

January 2018 Draft DSR Review
Comments & Responses

Appendix O

West 32nd East 33rd Avenue Upgrades Arctic Blvd to Old Seward Highway
 MOA / PM&E Project No. 16-29
 Review Comments Summary
 Draft DSR - January 2018

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
1	Carol Wong-Thede Tobish MOA - Planning Department Planning Supervisor/Senior Planner	1/19/2018	1	All	The project area is located within the Midtown Employment Center as designated in the 2020 Anchorage Bowl Comprehensive Plan. The recently adopted Anchorage 2040 Land Use Plan reaffirms the City/Employment Center land use designation for the majority of the project area as well as designating the frontage properties along Arctic as Commercial Corridor, and the blocks between Eureka and C street as Compact-Mixed Residential High. The Comprehensive Plan envisions this area being developed with high concentrations of office, businesses, and high density multifamily development that is well served by transit (Benson, Minnesota, C Street), bicycle facilities and wide sidewalks that are well lit to provide safety and connectivity within the center and adjoining neighborhoods. The City/Employment Center is the most intense of all land use forms and encourages a wide range of travel options for area residents, employees and users to local work places, entertainment, services and neighborhood activities such parks (Arctic Benson Park). Per our review, alternatives 1 and 2 provide the transportation upgrades that include separated facilities for pedestrians of all ability, bicyclist and vehicles to minimize potential conflicts. This is consistent with the build out vision for the area and supports ADOT focus to see more secondary corridors improved to support and provide relief to major arterials.	Thank you for your comment. Final recommended alternative may incorporate elements from each of the alternatives presented.
2	Carol Wong-Thede Tobish MOA - Planning Department Planning Supervisor/Senior Planner	1/19/2018	2	All	If at all possible, we recommend extending the project west to connect to Spenard Corridor. This will provide greater pedestrian connectivity between Midtown and Spenard.	The project has been extended to connect to Spenard Road.
3	Carol Wong-Thede Tobish MOA - Planning Department Planning Supervisor/Senior Planner	1/19/2018	3	All	Applicable policies are: Anchorage 2020 Policies 12, 23 37, 38, 45, 54, 76, and 81, Anchorage 2040 LUP Policies 3.1, 3.2, 6.1, and 6.2. We recommend the project move to the next phase.	Have updated the policies referenced in the DSR to match the ones listed in the comment.
4	George Taylor ML&P - Engineering Department Design Engineer	1/26/2018	1	Page 2, A1 2&3	The crossing 113+26-116+21. Those poles are CEA's poles not ours and the highest overhead is also their transmission. Coordination with CEA will be needed to move these poles and any potential undergrounding.	Thank you. The project will coordinate with CEA for those poles.
5	Kathy B. Parker MOA - PM&E Sr. Light Admin	1/16/2018	1	Page 21	Item 1, W.32nd Ave. – Dawson St. lighting, is the existing pole direct embedded or driven steel pile with a fixed base? MOA no longer allows direct embedded poles.	Pole is driven steel pile with a fixed base, have updated.
6	Kathy B. Parker MOA - PM&E Sr. Light Admin	1/16/2018	2	Page 21	Item 3, Calais Drive lighting, are these metal light poles on a pile foundation? And MOA Str. Lt. Maintenance will install new LED heads on these poles in the next few months based on a lighting analysis performed by CRW under a separate task.	The poles are on pile foundations with exception of one near A Street which is on a concrete foundation. Will coordinate design with LED upgrade project. Proposed alternatives will impact existing light poles.
7	Kathy B. Parker MOA - PM&E Sr. Light Admin	1/16/2018	3	Page 74	Section G. Lighting, Intersection lighting, C St. & W. 32nd Ave., this is a TORA intersection. SOA owned, MOA maintained. The existing intersection lighting is fed from a TORA load center in the NW corner. But other SOA street lighting systems may share the existing junction boxes on C St. north and south of the intersection. <i>(Note: Image provided in review comment see word document 16-29 Project Review DDSR_Hughes)</i>	Thank you. Have included this information in Section 2.D Existing Lighting Section and Section 8.G Lighting.
8	Kathy B. Parker MOA - PM&E Sr. Light Admin	1/16/2018	4	Page 74	Section G. Lighting, Intersection lighting, A St./W. 32nd Ave./Calais, this is a TORA intersection fed with an SOA LC. SOA owned, MOA maintained. But, at present, the MOA's Calais St. lighting is also fed from the TORA intersection LC in the NE corner. <i>(Note: Image provided in review comment see word document 16-29 Project Review DDSR_Hughes)</i>	Thank you. Have included this information in Section 2.D Existing Lighting Section and Section 8.G Lighting.

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9	Kathy B. Parker MOA - PM&E Sr. Light Admin	1/16/2018	5	Page 74	Section G. Lighting, Intersection lighting, Denali/Calais/E. 33rd Ave. Intx – this is an MOA intx. with an MOA LC for traffic and lighting at intersection only. (Note: Image provided in review comment see word document 16-29 Project Review DDSR_Hughes)	Thank you. Have included this information in Section 2.D Existing Lighting Section. Upgrades to this intersection may be included in the Denali/36th Avenue project.
10	Kathy B. Parker MOA - PM&E Sr. Light Admin	1/16/2018	6	Pages 80-88	Roadway Cross Sections – illumination is not shown in these cross sections. With illumination setback requirements from sidewalks or pathways, the illumination systems should be part of the discussion and cross sections. Some alternatives require ROW, illumination may increase the ROW needs in some cases.	Agreed. Have revised cross sections to show proposed lighting.
11	Kathy B. Parker MOA - PM&E Sr. Light Admin	1/16/2018	7	Pages 85-86	Item 3. Calais St. – Is the existing MOA illumination to remain? If so, how does this correlate with the proposed alternatives? It is not discussed.	Current alternatives will impact existing lighting on Calais. Have added statement in 9.G that existing luminaire poles that are located along project corridor typically will be impacted and will require new luminaire poles be installed.
12	Steven Hughes MOA - PM&E Plan Review Engineer	1/16/2018	1	Page 31	Drainage Analysis. The condition assessment protocol outlined in the Draft DSR of the existing storm drain infrastructure is incomplete and not specific enough. The fixed camera equipment is typically inadequate for assessing the health of the existing storm water collection piped systems over long distances; no stationing, joint inspection, penetration damage, gasket failure, etc. data can be collected. The assessment protocol used in this study does not conform to NASSCO's Defect Coding and inspection procedures as well. Assumptions mentioned Item 6. Second Paragraph regarding pipe inspection appear to be too ambitious. A fixed boom mounted camera cannot satisfactorily observe and assess pipe barrels at extended lengths. Please provide Appendices C and D to provide assurances that the storm system was thoroughly inspected.	The Storm Drain Condition Assessment Report is available as Appendix D at: http://www.32nd33rdupgrades.com/view/docs NASSCO Defect Codes are typically associated with CCTV inspections which was beyond the scope of the current contract due to the substantially higher cost of CCTV (typically 3x that of Zoom Camera inspection) and limited project budget. Zoom Camera inspection was considered adequate for purpose of this roadway upgrade project and condition assessment terminology consistent with previous inspection efforts was utilized.
13	Steven Hughes MOA - PM&E Plan Review Engineer	1/16/2018	2	Page 102	Items 1 and 2. Operations and Maintenance Costs. Please provide supporting data, sources, and appendices that outline how the basis of costs were developed and applied.	Snow removal cost information was provided by James Belz via email on 11/5/2017. Per discussion with Steve Hughes on 2/8/2018, O&M costs in DSR are acceptable as presented.
14	Steven Hughes MOA - PM&E Plan Review Engineer	1/16/2018	3	Page 110	Appendices (This Page # not included in submittal). The Appendices listed were not received by Street Maintenance. At a minimum please provide the appendices that deal directly with storm drain infrastructure. These appendices are necessary to complete this review.	Appendices are available for download at: http://www.32nd33rdupgrades.com/view/docs

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15	MOA - Traffic Department Safety / Signal Division Managers	1/2/2018	1	General	<p>The Safety and the Signal Division Managers ask to have a meeting with PM&E and the designer (separate from other MOA and utility reviewing agencies) to discuss/reiterate our concerns about the proposals, with respect to (a) need, (b) maintainability and (c) the adverse impacts to the safety of user groups of some of the proposed alternatives.</p> <p>Many of our concerns were raised with the Consultant when we met shortly before the public open house in early December.</p> <p>These discussion points far exceed the ability to be adequately conveyed via our written responses to the DDSR and alternative designs presented.</p> <p>The designs presented are not acceptable as shown. Some elements from each of the alternatives may be acceptable in a preferred alternative.</p>	<p>Meeting with Traffic and PM&E was held on 3/21/18 to review comments. Per meeting, specific concerns related to increasing pedestrian crossing distances at intersections and increasing maintenance costs related to additional striping. Have updated DSR wto specifically address those issues.</p> <p>Intent for final recommended alternative is to choose elements from each of the three alternatives presented. Preferred alternative has far less roadway striping than other alternatives presented.</p>
16	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	1	Page 16	<p>2.C. Roadway Characteristics and Function</p> <p>After looking at the data in Appendix H, we're having trouble with the broad statement in the final paragraph on the page. While there is unquestionably bicycle activity at this location (A Street), the data seems to indicate relatively limited east-west bicycle demand (whether on the north side or south side): 4 bicycles on each of those two legs of the intersection. This is true at a number of locations.</p> <p>Some level of cost-benefit evaluation needs to be provided for providing bicycle facilities on a project that is estimated to cost \$19 million, when the east-west demand appears to be below 10 bicycles in the peak hour (bike activity) – combined eastbound and westbound.</p> <p>There's been some recent discussion in the traffic engineering community (ITE Community Forum) that public agencies would be better served by investing financial resources in a relatively few – but individually more costly (and, better benefit/cost ratios) and higher demand – bicycle facilities than shot-gunning bicycle facilities on many roads. While there is a 'capacity-induced demand'/'build it and they will come' phenomenon, there should be a real deep question about whether the MOA's limited bonding resources would be best served by bicycle facilities (beyond shared lanes) on West 32nd/West 33rd.</p>	<p>Have revised statement to include actual peak hour counts. Have added that the "high pedestrian and bicycle volume" statement is present at this intersection compared to other project intersections.</p> <p>Have incorporated discussion of the benefits to users into the narrative and are proposing to phase the project. Unfortunately preparation of a cost-benefit analysis is beyond the current scope of the project.</p> <p>Statement is worthy of discussion but is beyond the ability for this project to address.</p>
17	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	2	Page 29	<p>3.B. Complete Streets – Existing Corridor Analysis. 3rd Bullet</p> <p>Comment: Suggest changing the words "...are provided..." to "exist". The current verbiage might be cleared up, since someone could mis-interpret the condition as something that was deliberately done.</p>	<p>Agree. Have changed.</p>

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18	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	3	Page 54	<p>Pedestrian and Bicycle Study – Tables 14 and 15. Comment: Suggest adding the information about the peak hour activity for bicycles and pedestrians along the corridor.</p> <p>This peak hour should be for the highest one-hour along the entire corridor, not, as shown in exhibits in the Appendix, where the peak of individual segments is identified as the 'peak.' Doing this will show the true peak hour demand – not a series of "From here to here, the one-hour peak is from 4:30 – 5:30. Over here, it is from 4:15 – 5:15pm..." etc.</p>	<p>Added peak hour summary tables to section. Haved added more information regarding peak hours and why we have chose to keep them specific to intersections instead of using the same one-hour peak along the entire corridor.</p>
19	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	4	Page 64	<p>B. Traffic Calming Comment: The Department routinely receives citizen contacts in which 'concerns' about speeding are raised. However, only about 50% of the studied streets meet our 'cull' threshold of an 85th percentile speed at least 5mph over the posted speed limit – let alone prioritize-well for construction.</p> <p>Comment: There is a 2016 Traffic Calming Policy Manual that is in the hands of the Municipal Traffic Engineer, and is simply awaiting signature for implementation. CRW should be reviewing that document (and including it in the references), since it could be approved for distribution before this project (or initial phase) goes to design.</p> <p>Generally, the Traffic Department will not install traffic calming on streets that provide large wheelbase vehicle access (i.e. streets that serve commercial businesses).</p>	<p>Agree that traffic calming should be determined based on speed data however, it may also be desirable to promote reduction of existing speeds on the corridor if bicycles and vehicles share the roadway.</p> <p>Traffic calming at Eureka Street was originally identified by MOA Traffic Engineer in Stakeholder Working Group meeting. 85th percentile speeds on E. 33rd (eastbound) are 8 mph over the speed limit.</p> <p>Have attained a copy of 2016 Traffic Calming Policy Manual & referenced in report.</p>

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20	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	5	Page 68	<p>C.2.c) Pedestrian Facilities – Electrical Warning (Street Lights, Rapid Flashing Beacons, Other Overhead Beacons) Comment: Please note that the Federal Highway Administration has rescinded Interim Approval for RRFBs.</p> <p>Note: there is a Table in the Alaska Traffic Manual Supplement that addresses the progression of pedestrian crossing devices – from signs, to markings, to electrical devices.</p> <p>Beginning the process with a pre-selected electrical device is not acceptable to us given the information about the 'demand' that has been provided.</p> <p>For a recent example, notwithstanding public desire for RRFB devices on the Spenard Road project, the Department agreed only to have conduits installed to avoid the need to trench/jack through/under the road if – in the future – that device was determined to be needed based upon, then-current, pedestrian volumes.</p>	<p>New Interim Approval for RRFB's was issued on 3/20/18 by FHWA.</p> <p>Second paragraph on Page 80 identifies information necessary to determine appropriateness of electrical warning or regulatory devices and states that, based on crash history, none of the streets in the project area are potential candidates. However, if the overall desire is to create a pedestrian and bike corridor across Midtown Anchorage, treatments to address the problem of inadequate gaps in vehicle traffic for safe pedestrian crossing on Arctic Boulevard should be considered even if current crash data and/or pedestrian volumes do not warrant such treatment.</p> <p>Agreed that installation of conduits to facilitate potential future construction of a crossing is a good idea.</p>
21	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	6	Page 68	<p>C.2.d) Pedestrian Facilities - Electrical Regulatory (Pedestrian Hybrid Beacon, Midblock Signals) Comment: Please note the Signal Operations Division of the Department has a substantial staffing issue that needs to be resolved, re: additional 'signal' type devices. See comments from Signals Division.</p>	<p>Thank you. Per discussion on 3/21/18, the project will install conduits but not a beacon at Arctic Boulevard.</p>
22	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	7	Page 80	<p>9.B – Project Alternatives – Roadway Cross-Sections Comment: Please note that while a 'guesstimate' is provided for additional O&M, the Paint & Sign Shop has a substantial staffing and budget issues that need to be resolved, re: additional markings.</p> <p>With the below-historical levels of staffing, and "flat" budgets, it is possible that Paint & Sign will not maintain additional signing and striping after the end-of-useful-life of this project's MMA-type striping. While long-lines (bike lane lines) are able to be maintained via the striper truck, repainting bike lane lines – when other, safety-related markings are unable to be done on an acceptable schedule of repainting – will be the lowest priority. This concern is increased dramatically for some of the striping/facility alternatives: 'shared lane markings', 'hash marks' in bike lane buffers, etc., require 'hand' labor to repaint each year. That increases annual maintenance costs, and places Department maintenance personnel in an unacceptably adverse safety condition – particularly given what we perceive to be a low-value improvement.</p> <p>Several of the intersection design alternatives presented to staff in early December may be extremely problematic given the noted staffing and budget issues.</p>	<p>The O&M costs were provided for a comparison between alternatives only, and assumes that the required maintenance for sweeping, striping, and sign maintenance would be similar amongst the three alternatives. Requested more accurate values based on actual costs at 3/21/18 Traffic meeting.</p> <p>All proposed striping will be inlaid methyl methacrylate to increase durability and reduce maintenance and installed to a depth of 250 mils. Have added Striping section within the General Design Considerations section in order to discuss MOA Traffic concerns and proposed striping plan of inlaid 250 mils MMA.</p>

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23	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	8	Page 91	9.E.8 Project Alternatives Intersections and Traffic Calming Calais Drive & Walmart Driveway/Midtown Place. Comment: Placing a mid-block pedestrian crossing between two closely-spaced roundabouts, themselves located in the tangent section of roadway between two reversing horizontal curves seems problematic from a pedestrian safety standpoint. While there is a long spacing between controlled intersections (Denali to the east, and A Street to the west), and potentially some pedestrian interaction between the land-uses to the north and south, introducing a ped facility at that location is an issue that merits very careful consideration and discussion with us.	Pedestrians were observed crossing near this location during collection of intersection counts at the Wal-Mart driveway. Pedestrian traffic will likely increase with the construction of the new hotel on the south side of Calais Drive. Will coordinate pedestrian crossing with Traffic Department if this alternative moves forward.
24	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	9	Page 92	9.E.8 Project Alternatives Intersections and Traffic Calming E.34th & Fairbanks Street/ Comment: Unless a warrant analysis of volumes and crash history have confirmed that the MUTCD Warrants for all-way STOP control (AWSC) have been achieved, there should not be any discussion about AWSC for this location – or for any other discussion in the report.	Initial concern with establishing the crossing of E. 34th Avenue as a pedestrian corridor was the potentially high speed of traffic exiting the Seward Highway and traveling westbound on E. 34th Avenue. Traffic volumes and speed data were collected on the segment of E. 34th Ave between Fairbanks and OSH subsequent to publication of draft DSR and showed 85th percentile speeds of 28-29 MPH. Have removed stop sign from alternatives.
25	Kristen Langley MOA - Traffic Department Safety Division Manager	1/2/2018	10	Page 109	Proposed Variances from the DCM Comment: The 10-foot wide turn lane shown for West 32nd (C Street to A Street, all Alternatives) will also require a Variance. The approved range of TWLTL widths is 11 feet to 14 feet (nominal width).	Thank you. Will add to list of variances on page 109.
26	John Crapps MOA - Traffic Department Signals Division Manager	1/2/2018	1	None given	Remove No right on red at C street and 32nd.	Have removed No Right Turn on Red statement. Have added new intersection alternative with protected bike lanes.
27	John Crapps MOA - Traffic Department Signals Division Manager	1/2/2018	2	None given	Medians will be required at signalized intersections.	Have included medians in Alternative 4 where needed based upon intersection turning movements. Will refine further with MOA Traffic during design development.
28	John Crapps MOA - Traffic Department Signals Division Manager	1/2/2018	3	None given	Remove references to rapid flashing beacons, bike boxes, and pedestrian hybrid beacons. We have previously stated that these are not acceptable to Traffic.	We think that the potential benefits of these measures should be discussed to provide a complete picture of the various features that could be implemented, even if they may not currently be warranted and ultimately may not be recommended or installed.
29	John Crapps MOA - Traffic Department Signals Division Manager	1/2/2018	4	None given	Detection at signalized intersections shall be inductive loops until an alternate device has been approved by Traffic Department Signals Section.	Have stated that in Draft DSR that evaluation of detection devices by Traffic Department is ongoing and this project will utilize approved radar device.
30	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	1	General	I echo my manager's request to meet to discuss this project moving forward.	Meeting with Design Team, PM&E, and Traffic held on 3/21/18.

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31	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	2	Page 1	Project Purpose and Goals – DSR states that the corridor lacks dedicated bike facilities, but these corridors were identified as a shared road in the Bike Plan, which is not a dedicated bike facility and the road already functions in this manner.	<p>Agree that W. 32nd (Arctic to C) & E. 33rd (Denali to OSH) currently function as shared road though they may not be comfortable for users of all ages and abilities. W. 32nd Ave between A Street and C Street and Calais Drive do not function well as a shared road due to high traffic volumes and curvilinear alignment of Calais Drive. The 2010 Bike Plan is currently being updated through the Non-Motorized Plan and corridor designation may change. Previous experience with implementing projects identified in the Bike Plan has found that facility types identified in the plan are not always optimum for the selected corridor.</p> <p>Nationally, active transportation goals are placing a higher priority on facilities suitable for all ages and abilities. Dedicated bike facilities are also consistent with Vision Zero and Complete Streets approaches that are currently being advanced as MOA policy.</p>
32	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	3	Page 5	Community Context (2.A.1.a) – Last sentence on the page states that, “High pedestrian and bicycle traffic has been observed crossing from the Calais Building properties to Walmart...” Define high traffic.	Have provided actual counts at Walmart driveway.
33	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	4	Page 7	Community Council – Section states that the resurfacing and addition of sidewalk on E 33 rd are a priority. This small project seems very achievable.	Agreed. Will be achieved with this project.

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34	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	5	Page 9	<p>Bike Plan – These roadways are already shared roadways. Per NACTO, a shared roadway is not a dedicated bike facility and many local roads function as shared roads without any specialized signage or striping. Have any bicyclists indicated difficulties in using these facilities in their existing condition?</p> <p>Unfortunately, the trail connection across AWWU property is the only part of this project that is identified in an adopted plan and is the only part we aren't proposing to construct.</p>	<p>Agree that W. 32nd Ave from Arctic to C & E. 33rd Ave function as shared road though it is not ideal for all users. W. 32nd Ave between A Street and C Street and Calais Drive do not function well as a shared road due to high traffic volumes and the horizontal curves on Calais Drive.</p> <p>Bike lanes or paved shoulders are preferable to shared lanes when sufficient width is available according to the AASHTO Guide to Bicycle Facilities. The NACTO Designing for All Ages and Abilities guidance also indicates that shared streets only meet the All Ages & Abilities criteria when motor vehicle volumes are so low that most people bicycling have few, if any, interactions with passing motor vehicle (<1,500 vpd for 25 mph speed limit). All project road segments have higher than 1,500 vpd for 2020 AADT. For this project, bike users have indicated a preference for bike lanes over shared lanes.</p>
35	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	6	Page 11	<p>Demographics – Is the 0.7% growth rate stated here what was used to calculate the future AADTs shown on page 43? No growth rate is stated in that report section.</p>	<p>Traffic growth rate of 1.6% was used based on Anchorage 2020 Plan. Have added citation to growth rate used.</p>
36	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	7	Page 13	<p>Contaminated Sites – Does the contamination on AWWU property reduce the feasibility/likelihood of the trail extension across their property?</p>	<p>DEC does not identify the exact location of the spill but it appears that contamination was found several feet below ground and further north from the trail alignment. Based on a typical trail cross section and existing grades, trail construction is not likely to encounter contaminated soils.</p>
37	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	8	Page 18 (&6)	<p>E 34th Ave, Driveway to McDonald's – I pulled the plat (84-441) and it appears that driveway is within a platted 15-ft reciprocal access easement that exists along many of the common property lines in this area.</p>	<p>Agree. Reciprocal access easement is identified on ROW drawings (Appendix I). Page 18 reference will be updated.</p>
38	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	9	Page 44	<p>Speeds – Speed limits cannot be indiscriminately lowered without cause. If the roadway is currently operating at/near posted speed, without significant geometric changes, we open ourselves up to posting a speed trap. Multiple studies have shown posting lowered speed limits can give at-risk populations a false sense of security and can inversely impact the safety of the roadway. Increased enforcement in this area is unlikely to help reinforce an unreasonable speed limit.</p>	<p>Understood. Intent of statement was general comment on speed versus severity of injury and is consistent with stated goals of Vision Zero initiative.</p>

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39	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	10	Page 50	Driveway LOS – Both Walmart and Midtown Place have alternate access points to allow traffic to divert another direction if the driveways are failing. As long as they are queuing on-site, we have no obligation to improve driveway LOS.	Have revised discussion. Primary reason for improvements here is existing vehicle queuing on Calais Drive when turning north into Wal-Mart driveway.
40	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	11	Page 53	W 32nd Ave & Arctic Blvd – It is stated that there is a “high volume” of ped and bike traffic but that they aren’t crossing here. Were there any observations on where they are crossing? Are they shifting mid-block to move further away from all the turning movement conflicts?	Observations were only conducted at the intersection of Arctic Boulevard and W. 32nd Ave. Other crossing locations on Arctic were not analyzed.
41	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	12	Page 61	Design Speeds – I see no justification to lower the design speeds for this project. The alignments are already set. The vertical grades are nearly flat. The only thing reducing the design speed will do is allow for reduced sight distances and I think we want as much sight distance as possible here.	Agree that geometry of roadway is generally set, grades are flat, and maximum sight distance is always preferred. Posted speed limit is generally based on design speed and intent was to reflect maximum recommended posted speed limits of 5 mph less than the design speed. Will revise wording of discussion.
42	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	13	Page 68	Please remove the figure and mention of RRFBs as they are no longer considered MUTCD compliant.	FHWA has issued new Interim Approval of RRFB's.
43	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	14	Page 76	Nonconformities – Thank you for starting this research early.	You are welcome.
44	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	15	Page 80	Roadway Cross Section – A typical cross section for a collector roadway has a 5-ft sidewalk on one side and an 8-ft multi-use trail on the other.	Will update reference to "two 5 to 10 foot wide sidewalks / pathways". No reference in the DCM could be found that required a pathway on one side of the road and a sidewalk on the other.
45	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	16	Page 81-88	Alternatives – Will need to be discussed in a meeting. Many of these options are a no-go due to the amount of additional striping maintenance.	All proposed striping will be inlaid methyl methacrylate to increase durability and reduce maintenance and installed to a depth of 250 mils. Have added Striping section within the General Design Considerations section in order to discuss MOA Traffic concerns and proposed striping plan of inlaid 250 mils MMA.
46	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	17	Page 90	W 32nd at Arctic – A beacon is not warranted and should be removed from consideration as it can be added at a later date if volumes increase.	Per discussion on 3/21/18, the project will install conduits but not a beacon at Arctic Boulevard.

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47	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	18	Page 90	W 32nd at C Street – Please provide the evaluation demonstrating the sight distance is obstructed at this intersection. If needed, why is the obstruction not being resolved through means other than signage?	Have provided intersection departure sight triangles for preferred alternative. Per John Crapps comment have removed signage from alternatives. Photo of sight distance issue at C Street is shown on page 52 of the DSR and includes both traffic controller and vegetation.
48	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	19	Page 91	Walmart Driveway – Removing left turning access to this driveway forces more vehicles through the intersection of Benson and A Street which is one of the only intersections with “No Right on Red” due to the pedestrian conflicts at this corner. This recommendation has a significant potential to impact pedestrian safety in a negative manner. Has DOT been approached about allowing a right-in, right-out directly from A Street?	Agree that more vehicles will need to go through Benson/A Street intersection to access Wal-Mart. Per meeting on 3/21/18, project team has approached DOT&PF about the feasibility of adding a driveway access from A Street to Wal-Mart and eliminating left turns from Calais Drive. Scott Thomas has indicated that a driveway is not out of the question but would require a Traffic Impact Analysis of the area including Calais Drive, A Street, and Benson Boulevard. This analysis is beyond the current scope of the project.
49	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	20	Page 92	E 34th at Fairbanks – Is an all-way stop warranted? If not, please remove from discussion. Any crossing at an intersection is, by definition, not mid-block. Mid-block is a crossing not at an intersection. The presence of traffic control devices (stop or signal) does not define an intersection.	Have removed three-way stop from discussion. Have removed mid-block crossing terminology at T intersections.
50	Stephanie Mormilo MOA - Traffic Department Municipal Traffic Engineer	1/26/2018	21	Page 102	O&M Costs – Why is there no discussion regarding the additional signing, striping, markings, and electrical devices?	Life Cycle Costs are provided to compare costs that would be different between the three alternatives. Maintenance of striping, signing, signals, etc.... was assumed to be similar between the three alternatives. All other O&M costs are assumed to be similar and add up to \$75,000 annually. Have modified lift cycle costs based upon striping maintenance costs provided by MOA Traffic.
51	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	1	General	Nice work. It is obvious that a lot of thought and effort went into this deliverable.	Thank you.
52	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	2	Page 55	Change text “Figure 4” to “Figure 7”.	Will revise.

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53	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	3	Page 78	I really like the idea of the striped buffers separating cyclists from vehicles. But I am concerned about two issues. First, the obvious one, how effective will they be in the winter when covered with snow. And two, will they increase vehicle speeds since it will appear like the road/pavement width is wider (opposite effect from road narrowing for speed control). I know that reducing vehicle speeds through the corridor is one of the project/Vision Zero goals. Install discontinuous, shallow rumble strip-stripped buffer combo? Too noisy or disliked by cyclists?	Rumble strips have not been considered but could be effective. Rumble strips have been identified as a noise concern at highway speeds. Since preferred alternative is protected bike lanes have not pursued installing rumble strips for this project.
54	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	4	Page 81	Alt 1: "During the winter, parked vehicles may park adjacent to the curb without the striping visible which would force bikers to ride adjacent to the travel lane." I think this is a really important point. I could see that happening in the winter. Are there other locations in Anchorage where we have a similar situation? If so, what has been happening in those locations?	We are not aware of any locations in Anchorage with parking lanes between bike lanes and travel lanes.
55	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	5	Page 82	Alt 2 (Arctic to C St.) seems like a good solution while choosing a typical section width close to the 60' ROW width.	Thank you.
56	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	6	Sheet A2	Add SB (subdrain), TR and/or TF lines to legend (all sheets).	Have done.
57	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	7	Sheet B1.1	I like the parking configuration in front of the Mattress Ranch. Is this meant to be back-in parking? Curious why you angled the parking lines that way versus 45 degrees in the other direction. Also, seems like this could be a good option to include in all of the alternatives (if the business is amenable to it).	This is intended as back-in angle parking. Final recommended alternative will select best options from each alternative.
58	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	8	Sheet B1.4	Minor possible design issue for later - Sag vertical curve at STA 124+71 of 50 feet might be a bit short for design speed of 30 mph.	Will review and modify during the design.
59	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	9	Page 84 & B2.4	Alt 2: the ROW line on the south side does not seem to match up with the typical section. Typical section shows ROW line outside sidewalk, while ROW line on B2.4 is inside sidewalk. Should the width of the middle lane on the typical section be increased?	Have revised the cross section to match the P&P.
60	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	10	Page 84	More a discussion point comment than an advisory comment - Alt 3 (C St. to A St.) seems like a good solution that protects cyclists while staying within the 60' ROW limit. One downside (from the point of view of the cycling community) might be that it sends the wrong message to drivers – that bikes do not belong on the roadway, but behind curb & gutter.	Thank you for your comment. Considering existing traffic volumes in this segment, protected bike lanes are a compromise facility that can help expand the user base to "all ages and abilities" versus "high confidence/utility cyclists"
61	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	11	Sheet B2.5	Interesting idea moving the Walmart driveway. No marked midblock crossing with Alt 2 though? If warranted for Alts 1 and 3, wouldn't it be the same for Alt 2?	Mid-block crossings for Alts 1 and 3 have raised center median pedestrian refuge island. Provided different treatment for Alt 2 to show alternative layout, but center median refuge island could be added to Alt 2 also.
62	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	12	Sheet B3.5	Interesting idea with the double roundabouts. If this alternative is carried through to design you might consider modifying the shape – more of an oval with the middle being wider/larger. This would make the pedestrian refuge wider and possibly increase sight distance for vehicles of pedestrians at crosswalk. More landscape opportunities also. However, it might increase speeds too though.	Will coordinate design further if this alternative is selected.
63	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	13	Page 88	Not sure Alt 3 (sharing the road with vehicles) is a good option if future traffic volumes are to increase significantly.	Agree that this could be an issue.

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64	Paul LaFrance MOA - PM&E Design Engineer	1/25/2018	14	Page 90	I like the idea of providing a safe pedestrian crossing (raised median) at 32 nd and Arctic. Think it makes sense to include in this project even if it may be modified when the future trail connection to Spenard Road is constructed.	Thank you.
65	Andrew Watts MOA - Public Transportation Dept. Transit Planning Technician	1/26/2018	1	General	On behalf of MOA Public Transportation, thank you for the opportunity to review. We support improving pedestrian and cyclist safety to provide better access to transit routes. We would like it noted that we provide service with a 15-minute peak frequency on the A/C couplet and with a 30-minute peak frequency on Arctic Blvd.	Thank you. Added service schedule to DSR discussion.
66	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	1	Page 12	Consider adding Loussac Library as a public institution proximal to project area, especially as many people do walk and bike to it.	Have done.
67	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	2	Pages 74, 75, 95	<p>H. Landscaping, 1st sentence is misleading in the extent of the landscape that would have to be removed. The alternatives would wipe out most of the trees back of sidewalk between Arctic and A Street. Many of these landscapes are well-maintained with trees limbed up to improve visibility for safety. These are site assets benefitting the walking, biking, or driving public that the MOA presently does not have to maintain. It is difficult to image room for new landscape to replace what's out there, much less one that would be maintained at the same level.</p> <p>Parking Lot: Much of the existing perimeter landscape is well-maintained and maturing with many, many years to go; much of it would be removed. Hard to imagine hardscape elements providing the same experiential benefits (comfort, stormwater, ecological).</p> <p>Defensive and Green Infrastructure: Keeping mature trees (and landscapes) is a low-cost method of green infrastructure. While some trees should be identified for pruning and/or removal to achieve a better defensive landscape, many are already serving as a form of green infrastructure. Their maturity helps, as it takes many years for trees to have the surface area in leaves, trunks, and branches to intercept runoff well. With its densely compact clusters of foliage and large crown, the spruce is one of the most effective urban trees for stormwater interception and high surface storage capacity.</p>	<p>Thank you for your comment. We will coordinate landscaping impacts with MOA for recommended alternatives as design progresses.</p> <p>When developing a preferred alternative, the project team will consider context sensitive issues such as proximity of improvements to existing homes and landscaping. Proposed improvements will attempt to limit impacts and preserve existing landscaping where possible.</p>
68	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	3	Sheets B1.1 to B3.10	Please show existing trees within the ROW because their removal or retainment influences user (non-motorized or motorized) and resident experience.	The trees were not surveyed as part of the initial Draft DSR. Trees will be shown for the 65% design drawings.
69	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	4	Sheets B1.1, B2.1, B3.1	<p>STA 104+00 to 109+00, north side: Proposed sidewalk runs directly in front of Village at Calais's windows, thus reducing sense of privacy and perhaps property value. This complex has a well-maintained landscape that affords a buffer between residents who live on the end units and those who use the sidewalk or road. Spruce trees are limbed up to allow greater visibility to passersby, thus bolstering a sense of safety while offering some green relief amidst the concrete and asphalt.</p> <p>(See Image Provided on Original Word Document: 16-29 Project Review DDSR_Roy)</p>	An alternative was developed in order to mitigate impacts to vegetation but it was not chosen as the preferred alternative.
70	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	5	Sheets B1.2, B2.2, B3.2	(See Image Provided on Original Word Document: 16-29 Project Review DDSR_Roy)	No comment provided with image.

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71	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	6	Sheets B1.2, B2.2, B3.2	<p>Spruce not yet at growing stage to be limbed up. Photos show attention to maintenance.</p> <p>Note afternoon shade provided by tree. Spruce pruned to increase visibility.</p> <p>If removed and replaced then what entity takes on maintenance responsibility? (Same question would apply to any of the several Title 21 landscaping buffers along the corridor.)</p> <p>(See Images Provided on Original Word Document: 16-29 Project Review DDSR_Roy)</p>	Thank you for your comment. Will coordinate PM&E regarding maintenance.
72	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	7	Sheets B1.2, B2.2, B3.2	<p>Alt. #1 and #2 have sidewalk very close to front door. All alternatives would eliminate trees. For private residents, spruce serve as visual and air quality buffer from the road which is not to argue that this location wouldn't benefit from tree work. Trees along the sidewalk on both sides of this segment appear not to be impacting sidewalk integrity.</p> <p>(See Image Provided on Original Word Document: 16-29 Project Review DDSR_Roy)</p>	Thank you for your comment. Will coordinate landscaping impacts as design progresses.
73	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	8	Sheets B1.2, B2.2, B3.2	<p>STA 104+00 to 109+00, south side: For Alt. #1, the proposed sidewalk runs directly in front of fence. While these are not ideal trees to have under the power lines, the property owners do invest in on-going tree care to keep them for the residents. The closer the sidewalk is to the fence, the greater impact to tree roots and stability for those trees behind the fence. Trees in front of the fence would be wiped out, leaving residents without a treed buffer. These trees have reach a stage whereby their lower limbs are high enough to see under for safety purposes. Recommend options that minimize damage to these trees.</p> <p>(See Images Provided on Original Word Document: 16-29 Project Review DDSR_Roy)</p> <p>For this block up to Eureka Street, alternatives #1 and #2 would necessitate removal of the vertical (and calming) elements provided by trees. It would be wide open. Is there a way to retain these assets and still improve non-motorized travel? While alternative #3 appears the least impactful, is there an even less disruptive one for this stretch?</p>	Thank you for your comment. Will coordinate landscaping impacts as design progresses.
74	Isobel Roy MOA - PM&E Landscape Inspector	1/30/2018	9	Sheets B1.3, B2.3, B3.3	<p>C. Street moving east to A Street: Well-maintained landscapes (trees to lawn) with trees that are mature enough to shade pedestrians. Alternates would remove many of these trees on both sides of the street, thus diminishing the pedestrian experience (as well as the driving one).</p> <p>How would options impact Title 21 screening/buffering requirements? Would replacement landscape, if room, be the MOA's responsibility? If so, is this practicable for this corridor?</p> <p>(See Images Provided on Original Word Document: 16-29 Project Review DDSR_Roy)</p>	Thank you for your comments. The existing landscaping is within the right-of-way and is likely not applicable for screening requirements.
75	Joe Sanks MOA - AWWU Planning Engineer	1/25/2018	1	General	<p>At present AWWU has no projects planned in the project area. No objection or preference to any of the alternatives presented in the Design Concept. AWWU will continue condition assessment of existing infrastructure within the project limits and whether a project is warranted.</p>	Thank you for your comment.

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76	Joe Sanks MOA - AWWU Planning Engineer	1/25/2018	2	General	AWWU is amiable to a connecting pathway between Arctic Blvd and Spenard along southern edge of AWWU property dependent on design proposal.	Thank you. The trail extension has been included as part of this project.
77	Joe Sanks MOA - AWWU Planning Engineer	1/25/2018	3	Appendix A	Appendix A – Guiding Plans references Project 1188 and Project 1189 from the 2012 Anchorage Water Master Plan. Both projects have been completed and do not present a conflict.	Thank you. Will update reference as necessary.
78	Mark Panilo MOA - Fire Department Fire Inspector	1/30/2018	1	Sheet B1.1	The island shown at STA 100+00 will likely affect apparatus maneuvering from Arctic Blvd. northbound to W 32 nd Ave. eastbound. Verify turning radii can be accommodated.	Will coordinate design vehicle turning radius if alternative is selected for design.
79	Mark Panilo MOA - Fire Department Fire Inspector	1/30/2018	2	Sheet B1.5	The median shown at starting at STA 128+67 to 129+67 will likely affect apparatus maneuvering from W 33 rd Ave. eastbound to the north (Walmart). Verify turning radii can be accommodated.	Will coordinate design vehicle turning radius if alternative is selected for design.
80	Mark Panilo MOA - Fire Department Fire Inspector	1/30/2018	3	Sheet B1.8	The island shown at STA 148+60 will likely affect apparatus maneuvering from W 33 rd Ave. eastbound to the north (Lot 123). Verify turning radii can be accommodated.	Will coordinate design vehicle turning radius if alternative is selected for design.
81	Mark Panilo MOA - Fire Department Fire Inspector	1/30/2018	4	Sheet B2.1	The island shown at STA 100+00 will likely affect apparatus maneuvering from Arctic to W 32 nd . Verify turning radii can be accommodated.	Will coordinate design vehicle turning radius if alternative is selected for design.
82	Mark Panilo MOA - Fire Department Fire Inspector	1/30/2018	5	Sheet B3.2	The traffic circle at STA 112+96 does not have adequate maneuvering clearance for fire apparatus turning. Clarify if the island will be drivable for emergency vehicles.	Will coordinate design vehicle turning radius if alternative is selected for design.
83	Mark Panilo MOA - Fire Department Fire Inspector	1/30/2018	6	Sheet B3.5	The traffic circles at STA 129+85 and 131+47 do not have adequate maneuvering clearance for fire apparatus turning. Clarify if the islands and approach medians will be drivable for emergency vehicles.	Will coordinate design vehicle turning radius if alternative is selected for design.
84	Larry Smith ACS Outside Plant Engineering Foreman	12/29/2017	1	General	Attached are the AC plant record maps encompassing this project. Highlighted are the existing direct buried cables along and crossing E. & W. 32nd Avenue. See: J:\Jobsdata\10138.00 W 32nd and E 33rd Avenue Upgrade\09 Deliverables\01 Review Comments\02 Draft DSR\ Entered into spreadsheet\Utility As-Builts	Thank you.
85	Jeffery Hebert Enstar Engineer	12/30/2017	1	General	Attached are out asbuilts for the area. See: J:\Jobsdata\10138.00 W 32nd and E 33rd Avenue Upgrade\09 Deliverables\01 Review Comments\02 Draft DSR\ Entered into spreadsheet\Utility As-Builts	Thank you.
86	Pierce Schwalb Bike Anchorage	3/29/2018	1	DSR Page 59-60	We agree that 25 MPH posted speed limits are preferable for a bicycle/pedestrian corridor and are more consistent with Vision Zero goals than speeds listed in the Design Criteria Manual. Please maintain the existing speed limit.	Thank you. Recommended posted speed limit for alternatives is 25 MPH (bike lanes) and 20 MPH for shared facilities.
87	Pierce Schwalb Bike Anchorage	3/29/2018	2	DSR Page 59-60	We are glad to see greater than minimum widths used for bicycle and pedestrian facilities. These greater widths add comfort and safety, which will increase the likelihood this corridor will be used by a diverse group of cyclists and pedestrians.	Thank you for your comment.
88	Pierce Schwalb Bike Anchorage	3/29/2018	3	DSR Page 59-60	The NACTO Urban Street Design Guide (pg. 34) states that "lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right-of-way at the expense of other modes." Please consider no more than 11 foot lanes for Calais Drive and 33rd Avenue.	The roadways where 12-foot lanes are shown are classified as Industrial/Commercial Collectors. These roads must accommodate truck traffic access to arterial roads. The recommended lane within the DCM to accommodate this truck traffic is 12-feet although 11-foot lanes may be appropriate in some locations. Have added discussion on 11 foot versus 12 foot wide lanes to DSR.

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89	Pierce Schwalb Bike Anchorage	3/29/2018	4	DSR Page 59-60	The NACTO Urban Bikeway Design Guide (pg. 6) says, "wherever possible, minimize parking lane width in favor of increased bike lane width." Why are wider than standard parking lanes being used for parking protected bike lanes? We recommend that parking lanes be minimized to the lowest permissible width.	The maximum allowable width of a non-commercial vehicle is 8-feet excluding mirrors. The 7-foot wide parking lane recommended in the MOA DCM is the width of asphalt adjacent to curb and gutter. The 18-inch wide gutter pan is effectively part of the parking lane widening the typical minimum overall parking surface to 8.5 feet. Additionally, overhang from side mirrors can extend over the curb. When the parking lane is shown between the bike lane and travel lane (i.e. no curb and gutter) the parking surface must be increased to a minimum of 9-feet.
90	Pierce Schwalb Bike Anchorage	3/29/2018	5	DSR Page 59-60	DCM Figure 1-23 #5 states "In high pedestrian areas, give consideration to smaller radii that will decrease pedestrian exposure, increase size of pedestrian queuing area, and calm turning traffic." What consideration has been given to tighter radii to achieve these benefits and decrease speeds of right-turning vehicles? Tighter turning radii with clear sightlines require turning traffic to slow down, making it more obvious if there are other roadway users present in the intersection.	The project team will coordinate with the Traffic Department to evaluate reduction in curb radii where possible and where doing so won't prohibit vehicle movement.
91	Pierce Schwalb Bike Anchorage	3/29/2018	6	DSR Page 65	We agree that the use of chokers and neckdowns inhibit continuous bike lanes and consider center island refuges as a preferable alternative.	Thank you for your comment.
92	Pierce Schwalb Bike Anchorage	3/29/2018	7	General - Alternatives	The DSR Identifies the following in the list of project purpose and goals: <ul style="list-style-type: none"> o Improve safety and accessibility for all modes of transportation across Midtown Anchorage and advancing MOA's Vision Zero Initiative of eliminating traffic fatalities and serious injuries for all road users. o Improve safety and traffic operations at signalized intersections. o Provide continuous pedestrian and bicycle facilities. 	Yes. Project goals listed are three of seven goals listed in the DSR.
93	Pierce Schwalb Bike Anchorage	3/29/2018	8	General - Alternatives	According to the Anchorage Bicycle Plan, 33% of all bicycle-vehicle crashes between 2002 and 2006 were right-turn-on-red crashes. Because the scope of this project includes intersection operations and safety improvements, this project must address existing right-turn-on-red concerns and include provisions for continuous bicycle facilities at signalized intersections.	In addition to reduction in curb radii as discussed above, the team will review implementation of leading pedestrian intervals at traffic signals and prohibiting Right Turn on Red movements along the project corridor. Such treatments have been utilized to reduce the risk of bicycle and pedestrian crashes from vehicles making right turns. A recent study found that a 58.7% reduction in pedestrian-vehicle crashes at intersections with Leading Pedestrian Intervals.
94	Pierce Schwalb Bike Anchorage	3/29/2018	9	General - Alternatives	Furthermore, this project would be an excellent candidate to test bicycle detection and/or bicycle signalization on a corridor scale for a clearer understanding of how to implement it in the future. This is a rare opportunity that should be taken.	Bike detection is being reviewed by the MOA. If final alternative includes bike lanes through intersections, bike detection will be implemented.
95	Pierce Schwalb Bike Anchorage	3/29/2018	10	General - Alt 1	Parking protected bike lanes (PPBL's) and buffered bike lanes are a good alternative and are preferable to conventional bike lanes for All Ages and Abilities users. Please consider narrowing the parking lane to 8 feet and increasing the buffer to 3 feet along sections of PPBL's.	Per comment above, 9-feet is the typical minimum width for parking lanes. Will review widening buffer.

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96	Pierce Schwalb Bike Anchorage	3/29/2018	11	General - Alt 1	This alternative shows no continuous bicycle facilities at signalized intersections in an attempt to avoid signal conflicts. This does not meet the purpose and goal of this project. Minimum provisions for continuous bicycle facilities at intersections include use of shared lane markings and signal timing that allows regular green phase without detection or push button activation.	Thank you for your comment. Alternative 1 presents one approach to transitioning bikes across signalized intersections. Although not optimum, the approach is consistent with the 5/12/15 Recommended Practice within AMATS for bike lanes developed by Alaska DOT&PF and MOA Traffic Department.
97	Pierce Schwalb Bike Anchorage	3/29/2018	12	General - Alt 1	Use of the pedestrian center refuge islands is an excellent traffic calming tool. Please ensure that a minimum of 5-foot bike lanes are provided.	All bike lanes for this alternative are at least 5-feet wide.
98	Pierce Schwalb Bike Anchorage	3/29/2018	13	General - Alt 1	It is understandable that bicycle facilities use Fairbanks Street rather than continue all the way to Old Seward Hwy. However, the utilization of shared lane markings could provide better accessibility for active transportation users to access local businesses.	Thank you. We will consider your suggestion when developing a final recommended alternative.
99	Pierce Schwalb Bike Anchorage	3/29/2018	14	General - Alt 1	Wayfinding signage should clarify the right and left turns on and off Fairbanks Street.	Agree. Will coordinate wayfinding during design.
100	Pierce Schwalb Bike Anchorage	3/29/2018	15	General - Alt 2	Alternative 2 presents the most consistent deployment of bicycle facilities with continuous bike lanes through intersections. However, bike lanes used in this alternative lack the additional protection for All Ages and Abilities that buffered bike lanes offer. Please consider the addition of lane buffers for this alternative.	Thank you. We will consider your suggestion when developing a final recommended alternative.
101	Pierce Schwalb Bike Anchorage	3/29/2018	16	General - Alt 3	NACTO Urban Bikeway Design Guide (pg. 134) states that "Shared lane markings should not be considered as a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits." It goes on to add (pg. 135) that shared lane marking applications are "a reasonable alternative to bike lanes where street width can only accommodate a bicycle lane in one direction... or within single or multi-lane roundabouts". While the shared lane markings are consistent with the roundabout, they are not preferable when compared to buffered bike lanes.	Shared lane markings are consistent with the current roadway designation in the Anchorage Bike Plan. This alternative was developed, in part, to minimize impacts to the existing roadway cross section. We will consider your comments when developing a final recommended alternative.
102	Pierce Schwalb Bike Anchorage	3/29/2018	17	General - Alt 3	Short segments of cycle tracks interspersed with shared road segments are disadvantageous for cyclists and can be confusing for all users. These two treatments represent opposing ends of the spectrum in terms of bicycle protection. The NACTO Urban Bikeway Design Guide (pg. 88) does show use of shared lane markings, but only in a mixing zone where vehicles are merging across and yielding to cyclists in the continued cycle track. The guide also provides other examples where a full bike lane is provided adjacent to through travel lanes and to the left of right turn lanes where present. Since the transitions shown place the responsibility on the cyclist to merge with traffic, the added safety of the cycle track is compromised, and the shared lane condition will likely prevent the added All Ages and Abilities use of the cycle track. Additionally, the in and out of traffic and the curved cycle tracks around the double roundabout may encourage utility cyclists to take the lane for a straighter route, adding further confusion.	Thank you. We will consider your comment when developing a final recommended alternative.

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103	Pierce Schwalb Bike Anchorage	3/29/2018	18	General - Alt 3	Cycle tracks add the most protection and encourage AAA and, if continuous along the corridor, could mean decreased lane width adjacent to curb and gutter and less right-of-way acquisition. If cycle tracks are used, they should continue through the intersection in the examples shown in NACTO, which provide a designated space for cyclists that vehicles merge into.	Thank you. We will consider your comment when developing a final recommended alternative.
104	James Starzec DOT&PF Planning	3/13/2018	1	Pg 10	Confirm with DOT&PF that the descriptions of the projects listed are accurate and there are no others to be included.	Project descriptions match available public information for each project and have confirmed with DOT&PF.
105	James Starzec DOT&PF Planning	3/13/2018	2	Pg 43	"There are several large parcel..." what is the statement intending to say? How does development of these parcels effect the impact of traffic growth?	The statement is intended to justify the use of a traffic growth rate since the area is not built out. Have clarified.
106	James Starzec DOT&PF Planning	3/13/2018	3	Pge 43	ADOL&WE data indicates population growth in Anchorage to be about 8% between 2020 and 2040. Why is the AADT shown to grow 37% during this period?	Traffic growth rate of 1.6% per year was used based on data in Chapter 2 of the Anchorage 2020 Comprehensive Plan. Will add citation to growth rate used.
107	James Starzec DOT&PF Planning	3/13/2018	4	Pg 53	Bulleted comments. How do you define "high volume of p&b traffic"? Provide some comparison intersections for context.	Agree. Will provide context for statement.
108	James Starzec DOT&PF Planning	3/13/2018	5	Pg 67	If none of these streets are identified on the MOA's Qualified Streets List for traffic calming measures, what is the rationale for including traffic circles and raised intersections in the alternatives?	Rationale would be if the speed limit is lowered as is recommended for shared lanes, and to mitigate potential safety issues with anticipated increased bike and ped activity.
109	James Starzec DOT&PF Planning	3/13/2018	6	Pg 78	Consider adding alternative diagrams for open houses to this section. This would put the profile in context.	Appendix K includes diagrams presented at the Open Houses and Appendix B includes plan & profile drawings depicting the profiles.
110	James Starzec DOT&PF Planning	3/13/2018	7	Plan Sheets - App B	Plan and Profile sheets have no legend and improvements cannot be identified. Show striping on separate sheets.	Sheets provided follow the MOA Design Criteria standards.
111	DOT&PF Traffic	3/13/2018	1	DSR 53	2nd to last bullet. Recommend "not safe" be changed to "less safe". Creating a 2 stage crossing is an improved safety feature. Signing and advance signing for crosswalks will be needed.	Don't see a "not safe" callout in second to last bullet on DSR page 53. Please clarify the intended comment.
112	DOT&PF Traffic	3/13/2018	2	Plans	What is the ballpark cost per mile for this type of refit – for Design, Construction? This is a model project for other corridors, a round number for Planning would help the City and State in estimating future MTP projects.	Total project length is 1.2 miles so estimated costs range from \$13.0M to \$16.2M per mile. ROW acquisition and utility relocation costs are significant and may not be applicable to many MTP projects.
113	DOT&PF Traffic	3/13/2018	3	Plans	Are ADA ramps being provided longitudinally along the corridor?	ADA ramps will be provided at all intersections with public roads and at commercial driveways.
114	DOT&PF Traffic	3/13/2018	4	Plans	Approaches to signals do not include signal detection and thus exit ramps in curb. Why not? Is this because they are sidewalks for peds only? Or is it a speed based decision less critical to low speed roads and smaller intersections? Are there some that are wider multiuse paths. Multiuse path exits were the last AMATS decision for bike implementation projects. We need consistent design or to agree on updated changes to future DOT managed designs in AMATS. The mix of traffic control at intersections must have the Municipal Traffic Engineer's approval, and should be consistent with DOT treatments on AMATS projects as well.	Existing driveways are generally adequate for entrance/exit ramps at signalized intersections. Locations for bike lane beginnings and endings for Alternative 1. Alternative 2 would install bicycle detection and provides continuous bike lanes through intersections.
115	DOT&PF Traffic	3/13/2018	5	Plans	Stop bars are shown full width across departure lanes. This is not MUTCD compliant. Is this a new design for MOA?	Plans for Alternatives 1 and 3 are missing the second crosswalk bar. Have corrected.

West 32nd East 33rd Avenue Upgrades Arctic Blvd to Old Seward Highway
 MOA / PM&E Project No. 16-29
 Review Comments Summary
 Draft DSR - January 2018

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
116	DOT&PF Traffic	3/13/2018	6	Plans	Walmart Xing – Crosswalk is between two departures from roundabouts in a short space. Like Arctic Blvd & 32nd analysis – are the gaps going to be adequate? Motorist respect and command of attention is reduced on departures – for this reason – has the City considered crosswalks on the two ends outside the roundabouts? Motorist respect is demonstrated to be better on approaches to roundabouts.	Crosswalk was placed to generally match the location where pedestrians have been observed to cross now. Will review crosswalk location with MOA Traffic if this alternative is moved forward for design.
117	DOT&PF Traffic	3/13/2018	7	DSR	Concur – selected Complete Streets design features well suited to these corridors	Thank you.