Eastern Half
of
Abbott Loop Community Council

Traffic Calming Study

October 2006
EASTERN HALF
OF
ABBOTT LOOP COMMUNITY COUNCIL

TRAFFIC CALMING STUDY

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LIST OF ACRONYMS

AADT ...........................................................annual average daily traffic
ADA .................................................. Americans with Disabilities Act
AFD ................................................ Anchorage Fire Department
ALCC ............................................ Abbott Loop Community Council
APD ................................................ Anchorage Police Department
APPS ........................................... Anchorage Pedestrian Plan Survey
CAC ................................................ Citizens Advisory Committee
DOWL .................................................. DOWL Engineers
HSIP ............................................ Highway Safety Improvement Program
ISO ....................................................Insurance Service Office
ITE .............................................. Institute of Transportation Engineers
MOA ................................................ Municipality of Anchorage
mph ......................................................... miles per hour
ROW .................................................. right-of-way
TCPM ........................................... Traffic Calming Protocol Manual
Transit ................................................ Public Transportation Department
ACKNOWLEDGEMENTS

DOWL Engineers and the Municipality of Anchorage Traffic Engineering office wish to express their gratitude to the residents of the eastern half of the Abbott Loop community, particularly the members of the Citizen’s Advisory Committee and other municipal agencies, for their time and assistance in completing this study. They have provided valuable input to the design and analysis of the recommended improvements. The overall success of the recommendations of this report will be directly attributed to continued efforts of the community residents working together to make the Abbott Loop community a better place to live. Thank you for taking pride in your community and participating in this traffic calming study.

Citizen’s Advisory Committee Members:

Dave Donley
Michelle Hanson
Jim Rerko

Other Municipality of Anchorage Agency Representatives:

- Sharon Ferguson (Planning)
- Shawn Dooley (Maintenance)
- Steve Kalmes (School District)
- Jody Karcz (Transit)
- Michelle Weston (Fire Department)
- John Adamson (Fire Department)

Robert E. Kniefel, P.E., Traffic Engineer
Municipality of Anchorage

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Project Manager, DOWL Engineers
1.0 INTRODUCTION

The Municipality of Anchorage (MOA) Traffic Department initiated the Eastern Half of Abbott Loop Community Council (ALCC) Traffic Calming Study to address specific traffic-related neighborhood needs and concerns identified by the community. This traffic calming study focuses on intra-neighborhood streets to address neighborhood livability issues that are the result of motorized and non-motorized traffic circulation.

The objective of this traffic calming study is 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 encompasses the eastern half of the ALCC and is bounded by East Dowling Road to the north, Abbott Road to the south, Lake Otis Parkway to the west, and Abbott Loop Road to the east (Figure 1).

The analysis and recommendations were completed in cooperation with the ALCC with the objective of developing context sensitive solutions to the local traffic concerns. The scope of this study includes the following tasks:

- examining existing transportation conditions within the study area,
- evaluating 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 to improve safety,
- examining the impacts of the various design alternatives on utilities, street maintenance, emergency vehicle access, pedestrian facilities and transit facilities, and
- identifying estimated construction costs and prioritizing the recommended improvements.
Figure 1: Location and Vicinity Map
2.0 EXISTING CONDITIONS

2.1 Demographics

The demographics of an area are an important factor when identifying the needs of the people living in the area.

The ALCC area has the largest residential population of Anchorage’s southeast community councils. According to 2000 demographic reports, the ALCC population increased 43 percent from 1990 to 2000, three times the MOA average of 15 percent.

Three elementary schools lie within the study area. Abbott Loop Elementary is located on the southeast corner of the Lake Otis Parkway and 84th Avenue intersection, Kasuun Elementary is located just west of the 68th Avenue and Abbott Loop Road intersection, and the Northern Lights ABC School is located on the southeast corner of the Dowling Road and Lake Otis Parkway intersection.

Northern Lights ABC School is an alternative school that is attended by students from across Anchorage. Figure 2 shows the attendance area and walking routes for Abbott Loop and Kasuun Elementary schools. The remaining students within the study area attend either Trailside or Tudor Elementary schools.

Figure 2: Elementary School Attendance Areas to/from Walking Routes
Note: All Abbott Loop Elementary school students within the study area walk to/from school.
2.2 Streets

The study area is characterized by an incomplete grid pattern (Figure 3) of collector streets and has a mixture of residential, commercial, and recreational uses. 68th Avenue, a residential collector, is the only east-west through street between Lake Otis Parkway and Abbott Loop Road. North-south through streets within the study area between Dowling Road to Abbott Road are discontinuous. Existing/planned high volume arterial streets border the study area on all sides. Other higher volume roadways within the study area include Spruce Street, Lore Road, 72nd, 80th, 84th, and 88th Avenues, which are classified as neighborhood collectors.

Figure 3: Road Network

2.3 Traffic Data

Numerous roadways were identified during the public process as having perceived elevated traffic volumes and speeds. Previously collected speed and traffic volume data were provided by the MOA and supplemental speed data was collected by DOWL Engineers (DOWL). The summary of existing and supplemental speed data results are shown on Figure 4.
Figure 4: 85th Percentile Travel Speed Data

The speed data on Figure 4 is useful in characterizing driver behavior. One of the most notable observations is the elevated 85th percentile speed on the east-west neighborhood collector streets (i.e., 88th, 84th, 72nd Avenues, and Lore Road). In comparison to the posted speed limit, the 85th percentile speed is 3 to 5 mph faster on the discontinuous neighborhood collector streets than it is on 68th Avenue. This behavior is typical of streets where the lack of connectivity creates circuitous travel, thereby frustrating motorists and resulting in higher speeds as drivers try to compensate for travel delays.

Intuitively, many residents believe that wider pavement, newer pavement, better sight distance, and straighter roads will lead to elevated speeds. This is clearly not the case in the study area given that 68th Avenue is a new facility with 11-foot lanes and on-street bike lanes compared to the narrower strip-paved roads such as 88th Avenue, 84th Avenue, 80th Avenue, Lore Road, and 72nd Avenue, where speeds are higher.

Figure 5 shows the 2004 annual average daily traffic (AADT) volumes for the collector streets and surrounding arterials; 68th Avenue has the highest collector AADT of 6,800. Lack of continuous east-west collector streets forces much of the traffic on 72nd and
80th Avenues and results in significant out-of-direction travel to reach the bordering arterial/streets.

**Figure 5: 2004 Annual Average Daily Traffic**

### 2.4 Transit Routes

As shown on Figure 6, one transit route travels within the study area (Route 491). This route is a Dial-A-Ride route that regularly follows the path shown but covers a larger area (shown in gray) by appointment only. Consultation with Public Transportation Department staff indicated plans to eliminate Route 491, as of July 10, 2006, and replace it with a permanent Route 65 (Figure 7). To help improve local transit service, staff noted they would support projects that would add north-south connectivity in the neighborhood.
Figure 6: Transit Department Dial-A-Ride Route 491

Figure 7: Proposed Bus Route 65
2.5 Planned and Proposed Projects within the Study Area

Several projects over the next few years will affect the arterials and neighborhood roads in the study area. Projects under construction, in design, and planned projects, along with their proposed improvements, are summarized below.

2.5.1 Projects Under Construction

Abbott Loop Extension Project (Abbott Road to 48th Avenue) - This project upgrades the existing roadway and constructs a new roadway from Abbott Road to 48th Avenue. New traffic signals will be constructed at Lore Road and 68th Avenue. A pedestrian signal consisting of warning signs and flashers will be installed at 84th Avenue. A separated pathway on the west side of the road will be constructed from Abbott Road to 48th Avenue and a gravel trail will replace the existing trail on the east side of the road from Abbott Road to Coventry Drive.

84th Avenue and Spruce Street Upgrades - This project begins construction in summer 2006. The project will upgrade Spruce Street from Lore Road to 88th Avenue, and 84th Avenue from Lake Otis Parkway to Spruce Street to urban collector standards. Improvements for both streets will include curb and gutter, 10 to 11 foot travel lanes, 3.5-foot shoulders with areas of widening on Spruce Street for on-street parking, and separated pathways on both sides of the roadway.

Traffic calming improvements are being implemented as part of the 84th Avenue and Spruce Street upgrades (Figure 8), under construction at the time of this writing. Spruce Street will have chokers installed at 80th and 84th Avenues and center island narrowing between 84th Avenue and Spruce Brook; 84th Avenue will have roadway narrowing for a striped school crossing at Pokey Circle and a choker at Nadine Street.
Figure 8: Planned and Proposed Projects in the Area

2.5.2 Projects In Design

Lake Otis Parkway Surface Rehabilitation (68th Avenue to Abbott Road) - This project will overlay pavement on Lake Otis Parkway and construct Americans with Disabilities Act (ADA) upgrades to pedestrian facilities. Signalization and channelization improvements are proposed at 72nd Avenue and Lore Road contingent on funding availability.

Highway Safety Improvement Program (HSIP) Project - The Lake Otis Parkway and 68th Avenue intersection is being reconstructed as part of a MOA HSIP project. Improvements included offsetting north and southbound left-turn lanes to improve sight distance and the addition of a raised median to the eastbound approach.

East Dowling Road Extension and Reconstruction Project (Lake Otis Parkway to Abbott Loop Road) - This project will upgrade the existing roadway and build a new section of roadway from Norm Drive to Abbott Loop Road. New pedestrian facilities are included in the project. A circulation analysis of the Northern Lights ABC School will be conducted as part of this project. Construction is planned to begin summer 2008.
Abbott Road Rehabilitation Project (Lake Otis Parkway to Birch Road) - This project is in the preliminary design stage. The road improvements proposed by the Abbott Road rehabilitation project are not specific at this time and will depend on a safety analysis of the roadway and future traffic need. The project will also include intersection improvements and pedestrian amenities.

2.5.3 Planned Projects

88th Avenue Upgrade (Lake Otis Parkway to Rosalind Loop) - This project plans to reclassify and upgrade a major local road to urban collector standards as recommended by the Long Range Transportation Plan. Urban collector standards include 10 to 11-foot travel lanes, 3.5 to 5-foot shoulders, and 5-foot minimum width sidewalks on both sides of the roadway. Design is planned to begin winter 2008.

72nd Avenue/Spruce Street/Lore Road Upgrade (Lake Otis Parkway to Abbott Loop Road) - This route presently consists of two-lane, strip-paved, collector streets with narrow shoulders. The project plans to upgrade the route to urban collector standards with new drainage facilities, street lighting, and pedestrian facilities.

80th Avenue Upgrade (Lake Otis Parkway to Spruce Street) - This is a two-lane, strip-paved road with narrow shoulders that functions as a collector street. The project plans to upgrade the street to urban collector standards with new drainage facilities, street lighting, and pedestrian facilities.

The recommendations of this traffic calming study will guide area traffic calming decisions and priorities on future projects. As funding becomes available, specific traffic calming projects may also be initiated, independent of the projects listed above.

3.0 PUBLIC INVOLVEMENT

The public involvement process was a major component of this study. A public involvement plan was developed to increase community awareness and collect community input focused on traffic calming in the neighborhoods. Public input for this project was solicited through public meetings, a CAC, meetings with agency representatives, and through regular project updates at the monthly ALCC meetings. Project staff also developed a website where the
public could submit comments, track the progress of the project, and review meeting minutes and meeting presentation information. Table 1 is a summary of the public involvement meetings.

Table 1: Public Involvement Activities

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3.1 Citizens Advisory Committee

A CAC comprised of four area residents was selected by the ALCC to represent community viewpoints and concerns. The CAC met monthly during the project to review progress and provide input/feedback on traffic data and proposed traffic calming techniques.

3.2 Agency Involvement

The Anchorage Police Department (APD), Anchorage Fire Department (AFD), 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 representatives’ primary comments are summarized below:

- Street Maintenance - Ensure that changes in roadway alignments and profiles are delineated to facilitate snow removal. Provide adequate snow storage areas along improved roads.

- Fire - Ensure that roads and intersections are designed to accommodate fire trucks and that proposed traffic calming improvements do not increase response times.
• Public Transportation - The Public Transportation Department is in the preliminary stages of establishing a new route within the study area. Recommendations discussed herein consider the preliminary route to accommodate buses in the future.

3.3 Pedestrian Plan Survey

Independent of this project, the MOA conducted an Anchorage Pedestrian Plan Survey (APPS) asking the public about walking destinations, where common pedestrian crossings were located, where the public perceived hazards, and where the public perceived missing pedestrian links. Information from the APPS is included in this study where appropriate.

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 MOA Traffic Calming Protocol Manual (TCPM), and the Draft Traffic Calming Policy Manual and include recommendations for 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 2 shows the application guidelines for various traffic calming measures (TCPM, Table 5).

The design alternatives suggested in this study are traffic calming techniques that have been successfully implemented in Anchorage and other communities. These measures are context sensitive and are adapted to meet the specific needs of the area. All traffic calming measures
shown in Table 2 were considered for resolving the transportation issues in the study area. For definitions and examples of specific traffic calming treatments, refer to the TCPM.

**Table 2: Traffic Calming Application Guidelines (TCPM, 2001)**

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<td>Full Closures</td>
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<td>May be suitable</td>
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<td>Forced Turn Islands</td>
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<td></td>
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<td>Not on primary emergency routes or bus routes</td>
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<td></td>
<td>Posted speed ≤ 25 mph</td>
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<td>Not on primary emergency routes</td>
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<td>Daily volume ≤ 2,000 vpd</td>
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</tr>
<tr>
<td></td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td><strong>Narrowings</strong></td>
<td>Daily volume ≤ 20,000 vpd</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td>Neckdowns</td>
<td>Daily volume ≤ 20,000 vpd</td>
<td></td>
</tr>
<tr>
<td>Center Island Narrowings</td>
<td>Daily volume ≤ 20,000 vpd</td>
<td></td>
</tr>
<tr>
<td>Two-Lane Chokers</td>
<td>Daily volume ≤ 2,000 vpd</td>
<td></td>
</tr>
<tr>
<td>One-Lane Chokers (Two-Way operation)</td>
<td>Daily volume ≤ 2,000 vpd</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td><strong>Combined Measures</strong></td>
<td>Subject to limitations of component measures</td>
<td></td>
</tr>
</tbody>
</table>

**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 public input received, the traffic calming study was further refined to focus on speeding, pedestrian facilities, and roadway upgrades for the roadway segments listed in Table 3.

Table 3: Summary of Roadway Segments Analyzed

<table>
<thead>
<tr>
<th>ROADWAY SEGMENT</th>
<th>CONCERN/ISSUE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SPEEDING</td>
</tr>
<tr>
<td>64th Avenue (Newt Drive to Laurel Street)</td>
<td>✓</td>
</tr>
<tr>
<td>Norm Drive (E Dowling Rd to 64th Avenue)</td>
<td>✓</td>
</tr>
<tr>
<td>Winchester Street (64th Avenue to 68th Avenue)</td>
<td>✓</td>
</tr>
<tr>
<td>Winchester Street (72nd Avenue to Lore Road)</td>
<td>✓</td>
</tr>
<tr>
<td>72nd Avenue (Lake Otis Pkwy to Abbott Loop Road)</td>
<td>✓</td>
</tr>
<tr>
<td>Lore Road (Lake Otis Pkwy to Abbott Loop Road)</td>
<td>✓</td>
</tr>
<tr>
<td>80th Avenue (Lake Otis Pkwy to Abbott Loop Road)</td>
<td>✓</td>
</tr>
<tr>
<td>84th Avenue (Spruce to Abbott Loop Road)</td>
<td>✓</td>
</tr>
<tr>
<td>88th Avenue (Lake Otis Pkwy to Abbott Loop Road)</td>
<td>✓</td>
</tr>
<tr>
<td>Spruce Street (E Dowling Road to Lore Road)</td>
<td>✓</td>
</tr>
</tbody>
</table>

5.1 64th Avenue - Newt Drive to Laurel Street

5.1.1 Existing Conditions

64th Avenue is a strip-paved roadway without shoulders or pedestrian facilities from Laurel Street to Newt Drive. The segment east of Newt Drive has sidewalks on both sides of the roadway. Pedestrians from the surrounding neighborhood and students attending Northern Lights ABC School heavily use this section of 64th Avenue. Although Northern Lights ABC School is an alternative school for students across Anchorage, the surrounding neighborhood has a large number of attending students. All Northern Lights ABC School students must walk to/from school if not driven by parents.

5.1.2 Concerns and Issues

Public input noted the lack of pedestrian accommodations and safety. Also noted were traffic circulation issues at Northern Lights ABC School.

5.1.3 Analysis

Turning movement counts were conducted at all intersections in the school’s immediate vicinity. The a.m. peak hour was found to be 7:30 to 8:30 a.m., and the afternoon peak hour
was 2:30 to 3:30 p.m. Circulation patterns are being analyzed further as part of the state-managed East Dowling Road Extension Project. No further circulation analysis was conducted for this study. Recommendations from the East Dowling Road project will be coordinated as information becomes available.

5.1.4 Possible Alternatives

The following measures were considered for 64th Avenue:

- No Action, or
- Upgrade roadway to collector standards with curb and gutter and pedestrian facilities on both sides of the roadway.

5.1.5 Evaluation

Table 4 compares the advantages and disadvantages of the considered alternatives.

<table>
<thead>
<tr>
<th>Key</th>
<th>Low, Unlikely, No</th>
<th>Mid, Moderate, Possible</th>
<th>High, Likely, Yes</th>
<th>N/A Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>TREATMENT</td>
<td>Minimize Cost</td>
<td>Speed Reduction</td>
<td>Volume Reduction</td>
<td>Safety Improvement</td>
</tr>
<tr>
<td>No Action</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td>Upgrade to collector standards</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

5.2 Norm Drive - Dowling Road to 64th Avenue

5.2.1 Existing Conditions

Norm Drive from Dowling Road to 64th Avenue is a local street, posted 25 mph, with 5-foot sidewalks on both sides of the roadway. The east and west legs of 64th Avenue do not intersect Norm Drive at the same location; they are approximately 300 feet apart. All-way stops are located at Newt Drive and the southern leg of 64th Avenue. The existing 30-foot roadway width can accommodate on street parking but is seldom used between Newt Drive and 64th Avenue, making the roadway wider than necessary (Figure 9).
5.2.2 Concerns and Issues

Norm Drive was included in the analysis to address the public’s concern of perceived speeding.

5.2.3 Analysis

A radar spot speed analysis indicated that the 85th percentile speed was 33 mph; 8 mph over the posted speed.

5.2.4 Possible Alternatives

The following alternatives were considered for reducing speeds on Norm Drive:

- No Action,
- Installation of speed bumps/humps at mid-block locations along Norm Drive, and
- Install raised intersections at Gross Drive and the north leg of 64th Avenue.
Table 5 compares the advantages and disadvantages of the considered alternatives.

<table>
<thead>
<tr>
<th>Key</th>
<th>TREATMENT</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvement</th>
<th>Pedestrian/Bike Improvement</th>
<th>Maintain Access to Surrounding Areas</th>
<th>Reduces Cut-through Traffic</th>
<th>Minimizes Impacts To School Buses</th>
<th>Minimizes Impacts to Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
<th>Estimated Construction Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>○ Low, Unlikely, No</td>
<td>No Action</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>$0</td>
</tr>
<tr>
<td>▼ Mid, Moderate, Possible</td>
<td>Speed Bumps/Humps</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>$10K</td>
</tr>
<tr>
<td>● High, Likely, Yes</td>
<td>Raised Intersections</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>$90K</td>
</tr>
<tr>
<td>N/A Not Applicable</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UNK Unknown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Non Engineering Measures

- **Increased Enforcement**: ○ ● ○ ○ ● ● ○ ● ● UNK
- **Speed limit with radar display**: ● ○ ● ● ● ● ● ○ ○ $30K

5.3 **Winchester Street**

5.3.1 **Existing Conditions**

Winchester Street from 64th Avenue to 68th Avenue and 72nd Avenue to Lore Road is a 20-foot-wide, strip-paved street with no pedestrian facilities (Figures 10 and 11). It is designated as a walking route for Kasuun Elementary school by the MOA. This route leads to a stop-controlled intersection with a marked school crossing on the east side of the 72nd Avenue and Travis Circle intersection.
Figure 10: Winchester Street - 64th Avenue to 68th Avenue

Figure 11: Winchester Street - 72nd Avenue to Lore Road
5.3.2 Concerns and Issues

Public input noted speeding between 72nd Avenue and Lore Road and had concerns with pedestrian safety on both segments.

5.3.3 Analysis

A radar spot speed analysis between 72nd Avenue and Lore Road indicated that the 85th percentile speed was 30 mph; 5 mph over the posted speed. As shown on Figure 11, Winchester Street is a highly used route for pedestrians, primarily students.

5.3.4 Possible Alternatives

The following alternatives were considered for traffic calming on both segments of Winchester Street.

- No Action, and

- Upgrade to urban standards and install pedestrian facilities to improve pedestrian safety.

5.3.5 Evaluation

Table 6 compares the advantages and disadvantages of the considered alternatives.

### Table 6: Winchester Street - 72nd Avenue to Lore Road; 64th Avenue to 68th Avenue

<table>
<thead>
<tr>
<th>Key</th>
<th>TREATMENT</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvement</th>
<th>Pedestrian/Bicycle Improvement</th>
<th>Maintain Access to Surrounding Areas</th>
<th>Reduces Cut-through Traffic</th>
<th>Minimizes Impacts to School Buses</th>
<th>Minimizes Impacts to Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
<th>Estimated Construction Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>○</td>
<td>No Action</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>$0</td>
</tr>
<tr>
<td>●</td>
<td>Upgrade to urban standards</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>$1.6M</td>
</tr>
</tbody>
</table>
5.4 72nd Avenue, Lore Road, 80th Avenue, 84th Avenue, 88th Avenue, and Spruce Street

5.4.1 Existing Conditions

72nd Avenue, Lore Road, 80th Avenue, 84th Avenue, 88th Avenue, and Spruce Street are two-lane, strip-paved collector streets with poor drainage facilities, narrow shoulders, little or no street lighting, and discontinuous pedestrian facilities requiring upgrades to urban standards. Development along these streets is predominantly mixed density residential.

72nd Avenue - The east and west sections of 72nd Avenue are separated by a steep elevation change at Spruce Street. The west section of 72nd Avenue turns south 90 degrees into Spruce Street. Approximately 500 feet of 72nd Avenue is undeveloped east of Spruce Street.

Lore Road - The east and west sections of Lore Road are separated by a large hill east of the Lake Otis Parkway intersection. Approximately one-quarter mile of Lore Road is undeveloped immediately east of Lake Otis Parkway. The west leg of Lore Road is bordered by a commercial development, Bush Landscaping and Nursery, to the south (see Figure 12), which has a “de facto” special exception to the current R-2A zoning in the area as approved by the MOA Planning Department in 1977. Figure 13 shows the potential hazards due to lack of pedestrian facilities.
Figure 12: Lore Road - East of Lake Otis Parkway

Figure 13: Lore Road - West of Spruce Street
80th Avenue - The east and west sections of 80th Avenue are separated by approximately 860 feet of undeveloped ROW.

84th Avenue from Lake Otis Parkway to Spruce Street is being upgraded to urban collector standards in summer 2006. Improvements for both streets will include curb and gutter, 10- to 11-foot travel lanes, 3.5-foot shoulders with areas of widening on Spruce Street for on-street parking, and separated pathways on both sides of the roadway. Traffic calming is already included in this project as shown in Figure 14. Spruce Street will have chokers installed at 80th and 84th Avenues and center island narrowing between 84th Avenue and Spruce Brook Street. 84th Avenue will have roadway narrowing for a striped school crossing at Pokey Circle and a choker at Nadine Street.

![Figure 14: 84th Avenue Traffic Calming Improvements](image-url)

84th Avenue from Spruce Street to Abbott Loop Road is a paved roadway with curb and gutter on both sides. Spruce Park, located south of the Spruce Street intersection at 84th Avenue, is currently under construction with improvements and a sledding hill. The east and west legs of 84th Avenue are separated by guardrail and an earth berm. The 155-foot undeveloped link is within a 66-foot ROW.

88th Avenue is a two-lane, strip paved collector street with sporadic pedestrian facilities. The development along 88th Avenue is predominantly mixed density residential. The east and west legs of 88th Avenue are separated by a neighborhood development. Spruce Street
is being connected to the neighborhood via Spruce Brook Street this summer as part of the 2006 Spruce Street upgrades.

Spruce Street is being upgraded with traffic calming improvements from Lore Road to Spruce Brook Street in summer 2006. The remaining sections Lore Road to 72nd Avenue and 64th Avenue to Fergy Circle are still in need of upgrading (see Figure 15). There is approximately 600 feet of roadway within a 63-foot ROW in the missing link between 68th Avenue and 72nd Avenue. MOA is planning a future connection of Spruce Street to Dowling Road, which would consist of approximately 1,250 feet of new roadway between 64th Avenue and Dowling Road.

![Figure 15: Spruce Street](image)

5.4.2 Concerns and Issues

The most frequent public concerns expressed during this study related to speeding and connectivity issues on 88th Avenue, 84th Avenue, 80th Avenue, 76th Avenue, and 72nd Avenue. Specific concerns regarding these streets are listed below.

- The Public Transportation Department and AFD requested more connectivity within the study area. Conversations with the Public Transportation Department suggested that additional north-south through streets in the neighborhood would benefit their access. Typically, bus routes are set up within half-mile grids. The distance between the proposed bus route on Abbott Loop Road and the existing route on Lake Otis
Parkway is one mile. Spruce Street is the only nearby north/south option, but it is discontinuous at 72nd Avenue.

- The AFD is concerned with existing response times and lack of access points to the Abbott Loop community. Stations 4 (Tudor Road), 8 (O’Malley Road), and 12 (80th Avenue) currently service the area.

AFD ran an analysis of actual code red response times for the past three years. A code red response is an emergency to life and property such as difficulty breathing, cardiac events, house fires, and unconscious persons. Tables 7 through 9 summarize the findings of AFD’s code red response analysis.

The data for 2004 through 2006 shows that average response times to the study area are not within the desirable four-minute threshold.

### Table 7: 2004 Response Time Summary

<table>
<thead>
<tr>
<th>FROM STATION</th>
<th>LOCATION</th>
<th>RUNS</th>
<th>AVG mm:ss</th>
<th>LOW mm:ss</th>
<th>HIGH mm:ss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station 04</td>
<td>Tudor</td>
<td>82</td>
<td>4:49</td>
<td>2:09</td>
<td>9:03</td>
</tr>
<tr>
<td>Station 12</td>
<td>80th Ave</td>
<td>213</td>
<td>4:53</td>
<td>0:55</td>
<td>9:19</td>
</tr>
<tr>
<td>Station 08</td>
<td>Huffman</td>
<td>14</td>
<td>6:08</td>
<td>3:41</td>
<td>9:51</td>
</tr>
<tr>
<td>Station 09</td>
<td>O’Malley</td>
<td>14</td>
<td>6:08</td>
<td>4:29</td>
<td>9:39</td>
</tr>
<tr>
<td><strong>Average Response Time</strong></td>
<td>5:00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Table 8: 2005 Response Time Summary

<table>
<thead>
<tr>
<th>FROM STATION</th>
<th>LOCATION</th>
<th>RUNS</th>
<th>AVG mm:ss</th>
<th>LOW mm:ss</th>
<th>HIGH mm:ss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station 04</td>
<td>Tudor</td>
<td>75</td>
<td>5:06</td>
<td>1:54</td>
<td>9:40</td>
</tr>
<tr>
<td>Station 12</td>
<td>80th Ave</td>
<td>186</td>
<td>5:13</td>
<td>2:24</td>
<td>9:57</td>
</tr>
<tr>
<td>Station 08</td>
<td>Huffman</td>
<td>22</td>
<td>6:06</td>
<td>4:31</td>
<td>9:07</td>
</tr>
<tr>
<td>Station 09</td>
<td>O’Malley</td>
<td>20</td>
<td>6:40</td>
<td>3:57</td>
<td>8:58</td>
</tr>
<tr>
<td><strong>Average Response Time</strong></td>
<td>5:22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 9: 2006 Response Time Summary

<table>
<thead>
<tr>
<th>FROM STATION</th>
<th>LOCATION</th>
<th>RUNS</th>
<th>AVG mm:ss</th>
<th>LOW mm:ss</th>
<th>HIGH mm:ss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station 04</td>
<td>Tudor</td>
<td>52</td>
<td>5:10</td>
<td>3:29</td>
<td>8:55</td>
</tr>
<tr>
<td>Station 12</td>
<td>80th Ave</td>
<td>114</td>
<td>5:28</td>
<td>2:31</td>
<td>9:56</td>
</tr>
<tr>
<td>Station 08</td>
<td>Huffman</td>
<td>10</td>
<td>5:48</td>
<td>1:17</td>
<td>9:36</td>
</tr>
<tr>
<td>Station 09</td>
<td>O'Malley</td>
<td>7</td>
<td>6:35</td>
<td>3:22</td>
<td>9:04</td>
</tr>
<tr>
<td>Average Response Time</td>
<td></td>
<td></td>
<td>5:25</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- 72nd Avenue - The ALCC and Abbott Loop and Kasuun Elementary schools endorsed recommendations to upgrade 72nd Avenue to collector standards from Spruce Street to Abbott Loop Road (identified by the MOA and State for priority consideration). Perceived elevated speeds were a concern.

- Lore Road - The most common concerns identified during the public process for this street are the lack of pedestrian accommodations and perceived high traffic speeds. The APPS specifically noted the Abbott Loop Road to Spruce Street segment as a missing pedestrian link.

- 80th Avenue - No concerns were brought forth by the public or agencies other than lack of connectivity. However, observations show pedestrian facilities are minimal or nonexistent.

- 84th Avenue - The most common concerns identified during the public process for this street are the lack of pedestrian accommodations and perceived high traffic speeds.

- 88th Avenue - The most common concerns identified during the public process for this street are the lack of pedestrian accommodations and perceived high traffic speeds. The APPS specifically noted the Abbott Loop Road to Spruce Brook segment as lacking pedestrian facilities.

- Spruce Street - The most common concerns identified during the public process for this street are the lack of pedestrian accommodations and perceived high traffic speeds. The APPS specifically noted the Lore Road to 64th Avenue segment as a
missing pedestrian link. The ALCC and Abbott Loop and Kasuun Elementary schools both endorsed recommendations to upgrade Spruce Street to collector standards from 64th Avenue to 68th Avenue and Fergy Circle to 68th Avenue.

5.4.3 Analysis

The existing collector network forms an incomplete grid system. Currently, 68th Avenue is the only direct east-west collector through street between Lake Otis Parkway and Abbott Loop Road. The other east-west collectors (Lore Road, 72nd, 80th, 84th, and 88th Avenues) send motorists on circuitous routes to reach the surrounding arterials. This out-of-direction travel tends to frustrate motorists and results in elevated speeds on the discontinuous streets, increased total miles traveled, and higher traffic volumes on 68th Avenue (see Table 10).

Table 10: Speed vs. AADT

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>POSTED SPEED</th>
<th>85TH PERCENTILE SPEED</th>
<th>MILES PER HOUR OVER POSTED SPEED</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>68th Avenue</td>
<td>35 mph</td>
<td>40 mph</td>
<td>5 mph</td>
<td>6,800</td>
</tr>
<tr>
<td>72nd Avenue</td>
<td>30 mph</td>
<td>39 mph</td>
<td>9 mph</td>
<td>3,000</td>
</tr>
<tr>
<td>Lore Road</td>
<td>30 mph</td>
<td>39 mph</td>
<td>9 mph</td>
<td>1,300</td>
</tr>
<tr>
<td>84th Avenue</td>
<td>25 mph</td>
<td>30 mph</td>
<td>5 mph</td>
<td>2,200</td>
</tr>
<tr>
<td>88th Avenue</td>
<td>25 mph</td>
<td>35 mph</td>
<td>10 mph</td>
<td>420</td>
</tr>
<tr>
<td>Spruce Street</td>
<td>25 mph</td>
<td>35 mph</td>
<td>10 mph</td>
<td>2,100</td>
</tr>
</tbody>
</table>

5.4.4 Response Time Analysis

AFD is highly interested in seeing increased east-west and north-south connectivity in the study area to improve response times. Construction of surrounding arterials (Abbott Loop Road, Dowling Road, and 48th Avenue) under existing study area conditions will improve response times slightly in the northeast corner of the study area. In addition to the arterials, constructing the missing roadway links within the study area will provide AFD and other emergency response agencies greater access from all directions, further improving response times.

5.4.5 Possible Alternatives

Based on public comments, the roadways with larger traffic volumes (68th and 88th Avenues) had fewer public concerns. Analysis showed that speeding increases when motorists have to go out of their way to get to their destination due to the lack of through travel.
connections. Based on TCPM application guidelines found in Table 2 and engineering judgment, several alternatives were considered to reduce speeds on each of the roadways.

- No Action,

- Complete the collector grid by constructing the missing links of the following roadways: 72nd Avenue, Lore Road, 80th, 84th, and 88th Avenues, and Spruce Street. These connections, along with traffic calming features, will reduce out-of-direction travel and reduce speeds,

- Upgrade to urban collector standards and install pedestrian facilities, possibly separated from vehicular traffic to improve pedestrian safety, and

- Install chokers, raised medians, chicanes, and other traffic calming measures to reduce traffic volumes, speeds, and cut-through traffic. Specific measures for each roadway are identified below. These measures can be constructed with or without completing the collector grid. However, they will be most effective in combination with completing the collector grid system.

**72nd Avenue**

- Installation of chokers at Bass Street, Bulen Drive, Spruce Street, and Travis Circle to reduce traffic volumes, speeds, and cut-through traffic.

**Lore Road**

- Construction of a short, raised median east of Lake Otis Parkway and west of Abbott Loop Road, which will reduce speeds and provide a gateway entrance feature for the neighborhood, and

- Installation of chokers at Timberwolf Circle, Spruce Street, and Winchester Street to reduce traffic volumes, speeds, and cut-through traffic.

**80th Avenue**

- Installation of chokers at Alpine View Circle and Nadine Street to reduce traffic volumes, speeds, and cut-through traffic,
• Construction of a short, raised median west of Abbott Loop Road, to reduce speeds and provide a gateway feature for the neighborhood, and

• Construction of the new link as a chicane to reinforce slower speeds and give the perception that the road is not a through street.

**84th Avenue**

• Installation of chokers at Craiger Court and Exeter Drive to reduce traffic volumes, speeds, and cut-through traffic.

**88th Avenue**

• Installation of chokers at Geirinhas Place, Rendon Drive, Rosalind Loop, and Bell Place to reduce traffic volumes, speeds, and cut-through traffic,

• Construction of a short, raised median west of Abbott Loop Road to reduce speeds and provide a gateway feature for the neighborhood, and

• Construction of the new link between Spruce Brook Street and Little Brook Circle as a roadway narrowing project to reduce speeds, including pedestrian accommodations on both sides.

**Spruce Street**

• Installation of chokers at Lore Road, 72nd Avenue, 88th Avenue, and 64th Avenue to reduce traffic volumes, speeds, and cut-through traffic.

5.4.6 **Evaluation**

Table 11 compares the advantages and disadvantages of completing all the missing links concurrently, grading the roadways to urban standards, and constructing traffic calming features.
Table 11: Complete the Collector Grid, Upgrade to Urban Standards, and Include Traffic Calming Features

<table>
<thead>
<tr>
<th>TREATMENT</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvement</th>
<th>Pedestrian/Bicycle Improvement</th>
<th>Maintain Access to Surrounding Areas</th>
<th>Reduces Cut-through Traffic</th>
<th>Provides Better access for School Buses</th>
<th>Provides Better Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Action</td>
<td>○</td>
<td>○</td>
<td>○</td>
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<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Complete the Collector Grid</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Upgrade to Urban Collector Standards</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Traffic Calming Measures</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

6.0 RECOMMENDATIONS SUMMARY

This section summarizes the recommended traffic calming measures and transportation improvements that constitute the Framework Plan for the Eastern Half of Abbott Loop Community Council Area (Figure 16). This plan shows the inter relationships of the transportation improvements from an overall neighborhood perspective.
Figure 16: Eastern Half of Abbott Loop Community Council Traffic Calming Study Framework Plan
6.1 Norm Drive

Norm Drive recommendations include installing permanent speed humps to the north and south of the west leg of 64th Avenue (Figure 17). Installing two permanent speed humps will cost approximately $10,000. The speed humps will reduce speeds and improve pedestrian safety on Norm Drive.

![Figure 17: Norm Drive Traffic Calming Improvements](image)

(Existing stop signs shown for clarity; no new stop signs are proposed.)

6.2 64th Avenue

64th Avenue recommendations include and upgrade to urban standards and constructing pedestrian facilities on both sides. Upgrading and constructing sidewalks will cost approximately $1 million. These improvements increase pedestrian safety and connectivity on 64th Avenue.

6.3 Winchester Street

Winchester Street recommendations include upgrading both segments of the roadway to urban standards and constructing pedestrian facilities on both sides. Upgrading and constructing sidewalks will cost approximately $1.6 million. These improvements will increase pedestrian safety and encourage slower travel speeds.
6.4 72nd Avenue, Lore Road, 80th Avenue, 84th Avenue, 88th Avenue, and Spruce Street

The general recommendations for these collector streets include the following:

- Constructing the previously identified missing links to make these streets continuous from Abbott Loop Road to Lake Otis Parkway (include traffic calming features within the new links). Refer to Table 12 for the new roadway links needed to create the through streets and their associated costs,

- Upgrading to urban collector standards,

- Constructing pedestrian facilities on both sides of roadway, and

- Incorporating traffic calming measures.

Table 12: New Roadway Construction and Cost

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>MISSING LINK TO CONSTRUCT</th>
<th>APPROXIMATE LENGTH (FT)</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>72nd Avenue</td>
<td>Spruce Street to Miranda Drive</td>
<td>500</td>
<td>$300K</td>
</tr>
<tr>
<td>Lore Road</td>
<td>East of Lake Otis Parkway to Greywolf Circle</td>
<td>1,320</td>
<td>$790K</td>
</tr>
<tr>
<td>80th Avenue</td>
<td>Laverine Place to west of Casey Circle</td>
<td>860</td>
<td>$515K</td>
</tr>
<tr>
<td>84th Avenue</td>
<td>Sandy Place to Raintree Circle</td>
<td>155</td>
<td>$93K</td>
</tr>
<tr>
<td>88th Avenue</td>
<td>Little Brook Circle to Spruce Brook Street</td>
<td>350</td>
<td>$200K</td>
</tr>
<tr>
<td>Spruce Street</td>
<td>72nd Avenue to Fergy Circle</td>
<td>600</td>
<td>$1.8M</td>
</tr>
</tbody>
</table>

Traffic calming recommendations for individual roadways are summarized below.

72nd Avenue

- Install chokers at the Genny Circle/72nd Avenue, Bigerville/72nd Avenue, Spruce Street/72nd Avenue, and Travis Circle/72nd Avenue intersections.

Lore Road

- Construct a short, raised median/gateway feature near the Lake Otis Parkway and Abbott Loop Road intersections, which will reduce speeds and provide a gateway entrance feature to the neighborhood, and
Install chokers at the Spruce Street/Lore Road, Winchester Street/Lore Road, and Timberwolf Circle/Lore Road intersections.

80th Avenue

- Install chokers at the Alpine View Circle/80th Avenue and Nadine Street/80th Avenue intersections,
- Construct a short, raised median/gateway feature near the Abbott Loop Road intersection, and
- Construct the new link as a chicane (not included in cost estimate).

84th Avenue

- Install chokers at the Craiger Court/84th Avenue and Exeter Drive/84th Avenue intersections.

88th Avenue

- Install chokers at the Geirinhas Place/88th Avenue, Rendon Drive/88th Avenue, Rosalind Loop/88th Avenue, and Bell Place/88th Avenue intersections, and
- Construct a short, raised median near the Abbott Loop Road intersection.

Spruce Street

- Install chokers at the Lore Road/Spruce Street, 72nd Avenue/Spruce Street, 88th Avenue/Spruce Street, and 64th Avenue/Spruce Street intersections.

The primary advantages of these recommended improvements are:

- increased connectivity within the road network,
- improved in response times for emergency vehicles,
- improved pedestrian facilities and crossing locations, and
- reduced traffic speeds.
Table 13 summarizes the estimated cost for upgrading the roadways to urban collector standards with pedestrian facilities and traffic calming features.

**Table 13: Estimated Costs for Upgrades to Collector Standards, Pedestrian facilities, and Traffic Calming Features**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>APPROXIMATE LENGTH (FT)</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spruce Street (Fergy Circle to 64th Avenue)</td>
<td>2,115</td>
<td>$1.3M</td>
<td>$1.3M</td>
</tr>
<tr>
<td>72nd Avenue (Miranda Drive to Abbott Loop Road)</td>
<td>2,320</td>
<td>$1.5M</td>
<td>$1.5M</td>
</tr>
<tr>
<td>Lore Road (Greywolf Circle to Spruce Street)</td>
<td>1,265</td>
<td>$800K</td>
<td>$800K</td>
</tr>
<tr>
<td>80th Avenue (Spruce Street to Laverine Place)</td>
<td>675</td>
<td>$430K</td>
<td>$1.3M</td>
</tr>
<tr>
<td>80th Avenue (west of Casey Place to Abbott Loop Road)</td>
<td>1,350</td>
<td>$855K</td>
<td>$1.2M</td>
</tr>
<tr>
<td>84th Avenue (Raintree Circle to Abbott Loop Road)</td>
<td>1,895</td>
<td>$1.2M</td>
<td>$1.2M</td>
</tr>
<tr>
<td>88th Avenue (Rosalind Loop To Little Brook Circle)</td>
<td>1,065</td>
<td>$675K</td>
<td>$2.2M</td>
</tr>
<tr>
<td>88th Avenue (Spruce Brook Street To Abbott Loop Road)</td>
<td>2,450</td>
<td>$1.5M</td>
<td>$2.2M</td>
</tr>
</tbody>
</table>

**7.0 PROJECT SEQUENCING/PRIORITIES**

Construction of the recommended improvements will require phasing according to 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 below are arranged in descending order of priority based on the following rationale:

1. Complete the Collector Grid - Construct all missing links with traffic calming features on the following roadways: 72nd Avenue, Lore Road, 80th Avenue, 84th Avenue, and Spruce Street. These connections are the highest priority because they will benefit the entire neighborhood and will address the main concerns raised during this study. The main consideration is that these connections need to be completed concurrently. The public has expressed concerns that completion of the grid may increase traffic volumes/speeds. We have shown that the speeds will likely
decrease but the volumes may increase on some of these streets. This impact will be mitigated by constructing the missing links currently so that new segments will not have to bear a disproportionate share of the traffic volume.

2. Upgrade the roadways listed in Table 14 to urban collector standards with pedestrian facilities and traffic calming features. Priority for these roadways will depend on available funding. Also, specific traffic calming measures may be initiated separately as part of ongoing capital improvement program projects.

**Table 14: Priorities for Upgrades to Collector Standards, Pedestrian facilities, and Traffic Calming Features**

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>LOCATION</th>
</tr>
</thead>
</table>
| 2a       | Spruce Street  
           (Fergy Circle to 64th Avenue)  
           72nd Avenue  
           (Miranda Drive to Abbott Loop Road) |
| 2b       | Lore Road  
           (Greywolf Circle to Spruce Street) |
| 2c       | 80th Avenue  
           (Spruce Street to Laverine Place)  
           80th Avenue  
           (west of Casey Place to Abbott Loop Road) |
| 2d       | 84th Avenue  
           (Raintree Circle to Abbott Loop Road) |
| 2e       | 88th Avenue  
           (Rosalind Loop To Little Brook Circle)  
           88th Avenue  
           (Spruce Brook Street To Abbott Loop Road) |
| 2f       | Winchester Street  
           (64th Avenue to 68th Avenue)  
           Winchester Street  
           (72nd Avenue to Lore Road) |
| 2g       | 64th Avenue  
           (Newt Drive to Lake Otis Parkway) |

Speed humps recommended on Norm Drive are not prioritized by this project because they will be funded separately through the MOA Traffic Department’s Speed Hump Program, and therefore could be implemented independently of other capital improvements.
7.1 Other Traffic Calming Features Planned That Are Not Part of This Project

At Public Meeting No. 2 several questions were asked regarding prior requests for speed humps throughout the project area. The MOA plans to install eight previously-requested permanent speed humps beginning September 2006. The permanent speed humps are intended to remain in place at a minimum through the construction of the East Dowling Road project, fall 2009. The approximate locations of the permanent speed humps are:

- Three located on East 64th Avenue east of Spruce Street,
- One located on East 64th Avenue west of Spruce Street,
- One located on Carriage Street between Newt Drive and Spruce Street, and
- Three on Norm Drive between East Dowling Road and Carriage Street (the two recommended in this study are included).

8.0 ESTIMATED CONSTRUCTION COSTS

A summary of the conceptual cost estimate for the recommended improvements is included in Table 15.

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>LOCATION</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct Missing Links with Associated Traffic Calming Features</td>
<td>72nd Avenue</td>
<td>$300K</td>
<td>$3.7M</td>
</tr>
<tr>
<td></td>
<td>Lore Road</td>
<td>$790K</td>
<td></td>
</tr>
<tr>
<td></td>
<td>80th Avenue</td>
<td>$515K</td>
<td></td>
</tr>
<tr>
<td></td>
<td>84th Avenue</td>
<td>$93K</td>
<td></td>
</tr>
<tr>
<td></td>
<td>88th Avenue</td>
<td>$200K</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Spruce Street</td>
<td>$1.8M</td>
<td></td>
</tr>
<tr>
<td>2a-g Upgrade to Collector Standards, Pedestrian facilities, and Additional Traffic Calming Features</td>
<td>Spruce Street</td>
<td>$1.3M</td>
<td>$2.8M</td>
</tr>
<tr>
<td></td>
<td>72nd Avenue</td>
<td>$1.5M</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lore Road</td>
<td>$800K</td>
<td>$800K</td>
</tr>
<tr>
<td></td>
<td>80th Avenue</td>
<td>$1.3M</td>
<td>$1.3M</td>
</tr>
<tr>
<td></td>
<td>84th Avenue</td>
<td>$1.2M</td>
<td>$1.2M</td>
</tr>
<tr>
<td></td>
<td>88th Avenue</td>
<td>$2.2M</td>
<td>$2.2M</td>
</tr>
<tr>
<td></td>
<td>Winchester Street</td>
<td>$1.6M</td>
<td>$1.6M</td>
</tr>
<tr>
<td></td>
<td>64th Avenue</td>
<td>$1.0M</td>
<td>$1.0M</td>
</tr>
<tr>
<td>NA</td>
<td>Install Speed Humps</td>
<td>Two on Norm Drive</td>
<td>$5K</td>
</tr>
</tbody>
</table>
8.1 Assumptions

- 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 ROW acquisition. ROW acquisition for 88th Avenue was assumed to be 40 percent.

- Costs include a 20 percent contingency for design and administration.

- Costs are in 2006 dollars.
APPENDIX A

Public Involvement
Public Involvement Plan
Traffic Calming Studies for Eastern Half of Abbott Loop, Northeast, and Turnagain Communities

FINAL

Public Involvement Plan

February 2006
TRAFFIC CALMING STUDIES
FOR
EASTERN HALF OF ABBOTT LOOP,
NORTHEAST, AND TURNAGAIN COMMUNITIES
FINAL
PUBLIC INVOLVEMENT PLAN

Prepared for:
Municipality of Anchorage
Project Management
4700 South Bragaw Street
Anchorage, Alaska 99507

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

W.O. D59232

February 2006
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1.0 OVERVIEW

This document has been prepared to meet the requirement for establishment of a Public Involvement Plan (PIP) for three areas under study:

- Turnagain Community Council Traffic Calming Study (TTCS).
- Eastern half of the Abbott Loop Community Council Traffic Calming Study (ALTCS).
- Northeast Community Council Traffic Calming Study (NETCS).

The Municipality of Anchorage (MOA) is initiating this project to develop transportation framework and traffic calming plans to address specific transportation needs and concerns within three Anchorage community councils. The studies will address both motorized and non-motorized modes of transportation and will consider issues such as speeding, cut-through traffic, and circulation concerns; and multi-modal requirements of residents (e.g. walkers, cars, bicyclists, runners, skiers, and transit). At the conclusion of the study, DOWL Engineers (DOWL) will prepare a summary report of the public involvement activities in the studies.

2.0 POTENTIALLY AFFECTED INTERESTS

The public involvement process will include the following groups:

2.1 General Public

The general public mailing list includes all property owners and residents within the Turnagain and Northeast Community Council boundaries and those within the eastern portion of the Abbott Loop Community Council boundary. We have also included additional members living outside the area that have commented on the project or attended related public meetings. Appendix A shows the roadway and mailing list area.

2.2 User Groups

Turnagain Community Council (TCC)
Abbott Loop Community Council (ALCC)

Northeast Community Council (NECC)

Federation of Community Councils (FCC)

2.3 Federal Government

Environmental Protection Agency (EPA)

U.S. Fish and Wildlife Service (USFWS)

Corps of Engineers (COE)

2.4 State of Alaska

State of Alaska Department of Transportation and Public Facilities (ADOT&PF), Central Region Planning

State of Alaska Department of Environmental Conservation (ADEC)

State of Alaska Department of Natural Resources (ADNR)

Alaska Railroad Corporation (ARRC)

State of Alaska Department of Fish & Game (ADF&G)

Representative Ethan Berkowitz

Representative Kevin Meyer

Representative Tom Anderson

Representative Max Gruenberg

Senator Hollis French

Senator Getchen Guess
Senator John Cowdery

2.5 Municipality of Anchorage

Mayor Mark Begich’s Office

Traffic Department

Project Management and Engineering

Planning Department

Anchorage Fire Department (AFD)

Anchorage Police Department (APD)

Anchorage Public Transportation (People Mover)

Anchorage Municipal Assembly Members

2.6 Other Interested Parties

Anchorage School District (ASD)

Alaska Center for the Environment

Anchorage Roads Coalition

Anchorage Trails and Greenway Coalition

Access Alaska

Friends of Campbell Tract

2.7 Local Utility Companies

Alaska Communications Systems (ACS)

Anchorage Water and Wastewater Utility (AWWU)
Chugach Electric Association (CEA)

ENSTAR Natural Gas Company (ENSTAR)

GCI Cable (GCI)

Municipal Light and Power (ML&P)

3.0 COMPREHENSIVE MAILING LIST

An expanded, comprehensive mailing list has been developed that incorporates the above potentially affected interests and an additional listing of 50+ groups or individuals that have asked to be included in all project mailings. Appendix B is the resulting mailing list.

4.0 PROJECT PERSONNEL

Key personnel from the project team that will be involved in the public and agency involvement portion of the project include:

4.1 Municipality of Anchorage Traffic Department

Bob Kniefel, P.E. - Traffic Engineer

Lee Coop - Associate Traffic Engineer

Jennifer Satterfield - Assistant Traffic Engineer

4.2 DOWL's Project Team

Steven K. Noble, P.E., PTOE - Project Manager

Matthew Korshin, P.E. - Project Engineer (TTCS)

Kelly Suchodolski, P.E. - Project Engineer (ALTCS)

William Coghill, P.E. - Project Engineer (NETCS)

Kevin Doniere, PLA - Landscape Architect
5.0 PUBLIC INVOLVEMENT OPPORTUNITIES

Numerous methods of reaching the public for input and involvement will be employed on this project.

5.1 Project Comments

5.1.1 Citizens Advisory Committees

A Citizens Advisory Committee (CAC) will be established for each Community Council in the study areas. The principal role of the CAC will be to provide input during the development of the study. Four members of each area and various MOA stakeholders will compose the CAC and, over the course of the study, the CAC will hold four meetings.

5.1.2 Public Meetings

Two public meetings will be held during the course of the project. The first will be held during the scoping phase of the project. The second meeting will be held following the submittal of the draft report to the MOA. Public meetings will be advertised in Community Council Newsletters, the Anchorage Daily News, and on the project website.

5.1.3 Contact E-Mail Address

An e-mail address has been established to collect public comments and questions. The e-mail address is trafficcalming@dowl.com. It will be checked on a daily basis.

5.1.4 Project Website

A project-specific website will be developed and maintained for the duration of the project. The address will be www.dowl.com/projects/. The website will provide a source for current project information including newsletter content, meeting announcements, meeting agendas/minutes, maps, drawings, and project documents.
5.1.5 Community Council Meetings

DOWL will attend the regularly scheduled Turnagain, Northeast, and Abbott Loop Community Council meetings throughout the project to provide status updates on the project and announce upcoming meetings. DOWL will maintain contact with the councils as the project proceeds.

5.1.6 Project Flyers

Project flyers will be written to announce the two public meetings and sent to the community councils and the established mailing list. The flyers will contain graphics and text explaining the project status, informing the public of meetings, directing them to the project website to view information and make comments, and asking for public feedback on the proposed solutions.

5.1.7 Agency Presentations

DOWL will hold an agency meeting for interested Municipal departments after the first CAC and public scoping meetings have been held.

6.0 PROJECT SCHEDULE

Table 1: Turnagain Area Project Schedule

<table>
<thead>
<tr>
<th>Function</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attend Community Council Meetings</td>
<td>March 2, 2006</td>
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<tr>
<td></td>
<td>April 6, 2006</td>
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<tr>
<td></td>
<td>May 4, 2006</td>
</tr>
<tr>
<td></td>
<td>June 1, 2006</td>
</tr>
<tr>
<td>Public Meeting 1 (Scoping)</td>
<td>February 16, 2006</td>
</tr>
<tr>
<td>Agency Meeting</td>
<td>April 2006</td>
</tr>
<tr>
<td>CAC Meetings</td>
<td>March - June 2006, one meeting per month</td>
</tr>
</tbody>
</table>
### Table 2: Abbott Loop Area Project Schedule

<table>
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<tr>
<th>Function</th>
<th>Date</th>
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</thead>
<tbody>
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<td>Attend Community Council Meetings</td>
<td>February 23, 2006</td>
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<tr>
<td></td>
<td>March 30, 2006</td>
</tr>
<tr>
<td></td>
<td>April 27, 2006</td>
</tr>
<tr>
<td></td>
<td>May 25, 2006</td>
</tr>
<tr>
<td>Public Meeting 1 (Scoping)</td>
<td>February 15, 2006</td>
</tr>
<tr>
<td>Agency Meeting</td>
<td>April 2006</td>
</tr>
<tr>
<td>CAC Meetings</td>
<td>March - June 2006, one meeting per month</td>
</tr>
</tbody>
</table>

### Table 3: Northeast Area Project Schedule

<table>
<thead>
<tr>
<th>Function</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attend Community Council Meetings</td>
<td>February 16, 2006</td>
</tr>
<tr>
<td></td>
<td>March 16, 2006</td>
</tr>
<tr>
<td></td>
<td>April 20, 2006</td>
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<td></td>
<td>May 18, 2006</td>
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<tr>
<td>Public Meeting 1 (Scoping)</td>
<td>February 23, 2006</td>
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<tr>
<td>Agency Meeting</td>
<td>April 2006</td>
</tr>
<tr>
<td>CAC Meetings</td>
<td>March - June 2006, one meeting per month</td>
</tr>
</tbody>
</table>
APPENDIX A

ROADWAY AND MAILING LIST AREA
Appendix B

Mailing List

Note: Contains Private Information, Please Contact DOWL with Any Questions
Public Meeting #1
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>E-MAIL</th>
<th>TELEPHONE</th>
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<tr>
<td>James Berk</td>
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<td>Kirsten Hoppe</td>
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<tr>
<td>John Hoppe</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Mark Hill</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lean Clay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sharon Timblinon</td>
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<tr>
<td>Steve West</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Jack Carle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michelle Crawford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rob Lindeman</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deb Sticke</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Krystal Petersen</td>
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<tr>
<td>Don Fritz</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Kelly Turner</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Ed Kaminski</td>
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<td>Kelly Suchodolski</td>
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<td>Jeff &amp; Kerry Groves</td>
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<td>Bill &amp; Tary Cogleh</td>
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<td>Matthew Korshin</td>
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<td>Eugene Evans</td>
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<tr>
<td>Bonnie Link</td>
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Public Scoping Meeting
Eastern Half of Abbott Loop
Community Council Traffic Calming Study

7:00 to 9:00pm
Wednesday, February 15th, 2006
Kasuun Elementary School

Presentation will begin at 7:30pm

Introductions

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

DOWL Engineers
Steve Noble, P.E. – Project Manager
Kelly Suchodolski, P.E. – Project Engineer
Kevin Doniere PLA – Landscape Architect
Kelly Brown – Public Involvement Coordinator
Agenda

Present Project Overview

Discuss Existing Conditions

Discuss Traffic Calming Principles

Listen to Comments and Concerns

Project Area
Project Overview

Background

• History of concerns expressed by the Community Council and area residents.

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 Abbott Loop area

Current/Future Transportation Improvements
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
Chicane

Roundabout/Traffic Circle
Raised Crosswalk

Other Possible Traffic Calming Measures

- Median Narrowings
- Force Turn Island
- Textured Pavements
Non-Geometric Traffic Calming Measures

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

<table>
<thead>
<tr>
<th>Traffic Calming Measures</th>
<th>Street Classification</th>
<th>Other Restrictions</th>
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<tr>
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<td>Local Streets</td>
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<td>Volume Control Measures</td>
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<td>Half Closures</td>
<td>500–5,000 vpd</td>
<td>&gt; 22% non-local traffic</td>
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<td>Diagonal Dividers</td>
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<td>Forced Turn Islands</td>
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<td>Posted speed = 25 mph</td>
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<td>Not on primary emergency routes or bus lanes</td>
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<td>Grade = 8%</td>
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<td>Speed Tables</td>
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<tr>
<td>Daily volume = 10,000 vpd</td>
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<td>Posted speed = 25 mph</td>
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<tr>
<td>Not on primary emergency response routes</td>
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<td>Grade = 8%</td>
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<td>Raised Crosswalks</td>
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<td>Daily volume = 10,000 vpd</td>
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<td>Roundabouts (one circulating lane)</td>
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<td>Lateral Shifts</td>
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<td>Two-Lane Chicanes</td>
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<td>Realigned Intersections</td>
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<td>Posted speed = 25 mph</td>
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<td>Grade = 8%</td>
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<tr>
<td>One-Lane Chicanes (Two-Way operation)</td>
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<td>Daily volume = 5,000 vpd</td>
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<td>Posted speed = 25 mph</td>
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<tr>
<td>Daily volume = 5,000 vpd</td>
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<tr>
<td>Posted speed = 25 mph</td>
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<tr>
<td>Two-Lane Chokers (Two-Way operation)</td>
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<tr>
<td>Daily volume = 2,000 vpd</td>
</tr>
<tr>
<td>Posted speed = 25 mph</td>
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| 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

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<th>Modification</th>
<th>Typical Cost</th>
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<td>Speed Hump</td>
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<td>Diverter</td>
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<td>Chicane</td>
<td>$150,000/block</td>
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<td>Closure</td>
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Project Schedule/Milestones

- Public Scoping Meeting – February 15, 2006
- CAC Meeting #1 – March 2006
- Agency Meeting – April 2006
- CAC Meeting #2 – April 2006
- CAC Meeting #3 – May 2006
- Public Meeting #2 – May 2006
- CAC Meeting #4 – June 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: trafficcalming@dowl.com

- Questions/Comments
In association with the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public scoping meeting for a Traffic Calming Study of the eastern half of the Abbott Loop Community Council. The purpose of this meeting is to present project information and solicit public comments for consideration during the project study.

During this project, staff will evaluate roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on non-arterial 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 March 31, 2006.
Public Scoping Meeting
Kasuun Elementary School Library
Wednesday, February 15, 2006  ■  7:00 to 9:00 p.m.

If you need any additional information or would like to send written comments, please contact:

Kelly L. Brown, Public Involvement Coordinator, DOWL Engineers
Mail: 4040 B Street, Anchorage, AK 99503
Phone: (907) 562-2000  ■  Fax: (907) 563-3953
E-mail: trafficcalming@dowl.com

You may also view the project website at: www.dowl.com/projects

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

LEGEND

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<th>Comments Heard so Far</th>
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<tr>
<td>Study Area Boundary</td>
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<tr>
<td>Lack of through streets results in circuitous traffic patterns and perceived cut-through problems. Consider completing the grid to more evenly distribute traffic.</td>
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<tr>
<td>Concerns regarding circulation, cut-through and increased traffic</td>
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<td>Concerns regarding planned road improvements</td>
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<tr>
<td>Speeding concerns</td>
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<td>Road/Utility projects in progress</td>
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Eastern Half of the Abbott Loop
Community Council
Traffic Calming Study

DOWL Engineers
4040 B Street
Anchorage, Alaska 99503
Traffic Calming Studies for Eastern Half of Abbott Loop, Northeast, and Turnagain Community Council Areas

-TRAFFIC CALMING STUDIES-
PUBLIC MEETINGS

**Eastern Half of Abbott Loop Community Council:**
Kasuun Elementary School Library
4000 East 68th Avenue
Wednesday, February 15, 2006
7:00 to 9:00 p.m.

**Turnagain Community Council:**
Lake Hood Elementary School Library
3601 West 40th Avenue
Thursday, February 16, 2006
7:00 to 9:00 p.m.

**Northeast Community Council:**
Northeast Community Center Library
1251 Muldoon Road
Thursday, February 23, 2006
7:00 to 9:00 p.m.

In association with the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend public scoping meetings for traffic calming studies of the Eastern Half of the Abbott Loop Community Council (east of Lake Otis Parkway), Northeast Community Council, and Turnagain Community Council. The purpose of these meetings is to present preliminary project information and solicit public comments for consideration during the project study.

During these projects, staff will evaluate roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways.

The public meetings 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 projects and take public comments. In order to become a part of the official scoping summary report, comments should be received by March 31, 2006.

For more information, or to submit a written comment, please contact:
Kelly Brown, Public Involvement Coordinator
DOWL Engineers
Mail: 4040 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-9353
E-mail: trafficcalming@dowl.com
MEETING NOTES

SUBJECT: Eastern Half of Abbott Loop Traffic Calming Study Public Scoping Meeting

DATE/TIME: Wednesday, February 15, 2006 / 7:00 p.m. to 9:00 p.m.

LOCATION: Kasuun Elementary School Library

STAFF PRESENT: DOWL Engineers - Steve Noble, Kelly Suchodolski, Matthew Korshin, and Kelly Brown
MOA, Traffic - Lee Coop

MEETING MATERIALS: Project Information/Comment Form, Sign in Sheet, Area Basemap and Markers, Display Boards, and Refreshments

MEETING INFORMATION: The Open House portion of the meeting began at 7:00 p.m. Community members signed in and met with project staff one-on-one to discuss individual issues and concerns.

Steve Noble began the formal presentation at 7:30 p.m. He started by introducing the project staff members.

Steve stressed that there were no preconceived ideas for the project. He went on to explain the current projects in the area.

- It was noted that there is a speeding problem on 62nd and 68th Avenues.
- There was a comment that the traffic speed on 64th Avenue and 68th Avenue was too fast.
- There was discussion about a cut through route using Abbott Loop Road, Lore Road, Winchester Road, 72nd Avenue, Henderson Road, and 68th Avenue; and also a cut through route using Lake Otis Parkway, 88th Avenue, Little Brook Circle, Link Brook Court, Spruce Brook Street, and 88th Avenue to Abbott Loop Road.
- Steve explained how cut through traffic will be counted using random car followings. There are two philosophies to cut through traffic: make cut through traffic go around and have a grid pattern and everyone share the traffic.
- There was a comment regarding the need for lighting on the Abbott Loop Extension.
- There was concern raised with roads that feed into Abbott Loop Extension, especially turning left. It was suggested to add left and right turn lanes.
- A public member had a concern that we were underestimating traffic on Abbott Loop Road due to additional generators on Lake Otis Parkway. They asked if there were going to be any other roads connected to Abbott Loop Extension other than 68th Avenue.
- The 68th/Lake Otis Parkway intersection improvement will be constructed soon. It will address the drainage problem. There will be a beneficial turn arrow on green at the intersection.
• A question was asked if the project staff will be networking with the community council. Steve responded that the project staff will attend the monthly meetings through June.

• Spruce Street needs a sidewalk from Eileen Circle to 68th Avenue.

• A few years ago there was a petition not to open 84th Avenue through to Abbott Loop. DOWL will attempt to find a copy of the petition through the Community Council.

The meeting concluded around 9 p.m.
Public Meeting #2
PUBLIC MEETING No. 2
Kasuun Elementary School
Multi-Purpose Room
4000 E 68th Avenue
Thursday, July 13, 2006
7:00 to 9:00 p.m.

In association with the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public meeting for the Eastern Half of Abbott Loop Community Council Area Traffic Calming Study. The purpose of this meeting is to present the Draft Traffic Calming Study that has been reviewed and approved by the Abbott Loop Traffic Calming Citizens Advisory Committee for the project area.

The project area coincides with the Eastern Half of Abbott Loop Community Council area. During this project staff evaluated roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways. The Draft Traffic Calming Study includes traffic calming recommendations that will guide area transportation decisions in the foreseeable future.

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 and take public comments.

For more information please contact:
Kelly Suchodolski, Project Engineer
DOWL Engineers
Mail: 4041 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-3653
E-mail: trafficcalming@dowl.com
Website: www.dowl.com/projects
In association with the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public meeting for the Eastern Half of Abbott Loop Community Council Traffic Calming Study. The purpose of this meeting is to present the Draft Traffic Calming Plan for the project area as detailed in the Draft Traffic Calming Study.

The project area coincides with the Eastern Half of Abbott Loop Community Council area. During this project, staff evaluated roadway access, pedestrian accommodations, safety and capacity, traffic speeds, and traffic volumes on study area roadways. The Draft Traffic Calming Study includes traffic calming recommendations that will guide area transportation decisions in the foreseeable future.

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 and take public comments.

Copies of the Draft Traffic Calming Study will be available for public review at the public meeting and will be posted on the website on July 6, 2006. Copies will also be available for review from the Abbott Loop Community Council and from DOWL Engineers.

If you need any additional information, please contact:

Kelly Suchodolski, P.E., Project Engineer, DOWL Engineers
Mail: 4041 B Street, Anchorage, AK 99503
Telephone: (907) 562-2000  ■  Fax: (907) 563-3953
Website: www.dowl.com/projects
E-mail: trafficcalming@dowl.com

We will provide, upon request, accommodations for special needs and disabilities.
Eastern Half of Abbott Loop
Community Council
Traffic Calming Study

DOWL Engineers
4041 B Street
Anchorage, Alaska 99503
Public Meeting #2

7:00 to 9:00pm
Thursday, July 13, 2006
Kasuun Elementary School

Presentation will begin at 7:30pm

Introductions

MOA - Traffic Department
Bob Kniefel, P.E. – Traffic Engineer
Lee Coop – Associate Traffic Engineer
Jennifer Satterfield – Assistant Traffic Engineer

DOWL Engineers
Steve Noble, P.E. – Project Manager
Kelly Suchodolski, P.E. – Project Engineer
Kristi Stuller – Public Involvement Coordinator

CAC Members
Jim Rerko
Kevin Jackson
David Donnley
Michelle Hanson
Agenda

• Project Overview (review)
• Data Collection/Analysis (review)
• Public & Agency Comment Summary (focus for tonight)
• Recommendations (focus for tonight)
• What happens next?

Project Purpose & Goals

Purpose
• Respond to transportation concerns expressed by the Community Council and area residents.

Objectives
Work with the CAC and local residents to:
• Identify transportation concerns
• Focus on neighborhood traffic issues, not arterial issues.
• Develop a cost-effective and context sensitive plan.
• Prioritize recommendations that will guide the use of transportation funding in the Abbott Loop area
Project Schedule/Milestones

- Public Scoping Meeting – February 15, 2006
- ALCC Briefings – February through May 2006
- CAC Meeting #1 – April 3, 2006
- CAC Meeting #2 – April 24, 2006
- CAC Meeting #3 – June 1, 2006
- **Public Meeting #2 – July 13, 2006**
- **CAC Meeting #4 – July 20, 2006**
- **Final Report – Mid August 2006**

Common Goals of Traffic Calming

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


**Data Collection/Analysis**

- Traffic Volumes
  - Roadway Counts

- Speed Studies
  - MOA speed studies (hose)
  - DOWL supplemental speed studies (radar)

- Roadway Conditions (width, signage, pavement quality, etc.)

- Pedestrian Facilities / Demand

- Public Transit and School Bus Routes

**Summary of Comments**

**Public**
- Elevated speeds on:
  - Norm Drive
  - 72nd Avenue
  - Lore Road
  - 84th Avenue
  - 88th Avenue
  - Spruce Street

- Increased volumes on 64th Avenue – 67th Avenue
- Lack of pedestrian facilities
- Lack of Connectivity
- Cut-through traffic from Lake Otis Pkwy to Abbott Loop Rd

**Agency**
- Lack of Connectivity
- Fire Response Times Above 4 min. Desirable Threshold
Fire Response Times

Pedestrian Analysis

- School Routes
- North/South mobility
- East/West mobility
Speed Study

• 68th Avenue speeds vs.. All other discontinuous collector streets

• Norm Drive

Overall Recommendations

1. Construct Missing Links;
   • 72nd Ave, Lore Rd, 80th Ave, 84th Ave, 88th Ave, and Spruce St.

2. Upgrade to Urban Collector Standards with Traffic Calming and Pedestrian Facilities
   a. Spruce St - 64th Ave to 72nd Ave, and 72nd Ave - Spruce St to Abbott Loop Rd
   b. Lore Rd - Abbott Rd to Spruce St
   c. 80th Ave - Spruce St to Abbott loop Rd
   d. 84th Ave - Spruce St to Abbott loop Rd
   e. 88th Avenue - Rosalind Lp to Abbott Loop Rd
   f. Winchester St – 64th Ave to 68th Ave and 72nd Ave to Lore Rd
   g. 64th Ave – Newt Dr to Lake Otis Pkwy
### Priority 1 Estimated Costs
(Construct Missing Links)

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<th>Roadway</th>
<th>Missing Link to Construct</th>
<th>Approximate Length</th>
<th>Estimated Cost</th>
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<td>72nd Avenue</td>
<td>Spruce Street to Miranda Drive</td>
<td>500’</td>
<td>$300K</td>
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<td>East of Lake Otis Parkway to Greywolf Circle</td>
<td>1,320’</td>
<td>$790K</td>
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<td>80th Avenue</td>
<td>Laverine Place to west of Casey Circle</td>
<td>860’</td>
<td>$515K</td>
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<td>Spruce Street</td>
<td>72nd Avenue to Fergy Circle</td>
<td>600’</td>
<td>$1.8M</td>
</tr>
</tbody>
</table>

3,785’ of New Roadway ~ $3.7M

### Priority 2 - Estimated Costs
(Upgrade to Collector Standards, Pedestrian facilities, and Traffic Calming Measures)

<table>
<thead>
<tr>
<th>Priority</th>
<th>Location</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2a</td>
<td>72nd Avenue &amp; Spruce Street</td>
<td>$2.8M</td>
</tr>
<tr>
<td>2b</td>
<td>Lore Road</td>
<td>$2.3M</td>
</tr>
<tr>
<td>2c</td>
<td>80th Avenue</td>
<td>$1.3M</td>
</tr>
<tr>
<td>2d</td>
<td>84th Avenue</td>
<td>$1.2M</td>
</tr>
<tr>
<td>2e</td>
<td>88th Avenue</td>
<td>$2.2M</td>
</tr>
<tr>
<td>2f</td>
<td>Winchester Street</td>
<td>$1.6M</td>
</tr>
<tr>
<td>2g</td>
<td>64th Avenue</td>
<td>$1.0M</td>
</tr>
</tbody>
</table>
What Happens Next?

- Review comments from tonight and from draft report.
- Present analysis of public comments to CAC.
- Finalize report by end of month.
- Submit final report to MOA Traffic Dept.
- Allocate funding to highest priorities as funding becomes available.
- Project design/construction.

Questions/Comments

- We want your input! Here’s how….
  - Written comment forms
  - Oral comments following the presentation
  - Public Involvement Coordinator:
    Kristi Stuller, DOWL Engineers
    562-2000 phone
    563-3953 fax
  - Via Mail: 4041 B Street, 99503
  - Via E-mail: trafficcalming@dowl.com
  - Via website: www.dowl.com/projects

- Questions/Comments
Project Area
MEETING NOTES

SUBJECT: Eastern Half of Abbott Loop Traffic Calming Study
Public Meeting #2

DATE/TIME: Thursday, July 13, 2006 / 7:00 p.m. to 9:00 p.m.

LOCATION: Kasuun Elementary School, Multi-Purpose Room

STAFF PRESENT: MOA Traffic Dept. – Bob Kniefel and Jennifer Satterfield
DOWL Engineers – Steve Noble, Kelly Suchodolski, and Kristi Stuller

MEETING MATERIALS: Presentation, Comment Form, Sign-in Sheet, Display Boards, and Refreshments

MEETING INFORMATION

The open house portion of the meeting began at 7:00 p.m. Community members signed in and met with project staff one-on-one to discuss individual issues and concerns. Responses from the project team are in italics.

Steve Noble (DOWL) began the presentation at 7:30 p.m. with an introduction of the project staff and an overview of the Citizens Advisory Committee. Steve explained that there would be a quick overview of the project, given by Kelly Suchodolski (DOWL), as well as an explanation of the traffic calming recommendations. Kelly reviewed the public involvement efforts throughout the project, reviewed what traffic calming consists of, and summarized comments received to-date. Steve and Kelly explained the data used in making the traffic calming recommendations. The final recommendations were discussed and the thoughts behind their priorities and costs were explained. Steve then opened the floor for questions and discussion. The following summarizes the questions and comments:

• A public member asked how the public could prevent the traffic calming measures from being implemented. Steve explained that this topic could be discussed with the project team following the meeting.

• A question was asked about speed humps causing stop and start traffic through the neighborhoods. Steve explained that the features being recommended would allow for a constant speed on the roads. The only street with recommended speed humps is Norm Drive.

• Steve discussed the issue of cut-through traffic from Abbott Loop to Lake Otis Parkway. The Abbott Loop Extension is scheduled to be complete in 2008 and the East Dowling Road Extension in 2009. These extensions will provide a new route for commuters. Steve stated that there may still be cut-through traffic after the extensions, but that can be addressed with the completion of the projects.

• A concern was raised regarding the traffic trends in Anchorage becoming similar in this community council area.
• A comment was made regarding Spruce Street and East 84th Avenue. It was said that this should be at the top of the priority list. This section of road will take the brunt of the speeds and cut-through traffic. When will the road connections take place? *Steve explained that the road connectivity could take a few years and it will be done all as one project to ensure that one street does not take the brunt of the construction of the surrounding streets.*

• A concern was raised regarding the upgrade of the local roads causing an increase in speeds and cut-through traffic. These upgrades will only make it worse.

• A resident of Windtree Circle stated that when the roadblock is removed and the Abbott Loop Extension is opened, the emergency response times will be decreased. He also discussed the new fire station that was expected to be built in the area, which would also decrease response times. A concern about the use of past data to determine cut-through traffic rather than the projected future data was also discussed. *Steve commented that he did not know the details regarding the opening of a new fire station. He stated that the first response station for this area is the station on Dimond.*

• Michelle Weston, of the Anchorage Fire Department, stated that the fire department did provide the data to DOWL for the traffic study, but that the response times given were based on a model rather than actual tested response times. The data can be checked using real response times to ensure accuracy. Michelle also discussed the request that was put in for a new fire station to be located on land owned by Heritage Land Bank. With regard to the project, Michelle stated that the fire department would like to see the road connectivity.

• A concern was raised regarding the overall cost of the project and who would be funding the upgrades.

• A question was asked about re-evaluating the traffic studies when the Abbott Loop Extension is complete. *Steve stated that it takes several years to develop a project and the data will be re-evaluated before action is taken to pursue the project.*

• A concern was raised regarding the connection of the roads causing an increase in crime in the neighborhoods.

• A comment was made about the cut-through streets causing the roads to be un-safe for children to be in.

• There was a comment stating that the residents do not want the traffic calming and have never wanted any changes to occur in their neighborhood.

• Bob Kniefel (MOA) stated that the MOA does hear the comments of the public, and the comments received arguing both sides of the issue have been considered.

• A public member stated that the traffic calming measures are needed and the cut-through upgrades should be second on the priority list.

• A concern regarding the increase of speeds due to the cut-through traffic was raised.
• A comment was made regarding drivers taking Carriage Drive if Spruce Street has too much traffic. In the past, the cut-throughs have been blocked off because of speeding. How is this any different? Steve explained that all the streets with proposed cut-through upgrades are collector streets, not local streets. When the cut-throughs were blocked in the past, they were blocked on local streets. He also explained that there are always different solutions in different areas when it comes to calming traffic.

• A comment was made regarding Little Brook being punched through to 88th Avenue in the past, but no pedestrian facilities being provided. Steve stated that when 88th was built, there were no city requirements for pedestrian facilities.

• A public member commented that slicing the neighborhood was not being addressed and that the residents want to keep their neighborhood quiet with no through streets.

• A resident stated that on 64th Avenue between Norm and Spruce Street the traffic is bad. A speed hump is needed soon and residents would like to contact someone to follow-up on that request.

• A question was asked about what will happen when traffic increases in front of Kasuun Elementary before the East Dowling Road extension is completed. There is already a parking problem and parents have to park on the street. Steve stated that there would be about a year where 68th would be used before East Dowling Road will be completed.

• A question was asked about how 88th Avenue will be punched through. Steve explained that the right-of-way would have to be bought.

• A question regarding who owns the left side of 64th Avenue was raised. Steve stated that this is Heritage Land Bank land and that he is unaware of any development plans for the area.

Steve concluded the presentation and explained that any other comments regarding the project could be discussed with the project team or submitted on the comment forms.
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<td>Steve Noble</td>
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<td>John Cholak</td>
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<td>Norma Auseman</td>
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<td>Kent Carlson</td>
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<td>David Brownfield</td>
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<td>Roseann Brownfield</td>
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<td>Sharen Tomblinson</td>
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<td>Susan Kent-Biro</td>
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<td>DM Crafts</td>
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<td>Rebecca Davies</td>
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<td>Brenda Hennings</td>
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<td>Julie T. Ray</td>
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<td>Cheryl Dwyer</td>
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<td>Gail E. Sanders</td>
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<td>Susie &amp; Mike Howard</td>
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## Traffic Calming Studies for Eastern Half of Abbott Loop, Northeast, and Turnagain Community Council Areas

### EASTERN HALF OF ABBOTT LOOP
**COMMUNITY COUNCIL**
**TRAFFIC CALMING STUDY**

**SIGN IN SHEET** • July 13, 2006
**Public Meeting #2**

**PLEASE PRINT**

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<tr>
<td>Ashley James</td>
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<td>Betty Jones</td>
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<td>Christine Mason</td>
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<tr>
<td>Jim Potts</td>
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<td>Sherry Schade</td>
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Citizens Advisory Committee
Traffic Calming Studies for Eastern Half of Abbott Loop, Northeast, and Turnagain Community Council Areas

Citizens’ Advisory Committee (CAC) Meeting #1
Eastern Half of Abbott Loop Community Council Traffic Calming Study

5:30 to 7:30 p.m.
Wednesday, March 21\textsuperscript{st}, 2006
DOWL Engineers Training Room

Introductions

MOA - Traffic Department
Bob Kniefel, P.E. – Traffic Engineer

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

Other Agency Representatives
CAC Members
Agenda

- Define Roles and Responsibilities
- Present Project Overview
- Discuss Existing Conditions
- Discuss Traffic Calming Principles
- Listen to Comments and Concerns; Identify problems and brainstorm solutions

Project Goal: Work with local residents to implement and prioritize context sensitive traffic calming solutions that are:
- technically sound,
- neighborhood friendly, and
- cost effective.

Roles and Responsibilities

- DOWL Engineers – Research public concerns and 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 traffic calming improvements
Project Area

Project Overview

- 1 of 3 Traffic Calming Studies Commissioned by MOA Traffic.
- Project was initiated in response to concerns expressed by the ALCC and area residents
Primary Comments to Date

- Do not want to see completion of any un-connected roads. Specifically mentioned:
  - Spruce St to Spruce Brook
  - 72nd Ave
  - 84th Ave
- Would like to see 68th through 65th Ave turned into cul-de-sacs.
- Speeding on Spruce Street, 65th, 68th, 84th, and 88th Avenues.
- Cut-through traffic from Lake Otis Pkwy to Abbott Loop Rd. (Little Brook, Link Brook, to Spruce Brook.)
- Large number of accidents at 72nd Ave and Spruce St.
- Access to NL ABC School other than through the Lake Otis/Dowling intersection.

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

### Typical Agency Concerns

- Minimize impacts to fire/rescue response time
- Consider street maintenance and solid waste
- Avoid dead-end streets or provide space to turn around (150-ft max length)
- Provide snow storage space where practical
- Minimize additional effort required for snow removal (traffic calming tends to increase)
- Maintain unobstructed access for bus routes (people Mover and school buses)
- Opportunity for agency input
### Project Schedule/Milestones

- Public Scoping Meeting – February 15, 2006
- ALCC Meeting – February 23, 2006
- CAC Meeting #1 – March 21, 2006
- ALCC Meeting – March 30, 2006
- Agency Meeting – April 2006
- CAC Meeting #2 – April 2006
- CAC Meeting #3 – May 2006
- Public Meeting #2 – May 2006
- CAC Meeting #4 – June 2006

### Closing Comments

- Brainstorm session
- Compiled comments received since Feb 16.
- Next Meeting Objectives
  - Collect additional speed data
  - Collect cut-through data
  - Prepare traffic calming concepts
  - Opportunity for community involvement in data collection
- Open Discussion
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 (Construction Cost)

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<thead>
<tr>
<th>Modification</th>
<th>Typical Cost</th>
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<tbody>
<tr>
<td>Full and Partial Street Closures</td>
<td>($50,000)</td>
</tr>
<tr>
<td>Diverters</td>
<td>($150,000)</td>
</tr>
<tr>
<td>Chokers</td>
<td>($120,000)</td>
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<tr>
<td>Chicanes</td>
<td>($150,000/block)</td>
</tr>
<tr>
<td>Roundabouts/Traffic Circles</td>
<td></td>
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<tr>
<td>Speed Humps</td>
<td></td>
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<tr>
<td>Raised Intersections/Crosswalks</td>
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## Application Guidelines

<table>
<thead>
<tr>
<th>Traffic Calming Measures</th>
<th>Street Classification</th>
<th>Other Restrictions</th>
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<tr>
<td></td>
<td>Neighborhood Collectors</td>
<td>Local Streets</td>
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<tr>
<td><strong>Volume Control Measures</strong></td>
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<tr>
<td>Full Closures</td>
<td>No</td>
<td>May be suitable</td>
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<tr>
<td>Half Closures</td>
<td>No</td>
<td>Open to 5,000 vpd, 25% non-local traffic</td>
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<tr>
<td>Diagonal Dividers</td>
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<td>Forced Yarn Islands</td>
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<td><strong>Vertical Speed Control Measures</strong></td>
<td></td>
<td>Grade ≤ 8%</td>
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<tr>
<td>Speed Humps</td>
<td>Daily volume ≤ 5,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
</tr>
<tr>
<td></td>
<td>Not on primary emergency route or bus lane</td>
<td></td>
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<tr>
<td>Speed Tables</td>
<td>Daily volume ≤ 10,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
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<tr>
<td>Raised Crosswalks</td>
<td>Not on primary emergency response route</td>
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<tr>
<td>Raised Intersections</td>
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<td><strong>Horizontal Speed Control Measures</strong></td>
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<td>Grade ≤ 8%</td>
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<tr>
<td>Traffic Circles</td>
<td>Daily volume ≤ 5,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
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<tr>
<td>Roundabouts (one-lane unimproved road)</td>
<td>Daily volume ≤ 5,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
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<td></td>
<td>No</td>
<td>Grade ≤ 8%</td>
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<tr>
<td>Lined Skids</td>
<td>Daily volume ≤ 20,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
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<tr>
<td>Two-Lane Chicanes</td>
<td>Daily volume ≤ 5,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
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<td>Realigned Intersections</td>
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<td>Grade ≤ 8%</td>
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<tr>
<td>One-Lane Chicanes</td>
<td>Daily volume ≤ 2,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
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<tr>
<td>(Two-Way operation)</td>
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<td>Narrowings</td>
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<td><strong>Workdowns</strong></td>
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<tr>
<td>Center Island Barriers</td>
<td>Daily volume ≤ 20,000 vpd</td>
<td>Posted speed ≤ 25 mph</td>
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<td>Two-Lane Chicanes</td>
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<td>Posted speed ≤ 25 mph</td>
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<td>(Two-Way operation)</td>
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<tr>
<td>One-Lane Chicanes</td>
<td>Daily volume ≤ 2,000 vpd</td>
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<tr>
<td>Combined Measures</td>
<td>Subject to limitations of component measures</td>
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</tbody>
</table>
Speed Humps

Raised Intersection
Raised Crosswalk

Other Possible Traffic Calming Measures

- Median Narrowings
- Force Turn Island
- Textured Pavements
Non-Geometric Traffic Calming Measures

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

SUBJECT: Eastern Half of Abbott Loop Traffic Calming Study
Citizen’s Advisory Committee, Meeting No. 1

DATE/TIME: Monday, April 3, 2006 / 5:00 p.m. to 7:00 p.m.

LOCATION: DOWL Engineers Training Room

COMMITTEE MEMBERS:
Residents – Kevin Jackson; Michelle Hanson; and James Rerko
DOWL Engineers – Steve Noble, Kelly Brown, and Kelly Suchodolski
MOA Traffic Dept. – Bob Kniefel and Jennifer Satterfield
MOA Planning Dept. – Sharon Ferguson
Anchorage School District – Steve Kalmes
MOA Maintenance Department – Shawn Dooley

MEETING MATERIALS: Project Information, Sign in Sheet, and Refreshments

MEETING INFORMATION:

Kelly Brown began the meeting with staff introductions and roles, and an overview of the meeting agenda. Kelly Suchodolski gave a presentation on the project area and the background information for the project. Steve Noble stated that the goal of this meeting is to understand and address the issues brought up from the Citizen’s Advisory Committee. He then reviewed public comments that have been submitted to date.

The discussion started with a review of the projects that are under construction or in design.

- Bob pointed out that chokers (traffic calming) are being implemented into the 84th Avenue and Spruce Street project that is scheduled to be built this summer.
- Improvements on Abbott Road between Lake Otis Parkway and Birch Street are currently being designed.
- The 72nd Avenue, Spruce Street, Lore Road upgrade project is nearing its design phase. Incorporating traffic calming into the design will need to be addressed.
- Lake Otis Parkway from 68th to Abbott Road is expected to start construction this summer.

It was noted there is a speeding problem on Spruce Street.

- In the future, Spruce Street will be connecting through to Spruce Brook; however, the full connection to 72nd Avenue will not be made.
• Steve Noble indicated Spruce Street has been looked at to connect through to East Dowling Road.

• Bob commented that if Spruce Street were to connect all the way through to East Dowling Road, it would create a long, straight road and there would be a concern of speeding.

There have been numerous comments on the connection of 64th through 68th to the Abbott Loop Extension.

• Steve Noble indicated these roads would create lengthy dead ends if they were not connected to the Abbott Loop Extension. There is not enough public Right-of-Way without taking private property for the development of a cul-de-sac.

• Steve Noble noted that the storm drain issues at 64th Avenue would be addressed during the East Dowling Road extension design.

Questions regarding the Abbott Loop Extension plans were discussed.

• The posted speed limit on Abbott Loop Extension will be 45 miles per hour.

• When Abbott Loop Extension is completed, the hills on the southern portion of Abbott Loop will be taken out and the valleys filled in. The entire length of roadway will be usable and brought up to standards.

Numerous comments received to date have been in regards to speeding and traffic volumes.

• Steve Noble explained that the traffic modeling shows traffic volumes on 68th Avenue are projected to cut in half after East Dowling Road is built.

• A recent speed study showed a speeding issue on 67th Avenue; DOWL Engineers (DOWL) will verify speeds in that area.

• A committee member mentioned that speeding is a problem on 88th Avenue because it is a clear shot and a straight road. It was noted that a sight distance problem exists at the hill and could cause potential safety problems.
Bob mentioned that the Traffic Department has a temporary speed hump program. Installing temporary speed humps may be an option for the summer. He went on to explain how a metal plate is bolted into roadway and a rubber pad is bolted to the top of the metal plate. One of the drawbacks is that the metal plate must have a good surface to go on in the first place.

It was requested that volume and speed counts be done on 64th Avenue. There is the impression that vehicle volumes have recently increased. Although, it could be due in part to the construction traffic.

Comments to date have also addressed the neighborhood connections and connectivity.

Bob stated that one of the goals of this project is to connect the appropriate roads so motor vehicles are not weaving through the neighborhood. It was mentioned that punching 84th, 86th, and 88th Avenues through might assist with the connectivity.

Steve Noble suggested one thing the group should ponder is a possible signal at 64th Avenue and Lake Otis Parkway. This would assist with getting people in and out of the neighborhood.

Steve Noble mentioned that in the interim between Abbott Loop Extension being built and East Dowling Road being completed, there may be some cut-through traffic on 64th and 68th Avenues.

Steve Noble noted that need to access East Dowling Road from adjacent neighborhoods is a common comment. Erecting a light at Norm Drive is still being analyzed.

The discussion turned to Anchorage School District walking routes and other safety issues.

Steve Kalmes explained that there is a walking signal to Kasuun and Abbott Loop Elementary Schools.

Steve Kalmes commented that DOWL should talk to the individual school principals regarding walking routes and concerns with those routes. Lori Schanche with the Municipality of Anchorage recently completed a survey of walking routes in Anchorage.

Steve Noble discussed the situation with vehicles at Northern Lights ABC School and Laurel Valley Road. It is obvious there is a need for a new way to circulate traffic around and out of the neighborhood.
The group had a conversation regarding the pedestrian safety and walking routes through the neighborhood.

- A few comments have been received requesting a sidewalk to be put in on 88th Avenue.
- Committee members mentioned that there are lots of pedestrians (especially children) crossing east over Abbott Loop Road to access the BLM Park and softball fields.
- It was suggested that for purposes of the study, the main east-west walking routes focus on 68th and 84th Avenues. 68th Avenue is heavily used by children due to the location of Kasuun Elementary.
- Also suggested was the main north-south walking route. It would be Spruce Street although there are not a lot of pedestrians possibly due to the road condition.

Steve Noble indicated that this meeting gave good food for thought and asked the committee members if they were interested in participating in conducting speed studies. If so, they should contact DOWL soon in order to schedule the session.

The goal before the next meeting is for DOWL to go through the issues raised, gain data, and get some possible solutions or recommendations to present to the committee.

The meeting concluded around 7 p.m.

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Citizens’ Advisory Committee (CAC)
Meeting #2
Eastern Half of Abbott Loop
Community Council Traffic Calming Study

5:30 to 7:30 p.m.
Monday, April 24th, 2006
DOWL Engineers Training Room

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<th>MOA - Traffic Department</th>
<th>DOWL Engineers</th>
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<tbody>
<tr>
<td>Bob Kniefel</td>
<td>Steve Noble</td>
</tr>
<tr>
<td>Lee Coop</td>
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<td>Jennifer Satterfield</td>
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<th>Other Agency Representatives</th>
<th>CAC Members</th>
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<td>Sharon Ferguson (MOA Planning)</td>
<td>Jim Rerko</td>
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<td>Shawn Dooley (MOA Maintenance)</td>
<td>Kevin Jackson</td>
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<td>John Drozdowski Jr. (Fire Department)</td>
<td>David Donnley</td>
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<td>John Adamson (Fire Department)</td>
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<td>Shawna Popovici (MOA Parks &amp; Rec)</td>
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<td>Jody Karcz (MOA Transit)</td>
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<td>Steve Kalmes (School District)</td>
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Introductions

Appendix A - Page 83 of 155
Agenda

- Meeting Objective
- A Further Look at Comments-to-Date
- Additional Data Collection Needed??
- Schedule
- Questions/Comments

Meeting Objective

- Discuss traffic data obtained by DOWL
- Reevaluate traffic calming concerns
- Discuss possible traffic calming measures
- Advise what traffic calming measure the CAC would like to see discussed in the Draft Report
A Further Look at Comments To-Date
Increased Traffic Volumes

• Concerns with volumes on 68th Avenue once Abbott Loop Road is constructed. Traffic modeling shows traffic volumes are projected to cut in half after East Dowling Road is built.

• Increased volumes on 64th Avenue. May be due to construction of ALE. However, speed or volume studies will not yield useable data while closed during construction.

• Would like to see 65th through 68th Ave turned into cul-de-sacs. These roads would create lengthy dead ends. There is not enough right-of-way without taking private property for constructing cul-de-sacs.

64th Avenue (looking east at Spruce)
- 85th Percentile Speed = 30 mph in a 25mph (prior to ALE construction)
- pedestrian facilities
A Further Look at Comments To-Date

Speeding

85th Percentile Speeds > 9 mph over posted speed:

- 72nd Ave – 39mph in a 30mph (9mph) west of Bass
- Lore Rd – 39mph in a 30mph (9mph) between Winchester & Bethany
- 84th Ave – 34mph in a 25mph (9mph) between Atkins & Nadine
- 84th Ave – 34mph in a 25mph (9mph) between Foxlair & Craiger
- 88th Ave – 35mph in a 25mph (10mph) west of Winchester
- 88th Ave – 34mph in a 25mph (9mph) between Little Brook & LOP
- Spruce St – 35mph in a 25mph (10mph) between Virdalee & Kay
A Further Look at Comments To-Date
Pedestrian Routes/Facilities

Comments received:

- Add a sidewalk on 88th Avenue.
- Many pedestrians seen crossing Abbott Loop to access BLM/FMBP and softball fields. New signalized intersection at 68th Ave and Lore Rd and pedestrian warning lights being installed at 84th Ave as part of the Abbott Loop Extension Project.
- Suggested focusing on 68th Ave and 84th Ave as the main east-west walking routes.
- Suggested focusing on Spruce St as the main north-south walking route.

MOA Anchorage Pedestrian Plan Survey

MOA conducted a survey for each Community Council Area asking the communities to mark on maps where their destinations were, where they noticed people crossing the roads, where they saw hazards and where they felt there were missing links.

Hazards

- 88th Ave from Abbott Loop Rd to Spruce Brook – no sidewalks
- Jupiter Dr and 84th Ave crossing Abbott Loop Rd were noted as dangerous. 68th Ave/Abbott Loop Rd crossing will be hazardous with road improvements.

Missing Links

- Trail along east side of Abbott Loop Rd.
- Lore Rd – Abbott Loop to Spruce St.
- Spruce St – Lore Rd to 64th Ave.
- Sidewalks in neighborhood bounded by Spruce, 64th, Abbott Loop, and 68th.
Additional Improvements that have been identified for priority consideration by MOA and State.

List of improvements endorsed by ALCC, and Abbott Loop and Kasuun Elementary School PTA’s:

<table>
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<th>Location</th>
<th>Improvements</th>
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<tr>
<td>1. Winchester from E 68th to E 64th</td>
<td>Upgrade, C&amp;G, Sidewalk, lighting</td>
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<tr>
<td>2. E 65th from Spruce to N Abbott Loop</td>
<td>Pave and C&amp;G</td>
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<td>3. E 64th from Spruce to N Abbot Loop</td>
<td>Pave, C&amp;G, and lighting</td>
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<tr>
<td>4. Spruce from E 64th to E 68th</td>
<td>Upgrade, C&amp;G, Sidewalk, and lighting</td>
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<tr>
<td>5. Spruce from Fergy to E 68th</td>
<td>C&amp;G, Sidewalk, and lighting</td>
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<tr>
<td>6. E 72nd from Spruce to Abbott Loop</td>
<td>Upgrade to collector status</td>
</tr>
<tr>
<td>7. Winchester from Lore to E 72nd</td>
<td>C&amp;G and sidewalks</td>
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<tr>
<td>8. Nadine from E 84th to 80th</td>
<td>Pave, C&amp;G, and sidewalks</td>
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66th Avenue
(looking west at Abbott Loop) Identified as school walking route
Winchester (looking south at 64th Ave)  Identified as school walking route

Spruce Street (looking north at 68th Ave)  Missing Link - No sidewalks from Carriage to 68th
Spruce Street
(looking south at 68th)

Spruce Street
(looking south near Virdalee)

85th Percentile Speed = 35 mph in a 25mph pedestrian facilities
Lore Road
(looking east west of Spruce)
84th Avenue  
(West of Spruce)

- Designated as a walking route to Abbott Loop Elementary School
- Discontinuous pathway
- 85th percentile speed = 34 mph Posted 25mph (9mph over) between Atkins & Nadine.

88th Avenue  
(West of Spruce)

- 85th percentile speed = 35mph in a 25mph (10mph) west of Winchester
- 85th percentile speed = 34mph in a 25mph (9mph) between Little Brook & LOP
- No pedestrian facilities
Additional Data Collection

• Is there anything we have missed?

• Supplemental data will be obtained in the completion of the Draft Report, but no new areas are planned to be studied.

Project Schedule/Milestones

✓ Public Scoping Meeting – February 15, 2006
✓ ALCC Meeting – February 23, 2006
✓ ALCC Meeting – March 30, 2006
✓ CAC Meeting #1 – April 3, 2006
✓ CAC Meeting #2 – April 24, 2006
✓ ALCC Meeting – April 27, 2006
✓ CAC Meeting #3 – May 18, 2006 (Tentative)
✓ ALCC Meeting – May 25, 2006
✓ Public Meeting #2 – June 5, 2006 (Tentative)
✓ CAC Meeting #4 – June 7, 2006 (Tentative)
✓ ALCC Meeting – June 29, 2006
✓ MOA makes final decision on what recommendations to implement, how, and when
Closing Comments

- **Next Meeting Objectives**
  - Present Draft Report
  - Discuss Traffic Calming Recommendation
  - Prioritization of Traffic Calming Issues

- **Next Meeting Date:** May 18, 2006 (Tentative)

- **Questions**

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**Speed Data** *(85th percentile speeds v.s. posted)*

[Map showing speed data with various road names and speed limits]
MEETING INFORMATION

Kelly Suchodolski began the meeting by reviewing the agenda. She stated the purpose of the meeting was to discuss the data collection the project team had compiled and decide if any additional data is needed, discuss comments that staff have received to-date, and brainstorm on what traffic calming measures should be recommended in the draft report.

The discussion started with a review of the comments received to-date, and the staff’s responses to these (summarized in the fifth slide of the PowerPoint presentation).

- Steve pointed out it would seem that 68th Avenue (the nicest east-west street in the area) would have the highest 85th percentile speed; however, given the data collected, it is the only street (when compared to similar streets in the area) that is not at least nine miles over the speed limit.

Pedestrian Routes/Facilities

- 72nd Avenue and Lore Road should be added to list of routes needing pedestrian facilities.

- Lee Coop suggested contacting the Traffic Department to see if designated school walking routes are up-to-date. Some of these routes do not have any pedestrian facilities.
• MOA conducted a survey of the Abbott Loop Community Council area concerning pedestrian facilities (MOA Anchorage Pedestrian Plan Survey). Hazards and missing links voted by the public were pointed out.

Roadway Improvements

• The fire department commented that some of the roads in this neighborhood are in very rough shape. On 68th Avenue, from Frontage Road to Lake Otis Parkway, the fire apparatus must travel at somewhat slower speeds because of the poor condition of the road. This section of 68th Avenue is not within the project study area.

• How far north do the Spruce Street improvements go with the 84th Avenue/Spruce Street Upgrade projects? *This project includes pedestrian facilities on Lore Road.*

• An extension of Spruce Street to Dowling Road is planned as a future project. Pedestrian facilities are recommended to be included as a part of this project.

• Kelly was not able to get traffic data for 64th Avenue because it is closed at the Abbott Loop intersection due to construction and the data collected would not be accurate.

• One idea that could be beneficial is when looking at locations to put traffic calming measures, consider where the school bus stops are. A five-foot wide sidewalk may not accommodate all the children waiting for a bus but a bulb-out curb may provide more room to stand.

• Will the signalized intersection at 68th Avenue and Lore Road be included in the option service? *Yes, it will be included.*

• From what you know of the right-of-way (ROW) widths at this point, are detached sidewalks possible? *Most of the main roadways like 84th and 88th Avenues may have enough ROW to have a separation. Roadways such as 64th to 68th Avenues will likely have five-foot sidewalks with no separation. Kelly is not absolutely sure at this point, so she will look into this further.*

Steve listed the five major areas of concern the group had discussed up to this point:
1. Missing road links

2. Pedestrian facilities

3. 64th to 67th Avenues

4. Spruce Street

5. Northern Lights ABC traffic circulation

Discussion that took place regarding these areas of concern is summarized in the following sections.

1. **Missing road links**

- Lore Road, 72nd, 80th, 84th, and 88th Avenues are not through-streets.

- The firefighters are already hampered by the location of their station (at Dimond Boulevard and Seward Highway). They are required to respond within four minutes but there are some areas of the neighborhood that are not accessible within the four-minute response time criteria. Because of these missing links firefighters must travel out of the way to access areas within the neighborhood.

- *Streets that are not through streets are frustrating to motorists, and they drive faster on those streets to make up for lost time caused by having to go out of their way.*

- *If only one of the streets out of 64th to 67th Avenues was punched through to Abbott Loop Road, it would cause a heavy shift in traffic on that street. If all the streets were punched through, the traffic would be evenly proportioned.* A few people have expressed that they would like to see 64th to 67th Avenues converted to cul-de-sacs, because they are worried about cut-through traffic from Abbott Loop Road. Dowling Road will carry the bulk of the east-west traffic, and the volumes on 68th Avenue will drop in half of what they are today.

- Captain Adamson will provide existing conditional response times and after 72nd Avenue, Lore Road, 80th Avenue, 84th Avenue, and 88th Avenue are punched through for comparison.
• The CAC members are willing to work with the community council and members of the community to educate them on the positive benefits of punching 72nd Avenue, Lore Road, 80th, 84th, and 88th Avenues through to Abbot Loop Road.

• Cut-through traffic could be decreased if 72nd Avenue, Lore Road, 80th, 84th, and 88th Avenues are connected to Abbott Loop Road.

• Are sidewalks and curb and gutter necessary on every through street? It is the city’s policy to put pedestrian facilities on both sides when a street is reconstructed.

• An effective traffic calming study would include two-four routes in each direction that are heavily traveled and make those a priority. The community can then push these in the next few years. Spruce Street may be one of these.

• The project staff will work with the fire department to develop some ideas to improve response time. They will also develop some ideas that help alleviate speed issues. They will make some recommendations in the traffic calming study on some streets that should be recommended as through-streets.

• Dave asked if the plan is to connect Lore Road all the way from Lake Otis Parkway to Abbott Loop Road, but not to 72nd Avenue. The project staff will look at the possibility of connecting 72nd Avenue all the way through and will present the findings at the next CAC meeting.

2. Pedestrian Facilities

• Spruce Street is one of the main east-west routes that appears to be a top priority for pedestrian facilities.

• A section of Winchester Street is designated a school route. There was discussion about including Winchester Street in the traffic calming study as a street that would need pedestrian facilities. It was decided that project staff would take another look at pedestrian and traffic volumes on Winchester Street and see if there is enough traffic to include it in the recommendations.
• There was a discussion about places in the neighborhood that tend to attract pedestrians (in addition to the two schools and the baseball fields). There is a park on 84th Avenue. There was a comment from the MOA’s pedestrian survey about providing direct access from Winchester Street to the nearby park; currently there is a missing link and pedestrians travel out of the way to access the park.

• Should pedestrian facilities be recommended for Lore Road and 68th Avenue since the MOA is putting a bus stop on Lore Road? Pedestrian facilities are planned for Lore Road and 68th Avenue currently has pedestrian facilities on both sides of the road.

• An in-house design project for improvements on Abbott Loop Road is underway at DOT&PF. Kevin will get an update on the project’s status.

• What is the definition of traffic calming? It is physical measures put on streets to slow down traffic or to control traffic volumes in an effort to prevent cut-through volumes (use of residential streets).

• Did you do speed studies on Norm Drive and 64th Avenue? Not yet, but project staff will conduct a study on Norm Drive. 64th Avenue is closed off due to Abbott Loop construction.

• One idea mentioned would be to put a raised crosswalk and a chocker at 84th Avenue if it is connected through to Abbott Loop Road.

• Spruce Street is pretty well covered under other projects, with the exception of a need for some additional pedestrian facilities between 72nd Avenue and Carriage Lane.

3. Facilities on 64th to 67th Avenues

• These streets are very narrow to begin with; the addition of sidewalks would potentially require taking part of people’s front yards (with the exception of 64th Avenue).
• The project staff has not seen any data to support that speeding on 64th to 67th Avenues is any worse than other streets in the same area. The streets that have speed issues are Lore Road and 72nd, 80th, 84th, and 88th Avenues.

• One possibility is to have some sort of feature at the entrance of 64th to 67th Avenues from Abbott Loop Road that would let people know they entered a residential neighborhood (i.e. a gateway feature).

• What is the warrant for a traffic light along Lake Otis Parkway? There are eight warrants, and if an intersection meets any one of those warrants, it is recommended to have a traffic signal. On a side street project staff looked to see how traffic is distributed throughout the day. Typically, at least 100 cars from a side street onto a main throughway during the peak hour meet the volume warrant.

• The group does not recommend dead-ending 64th to 67th Avenues.

4. Other Discussion

• Steve encouraged CAC members to e-mail project staff if they think of anything else they would like to see in the draft report that was not discussed tonight.

• At this point, the project staff will work with the traffic department to come up with some recommendations, which they will present at the next CAC meeting.
Citizen Advisory Committee Meeting #3
June 1, 2006

12:00pm
DOWL Engineers Training Room

AGENDA

Introductions

Review Project Status and Remaining Schedule

CAC Meeting #3 – June 1, 2006 (today)
Draft Report – June 12, 2006
ALCC briefing – June 29, 2006
Public Meeting #2 – July 13, 2006 (tentative)
CAC Meeting #4 – mid July 2006
Final Report – Late July 2006

Previously Unanswered Questions

• Pedestrian Walking Routes (66th Ave vs. Spruce to 68th Ave)
• Bus routes/stops (transit and schools)
• ROW widths
• Speeds on Norm Drive and Winchester

Round Table Discussion

• Does the Draft Framework Plan distributed today reflect the CAC’s desired solutions?
• Need to determine priorities to match the community’s goals?
• Are there any concerns/issues that have been overlooked?
• The Draft Framework Plan will appear in the notice for Public Meeting #2, which must be finalized in the next several days to stay on schedule.
• Additional comments/questions?

Adjourn Meeting
Identified as school walking route

66th Avenue (looking west at Abbott Loop)
Winchester
(looking south at 64\textsuperscript{th} Ave)

Identified as school walking route
Spruce Street
(looking north at 68th Ave)

Missing Link- No sidewalks from Carriage to 68th
Spruce Street
(looking south at 68th)
Spruce Street
(looking south near Virdalee)

85th Percentile Speed = 35 mph in a 25mph pedestrian facilities
Anchorage Fire Stations' 1.5 mile Driving Distance
Anchorage Bowl

1.5 mile routes
- Station #1
- Station #3
- Station #5
- Station #6
- Station #7
- Station #8
- Station #10
- Station #12
- Station #14
- Station #15

Map Prepared By:
City of Anchorage

The map is derived from Geographic Information Systems data developed and maintained by the Municipality of Anchorage. This map is not the official representation of any of the stations included in this map and is for planning purposes only. The map is subject to change without notice. The Municipality of Anchorage will not be liable for errors arising from its use, interpretation, or reliance on the map.
Kelly Suchodolski opened the meeting with introductions and a brief update on project status and schedule. Kelly then provided answers to previously unanswered questions. Questions included:

Pedestrian walking routes (66th Avenue vs. Spruce Street) – The elementary school walking routes are current (routes students down 66th Avenue to Winchester Street to 68th Avenue); however, pedestrians are known to use Spruce Street to access 68th Avenue. Either way, pedestrian facilities do not exist on 66th Avenue or Spruce Street from Carriage Drive to 68th Avenue.

Bus routes/stops (transit and schools) – Kelly provided a figure with all school (elementary, middle, and high school) and transit routes/stops. Locations will be analyzed when selecting traffic calming measures.

Right-of-Way widths – ROW widths for the residential and neighborhood collectors vary from 60-66 feet. Local roadways are mostly 50 feet.

Perceived speeding on Norm Drive and Winchester – Additional speed studies were done on Norm Drive between Dowling Road and 64th Avenues and Winchester Street between 72nd Avenue and Lore Road. Speeding was observed on Norm with an 85th percentile speed of 33 mph, 8 mph over the posted speed. Winchester Street does not appear to have a speeding problem with an 85th percentile speed of 30 mph, only 5 mph over the posted speed, which is typical.

Other Discussions

Fire response times – Captain Adamson passed out information on current response times for the area. The cover sheet showed the Insurance Service Office ratings (ISO) for the study area. Currently approximately 85 percent of the area has a response time of 6 to 8 minutes, which do not meet the ISO requirements.

For comparison, he also provided response times for completing the grid, and completing the grid with a new Fire Station 16 off of Abbott Loop Road. Michelle Weston stated Fire Station 16 is only in the
planning stages and may not be needed once Abbott Loop Road, Dowling Road and 48th Avenue are completed. Based on this discussion DOWL asked Capt Adamson to provide response times once Abbott Loop and Dowling Road have been completed for comparison. Michelle Weston noted the modeling is not a concrete method of determining response times. The fire department offered to do test runs in the study area.

**Other Questions/Comments**

Jim Rerko mentioned that if 88th Avenue goes through, a median might not accomplish speed reductions. *The median solution proves to slow down traffic and provide a gateway treatment.*

There is still speed on 88th Avenue at the hill. *A suggestion of possibly adding a choker at the hill was mentioned. Lee Coop suggested adding traffic calming in the middle both in this location as well as on 72nd Avenue.*

Comment was made to include a choker near 84th Avenue and the Spruce Park

The pedestrian facility on the south side of 80th Avenue is in bad shape. Add framework plan as needing pedestrian facility upgrades.

A concern was raised about 64th to 67th Avenues being blocked off, but Lee stated that the issue was over extending the roads, not blocking.

**Prioritizing Traffic Calming Implementation**

1. Build Road Connections Concurrently

   Lee Coop stated the priority one should include all road connections, except 88th Avenue, built concurrently to spread out the burden. Steve Noble said that if the roads go through pedestrian facilities should be done at the same time.

2. Winchester Street Upgrades and Pedestrian Improvements

3. Norm Drive – Install Speed Bumps

4. 64th Avenue – Street Upgrades and Pedestrian Facilities

5. 88th Avenue connection

The meeting was called to a close at 1:00pm after discussing the next CAC meeting date.
Citizen Advisory Committee Meeting #4
July 20, 2006          5:30-7:30 p.m.
DOWL Engineers Training Room

AGENDA

Review Project Status and Remaining Schedule
- Public Meeting #2 – July 13, 2006
- CAC Meeting #4 – tonight
- Final Report – August 21, 2006 (subject to discussion)

Draft Report Review
- AFD comments/recommended changes
- CAC comments/recommended changes
- MOA comments/recommended changes
- Potential revisions resulting from public comments since July 13th.
  - Consider additional traffic calming on 64th Avenue between Norm Drive and Spruce Street
  - Consider additional traffic calming on Carriage
- Additional comments/questions?

Comments since Public Meeting #2
- Objections to make the following connections:
  - 84th Avenue
  - Lore Road
  - 72nd Ave
  - 88th Avenue
- Reevaluate once ALE and Dowling constructed
- Speeding on 64th from Abbott Loop to Norm Drive
- Lore/Spruce cut-through to NL ABC school
- NL ABC circulation
- Speeding on Carriage (previous petition for speed humps)
- Agreed with 72nd Connection if Lore Rd is connected also
- More pedestrian facilities with pedestrian signal/crosswalk
- Do not upgrade 88th to urban standards; residents like the rural feel

Adjourn Meeting
MEETING NOTES

SUBJECT: Eastern Half of Abbott Loop Traffic Calming Study
Citizen’s Advisory Committee, Meeting No. 4

DATE/TIME: Thursday, July 20, 2006 / 5:30 p.m. to 7:30 p.m.

LOCATION: DOWL Engineers Training Room, 4041 B Street

COMMITTEE MEMBERS: Residents - James Rerko, Michelle Hanson, Kelly Turner, and Kevin Jackson
DOWL Engineers (DOWL) - Steve Noble, Kelly Suchodolski, and Krisit Stuller
Municipality of Anchorage (MOA) Traffic Dept. - Bob Kniefel, Jennifer Satterfield, and Lee Coop
MOA Planning Department - Sharon Ferguson
MOA Street Maintainence - Shawn Dooley
Anchorage Fire Department (AFD) - Michelle Weston

MEETING MATERIALS: Traffic Calming Framework Plan, Sign-in-Sheet, and Refreshments

MEETING INFORMATION

Steve Noble (DOWL) began the meeting with introductions; gave a brief overview of past meetings; and discussed issues that still need to be completed. Steve then opened up the meeting for general comments on the Traffic Calming Report as well as any recommendations for the project team.

Kelly Suchodolski (DOWL) discussed the speed concerns that were raised regarding 64th Avenue, east of Norm Drive. Kelly noted that speed studies were not conducted this summer due to the Abbott Loop Extension (ALE) construction, but MOA count data is available for previous years. Kelly asked the MOA representatives about the process for temporary speed humps to be placed. Bob Kniefel (MOA) stated that generally the temporary speed humps are placed for approximately a three-month period and then follow up traffic counts are conducted to decide if the speed humps were effective. Kelly raised the idea of placing temporary speed humps in the area, at least until the East Dowling Extension is complete. Bob stated that there will be speed humps placed on Norm Drive, Carriage Drive, and 64th Avenue to help control speeds until the East Dowling Extension is complete.

James Rerko asked if there was any possibility of rebuilding Norm Drive. Bob explained that this is not part of the traffic calming approach. Kelly also explained that many of the problems on Norm Drive would be addressed during the construction of the East Dowling Extension. Shawn Dooley stated that the Street Maintenance Department was also looking at the issues on Norm Drive.

Kelly gave an overview of the public comments received that were opposed to connecting the missing links. James Rerko stated that the residents on 84th Avenue do not want the street to be punched through. Steve discussed the issue of the residents in the neighborhoods fearing the idea of the roads being constructed and opened one at a time, thus causing cut-through traffic from the high-speed roads. He explained that the goal of the project is to open the streets at the same time to help reduce this problem. James Rerko stated that there is a concern regarding the street volumes because of the driveways that are off of those streets.
Kelly Turner asked a question about the time frame and cost of this project. Steve stated the first priority would be to connect the streets, which would have the highest amount of impact on the neighborhoods. The price was estimated at $3 to $4 million.

Bob stated that the report should address how the traffic calming will fit into the road upgrade projects. Only address the traffic calming issues when discussing the price of the project, not the upgrades.

Lee Coop (MOA) discussed the need for traffic calming at the locations of the roads that are being punched through; such as 84th Avenue, 72nd Avenue, and Spruce Street. This will help alleviate the speed concerns.

James Rerko discussed the sight distance problem that is currently on 88th Avenue. Adding the proposed median would make it worse. Are there plans to widen this road to help improve the sight distance? Steve explained that the goal of adding a median is to make sure people know they are entering into a residential area. With the use of landscaping on the median, it will help give the neighborhood more character.

Bob commented that once the plan is final, the residents on specific streets that will experience the changes will be notified. The community members will be aware of any changes that will take place before the changes begin.

James Rerko asked about the sight distance with regard to Abbott Loop Road. Steve explained that the design of Abbott Loop Road is for 45 mph traffic and the sight distances will be brought to minimum requirements during construction.

Steve asked for any other comments on the report or general comments. Kevin Jackson commented, regarding page 12 of the draft report, that it should include a statement about the fire department approving the increase in connectivity. Steve stated, as a general comment, that the project team has been working with Michelle Weston (AFD) to change the text to be consistent with her statements at the meeting.

Michelle discussed the possible location for a new fire station. The fire department did the analysis for the area, using actual response times, and it was found that there is a five-minute response and has been for the last three years. Steve clarified that the fire department does support the punch through roads. Michelle agreed.

James Rerko commented on a previous study that had sent questionnaires out to Abbott Loop Road residents. The connection roads were set as priorities on this questionnaire. Bob stated that the information was contained in the Abbott Loop Road Environmental Assessment.

Steve discussed the comment received from the public regarding the fact that there needs to be a reevaluation after the Abbott Loop Road and East Dowling Road extensions are complete. Steve stated that before the individual road connection projects begin, existing traffic will be analyzed as part of the project to determine, in more detail, what needs to be included.

Circulation issues at the Northern Lights ABC School were discussed. Steve stated that there has not been a final recommendation to improve the school circulation. A question was asked about changing the start time of the school. Steve explained that this option was not very realistic based on the research done. Most likely, a traffic light will need to be added at 64th Avenue, but the details are still being reviewed.
Lee stated that the bike path on Spruce Street will be connected to Lore Road and 72nd Avenue.

James Rerko commented that there should be an upgrade done to 88th Avenue. Steve explained that if that street is upgraded, there will be pedestrian facilities on both sides of the road.

Michelle Hanson commented that the roads near the trails and softball fields need to be improved.

Steve thanked all the Citizens Advisory Committee (CAC) members for their time and involvement in the project. The report will be finished in 30 days and comments will be accepted and incorporated until then. Please contact DOWL with any other requests.

Bob also thanked the CAC members and expressed how important the community input is to traffic calming projects such as this.
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Community Council Meetings
SUBJECT: Eastern half of Abbott Loop Community Council Traffic Calming
GROUP: Abbott Loop Community Council
DATE: February 23, 2006
LOCATION: Abbott Loop Community Church
MEETING ATTENDANCE: 12
MEETING MATERIALS: Comment Form
STAFF PRESENT: DOWL - Kelly Suchodolski

MEETING INFORMATION:
Kelly updated the Community Council on recent public involvement activities regarding the Abbott Loop Community Council Traffic Calming, including:

- Overview of the February 15th Public Scoping Meeting
- Informed them that the project website has been created, what information is available on the web site, and the web address.
- Encouraged meeting attendees to let the DOWL staff know of any problem areas included in the Study area via mail, email, website, or phone call.
- Announced DOWL will be meeting with the CAC once a month for workshops and the next Public Meeting is tentatively scheduled for May 2006.

Community Comments/Concerns:
Speeding on 68th Avenue,
Increased cut-through traffic on 64th Avenue,
Pedestrian facilities on Spruce Street,
What kind of controlled access will there be for the new ballfields across from Coventry after hours. Kids are doing brodies (sp?) in the parking lot.
Response: Kelly will research the question and follow up with an answer at the next CC meeting in March.
MEETING INFORMATION:
Kelly notified Community Council that the Eastern Half of Abbott Loop Community Council Traffic Calming Project is in its preliminary stage and the First Public Scoping meeting was held February 15th and the public scoping comment period ends March 31. Kelly informed them that the first Citizens Advisory Committee (CAC) meeting will be held April 3rd and will begin our research phase after this meeting. Kelly encouraged them to continue sending in comments and concerns on the project.

Al Tamagni will be faxing DOWL a list of improvements in the area that have been identified for priority consideration by the Municipality and State of Alaska. They were endorsed by ALCC and the Kasuun and Abbott Loop Elementary PTA’s.

Community Comments/Concerns:

Question: Gentlemen asked how the area war being represented at the CAC meetings.
Response: There are 5-6 members that were selected from various areas within the project corridor and that DOWL requests the CAC members to focus on all areas of concerns and not just there own.

Question: What stage is the project in?
Response: We are currently collecting public input that will be reviewed by DOWL and CAC and decide what additional research will be needed. Mentioned that DOWL will have a draft Traffic Calming Study by end of April and next Public Meeting will be in May.
MEETING INFORMATION:
Kelly notified Community Council that the Eastern Half of Abbott Loop Community Council Traffic Calming Project is well underway and the Draft Traffic Calming Study Report will out mid May. Kelly gave a summary of comments to date and encouraged them to continue sending in comments and concerns on the project. Kelly informed them the next Public Meeting will be held June 5 and will bring meeting announcement flyers to the next council meeting.

Community Comments/Concerns:
Question: Is this project looking at transportation planning in Anchorage as a whole?*
Response: No. This project is just looking at traffic calming within the project area.

Question: RE: Abbott Loop. Heard rumor that 84th Avenue might be opened as an access to ALE during construction
Response: DOWL is not aware of the rumor. Asked if he recalls the rumor source to allow DOWL to research, could not recall.

Question: Is 84th Avenue being looked at again as a through street?
Response: DOWL has received comments for and against through connections. Therefore, yes research is being done to satisfy those comments. DOWL will make a recommendation that best agrees with traffic calming needs within the area.
SUBJECT: Eastern Half of Abbott Loop Community Council Traffic Calming
GROUP: Abbott Loop Community Council (ALCC)
DATE: August 31, 2006
LOCATION: Abbott Loop Community Church
MEETING ATTENDANCE: 13
MEETING MATERIALS: none
STAFF PRESENT: DOWL - Kelly Suchodolski

MEETING INFORMATION:
Kelly stated the Final traffic Calming Study should be posted by the end of September.

Community Comments/Concerns:
Question: What’s the status of speed bumps in the community, specifically 64th Ave?

Response: The MOA is in the process of collecting data but I am not aware of the time frame and I will get back to you next meeting.
Comments
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<th>Comment Number</th>
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<tbody>
<tr>
<td>1.</td>
<td>9-1-2005</td>
<td>Telephone Record</td>
<td>Note: Verbal record to MOA. Called with concerns about speeders along 84th Avenue between Lake Otis and Spruce. She was especially concerned that 84th is being upgraded and this would make the problem even worse. I told her the MOA was in the process of awarding a contract to DOWL to review traffic calming issues in this area. She wants to make sure she is on the mailing list and can provide input. I told her I would forward her name to DOWL how would make sure she is contacted.</td>
</tr>
<tr>
<td>2.</td>
<td>2-12-2006</td>
<td>E-mail</td>
<td>The traffic on Spruce Street is TOO fast! As it is TOO fast, it is also TOO loud! I would guess that the speeds in the summer get to 50 mph or so. The posted speed limit signs of 25 mph do nothing to discourage high speeds. Personally, I would love to see some sort of traffic calming on this road, whether it is speed bumps or anything else to discourage such high speeds. I fear that the Spruce Street improvement scheduled for this summer will only make the matter worse. I never see the Anchorage Police Dept out here giving tickets. I imagine this problem exists everywhere, but I'm the one that lives here off of Spruce!!! Anything you can do to discourage speeding on Spruce Street will be greatly appreciated.</td>
</tr>
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<td>3.</td>
<td>2-12-2006</td>
<td>E-mail</td>
<td>I live on E 67th and don't want the road to connect to Abbott Loop extension. The road should be dead-ended and we can connect to Abbott Loop via E 68th. Please e-mail me with the answer. The plans look like E 67th won't be connected. I am just confirming.</td>
</tr>
<tr>
<td>4.</td>
<td>2-13-2006</td>
<td>E-mail</td>
<td>As a resident off of 88th and Winchester, I agree there is an apparent speeding problem on 88th. Perhaps speed humps might help. They sure do wonders in Portland, and do not affect grates and snow removal. I worry about completing the grid just because perceived cut-throughs are a nuisance to drivers and some residents. If they are all completed, I believe there could be more traffic attempting to cut through between Lake Otis and Abbott Loop, which brings more unwanted traffic in all the neighborhoods. Please carefully consider these &quot;cut-throughs&quot; so as not to increase any traffic in these neighborhoods. Let us make sure it does not make the problem worse. All in all, we are against making any additional cut-throughs. It only increases the traffic potential. 88th is already busy enough.</td>
</tr>
<tr>
<td>5.</td>
<td>2-15-2006</td>
<td>E-mail</td>
<td>As a resident of the area, I want to go on record to express my strong opposition to allowing Spruce Brook Street to meet up with Spruce Street. Spruce Brook is already busy enough as it is and providing more access will only increase traffic levels. No matter how many calming measures you add, people will still use the road and traffic</td>
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<td>6.</td>
<td>2-16-2006</td>
<td>E-mail</td>
<td>Why is there no way to get to the densely populated areas behind the Northern Lights ABC School without going through the intersection at Lake Otis and Dowling OR taking a truly circuitous route from 68th? There is an exit only at 63rd but no other way of entering the area. This causes traffic congestion at the LO/D intersection with extreme issues during school start and end as that school does not have buses. I'd like to know what happened to Laurel Street? Why does it end at 63rd? Why can't 64th be used as a one-way to leave Lake Otis? There appears to be a right-of-way area in front of some kind of trucking business at 64th and Lake Otis. Laurel Street could be used as an access road, but there are cement barriers at 64th that prohibit you from driving from the paved Laurel Street across 64th. If there is an easement for Laurel Street between 64th and 68th, why is there an espresso stand in the middle of it? Do these people pay rent to the City? Does the business at 64th and Lake Otis own the property right up to Lake Otis? Who put the barriers up? It seems to me that when Dowling is extended to connect to Abbott, that there will be heavier traffic at Lake Otis and Dowling. Increasing the traffic flowing east toward Abbott will make it harder to enter onto Dowling from Laurel Street. I think this will cause severe traffic congestion at Laurel Street and Dowling for vehicles turning left. On east Dowling, just after the Lake Otis intersection, there is an access street that runs between a strip mall and Manoog's Isle trailer court. It seems that the fence for Manoog's Isle is in the street right-of-way, as cars (including postal vehicles) have to pull far out into Dowling to get an adequate view. Something is definitely wrong at this intersection and needs to be considered when you are planning to increase traffic along E. Dowling. People drive quite fast along this part of Dowling. The fence at Manoog's was taken down a couple of years ago for some kind of road maintenance and while it was down, it was easier to see around the corner. If you are going to extend East Dowling, are you going to do something about the &quot;Dowling Canal&quot;? From what I've heard, the water that runs continuously down the south side of East Dowling is being pumped from a new condo development (Sunset View or Sun City, something like that – I think it's a dufus project) at the east end of Dowling. How much water can be pumped into the lower areas? Is there no way this contractor can be forced to pump the water into a drain nearer the condo location? If you're working at that end of Dowling, one can only hope that you're doing something about that problem.</td>
</tr>
<tr>
<td>7.</td>
<td>2-17-2006</td>
<td>Letter</td>
<td>I would like to appeal to you to consider that our current mild traffic congestions are going to change radically or the better once the Abbott Loop and Dowling projects are finished. Any traffic calming measures other than speed</td>
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## EASTERN HALF OF ABBOTT LOOP COMMUNITY COUNCIL
### TRAFFIC CALMING STUDY COMMENTS

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<tr>
<td>8</td>
<td>2-21-2006</td>
<td>E-mail</td>
<td>As a 15-year resident of the neighborhood adjacent to the upcoming Abbott Loop Extension project, I have concerns about cut through traffic on 64th through 67th Avenues. Do you know if any of the potential traffic calming measures include speed bumps to slow traffic exiting Abbott Loop (design speed 45 mph) into this residential neighborhood (posted 25 mph)?</td>
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<tr>
<td>9</td>
<td>2-21-2006</td>
<td>E-mail</td>
<td>I attended your meeting a week+ ago at Kasuun. If you are still in need of someone from my area to be one of the six CAC please consider me. I would be available to meet with others Tuesday through Friday nights. We live on Florence Circle, just west of the intersection of Lore and Spruce Rd. and have lived in this area for almost 8 yrs now. My daughter attends Northern Lights ABC school and we hope to get our 5 year old son in there next year, so we are planning to remain in our current home for many more years. The traffic changes in this area will have many effects on our daily lives. If these positions have already filled, I would still like to be involved in making recommendations.</td>
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<tr>
<td>10</td>
<td>2-26-2006</td>
<td>E-mail</td>
<td>I see that the lack of through streets between Lake Otis and Abbott Loop Road is once again being discussed. By</td>
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<td>10.</td>
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<td>looking at your map it makes sense to complete only one of these, namely Lore Road, where it is only a short distance from the Lake Otis intersection.</td>
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<td>I live on 84th Street and so I have a personal interest. Please do not take out the berm on 84th Street. Let me explain why. If you drive through these neighborhoods you will see that on 84th Street all the homes face the street and are only a short distance from the roadway. Most of the living rooms on this road face 84th Street. The quality of life would be most drastically reduced for the individuals living on 84th Street. Also please keep in mind our church, park, and school that are on this street. An additional consideration is if Spruce Street is completed then 84th Street will become exponentially more dangerous for the families and children living on 84th because of the greater traffic flow in all directions. If one of these streets needs to be completed it should be Spruce, again for spacing of through intersections on the grid and the fact that fewer homes face the street. Conversely, if you tour the neighborhoods on 72nd Street, Lore Road and 80th Street you will see that very, very few homes face the street. In fact, these roads seem to have planed for room for possible expansion just by the property placements. It would do less damage to these neighborhoods to place through roads in them than on 84th. Our community is a very solid and close community. If you remember in past planning meetings the 84th Street Community actually took the time to do a door-to-door survey of all affected homes (the only community to do this) and we submitted a color-coded map to DOWL Engineers regarding how we all felt about the possibility of the berm being removed to make 84th a through street. There was only one home on the entire street who didn't mind this, at Foxlair and 84th, and this homeowner's home was sold this past Fall. I think it is most important to consider the impact this type of change will make on a neighborhood rather than those who would potentially just drive through it, and it is clearly obvious that those living on 84th Street would suffer dramatically more than any of the other possible thoroughfares - reduction in quality of life, impact on neighborhood, impact on property, impact on homes, impact on community, increase in noise level, increased danger for children.</td>
</tr>
<tr>
<td>11.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>We really need a place for people to walk and ride bikes along Lore Road. There are many people who access the BLM area via Lore. Also there are quite a few children in the neighborhood. Traffic on this road is fast for not having a shoulder or bike trail. Has a roundabout been considered for the Spruce/Lore intersection? I think it would help reduce the ice in the winter, and ease the stop and go traffic that people get relaxed about.</td>
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<td>Comment Number</td>
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<td>12.</td>
<td>3-1-2006</td>
<td>E-mail</td>
<td>During the meeting at Kasuun Elementary School a gentleman talked about a cut through that affected him. It was the short cut people take from Lore Rd. to 68th by going east on Winchester from Lore and coming out at Bugle and 68th. I take this route when I drop my daughter off at school because I can make a right turn on to 68th and be in position to make a right turn into the school parking lot. It is actually faster to go east on Lore then north on Abbott Loop and finally west on 68th to the school, but it can take a long time before someone will let you make the left turn into the parking lot.</td>
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<td>13.</td>
<td>3-1-2006</td>
<td>E-mail</td>
<td>Laurel-Dowling Intersection is the main access to many neighborhoods and Lake Otis ABC. Traffic Control here seems mandatory. Non-automobile alternative transportation should be considered, with winter use as well as summer. During winter, snow clearing can cause the bike/walk paths to be buried if located right on the roadway. Some consideration/thought to winter use for pedestrian/cyclists. Trailer park at Laurel-Dowling will be right on a major roadway. Some type of sound barriers to reduce noise in this neighborhood. Maybe visual barrier as well. Access from 64th direct to Lake Otis Parkway with traffic light would reduce traffic around school and Laurel-Dowling intersection.</td>
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<td>14.</td>
<td>3-1-2006</td>
<td>E-mail</td>
<td>When planning the Dowling extension please take into account the importance of creating good SAFE walkways for humans and dogs. Would like to be able to ski in winter. I am sorry to hear that no thought was given to non-motorized traffic when extending Abbott Loop. Please realize that many residents of this area used to having easy access to walk areas. Also think of bicyclists.</td>
</tr>
<tr>
<td>15.</td>
<td>3-1-2006</td>
<td>E-mail</td>
<td>The intersection of Laurel and Dowling is also the primary access route for the neighborhood resident off of 64th. The Northern Lights ABC School is only a small part of the dilemma (though the parents wreak havoc for residents twice a day). Somehow protecting the ability to turn left off of Laurel should be a priority. And not just during school times! Please continue to include plans for a bike path that is removed from the road to connect to the Abbott bike path. If the 64th connection is considered, there would need to have a light to stop Lake Otis traffic to allow for left turns.</td>
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<td>16.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>My concerns are speeding traffic on 88th Avenue between Spruce Brook Drive (on the east side of the Little Brook Subdivision) and Abbott Loop Road. There is no sidewalk and no shoulder making it very dangerous to pedestrians. It is also dangerous because there is a “blind hill” x 3 on this section so speeders don’t see pedestrians until they are in very close proximity to them. I walk this often with my family including my small child and dogs but choose to not walk the 88th section in winter due to the danger of being hit by a car. When we walk 88th in the summer we only walk it during non-peak times in order to avoid speeding cars. I would like to either have 1.) a sidewalk placed on either side of 88th on this section (preferably on the north side), 2.) widen the shoulder for pedestrians or implement “traffic calming.” This condition will only worsen once Spruce Drive is punched through (84th to Little Brook [Spruce Brook]) and more traffic cuts through 88th to get to Abbott Loop, and also when more pedestrians want to use the new Abbott Loop/Bragaw extension trail. There’s a lot of cut-through traffic from Lake Otis to Abbott Loop on 88th circling through the Little Brook subdivision. Then they speed up once they hit 88th until they reach Abbott Loop (and vice versa).</td>
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<td>17.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Since Wilder has hydroaxed the trees between 68th and 64th, more vehicles are bypassing 68th and are using E. 64th as an alternate. East 64th is only a half street wide. Kids play on the street and one of them will be hit from this additional traffic. PLEASE CLOSE OFF E. 64TH NOW!! Before a tragedy occurs.</td>
</tr>
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<td>18.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>I would not like 72nd to be punched through. We enjoy the walking and quiet that comes from having dead ends.</td>
</tr>
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<td>19.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>The February 15 meeting was informative – thanks. I am concerned with volume and speed on the “cut throughs” which includes 72nd-Spruce-Lore, and also 80th-Spruce-Lore. After completion of the Abbott Loop project I’m concerned there will be significant volume increases – especially prior to completion of Dowling from Lake Otis to Abbott Loop. Any traffic “calming,” even temporary, on these routes will be appreciated.</td>
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<td>20.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>I do not want to see 84th punched through from Abbott Loop to lake Otis. That is a major concern of mine. Please let me know if this is to become an issue once again!!</td>
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<td>21.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Is 84th going to be opened onto Abbott Loop Road? I do not want that to happen and would like opportunity to know about it prior. I thought it was not going to be opened when we met last a couple years ago. Do medians work in neighborhoods?</td>
</tr>
<tr>
<td>22.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>I live on 68th Avenue and so it’s no surprise that is my main concern. As your 85% study shows, speeding is an issue. As well as increased traffic flow. I would suggest adding additional connecting roads between Lake Otis and Abbott Loop Road (such as 84th).</td>
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<td>Comment Number</td>
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<td>23.</td>
<td>3-4-2006</td>
<td>E-mail</td>
<td>I was unable to attend the 17 February public meeting (Kasuun Elementary School), but I would like to comment on the Traffic Calming Study.</td>
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<td>Extending Lore to Lake Otis (with a possible addition of a light at the intersection) would help reduce potential traffic in the area. The traffic counts will be increased when the Abbott Loop project is completed, and having another route from Abbott Loop to Lake Otis would be a benefit. Lore is also a snow route road for the area, and is therefore plowed and kept clear much more frequently than the other roads that are being investigated. Because of this unique status, I would think the city would be interested in extending a road that already has really good maintenance, rather than adding a new area to be maintained. On another note, we were given flyers and questionnaires concerning connecting 84th when the public involvement portion of the Spruce Road project was being worked on in the previous couple of years. From the information/newsletters sent to homeowners during this process, it was determined that the homeowners do not want 84th to be extended. Most of the concerns listed in the newsletters (and reasons as to why it was decided to not extend 84th) were speeding around the small park (Winchester Park) on 84th and the negative impact it would have on the neighborhood. I don't remember which firm worked on the Spruce Road project, but you might be able to save some time (and save the local homeowners aggravation from repeating themselves) if you can get a hold of this information. The park is used by young kids a lot during the summer, and the homeowners have told the city many times (by letters and sit-ins) that 84th should not be extended; the park is a major reason as to why we don't want the road extended. Thank you very much for your time.</td>
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<td>24.</td>
<td>5-10-2006</td>
<td>E-mail</td>
<td>I &quot;heard&quot; some talk about 84th being temporarily open for the construction trucks to use. Do you know anything about it?</td>
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<tr>
<td>25.</td>
<td>6-27-2006</td>
<td>Telephone Call</td>
<td>Be alert to the fact that there is cut through traffic, (noted taxis) using Lake Otis to Little Brook, to Link Brook and to Spruce Brook, in order to get to Abbott Loop quicker. They tend to speed through the neighborhood when they are using the shortcut. He would like us to include speed humps in our framework plan.</td>
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<td>Comment Number</td>
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<td>26.</td>
<td>6-22-2006</td>
<td>E-mail</td>
<td>We have a large population of young children playing in the street and some children have special needs. We have a problem with cars and motorcycles speeding onto our circle and even a few instances of road rage when these people are asked slow down. On 80th Ave the speed limit is posted at 25 MPH and the motorists ignore this drive at their own speed. There is a lot of pedestrians and bicyclist in this area as well. We hope that this area has been taken in consideration in the calming project. We have found out about this project and hope to attend the next public meeting.</td>
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<td>27.</td>
<td>6-29-2006</td>
<td>E-mail</td>
<td>Imagine my surprise when I opened yet another notice from you in which you would like to extend 84th through to Lake Otis...again. It seems like only a couple of years ago we attended meeting after meeting fighting to keep 84th closed off due to so many issues, only to be told that it will never be opened and we would never have to discuss this matter again. Lo and behold were at it again. Even after submitting a color coded chart to you showing that no one who lives here wants this extension. There are so many reasons not to push this on us...here are two of the main reasons why: 1. Most of the homes on 84th face 84th. There is very little space between these homes and 84th. This would add increased noise and destroy this close knit, safe and quiet neighborhood. 2. Right where you are proposing to extend the street is a park that is used year round by children and adults. Drop by on a summer evening and see how many people are walking down 84th to get to the park, I would estimate over 50 people walk by our home every day. Once again we must express our voices and tell you yet again, we DO NOT want 84th to be a through street. Especially now that the baseball fields are just across Abbott Loop and the extension to Tudor is in the process. If 84th is put though, you will be doing exactly the opposite to our neighborhood then &quot;traffic calming&quot; you will be doing &quot;traffic increasing&quot;. Most of us bought our homes so we could live on or near a &quot;Dead End&quot;, we were aware of all of the good...and the bad attached to living here. We love it and don’t want you to change anything about it. Please just leave these streets as they are...we are all happy here living in our little pocket neighborhoods...if these issues that you are claiming bothered any of us...we would sell and move!</td>
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### EASTERN HALF OF ABBOTT LOOP COMMUNITY COUNCIL
### TRAFFIC CALMING STUDY COMMENTS

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<tr>
<td>28.</td>
<td>6-29-2006</td>
<td>E-mail</td>
<td>I just received an informational send out from DOWL Engineers about the Abbott Loop Road cut through and since I won't be able to attend the public hearing at Kasuu Elementary on July 13th I wanted to send in some huge concerns I have. Initially I wasn't thrilled to have Abbott Loop cut through but realized it needed to be done and would be done regardless of what I liked or didn't like. I do have some major concerns concerning the streets 66th and 64th. It looks like from the map provided that they will cut through straight to the new Abbott Loop road. I do not believe this will be good for the neighborhood children and that it will in fact hurt the integrity of the neighborhood. As it is right now without the Abbott Loop road extending with 66th Avenue being so wide and straight it's already the Indianapolis 500. We have to call the police department quite often every summer because of people speeding through the neighborhood. For some reason they believe if they get caught at the light at Lake Otis and Dowling that it's quicker to speed through the neighborhoods to get to 68th or Abbott Loop instead of waiting for the light and going up to 68th......so I can see people getting caught at the light that will be at 68th just speeding down the roads of 64th (that is if it's going to be paved) and 66th (especially 66th if 64th doesn't get paved). While new roads are a progression that all growing cities must face we must also continue to make sure we keep our littlest and youngest residents safe.</td>
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<td>29.</td>
<td>7-3-2006</td>
<td>E-mail</td>
<td>Thank you for sending the information regarding the Traffic Calming Study Meeting. I look forward to this meeting so that the communities concerns could be recorded. I have a question; it appears that one of the recommendations that are proposed is completing the grid by opening East 84th Ave. I sure that this is a misprint as the community council has opposed this plan each year for the last five. Additionally, last year the council submitted a signed notice from most of the community indicating that they were against opening this road. Surely, the community that will be impacted by DOWL's recommendation counts or is this a mistake also?</td>
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<td>30.</td>
<td>7-7-2006</td>
<td>E-mail</td>
<td>I believe nothing will be effective until the speed limit on neighborhood streets is lowered to 15 MPH. 25 MPH is fine for streets such as 80th and 88th. You will never see a basketball hoop set up on those streets, or 5 year olds riding their bikes back and forth across them either. You will see those hoops and those kids on Spruce Brook and Little Brook every day. We need 15 MPH limits on those streets! The chokers you are planning to install have been proven in other locations to reduce speed only 1 to 2 MPH. Not enough.</td>
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<td>31.</td>
<td>7-12-2006</td>
<td>E-mail</td>
<td>I have concerns regarding the extension of 84&lt;sup&gt;th&lt;/sup&gt; from Abbott Loop through to Lake Otis because of the park in the middle of 84&lt;sup&gt;th&lt;/sup&gt;. Many young children use the park throughout the year and they ride their bikes, walk, or skate to the park. Opening up 84&lt;sup&gt;th&lt;/sup&gt; will increase traffic. We already notice increased traffic with the ball park and soccer fields on Abbott Loop. Once there is another way from Lake Otis to get to the ball fields, I suspect they will use 84&lt;sup&gt;th&lt;/sup&gt;, if opened. You may “calm” traffic in other areas of Anchorage; however, the risk of young children in heavy traffic areas is a huge safety risk. I take my 6-yr old granddaughter to the park 2-3 times a week, including wintertime. In fact, she lives off Spruce on the other side of the park. I do not mind driving around to pick her up and it is nice to be able to walk and ride bikes to and from the park without more traffic to worry about. We experience drivers driving faster than the speed limits on Abbott Loop and within the neighborhood. I would rather not have more traffic and noise in our area than we already deal with.</td>
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<td>32.</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>32: Your flyer said you would start at 7:00 p.m. I could have put this 30 minutes you wasted to much better use.</td>
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<td>33.</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>33: Lore to Spruce is a shortcut used by Northern Lights Elementary parents. This school has no busing. Parents leaving and arriving everyday from Abbott and Lower Hillside skip Lake Otis entirely by driving Lore to Spruce to 68&lt;sup&gt;th&lt;/sup&gt;. The volume is ridiculous- it only speeds up later at night. Your averages include slower volume speeds skewing your data. The trend for single cars later in the day is much faster than the mean. Spruce needs speed bumps in addition to Lore and Carriage Dr. to slow people using the neighborhood to skip Lake Otis. Prior to your studies Carriage already had temporary speed bumps with plans to place them prior to funding reductions. It is important to point out that Spruce Street contains the majority of the neighborhoods and school bus stops. Lore, Carriage, and Spruce need to reduce to speed and volumes.</td>
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<td>34.</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>34: It is a shame to increase traffic through all of the neighborhoods. We purchased our home because it is quiet with very little traffic. Also, I do not see any proposals for neighborhood parks for children. There are many, many children in this area and traffic is increasing leaving all of the quiet areas where children play gone. People who purchased their home on the busier streets bought them knowing that traffic on their street was busy. We bought ours knowing our area was quiet.</td>
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<td>35.</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>35: 72&lt;sup&gt;nd&lt;/sup&gt; Avenue changes are good, but if Lore is not pushed through the traffic will still be the same on 72&lt;sup&gt;nd&lt;/sup&gt; because of the Lake Otis-72&lt;sup&gt;nd&lt;/sup&gt;-Spruce-Lore-Abbott connection</td>
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<td>36.</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>36: Just make sure there are enough sidewalks for kids and crosswalks with button activated signals if not used a lot.</td>
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<td>37</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>37: When Abbott Loop is finished many people will commute to Abbott Loop to get to Tudor instead of going to Lake Otis. 72nd will have less traffic just with the completion of Abbott Loop. Are the neighborhoods going to be restudied to evaluate the necessity of connectors after a year or so of Abbott Loop’s completion? Also, how is crime going to reduce? Now criminals, especially teenagers, will have much more access to multiple neighborhoods. We caught a recent vandalism because it was children within a couple of blocks of our home. We won’t know roaming teenagers from multiple neighborhoods and Lake Otis roamers. And what about some of the police chases, etc. which have occurred on Lake Otis? Many of these lawbreakers do not travel our streets because they do not connect. Please re-evaluate all data when Dowling and Abbott Loop are completed, before considering these connectors.</td>
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<td>38</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>38: E64th needs ways to slow the traffic. It is used as a speed way by youth etc. They start at Abbott Loop and race through the neighborhood.</td>
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<td>39</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>39: If 72nd were to be cut through to Lake Otis I am concerned that traffic would be running approximately 15 feet from my front door because the road would be wider and upgrades would mean sidewalks.</td>
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<td>40</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>40: We do not need all these road improvements as you call them. We like it the way it is. That’s one thing we like about living where we are (no big traffic by our house). This will bring it to us.</td>
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<td>41</td>
<td>7-13-2006</td>
<td>Comment Form</td>
<td>41: The idea from the speaker that putting-punching roads through would reduce the speeds of traffic is comical. I don’t think many people are going to find that a rational argument so when speaking to intelligent individuals, it would probably be best to avoid that.</td>
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<td>42</td>
<td>7-14-2006</td>
<td>E-mail</td>
<td>It was made very apparent DOWL and the City are very aware of the volume of traffic using Norm and Spruce street as a shortcut to get to neighborhoods off 68th and to Abbott Loop.</td>
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<td>In my discussions with City and DOWL representatives, it was also apparent that due to new policy and staff, the past five or more years this neighborhood has been jumping through hoops in order to do our part in agreements with the City to improve volumes and speeds of traffic detouring and shortcutting through our neighborhood have been essentially ignored, simply overlooked, or worse- overlooked.</td>
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<td>The City and DOWL, I believe truly want to help but as a point of pattern, it is important to recognize the new City and DOWL staff are behaving in a similar manner to the past City, etc. The City and DOWL explained at the July 13th meeting they chose to put a hold on speed humps on Norm for no better reason than to see what the outcome of DOWL’s future big-picture plans for the neighborhood will be. This decision to put things on hold despite the neighborhood meeting current City policy sounds very similar to past experiences on Carriage. Despite a neighborhood jumping through hoops and meeting their end of the current City policy, help such as speed humps are being held up. None of Dowl's plans, the City is delaying the speed humps on Norm for, will be an available</td>
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The City has required Carriage to jump through many hoops over the past five or so years. Carriage has already had periods of wait and see, a trailer that tells the driver how fast they are traveling, neighborhood opinion etc., and temporary speed humps with the promise of permanent humps the following summer. Carriage followed through with the City’s prerequisites at the time and was told permanent speed humps would follow. The speed humps simply never were placed. When calls were made for explanation, the City agreement that was made with the community was put on hold for budget and policy reasons and were not told to resume, instead those plans were simply unknown and forgotten and today apparently the City knows little of the situation. The city dropped the ball, and I hope doesn't expect the community to start over again following new policy, making more comments, expecting more neighborhood signatures etc. Carriage shouldn't be required to jump through the hoops again in a situation that is so clearly documented by DOWL today, and has been agreed to already by the City. There are still marks in the road where the temporary speed humps attached to the road were broken free by the passing traffic- when should the City be held accountable for simply dropping their end of the agreement- again?

Since Norm clearly turns into a ΩY¹, Carriage cannot be ignored by drivers who travel down Norm to reach Spruce and nearby neighborhoods beyond Spruce. Therefore, the City and DOWL should not be ignoring Carriage. Drivers have essentially two choices to reach Spruce. When a driver reaches the fork in the road either by their choice or because the City has chosen to detour traffic through the neighborhood, the driver can turn left and choose 64th or turn right and choose Carriage to reach Spruce. Repeatedly, drivers select Carriage coming and going.

Additionally important is the transition Laurel Street makes off Dowling. Laurel Street is a popular choice made from and to Dowling. Laurel transitions into 64th after making a tight curve that immediately connects to Carriage at the first right, finally connecting to Spruce. Important to note, besides neighborhood traffic and typical shortcut traffic, Northern Lights ABC is a school that offers no bussing to and from school for its population. The school requires parents to drive students to and from school. Proportionately, very few neighborhood students attend. Northern Lights ABC has a population of over 600 students. Most of the parents find it difficult to cross Dowling by turning left across traffic when they exit the school and are met with numerous stoplights on Lake Otis, so instead, choose to travel through the neighborhood either using Laurel or following Dowling down to Norm. This choice occurs every school day for families who live and work on 68th or further South. Driving through the neighborhood totally skips the hassle of traffic lights and traffic on Lake Otis.

The corners of Carriage and Spruce have a community mailbox similar to others found on Spruce and Carriage. Carriage and Spruce is unique in that drivers using Carriage as a short cut, drive through Spruce from 68th and
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<td>take a left turn onto Carriage at the very time a number of cars are slowing and parking to check there mail. At the same time the drivers turning left from Spruce onto Carriage are often timing their left turns against oncoming cars coming down Spruce from 64th using the short-cut heading the other way. Timing is everything on the corner. The corner may have two or more neighborhood vehicles and a mail truck parked on the corner trying to reach the mail at the same time someone is arriving on the sidewalk. In addition to speed humps, a three way stop at this intersection is clearly called for according to a variety of visiting people surveying the road for different reasons. The stop is intended to simply give every involved prudent person to pause as people jockey to check their mail and pass against Detour and shortcut traffic. It will be nearly three years until relief will be felt from the Dowling extension. It has been five or more years since we have asked for relief from drivers taking advantage of the diagonal shortcut between Lake Otis and Abbott. Dowl and others have clearly documented the massive volumes of vehicles and explained at the July 13th public meeting that Detours frustrate and speed drivers up. After years of requests for help and speed humps etc, the path described is the first and only path repeatedly designed and implemented by the City as a Detour route. So instead of reduction and assistance over the years, traffic has instead been added and frustrated by City construction detouring traffic into the neighborhood. As I left the meeting today at Kasuun traveling down 68th, I wondered how agreements between the City and the community could be forgotten or erased by new faces and policies less than a year old. One thing stood out, actions do speak louder than words. I ended up following the City detour signs from 68th to my home. I passed a detour arrow sign intended to direct traffic through Spruce, and therefore: 64th, Carriage, Laurel, and Norm. It does press the question, why does the City detour traffic from Abbott when Abbott is closed? And why would they choose a road as busy as Spruce instead of sending drivers to Lake Otis and up Dowling using roads intended for heavy traffic? When Dowling was being worked on years ago, the traffic was being detoured through the neighborhood along with dump trucks and heavy equipment. Today is no different, except now drivers use the path even when the detour signs aren't up because the City has shown them a short cut that works even if Dowling doesn't, or for any number of other construction events that the City sees fit to detour traffic for. In closing, where is the solution and planning to reduce traffic volumes and speeds for the next three years on Carriage, 64th, Laurel, and Norm? The big picture in three years may be a solution, but right now, the City needs to quit stalling, waiting, starting over, and simply keep there agreements to slow and reduce traffic in a problem area that is real. The City and Dowl know what the problem is. Now, is the time to look closer, and pay attention to this area of town -now, it's not happening in the future such as the grid on Lore or 88th. 64th, Carriage, Laurel, and Norm are not hypothetical or happening in the future, and shouldn't receive additional Detour traffic into the neighborhood.</td>
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<td>43.</td>
<td>7-14-2006</td>
<td>E-mail</td>
<td>The neighborhood deserves the speed humps and additional traffic help the City agreed to already, and only then will the neighborhood have faith in further agreements.</td>
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<td>I am also a resident along Carriage Drive and totally concur with Mr. Smiths' assessment of our current dilemma and the city's response to our concerns. We are part of a neighborhood watch community and are all very concerned about the current major traffic problems that exist along Carriage Drive. Furthermore, a much larger issue at hand which only magnifies the traffic problems and that has to do with all the children that live and play in our neighborhood. I have personally witnessed many close calls that nearly resulted in a child being hit by speeding motor vehicles. I certainly pray that it will not take a child fatality in our community to motivate the city to complete and honor their previous commitments to the Carriage Estate community.</td>
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| 44.            | 7-14-2006     | E-mail| The following is my response to your request for comments on the Traffic Calming Studies for Abbott Loop. I attended the Public Meeting last night at Kasuun Elementary School. Thank you for the opportunity to debate the issues. For reference, the back of my property runs along the south side of 88th Ave. between Rendon and Winchester. That segment of 88th Ave. is a rural road that currently carries a very low volume of traffic. It is this very rural aspect that brought us to purchase our property fourteen years ago: it is peaceful, quiet, with tall, old deciduous trees bordering the street. To this we have added many spruce that are now growing up to visually block the street. We would the Municipality to maintain the rural "feel" of this road. I was aghast to discover at last night's meeting that you were proposing to upgrade 88th to urban standards because your mailing prior to the meeting did not indicate an upgrade. I was told that the mailing omitted the upgrade by mistake. This is unfortunate as I almost skipped the meeting thinking that the changes did not affect 88th except for some intersection narrowing. I suspect that many of my neighbors were not in attendance for that very reason too. My arguments for not wanting to complete the grid on 88th Ave. between Lake Otis and Abbott Road and for not wanting to connect the Little Brook Subdivision with Spruce Street are the same that the residents of 84th eloquently expounded on last night against completing the grid and upgrading: 1. Traffic will increase: 88th according to your data has 420 vehicles per day traveling 34 miles per hour or less. The number of vehicles is probably less behind my house as sub divisions drain off this flow before my property. I intend to take my own data on this by the way. We do not want 88th to become another 68th Ave. with over almost 7000 vehicles per day traveling at speeds of 42 miles per hour. Just 2 blocks to the south of us is Abbott Road that serves as a collector road for the southern part of your study area. 2. Opportunistic drive through will increase. Lets decrease this as Fairview did by constructing dead ends, and not
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<td>Both of the above reasons will lead to increases in public safety concerns and vandalism. When residents and neighbors are using the streets we recognize and police our own neighborhoods. We look after each other’s properties. Opening the streets to through traffic will require enhanced police protection and patrols.</td>
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<td>4.</td>
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<td>Decreased safety for wildlife: 88th is a moose corridor and we have had black bears wander through. Again this reinforces our sense of being in a rural community.</td>
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<td>5.</td>
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<td>Unasked-for and unwarranted burden on taxpayers. I find it hard to believe that you are proposing to raze at least 4 new homes in the Little Brook area in order to put the road through. We fought long and hard to not have that road put through at the time the subdivision was planned. I’ve been told that the 88th road easement was vacated – leave it that way.</td>
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<td>45.</td>
<td>7-16-2006</td>
<td>Letter</td>
<td>After listening to the presentation at public meeting no. 2 on July 13, 2006, studying all information available, and having been involved in a similar effort 3 years ago, I'm requesting this study and proposed project be cancelled immediately for the following reasons:</td>
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<td>1. Traffic data being used to justify the proposed changes does not have predictive power. The data being used does not take into consideration the significant traffic reductions that will occur once the Abbott Loop and East Dowling Rd. improvements and extensions are completed. &quot;Cut-through&quot; traffic, i.e., traffic currently using 68th Avenue and the 72nd. Avenue/Spruce St./Lore Road routes between Lake Otis Parkway and Abbott Loop, will be reduced significantly because the higher speed routes available on the new East Dowling and Abbott Loop extension to the north will be a much better alternative.</td>
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<td>2. Emergency response time data presented as being below standard at the meeting is unacceptable for three reasons: First, the fire department real-time data I received three years ago when the permanent road block on 84th Avenue at Raintree Circle was first proposed to be removed, showed a consistent response time for the Abbott Loop area to be in the three and four minute timeframe with one or two isolated responses in the six minute range. This is less than half the response time the presenters told the audience was the case. To my knowledge, nothing has changed in the last three years to make a significant difference in the response times. Secondly, an official</td>
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representative of the Anchorage Fire Department present at the meeting corrected the engineering firm making the presentation stating that it looked as though an inadvertent error had been made in the firm's interpretation of the data sent to them. Since she is the person who sent the data to the firm she probably has a more accurate understanding of the data in question. Her comments are more in line with my understanding of response time information. Finally, the meeting presenters never mentioned the fact that there is a new fire station planned for the Abbott Loop area until I asked them to address the issue. The Anchorage Fire Department representative confirmed that there is a new station or a current station slated to be moved to this area in the near future. The reduced emergency response time that can be expected with the new facility makes the current claim by the engineers of an unacceptable response time even less valid.

3. "Completing the Grid", i.e., removing permanent road blocks currently in place, will increase traffic volumes and increase crime rates as perpetrators will now have more than one escape route.

Completing the grid will not slow traffic and will actually make some areas more susceptible to vehicle and pedestrian accidents. An example of this is the 84a Avenue road block at Raintree Circle. On the north side of this intersection is Winchester Park which is used by many children in the area. Removing the current permanent road block here will increase both traffic volume and speeds, which in turn is going to increase the probability of pedestrian injury accidents. I've lived in this location for nine years and I don't think there has ever been anyone struck by a car at this location. Remove the current road block and it is highly likely that someone's child is going to get hit by a car that is using 84th to "cut through" the grid between Lake Otis Pkwy and Abbott Loop.

4. Speeding data presented is suspect. Many of us at the meeting who use 84th regularly don't have any recollection of city "rope" counters being used on this street nor do we remember seeing anyone with a radar gun. We do, however, keep our speeds down not just to be safe, but also because we are constantly reminded to watch our speeds simply by seeing the Anchorage Police Department squad car parked at the residence of one of the APD police officers on 84th Avenue. His presence is a very welcome addition to our community for many reasons, not just traffic speeds.

5. Finally, the people that live in this area moved to this location in part because of the fact that there are permanent road blocks in place. We don't want the proposed changes. We like it the way it is. The Abbott Loop and East Dowling Road extensions and improvements will eliminate the need for most if not all of these proposed changes. The proposed changes represent an unnecessary expenditure of tax payer's money. These changes are not wise, not necessary, and not wanted. Please cancel this study and project immediately.

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<td>46.</td>
<td>7-18-2006</td>
<td>E-mail</td>
<td>Thank you so much for the recent placement of traffic meters on Carriage, we noticed one meter was positioned in nearly the same area a temporary speed hump had been placed in the past. After discussion with our neighbors we are hopeful you will compare recently collected data with the data you have collected on other occasions. Previous data collections may include more realistic samples representing Abbott in full working condition, therefore more people taking advantage of the shortcut, and may also include the additional parent transportation traffic affiliated with Northern Lights ABC when it is in session. Northern Lights ABC K-8 (alternative program) has a student population of over 600 students and doesn’t offer any bussing. Kasuun Elementary, our neighborhood elementary, is a few blocks away and has some parents driving their students to school, but most students can walk to class. Please explain how the new data period in progress now on Carriage will take into consideration the temporary closure of Abbott, Northern Lights ABC, and Kasuun.</td>
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<td>47.</td>
<td>7-25-2006</td>
<td>Comment Form</td>
<td>All these years we were told our streets in the Abbott Loop area would remain ‘neighborhood streets’ by the city. Now they want to change the atmosphere of our area. I understand the problems with the traffic but I truly believe this will change with Bragaw opening to Tudor. We want to keep our neighborhood quiet as it is now. East 88th shows a calming tree lined meridian. This will greatly impact my 2 neighbors’ driveways and mine and Browning Avenue if it comes up the hill. The Muni cannot keep their graders on this hill in the winter. There have been five graders in the ditch on our side of the road in the past four years. A meridian will probably cause more problems with this small, slight hill.</td>
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<td>48.</td>
<td>7-25-2006</td>
<td>Telephone Record</td>
<td>She wanted to know the status of the 80th Avenue connection. I told her this is a planning project and the connections are a recommendation based on analysis and public comments. She misinterpreted the public flyer as showing 80th Avenue as a pedestrian thoroughfare and not a street connection. She mentioned that her house would be adjacent to the new connection and would create an unsafe environment for her daycare. She asked if the trees along her fence would be removed as a result. I told her this project doesn’t address that level of design however, the existing right-of-way width could accommodate an urban section and that the take of private property was unlikely. I also mentioned that once the projects are to design status she would have the opportunity to comment/ask more detailed questions. She also noted that the hill near the connection is frequented by children and used as a sledding/snowboarding hill during the winter.</td>
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<td>49.</td>
<td>7-25-2006</td>
<td>Telephone Record</td>
<td>She was questioning the time frame for construction of the proposed recommendations. I explained to her that this was a planning level project that analyzed the existing conditions of the Eastern half of the Abbott Loop Area brought on by a history of public concerns. I then told her that once we finalize the Traffic</td>
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| 50.            | 7-26-2006    | E-mail | Calming Report the municipality will make the final decision and the recommendations will be turned into projects based on available funding. 
She also asked what to do to prevent the project from happening in the future. I asked that she send us her comments via the project website to be included in our documentation. |
<p>|                |              |        | I attended the meeting held July 13th regarding the Abbott Loop project. I think that all things should be considered when reviewing a project and suggest you include the following in your study: |
|                |              |        | - Review the comments from the CRW study done two-years ago indicating that 84th Avenue should not become a through street. Side streets and 84th Ave residents signed a petition to not open the road. With the addition of the ball fields on Abbott Loop this would become a raceway. |
|                |              |        | - The impact the new extension for Abbot Loop would have on traffic volume. Same for Dowling – perhaps when this is finished there will be no need for additional “connector” streets. |
|                |              |        | - Impact that a new fire station would have and use “real time” responses and not computer generated “possibilities”. |
|                |              |        | - What impact the addition of the ball fields on will have on traffic. It has been suggested it will increase traffic on side streets and decrease traffic on arterials. |
|                |              |        | - Consider in the study what the neighborhood wants; don’t destroy a neighborhood by allowing traffic from other areas to enter and use neighborhood roads and “collector roads”. |
|                |              |        | - Easing traffic in one neighborhood at the expense of another is not good planning. |
|                |              |        | - Send requests for information to households as well as community councils (which are no longer the neighborhood focus they once were due to ease of communications online). |
|                |              |        | In addition to the above suggestions, I question some of the data presented at the meeting. |
|                |              |        | - Fire response times were presented as fact and in reality they were a computer generated “model”. |
|                |              |        | - Excessive speed is a result of frustrated drivers not having a direct route. Show me a road in Anchorage where there is no speeding! This might be a good theory elsewhere but in Anchorage no one goes the speed limit. |</p>
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<tr>
<th>Comment Number</th>
<th>Date Received</th>
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<tbody>
<tr>
<td>51</td>
<td>7-27-2006</td>
<td>Comment Form</td>
<td>People purchased homes with the roadways in place and expected them to remain as they are with perhaps minor changes and certainly not made into major traffic routes. Thank you for the opportunity to make comments.</td>
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<tr>
<td>52</td>
<td>8-3-2006</td>
<td>E-mail</td>
<td>I am very against extending 88th between Little Brook and Spruce Brook. The area of discussion is residential with LOTS of kids. Currently drivers go slow because it is not a through-way. Also because there is not a through way I believe much of the traffic is diverted to major roads. Let’s keep neighborhoods free of through traffic-faster driving traffic patterns. Thank you!</td>
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<tr>
<td>53</td>
<td>8-4-2006</td>
<td>E-mail</td>
<td>I am writing in protest of a proposal to extend Spruce Road from 72nd Ave to E 68th for the claimed purpose of &quot;traffic calming.&quot; This is a quiet area with a green belt that children and families currently use to take walks, go to school and ride their bikes. On Spruce before it turns to Fergy Circle - our neighborhood children play without the concern for traffic. A stated concern is speeding through this area in order to reach a main artery. I understood that the Abbot Loop extension was being built for this - to provide quicker access to the U-Med district. Do we have to have every street a through artery. Couldn't speed bumps be put in - like in the Main Tree subdivision to slow traffic. I moved to Fergy Circle - because it was a quiet - tucked away neighborhood. A through street to Spruce would change all that - and in the name of &quot;traffic calming” makes no sense to me. There are other less intrusive and inexpensive ways to address speeding on the other streets. Additionally, providing access to Kasuun Elementary through the &quot;green belt&quot; is a wonderful access poing - my daughter walks this way to school every day of the school year. A road through here will in no way improve access - it will be of more concern for me as she would have to then cross a busy street. Please can we leave our neighborhoods quiet - and not make them all a thoroughfare - We will have the Abbott extension - that will be enough. Please seriously consider my concerns and alternate proposals.</td>
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<tr>
<td>54.</td>
<td>8-10-2006</td>
<td>Letter</td>
<td>Thank you for holding the neighborhood meeting last month and allowing us to give our comments on the proposed improvements in the Abbott Loop, Dowling, Lake Otis area. As you heard at the meeting, there is no one that lives in this area that is remotely in favor of these upgrades taking place. As was stated at the meeting, we purchased our homes in this area specifically for the &quot;neighborhood&quot; feeling and safety of our children. We very much like the idea that there is no through traffic in our area, that it is mostly the residents that use our streets. To open these roads up (72nd, Lore, 84th, and 88th) and connect them from Lake Otis to Abbott Road will bring much unwanted traffic on our streets and greatly diminishing our &quot;neighborhood&quot; communities. Safety is also an issue in that non-resident traffic opens us up for crime opportunities with easy get away. I would like to suggest that this entire project be shelved completely, or at the very least until the Abbott Loop Rd, Dowling upgrades are complete and a new study is taken on traffic flow in the area. We all believe that these in progress upgrades will greatly alleviate most of the issues that concern you now. Once that study is completed, we may look at an alternate plan as needed. My personal opinion is that if Lore Road ONLY were to be connected from Lake Otis to Abbott Road and Spruce from 68th to 84th, the remaining traffic issues would be solved. These particular roads are already connector roads and would not have as great an impact on neighborhoods as the others, and it is a mid way point, so to speak, to ease cut through traffic issues. I am particularly concerned about 72nd being connected through. There are many issues to look at. The first and most important is the foot traffic that occurs on this street. Winchester, 72nd and Travis Circle is the path for students as well as community members to access Kasuun Elementary School. As it is now, much of the traffic ignores the stop sign at the corner of Travis and 72nd. Adding additional traffic through this intersection just puts more children – and others – at risk of injury. I can only hope that none of us want to wait until a tragedy occurs before we consider these elements. The next would be that 72nd is a local street not a connector or feeder street. There are houses that have driveways directly accessing 72nd and again, additional traffic would create greater risk of accidents. The last issue for this particular street upgrade is cost. The topography of 72nd at Spruce heading east is so severe that the cost would be far greater than I believe the benefit to be, not to mention hazardous ice and snow conditions for drivers on that slope if the road were to be constructed. We as a community would rather see our tax dollars used to properly fill in pot holes (not the less than complete fills we see now), reinforce eroding shoulders at intersections and re-surface areas as needed than to invest in huge budget upgrades that the area residents do not want. Our quality of life is a factor we feel is being grossly overlooked in the name of progress.</td>
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<td>55.</td>
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<td>One other issue I feel the need to touch base on is the speed study statistics given. The argument was made by the engineer that when 68th was upgraded and widened that the mile per hour speed over the limit was less than on the side streets. I may not have these stats correct, but I believe they are close to what was presented. It was said that on 68th the average overage was 4-6 miles an hour, while on side streets the average overage was 8-12 miles per hour. The conclusion was made that straightening, upgrading, widening and connecting streets actually reduces speeding. My viewpoint is a bit different. Instead of looking at the mile per hour over the limit, look at the actual miles per hour. 68th is at 35 miles per hour with an average of 4-6 miles per hour, that totals say 40 miles per hour. The smaller side streets are at 25 miles per hour with an average of 8-12 miles over, that totals 35 miles per hour average. I see it as not a percentage of overage but rather a similar speed of 35-40 miles per hour regardless of what road drivers are on, with a bit more caution, gratefully, being taken in actual neighborhoods. Upgrading these roads and allowing for 35 miles an hour will just bring 40 mile and hour traffic through dense residential areas and that it just not safe or even perhaps prudent. I appreciate your time in considering our comments and concerns. I trust you will keep us informed of any decisions regarding these issues prior to implementation of any plan.</td>
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