Submitted by: Chair of the Assembly at the Request of the Mayor
Prepared by: Project Management & Engineering Department
For Reading: March 2, 2010

CLERK'S OFFICE
APPROVED
Date: 4-13-10

ANCHORAGE, ALASKA
AR No. 2010-75

A RESOLUTION AUTHORIZING THE USE OF EMINENT DOMAIN AND ACCEPTANCE OF THE DECISIONAL DOCUMENTS FOR THE CONSTRUCTION OF 40TH AVENUE EXTENSION, LAKE OTIS PARKWAY TO DALE STREET PROJECT MANAGEMENT & ENGINEERING PROJECT NO. 06-11.

WHEREAS, the Assembly has previously approved construction of an extension of 40th Avenue from Lake Otis to Dale Street Project No. 06-11; and

WHEREAS, certain property interests need to be acquired incidental to the construction project, as described in the attached Project Parcel Information (Exhibit A); and

WHEREAS, the Municipality has successfully negotiated acquisition of property rights from all affected property owners except those listed on the attached Property Rights to be Acquired (Exhibit B); and

WHEREAS, the design alternatives, impacts on adjacent properties, mitigation efforts and project background are explained in the attached Decisional Document (Exhibit C); and

WHEREAS, the Municipality has made every reasonable effort to address the concerns of and acquire property rights from the property owners identified in Exhibit B through direct negotiations in accordance with applicable law; and

WHEREAS, the Municipality has not reached an agreement with the owners of the parcels listed in Exhibit B and negotiations appear to be at the point of impasse; and

WHEREAS, further delay would have a detrimental effect upon the cost and completion of the project; now, therefore,

THE ANCHORAGE ASSEMBLY RESOLVES:

Section 1. The property interests described in Exhibit A are to be acquired for the road construction of the 40th Avenue Extension, Lake Otis Parkway to Dale Street Project No. 06-11. The Assembly finds this is a public project designed to provide the greatest public good for the least private injury. The Municipality is hereby authorized to acquire necessary property rights from the owners of the parcels described in Exhibit B through eminent domain in order to construct the 40th Avenue Extension, Lake Otis Parkway to Dale Street Project.

Section 2. The Municipality is authorized to institute condemnation proceedings, including the use of a Declaration of Taking, against the property described in Exhibit B.

Section 3. The Decisional Document Exhibit C is accepted and approved for use in the condemnation proceedings, as necessary.

Section 4. This resolution shall take effect immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Municipal Assembly this 13th day of April, 2010.

Chair

ATTEST:

Municipal Clerk

MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM

No. AM 153-2010

Meeting Date: March 2, 2010

FROM: **MAYOR**

SUBJECT: **AUTHORIZATION FOR THE USE OF EMINENT DOMAIN AND ACCEPTANCE OF THE DECISIONAL DOCUMENTS FOR THE CONSTRUCTION OF 40TH AVENUE EXTENSION, LAKE OTIS PARKWAY TO DALE STREET PROJECT MANAGEMENT & ENGINEERING PROJECT NO. 06-11.**

The 40th Avenue Extension, Lake Otis Parkway to Dale Street, Project Management & Engineering Project No. 06-11 is scheduled for construction in 2010. The project design requires an extension of 40th Avenue from its existing terminus at Lake Otis Parkway, east to Piper Street and upgrades to 40th Avenue from Piper Street east to the project terminus at Dale Street.

Through the request of local residents and the community council, the Tudor Area Traffic Calming Study (TATCS) was completed in 2006 to identify transportation and safety improvements in the area. A copy of the TATCS is attached as Exhibit C within the Assembly Resolution. TATCS recommended improvements to both 40th Avenue and 42nd Avenue to address residents' concerns regarding vehicle speed, volume, and pedestrian safety. The primary advantages related to this project include increased connectivity within the road network, provision for a traffic collector between residential and institutional development, improved pedestrian crossing locations, reduction in traffic volume and speed along 42nd Avenue, and prevention of high traffic speed along 40th Avenue between Dale and Piper Streets. The Municipality is purchasing public use easements, drainage easements, and temporary construction permits and easements to allow construction of the necessary improvements. The Municipality has been engaged in negotiations with the property owners since February 2009 and has reached an impasse with the owners listed in Exhibit B within the Assembly Resolution.

The Decisional Document (Exhibit C) summarizes the history of the alignment selection process and the history of negotiations with the individual property owners that remain at impasse which must be reviewed and approved by the Assembly. Project Management & Engineering will provide the affected property owner with certified notice of the Assembly public hearing date and time in accordance with AMC 25.20.025(B).

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE RESOLUTION AUTHORIZING THE USE OF EMINENT DOMAIN AND ACCEPTANCE OF THE DECISIONAL DOCUMENTS FOR THE CONSTRUCTION OF 40TH AVENUE EXTENSION, LAKE OTIS PARKWAY TO DALE STREET PM&E PROJECT NO. 06-11.

Prepared by:	J.W. Hansen, Acting Director Project Management & Engineering Department
Concur:	William M. Mehner, Director Heritage Land Bank
Concur:	Greg Jones, Executive Director Office of Community Planning & Development
Concur:	Dennis A. Wheeler, Municipal Attorney
Concur:	George J. Vakalis, Municipal Manager
Respectfully Submitted:	Daniel A. Sullivan, Mayor

EXHIBIT A PAGE 1 OF 3

Table 1: Project Parcel Information

Parcel Number	Tax ID Number	Owner Name	Legal Description	Rights	Rights Acquired
1	003-253-01	Gay, James C. Jr. & Jacqueline	Lot 21, Block 10, Green Acres Subdivision, Addition No.1	N/A	N/A
2	003-251-16	JK Properties, LLC & Darling Professional Condominium Association	S 150' of the E 1/2, Block 10, Green Acres Subdivision	PUE, TCE	NO
3	004-202-15	Alaska Mental Health Trust Authority (AMHTA)	Tract 2A, U-Med Professional Park	PUE, TCP, TCE	NO
4	004-202-16	AMHTA, Trustee	Tract 2B, U-Med Professional Park	PUE, TCE	NO
5	004-202-12	State of Alaska, Department of Natural Resources (DNR) for Department of Health and Social Services (DHSS) benefit, reverter clause to AMHTA, Trustee	Tract C2, Providence-Chester Creek Subdivision	PUE, TCE	YES
6	004-202-11	State of Alaska, DNR for DHSS benefit, reverter clause to AMHTA, Trustee	Tract C1, Providence-Chester Creek Subdivision	PUE, TCE, DE	NO
7	004-202-09	Providence Health System-Washington dba Providence Alaska Medical Center formerly known as Sisters of Providence of Washington dba Providence Hospital	Tract A, Providence-Chester Creek Subdivision	PUE, TCE	YES
8	008-021-73	Providence Health Care System Washington-dba Providence Alaska Medical Center % Senior Capital Accountant	Tract A-2, Athenian Village Subdivision	N/A	N/A
9	008-021-72	Providence Health Care System-Washington/DBA Providence Alaska Medical Center	Tract A-1, Athenian Village Subdivision	N/A	N/A
10	008-023-56	Barlow, Gary L. & Nina J.	Lot 1, Block 1, Wentworth Subdivision	TCP	YES

EXHIBIT A PAGE 2 OF 3

Parcel Number	Tax ID Number	Owner Name	Legal Description	Rights	Rights Acquired
11	008-023-55	Dempsey Yvette L. & Jacob A.	Lot 2, Block 1, Wentworth Subdivision	TCP	YES
12	008-023-54	Hooper, Jason J. & Sturdy, Michelle	Lot 3, Block 1, Wentworth Subdivision	TCP	YES
13	008-023-53 (008-023-57)	Kudrin, Eva A. & Hinkley, Eldon W.	Lot 4, Block 1, Wentworth Subdivision	TCP	NO
14	008-023-52 (008-023-57)	Kudrin, Eva A. & Hinkley, Eldon W.	Lot 5, Block 1, Wentworth Subdivision	TCP	NO
15	008-023-51	Thompson, William F. & Joyce F.	Lot 6, Block 1, Wentworth Subdivision	TCP	YES
16	008-023-50	Silva, Nancy & Scott, Russel R. Jr.	Lot 7, Block 1, Wentworth Subdivision	TCP	NO
17	008-023-49	Bassett, Robert C.	Lot 8, Block 1, Wentworth Subdivision	TCP	YES
18	008-023-48	Dickens, Shirley L.	Lot 9, Block 1, Wentworth Subdivision	TCP	YES
19	008-023-47	Solin, Gary L.	Lot 10, Block 1, Wentworth Subdivision	TCP	NO
20	008-023-46	Hanson, Christine L.	Lot 11, Block 1, Wentworth Subdivision	TCP	YES
21	008-023-45	Radonich, Marko & Victoria I.	Lot 12, Block 1, Wentworth Subdivision	TCP	YES
22	008-023-44	Shelton, John A. & Donna	Lot 13, Block 1, Wentworth Subdivision	TCP	YES
23	008-023-43	Swain, Linda S. & Shelton, Thelma R.	Lot 14, Block 1, Wentworth Subdivision	PUE	YES
24	008-031-49	Forbes Revocable Trust	Lot 1, Sec. 28, T13N, R3W, S.M	PUE, TCP	YES
25	008-031-43	Davis, Phillip J. & McNair-Davis, Michelle C.	Lot 6, Paul W. Smith Subdivision	TCP	NO
26	008-031-44	Black, Samuel & Black, James W.	Lot 5, Paul W. Smith Subdivision	TCP	NO
27	008-031-45	Scarso, Joseph	Lot 4, Paul W. Smith Subdivision	TCP	YES
28	008-031-46	Haley, Sharman	Lot 3, Paul W. Smith Subdivision	TCP	YES

EXHIBIT A PAGE 3 OF 3

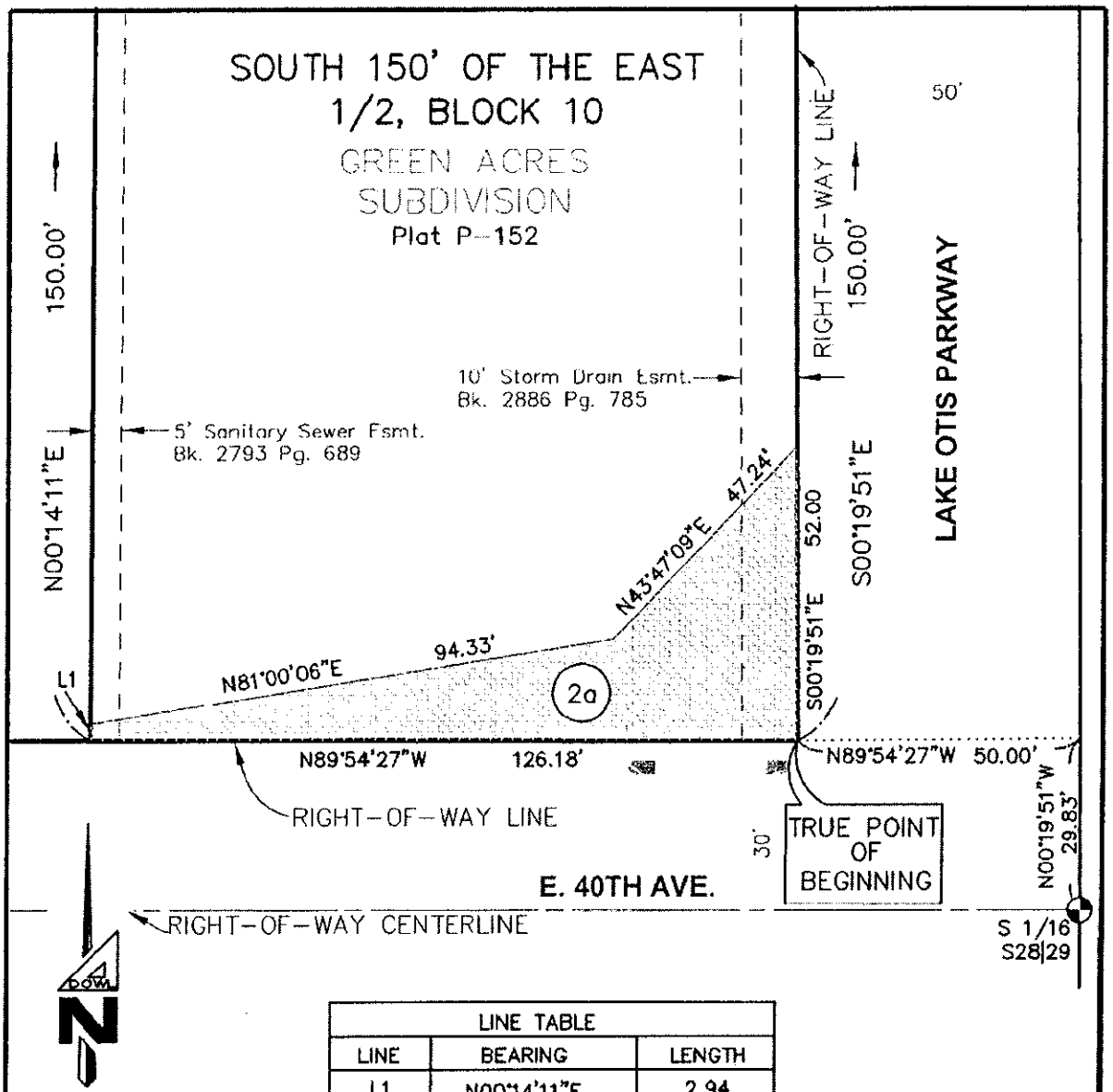
Parcel Number	Tax ID Number	Owner Name	Legal Description	Rights	Rights Acquired
29	008-031-47	Campbell, Michael J.	Lot 2, Paul W. Smith Subdivision	TCP	YES
30	008-031-60	Stoianoff, Michael L.	Lot 1A, Paul W. Smith Subdivision	TCP	NO
31	008-032-30	Knapp, Stanley M.	Lot 1, Thibodeau Subdivision	TCP	NO
32	008-032-31	Kimberly L.L.C.	Lot 2, Thibodeau Subdivision	N/A	N/A
33	008-032-32	Kirn, Robert L. & Audrey E.	Lot 3, Thibodeau Subdivision	TCP	YES
34	008-032-33	Anderson, Doloris M.	Lot 4, Thibodeau Subdivision	TCP	YES
35	008-032-34	Conner, Desiree & William	Lot 5, Thibodeau Subdivision	TCP	YES
36	008-032-29	Anchorage Community Mental Health Services, Inc., dba South Central Counseling	Lot 4, Sec. 28, T13N, R3W, S.M	PUE	YES
37	008-033-02	Anchorage Community Mental Health Services, Inc.	Lot 5, Sec. 28, T13N, R3W, S.M	BUILDING SET BACK, TCP, TCE	YES
38	008-033-01	Surgical Center I Condominium	Lot 6, BLM Small Tracts, SW1/4 Sec. 28, T13N, R3W, S.M., AK	BUILDING SET BACK, TCE	N/A rescinded offer
39	008-033-23	Blood Bank of Alaska, Inc.	Lot 8, Sec. 28, T13N, R3W, S.M	PUE, TCE, DE	YES
40	008-033-59	4001-3 Lake Otis Condominium Association, Inc.	Lot 9, Sec. 28, T13N, R3W, S.M	PUE, TCE, TCP	YES
41	009-111-63	Transpacific Resources	Tract 1, Medical Park Subdivision	PUE, TCE, TCP	YES
42	009-114-01	Lake Otis Professional Center, L.L.C.	Tract 3A, Medical Park Subdivision	N/A	N/A
43	008-033-44	Ballyhoo, L.L.C.	Lot 10, Sec. 28, T13N, R3W, S.M	N/A	N/A
44	008-033-24	Laurel Street Condominiums	Lot 7, Sec. 28, T13N, R3W, S.M	N/A	N/A

N/A – no acquisition needed at this time

Property Interests to Be Acquired

Public Use Easement (PUE)
Drainage Easement (DE)
Temporary Construction Easement (TCE)
Temporary Construction Permit (TCP)

Parcel	Owner	Rights Needed
2A	JK Properties, Michael E. Darling & Lucy S. Darling	PUE
2B	JK Properties, Michael E. Darling & Lucy S. Darling	TCE
2C	JK Properties, Michael E. Darling & Lucy S. Darling	TCE
2D	JK Properties, Michael E. Darling & Lucy S. Darling	TCP
2E	JK Properties, Michael E. Darling & Lucy S. Darling	TCP
3A	Alaska Mental Health Trust Authority	PUE
3B	Alaska Mental Health Trust Authority	TCE
3C	Alaska Mental Health Trust Authority	TCP
4A	Alaska Mental Health Trust Authority	PUE
4B	Alaska Mental Health Trust Authority	TCE
4C	Alaska Mental Health Trust Authority	TCP
6A	State of Alaska, DNR, Department of Health & Social Services	PUE
6B	State of Alaska, DNR, Department of Health & Social Services	TCE
6C	State of Alaska, DNR, Department of Health & Social Services	TCE
6D	State of Alaska, DNR, Department of Health & Social Services	DE
6E	State of Alaska, DNR, Department of Health & Social Services	TCP



LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°14'11"E	2.94

PUBLIC USE EASEMENT (PUE)

PROJECT: D59432 DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 2 OF 17 DATED _____

ROW ACQUISITION TYPE: PUE

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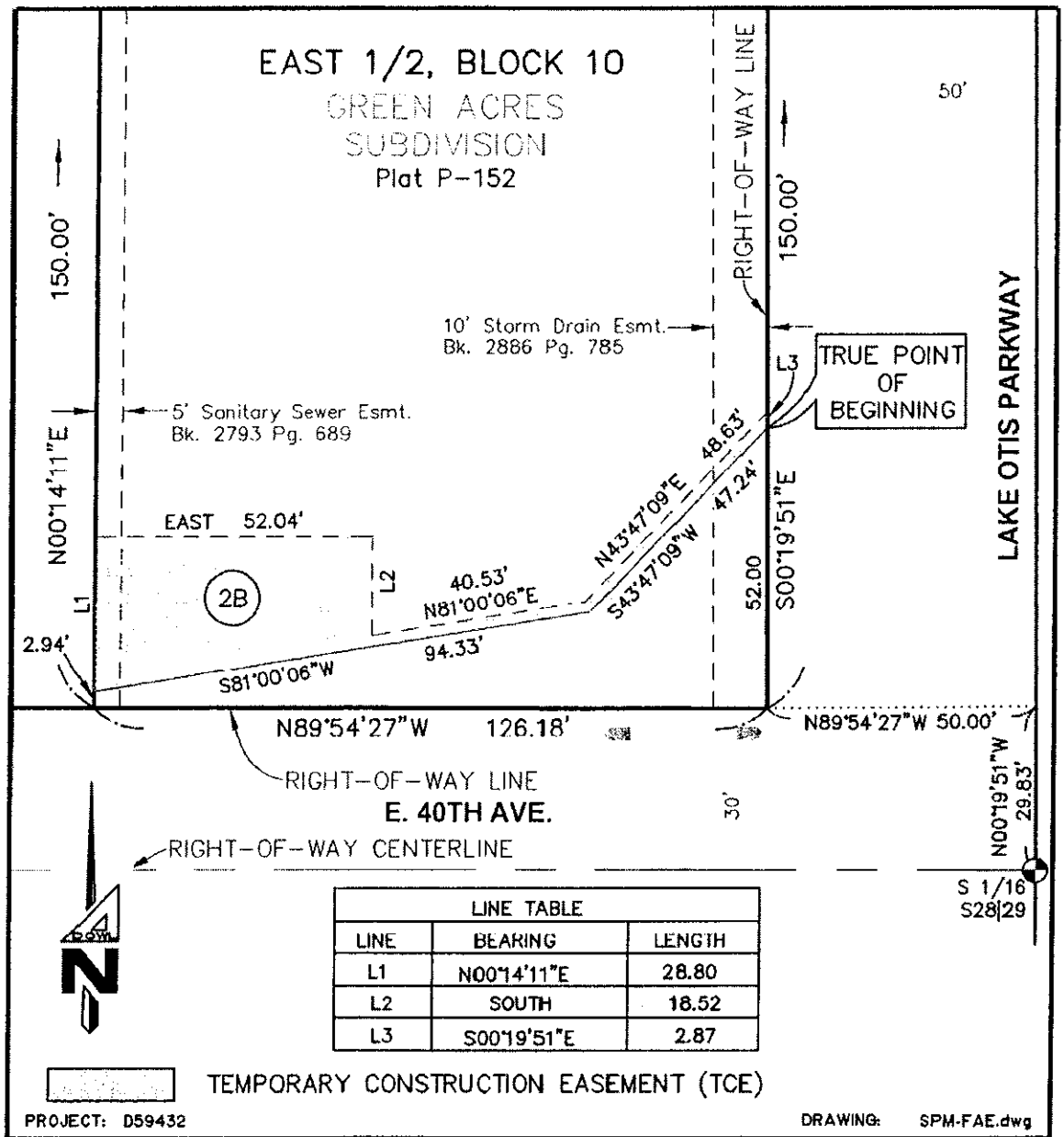
DRAWN BY: VLB

DATE: 1/19/09

SCALE: 1"=30'

PARCEL NO. 2a



LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°14'11"E	28.80
L2	SOUTH	18.52
L3	S00°19'51"E	2.87

TEMPORARY CONSTRUCTION EASEMENT (TCE)

PROJECT: D59432 DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 3 OF 17 DATED _____

ROW ACQUISITION TYPE: TCE

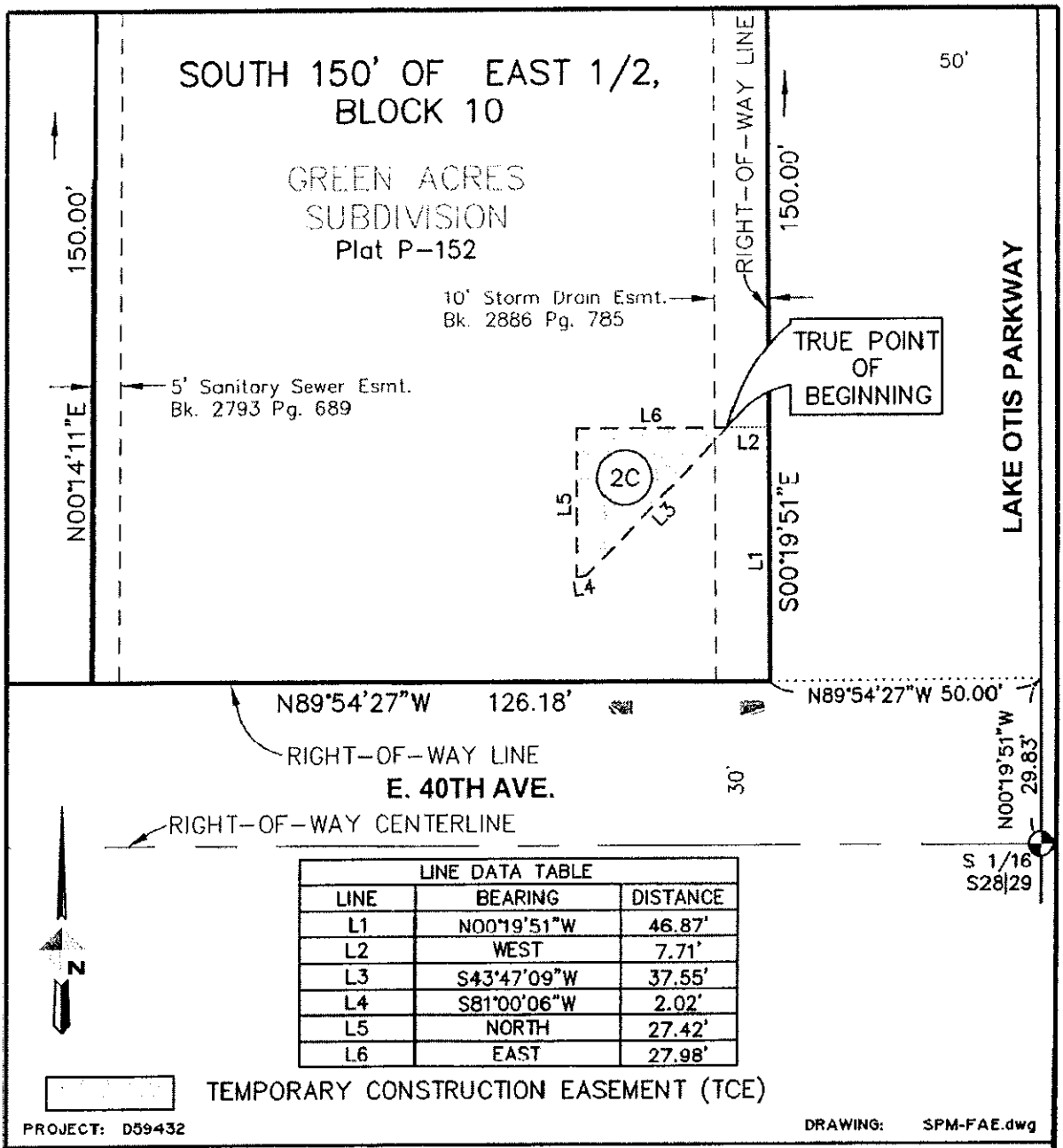
ROW ACQUISITION AREA: ± 1,463 S.F.

DRAWN BY: VLB

DATE: 5/15/09

SCALE: 1"=30'

PARCEL NO. 2B



LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	N00°19'51"W	46.87'
L2	WEST	7.71'
L3	S43°47'09"W	37.55'
L4	S81°00'06"W	2.02'
L5	NORTH	27.42'
L6	EAST	27.98'

TEMPORARY CONSTRUCTION EASEMENT (TCE)

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 4 OF 17 DATED _____

ROW ACQUISITION TYPE: TCE

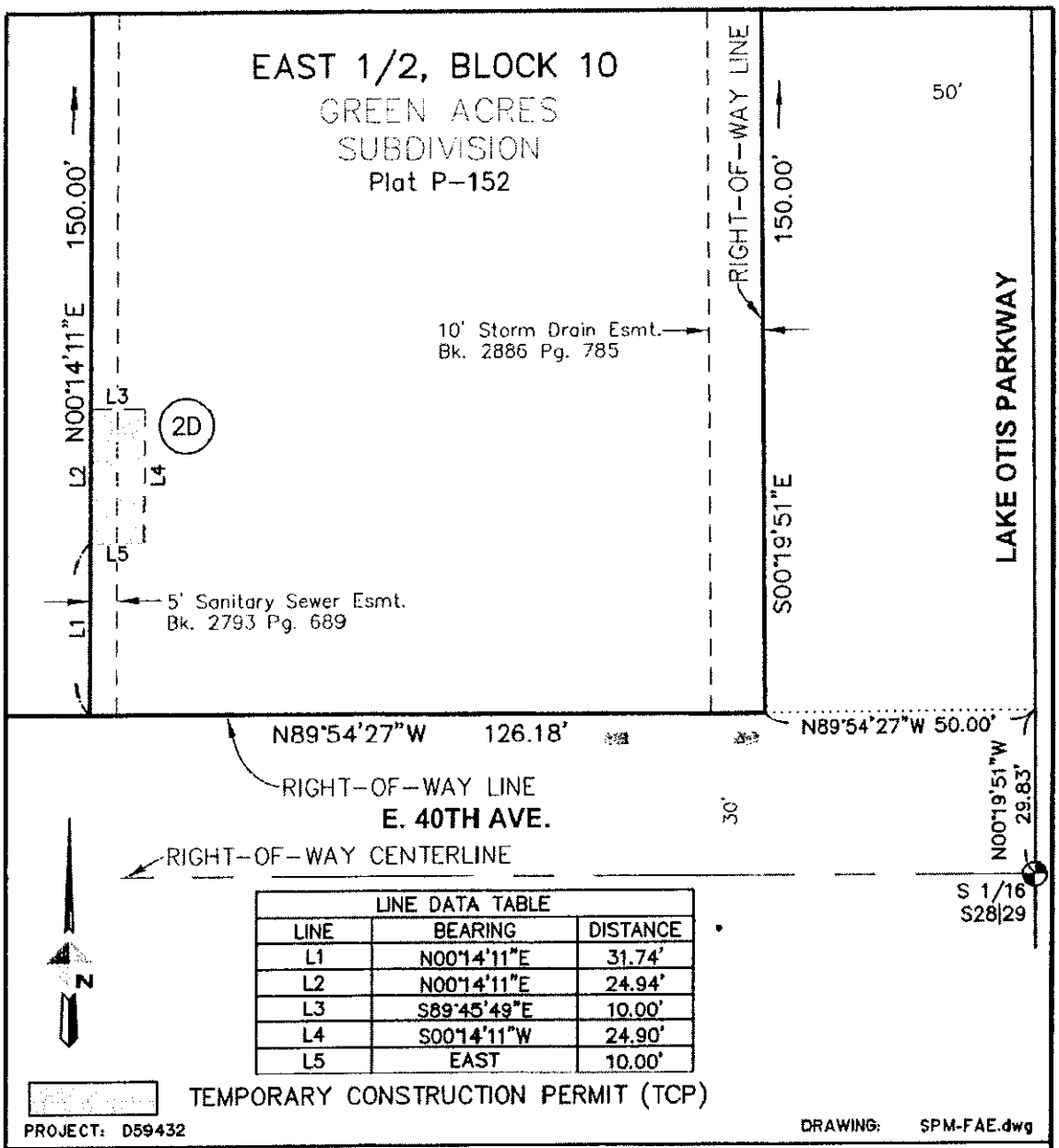
ROW ACQUISITION AREA: ± 407 S.F.

DRAWN BY: DLB

DATE: 5/06/09

SCALE: 1"=30'

PARCEL NO. 2C



LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	N00°14'11"E	31.74'
L2	N00°14'11"E	24.94'
L3	S89°45'49"E	10.00'
L4	S00°14'11"W	24.90'
L5	EAST	10.00'

TEMPORARY CONSTRUCTION PERMIT (TCP)

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 5 OF 17 DATED _____

ROW ACQUISITION TYPE: TCP

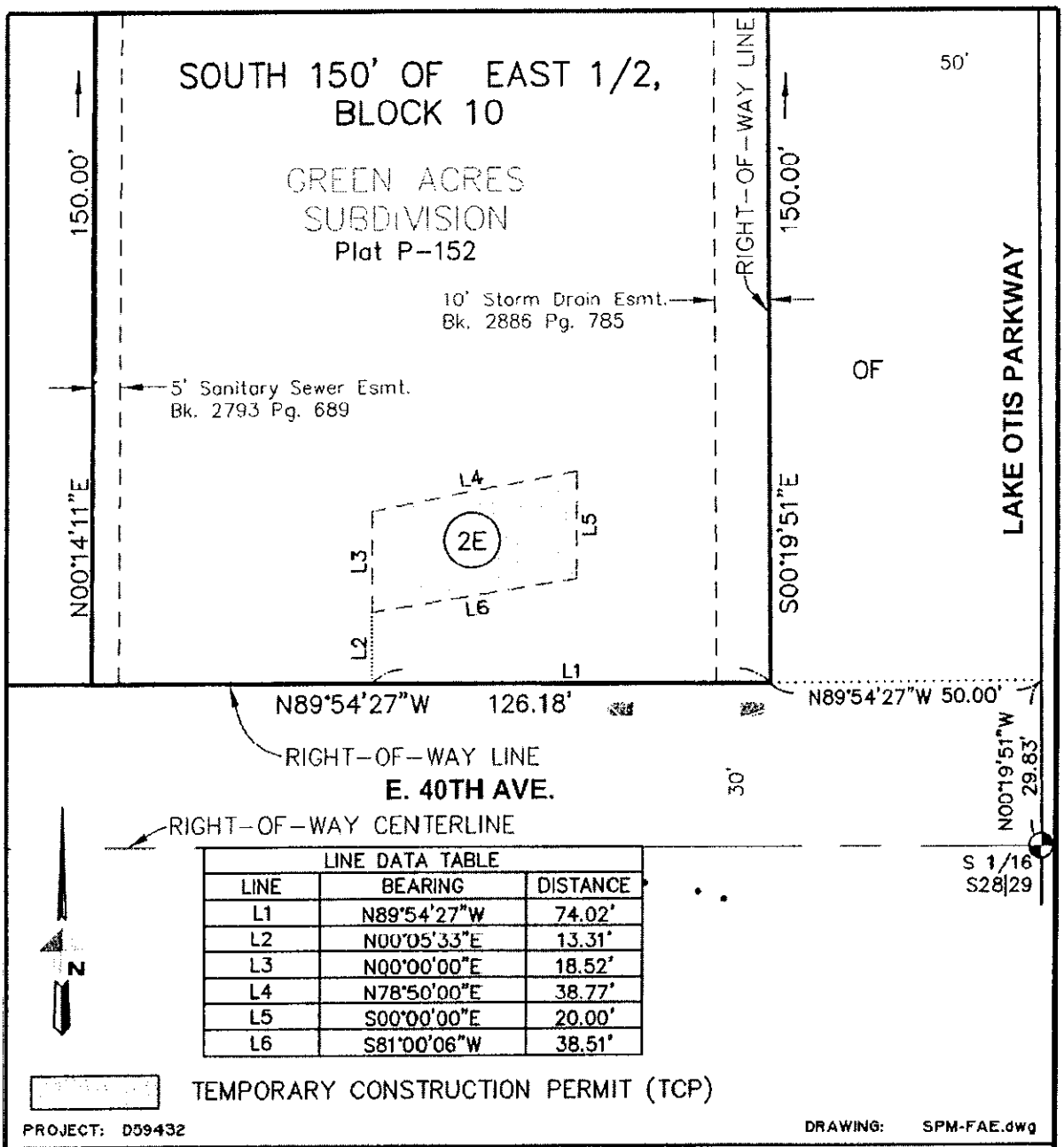
ROW ACQUISITION AREA: ± 249 S.F.

DRAWN BY: DLB

DATE: 6/17/09

SCALE: 1"=30'

PARCEL NO. 2D



LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	N89°54'27"W	74.02'
L2	N00°05'33"E	13.31'
L3	N00°00'00"E	18.52'
L4	N78°50'00"E	38.77'
L5	S00°00'00"E	20.00'
L6	S81°00'06"W	38.51'

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 6 OF 17 DATED _____

ROW ACQUISITION TYPE: TCP

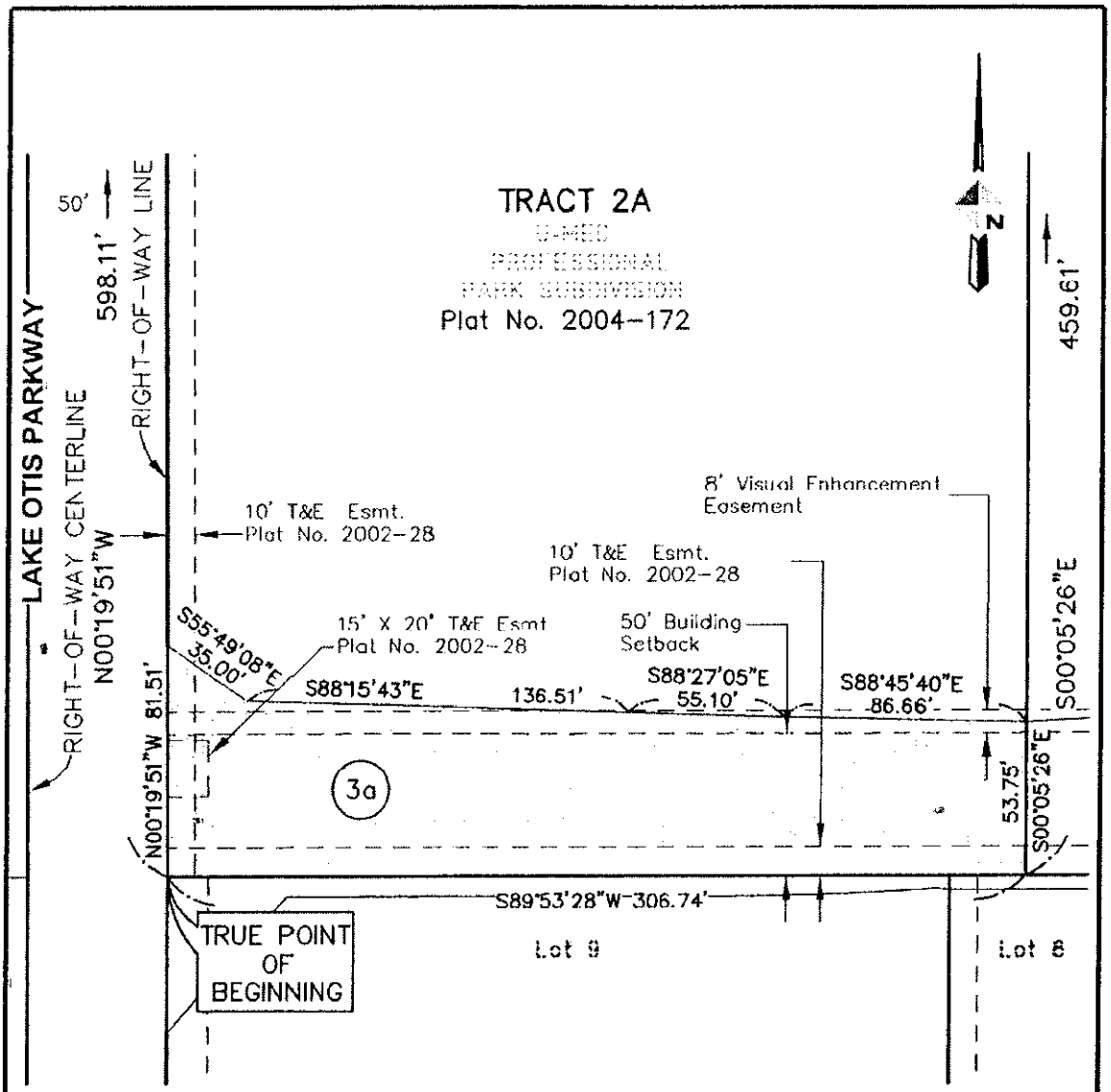
ROW ACQUISITION AREA: ± 733 S.F.

DRAWN BY: DLB

DATE: 6/17/09

SCALE: 1"=30'

PARCEL NO. 2E



40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 7 OF 17 DATED _____

ROW ACQUISITION TYPE: PUE

ROW ACQUISITION AREA: ± 18,051 S.F.

DRAWN BY: VLB

DATE: 7/1/09

SCALE: 1"=60'

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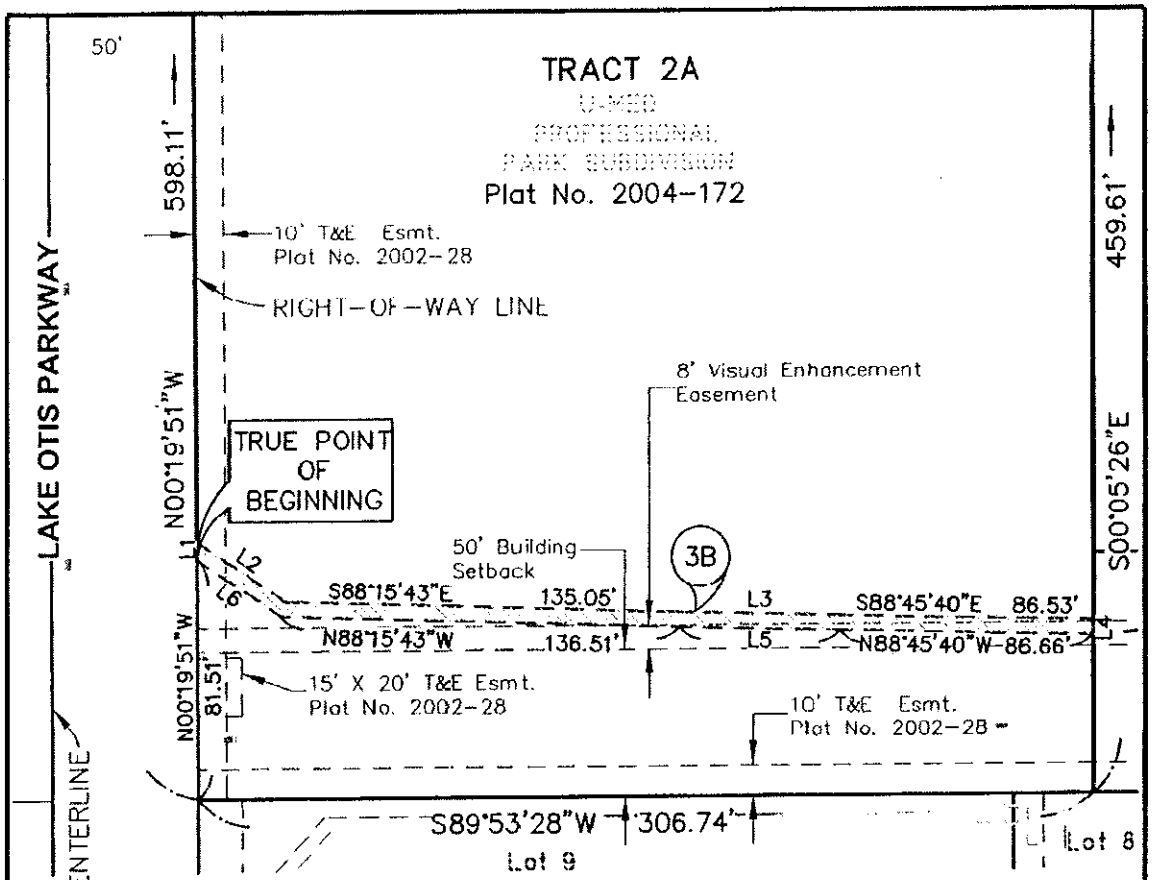


LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	N00°19'51"W	6.07'
L2	S55°49'08"E	36.98'
L3	S88°27'05"E	55.08'
L4	S00°05'26"E	5.00'
L5	N88°27'05"W	55.10'
L6	N55°49'08"W	35.00'

TEMPORARY CONSTRUCTION EASEMENT (TCE)

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 8 OF 17 DATED _____

ROW ACQUISITION TYPE: TCE

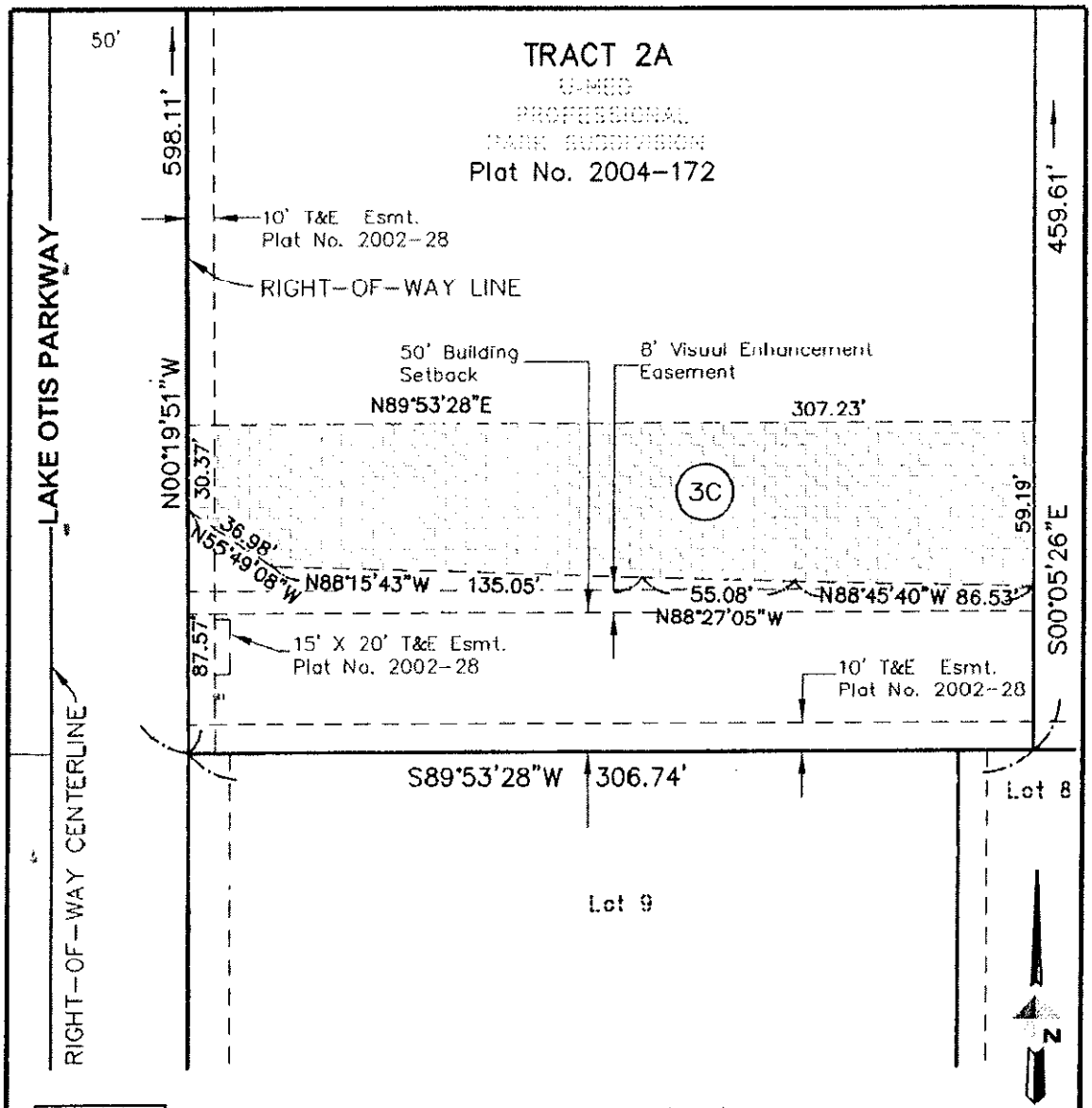
ROW ACQUISITION AREA: ± 1,567 S.F.

DRAWN BY: VLB

DATE: 7/9/09

SCALE: 1"=60'

PARCEL NO. 3B



TEMPORARY CONSTRUCTION PERMIT (TCP)

PROJECT: D59432 DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 9 OF 17 DATED _____

ROW ACQUISITION TYPE: TCP

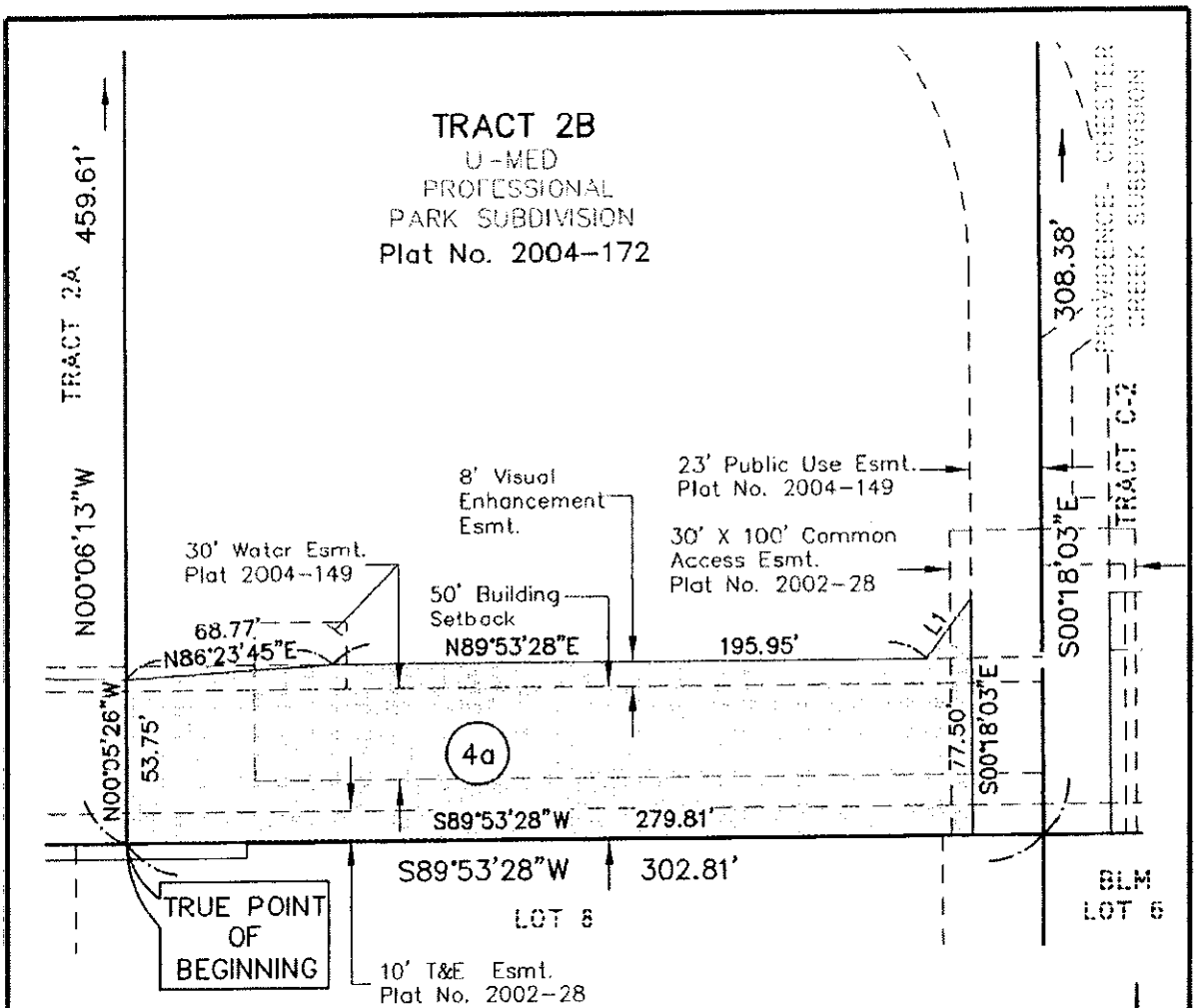
ROW ACQUISITION AREA: ± 16,590 S.F.

DRAWN BY: VLB

DATE: 7/9/09

SCALE: 1"=60'

PARCEL NO. 3C



LINE TABLE		
LINE	BEARING	LENGTH
L1	N37°17'13"E	24.61

PUBLIC USE EASEMENT (PUE)

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 10 OF 17 DATED _____

ROW ACQUISITION TYPE: PUE

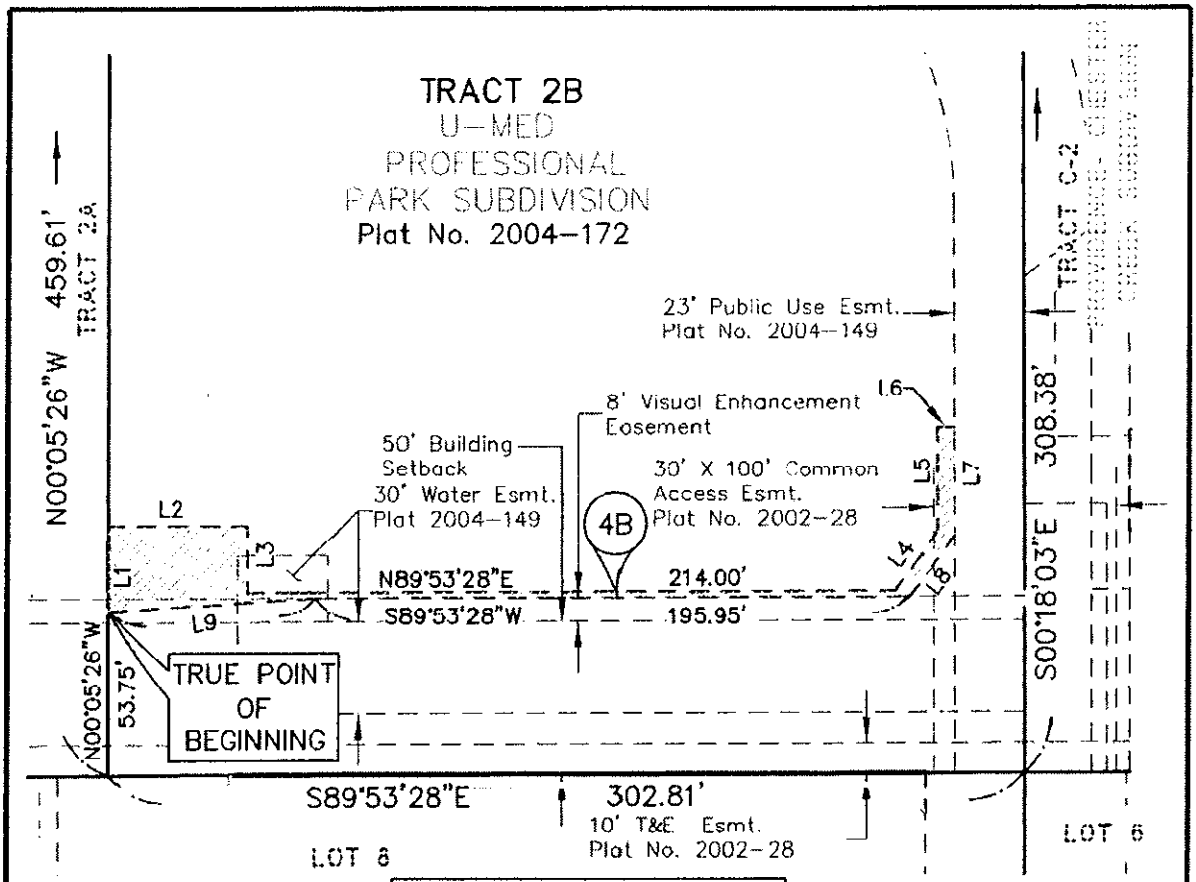
ROW ACQUISITION AREA: ± 16,211 S.F.

DRAWN BY: VLB

DATE: 7/1/09

SCALE: 1"=60'

PARCEL NO. 4a



LINE TABLE		
LINE	BEARING	LENGTH
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L2	N89°53'28"E	46.00
L3	S00°05'26"E	22.00
L4	N35°27'57"E	23.69
L5	N00°18'03"W	34.00
L6	N89°53'28"E	5.75
L7	S00°18'03"E	35.52
L8	S37°17'13"W	24.61
L9	S86°23'45"W	68.77

TEMPORARY CONSTRUCTION EASEMENT (TCE)

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DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
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PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 11 OF 17 DATED _____

ROW ACQUISITION TYPE: TCE

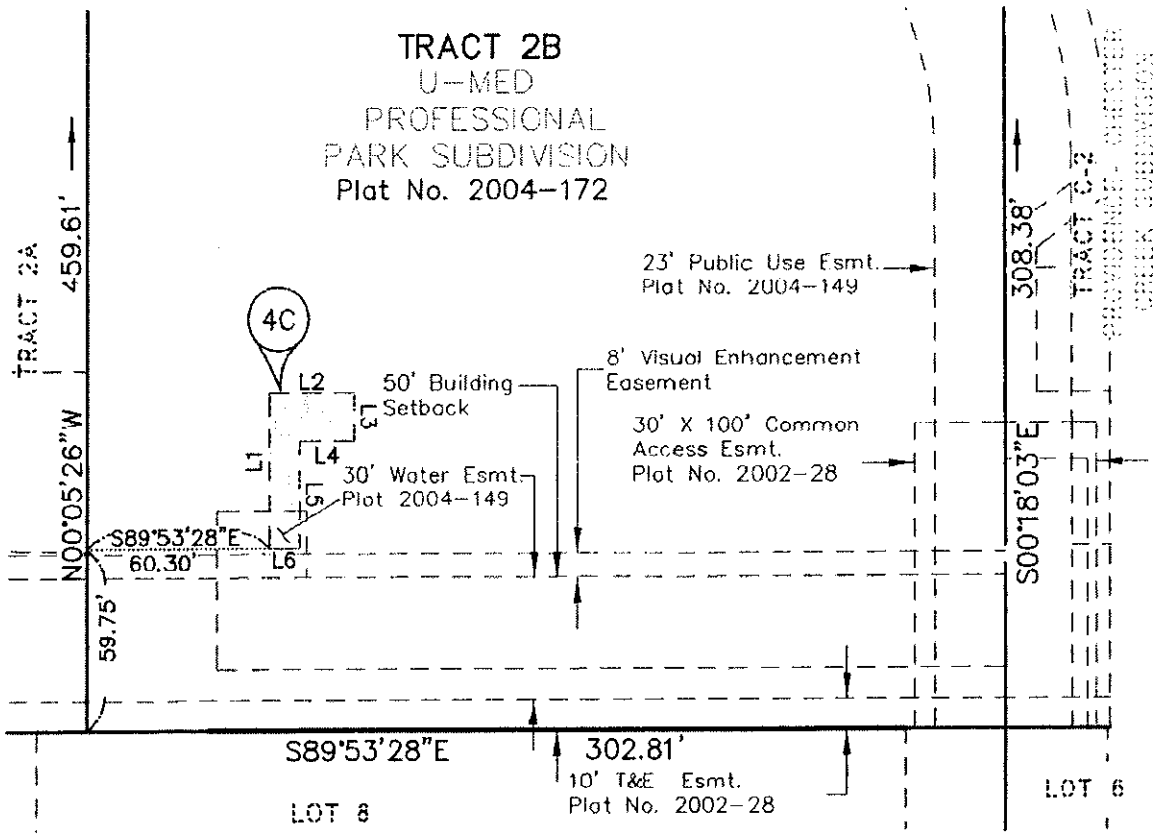
ROW ACQUISITION AREA: ± 1,954 S.F.

DRAWN BY: VLB

DATE: 7/1/09

SCALE: 1"=60'

PARCEL NO. 4B



LINE DATA TABLE		
LINE	BEARING	DISTANCE
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L2	N89°53'28"E	28.00'
L3	S00°05'26"E	16.00'
L4	S89°53'28"W	18.00'
L5	S00°05'26"E	35.00'
L6	S89°53'28"W	10.00'

TEMPORARY CONSTRUCTION PERMIT (TCP)

PROJECT: D59432 DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
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PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 12 OF 17 DATED _____

ROW ACQUISITION TYPE: TCP

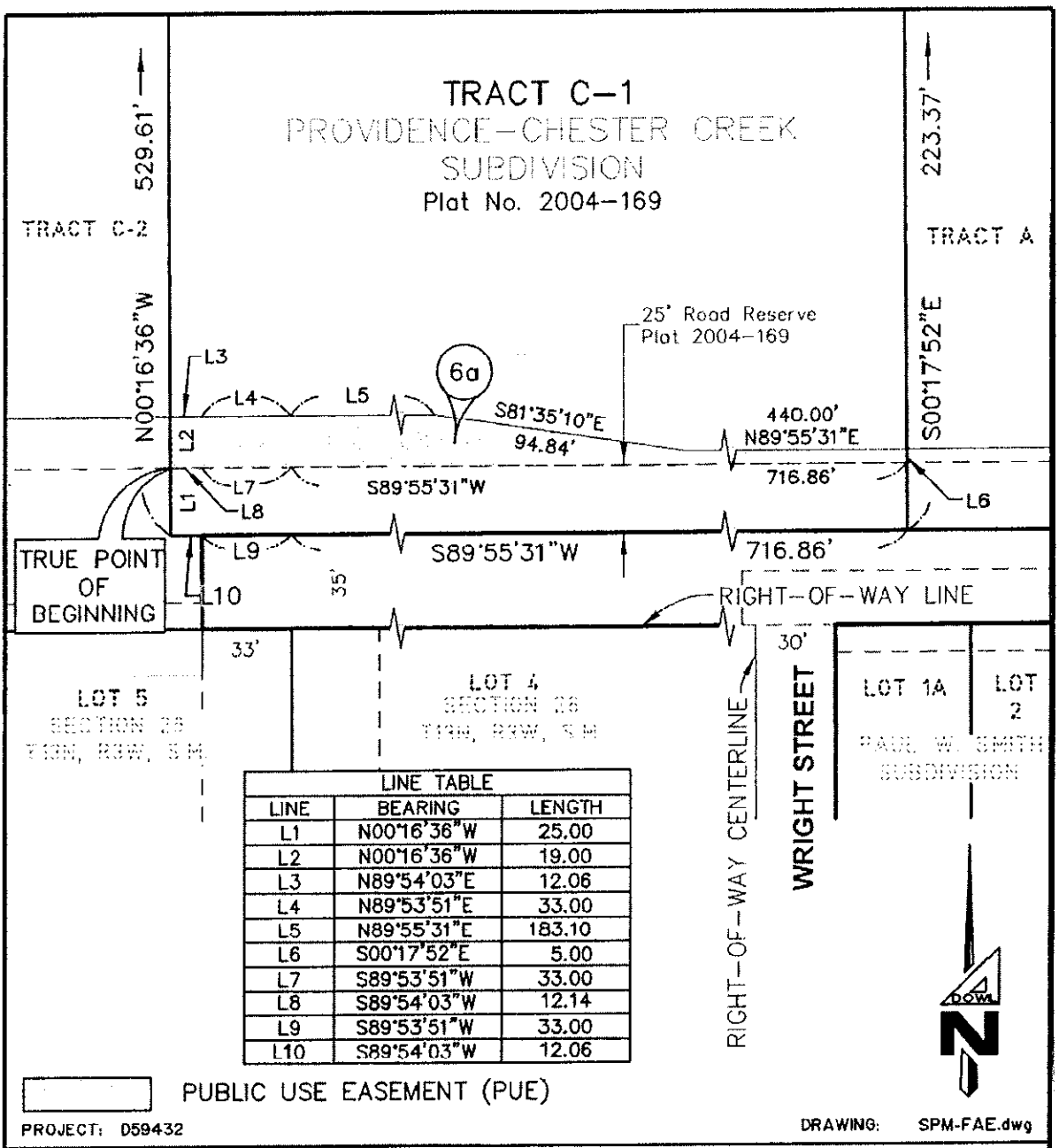
ROW ACQUISITION AREA: ± 798 S.F.

DRAWN BY: DLB

DATE: 7/1/09

SCALE: 1"=60'

PARCEL NO. 4C



LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°16'36"W	25.00
L2	N00°16'36"W	19.00
L3	N89°54'03"E	12.06
L4	N89°53'51"E	33.00
L5	N89°55'31"E	183.10
L6	S00°17'52"E	5.00
L7	S89°53'51"W	33.00
L8	S89°54'03"W	12.14
L9	S89°53'51"W	33.00
L10	S89°54'03"W	12.06

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 13 OF 17 DATED _____

ROW ACQUISITION TYPE: PUE

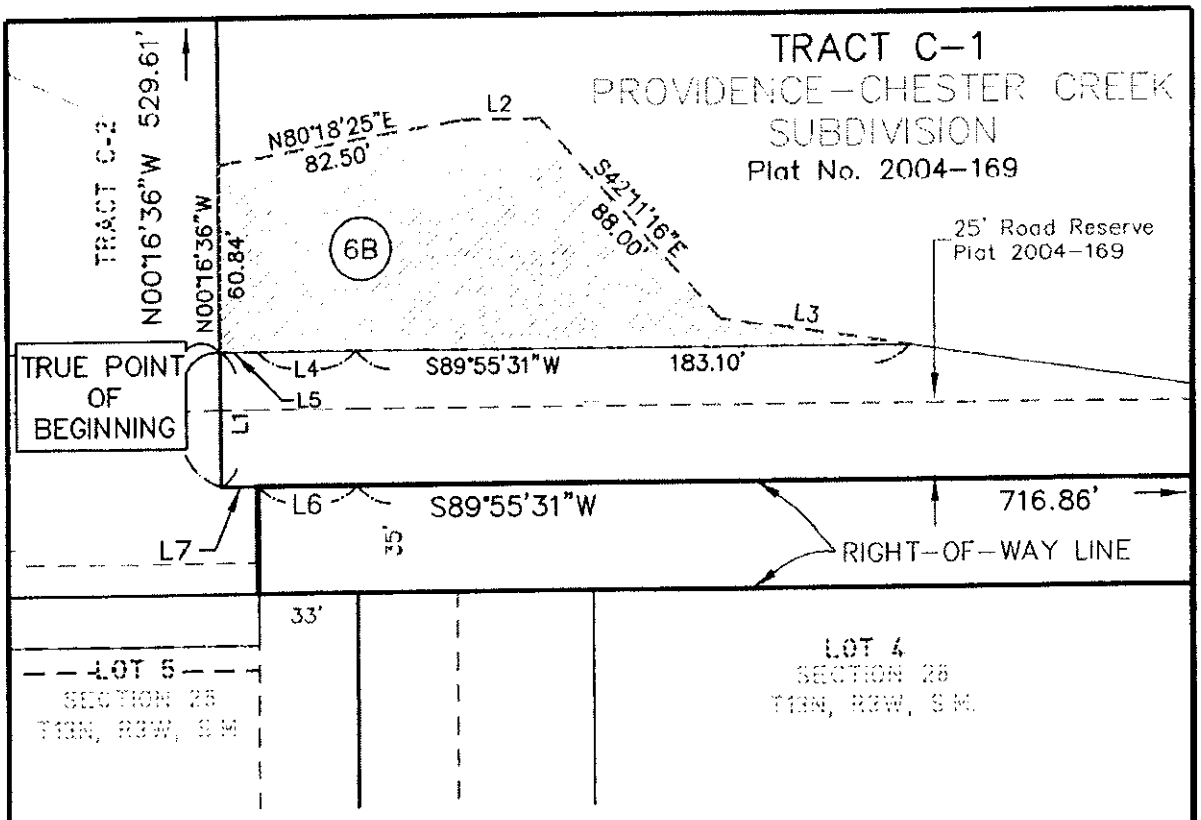
ROW ACQUISITION AREA: ± 7,660 S.F.

DRAWN BY: VLB

DATE: 11/30/09

SCALE: 1"=60'

PARCEL NO. 6a



LINE TABLE		
LINE	BEARING	LENGTH
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L2	N89°43'24"E	25.00
L3	S81°34'51"E	63.73
L4	S89°53'51"W	33.00
L5	S89°54'03"W	12.06
L6	S89°53'51"W	33.00
L7	S89°54'03"W	12.06

TEMPORARY CONSTRUCTION EASEMENT (TCE)

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 14 OF 17 DATED _____

ROW ACQUISITION TYPE: TCE

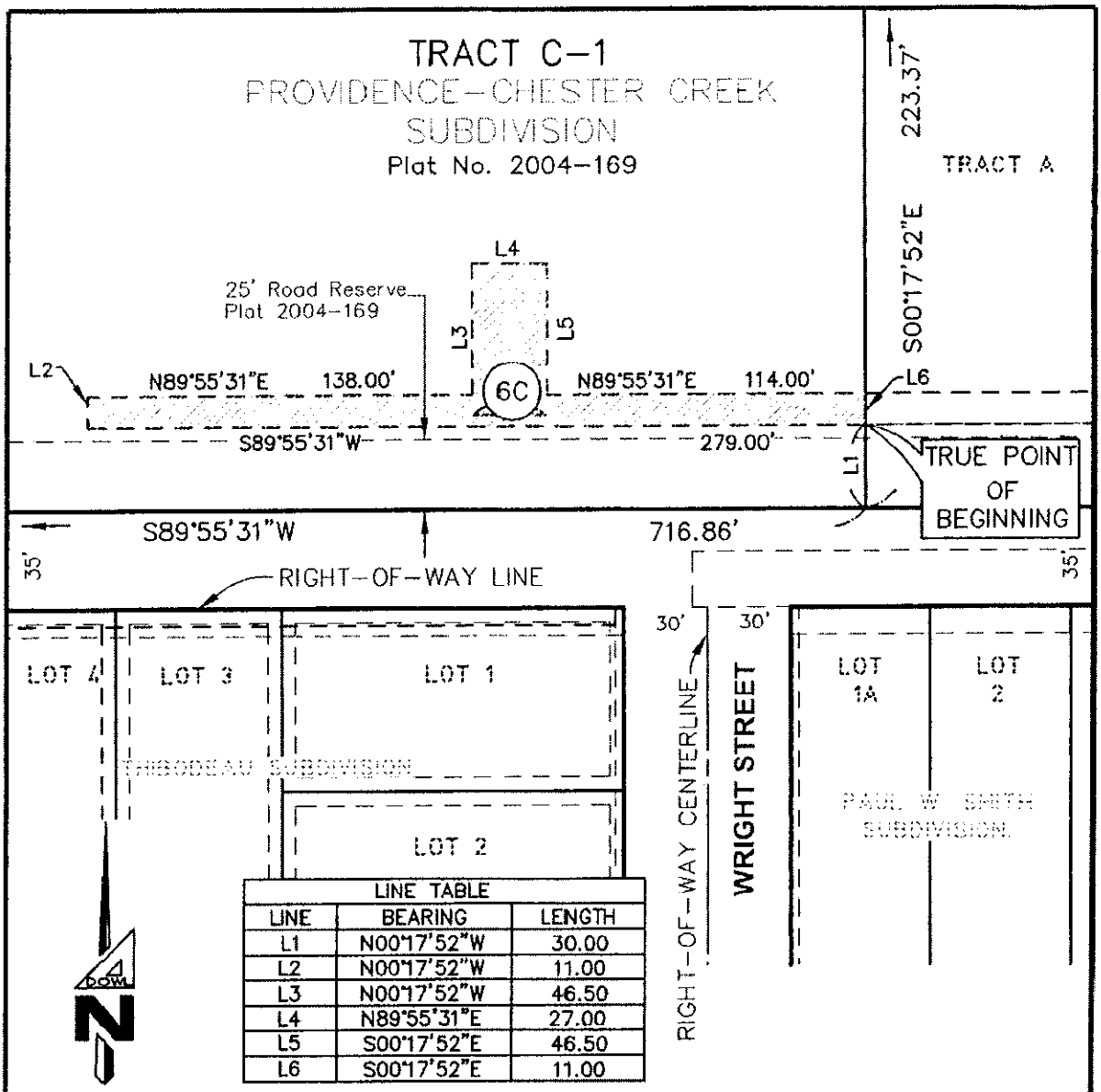
ROW ACQUISITION AREA: ± 10,146 S.F.

DRAWN BY: VLB

DATE: 12/30/08

SCALE: 1"=60'

PARCEL NO. 6B



LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°17'52"W	30.00
L2	N00°17'52"W	11.00
L3	N00°17'52"W	46.50
L4	N89°55'31"E	27.00
L5	S00°17'52"E	46.50
L6	S00°17'52"E	11.00

TEMPORARY CONSTRUCTION EASEMENT (TCE)

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 15 OF 17 DATED _____

ROW ACQUISITION TYPE: TCE

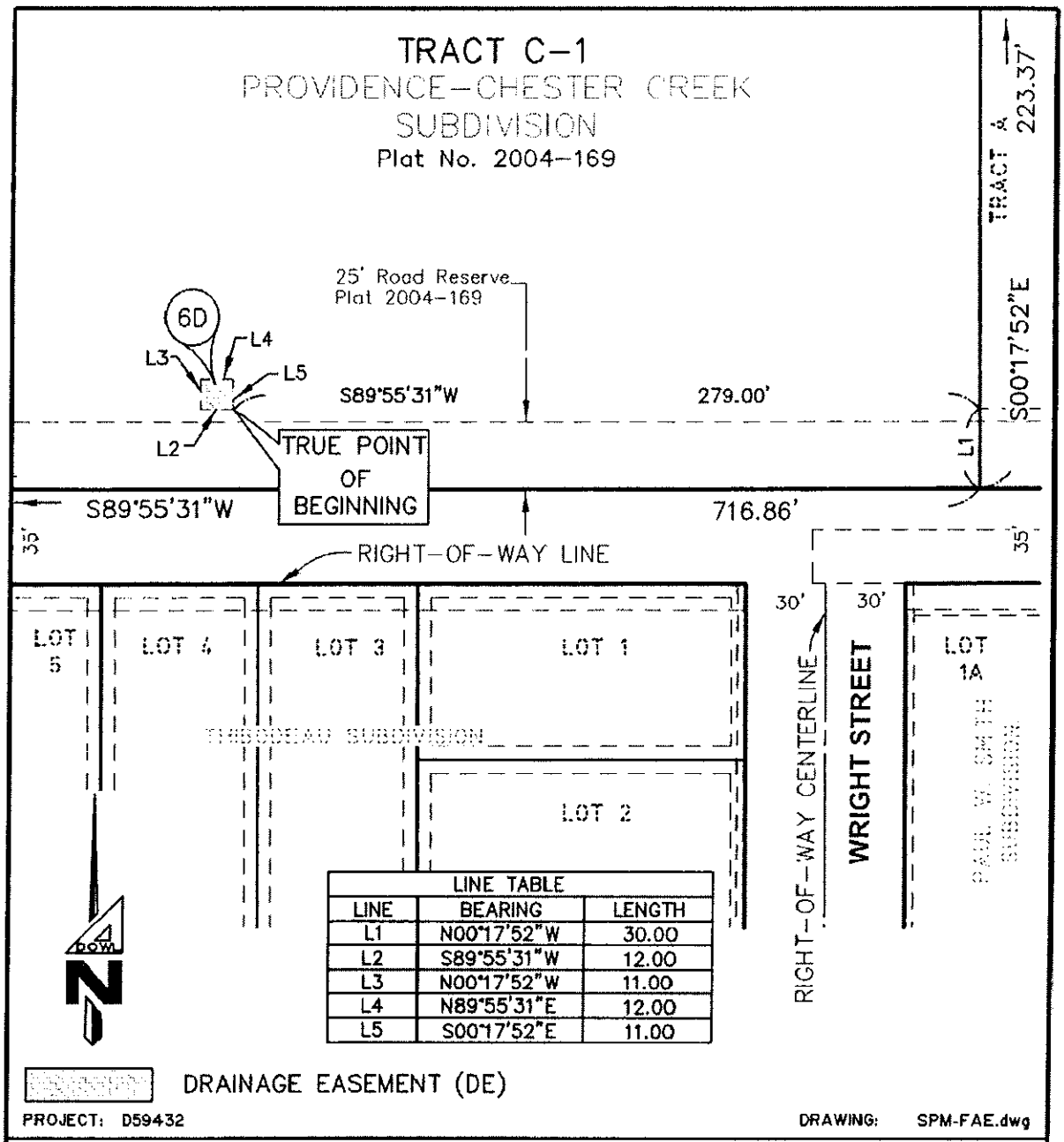
ROW ACQUISITION AREA: ± 4,324 S.F.

DRAWN BY: VLB

DATE: 12/29/08

SCALE: 1"=60'

PARCEL NO. 6C



LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°17'52"W	30.00
L2	S89°55'31"W	12.00
L3	N00°17'52"W	11.00
L4	N89°55'31"E	12.00
L5	S00°17'52"E	11.00

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: B

PAGE 14 OF 17 DATED _____

ROW ACQUISITION TYPE: DE

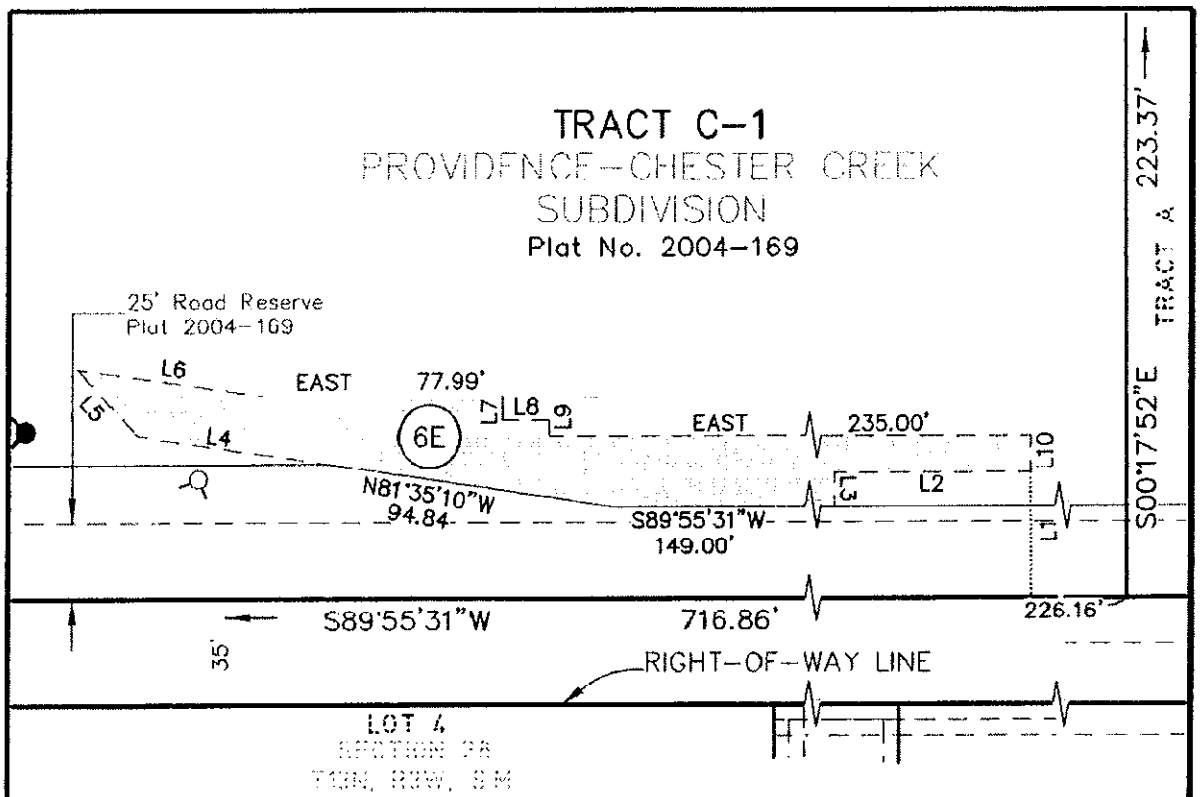
ROW ACQUISITION AREA: ± 132 S.F.

DRAWN BY: VLB

DATE: 12/30/08

SCALE: 1"=60'

PARCEL NO. 6D



LINE TABLE		
LINE	BEARING	LENGTH
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L2	S89°55'31"W	65.00
L3	S00°17'52"E	11.00
L4	N81°34'51"W	63.73
L5	N42°11'16"W	29.32
L6	S82°02'31"E	63.10
L7	SOUTH	8.00
L8	EAST	15.00
L9	SOUTH	5.00
L10	SOUTH	11.92

N

PROPOSED FIRE HYDRANT

EXISTING FIRE HYDRANT

TEMPORARY CONSTRUCTION PERMIT (TCP)

PROJECT: D59432

DRAWING: SPM-FAE.dwg

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____ _____

EXHIBIT: B _____

PAGE 17 OF 17 DATED _____

ROW ACQUISITION TYPE: TCP

ROW ACQUISITION AREA: ± 7,996 S.F.

DRAWN BY: DLB

DATE: 9/17/09

SCALE: 1"=60'

PARCEL NO. 6E

DRAFT DECISIONAL DOCUMENT

40th Avenue Extension/Upgrade
Lake Otis Parkway to Dale Street

MOA Project No. 06-011

January 2010

DOWL HKM

DRAFT

DECISIONAL DOCUMENT

40TH AVENUE EXTENSION/UPGRADE
LAKE OTIS PARKWAY TO DALE STREET

MOA project no. 06-011

Prepared for:

Municipality of Anchorage
Department of Public Works
Project Management and Engineering
4700 Elmore Road
Anchorage, Alaska 99507

Prepared by:

DOWL HKM
4041 B Street
Anchorage, Alaska 99503
(907) 562-2000

W.O. D59432

January 2010

TABLE OF CONTENTS

Page

TABLES

APPENDICES

LIST OF ACRONYMS

ADA ..... Americans with Disabilities Act
AMHTA ..... Alaska Mental Health Trust Authority
DE ..... drainage easement
DHSS ..... Department of Health and Social Services
DNR ..... State of Alaska Department of Natural Resources
LOP ..... Lake Otis Parkway
MOA ..... Municipality of Anchorage
O/D ..... origin-destination
PAI ..... potentially affected interests
PAMC ..... Providence Alaska Medical Center
PUE ..... public use easement
ROW ..... right-of-way
TATCS ..... Tudor Area Traffic Calming Study
TCE ..... temporary construction easement
TCP ..... temporary construction permit
U-Med ..... University-Medical
UAA ..... University of Alaska Anchorage

1.0 DECISION MAKING PROCESS

1.1 Introduction

Development and expansion projects at Providence Alaska Medical Center (PAMC) and the University of Alaska (UAA) have been contributing to an increase in traffic volumes in the University-Medical (U-Med) District. Residents of the U-Med District have expressed a desire to identify possible transportation and safety improvements to alleviate the impacts of the increased traffic in the area.

Currently, 40th Avenue, which is located in the heart of the U-Med District, spans from Piper Street to Dale Street. This project proposes to extend 40th Avenue from Piper Street to Lake Otis Parkway (LOP). It is anticipated that the extension of 40th Avenue will increase connectivity through the existing area by relieving traffic pressure on 42nd Avenue; therefore, decreasing traffic congestion within the U-Med District.

This report summarizes relevant project background information, and discusses design alternatives and associated impacts on adjacent properties for the Municipality of Anchorage's (MOA) 40th Avenue Extension/Upgrade project.

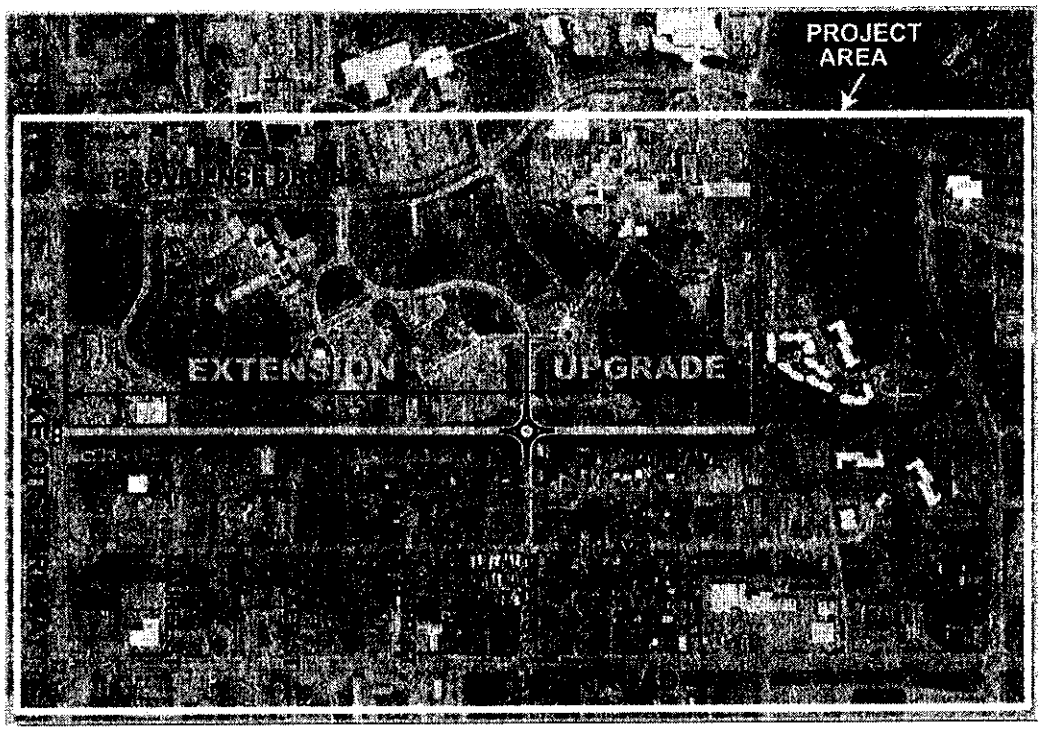

Figure 1: Vicinity Map

1.2 Background

As previously mentioned, this project arose out of neighborhood desire to identify transportation and safety improvements. These improvements would upgrade pedestrian and non-motorized traffic accommodations, and reduce travel speeds and cut-through traffic in the Tudor and U-Med areas, specifically residential areas. Through the request of the local residents and the community council, the Tudor Area Traffic Calming Study (TATCS) was completed by DOWL Engineers in 2006 to identify transportation and safety improvements in the area (Appendix A).

The TATCS documented that the most common concerns from the public on 40th Avenue were vehicle speeds, vehicle volumes and lack of pedestrian accommodations, such as crosswalks and walkways. Residents reported a noticeable number of vehicles that disregard the stop controlled intersection at 40th Avenue/Dale intersection. The report documents that the main concerns along 42nd Avenue were the lack of pedestrian facilities such as sidewalks and trails, the amount of cut-through traffic, and perceived high traffic speeds.

An analysis of the deficiencies in the road system as discussed with the local residents was completed for the report. The TATCS report concluded that the speed study performed on 40th Avenue did not indicate that a speeding problem exists. The report and analysis concluded that due to increased traffic generated by the expansions of PAMC and the UAA, vehicle volumes have grown within the study area. These volumes are expected to continue to do so with added pressure from future development on neighboring land. Pedestrians accessing the trailhead north of the 40th Avenue/Dale Street intersection have to do so using the roadway, as there is no dedicated pedestrian facilities along the corridor.

The report determined that there is high volume pedestrian use along 42nd Avenue. The medical facilities in the area and the density of residences generate the majority of the pedestrians. The Anchorage School District has several stops along 42nd Avenue as well. Through an origin-destination (O/D) study, the cut-through traffic was determined to be 21 percent of all vehicles counted during the peak hour between Lake Otis Parkway and Folker Street. At the time of the O/D count, a traffic signal existed at Folker Street and Tudor Road. It is anticipated that the new intersection at Piper Street and Tudor Road may have moved the cut-through two blocks east

further into the residential area. The speed study performed on 42nd Avenue did not indicate that a speeding problem exists.

Results from the TATCS recommended improvements to both 40th Avenue and 42nd Avenue to address residents' concerns and the information from the report.

The 40th Avenue recommendations consist of: an extension of 40th Avenue, as a collector, to Lake Otis Parkway; upgrade 40th Avenue from Piper Street to Dale Street to collector standards with chicanes; construction of pedestrian facilities on both sides of the road (one side being a separated trail); a roundabout at the 40th Avenue/Piper Street intersection; and a choker at the 40th Avenue/ Dale Street Intersection. The primary advantages of these improvements are:

- Increased connectivity within the road network,
- Provision for a traffic collector at the boundary between the residential and institutional development,
- Ample traffic capacity at 40th Avenue/Piper Street,
- Improved pedestrian crossing locations,
- New pedestrian facilities that are separated from the traveled way,
- An estimated 60 percent reduction in traffic volumes and reduced speeds on 42nd Avenue, and
- Prevention of high traffic speeds on 40th Avenue between Dale Street and Piper Street.

The 42nd Avenue recommendations consists of: upgrading the roadway to urban standards (including pathways and sidewalks on both sides of the road); installation of a diverter at Folker Street; and installation of chokers at Wright, Piper, and Dale Streets. The primary advantages of these improvements are:

- Separate commercial traffic from neighborhood traffic,
- Enhance pedestrian safety by separating them from vehicular traffic and shortening the crossing distances at intersection,

- Dramatically reduce cut-through traffic on 42nd Avenue by routing traffic to the new 40th Avenue collector corridor, and
- Reduce vehicle speeds.

The extension of 40th Avenue is seen as the highest priority as it must be completed before improvements to 42nd Avenue can be completed, it would provide an immediate decrease in traffic for the neighborhood streets, and it is necessary to meet the traffic demand projected for development.

1.3 Project Goal

The MOA Project Management and Engineering (PM&E) Department intends to construct an extension of 40th Avenue between LOP and Piper Street, and to upgrade the existing segment between Piper Street and Dale Street. A figure of the project area/vicinity map is located in Appendix B.

The primary objectives of the project are to:

- Upgrade the existing portion of 40th Avenue to meet collector road standards,
- Extend 40th Avenue west from Piper Street to LOP with a new signal being installed at LOP,
- Install pedestrian facilities (sidewalk and separated multi-use trail) meeting current *Americans with Disabilities Act* (ADA) guidelines,
- Implement traffic calming measures to address the neighborhood's concerns regarding traffic speeds and cut-through volumes,
- Increase connectivity in the U-Med district,
- Relieve pressure on 42nd Avenue and on Piper Street,
- Install street lighting to meet current MOA lighting standards, and
- Accommodate design year (2029) traffic volumes.

1.4 Context Sensitive Design

During the planning and design phases of the project, Context Sensitive Solution methods were implemented to reach out to all affected stakeholders. These methods involved informing, educating, and involving the public on the project purpose, the range of alternatives, and the evaluation criteria used to evaluate the alternatives.

A context sensitive design is a collaborative effort between the project team and all affected stakeholders to achieve an economic and socially enhanced transportation system while maintaining safety and mobility. This must be done by approaching all potentially affected interests (PAIs) at the earliest phase in the public process to gather information on current land use, community needs and individual interests. The guidance of the Federal Highways Administration is that "transportation projects remain in harmony with communities and preserve environmental, scenic, aesthetic, and historic resources."

Context Sensitive Solutions help to:

- Solve the right problems,
- Save time and money,
- Conserve environmental and community resources,
- Balance competing values,
- Develop better projects, thus adding value to the community, and
- Create better decisions due to stakeholder contribution.

As a result of Context Sensitive Solutions, the project benefits by:

- Improving and sharing the definition of the problem scope,
- Early involvement of stakeholders,
- Considering all stakeholders' opinions, and
- Communicating clearly to stakeholders about project aspects they can influence.

The 40th Avenue Extension project was one of the first projects to implement Context Sensitive Solutions during the design process. The project team was involved in meetings with stakeholders and obtaining relevant feedback to incorporate into the design of 40th Avenue. Through project site visits, walkthroughs, roundtable meetings, public meetings, residential meetings, community advisory council meetings and one-on-one visits with affected parties, the project team was able to design a project that both met the needs of the MOA and the concerns of the public.

1.5 Public Involvement Process

The public involvement process began on the 40th Avenue project prior to the start of the design process. It was decided that the community, and their overall support of the project, was a critical component to the success of the 40th Avenue design. A variety of public involvement techniques were implemented to allow the public and agencies to participate in the planning and design process. Agencies involved include the Trust Land Office (TLO), Anchorage Water and Wastewater Utility, State of Alaska Department of Natural Resources (DNR), United States Army Corps of Engineers, Anchorage School District, Municipal Light and Power, MOA Street Maintenance, MOA Planning, and various businesses in the vicinity of the project. Close coordination with the public during the design process provided an excellent opportunity for the public to better understand some of the challenges to be faced, whether it was the design of the retaining walls, the impacts of right-of-way (ROW) or providing different traffic calming techniques. Documentation of the public involvement process and comments received are included in Appendix C.

Opportunities for public involvement included the following:

- Initial project walk-through with local residents, November 11, 2006;
- Public scoping meeting, November 13, 2006;
- Agency scoping meeting, February 22, 2007;
- Business roundtable meeting, March 7, 2007, to discuss possible impacts to businesses on and near the project corridor;
- Public meeting, October 22, 2007;

- Public meeting, February 23, 2009;
- Regularly maintained project website (www.east40th.com) explaining the project, schedule, documents available, and opportunities for public comment;
- Citizens' Advisory Committee meetings (February 5, 2007, March 5, 2007, September 6, 2007, and January 20, 2009);
- Attendance at monthly University and Tudor Area Community Councils' meetings where residents were briefed on the project schedule, upcoming meetings and encouraged to give public comments to design team members or to fellow council members serving on the Citizens' Advisory Committee; and
- Meeting with Wright Street neighbors, May 13, 2009.

As active participants in the design process, various PAI's and agencies provided suggestions that have been incorporated into the resulting construction and intersection improvement design. Some of the issues and concerns raised during the meetings are summarized in the following list:

- Concerns about having to give up property for the ROW;
- Not to reduce or replace the "neighborhood" feel with a commercial atmosphere;
- Sidewalks/trails are not needed on both sides of the East 40th extension;
- Inclusion of traffic calming techniques to reduce travel speeds;
- Lack of pedestrian facilities to accommodate the large number of pedestrians and bicyclists accessing the U-Med district;
- Do not construct 42nd Avenue/Folker Street Diverter; and
- Do not connect Wright Street and/or Folker Street.

1.6 Initial Selection Process

During the preliminary design stage of the project, a Design Study Report was prepared to evaluate roadway alignment alternatives for the proposed roadway. This report listed the roadway alignment alternatives, applicable design criteria, and discussed why the preferred alternative was chosen. The preferred roadway alternative was chosen because it was the most

cost-effective alternative that addressed the deteriorating roadway surface condition, upgraded pedestrian facilities to meet ADA guidelines, and implemented the recommended safety improvements as requested by the public and as recommended in the TATCS.

The chosen roadway alternative included the following:

- Reconstruct the roadway as a two-lane section the length of the corridor according to MOA Design Criteria Manual neighborhood collector standards;
- Extend 40th Avenue from Piper Street to LOP;
- Install traffic signal at LOP and East 40th Avenue;
- Obtain ROW from both sides of the roadway, where needed;
- Construct a sidewalk on the south side of the roadway the full length of the corridor to meet ADA accessibility guidelines;
- Create a pathway along the north side of the roadway that is separated from the back of curb to provide a pedestrian-friendly multi-use trail leading to the existing trailhead at Dale Street;
- Upgrade the existing lighting;
- Include landscaping enhancements similar to those on Piper Street, where there is space; and
- Include a choker at the 40th Avenue/Dale Street intersection to reduce the pedestrian distance and improve the usability of signage.

1.7 Design Alternatives

As part of the design process, many roadway alignment alternatives were studied and analyzed for their specific need and application on the project. Once the initial alignment was chosen during the preliminary design phase, the design engineers began working out the finer details of the design. The more detailed design, including the chosen alignment, was then presented at a public meeting as well as at meetings with affected landowners and representatives. Concerns of the public were reviewed during the design process to determine revisions to the alignment and design options with the least private property impacts. Through incorporating public input and

balancing the needs of the project to the maximum extent practicable, the design team modified the design plans to meet the needs of all parties. Revisions to the original design alternative to meet the concerns of the PAIs are listed below:

- Several intersection configurations and improvements were analyzed for the 40th Avenue and LOP intersection. During the preliminary design phase, alternatives were analyzed based on public input, LOP traffic data, design criteria, existing conditions and roadway capacity in the U-Med district. The design team met with representatives of project parcels 2, 3, 40, and 41 multiple times to update them on the progress of the design. The concerns of the representatives in these parcels were focused mainly on access to 40th Avenue and preserving current parking. Several alignments and configurations were analyzed to determine the design that reduced private property impacts to these parcels, while satisfying the requirements of the project and the needs of the properties. Parking analyses were conducted on these parcels to determine if there was a surplus or deficit of parking spaces. This coordination resulted in the final configuration of the 40th Avenue and LOP intersection. The current design provides both project parcels 3 and 40 direct access to 40th Avenue. Previously, project parcel 3 was only accessible via 38th Avenue and Laurel Street. Now it will have a third access via 40th Avenue. Project parcel 40 will lose an access to LOP to address parking constraints, but gain an access to 40th Avenue that they desired.

- The large hill along the 40th Avenue alignment required a need to transition between the existing grade and the grade of the new roadway. Buildings and parking lots are in close proximity to the alignment on the south side of the roadway, making it very important to reduce impacts in this area. The design team met with representatives of project parcel 5 to discuss this project and their concerns. Through these discussions, it was determined that instead of building large retaining walls on the north side of the roadway to reduce property impacts the owners would prefer the large hill to be graded with a slope of three feet horizontal to one foot vertical. This will make project parcel 5 more accessible and feasible for future development. After meeting with representatives from project parcel 38, it was determined that eliminating any impacts to this parcel, temporary or permanent, would be the best option. The large retaining walls were redesigned, grading

revised and a section of wall was increased in height so that project parcel 38 would not be impacted.

- The preliminary Folker Street alignment routed the new road directly north to the 40th Avenue intersection. This design would have created cut-slope impacts on project parcel 37. After discussions with representatives of the property and some coordination with them, the initial alignment of Folker Street was shifted to the east to reduce the impacts to project parcel 37. A sidewalk was added address their pedestrian concerns and cut impacts were reduced to protect existing vegetation.

- The TATCS recommended that Wright Street be connected to 40th Avenue to help provide increased connectivity in the area. Local residents were concerned of a possible increase in transient traffic from the connection of Wright Street to 40th Avenue, and about the safety of children who play in the roadway. After many public comments and meetings, it was determined that Wright Street would not be connected to 40th Avenue. Minor improvements will be constructed near Wright Street, but it will not be connected to 40th Avenue.

- In another effort to reduce private property impacts, the alignment and location of the roundabout at 40th Avenue and Piper Street was modified. The initial location and design of the roundabout were revised to move the roundabout to the north to reduce impacts to project parcels 23 and 24.

- The portion of 40th Avenue between Piper Street and Dale Street has an established horizontal alignment. The horizontal design was revised to shift the alignment to the north to offer a greater buffer between the roadway and the residences along the south side of the road. This shift will address the concerns of the residents, but will require an easement from PAMC to accommodate the pedestrian facilities. This decision was made due to the voice of the public during the design process and to address comments from the CAC and public presentations.

- The TATCS recommended that a diverter be placed at the intersection of 42nd Avenue and Folker Street. The diverter was intended to reduce cut-through traffic in the U-Med area and to reduce traffic and speeds on 42nd Avenue. Residents and businesses in the

area were concerned that the decreased connectivity in the area did not outweigh the benefits of diverter. Different locations of the diverter were studied. However, the public commented that they would like to see if there is a decrease in traffic on 42nd Avenue due to the 40th Avenue construction before construction of the diverter. The diverter was removed as part of this project due to these concerns.

- To further reduce private property impacts, smaller retaining walls are planned along the project to preserve existing conditions such as parking areas. These approximately 2-foot-tall retaining walls were designed along project parcels 3, 4 and 40 and will be built to keep temporary and permanent construction activities on these parcels to a minimum.

The MOA has met with each of the affected properties to discuss their concerns, and worked with the project engineers to ensure design elements were incorporated into the 40th Avenue project that address these concerns and reduce impacts. After many meetings and design revisions, the current design was determined best suited balanced the requirements of the project with the concerns of the adjacent property owners. However, there remain minor impacts to some properties.

1.8 Property Rights to Be Acquired

The MOA requires public property or ROW to build its roadways. Public ROW exists along the project corridor, though the ROW is not continuous. The MOA owns and maintains LOP ROW. Existing ROW widths at the intersection of LOP and 40th Avenue vary. On the west side of this intersection there is approximately 52 feet of ROW. On the east side of the intersection and along the 40th Avenue alignment no ROW exists until the Laurel Street intersection. East of Laurel Street a 25-foot road reserve along the northern portion of the alignment exists to Piper Street, and an additional 35-foot width (60 feet total) of road reserve exists for approximately 600 feet east of Laurel Street. There is a Public Use Easement (PUE) in the northeast quadrant of the Piper Street intersection that was intended to allow the 40th Avenue project to be shifted to align the approaches. All of the approaches to the Piper Street intersection have a 60-foot ROW width except for the 80-foot southern approach. The existing 40th Avenue from Piper Street to the East Access Road to Providence Hospital has a 60-foot ROW.

All street and sidewalk improvements are required to be within the ROW or easements. A minimum 1.5-foot wide buffer should separate the outside edge of the improvements (curb, sidewalk, pathways, retaining wall, etc.) and the ROW line. A PUE is required from the affected property owner to allow sufficient ROW necessary to construct the improvements. The MOA assumes all responsibility for the public's use of the PUE.

Temporary construction easements (TCE) provide a temporary work area on private property, often facilitating installation of public improvements that are immediately behind or near the property/PUE line. Examples of public improvements include streets, curb and gutter, sidewalks, and light poles. Affected property owners are compensated for granting a TCE. TCEs are recorded documents and are relinquished at the completion of the project, or on a set date as specified in the easement documentation.

Temporary construction permits (TCP) provide a temporary work area on private property to facilitate construction activities that are mutually beneficial to the MOA and the property owner (i.e., adjustment of private improvements). Activities within the TCP might include driveway re-grading and tie-in, removing and replacing fences, resetting mailboxes, replacing landscaping, and other miscellaneous work items. Affected property owners are not compensated for granting a TCP. TCPs are not recorded documents and automatically expire at the completion of the project or on a set date as specified in the permit document. Though TCPs are important to link the project to many private improvements, they are not critical to the project, and therefore the project can be constructed without a signed TCP.

Forty-four parcels exist along the project corridor, see Table 1 for project parcel information. During design, easements and permits were developed that are specific to the construction activities on each parcel. These easements consisted of PUEs, TCEs. TCPs, drainage easements (DE), and building setback easements.

Table 1: Project Parcel Information

Parcel Number	Tax ID Number	Owner Name	Legal Description	Rights	Rights Acquired
1	003-253-01	Gay. James C. Jr. & Jacqueline	Lot 21, Block 10, Green Acres Subdivision, Addition No.1	N/A	N/A
2	003-251-16	JK Properties. LLC & Darling Professional Condominium Association	S 150' of the E 1/2, Block 10, Green Acres Subdivision	PUE, TCE	NO
3	004-202-15	Alaska Mental Health Trust Authority (AMHTA)	Tract 2A, U-Med Professional Park	PUE, TCP, TCE	NO
4	004-202-16	AMHTA, Trustee	Tract 2B, U-Med Professional Park	PUE. TCE	NO
5	004-202-12	State of Alaska, Department of Natural Resources (DNR) for Department of Health and Social Services (DHSS) benefit, reverter clause to AMHTA, Trustee	Tract C2, Providence-Chester Creek Subdivision	PUE, TCE	YES
6	004-202-11	State of Alaska, DNR for DHSS benefit, reverter clause to AMHTA, Trustee	Tract C1, Providence-Chester Creek Subdivision	PUE, TCE, DE	NO
7	004-202-09	Providence Health System-Washington dba Providence Alaska Medical Center formerly known as Sisters of Providence of Washington dba Providence Hospital	Tract A, Providence-Chester Creek Subdivision	PUE, TCE	YES
8	008-021-73	Providence Health Care System Washington-dba Providence Alaska Medical Center % Senior Capital Accountant	Tract A-2, Athenian Village Subdivision	N/A	N/A
9	008-021-72	Providence Health Care System-Washington/DBA Providence Alaska Medical Center	Tract A-1, Athenian Village Subdivision	N/A	N/A
10	008-023-56	Barlow, Gary L. & Nina J.	Lot 1, Block 1, Wentworth Subdivision	TCP	YES

Parcel Number	Tax ID Number	Owner Name	Legal Description	Rights	Rights Acquired
11	008-023-55	Dempsey Yvette L. & Jacob A.	Lot 2, Block 1, Wentworth Subdivision	TCP	YES
12	008-023-54	Hooper, Jason J. & Sturdy, Michelle	Lot 3, Block 1, Wentworth Subdivision	TCP	YES
13	008-023-53 (008-023-57)	Kudrin, Eva A. & Hinkley, Eldon W.	Lot 4, Block 1, Wentworth Subdivision	TCP	NO
14	008-023-52 (008-023-57)	Kudrin, Eva A. & Hinkley, Eldon W.	Lot 5, Block 1, Wentworth Subdivision	TCP	NO
15	008-023-51	Thompson, William F. & Joyce F.	Lot 6, Block 1, Wentworth Subdivision	TCP	YES
16	008-023-50	Silva, Nancy & Scott, Russel R. Jr.	Lot 7, Block 1, Wentworth Subdivision	TCP	NO
17	008-023-49	Bassett, Robert C.	Lot 8, Block 1, Wentworth Subdivision	TCP	YES
18	008-023-48	Dickens, Shirley L.	Lot 9, Block 1, Wentworth Subdivision	TCP	YES
19	008-023-47	Solin, Gary L.	Lot 10, Block 1, Wentworth Subdivision	TCP	NO
20	008-023-46	Hanson, Christine L.	Lot 11, Block 1, Wentworth Subdivision	TCP	YES
21	008-023-45	Radonich, Marko & Victoria I.	Lot 12, Block 1, Wentworth Subdivision	TCP	YES
22	008-023-44	Shelton, John A. & Donna	Lot 13, Block 1, Wentworth Subdivision	TCP	YES
23	008-023-43	Swain, Linda S. & Shelton, Thelma R.	Lot 14, Block 1, Wentworth Subdivision	PUE	YES
24	008-031-49	Forbes Revocable Trust	Lot 1, Sec. 28, T13N, R3W, S.M	PUE, TCP	YES
25	008-031-43	Davis, Phillip J. & McNair-Davis, Michelle C.	Lot 6, Paul W. Smith Subdivision	TCP	NO
26	008-031-44	Black, Samuel & Black, James W.	Lot 5, Paul W. Smith Subdivision	TCP	NO
27	008-031-45	Scarso, Joseph	Lot 4, Paul W. Smith Subdivision	TCP	YES
28	008-031-46	Haley, Sharman	Lot 3, Paul W. Smith Subdivision	TCP	YES

Parcel Number	Tax ID Number	Owner Name	Legal Description	Rights	Rights Acquired
29	008-031-47	Campbell, Michael J.	Lot 2, Paul W. Smith Subdivision	TCP	YES
30	008-031-60	Stoianoff, Michael L.	Lot 1A, Paul W. Smith Subdivision	TCP	NO
31	008-032-30	Knapp, Stanley M.	Lot 1, Thibodeau Subdivision	TCP	NO
32	008-032-31	Kimberly L.L.C.	Lot 2, Thibodeau Subdivision	N/A	N/A
33	008-032-32	Kirn, Robert L. & Audrey E.	Lot 3, Thibodeau Subdivision	TCP	YES
34	008-032-33	Anderson, Doloris M.	Lot 4, Thibodeau Subdivision	TCP	YES
35	008-032-34	Conner, Desiree & William	Lot 5, Thibodeau Subdivision	TCP	YES
36	008-032-29	Anchorage Community Mental Health Services, Inc., dba South Central Counseling	Lot 4, Sec. 28, T13N, R3W, S.M	PUE	YES
37	008-033-02	Anchorage Community Mental Health Services, Inc.	Lot 5, Sec. 28, T13N, R3W, S.M	BUILDING SET BACK, TCP, TCE	YES
38	008-033-01	Surgical Center I Condominium	Lot 6, BLM Small Tracts, SW1/4 Sec. 28, T13N, R3W, S.M., AK	BUILDING SET BACK, TCE	N/A rescinded offer
39	008-033-23	Blood Bank of Alaska, Inc.	Lot 8, Sec. 28, T13N, R3W, S.M	PUE, TCE, DE	YES
40	008-033-59	4001-3 Lake Otis Condominium Association, Inc.	Lot 9, Sec. 28, T13N, R3W, S.M	PUE, TCE, TCP	YES
41	009-111-63	Transpacific Resources	Tract 1, Medical Park Subdivision	PUE, TCE, TCP	YES
42	009-114-01	Lake Otis Professional Center, L.L.C.	Tract 3A, Medical Park Subdivision	N/A	N/A
43	008-033-44	Ballyhoo, L.L.C.	Lot 10, Sec. 28, T13N, R3W, S.M	N/A	N/A
44	008-033-24	Laurel Street Condominiums	Lot 7, Sec. 28, T13N, R3W, S.M	N/A	N/A

N/A – no acquisition needed at this time

1.9 Specific Use of Property

The required private property on project parcels 2, 3, and 4 will be used to accomplish the following:

- East of the 40th Avenue/LOP intersection 40th Avenue will be connected to LOP;
- West of the 40th Avenue/LOP intersection the existing 40th Avenue will be widened to provide space for eastbound left-turn lane and eastbound through/right-turn lane;
- The 40th Avenue and 40th Avenue/LOP intersection will be constructed to provide space for a westbound left-turn lane;
- The 40th Avenue and 40th Avenue/LOP intersection will be constructed to provide a through/right-turn lane;
- Will provide project parcel 3 access to 40th Avenue;
- Relocation of existing utilities;
- 8-foot multi-use asphalt trail on the north side of the roadway; and
- 5-foot concrete sidewalk on the south side of the roadway.

Project parcel maps showing the required easements on project parcels 2, 3, and 4 are provided in Appendix D.

1.10 Private Property Impacts

This project is intended to help mitigate transportation and safety issues in the U-Med district, to improve pedestrian and non-motorized circulation, reduced vehicle speeds, and minimize cut-through traffic. The project seeks to acquire PUEs, TCEs, and TCPs from project parcels 2, 3, and 4 to resolve these issues.

To date, negotiations to acquire the necessary easements along the project corridor have been successful. Of the 44 total parcels along the alignment, 36 parcels have property impacts resulting from the construction of the 40th Avenue improvement. Of these 36 parcels, 12 are necessary for roadway construction, as those parcels require TCEs and PUEs. The others require TCPs only. Negotiations have been successful with 8 of the 12 parcels, leaving just 4 parcels

remaining. Project parcel 6 is currently under negotiation, leaving only project parcels 2, 3, and 4 remaining for property negotiations. Specific information concerning the subject parcels follows:

Project Parcel 2

Project parcel 2 (S 150' of the E 1/2, Block 10, Green Acres Subdivision) has an area of 18,871 square feet. It is located on the northwest corner of the LOP and 40th Avenue intersection. The property is owned by the JK Properties, LLC & Darling Professional Condominium Association. The property has access from the existing 40th Avenue, directly off of LOP. The property is currently developed with a building and parking lot, which support a sleep clinic and dental offices.

A PUE for an area of 2,117 square feet is needed to accommodate the road construction and associated improvements for this project.

A TCE area of 1,463 square feet and of 407 square feet is required to reconstruct the parking lot on the property.

A TCP area of 249 square feet and of 733 square feet is necessary to reconstruct the parking lot and access o 40th Avenue.

Project Parcel 3

Project parcel 3 (Tract 2A, U-Med Professional Park) has an area of 185,428 square feet. It is located on the northeast corner of the 40th Avenue and LOP intersection. The property is owned by the Alaska Mental Health Trust Association (AMHTA). The property has access from LOP, north of the 40th Avenue intersection. The property is currently developed with a building and parking lot, which support an assortment of medical offices.

A PUE of 18,051 square feet is needed to accommodate improvements for this project. These improvements consist of road and retaining wall construction, as well as drainage and illumination improvements. A TCE area of 1,567 square feet is required to reconstruct the parking lot to the property. A TCP of 16,590 square feet is needed to reconstruct and restripe the parking lot of the property.

Project Parcel 4

Project parcel 4 (Tract 2B, U-Med Professional Park) has an area of 115,467 square feet. It is located on 40th Avenue west of the 40th Avenue and Laurel Street intersection. The property is owned by the AMHTA. The property has access from Laurel Street. The property is currently developed with a building and parking lot, which support the Renal Care Facility.

A PUE area of 16,211 square feet is necessary to accommodate trail, ADA ramp and retaining wall improvements for this project. A TCE area of 1,954 square feet is required to reconstruct a dumpster enclosure on the property. A TCP area of 798 square feet is required to connect new utilities to the property.

1.11 Costs

The cost estimate for the 40th Avenue Extension/Upgrade project is presented in Table 2 below.

Table 2: Engineer's Construction Cost Estimate

TASK	Cost
Design	$ 1,500,000
Construction	$10,242,467
Utility Relocation	$ 1,335,500
ROW Acquisition	$ 2,000,000
TOTAL Construction Cost	**$13,577,967**

The proposed improvements, easements, and permits, represent the least total cost of improvements necessary to accomplish the project goals and derive the greatest public benefit.

1.12 Property Owner Contacts

See Decisional Document, Part 2.

1.13 Conclusion

To date, negotiation efforts on the properties along 40th Avenue have been very successful.

Acquisition of the private property described in this document is necessary to complete the project. The success of acquisitions to date is due to the MOAs efforts of indentifying, planning, and designing 40th Avenue in such a manner to serve the greatest public good while causing the least private property impacts.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owners described in this document in lieu of litigation.

1.14 Signature

The final route selection was made by:

J.W. Hansen
Acting Director
Project Management and Engineering Department

1.15 Assembly Approval

The Anchorage Assembly approved this document for use in filing a Declaration of Taking by Assembly Resolution (AR 2010-_____) on _____, 2010.

Part 2 of the decisional document includes records of the acquisition process for project parcels 2, 3, and 4.

APPENDIX A

Tudor Area Traffic Calming Study

FINAL

Traffic Calming Study

May 2006

DOWL ENGINEERS

FINAL

TUDOR AREA

TRAFFIC CALMING STUDY

ANCHORAGE, ALASKA

Prepared for:

Municipality of Anchorage
Traffic Department
P.O. Box 196650
Anchorage, Alaska 99519-6650

in cooperation with

Providence Alaska Medical Center
3200 Providence Drive
Anchorage, Alaska 99519

Prepared by:

DOWL Engineers
4040 B Street
Anchorage, Alaska 99503
(907) 562-2000

W.O. D59148

May 2006

TABLE OF CONTENTS

TABLE OF CONTENTS (cont'd)

Page

TABLE OF CONTENTS (cont'd)

FIGURES

TABLES

APPENDICES

LIST OF ACRONYMS

AADT ..... annual average daily traffic
ASD ..... Anchorage School District
CAC ..... Citizen's Advisory Committee
CPCC ..... Campbell Park Community Council
ITE ..... Institute of Transportation Engineers
LOS ..... level of service
MEV ..... million entering vehicles
MOA ..... Municipality of Anchorage
mph ..... miles per hour
O/D ..... origin-destination
ROW ..... right-of-way
TCPM ..... Traffic Calming Protocol Manual
TRCS ..... Tudor Road Corridor Study
UAA ..... University of Alaska Anchorage
UACC ..... University Area Community Council
vpd ..... volume per day

1.0 INTRODUCTION

As part of the Tudor Road Corridor Study (TRCS) the Municipality of Anchorage Traffic Department initiated the Tudor Area Traffic Calming Study, funded in part by Providence Alaska Medical Center. The TRCS was completed in two phases. Phase 1 was a comprehensive look at the area transportation network. Phase 2 is summarized in this traffic calming study and is intended to focus on the intra-neighborhood streets to address neighborhood livability issues that are the result of motorized and non-motorized traffic circulation.

The objective of this Tudor Area Traffic Calming Study was to work with the residents of the study area to identify transportation and safety improvements that:

- improve pedestrian and non-motorized traffic accommodations and
- reduce travel speeds and cut-through traffic in residential areas.

The study area is bounded by Providence Drive to the north, Campbell Creek to the south, Lake Otis Parkway to the west, and Bragaw Street to the east. This area encompasses portions of the University Area Community Council and the Campbell Park Community Council.

The scope of this study includes the following tasks:

- examination of existing transportation conditions within the area,
- evaluation of vehicular and non-motorized traffic circulation and patterns within the study area,
- soliciting community input through public meetings and by organizing a Citizens Advisory Committee (CAC),
- developing design alternatives to mitigate the identified negative transportation impacts and improving safety, and
- examining the impacts of the various design alternatives on utilities, street maintenance, emergency vehicle access, pedestrian facilities and transit facilities.

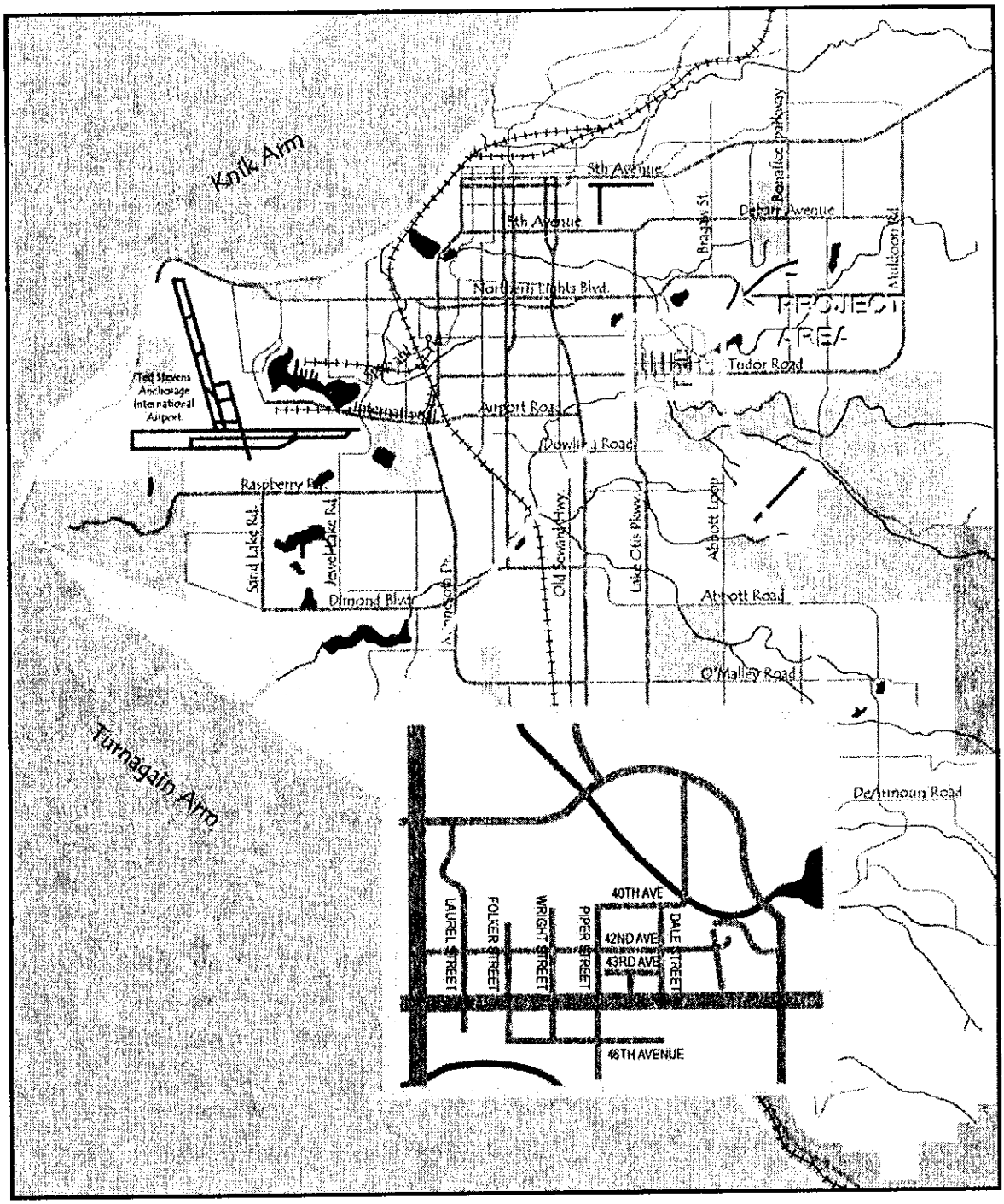

Figure 1: Study Area Location Map

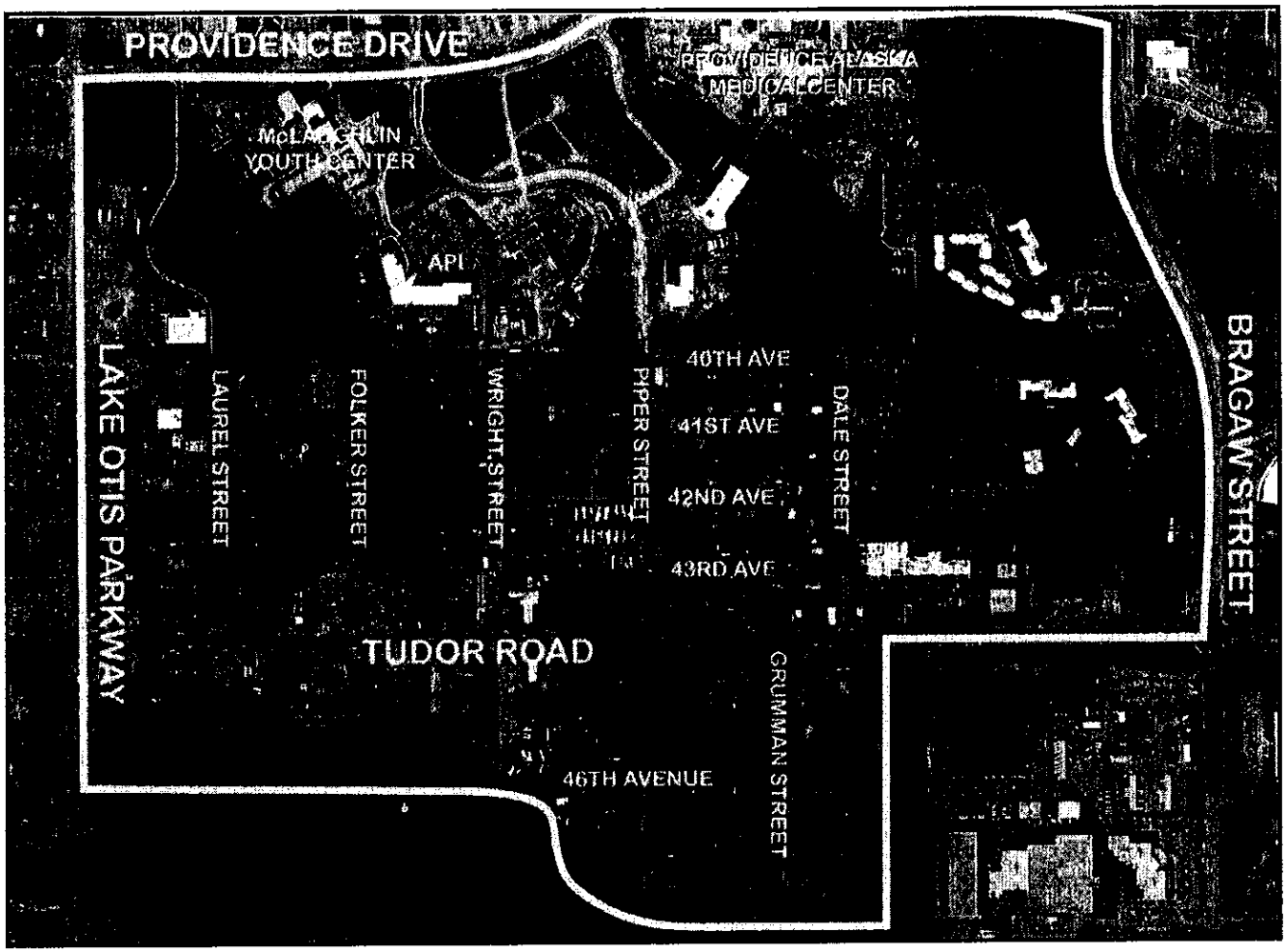

Figure 2: Study Area Vicinity Map

2.0 EXISTING CONDITIONS

2.1 Streets

The existing road network forms an incomplete grid pattern as illustrated in Figure 3.

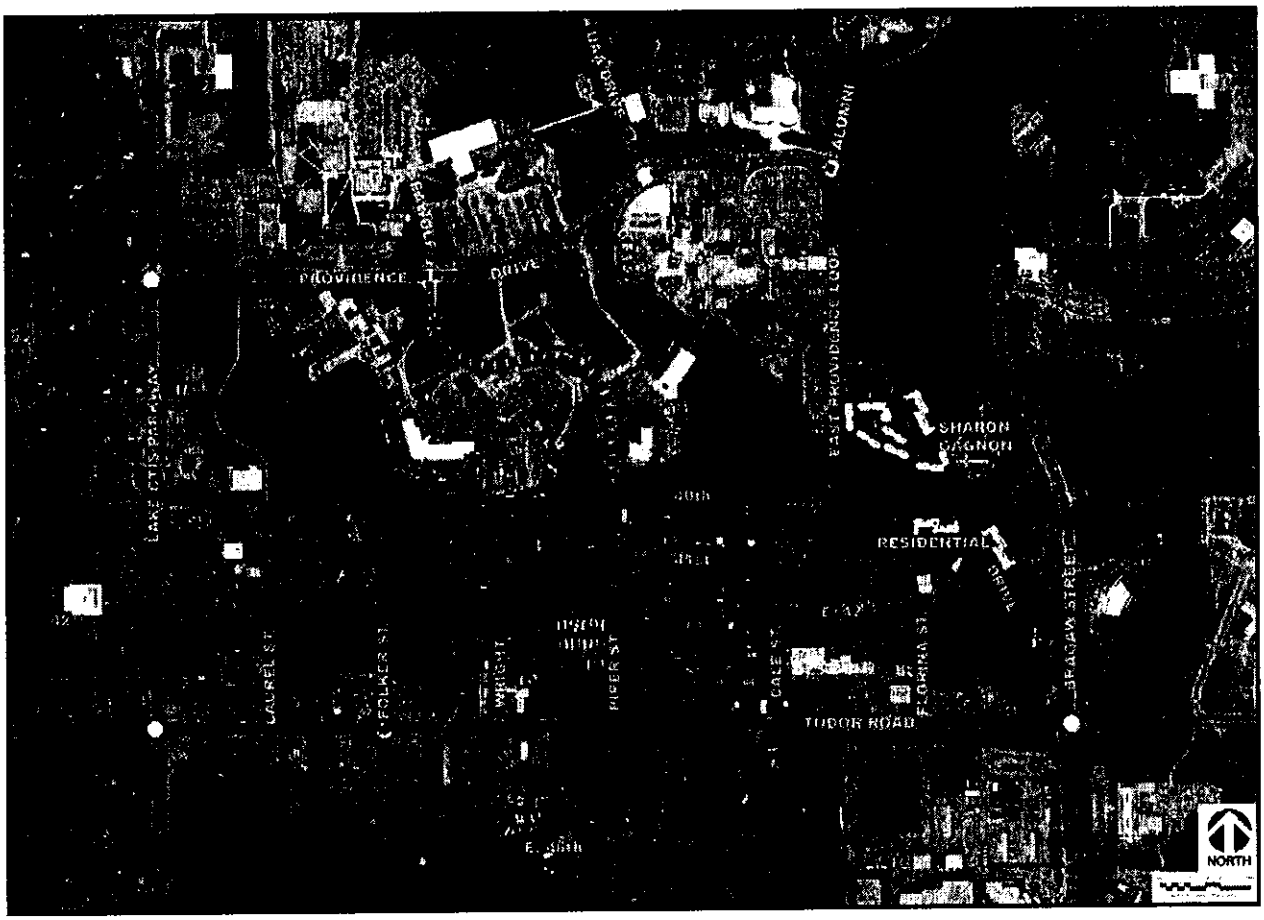

Figure 3: Road Network

2.2 Traffic Data

Traffic turning movement counts were collected at various intersections within the study area for the TRCS. Since that time the traffic patterns have changed as a result of recent projects. Selected intersections were re-counted to depict traffic patterns after these changes. The area intersection turning movement volumes are shown in Figure 4.

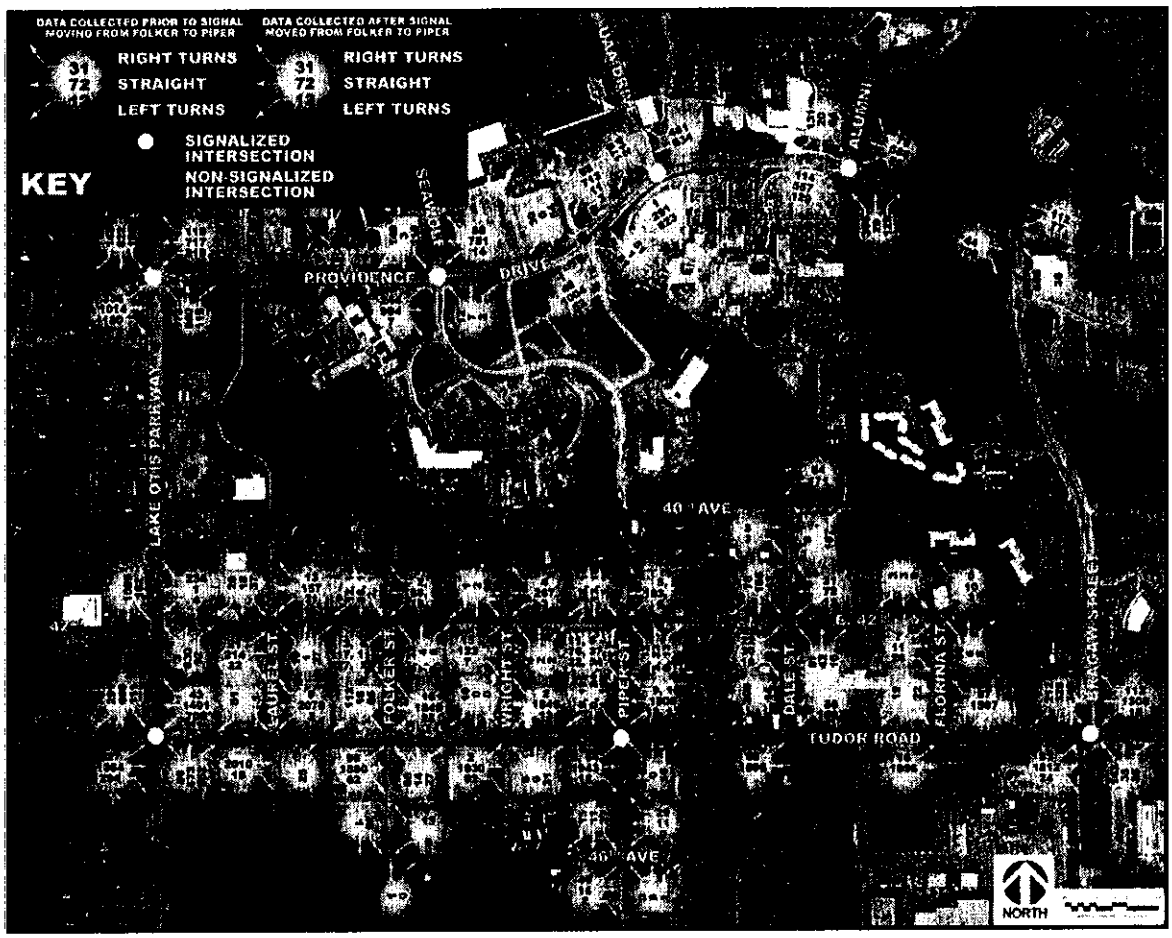

Figure 4: Area Intersection Turning Movements

The public process identified 42nd and 46th Avenues as having perceived elevated traffic speeds. Speed study data for 40th Avenue, 42nd Avenue, 46th Avenue, and Dale Street are shown in Table 1.

Table 1: 85th Percentile Speeds

Roadway	Posted Speed	85th Percentile Speed
40th Avenue	25 mph*	21 mph
42nd Avenue	25 mph	29 mph
46th Avenue	25 mph	29 mph
Dale Street	25 mph	24 mph

* miles per hour

The 2004 annual average daily traffic (AADT) volumes are shown in Figure 5.

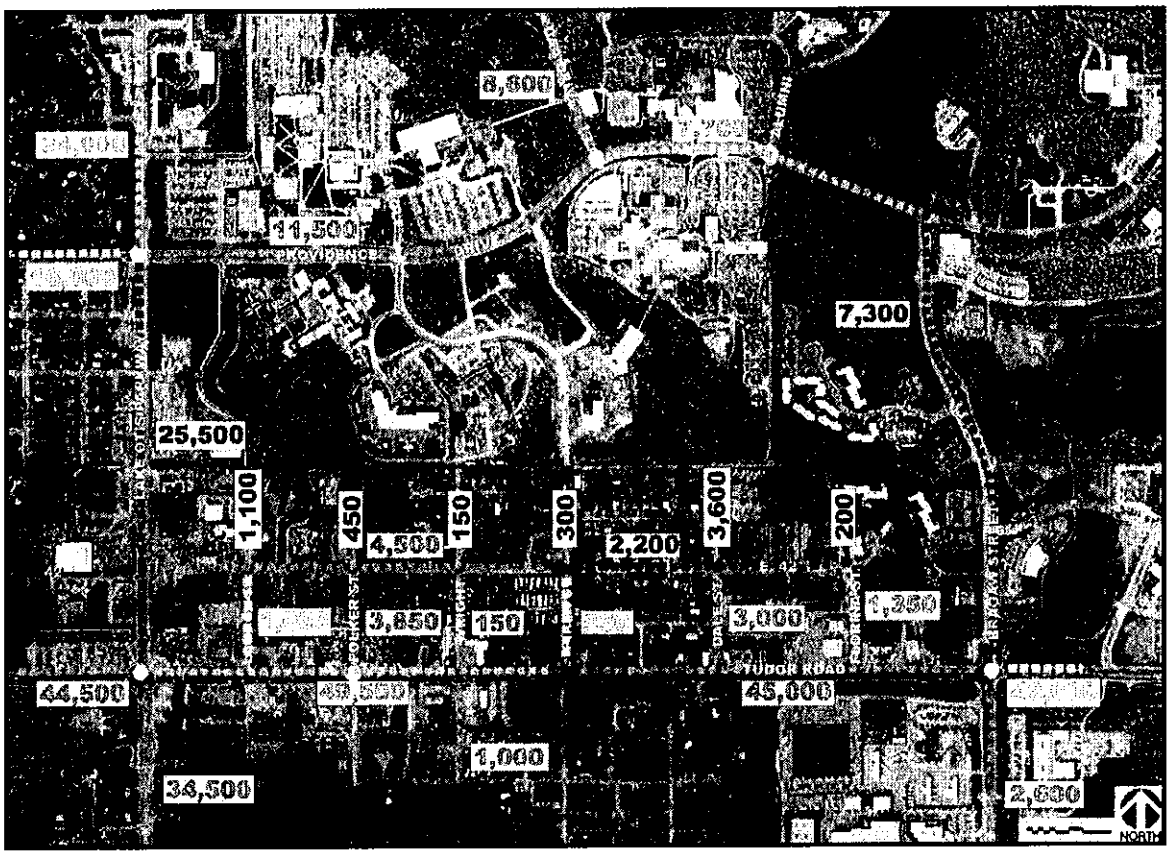

Figure 5: 2004 Study Area Annual Average Daily Traffic

2.3 Transit Routes

The existing transit routes in the area are limited to the arterial roads. There are several routes that serve the area on Providence Drive, Bragaw Street, Tudor Road, and Lake Otis Parkway. There are currently no public transit routes on the collector streets or local roads within the study area. Consultation with Public Transportation Department Staff indicated no plans to route buses on the collector or local streets in the foreseeable future.

2.4 Recent Modifications to the Area Road Network

Since completion of the TRCS in April 2005, several projects have begun or been completed in the area that affect traffic patterns including:

- The extension of Piper Street from 40th Avenue to Providence Drive (complete),
- The extension of Laurel Street from 40th Avenue to Providence Drive (complete),

- The relocation of the traffic signal from the Tudor Road/Folker Street intersection to the Tudor Road/Piper Street intersection (complete), and

- The upgrade of Piper Street from Tudor Road to 40th Avenue (in progress, scheduled 2006 completion).

All of these changes were identified as possible future projects or recommended improvements in the TRCS (DOWL Engineers, 2006).

3.0 PUBLIC INVOLVEMENT

The public involvement process was a major component of this project. Public comments were collected previously through the public process for the TRCS. This project attempted to collect community input focused on traffic calming in the neighborhoods. Public input for this project was solicited through public meetings, a CAC, meeting with agency representatives, and through regular project updates at the University Area Community Council (UACC) and the Campbell Park Community Council (CPCC) meetings. Project staff also developed a project website where the public could submit comments, track the progress of the project, and review meeting minutes and meeting presentation information. Table 2 is a summary of the public involvement activities.

Table 2: Public Involvement Activities

Activity	Date
Public Scoping Meeting	November 3, 2005
CAC Meeting #1	November 7, 2005
CAC Meeting #2	December 14, 2005
CAC Meeting #3	January 17, 2006
Agency Meeting	January 27, 2005
Public Meeting #2	February 8, 2006
CAC Meeting #4	February 22, 2006

3.1 Citizens Advisory Committee

A CAC made up of six area residents was established to represent the area's various viewpoints and concerns. CAC members were selected from a list of names nominated by the community councils in the study area. The CAC met on a monthly basis during the project to review progress and provide input.

3.2 Agency Involvement

The Anchorage Police Department, Anchorage Fire Department, Emergency Services, Street Maintenance, and Public Transportation Department officials were invited to attend the monthly CAC meetings to give their input and perspective on proposed traffic calming measures.

The agency representative's primary comments are summarized below.

- Street Maintenance - Ensure that changes in roadway alignments and profiles are well marked to facilitate snow removal. Provide adequate snow storage areas along improved roads.
- Fire - Ensure that roads and intersections are designed to accommodate fire trucks.
- Transit - While there are no current plans for transit routes in the area, design roads and intersections to accommodate buses in the future.

4.0 TRAFFIC CALMING PRINCIPLES

4.1 General

The Institute of Transportation Engineers' (ITE) Traffic Calming State of the Practice (Ewing, 1999) defines traffic calming as "Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes in the interest of public safety and livability."

The ITE definition specifically excludes non-engineering measures such as modifying street appearance to decrease vehicle speeds, increased traffic enforcement, and educating the residents about the actual verses perceived traffic volumes and speeds.

The traffic calming principles employed in this study are in accordance with ITE, the Municipality of Anchorage (MOA) Traffic Calming Protocol Manual (TCPM), and the Draft Traffic Calming Policy Manual and includes recommendations for both engineering and non-engineering traffic calming measures.

4.2 Applicability and Procedures

The TCPM outlines the traffic calming principles, including applicability and procedures, for recommending traffic calming measures for roadways within the MOA. Table 3 shows the application guidelines for the various traffic calming measures (TCPM, Table 5).

Table 3: Traffic Calming Application Guidelines (TCPM, 2001)

Traffic Calming Application Guidelines			
Traffic Calming Measure	**Street Classification**		**Other Restrictions**
	Neighborhood Collectors	**Local Streets**	
Volume Control Measures			
Full Closures	No	May be suitable	
Half Closures Diagonal Diverters Forced Turn Islands	No	500-5,000 vpd* ≥ 25% non-local traffic	
Vertical Speed Control Measures			
Speed Humps	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph Not on primary emergency routes or bus routes		Grade ≤ 8%
Speed Tables Raised Crosswalks Raised Intersections	Daily volume ≤ 10,000 vpd Posted speed ≤ 25 mph Not on primary emergency response routes		Grade ≤ 8%
Horizontal Speed Control Measures			
Traffic Circles	Daily volume ≤ 5,000 vpd Posted speed U 25 mph		Grade ≤ 10%
Roundabouts (one circulating lane)	Daily volume ≤ 15,000 vpd Posted speed U 25 mph	No	Grade ≤ 6%
Lateral Shifts	Daily volume ≤ 20.000 vpd Posted speed ≤ 25 mph		
Two-Lane Chicanes Realigned Intersections	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph		Grade ≤ 8%
One-Lane Chicanes (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 25 mph		
Narrowings			
Neckdowns Center Island Narrowings Two-Lane Chokers	Daily volume ≤ 20,000 vpd Posted speed ≤ 25 mph		
One-Lane Chokers (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 25 mph		
Combined Measures	Subject to limitations of component measures		

* vpd: volume per day

The design alternatives suggested in this study are essentially traffic calming techniques that have been successfully implemented in Anchorage and other communities. They have been adapted to meet the specific needs of the area. All traffic calming measures shown in Table 3

were considered for resolving the transportation issues in the study area. For definitions and examples of specific traffic calming treatments, please refer to the TCPM.

5.0 TRAFFIC CALMING ISSUES

Several transportation issues were identified within the study area based on input from the community, public agencies, and the field observations of project staff. The numerous comments and concerns received from the public are detailed in Appendix A and summarized by location as described below.

Based on the traffic data collected and the input received, the traffic calming study was refined to focus on the following road corridors:

- 42nd Avenue (Lake Otis Parkway to Florina Street)
- 40th Avenue (Dale Street to Piper Street)
- 46th Avenue (Folker Street to Piper Street)
- Folker Street (48th Avenue to 42nd Avenue)
- Piper Street (Tudor Road to 48th Avenue)
- Dale Street (40th Avenue to Tudor Road)

Additionally, the study evaluated the following specific intersections and pedestrian generators:

- Piper Street/40th Avenue Intersection
- Dale Street/40th Avenue Intersection
- Dale Street/42nd Avenue Intersection
- Dale Street/Tudor Road Intersection
- Folker Street/Tudor Road Intersection

- The Anchorage Rescue Mission

5.1 42nd Avenue

5.1.1 Existing Conditions

42nd Avenue is a strip-paved road that extends from Lake Otis Parkway to Florina Street. The development along 42nd Avenue west of Folker Street is predominantly medical services, and east of Folker Street is mixed density residential. The connection to Lake Otis Parkway makes 42nd Avenue an attractive cut-through route for traffic attempting to avoid the Lake Otis Parkway/Tudor Road intersection.

5.1.2 Concerns/Issues

The most common concerns identified during the public process for this street are the lack of pedestrian accommodations, the amount of cut-through traffic, and perceived high traffic speeds.

5.1.3 Analysis

42nd Avenue has relatively high pedestrian use. The medical facilities such as the Horizon House and the density of residential development both generate pedestrians. The Anchorage School District (ASD) school bus routes also have several stops on 42nd Avenue contributing to pedestrian volumes.

Pedestrian counts conducted in November 2005 identified 18 pedestrians/bicyclists using 42nd Avenue near Piper Street. The summer pedestrian demand is expected to be higher.

Through random origin-destination (O/D) studies, the cut-through traffic volume was observed at approximately 21 percent during the peak hour. The majority of the cut through traffic was between Lake Otis Parkway and Folker Street. At the time of the O/D count, a traffic signal existed at Folker Street and Tudor Road. A new O/D count has not been completed since the relocation of the signal to the Piper Street and Tudor Road intersection. We expect that cut through traffic will continue to be a concern for residents. With the signal moved two blocks east, the predicted cut-through route extends further into the residential area, increasing traffic on portions of 42nd Avenue that were previously less impacted by cut-through traffic. Also, by moving the signal further east, potential cut-through drivers may

perceive even more benefit to using 42nd Avenue as they can avoid Tudor Road traffic for two more blocks, increasing the percentage of cut through traffic.

A radar spot speed study on 42nd Avenue indicated an 85th percentile speed of 29 mph; 4 mph over the posted speed limit. This value is within the range typically seen on streets that are posted at 25 mph. An observer may perceive the vehicle speeds as being excessive due to the narrow roadway and lack of sidewalks. The frequent stop-controlled intersections and poor road conditions are likely keeping the speeds reduced.

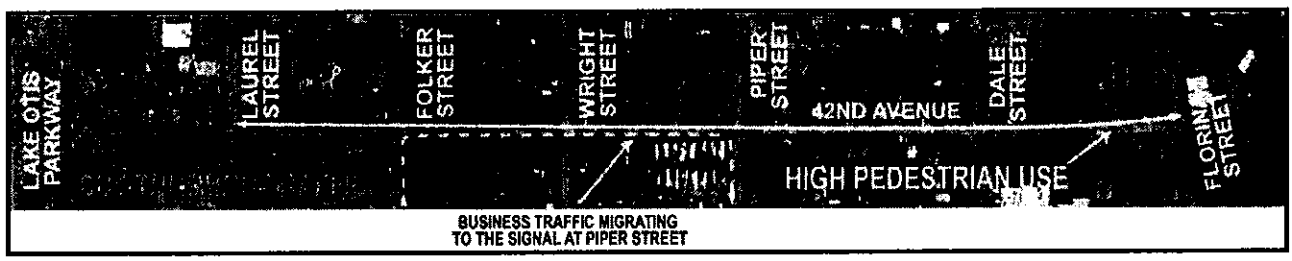

Figure 6: 42nd Avenue Conditions/Concerns

5.1.4 Possible Alternatives

The following measures were considered for 42nd Avenue:

- No action,
- Installation of pedestrian facilities, possibly separated from vehicular traffic to improve pedestrian safety,
- Upgrade of 42nd Avenue to urban street standards to better accommodate the existing and future traffic demands,
- Installation of chokers, raised intersections, or traffic circles at intersections to reduce traffic volumes, speeds, and cut-through traffic, and
- Installation of a diverter at the 42nd Avenue/Folker Street intersection to eliminate cut through traffic and separate the residential area from the medical development. A 40th Avenue extension from Piper Street to Lake Otis Parkway would be needed in conjunction with the diverter to provide the necessary east/west neighborhood traffic movement.

5.1.5 Evaluation

Figure 7 compares the advantages and disadvantages of the considered alternatives.

Key ○ Low, Unlikely, No ◒ Mid, Moderate, Possible ● High, Likely, Yes N/A Not Applicable **Treatment**	**Minimize Cost**	**Speed Reduction**	**Volume Reduction**	**Safety Improvement**	**Pedestrian/ Bicycle Improvement**	**Maintain Access to Surrounding Areas**	**Reduces Cut-through Traffic**	**Minimizes Impacts To School Buses**	**Minimizes Impacts to Emergency Access**	**Minimizes Impacts on Maintenance**
No Action	●	○	○	○	○	●	○	●	●	◒
Pedestrian Facilities	◒	○	○	●	●	●	○	●	●	◒
Upgrade to Urban Standards	○	○	○	◒	◒	●	○	●	●	●
Chokers	◒	●	◒	◒	●	●	◒	◒	◒	◒
Raised Intersection	◒	●	◒	◒	●	●	◒	◒	◒	◒
Traffic Circles	◒	●	◒	◒	◒	●	◒	○	○	◒
Diverter at Folker Street	◒	●	●	●	●	◒	●	◒	◒	◒

Figure 7: Evaluation of 42nd Avenue Alternatives

5.2 40th Avenue

5.2.1 Concerns/Issues

Based on public input and staff research, the major issues with 40th Avenue between Piper Street and Providence East Access Road are vehicle speeds, vehicle volumes, and the lack of pedestrian accommodations. With the continued development of the Providence Southwest campus, 40th Avenue will likely see an increase in traffic routing to/from Providence East Access Road (privately owned). Pedestrians frequently cross 40th Avenue at Piper Street and at the Dale Street intersection to access trails north. Residents also report a noticeable number of vehicles that disregard the stop-control at the Dale/40th intersection.

5.2.2 Existing Conditions

Currently, 40th Avenue extends from Piper Street to the Providence East Access Road. The majority of the roadway consists of a 20-foot-wide strip of asphalt without curbs or sidewalks. The road serves residential development on the south side. The north side is bordered by the Providence Hospital property. No driveways exist on the north side of the street.

The 40th Avenue/Piper Street intersection is a 3-way intersection with chokers that were installed as part of the Piper Street improvements in 2005. The road reserve to the west of Piper Street is located 30 feet north of the existing right-of-way (ROW) to the east of Piper

Street (see Figure 8). There is a public use easement in the northeast quadrant of the intersection that was intended to allow 40th Avenue to be shifted to align the approaches. All of the approaches have 60 feet of ROW width except for the 80-foot southern approach.

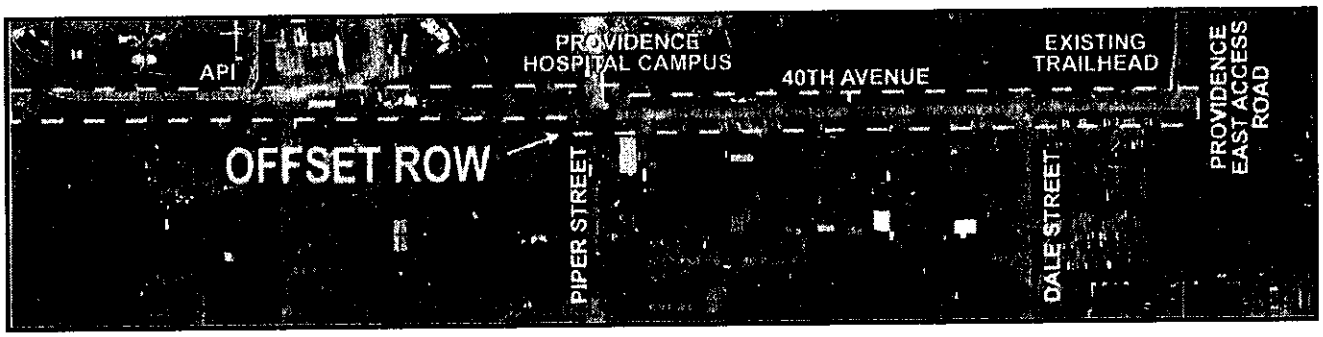

Figure 8: 40th Avenue Existing Conditions

The 40th Avenue/Dale Street intersection has three approaches, all of which are stop-controlled. Prior to the extension of Piper Street and the relocation of the traffic signal to Piper Street, the predominant movements were northbound right and westbound left, with very little traffic using 40th Avenue west of Dale Street. With the new signal at Piper Street, the traffic pattern is changing, resulting in more traffic on 40th Avenue headed for Piper Street rather than Dale Street.

5.2.3 Analysis

Three main issues require analysis on 40th Avenue: 1) Evaluation of 40th Avenue as a collector roadway and its possible expansion to Lake Otis Parkway, 2) evaluation of the 40th Avenue/Piper Street intersection, and 3) evaluation of the 40th Avenue/Dale Street intersection.

40th Avenue a Collector Road. What was once a quiet, residential street has seen an increase in non-residential traffic in recent years. The Providence East Access Road provides vehicular access to the Hospital Campus just east of Dale Street (see Figure 8). This "backdoor" access has resulted in hospital related traffic using both 40th Avenue and Dale Street. The recent relocation of the Tudor Road/Folker Street signal to the Tudor Road/Piper Street intersection and the possible extension of 40th Avenue from Piper Street to Lake Otis Parkway could result in more traffic using 40th Avenue to enter and exit the U-Med area. This section of 40th Avenue is straight and flat with no geometric features to encourage

slower travel speeds. However, the 85th percentile speeds do not indicate that a speeding problem exists at this time (see Table 1). A trailhead near the Dale Street/40th Avenue intersection attracts pedestrian traffic, though no dedicated pedestrian facilities exist along the roadways.

Existing and planned development at Providence Alaska Medical Center and at University of Alaska Anchorage (UAA) led to the reservation of the 40th Avenue ROW west of Piper Street in 2004. Based on review of the proposed development and area master plans, traffic volumes generated at Providence and UAA could increase by more than 1,200 vehicles per hour during the evening peak hour. This increase will require additional capacity beyond the existing infrastructure to prevent neighborhood cut-through and to accommodate the traffic at a reasonable level of service.

40th Avenue/Piper Street Intersection. The 40th Avenue/Piper Street intersection is stop-controlled for westbound traffic. Under current conditions, this provides adequate operation of the intersection. As the expansion of the U-Med area continues, the minor street approach delay will increase with Piper Street projected to carry approximately 5,000 vehicles per day in 2016. If 40th Avenue is extended, the configuration of the intersection will need to be modified to maintain an acceptable level of service.

40th Avenue/Dale Street Intersection. The majority of the traffic traveling through the 40th Avenue/Dale Street intersection is traveling to or from the U-Med district. Prior to the installation of the signal at Piper Street, 13 percent of the intersection traffic continued westbound through this intersection; the majority of drivers choosing to use Dale Street to access Tudor Road. Traffic counts taken after the signal installation show that through traffic increased from 13 percent of the intersection volume to 24 percent. This redistribution of traffic is indicative of motorists choosing to use Piper Street to access Tudor Road rather than Dale Street, even though it is two blocks out of the way. From a safety standpoint at the Dale Street/Tudor Road intersection, this redirection of traffic is a positive outcome, however, residents of 40th Avenue view the additional traffic on 40th Avenue as a negative impact.

The predominance of the right-turns from the northbound approach leads westbound drivers to anticipate/expect Dale Street traffic to turn right (see Figure 9). This anticipation results in

near misses when the occasional northbound left-turning vehicle enters the intersection. The disregard for the eastbound stop control was observed in the field by project staff while performing traffic counts in the area.

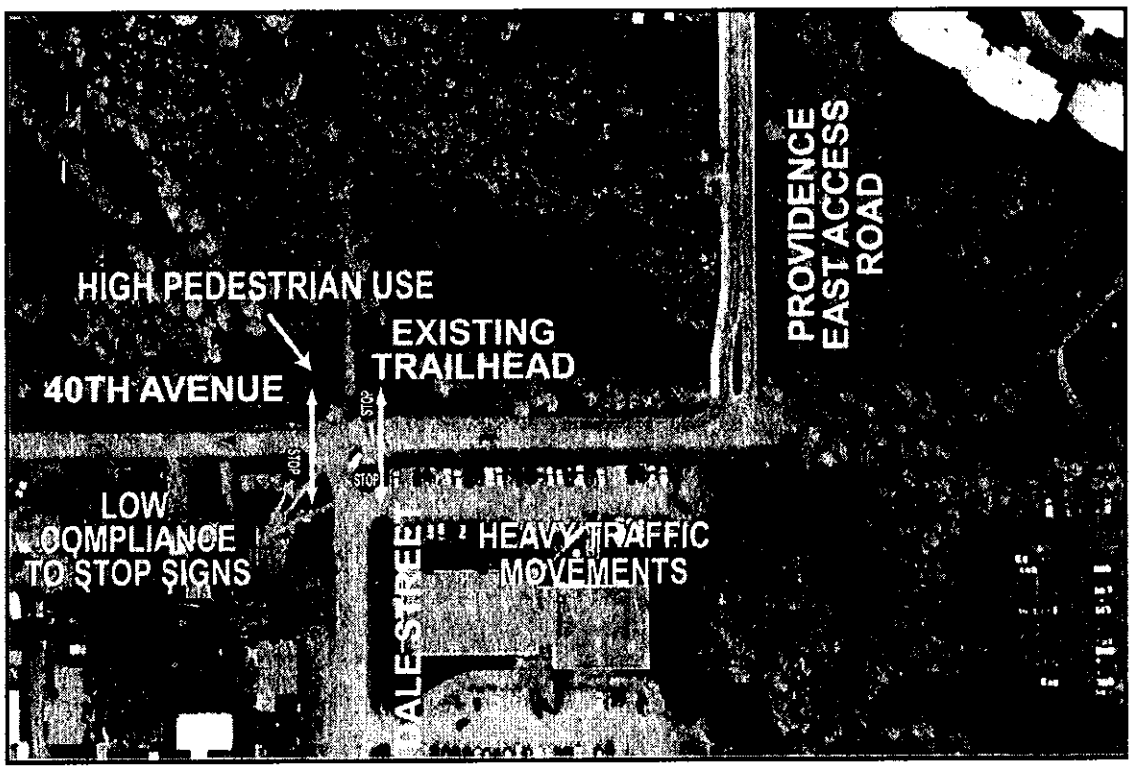

Figure 9: 40th Avenue/Dale Street Conditions/Concerns

5.2.4 Possible Alternatives

The following alternatives were considered on 40th Avenue:

- No action,
- Installation of speed humps at mid-block locations to reduce travel speeds and discourage cut through traffic,
- Installation of chicanes to breakup the straight street and reduce travel speeds and cut-through traffic,
- Installation of separated sidewalks or pathways along 40th Avenue,
- Extension of 40th Avenue from Piper Street to Lake Otis Parkway,

- Realignment of 40th Avenue at Piper Street to allow for a traditional four-way intersection,
- Installation of a roundabout or traffic circle at Piper Street to allow for a future extension of 40th Avenue,
- Installation of chokers at Dale Street to reduce the pedestrian crossing distance and improve visibility of signage,
- Installation of a raised intersection or crosswalk at Dale Street to enhance pedestrian crossing safety and slow vehicles, and/or
- Installation of a roundabout or traffic circle at Dale Street to reduce vehicle conflicts.

5.2.5 Evaluation

Figure 10 compares the advantages and disadvantages of the considered alternatives.

Key ○ Low, Unlikely, No ◒ Mid, Moderate, Possible ● High, Likely, Yes N/A Not Applicable	Minimize Cost	Speed Reduction	Volume Reduction	Safety Improvement	Pedestrian/ Bicycle Improvement	Maintain Access to Surrounding Areas	Reduces Cut-through Traffic	Minimizes Impacts To School Buses	Minimizes Impacts to Emergency Access	Minimizes Impacts on Maintenance
Treatment										
No Action	●	○	○	○	○	○	○	N/A	●	●
Speed Humps	●	●	◒	○	○	●	◒	N/A	○	◒
Chicanes	○	●	○	○	○	●	◒	N/A	◒	◒
Separated Sidewalks	○	○	○	●	●	●	○	N/A	◒	◒
Extend 40th Avenue	○	○	○	○	●	●	○	N/A	●	◒
Realignment	◒	◒	○	●	○	●	○	◒	◒	●
Roundabout	◒	◒	◒	●	○	●	◒	◒	◒	◒
Choker at Dale Street	◒	●	◒	◒	●	●	◒	◒	◒	◒
Raised Intersection at Dale Street	◒	●	◒	◒	●	●	◒	◒	◒	◒
Roundabout at Dale Street	◒	◒	◒	●	○	●	◒	◒	◒	◒

Figure 10: 40th Avenue Evaluation of Alternatives

5.2.6 Disposition

In consideration that the 40th Avenue extension is a necessary collector level road improvement that will likely be necessary to accommodate U-Med area growth, it seems prudent to plan for it's eventuality so that the neighborhood road network is consistent with the redistribution of traffic flow that will result. Chicanes between Piper and Dale Street will

maintain through traffic and will have more laminar flow of traffic compared to speed humps. The chicanes will also be quieter than speed humps.

A roundabout at Piper Street will easily accommodate the offset in the road alignment particularly if a chicane is installed between Piper and Dale Streets. The roundabout and chicane will likely require the acquisition of additional ROW near the intersection. Since both Piper and 40th Avenue are projected to carry approximately 5,000 vehicles per day at the design year, a roundabout is preferred to stop-control since it can more efficiently move traffic at the intersection of two collector roads with similar traffic volumes. From a traffic calming perspective, the roundabout will slow traffic on Piper Street as well as 40th Avenue.

All of the evaluated traffic calming measures at Dale Street will improve the existing conditions and could be selected. However, a roundabout could encourage motorists that turn right onto Tudor Road via Dale Street to instead route to Tudor Road via Piper Street. From a traffic distribution perspective, this subtle change would be undesirable and so a choker is the preferred alternative for the Dale Street intersection. A choker has the added benefit of being able to use the curb extensions to improve the visibility of the stop signs.

5.3 46th Avenue

5.3.1 Concerns/Issues

The most common concerns, identified by the public, for this road are the lack of pedestrian accommodations and increased traffic volumes resulting from the relocation of the Tudor Road/Folker Street signal to Tudor Road/Piper Street.

5.3.2 Existing Conditions

46th Avenue is a strip-paved road that extends from Folker Street to Grumman Street. The development along 46th Avenue is mixed residential and park land.

46th Avenue, similar to 42nd Avenue, has high use by pedestrians. The density of residential development and the ASD school bus stops contribute to those pedestrian volumes.

The Campbell Creek Greenbelt to the south of 46th Avenue and the fish viewing area at the south end of Folker Street are also sources of pedestrian traffic in the area.

5.3.3 Analysis

46th Avenue has long served as a residential collector of sorts for the isolated neighborhood south of Tudor Road. This area can only be accessed from Tudor Road as there are no east-west connections to Lake Otis Parkway or Bragaw Street and Campbell Creek complicates connections to the south. With the high traffic volumes on Tudor Road, the majority of the neighborhood traffic collects on 46th Avenue and migrates to the traffic signal for an opportunity to enter Tudor Road. Until the fall of 2005, that signal was located at Folker Street, but is now located at Piper Street. With the relocation of the signal, the left-turns from Folker Street onto Tudor Road were prohibited. This change resulted in a redistribution of traffic on 46th Avenue (see Figure 11). Instead of a westerly flow with volumes heavier near Folker Street, there is an easterly flow with volumes heavier near Piper Street. Much of the commercial traffic that formerly used the Folker Street signal to turn left onto Tudor Road now travels to Piper Street via 46th Avenue. Based on traffic counts taken after the relocation of the signal, about 15 percent of the commercial traffic (approximately 35 vehicles during the peak hour) was observed using 46th Avenue to route to Piper Street.

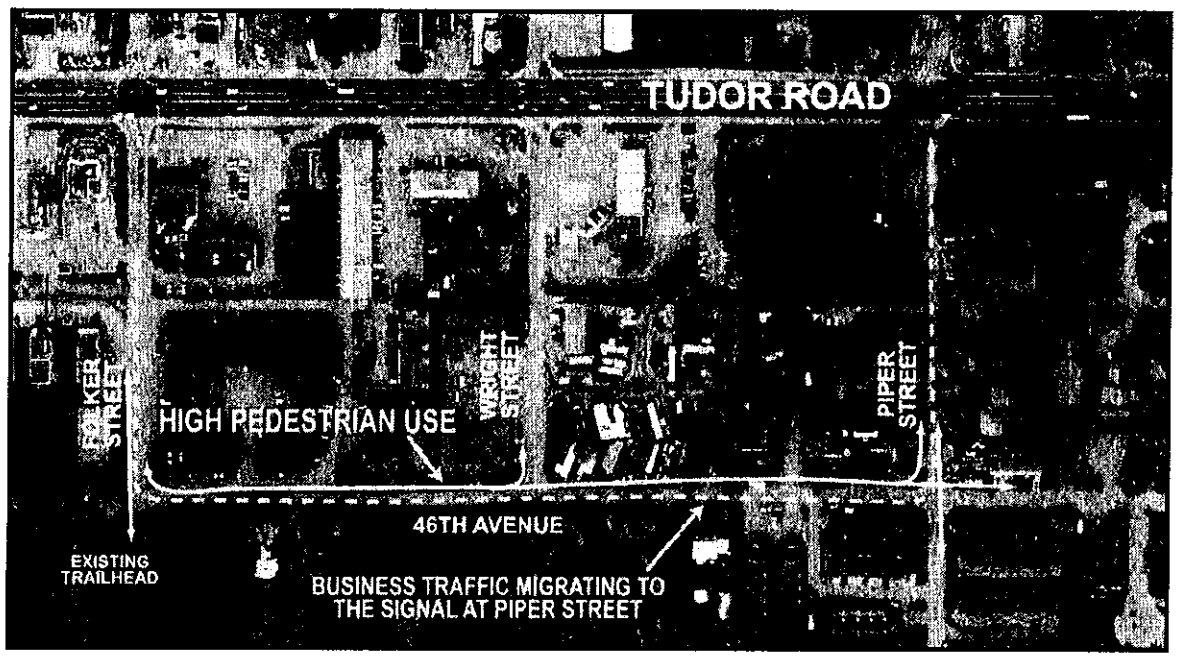

Figure 11: 46th Avenue Existing Conditions/Concerns

5.3.4 Possible Alternatives

The following measures were considered for 46th Avenue:

- No action,
- Installation of pedestrian facilities separated from vehicular traffic to improve pedestrian safety,
- Upgrade of 46th Avenue to urban street standards with new pedestrian facilities (sidewalk and trail) to better accommodate the existing traffic demands,
- Installation of chokers at intersections to reduce travel speeds, and
- Installation of raised intersections to reduce speeds.

5.3.5 Evaluation

Figure 12 compares the advantages and disadvantages of the considered alternatives.

Key ○ Low, Unlikely, No ◒ Mid, Moderate, Possible ● High, Likely, Yes N/A Not Applicable	Minimize Cost	Speed Reduction	Volume Reduction	Safety Improvement	Pedestrian/ Bicycle Improvement	Maintain Access to Surrounding Areas	Reduces Cut-through Traffic	Minimizes Impacts To School Buses	Minimizes Impacts to Emergency Accesses	Minimizes Impacts on Maintenance
Treatment										
No Action	●	○	○	○	○	●	○	●	●	◒
Separated Sidewalks	○	○	○	●	●	●	○	●	●	◒
Upgrade to Urban Standards	○	○	○	◒	○	●	○	●	●	●
Chokers	◒	●	○	◒	●	●	○	◒	◒	◒
Raised Intersection	◒	●	○	◒	●	●	○	◒	◒	◒

Figure 12: Evaluation of 46th Avenue Alternatives

5.4 Piper Street

5.4.1 Concerns/Issues

Public concerns for this segment relate primarily to the lack of pedestrian facilities and that the segment of Piper Street south of Tudor Road was not upgraded to accommodate the increase in vehicular traffic associated with the new traffic signal.

5.4.2 Existing Conditions

Driven by area development and, to some extent, the newly relocated signal, it is expected that the AADT on Piper Street north of Tudor Road will be in excess of 5,000 and south of Tudor Road will be approximately 1,500. Volume and speed data was not collected for Piper Street, since the on-going construction makes it impossible to collect the data.

The portion of Piper Street south of Tudor Road is a narrow strip paved roadway without pedestrian accommodations. An ASD bus stop exists near the 4-way intersection of Piper and 46th Avenue and the possibility of conflicts between the pedestrian and vehicular traffic is a concern of the area residents. Piper Street rises uphill from Tudor Road limiting sight distance and complicating the approach to the signalized intersection in winter conditions. On-street parking along Piper Street is uncontrolled and increases congestion along the corridor. Piper Street is a pedestrian corridor between the Campbell Creek Greenbelt and the University trail systems. An existing trailhead connects to the Campbell Creek trail system at the southern terminus of Piper Street.

5.4.3 Analysis

While the section of Piper Street north of Tudor Road is in the process of being upgraded, the section to the south (beyond the signal channelization) remains a strip-paved section. This segment of Piper Street will see a significant increase in traffic volume queuing at the new signal. The on-street parking that occurs on Piper further reduces the already narrow travel width. Additional parking conflicts include vehicles blocking driveways and restricting sight distance. Pedestrian use of the Piper Street corridor will continue to increase as users discover the signalized crossing of Tudor Road and the sidewalks along Piper Street north of Tudor Road.

5.4.4 Possible Alternatives

The following alternatives were considered on Piper Street:

- No action,
- Improving the roadway section to better accommodate the traffic volumes (urban standards),
- Installation of separated sidewalks or pathways to accommodate the pedestrian traffic,
- Installation of chokers to reduce speeds and to make this segment of Piper Street consistent with the section to the north,
- The use of chokers and/or chicanes to delineate on-street parking areas, and
- Extend the pathways/sidewalks to provide a connection to the existing trailhead near 48th Avenue.

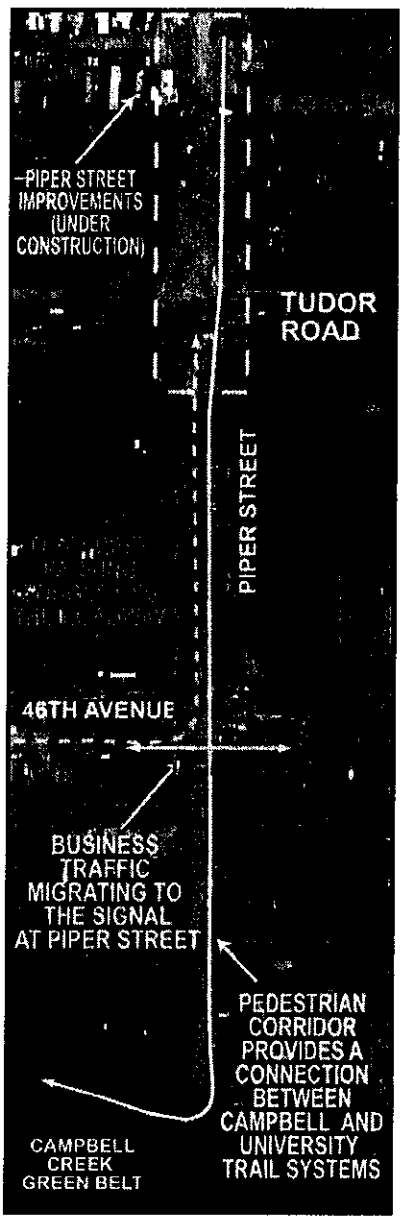

Figure 13: Piper Street Condition/Concerns

5.4.5 Evaluation

Figure 14 compares the advantages and disadvantages of the considered alternatives.

Key ○ Low, Unlikely, No ◒ Mid, Moderate, Possible ● High, Likely, Yes N/A Not Applicable Treatment	Minimize Cost	Speed Reduction	Volume Reduction	Safety Improvement	Pedestrian/ Bicycle Improvement	Maintain Access to Surrounding Areas	Reduces Cut-through Traffic	Minimizes Impacts To School Buses	Minimizes Impacts to Emergency Access	Minimizes Impacts on Maintenance
No Action	●	○	○	○	○	●	○	●	●	◒
Upgrade to Collector Standards	○	○	○	◒	○	●	○	●	●	●
Separated Sidewalks	○	○	○	◒	●	●	○	●	●	◒
Chokers	◒	●	◒	◒	●	●	○	◒	◒	◒
Chicanes	○	●	○	○	○	●	○	●	◒	◒
Extend Pathway to 48th Avenue	◒	○	○	○	●	●	○	●	●	◒

Figure 14: Evaluation of Piper Street Alternatives

5.5 Folker Street

5.5.1 Concerns/Issues

Public comments indicate that excessive traffic volumes and the lack of pedestrian crossing accommodations on Folker Street continue to be a concern after the relocation of the traffic signal, particularly with respect to the Anchorage Rescue Mission.

5.5.2 Existing Conditions

As a result of the Tudor Corridor Study, the signal at Folker Street was removed and relocated to Piper Street. A discussion of the benefits and impacts of this change in signalization is discussed in greater detail in that report. For sake of this analysis, it is important to note that this signal change also has an impact on pedestrian travel and transit in the vicinity of the Folker/Tudor intersection.

Folker Street experienced a relatively high volume of traffic when the signal was located at Tudor Road and Folker Street. Since the signal has been relocated, that traffic demand has diminished, but is still beyond what would be expected of the deteriorated, strip-paved road. With the majority of Folker Street traffic occurring between 42nd/46th Avenues and Tudor Road, there is not much opportunity for drivers to build up speed. As a result, speed studies were not conducted on Folker Street. Folker Street is also one of two pedestrian corridors

between the Campbell Creek Greenbelt and the University trail systems. An existing trailhead connects to the Campbell Creek trail system at Folker Street and 46th Avenue.

The Anchorage Rescue Mission is located on the north side of Tudor Road between Folker Street and Wright Street. The mission provides food and shelter services for the homeless. Many of the mission's clients use the public transit system to get to the facility. Those clients that are going to or from eastbound buses need to cross Tudor Road to access the mission.

5.5.3 Analysis

Folker Street is experiencing approximately 1,200 vehicles per day and the pavement section is at the end of its useful life. For many years, prior to the relocation of the signal at Tudor Road, Folker Street collected a majority of the neighborhood traffic as well as cut-through traffic from the nearby arterial roads. Relocation of the signal reduced vehicular traffic on Folker Street, however about 80 percent of the commercial traffic accessing the adjacent businesses continue to use this intersection for access.

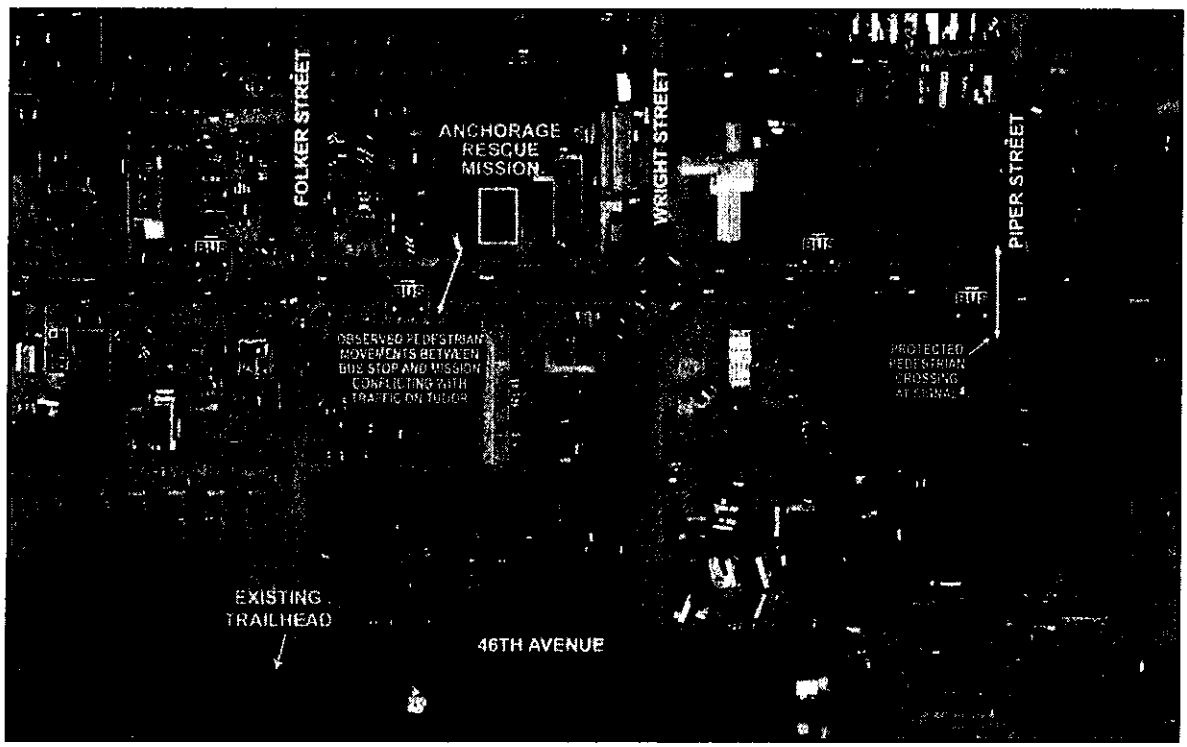

Figure 15: Anchorage Rescue Mission Conditions/Concerns

Many local area residents use the Folker Street corridor for pedestrian access to the businesses along Tudor Road and to access the commercial/medical areas west of the north end of Folker Street. This traffic, in conjunction with pedestrians traveling between the university trail systems and the Campbell Creek systems create a strong demand for pedestrian facilities along Folker Street (see Figure 16).

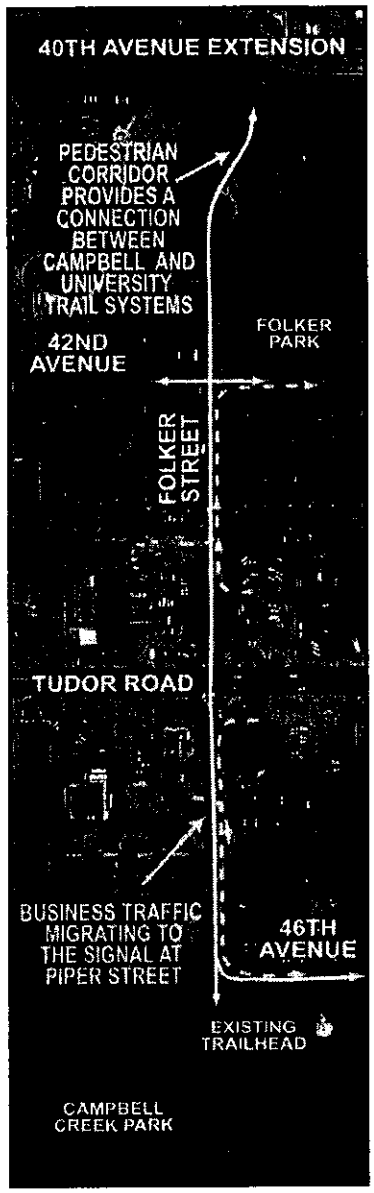

Figure 16: Folker Street Conditions/Concerns

Pedestrian traffic crossing Tudor Road to access the Anchorage Rescue Mission has been a neighborhood concern for many years. When the traffic signal was located at Folker Street, it provided an opportunity to cross without conflicting with Tudor Road traffic. However, low use of the signal persisted despite the proximity to the transit stop. Field observations indicated that 80 percent of the pedestrian traffic exiting the eastbound buses crossed at a location other than the signal (i.e. jay-walked). The installation of a pedestrian signal or grade separated crossing will likely not solve the problem, as it is a function of user behavior. To address this concern, the MOA removed the far-side, eastbound bus stop at Folker Street (see Figure 15). Riders arriving on the eastbound bus now are dropped off near the intersection with Piper Street.

5.5.4 Possible Alternatives

The following alternatives were considered to address the concerns on Folker Street:

- No action,
- Upgrading the roadway to urban standards to better accommodate the traffic volumes,

- Installation of separated sidewalks or pathways to accommodate the pedestrian traffic,

- Provide a protected pedestrian crossing with a grade separated overpass or pedestrian actuated signal,

- Prohibit mid-block crossings by installing medians with fencing to create a physical barrier,

- Relocate the Rescue Mission to a location more conducive to pedestrian traffic, and/or

- Initiate a pedestrian education program at the Anchorage Rescue Mission and elsewhere along the corridor to increase awareness of the issue and encourage use of the signalized crossing at Piper Street.

5.5.5 Evaluation

Figure 17 compares the advantages and disadvantages of the considered alternatives.

Key ○ Low, Unlikely, No ◒ Mid, Moderate, Possible ● High, Likely, Yes N/A Not Applicable	Minimize Cost	Speed Reduction	Volume Reduction	Safety Improvement	Pedestrian/ Bicycle Improvement	Maintain Access to Surrounding Areas	Reduces Cut-through Traffic	Minimizes Impacts To School Buses	Minimizes Impacts to Emergency Access	Minimizes Impacts on Maintenance
Treatment										
No Action	●	○	○	○	○	●	N/A	●	●	◒
Upgrade to Urban Standards	○	○	○	◒	◒	●	N/A	●	●	●
Separated Sidewalks	○	○	○	◒	●	●	N/A	●	●	◒
Grade Separated Crossing or Pedestrian Signal at Folker Street	○	○	○	◒	●	◒	N/A	●	●	◒
Install Median Barrier	◒	○	○	◒	●	○	N/A	●	◒	◒
Relocate the Rescue Mission	○	○	○	◒	●	●	N/A	●	●	●
Initiate Education Program	●	○	○	◒	◒	●	N/A	●	●	●

Figure 17: Evaluation of Folker Street Alternatives

5.5.6 Disposition

Pedestrian studies of the Folker Street intersection prior to signal demolition showed that the majority of pedestrians will not go out of their way to use a signalized crossing. For the same reasons, it is unlikely that a grade-separated crossing would be used enough to justify

the expense. Median barriers could be a significant deterrent to mid-block crossings but would also eliminate access to/from the adjacent businesses and would be a significant maintenance concern for snow removal and collision repairs.

Relocating the Rescue Mission to a location more conducive to pedestrian traffic could be a significant safety benefit for the users of the Rescue Mission, but would not solve the problem for everyone else along the corridor.

Educating the businesses along the corridor and using signage and landscaping that discourage mid-block crossings would have a short-term benefit until a statistical history can be accumulated and analyzed to determine the need for additional measures.

5.6 Dale Street

5.6.1 Concerns/Issues

Dale Street experiences high vehicular traffic volumes generated by access to the U-Med District via Providence East Access Road (see Figure 18). Residents expressed concern that Dale Street does not have the pedestrian facilities to accommodate the north/south pedestrian volumes on Dale Street, particularly in light of the trailhead at the intersection of Dale Street/40th Avenue.

Residents report lack of adherence to the stop signs at the 42nd Avenue/Dale Street 4-way stop intersection.

At the Tudor Road/Dale Street intersection, the primary concerns identified at this intersection are long delays and queues on Dale Street and elevated crash rates.

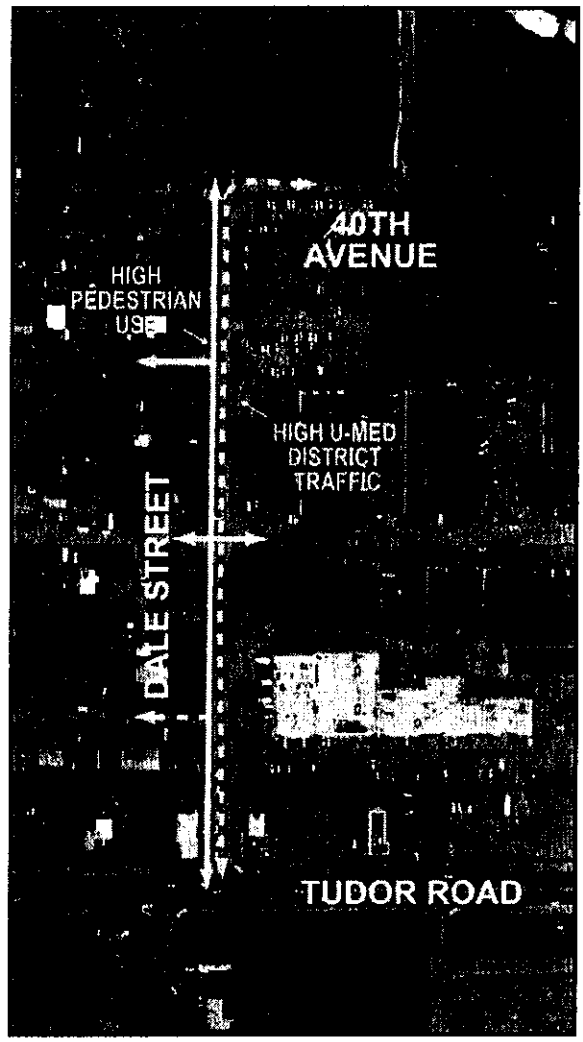

Figure 18: Dale Street Existing Conditions/Concerns

5.6.2 Existing Conditions

Dale Street is a local street that experiences high traffic volumes for the classification of road. The 2004 AADT is in excess of 3,000. The majority of that traffic is generated by the U-Med district and routes to Dale Street via Providence East Access Road. The 85th percentile speed is 25 mph. Dale Street is a 60 foot wide ROW with a 30-foot wide strip-paved road and no pedestrian accommodations.

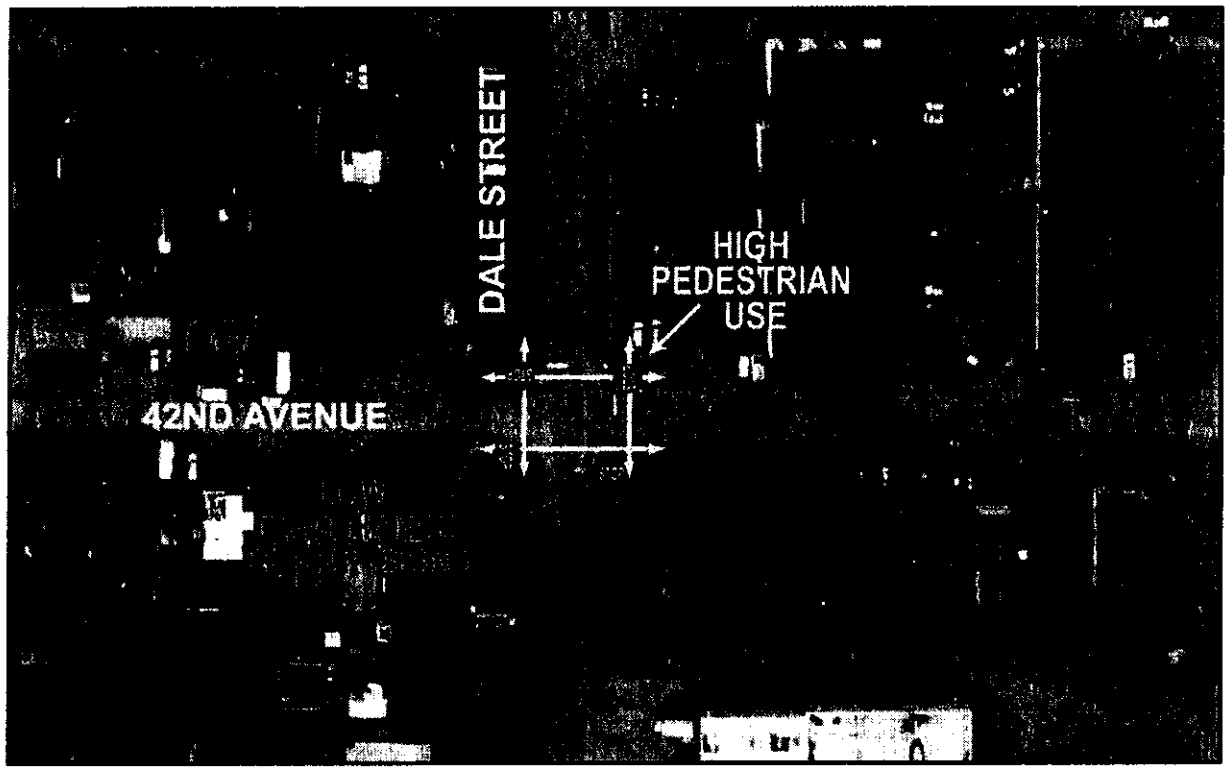

Figure 19: 42nd Avenue/Dale Street Conditions/Concerns

The intersection of 42nd Avenue/Dale Street is a 4-way stop (see Figure 19). The historical average crash rate at this intersection is 1.6 crashes/million entering vehicles (MEV). The data used to determine that rate was based on the previous two-way stop configuration of the intersection, which was changed in 2003. Statistically significant data is not yet available for the new intersection control, although it appears the number of crashes is declining.

At the Tudor Road/Dale Street intersection, the southbound approach is stop-controlled and Tudor Road is four lanes with a 2-way center left-turn lane (see Figure 20). Over 200 vehicles use the southbound approach during the p.m. peak hour – 90 percent of which is intent on turning right onto Tudor Road. The intersection collision rate is relatively low at 0.36 crashes/MEV; however, the rate for the southbound approach is 3.84 crashes/MEV, primarily due to the left-turning movements.

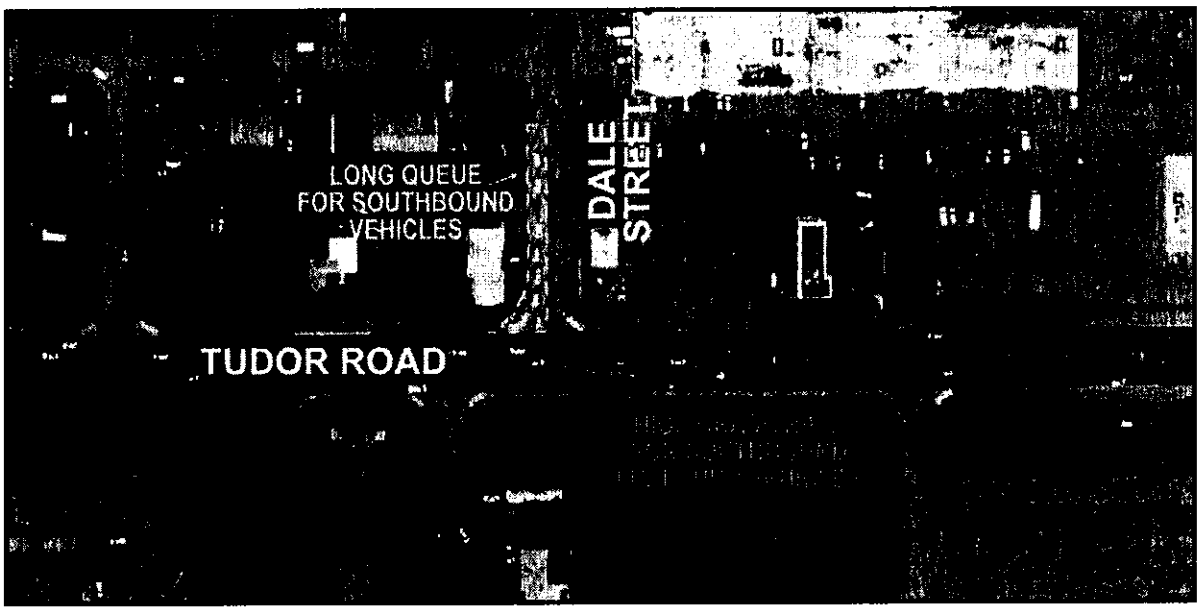

Figure 20: Dale Street/Tudor Road Existing Conditions/Concerns

5.6.3 Analysis

Approximately 75 percent of the southbound Dale Street traffic is leaving the U-Med district. Typically this type of traffic would have higher speeds compared to other local streets, but the stop signs and poor pavement condition seem to be keeping the speeds down (see Table 1, 85th percentile speed of 24 mph). The high-density residential nature of the development in/adjacent to the corridor contributes to the pedestrian traffic along Dale Street. Much of this pedestrian traffic collects on Dale Street to access the U-Med trail system.

During the evening peak hour, less than 20 vehicles choose to turn left from Dale Street onto Tudor Road due to the significant delay (level of service [LOS] F) associated with making this maneuver. The majority of motorists desiring to turn left have migrated to the new signal at Piper Street. Unfortunately, when operations deteriorate to LOS F, motorists tend to accept shorter gaps than they normally would and they tend to take greater risks.

Furthermore, the occasional left-turning vehicle obstructs the right-turning movement, particularly in winter driving conditions. From a traffic engineering standpoint, the left-turning traffic should be routed to Piper Street and the right-turning traffic should be maintained to disperse the exit points from the U-Med district and to avoid routing an additional 200+/- cars during the peak hour through residential areas to find an alternate location to access Tudor Road.

5.6.4 Possible Alternatives

The following alternatives were considered on Dale Street:

- No action,
- Upgrade the road to urban standards with pedestrian facilities on both sides of the road,
- Install separated sidewalks or pathways to accommodate the pedestrian traffic,
- Install chokers or raised intersection at 42nd Avenue to reduce the pedestrian crossing distance and keep traffic speeds low and remove the stop signs on Dale Street that are being disregarded,
- Widen the southbound approach to channelize left and right-turning traffic, and/or
- Prohibit the southbound left-turn movement by installing a median in Tudor Road. Maintain eastbound left-turn capability.

5.6.5 Evaluation

Figure 21 compares the advantages and disadvantages of the considered alternatives.

Key ○ Low, Unlikely, No ◒ Mid, Moderate, Possible ● High, Likely, Yes N/A Not Applicable **Treatment**	**Minimize Cost**	**Speed Reduction**	**Volume Reduction**	**Safety Improvement**	**Pedestrian/ Bicycle Improvement**	**Maintain Access to Surrounding Areas**	**Reduces Cut-through Traffic**	**Minimizes Impacts To School Buses**	**Minimizes Impacts to Emergency Access**	**Minimizes Impacts on Maintenance**
No Action	●	○	○	○	○	●	○	●	●	◒
Upgrade to Urban Standards	○	○	○	◒	○	●	○	●	●	●
Separated Sidewalks	○	○	○	◒	●	●	○	●	●	◒
Chokers at 42nd Ave.	◒	●	◒	◒	●	●	◒	◒	◒	◒
Raised Intersection at 42nd Ave.	◒	●	◒	◒	●	●	◒	◒	◒	◒
Channelize Southbound Turn Lanes	◒	N/A	N/A	○	N/A	●	●	N/A	●	●
Prohibit Southbound Turn Lane	●	N/A	N/A	●	N/A	◒	◒	N/A	◒	◒

Figure 21: Evaluation of Dale Street Alternatives

5.6.6 Disposition

Carrying 3,000 vehicles per day, Dale Street does not have too many years before repaving of the road and upgrade to urban street standards will be necessary. When Dale Street is reconstructed, chokers should be installed at 42nd Avenue to improve the visibility of the stop signs and to provide additional landscaping in the area to send the message to motorists that they are in a residential area.

It is clear from the crash data at Dale Street/Tudor Road, that the southbound left-turning movement is operating with a heavy delay and is resulting in motorists taking inadvisable risks. To resolve this issue, a median should be installed in Tudor Road that prohibits southbound left-turning movements but maintains all other movements.

5.7 40th Avenue East Extension

5.7.1 Concerns/Issues

This issue was not raised by the public but is discussed herein due to the need to provide additional opportunities for U-Med district traffic to travel eastward to access Bragaw Street or to travel east on Tudor Road. No east/west roads link to Bragaw Street between Tudor Road and Providence Drive. Based on existing traffic patterns, future traffic projections in

the U-Med area show that Piper Street is not adequate to carry the traffic demand for southbound to eastbound motorists.

5.7.2 Existing Conditions

The only alternatives for motorists who are traveling to east Anchorage are 1) southbound left-turn from Piper Street onto Tudor Road, and 2) Piper Street to Providence Drive and then to either Bragaw Street or UAA Drive. The future 40th Avenue extension to Lake Otis Parkway would provide a third option whereby motorists could use Lake Otis Parkway to access Northern Lights Boulevard or Debarr Road. All of these options are operating at or over capacity during the evening peak hour.

ROW does not exist for 40th Avenue to connect to Bragaw Street. The eastern end of 40th Avenue terminates at Providence East Access Road (see Figure 5). The 60 foot wide 40th Avenue ROW extends another 150 feet east of that intersection. At that point the ROW is reduced to 30 feet wide for an additional 200 feet before ending at Chester Creek. Various utility easements continue through to Bragaw Street.

5.7.3 Analysis

As development in the area continues, traffic intending to travel eastbound on Tudor Road will begin to exceed the capacity of the southbound left-turn lane at the Piper/Tudor intersection. UAA Drive is already over capacity for motorists routing to Northern Lights Boulevard. An extension of 40th Avenue to Bragaw Street would route left-turning traffic to the Bragaw Street/Tudor Road intersection that has dual left-turn lanes and greater capacity. According to the new Long Range Transportation Plan, a northern extension of Bragaw Street to Northern Lights Boulevard will be constructed in the next ten years or so, providing additional connectivity to Northern Lights Boulevard and the planned interchange at Bragaw Street/Glenn Highway. As part of the development of the Bragaw extension northward, the Municipality and the State will need to work with Providence and UAA to resolve access issues and safety concerns at the existing driveways that access Bragaw Street. Under existing traffic conditions, these driveways operate below LOS C and have elevated crash rates. Highway Safety Improvement Program projects are on-going at these driveways.

5.7.4 Possible Options

The following options were considered for extending 40th Avenue to the east:

- Option A -- This configuration would provide a direct connection to the main hospital campus and effectively serve the university student housing complex. This option utilizes a portion of the privately owned Providence East Access Road. Under this option, Providence East Access Road would be converted to a public road. Also, additional ROW will be required on the section of road that bisects the university land to connect to Bragaw Street. The segment from Providence East Access Road to Bragaw Street could be adjusted anywhere along this property in compatibility with future development plans. The primary concern is not to get too close to the Providence Drive/Bragaw Street intersection. This option was identified in the U-Med Master Plan.

- Option B -- This option would extend 40th Avenue almost due east, providing the most direct connection of all of the options evaluated. Some ROW would be required for this alignment but much less than for the other options. Under this option, a lengthy bridge would likely be required to minimize impacts to the creek and to Class A wetlands.

- Option C -- The third option would route the extension south, avoiding impacts to Chester Creek. This scenario would have private property impacts and ROW takes similar to Option A. The proposed alignment would wind between the university residence hall buildings and other residential development.

- Option D -- No action.

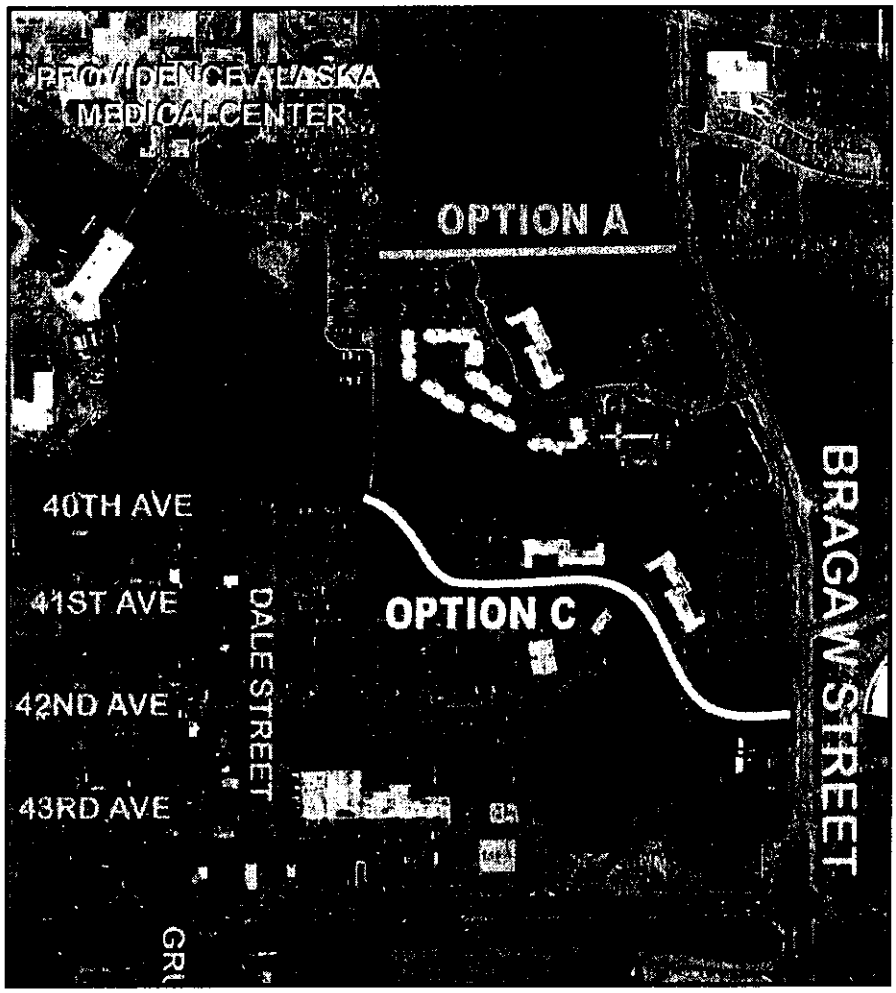

Figure 22: 40th Avenue East Extension Options

5.7.5 Evaluation

Figure 23 compares the advantages and disadvantages of the considered alternatives.

Key ○ Low, Unlikely, No ◒ Mid, Moderate, Possible ● High, Likely, Yes N/A Not Applicable	Minimize Cost	Speed Reduction	Volume Reduction	Safety Improvement	Pedestrian/ Bicycle Improvement	Maintain Access to Surrounding Areas	Reduces Cut-through Traffic	Minimizes Impacts To School Buses	Minimizes Impacts to Emergency Access	Minimizes Impacts on Maintenance
Treatment										
Option A – Northern Extension	●	N/A	◒	◒	○	●	○	●	●	◒
Option B – Straight Extension	○	N/A	◒	◒	○	●	○	●	●	◒
Option C – Southern Extension	◒	N/A	◒	◒	○	●	○	●	●	◒
No Action	●	○	○	○	○	◒	○	●	●	●

Figure 23: Evaluation of 40th Avenue East Extension Options

5.7.6 Disposition

Extending 40th Avenue East to connect to Bragaw Street would address longer-term capacity and safety concerns within the study area. Physically making that connection will present design challenges in terms of construction cost, wetland impacts, and the need for ROW. The extension faces the additional challenge of needing to reach concurrence on the ROW acquisition with two large entities, Providence and UAA, whose property is impacted by the identified extension options.

Additional considerations include the proximity of the roadway to the existing buildings and the high pedestrian usage in the area. The alignments will bring vehicular traffic near existing buildings increasing noise levels. The student housing complexes are connected with a series of pathways and the new extension may require those pathways to cross the road and/or to be rerouted.

6.0 RECOMMENDATIONS SUMMARY

This section summarizes the recommended traffic calming measures and transportation improvements that constitute the Framework Plan for the Tudor Area (see Figure 24). This plan shows the inter-relationships of the transportation improvements from an overall neighborhood perspective.

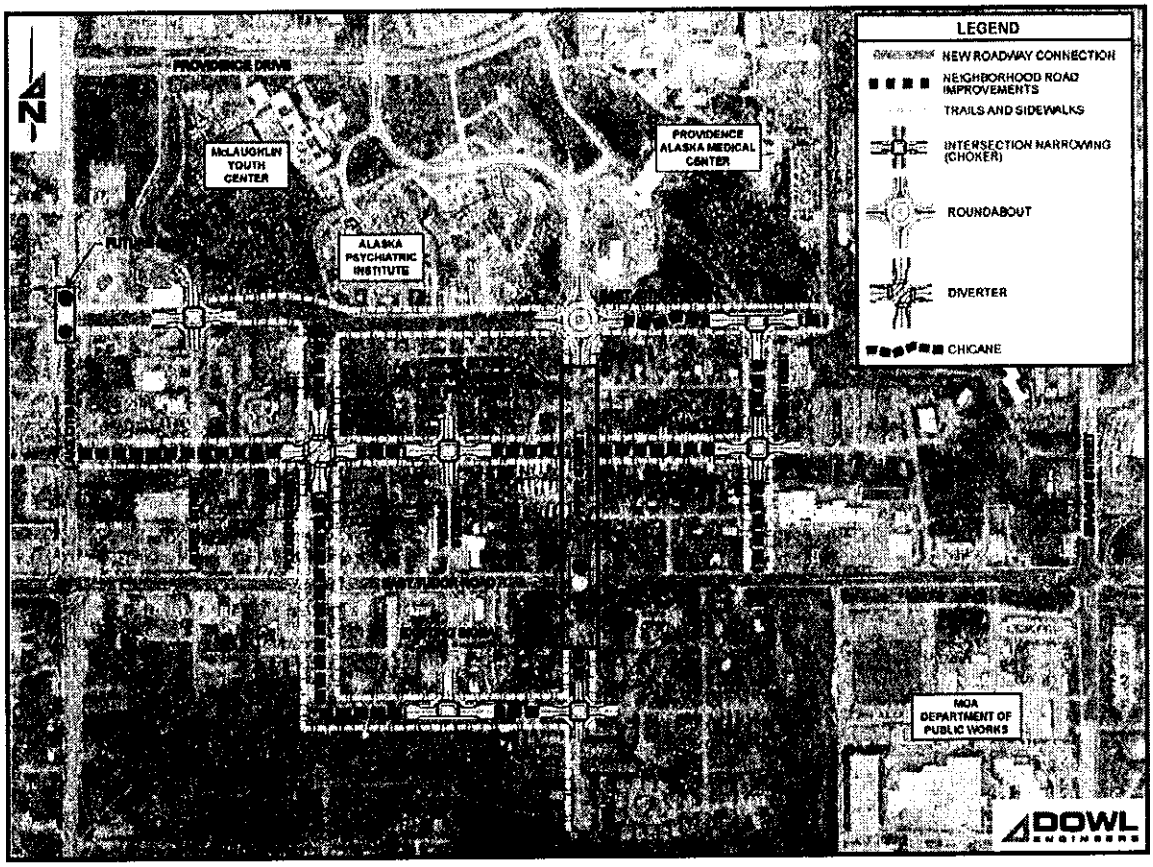

Figure 24: Traffic Calming Framework Plan

6.1 40th Avenue

The 40th Avenue recommendations consists of 1) an extension of 40th Avenue, as a collector, to Lake Otis Parkway, 2) upgrade 40th Avenue from Piper Street to Dale Street to collector standards with chicanes, 3) construction of pedestrian facilities on both sides of the road (one side being a separated trail), 4) a roundabout at the 40th Avenue/Piper Street intersection, and 5) a choker at the Dale Street/40th Avenue intersection. These improvements are estimated to cost approximately $5 million. The primary advantages of these improvements are:

- increased connectivity within the road network,
- provision for a traffic collector at the boundary between the residential and institutional development,
- ample traffic capacity at Piper Street/40th Avenue,

- improved pedestrian crossing locations,
- new pedestrian facilities that are separated from the traveled way,
- an estimated 60 percent reduction in traffic volumes and reduced speeds on 42nd Avenue, and
- prevention of high traffic speeds on 40th Avenue between Dale and Piper Streets.

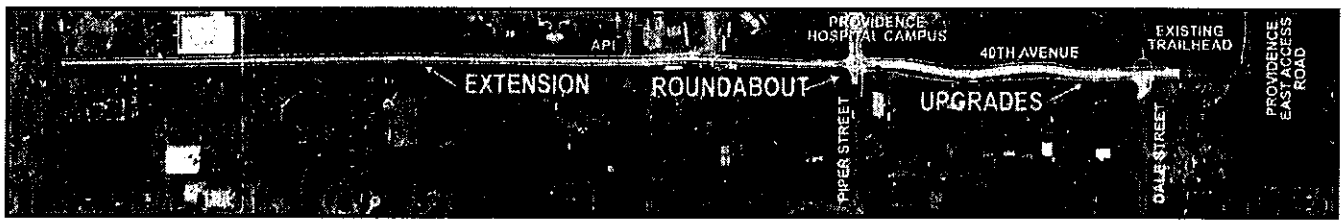

Figure 25: 40th Avenue Recommended Improvements

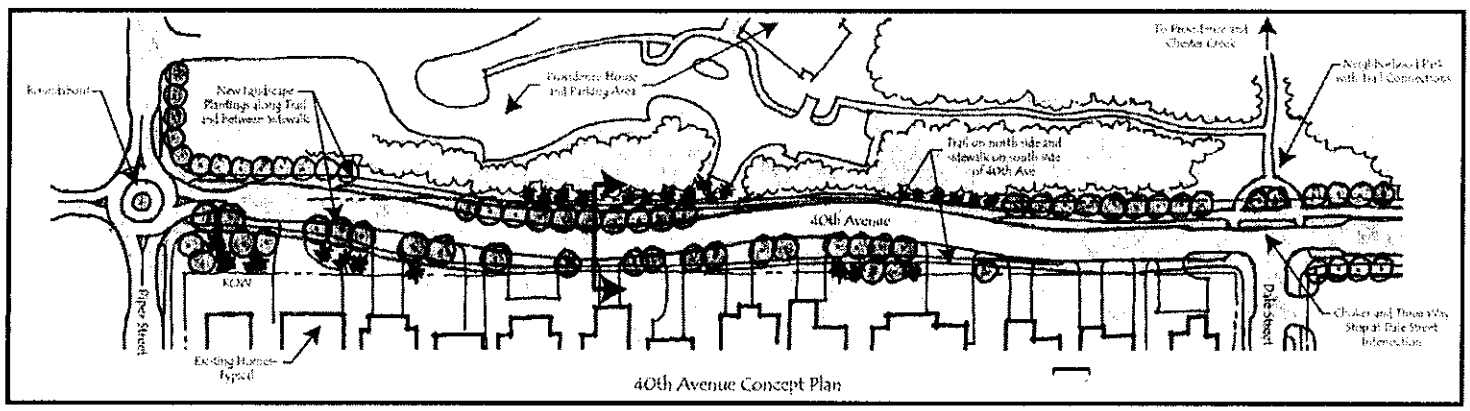

Figure 26: 40th Avenue, Piper to Dale Streets Rendering

6.2 42nd Avenue

Recommended improvements on 42nd Avenue consist of 1) upgrading the roadway to urban standards (including pathways or sidewalks on both sides of the road), 2) installation of a diverter at Folker Street, and 3) installation of chokers at the intersections as shown in Figure 27. These improvements are estimated to cost about $3.5 million and will:

- separate commercial traffic from neighborhood traffic,
- enhance pedestrian safety by separating them from vehicular traffic and shortening the crossing distances at intersections,

- dramatically reduce cut-through traffic on 42nd Avenue by routing traffic to the new 40th Avenue collector corridor, and

- reduce vehicle speeds.

This improvement to 42nd Avenue will give the residents back their neighborhood by enhancing the neighborhood livability and increasing defensible space.

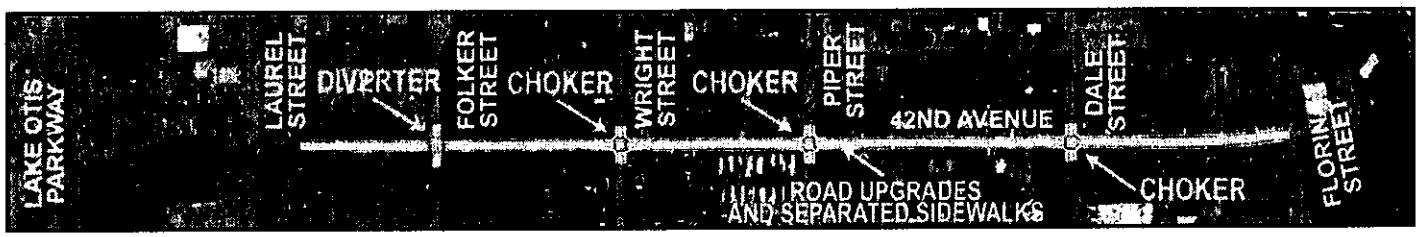

Figure 27: 42nd Avenue Recommended Improvements

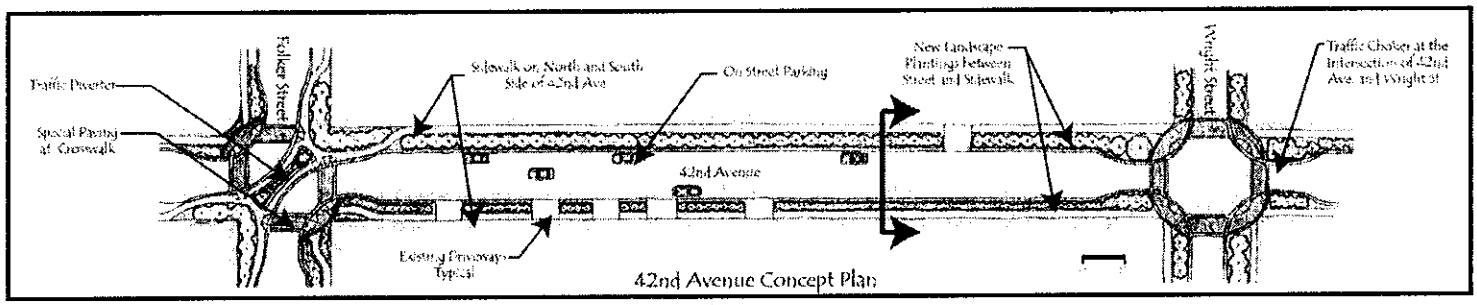

Figure 28: 42nd Avenue Rendering

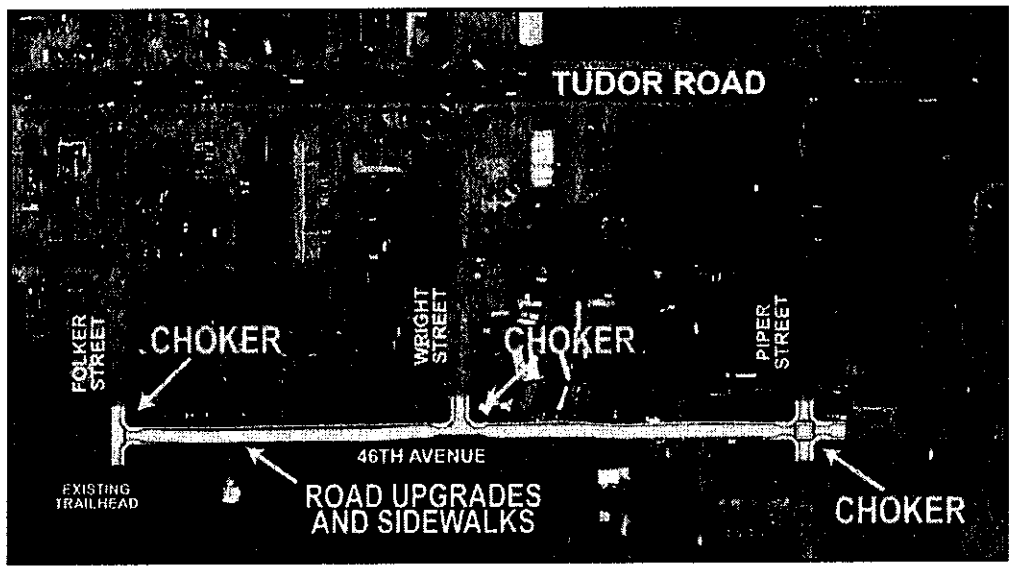

Figure 29: 46th Avenue Recommended Improvements

6.3 46th Avenue and Piper Street

Recommended improvements on 46th Avenue and on Piper Street consist of 1) upgrading the roadways to urban standards (including pathways or sidewalks on both sides of the road), 2) installation of chokers at the intersections as shown in Figures 29 and 30, and 3) extension of the pathway from 46th Avenue to the existing pathway system at 48th Avenue as shown in Figure 30. These improvements are estimated to cost about $2.3 million and will:

- develop the roadways and drainage features to accommodate the existing and projected traffic volumes,
- resolve sight distance and on/off-street parking issues,
- provide much needed trail connections for the neighborhood,
- enhance pedestrian safety by separating them from motorized traffic and shortening the pedestrian crossings, and
- reduce vehicle speeds near the chokers

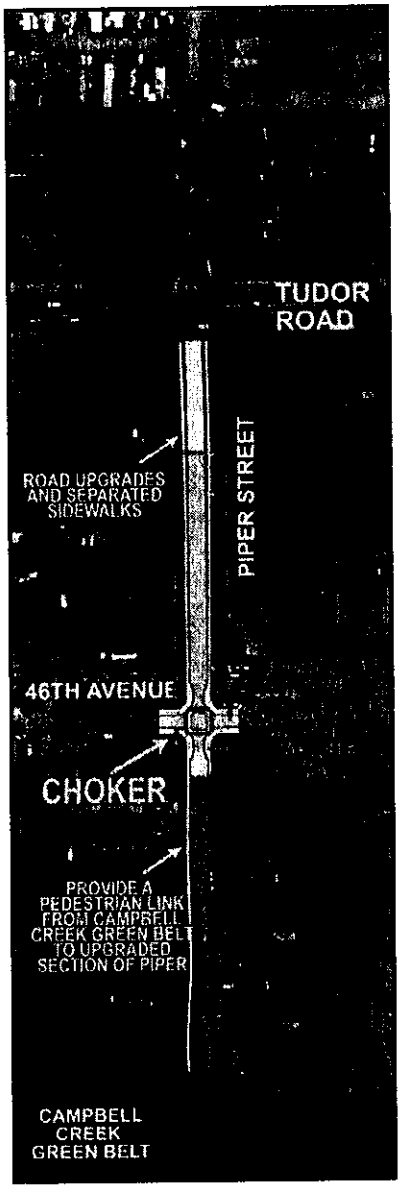

Figure 30: Piper Street Recommended Improvements

6.4 Folker Street

Recommended improvements on Folker Street consist of 1) upgrading the roadway to urban standards (including pathways or sidewalks on both sides of the road) and 2) all other improvements necessary to coordinate with the 40th Avenue, 42nd Avenue, and 46th Avenue improvements as shown in Figure 31. The Folker Street improvements are estimated to cost $3 million and will:

- develop the roadways and drainage features to accommodate the existing and projected traffic volumes,
- enhance pedestrian safety by separating pedestrians from motorized traffic and shortening the crossing distances at the intersections, and
- improve neighborhood connectivity to the Campbell Creek trail network.

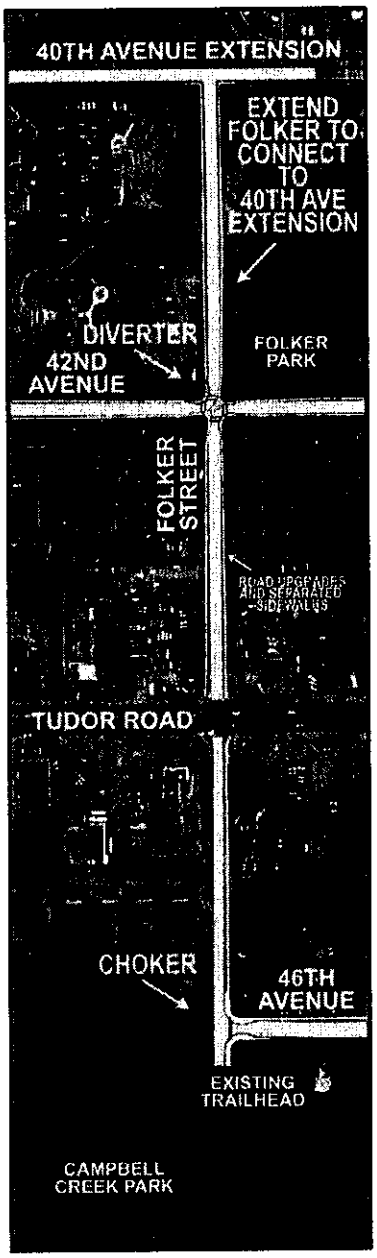

Figure 31: Folker Street Recommended Improvements

6.5 Dale Street

The recommended improvements on Dale Street consist of 1) upgrading the roadway to urban residential street standards with a sidewalk on one side and a separated trail on the other side, 2) installation of chokers at the 40th Avenue and 42nd Avenue intersections (see Figure 32), and 3) a median at the intersection of Tudor Road to prohibit southbound left-turning movements. These improvements are estimated to cost $2 million and will:

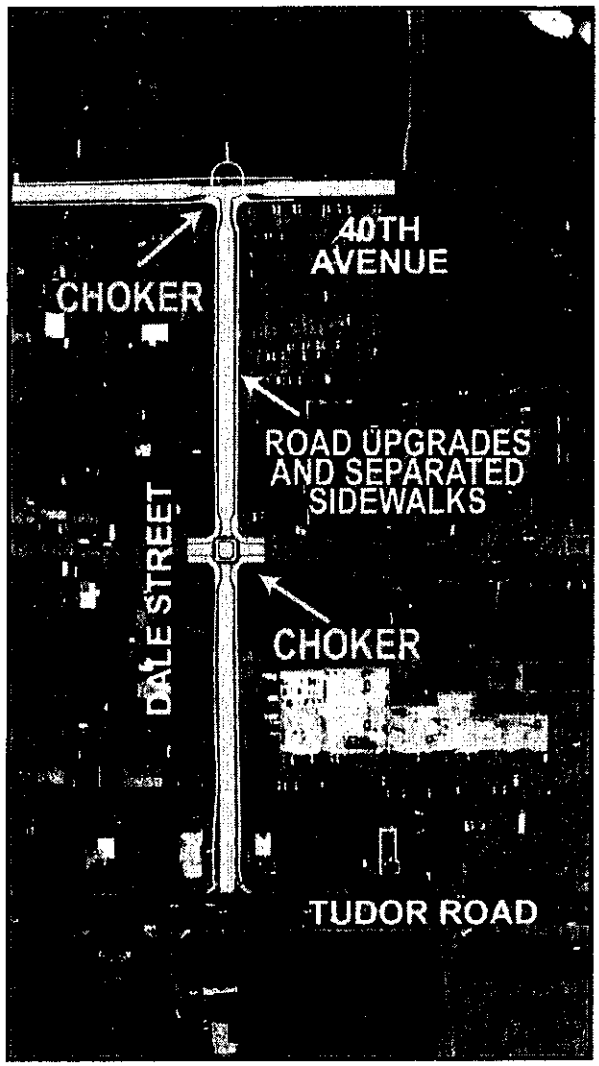

Figure 32: Dale Street Recommended Improvements

- Mitigate an elevated crash rate on Dale Street with a minor impact on the Piper Street intersection capacity (20± cars during the peak hour),
- enhance pedestrian safety by providing a separated walkway and shorter crossings at the intersections,
- provide opportunities to relocate the stop signs closer to the traveled way to improve sign visibility and compliance (see Figures 33 and 34), and
- reduce vehicle speeds by narrowing the road.

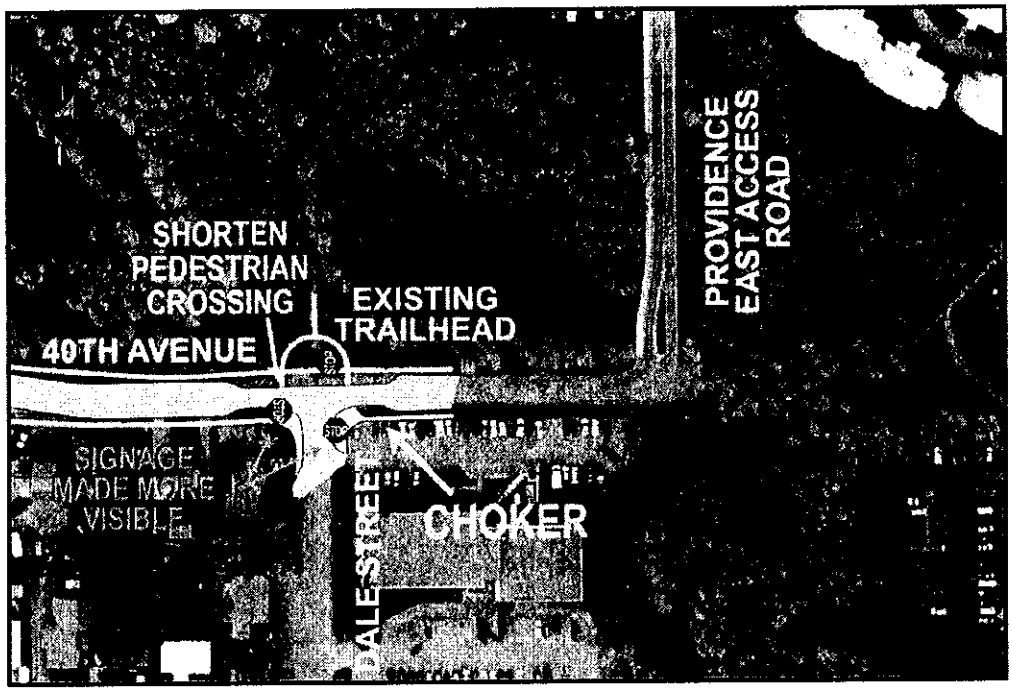

Figure 33: 40th Avenue/Dale Street Recommended Improvements

6.6 40th Avenue East Extension

The most probable options for extending 40th Avenue east to Bragaw Street are either Option A (northern alignment) or Option C (southern alignment). Option B will likely be cost prohibitive and will require an extensive permitting effort. Options A and C both have the potential to avoid creek and wetland impacts but require coordination with UAA and Providence to construct. Either Option A or C would meet the needs of the traffic demand and it is recommended that this eastern extension be considered as the development of land tracts adjacent to Bragaw Street progresses.

7.0 ESTIMATED CONSTRUCTION COSTS

A summary of the conceptual cost estimate for the recommended improvements is included in Table 4.

Table 4: Recommended Traffic Calming Measures
Conceptual Cost Estimate Summary

Location	Recommended Improvement	Quantity	Unit Cost	Subtotal	Location Total
40th Avenue	Upgrade road to collector standards (with pedestrian upgrades)	1	$960,000	$960,000	$5,052,000
	Chicanes between Piper Street and Dale Street	1	$72,000	$72,000	
	Extend 40th (as collector) from Piper Street to Lake Otis Parkway	1	$3,840,000	$3,840,000	
	Choker	1	$36,000	$36,000	
	Roundabout	1	$180,000	$180,000	
42nd Avenue	Upgrade road to urban standards (with pedestrian upgrades)	1	$3,360,000	$3,360,000	$3,480,000
	Diverter	1	$48,000	$48,000	
	Choker	2	$36,000	$72,000	
46th Avenue	Upgrade road to urban standards (with pedestrian upgrades)	1	$1,920,000	$1,920,000	$2,028,000
	Choker	3	$36,000	$108,000	
Piper Street	Upgrade road to urban standards (with pedestrian upgrades)	1	$300,000	$300,000	$300,000
Folker Street	Upgrade road to urban standards (with pedestrian upgrades)	1	$3,000,000	$3,000,000	$3,000,000
Dale Street	Upgrade road to urban standards (with pedestrian upgrades)	1	$1,920,000	$1,920,000	$1,920,000

7.1 Assumptions

- Traffic calming costs are incremental to the road improvements and will cost more if the road is not upgraded concurrently.
- Costs assume a 20 percent contingency to account for design uncertainties at the planning level.
- Costs assume a 20 percent markup for utility relocation and right-of-way acquisition.
- Costs include 20 percent for design and administration.
- Costs are in 2006 dollars.

7.2 Project Sequencing/Priorities

Construction of the recommended improvements listed in Table 4 will need to be phased to facilitate available funding. Thus it is necessary to prioritize the improvements based on a logical construction sequence, the interests of the community, and based on engineering judgment of the greatest need. The improvements listed in Table 4 are listed in descending order of priority based on the following rationale:

1. 40th Avenue -- This extension is the highest priority because it must be complete before 42nd Avenue can be completed, it provides immediate relief for the neighborhood streets, and it is needed to meet the traffic demand projected for the near term development (over the next five to ten years) at Providence Alaska Medical Center.
2. 42nd Avenue -- 40th Avenue will need to be in place to accommodate the traffic rerouted due to the diverter at 42nd Avenue/Folker Street. This improvement will effectively eliminate the cut through, speed and pedestrian concerns on 42nd Avenue and is estimated to have the greatest impact on the overall neighborhood of all the planned improvements.
3. 46th Avenue and Piper Street should be constructed together if funding will allow. This segment is third priority and is the primary feature that will improve neighborhood traffic conditions south of Tudor Road.

4. Folker Street -- North/South improvements are a lower priority than the east/west routes due to the cut-through issues on 42nd Avenue and 46th Avenues. After 40th, 42nd, and 46th Avenues are completed, Folker Street will provide the much needed north/south tie in to Tudor Road.

5. Dale Street -- The extension of 40th Avenue will likely pick up a portion of the traffic using Dale Street delaying the need for this improvement until the other area roads are completed.

Construction of the median on Tudor Road to eliminate left-turning movements from Dale Street is a relatively low-cost improvement that should be added to any of the above projects as funding allows.

APPENDIX A

PUBLIC INVOLVEMENT DOCUMENTATION

Public Involvement Plan

Public Involvement Summary Plan

Background

This document has been prepared to meet the requirement for establishment of a Public Involvement Plan (PIP) for the Tudor Area Traffic Calming Study. The Municipality of Anchorage (MOA) and Providence Alaska Medical Center have teamed up to provide funding and oversight for this study.

This study was initiated because of the Tudor Road Corridor Study. This is Phase 2 of the Study and will look particularly at the neighborhood impacts of the area, as opposed to Phase 1, which analyzed the arterial connections and capacities.

During this project, staff will evaluate roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways. Staff will conduct a traffic calming analysis and make recommendations to resolve identified concerns.

Interested Parties

The general public mailing list includes all property owners and residents bounded by the area of Providence Drive, Campbell Creek, Lake Otis Parkway, and Bragaw Street. We have included both owners and residents in the mailing list along with approximately 100 additional community and public members. We have also included additional members living outside the area that have commented on the project or attended related public meetings.

Public members included:

- University Area Community Council (UACC)
- Campbell Park Community Council (CPCC)
- Federation of Community Councils
- Numerous other local community councils

Federal Government agencies included:

- Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Corps of Engineers

State of Alaska agencies included:

- State of Alaska Department of Transportation and Public Facilities, Central Region
- Alaska Department of Environmental Conservation
- Alaska Department of Natural Resources
- Alaska Department of Fish & Game

- Anchorage Caucus Representatives
- Anchorage Caucus Senators

Municipality of Anchorage representatives included:

- Mayor Mark Begich's Office
- Project Management and Engineering
- Traffic Department
- Anchorage Fire Department
- Anchorage Police Department
- Anchorage Public Transportation
- Anchorage Municipal Assembly Members

Other Interested Parties:

- Anchorage School District
- Alaska Center for the Environment
- Providence Alaska Medical Center

Local Utility Companies:

- Alaska Communications Systems
- Anchorage Water and Wastewater Utility
- Chugach Electric Association
- ENSTAR Natural Gas Company
- GCI Cable
- Municipal Light and Power

DOWL's Project Team

- Steve Noble, P.E. – Project Manager
- Brad Doggett, P.E. – Project Engineer
- Kelly Brown – Public Involvement
- Kevin Doniere – Landscape Architect

Public Involvement Opportunities

Public Meetings

Two public meetings will be held during the course of the project. The first will be held on November 3, 2005 during the scoping phase of the project. The next meeting will be held in January 2006 during the draft report phase. Public meetings will be advertised in the UACC and CPCC Newsletters and the Anchorage Daily News.

Community Council Meetings

DOWL will attend UACC and CPCC meetings throughout the project to provide status updates and to announce upcoming meetings.

Community Advisory Committee (CAC)

Three to four members that live within the project area along with representatives from MOA Traffic, Street Maintenance, and Emergency Services will be invited to partake in an informal CAC. The committee will meet in November, December, and January.

Members of the CAC will assist in keeping the communication open between the neighborhood, the Municipality, and the Project Team.

Website
A project specific website will be created for this project. It will include the current schedule, announce upcoming meetings, display project comments, and meeting minutes. The website address will be www.dowl.com/projects.

Communication

E-Mail
A contact e-mail address has been established to collect public comments and questions. The e-mail address is kbrown@dowl.com. It will be check on a daily basis.

Newsletters
Newsletters will be written to announce the two public meetings and sent to the established mailing list. The newsletters will contain graphics and text explaining the project status, informing the public of meetings, and asking for public feedback on the proposed study solutions.

Schedule

FUNCTION	DATE
Attend University Area Community Council Meetings	September 7, 2005 October 5, 205 November 2, 2005 December 7, 2005 January 4, 2006 February 1, 2006
Attend Campbell Park Community Council Meetings	September 8, 2005 October 13, 2005 November 10, 2005 December 8, 2005 January 12, 2006 February 9, 2006
Community Advisory Committee Meetings	November 7, 2005 December 7, 2005 January 11, 2006
Public Scoping Meeting	November 3, 2005
Public Meeting 2	January 2006
Final Report to MOA	February 1, 2006

Public Meeting Number One

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THURSDAY, OCTOBER 20, 2005

PUBLIC SCOPING MEETING

Thursday, November 3, 2005 - 7:00 to 9:00 p.m.
Lake Otis Elementary School
Multi-purpose Room
3351 Lake Otis Parkway

In association with Providence Alaska Medical Center and the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public scoping meeting for the Tudor Area Traffic Calming Study. The purpose of this meeting is to present project information and solicit public comments for consideration during the project study.

The project area includes the area bounded by Providence Drive, Campbell Creek, Lake Otis Parkway, and Bragaw Street. During this project, staff will evaluate roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways.

The public meeting will be in an OPEN HOUSE format and participants may attend at any time during the scheduled hours. A PRESENTATION will be made at 7:30 p.m. Project personnel will be available to discuss the project and take public comments. In order to become a part of the official scoping summary report, comments should be received by December 9, 2005.

For more information, or to submit a comment, please contact:

Steve Noble, P.E., PTOE
DOWL Engineers
Mail: 4040 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-3953
E-mail: snoble@dowl.com

PO 6195 / D59148

Publish: October 20 & November 3, 2005

MONEY & Classified

ANCHORAGE DAILY NEWS • www.adn.com MONDAY, OCTOBER 31, 2005

THURSDAY

■ A meeting to get public comments on a Tudor Area Traffic Calming Study runs 7 to 9 p.m. at Lake Otis Elementary, 3331 Lake Otis Parkway. The project area includes the area bounded by Providence Drive, Campbell Creek, Lake Otis Parkway, and Bragaw Street.Contact: DOWL Engineers, 562-2000.

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ANCHORAGE DAILY

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NEWS / www.adn.com THURSDAY, NOVEMBER 3, 2005

TUDOR AREA TRAFFIC CALMING STUDY

PUBLIC SCOPING MEETING

Thursday, November 3, 2005 • 7:00 to 9:00 p.m.
Lake Otis Elementary School • Multi-purpose Room
3331 Lake Otis Parkway

In association with Providence Alaska Medical Center and the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public scoping meeting for the Tudor Area Traffic Calming Study. The purpose of this meeting is to present project information and solicit public comments for consideration during the project study.

The project area includes the area bounded by Providence Drive, Campbell Creek, Lake Otis Parkway, and Bragaw Street. During this project, staff will evaluate roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways.

The public meeting will be in an OPEN HOUSE format and participants may attend at any time during the scheduled hours. A PRESENTATION will be made at 7:30 p.m. Project personnel will be available to discuss the project and take public comments. In order to become a part of the official scoping summary report, comments should be received by December 2, 2005.

For more information, or to submit a comment, please contact:

Steve Noble, P.E., PTOE
DOWL Engineers
Mail: 4040 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-3953

E-mail: snoble@dowl.com

TRAFFIC DOWL ENGINEERS

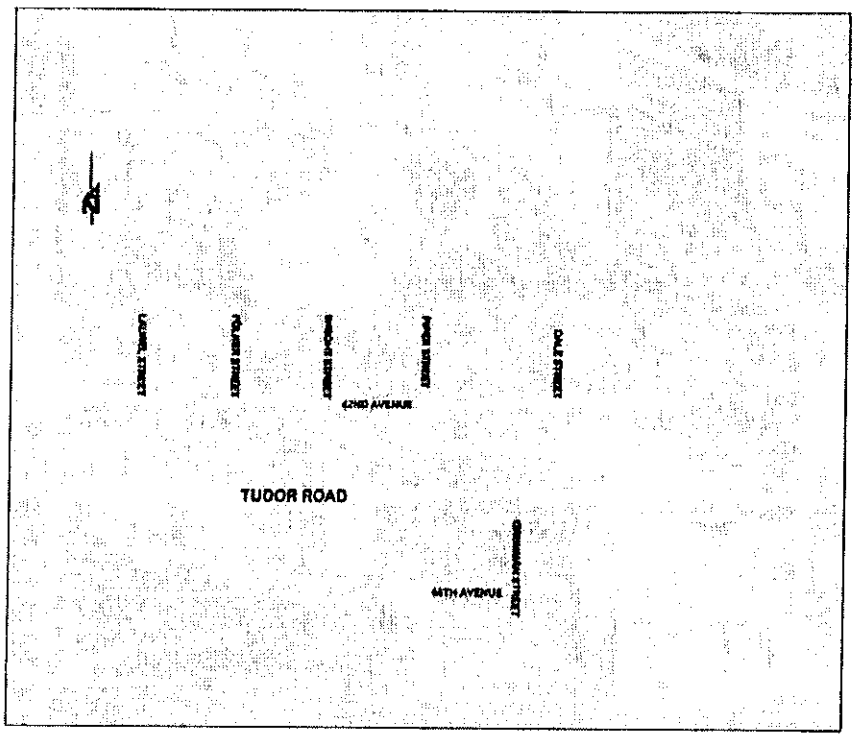
TUDOR AREA TRAFFIC CALMING STUDY

PUBLIC SCOPING MEETING

Lake Otis Elementary School
3331 Lake Otis Parkway, Multi-purpose Room
Thursday, November 3, 2005
7:00 p.m. to 9:00 p.m.

In association with Providence Alaska Medical Center and the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public scoping meeting for the Tudor Area Traffic Calming Study. The purpose of this meeting is to present project information and solicit public comments for consideration during the project study.

The project area includes the area bounded by Providence Drive, Campbell Creek, Lake Otis Parkway, and Bragaw Street. During this project, staff will evaluate roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways. Staff will conduct a traffic calming analysis and make recommendations to resolve identified concerns.



The public meeting will be in an OPEN HOUSE format and participants may attend at any time during the scheduled hours. A PRESENTATION will be made at 7:30 p.m. Project personnel will be available to discuss the project and take public comments. In order to become a part of the official scoping summary report, comments should be received by December 2, 2005.

Providence Alaska Medical Center

TRAFFIC DEPARTMENT

DOWL ENGINEERS

If you need any additional information or would like to send written comments, please contact:
Steve Noble, P.E., PTOE, DOWL Engineers
Mail: 4040 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-3953

E-mail: ***snoble@dowl.com***

We will provide, upon request, accommodations for special needs and disabilities.

Public Scoping Meeting – 7:00 pm to 9:00 pm
Thursday, November 3rd, 2005
Lake Otis Elementary School

The presentation will begin at 7:30pm

Introductions

MOA - Traffic Department
- Lee Coop – Traffic Department
- Jennifer Satterfield – Traffic Department

Providence Alaska Medical Center
- Dale Rahn – Project Manager

DOWL Engineers
- Steve Noble, P.E. – Project Manager
- Brad Doggett, P.E. – Project Engineer
- Kelly Brown – Public Involvement Coordinator

TUDOR AREA TRAFFIC CALMING STUDY

Agenda

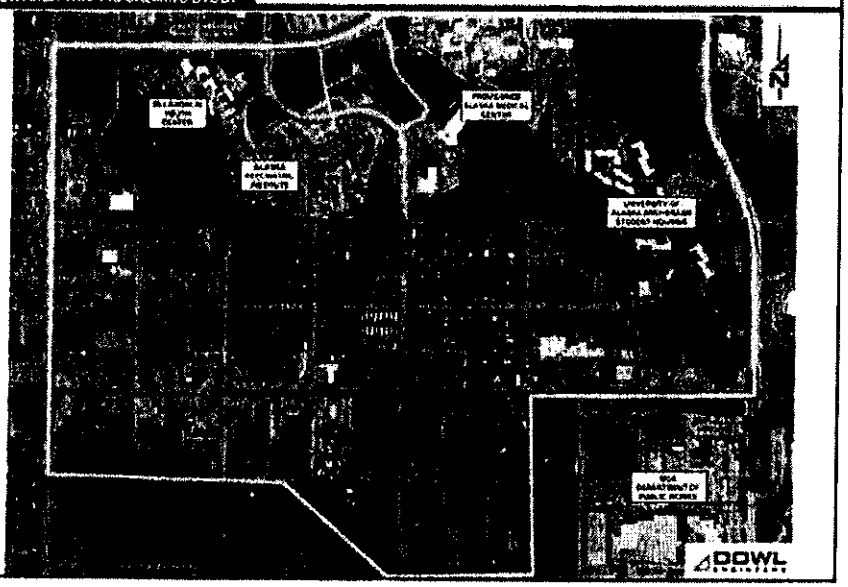
Present Project Overview
Discuss Existing Conditions
Discuss Traffic Calming Principles
Listen to Comments and Concerns

Project Goal: Work with local residents to implement context sensitive traffic calming solutions that are:

- technically sound,
- neighborhood friendly, and
- cost effective.

TUDOR AREA TRAFFIC CALMING STUDY

Project Area



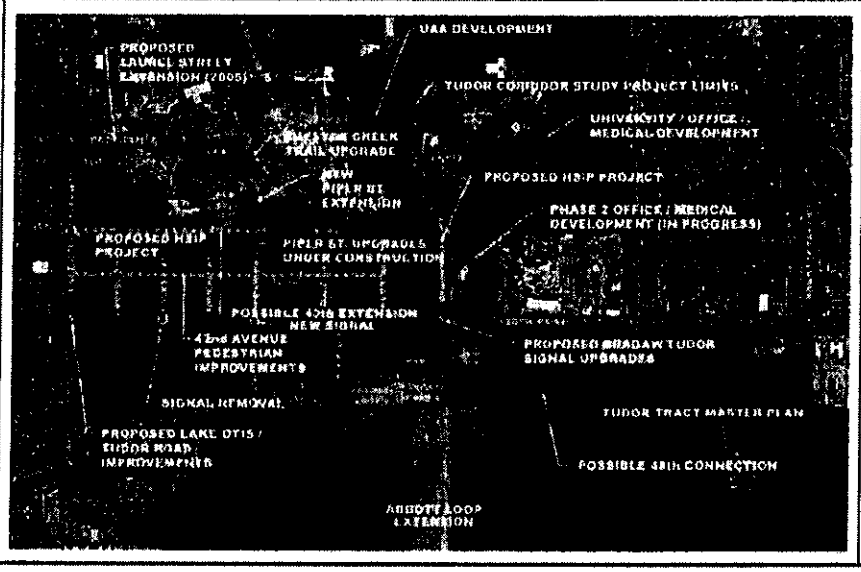
TUDOR AREA TRAFFIC CALMING STUDY

Project Background

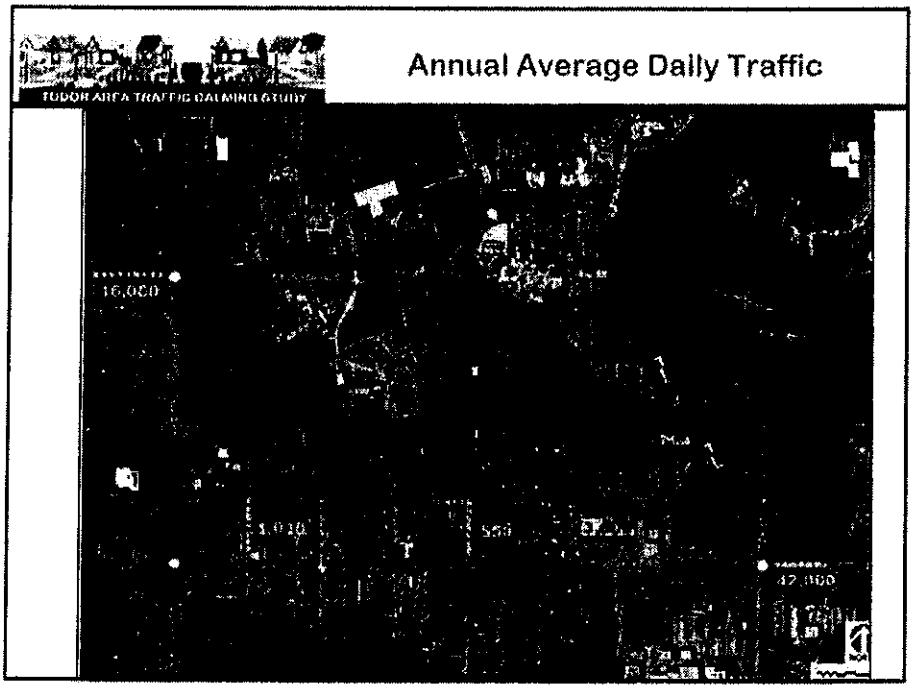
- History of Concerns Expressed by Residents
- Assembly Resolution Regarding Development in U-Med Area
- Led to Tudor Corridor Study Project (being completed in 2 phases):
  - Phase 1 Tudor Corridor Study – Addressed planning level transportation decisions
    - Piper Street
    - Removal of Signal at Folker Street
    - Recommended collector level streets be identified
    - Pedestrian/Transit modifications along Tudor Road
  - Phase 2 Tudor Area Traffic Calming Study – Will address neighborhood circulation issues such as speeding, cut-through traffic, pedestrian circulation, etc.
- 2005 Bond Proposition included funding for 42nd Avenue

TUDOR AREA TRAFFIC CALMING STUDY

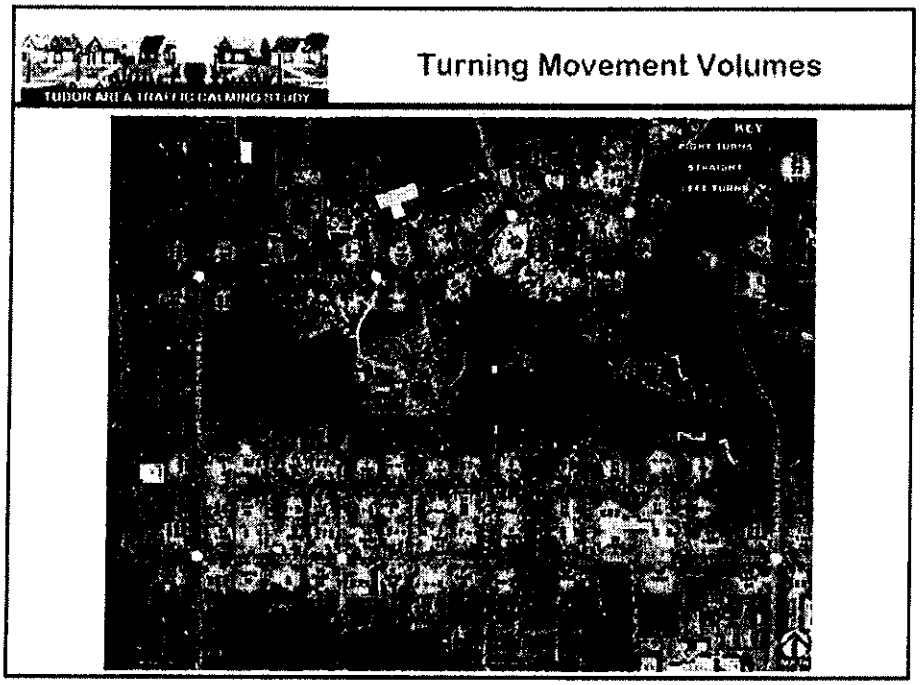
Current/Future Transportation Improvements



Annual Average Daily Traffic



Turning Movement Volumes

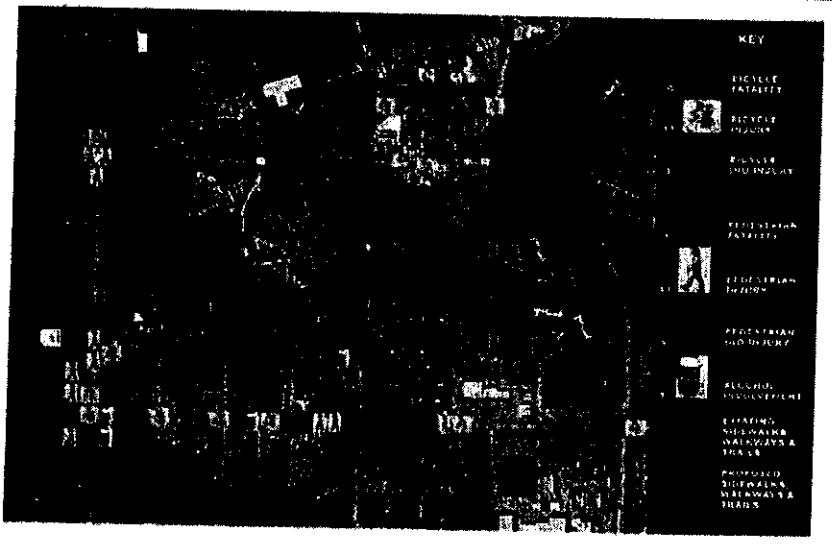


TUDOR AREA TRAFFIC CALMING STUDY

Cut-Through Traffic Study

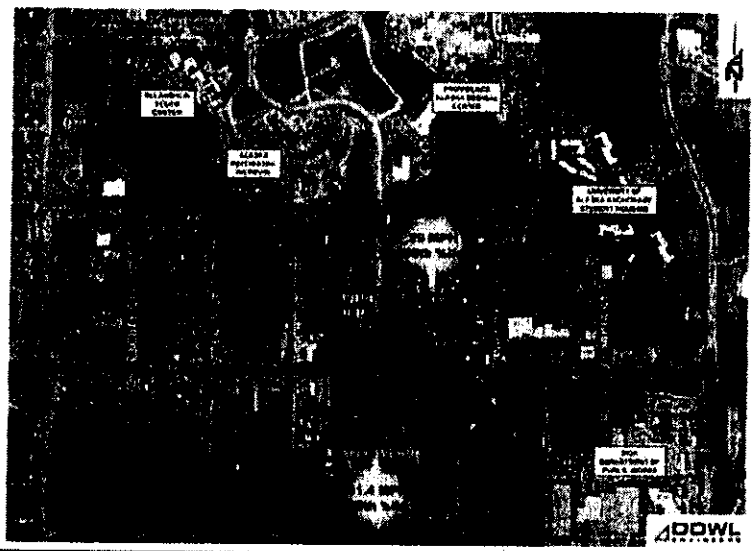
TUDOR AREA TRAFFIC CALMING STUDY

Existing Conditions



TUDOR AREA TRAFFIC CALMING STUDY

Speed Data



TUDOR AREA TRAFFIC CALMING STUDY

What is Traffic Calming?

Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.

R. Ewing, Overview: Legal Aspects of Traffic Calming

Common Goals of Traffic Calming

- Decrease the number of traffic accidents
- Improve non-motorized and pedestrian traffic accommodations
- Discourage criminal activities; facilitate law enforcement
- Reduce vehicle speeds
- Decrease cut-through traffic
- Add color and landscaping to enhance neighborhood identity

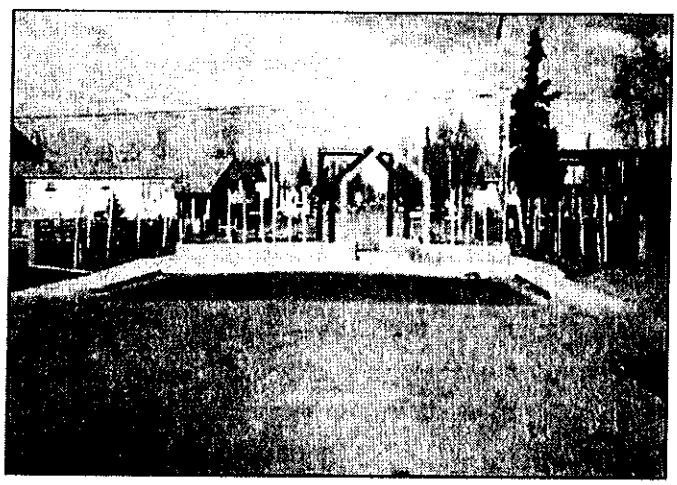
Traffic Calming Toolbox

- Speed Reduction
  - Raised Intersection/Crosswalks
  - Speed Humps
  - Chokers
  - Roundabouts/Traffic Circles
  - Chicanes
- Volume Reduction
  - Closures
  - Diverters
  - Chokers
- Pedestrian Safety
  - Raised Crosswalks
  - Chokers

Traffic Calming Measures in Anchorage

- Full and Partial Street Closures
- Diverters
- Chokers
- Chicanes
- Roundabouts/Traffic Circles
- Speed Humps
- Raised Intersections/Crosswalks

Full Closure

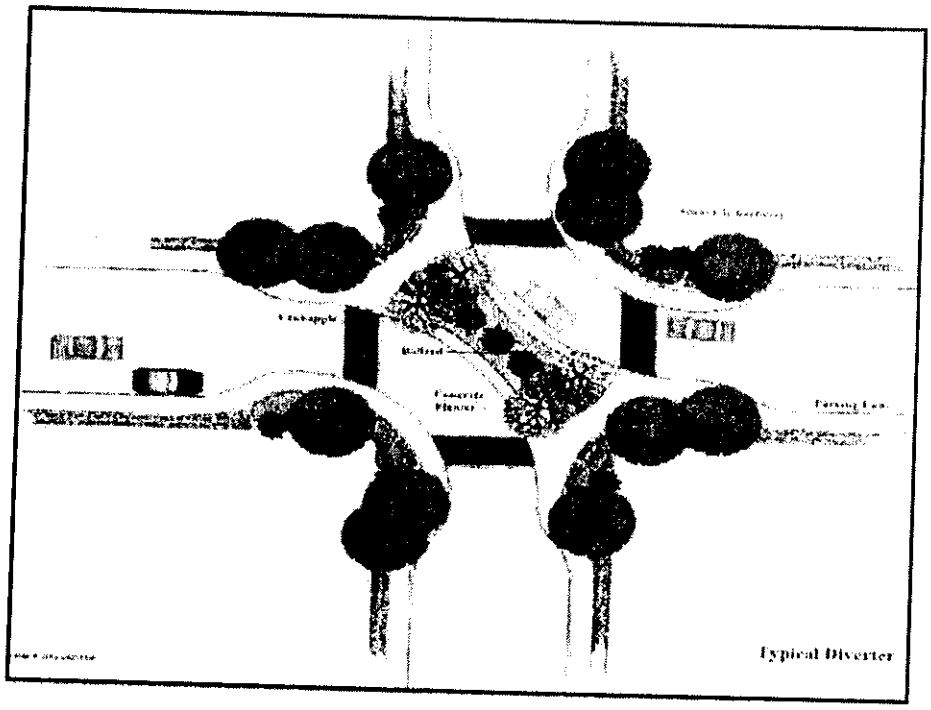


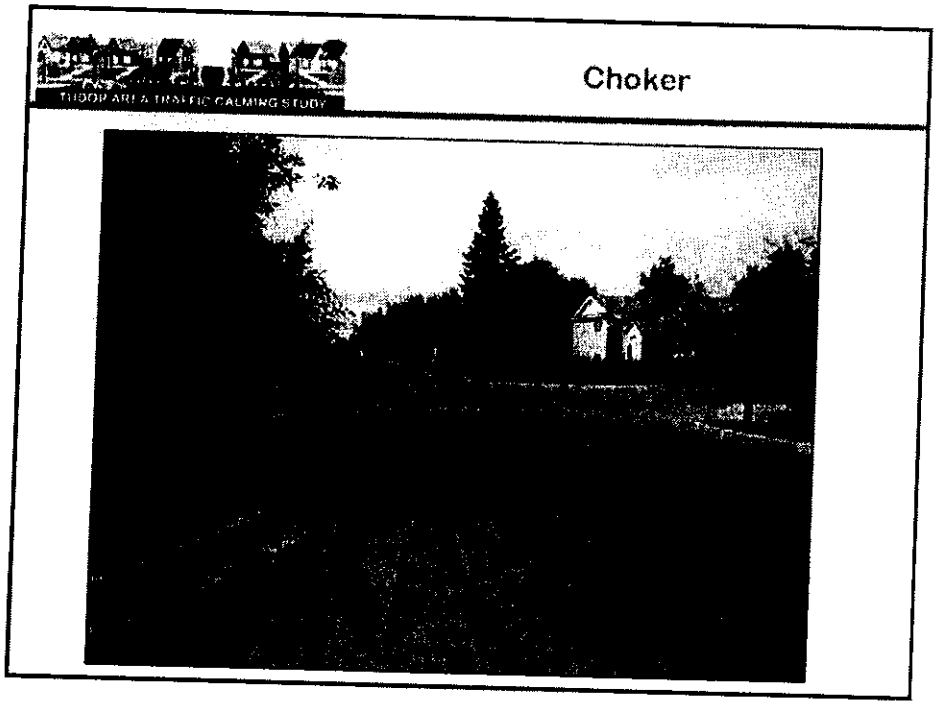
TUDOR AREA TRAFFIC CALMING STUDY

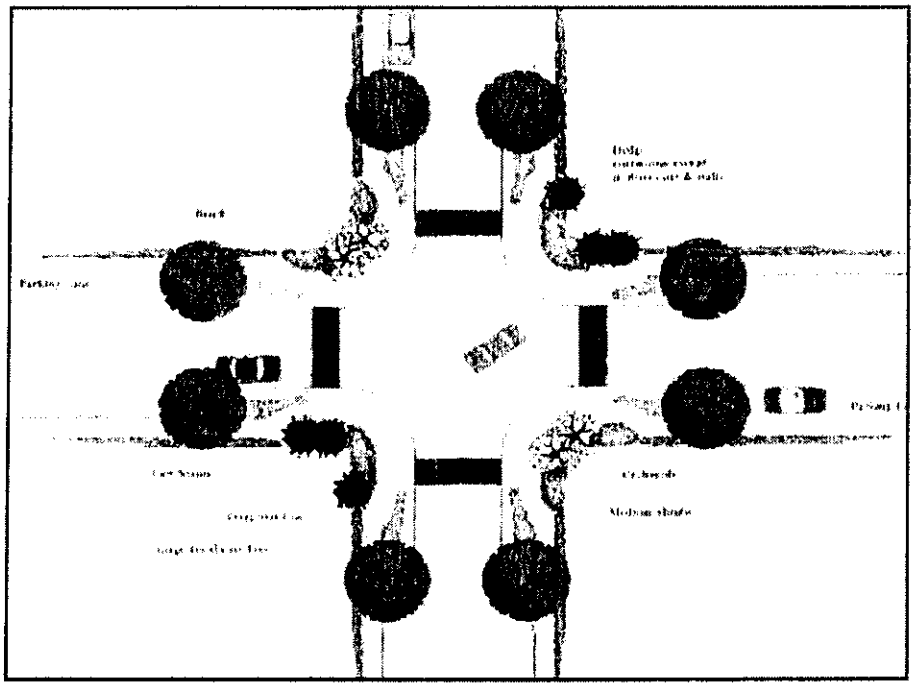
Partial Closure

TUDOR AREA TRAFFIC CALMING STUDY

Diverter

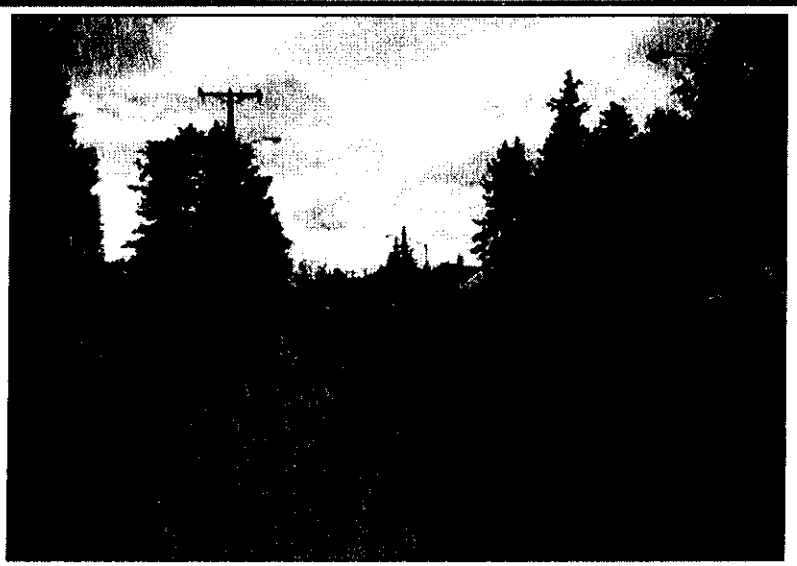

Typical Diverter


Choker



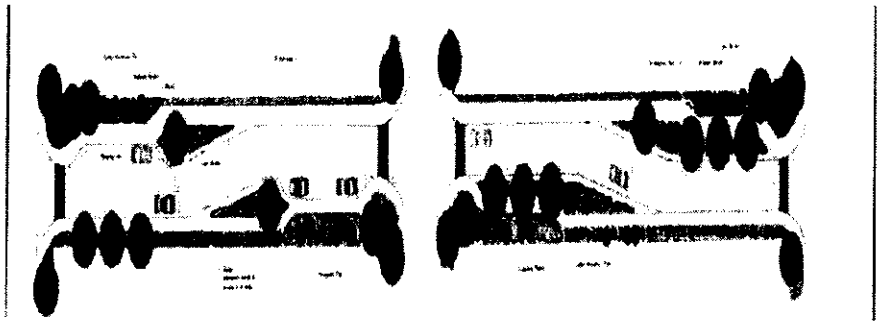
TUDOR AREA TRAFFIC CALMING STUDY

Chicane



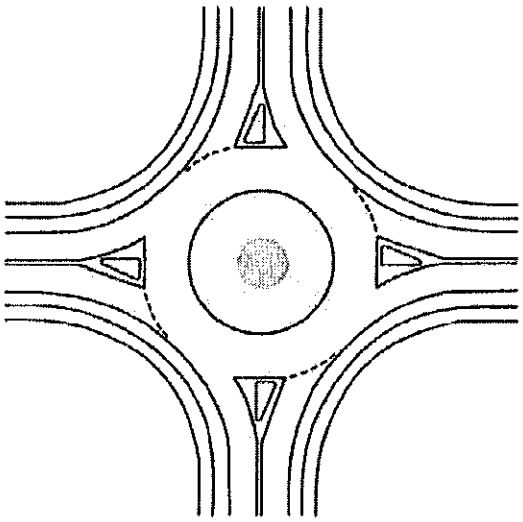
TUDOR AREA TRAFFIC CALMING STUDY

Chicane



TUDOR AREA TRAFFIC CALMING STUDY

Roundabout/Traffic Circle

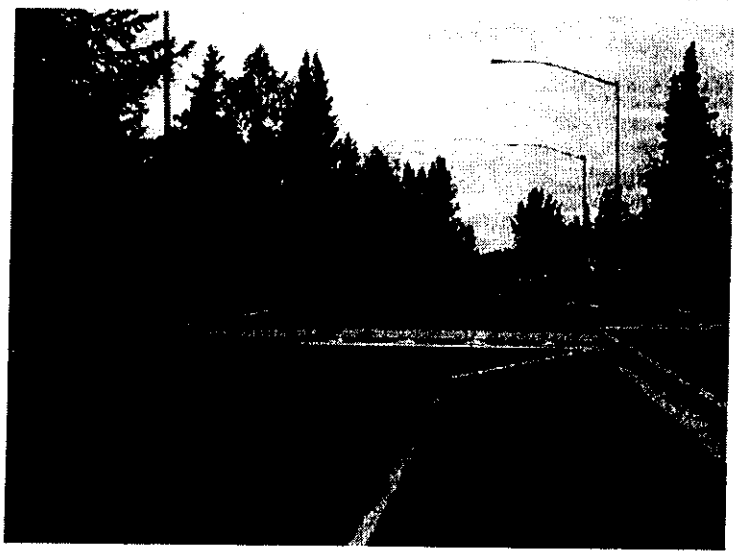


TUDOR AREA TRAFFIC CALMING STUDY

Speed Humps

TUDOR AREA TRAFFIC CALMING STUDY

Raised Intersection



TUDOR AREA TRAFFIC CALMING STUDY

Raised Crosswalk

TUDOR AREA TRAFFIC CALMING STUDY

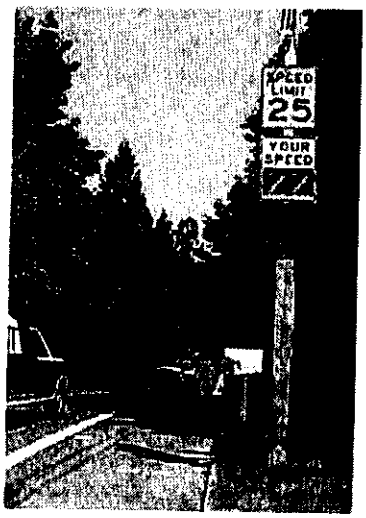
Other Possible Traffic Calming Measures

- Median Narrowings
- Force Turn Island
- Textured Pavements

TUDOR AREA TRAFFIC CALMING STUDY

Non-Geometric Traffic Calming Measures

- Radar w/ Message Board
- Increased Enforcement
- Painted Traffic Markings
- Signage



TUDOR AREA TRAFFIC CALMING STUDY

Application Guidelines

Traffic Calming Application Guidelines

Traffic Calming Measure	Street Classification		Other Restrictions
	Neighborhood Collectors	Local Streets	
Volume Control Measures			
Full Closures	No	May be suitable	
Half Closures Diagonal Diverters Forced Turn Islands	No	500-5,000 vpd ≤ 25% non-local traffic	
Vertical Speed Control Measures			
Speed Humps	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph Not on primary emergency routes or bus routes		Grade ≤ 8%
Speed Tables Raised Crosswalks Raised Intersections	Daily volume ≤ 10,000 vpd Posted speed ≤ 25 mph Not on primary emergency response routes		Grade ≤ 8%
Horizontal Speed Control Measures			
Traffic Circles	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph		Grade ≤ 10%
Roundabouts (one circulating lane)	Daily volume ≤ 15,000 vpd Posted speed ≤ 25 mph	No	Grade ≤ 6%
Lateral Shifts	Daily volume ≤ 20,000 vpd Posted speed ≤ 25 mph		
Two-Lane Chicanes Realigned Intersections	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph		Grade ≤ 8%
One-Lane Chicanes (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 25 mph		
Narrowings			
Neckdowns Center Island Narrowings Two-Lane Chokers	Daily volume ≤ 20,000 vpd Posted speed ≤ 25 mph		
One-Lane Chokers (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 25 mph		
Combined Measures	Subject to limitations of component measures		

Typical Agency Concerns

- Minimize impacts to fire/rescue response time
- Avoid dead-end streets or provide space to turn around
- Provide snow storage space where practical
- Minimize additional effort required for snow removal
- Maintain unobstructed access for bus routes

Anchorage Construction Costs

Modification	Typical Cost
Speed Hump	$3,000 - $10,000
Choker	$120,000
Diverter	$150,000
Chicane	$150,000/block
Closure	$50,000

Project Schedule/Milestones

- Public Scoping Meeting – November 3rd, 2005
- CAC Meeting #1 – November 7th, 2005
- Agency Meeting – Early December 2005
- CAC Meeting #2 – December 5th, 2005
- Draft Report – Late December 2006
- CAC Meeting #3 – January 9th, 2006
- Public Meeting #2 – January 12th, 2006
- Final Report – February 1st, 2006

Questions/Comments

- How to Provide Comments
  - Written comment forms
  - Oral comments following the presentation
  - Public Involvement Coordinator:
    Kelly Brown
    562-2000 phone
    563-3953 fax
  - Via E-mail: kbrown@dowl.com
- Questions/Comments

PUBLIC SCOPING MEETING

SIGN IN SHEET ● November 3, 2005
PUBLIC SCOPING MEETING

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Teri Albrecht	City Hall	AlbrechtTA@muni.org	343-4497
Michael Baldwin	5340 Tudor Top Circle, Anch, AK 99507	mbaldwin@gci.net	222-0316
Dick Traini	[illegible] Dido Dr	dtraini@gci.net	

PUBLIC SCOPING MEETING

SIGN IN SHEET ● November 3, 2005
PUBLIC SCOPING MEETING

PLEASE PRINT

NAME	ADDRESS	E MAIL	TELEPHONE
John A O'Day	2324 Cady Pl.		
Jack and Ailey	2135 Sorbus Way	chusoday@acs alaska.net	338-6578
NAN LLEWELLYN			333-5527
Dale Rahn	PAMC		
BEAU BASSETT	3220 EAST 48th AVE AN	rahn@provak.org	261-5084
B.M. CORLISS	4611 PIPER ST #8, 99507	ASRESOURCES@alaska.net	564-6630
BARBARA GARNER	2814 EAST 42ND AVE	BALISS1753@aol.com	3389494
*Robert Shipley	1702 Stanton Ct.	bbgarner@alaska.com	563-6328
MATT WHITE	4020 DALE		563-6490
Clyde E. PEARCE	4610 Campus Circle #22	MATTIWAK@MAC.com	250-3102
ED LEONETTI	3301 E. 41st AVE	cepearce@alaska.net	350-8076
John-David Anderson	2300 D St #100 Anchorage AK 99503	eleonetti@dowl.com	563-9896
*Michelle Sturdy	3310 E 40th Ave 99508	johndavid.andersen@gmail.com	279-0356
*Marlene Dean	3411 E 41 Ave #3 99508	asrms30@uaa.alaska.edu	563-6249
Chad Colley	2396 E 47th 99507	mhdean@gci.net	561-8101
MARK FISH	1911 Alder 99508	chazeno@acsalaska.net	522-5357
Sharon Cissna	PO Box 141892 99514	MARKFISH@Hotmail.com	561-5327
Iris Matthews	2433 Glenwood St	scissna@scissna.org	269-0190
		iris.matthews@legis.state.ak.us	

* send Corliss U-Med Study link, Shipley
* Marlene hardcopy of Piper DSR and link/hardcopy of UMed

PUBLIC SCOPING MEETING

SIGN IN SHEET ● November 3, 2005
PUBLIC SCOPING MEETING

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Hannah Guilkume	3634 Alamosa D Anchorage AK	news@thenorthernlight.org	
JACK POWERS	3411 E. Tudor Rd.		
Betty Adkison	5313 Keaka Ct. Anch	bettyadkison…@…	
Frances Victor	4610 Campus Circle #22 Anchorage		907/561-4393
Stan Wolck	1230 E 17th Ave #137	FAX 243-1248	272-1681
Johnny Ellis	716 W 4th #440 99501	Senator_Johnny_Ellis@legis.state.ak.us	269 0169
Eric Knapp	4201 Folker St #C102	eknapp@gci.net	563-4210
Denise Kimble	4430 … Circle #1 Anc AK 99508		
Norma Buck	3396 E 47th Ct. Anch AK 99507	ginfizz…@…alaska.net	522-5857
Ryan Kennedy	3000 W 35th Anch AK 99517	usirk26@yahoo.com	-
RANDY BERGT	2501 FORAKER DR 99517	Bergtrl@muni.org	343 8285
Mike Smith	UAA	Mike_Smith@uaa.alaska.edu	
Tim Doyle	3550 Wesleyan Dr		
Brain Buckley	4511 Folker 9950…	denalibud@yahoo	
Diane Eckert	1552 Crescent 99508	dianebill47@gci.net	

DOWL ENGINEERS

SUBJECT:	Tudor Area Traffic Calming Study Public Scoping Meeting	W.O. D59148
GROUP:	5 staff and 45 members of the public	
DATE/TIME:	November 3, 2005 7:00 p.m. to 9:30 p.m.	
LOCATION:	Lake Otis Elementary School	
MEETING MATERIALS:	PowerPoint presentation, informational handout and comment form, sign in sheets, display boards, area maps, relevant reports, and studies	
STAFF PRESENT:	DOWL Engineers: Steve Noble, Tim Potter, Brad Doggett Kelly Brown and Nan Llewellyn MOA Traffic: Lee Coop, Jennifer Satterfield Providence: Dale Rahn	

Steve Noble, DOWL Engineers' Project Manager, began the meeting with staff introductions, and discussed the purpose of the Tudor Area Traffic Calming Study project and the Public Scoping Meeting. Steve gave a PowerPoint presentation that included a description of the project, various traffic calming methods and the proposed schedule. Comments and questions submitted by meeting attendees are summarized in the following pages. Project staff's comments and responses to questions are shown in italics.

- *The purpose of the meeting is to focus on potential traffic calming measures in the project area that could help reduce vehicle speeds and discourage cut-through traffic.*

- Are there more modifications planned to pedestrian and transit stops along Tudor Road?

  Nothing is planned at this point. The purpose of tonight's Scoping Meeting is to discuss problems in the project area and discuss possible solutions. Pedestrian and transit modifications should be included in tonight's discussion and may be included in the Tudor Area Traffic Calming Study (TATCS.)

- Who is responsible for maintaining Tudor Road and is there a plan to create a buffer between Tudor Road and the adjacent sidewalk?

  The State of Alaska Department of Transportation and Public Facilities (ADOT&PF) maintains Tudor Road. The TATCS may look at creating a buffer between Tudor Road and the sidewalk. This and other issues need to be raised and discussed tonight so that project staff become aware of problems.

- Vehicles traveling at higher speeds on roadways spray snow onto the sidewalks, making them virtually unusable to pedestrians.

- At one point People Mover had discussed moving transit stops from Tudor Road to 42nd Avenue. This would be a much better situation. There are too many pedestrian/vehicle encounters on Tudor Road.

- How much right-of-way is available on 42nd Avenue?

  An audience member who lives in the area said there are 66 feet of right-of-way available.

- What are the projected traffic flow numbers based on?

  The projected traffic flow assumes the full build-out of the Providence southwest campus expansion.

- What improvements are planned for Dale Street?

  There are no improvements planned at this time, although project staff will monitor safety issues at the intersection of Dale Street and Tudor Road.

- Please consider making the turn from Dale Street onto Tudor Road a right-turn only.

- The southern half of the Providence east access road has sidewalks on the west side but no pedestrian amenities on either side of the northern portion of the road.

- When creating recommendations for this Study, please keep consider the pedestrian and bicycle traffic that uses the U-Med area. There are many people with health issues that travel in the U-Med area (i.e. people with walkers and wheelchairs.) Furthermore, there are several bicycle commuters that travel through the area.

- More sidewalks, designed to be pedestrian-friendly, are needed in the project area.

  The purpose of the meeting is to identify problems in the area and begin to form solutions. Insightful comments like this will help project staff create a successful Study.

- This study should determine a way to better coordinate access between the University of Alaska Anchorage (UAA) campus and UAA housing. There is an issue with students cutting through Providence hospital on their way to campus, because the streets lack pedestrian amenities.

- What do traffic turn counts include?

  Vehicle turning movements at an intersection are counted and the direction of the turn is recorded during the peak morning and evening hour. The higher of the two numbers is used.

- Cut-through traffic uses the Bingo Hall parking lot at the intersection of Tudor and Dale. The Bingo Hall owner believes the volume of cut-through traffic shown in the presentation is lower than the actual number of cut-through vehicles he has observed.

  The cut-through traffic numbers are a result of a traffic count study, so they are fairly accurate. Cut-through traffic counts will be redone now that Piper Street is complete.

- There is an abrupt drop-off on south Piper Street (about a five-foot embankment), and there is no buffer between the road and the sidewalk.

- Concerned about pedestrian safety and the volume of traffic as the area grows. 40th Avenue should be punched through to Lake Otis Parkway to help the traffic flow. The Long-Range Transportation Plan does not identify major corridors for the U-Med area, a major economic center in Anchorage.

- Are there any plans to construct a park for the children, so they don't play in the streets?

  The project staff will consider this comment when formulating the Study's recommendations.

- In the slide showing an example of a choker, do the trees planted at the intersections block drivers' views of other traffic?

  If a choker is recommended and designed at any of the streets in the project area, project staff will locate vegetation so that it will not block drivers' views.

- Which of the speed-reducer methods (raised intersection, speed humps, chokers, roundabouts, chicanes) is the most effective at reducing traffic accidents?

  It depends on the situation. No one method is the safest. If designed properly, all the methods are not expected to increase accidents.

- What is the additional cost to include a traffic calming measure in a road construction project?

  Traffic calming measures typically increase road construction costs by 10% to 20%.

- In Fairview, bollards were placed in the middle of the sidewalk. This was a mistake. The plows couldn't plow effectively. Future traffic calming measures shouldn't include bollards.

- *When road reconstruction in Fairview was done, engineers gave consideration to the amount of police protection required in the area. Project staff should design roadway (i.e. eliminate parking spaces used by drug dealers) to eliminate the need for extra police protection. This would mean serious costs savings, aid in neighborhood watches, and property values would go up.*

- 42nd Avenue has never had decent road construction. Proper road and storm drainage have never been implemented.

- Specialty lighting should be recommended for 42nd Avenue.

- Please plan visible and well-lit pedestrian routes so that pedestrians feel safe when traveling on sidewalks in the project area.

- The pedestrian accident data does not necessarily tell anything about the severity of accidents. A more effective approach is to look beyond the accidents numbers and analyze the severity of accidents.

- There are pedestrian improvements studies going on Providence Drive. The Transit Department is studying the locations of bus stops and sidewalk connections near Providence Hospital and UAA.

- Construction on Piper Street over the last year has reduced the pedestrian traffic, so the pedestrian counts may be off.

  Although this may be true, the pedestrian counts gathered are still useful. The pedestrian counts are important to project staff because they give an idea of where the pedestrians are traveling.

ATTACHMENTS: Sign-In Sheet
Meeting Announcement

Public Meeting Number Two

Anchorage Daily News

TUDOR AREA TRAFFIC CALMING STUDY

PUBLIC MEETING NO. 2

Wednesday, February 8, 2006 • 7 p.m. to 9 p.m.
Wendler Middle School • Multi-purpose Room
2905 Lake Otis Parkway

In association with Providence Alaska Medical Center and the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public meeting for the Tudor Area Traffic Calming Study. The purpose of this meeting is to present the traffic calming plan for the project area as detailed in the Draft Report.

The project area includes the area bounded by Providence Drive, Campbell Creek, Lake Otis Parkway, and Bragaw Street. During this project, staff evaluated roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways.

The public meeting will be in an OPEN HOUSE format and participants may attend at any time during the scheduled hours. A PRESENTATION will be made at 7:30 p.m. Project personnel will be available to discuss the project and take public comments.

For more information, please contact:

Kelly Brown
DOWL Engineers
Mail: 4040 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-3953

E-mail: kbrown@dowl.com

DOWL

TUDOR AREA TRAFFIC CALMING STUDY

PUBLIC MEETING NO. 2

Wendler Middle School
2905 Lake Otis Parkway, Multi-purpose Room
Wednesday, February 8, 2006
7:00 p.m. to 9:00 p.m.

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The project area includes the area bounded by Providence Drive, Campbell Creek, Lake Otis Parkway, and Bragaw Street. During this project, staff evaluated roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways. Staff also conducted a traffic calming analysis.

The public meeting will be in an OPEN HOUSE format and participants may attend at any time during the scheduled hours. A PRESENTATION will be made at 7:30 p.m. Project personnel will be available to discuss the project findings.

If you need any additional information, please contact:

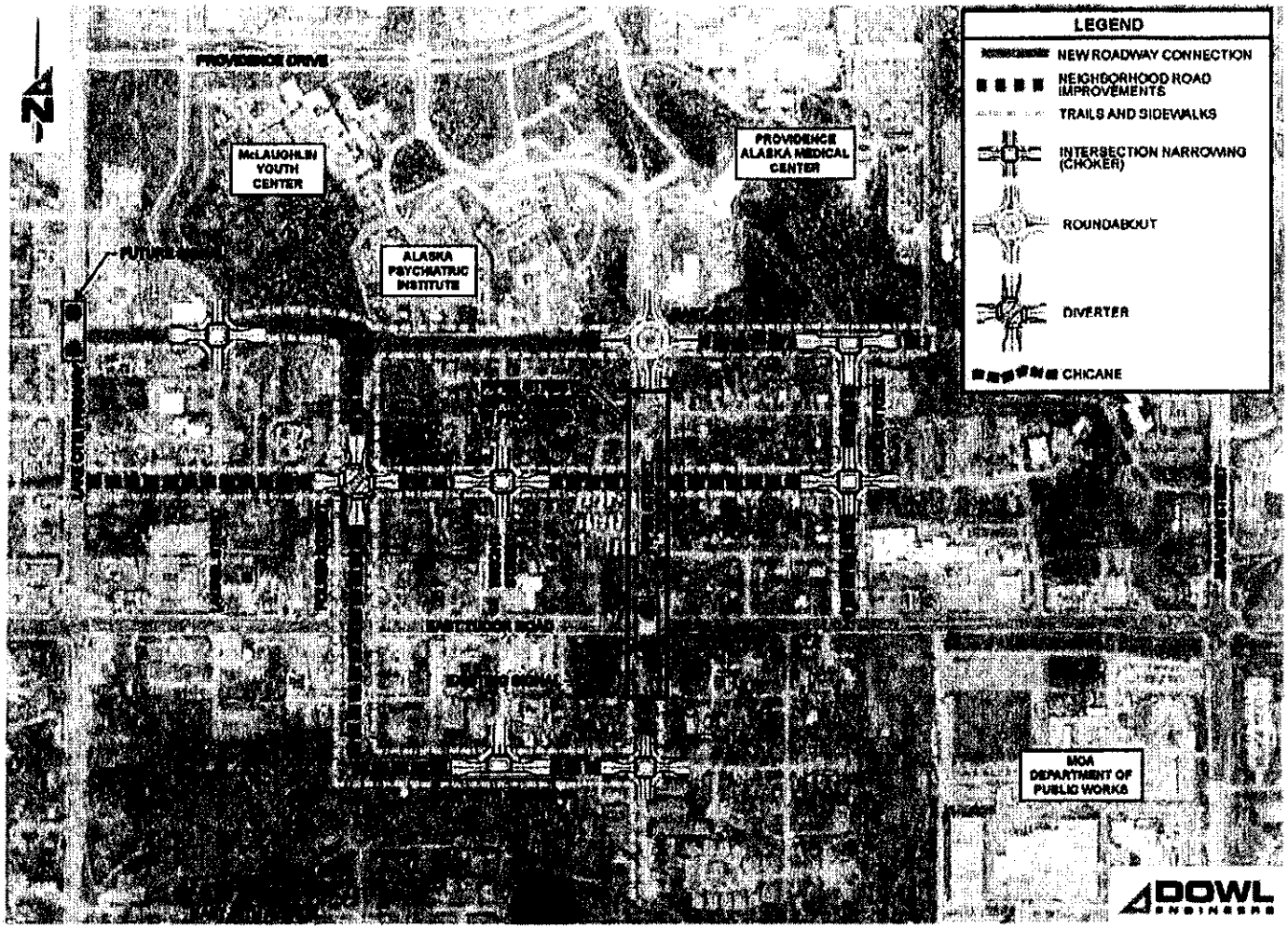
Kelly Brown, DOWL Engineers
Mail: 4040 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-3953

E-mail: ***kbrown@dowl.com***

We will provide, upon request, accommodations for special needs and disabilities.

TRAFFIC DEPARTMENT

DOWL ENGINEERS



TUDOR AREA
TRAFFIC CALMING STUDY

4040 B Street
Anchorage, Alaska 99503

Public Meeting No. 2
Wednesday, February 8, 2006
7:00 p.m. to 9:00 p.m.

Agenda/Fact Sheet

7:00 p.m. – Open House
7:30 p.m. – Presentation
8:00 p.m. – Comment/Question Session

Project Objective

The objective of the Tudor Area Traffic Calming Study was to work with the residents of the study area to identify transportation and safety improvements that:

- **Improve pedestrian and non-motorized traffic accommodations,**
- **Reduce travel speeds and cut-through traffic in residential areas, and**
- **Add color and landscape.**

The recommendations of this study will be incorporated into the Tudor Corridor Study and will guide future transportation decisions in the project area.

Study Area

The study area is bounded by Providence Drive to the north, Campbell Creek to the south, Lake Otis Parkway to the west and Bragaw Street to the east. This area encompasses portions of the University Area Community Council and the Campbell Park Community Council.

Most Frequent Transportation Concerns

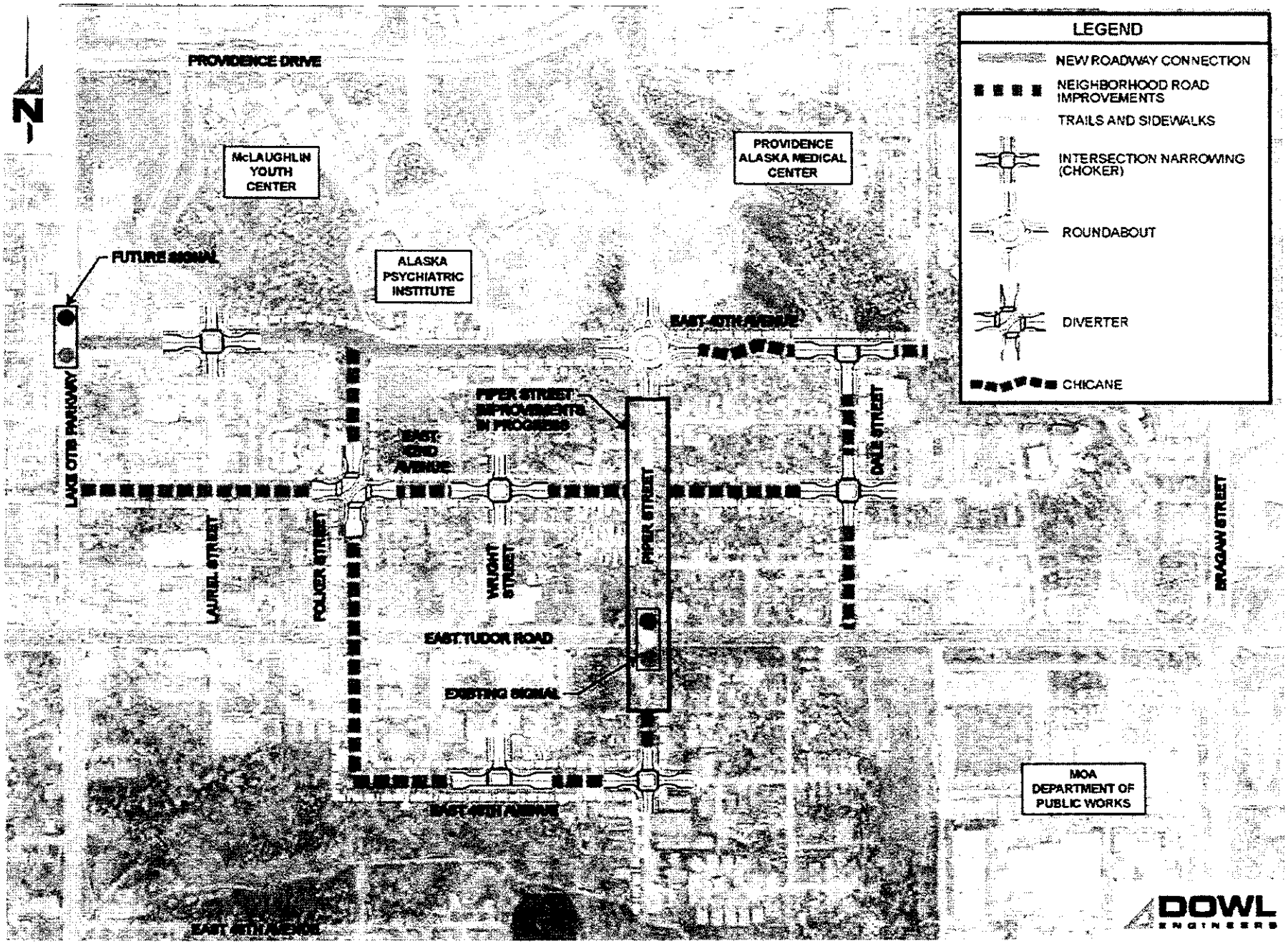
- **Calm the traffic in the neighborhood**
- **Neighborhood needs curbs, gutters, and sidewalks**
- **Pedestrian safety is a top priority**

Study Tasks

The scope of this study included the following tasks:

- **Examination of existing transportation conditions within the area,**
- **Evaluation of vehicular and non-motorized traffic circulation and conflicts within the study area,**
- **Involving the community and obtaining the residents perspective through a Citizen's Advisory Committee,**
- **Developing design alternatives to mitigate the identified negative transportation impacts and improving safety, and**
- **Examining the impacts of the various design alternatives on utilities, street maintenance, emergency vehicle access, pedestrian facilities, and transit facilities.**

A map illustrating the draft traffic calming recommendations is shown on the reverse of this page.


LEGEND
NEW ROADWAY CONNECTION
NEIGHBORHOOD ROAD IMPROVEMENTS
TRAILS AND SIDEWALKS
INTERSECTION NARROWING (CHOKER)
ROUNDABOUT
DIVERTER
CHICANE
N
PROVIDENCE DRIVE
McLAUGHLIN YOUTH CENTER
PROVIDENCE ALASKA MEDICAL CENTER
FUTURE SIGNAL
ALASKA PSYCHIATRIC INSTITUTE
LAKE OTIS PARKWAY
PIPER STREET IMPROVEMENTS IN PROGRESS
EAST 42ND AVENUE
LAUREL STREET
FOLKER STREET
WRIGHT STREET
PIPER STREET
DALE STREET
BRAGAW STREET
EAST TUDOR ROAD
EXISTING SIGNAL
EAST 40TH AVENUE
MOA DEPARTMENT OF PUBLIC WORKS
DOWL ENGINEERS

Public Meeting #2
Framework Plan Presentation

7:00pm

Wednesday, February 8th, 2006

Wendler Middle School

Agenda

- Introductions
- Project Overview
- Scoping Comments
- Data Collection/Analysis
- Recommendations
- What Happens Next?

Introductions

TUDOR AREA TRAFFIC CALMING STUDY

Community Advisory Committee (CAC)

Brenda McNees	Beau Bassett
Michelle Sturdy	Michelle West
Barbara Garner	Ruth Mathes

Representatives from Street Maintenance, APD, AFD, and ASD

MOA - Traffic Department

- Bob Knlefel, P.E. – Traffic Engineer
- Lee Coop – Associate Traffic Engineer
- Jennifer Satterfield – Traffic Calming Coordinator

Providence Alaska Medical Center

- Dale Rahn – Project Manager

DOWL Engineers

- Steve Noble, P.E. – Project Manager
- Brad Doggett, P.E. – Project Engineer
- Kelly Brown – Public Involvement

Project Area

TUDOR AREA TRAFFIC CALMING STUDY

Project Goals

Work with local residents to:

- Identify and document motorized and non-motorized traffic concerns
- Develop a cost-effective and context sensitive traffic calming framework plan that addresses the concerns
- Develop traffic calming priorities that will guide the use of transportation funding in the Tudor area

Project Schedule Summary

- ✓ Public Scoping Meeting – November 3, 2005
- ✓ CAC Meeting #1 – November 7, 2005
- ✓ CAC Meeting #2 – December 14, 2005
- ✓ CAC Meeting #3 – January 17, 2006
- ✓ Agency Meeting – January 27, 2006
- ✓ Draft Traffic Calming Report – February 6, 2006
- ✓ Public Meeting #2 – February 8, 2006
- Public Review of the Draft Report – February 8 to March 8, 2006
- CAC Meeting #4 – February 22, 2006
- Final Report – March 9, 2006

Common Goals of Traffic Calming

- Decrease the number of traffic accidents
- Improve non-motorized and pedestrian traffic accommodations
- Discourage criminal activities; facilitate law enforcement
- Reduce vehicle speeds
- Decrease cut-through traffic
- Add color and landscaping to enhance neighborhood identity

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Traffic Calming Application Guidelines

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Volume Control Measures			
Full Closures	No	May be suitable	
Half Closures Diagonal Diverters Forced Turn Islands	No	500-5,000 vpd ≥ 25% non-local traffic	
Vertical Speed Control Measures			
Speed Humps	Daily volume ≤ 5,000 vpd Posted speed ≤ 35 mph Not on primary emergency routes or bus routes		Grade ≤ 8%
Speed Tables Raised Crosswalks Raised Intersections	Daily volume ≤ 10,000 vpd Posted speed ≤ 35 mph Not on primary emergency response routes		Grade ≤ 8%
Horizontal Speed Control Measures			
Traffic Circles	Daily volume ≤ 5,000 vpd Posted speed ≤ 35 mph		Grade ≤ 10%
Roundabouts (one circulating lane)	Daily volume ≤ 15,000 vpd Posted speed ≤ 35 mph	No	Grade ≤ 6%
Lateral Shifts	Daily volume ≤ 20,000 vpd Posted speed ≤ 35 mph		
Two-Lane Chicanes Realigned Intersections	Daily volume ≤ 5,000 vpd Posted speed ≤ 35 mph		Grade ≤ 8%
One-Lane Chicanes (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 35 mph		
Narrowings			
Neckdowns Center Island Narrowings Two-Lane Chokers	Daily volume ≤ 10,000 vpd Posted speed ≤ 35 mph		
One-Lane Chokers (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 35 mph		
Combined Measures	Subject to limitations of component measures		

Framework Process

- Scoping Comments
- Data Collection/Analysis
- Alternatives
- Recommendations

Most Frequent Traffic Concerns

- Cut through traffic on 42nd Avenue
- Speeding vehicles on 42nd Avenue, 46th Avenue and Dale Street
- Increasing traffic volumes on 40th Avenue and Piper Streets from nearby development projects
- Increasing traffic volumes on 46th Avenue resulting from the new signal at Piper Street
- Pedestrian facilities are too narrow or non-existent and other pedestrian related concerns
- Maintain access to the neighborhood and businesses

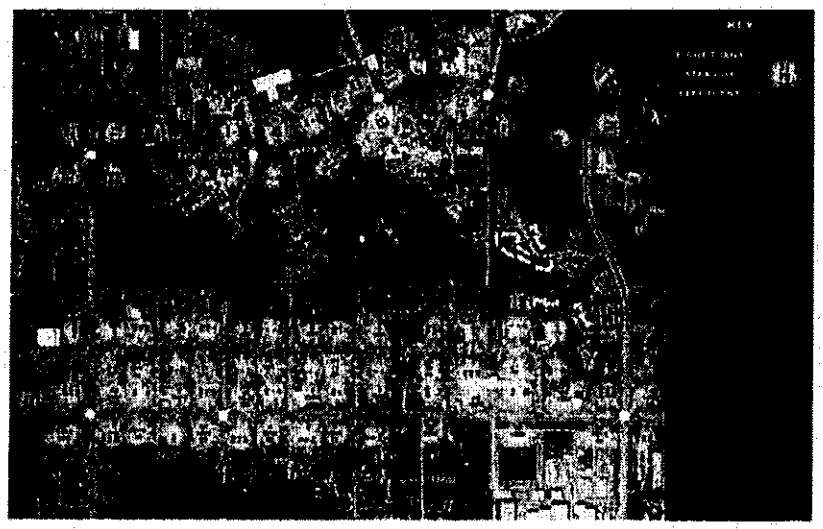
TUDOR AREA TRAFFIC CALMING STUDY

Data Collection/Analysis

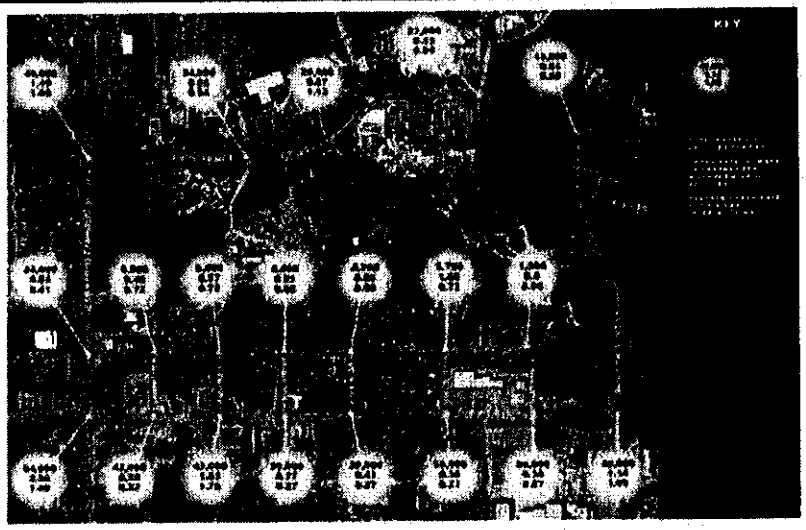
- Traffic Volumes
  - Intersection Counts
  - Roadway Counts
  - Cut-through Counts
  - Traffic Generators (I.e. Recent and Proposed Area Developments)
- Speed Studies
- Accident Information
- Roadway Conditions (width, signage, pavement quality, etc.)
- Pedestrian Facilities/ Demand
- Public Transit and School Bus Routes

TUDOR AREA TRAFFIC CALMING STUDY

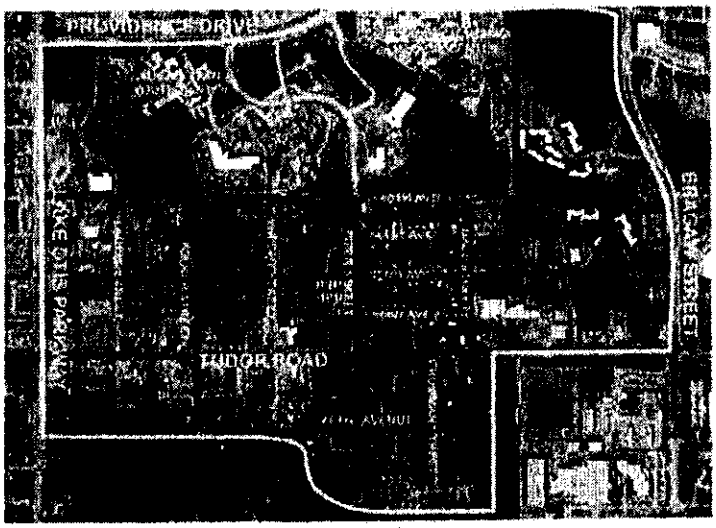
Intersection Volumes



Accidents

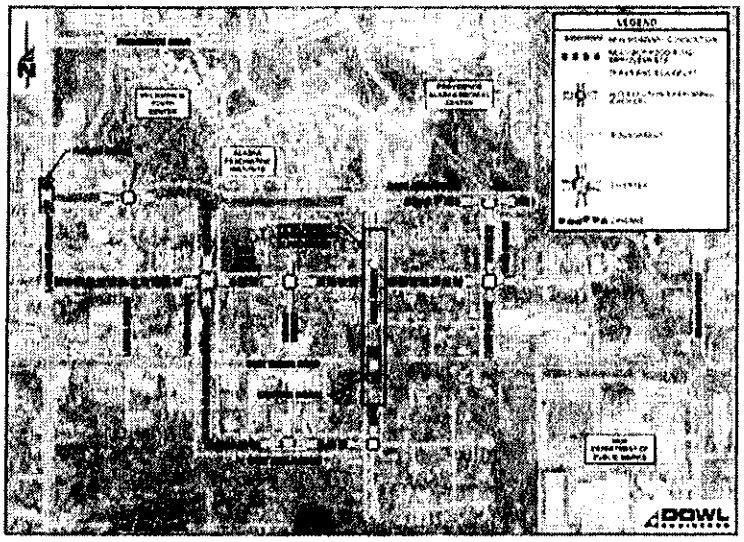


Pedestrian Demands



TUDOR AREA TRAFFIC CALMING STUDY

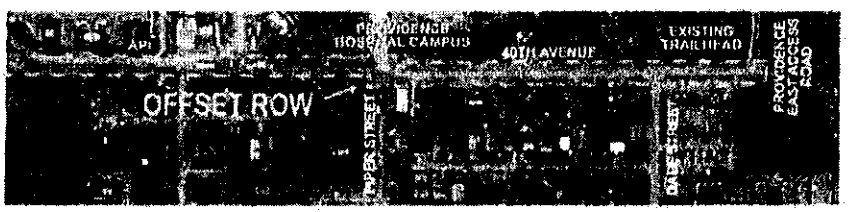
Framework Plan



TUDOR AREA TRAFFIC CALMING STUDY

40th Avenue

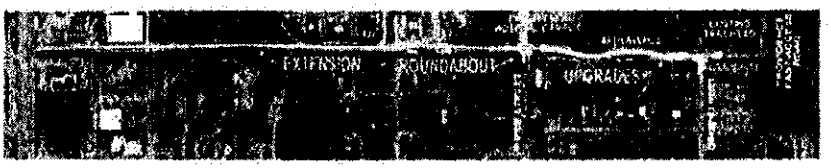
- Likely that an extension of 40th will be necessary to accommodate the U-Med District traffic volumes without more extensive upgrade to Piper Street
- Increasing traffic volumes as people discover the convenience of Piper Street
- High pedestrian use and crossing volumes
- Right-of-way (ROW) is offset at Piper Street
- Concern that 40th will become a high speed/high volume collector road if nothing is done to plan for the future



TUDOR AREA TRAFFIC CALMING STUDY

40th Avenue Recommendations

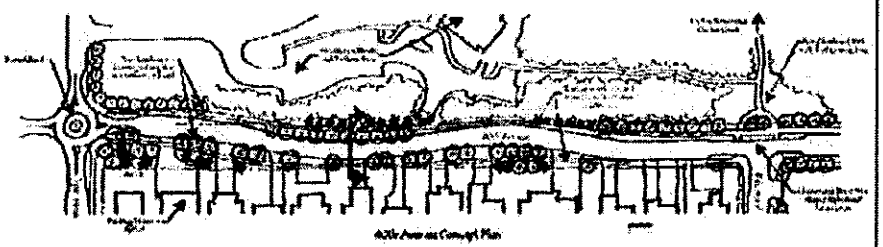
- Upgrade 40th to collector level standards, install a new signal at 40th Avenue/Lake Otis Parkway
- Traffic calming features include a chicane between Piper and Dale Streets, a choker at Dale Street intersection, and a roundabout at Piper Street intersection
  - Accommodates traffic volumes while minimizing encroachment on the neighborhood
  - Chicane slows traffic in front of the residential driveways
  - Increases visibility of the traffic control at Dale Street
  - Roundabout will slow traffic while providing adequate capacity
- Pedestrian facilities (sidewalk and trail the full length of the corridor)
- Estimated Cost – $5.1 million



TUDOR AREA TRAFFIC CALMING STUDY

40th Avenue (cont'd)

- Should increase compliance with traffic control at Dale Street
- Accommodates residential driveways
- Will help to maintain a buffer between the residential area and the future development
- Provides ample pedestrian crossings and landscaping opportunities
- Maintains 40th Avenue as a through street

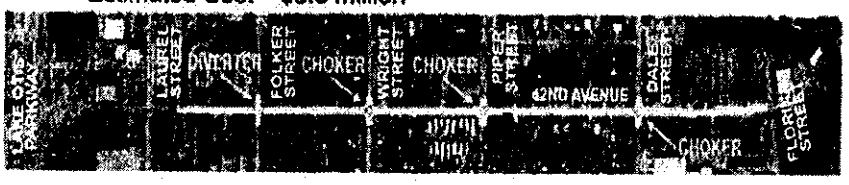


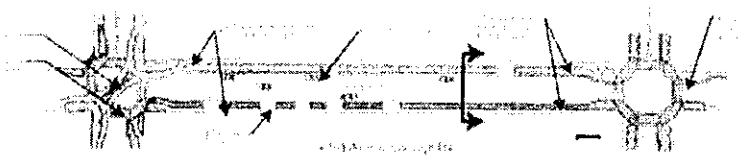
42nd Avenue – Primary Concerns

- Cut through traffic is about 20% of total traffic
- Posted speed/actual speed
  - 25 mph /29 mph
- High pedestrian use
- Folker Street signal removal pushed cut-through volumes further into the neighborhood
- Street is deteriorated and at the end of it's useful life

42nd Avenue Recommendations

- Upgrade road to urban/local street standards
- Traffic calming features will include chokers at intersections, and a diverter at Folker Street.
- New pedestrian facilities (sidewalk and/or trail) the full length of the corridor
- Estimated Cost – $3.5 million





TUDOR AREA TRAFFIC CALMING STUDY

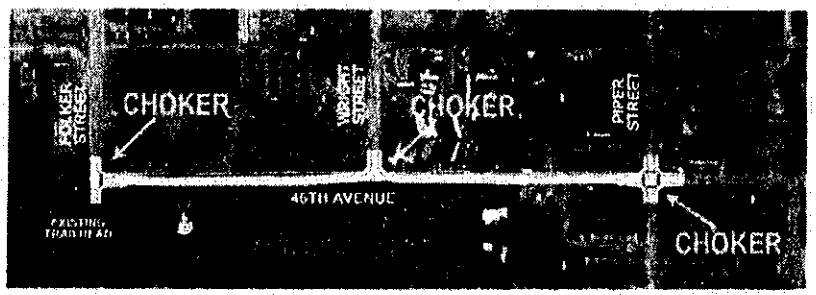
46th Avenue – Primary Concerns

- Redistribution of traffic associated with new signal at Piper
- Posted speed/actual speed
  - 25 mph /29 mph
- High pedestrian use/lack of pedestrian facilities
- Lack of neighborhood connectivity to the Campbell Creek Trail

TUDOR AREA TRAFFIC CALMING STUDY

46th Avenue Recommendations

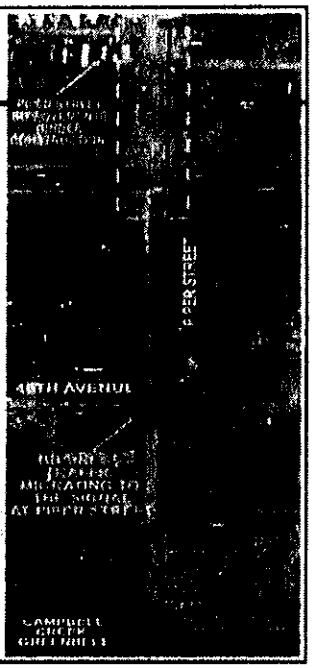
- Upgrade 46th Avenue to collector street standards
- Traffic calming features to include chokers at the cross-streets to slow traffic and increase pedestrian priority
- New pedestrian facilities on both sides of the street
- Trail connections to Campbell Creek Trail
- Estimated Cost – $2.1 million



TUDOR AREA TRAFFIC CALMING STUDY

Piper Street

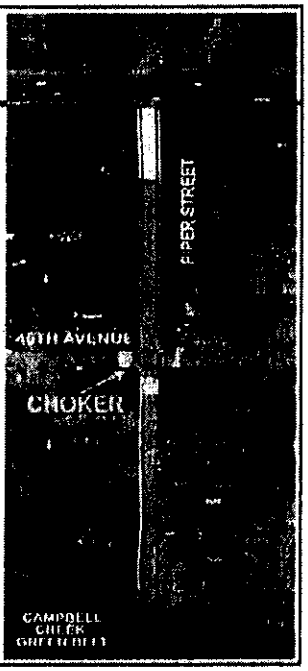
- High pedestrian use
- Business traffic migrating to the signal
- Signal queues conflict with driveways and on-street parking
- On street parking is obstructs driveway access and sight distance
- Steep grades and narrow right-of-way are not pedestrian friendly
- Possible link to Campbell Creek Trail



TUDOR AREA TRAFFIC CALMING STUDY

Piper Street Recommendations

- Upgrade Piper to collector street standards
- New pedestrian trail from Tudor Road to Campbell Creek Trail
- Traffic calming features in conjunction with 46th Avenue
- Resolve driveway/parking conflicts with widened road and on-street parking
- Estimated Cost – $300,000 (cost for chokers was included in the east-west roadway estimates)

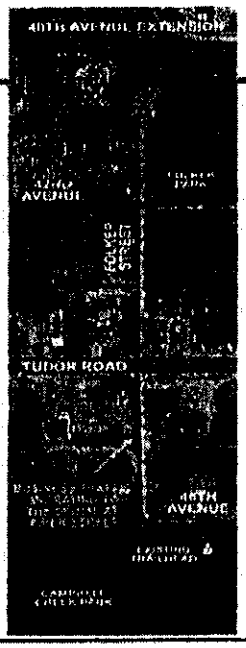


TUDOR AREA TRAFFIC CALMING STUDY

Folker Street

Primary Concerns:

- High pedestrian use/lack of pedestrian facilities
- Left-turning traffic migrating to the signal at Piper Street
- Road is at the end of it's useful life
- Pedestrian crossing concerns at Tudor Road



TUDOR AREA TRAFFIC CALMING STUDY

Folker Street/Tudor Road Pedestrian Crossing

Concerns

- Pedestrians are crossing Tudor Road mid-block and conflicting with vehicular traffic
- A large percentage of the crossings are pedestrians traveling between the Anchorage Rescue Mission and nearby transit stops

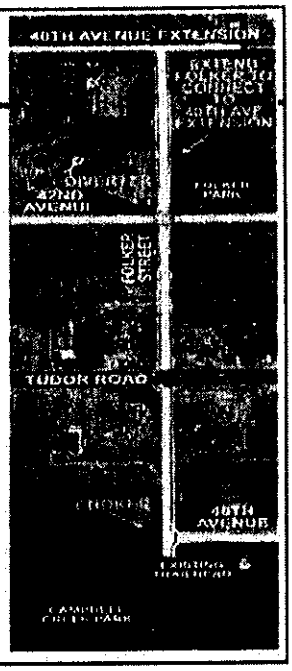
Possible Solutions

- Provide protected pedestrian crossing (overpass, pedestrian actuated signal, etc.)
- Discourage mid-block crossing by installing medians with fencing in Tudor Road
- Relocate area bus stops to locations near a protected crossing
- Relocate the rescue mission to area more conducive to pedestrian access
- Public education and improved signage, walkways, landscaping to direct pedestrians to better crossings

TUDOR AREA TRAFFIC CALMING STUDY

Folker Street Recommendations

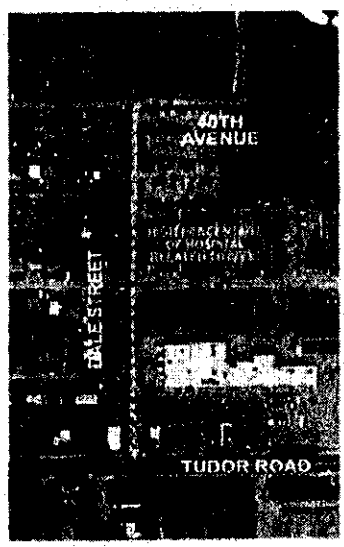
- Upgrade Folker Street to collector street standards
- Connect to future 40th Avenue extension
- Install diverter at 42nd Avenue to separate commercial traffic from residential traffic while maintaining through pedestrian access
- Initiate education program to address mid-block crossings and install improved signage, walkways along Tudor Road and landscaping
- Estimated Cost – $3.0 million (cost for choker and diverter was included in the east-west roadway estimates)



TUDOR AREA TRAFFIC CALMING STUDY

Dale Street – Primary Concerns

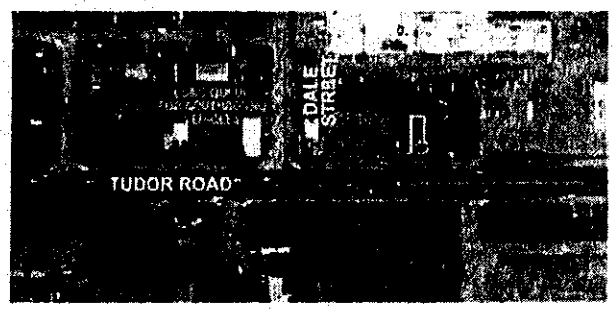
- High pedestrian use/lack of pedestrian accommodations
- High volume of U-Med generated traffic
- Compliance with stop signs at 40th and 42nd Avenue intersections.
- Lengthy queues and delay at Tudor intersection
- Elevated crash rate for southbound left-turning vehicles



Tudor Road/Dale Street Intersection

Concerns

- Long queue lengths
- Elevated collision rate for southbound left turning vehicles – 3.8 crashes/MEV

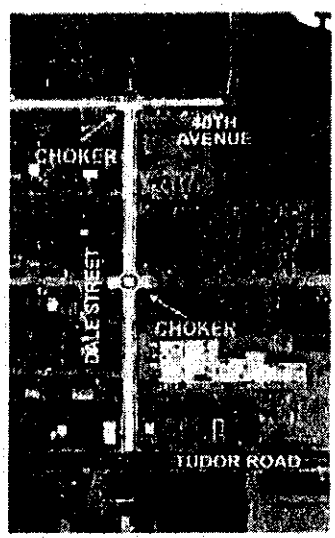


Possible Solutions

- Widen the southbound approach to facilitate right turns and reduce queues
- Prohibit southbound left turns by installing a median in Tudor Road

Dale Street -- Recommendations

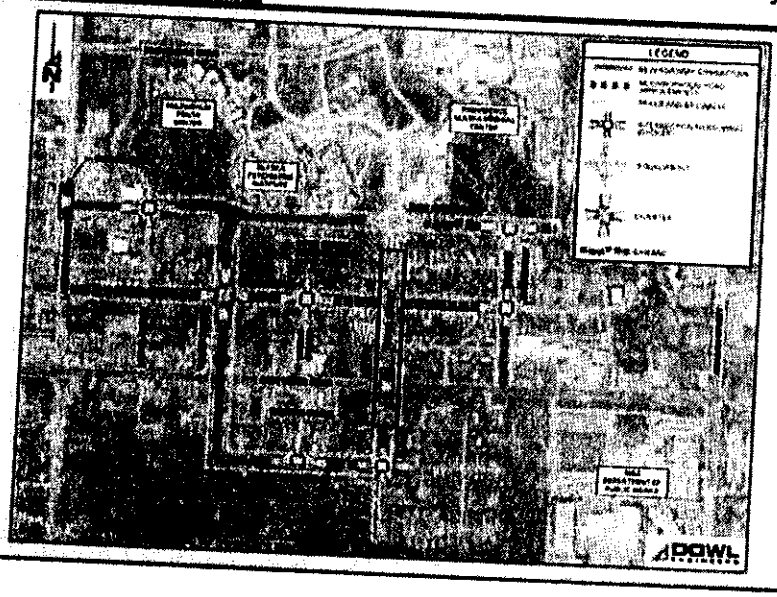
- Upgrade Dale to urban collector standards
- New pedestrian facilities on both sides of the road
- Install chokers at 40th and 42nd Avenue intersections
- Prohibit southbound left-turns at Tudor Road with a median (all other movements would be allowed)
- Estimated Cost – $1.9 million (cost for chokers was included in the east-west roadway estimates)



40th Avenue East Extension

- Additional capacity is needed to accommodate U-Med traffic departing to east Anchorage and beyond
- No existing links to Bragaw between

Framework Plan Phasing/Priority



What Happens Next?

- Finalize Report
- Submit Report to Traffic Department
- Acquire Funding
- Project Implementation

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- Finalize Report
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Questions/Comments

- Via E-mail: kbrown@dowl.com
- Website: www.dowl.com/projects

PUBLIC MEETING #2

SIGN IN SHEET ● February 8, 2006
PUBLIC MEETING #2

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
DEL SEEBA	2545 E. TUDOR, ANCHOR		562-8387
Steve Noble	4040 B. St	snoble@dowl.com	562-2000
Wayne Blackwell	4001 Pipeline St Anch AK 99508	wblackwell@gci.net	258-0477
Renee Kimble	4430 View Circle Anch AK 99507		—
ED LEONETTI	3301 E. 41st Anch. 99508	eleonetti@kpb-alaska.com	563-9896
Diane Steele	POBox 231681 Anch 99523	brannandsteele@gci.net	346-2168

PUBLIC MEETING #2

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PUBLIC MEETING #2

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Bob Knigge	MOA - TRAFFIC	KNIGGERB@muni.org	343-8410
Nicole Putnam	4530 Wright St #1	nickp1@gci.net	563-9360
Dale Raby	3200 Providence Dr	draby@fnuak.org	261-5001
David Post	DOT PF	david_post@dot.state.ak.us	269-0515
Shari Boyd	1926 Stanford Dr.	sboyd@alaska.net	762-5863
Cindy Folsom		lucindafolsom32@yahoo.com	2277997
Marlene Dean	3211 E. 41 Ave #3 Anch. 99508	mkdean@gci.net	561-8101
VIRGINIA KUNCH	2396 E. 47th Ct Anch 99507	ginfizzy@acsalaska.net	522-5857

DOWL ENGINEERS

DOWL Engineers ● 4040 B Street ● Anchorage, Alaska 99503 ● 562-2000

PUBLIC MEETING #2

SIGN IN SHEET ● February 8, 2006
PUBLIC MEETING #2

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Pamela Popper	665 W. 87th / 3521 E. Tudor Rd.	Tudor@alaska.net	561-5585
Cindy Richardson	626 E 78th Ave Anchorage	mooseriverews@yahoo.com	522-1210
Joanie Nardini	4829 Bryn Mawr Ct #3 99508		929-0719
Mary Forbes	4010 Piper St.	autor@gci.net	343-7941
Stan Wolfe	1280 E 17th #137	Swolf@alaska.net	272-1681
BARBARA GARNER	2814 E 42nd Ave.	bbgarner@alaska.com	563-6328
Jim Foss	2440 E Tudor Rd #401 / 99507	Jim@Inspectbuffalo.com	229-0419
Fran Victor	4610 Campus Circle #22	fdrjem@yahoo.com	561-4393
Valerie Fletcher-Mitchell	269-0845	VALERIE.FLETCHER-MITCHELL@DOT.STATE.AK.US	
Brian Steele	2735 E. Tudor Rd. 99508	bSteele@acmhs.com	762-8616
JOE SCARSO	3101 Lockwood Dr 99504	JSCARSO@GCI.NET	830-6679
MATT WHITE	4020 DALE	MATTW AK @ MAC.COM	830-3702
Tim Neale	3550 Wesleyan Dr	timua@gci.net	337-3076
Mary Weiss	3241 E 42nd Ave		770-5793
Kelly Brown	DOWL		
Alex Post	DOWL		
Tim Potter	DOWL		
Jennifer Satterfield	MOA Traffic		
Brad Doggett	DOWL		

TUDOR AREA TRAFFIC CALMING STUDY

SUBJECT:	Tudor Area Traffic Calming Study Public Meeting No. 2	W.O. D59148
GROUP:	5 members of staff and 26 members of the public	
DATE/TIME:	February 8, 2006 7:00 p.m. to 9:30 p.m.	
LOCATION:	Wendler Middle School	
MEETING MATERIALS:	PowerPoint presentation, factsheet/agenda, design cross-section, comment form, sign in sheets, display boards, area maps, relevant reports, and studies	
STAFF PRESENT:	DOWL Engineers: Steve Noble, Tim Potter, Brad Doggett Kelly Brown and Alex Post MOA Traffic: Bob Kniefel, Lee Coop, and Jennifer Satterfield Providence: Dale Rahn	

Kelly Brown, DOWL Engineers' Public Involvement Coordinator, began the meeting with staff introductions and Community Advisory Committee (CAC) introductions. Kelly explained the purpose of the CAC and their activities. Kelly then introduced Steve Noble to give the PowerPoint presentation and explain the detail of the design and project schedule. Comments and questions submitted by meeting attendees are summarized in the following pages. Project staff's comments and responses to questions are shown in italics.

The primary goal of the study is to guide transportation decisions in the area. The Draft report is available for review and is due for finalization in March 2006. The study used a framework process to look at traffic calming from a neighborhood perspective. Various data was collected including traffic counts, speed counts, and roadway conditions.

- Were actual pedestrian head counts collected?

  This data was collected and is included in the draft report. Head counts were low as they were collected in the winter, however public comments about pedestrian issues were included as it was recognized that there would be a greater number of pedestrians in the summer.

- Are the head counts shown on the project maps?

  This data was not included on the figures. The counts were very low and cannot be used to fully judge pedestrian use, as they were collected in the winter.

- Why is a roundabout planned for Piper and 40th Avenue instead of a four way stop?

Based on national statistics, roundabouts have a better safety record than four way stops, however, the design is still open to comment. A roundabout also provides greater opportunities for landscaping than a four way stop.

- Would it be possible to install a four way stop and speed humps instead of a diverter at Folker and 42nd Avenue?

  These options were reviewed and it was decided that these features would not reduce cut through traffic as desired by the residents and CAC members.

- Vehicles traveling down Folker would not be able to get to Lake Otis with the new design.

  The purpose is to remove commuter traffic from 42nd Avenue. By using 40th Avenue vehicles would have a signal to get out onto Lake Otis.

- What class of road is 42nd Avenue?

  42nd Avenue is a local street.

- It was a big mistake to remove the light at Folker

- Not all traffic on 42nd Avenue is cut through traffic; it is the only access to some businesses.

  The only vehicles counted as cut through traffic in the study were those that did not stop at all in the neighborhood, they connected from Tudor Road to Lake Otis or vice versa.

- The design takes away access to those with legitimate access.

  Vehicles heading to those businesses will have to use Piper or Laurel. These vehicles will also have a signal at 40th Avenue onto Lake Otis.

- The Pet Emergency Hospital needs to be able to give directions to distressed people over the telephone very quickly. It would be hard to get people there quickly unless they were traveling westbound on Tudor.

  Steve commented that he would like to speak to the Pet Emergency Hospital representatives after the presentation.

- The problem on 46th Avenue is with a lack of pedestrian facilities.

- Are any non-paved or gravel sidewalks planned?

  No. All sidewalks shown on the design would be paved except any existing gravel trails.

- What were the pedestrian head counts at Tudor?

  Steve offered to get this information. An estimate would be 30 or 40 with 20 percent crossing at the signal.

- Were pedestrian counts completed at any other signals?

  No. There is a cluster of accidents on Tudor between Lake Otis and Piper Street. Options reviewed included providing pedestrian protection with a walkway, using median fences to prevent people crossing the road, and moving bus stops.

- How many people were crossing from the bus stop to the Rescue Mission?

  75 percent of the pedestrian traffic was from the bus stop to the Rescue Mission. This volume depended on the time of day. One option reviewed was to relocate the Rescue Mission.

- Try to get the Anchorage Police Department to help enforce pedestrian right of way.

  This idea will be considered for inclusion in the plan.

- Will the report include that sidewalk design must be coordinated with the Municipality to ensure winter snow removal and maintenance? There is no point having good sidewalk design if it is unusable in the winter.

  A section on maintenance can be added to the report.

- Why is another parallel street [40th Avenue extension] needed when you can turn from Providence Drive to Bragaw Street?

  Projected traffic increases will require more connection streets.

- For the 40th Avenue extension, Option C, how many property owners are involved?

  There are two or three owners including Providence and UAA. Option C would be a narrow roadway and would require a significant design effort. UAA has not been involved in this process so far and this option would impact them.

- Regarding the order of priorities for projects, would 40th Avenue have to be developed first?

  The study recommends that 40th Avenue be developed first.

- Is there a date when these projects will start?

  No projects are currently funded. Funding to start the project is on the upcoming Municipal Bond in April.

  The Request for Proposals for design of 40th Avenue will be available soon.

- Will a new road at 41st Avenue be included as this road is full of holes?

  This street is not part of the current recommendations. 41st Avenue and 43rd Avenue are low volume and are funded differently by the Municipality.

  All streets in the area need work but the highest priority ones need to come first.

  It will be at least two or three years before any construction might start on any of the projects.

- Will the stop sign at Laurel and 42nd Avenue be removed?

- How does this project rank among other projects in the city?

  The Traffic Department looks at projects pretty evenly. The upcoming bond package includes funding for design, not construction.

- Could this project happen over a decade?

  Yes. It would likely take a decade to implement all of the recommendations.

- Who is the point of contact for complaining about increased speed and snow removal issues on Piper Street?

  Piper Street is not finished and this winter there will only be limited street maintenance.

  Contact Dan Southard in Street Maintenance regarding snow removal and Lieutenant Reeder with the Anchorage Police Department about speeding.

- There is daily concern that someone will be killed on Piper Street.

  Bob offered to contact Street Maintenance and APD, and urged concerned people to do so as well.

- There is concern about continuing construction on Providence Campus. There is a need to get these projects started. Increasing traffic is getting worse and projects need to move fast to keep up. The 40th Avenue extension is needed to accommodate increasing traffic.

- Happy to see that pedestrian facilities are high on project lists. There are currently hardly any pedestrian facilities available in the area. There needs to be a policy with the Municipal Operations and Maintenance Department so that they will maintain what pedestrian facilities are built. To call in snow removal problems the city can be contacted at 343 8277 or the feedback section on the Municipal website can be used.

- Is any lighting included in the plans?

  Lighting is part of the design. Not all streets will have full lighting as this can affect homeowners, some lighting will be designed more for pedestrian users or safety purposes.

- Are any raised intersections planned?

  A raised intersection is planned for Piper Street and 42nd Avenue.

- Raised intersections are a great idea to reduce curb cuts.

- If a roundabout is installed in the neighborhood at Piper Street and East 40th Avenue one resident commented that they would avoid this street. They would rather go around the neighborhood onto Tudor Road than take the roundabout. Roundabouts are more dangerous for pedestrians to cross the street at than four way stops are.

Attachments: Sign-In Sheet, Meeting Announcement

Citizens Advisory Committee

Community Advisory Committee
Meeting #1
5:30 pm to 7:00 pm
Monday, November 7th, 2005
DOWL Engineers Training Room

Agenda

Define Roles and Responsibilities
Present Project Overview
Discuss Existing Conditions
Discuss Traffic Calming Principles
Listen to Comments and Concerns

Project Goal: Work with local residents to implement context sensitive traffic calming solutions that are:

- technically sound,
- neighborhood friendly, and
- cost effective.

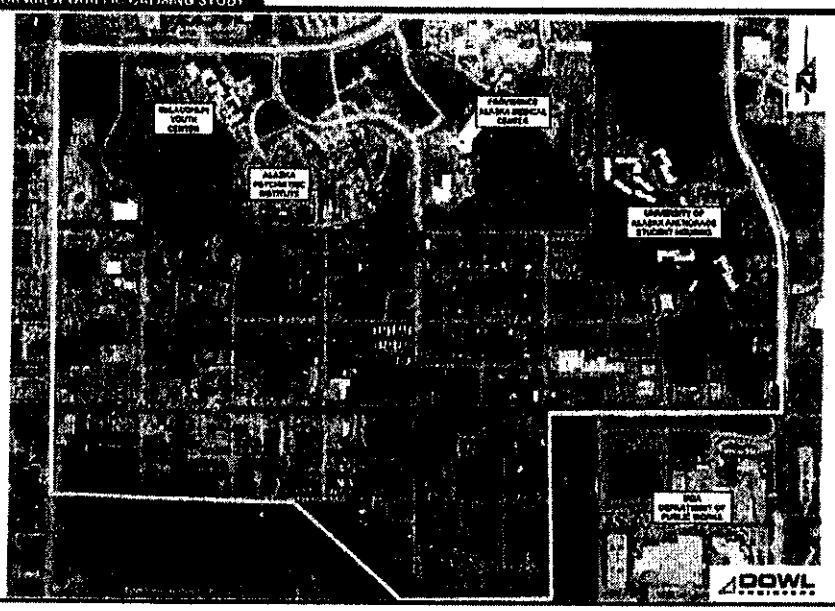
TUDOR AREA TRAFFIC CALMING STUDY

Roles and Responsibilities

- DOWL Engineers - Recommend engineering solutions, alternatives, design
- CAC - Advise DOWL Engineers and MOA on road problems/improvements; represent interests of the local residents not interests of the individual
- MOA - Own, maintain, operate, and direct development of road; ultimate decision-maker
- Contractor - Constructs road improvements

TUDOR AREA TRAFFIC CALMING STUDY

Project Area



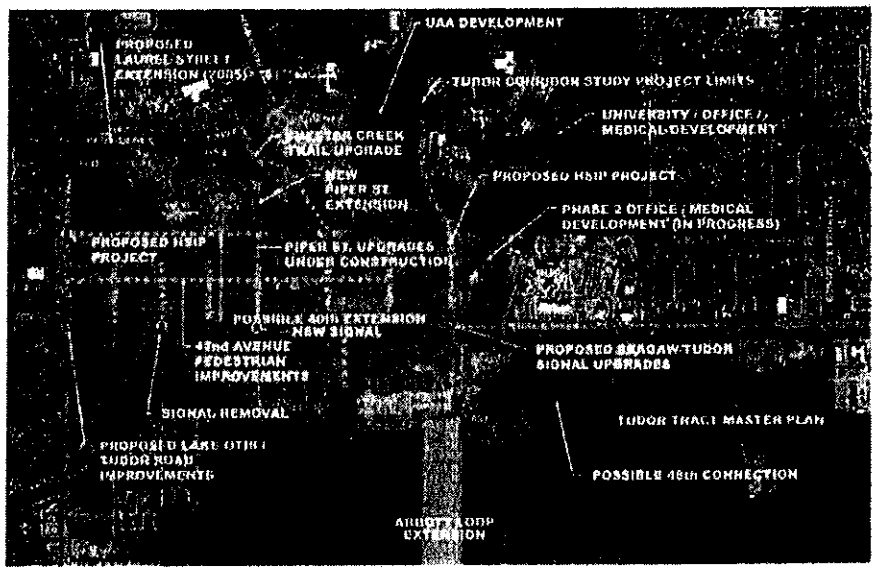
TUDOR AREA TRAFFIC CALMING STUDY

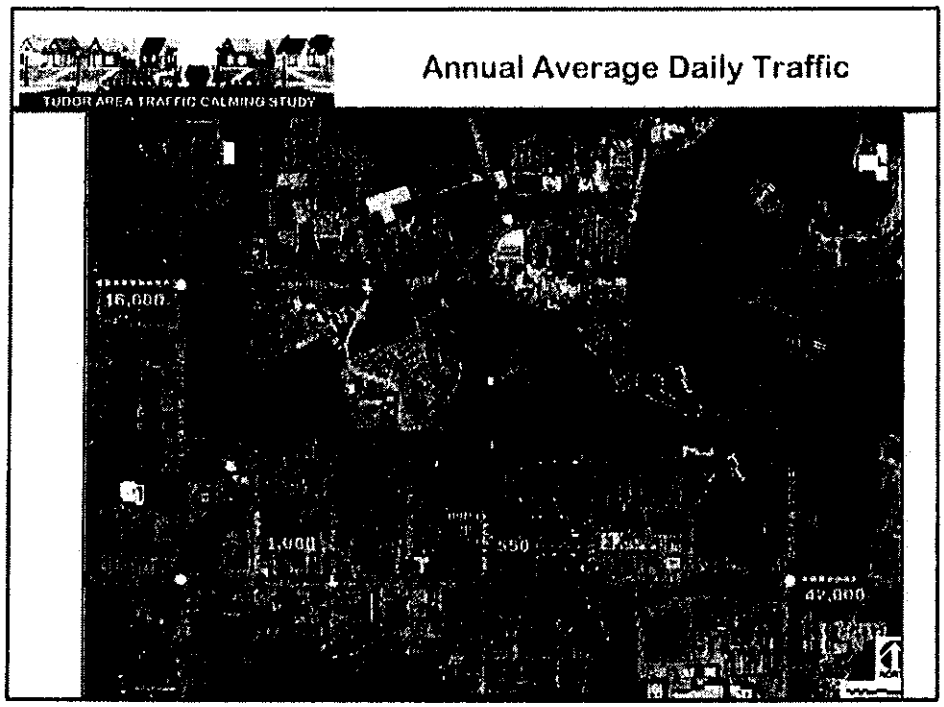
Project Background

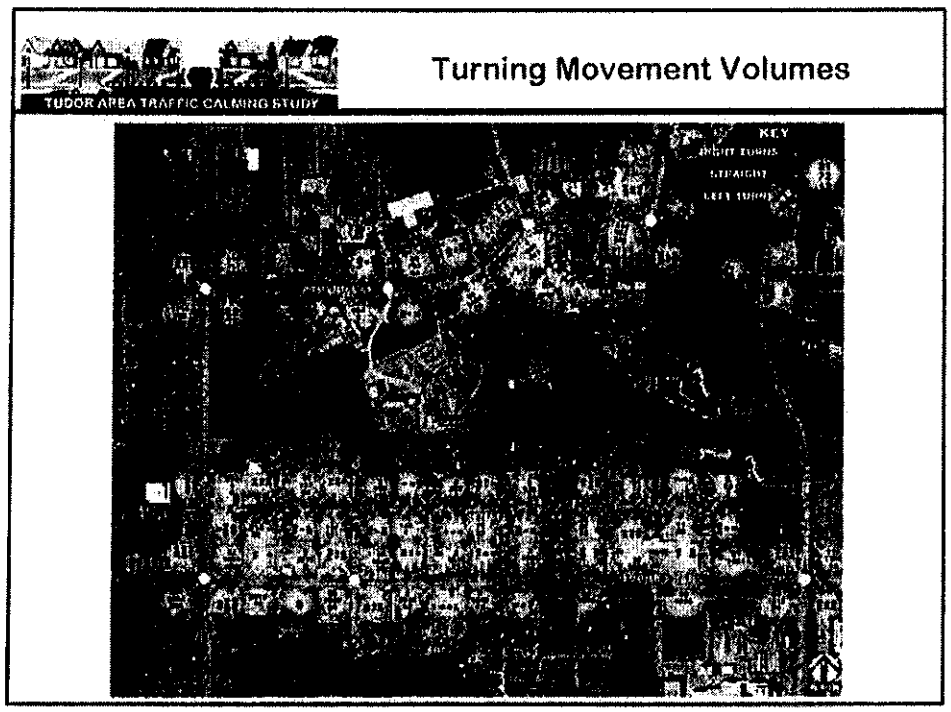
- History of Concerns Expressed by Residents
- Assembly Resolution Regarding Development in U-Med Area
- Led to Tudor Corridor Study Project (being completed in 2 phases):
  - Phase 1 Tudor Corridor Study – Addressed planning level transportation decisions
    - Piper Street
    - Removal of Signal at Folker Street
    - Recommended collector level streets be identified
    - Pedestrian/Transit modifications along Tudor Road
  - Phase 2 Tudor Area Traffic Calming Study – Will address neighborhood circulation issues such as speeding, cut-through traffic, pedestrian circulation, etc.
- 2005 Bond Proposition included funding for 42nd Avenue

TUDOR AREA TRAFFIC CALMING STUDY

Current/Future Transportation Improvements

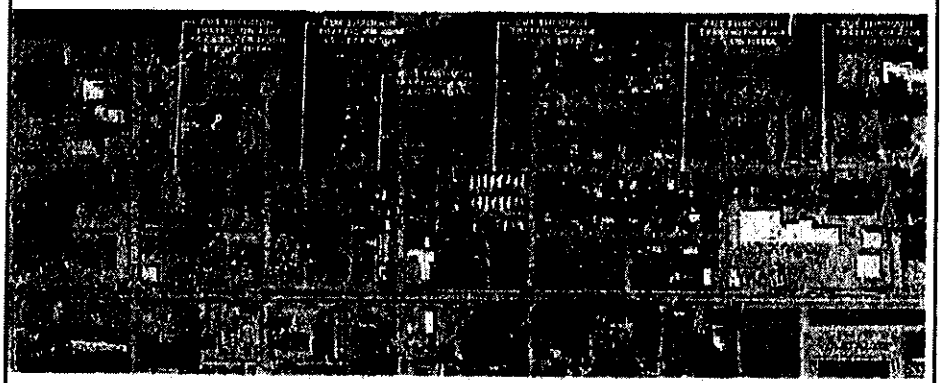



TUDOR AREA TRAFFIC CALMING STUDY
Annual Average Daily Traffic
16,000
1,000
350
42,000


TUDOR AREA TRAFFIC CALMING STUDY
Turning Movement Volumes
KEY

TUDOR AREA TRAFFIC CALMING STUDY

Cut-Through Traffic Study



TUDOR AREA TRAFFIC CALMING STUDY

Existing Conditions

TUDOR AREA TRAFFIC CALMING STUDY

Speed Data

TUDOR AREA TRAFFIC CALMING STUDY

What is Traffic Calming?

Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.

R. Ewing, Overview: Legal Aspects of Traffic Calming

Common Goals of Traffic Calming

- Decrease the number of traffic accidents
- Improve non-motorized and pedestrian traffic accommodations
- Discourage criminal activities; facilitate law enforcement
- Reduce vehicle speeds
- Decrease cut-through traffic
- Add color and landscaping to enhance neighborhood identity

Traffic Calming Toolbox

- Speed Reduction
  - Raised Intersection/Crosswalks
  - Speed Humps
  - Chokers
  - Roundabouts/Traffic Circles
  - Chicanes
- Volume Reduction
  - Closures
  - Diverters
  - Chokers
- Pedestrian Safety
  - Raised Crosswalks
  - Chokers

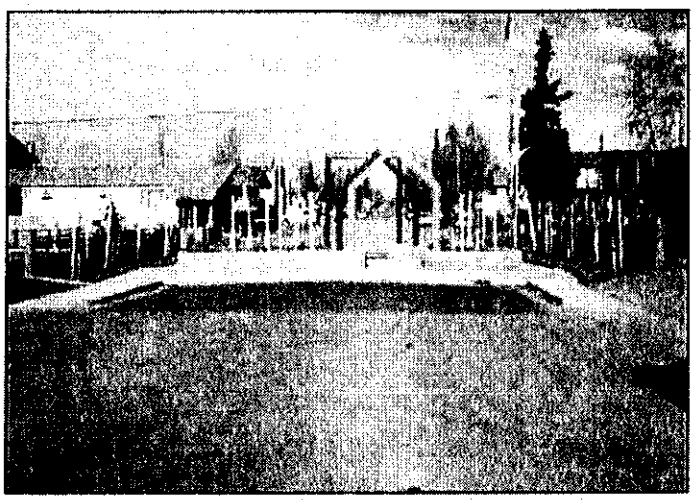
TUDOR AREA TRAFFIC CALMING STUDY

Traffic Calming Measures in Anchorage

- Full and Partial Street Closures
- Diverters
- Chokers
- Chicanes
- Roundabouts/Traffic Circles
- Speed Humps
- Raised Intersections/Crosswalks

TUDOR AREA TRAFFIC CALMING STUDY

Full Closure

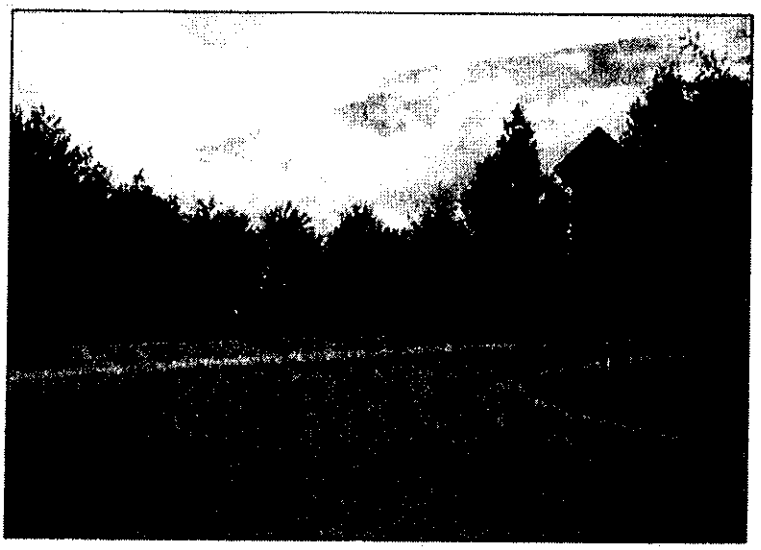


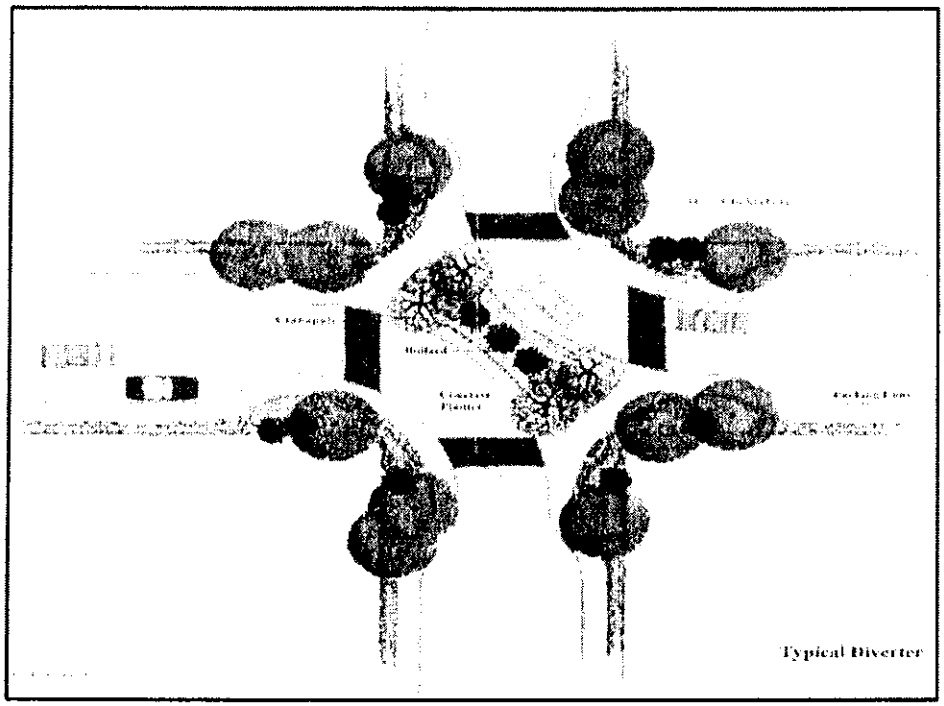
TUDOR AREA TRAFFIC CALMING STUDY

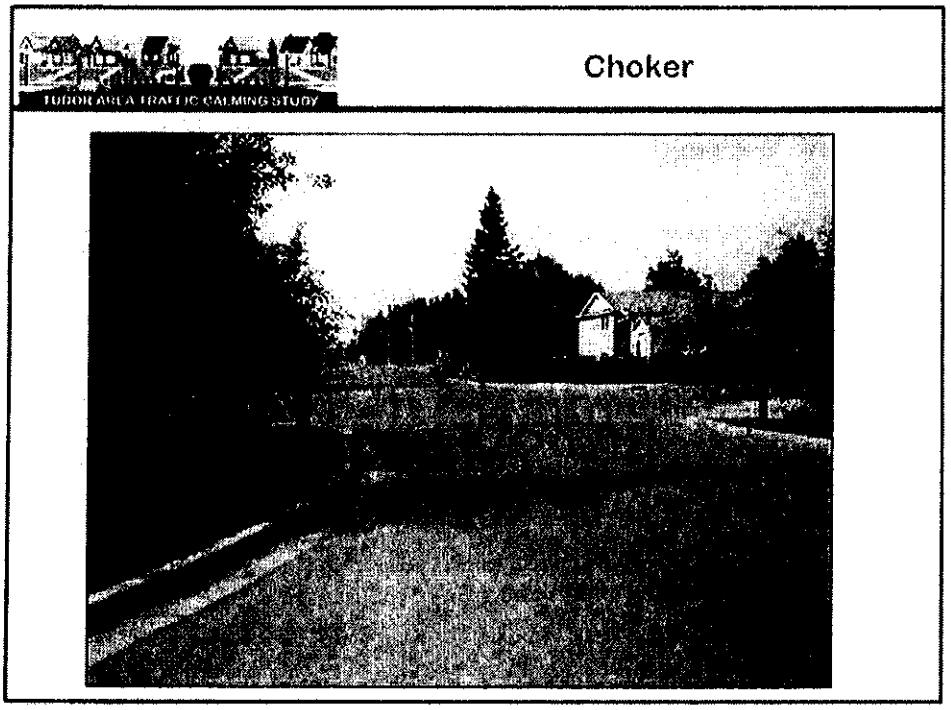
Partial Closure

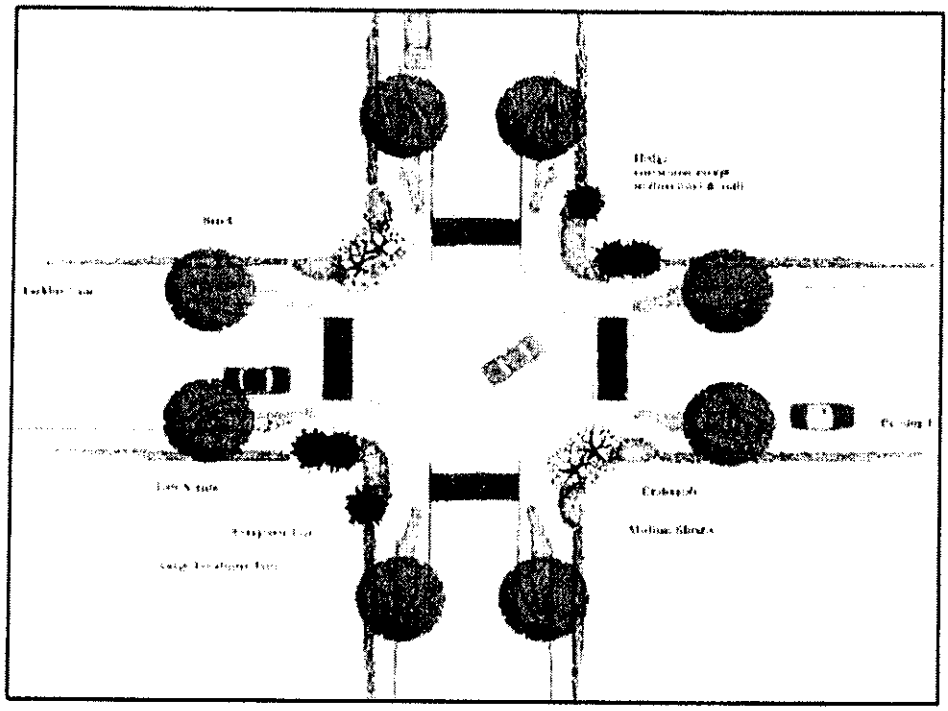
TUDOR AREA TRAFFIC CALMING STUDY

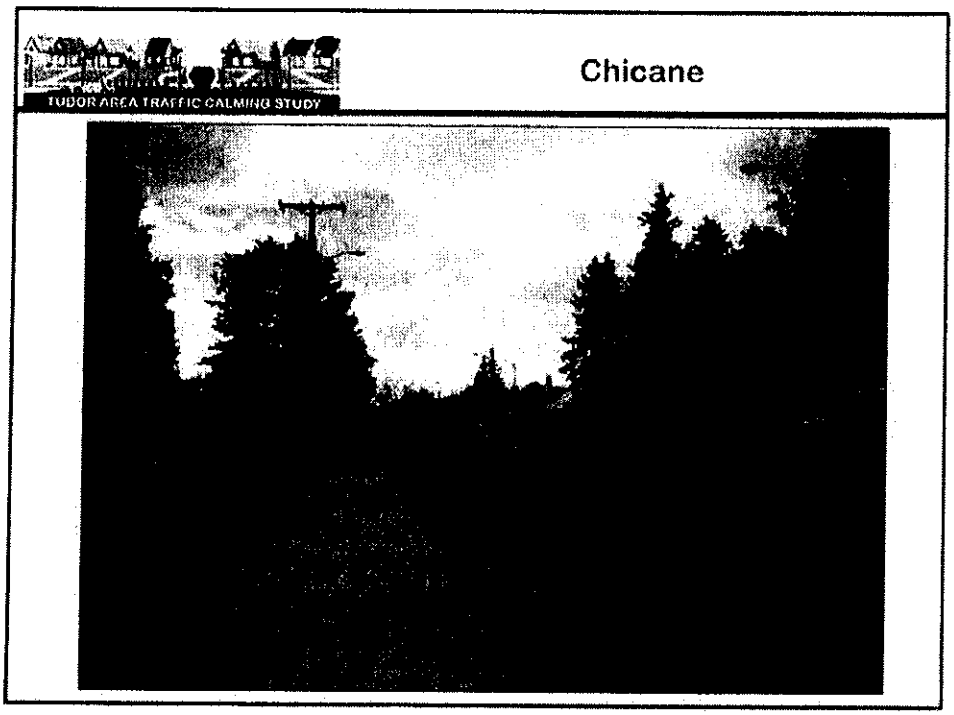
Diverter




Typical Diverter

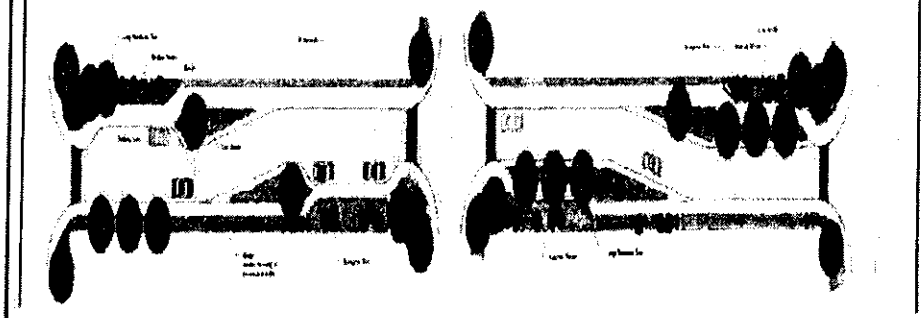

TUDOR AREA TRAFFIC CALMING STUDY
Choker




TUDOR AREA TRAFFIC CALMING STUDY
Chicane

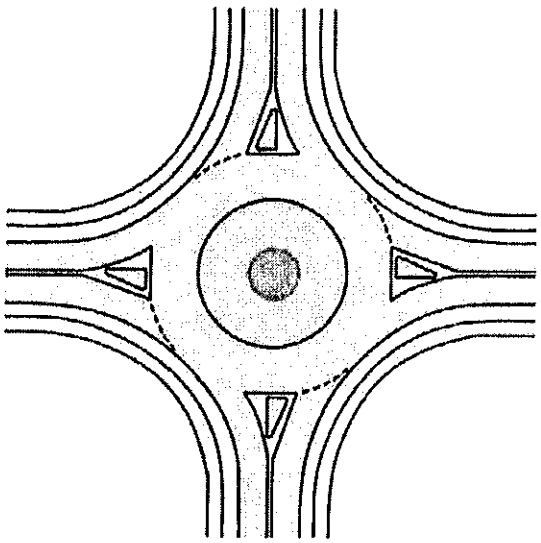
TUDOR AREA TRAFFIC CALMING STUDY

Chicane



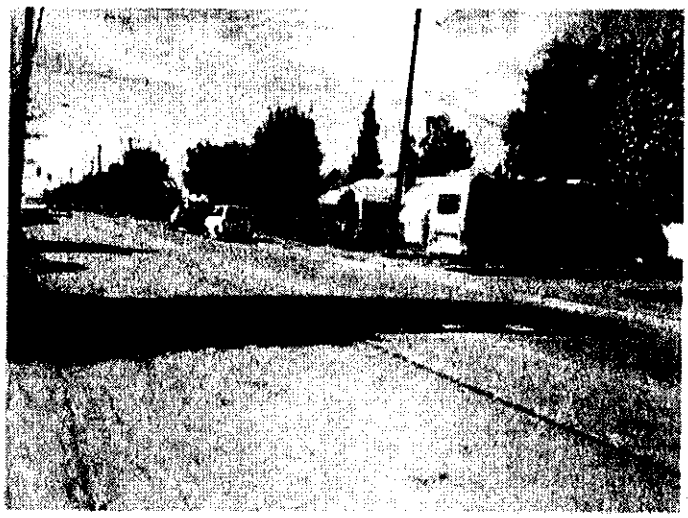
TUDOR AREA TRAFFIC CALMING STUDY

Roundabout/Traffic Circle



TUDOR AREA TRAFFIC CALMING STUDY

Speed Humps



TUDOR AREA TRAFFIC CALMING STUDY

Raised Intersection

TUDOR AREA TRAFFIC CALMING STUDY

Raised Crosswalk

TUDOR AREA TRAFFIC CALMING STUDY

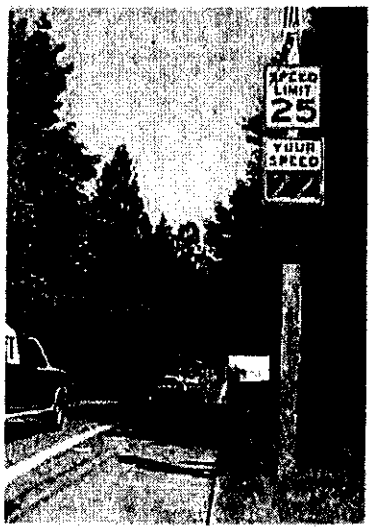
Other Possible Traffic Calming Measures

- Median Narrowings
- Force Turn Island
- Textured Pavements

TUDOR AREA TRAFFIC CALMING STUDY

Non-Geometric Traffic Calming Measures

- Radar w/ Message Board
- Increased Enforcement
- Painted Traffic Markings
- Signage



TUDOR AREA TRAFFIC CALMING STUDY

Application Guidelines

Traffic Calming Application Guidelines

Traffic Calming Measure	Street Classification		Other Restrictions
	Neighborhood Collectors	Local Streets	
Volume Control Measures			
Full Closures	No	May be suitable	
Half Closures Diagonal Diverters Forced Turn Islands	No	500-3,000 vpd ≥ 25% non-local traffic	
Vertical Speed Control Measures			
Speed Humps	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph Not on primary emergency routes or bus routes		Grade ≤ 8%
Speed Tables Raised Crosswalks Raised Intersections	Daily volume ≤ 10,000 vpd Posted speed ≤ 25 mph Not on primary emergency response routes		Grade ≤ 8%
Horizontal Speed Control Measures			
Traffic Circles	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph		Grade ≤ 10%
Roundabouts (one circulating lane)	Daily volume ≤ 15,000 vpd Posted speed ≤ 25 mph	No	Grade ≤ 6%
Lateral Shifts	Daily volume ≤ 20,000 vpd Posted speed ≤ 25 mph		
Two-Lane Chicanes Realigned Intersections	Daily volume ≤ 5,000 vpd Posted speed ≤ 25 mph		Grade ≤ 8%
One-Lane Chicanes (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 25 mph		
Narrowings			
Neckdowns Center Island Narrowings Two-Lane Chokers	Daily volume ≤ 20,000 vpd Posted speed ≤ 25 mph		
One-Lane Chokers (Two-Way operation)	Daily volume ≤ 2,000 vpd Posted speed ≤ 25 mph		
Combined Measures	Subject to limitations of component measures		

Typical Agency Concerns

- Minimize impacts to fire/rescue response time
- Avoid dead-end streets or provide space to turn around
- Provide snow storage space where practical
- Minimize additional effort required for snow removal
- Maintain unobstructed access for bus routes

Anchorage Construction Costs

Modification	Typical Cost
Speed Hump	$3,000 - $10,000
Choker	$120,000
Diverter	$150,000
Chicane	$150,000/block
Closure	$50,000

Project Schedule/Milestones

- ✓ Public Scoping Meeting – November 3rd, 2005
- CAC Meeting #1 – November 7th, 2005
- Agency Meeting – Early December 2005
- CAC Meeting #2 – December 5th, 2005
- Draft Report – Late December 2006
- CAC Meeting #3 – January 9th, 2006
- Public Meeting #2 – January 12th, 2006
- Final Report – February 1st, 2006

Closing Issues

- Next Meeting Objectives
- Questions/Comments

COMMUNITY ADVISORY COMMITTEE MEETING #1

SIGN IN SHEET ● November 7, 2005
COMMUNITY ADVISORY COMMITTEE MEETING #1

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Brenda McNees	2030 Campbell Pl Anch AK 99507	brenda_mcnees@fsafood.com	267-1705
Kelly Brown	4040 B St DOWL	kbrown@dowl.com	562-2000
BRAD DOGGETT	4040 B St DOWL	bdoggett@dowl.com	562-2000
Michelle Sturdy	3310 E 40th Ave. 99508	asms30@uaa.alaska.edu	563-6249
BARBARA GARNER	2814 E 42nd Avenue 99508	bbgarner@alaska.com	563-6328
Michelle West	4507 Piper St 99507	mnmwest@gci.net	563-6856
BEAU BASSETT	3220 EAST 40th AVE 99508	[illegible] @ckstevens.net	561-6630
Steve NOBLE	DOWL	snoble@dowl.com	
Tim Potter	DOWL	tpotter@dowl.com	

SUBJECT:	Tudor Area Traffic Calming Study CAC Meeting No. 1	W.O. D59148
DATE/TIME:	November 7, 2005 5:30 p.m. to 7:30 p.m.	
LOCATION:	DOWL Engineers' Training Room	
GROUP:	Committee Members: Brenda McNees, Michelle Sturdy, Barbara Garner, Michelle West, and Beau Bassett	
MEETING MATERIALS:	PowerPoint presentation, informational handout and comment form, sign in sheets, display boards, area maps, relevant reports, and studies	
STAFF PRESENT:	DOWL Engineers: Steve Noble, Tim Potter, Brad Doggett, and Kelly Brown	

Steve Noble, DOWL Engineers Project Manager, began the meeting with staff introductions, and discussed the purpose of the Tudor Area Traffic Calming Study project. Committee members then introduced themselves and gave a quick background regarding their interest in the project area. Steve gave a PowerPoint presentation that included a description of the project, various traffic calming methods and the proposed schedule. Comments and questions submitted by meeting attendees are summarized in the following pages. Project staff's comments and responses to questions are shown in italics.

- The purpose of the meeting is to focus on potential traffic calming measures in the project neighborhoods that could help reduce vehicle speeds and discourage cut-through traffic.

- What are the projected traffic flow numbers based on? What are the traffic counts?

  The projected traffic flow assumes the full build-out of the Providence southwest campus expansion. Piper Street is estimated to have 5,000 cars per day at full build-out. We still need to do counts on 46th Avenue, in fact we will be updating the counts in the entire area now that Piper Street is open. Piper Street is planned to be re-classified as a collector street.

- How will build-out of the institutions impact the traffic and the neighborhood? *Road design is based on a 20-year horizon. The U-Med district institutions will need improved access connectivity in the future. We need to study and develop the traffic flow while not breaking up the individual institutions into a grid pattern.*

- What improvements are planned for Dale Street?

  There are no improvements planned at this time, although project staff will monitor safety issues at the intersection of Dale Street and Tudor Road.

- Are there any plans to extend 46th Avenue to Lake Otis Blvd? There was concern that pushing 46th Avenue through to Lake Otis would increase cut through traffic in the neighborhood by those wanting to avoid traffic on Tudor Road. *The Tudor/Lake Otis Intersection upgrades will take into consideration potential links and access to the major intersections.*

- Concerned about pedestrian safety and the volume of traffic as the area grows. 40th Avenue should be punched through to Lake Otis Parkway to help the traffic flow.

- Will we see an increase in cut-through traffic on 42nd Avenue now that Piper Street goes through? *The intent of a collector street is to carry traffic to a local street; it is not intended to be used as a cut-through route. Previously, 21% of the eastbound cars on 42nd Avenue between Lake Otis and Folker were cut-though. The Tudor/Lake Otis Intersection improvements will help discourage cut through. Although it is possible the cut-through traffic will go all the way down to Piper Street now.*

- There are pedestrian improvements studies going on Providence Drive. The Transit Department is studying the locations of bus stops and sidewalk connections near Providence Hospital and UAA.

- The residents discussed specific traffic calming techniques and tools:

  - A raised intersection should be used due to its increase in pedestrian safety.

  - There should be three (3) speed humps on 40th Avenue to decrease the cut through traffic from Dale to Piper.

  - We should fully close 40th, 41st, and 43rd Avenues. 42nd Avenue should be used as the main artery for the neighborhood.

  - In order to fully close those roads, it was discussed to put a turn around area on Providence property.

  - The proposed upgrade of 40th Avenue (Dale to Piper) should match up with the future extension. Could a roundabout be placed at the offset intersection of 40th and Piper? Could there be a trail along 40th as part of the Providence House landscaping plan?

  - Pedestrian safety is seen as the top priority for residents.

- Some neighborhoods in the project area may require different solutions. For example the upgrade/improvement of 46th and 42nd Avenues may look very different because of differing neighbor concerns.

- Homework for committee members: Study the traffic calming measures. Think about identifying the walking trails. Ponder if there should be one or two east/west or north/south corridors. What type of lighting is desired?

ATTACHMENTS: Sign-In Sheet

SUBJECT:	Tudor Area Traffic Calming Study Citizen's Advisory Committee Meeting No. 2	W.O. D59148
DATE/TIME:	December 14, 2005 5:30 p.m. to 7:30 p.m.	
LOCATION:	DOWL Engineers' Training Room	
GROUP:	Committee Members: Brenda McNees, Michelle Sturdy, Barbara Garner, Michelle West, and Beau Bassett	
MEETING MATERIALS:	Informal Binder updates; Sign-In Sheet	
STAFF PRESENT:	DOWL Engineers - Steve Noble, Brad Doggett, Kevin Doniere, and Kelly Brown MOA, Fire Department - John Drozdowski MOA, Traffic - Jennifer Satterfield MOA, Street Maintenance - Shawn Dooley and Dan Southard	

MEETING INFORMATION:

Nine committee members attended the second Citizen's Advisory Committee (CAC) meeting on Wednesday, December 14, 2005 at DOWL Engineers (DOWL). Comments and questions submitted by the CAC members are summarized in the following pages. Project staff's comments and responses to questions are shown in italics.

Brad opened the meeting. It was suggested by members to have an open-house discussion versus a PowerPoint presentation. Brad started with introductions and noted the different Agency folks in attendance at the meeting. He asked the Agency members to start the discussion by identifying things they would like to see DOWL avoid or identify any concerns they may have.

Shawn Dooley, Street Maintenance began talking about the types of structures used in traffic calming, for example, bollards or pipes. He said he cannot get the plow crews to plow it out. Timberland Road is a good example of this. He also mentioned that maintenance is accustomed to channelization or small islands but suggests wider channels. He said narrow ones become hidden in the snowfall.

Captain Drozdowski spoke next. He said he was not aware of any problems associated with diverters. He said it's the Fire Department's responsibility to become familiar with the area. He said they have good maps. *Steve from DOWL mentioned that the reason Fairview turned out so well is because they worked with the Fire Department in that area regarding the diverters.*

Steve explained that DOWL's intent is not to close off access to 42nd Avenue. We want to provide access in one location and reduce access in another location. We want to make it less attractive to use 42nd Avenue. Steve mentioned that one option is to put in a diverter on 42nd Avenue, and make it a pedestrian-oriented street. Under this scenario 40th Avenue would provide access to the community.

Barbara Garner asked Captain Drozdowski and Street Maintenance about the idea of putting in a roundabout at 40th Avenue and Piper Street. She asked how well fire equipment moves around a roundabout. Fire responded by saying they have no problems with roundabouts, the new fire trucks are designed to turn around in a cul-de-sac with no problem.

Steve asked the CAC Members what they would like to see in the area. They were asked to specifically identify pedestrian routes and write on the maps provided.

There was a comment from Michelle West on a snow removal concern in her area of the neighborhood. Shawn Dooley responded and said he would follow up.

Steve and Brad briefly discussed three alternative concepts:

> ***Concept No. 1**: Closure of 40th Avenue at Dale Street with a cul-de-sac or turnaround for fire and maintenance vehicles. It shows chokers along 42nd Avenue. The goal is to discourage cut-thru traffic. Chokers will not reduce cut-thru traffic but they will slow them down.*
>
> ***Concept No. 2**: Diverter at Folker and 42nd Avenue, which will drive all traffic up to extension at 40th Avenue. No cut-thru traffic at 42nd Avenue because you cannot.*
>
> ***Concept No. 3**: Rather than a full-closure at 40th, use chicanes, with 42nd Avenue being the main collector of traffic.*

A CAC Member asked what would happen to 41st and 43rd Avenues as a cut-thru. *Steve explained that traffic is more likely to go the most direct route via 40th Avenue.*

Further discussion followed regarding suggestions/comments/concerns about placement of roundabouts, etc. Following this, traffic volumes were discussed. One member asked about raised intersections- do they work, do they really slow traffic down? *Steve responded by saying that there are not too many people using Piper Street yet. Hopefully in the near future, it will show that the raised intersection slows down the traffic.*

Brad asked members where they would want pedestrian corridors to be. Based on municipal requirements for new construction, sidewalks will be required on both sides of the road. Members commented that there are students going to work and school, as well as people using electric wheelchairs on the roads.

The formal meeting broke up and individual conversations started at this point. Some of the questions overheard were:

- Is there a way to push traffic into business areas?
- Someone mentioned speed bumps, especially on 40th Avenue between Piper and Dale Streets.
- One member asked if any one has talked to businesses regarding the traffic changes in the area - *Steve responded by saying the feedback has been positive, with just a couple negative comments.*

The general consensus of the group was that 40th Avenue should be extended and turned into the main east/west connection point. There were also comments made that if 40th Avenue were to be made a major connection, then the residential portion of 40th Avenue between Piper and Dale Streets should receive major traffic calming tools to discourage traffic on the residential portion of the road.

It was also expressed that 46th and 42nd Avenues should be given traffic calming tools and be brought up to current standards with adequate drainage and sidewalks, etc.

SUBJECT:	Tudor Area Traffic Calming Study Citizen's Advisory Committee Meeting No. 3	W.O. D59148
DATE/TIME:	January 17, 2006 5:30 p.m. to 7:30 p.m.	
LOCATION:	DOWL Engineers' Training Room	
GROUP:	Committee Members: Brenda McNees, Michelle Goldstein-West, Barbara Garner	
MEETING MATERIALS:	Informal Binder updates; Sign-In Sheet; Aerial photograph with 40th and 42nd Avenue diagrams	
STAFF PRESENT:	DOWL Engineers - Tim Potter, Brad Doggett, Kevin Doniere, Kelly Brown, and Alex Post MOA, Fire Department - John Drozdowski MOA, Traffic - Bob Kniefel and Jennifer Satterfield	

MEETING INFORMATION:

Six committee members attended the third Citizen's Advisory Committee (CAC) meeting on Tuesday, January 17, 2006 at DOWL Engineers (DOWL). Comments and questions submitted by the CAC members are summarized in the following pages. Project staff's comments and responses to questions are shown in italics.

Brad opened the meeting and started with round table introductions. He noted that there was a lower attendance than previous meetings but stressed that continued community input was important. He asked people to review the project schedule and meeting agenda. The goal of the third CAC meeting was to review the project area diagrams to confirm that community concerns had been addressed prior to the draft report being written. He directed committee members to review the map. He listed the concerns that had been brought up at previous meetings including pedestrian improvements at 46th, 42nd, and 40th Avenues; the extension of 40th Avenue to Lake Otis Parkway; and the volumes of traffic on East 40th Avenue between Dale and Piper Streets. He noted that lateral shifts and chicanes have been put into the plan to discourage speeding on 40th Avenue. A roundabout at 40th Avenue and Piper Street is also shown on the plans. Other measures depicted include pedestrian improvements along Dale and Folker Streets. A diverter has been planned for 42nd Avenue to reduce cut through traffic in the residential area.

Brenda asked about pullouts for city buses. Bob replied that buses do not currently run through this area.

Brenda commented that she liked the plans.

Kelly asked if a four-way stop instead of a roundabout at Piper Street and 40th Avenue would reduce traffic.

Brad commented that he did not believe that it would have a great effect.

Bob commented that the Municipality had recently completed traffic counts on 40th Avenue before and after Piper Street was upgraded. Use of Piper Street has not caught on very quickly. He asked if at Dale Street left-hand turns onto Tudor Road would be prevented.

Brad replied that this was slightly out of the scope of the study but added that it would be mentioned in the study. He added that the majority of turns were right hand turns.

Bob added that the advantage of a roundabout is that they offer the ability to travel through an area at a constant speed. Access to the Hospital and the South West Campus was discussed.

Brad directed members to the Round Table Discussion questions on the Agenda. He first asked if the graphics reflected the community's desired solutions or if anything needed to be changed.

Michelle expressed concern about on street parking on her street.

Brad replied that the plan was trying to address the parking problems.

Bob asked if Michelle could move her driveway to Piper Street. She replied that this would be ideal, but an expensive option. Bob asked that Michelle contact him at his office. Michelle also asked that the streets not be widened and added that she would like sidewalks to be added.

Barbara discussed trail access from Folker Street. *Brad commented that the streets are designed to be collector streets with sidewalks.*

Kelly asked how adding another stop light in the Lake Otis Parkway area would affect traffic. *Brad replied that there would be an impact on Lake Otis Parkway.*

Barbara suggested that a frontage road be added to Lake Otis Parkway to allow people to access a stoplight. Bob replied that the Tudor Road and Lake Otis Parkway design project was going to look at options for this area.

Kelly commented that she liked the diverter, as it would separate the residential and business areas of the neighborhood.

Brenda commented that she liked the plans and added that they could be used for a long time.

Barbara asked why this project should take place if there is a possibility that 40th will not go through.

Bob asked that members talk to their assembly representatives as a bond package work session will be held on January 27, 2006. The bond package includes a $40 million roads and drainage bond with $800,000 for 40th Avenue design. He asked if there were interim measures that people would like to see for $150,000 to $200,000.

Barbara mentioned that she does not want speed humps but would like a gravel trail along 42nd Avenue.

Brad commented that a back up plan might be required if 40th Avenue does not go through.

Bob suggested that the money be requested in stages. Barbara asked how State money works into a local project. Bob replied that legislators can earmark money and provide a state grant.

Brad offered to build a cost estimate for the project.

Bob asked what the radius on the roundabout is. *Brad replied that the usual radius is 120 feet.* John with the Anchorage Fire Department (AFD) mentioned that he was willing to support whatever the community wants but would like the biggest circle possible. *Brad asked for any final comments.*

Barbara mentioned that on 42nd Avenue, between Wright and Folker Streets, there is very little on-street parking. A discussion followed regarding the use of Folker Park. *Brad commented that the diverter should limit traffic to local residents. Tim commented that the diverter would have vertical elements that are too narrow to fit a car through.* Barbara suggested that the traffic calming coordinate with the Piper Street project. She asked that water be incorporated into the project to allow for flowerbeds to be watered. She would also like the neighborhood to have a name.

There was discussion about timing of when members should contact city and state representatives.

Brad commented that all the agenda items had been covered. He then reviewed the project schedule.

COMMUNITY ADVISORY COMMITTEE MEETING #4

SIGN IN SHEET ● February 22, 2006
COMMUNITY ADVISORY COMMITTEE MEETING #4

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Brenda McNees	Same	Same	Same
Kevin Doniere	DOWL Engineers		
Jeanne Sutterfield	MOA		343-8430
BOB ICNIGEL	MOA / TRAFFIC		343-8410
DEAN BASSETT	3220 EOS 40th AVE	alaskayouthresources@	alaska.net 561-6650
SHAWN DOOLEY	MOA	SAME	343-8195
BARBARA GARNER	E 42nd Ave	"	"
Andy Mullen	10320 LeDoux Lane	AFD	
JOHN DROZDOWSKI	4050 Kutcher	DROZ@MOA.ORG	
Kelly Brown			
Tim Potter			
Steve Noble	Same	Same	Same
Brad Doggett			

SUBJECT:	Tudor Area Traffic Calming Study Citizen's Advisory Committee Meeting No. 4	W.O. D59148
DATE/TIME:	February 22, 2006 5:30 p.m. to 7:30 p.m.	
LOCATION:	DOWL Engineers' Training Room	
GROUP:	Committee Members: Brenda McNees, Beau Bassett, and Barbara Garner	
MEETING MATERIALS:	Informal Binder updates; Sign-In Sheet	
STAFF PRESENT:	DOWL Engineers - Steve Noble, Brad Doggett, Kevin Doniere, Tim Potter, and Kelly Brown MOA, Fire Department - John Drozdowski MOA, Traffic - Bob Kniefel and Jennifer Satterfield MOA Street Maintenance - Shawn Dooley	

MEETING INFORMATION:

Twelve committee members attended the final Citizen's Advisory Committee (CAC) meeting on Wednesday, February 22, 2006 at DOWL Engineers. Comments and questions submitted by the CAC members are summarized below.

Brad reviewed the draft report of the Tudor Area Traffic Calming Study for the group. He noted the changes that took place due to agency concerns.

Steve reviewed some of the comments recently received in response to the draft report. One of the specific areas of concern was for the Diamond Animal Hospital. Their main issues are emergency access from Tudor Road and ease of access from Lake Otis Parkway. Steve and Brad will discuss to see if there are alternatives that could be done on Tudor Road to help their situation.

John mentioned that on behalf of the Fire Department, they are satisfied with the report; there are no surprises.

Bob stated that the 40th Avenue extension Request For Proposal (RFP) for design services is on the April bond. Of the $250,000 approved in 2005 by voters for 42nd Avenue, $50,000 has been used to date. What should be done with the rest of the money?

Barbara asked how to go about asking the Legislature for funding to upgrade 42nd Avenue. Bob responded that there is always a possibility of receiving a state grant. Barbara asked about what kind of grants are available; pedestrian safety grants, air quality grants? She also asked whom would be appropriate to speak with in regards to grant funding. Barbara thought the last page of the report with the funding amounts would be very useful when she goes to lobby for money for the projects.

Tim pointed out that there are limitations on what type of improvements can be done using bond money. Usually, the road must be classified as a collector status or greater to receive direct bond funds. Tim went on to state that this neighborhood has never had good streets to begin with (i.e. drainage and proper road base). If property owners were expected to pay for the upgrades using a Road Improvement District (RID) to 42nd Avenue, the cost will be high due to the necessary upgrades to the infrastructure, and it is doubtful that the owners will approve paying for it. He asked if there was some way to bend the bond rules or at least reduce the exposure to the RID, to match it possibly. Bob responded that a RID was turned down by the residents on 42nd Avenue in the 1970s and would most likely be turned down again due to the mixture of housing. Bob suggested that when the Tudor Road Corridor Study (this TATCS being a component) is brought before the Assembly for approval that would be a good opportunity to meet with Assembly members and ask for direct funding on 42nd Avenue.

Beau mentioned that the Study suggested some good roadway improvements for the folks on 40th Avenue. He liked the roundabouts and hoped they stay in the report. He expressed a concern about the size of collector streets. Bob mentioned that even with collector standards in place, using traffic calming tools, the streets could have a slower speed than the regular residential streets. Steve discussed how the chicane has proven to slow traffic and that is why one is recommended in the residential area of 40th Avenue.

Tim brought up that the chicane is not justified for the road right now but the neighborhood is planning for the future. Everyone involved should be looking for an overall balance for the entire neighborhood. He also stated that by using unifying aesthetics on Folker and Piper Streets could designate these areas as a residential neighborhood.

Steve discussed the Bragaw Street options that were added to the report after discussion with the agencies. The concern is that Piper Street won't be able to handle the projected traffic in the future and we wanted to start a discussion on different options to connect the neighborhood to Bragaw Street sooner than later. The goal would be to get more traffic out of the area. Steve discussed each of the options and how they would affect Bragaw Street in the future.

The meeting wrapped up with staff thanking the agency and neighborhood members of the committee for their time and commitment to this project.

Community Council Meetings

TUDOR AREA TRAFFIC CALMING STUDY

Meeting Notes

SUBJECT: **Tudor Area Traffic Calming Study**
GROUP: **University Area Community Council**
DATE: **September 7, 2005**
LOCATION: **College Gate School**

MEETING ATTENDANCE: **20**

MEETING MATERIALS: **Project Map**

STAFF PRESENT: **DOWL – Kelly Brown**

MEETING INFORMATION:
Kelly presented an overview of the TATC Study. The 2005 MOA Transportation bond provided money for the study and the additional money was to be used for road design. The intent of the bond and the study is to improve traffic safety issues in the area. The study itself will incorporate the area between 40th Avenue to 46th Avenue, and Lake Otis to Florina. However, it is impractical not to look at the UAA, Providence, and APU Campuses because that traffic flow impacts the neighborhood being studied. The project map was presented.

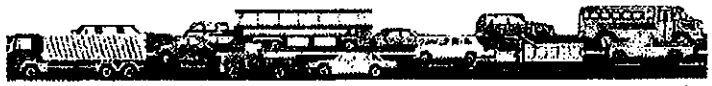
The Public Scoping Meeting being held in late October was announced and members of the Community Council were encouraged to attend. The specific date and an update on the project would be given at the October CC meeting.

An update on Piper Phase III was given. Kelly informed the members that Piper construction should be completed in October. In addition, the Folker signal would be turned off in the spring and the Piper signal would immediately be turned on. The Folker signal would then be removed. There was a comment regarding the affect this would have on local businesses, in particular the Folker/Tudor Taco Bell Restaurant. A Council member expressed concern that this business owner was never notified of any of the transportation changes in the area and will be loosing 35%-50% of his business. Kelly responded that between the Tudor Road Corridor Project, the 2002 HSIP, and the Piper Phase III project, both the owners and residents of the area have been sent approximately seven announcements and project newsletters. Our project manager would be more than happy to discuss particular design elements with the business owner and Kelly gave the Council member the DOWL phone number.

There were questions as to when Tudor and Lake Otis (TLO) intersection improvements would begin. Kelly informed the group that once DOWL received the Notice to Proceed (NTP) we would begin the design study. There would most likely be a public meeting in the early winter and we would attend the Community Council to announce the meeting at least a month in advance. The project is scheduled for design this year with the construction work to start in 2007. There were questions and concerns that TLO needs to be an overpass and that the proposed improvements will not fix the problem. Kelly explained that TLO is one component of fixing the transportation congestion in our city. Other components could include the Abbott Loop Extension, the possible Dowling Extension, and the proposed Highway-to-Highway connection. Kelly encouraged members to make comments on the draft LRTP because that is the overriding document for the transportation improvements in the city.

Discussion of the LRTP followed and Assemblyman Traini informed the Council members that he is going to propose the Bragaw extension to be added to the document. The Council members did not seem to be in favor of Bragaw connecting from Tudor to Northern Lights Blvd. and asked Assemblyman Traini not to add it.

This group is very interested in what happens in their area and we need to work with them to develop the final solutions.



TUDOR AREA TRAFFIC CALMING STUDY

Meeting Notes

SUBJECT: **Tudor Area Traffic Calming Study**
GROUP: **Campbell Park Community Council**
DATE: **September 8, 2005**
LOCATION: **Tudor Elementary School**

MEETING ATTENDANCE: **16**

MEETING MATERIALS: **Project Map**

STAFF PRESENT: **DOWL – Brad Doggett**

MEETING INFORMATION:
Brad presented an overview of the TATC Study. The 2005 MOA Transportation bond provided money for the study and the additional money was to be used for road design. The intent of the bond and the study is to improve traffic safety issues in the area. The study itself will incorporate the area between 40th Avenue to 46th Avenue, and Lake Otis to Florina. The project map was presented.

The Public Scoping Meeting being held in late October was announced and members of the Community Council were encouraged to attend. The specific date and an update on the project would be given at the October CC meeting. DOWL staff will visit the Community Council meetings for the next several months to provide updates. Brad noted that a CAC may be established for this project and we would look to the CC to nominate members.

Questions were raised about the relocation of the Folker Street signal and the impacts to business and traffic in the area. Brad briefly discussed the changes and the reasoning behind them. One council member expressed concerns about the impact of the changes on 42nd Avenue traffic. Brad pointed out that those concerns would be addressed as part of this study. Dick Traini asked about the timing of the signalization change. Brad indicated that the Folker signal would be turned off as soon as the Piper signal was in operation. Currently expected in late fall of this year.

Brad provided Mr. Traini with his business card in case there is a desire to discuss the signalization issues in greater detail.

TUDOR AREA TRAFFIC CALMING STUDY

Meeting Notes

SUBJECT: **Tudor Area Traffic Calming Study**
GROUP: **University Area Community Council**
DATE: **October 5, 2005**
LOCATION: **College Gate School**

MEETING ATTENDANCE: **14**

MEETING MATERIALS: **None**

STAFF PRESENT: **DOWL – Kelly Brown**

MEETING INFORMATION:

Kelly informed the group the Public Scoping Meeting being held on Thursday, November 3, 2005 at Lake Otis Elementary School. Members of the Community Council were encouraged to attend.

An update on Piper Phase III was given. It appears that the road should be paved in the next few weeks. Kelly informed the members that Piper construction should be completed in mid-November.

Kelly encouraged members to make comments on the draft LRTP because that is the overriding document for the transportation improvements in the city.

Kelly gave a quick overview of the Providence Hospital projects. It was explained that the parking garage and MOB1 are moving ahead, on schedule. Providence will be seeking a conditional use permit for MOB2 and a parking lot near 40th Avenue by the end of the month. Kelly informed the residents that Providence owns the grassy area between 40th Ave and the wooded area on the campus near the new parking garage. There is a perception that MOA owns the grassy area; some residents have been using it for additional personal parking. In the future, Kelly told them that Providence might be using that area to store work trailers and such during the construction of MOB2.

TUDOR AREA TRAFFIC CALMING STUDY

Meeting Notes

SUBJECT: **Tudor Area Traffic Calming Study**
GROUP: **Campbell Park Community Council**
DATE: **October 13, 2005**
LOCATION: **Tudor Elementary School**

MEETING ATTENDANCE: **20**

MEETING MATERIALS: **Project Map**

STAFF PRESENT: **DOWL – Brad Doggett**

MEETING INFORMATION:
Brad presented an overview of the TATC Study and announced that a public scooping meeting will be held on November 3rd, 2005 at Lake Otis Elementary. Brad was unsure of the meeting time but stated that it would be in the evening. Advertisements and fliers will be sent out soon.

Brad reminded the council that we are interested in developing a CAC for the project. A few people in attendance indicated that they might be interested in taking part. The council president agreed to solicit names of interested parties and forward the information to DOWL.

Questions were raised about the relocation of the Folker Street signal. Several people indicated that they were not notified of the changes. Dick Traini indicated that he would be sending a letter to ADOT requesting that the signal at Folker Street remain.

Brad answered general questions about Piper Street, Phase III, but requested that detailed questions about the design or construction of the improvements be addressed to Matthew Korshin or Steve Noble at DOWL.

Meeting Notes

SUBJECT: **Tudor Area Traffic Calming Study**
GROUP: **Campbell Park Community Council**
DATE: **November 10, 2005**
LOCATION: **Tudor Elementary School**

MEETING ATTENDANCE: **10**

MEETING MATERIALS: **Comment Form**

STAFF PRESENT: **DOWL – Nan Llewellyn**

MEETING INFORMATION:
Nan updated the Community Council on recent public involvement activities regarding the Tudor Area Traffic Calming Study, including:

- Overview of the November 3 Public Scoping Meeting
- Overview of the November 7 Citizens Advisory Committee Meeting

She let the Community Council know that a project website has been created, what information is available on the web site, and the web address.

She encouraged meeting attendees to let the DOWL staff know of any problem areas included in the Study area. She also thanked the Community Council for nominating a CAC member to help ensure their concerns are represented during the Study.

One gentleman mentioned there is a problem with parked vehicles sticking out into the street on Piper Street south of Tudor Road.

Nan notified the Community Council of the upcoming construction tour of the Providence House on Saturday, November 12.

Last night I provided the community council with an update on the Tudor Area Traffic Calming Study. I noted the next CAC meeting on December 14th, and that DOWL was out on the streets taking in pedestrian/traffic circulation counts on 42nd and 46th Avenue. I also advised them to take part in the study by going to the next public meeting, which they could contact me (for the date, time, and location) about if they were interested. I walked them through the Conditional Use process and how Providence Hospital was expanding across the Chester Creek. I informed them of the Planning and Zoning Commission public hearing on January 9th at 6:30pm, inviting any interested to attend. I reviewed the master plan and what pieces of the master plan where included in the Conditional Use Package. I talked about the walk-through that we did with Providence on the MOB2, Piper Street and then our meeting on the Prov House. I informed them that we were saving as much of the existing vegetation as possible, and that we would have a landscape buffer between the future Prov House and MOB2 from the residents along 40th Avenue. I also discussed that we were working on plans to provide a community open space/park area for the neighborhood residents at the corner of 40th and Dale Street. There is a current trail that leads back into the Providence Hospital campus and we developed a concept plan to enhance the area with flowering trees and shrubs, and some annual/perennial beds to provide some color to the area. It would also include benches along the edges of open lawn spaces that could be enjoyed by both Providence employee and neighborhood residents. Lighting was another key component to this trailhead/park area that is going to be incorporated.

Kevin Doniere

TUDOR AREA TRAFFIC CALMING STUDY

Meeting Notes

SUBJECT: **Tudor Area Traffic Calming Study**
GROUP: **Campbell Park Community Council**
DATE: **December 8, 2005**
LOCATION: **Tudor Elementary School**

MEETING ATTENDANCE: **14**

MEETING MATERIALS: **none**

STAFF PRESENT: **DOWL – Brad Doggett**

MEETING INFORMATION:
Brad gave an update on the project status. Council was notified the CAC#2 was scheduled for 12/14 and that agency representatives were invited to that meeting. We still plan to have a final public meeting for the project in January. We will provide the council with details at their next meeting.

Questions were raised about the relocation of the Folker Street signal. A few attendees indicated that they wanted a signal at re-instated at Folker St. One member asked if the timing on the Piper signal could be adjusted. Currently she frequently has to stop at that light. Brad said he would forward that information to the Traffic Department, but noted that often, new signals need to go through an adjustment period before the timing is optimized and that process may be ongoing.

On member asked about how to get a traffic-calming project in their neighborhood. Brad suggested they, and the council work with their representatives in the Assembly to get it funded.

TUDOR AREA TRAFFIC CALMING STUDY

Meeting Notes

SUBJECT: **Tudor Area Traffic Calming Study**
GROUP: **Universtiy Area Community Council**
DATE: **February 1, 2006**
LOCATION: **College Gate Elementary School**

MEETING ATTENDANCE: **20**

MEETING MATERIALS: **Public Meeting Flyer**

STAFF PRESENT: **DOWL – Kelly Brown**

MEETING INFORMATION:
Kelly gave an update on the project status. Council was notified the CAC #4 was scheduled for 02/22 and that the final public meeting would be 2/8/06.

There was a suggestion by a council member to add a chicane to 42nd Ave, similar to the chicane shown on 40th Ave between Dale and Piper. There was no discussion on the extension of 40th Ave and CAC member Barbara Garner explained how the neighbors have been involved in this project from the beginning. She also informed the council that the CAC is please with the study results.

Comments

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
1.	10-21-2005	Verbal Record	Note: Comments orally to DOWL. His first priority of the neighborhood is that they would like to see a "right-in, right-out" intersection at Lake Otis and 38th Ave. If this is not done and the intersection is left completely open, he predicts it will cause major problems for members of the neighborhood and they will not be able to get out of Green Acres. They feel that with the new construction, it will increase the traffic so much that the center lane on Lake Otis will always be full. He would also like to see an intersection at 40th Avenue and Lake Otis. He hopes that 40th Avenue will be a major road to connected the U-Med area. He would like to preserve the neighborhood feel yet increase the ability of neighbors to access the neighborhood.
2.	10-25-2005	E-mail	Note: Comments orally to DOWL. He lives on Wright Street. He is opposed to the idea of Wright Street connecting Tudor Road and Providence Drive. He says it would be a bad thing. He has issues with the homeless people in the neighborhood stealing things from him. He thinks that if Wright Street connected through, this would make the homeless problem even worse. He went on to explain how API has issues, like the patients used to break into neighbors' houses, looking for cigarettes and such. It hasn't been so bad since the gate on the API fence was locked a few years ago. There is still vehicle traffic of people looking to get through from the Tudor side of API and turning around in his driveway. He hopes that API will put in some sort of visual screen between the residents and their property. He explained that on a daily basis he looks out his back yard and can see the patients. He says the chain link fence physically keeps the patients out of his yard (for the most part, until someone escapes or walks out of API). However, he knows the patients don't like him looking at them and he is not especially fond of seeing them either. He also has concerns that neighborhood children are playing around a mental facility. The patients don't act like appropriate adults and with criminal patients being held there, he is concerned for the children's safety. His biggest concern was Wright Street being connected through to Providence. He is adamantly opposed to this.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
3.	10-29-2005	E-mail	I am highly concerned with not only the actual safety of pedestrians but of the perceived security and the general experience of pedestrians and also noise and nuisance factor for residents in their houses and yards. My opinion is that a high percentage of people drive too fast through residential neighborhoods. Contributing to the problem is that the speed limits are too high. Twenty-five mph is too fast to drive through neighborhoods with relatively narrow streets and no sidewalks. The speed limits should be 20 mph on feeder streets and 15 mph on the smallest streets and on any street without a long sight distance, such as curvy or hilly streets. I support the use of speed humps, bumps, more signs, barricades, all-way stops, closing off sections of trouble streets, and better police enforcement to slow people down. Sidewalks should be installed wherever possible. If there are no sidewalks then people must walk and bike in the street, around and between parked cars. This is inconsistent with the way the majority of people drive on these residential streets. If there is a curve in a street, many people will "cut the corner" on the inside of a curve, driving in the parking (walking) lane if there are no cars there. Pedestrians are harder to see than cars. My daughter (in a stroller) and I were nearly hit by a car in this way on Checkmate Drive last month. We had to lurch out of the way of a car that was probably driving within the speed limit (25 mph).
4.	11-1-2005	Letter	My primary concern is that a portion of this project includes the removal of a traffic signal at the corner of Tudor and Folker, while adding a signal at Tudor and Piper. I understand that moving this signal will have a beneficial impact on traffic flow of approximately 10% to 15%. While this is a commendable objective, I don't believe adequate consideration has been given to the myriad negative impacts that will be felt by the community surrounding the Tudor and Folker intersection. Pedestrian access across Tudor will be unavailable between Lake Otis and Piper. It is not reasonable to assume that pedestrians in the Folker area will walk to either location to cross Tudor, thus creating a significant pedestrian safety issue. I am very concerned that pedestrians will be injured while crossing Tudor Road between Lake Otis and Piper. The traffic signal was installed in the early 1990s to alleviate safety issues. Removal of this traffic signal will once again make those initial safety issues a concern. The secondary streets along Tudor Road are not designed to accommodate the increased traffic load that will be forced onto them by moving the traffic signal to Piper. The City's traffic engineer's argument (made during the 9-30-2005 meeting) that traffic won't increase on the secondary streets because the signal is simply being moved from one end to the other makes no sense. For his argument to hold up all of the businesses that have developed around the traffic signal would have to be moved with the signal. The reality is that they won't move, forcing the increased traffic along E. 46th Avenue and other secondary streets since the signal would become remote to the businesses.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
			The impact on business that have developed around the traffic signal at Tudor and Folker will be devastating. Additional impact will result from the installation of the "puzzle pieces" that will prohibit left turns out of Folker. I understand the need to improve access to the University-Medical District. However, such improved access should not be granted blindly for the benefit of a large player such as Providence at the cost of many smaller players who don't have the resources to manipulate traffic flow for their benefit. I acknowledge that there are times when the good of the community has to be considered over the negative impact on a certain neighborhood. However, I don't believe that the potential gains are significant enough to offset the certain negative impacts in this particular instance. There are other projects in process that will lessen the traffic flow along Tudor Road, such as the Abbott extension and the Lake Otis intersection improvement, among others that make the potential gains from moving the signal negligible. The Anchorage Assembly recently passed a resolution calling for maintaining the traffic signal at Tudor and Folker, in addition to the traffic signal at Tudor and Piper. I strongly urge you, the State of Alaska DOT, and the Municipality of Anchorage decision makers to adhere to the Assembly resolution, thereby listening to the voice of the community and avoiding the various negative impacts of moving the traffic signal at Tudor and Folker.
5.	11-2-2005	E-mail	I am wondering if you would be able to provide me with the idea or the plan for calming traffic through the Tudor area. This is a concern to me because many other areas that were "calmed" in the state totally cut off the commercial traffic. I hope this is not he design to cut commercial traffic out because this route is approved for vehicles up to 120 feet.
6.	11-3-2005	Comment Form	Roundabout at Dowling = great. Really helps keep traffic moving; women pedestrians may not use bike paths for fear of personal safety. Having said that, anything that helps us cyclists' stay off the main road is appreciated (e.g., Chester Creek trail).
7.	11-3-2005	Comment Form	A discussion on how to get sidewalks in the entire neighborhood would be appreciated. I am concerned about E. 40th Ave. (and other through streets) receiving increased traffic. I would like to see a dialogue about dead-ending these streets or any other traffic dampening methods started.
8.	11-3-2005	Comment Form	Pedestrian traffic -- overpasses or tunnels; plowing in winter; add on walkway or overpass on New Seward.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
9.	11-3-2005	E-mail	The unsafe speed of the current Bragaw (45 mph). The intersection of Alumni Loop, Providence, and east Providence/Dale, which is heavily traveled by pedestrian students going from housing to the main campus. Traffic calming in general on Providence Drive. Moving pedestrians back and forth from both sides of Providence Drive. Access and circulation around 36th and Lake Otis. Backup of traffic turning north onto UAA Drive from Providence Drive at peak office hours.
10.	11-4-2005	E-mail	Goals I endorse. Preserve the neighborhood. Set up pedestrian and bicycle pathways. Preserve wild life habitat and make park areas. Calm the traffic. The Piper Street has been in now four days and it is a wonderful shortcut around the Lake Otis and Tudor intersection, which is great. However, already I see this becoming a major through way for too many cars. On the one hand, I see improved roads as a real asset. On the other hand, we watched a car tear down Piper Street at 40 mph tonight. He could have easily killed someone. The new Piper Street has no traffic calming methods on it. Already it needs speed bumps. The idea of improving the roads, the drainage, and the traffic flow on E. 46th and E 42nd Avenues is positive. However, I have major concern. The essential goal needs to be preserving the sense of neighborhood. If the primary goal is traffic flow for UAA, Providence, and through traffic for commuting cars across Anchorage going north, south, east, and west, serious damage is in the making. When approving E. 46th and E. 42nd Avenues, build them from the beginning with traffic calming measures. I have lived at Campus Circle and E. 46th Avenue. Since 1997, my husband and I walk one hour a minimum of five times a week in this neighborhood. I also walk to Providence Medical Center, the UAA library, and church near Lake Otis and 36th. Having Piper Street closed for 14 months was most disruptive because you offered no alternative routes that did not entail going 15 minutes around a large section of land. So offer pedestrians reasonable detours for shorter periods of time when you make changes.
11.	11-4-2005	Verbal Record	The intersection of Dale Street and 42nd Ave. has poor drainage and floods the entire intersection and yards. This area needs curbs, gutters, and sidewalks. The project should account for the high pedestrian activity.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
12.	11-5-2005	E-mail	Please put sidewalks down each street in this neighborhood, as there are a lot of people that walk; and please keep the snow and ice cleaned off in the winter. For the safety of the children in this neighborhood, would it be possible to have a play park with swings, Jungle Jim, slides, etc. so they don't have to play in the streets? Please don't put any traffic circles in this neighborhood. Please put lights on these streets, as there are a lot of moose and we also have sex molesters living in this area. I still think there will be a problem with the Folker traffic light gone. How are the people in the neighborhood going to be able to get onto Piper Street at rush time of the day if we have the traffic light that was expected to be on this road? I have to go to Piper Street or Dale Street to get anywhere off of E. 41st Ave. I think it would be wise to make a 4-way stop on Piper Street and E. 42nd Street or the traffic on E. 42nd will have a problem getting on or across Piper Street and it will slow the traffic down some. Leave the 4-way stop on E 42nd and Dale Street so both corners are the same. That will save a lot of confusion. I lived in this area for 19 years and I had a problem with a 4-way stop on one street and a 2-way stop on the next street until 2003 and I went down Dale Street everyday and had to stop at that corner. There has been a few accidents at E. 42nd and Piper Street because of this confusion. People go when they are supposed to stop. I have to go to KFC and pick up my daughter-in-law from work and take her home on Cordova Street and I don't like the fact that now that the Folker traffic light will be down, I will have to go to Piper Street and drive around the block to get back onto Piper Street so I can go west. I would have been able to go to Folker and go to E. 42nd and turn left and come back up Laurel and wait for the traffic to get on Tudor. It is stressful when you have to go east when you need to go west. What can be done about that? When Tudor and Lake Otis corner gets fixed, there will be no light to help hold back the traffic and then how are the cars going to get on Tudor from the businesses around Folker and the mini-malls in this area?

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
13.	11-11-2005	Email	Right now, the only major issue on Lake Otis is at 38th. If this exit is anything other than a right turn only into/out of the U-Med area, it will cause ingress/egress from Green Acres to be blocked for traffic headed north onto Lake Otis and traffic entering Green Acres from the south from Lake Otis. A dedicated center lane is imperative for safe ingress/egress for Green Acres. I think a T-shaped separator would be of greatest benefit. This would force left-turn traffic into/out of the U-Med area, away from the center lane, which would not interfere with Green Acres traffic. It would also be of great benefit if signs were placed prohibiting turns and intersection lines were painted at 37th and 38th Avenues so that traffic would not block the intersections. Of course, if the 37th Avenue intersection is opened up, these recommendations would apply there also. I believe that 40th Avenue and Lake Otis is planned as a 4-way traffic controlled intersection. This would be the best intersection for this as it services only commercial traffic and no residential traffic. As to E. 36th Avenue, the only solution here is a center lane dedicated to Lake Otis at Randolph. The recent improvement to this street caused the street to dogleg to the south, which now makes it impossible to see traffic from the east until they are cresting the hill, which is just a short distance from Randolph. Traffic now tops this hill at speeds of 50+ mph, as opposed to the previous traffic flow, which was nearer to 35 mph. If there is any traffic to the east of this intersection, it is impossible to see also – until it is right on you. I almost crashed with a vehicle here the other day, despite my diligence. And I have many near misses even in slow times. It is getting where I almost don't want to use this street unless Lake Otis is backed up, as it often is. I know this would cost a chunk of change to purchase the properties at the top of the hill but maybe not if we could figure out how to handle foot traffic. Perhaps limiting it to one side of the other for that short stretch. I think rapid consideration of this is of even a greater need in that Green Acres only has three ingress/egress streets, two of which are on Lake Otis, in the busiest stretch of Lake Otis, and one at Randolph and E. 36th Avenue. However, I can assure you the traffic along E. 36th Avenue is no less busy and many times more dangerous. I have seen traffic counts being made on E. 36th Avenue, but I cannot see how they could have any validity on the actual traffic count, as they are always done in August, when UAA is out. If the City truly wants a more accurate traffic count, they should do this about two weeks after the Fall semester begins. This will allow all those students who drop out to drop out, and would also give the constant flow of traffic between the University Center and enrollment traffic time to be over with, leaving a more accurate traffic count for that stretch. The E. 36th Avenue and Lake Otis intersection needs upgrading and maybe it should be done before someone comes along and builds a building on the southeast corner and we have to pay double to tear it down. No matter how much traffic relief the Bragaw extension would offer this area, it will not stop the increase of traffic due from the expansion of the U-Med area and its link to Midtown.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
14.	11-17-2005	E-mail	Exactly how are you monitoring the traffic changes at Folker/Tudor intersection? I have not seen anyone out there on a daily basis or any cameras, let alone cars marked Municipality, DOT, or DOWL Engineering, and I was just wondering how exactly are you monitoring the traffic, especially during the morning and evening rush hours, since the light was taken out on Folker? Below I have listed my observations since the light was removed at Folker on November 5, 2005 (which roughly was a little more than a week and a half ago). I also believe you should use the funds appropriated for the "bridges to nowhere" and use some of them to reinstate the light on Folker to relieve congestion and smooth out the problems that were caused by removing it. Since the light was taken out, I have noticed significant changes, especially in pedestrian traffic. Pedestrians no longer walk up Folker like they did previously to use the light to cross Tudor. Now they are just trying to cross Tudor from wherever they are on the road since they don't want to walk two or three blocks in either direction to use the signal to cross (this is between Lake Otis and the new light at Piper). I am also playing dodge ball with more pedestrians daily, especially ones that are getting off the bus. The people are not walking two blocks in either direction to use the lights; they are just running across Tudor from the bus. I have barely missed hitting people (four times last week and again tonight) as they come out from behind the bus and just go for it and run across Tudor. There have been seven rear end collisions that I have seen myself during my daily commute caused by people trying to turn onto Folker from Tudor. Now that the light is gone on Folker, people don't know where the turn is and end up slamming on the brakes when they realize where the turn is. How is this helping with the traffic calming? Also, the people trying to use the turn lanes at the Folker intersection are not waiting, either. They get impatient from waiting since there is no light anymore and just turn right in front of oncoming traffic. How is this a better solution to the traffic calming? The traffic is still backed up daily way past the new light down on Piper Street every day during the Lake Otis/Tudor intersection. How is this making the flow better? Plain and simple, it's not. The light at Folker needs to be put back in place and if anything time with the one on Piper. Traffic and pedestrian crossing was never as bad as it is now when the light at Folker was functioning. I should know. I have lived off Folker for over 10 years and I see it every day. What used to take me 3 minutes to leave my house on Folker and turn left on Lake Otis now takes me 5 to 10 minutes, due to this change that is routing me through the neighborhood and to a light that only lets 5 cars through. The traffic is backing up on Lake Otis and Tudor, even more so since the change on Folker. When I came home tonight from work on Lake Otis, I turned right on Tudor. What used to take me 5 minutes from

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS			
Comment Number	**Date**	**Mode**	**Comment**
			Dowling is now taking 10 minutes, as now pedestrians are crossing at Lake Otis and Tudor and hampering the turning cars and traffic is backing up on Lake Otis. I also noticed the line of traffic on Tudor was backed up all the way past the new stop light on Piper. How is this making the flow better? It's not. Plain and simple, the light needs to be put back up on Folker. School buses are also now having to pick up the kids earlier from my street due to the change so they can make a U-turn on Folker to get back to the new light, not to mention the increased traffic from the gas trucks that deliver fuel to the stations in the area and the garbage trucks that empty the dumpsters at Taco Bell and my apartment complex. I really hope you are monitoring this situation and not just saying so. I live right here and see it every day and traffic is now worse than before.
15.	12-8-2005	E-mail	The intersection project I believe is yours and I have a suggestion/comment on the design. I use it twice a day – and buck up for vehicles headed north in the morning on Lake Otis that are planning to head eastbound on Tudor begins north of Waldron, over the bridge. I am not sure how far you are planning on extending the turn lane for the eastbound Tudor traffic, but you may want to look hard at that. Expanding the bridge to one more lane may be costly, but it may be what is needed.
16.	12-8-2005	E-mail	There was a high volume of traffic on 42nd and Folker Street before the Folker light was removed. Now that the light is gone there is considerably less traffic, which is much appreciated by the residents. But the over use has caused Folker street to become dilapidated with potholes, muddy ditches at the edge of the road, etc. I would suggest that curbs and gutters be constructed on Folker and 42nd, as well as sidewalks to give pedestrians a place to travel. There are many residents who use the bus stop at Lake Otis and 42nd daily. Without a sidewalk, they are forced to incur the hazard of walking on 42nd Street to reach the bus stop. Do you have information as to what year or range of years the project would be constructed?

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
17.	12-14-2005	Letter	Immediately plan pedestrian trail/sidewalk on north side of E. 40th Ave. between Dale Street and Piper. This trail/sidewalk might wind around and through planted trees and vegetation that Providence puts in as an additional buffer between E. 40th Ave. and the Providence campus. Please use all possible and practical traffic calming methods along E. 40th Ave. including the placement of three speed humps between Dale Street and Piper Street to slow traffic down. I strongly encourage the use of chicanes and chokers on road improvements throughout the area to slow traffic down. The intersection of Piper Street and E. 40th needs attention. The intersection should also incorporate attractive traffic calming so that high speed merging from the east off of E. 40th Ave. is not possible. Please make this an attractive intersection. Plan pedestrian walkway along Dale Street from E. 40th Ave. to Tudor. Plan pedestrian walkways along E. 41st Ave. to E. 43rd Ave. Connect new sidewalks with current and future bike trails in the area. Prioritize pedestrian safety throughout the area. Focus on the corner of Dale Street and E. 40th Ave. intersection is quite unique in the neighborhood and its open space might be an excellent spot for a community garden and playground (without swings/slides). More pedestrian traffic can be predicted in this area. Let's plan for it.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
18.	1-4-2006	E-mail	As a business owner and occasional bike commuter into the Tudor/Lake Otis area, I need to register my gravest concern by recent changes in pedestrian access that have exacerbated an already dangerous and unacceptable situation. Many poor Alaskans that depend on walking to commute live in this area. Walking and biking are not a recreational activity as some Assembly members may believe. Crossing Tudor has always been a nearly impossible task because of the allowance of right on the red light and a light cycle that would not allow crossing by walkers even with moderate mobility impairment. Drivers frustrated by the traffic have always shown antisocial disregard of pedestrian or cyclist. I might add that this behavior extends to even our city's finest on official patrol, who are similarly blind to pedestrians. The loss of option for pedestrian crossing at Folker Street created further risk for movement of people and bikes. There is little doubt that the present situation has complex and selfish political overtones that have pitted the Assembly and certain state legislators against the Mayor. While I tend to side with the Mayor, I don't think he has fully understood the gravity of the situation. I believe that the present situation is at least a form of civil negligence. Tudor is the preferred route connecting the major highway systems of Alaska. There is nothing in the near term that will change that reality. Finding a way for pedestrians and bikes to cross a major "highway" needs to be done immediately. As a cost-effective short-term measure, the City must decide to either restore the light at Folker for pedestrians, install a pedestrian-activated unambiguous red light to block the turn lane, or immediately begin an overpass that allows free movement of foot and bike traffic. The city should also not be reluctant to seek financial support from such projects for Providence Health Systems as a "good neighbor", since many changes in roads have been made on their behalf and the local residents have been negatively impacted in almost all cases.
19.	1-17-2006	E-mail	Sidewalks everywhere with priority given to major current/future walking routes. Attention needs to be paid to the intersection of 40th and Dale; people don't stop at the stop signs. Try to evenly distribute traffic flow throughout the area. Do traffic impact studies for any areas where new traffic patterns are being considered?
20.	1-24-2006	E-mail	If the proposed traffic plan (attached to the flyer) proceeds as indicated on the flyer, our clients and staff would have difficulty accessing our clinic due primarily to the proposed diverter at the E. 42nd Street/Folker Road intersection. In order to access our business from any other than a westbound direction on Tudor, clients and staff would have to travel at least as far north as E. 40th Avenue and at least as far east as Piper Street. Needless to say, as an emergency hospital, this could significantly negatively impact our business, upset clients, and even potentially endanger the lives of critical patients en route to our practice. I would propose considering a choker, roundabout, or chicane at that intersection (E. 42nd and Folker) as an alternative.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
21.	1-25-06	Letter	In response to the proposed changes to streets accessing the businesses located on E. Tudor between Folker and Piper including my business called Diamond Animal Hospital and Emergency Services. We are a 24-hour hospital that offers a full range of traditional services and emergent/critical care for both our own clientele and referrals from other day practices in the area. We are one of the largest animal hospitals in Anchorage, employing 6 veterinarians and 25 paraprofessional staff. Since the acquisition of Diamond Animal Hospital four years ago, access to our business has been increasingly more difficult. With the proposed changes, access is further restricted for eastbound traffic by routing to Piper Street, then north to E. 42nd Street, then west to Folker, then south on Folker, and finally west on Tudor. This will be an extreme hardship for emergencies and critical care patients from referring hospitals. It would seem that the businesses involved in this area have been disregarded as to their importance, and as a result, sacrificed to improve the flow of traffic on Tudor Road and access to Providence Hospital. We ask only for some consideration as traffic control developments continue to progress in this area. The potential loss of income and clientele due to these pending developments is of great concern to both myself and my staff.
22.	1-25-2006	E-mail	As a member of the UACC and a Title VI Specialist for the State of Alaska (ADOT – Civil Rights Office), I have a dual interest. What type of demographic impact analysis have been done for the project area?
23.	1-26-2006	E-mail	At this time, access to Diamond Animal Hospital is already limited unless arriving from the westbound direction on Tudor. If the proposed diverter at the East 42nd Street/Folker Road intersection becomes a reality, any staff or clients arriving from the west or south side of town would have to travel as far north as East 40th Avenue, and as far east as Piper Street to get access to Tudor Road and our hospital. Diamond Hospital is open 24 hours a day, seven days a week to provide emergency services to the animal population of Anchorage. Restricting access even further to our business would impact negatively on all aspects of our business and our ability to be available to clients for emergency purposes. At the intersection of Folker and 42nd Street, two of the four corners are not used for residential purposes at this time – on one corner is the park, and on the other is a business complex. The other two corners have apartment buildings, which already have more traffic than single-family homes. Continuing to allow access from Lake Otis to Folker on 42nd Street is about the only reasonable route our clients and staff currently have from the south and west. The only alternative, which I do not try to encourage at this time, is to continue east on Tudor and make the left turn onto Folker (dangerous turn against heavy traffic), then followed by a U-turn or turn around through parking areas/driveways along Folker, and then back to the Folker/Tudor intersection (also a dangerous turn into heavy traffic). I personally have to approach from the south side of town, and feel that if you limit the 42nd Street access, the alternative will become heavily used, with a possible significant increase in accidents and problems with the businesses along Folker. I propose that some other alternative to a diverter be used at the Folker/42nd Street intersection to continue to allow access to those businesses that are west of the Folker/Tudor intersection.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
24.	1-28-2006	E-mail	The removal of the traffic light at Folker has created additional risk for pedestrian movements across Tudor. To make it worse, the presence of a rescue mission in that area places a number of individuals in the area that may not accurately judge the risk of unprotected road crossing. Tudor has become a defector highway route, bridging major road systems. That is an inconvenient fact that your "plan" does not acknowledge. The next closest protected light for crossing is at Lake Otis. I invite you to visit that intersection on foot around rush hour and see for yourself how risky the crossing remains with multiple lanes of "right on red". If traffic taming were more than hot air, the light at Folker would have been left to spread out and tame traffic through the inevitable bottleneck at Lake Otis. It also makes the little red and yellow lines across Tudor in your picture something of a poor joke. Just how are children and individuals with mobility impairment going to cross Tudor? The handling of the Piper Street project to date has been extremely concerning. That street has been left in barely functioning chaos as the construction project moved at what even for Alaska standards was a glacial pace. Had this happened in a more affluent neighborhood, your lawyers would either been busy in court or handing a large out large amounts of cash in the neighborhood. This route already sees traffic at times of shift change that place crossing roads such as 42nd at risk. Is this about taming traffic or fast driving of SUVs to and from Providence. You suggest creating bizarre traffic flows with the "diverter" at E. 42nd Avenue and Folker. Again, this is very beneficial for the new office space Providence is building but very bad for the neighborhood.
25.	2-8-2006	E-mail	I really don't like the diverter at 42nd and Folker, but that is for selfish reasons. That diverter, if constructed out as shown, will throw a wrench into my daily commute. Other than that the plan looks good. Is there a date on the 40th Street construction or is that simply "the future" sometime?
26.	2-8-2006	Comment Form	Roads still need extending: 40th or 42nd; Bragaw to Northern lights; Bragaw to Abbott Loop.
27.	2-8-2006	Comment Form	We strongly support a 40th and Bragaw connection. We would suggest that the proposed trail on 40th should go on the south side because it would provide not only more distance to the road but also landscaping between the residential housing and private property. It provide additional between the residential uses from the institutional uses on the north side of 40th.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS			
Comment Number	**Date**	**Mode**	**Comment**
28.	2-8-2006	Comment Form	At Piper Street and E. 40th: How are pedestrians going to get across with a turnabout and cars going all the time? I recommend a 4-way stop. It will slow down traffic and still let people walk and the traffic will still keep moving. Folker and E. 42nd: This should be a 4-way stop and if you need to put in speed bumps to discourage traffic from going down 42nd, fine. People won't be able to get to South Central from Folker and Tudor. You will get all the traffic on lake Otis and 42nd or E. 40th and Folker. By moving the Folker light, it is causing all the businesses a problem. You cannot hardly get out to the middle lane when you get into the gas stations, KFC, Taco Bell, FuDo, Tesoro, Holiday, Quality Tune, McDonalds, The Mall, Courtney's, Bell Nursery, the mission, All State Insurance, Lube.
29.	2-8-2006	Comment Form	My concern is the speeding on Piper Street. I live on the corner of 40th and Piper Street and on a daily basis, I see people doing 40 or 45 mph in a posted 25 mph zone. A simple solution to the problem would be to put a stop sign in both directions on Piper Street and 40th. At present, it's only a matter of time before we have a serious problem with increased traffic, and people who don't give a damn about safety.
30.	2-9-2006	E-mail	My main concern is that there is proper consideration given to traffic pattern created in the future stop light at E. 40th and Lake Otis as it affects E. 38th and Lake Otis. I am totally concerned about the intersection of 38th and Lake Otis as to how the traffic from the development of the U-Med area at this location.
31.	2-19-2006	E-mail	Please don't make the same mistake someone made at the two traffic lights on Muldoon. One at DeBarr and the other at Fred Meyers. They are too close together and if they must be there, they should have at least been timed together (green on both at the same time). I think this should be done on Lake Otis at 40th and at 36th traffic lights.
32.	2-22-2006	Verbal Record	Note: Comments orally to DOWL. The 40th Avenue Extension will take his back yard. if that is the case we will have to buy him out. People don't put maps together showing a road through someone's yard unless they intend to take the property. Traffic Belongs On 42nd Avenue, Not 40th. The API patients need peace and quiet, not road noise. A neighbor is trying to move the traffic away from her house and next to his.
33.	2-22-2006	E-mail	I still see no mention of how ingress/egress traffic from the U-Med area is going to be handled. As you know, I have stated many times that anything other than right-turn only traffic into/out of the U-Med area onto Lake Otis will only add more danger to an already dangerous situation. I have yet to hear or see anything addressing this matter.

TUDOR AREA TRAFFIC CALMING STUDY COMMENTS

Comment Number	Date	Mode	Comment
34.	2-23-06	E-mail	I do not understand how Green Acres Subdivision can be considered "outside the project study area" when Green Acres is included in the Tudor Area. What do people do when they decide these things? Just draw an imaginary line wherever they wish and to hell with the affects on the rest of the neighborhoods. Seems like a piss-poor way of doing things if you just focus on the area within the boundaries and completely ignore the affects of the traffic caused by the development of the U-Med area on the surrounding neighborhoods affected by it. Why don't we start another million-dollar study and call it "The Traffic Calming Study of the Neighborhoods Surrounding the U-Med Area Due to the Increased Traffic of the Development of the U-Med Area and the Affects of the Tudor Area Traffic Calming Study"? Please pass this comment on to those powers who make such decisions. Again, thank you for your time. I apologize for my anger but sometimes you have to wonder what people are thinking when they begin such projects as this and completely ignore the bordering neighborhoods.
35.	3-8-2006	Letter	Anchorage Community Mental Health Services has three facilities and serves over 1,000 clients/consumers in the area of the study: 4020 Folker Street – 60 staff; 600+ consumers 2735 East Tudor – 40 staff, 300 consumers 4045 Lake Otis Parkway – 20 staff, 400 consumers ACMHS opposes the diverter recommended by the study for the intersection at Folker and 42nd Streets. It is our opinion that this diverter negatively impacts access to the Folker facility from Tudor and will unnecessarily increase traffic flow into the residential areas bordered by Wright Street, Piper, and 42nd Avenue between Wright and Piper as access is attempted to the proposed 40th Avenue. We recommend the intersection of Folker and 42nd Avenue remain a four-way stop where people attempting access to our Folker location can exit from Tudor and proceed north to our location without having to pass through residential areas. We appreciate your considerations regarding this matter.


TUDOR AREA TRAFFIC CALMING STUDY

APPENDIX B

Figures

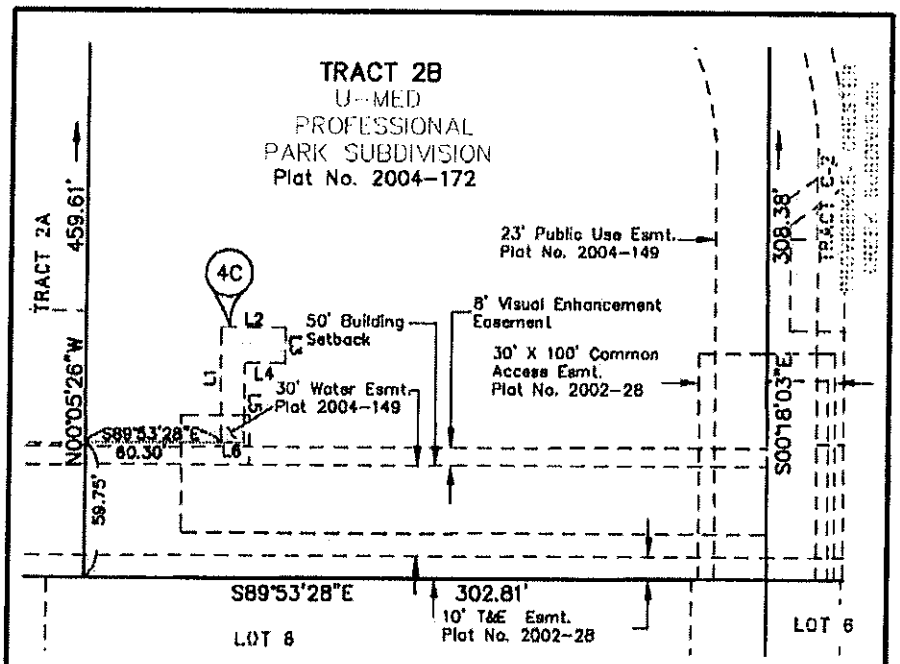

N
PROJECT AREA
PROJECT AREA
PROVIDENCE DRIVE
EXTENSION
UPGRADE
LAKE OTIS PARKWAY
42nd AVE
LAUREL ST
FOLKER ST
WRIGHT ST
PIPER ST
DALE ST

APPENDIX C

Public Involvement

APPENDIX D

Parcel Maps



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L4	S89°53'28"W	16.00'
L5	S00°05'26"E	35.00'
L6	S89°53'28"W	10.00'

TEMPORARY CONSTRUCTION PERMIT (TCP)

PROJECT: D58432 DRAWING: SPM-FAE.dwg

48TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

OWNER'S INITIAL: _____

EXHIBIT: _____

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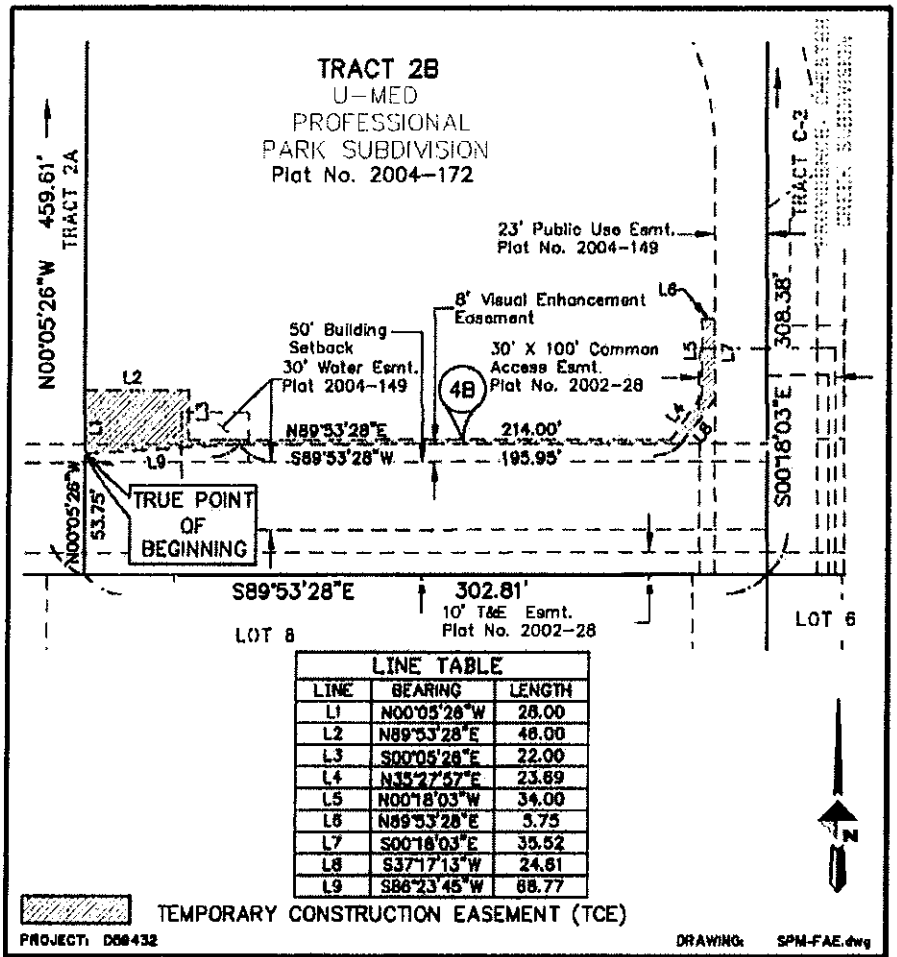

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L6	N89°53'28"E	5.75
L7	S00°18'03"E	35.52
L8	S37°17'13"W	24.81
L9	S86°23'45"W	68.77

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

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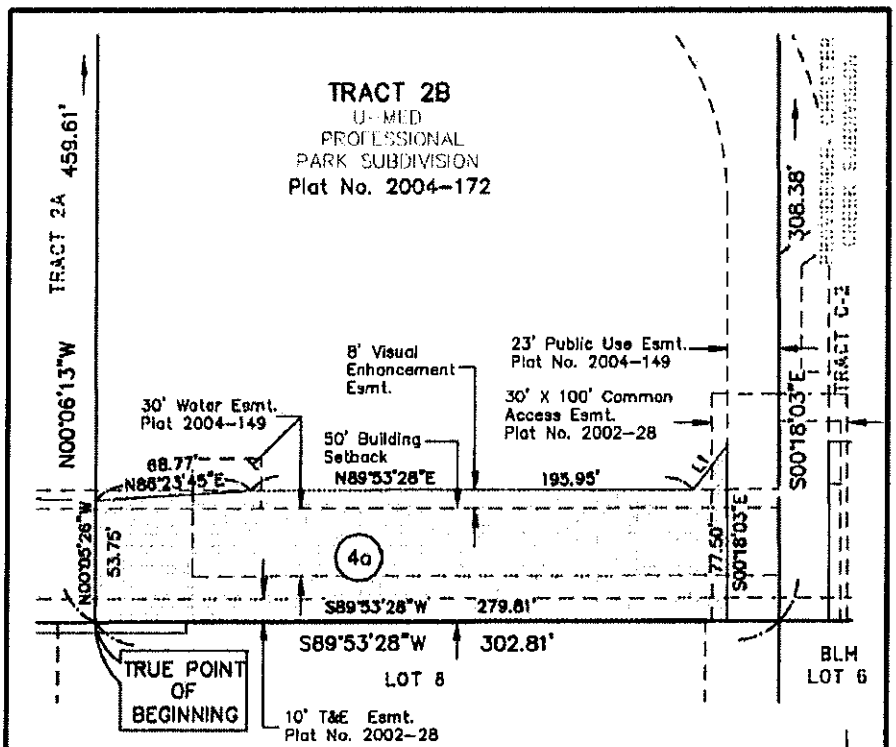

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
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PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

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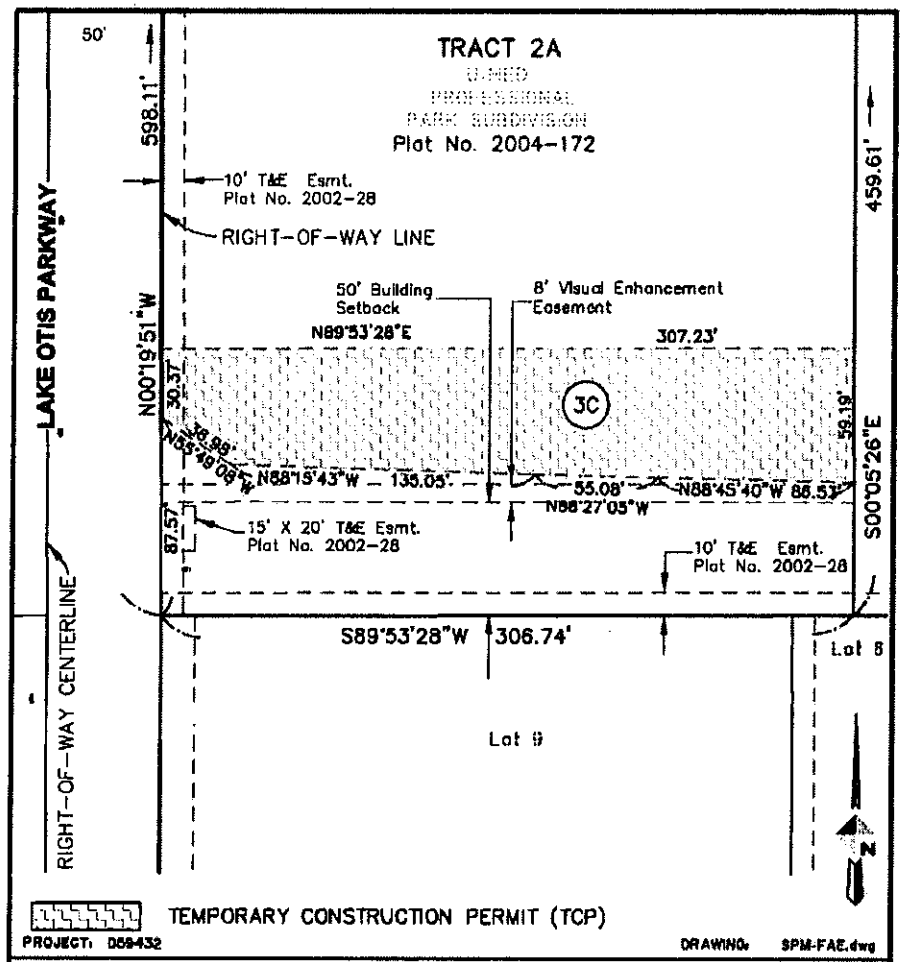

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

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DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

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PAGE ___ OF ___ DATED _____

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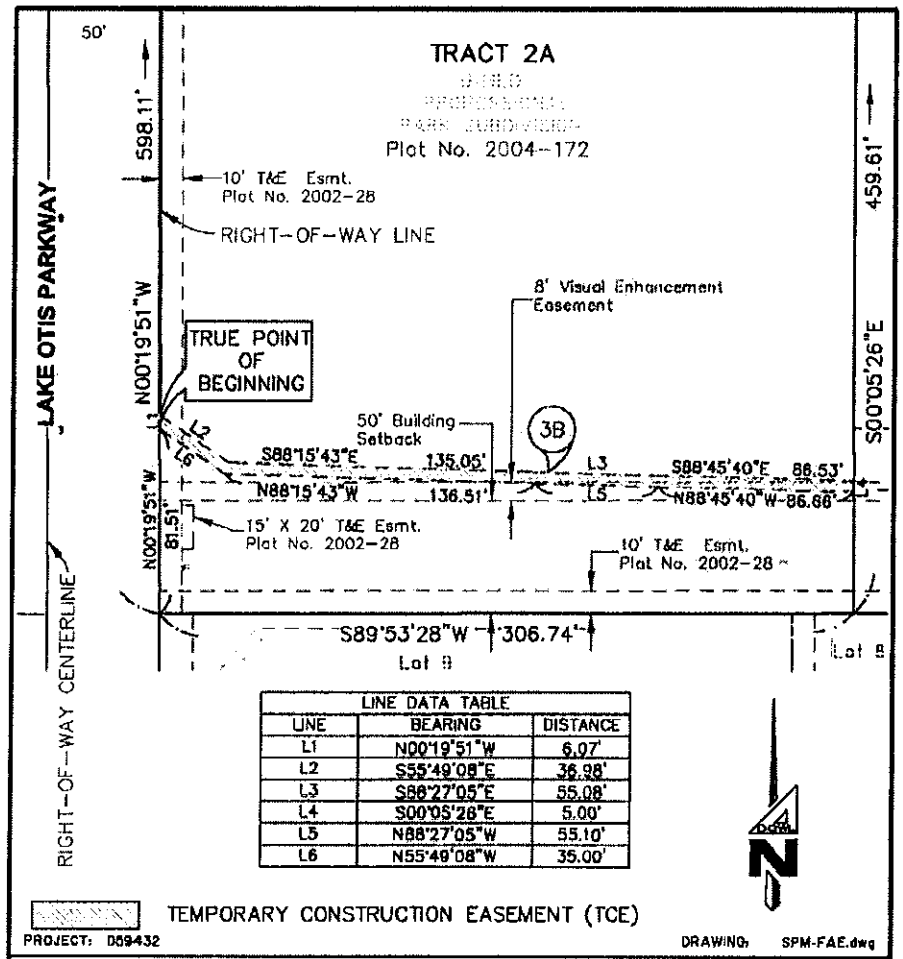

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L5	N88°27'05"W	55.10'
L6	N55°49'08"W	35.00'

40TH AVENUE EXTENSION
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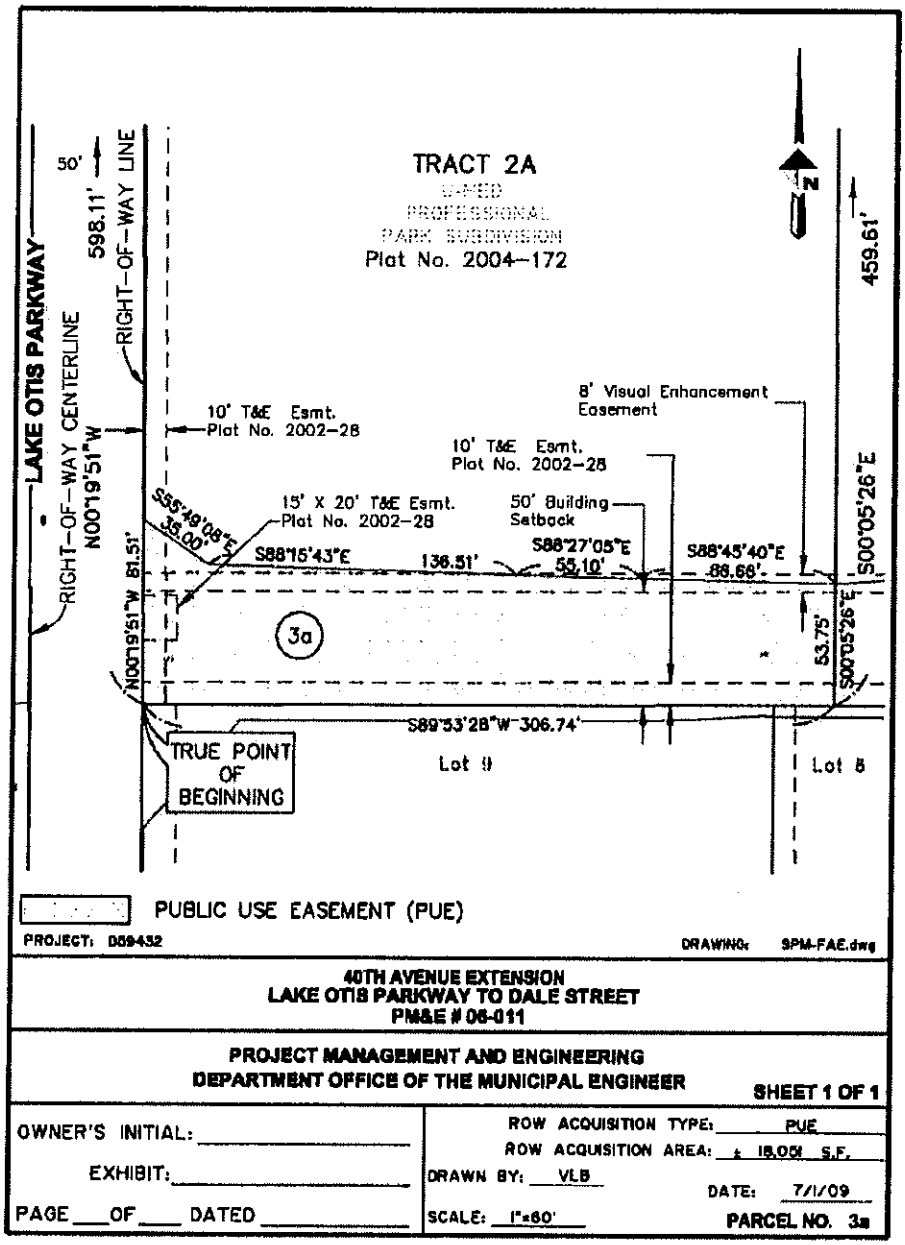
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UNED
PROFESSIONAL
PARK SUBDIVISION
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598.11'
RIGHT-OF-WAY LINE
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10' T&E Esmt.
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Easement
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Setback
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OF
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DRAWING: SPM-FAE.dwg
40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011
PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER
SHEET 1 OF 1
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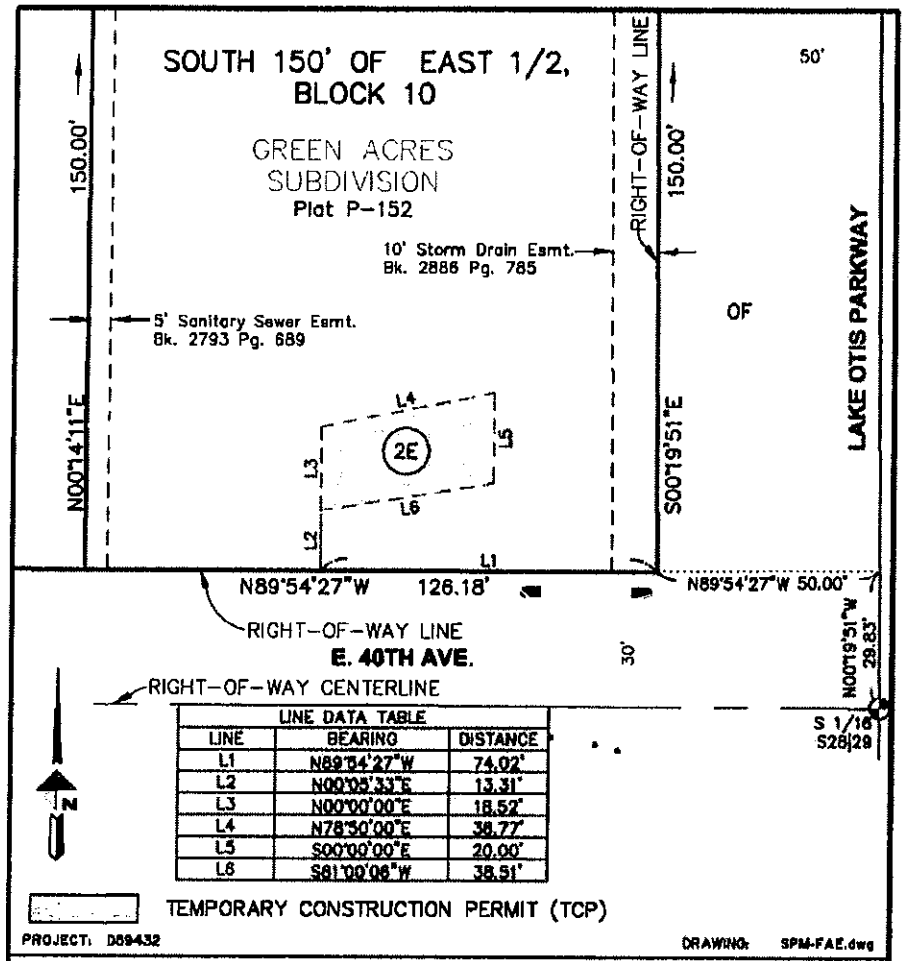

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L6	S81°09'06"W	38.51'

40TH AVENUE EXTENSION
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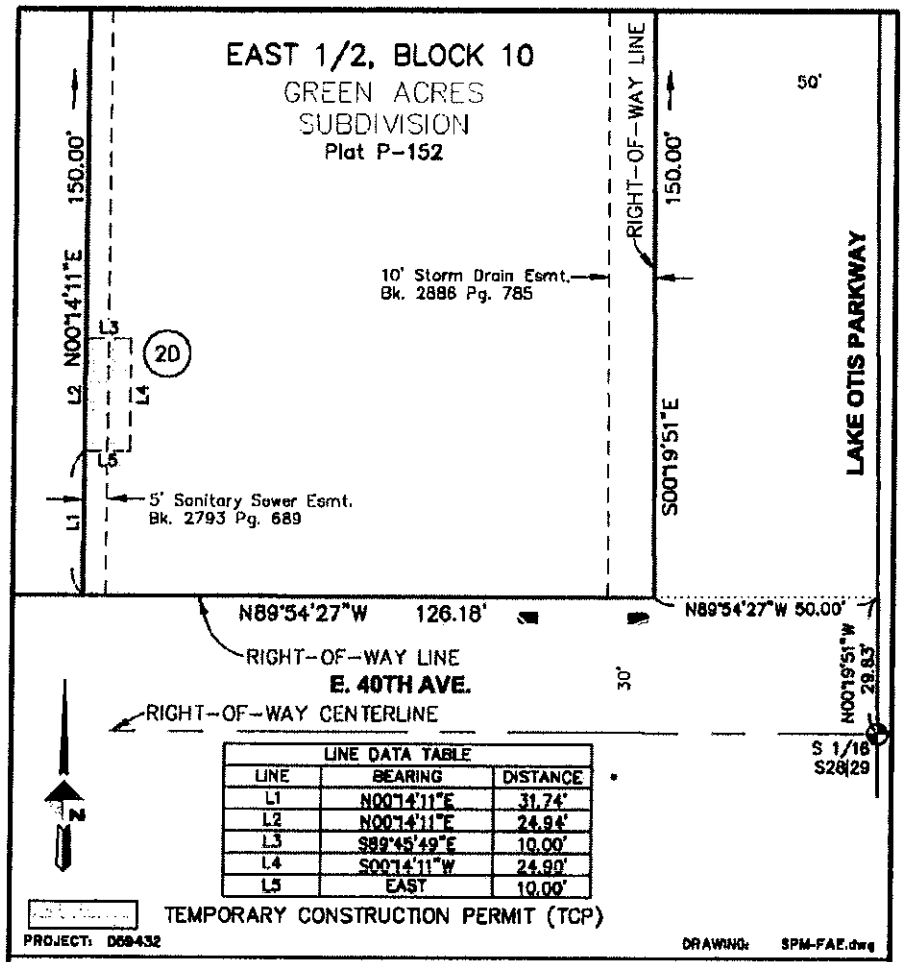

40TH AVENUE EXTENSION
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PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: _____

PAGE ___ OF ___ DATED _____

ROW ACQUISITION TYPE: TCP

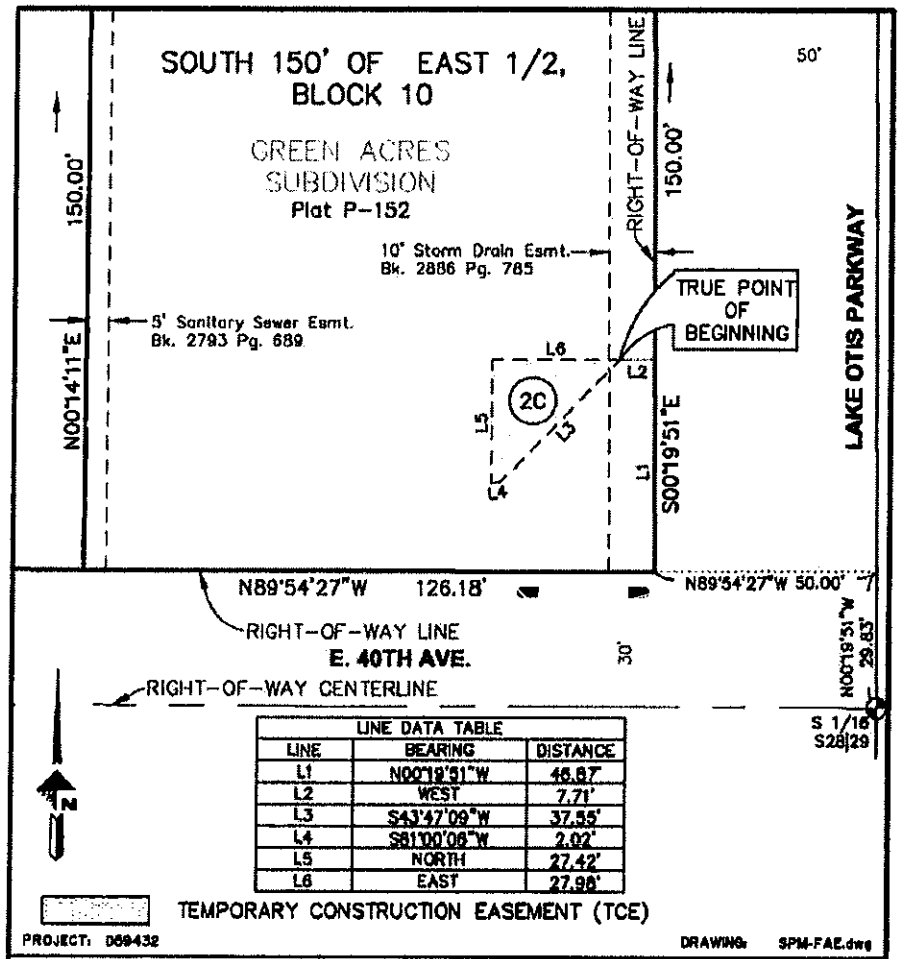
ROW ACQUISITION AREA: ± 249 S.F.

DRAWN BY: DLB

DATE: 6/17/09

SCALE: 1"=30'

PARCEL NO. 2D



LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	N00°19'51"W	46.67'
L2	WEST	7.71'
L3	S43°47'09"W	37.55'
L4	S81°00'06"W	2.02'
L5	NORTH	27.42'
L6	EAST	27.98'

40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: _____

PAGE ___ OF ___ DATED _____

ROW ACQUISITION TYPE: TCE

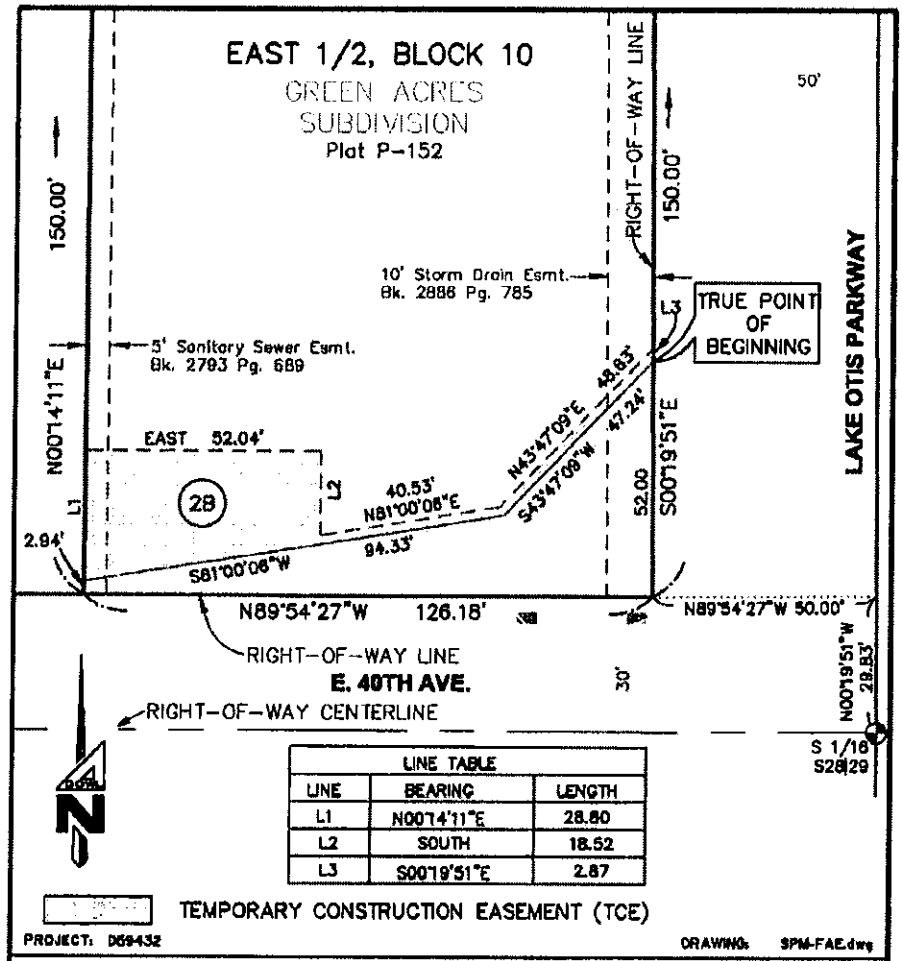
ROW ACQUISITION AREA: ± 407 S.F.

DRAWN BY: DLB

DATE: 5/06/09

SCALE: 1"=30'

PARCEL NO. 2C



40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER

SHEET 1 OF 1

OWNER'S INITIAL: _____

EXHIBIT: _____

PAGE ___ OF ___ DATED _____

ROW ACQUISITION TYPE: TCE

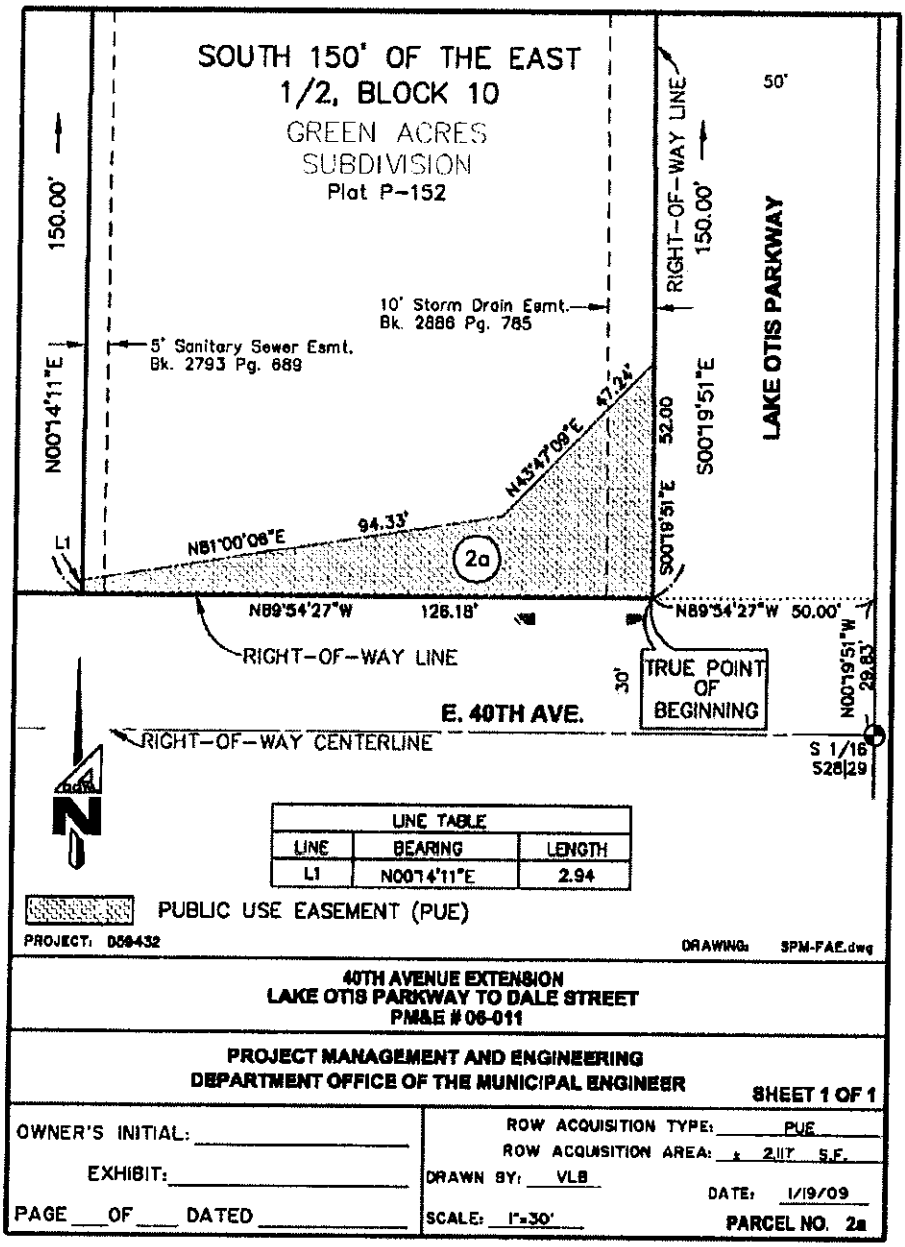
ROW ACQUISITION AREA: ± 1,463 S.F.

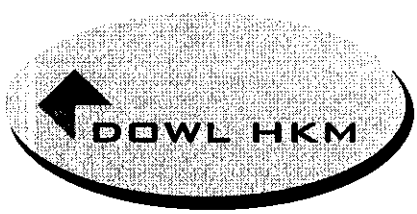
DRAWN BY: VLB

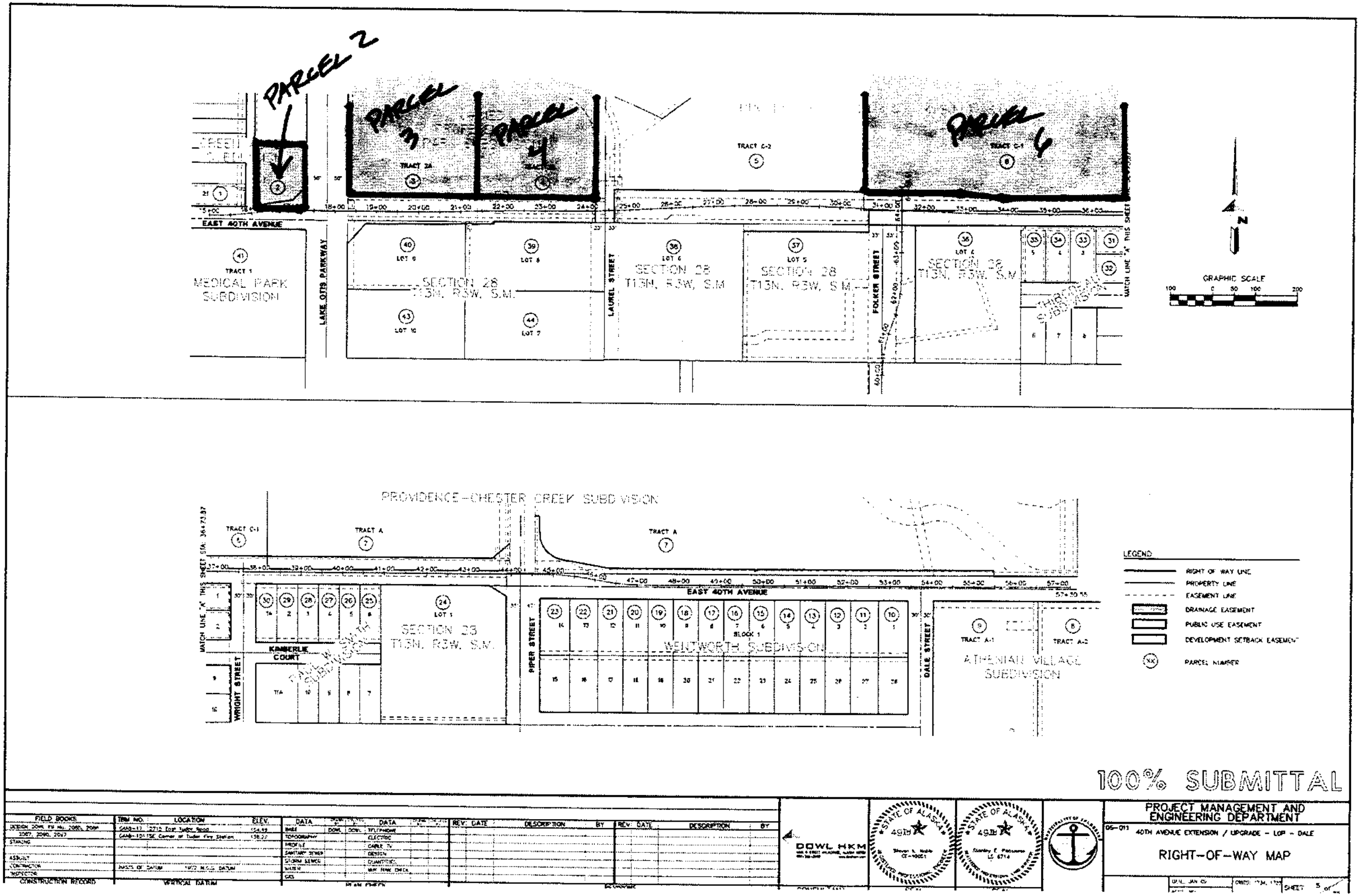
DATE: 5/15/09

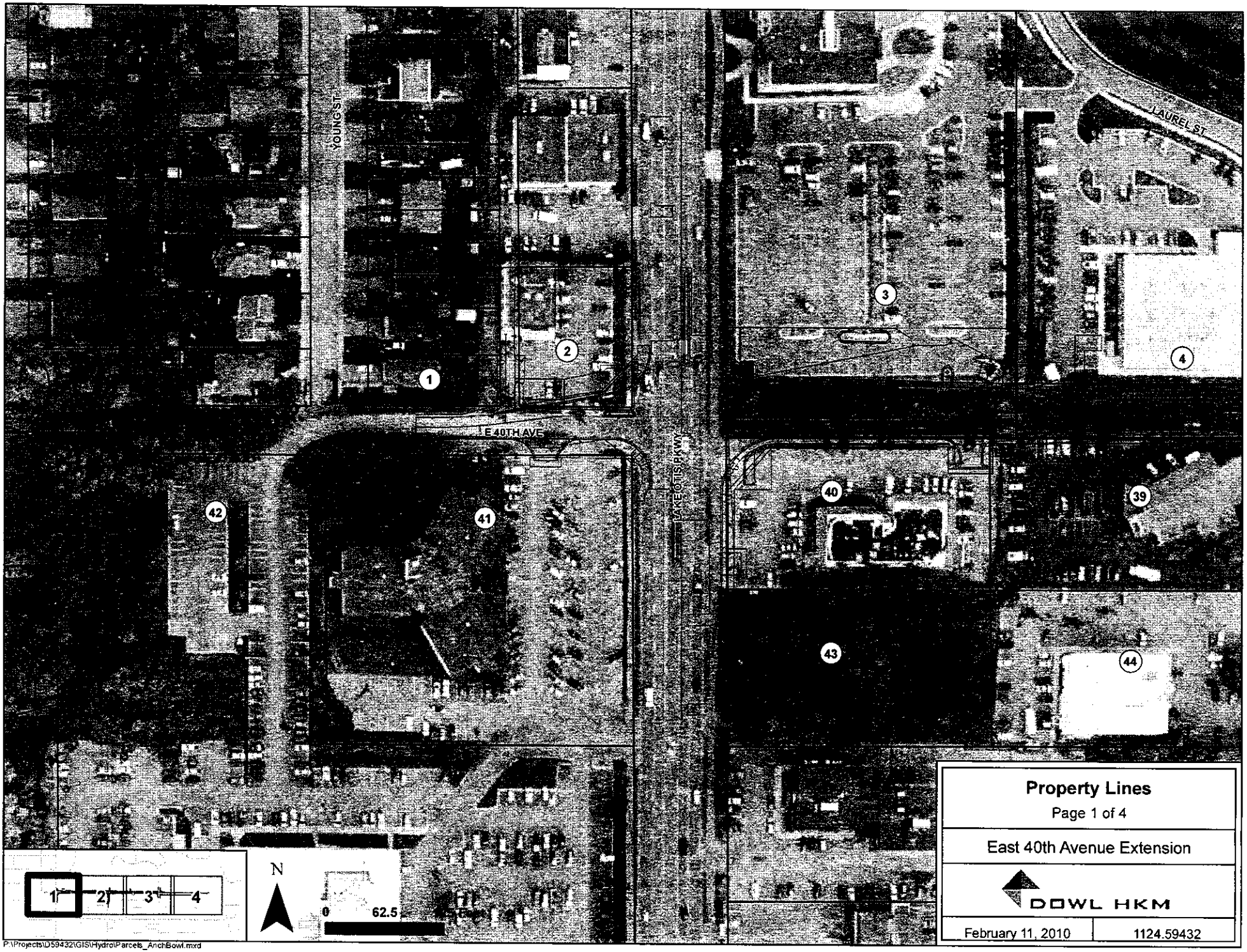
SCALE: 1"=30'

PARCEL NO. 2B


SOUTH 150' OF THE EAST
1/2, BLOCK 10
GREEN ACRES
SUBDIVISION
Plat P-152
150.00'
N00°14'11"E
10' Storm Drain Esmt.
Bk. 2886 Pg. 785
5' Sanitary Sewer Esmt.
Bk. 2793 Pg. 689
RIGHT-OF-WAY LINE
50'
150.00'
LAKE OTIS PARKWAY
S00°19'51"E
52.00
S00°19'51"E
N43°47'09"E
47.24'
N81°00'06"E
94.33'
L1
2a
N89°54'27"W
126.18'
N89°54'27"W 50.00'
RIGHT-OF-WAY LINE
30'
TRUE POINT OF BEGINNING
N00°19'51"W
29.83'
E. 40TH AVE.
RIGHT-OF-WAY CENTERLINE
S 1/16
S28|29
LINE TABLE
LINE | BEARING | LENGTH
L1 | N00°14'11"E | 2.94
PUBLIC USE EASEMENT (PUE)
PROJECT: 059432
DRAWING: SPM-FAE.dwg
40TH AVENUE EXTENSION
LAKE OTIS PARKWAY TO DALE STREET
PM&E # 06-011
PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT OFFICE OF THE MUNICIPAL ENGINEER
SHEET 1 OF 1
OWNER'S INITIAL:
EXHIBIT:
PAGE ___ OF ___ DATED
ROW ACQUISITION TYPE: PUE
ROW ACQUISITION AREA: ± 2,117 S.F.
DRAWN BY: VLB
DATE: 1/19/09
SCALE: 1"=30'
PARCEL NO. 2a


DOWL HKM


PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 6
TRACT 2A
TRACT C-2
TRACT C-1
EAST 40TH AVENUE
MEDICAL PARK SUBDIVISION
TRACT 1
LAKE OTIS PARKWAY
LAUREL STREET
FOLKER STREET
SECTION 28 T13N, R3W, S.M.
LOT 9
LOT 8
LOT 10
LOT 7
LOT 6
LOT 5
LOT 4
THIRODEAU SUBDIVISION
MATCH LINE "A" THIS SHEET
GRAPHIC SCALE
PROVIDENCE-CHESTER CREEK SUBDIVISION
TRACT A
WRIGHT STREET
KIMBERLIE COURT
PIPER STREET
SECTION 28 T13N, R3W, S.M.
LOT 1
BLOCK 1
WENTWORTH SUBDIVISION
DALE STREET
TRACT A-1
TRACT A-2
ATHENIAN VILLAGE SUBDIVISION
LEGEND
RIGHT OF WAY LINE
PROPERTY LINE
EASEMENT LINE
DRAINAGE EASEMENT
PUBLIC USE EASEMENT
DEVELOPMENT SETBACK EASEMENT
PARCEL NUMBER
100% SUBMITTAL
FIELD BOOKS
LOCATION
ELEV.
DATA
REV. DATE
DESCRIPTION
BY
CONSTRUCTION RECORD
VERTICAL DATUM
DOWL HKM
STATE OF ALASKA
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
40TH AVENUE EXTENSION / UPGRADE - LOP - DALE
RIGHT-OF-WAY MAP
SHEET 5



Property Lines

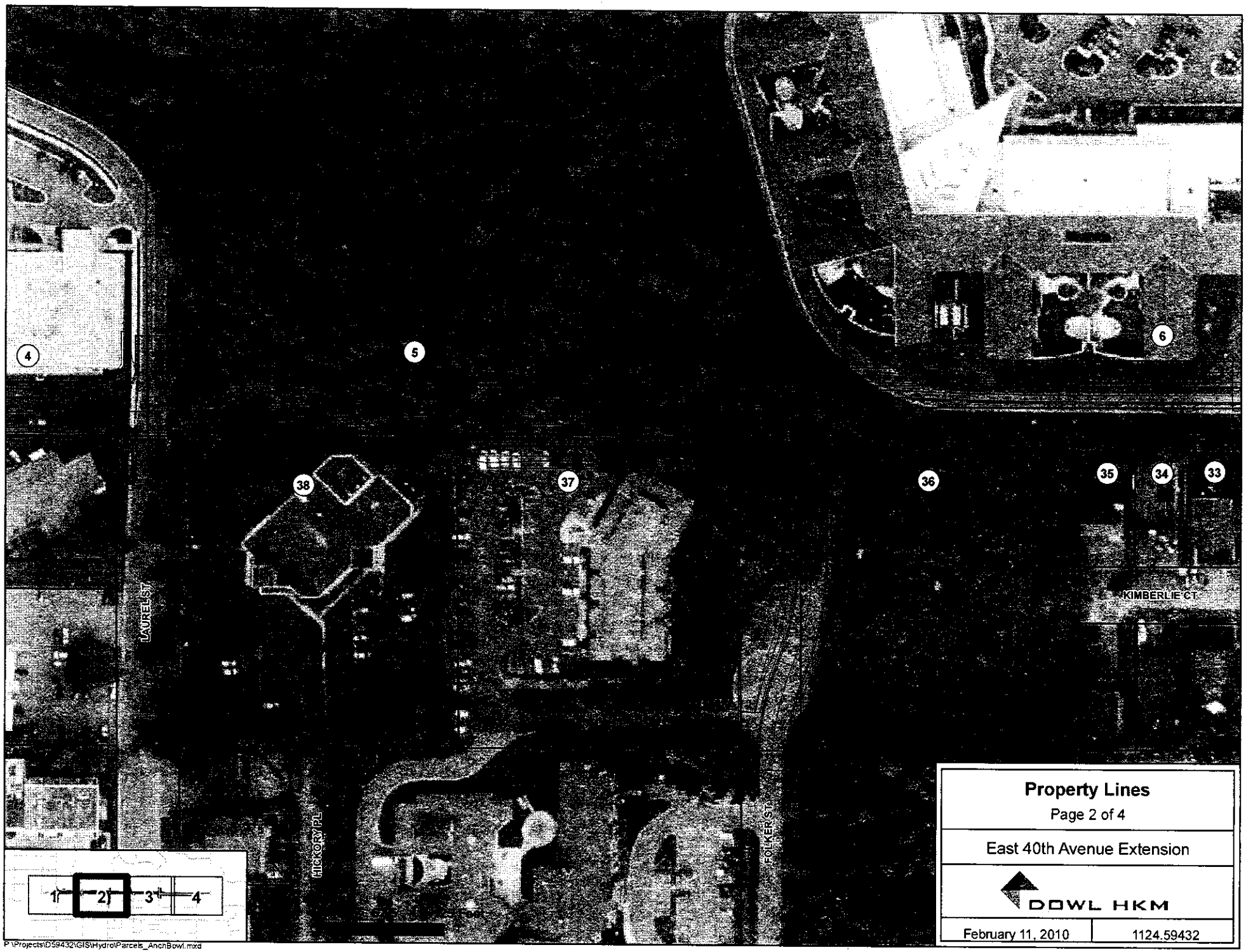
Page 1 of 4

East 40th Avenue Extension

DOWL HKM

February 11, 2010	1124.59432

P:\Projects\D59432\GIS\Hydro\Parcels_AnchBowl.mxd



Property Lines

Page 2 of 4

East 40th Avenue Extension

DOWL HKM

February 11, 2010 | 1124.59432

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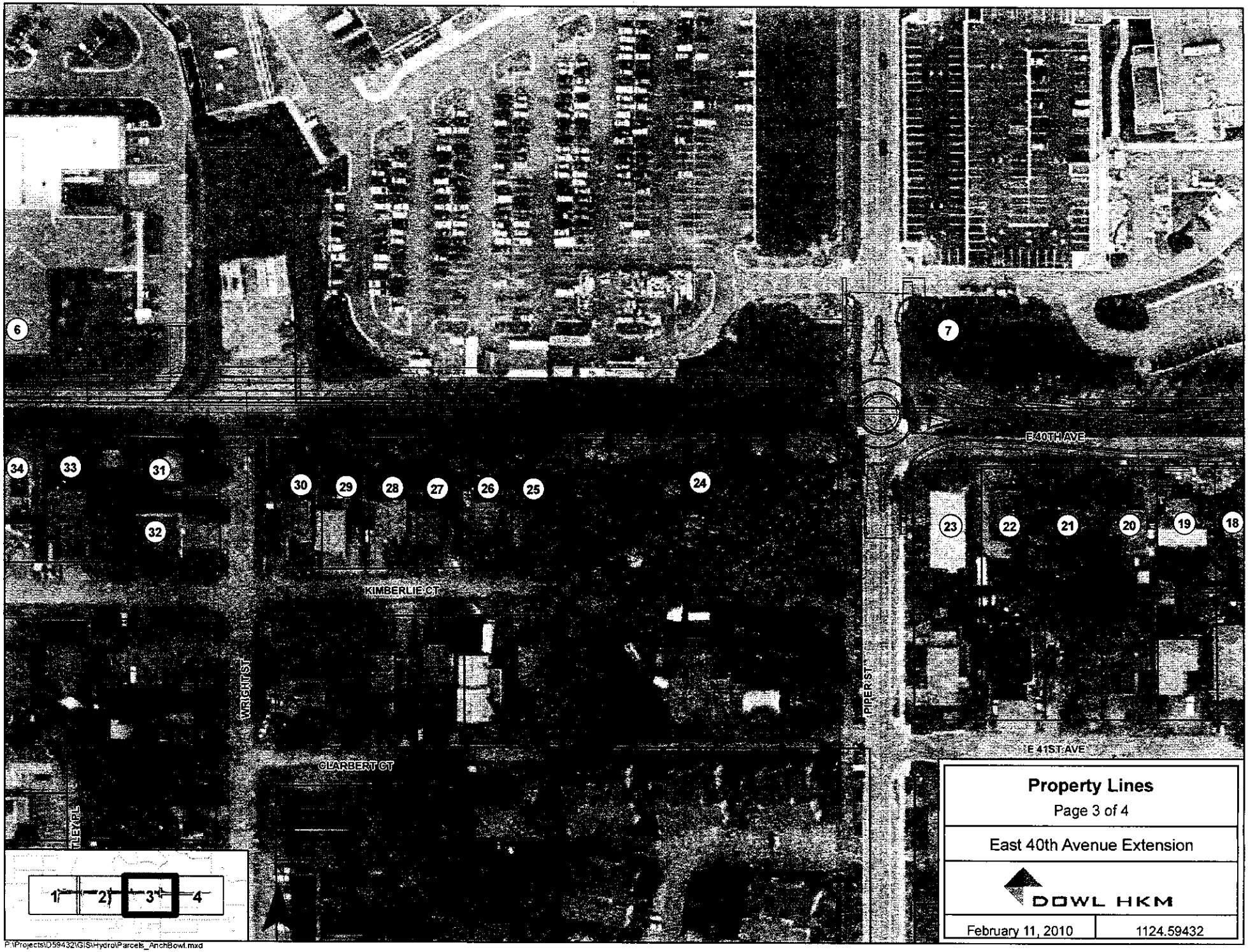

Property Lines

Page 3 of 4

East 40th Avenue Extension

DOWL HKM

February 11, 2010	1124.59432

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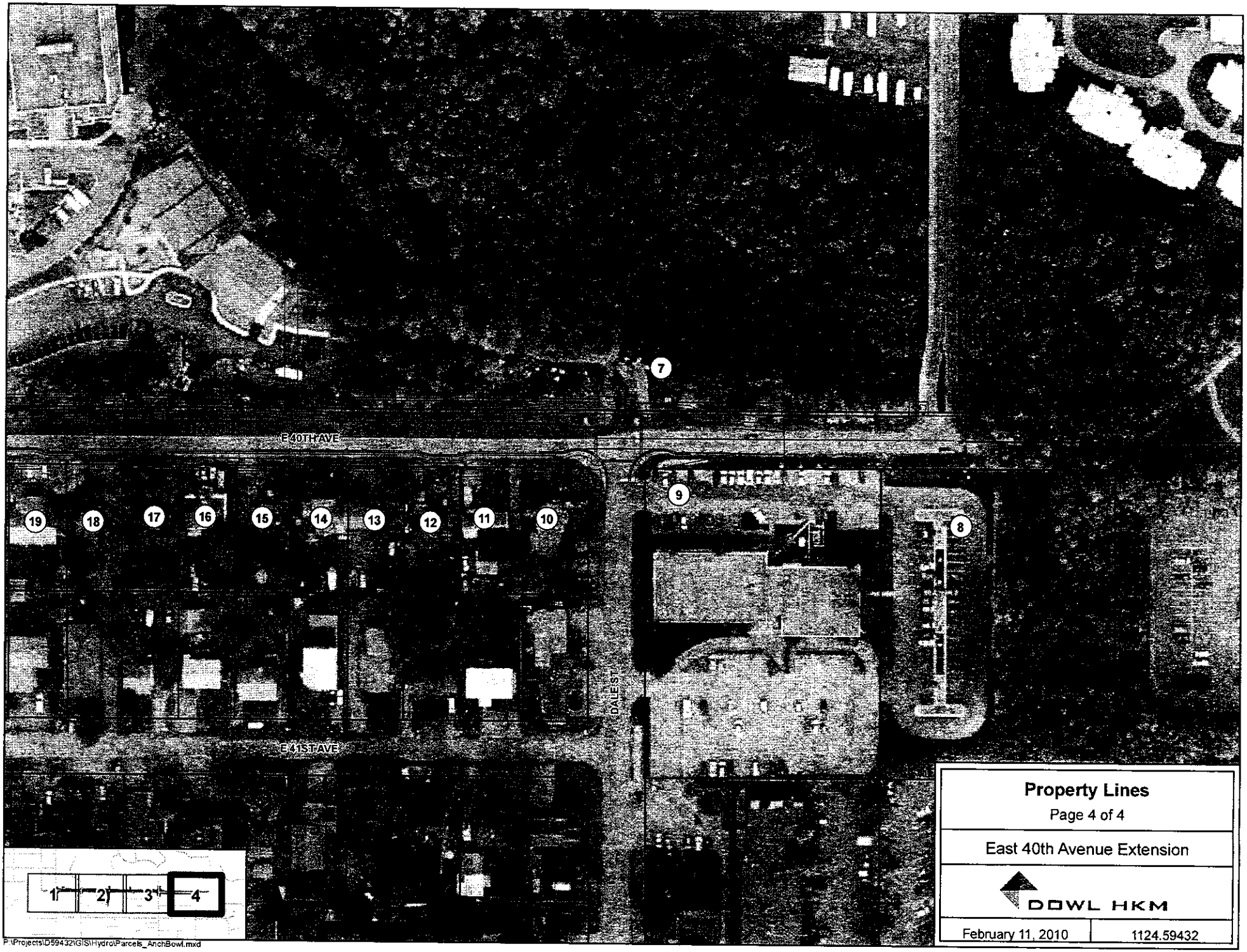

Property Lines

Page 4 of 4

East 40th Avenue Extension

DOWL HKM

February 11, 2010	1124.59432

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Content ID: 008728

Type: AR_AllOther - All Other Resolutions

Title: A RESOLUTION AUTHORIZING THE USE OF EMINENT DOMAIN AND ACCEPTANCE OF THE DECISIONAL DOCUMENTS FOR THE CONSTRUCTION OF 40TH AVENUE EXTENSION, LAKE OTIS PARKWAY TO DALE STREET PROJECT MANAGEMENT & ENGINEERING PROJECT NO. 06-11.

Author: maglaquijp

Initiating Dept: PME

Review Depts: OCPD, HLB, Legal

Date Prepared: 2/12/10 8:43 AM

Assembly Meeting Date: 3/2/10

Public Hearing Date: 4/13/10 ~~3/23/10~~

Workflow Name	Action Date	Action	User	Security Group	Content ID
Clerk_Admin_SubWorkflow	2/19/10 10:26 AM	Exit	Joy Maglaqui	Public	008728
MuniManager_SubWorkflow	2/19/10 10:26 AM	Approve	Joy Maglaqui	Public	008728
MuniManager_SubWorkflow	2/19/10 10:24 AM	Checkin	Joy Maglaqui	Public	008728
CFO_SubWorkflow	2/18/10 12:36 PM	Approve	Lucinda Mahoney	Public	008728
Legal_SubWorkflow	2/18/10 9:13 AM	Approve	Dean Gates	Public	008728
HLB_SubWorkflow	2/16/10 9:14 AM	Approve	William Mehner	Public	008728
OCPD_SubWorkflow	2/16/10 9:02 AM	Approve	Tawny Klebesadel	Public	008728
PME_SubWorkflow	2/16/10 8:59 AM	Approve	Jerry Hansen	Public	008728
AllOtherARWorkflow	2/16/10 8:43 AM	Checkin	Brenda Reddish	Public	008728
Purchasing_SubWorkflow	2/15/10 9:32 AM	Reject	Fred Kaltenbach	Public	008728
OCPD_SubWorkflow	2/12/10 5:54 PM	Approve	Tawny Klebesadel	Public	008728
PME_SubWorkflow	2/12/10 1:58 PM	Approve	Jerry Hansen	Public	008728
AllOtherARWorkflow	2/12/10 12:00 PM	Checkin	Brenda Reddish	Public	008728
OCPD_SubWorkflow	2/12/10 11:30 AM	Reject	Tawny Klebesadel	Public	008728
PME_SubWorkflow	2/12/10 9:05 AM	Approve	Jerry Hansen	Public	008728
AllOtherARWorkflow	2/12/10 8:57 AM	Checkin	Brenda Reddish	Public	008728