

MUNICIPALITY OF ANCHORAGE

Traffic Engineering Department
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Acting Mayor Austin Quinn-Davidson

January 5, 2021

RE: Streets That Have Qualified for Traffic Calming Assistance (2021 Update)

Anchorage Community Councils:

The Traffic Engineering Department is pleased to provide the Community Councils with an updated list of the streets that have qualified for traffic calming assistance.

Accompanying this cover letter is a list of street segments that were evaluated, and then qualified for traffic calming assistance due to the presence of significant speeding. The list is sorted based upon Community Council area, then street name, to allow Board members of the Councils and the general public to review the data more efficiently – and to also see the results on roadways throughout the Municipality.

This information is based upon field-measured studies. The criterion used to determine program eligibility is an 85th percentile speed of at least 6 miles per hour over the posted speed limit. This 85th percentile criterion is accepted nation-wide as an industry/professional benchmark for acceptable driver behavior. It should be noted that some data that was considered outdated has been removed from the qualified streets list. If speeding remains a concern on these streets, they may be re-evaluated.

This list will be posted on the Department's Traffic Calming webpage, for future reference.

It is anticipated that each Community Council will rank these proposed traffic calming projects against one another and against other Capital Improvement Priorities for their area. The Traffic Engineering Department will be available to assist the Councils in prioritizing these projects; however, it is expected that the Councils take the lead role since they are in a better position to assess the desires of the community.

The Traffic Engineering Department has included a column for our internal rankings of the severity of these problems. These internal rankings include a factor for speeds, volumes, school zones, pedestrian generators, and sidewalks. These are just intended to provide a somewhat objective measure to assist in weighing the relative merit of competing projects across the entire Municipality. In most cases, the rankings have been slightly updated from last year due to the addition of new priorities and the removal of outdated priorities to the list.

It is important to keep in mind that it would be impractical to solve all these problems at once. The Traffic Engineering Department does have some minimal funds that may be leveraged in the next year to address speeding on a fraction of these streets. Some of the highest priority streets will require additional capital funding to be secured in order to be addressed. Many of these streets will only be economically feasible to fix during the next anticipated street maintenance or reconstruction project.

The Community Councils should familiarize themselves with the streets on this list so that when a maintenance or reconstruction project is proposed by another agency in the future, they can advocate for traffic calming to be incorporated into that effort.

The Traffic Engineering Department will attempt to determine the optimal solution for each street on this list. Factors that will need to be considered in this optimal solution will include, but are not limited to; roadway classification, posted speed limit, traffic volume, existing and desired 85th percentile speeds, street width, block length, presence/absence of sidewalks and bicycle facilities, on-street parking utilization, grades, presence of pedestrian generators such as schools and parks, Muni bus routes, primary emergency access routes, accident history, land use, neighborhood character, economics, quality of life, and politics.

The Traffic Engineering Department would also like to mention projects that were done this summer. A traffic calming project on Sunrise Drive in Airport Heights was successfully completed. In addition, Phase II intersection safety improvements for W. 88th Ave and Blackberry Street in Sand Lake were successfully completed. Additionally, a substantial number of out of compliance speed humps were replaced this summer. Some of these devices had become liability and operational concerns due to being constructed to improper specifications in the past. The out of compliance devices were replaced with speed humps and speed cushions constructed to the proper specifications, which will be safer for motorists and emergency responders.

All the speed study requests from the 2020 season have been completed. It should be noted that 2020 was a very unusual year for traffic conditions due to Covid-19. On many streets, volumes are expected to be significantly reduced from the typical year. The impact on speeds is a little tougher to predict. Due to this, some streets that were studied in 2020 and included in the Cull List may be eligible for re-evaluation next year at the discretion of the Traffic Engineering Department.

Please feel free to contact me with and comments, questions, or concerns.

Respectfully,



Tim Myland, P.E.
Assistant Traffic Engineer / Traffic Calming Coordinator

cc: Acting Mayor Austin Quinn-Davidson
Acting Municipal Manager Anna Henderson
Assembly Member Christopher Constant
Assembly Member Jamie Allard
Assembly Member Kameron Perez-Verdia
Assembly Member Crystal Kennedy
Assembly Member Meg Zaletel
Assembly Member Felix Rivera
Assembly Member Forrest Dunbar
Assembly Member Pete Petersen
Assembly Member Suzanne LaFrance
Assembly Member John Weddleton

Federation of Community Councils President Daniel George
Abbott Loop Community Council Chair Bruce Roberts
Airport Heights Community Council Chair Carolyn Ramsey
Basher Community Council Chair Donald Crafts
Bayshore/Klatt Community Council Chair Bob Hoffman
Bear Valley Community Council Chair Scott Pexton
Birchwood Community Council Chair Debbie Ossiander
Campbell Park Community Council Chair Jean Sauget
Chugiak Community Council Chair Darryl Parks
Downtown Community Council Chair Sylvia Villamedes
Eagle River Community Council Chair Sharon Gibbons
Eagle River Valley Community Council Chair Dave Schade
Eklutna Valley Community Council Chair Margan Grover
Fairview Community Council Chair Allen Kemplen
Girdwood Board of Supervisors
Glen Alps Community Council Chair Greg Kuijper
Government Hill Community Council Chair Jody Sola
Hillside Community Council Chair Bruce Vergason
Huffman/O'Malley Community Council Chair Matt Burkholder
Midtown Community Council Chair Ric Davidge
Mountain View Community Council Chair Kirsten Swann
North Star Community Council Chair Matt Johnson
Northeast Community Council Chair Rachel Boudreau
Old Seward/Oceanview Community Council Chair Roselynn Cacy
Portage Valley Community Council Chair Joanne Blackburn
Rabbit Creek Community Council Chair Ky Holland
Rogers Park Community Council Chair Steve Lindbeck
Russian Jack Community Council Chair Kendra Kloster
Sand Lake Community Council Chair Parker Haymans
Scenic Foothills Community Council Chair Karen Bronga
South Addition Community Council Chair Moira Gallagher
South Fork Community Council Chair Joe Wright
Spenard Community Council Chair Lindsey Hajduk
Taku/Campbell Community Council Chair Ron Jordan
Tudor Area Community Council Chair Tod Butler
Turnagain Community Council Chair Cathy Gleason
Turnagain Arm Community Council Chair Piper Machamer
University Area Community Council Chair Paul Stang

Representative Matt Claman
Representative Harriet Drummond
Representative Kelly Merrick
Representative Andy Josephson
Representative Gabrielle LeDoux
Representative Laddie Shaw
Representative Lance Pruitt
Representative Ivy Spohnholz
Representative Geran Tarr
Representative Chris Tuck
Representative Sara Rasmussen
Representative Zack Fields
Representative Jennifer Johnston
Representative Chuck Kopp
Representative Mel Gillis
Representative Sharon Jackson
Senator Mia Costello
Senator Josh Revak
Senator Cathy Giessel
Senator Elvi Gray-Jackson
Senator Lora Reinbold
Senator Bill Wielechowski
Senator Tom Begich
Senator Shelley Hughes
Senator Natasha Von Imhof
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