01/11/06 MOA Inter-Agency Meeting

# 16TH AVENUE TERRACE AREA

## MEDFRA STREET TO ORCA STREET CIRCULATION IMPROVEMENTS

**Agency Meeting Agenda**
January 11, 2005

This project is being developed following the principles of Context Sensitive Design. Important first steps include understanding the problem to be solved and determining the criteria by which the team will evaluate project alternatives. Both occur before alternatives are developed. Today we want to accomplish the following:

- Provide overview of data collection to date.
- Make sure we have a full understanding of the problem to be solved with this engineering study.
- Work with you to develop criteria for evaluating project alternatives. See sample criteria on reverse side.

PowerPoint presentation by Randy Kinney

Discussion

For more information contact:

Randy Kinney, P.E., Kinney Engineering
Tel: 346-2373, email: jrkinney@alaska.net

Anne Brooks, P.E., Brooks & Associates
Tel: 907-272-1877, anne@brooksandassociates.info

Dave Gardner, PLA, MOA Project Management & Engineering
Tel: 907-343-8127, email: GardnerDH@ci.anchorage.ak.us

**Alternatives Evaluation Criteria**

Evaluation criteria help judge the effectiveness of the design alternatives in solving the problem. Knowing the criteria that are most important to the surrounding community helps the design team by focusing the study effort, defining data needs and setting the stage for creating those alternatives.

| Criteria | Sample of how criteria could be measured |
|---|---|
| Safety | Crash reduction prediction calculations |
| Cost | Construction cost per alternative |
| Neighborhood impacts | Number of homes near route |
| Neighborhood Impacts | Changes to average daily traffic |
| Mobility | Distance traveled to exit study area |
| Environmental | Acres of lost natural environment (green space or trees removed, etc) |
| **Your criteria…..** | **How it could be measured…** |

**MEETING NOTES**

SUBJECT: 16th Avenue Terrace Circulation Study
GROUP: Agency
DATE: January 11, 2006
TIME: 2-4 p.m.
LOCATION: MOA PM&E Training Center

MEETING OUTREACH:
Email notice to all invitees
MEETING ATTENDANCE: See attendance below
MEETING MATERIALS: Large-scale maps of project area; aerial photos with traffic count and crash data; PowerPoint presentation; Agenda and comment sheet handouts

AGENCY PRESENT:
Brian Vanderwood, Solid Waste Services
Alton Staff, Public Transportation
Cindi Stanton, Alaska Police Department
Dan Boots, Traffic Engineering
Brian Baus, Anchorage Water and Wastewater Utility
___ Hill, Planning Department
Dan Southern?, MOA Street Maintenance

STAFF PRESENT:
Anne Brooks, Brooks & Associates
Kathy Burgess, Brooks & Associates
Randy Kinney, Kinney Engineering
Alex Prosak, USKH
Russ Oswald, MOA PM&E
Dave Gardner, MOA PM&E

MEETING INFORMATION:

After self-introductions of all present, Randy Kinney gave a short presentation that outlined project background, results of early research, and a request for input from the assembled group on their experience of the problem to be solved and the evaluation criteria important to the attending agencies to be applied to any potential solutions.

Comments made by the group during and after the presentation are listed below:

- There is 18-feet of pavement in the alley which reduces to 11-feet in the winter. There are parking encroachments. The apartments and condos at the end of Nelchina are major traffic generators.

- Public transportation uses Medfra (Bus #13) inbound and outbound on some routes. Ridership is high on the two stops on Medfra. The buses run on 30-minute headways

in the morning and 1 hour headways the remainder of the day. Near 16th the sidewalk could be widened for the boarding area.

- Commercial dumpsters are located on private property. Title 21 requires them to be screened.

- There is 20-feet of right of way in the alley. The 16th Avenue platted right of way is 30-feet wide. Is a roadway constructible in the platted right of way? Yes, with retaining walls. There is a 10-15-foot drop. It provides a retention area for run off and a mosquito pool.

- Emergency access—Fire responds from both ends Merrill Field. Emergency vehicles also respond from both sides. One problem with the area is the parking on Medfra near its intersection with the 16th Avenue Terrace/Alley because it restricts the vehicle turning radius and slows response. It is a high-density area and emergency responders are supportive of the improvements. Improved east-west access would reduce response time.
- Do you have data showing before and after response times for emergency services? An east west corridor south of 15th would help us.

- Police vehicles are more maneuverable than fire vehicles.

- Maintenance is arduous in this area. The alley becomes a one-lane trail in the winter. We haul the snow after every snowfall. The plow operators have to be cautious when clearing the snow to make sure they don't take out a fence. They have to keep some distance from the fences and this further reduces the alley width. It addition, if the snow fall occurs and we can't get to it early, sometimes it freezes and becomes even more difficult to clear. We place a high priority on snow clearing. It is an on-going maintenance cost. We haul the snow from Elegante Lane in the area also. There are obstructions too – fences and the utility poles.

- What is fueling this study/problem? Fairview Community Council and the condo owners.

- Calming on the streets leads to more alley use.

- Sight distance at Medfra is a problem.

- There are 172 units in the apartments.

- Anchorage Water and Wastewater Utility has no capital projects in the area. Some valve box replacements, cleaning manholes. Brian Baus said he would look at recommended solution to see if there will be need to add utility improvements.