



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