



CITY OF WASILLA

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COUNCIL MEMORANDUM NO. 93-15

From: Deputy Administrator
Date: March 3, 1993
Subject: Peck Street Upgrade

Council heard public input and considered Council Memorandum No. 93-01 on February 8, 1993. Action on the recommendation to acquire the right-of-way for Peck Street was postponed and additional comments from the public and from the engineers requested. Councilman Hjellen moved for reconsideration of the postponement for the March 8 meeting.

Alaska Rim Engineering will be ready to report at that meeting on screening fencing costs, left-turn lanes at Bogard and Fishhook, improvements to Bogard sight distance and the possibility of shifting the road bed to the east, away from existing homes.

Mat-Su Borough Planning Department has been asked to comment on expected traffic counts and on the impact of the Seldon-Seward Meridian project.

One of the controversial issues of the project is the potential of using funds allocated from the Intermodal Surface Transportation Efficiency Act (ISTEA). It appears that the potential for the City to receive any of these funds in the foreseeable future is remote. If ISTEA funding is to be used to acquire property as part of the project costs, the rather tedious and expensive federal rules on property acquisition must be followed. Additionally, an environmental assessment, estimated to cost \$10,000, is required if ISTEA funding is used. The current process requires the Borough (City) to fund a project and then apply for determination of federal funding eligibility and possible reimbursement.

The Peck Street project, as presently designed, is specifically designated in the recently adopted City comprehensive plan. This does not mean it has to be the highest priority street improvement but Peck Street is definitely among our highest maintenance requirements.

The section line road easement aligned with Peck Street has been considered as a through street route for perhaps the past eight years. The administration is aware of the negative impacts of the proposed project and has made a strong effort to make them known and to balance them with the positive benefits of a well-designed and executed paved street including sidewalk and trail. Beginning in July, traffic enforcement will also be available.

Administration recommends that Council authorize the next step of this project which is to acquire the necessary right-of-way.



Robert E. Harris
Deputy Administrator