Northeast Anchorage Community Council Traffic Calming Study

October 2006

6th Avenue & Creekside Street: Prior to Traffic Calming Study

6th Avenue & Creekside Street: Proposed Solution with Raised Crosswalk and Intersection Chokers
NORTHEAST ANCHORAGE COMMUNITY
TRAFFIC CALMING STUDY

Prepared for:
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APPENDICES

Appendix A ........................................................................................................ Public Involvement
LIST OF ACRONYMS

AADT .................................................................annual average daily traffic
CAC ................................................................. Citizen’s Advisory Committee
DOWL ............................................................... DOWL Engineers
ITE .............................................................. Institute of Transportation Engineers
MOA ................................................................. Municipality of Anchorage
mph ............................................................... miles per hour
NECC ............................................................. Northeast Community Council
NLB ................................................................. Northern Lights Boulevard
OSHP ............................................................. Official Street and Highway Plan
PLI ................................................................. Public Lands and Institutions
ROW .............................................................. right-of-way
TCPM ............................................................. Traffic Calming Protocol Manual
vpd .................................................................. vehicles per day
ACKNOWLEDGEMENTS

DOWL Engineers and the Municipality of Anchorage Traffic Engineering office wish to express their gratitude to the residents of the Northeast Anchorage 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 Northeast Anchorage community a better place to live. Thank you for taking pride in your community and participating in this traffic calming study.

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Mary Fortain-Pedlow
Vanessa Salinas
Ainslie Phillips
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Randy Wilkinson
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Shawn Dooley, Maintenance
Teri Peters, Parks and Recreation
Jody Karcz, Transit
Steve Kalmes, Anchorage School District
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John Kiewik, Fire Department

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Municipality of Anchorage

Steven K. Noble, P.E., Project Manager
DOWL Engineers
1.0 INTRODUCTION

The objective of the Northeast Anchorage Community Traffic Calming Study is to work with the residents of the Northeast Community Council (NECC) to identify transportation and safety improvements that:

- improve pedestrian and non-motorized traffic accommodations,
- reduce travel speeds and decrease cut-through traffic,
- add color and landscaping to enhance neighborhood identity,
- improve neighborhood livability, and
- enhance neighborhood defensible space.

The project study area encompasses the NECC district bounded by the Glenn Highway to the north, Northern Lights Boulevard (NLB) to the south, Fort Richardson Military Reservation to the east, Boniface Parkway to the west, and also includes the Bartlett High School area north of the Glenn Highway.

The analysis and recommendations were completed in cooperation with the NECC with the objective of developing context sensitive solutions to the neighborhood 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 patterns and conflicts within the study area.
- Soliciting community input through public meetings and by organizing a working group established to advise the project team throughout the development of this study.
- Developing design alternatives to mitigate identified negative transportation, improve the transportation system, increase safety, and improve neighborhood livability.
- Examining impacts of various design alternatives on utilities, street maintenance, emergency vehicle response, solid waste services, and pedestrian and transit facilities.
• Identifying estimated construction costs and prioritizing the recommended improvements.

2.0 EXISTING CONDITIONS

2.1 Demographics

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

The NECC area is one of the older neighborhoods in Anchorage. According to 2000 demographic reports, the NECC population increased 12 percent from 1990 to 2000. In the period from 1990 to 2000, the study area had one of the lower new housing construction growth rates and average housing sale price. This data suggests a high percentage of families with children and middle to lower income residents.

Six elementary schools, one high school, and the future Muldoon Middle School lie within the study area. Figure 2-1 shows school locations and attendance boundaries.
2.2 Existing Land Use

The study area, as shown in Figure 2-2, has multifarious land uses. These uses include single-family, multi-family, commercial, and public facilities. Each land use has its own traffic circulation characteristics, meaning that they generate or attract different types of traffic at different times of day, depending on the use. For example, vehicle size, motorized versus non-motorized traffic, 8 a.m. to 5 p.m. business days versus around the clock, etc., can all vary by land use.

Figure 2-2 shows that approximately 50 percent of the study area is zoned as Public Lands and Institutions (PLI). The PLI areas are occupied by public facilities such as Cheney Lake, Creekside, and Ira Walker parks, eight ball fields, churches, and public schools. The other 50 percent is generally zoned R-1, R-2M, and R-3 with some B-3 adjacent to the arterial streets. However, in the recent history of the neighborhood, several multifamily housing complexes (R-2M, R-3, and R-4) have been constructed throughout the study area. This high-density housing may have an adverse impact on the neighborhood transportation network.
2.3 Streets

The streets north of DeBarr Road are generally arranged in a grid pattern. The streets south of DeBarr Road are curvilinear due to Chester Creek and park land. The area east of Muldoon Road is characterized by a grid layout with narrow collector roadways. While the
The study area has a mixture of residential, commercial, recreational, and institutional uses, the majority of the commercial development is north of DeBarr Road.

Almost all streets within the study area are paved; some having curb and gutter. The residential streets are typically either 36 feet wide from back-of-curb to back-of-curb with two travel lanes and parking allowed on both sides of the street, or 24 feet wide with no curb or gutter. Residential streets are generally centered within a 60-foot right-of-way (ROW).

High volume arterial streets lined with commercial development surround the residential areas within the study area.

### 2.4 Traffic Data

Traffic volume counts and speed data were collected by DOWL Engineers (DOWL) at several locations within the study area with supplemental traffic counts obtained from past Municipality of Anchorage (MOA) data. These counts provide information concerning the volume and speed of vehicles along specific streets. This data is useful in characterizing driver behavior in each neighborhood. Table 2-1 shows the annual average daily traffic (AADT) volume for some of the neighborhood streets. The majority of the Northeast Anchorage Community neighborhood streets have an AADT less than 2,000. The neighborhood streets that exceed 2,000 AADT are Peck Avenue (east of Muldoon Road), 6th Avenue (east of Boniface Parkway), 16th Avenue (Patterson Street to Beaver Place), Turpin Street (north of DeBarr), and Baxter Road/Beaver Place. High-density housing contributes to these streets having higher AADT volumes.

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Location Description</th>
<th>OSHP Street Classification</th>
<th>2005 AADT</th>
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<td>North of DeBarr Road</td>
<td>Local Street</td>
<td>1,992</td>
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<tr>
<td>Baxter Street</td>
<td>South of 16th Avenue</td>
<td>Neighborhood Collector</td>
<td>6,525</td>
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<td>6th Avenue</td>
<td>East and West of Muldoon Road</td>
<td>Neighborhood Collector</td>
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<tr>
<td>4th Avenue</td>
<td>East of Boniface Parkway</td>
<td>Local Street</td>
<td>1,506</td>
</tr>
<tr>
<td>Duben Avenue</td>
<td>East and West of Muldoon Road</td>
<td>Local Street</td>
<td>1,713</td>
</tr>
<tr>
<td>16th Avenue</td>
<td>Between Beaver Place and Patterson Street</td>
<td>Residential Collector</td>
<td>2,264</td>
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<td>Peck Avenue</td>
<td>West of Muldoon Road</td>
<td>Residential Collector</td>
<td>2,257</td>
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Table 2-2 shows the average 85th percentile travel speeds of vehicles that pass a given location. Figure 2-3 graphically presents the 85th percentile travel speeds versus the posted speed for the study area. As evidenced by Figure 2-3, there are several streets with an 85th percentile travel speed greater than 10 miles per hour (mph) over the posted speed limit.

Table 2-2: 85th Percentile Speeds

<table>
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<th>Street Name</th>
<th>Description</th>
<th>Posted Speed (mph)</th>
<th>85th Percentile Speeds (mph)</th>
<th>Difference in Speed (mph)</th>
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<td>East of Muldoon Road</td>
<td>25</td>
<td>37</td>
<td>12</td>
</tr>
<tr>
<td>Boundary Avenue</td>
<td>West of Muldoon Road</td>
<td>20</td>
<td>35</td>
<td>15</td>
</tr>
<tr>
<td>4th Avenue</td>
<td>East of Boniface Parkway</td>
<td>20</td>
<td>30</td>
<td>10</td>
</tr>
<tr>
<td>Duben Avenue</td>
<td>East and West of Muldoon Road</td>
<td>20</td>
<td>33</td>
<td>13</td>
</tr>
<tr>
<td>Oklahoma Street</td>
<td>South of Boundary Road</td>
<td>20</td>
<td>33</td>
<td>13</td>
</tr>
<tr>
<td>17th Avenue</td>
<td>East of Muldoon Road</td>
<td>20</td>
<td>31</td>
<td>11</td>
</tr>
</tbody>
</table>

Figure 2-3: 85th Percentile Speeds
2.5 Transit Facilities

As shown on Figure 2-4 the transit routes run along the arterial streets (Muldoon Road, DeBarr Road, and NLB) and through several neighborhood streets (4th, 6th, and 20th Avenues and Newell Street, Turpin Street, Boundary Road, Oklahoma Street, Peck Avenue, Grand Larry Street, Beaver Place, Baxter Road, Patterson Street, Chandalar Drive, and Pembrooke Street).

2.6 Previous Traffic Calming Improvements/Modifications

The study area has been the target of traffic calming efforts by the MOA Traffic Department for several years. One attempt to calm traffic included reducing the posted speed limits on most local neighborhood streets to 20 mph. This modification was intended to make travel speeds of 30 mph or greater on residential streets an enforceable offense. Prior to the change in speeds, magistrates would dismiss speeding violations that did not exceed the posted speed by at least seven mph. Residents hoped that by reducing the posted speed to 20 mph, the
85th percentile speed would drop accordingly. There has been no empirical evidence to support the notion that the 20 mph speed limits have led to an increased rate of enforced violations or a reduction in the 85th percentile travel speeds.

2.7 Municipality of Anchorage (MOA)/State of Alaska Department of Transportation and Public Facilities (DOT&PF) Planned and Proposed Projects within the Study Area

2.7.1 Patterson Street Extension (DeBarr Road to 6th Avenue)

This MOA project would extend Patterson Street to 6th Avenue east of Creekside Elementary School. This extension would impact the traffic network and cause an increase in volumes along corridors of concern within the study area. Considerations have been made in this study for further traffic calming measures to be installed if this project is completed.

2.7.2 Upgrade of Muldoon Road and DeBarr Road (Muldoon Road from Northern Lights Boulevard to 12th Court)

This DOT&PF project consists of upgrading these roadways and the possible installation of traffic signalization along DeBarr Road at Patterson Street and Creekside Street and along Muldoon Road at Halligan Street and 16th Avenue. These improvements would improve access within the study area. Traffic calming measures were considered and recommendations made.

2.7.3 Muldoon Middle School and Creekside Center

This MOA project includes the installation of Creekside Drive within the study area, construction of Muldoon Middle School, and a multi-use retail development south of DeBarr Road. The roadway and middle school are currently being constructed. Muldoon Middle School is scheduled to open in August 2007. The middle school and multi-use development will generate new pedestrian and vehicle traffic demands along local roads within the study area. These developments have been considered in the recommendations for traffic calming measures.

2.7.4 DeBarr Road Extension (from Muldoon Road to Cross Point Loop)

This MOA project will complete the missing link of DeBarr Road just east of Muldoon Road. If this project is completed, it will provide more direct access to residential and park land east
of Muldoon Road. This possible connection was taken into consideration in the recommended traffic calming measures.

2.7.5 Peck Avenue Extension
This private development project would extend Peck Avenue east to Muldoon Road. Due to large grade differences in the area, the road extension would not result in a straight road. This possible connection was taken into consideration in the recommended traffic calming measures.

2.7.6 Edward Street Upgrades
This MOA project would upgrade Edward Street north of DeBarr Road to urban standards with pedestrian facilities and on-street parking. These upgrades would improve traffic flow, increase pedestrian safety, and bring the roadway into compliance with neighborhood collector standards. Considerations have been made in this study for traffic calming measures to be installed if this project is completed.

2.7.7 Duben Avenue Upgrades
This MOA project would upgrade Duben Avenue from Patterson Street to Bolin Street to urban standards with pedestrian facilities. These upgrades would improve traffic flow, increase pedestrian and vehicle safety, and bring the roadway into compliance with neighborhood collector standards. Traffic calming improvements have been considered in this study if any upgrades are made to Duben Avenue.

3.0 PUBLIC INVOLVEMENT
The public involvement process is critical to the success of neighborhood traffic calming. Neighborhood input is essential to foster a sense of ownership and maintain a unified voice when road changes are proposed. To solicit input on this project, a combination of an area-wide questionnaire/newsletter, working group meetings, public meetings, and regular NECC updates were held. Flyers and post cards were mailed to all study area property owners and residents prior to each of the public meetings.

Community members were encouraged to follow the progress of this project via a special website established specifically for the Northeast Anchorage Community Traffic Calming
Residents were also encouraged to contact DOWL with questions and concerns throughout the project by phone or dedicated e-mail address.

3.1 Citizen’s Advisory Committee (Working Group)

A Citizen’s Advisory Committee (CAC) comprised of seven area residents was established to represent the various sub-area transportation issues. The CAC was termed the Northeast Community Working Group. The working group members were selected by the NECC based on physical residence and the number of years they lived in the neighborhood to ensure diverse representation and familiarity with neighborhood issues.

The purpose of the working group was to facilitate the identification of traffic issues, develop solutions on behalf of the larger neighborhood, and educate community members about the study. Public meetings and monthly NECC updates provided a “checks and balances” system that validated the working group as representing the larger neighborhood interests.

Table 3-1 summarizes the process used to solicit public input, identify study area concerns, develop procedures for gathering data, generate alternatives, and ultimately recommend traffic calming improvements.
Table 3-1: Public Involvement Meeting Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 19, 2006</td>
<td>NECC Update</td>
<td>Introduced the project to the community council.</td>
</tr>
<tr>
<td>February 9, 2006</td>
<td>Mailed Newsletter/Questionnaire</td>
<td>Sent mailer to NECC residents and property owners to introduce the project, identify neighborhood transportation concerns, and generate interest in becoming part of the working group.</td>
</tr>
<tr>
<td>February 15, 2006</td>
<td>Public Scoping Meeting</td>
<td>Presented project purpose. Identified neighborhood transportation concerns.</td>
</tr>
<tr>
<td>February 16, 2006</td>
<td>NECC Update</td>
<td>Presented project update. Selected working group.</td>
</tr>
<tr>
<td>March 23, 2006</td>
<td>Working Group Meeting #1</td>
<td>Defined the role of the working group. Began to identify possible issues and develop the process for analyzing issues.</td>
</tr>
<tr>
<td>April 19, 2006</td>
<td>Working Group Meeting #2</td>
<td>Discussed initial results of transportation study analysis and defined possible traffic calming measures for the areas of concern.</td>
</tr>
<tr>
<td>June 13, 2006</td>
<td>Working Group Meeting #3</td>
<td>Discussed feasible traffic calming measures and chose recommended alternatives. Prioritized recommended traffic calming improvements.</td>
</tr>
<tr>
<td>July 5, 2006</td>
<td>Mailed Newsletter</td>
<td>Notified residents and property owners of project status and date of final public meeting.</td>
</tr>
<tr>
<td>July 18, 2006</td>
<td>Public Meeting</td>
<td>Presented project update. Discussed recommended improvements and order of prioritization. Ensured all transportation issues within the scope of the study were adequately analyzed.</td>
</tr>
<tr>
<td>July 31, 2006</td>
<td>Working Group Meeting #4</td>
<td>Presented project update. Discussed recommended improvements and priorities.</td>
</tr>
</tbody>
</table>

3.2 Agency Involvement

Independent meetings were held with Police, Fire, Emergency Services, and Public Works (Street Maintenance) officials. These municipal agencies are primarily responsible for public safety. They are also the most knowledgeable on the day-to-day problems, needs, operational considerations, and costs associated with providing their services. Agency involvement also included meeting with Solid Waste Services, Anchorage School District, and MOA Transit Department. The primary objective of these meetings was to incorporate their recommendations and insure that the design improvements did not cause unacceptable negative impacts to the services these agencies provide. Following is a summary of each agency’s concerns.
3.2.1 **Anchorage Fire Department**

Emergency services have a historical knowledge of the types of service calls they receive and what their specific response and access needs are. We met with Deputy Fire Chief John Kiewik and he had concerns about the improvements negatively impacting response times.

3.2.2 **Municipality of Anchorage (MOA) Street Maintenance**

Shawn Dooley attended the first two CAC meetings. He had concerns about installing traffic calming measures that would increase street maintenance efforts. All changes in roadway alignment should be delineated to facilitate snow removal.

3.2.3 **Solid Waste Services**

Solid Waste Services’ concerns included vehicle access.

3.2.4 **Anchorage School District**

The study area contains walking routes to the elementary and junior high schools. Buses serve the area for those with special needs and buses transport students from other neighborhoods to adjacent schools. Steve Kalmes, Anchorage School District Transportation Services Director, attended CAC Meeting #3 as the school district’s representative and requested the following improvements be considered.

1. Traffic calming improvements at striped crossings along 6th Avenue, Patterson Street, Creekside Street, Edward Street, and Cherry Street, such as:
   - chokers to reduce pedestrian crossing lengths, and
   - raised crosswalks to help delineate pedestrian crossing locations and slow traffic speeds in school zones.

3.2.5 **Municipality of Anchorage (MOA) Transit Department**

People Mover has four routes that service the NECC (see Figure 2-4 for People Mover routes). Jody Karcz, Transit Planning Manager, had the following comments with regard to future improvements:

1. Ridership in this area is relatively high compared to the rest of Anchorage.
2. People Mover does not approve of speed humps on transit routes.
3. Consider future transit facilities along Creekside Center Drive.

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 follows:

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 public safety and livability.

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

The traffic calming principles used in this study are in accordance with the MOA Traffic Calming Protocol Manual (TCPM) 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 all streets and highways within the MOA. Table 4-1 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 other communities. They have been specifically adapted to this study to meet the stated needs of the Northeast area and special performance needs associated with Anchorage's climate. All traffic-calming measures shown in Table 4-1 were possible candidates for resolving transportation issues in the Northeast Anchorage Community. For definitions and examples of specific traffic calming treatments, refer to the TCPM.
### Table 4-1: Traffic Calming Application Guidelines
(recreated from MOA Traffic Calming Protocol Manual, DOWL Engineers, 2001)

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

### 5.0 TRAFFIC CALMING ISSUES

Several transportation issues related to traffic calming were identified within the NECC area based on input from the community, public agencies, and observations from the project team. Using engineering judgment, the study team chose the following areas to analyze in more detail:

- Edward Street and 8th/9th Avenues network
- Nunaka Valley area
- Creekside Elementary School area
- Muldoon Elementary School area
- Patterson Street from DeBarr Road to 20th and 16th Avenues
- Green Dale Drive/17th Avenue from 20th Avenue to Early View Drive
- Peck Avenue from Patterson Street to Muldoon Road
- Duben Avenue from Patterson Street to Muldoon Road
- Duben Avenue, Peck Avenue, and Boundary Avenues from Muldoon Road to Centennial Circle
- 4th and 6th Avenues from Boniface Parkway to Newell Street
- Halligan Street
- Donna Drive

5.1 Edward Street and 8th/9th Avenues Network

5.1.1 Concerns/Issues

Community members raised concerns about the safety of the pedestrian traffic produced by Ptarmigan Elementary School. A lack of snow storage and a narrow roadway compounds the concern. Based on public input, 8th and 9th Avenues have high perceived speeds and high cut-through volume. Pedestrian safety is a major concern due to the high-speed traffic and lack of pedestrian facilities.

5.1.2 Existing Conditions

The stretch of Edward Street between DeBarr Road and 6th Avenue is classified by the Official Street and Highway Plan (OSHP) as a local street, has a 2005 AADT of 1,992, and posted speed limit of 20 mph. The roadway’s asphalt width changes several times along the half mile stretch from DeBarr Road to 6th Avenue. Near Ptarmigan Elementary School the roadway width is 25 feet; however, a short segment near Bentree Circle is 36 feet. One section of sidewalk exists along Edward Street between 6th and 9th Avenues opposite Ptarmigan Elementary School, although it is commonly blocked by parked vehicles. There are no pedestrian facilities south of 9th Avenue. A pedestrian path connecting 8th and 9th Avenues and Donna Drive is heavily used by neighborhood students. There are currently no marked pedestrian crossings where the trail intersects the streets. Based on design team
observations and residents’ comments, pedestrian traffic generated by the surrounding residential area and adjacent elementary school shares the roadway. 8th and 9th Avenues are strip-paved with no dedicated pedestrian facilities. The posted speed limit on both streets is 20 mph. All-way stops currently exist along Edward Street at 6th and 9th Avenues.

5.1.3 Analysis

The results of a radar speed study, conducted by DOWL, found that the 85th percentile speeds were approximately 32 mph along Edward Street, 12 mph over the posted speed limit. During site visits, the study team witnessed sidewalks being used as parking areas at Ptarmigan Elementary School, especially during the afternoon peak when school is dismissed. Pedestrians are forced onto the roadway to bypass the parked cars.

Possible Alternatives

Based on the TCPM application guidelines found in Table 4-1, the following alternatives were considered for calming traffic on Edward Street:

- no action,
- installing chokers at 6th, 8th, and 9th Avenues and Winding Way,
- constructing a raised crosswalk at the 8th Avenue school crossing,
- upgrading Edward Street to urban standards with pedestrian facilities,
- constructing speed humps on 8th and 9th Avenues to discourage speeding and cut-through traffic, and
- installing raised crosswalks on 8th and 9th Avenues and Donna Drive at trail crossings.

5.1.4 Evaluation

Table 5-1 illustrates the advantages and disadvantages of each of the considered alternatives.
Table 5-1: Edward Street Area Evaluation of Traffic Calming Measures

<table>
<thead>
<tr>
<th>Key</th>
<th>Low, Unlikely, No</th>
<th>Mid, Moderate, Possible</th>
<th>High, Likely, Yes</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimize Cost</td>
<td>Speed Reduction</td>
<td>Volume Reduction</td>
<td>Safety Improvements</td>
</tr>
<tr>
<td></td>
<td>Pedestrian/Bicycle Improvements</td>
<td>Maintain Access to Surrounding Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reduce Cut-Through Traffic</td>
<td>Minimizes Impacts to Transit/School Buses</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimizes Impacts to Emergency Access</td>
<td>Minimizes Impacts on Maintenance</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimizes Additional Noise</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Action</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Chokers at 6th, 8th, and 9th Avenues, and Winding Way</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Raised Crosswalk at 8th Avenue school crossing</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Upgrade Edward Street to Urban Standards</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Speed Humps on 8th/9th Avenues</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Raised Crosswalks on 8th/9th Avenues</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

NON ENGINEERING MEASURES

| Additional Speed Limit Signs | N/A | N/A | N/A | N/A |
| Increased Enforcement | N/A | N/A | N/A | N/A |
| Speed limit with Radar Display | N/A | N/A | N/A | N/A |

5.2 Nunaka Valley Area

5.2.1 Concerns/Issues

Community residents perceived high 85th percentile speeds along Nunaka Drive, Craig Drive, and Pembrooke Street. The proximity of Nunaka Valley Elementary School, playgrounds, and ballparks generates a high level of pedestrian traffic throughout the area.

5.2.2 Existing Conditions

Nunaka Drive is classified by the OSHP as a local street with a posted speed limit of 20 mph. The roadway is 36 feet wide without pedestrian facilities. Many of the residents along Nunaka Drive have property close to or in the ROW that would need to be relocated or removed if the roadway section is widened. Pembrooke Street, Craig Drive, and Nunaka Drive are served by a transit route (Route 3). The posted speed limit on Pembrooke Street and Twining Drive is also 20 mph. An all-way stop occurs at Twining Drive and Perry Drive. Nunaka Drive has no stop signs along its entire length except at DeBarr Road.
5.2.3 Analysis

Spot radar speed studies were conducted on Nunaka Drive, Twining Drive, and Pembrooke Street. The 85th percentile speed along Nunaka Drive was 30 mph, 10 mph over the posted speed limit. The 85th percentile speed along Pembrooke Street and Twining Drive was 27 mph, 7 mph over the posted speed limit.

5.2.4 Possible Alternatives

Based on the TCPM application guidelines in Table 4-1 the study team considered the following alternatives to calm traffic in the Nunaka Drive area include:

- no action,
- installing chokers along Nunaka Drive at the intersections of Miley Drive and Sterling Way,
- installing speed humps along Nunaka Drive,
- installing speed humps along Craig Drive east of Penn Circle,
- upgrading Nunaka Drive to urban standards with pedestrian facilities, and
- striping Nunaka Drive to define lane widths, on-street parking, and pedestrian areas.
5.2.5 Evaluation

Table 5-2: Nunaka Valley Area Evaluation of Traffic Calming Measures

<table>
<thead>
<tr>
<th>Key</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvements</th>
<th>Pedestrian/Bicycle Improvements</th>
<th>Maintain Access to Surrounding Area</th>
<th>Reduce Cut-Through Traffic</th>
<th>Minimizes Impacts to Transit/School Buses</th>
<th>Minimizes Impacts to Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
<th>Minimizes Additional Noise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low, Unlikely, No</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>Mid, Moderate, Possible</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>High, Likely, Yes</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>Not Applicable</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

TRAFFIC CALMING TOOLBOX

- No Action
- Chokers at Miley Drive and Sterling Way
- Speed Humps on Nunaka Drive
- Speed Humps on Craig Drive
- Upgrade Nunaka Drive

NON ENGINEERING MEASURES

- Additional Speed Limit Signs
- Increased Enforcement
- Speed limit with Radar Display
- Striping Nunaka Drive

5.3 Creekside Elementary School Area

5.3.1 Concerns/Issues

Based on public input, 6th Avenue between Patterson Street and Muldoon Road was included in the analysis to address high 85th percentile speeds, poor pedestrian facilities, and the potential for cut-through traffic that might result from linking Patterson Street on the west end of the street. Public concerns raised during public meetings included potential pedestrian/vehicle conflicts due to high pedestrian crossing movements at Creekside Elementary School.

5.3.2 Existing Conditions

6th Avenue is classified by the OSHP as a Neighborhood collector and has a 2005 AADT of 1,506. The posted speed limit is 20 mph. 6th Avenue has an asphalt width of 36 feet with a concrete sidewalk along the south side, crosswalks at Oklahoma Street and Creekside Street,
and signalized crossings at Muldoon Road. A covered pedestrian staircase exists at the west end of the street and connects to 6th Avenue west of Patterson Street. The roadway allows for on-street parking on both sides of the street. Creekside Elementary School and Creekside Park are pedestrian generators for the area. 6th Avenue between Oklahoma Street and Muldoon Road is a transit route (Route 8). Creekside Elementary School is located on the southwest corner of Creekside Street and 6th Avenue. Creekside Street has a posted speed limit of 20 mph and consists of a strip-paved roadway without pedestrian facilities.

5.3.3 Analysis

Speed studies conducted on 6th Avenue found the 85th percentile speed was approximately 32 mph, 12 mph over the posted speed limit. Roadway width and on-street parking causes visibility issues at pedestrian crossings along 6th Avenue near Creekside Elementary School.

5.3.4 Possible Alternatives

Based on the TCPM application guidelines in Table 4-1 the study team considered the following alternatives to calm traffic in the Creekside Elementary School area:

- no action,
- installing speed humps at mid-block locations along Creekside Street,
- installing chokers on Creekside Street at 6th Avenue and Old Harbor Way,
- installing chokers on 6th Avenue at Idaho Street, and
- constructing a raised crosswalk at Creekside Elementary school crossing along Creekside Street.
5.3.5 Evaluation

Table 5-3: Creekside Elementary School Area Evaluation of Traffic Calming Measures

<table>
<thead>
<tr>
<th>Key</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvements</th>
<th>Pedestrian/Bicycle Improvements</th>
<th>Maintain Access to Surrounding Area</th>
<th>Reduce Cut-Through Traffic</th>
<th>Minimizes Impacts to Transit/School Buses</th>
<th>Minimizes Impacts to Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
<th>Minimizes Additional Noise</th>
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<td>Chokers at Intersections</td>
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NON ENGINEERING MEASURES

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</table>

5.4 Oklahoma Street

5.4.1 Concerns/Issues

The segment of Oklahoma Street from Boundary Avenue to 6th Avenue was included in the analysis of the area to address high 85th percentile travel speeds, the potential for cut-through traffic, and the lack of adequate pedestrian facilities.

5.4.2 Existing Conditions

Oklahoma Street is classified by the OSHP as a Neighborhood Collector with a posted speed limit of 20 mph. The roadway’s asphalt width is 36 feet plus curb and gutter with a sidewalk along the east side.

5.4.3 Analysis

A radar speed analysis indicated that the 85th percentile speed on Oklahoma Street was approximately 33 mph, 13 mph over the posted speed.
5.4.4 Possible Alternatives

Based on the TCPM application guidelines in Table 4-1 the study team considered the following alternatives to calm traffic on Oklahoma Street:

- no action,
- installing chokers along Oklahoma Street at 4th and 6th Avenues, and
- striping the roadway to help delineate lane widths and on-street parking.

5.4.5 Evaluation

**Table 5-4: Oklahoma Street Area Evaluation of Traffic Calming Measures**

<table>
<thead>
<tr>
<th>Key</th>
<th>Low, Unlikely, No</th>
<th>Mid, Moderate, Possible</th>
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<td>Chokers at 4th and 6th Avenues</td>
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<tr>
<td>NON ENGINEERING MEASURES</td>
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<tr>
<td>Increased Enforcement</td>
<td>![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon] ![Key Icon]</td>
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<tr>
<td>Roadway Striping</td>
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<tr>
<td>Additional Pedestrian Crossing Signs</td>
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</table>

5.5 Muldoon Elementary School Area

5.5.1 Concerns/Issues

Based on public input, 6th Avenue between Cherry Street and Muldoon Road was included in the analysis to address high 85th percentile speeds and inadequate pedestrian facilities. Public concerns raised included potential pedestrian/vehicle conflicts due to high pedestrian crossing movements at Muldoon Elementary School and from local trails along Chester Creek.
5.5.2 Existing Conditions

6th Avenue is classified by the OSHP as a Neighborhood Collector and has a 2005 AADT of 1,506. The posted speed limit is 20 mph. Muldoon Elementary School, located on the east side of Cherry Street, generates significant pedestrian activity in the area. Chester Creek runs along the south side of the street and has parallel trails which generate pedestrian traffic. There is currently a sidewalk along the south side of 6th Avenue. The roadway is paved and has an asphalt width of 36 feet. Crosswalks exist on 6th Avenue at Valley Street and on Cherry Street at Muldoon Elementary School. 6th Avenue has on-street parking on both sides. There is an all-way stop at the intersection of 6th Avenue and Cherry Street.

5.5.3 Analysis

Radar speed tests were conducted on 6th Avenue and determined that the 85th percentile speed was approximately 33 mph, 13 mph over the posted speed limit.

5.5.4 Possible Alternatives

Based on the TCPM application guidelines in Table 4-1 the study team considered the following alternatives to calm traffic in the Muldoon Elementary School area:

- no action,
- installing raised crosswalks on 6th Avenue at Valley Street and on Cherry Street at Muldoon Elementary School,
- installing chokers at Valley Street, Cherry Street, and State Street,
- installing speed humps along 6th Avenue, and
- installing a raised intersection at Cherry Street and 6th Avenue.
### 5.5.5 Evaluation

#### Table 5-5: Muldoon Elementary School Area Evaluation of Traffic Calming

<table>
<thead>
<tr>
<th>Key</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvements</th>
<th>Pedestrian/Bicycle Improvements</th>
<th>Maintain Access to Surrounding Area</th>
<th>Reduce Cut-Through Traffic</th>
<th>Minimizes Impacts to Transit/School Buses</th>
<th>Minimizes Impacts to Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
<th>Minimizes Additional Noise</th>
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</tbody>
</table>

**TRAFFIC CALMING TOOLBOX**

- **No Action**: N/A
- **Speed Humps along 6th Avenue**: N/A
- **Chokers at Valley Street, Cherry Street, and State Street**: N/A
- **Raised Crosswalks on 6th Avenue and Cherry Street**: N/A
- **Raised Intersection at Cherry Street/6th Avenue**: N/A

**NON ENGINEERING MEASURES**

- **Increased Enforcement**: N/A
- **Install Pedestrian Crossing Signs**: N/A
- **Speed Limit with Radar Display**: N/A

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### 5.6 Patterson Street from DeBarr Road to 20th Avenue and 16th Avenue Corridor

#### 5.6.1 Concerns

Public comments raised concerns that Patterson Street carries heavy traffic traveling above the posted speed limit. Pedestrian safety due to high pedestrian crossing movements at Chester Valley Elementary School is also a concern. 16th Avenue between Beaver Place and Patterson Street was included in this analysis to address high 85th percentile speeds and cut-through traffic to Patterson Street and Beaver Place.

#### 5.6.2 Existing Conditions

Patterson Street is classified by the OSHP as a neighborhood collector. Patterson Street south of DeBarr Road has a 2005 AADT of 2,700. An all-way stop is located at the intersection of Patterson Street and Potomac Drive near Chester Valley Elementary School. Pedestrian generators include Chester Valley Elementary School and the future Muldoon Middle School. A pedestrian crossing is located within the Potomac Drive Intersection.
Patterson Street is served by a transit route (Route 3). The roadway is 40 feet wide with sidewalks on the east side of the street between 20th Avenue and Chester Street.

16th Avenue has sidewalks on the north side of the street and a choker exists at the intersection with Beaver Place. The posted speed limit is 20 mph with a 2005 AADT of 2,264. Cheney Lake Park exists to the south and is a significant pedestrian generator in the area. There are also connections to Anchorage trailheads in the park. There are all-way stops along 16th Avenue at the intersections of Beaver Place and Otter Street.

5.6.3 Analysis

Speed studies showed the 85th percentile speed along Patterson Street was approximately 34 mph, 14 mph over the posted speed limit. Traffic counts were conducted at the intersection of Patterson Street and 16th Avenue to determine the percentage of cut-through traffic on Patterson Street. The cut-through analysis showed that less than 15 percent of the peak hour volume along 16th Avenue was cut-through traffic. A speed study on 16th Avenue found the 85th percentile speed to be approximately 31 mph, 11 mph over the posted speed limit.

5.6.4 Possible Alternatives

Based on the TCPM application guidelines in Table 4-1, the study team considered the following alternatives to calm traffic along Patterson Street and 16th Avenue:

- no action,
- installing a raised pedestrian crossing at the Patterson Street/Potomac Drive school crossing,
- installing chokers along Patterson Street at 16th and 17th Avenues,
- installing sidewalks along the east side of Patterson Street from DeBarr Road to Chester Court,
- installing chokers along 16th Avenue at Otter Street and Wolverine Street, and
- installing speed humps along 16th Avenue.
5.6.5 Evaluation

Table 5-6: Patterson Street/16th Avenue Area Evaluation of Traffic Calming Measures

<table>
<thead>
<tr>
<th>Key</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvements</th>
<th>Pedestrian/Bicycle Improvements</th>
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<th>Reduce Cut-Through Traffic</th>
<th>Minimizes Impacts to Transit/School Buses</th>
<th>Minimizes Impacts to Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
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<tbody>
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<td>Low, Unlikely, No</td>
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TRAFFIC CALMING TOOLBOX

No Action

Raised Pedestrian Crossing at Patterson Street/Potomac Drive

Chokers at Mid-Block Locations on Patterson Street

Chokers at Mid-Block Locations on 16th Avenue

Speed Humps on 16th Avenue

Sidewalks on Patterson Street

NON ENGINEERING MEASURES

Additional Speed Limit Signs

Increased Enforcement

Speed Limit with Radar Display

5.7 Green Dale Drive/17th Avenue from 20th Avenue to Early View Drive

5.7.1 Concerns/Issues

Based on public input, 17th Avenue was included in this analysis to address high 85th percentile speed and heavy traffic due to the area ball fields and park located along the north side of the street. The ball fields and park are also significant pedestrian generators in the area.

5.7.2 Existing Conditions

The posted speed limit on 17th Avenue and Green Dale Drive is 20 mph. There are no pedestrian facilities or crosswalks.
5.7.3 Analysis

A speed study on 17th Avenue found the 85th percentile speed to be approximately 31 mph, 11 mph over the posted speed limit. Most of the area pedestrian traffic is generated by the park and play ground located on the north side of street.

5.7.4 Possible Alternatives

Based on the TCPM Application Guidelines in Table 4-1, the following alternatives were considered to address traffic calming issues along 17th Avenue/Green Dale Drive:

- no action,
- installing speed humps on Green Dale Drive, 17th Avenue, and 20th Avenue, and
- striping Green Dale Drive and 17th Avenue to define lane widths, on-street parking, and pedestrian areas.

5.7.5 Evaluation

Table 5-7: Green Dale Drive/17th Avenue Area Evaluation of Traffic Calming Measures

<table>
<thead>
<tr>
<th>Key</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
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<th>Safety Improvements</th>
<th>Pedestrian/Bicycle Improvements</th>
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<th>Reduce Cut-Through Traffic</th>
<th>Minimizes Impacts to Transit/School Buses</th>
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</table>
5.8 Peck Avenue from Patterson Street to Wanner Circle and Patterson Street from Boundary to Fredricks Drive

5.8.1 Concerns/Issues

Based on public input, Peck Avenue was included in this analysis to address high 85th percentile speeds, lack of pedestrian facilities, and a lack of snow storage. Additional concerns were raised concerning the possibility of extending Peck Avenue east to Muldoon Road.

5.8.2 Existing Conditions

Peck Avenue is 34 feet wide with sidewalks along the north side of the street between Oklahoma Street and Dean Place. There are no pedestrian facilities between Oklahoma Street and Patterson Street. On-street parking exists throughout the corridor. The posted speed limit is 25 mph. Homesite Park is located along the south side of Peck Avenue just east of Oklahoma Street. The park is a high pedestrian generator in the area. The road terminates at Wanner Circle on the east.

Patterson Street between Peck Avenue and Fredricks Drive has no pedestrian facilities. On-street parking is provided along both sides of the street.

5.8.3 Analysis

Speed studies were taken on this segment of Peck Avenue. The 85th percentile speed was approximately 36 mph, 11 mph over the posted speed limit.

5.8.4 Possible Alternatives

Based on the TCPM Application Guidelines in Table 4-1, the following alternatives were considered to address traffic calming issues on Peck Avenue and Patterson Street:

- no action,
- installing speed humps along Peck Avenue and Patterson Street,
- installing chokers along Peck Avenue at Oklahoma Street and Burton Street,
- installing sidewalks on Peck Avenue between Patterson Street and Oklahoma Street,
- installing a raised crosswalk on Peck Avenue at Burton Street, and
- installing sidewalks along Patterson Street from Peck Avenue to Fredricks Drive.
5.8.5 Evaluation

Table 5-8: Peck Avenue Area Evaluation of Traffic Calming Measures

<table>
<thead>
<tr>
<th>Key</th>
<th>Low, Unlikely, No</th>
<th>Mid, Moderate, Possible</th>
<th>High, Likely, Yes</th>
<th>Not Applicable</th>
</tr>
</thead>
</table>

TRAFFIC CALMING TOOLBOX

No Action | N/A | N/A | N/A | N/A | N/A | N/A |
Chokers along Peck Avenue | N/A | N/A | N/A | N/A | N/A | N/A |
Speed Humps along Peck Avenue and Patterson Street | N/A | N/A | N/A | N/A | N/A | N/A |
Raised Crosswalk at Peck Avenue/Burton Street | N/A | N/A | N/A | N/A | N/A | N/A |
Sidewalks on Peck Avenue and Patterson Street | N/A | N/A | N/A | N/A | N/A | N/A |

NON ENGINEERING MEASURES

Additional Speed Limit Signs | N/A | N/A | N/A | N/A | N/A | N/A |
Speed Limit with Radar Display | N/A | N/A | N/A | N/A | N/A | N/A |
Increased Enforcement | N/A | N/A | N/A | N/A | N/A | N/A |

5.9 Duben Avenue from Patterson Street to Muldoon Road

5.9.1 Concerns/Issues

Based on public comments and study team observations, Duben Avenue was included in this analysis to address the lack of pedestrian facilities, high 85th percentile speeds, steep grades, and narrow roadway. There were also safety concerns expressed with the Duben Avenue/Patterson Street intersection.

5.9.2 Existing Conditions

Duben Avenue has a 22-foot-wide paved roadway section without curb and gutter and no pedestrian facilities. The posted speed limit is 20 mph. An all-way stop exists at the intersection of Duben Avenue and Oklahoma Street.
5.9.3 Analysis

A radar speed study found the 85th percentile speed to be approximately 33 mph, 13 mph over the posted speed limit. An intersection safety analysis completed for the Patterson Street intersection found the westbound approach grade on Duben Avenue to be a 9 percent decline with no landing. Sight distance from the stop bar on Duben Avenue is at the minimum sight distance requirement of 200 feet (desirable sight distance is 335 feet). Accident data for the neighborhood shows a concentration of pedestrian-related accidents along this section of Duben Avenue.

5.9.4 Possible Alternatives

Based on the TCPM Application Guidelines in Table 4-1, the following alternatives were considered to address traffic calming issues on Duben Avenue:

- no action,
- installing speed humps along Duben Avenue, and
- installing chokers along Duben Avenue at Oklahoma Street, Melody Place, and Patterson Street.
5.9.5 Evaluation

Table 5-9: Duben Avenue Area Evaluation of Traffic Calming Measures

<table>
<thead>
<tr>
<th>Key</th>
<th>Low, Unlikely, No</th>
<th>Mid, Moderate, Possible</th>
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<td>Safety Improvements</td>
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<th>TRAFFIC CALMING TOOLBOX</th>
<th>No Action</th>
<th>Chokers at Oklahoma Street, Melody Place, and Patterson Street</th>
<th>Speed Humps along Duben Avenue</th>
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<tr>
<th>NON ENGINEERING MEASURES</th>
<th>Increased Enforcement</th>
<th>Additional Speed Limit Signs</th>
<th>Speed Limit with Radar Display</th>
</tr>
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</table>

5.10 Duben, Peck, and Boundary Avenues from Muldoon Road to Centennial Circle

5.10.1 Concerns/Issues

Concerns were raised about the use of Boundary, Duben, and Peck Avenues as cut-through routes for vehicles traveling north on Muldoon Road attempting to reach the Glenn Highway sooner by avoiding Muldoon Road traffic signals. Further public comments included high 85th percentile speeds, lack of pedestrian facilities, and a general lack of snow storage.

5.10.2 Existing Conditions

Duben Avenue has a 22-foot-wide paved roadway section, without curb and gutter and no pedestrian facilities. 2005 AADT for Duben Avenue between Eklutna Street and Zappa Place is 1,450, and between Grand Larry Street and Friendly Street is 2,194. The posted speed limit is 20 mph. Comments from residents suggest snow storage from Muldoon Road intersection completely blocks the narrow shoulder and a majority of the westbound through-lane of Duben Avenue. Peck Avenue is currently strip-paved with sidewalks along the north side of the street and a posted speed limit of 25 mph. The section of Peck Avenue between Muldoon Road and Centennial Circle is served by a transit route (Route 3). Particularly, an
assisted living complex at the east end of Peck Avenue requires transit service and is a primary emergency response corridor. Boundary Avenue is classified by the OSHP as a residential collector. Between Muldoon Road and Agate Circle the roadway is 22 feet wide with no pedestrian facilities and a posted speed limit of 20 mph. The south side of the street is developed with a mixture of single and multi-family housing. The north side of the street is wooded and undeveloped. The section of Boundary Avenue between Muldoon Road and Grand Larry Street is served by a transit route (Route 3). The intersection of Boundary Avenue and Muldoon Road is signalized.

5.10.3 Analysis

Radar speed studies found the 85th percentile speed to be approximately 35 mph on Boundary Avenue, 36 mph on Peck Avenue, and 30 mph on Duben Avenue, at least 10 mph over the posted speed limit for all roadways. Accident data shows a concentration of pedestrian-related accidents along Duben Avenue.

5.10.4 Possible Alternatives

Based on the TCPM Application Guidelines in Table 4-1, the following alternatives were considered to address traffic calming issues on Duben, Peck, and Boundary Avenues:

- no action,
- installing chokers along Peck Avenue at Grand Larry Street, Jelinek Place, and Homecrest Place,
- installing speed humps along Boundary Avenue, and
- installing chokers along Duben Avenue at Grand Larry Street and Zappa Place.
5.10.5 Evaluation

Table 5-10: Duben/Peck/Boundary Avenues Area Evaluation of Traffic Calming Measures

<table>
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<tr>
<th>Key</th>
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<th>Reduce Cut-Through Traffic</th>
<th>Minimizes Impacts to Transit/School Buses</th>
<th>Minimizes Impacts to Emergency Access</th>
<th>Minimizes Impacts on Maintenance</th>
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</tbody>
</table>

TRAFFIC CALMING TOOLBOX

No Action: Minimize Cost, Speed Reduction, Volume Reduction, Safety Improvements, Pedestrian/Bicycle Improvements, Maintain Access to Surrounding Area, Reduce Cut-Through Traffic, Minimizes Impacts to Transit/School Buses, Minimizes Impacts to Emergency Access, Minimizes Impacts on Maintenance, Minimizes Additional Noise

Chokers along Peck Avenue: Minimize Cost, Speed Reduction, Volume Reduction, Safety Improvements, Pedestrian/Bicycle Improvements, Maintain Access to Surrounding Area, Reduce Cut-Through Traffic, Minimizes Impacts to Transit/School Buses, Minimizes Impacts to Emergency Access, Minimizes Impacts on Maintenance, Minimizes Additional Noise

Chokers along Duben Avenue: Minimize Cost, Speed Reduction, Volume Reduction, Safety Improvements, Pedestrian/Bicycle Improvements, Maintain Access to Surrounding Area, Reduce Cut-Through Traffic, Minimizes Impacts to Transit/School Buses, Minimizes Impacts to Emergency Access, Minimizes Impacts on Maintenance, Minimizes Additional Noise

Speed Humps on Boundary Avenue: Minimize Cost, Speed Reduction, Volume Reduction, Safety Improvements, Pedestrian/Bicycle Improvements, Maintain Access to Surrounding Area, Reduce Cut-Through Traffic, Minimizes Impacts to Transit/School Buses, Minimizes Impacts to Emergency Access, Minimizes Impacts on Maintenance, Minimizes Additional Noise

NON ENGINEERING MEASURES

Increased Enforcement: Minimize Cost, Speed Reduction, Volume Reduction, Safety Improvements, Pedestrian/Bicycle Improvements, Maintain Access to Surrounding Area, Reduce Cut-Through Traffic, Minimizes Impacts to Transit/School Buses, Minimizes Impacts to Emergency Access, Minimizes Impacts on Maintenance, Minimizes Additional Noise

Additional Speed Limit Signs: Minimize Cost, Speed Reduction, Volume Reduction, Safety Improvements, Pedestrian/Bicycle Improvements, Maintain Access to Surrounding Area, Reduce Cut-Through Traffic, Minimizes Impacts to Transit/School Buses, Minimizes Impacts to Emergency Access, Minimizes Impacts on Maintenance, Minimizes Additional Noise

Speed limit with Radar Display: Minimize Cost, Speed Reduction, Volume Reduction, Safety Improvements, Pedestrian/Bicycle Improvements, Maintain Access to Surrounding Area, Reduce Cut-Through Traffic, Minimizes Impacts to Transit/School Buses, Minimizes Impacts to Emergency Access, Minimizes Impacts on Maintenance, Minimizes Additional Noise

5.11 4th and 6th Avenues from Boniface Parkway to Newell Street

5.11.1 Concerns/Issues

Based on public comments, 4th and 6th Avenues are part of the Edward Street-Staedem Drive-4th/6th Avenues cut-through network. This network experiences high 85th percentile speeds and pedestrian safety issues. The public expressed safety concerns with the 6th Avenue/Staedem Drive intersection.

5.11.2 Existing Conditions

6th Avenue is 34 feet wide plus curb and gutter. There is a sidewalk along the south side of the street with a pedestrian crosswalk at Newell Street. The posted speed limit on 4th and 6th Avenues is 20 mph. The section of 4th Avenue west of Newell Street and 6th Avenue east of Newell Street are served by a transit route (Route 8). There are yield signs along Staedem Drive at the 6th Avenue intersection. Ira Walker Park is located on the south side of the 6th Avenue/Newell Street intersection and is a pedestrian generator in the area. Students
from Ptarmigan Elementary School use the sidewalks and roadway to walk to and from school.

5.11.3 Analysis

An intersection safety analysis at the intersection of 6th Avenue and Staedem Drive indicated that the westbound approach grade was a 10 percent decline with no landing. Sight distances for each approach are greater than the minimum. Due to the steep grades and vertical/horizontal curves, alternative alignments were evaluated. The resulting alternatives require extensive ROW acquisition and utility relocation. It is recommended that this intersection be considered by the MOA for a design study project.

Speed studies were completed on 4th and 6th Avenues. The 85th percentile speed on 4th Avenue was approximately 30 mph, 10 mph over the posted speed limit. The 85th percentile speed on 6th Avenue was approximately 35 mph, 15 mph over the posted speed limit. The cut-through network was investigated; less than 15 percent of the traffic was found to be cut-through traffic.

5.11.4 Possible Alternatives

Based on the TCPP Application Guidelines in Table 4-1, the following alternatives were considered to address traffic calming issues on 4th and 6th Avenues:

- no action,
- installing speed humps along 6th Avenue,
- installing speed humps along 4th Avenue
- installing chokers along 6th Avenue at Newell Street and the trailer court entrance on the south side of the street,
- installing a raised crosswalk on 6th Avenue at Newell Street, and
- striping 6th Avenue to define on-street parking and lane widths.
5.11.5 Evaluation

Table 5-11: 4th and 6th Avenues Area Evaluation of Traffic Calming Alternatives

<table>
<thead>
<tr>
<th>Key</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvements</th>
<th>Pedestrian/Bicycle Improvements</th>
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<th>Minimizes Impacts to Transit/School Buses</th>
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<tr>
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TRAFFIC CALMING TOOLBOX

No Action

Speed Humps on 6th Avenue

Chokers along 6th Avenue

Speed Humps on 4th Avenue

Raised Crosswalk on 6th Avenue

NON ENGINEERING MEASURES

Increased Enforcement

Speed limit with Radar Display

5.12 Halligan Street

Halligan Street was upgraded in summer 2006. The community’s concerns were incorporated into the project. Halligan Street was therefore removed from this study.

5.13 DeBarr Road East of Muldoon Road

5.13.1 Concerns/Issues

DeBarr Road from Muldoon Road to Cross Point Loop was included in this analysis to address issues with traffic calming that may arise if DeBarr Road is extended to connect between Muldoon Road and Boston Street, and if Early View Drive is extended north to DeBarr Road.

The public is concerned about the negative impact these connections would have on travel speed, criminal activity, and pedestrian safety on DeBarr Road and Early View Drive and connecting roadways.
5.13.2 Existing Conditions

Eastbound DeBarr Road ends at Muldoon Road, and then begins again at Boston Street east of Muldoon Road. The intersection at Muldoon Road is signalized, and DeBarr Road west of Muldoon Road is classified by the OSHP as a divided major arterial. DeBarr Road east of Boston Street is 24 feet with no curb and gutter, no sidewalks, and no pedestrian facilities and has a posted speed limit of 20 mph.

5.13.3 Analysis

Community concerns were based on a possible roadway extension; no further analysis was performed.

5.13.4 Possible Alternatives

Based on the TCPM Application Guidelines in Table 4-1, the following alternatives were considered to address traffic calming issues on DeBarr Road and Early View Drive:

- no action,
- installing chokers along DeBarr Road at Boston Street, Valley Street, and Cross Point Loop, and
- installing speed humps at mid-block locations along DeBarr Road.
5.13.5 **Evaluation**

Table 5-13: **DeBarr Road Area Evaluation of Traffic Calming Alternatives**

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5.14 **Donna Drive North of 6th Avenue**

5.14.1 **Concerns/Issues**

The public raised concerns regarding high travel speeds and lack of pedestrian facilities along Donna Drive. Cut-through traffic was also a concern on the section south of 6th Avenue.

5.14.2 **Existing Conditions**

6th Avenue and Donna Drive is an all-way stop. There are no other stop signs on Donna Drive until it connects with Turpin Road. Donna Drive is a long, curvilinear, strip-paved roadway with steep grades and no pedestrian facilities.

5.14.3 **Analysis**

Study team observations found heavy pedestrian traffic along Donna Drive. The all-way stop at 6th Avenue is commonly ignored by vehicles in all directions.
5.14.4 Possible Alternatives

Based on TCPM Application Guidelines in Table 4-1, the following alternatives were considered to address traffic calming issues along Donna Drive:

- no action, and
- installing speed humps at mid-block locations along Donna Drive,

5.14.5 Evaluation

Table 5-14: Donna Drive Area Evaluation of Traffic Calming Alternatives

<table>
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<tr>
<th>Key</th>
<th>Minimize Cost</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Safety Improvements</th>
<th>Pedestrian/Bicycle Improvements</th>
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</table>

TRAFFIC CALMING TOOLBOX

- No Action
- Speed Humps along Donna Drive

NON ENGINEERING MEASURES

- Install Additional Stop Signs
- Increased Enforcement
- Additional Speed Limit Signs

6.0 RECOMMENDATIONS

The following traffic calming measures are recommended based on engineering analysis and public comment. The recommendations are arranged in descending order of priority as ranked by the study team in conjunction with the Northeast Community Working Group. Corresponding improvements are illustrated on the Framework Plan shown on Figure 6-1.
Figure 6-1: Framework Plan
6.1 Edward Street and 8th/9th Avenues Network

Collector standard upgrades to Edward Street are currently under design by the MOA and will be funded through municipal bonds and not through traffic calming grants. These improvements should include chokers at 6th, 9th, and 12th Avenues, and a choker with a raised crosswalk at the Ptarmigan Elementary School striped crosswalk. Raised crosswalks at trail crossings on 8th and 9th Avenues and Donna Drive are recommended and may be installed independently from upgrades on Edward Street to immediately relieve speeding, cut-through, and pedestrian concerns.

The recommended improvements will likely have the following benefits:

- reduced travel speeds in front of the Ptarmigan Elementary School,
- reduced cut-through traffic volumes on 8th and 9th Avenues,
- increased pedestrian priority at crosswalks at Ptarmigan Elementary School and on 8th and 9th Avenues,
- improved pedestrian safety by reducing the length of the school crossings by about one-third, and
- enhanced landscaping opportunities within the chokers to break up the long, straight stretch of asphalt on Edward Street.

6.2 Duben Avenue from Patterson Street to Muldoon Road

Collector standard upgrades to Duben Avenue are currently under design by MOA and will be funded through municipal bonds and not through traffic calming grants. These improvements shall include the installation of chokers at Patterson Street, Oklahoma Street, and Melody Place.

The recommended improvements will likely have the following benefits:

- improved pedestrian safety,
- enhanced landscaping opportunities in the chokers, and
- opportunity for snow storage and separated pedestrian facilities.
6.3 Creekside Elementary School Area

Recommended traffic calming measures in this area consist of installation of chokers along 6th Avenue at Oklahoma Street, Creekside Street, and Idaho Street, and a choker with a raised crosswalk on Creekside Street at Creekside Elementary School.

The recommended improvements will likely have the following benefits:

- reduced travel speeds on 6th Avenue and Creekside Street,
- reduced cut-through traffic volumes on 6th Avenue,
- increased pedestrian priority at the crosswalk,
- improved pedestrian safety by reducing the length of the pedestrian crossing by about one-third,
- enhanced landscaping opportunities at choker locations, and
- delineated school crossings to give more priority to pedestrians

6.4 Patterson Street from DeBarr Road to 20th Avenue and 16th Avenue from Patterson Street to Beaver Place

Recommended traffic calming measures for Patterson Street include installation of sidewalks along the east side of the street from DeBarr Road to Chester Court, installation of chokers at 16th and 17th Avenues, and a choked/raised crosswalk at Chester Creek Elementary School. Recommendations for 16th Avenue include the installation of speed humps at mid-block locations.

The recommended improvements will likely have the following benefits:

- reduced travel speeds on 16th Avenue and Patterson Street,
- reduced cut-through traffic volumes on 16th and Patterson Street,
- increased pedestrian priority and safety by delineating crosswalks and reducing crossing lengths from 30 to 24 feet, and
- enhanced landscaping opportunities at choker locations.

6.5 Nunaka Valley Area

Recommended traffic calming measures for the Nunaka Valley area include the installation of chokers on Nunaka Drive at Miley Drive and Perry Drive, on Pembroke Street at College
Drive, and the installation of speed humps on Craig Drive. Roadway striping could be implemented immediately to delineate lanes and on-street parking.

The recommended improvements will likely have the following benefits:

- improved pedestrian safety by reducing the length of pedestrian crossings and delineating travel lanes,
- reduced travel speeds along Nunaka Drive, Craig Drive, and Pembrooke Street, and
- enhanced landscaping opportunities at choker locations.

6.6 Muldoon Elementary School Area

Recommended traffic calming measures for this area include chokers at State Street, Valley Road, and Cherry Street, and a raised/choked crosswalk on Cherry Street at Muldoon Elementary School.

The recommended improvements will likely have following benefits:

- reduced travel speeds along 6th Avenue and Cherry Street,
- reduced cut-through traffic volumes along 6th Avenue,
- increased pedestrian priority and safety by delineating crosswalks,
- improved pedestrian safety by reducing the length of the pedestrian crossings by about one-third, and
- enhanced landscaping opportunities at curb extensions.

6.7 Green Dale Drive/17th Avenue from 20th Avenue to Early View Drive

Recommended traffic calming measures for this area include the installation of speed humps along 17th Avenue, Green Dale Drive, and 20th Avenue. These improvements will likely reduce the 85th percentile speed along 17th Avenue and Green Dale Drive.

6.8 Duben Avenue, Peck Avenue, and Boundary Avenue from Muldoon Road to Centennial Circle

Collector standard upgrades to Duben Avenue are currently under design by MOA and will be funded through Municipal bonds and not through traffic calming grants. These improvements are expected to include the installation of chokers at Grand Larry Street and Zappa Place. Recommendations for Peck Avenue include the installation of chokers at
Grand Larry Street, Zappa Place, and Homcrest Place. Recommendations for Boundary Avenue include an upgrade to urban standards with pedestrian facilities and speed humps at mid-block locations.

The recommended improvements would likely have the following benefits:

- improved pedestrian safety along Duben Avenue and Boundary Avenue,
- improved pedestrian safety by reducing the length of the pedestrian crossings by about one-third at chokers on Peck Avenue,
- reduced 85th percentile speeds along Boundary, Peck, and Duben Avenues, and
- enhanced landscaping opportunities at choker locations.

6.9 Oklahoma Street from Boundary Avenue to 6th Avenue

Recommendations for traffic calming measures along Oklahoma Street include installation of chokers at Peck, 4th, and 6th Avenues. These improvements will likely reduce the 85th percentile speed on Oklahoma Street and improve pedestrian safety by reducing crosswalk lengths.

6.10 Peck Avenue (West of Muldoon Road) and Patterson Street (Boundary Avenue to Fredricks Drive)

Recommended improvements to Peck Avenue include installing sidewalks between Oklahoma Street and Patterson Street and the installation of a choker with raised crosswalk at the trailhead crossing at the Peck Avenue and Burton Street intersection. Recommended traffic calming measures for Patterson Street include the installation of a sidewalk on the east side of Patterson Street from Peck Avenue to Fredricks Drive and the addition of a choker at the Patterson Street and Duben Avenue intersection.

The recommended improvements would likely have the following benefits:

- connection of pedestrian facility networks along Peck Avenue and Patterson Street,
- improved pedestrian safety by reducing the length of the pedestrian crossing by about one-third at chokers on Peck Avenue and Patterson Street,
- reduced 85th percentile speeds on Peck Avenue, and
- enhanced landscaping opportunities at choker locations.
6.11 4th and 6th Avenues from Boniface Parkway to Newell Street

Recommended improvements to the 4th and 6th Avenues area include adding chokers to 6th Avenue at Newell Street and the trailer court entrance and installing speed humps at mid-block locations. No traffic calming measures are recommended on 4th Avenue at this time.

The recommended improvements would likely have the following benefits:
- improved pedestrian safety by reducing the length of the pedestrian crossing by about one-third at chokers along 6th Avenue,
- reduced 85th percentile speeds on 6th Avenue, and
- enhanced landscaping opportunities at choker locations.

6.12 Donna Street North of 6th Avenue

Recommendations for traffic calming measures on Donna Drive north of 6th Avenue include the installation of speed humps at mid-block locations. These improvements will likely reduce the 85th percentile speeds on Donna Drive.

6.13 DeBarr Road East of Muldoon Road

If DeBarr Road is extended beyond Muldoon Road to the east, the following traffic calming measures are recommended:
- installation of speed humps at mid-block locations along DeBarr Road and Early View Drive, and
- addition of chokers along DeBarr Road at Boston Street, Valley Street, and Cross Point Loop.

These improvements will likely reduce cut-through traffic volumes and 85th percentile speeds.

6.14 Priorities

Table 6-1 summarizes the traffic calming recommendations and implementation priority.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Location</th>
<th>Recommended Improvements</th>
</tr>
</thead>
</table>
| 1       | Edwards Street | Chokers at 6th, 9th and 12th Avenues and raised crosswalk at school  
Raised crosswalks on 8th and 9th Avenues and Donna Street |
| 2       | Duben Avenue (Patterson Street to Muldoon Road) | Chokers at Patterson Street, Oklahoma Street, and Melody Place |
| 3       | Creekside Elementary School | Choker along Creekside at crosswalk  
Chokers along East 6th Avenue |
| 4       | Patterson Street (south of DeBarr Road) | Sidewalk on east side of Patterson from DeBarr Road to Chester Court  
Choker at Chester Valley Elem. and Muldoon Middle School crosswalks  
Chokers along Patterson (16th and 17th Avenues)  
Speed humps on 16th Avenue |
| 5       | Nunaka Valley Area | Chokers on Nunaka Drive (Miley and Perry Drives)  
Choker on Pembroke Street  
Speed humps along Craig Drive |
| 6       | Muldoon Elementary Area | Choker/raised crosswalk along Cherry Street at Muldoon Elementary  
Choker on Valley Street  
Raised intersection at Cherry Street/6th Avenue |
| 7       | Greendale Drive/17th Avenue (20th Avenue to Early View Way) | Speed humps along Greendale/17th/20th |
| 8       | Duben, Peck, and Boundary (east of Muldoon Road) | Chokers along Peck Avenue  
Speed humps along Boundary Avenue  
Chokers along Duben Street |
| 9       | Oklahoma Street (Boundary Avenue to 6th Avenue) | Chokers along Oklahoman Street |
| 10      | Peck Avenue (Wanner Circle to Patterson Street) and Patterson Street (Boundary Avenue to Fredricks Drive) | Sidewalk on north side of Peck from Oklahoma Street to Patterson Street  
Sidewalk on east side of Patterson from Peck Avenue to Fredricks Drive  
Choker at Patterson Street/Duben Avenue intersection  
Choker at Peck Avenue/Burton Street intersection (park pedestrian crossing) |
| 11      | 4th and 6th Avenues (Boniface Parkway to Newell Street) | Chokers along 6th Avenue  
Speed humps along 6th Avenue |
| 12      | Donna Street (north of 6th Avenue) | Speed humps along Donna Street north of 6th Avenue |
| 13      | DeBarr Road (east of Muldoon Road) | Chokers along DeBarr Road (East of Muldoon Road)  
Speed humps along DeBarr Road  
Speed humps along Early View Drive |
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>
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<tr>
<td>Attend Community Council Meetings</td>
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<td>April 6, 2006</td>
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<td></td>
<td>May 4, 2006</td>
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<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>
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</tbody>
</table>
### Table 2: Abbott Loop Area Project Schedule

<table>
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<th>Function</th>
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<td>March 30, 2006</td>
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<td>April 27, 2006</td>
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<td>May 25, 2006</td>
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<td>Public Meeting 1 (Scoping)</td>
<td>February 15, 2006</td>
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<tr>
<td>Agency Meeting</td>
<td>April 2006</td>
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<tr>
<td>CAC Meetings</td>
<td>March - June 2006, one meeting per month</td>
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### Table 3: Northeast Area Project Schedule

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<th>Date</th>
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<tr>
<td>Attend Community Council Meetings</td>
<td>February 16, 2006</td>
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<td></td>
<td>March 16, 2006</td>
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<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
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) 563-9953
E-mail: trafficcalming@dowl.com
In association with the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public scoping meeting for the Northeast Community Council Traffic Calming Study. 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.

Legend on back page
Public Scoping Meeting
Northeast Community Center Library
Thursday, February 23, 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

Comments Heard so Far

- Concerns regarding circulation, cut-through and increased traffic
- Concerns regarding the number of traffic accidents
- Speeding concerns
- Roads that some residents do not want to become through streets

Study Area Boundary
Road/Utility projects in progress
Pedestrian mobility concerns
Concerns regarding added traffic due to condo construction
Residual past project concerns

Northeast Community Council
Traffic Calming Study
DOWL Engineers
4040 B Street
Anchorage, Alaska 99503
Public Scoping Meeting
Northeast Community Council
Traffic Calming Study

7:00 to 9:00pm
Thursday, February 23th, 2006
Northeast Community Center

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
Bill Coghill, 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
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
Project Area (NECC Boundary)
Project Overview

Background
• History of concerns expressed by the Community Council and area residents have been compiled.
• 1 of 3 Community Wide Traffic Calming Studies commissioned by MOA Traffic in 2006.

Goals
Work with local residents to:
• Identify and document motorized and non-motorized traffic concerns, i.e. speeding, lack of pedestrian facilities, etc.
• Focus on neighborhood traffic issues, not arterial issues.
• Discuss available traffic calming tools to address 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 Northeast area
Current/Future Transportation Improvements
Speed Data (85th percentile speeds vs. posted)
Common Goals of Traffic Calming

- Decrease the number of traffic accidents
- Improve pedestrian and other non-motorized traffic modes
- 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 Implemented in Anchorage

- Full and Partial Street Closures
- Diverters
- Chokers
- Chicanes
- Roundabouts / Traffic Circles
- Speed Humps (Temporary & Permanent)
- Raised Intersections / Raised Crosswalks

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Diverter
Roundabout / Traffic Circle
Speed Humps
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
- Neighborhood Outreach Program
# Application Guidelines

## Traffic Calming Application Guidelines

<table>
<thead>
<tr>
<th>Traffic Calming Measure</th>
<th>Street Classification</th>
<th>Other Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Neighborhood Collectors</td>
<td>Local Streets</td>
</tr>
<tr>
<td></td>
<td>Volume Control Measures</td>
<td></td>
</tr>
<tr>
<td>Full Closures</td>
<td>No</td>
<td>May be suitable</td>
</tr>
<tr>
<td>Half Closures</td>
<td>No</td>
<td>500-5,000 vpd</td>
</tr>
<tr>
<td>Diagonal Diverters</td>
<td></td>
<td>≥ 25% non-local traffic</td>
</tr>
<tr>
<td>Forced Turn Islands</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vertical Speed Control Measures</td>
<td></td>
</tr>
<tr>
<td>Speed Humps</td>
<td>Daily volume ≤ 5,000 vpd</td>
<td>Grade ≤ 8%</td>
</tr>
<tr>
<td></td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Not on primary emergency routes or bus routes</td>
<td></td>
</tr>
<tr>
<td>Speed Tables</td>
<td>Daily volume ≤ 10,000 vpd</td>
<td>Grade ≤ 8%</td>
</tr>
<tr>
<td>Raised Crosswalks</td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td>Raised Intersections</td>
<td>Not on primary emergency response routes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Horizontal Speed Control Measures</td>
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</tr>
<tr>
<td>Traffic Circles</td>
<td>Daily volume ≤ 5,000 vpd</td>
<td>Grade ≤ 10%</td>
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<tr>
<td></td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td>Roundabouts</td>
<td>Daily volume ≤ 15,000 vpd</td>
<td>Grade ≤ 6%</td>
</tr>
<tr>
<td>(one circulating lane)</td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td>Lateral Shifts</td>
<td>Daily volume ≤ 20,000 vpd</td>
<td></td>
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<tr>
<td></td>
<td>Posted speed ≤ 25 mph</td>
<td></td>
</tr>
<tr>
<td>Two-Lane Chicanes</td>
<td>Daily volume ≤ 5,000 vpd</td>
<td>Grade ≤ 8%</td>
</tr>
<tr>
<td>Realigned Intersections</td>
<td>Posted speed ≤ 25 mph</td>
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</tr>
<tr>
<td>One-Lane Chicanes (Two-Way operation)</td>
<td>Daily volume ≤ 2,000 vpd</td>
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<td></td>
<td>Posted speed ≤ 25 mph</td>
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<tr>
<td>Narrowings</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>Combined Measures</td>
<td>Subject to limitations of component measures</td>
<td></td>
</tr>
</tbody>
</table>
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 to incorporate into current projects.
<table>
<thead>
<tr>
<th>Modification</th>
<th>Typical Cost</th>
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<tbody>
<tr>
<td>Speed Hump</td>
<td>$3,000 - $10,000</td>
</tr>
<tr>
<td>Choker</td>
<td>$120,000</td>
</tr>
<tr>
<td>Diverter</td>
<td>$150,000</td>
</tr>
<tr>
<td>Chicane</td>
<td>$150,000 / block</td>
</tr>
<tr>
<td>Closure</td>
<td>$50,000</td>
</tr>
<tr>
<td>Raised Intersection</td>
<td>$100,000</td>
</tr>
<tr>
<td>Raised Crosswalk</td>
<td>$20,000</td>
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</table>
Community & Agency Interaction

- Attend every NECC meeting during the project
- Work with NECC Chair to form a 3-6 member CAC working group.
  - Already have 6 nominees spread throughout the NECC area
- CAC will meet monthly to discuss problems identified by the residents and brainstorm on solutions and report back to the NECC monthly.
- Meet with other interests to hear their concerns (MOA street maintenance, SWS, Transit, APD, AFD).
Project Schedule / Milestones

- NECC briefing – February 16, 2006
- Public Meeting #1 – tonight
- CAC Meeting #1 – March 2006
- NECC briefing – March 16, 2006
- Agency Meeting – April 2006
- CAC Meeting #2 – April 2006
- NECC briefing – April 20, 2006
- CAC Meeting #3 – May 2006
- NECC briefing – May 18, 2006
- Public Meeting #2 – May 2006
- CAC Meeting #4 – June 2006
- NECC briefing – June 15, 2006
- MOA makes final decision on what recommendations to implement, how, and when
Questions/Comments

• We want your input! Here’s how….
  – Written comment forms
  – Oral comments following the presentation
  – Public Involvement Coordinator:
    Kelly Brown, DOWL Engineers
    562-2000 phone
    563-3953 fax
  – Via Mail: 4040 B Street, 99503
  – Via E-mail: trafficcalming@dowl.com
  – Via website: www.dowl.com/projects

• Questions/Comments
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>E-MAIL</th>
<th>TELEPHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary McDonald</td>
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<td>James McCullough</td>
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<td>Annelie Phillips</td>
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<td>Frank Taylor</td>
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<td>Mark Syren</td>
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<tr>
<td>Ken Vobo</td>
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<tr>
<td>Mary Pekarow</td>
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<tr>
<td>Deborah Wilkinson</td>
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<tr>
<td>Randy Wilkinson</td>
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<td></td>
<td></td>
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<tr>
<td>David Ulmer</td>
<td></td>
<td></td>
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<tr>
<td>Cathy Christians</td>
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<td>Ed Christians</td>
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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
In association with the Municipality of Anchorage Traffic Department, DOWL Engineers invites you to attend a public meeting for the Northeast 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 Northeast Traffic Calming Citizens Advisory Committee for the project area. The project area coincides with the Northeast 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:
Bill Coghill, P.E., Project Engineer
DOWL Engineers
Mail: 4041 B Street, Anchorage, AK 99503
Phone: (907) 562-2000
Fax: (907) 563-3953
E-mail: trafficcalming@dowl.com
Website: www.dowl.com/projects
**Draft Traffic Calming Plan**

[Map showing traffic calming measures around Muldoon Elementary School]

- Uniform Posted Speed
- Future Road Upgrades
- Urban Street Standards
- Existing Signal
- Possible New Signal
- Possible MOA Road Extensions
- Choker
- Raised Crosswalk
- Speed Hump

**Muldoon Elementary School ▪ 525 Cherry Street ▪ Multi-Purpose Room**

**Tuesday, July 18, 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 Northeast Community Council Traffic Calming Study. The purpose of this meeting is to present the Draft Traffic Calming Plan, that has been reviewed and approved by the Northeast Traffic Calming Citizens Advisory Committee, for the project area as detailed in the Draft Traffic Calming Study.

The project area coincides with the Northeast 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 Northeast Community Council and from DOWL Engineers.

If you need any additional information, please contact:

Bill Coghill, 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.
Traffic Calming Studies for Eastern Half of Abbott Loop, Northeast, and Turnagain Community Council Areas

Public Meeting #2
Northeast Area Traffic Calming Study

7:00 to 9:00pm
Tuesday, July 18, 2006
Muldoon Elementary School

Presentation will begin at 7:30pm

Agenda

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

MOA - Traffic Department
Bob Kniefel - Traffic Engineer
Lee Coop - Associate Traffic Engineer
Jennifer Satterfield - Asst Traffic Engineer

Other Agency Representatives
Sharon Ferguson (MOA Planning)
Shawn Dooley (MOA Maintenance)
John Kiewik (Fire Department)
Teri Peters (MOA Parks & Rec)
Jody Karcz (MOA Transit)
Steve Kalmes (School District)

DOWL Engineers
Steve Noble - Project Manager
Bill Coghill - Project Engineer
Chris Grgich - Design Engineer
Kristi Stuller – Public Involvement

Community Members
Aaron Pascar
Ainslie Phillips
Deborah Wilkinson (Randy)
Gwenn Jester-Haslett
Mark Syren
Mary Fortain-Pedlow
Vanessa Salinas

Project Purpose & Goals

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

Objectives
Work with the Citizens Advisory Community (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 Northeast area
Project Area (NECC Boundary)

Project Schedule/Milestones

- Public Meeting #1 (scoping) – February 23rd, 2006
- NECC Briefings – February thru July 2006
- CAC Meeting #1 – March 23rd, 2006
- CAC Meeting #2 – April 19th, 2006
- CAC Meeting #3 – June 13th, 2006
- Draft Report – July 18th, 2006
- **Public Meeting #2 – Tonight**
  - CAC Meeting #4 – July 31st, 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
  - Cut-through Count
- 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
### Speed Concerns

- 6th Avenue (E of Boniface) – 35 in a 20 (15 mph)
- Boundary Ave (W of Muldoon Rd) – 35 in a 20 (15 mph)
- Patterson Drive (S of DeBarr Rd) – 34 in a 20 (14 mph)
- Duben Ave (E & W of Muldoon Rd) – 33 in 20 (13 mph)
- Oklahoma St (S of Boundary Ave) – 33 in 20 (13 mph)
- Edwards Street (N of DeBarr Rd) – 32 in a 20 (12 mph)
- Nunaka Drive (S of DeBarr Rd) – 32 in a 20 (12 mph)
- 6th Avenue (E & W of Muldoon Rd) – 32 in a 20 (12 mph)
- Boundary Ave (E of Muldoon Rd) – 37 in a 25 (12 mph)
- 17th Ave (E of Muldoon Rd) – 31 in 20 (11 mph)
- Beaver Place (S of 16th Avenue) – 35 in a 25 (10 mph)
- 4th Avenue (E of Boniface) – 30 in a 20 (10 mph)

### Cut-through Concerns

- Turpin St (S of DeBarr), 16th Ave, Beaver Place
  - Very low volumes (34 total vehicles in p.m. peak hour)
- Patterson St (S of DeBarr), 16th Ave, Beaver Place
  - <15% cut-through traffic
- Boniface Pkwy, 6th Ave, Edwards St, Turpin/DeBarr
  - <15% cut-through traffic on all roadways, except 8th & 9th Avenues
- Turpin, 2/4/6th Ave, Fredricks, Trafford, Duben, Patterson
  - Low volumes along Fredricks Drive
  - <15% cut-through traffic
  - Majority of traffic to/from Trafford & Fredricks intersections at Patterson use Duben Street.
Pedestrian Facility Concerns - 1 of 2

- Duben Avenue (Bolin Street to Patterson Street)
  - No pedestrian facilities (20' - 22' wide, no curb)

- Patterson Street (Peck Street to Fredricks Drive)
  - No pedestrian facilities (31' wide, no curb)

- Peck Avenue (Oklahoma Street to Patterson Street)
  - No pedestrian facilities (34' wide, no curb)

- Boundary Avenue (East of Muldoon)
  - No pedestrian facilities (22' wide, no curb)

- Edwards Street (6th Avenue to DeBarr Road)
  - Only one short section of Sidewalk on eastside (6th to 9th).
  - Sidewalk is typically blocked by parked vehicles

Pedestrian Facility Concerns - 2 of 2

- Halligan Street (East of Muldoon)
  - No pedestrian facilities (currently under construction)

- Patterson Street (DeBarr Road to Chester Street)
  - No pedestrian facilities (40' wide plus curb)
  - Very wide roadway at school crossing (3-way stop)

- Nunaka Valley (North of Elementary School)
  - No pedestrian facilities (36' wide plus curb)

- Newell Street (North of 6th Avenue)
  - A few very short sections of sidewalk on the west side (34' wide plus curb)
Intersection Safety Concerns

- Duben Avenue/Patterson Street Intersection
  - Westbound approach grade on Duben Street is 9% with no landing
  - Minimum sight distance looking south (200 feet)
  - Preferred sight distance for 30 mph is 335 feet.

- 6th Avenue/Staedem Drive Intersection
  - Westbound approach grade on Staedem Drive is 10% with no landing. This approach has a "yield" sign
  - Adequate sight distance

Recommendations – North Half

[Map diagram with various symbols indicating road upgrades, pedestrian facilities, existing and possible signals, and speed humps.]
Recommendations – South Half

Prioritization/Cost of Improvements

- Priorities were ranked by the CAC with an emphasis on neighborhood safety, as follows:
  1. Edwards Street – urban street upgrades - $3.0M
  2. Duben Avenue (West of Muldoon) – urban street upgrades - $2.9M
  3. Creekside Elementary – raised crosswalk/chokers - $300K
  4. Patterson Drive (South of DeBarr) – add sidewalk/chokers - $490K
  5. Nunaka Valley Area – chokers and speed humps - $310K
  6. Muldoon Elementary Area – chokers - $400K
  7. 17th Ave/Greendale Dr Area – speed humps - $20K
  8. Duben/Peck/Boundary (East of Muldoon) – chokers/speed humps - $320K
  9. Oklahoma Street – chokers - $300K
  10. Peck Ave/Patterson St (North of DeBarr) – sidewalk and chokers - $320K
  11. 4th & 6th Avenues (East of Boniface) – chokers and speed humps - $210K
  12. Halligan Street (East of Muldoon) – sidewalk - $45K
  13. DeBarr Road (East of Muldoon) – urban street upgrades - $2.1M
What Happens Next?

- Review comments from tonight and from draft report.
- Present analysis of public comments to CAC.
- Finalize report next 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
MEETING MINUTES

SUBJECT: Northeast Community Council Traffic Calming Study Public Meeting No. 2

DATE/TIME: Tuesday, July 18, 2006 / 7:00 p.m. to 9:00 p.m

LOCATION: Muldoon Elementary Multi-Purpose Room

GROUP: DOWL Bill Coghill, Chris Grigich, Carrie Licht, and Kristi Stuller MOA Traffic Dept Lee Coop and Jennifer Satterfield

MEETING MATERIALS: Project 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.

Bill Coghill, DOWL Engineers (DOWL), began the presentation at 7:30 p.m. with an introduction of the project staff and an overview of the Citizens Advisory Committee and their role in the traffic calming study. Bill reviewed the project schedule as well as the purpose of the project.

Bill gave a brief explanation of what cut-through roads are and how the traffic data for this study was collected. He then explained the priorities and recommendations for traffic calming in the local communities.

A public member commented that there is traffic that goes from DeBarr Road up Edwards Street to Turpin Street and it should be considered a cut-through street. Bill explained that this is not necessarily considered a cut-through street because the volume of cut-through traffic is less than 15 percent.

A question was asked regarding how DOWL collects cut-through traffic data that is used in these studies. Bill explained that DOWL staff collected traffic volume counts up to 5 locations simultaneously for 30 minutes to one hour during the peak period. With these traffic volumes any abnormal peaks can be seen. If the results showed possible cut-through routes, DOWL staff would follow cars on the roads and/or take license plate numbers to determine the cut-through traffic in specific areas.

A question regarding why people use cut-through roads was raised. Bill stated that generally it is due to arterial road problems.

A public member asked a question about upgrading roads that are too narrow. Bill replied that if there are other upgrade concerns please let the project staff know. Lee Coop stated that these types of requests should be submitted as a residential upgrade through the Municipality of Anchorage.

A question was asked about Edwards Street, across from the school, being widened. A choker is already in place. Bill stated that this would require right-of-way acquisition to upgrade Edwards Street to meet urban standards.
On DeBarr Road east of Muldoon Road, what streets are the improvements recommended to be on? 

*Bill stated that these traffic calming measures are recommended if the DeBarr Road extension goes through.*

A question was asked about traffic calming not including an increase in Anchorage Police Department (APD) enforcement. Why can’t APD enforce the speed rather than adding traffic calming? *Bill explained that the need for more law enforcement was mentioned in the report.*

A request was made for photo radar to be used.

A resident asked a question about the curve and yield sign at 6th Avenue and Staedem Drive. *Bill explained that this area was looked at, but no solution was found without having right-of-way impacts. It will be addressed further in the final report.*

A community member asked why there are no speed humps recommended on 6th Avenue. *Bill explained that this is a city transit route and that the People Mover requested to not have speed humps on them. The speed humps are designed for standard vehicle axle width.*

It was stated that there are no People Mover routes on 6th Avenue. *Bill stated that the school district recommended removing the speed humps on 6th Avenue.*

A community member asked if raised crosswalks and speed humps have the same effect. *Bill stated that he would do more research on the different effects of the two measures on bus routes as well as emergency response vehicles.*

Bill concluded the meeting and explained how to submit comments to the project team.
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Citizens’ Advisory Committee (CAC)  
Meeting #1  
Northeast Community Council  
Traffic Calming Study  

7:00 to 9:00pm  
Thursday, March 23rd, 2006  
Muldoon Community Center

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  
Bill Coghill, P.E. – Project Engineer  
Kelly Brown – Public Involvement Coordinator

Other Agency Representatives

CAC Members
Agenda

- Define Roles and Responsibilities
- Brief Project Overview
- Discuss Traffic Calming Principles
- Review Comments and Concerns Received to-date, Identify Problems, and Brainstorm on Solutions

Roles and Responsibilities

- **DOWL Engineers** - Recommend engineering solutions, alternatives, design

- **CAC** - Advise DOWL Engineers and MOA on road problems/improvements; represent interests of the local residents not interests of the individual

- **MOA** - Own, maintain, operate, and direct development of road; ultimate decision-maker

- **Contractor** - Constructs traffic calming improvements
Project Overview

Background
- History of concerns expressed by the Community Council and area residents have been compiled.
- 1 of 3 Community Wide Traffic Calming Studies commissioned by MOA Traffic in 2006.

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

Project Area (NECC Boundary)
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 pedestrian and other non-motorized traffic modes
- 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

Anchorage Construction Costs (retrofit)

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Typical Agency Concerns

- Fire/rescue response time
- Increased street maintenance
- Avoid dead-end streets or provide space to turn around (150-ft max length)
- Snow storage space
- Maintain bus routes (People Mover and school buses)
- Opportunity to incorporate into current projects

Closing Issues

- Brainstorm session
- Compiled comments received since March 21.

- Next Meeting Objectives
  - Collect additional speed data
  - Collect cut-through data
  - Prepare traffic calming concepts
  - Opportunity for community involvement in data collection

- Open Discussion
## Project Schedule / Milestones

- NECC briefing – February 16, 2006
- Public Meeting #1 – February 23, 2006
- NECC briefing – March 16, 2006
- CAC Meeting #1 – Tonight
- Agency Meeting – April 2006
- CAC Meeting #2 – April 2006
- NECC briefing – April 20, 2006
- CAC Meeting #3 – May 2006
- NECC briefing – May 18, 2006
- Public Meeting #2 – May 2006
- CAC Meeting #4 – June 2006
- NECC briefing – June 15, 2006
- MOA makes final decision on what recommendations to implement, how, and when
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MEETING MINUTES

SUBJECT: Northeast Community Council Traffic Calming Study W.O. D59232C
Citizens Advisory Committee Meeting No. 1

DATE/TIME: Thursday, March 23, 2006 / 7:00 to 9:00 p.m.

LOCATION: Muldoon Community Center

DOWL Engineers: Bill Coghill, Steve Noble, Mike Bourdukofsky, Kelly Brown
MOA Traffic Department: Bob Kniefel, Jennifer Satterfield
MOA Planning: Sharon Ferguson
MOA Street Maintenance: Shawn Dooley

MEETING MATERIALS: Meeting Materials: Informational Binder, Sign-In Sheet, and Refreshments

MEETING INFORMATION: Kelly Brown began the meeting at 7:00 p.m. with staff introductions and roles and an overview of the meeting agenda.

Bill Coghill, DOWL Engineers (DOWL), then gave a presentation describing the project background and existing conditions. He also briefly discussed the common tools for traffic calming. Bill went on to explain the goals of the Citizens Advisory Committee (CAC) were to gain direct community input on the project and assist the project team in developing traffic calming alternatives.

After the presentation, a multi-page handout listing all comments heard to date was distributed to everybody and was the starting point for discussion. The following is a summary of the brainstorming session that took place:

The 85th percentile speeds previously collected by Municipality of Anchorage (MOA) Traffic or recently obtained by DOWL in the area are typically about ten mph over the posted speed, which is higher than the typical city wide average of five to seven mph. Bill pointed out that this community is one of only two in the City having a residential posted speed of 20 mph. The rest of the city has 25 mph posted speeds.

Traffic enforcement within the area is lacking. It was also noted that the speed limit change from 25 mph to 20 mph was to help make speeds of 27 to 35 mph more enforceable.
The following roads have bad speeding problems: Duben Avenue, Edward Street, Nunaka Area, 6th Avenue, Boundary Avenue, 17th Avenue, Peck Avenue and Patterson Street.

There are intersection safety concerns at Duben Avenue/Patterson Street and 6th Avenue/Staedem Drive. It was noted that in the winter there are numerous cars at the 6th Avenue/Staedem Drive intersection that cannot make the corner and end up sliding into residential yards and damaging personal property.

Student safety is a major concern on the following roadways: Edwards Street, Nunaka Area, 6th Avenue.

Cherry Street, and Patterson Street.

Edwards Street just received funds to purchase right-of-way necessary to help accommodate the proposed Edwards Street urban street upgrades that are currently planned to go out to design this spring.

Duben Avenue has also received funding for upgrades, although the section of Duben Avenue which the funding is for, is still unknown. The CAC members believe it was for Duben Avenue west of Muldoon Road but the wording of the grant says east of Muldoon Road.

The community has a lack of continuous pedestrian facilities. The areas that need pedestrian facilities includes: Duben Avenue, Edwards Street, Halligan Street, Boundary Avenue, Peck Avenue, and Patterson Street.

Questions about signals along Muldoon Road and DeBarr Road were asked. Bill noted that this traffic calming study is for neighborhood and residential roadways, not arterial roadways such as Muldoon Road, DeBarr Road, Boniface Parkway, and Northern Lights Boulevard. Bill stated he would give an update on both roadways next meeting especially the status of a signal at Halligan Street/Muldoon Road.

Adding bus routes and street names to the display map would be helpful in discussing traffic calming concerns and looking at possible traffic calming measures.
The criteria for dead-ending a road were briefly discussed. *Bill stated that he would provide the full guidelines at the next meeting.*

A few possible cut-through (milk stop) routes were raised. These routes included Turpin Street to 16th Avenue to Beaver Place to Patterson Street, Boniface Parkway to 6th Avenue to Edwards Street to Turpin Street, and Turpin Street to 2nd, 4th, and 6th Avenues to Fredricks Drive to Duben Avenue to Patterson Street.

Stop signs should be installed to help slow traffic down. *Bob Kniefel noted that stop signs just slow traffic in one location, but drivers typically make up this “lost” time by increasing their speeds between stop signs, so the 85th Percentile speeds normally go up. Bob also noted that the installation of stop signs will increase the neighborhood noise near the stop sign due to braking/accelerating of vehicles.*

*Steve mentioned that traffic circles have not been installed due to Anchorage Fire Department (AFD) concerns in the past. AFD uses large trucks to respond to almost every incident.*

Chokers were explained in detail by Bill and Steve. *Bill also noted that he would have a detailed drawing to show the CAC members at the next meeting.*

Committee members were asked to visit traffic issue areas noted in the comments received to date and think about what, if any, specific traffic calming elements might be appropriate for these areas. *Bill also gave a couple example locations around town where specific traffic calming measures were already in place and recommended that the CAC members visit them if they were unfamiliar with any traffic calming measures.*

The meeting concluded at 9:00 p.m.

The next meeting will be held in approximately four weeks.
Traffic Calming Studies for Eastern Half of Abbott Loop, Northeast, and Turnagain Community Council Areas

Citizens' Advisory Committee (CAC)
Meeting #2
Northeast Community Council
Traffic Calming Study

5:30 to 7:00pm
Wednesday, April 19th, 2006
DOWL Engineers Training Room

Introductions

MOA - Traffic Department
Bob Kniefel
Lee Coop
Jennifer Satterfield

Other Agency Representatives
Sharon Ferguson (MOA Planning)
Shawn Dooley (MOA Maintenance)
John Kiewik (Fire Department)
Teri Peters (MOA Parks & Rec)
Jody Karcz (MOA Transit)
Steve Kalmes (School District)

DOWL Engineers
Steve Noble
Bill Coghill
Mike Bourdukofsky
Kelly Brown
Kevin Doniere

Community Members
Aaron Pascar
Ainslie Phillips
Gwenn Jester-Haslett
Mark Syren
Mary Fortain-Pedlow
Randy Wilkinson
Vanessa Salinas
Agenda

- Meeting Objective
- Previous Questions
- Data Collection Summary To-Date
- Possible Traffic Calming Measures
- 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
Roles and Responsibilities

- **CAC** - Advise DOWL Engineers and MOA on road problems/improvements; represent interests of the local residents not interests of the individual.

- **DOWL Engineers** - Recommend engineering solutions, alternatives, design

- **MOA** - Own, maintain, operate, and direct development of road; ultimate decision-maker

- **Contractor** - Constructs traffic calming improvements

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Previous Questions

- Muldoon Road HSIP Update (20th Ave to 36th Ave)
  - A signal is still proposed at Halligan Street
  - Raised median at Parkway Drive (Right-in, Right-out)

- Added bus routes and street names to map

- Design criteria for dead-end streets
  - 150-ft max length or provide turnaround
  - Turnaround requires a 70 foot diameter cul-de-sac or construction of a hammerhead
Data Collection Summary

- Speed Studies
- Cut-Through “Milk Stop” Analyses
- Pedestrian Facility Investigations
- Intersection Safety Analyses

Speed Study Results

- Most areas studied had an 85th percentile speed >9 mph over posted speed.

- Below is a list of the roadways we received comments on and are >9 mph over posted speed:
  - Edwards Street (N of DeBarr Rd) – 32 in a 20 (12 mph)
  - Nunaka Drive (S of DeBarr Rd) – 30 in a 20 (10 mph)
  - Beaver Place (S of 16th Avenue) – 35 in a 25 (10 mph)
  - 6th Avenue (E of Boniface) – 35 in a 20 (15 mph)
  - 6th Avenue (E & W of Muldoon Rd) – 32 in a 20 (12 mph)
  - Patterson Drive (S of DeBarr Rd) – 34 in a 20 (14 mph)
  - Boundary Ave (E of Muldoon Rd) – 37 in a 25 (12 mph)
  - Boundary Ave (W of Muldoon Rd) – 35 in a 20 (15 mph)
  - 4th Avenue (E of Boniface) – 30 in a 20 (10 mph)
  - Duben Ave (E & W of Muldoon Rd) – 33 in 20 (13 mph)
  - Oklahoma St (S of Boundary Ave) - 33 in 20 (13 mph)
  - 17th Ave (E of Muldoon Rd) – 31 in 20 (11 mph)
Cut-through (Milk Stop) Analysis

Below is a list of the roadway connections analyzed:

- **Turpin St (S of DeBarr), 16th Ave, Beaver Place**
  - Very low volumes during p.m. peak, which is consistent with a local road.

- **Patterson St (S of DeBarr), 16th Ave, Beaver Place**
  - Very low southbound right-turns at Patterson/16th
  - Relatively low westbound left turns at Beaver/16th

- **Boniface Pkwy, 6th Ave, Edwards St, Turpin/DeBarr**
  - Appears majority (>85%) of traffic volumes entering/exiting at Boniface/Turpin/DeBarr is "local" traffic

- **Turpin, 2/4/6th Ave, Fredricks, Trafford, Duben, Patterson**
  - Low volumes along Fredricks Drive
  - Appears majority (>85%) of traffic volumes entering/exiting at Patterson/Turpin is "local" traffic
  - Majority of traffic to/from Trafford & Fredricks intersections at Patterson use Duben.

Pedestrian Facility Investigation

Based on comments received from the community we did a site investigation of the following areas:

- **Duben Avenue (Muldoon Rd to Patterson St)**
  - Absolutely no pedestrian facilities. Pedestrians seen walking down roadway
  - 20-22 foot roadway section with no shoulders
  - At Muldoon, snow storage not only blocks shoulder/ped facilities but over half the westbound through lane

- **Edwards Street (6th Avenue to DeBarr Road)**
  - Very minimal pedestrian facilities. Only one section of sidewalk from 6th to 9th Avenues on the opposite side as the school. This section of sidewalk is typically blocked by parked vehicles and at school dismissal many parents picking up their kids
  - No pedestrian facilities south of 9th Ave.

- **Halligan Street (East of Muldoon)**
  - No pedestrian facilities, however the roadway is relatively wide near Muldoon Road
Intersection Safety Analysis

Based on comments received from the community we did an intersection safety analysis at:

- Duben Avenue/Patterson Street
  - Westbound approach grade on Duben Street is 9% with no landing
  - Sight distance from the stop bar on Duben Street looking south is 200 feet, which is the minimum sight distance. Preferred sight distance for 30 mph is 335 feet.

- 6th Avenue/Staedem Drive
  - Westbound approach grade on Staedem Drive is 10% with no landing. This approach has a “yield” sign
  - Sight distance for each approach is greater than the minimum, but due the vertical/horizontal curves, steep grades, and signage further analysis is planned.

Additional Data Collection

- Is there anything we have missed?

- Supplemental data will be obtain in the completion of the Draft Report, but no new areas are planned to be studied.
Project Schedule / Milestones

- NECC briefing – February 16, 2006
- Public Meeting #1 – February 23, 2006
- NECC briefing – March 16, 2006
- CAC Meeting #1 – March 23, 2006
- **CAC Meeting #2 – Tonight**
- NECC briefing – April 20, 2006
- NECC briefing – May 18, 2006
- Draft Report – May 23, 2006
- CAC/Agency Meeting #3 – May 24, 2006 (Tentative)
- Public Meeting #2 – June 1, 2006 (Tentative)
- CAC Meeting #4 – June 14, 2006 (Tentative)
- NECC briefing – June 15, 2006
- Final Report – Late June 2006
- MOA makes final decision on what recommendations to implement, how, and when

Closing Issues

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

- Next Meeting Date: May 24, 2006 (Tentative)

- Questions
MEETING MINUTES

SUBJECT: Northeast Traffic Calming Study  
Community Advisory Committee Meeting No. 2  

DATE/TIME: Wednesday, April 19, 2006 / 5:30 p.m. to 7:30 p.m.

LOCATION: DOWL Engineers

GROUP: 
- DOWL Engineers - Bill Coghill, Mike Bourdukofsky, Kelly Brown, Nan Llewellyn 
- MOA, Traffic - Jennifer Satterfield 
- MOA, Planning - Sharon Ferguson 
- MOA, Maintenance - Shawn Dooley 
- Aaron Pascar, Ainslie Phillips, Mark Syren, Mary Pedlow, Vanessa Salinas, 
  Deborah Wilkinson, Randy Wilkinson

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

MEETING INFORMATION: Bill Coghill stated that the purpose of the meeting was to discuss the traffic data obtained by DOWL, reevaluate traffic calming concerns, discuss possible traffic calming measures, and advise what traffic calming measures the CAC would like to see discussed in the Draft Report. The following is a summary of comments made and questions asked during the meeting. Project staff’s comments and responses to questions are shown in italics.

- **Bill Coghill talked to Art Johnson with USKH about the Muldoon HSIP. There are still plans to construct a median at Parkway Drive, just north of East 20th Avenue, which would make it right-in, right-out only.**

- **How much will the planned traffic calming measures impact the dedicated snow routes? Shawn stated that MOA Street Maintenance would have to see what happens. It is likely adjustments will be made to accommodate the traffic calming measures.**

- **Is it possible to create a signalized crossing at Edwards Street? There have been problems in the past with seeing the crosswalks in winter. The most efficient method is typically flashers.**

- **Is there federal money available for a crossing guard (paid person) in the area near Edwards Street? Bill will check with Jim Lanson of AMATS to see if there is federal money available since it is a school zone.**

- **Are there speeding issues all across town? In residential areas people typically tend to go about 29 mph, with the exception of school zones. People usually obey speed limits in school zones during school hours.**

- **85th percentile speed is the speed that 85 percent of the traffic is traveling at or below; 15 percent of cars are traveling faster than the 85 percentile speed.**

- **Discussion on ROW acquisition need for Edwards Street upgrade. Bill will get some more information on the costs of this project and will work on what to incorporate in that area.**
Nunaka Drive

- A few years ago the Community Council had requested CIP funds to put bollards on the corner of Twining Drive and Perry Drive because of people cutting the corner. Even with the stop sign in place people slide through the intersection. **Bollards are concrete pillars that stick out of the ground slightly that delineate where the road turns. Street Maintenance generally does not like to use bollards.**

- Someone suggested making Nunaka Drive a one-way and Armstrong Drive a one-way, operating in the other direction.

- People Mover shelters are needed at the bus stop located on Nunaka Drive in the area of Miley Drive.

- There are speeding issues on Nunaka Drive, possibly because people do not realize there is a school in the area. **Would the blinking light during school times help slow people down? Nunaka Drive is the longest stretch in that area without some sort of stop control to slow traffic, and project staff will evaluate necessary improvements.**

Beaver Place

- Beaver Place has on-street parking on both sides and curb and gutter on the east side but not all the way down on the west side.

- **Project staff will look whether improvements are needed to the flashers, speed humps, and pedestrian crossings along the street.**

6th Avenue (East of Boniface)

- Drag-racing issues along the road.

- Gravel on roads. People speeding on roads have a difficult time stopping because they slide on the gravel. **The MOA plans to have the streets swept by the end of the month.**

- Why is there such a high rate of speeding on 6th Avenue? **It is a long, wide, straight road with very few access points.**

- Long wide straight roads like 6th Avenue with higher traffic volumes are good candidates for chokers. As long as the roads are wide enough, chokers do not affect people mover buses. Maybe a choker and a raised crosswalk will work at 6th Avenue and Newell Street?

- **Shawn said chokers are better than speed humps as far as the MOA Maintenance is concerned. Street Maintenance needs something that indicates where the traffic calming measures are located during times of snow.**

- Does the scope of this project include studying roads that need sidewalks? **Speeding and lack of pedestrian facilities are two main focuses of this study, but other areas of concern can be raised.**
6th Avenue (East and West of Muldoon Road)

- By the next CAC meeting the project team will have a map that outlines the pedestrian facilities in this area.

- Bill noted that there are no pedestrian facilities on the north side of 6th Avenue.

- Speeding on 6th Avenue between Oklahoma Street and Muldoon Road is an issue.

- There is a police officer that lives on 6th Avenue and parks on the road; this likely slows traffic down.

- One thing the CAC should be looking at is emergency vehicle access. There are many centers for disabled people in the area. Do not want to put a traffic calming measure on a major evacuation route. The staff will try to ensure the fire department attends the next CAC meeting.

- More and more vehicles are using 6th Avenue to avoid Muldoon Road. There is a school on 6th Avenue, so it may be worth putting up another flasher, especially as more and more vehicles use 6th Avenue. The project team will look into this.

Patterson Drive (South of DeBarr Road)

- It looks like there is enough right-of-way to put in pedestrian facilities, as well as a choker.

- The project team is not sure if there will be direct access off of Patterson Drive to the new middle school, so not sure if it will be a school zone.

- There needs to be an all-way stop at Patterson Drive/16th Avenue intersection.

Boundary Avenue to the west of Muldoon Road

- Boundary Avenue is essentially a frontage road and speeding is a big problem on this roadway.

- For clarification, on Boundary Avenue west of Oklahoma Street, the 85th percentile speed is 44 mph in a 35 mph zone. The 85th percentile on Boundary Avenue east of Oklahoma Street is 37 mph in a 25 mph zone.

Boundary Avenue (East of Muldoon Road)

- No major issues were brought up for this section of Boundary Avenue.

4th Avenue (East of Boniface Parkway)

- Bill stated he would e-mail pictures of problem streets that were not included in the presentation.

- Need for more traffic signals on DeBarr Road. Project staff did go check this area out. DeBarr Road is an arterial roadway, and is not included in the scope of the traffic calming study, but it is worth mentioning in the report.
Duben Avenue (West of Muldoon Road)

- There are steep grades, no pedestrian facilities, and narrow shoulders.
- The property owner at the northwest corner of Duben Avenue and Muldoon Road stores their snow in the through-lane.

Duben Avenue (East of Muldoon Road)

- There is not a 20-foot setback between the two duplexes on the corner of Friendly Street and Duben Avenue. Be sure to get the picture of that.
- One idea that was brought up by a CAC member was to condemn two or three lots to create a new street.

Oklahoma Street

- People speed and run the stop sign.
- Some people trying to access Turpin Park use Oklahoma Street. There are no pedestrian facilities on the east side of Oklahoma Street, and vehicles park on the side of the road. These factors make it hard for people trying to walk to the park.

17th Avenue (East of Muldoon Road)

- Project staff will take pictures of the problem areas before the next meeting and will also further analyze traffic circulation and the road design.
- There is a problem with on-street parking, even though it may not be allowed. Project staff will look at whether or not on-street parking is allowed.

Cut-Through Analysis

- There is a concern that people are using Turpin Street and 16th Avenue to bypass the Beaver Place/DeBarr Road intersection traffic signal.
- What time of the evening do you consider “peak hour”? The peak hour is typically 4:45 p.m. to 5:45 p.m.
- 10 to 15 percent of cut-through traffic is not typically a concern. When the percent of cut-through reaches 25 percent or higher, then it is a concern.
- The cut-through percentage at the Beaver Place/DeBarr Road intersection is low, which indicates the level of service at that signal is decent. The situation is similar at the Patterson Street/16th Avenue intersection.
- Although cut-through traffic is low in the DeBarr Road/Patterson Street/Beaver Place area, the development of the Muldoon Middle School and Wal-Mart property could affect the cut-through traffic in this area. The area should be reanalyzed after these developments are open.
There may be people who use 8th and 9th Avenue to access Turpin Street. The project staff plans to further investigate cut-through traffic on 8th and 9th Avenue, and CAC members are invited to help follow cars. If the cut-through traffic is high, they will try to find a way to reduce this problem.

Pedestrian Facility Investigations

- Duben Avenue (between Muldoon Road and Patterson Road) does not have pedestrian facilities. Also, there is a sight distance problem at the corner of Idaho Street and Duben Avenue. Creating sidewalks would improvement sight distance immensely.

- At the Duben Avenue/Patterson Road intersection project team will recommend providing a landing on Duben Avenue and look at sight distance issues.

- Cabin Tavern plows their snow into DeBarr Road (just west of Muldoon Road) and had at least half the westbound through lane blocked all winter. In April 2006 all but two feet of the lane was blocked which reduces the lane widths.

- Project team will take pictures of Halligan Street by the next meeting.

- Project team will look to see if the grades on Steadem Drive can be reduced.

Other

- Project staff will go out and take speed counts in about three weeks (closer to summer) to get more representative data of summer traffic.

- Project staff will do additional studies of the Nunaka Valley and Halligan areas.

- The project staff will send the MOA the draft plan so they can evaluate the recommended alternatives.

- The next planned CAC meeting is for May 24, 2006.

- Ainslie would like to add Boston Street (12th Avenue to DeBarr Road) to the project.

- Ainslie will try to find out if there is other snow plowing problems on roads in the project area and will let Shawn know.

The meeting concluded at 7:30 p.m. with individual discussions between community members and staff project team regarding the project until 8:00 p.m.
Northeast Community Council Traffic Calming Study
Citizen Advisory Committee Meeting #3
June 13, 2006
5:30pm
DOWL Engineers Training Room

AGENDA

Opening Remarks

Introductions

Review Project Status and Remaining Schedule

CAC Meeting #3 – June 13, 2006 (tonight)
TCC briefing – June 15, 2006
Public Meeting #2 – July 18, 2006 (tentative)
CAC Meeting #4 – Late July 2006
Final Report – Early August 2006

Round Table Discussion

- Does the Draft Framework Plan distributed today reflect the community’s desired solutions?
- Set the priority rankings 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 should be finalized tonight to stay on schedule.
- Additional comments/questions?

Adjourn Meeting
MEETING MINUTES

SUBJECT: Northeast Community Council Traffic Calming Study Citizens Advisory Committee Meeting #3

DATE/TIME: Thursday, July 13, 2006 / 5:30 p.m. to 7:30 p.m.

LOCATION: DOWL Training Room

STAFF PRESENT: DOWL Engineers - Bill Coghill, Steve Noble, Kristi Stuller, Maryellen Tuttell, Chris Grgrich
MOA, Traffic - Bob Kniefel and Jennifer Satterfield
Other Agency Representatives - Steve Kalmes (Anchorage School District), Mayo Jack (Anchorage Fire Department)
Community Members - Ainslie Phillips, Mark Syren, Mary Pedlow, Vanessa Salinas, Deborah Wilkinson, Randy Wilkinson, Gwenn Jester-Haslett

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

MEETING INFORMATION: Bill Coghill stated that the purpose of the meeting was to review the traffic calming measures on the updated map, to approve what was demonstrated on the map, then to prioritize the areas that traffic calming is needed the most. Bill also thanked the committee for the comments they have given throughout the project.

After the goals for the meeting were discussed, Bill reviewed the project status and the remaining tasks scheduled. There will be a community council briefing Thursday, June 15, 2006. The draft of the report will be completed by July 7, 2006. Public meeting number two is tentatively scheduled for Tuesday, July 18, 2006. There will be one final Citizens Advisory Committee meeting following the public meeting before the final report is completed in early August 2006.

Bill then asked for comments regarding the Draft Framework Plan. The following is a summary of the comments made and questions asked during this part of the discussion. Project staff’s comments and responses to the questions are shown in italics.

Nunaka Drive is a transit route; therefore there cannot be any speed humps. The project team will put more thought into solutions for this area.

• Concerns with placing speed humps on 17th Avenue because people will take Greendale Drive in order to make up the time. Citizens on Greendale Drive want speed humps also.

• Vanessa Salina asked a question about chokers being placed mid-way up the hill and the impact that would have on people’s ability to get up the hill. Bill commented that the hill would be taken into consideration and the choker would be placed at the top of the hill.

• Will the stop signs at Oklahoma Street and 6th Avenue be changed? No, they will remain the same.
• A comment regarding increased speed on 4th Avenue due to the changes to 6th Avenue and Duben Avenue. Bill suggested adding speed humps on 4th Avenue from Muldoon Road to Oklahoma Street.

• Comments were made on the reasoning of adding a choker at Creekside Street and Old Harbor Avenue. There is a student crossing at 6th Avenue and Old Harbor Avenue but a choker is not needed, maybe just a stop sign. Considerations will be made to take everything off of Old Harbor Avenue and add a raised crosswalk to Maryland Drive.

• It was stated that the Anchorage Fire Department (AFD) response times are slowed due to Traffic Calming techniques and decisions need to be made accordingly. The AFD requests no chicanes.

• Edward Street was discussed as being a Municipality of Anchorage project. The traffic calming improvements would be added during this construction. If roadway upgrades occur, what measures would you like to see? Possibly a raised crosswalk at 8th Avenue?

• Nunaka Drive was discussed next as being a high-speed road in the summer months due to the softball fields. Bob discussed procedures for installing temporary speed humps. The group discussed installing a choker at Nunaka Drive and Perry Drive. AFD remarked on the impact that chokers will have on their response times.

• There was discussion of potential alternative funding sources for some of the projects. For example, the Legislature has identified funding for Edward Street improvements. The CAC requested that the information at the public meeting provide information on whether alternative funding is available for a project. Bob Kniefel noted that chokers cost approximately $50,000 each and speed humps are about $5,000 each. Therefore, a project that includes a few chokers can quickly commit the $100,000 in traffic calming funds that are currently available.

At this point there was a suggestion to move on and rank the areas according to which need traffic calming the most.

**Duben Avenue (Muldoon Road to Patterson Street)**

The Traffic Calming for this project is suggested to be done in congruence with the project expansion in this area.

**Edward Street (DeBarr Road to 6th Avenue)**

This road needs to be widened but there were no further comments regarding traffic calming issues.

**6th Avenue (Boniface Parkway to Newell Street)**

This section of road has the highest volumes and fastest speeds in this area. It is a transit route; therefore, no speed humps may be placed. The suggestion was to add a choker to the area where 6th Avenue and Newell Street intersect.

**Patterson Street (DeBarr Road to 20th Avenue)**

It was decided that a choker between 16th Avenue and DeBarr Road would be the best option for this area.
Oklahoma Street (Boundary Avenue to 6th Avenue)

The suggestion was to add chokers to the intersections at Duben, Peck, 4th, and 6th Avenues.

6th Avenue (Muldoon Road to Patterson Street)

There is a request for chokers east of Oklahoma Street and at the intersection of Creekside Drive and Oklahoma Street.

Creekside Street (6th Avenue to Old Harbor Avenue)

It was suggested to eliminate everything on Old Harbor Avenue and add a raised crosswalk along Creekside Drive at the school crossing.

6th Avenue (Muldoon Road to Cherry Street)

There was a suggestion for a pedestrian walking signal on the north side along with a raised crosswalk at the school. Adding a choker to the intersection was also suggested.

16th Avenue (Patterson Street to Beaver Place)

The section has an existing choker as well as sidewalks. The possibility of adding speed humps or a raised crosswalk between Wolverine Street and Summit View Street was reviewed.

17th Avenue (20th Avenue to Earl View-Early View Drive)

Adding a speed hump after the curve on this section was discussed.

Peck Street (Oklahoma Street to Muldoon Road)

Adding a sidewalk on the south side and adding speed humps were discussed by the group. The possibility of the future development connecting Peck Street to Muldoon Road to the east was taken into consideration.

Halligan Street (Muldoon Road to Glenn Caren Trailer Court)

It was brought up that work on the Halligan Street Upgrade had begun and that it was to include installing a signal and pedestrian facilities.

Pembroke Street (20th Avenue to 24th Avenue)

The group discussed adding a choker at Pembroke Street and College Drive and the impact it would have on the bus stop.

8th and 9th Avenues (Edward Street to Turpin Street)

Traffic calming options discussed were the addition of speed humps to each road and the addition of chokers as part of the Edward Street upgrades.
Boundary Avenue (Turpin Street to Muldoon Road)

A discussion on changing the speed limits on Boundary Avenue took place. Bob advised to allow the State of Alaska Department of Transportation and Public Facilities to analyze the alternatives.

Boundary Avenue (Muldoon Road to Agate Circle)

Adding two speed humps to the area as well as pedestrian facilities was discussed.

Duben Avenue (Muldoon Road to Bolin Street)

The chokers, as shown on the current map, were agreed to be sufficient as well as adding pedestrian facilities to the area.

DeBarr Road (Muldoon Road to Bolin Street)

If the connection of DeBarr Road past Muldoon Road goes through, it was decided to add a stop sign at Boston Drive and put chokers from Valley Street to Autumn Lane, which would be moving it east one block from the original plan location.

4th Avenue (East of Boniface Parkway)

This is a transit route so no speed humps will be used. Due to the speeds on this section of the project area, it was suggested to wait for further development to add traffic calming measures.

Peck Street (Muldoon Road to Centennial Circle)

The addition of two chokers was suggested.

Beaver Place/DeBarr Road Intersection

Capital improvements are required on this section. Other solutions are still being considered.

Nunaka Area (DeBarr Road to Sterling Way) and Staedem Drive/6th Avenue Intersection

These two areas are still being considered for traffic calming options.

At this point in the meeting, community participants were asked to submit a list of their top ten choices for traffic calming measures. A tabulated list as well as funding sources will be compiled and handed out at the next meeting for further decision-making.

The top twelve projects in terms of this ranking were as follows:

- Edward Street (DeBarr Road to 6th Avenue) - to be grouped with other upgrades
- Duben Avenue (Muldoon Road to Patterson Street)
- Nunaka Area (DeBarr Road to Sterling Way)
- Oklahoma Street (Boundary Avenue to Sterling Way)
- Creekside Street (6th Avenue to Old Harbor Avenue)
- Patterson Street (DeBarr Road to 20th Avenue)
- 8th and 9th Avenues (Edward Street to Turpin Street)
- 6th Avenue (Muldoon Road to Patterson Street)
- 17th Avenue (20th Avenue to Earl View)
- Peck Street (Oklahoma Street to Muldoon Road)
- Boundary Avenue (Muldoon Road to Agate Circle)
- 16th Avenue (Patterson Street to Beaver Place)
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CITIZEN ADVISORY COMMITTEE MEETING NO. 4
JULY 31, 2006, 5:30 TO 7:30 P.M.
DOWL ENGINEERS TRAINING ROOM

AGENDA

REVIEW PROJECT STATUS AND REMAINING SCHEDULE
- Public Meeting No. 2 –July 18, 2006
- CAC Meeting No. 4 – July 31, 2006
- Final Report – August 31, 2006 (subject of discussion)

DRAFT REPORT REVIEW
- CAC comments/recommended changes
- MOA comments/recommended changes
- Potential revisions resulting from public comments since July 18, 2006
  - Consider additional traffic calming on Donna, Valley, and 11th Avenue (east of DeBarr Road)
  - People Mover does not object to raised crosswalks: consider using at all school crossing
- Additional comments/questions?

COMMENTS SINCE PUBLIC MEETING NO. 2
- Objections to make the following connections:
  - DeBarr Road (east of Muldoon Road)
  - Patterson Street (north of DeBarr Road)
  - Early View Drive
- Speed humps on E. 20th Avenue between Patterson Street and Muldoon Road
- Traffic calming along Donna Drive
- Approval of E. 16th traffic calming
- Possible Valley Street pedestrian crossing at Valley Street Park
- Possible use of speed humps on E. 6th Avenue instead of chokers
- Possible traffic calming on Turpin south of DeBarr Road
- Extra illumination of chokers at school crossings
- More priority to Duben east of Muldoon
- Bring back photograph radar
- Staedem and 6th Avenue needs calming
- Raised intersection at 6th Avenue and Cherry

ADJOURN MEETING

D59232C. CAC Mtg No. 4 Agenda:073106.mcs
Figure 1: 6th and Donna (facing NW on Donna)

Figure 2: 6th and Donna Bus Stop (facing W on Donna)
Figure 3: Donna Drive (Facing S on Donna, N of 6th)

Figure 4: Donna Drive (facing N on Donna)
Figure 5: Donna Pedestrian Crossing (Facing W on Donna at Lilas)

Figure 6: Markstrom Pedestrian Path (Facing E on Edwards/Markstrom)
Figure 7: Edwards at Markstrom (facing S)

Figure 8: Valley Street Pedestrian Crossing (facing N on Valley)
Figure 9: Existing Crosswalk at Valley and 6th (facing W)
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<td>Kristi Stoller</td>
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<td>Chris Geiick</td>
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<td>Vanessa Salinas</td>
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<td>Bill Coghill</td>
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MEETING MINUTES

SUBJECT: Northeast Community Council Traffic Calming Study Citizens Advisory Committee Meeting No. 4

DATE/TIME: Monday, July 31, 2006 / 5:30 to 7:30 p.m.

LOCATION: DOWL Engineer’s Training Room, 4041 B Street

GROUP:
- Residents: Mary Pedlow, Gwenn Jester-Haslett, Vanessa Salinas
- DOWL Engineers: Bill Coghill, Steve Noble, Chris Grgich, Kristi Stuller
- MOA Traffic Department: Bob Kniefel, Jennifer Satterfield
- MOA Planning: Sharon Ferguson


MEETING INFORMATION: Bill Coghill DOWL Engineers (DOWL) opened the meeting and reviewed the schedule and agenda. He stated that the purpose of tonight’s meeting was to take any comments on the draft report as well as discuss the comments that have been received since Public Meeting No. 2. Bill also stated that comments on the draft report can be submitted after the meeting.

Vanessa Salinas asked a question regarding the People Mover objecting to the raised crosswalks. Bill explained that DOWL staff discussed this with a driver from People Mover. The driver stated that on the raised crosswalks the buses do not bottom-out; however, they do bottom-out with speed humps. Vanessa asked if this was also true with the Anchorage Fire Department (AFD). Bill explained that it does slow AFD response times but they are not completely opposed.

Bill discussed some of the comments that have been received since Public Meeting No. 2.

Donna Avenue

- The possibility of adding traffic calming on Donna Avenue was raised. There are a lot of kids on this street, so a raised crosswalk was recommended. A couple speed humps to slow the traffic were also recommended.

6th Avenue near Muldoon Elementary

- A comment for a raised crosswalk was submitted. Bill recommended that a raised intersection choker be implemented.

Valley Street

- No pedestrian crossing marks near the trails. Bill recommended the addition of signage and possibly a speed hump.

Vanessa asked about the issue of extending DeBarr Road and implementing traffic calming in that area. Bill explained that adding sidewalks would require the city to acquire the right-of-way land that many people consider to be part of their lawn. If this is something that the residents want to pursue, Bill recommended getting signatures from the residents in that area.
Bill stated that the priorities would be reviewed in case there are any requests to make changes to the priority recommendation.

A question was asked regarding the process of actually implementing the traffic calming measures. Bob Kniefel, Municipality of Anchorage (MOA), stated that before any type of major upgrades or changes to the roads are made, the residents are contacted and any other necessary research is done.

The Citizens Advisory Committee (CAC) members discussed contacting the Anchorage Police Department and sharing the comments with police.

Bill stated that the upgrade to urban standards would be taken out of the recommendations plan but when the upgrades are done there will be recommended traffic calming measures in place.

Bill discussed Nunaka Valley and the recommendation would be to re-stripe Nunaka Drive, then have on-street parking on either one or both sides of the road.

A question regarding the use of stop signs was asked. Bob explained that stop signs are not a speed control device, they are a right-of-way device. They also cause noise and can disrupt the residents around them.

A question was asked about what a raised intersection looks like. Bill explained that the actual intersection is raised rather than just the crosswalk. People using the sidewalks are able to walk straight across rather than stepping down and then stepping back up on the sidewalks to cross the street.

Bill went through the remainder of the priority list and discussed what each recommendation would do for the community council area.

If DeBarr Road is extended, residents would like speed humps to be added.

Bill explained that the new recommendations for Donna Avenue could either be added to an existing priority or it could be added to the bottom of the list as a stand alone priority. The CAC members suggested that it be added to the Edwards Street priority.

Bill thanked the CAC members for their time and dedication to this project.

Vanessa asked what the process of the project would be after this meeting. Bill explained that the comments from the meeting would be taken and incorporated into the final traffic calming plan then given to the MOA as a final plan for the area.

Bob thanked the CAC members for their time and input. He expressed how important it is to have input from the community members.

The meeting adjourned at 6:30 p.m.
Community Council Meetings
Meeting Notes

SUBJECT: Creekside Town Center Road Improvements & Community Council Traffic Calming Study Project Updates

GROUP: Northeast Community Council

DATE: January 19, 2006

LOCATION: Northeast Community Center

MEETING ATTENDANCE: 40

MEETING MATERIALS: none

STAFF PRESENT: DOWL – Bill Coghill and Nan Llewellyn

MEETING INFORMATION:
Bill gave an update on two projects DOWL is involved with in the area: 1) the Creekside Town Center Road Improvements project, and 2) the Northeast Community Council area Traffic Calming Study (NETCS).

Creekside Town Center Road Improvements
Bill let the meeting attendees know that Phase I construction has been shut down for the winter, and will resume in summer 2006. Construction of Phase II will also begin in summer 2006. Phase II includes a traffic signal at the intersection of DeBarr Road and Creekside Center Drive, and improvements on Creekside Center Drive approximately 800 feet north and south of DeBarr Road.

Bill told meeting attendees that the second public meeting for the project is scheduled for March 8, 2006, at the same location as the NECC meeting (the Northeast Community Center.) The meeting will review work done for Phase I, and will discuss preliminary designs for Phases II and III.

Northeast Community Council area Traffic Calming Study
Bill announced the start of the NETCS project. The project is forming a Citizen’s Advisory Committee (CAC), and Bill requested the NECC choose for representatives to serve on the CAC. The group will begin meeting once a month in March 2006 through June 2006. The NECC said they would get DOWL four names of people to serve on the CAC by February 1, 2006.

Other Projects
Tim Potter from DOWL also attended the NECC meeting on behalf of Koonce Pfeffer Bettis for the Creekside Town Center project. Tim updated the NECC on the town center project’s status, and the group passed a resolution supporting the project.
Public Comment Summary
## NORTHEAST COMMUNITY COUNCIL TRAFFIC CALMING STUDY

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<tr>
<th>Comment Number</th>
<th>Date Received</th>
<th>Mode</th>
<th>Comment</th>
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<tr>
<td>1.</td>
<td>10-9-2005</td>
<td>E-mail</td>
<td>The reason I am contacting you has to do with the marked increase in traffic in the subject area due to an increase in the military compliment and high density housing feeding Turpin. How is this a concern? I live on east 11th near Ermine. Since spring there has been an increase in high-speed traffic cutting through my neighborhood. I say through my neighborhood because I watch these cars as they fly down the street towards Turpin, or flying north down Ermine to 10th. This isn't a good thing, many children use 10th, 11th, 12th, and Ermine going to and from school. And, many of my neighbors use these same neighborhood streets for walking and some like myself for walking their dogs. Some of the culprits are the users of the North Anchorage Church of God and I have brought this to the pastor's attention. But, most seem to be driving through the neighborhood to avoid left turn traffic at DeBarr and Turpin. The speed limit each of the aforementioned streets is 20 mph and there are signs posted &quot;children at play.&quot; The posted signage is being ignored. Our streets are feeder streets for the residents of our neighborhood. They were not designed to be used as detours for congestion at DeBarr and Turpin. This is something the traffic department needs to remedy. Another issue I have with traffic is the speed of vehicles traveling Turpin. Daily I walk my dog along some portion of Turpin, and I must report that it is disturbing the speed some of the vehicles are allowed to travel. The posted speed limit is 30 mph, which isn't enforced, and this needs to be corrected. Adults and school-age children use the new pedestrian paths along Turpin but something needs to be done to ensure our safety. I think a dedicated police presence of at least two weeks would go a long way towards encouraging motorists to observe the posted speed limit with is 30 mph. Also, how much trouble would it be to break-up the continuous stretch with two, maybe three, stop signs? One way or the other this traffic needs to slow down before someone gets hurt and something needs to be done to stop traffic from cutting through my neighborhood.</td>
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<tr>
<td>2.</td>
<td>2-18-2006</td>
<td>E-mail</td>
<td>I don't know if this is an area to be addressed in the current projects as the website for Northeast projects is not operational, but Fredricks Dr. between E. 6th and Patterson needs attention. This small residential street is being utilized well above its intended traffic flow. High density housing on Boundry and Oklahoma has caused it to become a cut through for a large portion of that traffic during commute times. It is posted 20 mph and has a stop sign mid way but both are routinely ignored. I would like to see the street either terminate at E. 3rd, as has been done on several Fairview streets, or at the very least get some permanent speed bumps. It could also terminate at Patterson.</td>
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<td>3.</td>
<td>2-18-2006</td>
<td>E-mail</td>
<td>I've lived in Nunaka Valley for over 13 years. The increase in the amount of traffic is literally unbelievable during that period. I can no longer exit Nunaka Valley via Nunaka street where it connects to DeBarr because it's impossible to turn left there against the endless onslaught of traffic. This is pathetic. I've attended many Northwest Community Council meetings over the years and watched developers sell the hope of beautification and lovely high-density vertical housing! If I hear one more time that traffic is the inevitable outcome of &quot;progress,&quot; I'm gonna get ill. What progress? I think what they mean is &quot;expanded opportunity for builders and developers to ply their trade.&quot; Gee, I wonder why developers are always over-represented on community councils? Having more and more high-density vertical housing has absolutely nothing to do with &quot;progress,&quot; it has to do with &quot;development.&quot; The two words...</td>
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<td>2-19-2006</td>
<td>E-mail</td>
<td>I am concerned about and wonder about how much your traffic control project is going to involve Beaver Place/Baxter Road. We live just off of this road and have heard about possible additions to the width. Will the meeting on the 23rd reflect on this?</td>
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<td>5.</td>
<td>2-22-2006</td>
<td>E-mail</td>
<td>I am a 33-year resident of east Anchorage who has lived south of DeBarr on Turpin and Ermine for most of those years. I currently live on Ermine and my mother lives on Turpin. I am unable to attend the meeting tomorrow, but had a question regarding the map. Since the early 1980s, when the light at Turpin and DeBarr was put in, traffic has increased down Turpin. In recent years I (and others on Turpin) have written several times to Assembly members and other city officials regarding this as it seems like the speed and number of drivers heading south on Turpin through this light toward E 16th has increased. I am concerned especially because I have a 3 year old and a 6 year old and there are many other children who bike in our neighborhood and play in their front yards. Cars routinely speed down Turpin (which has a speed limit of 20) at speeds of approximately 30 to 35 mph. I noticed on the map that there is a through street concern near that intersection and am wondering if it is for this intersection. Is there any chance of blocking off Turpin at DeBarr on the south side, making it a one way (so that people could go north, east, or west at the light, but not south toward E 16th), or installing permanent speed bumps? I would appreciate your consideration of these suggestions and welcome a study of this problem.</td>
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### NORTHEAST COMMUNITY COUNCIL TRAFFIC CALMING STUDY

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| 6.             | 2-23-2006     | Comment Form | In winter – no sidewalk area on Edward. Buried under snow dump from Russian Jack Plaza.  
In summer – Sunken grade dug by snow removal contractors fills with water.  
All year pedestrians have to walk in street.  
All year motorists speed up to 100 mph on Edward Street.  
I’ve contacted everyone with a government paycheck. No one does anything.  
Problem area is on east side (sidewalk) of Edward from Bentree Circle to alley connecting Edward to Norman Street.  
Sunken grade is between E. 12th Avenue and ally on east side of Edward.  
Snow dump is northeast of alley on east side of Edward near Russian Jack Plaza. |
| 7.             | 2-23-2006     | Letter   | I have been a homeowner on Staedem Drive in Anchorage since 1990. My concern is the safety of Staedem Drive, which is located in the study area.  
Staedem Drive begins as E. 6th Avenue at the intersection with Edward Street, then is named Staedem Drive as it travels westward down an extremely steep hill. At the bottom of the hill the current options are to remain on Staedem Drive and travel into a cul-de-sac, or to make a sudden, hairpin turn to the right where the road becomes E. 6th Avenue again. East 6th Avenue then continues on out past the existing mobile home courts and intersects with Boniface Parkway.  
Because of the steepness of the hill on Staedem Drive and the unexpected hairpin nature of the turn to the right at the bottom, cars traveling downhill on this stretch of Staedem Drive often lose control. There have been numerous accidents in this area, including a car, which impacted through the side of a house along the side of the hill a few years back. This occurred in the summer, so it was not due to road surface conditions. It was not until after that incident that the City installed guardrails in the area. Just a few weeks ago, a driver lost control on his way downhill and crashed into the driveway of the house across the street from me, damaging their parked cars and the front of their home. I have had numerous close calls entering and exiting my driveway over the years, and have lost my mailbox to out of control cars just about every winter for the past 15 years. In my opinion, this hill is unsafe for two-way traffic. Adding to the hazards, the #8 People Mover bus is routed along Staedem Drive. I have often seen the bus and even sanding trucks and snowplows get stuck or slide out of control on the hill during the winter. I believe the bus drivers and street maintenance personnel could verify this.  
The steepness of the hill and the poor visibility resulting from the hairpin nature of the turn at the bottom make it extremely dangerous for residents along this stretch of Staedem Drive to exit their driveways. Cars traveling downhill slide out of control across the lanes, while cars traveling uphill whip around the hairpin turn at a high rate of speed to try to maintain traction, or attempt it too slowly and lose traction, sliding back down the hill out of control. These conditions make it dangerous for residents of this stretch of Staedem Drive to try to exit their driveways. Due to poor visibility along the curve downhill, it is impossible to predict the sudden appearance of a car traveling at a high rate of speed in either direction that may lose control.  
Compounding this problem is the alignment of streets in this area. Staedem Drive provides the most direct west to east link between Boniface and Edward Street, where Ptarmigan Elementary is located, and access on up east |
to Turpin, or southward to DeBarr Road. The way these roads are connected increased traffic capacity past what is safe for the steep terrain of Staedem Drive, and creates a speeding corridor along Boniface, E. 6th, Staedem Drive, and Edward Street on out to DeBarr. Of course, the reverse route is also true, creating a two-way speeding corridor.

Since I first moved to this area, housing density has increased and Staedem Drive is, in my opinion, unsafe at the current traffic capacity. I believe the new Muldoon area Town Center across DeBarr and the eventual redevelopment of the mobile home parks in the Boniface and E. 6th Avenue area will continue to increase density and traffic volume along Staedem Drive, which is already unsuitable due to the terrain.

I’ve given this situation a lot of thought over the years, and there is no easy solution because of the existing terrain and development in the area. I considered possible installation of traffic barriers along the route, but have been unable to come to a workable way to use barriers that would not block access to homes or be a hazard for road maintenance crews. If and when the existing mobile home courts along E. 6th Avenue are redeveloped, I’m hopeful that additional, safer east-west roads can be created to better serve the neighborhood.

In the interim, I offer the best solution I have found that would improve safety and help eliminate the speeding corridor through this area:

The portion of Staedem Drive between Edward Street and the hairpin turn onto E. 6th Avenue at the bottom of the hill should be ONE WAY DOWNHILL ONLY. This would have the following effects.

Residents along this portion of Staedem Drive would be able to exit their driveways while primarily being alert to legal oncoming traffic in a single direction only (downhill). This would result in oncoming traffic being more visible, as there should not be traffic suddenly whipping around the turn at the bottom of the hill heading upward at a high rate of speed to achieve traction. Currently, residents contend with cars suddenly appearing from both directions.

The reason for making this portion of Staedem Drive ONE WAY DOWNHILL rather than UPHILL is because residents along this portion of Staedem Drive would probably not be able to get sufficient traction in the winter to head UPHILL when entering the road at the slow rate of speed used when backing out of a driveway.

Residents along this stretch of Staedem Drive, residents in the cul-de-sac portion of Staedem Drive and residents in the Towne Court cul-de-sac would all be required to go DOWNHILL only when leaving their homes, which they might consider inconvenient. However, I think it is necessary for safety reasons. These residents would all have the option of turning left onto Norman Drive and following other, safer neighborhood streets back around to Edward or DeBarr if they are not headed out to Boniface Parkway.

Residents returning home along this stretch of Staedem Drive and the cul-de-sacs would need to use Turpin and/or Edward to intersect with E. 6th/Staedem Drive in order to access their homes in the ONE WAY DOWNHILL pattern. Again, this might be considered inconvenient, but I think it is necessary for safety reasons.

Residents of the lower portion of E. 6th Avenue would still be able to drive their children to school by either accessing the Staedem Drive portion of the cul-de-sac and dropping their children off at the existing wooden stairway that leads up to the school, or by following the safer Norman Street/Winding Way path to Edward Street.
## NORTHEAST COMMUNITY COUNCIL TRAFFIC CALMING STUDY

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<td>Making this portion of Staedem Drive ONE WAY DOWNHILL would end the two-way nature of the “straight shot speeding corridor” of E. 6th/Statedem/Edward, significantly improving safety by reducing frequency, speed, and volume of traffic along the steep terrain of Staedem Drive. Unfortunately, speeding could likely continue in the downhill direction (Edward to Staedem to lower portion of E. 6th). Edward Street could have permanent speed bumps, flashing 15 mph school crossing sings, and at least one flashing red 20 mph speed limit sign installed. I noticed that the Baxter/Beaver through street in the Nunaka Valley neighborhood (south of DeBarr Road) is similar in design to Edward Street, but experiences much less speeding. I believe this is because of the extensive signage and flashing red light along Beaver, compared to non-existent signaling along Edward Street. The People Mover bus Route 8 could retain the existing bus stops on E. 6th Avenue near Edward, and on the lower portion of E. 6th Avenue near Norman Street. However, the same route could be changed to follow a Norman Street/Winding Way route between these stops, thereby bypassing the unsafe terrain of Staedem Drive. The primary housing density in this area is located along Norman and Edward Streets anyway, as opposed to along Staedem Drive. Therefore, I have always thought this bus route would make more sense for riders. I believe it will be fruitless to attempt traffic calming in this area without first addressing the unsafe terrain along Staedem Drive and the speeding corridor created by the existing E. 6th/Staedem Drive/Edward Street connection. Designating this portion of Staedem Drive a one-way downhill only direction of travel would help accomplish this at minimal cost.</td>
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<td>8.</td>
<td>2-24-2006</td>
<td>Comment Form</td>
<td>Edward Street is a disaster area. Police are no help. No government agency helps. Drastic change is needed. Block Edward entirely (closure) near Trailboss, near Bottleneck. Buy property along Billik Inn parking lot and vacant lot north of Billik Inn parking lot to allow another lane providing room for sidewalk on east side (Chicane). This area is another bottlenecks. Construct steel blockade so snow is not dumped on Edward Street sidewalk area near Russian Jack Plaza as it is now. Backfill shoulder between E. 12th and alley on east side of Edward continue sidewalk all the way to DeBarr. Stop snow dumped at DeBarr and Edward intersection to allow pedestrian traffic. At the minimum, install speed humps.</td>
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<td>9.</td>
<td>2-24-2006</td>
<td>Letter</td>
<td>As it is now, walking on Edward Street is a risk to life and limb. The only good thing was the Billik Inn closing. That place absolutely destroyed the neighborhood. Situation: Pedestrian, bike traffic to and from bus stop on Beaver and DeBarr with no sidewalk on Edward Street. The sidewalk is either buried in ice or under water, depending on season. In summer when the pond is there (east side of Edward, north of alley, south of E 12th), motorists go off road and drive through the water then swerve back on to Edward. Speed goes as high as 100+ mph. The high performance cars begin at DeBarr, accelerate to 60 to 100 mph at the alley, blow the stop sign at the elementary school, use the steep hill to slow and turn around at Staedem and do it again. I witnessed a punk in a Suburban hit an eight-year-old boy on a bike at the alley. Suburban left 50-foot skid marks on Edward. He threatened to take a swing at me and left the scene.</td>
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Motorists love to splash pedestrians walking on Edward. There is no other place to walk. Contractors from Russian Jack Plaza use Edward as a snow dump every winter, blocking the sidewalk. Children come from the north and west to go to the candy store at the Russian Jack Plaza. All these pedestrians, some on bikes, are at great risk. Adults walk to restaurants in the Plaza. Children use the alley to cross Edward to go to the skating rink at night.

These are remarks I’ve received from police regarding crime; drug use; sales; car theft; shootings; Molotov cocktails; explosives; drunk driving; assault and battery; gangs threatening assault; junk cars; drive by shooters; criminals dumping stolen ID; people coming from all over town to dump garbage on our dumpster site in the alley; drunks screwing in the alley; drunks peeing in the street; drunks guzzling in the street on Edward; people/pigs littering the street; drunks falling down drunk; drunks trying to fight anything with a heartbeat, inanimate objects; guys in gunfights riddling each other’s cars with bullets, all on Edward Street.

A lot of them continue driving their cars up Edward and down to their “crib” on 6th Avenue are or God knows where.

“Look, I’m on overtime. I’ve got important things to do.”
“What caliber is it? How many shots?”
“Logic tells me that what you’re saying can’t be true.”
“See what you get for trying to clean up the neighborhood?”
“You expect us to help you?”
“You can’t defend your property.”
“The sun will come up tomorrow.”
“Call the D.E.A.”
“There’s nothing we can do.”
“You’re just upset because you’ve been shot at.”
“Relax.”
“Calm down.”
“That what people do at a bar.”
Anything you do will be an improvement.

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<td>10</td>
<td>2-24-2006</td>
<td>E-mail</td>
<td>The present traffic control at E. 20th/Chester Park Drive and Muldoon Road needs some serious study. If a driver wants to turn left from Muldoon to Chester Park Dr or from Muldoon to E. 20th they must wait an excessive amount of time for the left turn green arrow to appear. A person can look down the road to either DeBarr or Northern Lights and view no traffic in sight yet the turn arrow is red. Why not allow a left turn on the green light and get rid of the green turn arrow?</td>
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<td>11.</td>
<td>2-27-2006</td>
<td>Comment Form</td>
<td>I work at Muldoon Community Assembly, on the corner of DeBarr and Patterson (northwest corner). If Patterson is extended north, the road would be a few feet from our main entrances. We are very concerned about traffic increases, cut-through traffic through our parking areas, and increased crime in the area due to increased people flow. We already have a problem with cut-through traffic in our parking lot from residents heading south to DeBarr (less than 15 a day, though). We have a large traffic flow to our building on Sundays for special events.</td>
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<td>12.</td>
<td>2-27-2006</td>
<td>Comment Form</td>
<td>I live on Tagalak Street (off Patterson and Northern Lights) and I would like to see bike trails that connect the Muldoon and DeBarr (east end) areas to the larger Chester Creek trails and Chugach National Park.</td>
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<td>13.</td>
<td>2-27-2006</td>
<td>Comment Form</td>
<td>A traffic light at Halligan Drive and Muldoon Road would curb the mounting vehicle accidents happening in that area. I respectfully ask for a study to be done. Also, for a sidewalk and pedestrian lighting on Halligan. Potholes are also a problem, especially since the big housing project that was built in the last couple of years. Thank you for your consideration.</td>
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<td>14.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Halligan Drive and Muldoon Road. There are only two entrances and exits to the trailer court. Both are really bad, especially during rush hour. There has been many times that a car has to wait 15 to 20 minutes to get out onto Muldoon Road. We have school buses also with many children. Also a need to fix the potholes. It’s really hard on cars. There is a large number of children that walk to Muldoon Road. It’s very dangerous. Also a large number of accidents at the entrance with people trying to get out and people coming in. Most times you can only turn right, when indeed you need to go left. Please consider this project as it is needed very much. Mostly in the name of safety.</td>
</tr>
<tr>
<td>15.</td>
<td>3-1-2006</td>
<td>Telephone</td>
<td>Hill westbound downgrade on Duben approach to Patterson Street intersection. Vehicles end up in yards opposite Duben on Patterson due to the slippery downgrade.</td>
</tr>
<tr>
<td>Response from MOA: I told Elisa there was nothing else we could do with signs. I informed her of the Traffic Calming Study for the Northeast Community Council. She can bring this up as an issue and see if the neighborhood will support a closure or reroute down Alaska as a part of the overall study.</td>
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<td>16.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Fredricks Drive is a residential street that is used in a feeder street for neighborhoods east of north of 6th and east of Fredricks. Too much speeding traffic.</td>
</tr>
<tr>
<td>17.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>No left turn onto Muldoon off 20th Avenue. No more access to Patterson and the Chester Heights Subdivision. Have Susitna school traffic go out to Muldoon or Northern Lights and not through the neighborhood (i.e., Lake George, etc.). Light out of Bartlett – walkway for students, safer roads.</td>
</tr>
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<td>18.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>I respectfully ask for a traffic light to be placed at the intersection of Halligan Drive and Muldoon Road. Halligan Drive needs to be improved to permanently eliminate potholes. Also a sidewalk and pedestrian lighting should be added to Halligan Drive.</td>
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<td>21</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>I respectfully ask for a traffic light to be placed at the intersection of Halligan Drive and Muldoon Road. Halligan Drive needs to be improved to permanently eliminate potholes. Also a sidewalk and pedestrian lighting should be added to Halligan Drive. And a good traffic light! I feel it would be much, much safer for everybody.</td>
</tr>
<tr>
<td>22</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Placing on lights on 16 off Muldoon and having a light on E. 20 will force even more individuals to cut through Parkway Drive to beat the lights. We have continuous problems with individuals that don’t live in the area cut through to get to the streets closer to the mountains. Maybe a speed bump would help.</td>
</tr>
<tr>
<td>23</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>The road narrow part of Edwards Street is very dangerous, especially during winter when the plows leave big berms making the road even narrower. There is no pedestrian access to that area and someone is going to get hurt walking through there. Plus, the blind alley between 12th and DeBarr presents a hazard. Often times people shoot right out of there in front of oncoming traffic. Speed humps on E. 8th Avenue? People fly down this street and we have five little children. Stop the drag racing on E. 9th Avenue.</td>
</tr>
<tr>
<td>24</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Cut-through off Muldoon at Hamburger Haven. Peck Street through to Muldoon? Oklahoma has high speeds but it is also bus route. Snowplow always puts snow on sidewalk on Peck. Duben hill too narrow.</td>
</tr>
<tr>
<td>25</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Duben – Muldoon to Oklahoma must be improved to affect any improvement on Oklahoma. There is no place for kids walking from Bartlett, etc., on Duben. It’s a death trap.</td>
</tr>
<tr>
<td>27</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Do not want Patterson extended. Do not want rezoned. Old Harbor will experience much more traffic if Patterson is extended and property is rezoned.</td>
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<td>28.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>We live on the corner of Patterson and E. Chester Heights Circle. Traffic is so heavy that we don’t like to spend time in our yard. We do not want Patterson to become more of a thoroughfare than it already is. We feel that the majority of traffic in our area has access to Muldoon, but cuts through our neighborhood to get to Northern Lights. We would ultimately prefer a complete road blockage. We don’t want something that slows traffic down, as this would create greater noise concern.</td>
</tr>
<tr>
<td>29.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Muldoon Community Assembly is concerned about access and traffic issues if Wal-Mart extends Patterson Road north of DeBarr. MCA is located at the corner of DeBarr and Patterson. The road, if extended, would pass within a few feet of our main access doors where hundreds of people, including children, are constantly coming and going. We are also concerned about access to and from our main parking lot on the north side of our building. We are also concerned about cars cutting through our parking lot when coming or going to Wal-Mart. Consider moving the intersection of DeBarr and Patterson to the east of the current intersection.</td>
</tr>
<tr>
<td>30.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>Peck Avenue sees a lot of high-speed travelers. Speed humps installed last summer seemed to help a little, but some traffic calming would be really nice. Also, Grand Larry (Boundry to Duben) sees a lot of cut-through as Peck travelers go to signal at Duben or Boundry.</td>
</tr>
<tr>
<td>31.</td>
<td>3-1-2006</td>
<td>Comment Form</td>
<td>I am a resident of Glencaren Mobile Home Park at the intersection of Halligan and Muldoon. With the development of Eastbrook Subdivision and the Discovery Construction condos, we are in even more desperate need of a traffic light. St. Patrick’s church has also expressed interest in giving easement property to allow a right turn coming out of Halligan onto Muldoon turning north. As mandated by their soil removal permit, Discovery Construction is required to pay for the redevelopment of Halligan to “city standard.” Pedestrian sidewalks and lighting along Halligan are needed.</td>
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<td>32.</td>
<td>3-3-2006</td>
<td>E-mail</td>
<td>I can tell you from experience that there is already a problem with speeding on 6th Ave. There have been SEVERAL &quot;near misses&quot;. We, (my neighbors and myself), are concerned that a child is going to be injured or killed and we're surprised that it hasn't already happened. The street is often congested with kids making their way to school, going to the playground or just playing around the surrounding homes. As you know, 6th Ave is a long, wide street with no speed bumps and when drivers turn onto it from Boniface, they seem to get a feeling their on a &quot;highway&quot; and just don't see or ignore the school zone and speed limit signs. Often, these drivers accelerate to 50 to 60 mph until they have to decelerate when they make their way up the hill to Staedem Dr. That corner slows them down but they often take that corner doing 20 mph. We've complained to the APD on several occasions and they do what they can by setting up speed traps and writing tickets but they can't be there 24/7. I remember a Sunday morning last summer, an officer was there about 45 minutes and wrote 6 citations. We only wish they could be there more often and during the rush hours to slow down the chronic speeders but there's just not enough man power to.</td>
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<td>33.</td>
<td>3-7-2006</td>
<td>Comment Form</td>
<td>We've asked for speed bumps but were told that those things often make things worse. Our concerns are increased traffic, speeding, pedestrian mobility and safety, and increased “near misses” or accidents.</td>
</tr>
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<td>34.</td>
<td>3-7-2006</td>
<td>Comment Form</td>
<td>I respectfully ask for a traffic light to be placed at the intersection of Halligan Drive and Muldoon Road. Halligan Drive needs to be improved to permanently eliminate potholes. Also a sidewalk and pedestrian lighting should be added to Halligan Drive.</td>
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<tr>
<td>35.</td>
<td>3-7-2006</td>
<td>Comment Form</td>
<td>There is a great need for a light at Muldoon and Halligan. It has become a dangerous intersection for pedestrians and vehicles. The addition of the zero lot line condos have added population using this intersection. Also the street of Halligan is nearly impassible due to potholes. Please consider much needed improvements to this intersection and to Halligan as part of your remove/fill permit for the condos. The developer is to pay for improvements to Halligan.</td>
</tr>
<tr>
<td>36.</td>
<td>3-7-2006</td>
<td>Comment Form</td>
<td>The need for a light at Halligan Drive and Muldoon Road is very much needed due to the increase in population on Halligan Drive with the condo project. Halligan Drive needs much repair for potholes and sidewalks.</td>
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<td>37.</td>
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<td>39.</td>
<td>3-7-2006</td>
<td>Comment Form</td>
<td>A very dangerous intersection [Muldoon Road and Halligan Drive]. A light is an imperative at that corner. Please take necessary steps to avoid disasters.</td>
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<td>40.</td>
<td>3-7-2006</td>
<td>Comment Form</td>
<td>I have attended meetings, etc., since 1982 to have a traffic light installed at Muldoon and Halligan Drive, with no success. A light was installed at 20th Avenue and I believe another at the entrance to the Post Office and Carrs. In all these years, I question why no lights were placed at Halligan and Muldoon, only now with the new housing project being built is it considered, are not the people living in Glencaren Court just as important? Only by the grace of God we haven’t had more accidents and fatalities at this location. Halligan Drive is an insult to Anchorage road maintenance. A sidewalk needs installed and the road repaired.</td>
</tr>
<tr>
<td>41.</td>
<td>3-7-2006</td>
<td>Comment Form</td>
<td>We would really appreciate a traffic light on the corner of Muldoon and Halligan Drive. It was a dangerous intersection to start with, after the housing development across Muldoon was built, it became even more dangerous. With the condos it has become doubly dangerous! I would like to see the potholes on Halligan Drive fixed also.</td>
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<td>I respectfully ask for a traffic light to be placed at the intersection of Halligan Drive and Muldoon Road. Halligan Drive needs to be improved to permanently eliminate potholes. Also a sidewalk and pedestrian lighting should be added to Halligan Drive.</td>
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Get smart push road through to 20th from Halligan. |
| 46.           | 3-8-2006     | Comment Form  | I respectfully ask for a traffic light to be placed at the intersection of Halligan Drive and Muldoon Road. Halligan Drive needs to be improved to permanently eliminate potholes. Also a sidewalk and pedestrian lighting should be added to Halligan Drive.  
Our community has expressed a desire to move towards a town center concept that minimizes the time we spend traveling or sitting in traffic. A town center encourages walking and biking and small business, minimizing the need to continually build more roads that increases air and noise pollution. Extending the bike trail that provides access to the Creekside Park and school would be supportive of the town center concept, as would building residential housing and small businesses across DeBarr from the new middle school. Extending Patterson road would increase cut-through traffic on 10th, 11th, 12th, and potentially on 6th (which goes right by Creekside Park elementary school). Multiple neighborhoods would be adversely affected.  
Recent speed data on Tupin showed that >1,000 cars per day travel more than 40 mph in a 30 mph speed zone while on 6th (by the school), 15% of the cars travel 13 mph over the speed limit. Thousands of additional cars traveling to the new middle school on DeBarr and to a regional shopping center would, if built, present a situation that would encourage drivers to cut through neighborhoods to avoid traffic jams. After traveling on a main arterial at 45 to 55 mph, the chance of many slowing down to the posted 20 mph is minimal. Our neighborhood which, except for during the two years of construction of Tupin, has a limited amount of through traffic, would see a significant increase in number and speed of cars through it if Patterson is extended and/or the regional shopping center is built.  
This is a quality of life issue. Is getting from Point A to Point B the most important or would we be better served to first address the safety of our children and the health of the community in which we live? |
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<td>51.</td>
<td>3-10-2006</td>
<td>E-mail</td>
<td>I would definitely like to comment on the issue of traffic calming. We have been residents of northeast Anchorage for six years. We have been trying for about 5 of those years to have speed humps placed on Cherry Street, between 6th Ave. and 10th Ave. This attempt is probably irrelevant to the current study; however, progress is made one step at a time. Several years ago, I contacted our assembly member and also the city engineer reference the speed humps - forwarding a petition for same signed by approximately 14 neighbors on the block. This issue was also brought to Gretchen Guess and Tom Anderson's attention. We have yet to see the speed humps – traffic just goes faster and more children come out to play. We have observed that not even the school buses comply with the 20 mph speed posted. We are about two blocks from the Muldoon Elementary School, which means there are always children in the street, coming and going from school, as well as playing in the street. If the traffic in this small area cannot be &quot;calmed&quot; – how can we expect to improve the overall traffic situation in Northeast Anchorage? We believe that it is just a matter of time before a tragedy occurs if action is not taken.</td>
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<td>52.</td>
<td>3-16-2006</td>
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<td>54.</td>
<td>3-19-2006</td>
<td>E-mail</td>
<td>This past winter we have been dealing with a beaver in the creek at Muldoon and DeBarr. During the progress of your project would you please trap this critter and transport him to a happier place? This would alleviate any problem that would happen to the beaver, and stop the falling of trees into the creek backing up the water and flooding up river. Also, please ensure that the water running from the curb inlets into the storm drain goes through an oil separator before going into the creek. Thank you.</td>
</tr>
<tr>
<td>55.</td>
<td>3-26-2006</td>
<td>Comment Form</td>
<td>I respectfully ask for a traffic light to be placed at the intersection of Halligan Drive and Muldoon Road. There are a lot of times we come out of Halligan Drive and want to turn left and cannot get across. So we turn right, then right on 20th Avenue, turn around in someone’s driveway and come back to the light so we can go south. Also, Halligan Drive needs to be improved to permanently eliminate potholes. Also a sidewalk and pedestrian lighting should be added to Halligan Drive.</td>
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57. | 04-06-2006 | E-mail | Our family has lived in the northwestern portion of this traffic study since 2002. A great number of vehicles exceed the speed limit as they travel up E. 6th Ave since it is relatively wide and straight between Boniface Parkway and Newell St. Then of course, it is "fun" to speed through the curves up the hill as E 6th turns into Staedem Dr. I have been told by several people that they use E 6th as a by-pass around the stop light at Boniface Pkwy and DeBarr Ave., so we get more than just neighborhood traffic through the neighborhood.

Cars aren't the only vehicles that speed on E 6th Ave. When there isn't snow and ice on the roads, kids of all ages start half-way up the hill were E 6th Ave turns into Staedem Dr and go zooming down the hill on bikes, skateboards, roller blades, scooters, basically anything with wheels so they can go fast. I don't recall any sled riding down hill (maybe there is too much gravel on the road in winter); the thrill ride seems to be a wheel-based event. Last year the Muni filled in some bumpy patches of frost heaves on E 6th, so at least the kids careening down the hill don't have cars zigging all over the road trying to avoid the frost heaves, bike riders and skaters just have to avoid traffic turning onto and out of Norman and Newell Sts.

Ira Walker Park on E 6th Ave (across from Newell St) is a popular place (round the clock it seems sometimes in summer). Kids really don't pay attention to the speeding cars on E 6th. Installing an access ramp on the curb at the cross walk would keep the bike traffic moving across E 6th, especially for the younger kids that have to stop in the road then pick their bikes up over the curb.

There are lots of kids in the neighborhood and the lack of sidewalks/sidewalks covered in mounds of snow from the roads are of course of great concern, especially in the dark winter when lots of small kids are walking to Ptarmigan Elementary School. From where E 6th Ave turns into Staedem Dr and up around the hill to Edward St., the sidewalk is not a safe place once the snow plows push snow onto the sidewalk. The absence of sidewalks on Edward St (Ptarmigan Elementary School's address is 888 Edward St) is a well-known issue. There is a break in the school's fence at E 9th Ave where many of Ptarmigan's students cross Edward St. Unfortunately, Edward St can be extremely icy in winter and I'm amazed kids aren't hit by cars sliding through that stop sign on a daily basis. A huge puddle forms on the east side of Edward St at Winding Way during breakup and after rains, which restricts traffic to one lane, especially when there are pedestrians.

To counter the lack of sidewalks, there is a good network of pedestrian access easements through the neighborhoods, which generally are not maintained in the winter. Parks and Rec does a commendable job keeping the stairs on the Norman side of the easement between Norman and Staedem ice-free. There is a handrail going up the stairs, but I would like to see a hand rail put in at the landing at the top of the stairs. Often there is black ice on the landing, especially during the freeze-thaw cycles during breakup. I learned pretty quickly to avoid that easement during freezing weather after slipping and falling on the landing and sliding down a few stairs.

The easement from Staedem Drive to the northwest corner of Ptarmigan's playground is extremely steep and can be extremely hazardous during icy conditions (it's been named the "hill of death" by my 9 and 12 year old children). The owners of the fences along the easement graciously allow the kids to use the fences to maneuver up and down when it's icy. I have heard lots of suggestions from adding a handrail (which would save wear and tear on private property), to installing a cover (which seems to me it would just be inviting kids to invent ways to climb on it or try to slide down it). I don't allow my kids to walk up Edwards St and down Staedem in the winter.
NORTHEAST COMMUNITY COUNCIL TRAFFIC CALMING STUDY

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|                |               |      | due to the unsafe road conditions, so we all just have to contend with the "hill of death" as is. East 4th Ave from Boniface Pkwy to Newell St is a narrow street made even more narrow in the winter by "junk" cars parked along the north side of the street for the winter and the snow piled up around/over them. I have often thought E 4th Ave was the ugliest street in Anchorage because of all the trash that blows out/gets thrown out of/over never makes it into the dumpsters that belong with the apartment buildings. All those apartment buildings along E 4th Ave need larger dumpsters. This is another stretch of road with lots of kids playing and riding bikes. A dedicated left-hand turn lane for vehicles turning onto Boniface Parkway from E 4th Ave and E 6th Ave would improve traffic flow out of the neighborhood. Most drivers do pull over to the right and keep to the center of E 6th Ave now at the stop sign on Boniface, but actual lanes painted on the road would be nice. E 6th might not be wide enough to "legally" have three lanes; E 4th isn't as wide as E 6th, so a dedicated left-hand turn lane would probably require construction. I would love to see a right-hand turn lane added to south bound Boniface Pkwy at DeBarr. The right-hand turn lane on southbound Boniface Parkway at Northern Lights Blvd really improves traffic flow, especially during rush hour. I work downtown and rarely take Boniface to DeBarr any more to get to work since I often sat through three or four light changes just to make a right-hand turn onto DeBarr in the morning. A right-hand turn lane on northbound Boniface (at the Shell Station) would also keep traffic moving on Boniface. Of course there would most likely be an increase in accidents due to impatient drivers. Has there been a comparison of traffic accidents at Boniface and Northern Lights since construction on that intersection was complete? The last traffic count for Boniface Pkwy (located about halfway between E 6th and DeBarr) was done during the summer when there isn't school related and UAA traffic. I definitely noticed an increase in traffic on Boniface Pkwy since last summer when Muldoon was under construction. Boniface Pkwy is probably one of the most under-utilized roads in East Anchorage (but I like it that way!). The commercial area just south of the Glenn Highway has its share of accidents. The area is flat with few obstacles, and I imagine most accidents are caused by impatient drivers using poor judgment to cross traffic among the vehicles speeding along that stretch of Boniface Pkwy. The shopping center on DeBarr just east of Boniface presents its own set of challenges for drivers contending with thru traffic, right-hand turns, left-hand turns and traffic entering back onto DeBarr, from west to east Shell Station, "Blockbuster", main entrance, McDonalds, Wells Fargo within a quarter of a mile. It's a distracting stretch of road, plus the topography rises which makes oncoming traffic difficult to see in certain spots. Adding a stop light would not be beneficial, that would just bottleneck traffic up more; Adding a third lane eastbound for turning traffic would help, but west bound traffic making a left-hand turn would have an additional lane of traffic to dodge. The easiest and most economical idea would be to make the entrances into the businesses more noticeable, keep the curbs painted, eliminate the tall piles of snow that are hard to see around in the winter, and cut back shrubs that block a clear view. DeBarr at Edward St and the shopping area across from Beaver Place is also an interesting place for cross traffic. Traffic exiting Edward St onto DeBarr should be restricted to a right-hand turn only, which would result in increased traffic stacking up in the shopping center's parking lot while driver's waited for the light to change in order to make the left-hand turn onto DeBarr. I do this when necessary, but I try to take Tupin when I know I...
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<tr>
<td>58.</td>
<td>4-22-2006</td>
<td>Comment Form</td>
<td>I live off Boundary Avenue between Oklahoma and Muldoon and find the speed limit along Boundary Avenue between Turpin and Muldoon confusing. The speed limit is 35 mph for half and 25 mph for the other half. Having lived in this area for 20+ years and having been involved with getting the 25 mph sign installed, I feel it is time that the entire section be on speed limit and I recommend 30 mph. It was lowered to 25 many years ago when a kid died crossing the road. However, the wooded area where the kids used to play has been cut down and now there are developments there, thus 25 mph sign is no longer warranted.</td>
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<td>59.</td>
<td>7-1-2006</td>
<td>E-mail</td>
<td>I think the goals of this project are good, but are we forgetting the purpose of a road is to get from point A to point B, in a timely fashion. The commute home now gets backed up at the Boniface light along DeBarr. Three lights between Boniface and Beaver seems excessive to me. It is less than a mile in distance.</td>
</tr>
<tr>
<td>60.</td>
<td>7-3-2006</td>
<td>E-mail</td>
<td>As a former resident, I looked at your traffic calming study with some amusement. I lived on Peck Avenue from 1990 to 2000. Illegal rezoning, which allowed the development of the large adult/aging complex at the end of Peck Avenue—which the locals referred to as Geriatric Park—ruined the neighborhood. Peck Avenue itself is beyond help. It would be in the public interest to develop a second access for Geriatric Park. It is public malfeasance to allow a sensitive land use to be ‘stuck in a corner’ and subject to blockage from access by fire, earthquake, or other catastrophe.</td>
</tr>
<tr>
<td>61.</td>
<td>7-5-2006</td>
<td>E-mail</td>
<td>As a former resident I looked at your traffic calming study with some amusement. I lived on Peck Avenue from 1990 to 2000. Illegal rezoning which allowed the development of the large adult/aging complex at the end of Peck Avenue—which the locals referred to as Geriatric Park—ruined the neighborhood. Peck Avenue itself is beyond help. It would be in the public interest, to develop a second access for Geriatric Park.</td>
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<td>It is public malfeasance to allow a sensitive land use to be 'stuck in a corner' and subject to blockage from access by fire, earthquake or other catastrophe. Absolute power corrupts absolutely. The development of 'Geriatric Park' was a tremendous abuse of power by the MOA and CIRI.</td>
</tr>
<tr>
<td>62.</td>
<td>7-7-2006</td>
<td>E-mail</td>
<td>My 2 year old child and I frequently walk east along Sherwood onto northbound Patterson to the Chester Valley Elementary School playground. I have noticed that traffic on Patterson tends to zip southbound and vehicles will often make the left turn east onto 20th at a pretty fast clip. I’ve watched vehicles cut off the corner. Children heading from our neighborhood to the Chester Valley Elementary School must cross this intersection. Right now, the intersection is no better marked than any other low-speed residential street in the neighborhood, but clearly it is being used by faster through traffic and needs to be upgraded. There is also poor visibility of northbound pedestrians from westbound 20th. I have two recommendations: (1) convert the Patterson/20th intersection to an all-way stop and make it raised/narrow as planned for the intersections to the north. At the very least, an all-way stop is essential. The existing stop sign at Patterson and 16th is not sufficient to slow down traffic heading into Patterson and 20th. (2) all along Patterson, make the sidewalk better-defined and distinct from the roadway so that small children - and drivers - can clearly see where they belong and remain well-separated. Thanks for considering this idea.</td>
</tr>
<tr>
<td>63.</td>
<td>7-7-2006</td>
<td>E-mail</td>
<td>I will be out of town during the public meeting scheduled for 7/18/06. There are children playing in the streets and also neighbors walking along the street (no sidewalks, which are needed) and they swerve the pot holes (crumpled asphalt) to avoid damaging their cars but in essence could possibly hit a child that is playing or a pedestrian that is walking along side of the road. I received the draft traffic calming plan and I would like to know if this is going to be voted on to be accepted? I see there may be three speed humps on E. 17th and that would be great but a suggestion would be to move the second speed hump a little further past the Park and right before the house next to mine because the drivers pick up speed once they come around the corner. I have seen two cars literally race from the curve to the end of 17th. The speed hump after what I can see after Short Street is good as well. Maybe add a fourth speed hump. As I can see the speed hump requests by others have not materialized by going through the regular channels of how the Municipality instructs a person to do. So I do hope that these speed humps are actually put in. How long is this study going to be done? And when will these changes, IF ANY, are anticipated in being done? Thank you very concerned parent of all the children who play on these streets and families that walk along these streets to the park or just enjoy the weather.</td>
</tr>
<tr>
<td>64.</td>
<td>7-8-2006</td>
<td>E-mail</td>
<td>thank you. I got the lastest flier in the mail. unfortunately i just got home today, and am leaving again next sunday so will miss this meeting too.</td>
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<td>i looked over the proposals with my husband and don't really have any comments except for that i still don't see any changes to turpin street. the speed humps on e 16th might help there, but personally my big concern is the cars that fly down turpin through the light coming from the glenn across debarr and continuing down turpin going way faster than the posted 20 mph. as i said earlier, my mother lives on the south side of turpin in between mink and e 16th, and my oldest often bikes or walks over to his grandparent's house. even though it's only a short three blocks from our house i worry because traffic zooms down turpin so fast. i'm hoping that others may contact you about this as i've talked with some neighbors and i know i'm not the only one with concerns. thank you for passing on my comments, i appreciate your time.</td>
</tr>
<tr>
<td>65.</td>
<td>7-10-2006</td>
<td>Letter</td>
<td>I am writing concerning the planned public meeting for the Northeast Community Council Traffic Calming Study. Due to my work schedule. I will be out of Anchorage on 7/16. However I did want to offer my comments thru the mail. Perry Drive intersects with Boniface and Nunaka. Nunaka exits onto Debarr. My neighbors and I have often noticed vehicles traveling at excessive speed on Perry. Since Perry is a main access road into Nunaka Valley it handles a lot of exit and egress traffic. Also some drivers have learned to use the perry/Nunaka route as a cutout for the Boniface and Debarr intersection. Richardson runs perpendicular to Perry and leads to the Nunaka Valley School/Playground/Park. Many children travel on Richardson to and from this destination. Also several small children live in the immediate vicinity. There is a stop sign on Richardson at the intersection with Perry. My suggestion for traffic calming at this intersection would be to make Perry/Richardson a four way stop and/or a speed bump on Perry. My concern is that some little kid riding his bike or playing in the street will be mowed down by a driver traveling at excessive speed, probable talking on a cell phone and not paying adequate attention. I would appreciate your attention to this matter and hope you will implement a proposal to act on the above mentioned suggestions.</td>
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<tr>
<td>66.</td>
<td>7-15-2006</td>
<td>E-mail</td>
<td>We respectfully request that methods to slow traffic and prevent a pedestrian-vehicle collision on Turpin south of DeBarr be implemented - speed bumps, a sidewalk - something. This portion of Turpin is engineered just as the neighborhood streets immediately to the East and West yet it is a through street with a light at one end and as such sees a much greater volume of traffic and traffic traveling at higher speeds. It has no pedestrian or bicycle facilities. We've lived on this section of Turpin for 6 years and 3 years respectively and have seen a significant increase in traffic, especially during the day. With the opening of the new Middle School and Wal-Mart we anticipate an even greater amount of traffic. Currently there are 11 children and 2 wheelchair bound individuals living on Turpin between DeBarr and E16th. While the population on any given street fluctuates (a year ago there were 20 children under the age of 18 on the block), the amount of pedestrian and bicycle traffic on the southern end of Turpin is not limited to the immediate residents. Pedestrians and cyclists from a broader area use Turpin in order to take advantage of the light at DeBarr on one end and the bike path that goes to Nunaka Valley and on into Russian Jack at the other. Local residents treat this street as a neighborhood street - we walk, we teach our kids...</td>
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<tr>
<td>67.</td>
<td>7-15-2006</td>
<td>E-mail</td>
<td>Turpin St. South of Debarr has a small extension, and then Ts into 16th. This street seems some extremely high speeds from vehicle coming off of Turpin West of Debarr, as well as vehicle using the route off 16th onto Debarr of continuing (hard to tell as we do not catch them past our house). Upshot is it acts as a high speed conduit, and also as its not a main street, we do not see police patrols or radar. That's understandable as the offenders are not common, but when they are, its extreme. As this is a small quiet neighborhood, it would work best to have traffic feed onto Debarr either on Beaver, or Patterson. To this end, Turpin should be blocked off where it enters Debarr of at 15th. That would stop the through traffic and high speeds trying to &quot;beat&quot; the light at Turpin and Debarr. I have seen many near accidents on the other end (which is my common route) where this reckless traffic merges onto 16th, without stopping. Yes it changes access onto Debarr, but we would be happy to drive up or down a street and or to Beaver or Patterson to do that. Others on the block feel the same way.</td>
</tr>
<tr>
<td>68.</td>
<td>7-18-2006</td>
<td>E-mail</td>
<td>I am happy that something may be done to protect pedestrian and bike traffic on what is a very dangerous street. The bottle neck from the Trailboss yard to Winding Way is the worst due to the fact that there is no sidewalk. Posted speed limit is 20 mph, however the norm is 35 and some every day exceed 50. Several times a week we have hot rods and/or motorcycles fire it up with speeds in excess of 80. The problem is, of course, that pedestrians in the bottleneck have no place to go. There have been numerous near misses and lots of horn honking with vehicles in this bottleneck, the people/children having to run or get hit. In the winter, children walking on Edward to Ptarmigan Elementary are caught in the bottleneck next to Trailboss. The sidewalk runs out and they have no place to go but the street. With children in the street, icy roads, darkness and inattentive drivers the results are and can be deadly. We have had our fence taken out on numerous occasions to avoid such obstacles. I expect that this improvement project includes imminent domain procurement of some of the Trailboss Yard. I do want to be sure that before you widen the street that ample thought has been made to actually slowing traffic down. I have reviewed the plan and see some restrictive areas at 12th, 9th &amp; Stadium. To be honest, I don’t believe these will keep the speed down. I believe that 12th &amp; Edward should be a combination of raised &amp; choked intersection as well as 9th &amp; Edwards. From what I have witnessed, widening the road would do nothing between stop signs other than give an escape path for pedestrians. Speed humps/bumps would slow motorist and possibly keep pedestrians/bicyclist off the street.</td>
</tr>
<tr>
<td>69.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Re-evaluate in a couple of years due to possible new development. East of Muldoon: Debarr Road please place</td>
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<td>Comment Number</td>
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<td>70.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>If you could pass along my concern for the possible extension of Early View Dr. to DeBarr that criminal elements have already begun to move into the area. I am concerned that a connection to DeBarr would allow rapid entrance and exit. We are working to move things in the opposite direction much like the street changes made in the Fairview Community. In the past 3 years we have experienced 2 shooting incidents where the shooters drove away after firing into condo units.</td>
</tr>
<tr>
<td>71.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>I am delighted to see speed humps being planned for 20th, Greendale, and 17th all east of Muldoon! Even though the speed limit is posted, many are speeding! I am not happy with the possible MOA road extension of Early View Drive. I live on it. It is only 3 blocks long there, and adding an extension (for what good reason?) would not be calming our neighborhood...it would add to the traffic (already speeding on those three blocks!), noise, danger, etc. It would create the exact opposite of calming our neighborhood! Please pass this comment to the powers that be.</td>
</tr>
<tr>
<td>72.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>I’m very in favor of the raised crosswalks at Muldoon Elementary. I would like an updated map on your website showing properly oriented Tee chokers. I support all of the MOA proposed road extensions as I believe northeast Anchorage communities have too few access/egress routes for safety.</td>
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<td>73.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>No extension ever of Patterson Road. At the present it is wonderful for the neighborhood children to have a place to walk to the park and school, plus would be much more homes broken in to not to mention the amount of traffic.</td>
</tr>
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<td>74.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>I’m against the road (possible MOA) from DeBarr to 6th Avenue. This would interfere with the quiet park near the Creekside Elementary School. Currently our neighborhood children play in this area safely. I would also worry about noise and vehicles speeding through this street. We have enough fast traffic on Turpin going through our neighborhood.</td>
</tr>
<tr>
<td>75.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Goals: reduce speeding, decrease cut-through, decrease activity, discourage criminal activity, etc. All goals of calming study would absolutely be violated with any possible Patterson Extension from E 6th-DeBarr. There was no reason for the Patterson extension. Please drop it from the study.</td>
</tr>
<tr>
<td>76.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>I am 100% opposed to Patterson Road extension. The reason is because it would double front homeowners on Hunt, Hunt Circle, Old Harbor, make short cut and racetrack for all the folks on E 6th, raise high traffic volume by Creekside school and church and church school near DeBarr and (Patterson). The proposed Patterson Rd. is taking from park patrons and hundreds of homes. NO PATTERSON EXTENSION EVER!</td>
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<tr>
<td>77.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>I am opposed to the extension of Early View Drive into Crosspoint neighborhood. I have signed the opposition letter stating the negative impacts to the Early View Community including: increased traffic noise and the danger to our children, Mt. View and Fairview are blocking off roads to prevent criminal acts-Why open up 2 neighborhoods, destruction of natural area, interfering with and destruction of wildlife migration, breeding grounds, and diminishing property values.</td>
</tr>
<tr>
<td>78.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Patterson Road should not be connected. Old Harbor home owners opposed, Northeast Community Council</td>
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<td>Comment Number</td>
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<td>79.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Opposed. The increased traffic- a hazard to children walking to school and or park makes E 6th heavily traveled; creates high speed traffic, not calming.</td>
</tr>
<tr>
<td>80.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>I am opposed to the extension of the Road on Early View. It would create more traffic and people to access the Fort Richard property and what is proposed for the creek?</td>
</tr>
<tr>
<td>81.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Please name the $2 million road we paid for at Muldoon and DeBarr Peratrovich Parkway. This has been persistently requested for 3 years.</td>
</tr>
<tr>
<td>82.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Edwards and Debarr- left turn lanes: maybe correct turn. E 6th and Staedem: curve and upgrade between Edwards and 6th.</td>
</tr>
<tr>
<td>83.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Edwards Avenue from Boniface to Staedem needs traffic calming for two important reasons. This section of road has the highest (35 mph over 20 mph posted) speeding incidence. Children going to and from Ira Walker Park routinely step into the street without looking for cars. Also, this area has had a high incidence of gun related violence lately and if criminals could not so easily speed away, some might be caught. This area needs attention very soon.</td>
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<td>84.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Grand Larry- too narrow; lots of increased traffic (car and foot traffic) partly due to increased population in the immediate area. Sidewalk on corner of Jelenik and Peck is being taken over by weeds/trees/dirt. The area needs trees cut and sidewalk reclaimed. Bring back photo radar- it worked! The complainers were the guilty ones who got caught finally. Muldoon and Glenn need 2 lanes turning on to the Glen Highway. Traffic in right lane backs up to 16th and beyond during inclement weather and Fridays or holidays.</td>
</tr>
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<td>85.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Request Duben, east of Muldoon, be moved up the priority list. It is too narrow and in terrible shape- definitely should be widened. Speed humps combined with this will be most beneficial and increase safety. What about a sidewalk?</td>
</tr>
<tr>
<td>86.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>South part of Turpin- there is a lot of speeding on this block. Speed humps combined with this will be most beneficial and increase safety. What about a sidewalk?</td>
</tr>
<tr>
<td>87.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>I live on the corner of 6th and Donna, at the bottom of the hill. This intersection is a raceway. This intersection is part of a cut-through. Drivers traveling from DeBarr (west) turn at Edwards to reach North Muldoon via Turpin to avoid congestion at DeBarr and Muldoon. The drivers from the Boniface/ West 6th neighborhoods travel east on 6th Avenue to Turpin in order to access North/South Muldoon. This may not be a classic “cut-through” but this thin pedestrian heavy road is generating a very large amount of very fast, pass through traffic that it is not designed to handle. The hills that lead to this intersection intensify the issue. This is an immediate issue that is a priority before someone is injured!</td>
</tr>
<tr>
<td>88.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Cars coming south on Patterson at the usual high speed, miss the corner, especially when it is slick. Run up onto the yard and make it very dangerous to walk that section of the street.</td>
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| 89.            | 7-18-2006     | Comment Form   | My concerns are where there are chokers by schools, there is no lighting. As you know during winter the
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<td>90.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>children go to school in the dark and go home almost in the dark. We are talking about safety for these children. All of the proposed traffic calming options on this proposal get a thumbs up from me. But I think more should be done. Specifically: Turpin St. south of DeBarr is a slow-paced residential street. Lots of single family homes are in this section of Turpin and kids access this street all the time because it’s a thoroughfare, people drive way too fast. Speed bumps or chokers would be good. Or best of all, interrupt access from DeBarr to Turpin on the south side, make Shady Lane subdivision more enclosed, like Nunaka Valley. And I suggest putting sidewalks on as many neighborhood streets as possible.</td>
</tr>
<tr>
<td>91.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>This draft shows no way to slow down the traffic on east 20th between Patterson and Muldoon. Talk to anyone on the street. They will tell you about speeding. There is no enforcement. I’ve lived there 17 years and never seen speed enforcement, How about speed bumps, stop signs, chokers? Also, how about sidewalks? At least along Patterson from DeBarr to E 20th, and then, take the up 20th; make Patterson skinnier. We are people who live in these neighborhoods, please help us.</td>
</tr>
<tr>
<td>92.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>E 6th should have speed bumps not chokers. Duben does need to be wider. Work on traffic flow.</td>
</tr>
<tr>
<td>93.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>The “20 mph children playing” signs on E 16th are completely ignored. They are doing 35-60 mph anytime of the day and night. If someone is close to the speed limit: they over take them. I would like to see speed humps at summit coming from Baxter/Beaver and at Wolverine coming from Patterson/Otter.</td>
</tr>
<tr>
<td>94.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Please paint crosswalks across E 6th at Valley and across valley following Chester Creek between Valley St. Park and Rangeview Trailer Park. 50-100 kids a day cross through park on Valley Street to get to Muldoon Elementary.</td>
</tr>
<tr>
<td>95.</td>
<td>7-18-2006</td>
<td>Comment Form</td>
<td>Just a suggestion- For any future meetings only put the specific traffic calming information on the maps or documentation. Having items like the Muldoon town center creates too many side discussions detracting from what we should be discussing.</td>
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<td>96.</td>
<td>7-20-2006</td>
<td>E-mail</td>
<td>Peck Avenue is long, wide, and flat, there are know stop signs until you get to Muldoon Road. The Speed Limit is 25 MPH. At the end of Peck is several Housing Places for Seniors. Last year we were able to get enough signatures to receive two speed humps. The one hump that was closed to Place Street was moved in a heap by people not slowing down until they reached the hump. It was turned, the city came out and laded it flat and within one day it was a big mess again. A counter said the average speed was 34 MPH last year. I think it higher now. This year we have the cart, and people still speed over 40 MPH. I have seen two children almost hit by cars going way over 25. We saw one elderly man who was almost run over on his bicycle. Several cats have been killed, and they move fast. Once in June 06,a stray cat was hit. Our neighbor went out to remove the dead cat and the traffic would not stop. People were almost hitting each other going in to on coming traffic, to keep from having to stop. The Lady that hit the cat did not even stop. She was almost rear ended by the car behind her that was also speeding. Most of the time the City Bus Speeds, the Cookinlet Housing, ML&amp;P, AWWU, and the people that work at the Senior Housing, and of course people who live in the neighborhood. There is a private school on Peck, close to Grand Larry. I have let them know that they can get a School Zone, and Drug free Zone sign from the City.</td>
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<td>A lot of Children walk, ride, skateboard, run, etc on Peck. Children attending Muldoon elementary go up Peck, and cut through to go to and from school.</td>
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<td>Two People were killed on Peck going 90 MPH. One Saturday in July of this year there was a party at a house on Peck. The city has always said that if People would park on both sides of the road it would slow down traffic. One lady who appeared to be in her late 20's or early 30's was crossing Peck to go to the party. A man in a White Pickup honked for her to get out of his way. If she had been one of the elderly people that walk by she would have been hit and most likely killed. The elderly people walk at all times of the day and night.</td>
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<td>There is a man who has a race car, that lives on Peck and races up and down street. We have people who drag race because it is so long, flat, and wide. Some one else will be killed if something is not done soon.</td>
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<td>I know that every one want that Problem street fixed, but we really need Peck to be moved up from #8. I have called the Mayor office, traffic, and finally the Police have given out tickets. The Police wait at the beginning of Peck, by the How How, or mall. That does not get any speeders unless they go to the stop sign on Muldoon Road. People turn on Zappa, Jelinick, or Grand Larry. It does not keep the speed down as they go toward Muldoon, or up Peck.</td>
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<td>We know it will never be perfect. We have a 5 year old daughter, we do not let her try to get a ball that rolls in the street. But we have seen people who do let their young children get balls. Even if an adult is going to get the ball, people do not stop. Please try to see if you can get Peck moved up on the list.</td>
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<td>97.</td>
<td>7-20-2006</td>
<td>Comment Form</td>
<td>I am in favor of adding speed humps and chokers on DeBarr to augment security and quiet to the neighborhood. The possible MOA’s on DeBarr and from DeBarr southward would detract from the tranquility and cohesiveness of the neighborhood. Don’t remove the traffic signal from 12th Avenue for the safety of our children and free access to/from Arby’s, Taco Bell, Fred Meyer, Muldoon Community Center, Dung How and Sushi. Thank you for this opportunity to contribute to the safety and tranquility of our neighborhood by responding to this survey. My neighbors have also promised to respond in kind- it not, then let this represent their notes too.</td>
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<td>98.</td>
<td>7-21-2006</td>
<td>Letter</td>
<td>Dear Genius’</td>
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<td>I see from the flyer I’ve received in the mail, that you are at it once again. Congratulations on preparing to wring the final vestiges of efficient vehicular movement through the Anchorage-Muldoon area. You obviously are very wise and intelligent, and have studied the traffic patterns carefully and thoughtfully, rather than simply slapping a stoplight at every intersection that you possibly can. I wish I were as effective at my job as you are at yours, if that were true, air traffic would be at a standstill, and the next trip you took to Seattle would take you 7 hours.</td>
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<td>Thank you for putting the stoplight in at Boundary. It’s proven extremely beneficial to implementing flow onto the Glenn Highway overpass, that sure was a bottleneck before. Especially during rush hour this light helps ensure that traffic backs up all the way to Fred Meyer in a solid stream of bumper to bumper, irritated drivers.</td>
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<td>Thanks for putting the stoplight in at 20th street, and thanks especially for making it the equivalent of a 4 way stop. I’d be worried if someone trying to get out of the old folks home couldn’t navigate a regular stop light, maybe they shouldn’t be on the road in the first place.</td>
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|                |               |        | Thanks for the new light you’re getting ready to put in at the intersection where Schucks is. I can’t wait for the
### NORTHEAST COMMUNITY COUNCIL TRAFFIC CALMING STUDY

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<td>99.</td>
<td>7-21-2006</td>
<td>Comment Form</td>
<td>My main concern is the different speed limits on the frontage road between Boniface and Muldoon. It is 45 mph between Boniface and Turpin, Turpin is 30 mph, between Turpin and Oklahoma it is 35 mph, and 25 mph between Oklahoma and Muldoon with a 20 mph sign on either side of the hill. The different speed limits are confusing; also the road between Boniface and Oklahoma is state and between Oklahoma and Muldoon is city. Thank you for your consideration.</td>
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<td>100.</td>
<td>7-24-2006</td>
<td>Comment Form</td>
<td>It is difficult to get out of driveways and also walk on DeBarr Road due to speeding. Cars fly down the street especially around the corners and then the straight away. We are asking for speed bumps to slow down traffic before someone gets seriously hurt! We are also asking for lights for it is so dark, which encourages more vandalism and chances of being mugged. We oppose the DeBarr extension- it is already bad enough and this will just make it worse- more traffic, more accidents, and higher crime rates.</td>
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<td>101.</td>
<td>7-25-2006</td>
<td>E-mail</td>
<td>We were unable to attend the public meeting held on July 18th, but would like to comment. We are sorely in need of speed humps on Cherry Street between Sixth and Tenth Avenues. This area is one block from the Muldoon Elementary School and there are dozens of children on the street, even in the summertime. Very, very few drivers adhere to the 20 MPH speed limit; in fact, it is like a freeway in front of our home. I have tried unsuccessfully for years to have something done to slow traffic - even getting our neighbors to sign a petition and sending it to our assembly person. That was five years ago. Is there ANYTHING we can do at this point???? I would appreciate your attention on this matter.</td>
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<td>102.</td>
<td>7-31-2006</td>
<td>E-mail</td>
<td>The traffic problems (speeding) has gotten progressively worst with the increase development of the CIRI projects. So far nothing seems to quell the speeders. The traffic bumps have been put out in front of my house several times. All that accomplishes is the slowing down of traffic and then speeding off or the speeders who don't care and speed over the bumps catching air. All of which cause more noise. I have heard that chokers might possibly be put on east Peck and I think that is a good beginning to solving the problems. I also think if the police were to ticket the locals who regularly speed that would also help.</td>
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<td>103.</td>
<td>8-1-2006</td>
<td>Letter</td>
<td>My comments are directed regarding Edward Street and Staedem Drive/6th Avenue. As a 16 year resident of the east side, my wife and I travel from my home on Towne Court to work everyday. We enter Staedem Drive and either turn up hill towards Edward Street or turn down hill towards 6th Avenue. We are familiar with these roads under all conditions.</td>
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Several intersections are badly engineered. The up hill road from 6th Avenue to Staedem Drive is terrible. To get to my home we have to negotiate going up a hill make an immediate left turn and proceed up another hill that curves around and connects to Edward Street.

In order to negotiate this hairpin turn on a double hill one has to drive slowly. It doesn't make any difference if I going to work or going home. And it doesn't make any difference in what time of the year it is. I will say, in the winter time it can be a challenge to negotiate this route when we get a lot of snow or the roads turn icy.

I would like to see a barrier installed across 6th Avenue where it meets Staedem Drive. Effectively making 6th Avenue a dead end street. This idea appeals to me because it would eliminate cut through traffic. It would also make Staedem Drive a safer road as it would not be connected to 6th Avenue anymore. In the long term this could help the problem on what I call “6th. Avenue raceway” as traffic utilizing this corridor would be more localized and use should drop.

Now taking another look at 6th Avenue where it meets Newell Street, I would propose blocking off 6th Avenue on the west side where it meets Newell Street. Along with this I would suggest speed hump be installed on 6th Avenue between Boniface and Newell Street. This approach would eliminate “6th. Avenue raceway.” Speeds would be lower on 6th Avenue and pedestrian safety would be increased. I submit that vehicle and pedestrian safety would be improved for those persons using Ira Walker Park.

Another suggestion might be to block off 6th Avenue just west of Norman Street effectively creating a double culd-a-sac on 6th Ave. At that point, a barrier could be placed across Newell Street where it meets 6th Avenue (rather than the previous mentioned barrier on 6th Avenue) and the remaining space on 6th Avenue up towards Norman Street could be used for parking for people that want to use Ira Walker Park.

Using this concept, safety could be increased because only people that actually live in the neighborhood would utilize the roads. Traffic would diminish, making the neighborhood safer. If 6th Avenue was blocked off in one form or another, traffic may increase on 4th Avenue a little bit, and it might be prudent to install a hump between Boniface and Newell Street to keep speeds at a reasonable level.

The next area I want to address is where Staedem Drive, 6th Avenue and Edward Street meet.

It doesn’t matter which streets you use to get to this intersection, they are all on a hill. In the winter, it can be a challenge not only to stop but to start again. The sight distances at this intersection also need improvement.

I would propose that where these three streets meet, that the intersection be lowered from say anywhere from six to eight feet and that the grade be level. This will allow for better winter use as one would be able to negotiate the stop and go performance of this intersection with less hassle. Of particular interest is the south east corner of this intersection. A person can not see approaching traffic from 6th Avenue (westbound) when driving north on Edward Street until they are almost on top of the intersection. It’s important because people driving west to the intersection are usually trying to look over the hill where to see where they are going and lots of times miss seeing the STOP sign. Another reason is from that point of view they can also see skylight downtown and on a clear day see the Alaska Range. I can’t tell you how times I’ve seen people run that stop sign. It’s an accident waiting to happen.
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<td>My next area of concern is Edward Street.</td>
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<td>I would like to see better lighting from 9th. Avenue up to 6th. Avenue. On the west side of Edward Street from 9th. Avenue up to 6th. Avenue I would like to see NO PARKING signs erected. This would eliminate cars from blocking the walkway/bike path area from 6th. Avenue down to the school. It wouldn’t cost a lot of money for the signs and it would improve safety immediately.</td>
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<td>At the corner of Edwards and 9th. Avenue I would like the STOP signs removed. They were put in once, taken out, and then installed again a year or two later. These signs are a real PAIN especially in the winter. I would rather see speed humps at this location. Doing so would improve winter safety especially when school is in session. This intersection gets pretty slick in the winter because you are trying to stop and end up skidding. Then when you try to climb Edward Street going north, your wheels spin making the road very icy. It doesn’t matter how slow you drive southbound on Edward Street and approach this intersection. More often than not, you are going to slide through the sign. On the same token, driving north from this intersection can be frustrating in winter when you are trying to get up a little speed so you can climb Edward Street.</td>
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<td>I believe removing the STOP signs and installing the speed humps would be a better solution. It would improve traffic flow but still maintain a barrier to keep speeds low. And besides, I think it would provide for a road that is not as slick as it usually is in the winter because cars would not be spinning their tires leaving the STOP signs. By having traffic not come to a complete stop, it would be easier in the winter to get traction without spinning your wheels.</td>
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<td>Edward Street from 9th. Avenue to Ben Tree Subdivision is another problem area. It would be nice if the MOA could purchase land from construction yard and widen Edward Street. Currently the slim narrow road has a drainage problem that turns it into a one-lane road, and no access for pedestrians. Purchase of that property and widening Edward street would make for better traffic flow and pedestrian safety.</td>
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<td>The area between Ben Tree Subdivision and DeBarr Road is narrow as well. On the east side of Edward Street is an entrance that provides ingress and egress to the strip center. Many times in the winter and summer, people come barreling out of there and slide onto Edward Street. I would like to see that entrance blocked off, or least that ingress to the strip is provided and NO egress.</td>
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<td>It would be nice if the MOA could purchase property from the now closed Billik Inn and widen Edward Street. They could improve lighting and pedestrian safety as well. By doing that they could eliminate the obstruction now located on the north-west corner of DeBarr Road and Edward Street.</td>
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<td>I must say that I’m not in favor of the chokers I’ve seen proposed for Edward Street or 6th. Avenue. And I have to say I’m not real excited about a raised crosswalk on Edward Street either. Anything that impedes movement on Edward Street has to be viewed for winter use. That is where the problems lie. Summer is not a problem as you have plenty of traction on DRY pavement, but in winter you have to keep cars moving especially between 9th. Avenue up the hill to 6th. Avenue or they get stuck and slide all over the place creating problems we don’t need.</td>
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| 104.           | 8-9-2006      | E-mail| 1. I appreciate this study and recommendations. We should not have to spend so much money to make people drive safely, but apparently we do. I drive down Edwards past Ptarmigan School regularly and see few people obeying the speed limit, even though there are many good reasons for it being 20. There are a lot of pedestrians and sight-line problems at intersections and narrow sections with limited shoulders and no sidewalk. I am pleased to see the pedestrian plans for that street.
|                |               |       | 2. The section of DeBarr Rd. in front of Carrs has become even more dangerous since the gas station was built on the NE corner. There are too many cars going in too many directions and crossing too many lanes. I’ve seen two accidents in the past two weeks and many close calls. One thing that would help a lot and be fairly simple is to extend the median to the east beyond the driveway into the Holiday station.
|                |               |       | Vehicles block the left turn lane onto Boniface and the eastbound DeBarr lane as they stop and turn left into the eastern driveway. I have also seen dangerous turns out of the Holiday station across the 2 west bound and turn lanes and into the eastbound lanes or all the way across into Carrs. There should be no left turns into or out of that eastern driveway. Extending the median and making it impossible to cross will be more effective than a sign.
|                |               |       | 3. When I turn left on Edwards, off DeBarr, there is small sign in my sight line in the median at Beaver. It is just a small diamond marking the median turn into the strip mall, but blocks sight of oncoming cars and since they are going at least 45 mph, this is a hazard. Maybe it needs to be raised above eye level. I’m in a car so am lower than larger vehicles.
|                |               |       | 4. There are a lot of line of sight obstructions. Shrubs on the corner of Edwards and DeBarr block sight of pedestrians on the sidewalk and since drivers are looking left for oncoming traffic, it would be easy to miss a child on a bike or someone walking from the bus stop. There are also shrubs that need to be pruned at other intersections along Edwards.
|                |               |       | I’ve noticed that someone is walking to every traffic and road sign in town and recording its location on a GPS. It would have been an easy thing to note which had sight line problems, then a map could have been made noting them all. If this was not done, it will be a big project for someone to go out and find them all, but it needs to be done as it is a problem in many locations -- either line of sight or traffic signs are blocked by vegetation. Realtor and garage sale signs are also becoming a big problem again, especially when taped to traffic sign posts. I would encourage DOT and the MOA to renew their campaign against these hazards littering the landscape.
|                |               |       | 5. Please post more 20 MPH traffic signs. The hill on Donna, running down to Pepper Tree and Krane is hazardous due to people driving way too fast, especially in winter. There are often parked vehicles and a lot of pedestrians and dog walkers in this area. I see a lot of car tracks going into the lawns in the downhill section. Neighbors posted signs, which helped for a while. Maybe a speed bump would help.
|                |               |       | 6. Sixth Avenue needs some design changes to slow people down. It is too wide and straight. Something I see regularly, but do not understand, is building wide straight streets that are designed for and encourage high speeds and then spending additional funds to construct traffic calming devices to slow people down. I’d like to see streets in residential areas designed for slow speeds in the first place. Narrower streets require less snow to be
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<td>removed and stored and lower maintenance costs, in addition to being safer.</td>
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<td>7. People regularly park on sidewalks. I'd like to see tickets given for this. It is dangerous to walk out into the street to get around large vehicles blocking the sidewalk. I see this on Edwards and near Cheney Lake, and occasionally on Turpin. Also, it is common in the new Whispering Woods subdivision. Although there is not a lot of traffic there now, it should be discouraged from the beginning.</td>
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<td>8. We need more landscaping that is maintained. We spent a lot of public funds to improve Turpin, which I love, but the landscaping is not being maintained. Stakes and dead trees need to be removed and the beds need to be weeded regularly. I see a lot of invasive weeds taking over, which spread to our yards and other public areas. Perhaps the city could talk to neighbors about adopting sections. However, the contractor should be responsible for turning it over to the city in very good condition -- healthy plants, no weeds, and well-watered. They should not receive their final payments or get their bonds back until this is done.</td>
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