
- (2) Strip pave Peck Street, don't connect Fishhook. Problem: larger volume of through traffic would be funneled through Spirit Ridge neighborhoods, no sidewalk.
- (3) Leave gravel surface, connect Peck Street to Fishhook. Problem: larger volumes of traffic would create safety and dust problems and increase costs of maintaining smooth driving surface.

The project would be built in phases. Preliminary engineering is complete. Acquisition of right-of-way; construction of grade alignment and drainage; and pavement and sidewalk construction are the final three phases. Total project cost is expected to be \$900,000 to \$1,000,000.

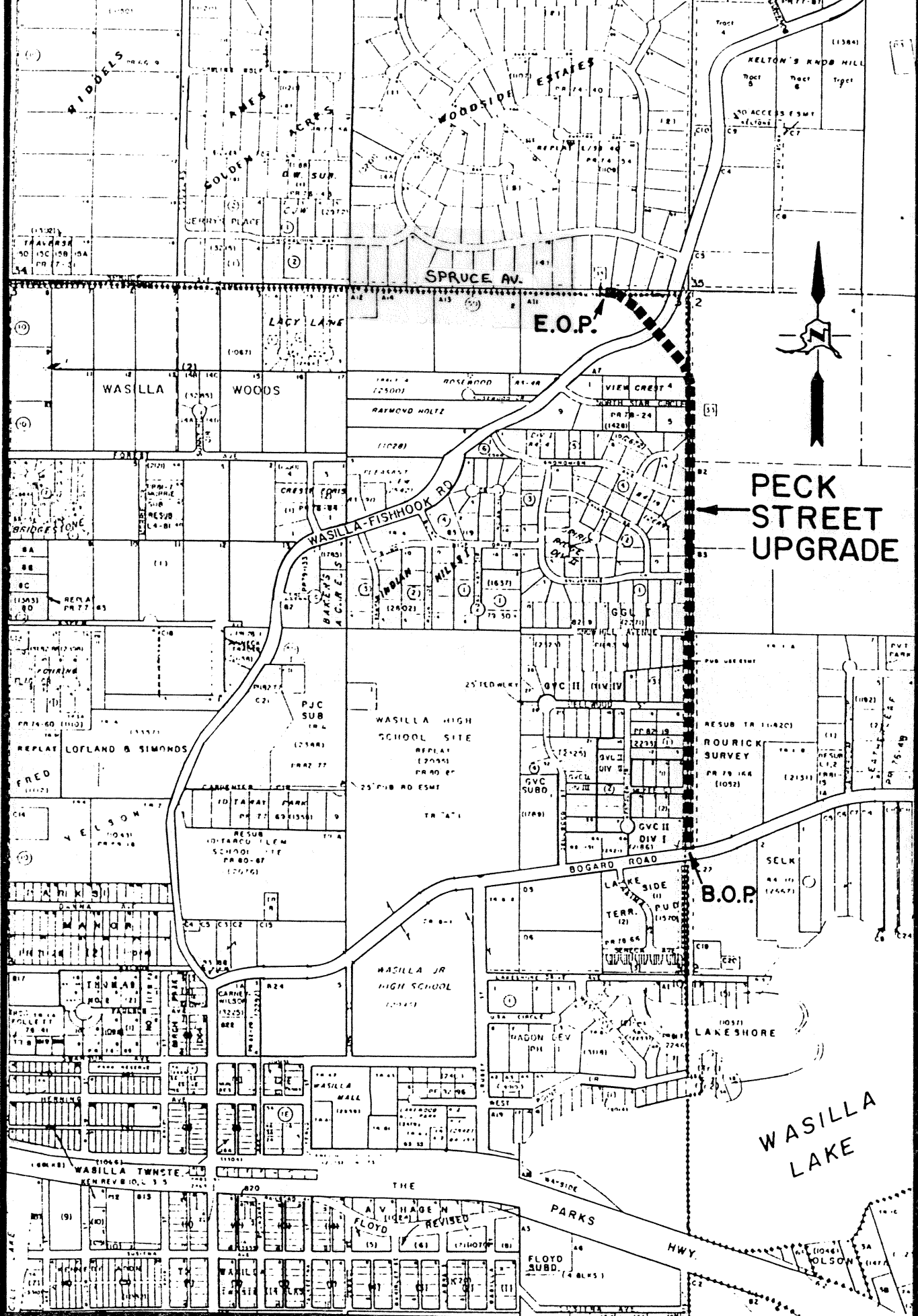
The City Administration has prepared design drawings which are on display at City Hall. Council has been asked to approve the right-of-way acquisition phase of the project.

Council has asked that a public hearing on the project be held at 7:00 p.m., Monday, February 8, 1993, Wasilla City Hall. We invite your comments at the meeting, in writing or by telephone.

Sincerely,

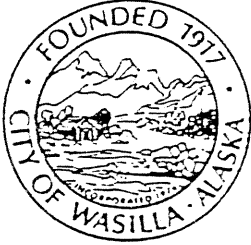


John C. Stein, Mayor



VICINITY MAP

Scale: 1" = 1000'



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99687
PHONE: 373-9050

CITY OF WASILLA
INQUIRY ACTION FORM

Serial # _____

Phone/In-Person/Written

Date 2-8-93 Time _____

Name: Mrs. Revard

Address: do not live there - own property

Telephone: _____

Location: Address own: 1141 Dellwood (duplex)

Legal _____

Request/Problem/Complaint/Compliment:

Doesn't want Peck paved - it will increase their taxes and traffic and it would cost too much. The City should grade it more than once a year, and should oil it or

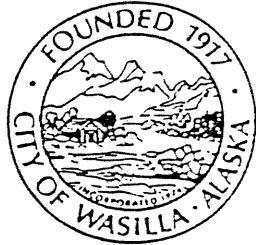
Chip seal it
Referred to: Name City Council Public Hearing 2/8/93
Admin, Muni. Svcs., Finance, Public Works,
Library, Museum, Other _____

ACTION: Received Date _____ Time _____ By _____

Long Term Policy Revision?

Administrative Procedure _____
Municipal Code _____
Other _____

Completed by _____ Date _____ Time _____



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99687
PHONE: 373-9050

5

CITY OF WASILLA
INQUIRY ACTION FORM

Serial # _____

Phone/In-Person/Written

Date

2/8/93

Time 10:30

Name: Stan Tucker

Address: 1001 Dellwood

Telephone: _____

Location: Address _____

Legal Block 3 Lot 23 GVC II DIV IV

Request/Problem/Complaint/Compliment:

Fears that Dellwood would get more traffic
without the benefit of paving - is against
paving Peck

Referred to:

Name Council Public Hearing 2-8-93
Admin, Muni. Svcs., Finance, Public Works,
Library, Museum, Other _____

ACTION:

Received

Date _____

Time _____

By _____

Long Term Policy Revision?

Administrative Procedure _____

Municipal Code _____

Other _____

Completed by _____

Date _____

Time _____



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99687
PHONE: 373-9050

CITY OF WASILLA
INQUIRY ACTION FORM

Serial # _____

Phone/In-Person/Written

Date 2-5-93 Time _____

Name: Paul Tannenbaum

Address: 1050 Snowhill Ave.

Telephone: 745-4225

Location: Address _____

Legal L8 BL3 GUC II DIV IV

Request/Problem/Complaint/Compliment:

favors Peck St. Paving Project

Referred to: Name Council public hearing 2-8-93
Admin, Muni. Svcs., Finance, Public Works,
Library, Museum, Other _____

ACTION: Received Date _____ Time _____ By _____

Long Term Policy Revision?

Administrative Procedure _____
Municipal Code _____
Other _____

Completed by [Signature] Date 2/8/93 Time _____

SPIRIT RIDGE
DEVELOPMENT INC
OWNS 25 LOTS
IN SPIRIT RIDGE
SUBDIVISION

2-5-93

CITY OF WASILLA .
290 E. HERNING AVE.
WASILLA, ALASKA 99654-7091
JOHN C. STEIN MAYOR

RECEIVED

FEB 8 - 1993

City of Wasilla, Alaska

DEAR MAYOR:

I RECENTLY RECEIVED YOUR LETTER ON THE
PAVING AND EXTENDING OF PECK STREET TO FISHHOOK ROAD.
AS THE MANAGER OF SALES AND MAINTENANCE OF
SPIRIT RIDGE SUBDIVISION, I WOULD LIKE TO MENTION
THAT I HAVE LOST SEVERAL SALES OF LOTS IN SPIRIT
RIDGE BECAUSE OF THE HIGH TRAFFIC OF SPEEDING
AUTOMOBILES, COMING FROM FISHHOOK ROAD THROUGH
THE SUBDIVISION TO PECK STREET. THE SPEED BUMPS
THE CITY INSTALL EVERY SPRING CERTAINLY HELP.
BUT DURING THE WINTER WHEN THEY ARE REMOVED FOR
SNOW REMOVAL AND EVEN WHEN THEY ARE IN PLACE
THE TRAFFIC IS A VERY SERIOUS HAZARD FOR THE PRESENT
AND FUTURE PEOPLE THAT LIVE AND WILL LIVE IN SPIRIT
RIDGE SUBDIVISION. I WANT YOU TO KNOW I AM
100% FOR PAVING OF PECK STREET AND EXTENDING
IT AND CONNECTING TO FISHHOOK ROAD

SINCERELY

Glenn E. Phillips

ISRAEL'S LIVE
ON THE S.W.
CORNER OF
PECK/GOLDENDALE

February 7, 1993

1180 E Goldendale
Wasilla, AK 99654
376-2863

RECEIVED

FEB 8 - 1993

City of Wasilla, Alaska

Dear Mayor Stein:

Your recent letter explaining the proposed changes for Peck Street were eye opening indeed. In fact, since it would change our residential home into property facing a major thoroughfare, what we really did was close our eyes and shutter at the proposed changes.

We have lived in Wasilla since 1984. We bought our home because it was in a nice, peaceful area close to schools and the main roads. And, although we have seen traffic and dust increase over the years, we are not prepared to surrender our residential area to become the gateway to the other side of the city.

Bogard Avenue is not suffering from overcrowded conditions. Traffic does not back up there, nor do people complain about overuse. Thus, other than convenience, there is not reason to make Peck a through street and ruin the property and community existence of the people who have lived here preceeding this "brainstorm" of an idea.

According to your proposal, you intend to put in sidewalks and left turn lanes. This sounds advantageous to the project. However, I would like to know where the room for this project comes from. If it means dipping in to the existing properties to get room for these improvements, it also means that our house would be closer to the street. This means more noise from pedestrian and motor vehicle traffic. Obviously, this is unacceptable to us.

If all this was not troublesome enough, your proposal to eliminate the three stop signs is the most disturbing aspect of this proposal. As it is now, we have traffic that ignores the stops sign and whips down the road at 50 to 60 miles an hour. To remove the stop signs and give these drivers free reign of our residential road is ridiculous. If the road is paved, the city **must** put in speed dips to keep the speed to the 35 miles per hour designated in your proposal. If not, the possiblity of accidents with serious injuries or loss of life will increase and be directly the fault of the city.

So, to sum up: We do want Peck street paved. We do not want Peck Street made into a major thoroughfare. We do not want our property shortened to make sidewalks and left turn lanes. We definitely want speed dips put in to keep the traffic to a slower rate of speed.

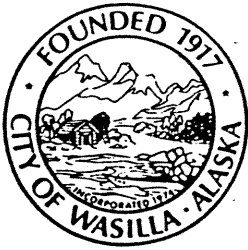
project, we want the city to provide attractive fences to keep the noise and pedestrian traffic away from our house.

Again, we urge you to rethink this project.

Sincerely yours,

Linda Israel

Linda and Jess Israel



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99687
PHONE: 373-9050

CITY OF WASILLA
INQUIRY ACTION FORM

Serial # _____

Phone/In-Person/Written

Date 2-8-93

Time 11:50A

Name: Darrell Mc Spadden

Address: 2597 Lana Turnabout, N. Pole 99705

Telephone: _____

Location: Address Tax Lots A-7 & A-11 (his aunt's)

Legal Peck St R.O.W.

Request/Problem/Complaint/Compliment:

Received Mayor's Peck St. letter. Project would split his property by taking 100' ROW, about one acre. Has come city hasn't talked to him about purchase? Not sure if he favors or opposes. He believes land is worth a lot.

Referred to: Name Mayor
Admin, Muni. Svcs., Finance, Public Works,
Library, Museum, Other _____

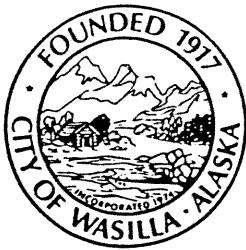
ACTION: Received Date 2/8/93 Time 1:50 P By JES

Gave him copy of council packet w/ ROW info.. We haven't contacted sellers because project is not funded yet. Assessor's 1993 values about \$5500/ACRE.

Long Term Policy Revision?

Administrative Procedure _____
Municipal Code _____
Other _____

Completed by JES Date _____ Time _____



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99687
PHONE: 373-9050

Cancel 3/8
file

CITY OF WASILLA
INQUIRY ACTION FORM

Series

Phone/In-Person/Written

Date 2/24/93

Name: Marvin Clark

Address: _____

Telephone: 373-0121

Location: Address 980 Peck

Legal _____

Request/Problem/Complaint/Compliment:

Opposes extension of Peck St to Fishhook, no thru traffic
fears "main drag" and danger to children
O.K. to Pave

I live at 980 Peck St.
I'm against opening
up Peck as a main
drag - Pave O.K. - But
No through traffic!

Referred to: Name _____
Admin, Muni. Svcs., Finance, Public Works,
Library, Museum, Other _____

ACTION: Received Date _____ Time _____ By _____

Long Term Policy Revision?

Administrative Procedure _____
Municipal Code _____
Other _____

Completed by _____ Date _____ Time _____