



SUBJECT: Tudor Area Traffic Calming Study W.O. D59148
Public Meeting No. 2

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