

March 2019 Updated Draft DSR
Review Comments & Responses

Appendix P

West 32nd East 33rd Avenue Upgrades Arctic Blvd to Old Seward Highway

MOA / PM&E Project No. 16-29

Review Comments Summary

Updated Draft DSR - March 2019

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
1	Joe Sanks, Planning Engineer, AWWU, 564-2717	5/3/2019	1	95-98	Route 2, Alternative A/B - Northstar alternative leaves a 2 foot barrier between pathway and AWWU property. Neglects to account for landscaping buffer and Title 21 Requirements. The spacing between the fence and the parking lot curb provides minimal clearance for overhang of parked vehicles.	Per AMC 21.12010D., Government Agency Property Acquisitions when the government acquires private land for a public purpose, then the landscaping is deemed conforming, but must be documented. Per Sonnet Calhoun of MOA Planning, documentation should consist of a letter provided to her outlining the issues related to providing a landscaping buffer. Planning will then issue a non-conforming determination for the landscaping requirements. Will add landscaping buffer discussion to narrative.
2	Joe Sanks, Planning Engineer, AWWU, 564-2717	5/3/2019	2	General	AWWU is consulting with the General Manager on a response to the PM&E memo dated April 24th requesting concurrence/input on the route selection.	AWWU responded approving the route selection with updated cross section per email dated July 22nd, 2019.
3	Joe Sanks, Planning Engineer, AWWU, 564-2717	5/3/2019	3	General	AWWU would like to coordinate a water main rehabilitation project in 32nd Ave between C Street and Eide Street. Coordinate with AWWU.	Will coordinate with AWWU. Please note that this segment of roadway is currently scheduled to be constructed as the final phase (4) of the project which may not occur for several years.
4	Joe Goodall, Assistant Traffic Engineer, Traffic Department, Signal Operations Section, 343-8407	5/3/2019	1	General	The draft DSR does indicate detection for the side street for both Bike and Vehicles. Plans do indicate MOA approved radar (Wavetronix) for side street detection at 32nd & C St and 32nd & A St, needs to indicate MOA approved radar at 33rd & Denali.	Signal improvements to 33rd/Denali intersection were not within the project scope during the development of the DSR but have been added. Will provide in 65% plans.
5	Joe Goodall, Assistant Traffic Engineer, Traffic Department, Signal Operations Section, 343-8407	5/3/2019	2	App B	B2.3 – Preferred Alternate #4 – Need more detail on bike lanes on east/west side of 32nd & C St intersection. There is concern of how the bike lane transitions into the intersection. Has this particular design been proven to be a safe effective method for Bicycles specifically at a signalized intersection?	The design has been used in other communities including Bozeman Montana and Vancouver, BC. The C Street intersection has extended at-grade bike lanes to accommodate minimum widths for snow removal equipment when center medians are added.
6	Joe Goodall, Assistant Traffic Engineer, Traffic Department, Signal Operations Section, 343-8407	5/3/2019	3	App B	B2.4 - Preferred Alternate #4 – Need more detail on bike lanes on east/west side of 32nd & A St intersection. The eastbound bike lane is in the roadway and does continue to the intersection stop bar line. However the westbound elevated bike lane stops short of the intersection stop bar line. Having a bike lane with a separate grade from roadway is a nice design, but the bike lane transition at the signalized intersection needs lane utilization clarity for bicyclists and vehicles.	The westbound bike lane is at-grade to accommodate minimum widths for snow removal equipment when center medians are added.
7	Joe Goodall, Assistant Traffic Engineer, Traffic Department, Signal Operations Section, 343-8407	5/3/2019	4	App B	B2.6 - Preferred Alternate #4 – Need more detail on bike lanes on east/west side of 33rd & Denali St intersection. The eastbound bike lane is in the roadway and does continue to the intersection stop bar line. Bike lane Strip should continue all the way up to the stop bar line. The westbound elevated bike lane stops short of the intersection stop bar.	The design accommodates center medians for turn lanes at intersections while providing minimum widths for snow plows and avoiding acquisition of ROW and minimizing signal impacts. Extending the protected bike lanes to the intersection will require eliminating the center median or expanding the intersection impacts.
8	Joe Goodall, Assistant Traffic Engineer, Traffic Department, Signal Operations Section, 343-8407	5/3/2019	5	General	In general there is some safety concern of the bicycle lane design at the traffic signal intersections.	Will coordinate with MOA Traffic during 65% design development.
9	Stephanie Mormilo, Municipal Traffic Engineer, Traffic Department, 343-8070	5/3/2019	1	iv	Section II.A. – A mid-block crossing on Arctic just south of W. 32nd? I thought we had an intersection treatment? Neither bikes nor peds are going to go further south to continue east/west. Is this meant to say there is a crossing proposed at the intersection? This is not a mid-block location as it is at an intersection (yes, a "T" intersection, but it is an intersection and a legal crossing location with or without markings).	The crossing will be at the intersection. The terminology will be changed to "marked crosswalk on an uncontrolled approach".

West 32nd East 33rd Avenue Upgrades Arctic Blvd to Old Seward Highway

MOA / PM&E Project No. 16-29

Review Comments Summary

Updated Draft DSR - March 2019

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
10	Stephanie Mormilo, Municipal Traffic Engineer, Traffic Department, 343-8070	5/3/2019	2	viii	The current project cost estimate for this project exceeds the cost estimate of converting one lane on Northern Lights (that is in the draft MTP) by nearly 5 times. The existing bike/ped volumes on Northern Lights make me pause and question this project's purpose and need. Should we be making this large of an investment here when the impact would be that much greater on Northern Lights? Especially when Northern Lights and Benson were identified as part of the high injury network in the Vision Zero Plan.	Based on discussions between the Planning Department and ADOT&PF, removing any vehicle lanes to provide improved bicycle facilities along Northern Lights and Benson is not currently feasible and would require considerable planning to become viable even in the long term (10-year) build scenario. Whereas, the improvements proposed with this project would occur in the short term (1-3 year).
11	Stephanie Mormilo, Municipal Traffic Engineer, Traffic Department, 343-8070	5/3/2019	3	38	Bullet point 3 – Revise the statement that pedestrian crossings are “missing”. Please refer to Kris Langley's comment #3.	Statement has been revised as requested.
12	Stephanie Mormilo, Municipal Traffic Engineer, Traffic Department, 343-8070	5/3/2019	4	Sheet B2.1	Why has the crossing been moved so far south of this intersection? I commented at the previous design stage to make sure that turning movements were not obstructed by the proposed median, but shifting this far south moves bike/peds out of clear sight of turning vehicles and, honestly, they won't use the crossing, they will just cross in front of it in the intersection to get straight to the path.	The plans have only been developed to concept level. The refuge island and crossing will be developed for the 65% design and will be moved as close to the intersection as feasible without inhibiting westbound to southbound vehicle turning movements from W. 32nd Avenue.
13	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	1	General	Thank you for responding to our concerns with respect to the ability to maintain markings incorporated into this project	You are welcome.
14	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	2	12	3. Previous Studies/Reports f. Spenard Corridor Plan There is now an updated version (2019) Spenard Corridor Plan. One option noted in the plan includes eliminating lanes on Benson Blvd to provide separated bicycle facilities and paths. If implemented, this could draw-off some of the potential bicycle demand and be duplicative of providing bicycle facilities on 32nd/33rd.	Based on discussions between the Planning Department and ADOT&PF, removing any vehicle lanes to provide improved bicycle facilities along Northern Lights and Benson is not currently feasible and would require considerable planning to become viable even in the long term (10-year) build scenario. Whereas, the improvements proposed with this project would occur in the short term (1-3 year).
15	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	3	38	3. Complete Streets B. Existing Corridor Analysis Fourth bullet item Marked crossings are generally provided only at signalized intersections, and those that meet the requirements of the MUTCD/ATMS for pedestrian volumes – among other criteria. To say that crossings are 'missing' is a problematic statement. The statement should make the point that marked crosswalks are absent, but may not be warranted under the criteria incorporated by the MOA under the guidelines of the FHWA and SOA.	Based on the requirements in Table 3B-101 in the ATMS the site is a candidate/marginal candidate (depending on the number of lanes cited) for a marked crosswalk. Will revise bullet to indicate that crossings are "not present" instead of "missing".

West 32nd East 33rd Avenue Upgrades Arctic Blvd to Old Seward Highway

MOA / PM&E Project No. 16-29

Review Comments Summary

Updated Draft DSR - March 2019

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
16	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	4	52	<p>6. Traffic and Safety Analysis D. Speeds</p> <p>West 30th may have been posted for 20MPH in conflict with Municipal Code. A number of streets in Anchorage were posted for 20MPH to give APD additional encouragement to perform speed enforcement (i.e. vehicles travelling at, for example, 31 MPH would be enforced for traveling at more than 10MPH over posted – rather than more than 5MPH over) and in response to non-technical-based direction and not based upon criteria such as 85th percentile speeds, crash history, land use density – objective and measurable criteria in other words.</p> <p>“Where observed 85th percentile speeds are higher than that posted speed limit....”</p> <p>That condition does not automatically make a street a ‘good candidate’ for traffic calming. Speed data is only one criterion used by the Department. In fact, until the 85th percentile speeds exceed 6 miles per hour over the posted speed limit, the street is considered to be ineligible for traffic calming under the criteria in the 2016 TCPM – in addition to an additional criterion of a minimum of 500 AADT.</p> <p>Beyond that, the improvements on a candidate road (for traffic calming) will dictate whether any particular road is a ‘good candidate.’ Roads without shoulders, constructed with Type II curb, continuous/near-continuous driveways, drainage issues, with adverse horizontal and/or vertical alignments could make a road “not a good candidate” for traffic calming.</p>	Section has been revised to note that 6 miles per hour criterion as well as noting that speed is not the only consideration for traffic calming.
17	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	5	75-78	<p>8. General Design Considerations B. Traffic Calming</p> <p>It should be noted that the intent of the Neighborhood Traffic Calming Program is to address concerns on Local/Residential streets – and not on streets classified as Collectors or above.</p> <p>Additional constraints include streets that service significant percentages of large vehicles: buses and trucks in addition to primary routes for emergency responders</p>	Will revise section with clarification on intent of NTCPM.
18	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	6	79	<p>8. General Design Considerations C. Pedestrian Facilities</p> <p>Please change the parathetical “(ladder style)” to include the alternate name by which this style can be referred: “high visibility.”</p> <p>Please note that the Department prefers the use of the gapped style of ladder/high visibility crosswalk markings at uncontrolled locations. See ATMS Figure 3B-100. The Department uses a 4’ long stripe – 4’ wide gap – 4’ long stripe to provide a non-slip surface between the ladder ‘rungs.’</p>	The marked crosswalks section has been revised to include the high visibility alternate name and gaps.

West 32nd East 33rd Avenue Upgrades Arctic Blvd to Old Seward Highway

MOA / PM&E Project No. 16-29

Review Comments Summary

Updated Draft DSR - March 2019

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
19	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	7	83	<p>8. General Design Considerations E. Striping</p> <p>While the maintenance costs of individual projects might be able to be accommodated, the issue of concern is both the cumulative cost in labor and materials in an era of static (sometimes decreasing) budgets.</p> <p>In addition, some labor costs aren't able to be incremented up by just the percentage of additional striping over that suggested by the annualized amount. For instance, labor costs need to be addressed in terms of the increment of employees. So, while an individual project might require only (to pick a number) an annualized additional 104 hours (0.05 employees), we have to hire additional labor resources at increments of either 0.25 FTE (i.e. 520 hours/year) for each summer hire/temporary employee, or, a 1.0 FTE regular employee.</p> <p>Overtime isn't a viable option since restriping work has to be done outside of the normal hours of commuting, deliveries, etc. to the adjacent land uses.</p> <p>Secondly, since restriping is done during the summer 'shift' schedule (1:30am to 10:00am), our contract with these represented employees includes a 15% pay boost over their standard hourly base salary. That affects our cost to restripe roads</p>	Revised discussion to include information on why maintenance costs can be significant.
20	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	8	114	<p>9. Project Alternatives Intersections and Traffic Calming 7. Calais Drive and Walmart Driveway/Midtown Place</p> <p>I'm not certain that any of these options fall correctly under the heading of "Traffic Calming." There is a level-of-service issue at the Walmart Driveway, but not a speeding issue. Perhaps this belongs, more appropriately, under Item 6 "Business Access"?</p> <p>Regardless, and, it is noted that this isn't the preferred alternative, we continue to have concerns about the 'peanut' roundabout with the pedestrian crossing between the two roundabouts.</p>	Will revise heading to "Intersection Alternatives & Traffic Calming"

West 32nd East 33rd Avenue Upgrades Arctic Blvd to Old Seward Highway

MOA / PM&E Project No. 16-29

Review Comments Summary

Updated Draft DSR - March 2019

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
21	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	9	130/131	<p>B. Life Cycle Costs Item 1.b) Striping</p> <p>Thank you for performing the analysis of the annualized, 10-year, and design end-of-life costs for the maintenance of the striping along the corridor. While a 10-year 'refresh time' might be correct, it should be noted that period of time may be optimistic (it will depend upon the quality of workmanship and inspections) and the repainting will need to occur sooner than 2029.</p> <p>A caveat should be provided that annual maintenance (repainting) will need to occur before any replacement installation of MMA, and that the Department currently has no equipment – least of all the materials/training -- to re-apply MMA</p>	Will add statement regarding maintenance requirements and lack of available equipment.
22	Kristen Langley, Safety Division Manager, Traffic Department Safety Section, 343-8429	4/23/2019	10	140	<p>C. Other Recommended Improvements Item 1</p> <p>The existing 20MPH speed limit on West 30th may not be consistent with the criteria in Municipal Code for a "less than 25MPH speed limit" While it would doubtless be controversial, reinstatement of a 25 MPH speed limit may occur as we continue to move towards conformance between the AMC and posted speed limits inside Anchorage.</p>	Will coordinate with MOA Traffic on final posted speed limit during design.
23	Isobel Roy, PME, 343-7579	4/15/2019	1	87	Defensive Design: Stating that the design will discourage sleeping or hiding is more technically correct than claiming it will not offer any opportunities for those undesirable activities at those locations. Recommend rewording the second sentence because our ROW landscape has repeatedly experienced individuals sleeping on rose bushes, on large and uneven cobbles, and in plain sight.	Will revise statement.
24	Isobel Roy, PME, 343-7579	4/15/2019	2	129	Operations and Maintenance Costs: Landscaping, especially if roundabout is planted, would be another routine annual maintenance cost.	Maintenance costs were included in this report for comparison purposes between alternatives only. Landscape maintenance costs across alternatives are relatively consistent and thus were not included in the analysis. Will include statement indicating this.
25	Kathy Bourque Parker, MOA Street Light Maintenance, 343-8242	4/19/2019	1	DDSRu p.28	Item 5. Calais Dr. - these street lights should have been converted to LEDs. Minor detail.	Will verify and incorporate update into final DSR.
26	Kathy Bourque Parker, MOA Street Light Maintenance, 343-8242	4/19/2019	2	DDSRu	Thank you for including continuous lighting in the project corridors.	You are welcome.
27	Lance Cluff, Line Design Engineer, ML&P	5/5/2019	1	Draft Design Study Report	ML&P has multiple underground & overhead facilities within the project limits. Please see the enclosed marked-up pdf design file. Red highlighted ML&P facilities indicate a conflict or probable conflict, yellow highlighted ML&P facilities indicate required procedures for working near these facilities, orange highlighted ML&P facilities are possible locations ML&P would like to do improvements in coordination with your PM&E project.	Will incorporate information in 65% design. Will coordinate with ML&P.
28	Donna Brechan, ROW-Survey, PM&E	4/25/2019	1	Draft Design Study Report	Survey has no comments at this time.	Thank you.