



# Project F: Tudor Road/Lake Otis Parkway

## INTERSECTION IMPROVEMENTS

### MEETING NOTES

**PROJECT:** Tudor Road and Lake Otis Parkway Intersection Improvements

**GROUP:** Local Business Meeting

**PROJECT NO.:** MOA PM&E 04-35 – DOWL W.O. D59117

**DATE:** April 28, 2006

**TIME:** 11:30 a.m. to 1:30 p.m.

**LOCATION:** Municipality of Anchorage, Permit Center Training Room

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**Attendees:** See attached sign in sheet.

**Meeting Materials:** Project Maps, Display Boards, and Comment Forms

**Staff Present:** Municipality of Anchorage - John Smith, Rand Gaynor, and Robin Ward  
DOWL Engineers - Steven Noble, William Strickler, Kelly Brown, and Peter Masson

### Meeting Information

Steve Noble opened up the meeting with a review of the agenda and introductions of the Municipality of Anchorage (MOA) and DOWL Engineers (DOWL) staff. He also presented a project overview and the purpose of the meeting. He noted that it was very early in the process and that nothing had been decided. The project was still very conceptual at this point. It was also pointed out that the project limits are general and the focus is on the intersection and approximately 1500 feet around the intersection.

Steve explained the project scope and pointed out that the engineering and environmental processes are happening parallel of one another, while the public involvement process is happening throughout the entire length of the project. The general initial concept for the project is to have dual left-turn lanes in every direction and ensure that every direction has a dedicated right-hand turn lane. He explained that if the intersection is more rapidly able to accommodate turning movements, more green time could be allocated to through movements.

The presentation was followed by a question and answer session that is summarized in the following pages. Project staff's comments and responses to questions are shown in *italics*.

- Is this project going to be held up in order to see how the Abbott Loop Extension traffic impacts the Tudor Road/Lake Otis Parkway (TLOP) intersection?

*Steve responded that DOWL has done quite a bit of traffic modeling based on the land use. The model shows the Abbott Loop Extension and the East Dowling Extension will decrease the traffic on Tudor Road by approximately 15 percent and Lake Otis Parkway by approximately 25 percent. However, the intersection itself will still be categorized as an F level of service and there will still be considerable congestion. He went on to say how the Piper Street signal relocation has already improved the TLOP traffic by about 10 percent.*

- What will the vehicle per second delay be in 20 years?

*Steve explained that with all the improvements in the Long Range Transportation Plan (LRTP), the TLOP would still operate at about level of service (LOS) E or F. He also pointed out that the Glenn Highway to Seward Highway project would relieve much of the midtown traffic. He indicated we would have a better idea of delay times in the future meetings, after the traffic modeling is completed.*

- Will there be a roundabout similar to Dowling Road?

*Steve discussed how a roundabout would have to be three to four lanes deep in order to accommodate all the traffic in the intersection. DOWL will consider a roundabout, but we have not identified a precedent for a roundabout carrying 80,000 vehicles per day. It could possibly cause issues for the downstream signals also.*

- Regarding the vehicle per second delay, is there an upper limit to that number? Construction in the area will also add to the delay. How does that change the numbers?

*Steve commented that the construction on Tudor Road last summer was not that bad for the commuters because it was mainly handled during off-peak times. If there are any closures for construction, they will most likely be one lane at a time, not the entire intersection. Also, the Abbott Loop Extension will be open by the time TLOP is constructed so that will be another way people can bypass the intersection. Steve explained that there is not necessarily an "upper limit" for the vehicle per second delay. The goal is to have LOS C or better (less than 50 seconds/vehicle) and to minimize the delay as much as possible.*

- What property acquisitions will be required?

*We are just beginning the process to see exactly where the roadway will fall. We will have a better idea later in the planning process.*

- If an extra turn lane is constructed on Lake Otis Parkway, where would the intersection widening occur?

*Steve replied that all options would be evaluated. For example, if there is an extra 11-foot turn lane, the intersection could be moved to the east, the west, or somewhere in between. The goal is to minimize the impacts and fit within the budget. We are still analyzing the options and will have a better idea of the impacts in future meetings.*

- The medians that currently divide traffic on Tudor Road, would they be extended in length?

*Possibly, we just do not know yet.*

- Many local businesses would be concerned if anything proposed would take property, especially a cloverleaf design.

*Steve answered there have been a lot of comments to date regarding an overpass and an interchange. Staff will briefly compare all intersection options, including a roundabout and overpass. However, it should be noted that TLOP is only one portion of an orchestrated congestion relief effort. We need to look long-term and avoid solving one problem only to push it to another intersection. Furthermore, the interchange options start at \$60 million and go up and are therefore well outside of the budget for this project.*

The meeting ended at approximately 1:30 p.m., after an additional half hour of open house time with staff.

Attachments: As stated