



**MUNICIPALITY OF ANCHORAGE  
ANCHORAGE ASSEMBLY**



**Anchorage School District**  
*Educating All Students for Success in Life*

**ANCHORAGE SCHOOL DISTRICT  
ANCHORAGE SCHOOL BOARD**

## **Safe Routes to Schools Working Group Meeting Notes**

Friday, September 23, 2022; 9:00 - 10:00 a.m.

### **Attendees**

- Assembly: Daniel Volland, Randy Sulte, Kevin Cross, Pete Petersen
- School Board: Carl Jacobs, Andy Hollemon, Margo Bellamy
- ASD: Heather Philp, Transportation Services; Rob Holland, Director of Maintenance and Operations; Deb Engels, Risk Management; George Vakalis, Consultant
- MOA: Brad Coy, MOA Traffic
- AMATS: Aaron Jongenelen

### **MEETING NOTES**

#### **Ideas for Scope of Work**

- Catalog most urgent projects – determine priorities and costs and work through finding funding and advocating for solutions
- Use first projects to inform best practices for other projects
- Long-term integration with MOA planning, traffic and long-range transportation projects – make sure there is planning and coordination for future developments
- ASD board can be a conduit for public opinion with AMATS and other planning/development efforts
- Identify pathways that students use and make sure obstacles are removed, even if they are not on ASD property
- ASD has reached the limits of what they are able to do with their resources, and need to take these issues to the next level of decision-making – that is where Assembly can come in to help with influence on MOA, SOA, AMATS, funding sources, coordinating advocacy on specific needed projects, etc.

#### **Process for this Working Group**

- Notice on Assembly and School Board Calendars
- ASD can provide space and technology
- This working group shouldn't replace other committees or be a committee for the sake of a committee – should be a resource for the Safe Student Transportation Committee – a place where that committee can bring up issues that would benefit from additional community leader perspectives and resources

- Heather and Brad will collaborate on agenda based on needs of Safe Student Transportation Committee
- Clare will do Assembly coordination – noticing meetings, sending agendas
- Assembly and School Board Members will provide Heather with community feedback on needs that might not be known to the committee
- Meetings will take place quarterly before the ASD-Assembly meetings
- Coordinate between ASD and Assembly legislative agendas – perhaps a joint resolution before session starts?

### **Background/Resources**

- ASD has an internal Safe Student Transportation Committee that meets quarterly (formerly Hazardous Routes Committee) – comprised of MOA, ASD, APD and SOA employees – works closely with all these agency members because a lot of the roads, maintenance, traffic signals are SOA or MOA and not under ASD control; ASD transportation department works on site visits and complaint resolutions, choosing safe bus stops, crossing guard locations, etc.
- Snow removal on existing designated hazardous routes is a major problem – not always happening the way it's supposed to go (roads, sidewalks, trails)
- There are a lot of resources in place – there's a School Area Traffic Safety Manual that outlines the related engineering standards, there is an MOA Safe Routes to School Plan that includes recommendations for each school, code requirements specify the Municipal Traffic Engineer responsibilities, MOA does traffic calming and school area walkway projects using bond funds that recently have been about \$500K each year for each of these two programs
- All traffic signals are timed and operated by MOA, even ones on SOA roads
- MOA is responsible for all School Zones and then notifies SOA
- AMATS (covers Chugiak-ER to Potter Marsh) has an eye on a lot of these issues, but most of their projects take 10 years to do because of federal process and right-of-way issues; federal process a lot of times balloons projects bigger than originally desired; AMATS is a resource for other funding opportunities, even for projects that don't go through their process
- A lot of funding opportunities require a strategic plan for a project and a bigger vision of how that project fits into the big picture
- AMATS is starting work on a safety plan
- Muni could consider restarting efforts related to its prior Vision Zero plan
- SOA Highway Safety Improvement Program (HSIP) – has funding for pedestrian and bike safety projects, i.e. Tudor/C and Dimond/C St recent upgrades - process is a little cumbersome, but could be used more if we take advantage
- SOA and APD analysis of fatal crashes comes down to three issues: distracted driving, impairment and speed
- Road planning/safety has four components to control the environment: Engineering, Education, Enforcement, Encouragement
- School-related issues receiving recent attention that have been challenging to find a solution
  - Victor/100<sup>th</sup> All-Way Stop Intersection near Mears Middle – uncomfortable crossing but doesn't meet signal warrants or have a crash history that elevates it above other identified safety concerns around Anchorage

- O'Malley Road/Rockridge – community members asking for crossing from north side of O'Malley to O'Malley Elementary but speeds and grades are not conducive, grade separation is expensive, rest of pedestrian network connections are not in place, and bike/ped activity is low
- Tudor/Baxter at Benny Benson – not identified as a school walking area, crossing, or school zone since parents are required to transport students, SOA treats Tudor as a priority freight transportation corridor – so mobility of commercial vehicles is a high priority
- Heather Phelps will email the full list to the group
- Current increased traffic issues related to the bus driver shortage are in small 30-minute windows, so it is hard to develop solutions that don't impact things outside of those 30-minute windows
- Brad Coy will provide committee with a list of school-related, bond-funded projects that in various stages of pre-design, design, and construction
- Some solutions to consider may include: increased enforcement, double fine zones (urban safety corridors), education campaigns, engineering solutions

## POST-MEETING INFORMATION

### Supplemental documents:

- Excerpts of Municipal Code related to MOA Traffic Engineer responsibilities (available upon request)
- Agreement with DOT&PF to have MOA maintain all school zones in Anchorage (regardless of road jurisdiction) (available upon request)
- Safe Student Transportation Committee structure (available upon request)
- MOA Traffic - School Area Traffic Safety Manual:  
[https://www.muni.org/Departments/traffic/Documents/2017\\_SATSM.pdf](https://www.muni.org/Departments/traffic/Documents/2017_SATSM.pdf)
- MOA Traffic - Safe Routes to School Manual:  
<https://www.muni.org/departments/traffic/pages/saferoutestoschools.aspx>
- MOA Traffic - Marked Crosswalk Installation Bulletin:  
[https://www.muni.org/Departments/traffic/Documents/Marked\\_Crosswalk\\_Installation\\_Bulletin.pdf](https://www.muni.org/Departments/traffic/Documents/Marked_Crosswalk_Installation_Bulletin.pdf)

### Major Issues Identified by ASD

**From:** Philp\_Heather <Philp\_Heather@asdk12.org>

**Sent:** Tuesday, October 18, 2022 3:09 PM

- 1) Tudor Rd @ Baxter Rd:
  - a. This intersection is near a secondary alternative school, Benny Benson.
  - b. Shuttle transportation is scheduled from the 8 high schools
  - c. Families agree to provide transportation to students through the contract signed before acceptance to the program.
- 2) 100<sup>th</sup> @ Victor Rd:
  - a. The intersection is not in the school zone but just east.
  - b. This is not suggested as the crossing for students to Mears, transportation from the north east is provided by bus.
  - c. A high visible crossing with lights is available in the school zone for crossing 100<sup>th</sup> from the north side to Mears on the south side.
- 3) O'Malley Rd @ Rockridge:

- a. O'Malley is not in the school zone for O'Malley Elementary.  
O'Malley Elementary is located on Rockridge.
  - b. The neighborhood has requested a cross walk from the north side of O'Malley Rd to the south side connecting to Rockridge.
  - c. ASD Transportation has busing from on the east side of O'Malley Rd headed west picking up students to keep them from crossing O'Malley Rd.
  - d. Speed limit is 50MPH and a downhill slope that would be difficult for traffic to stop at O'Malley Rd @ Rockridge.
  - e. Just west of Rockridge is an intersection with crosswalks and lights on O'Malley Rd @ Birchwood Rd.
- 4) Oceanview Elementary @ Johns Rd:
- a. Oceanview Elementary parent traffic line up along Johns Rd on both the west and east side blocking thru traffic.
  - b. Neighborhood complains yearly about parent traffic.
  - c. The issues lasts about 15-20 minutes in the PM about 3:20-3:40.