

**12-17-2021 DOTPF Meeting with AMATS on joint options at Tudor Road pedestrian crash area**

**STATUS as of 2-09-21 - Lake Otis Parkway to Piper Street Options**

	Traffic Options	Schedule	Year	PROS	CONS
1	Remove cars, traffic	Completed	2008	removed 15,000 vpd from Tudor Rd via Elmore Rd Extension. Increased platoons and ped gaps, less solid stop and go traffic.	
2	Build median refuge	Completed	2010	Raised median removed vehicles from center turn lane	Affected business traffic routing to use backstreets and right turns only
3	Install warning signs	Completed	2016	Bright yellow signs at start of unsignalized area	Static signs in an urban background
4	Double light levels at night	Construction	2021-22	See HSIP: Anchorage Pedestrian Lighting FACT sheet. Final Design nearly complete.	
5	Count crossings, review Design Criteria	Not scheduled	2021	Midblock demand was counted in 2006. Will count again.	Some crossings at or near signal don't use signal. Some do not wait for gaps. Criteria for devices not met without new AMATS Standards.
6	Fill in median, Add crossing beacon/signal	Not scheduled			Criteria for devices not met without new AMATS Standards. Infill would close left turns to business at Wright St, force back routes.
7	Build a pedestrian bridge, ramps	Not scheduled			Criteria for devices not met without new AMATS Standards. Ramps would take entire sidewalk right of way or require purchase of corner private parcels, gas station or church.
8	Designate urban Safety Corridor, fines	Not scheduled		Double Fines when combined with media, policing works in an interim for up to 10 years at up to -45%.	Requires Municipal Code consideration, law enforcement availability. Could require signal re-programming and signal work.
9	Build arterial traffic calming, narrowing, shiftgs			Partly done through removing curbs and take the width and speed out of the straight geometry.	Not recommended without a Seward/Glenn Hwy connection due to high traffic loads. Rerouting traffic makes this option possible.
10	Change land use	Not scheduled		Can reduce crossing demand	Requires AMATS Planning on how land use can change, such as door alignments, compatible businesses moved to same side of road.

**12-17-2001 DOTPF Requested AMATS Technical Review steps towards Nonmotorized Plan adoption  
Lake Otis Parkway to Piper Street**

	Steps	Schedule	Year	Notes
1	Public Review Comments	Underway	2021	DOTPF technical checks for state and federal safety mitigation and potential funding underway
2	Technical Committee Review	Pending		After public comment, review final revisions
3	BPAC Review,	Pending		Discussion of technical changes, other changes with BPAC Bike/Ped Advisory Committee input
4	Technical Committee Recommendation	Pending		Make sure final report is accepted with adequate revisions for a 10 year plan, including safety
5	Policy Committee Acceptance, Adoption	Pending		After Technical Committee recommendation of the final draft