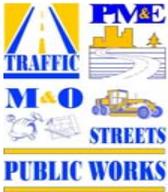


Agency Review Comment Summary

# Appendix G





**MUNICIPALITY OF ANCHORAGE  
PUBLIC WORKS DEPARTMENT**

4700 Elmore Road  
Anchorage AK 99507

**Project Review Form**

Project Name:	<b>Campbell Airstrip Road Upgrade, Mile 0.3 to 0.7 Upgrade</b>	Project No:	<b>10-028</b>
Project Status:	<input checked="" type="checkbox"/> Design Study <input type="checkbox"/> 35% <input type="checkbox"/> 65% <input type="checkbox"/> 95% <input type="checkbox"/> Other		
Name/Title:	Various [See 'Reviewer' Below]		
Organization / Department:	MOA		
Phone Number:	[See 'Reviewer' Below]	Date:	11-3-11 to 2-8-12

No.	Reviewer	Com. No.	Page/Sheet No.	Comment	Response
1	Karen Keesecker, CD&P 343-7922 (11-3-11)	1	Gen.	It's still unclear whether our mapped wetlands boundary has been field verified for this project. It is recommended that a Corps of Engineers Jurisdictional Determination be obtained to verify that the project would not impact wetlands particularly near Campbell Creek. Before final plans are developed, this additional information would ensure whether a Corps fill permit is required.	Wetlands boundary mapping has not been done yet but a site review and COE Jurisdictional Determination will be obtained prior to the development of final plans to verify project will not impact wetlands.
2	Karen Keesecker, CD&P 343-7922 (11-3-11)	2	Gen.	No lighting was considered for the project which is understandable given the neighborhood's wishes. Since it was mentioned that crime was an issue at the trailheads, is it possible to consider incorporating some lighting only at the trailheads?	Rendezvous Trailhead is recommended to be removed, and Campbell Airstrip Trailhead already has lighting provided by BLM.

3	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	1	Gen.	<p>A) One of the stated goals listed throughout the report is reducing speeds from the 46 mph 85th percentile speed to the posted speed of 30mph. This roadway appears to have a design speed of 45 +/- mph from mile 0.0 to MP0.3 based on the record drawings from PM&amp;E Project 88-19. Record drawings of the roadway south of MP 0.3 were not located, but it was very difficult to maintain a 30mph speed without constant braking and continual speedometer checks. It is unlikely that the traffic calming measures listed in the report will accomplish a 30mph 85th percentile compliance given the widened road and increased available sight distances.</p> <p>B) A design speed closer to the existing 85th percentile would allow a higher posted speed limit and eliminate what is essentially a speed trap.</p>	<p>A) Noted. Will revise project goals.</p> <p>B) Agreed. Per 11-28-11 MOA review meeting, it was decided to leave MP 0.0-0.3 at posted speed 30mph; and from MP 0.3 to the Stuckagain Hts, increase posted speed to 40mph with 30mph speed reduction signs at the curves from MP 0.7-1.1.</p>
4	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	2	Gen.	<p>Traffic Engineering does not support a marked designated bike lane on this roadway. Shoulder striping with pedestrian / bicycle share the road signing is a more appropriate treatment given the low traffic volumes. Marking this roadway shoulder as a bike lane technically eliminates all other users. Pedestrians / runners may desire to use these roadway shoulders, particularly if the single 10' shared use path is to be maintained for skijoring / cross country ski use in winter.</p>	<p>Per 11-28-11 MOA review meeting, it was decided to provide shoulder striping, NOT provide "Bike Only" symbol marking, instead provide pedestrian/bicycle "Share the Road" signage.</p>
5	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	3	Gen.	<p>Traffic Engineering does not currently maintain striping on Campbell Airstrip Road beyond MP 0.25. There is no available budget to expand striping maintenance onto local roadways. If striping is included in the project it will be required to be inlaid to preclude annual maintenance expenses.</p>	<p>Per 11-28-11 MOA review meeting, it was decided to provide 60mil painted road striping.</p>
6	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	4	Pg 18-19	<p>A) Change all reference to MOA Traffic Engineering Department to Traffic Engineering Division.</p> <p>B) Section D states there is no crash data available for accidents on Campbell Airstrip Road. Was research performed and what was the time frame of the search? In a search recently run on the MOA Traffic Engineering data base, 0 crashes were reported from Tudor Road to MP 0.75 for the period 2008-2010. Please clarify this section and remove reference to "accidents".</p>	<p>A) Will do.</p> <p>B) We spoke to Traffic who indicated there was no crash data for this segment of roadway. This was confirmed by Traffic in 11-28-11 MOA review meeting. Will remove reference to 'accidents'.</p>

7	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	5	Pg 29	<p>The design criteria summary appears to be a mix of many criteria which may not be compatible. DCM criteria should be used in all cases except when not applicable.</p> <p>A) Why include NPS road design criteria at all? This roadway provides access to several park facilities but also provides access to a very large neighborhood.</p> <p>B) Design speed reference is given as existing; what is the source of this information?</p> <p>C) On street parking is shown as prohibited, no parking signage will be required.</p> <p>D) Clear zones should be examined. Are there areas of concern for run off the road accidents which may need guardrail protection; particularly if there is a pedestrian facility at the bottom of the run out?</p> <p>E) Why include lighting in the design criteria if this project is not installing roadway lighting? Is the pedestrian conflict area low at the proposed crosswalk location if this is the only designated location to cross Campbell Airstrip Road in order to utilize the pedestrian facility?</p> <p>F) What is the ADA design criteria being used for this project?</p>	<p>A) NPS criteria was looked at as referenced comparison only. Will omit from Design Criteria Summary Table.</p> <p>B) Design Speed based on horizontal and vertical curve analysis. Will clarify.</p> <p>C) Per 11-28-11 MOA review meeting, 'No Parking' signage will NOT be required.</p> <p>D) Clear Zones were analyzed per AASHTO. Will clarify.</p> <p>E) Lighting included as analysis only but not recommended.</p> <p>F) Will add PROWAG as ADA criteria used. (Also add to list on Pg. 21.)</p>
8	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	6	Pg 30	<p>Modify Section B to state the shoulders accommodate bicycles and pedestrians.</p>	<p>Will revise per Comment #4.</p>
9	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	7	Pg 33-50	<p>There is extensive discussion regarding pathway construction and possible extension of the pathway on the west side of Campbell Airstrip to Tudor. Conclusions and recommendations are unclear.</p> <p>A) It does not appear that a trail extension north on the west side was incorporated in the plans shown in Appendix B. Extending the trail on the west side to Tudor Road would eliminate a large number of required crossings of Campbell Airstrip at the school driveway and could increase overall safety. It is unclear if revision of the signal at Tudor would be required as a result but as stated, it is a possibility that should be looked into. This alternative should be closely evaluated and discussed with Traffic Engineering Division.</p> <p>B) Meeting ADA standards for the multiuse separated pathway are listed as a goal and included in several areas of discussion including Section E Rendezvous parking lot. What standards are being used and do those standards allow the proposed winter maintenance schedule that would allow skiing / skjoring?</p>	<p>Will clarify recommendations.</p> <p>A) Per 11-28-11 MOA review meeting it was decided by PM&amp;E to recommend extending the west side trail to Tudor, as an 8-ft TBC attached trail. Option will be kept as an ADD. ALT. Crossing at school driveway will not be marked. Earlier discussions with Traffic indicated that revisions to traffic signal were possible.</p> <p>B) Will add PROWAG as ADA standards used. ADA does not address maintenance requirements.</p>

10	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	8	Pg 51-54	<p>The various traffic calming measures discussed and proposed are unlikely to have a significant effect on travel speeds. The proposed horizontal alignment appears to essentially follow the existing alignment. A cursory review of the proposed vertical curves shown on the plans in Appendix B appears to meet a design speed of 45 mph and improves the existing vertical alignment. These factors, coupled with the widened roadway are not likely to produce a reduced speed through striping and signage. The 85th percentile speed is representative of all road users, including local residents. Additional speed studies are likely warranted in and outside the project limits. A recent test drive of this road in mixed snow / ice / pavement from Basher Drive to Tudor Road required constant braking to maintain 30 mph and was comfortable to drive at 40mph, with the exception of two or three isolated turns which were easily negotiated at 30mph. Travel south from Tudor Road require constant monitoring of the speedometer to maintain the posted speed of 30mph.</p> <p>Traffic Signal Section objects to the proposed radar speed sign and indicates there is no budget to maintain this type of installation.</p>	Agreed. Will discuss proposed improvements made to unsafe maneuverability associated with unsafe speeds. Will remove recommendation for a Radar Speed sign.
11	Dan Boots, MOA Traffic Safety 343-8429 (11-3-11)	9	Gen.	Traffic Engineering requests a meeting with the project design team. Please contact Stephanie Mormilo, Municipal Traffic Engineer to schedule a meeting.	Meeting with MOA and Traffic held 11-28-11.
12	Erika McConnell, Transportation Planning 343-7917 (11-7-11)	1	Gen.	No comments.	Noted.
13	Scott Stringer, P&R 343-4716 (11-3-11)	1	Gen.	The Rendezvous parking lot is an issue for Park Maintenance. It is generally used for a dumping ground and rarely used by trail users. If improvements are to be made, it would be best to open it up to increase visibility and possibly have a dedicated trail head added. Lighting could help deter some unsolicited activities in this parking area.	DSR recommends that it be removed for the same reasons you mention.
14	Scott Stringer, P&R 343-4716 (11-3-11)	2	Gen.	Could the trail be improved around the Botanical Garden to provide the connection to mile .7? It would just need a connection down the hill at the south end of the project area. Conflicts would be minimal and seasonal with dog sledders and trail users.	This is out of the scope of this project.

15	Scott Stringer, P&R 343-4716 (11-3-11)	3	Gen.	Currently, MOA Street Maintenance maintains the trail segments along the road; who would assume responsibility for repair and maintenance for the new trail?	Maintenance on the multi-use pathway will be performed by the Street Maintenance Division. If, at any time in the future the Nordic Ski Assn. or Parks & Rec or any other stake holder desires to step in and groom for skiing or other uses, Street Maintenance will gladly step aside and let other special interests take over.
16	Scott Stringer, P&R 343-4716 (11-3-11)	4	Gen.	Any revegetation should be done with native species.	See Pg. 56, "Re-vegetation should include only plants <u>native</u> to the project area..."
17	Josh Durand, P&R 343-4427 (11-3-11)	1	Gen.	A formal presentation of the DSR to the FNBP user group is recommended. Parks and Recreation staff will seek input from the group at the November 7th meeting.	No formal meeting is planned. Please forward any input you receive.
18	Josh Durand, P&R 343-4427 (11-3-11)	2	Pg. 46	Parks and Recreations supports and encourages the pathway extension to Tudor Road.	Noted.
19	Josh Durand, P&R 343-4427 (11-3-11)	3	Pg. 35	Parks and Recreations supports the logic behind changing the pathway to a 10' paved surface with (2) 3' shoulders versus the 16' pathway per the FNBP plan.	Noted.
20	Josh Durand, P&R 343-4427 (11-3-11)	4	Pg. 49	Additional comments regarding the necessity of the Rendezvous parking lot should be gathered from the user groups associated with FNBP.	FNBP members were included in mailing and email updates, and provided link to web for DSR review.
21	Lori Schanche, NoMoCo 343-8368 (11-8-11)	1	37	We are concerned with the key design element recommendations to "locate the pathway far enough from the roadway to retain an approximate 50-wide swath between the pathway and the roadway". We feel this is excessive and should not be used as a minimum. It is difficult to compare this to Kincaid Road. This roadway leads to a residential area and connects to a utilitarian bike route that travels through FNBP. The Kincaid path connects to a major recreational greenbelt trail (Coastal Trail) providing a link for primarily recreational users. Recreational users tend to enjoy using the woods, but here we see a more utilitarian corridor that should not be separated that much from the roadway. We request that the grading concept to locate the path not use 50' as a minimum. Also, see comment 2.	Per 11-28-11 MOA review meeting, it was decided that 50-60-ft separation was appropriate for this trail as good visibility exists between the trail and road.

22	Lori Schanche, NoMoCo 343-8368 (11-8-11)	2		There is concern that too far a separation from the roadway can create uncertainty and cause people to feel uncomfortable. Similarly along A Street (north of Fireweed) and Providence Drive (west of Elmore). In both situations the paved path veers into the greenbelt, yet a well used unofficial pathway is located next to the road. Many people walking for transportation prefer to take a main, direct route closer to cars than be in the woods and have to deal with the dark and wildlife. There is also the feeling of uncertainty with where a woody path leads.	See response to Comment #21.
23	Lori Schanche, NoMoCo 343-8368 (11-8-11)	3		Whatever separation is provided from the roadway ensure that some views between the road and the path are maintained.	See response to Comment #21.
24	Lori Schanche, NoMoCo 343-8368 (11-8-11)	4		We concur with the 10' width paved path.	Noted.
25	Lori Schanche, NoMoCo 343-8368 (11-8-11)	5	41	Table 8 – a parallel path with Jersey barriers meets AASHTO Guide for Development of Bicycle Facility requirements by providing a physical barrier from the roadway, so it should be marked as 'yes' in the Max. Ped Safety Category.	Will revise.
26	Lori Schanche, NoMoCo 343-8368 (11-8-11)	6		The Anchorage Bicycle Plan identifies bike lanes as a transportation facility on this road, as well as a separated pathway. It appears that the design of this road will include 5' shoulders included. We request that the shoulders be signed, marked and striped as bike lanes to be consistent with the Bicycle Plan.	See response to Comment #4.
27	Lori Schanche, NoMoCo 343-8368 (11-8-11)	7	47	We support any signal modifications to allow pedestrian crossing on the west side of the intersection.	Noted.
28	Lori Schanche, NoMoCo 343-8368 (11-8-11)	8	46	Figure 8 shows the proximity of the path to the mailboxes - consider adding a spur to route it to the mailboxes.	Will add spur trail to mailboxes.
29	Lori Schanche, NoMoCo 343-8368 (11-8-11)	9	52	We concur with traffic calming including raised intersection, roadway striping and radar speed sign.	Per 11-28-11 MOA review meeting, raised intersection and radar speed sign are not recommended.

30	Lori Schanche, NoMoCo 343-8368 (11-8-11)	10	54	Section G notes that public input has noted that roadway lighting is undesirable. However, we feel that safety and security outweighs desire and request that the pathway be lighted.	Lighting specifically dedicated to the trail should not be included. There is no mandate that requires multi-use pathways to be lighted. There are numerous multi-use pathways throughout the city that are not lighted. Some pathways end up being lighted years later as the pattern of use changes or demand increases. Comments received from the public and stake holders seemed to side with not lighting the pathway at this time. Not lighting the pathway would seem to follow our CSS philosophy.
31	Isobel Roy, PM&E 343-7579 (11-9-11)	1	Gen.	The preferred plan highlights Kincaid as the model which seems inappropriately huge for this project, the area, and the users. Repeated mention is made of the need to retain the country-feel of the corridor, something that would be erased by adopting the Kincaid model. The preferred concept- or the Kincaid model- would create a uniform cut through the woods, as opposed to a more contextually responsive design that carefully and appropriately selects which existing vegetation to remove or prune for visibility along both the trail and the road. The draft plan makes no room for these decisions but opts for uniform removal. Such large-scale removal with [would] work against any desire for a country lane in favor of the Kincaid, large-scale park model.	Selective clearing is not possible due to road bench and slopes. Trail alignment will be fine-tuned during design.
32	Isobel Roy, PM&E 343-7579 (11-9-11)	2	12	F. Landscaping. Call subject "Vegetation", not "Landscaping". The area is naturally vegetated not controlled by some landscaping company. A final DSR should have a more exact description of the shrubs and groundcover in this area, if only to discourage a design that doesn't fit the context along this specific corridor.	Will change section title to "Vegetation". Will add description of existing shrubs.
33	Isobel Roy, PM&E 343-7579 (11-9-11)	3	56	Landscaping: Moose protection is warranted even on the taller trees in this area.  There's a knee-jerk tendency to assume that taller trees are always the best option. Trees of larger caliper take longer to establish (1 year per 1" caliper) so it's not always recommended. MLK Boulevard had many of its 3.5"-4" caliper birch girdled by the moose in the area. Had moose protection been included then they would have been protected.  Revegetation should mimic the natural look of the area by having trees of varying heights- not just one uniform look that you'd expect on commercial or ROW projects.  Moose protection should be provided for birch trees.	Will be evaluated based on final landscaping plans.

34	Isobel Roy, PM&E 343-7579 (11-9-11)	4	60	7. Landscaping. Verdyol, not Vertisol for topsoil substitution. We've used it on some of our projects.	Will change to Verdyol.
35	Isobel Roy, PM&E 343-7579 (11-9-11)	5	60	7. Landscaping. Using Verdyol raises the consideration of salvaging site topsoil as a resource because its substantial seed bank can assist natural revegetation. Kincaid is used as a model for this project but it suffered from an invasive plant problem, introduced by the topsoil for the trail project. The same mistake could be avoided for this project by minimizing imported topsoil.	Will add discussion regarding the potential of salvaging site topsoil for re-use on project if cost effective.
36	Shawn Dooley, Street Maint. 343-8195 (2-8-12)	1		As a clarification, Street Maintenance presently maintains the section of roadway from Tudor Road to the Campbell Airstrip Trailhead parking lot, approximately 1 mile south of Tudor Road.	Noted.
37	Shawn Dooley, Street Maint. 343-8195 (2-8-12)	2		In discussions between Rand Gaynor (Project Administrator) and Dan Southard (Superintendent) Street Maintenance will maintain the future Multi-use trail improvements from Tudor Road to Campbell Airstrip Trailhead parking lot as necessary to meet the user groups needs. As the proceeds towards final development it should include a budget for the maintenance of the additional facilities to include APDES requirements.	Noted.