

## Tudor Area Community Council Meeting Minutes

Thursday, Mar. 2, 2017

First Church of God on MacInnes & Tudor

Deanne Tuckerman, chair, called the meeting to order at 7:00 p.m. Last month's meeting minutes were approved with one correction.

**Fire Dept. Station 4:** Capt. Mike Guest spoke about old department ambulances being used to fill in for additional workload, and the need to finance new ambulances. He supports Prop. 2. He also discussed the need for working smoke and carbon monoxide detectors.

Capt. Guest stressed that his opinions on the need of a preemptible traffic light at Tudor Rd. and MacInnes St. were not officially representing the Fire Department. He believes that such a light is needed. Firefighters can look directly out of the station windows and see the traffic and accidents as they happen. There have been one or two accidents per rotation. (I understand this to be a three day cycle for personnel.) Scott Thomas, the DOT Central Region Traffic & Safety Engineer, agreed.

**Legislative Report:** Representative Josephson's representative said the legislature was half-way through the session. He mentioned that Andy was working on legislation to provide health insurance for family members of slain public safety personnel, oil tax changes, and others. He and the other Anchorage legislators will be at the Legislative Information Office on Saturday, March 4<sup>th</sup>.

**Assembly Report:** Assemblywoman Elvi Gray-Jackson spoke about an ordinance to require health care practitioners to provide cost estimates. Providence Health Care Systems had several problems with the proposal as written. The Uber ordinance has been postponed, as have been the scrap metal and drones ordinances. Her notes are included below.

**School Board:** Not present.

**FCC Report:** Jake Tuckerman gave a short run-down on the last Federation of Community Councils meeting.

**Speakers:** Scott Thomas, DOT Central Region Traffic & Safety Engineer, gave an excellent presentation on the traffic problems occurring on Tudor Rd. in the vicinity of Shelikof St, Needles Circle, and MacInnes St. An example happened when woman died Thursday, February 9<sup>th</sup>, after an automobile collision on Tudor Road near Shelikof Street.

The U-turn lane on Tudor at MacInnes St. creates considerable uncertainty for drivers. Those drivers in front of and behind the turning vehicle do not know what the driver will do. Fire department representatives said that they had tried three or four times to get a preemptible traffic light at MacInnes St. without success. The cost might be \$1 million to \$1.5 million.

There was considerable discussion of the situation. Mr. Thomas outlined the plans that DOT has for that section of Tudor. Paving is planned for 2018 but not yet funded. It may be possible to get underground electrical conduit installed as a part of the paving project. The Council

successfully used this approach for the traffic light at MacInnes St. and 36<sup>th</sup> Ave. there may be a chance to advocate for this option in the Muni's Capital Improvement Plan this year. (Inputs to the plan are due shortly.)

Questions were raised about calming traffic in the area and reducing the speed limit. No one had much hope for this approach. The fire department representatives present said they had considerable trouble getting out onto Tudor, particularly trying to make a left hand turn onto Tudor across three or four lanes of traffic. People did not slow down or stop for emergency vehicles as required by law.

We also discussed snow removal or the lack thereof as contributing to the problems.

Options discussed were changes to the median along Tudor, making it continuous from the Seward Hwy. to MacInnes St.; installing underground electrical conduit as a part of the paving project planned for 2018 in preparation for a traffic signal to be installed later; having the Municipality improve street connectivity to Needles Circle and Eau Claire Place. Improvements planned as a part of the New Seward Hwy. Upgrades were also mentioned.

Doing away with the U-turn option and lane would severely impact people living on Needles Circle and Eau Claire Place, and students and faculty at the Alaska Career College on Tudor.

Mr. Thomas noted that overall, people were expecting Tudor Road to do too much; e.g., carry high speed east-west traffic and serve as an access to businesses and homes along the road.

A copy of Mr. Thomas' report of his presentation is attached and is hereby incorporated into the minutes.

**Old Business:** None.

**New Business:** Municipal elections will be held April 4<sup>th</sup>. Assembly members, school board members, and bond issues are on the ballot. Please vote.

The meeting adjourned at 8:30 p.m.

### March 2, 2017 Tudor Area Community Council – Assembly Report from Assemblywoman Elvi Gray-Jackson

- AO 2017-26 to require health care practitioners and facilities, upon request, to provide an estimate of anticipated health care charges was approved at the February 28<sup>th</sup> meeting.
- AO 2017-29 to implement voting by mail was heard and approved at the February 28<sup>th</sup> meeting.
- AO 2017-30 to regulate Transportation Network Companies aka Uber was heard at the February 28<sup>th</sup> meeting. Assembly action was postponed until the March 21<sup>st</sup> meeting. There will be several proposed amendments to the ordinance.
- AO 2017-31 to provide for record keeping and reporting requirements and other requirements for scrap and precious metal dealers was heard at the February 28<sup>th</sup> meeting.

Assembly action was postponed until the March 21<sup>st</sup> meeting. There will be several proposed amendments to the ordinance.

- AO 2017-36 to amending the Code to include unauthorized operation of unmanned serial vehicles aka Drones was heard at the February 28<sup>th</sup> meeting. Assembly action was postponed until the March 21<sup>st</sup> meeting. There will be several proposed amendments to the ordinance.

Copies of all documents can be found at:

<http://www.muni.org/Residents/Pages/MuniMeetings.aspx>

Next Assembly meeting – March 7th

Attachment: Scott Thomas, DOT Central Region Traffic & Safety Engineer Brief Report, 17-03-02\_TudorCC\_Mtg\_Summary.pdf



# Meeting Record

# STATE OF ALASKA

Department of Transportation and Public Facilities  
Central Region-Division of Design and Engineering Services  
Traffic & Safety, Highway Design Section

**To:** File

**Date:** March 7, 2017

**Phone No.:** 269-0639

**From:**  **Scott E. Thomas, P.E.**  
Central Region Traffic Engineer

**Subject:** Tudor Area Comm Council  
Tudor Rd & MacInnes St

Topic: Per the CC Agenda for 7 PM Thursday Monthly Meeting – discuss crashes at Tudor & MacInnes Street

Recommendations: A) repair the pavement, rutting B) consider median changes by 2018, and C) revisit signal warrants beyond 2018.

DOT will examine pavement conditions versus median or further traffic control or some combination as solutions to conflicts at Tudor Road and MacInnes Street.

Brief intro – Station 4: Capt. Mike Guest, AFD attended. Observes near misses all the time. Very difficult to enter traffic, no gaps, and second tier vehicles not paying attention when lead vehicles stop. Hard to see fire engines entering onto Tudor. Staff at Station 4 general observation is they think there is a crash about every 3 days.



Tudor Road eastbound: approaching MacInnes Street. 5:25 PM  
Center lane use.

SET

### Discussion at CC Meeting:

No matter what is built – a percentage of the drivers have behavior that is beyond engineering, can be hundreds per day at these volumes. Tudor is already improved due to MLK and Elmore diverting large amounts of traffic that used to be on this road.

DOT receives APD crash reports. The reported crash record through 2013 does not show a concentrated turning vehicle crash problem at MacInnes. Crash increases being described appear to be a new increase. DOT will request data from 2014, 2015 from the Municipality of Anchorage. 2016 appears to be a problem year due to ice and snow.

A preliminary review of data 2013 and prior shows a significant reduction in left-turn and u-turn related crashes west of MacInnes Street to EauClaire Street, following installation of previous medians and u-turn lane. DOT is still evaluating this in more detail through the HSIP Program post project analysis due this year.

Options discussed on a flip board:

1. Paving - design ready, funding is not apparent until 2018 Summer. Rut repair is a top priority. DOT will consider emergency repair options, budgets this summer.
2. Median closure of u-turns – extension to MacInnes left turns only. RT in/RT out for DEA, businesses. Affects Needle, EauClaire with further reduced access, u-turns at AFD and church likely. CC members and AFD member think this needs consideration.
3. Signal warrants at MacInnes – not opposed by Community members present. I asked if they opposed a signal in the past by resolution. Not opposed in the past to the best of their recollection. Survey rest of community and will pass resolution to City, State. DOT will request AFD input. Warrants must be evaluated and met – considered against impacts to Tudor – not always a positive solution. The Community Council requests conduits for signal prep with paving by 2018 (would work alternatively for advance fire beacons.)
4. The Community Council will consider a survey of neighbors and a more formal request to DOT, MOA, and their representatives.

Other Considerations discussed – Tudor Road itself does not generate all conflicts. Land use is also a source. Correct for CC and DOT to comment on both and how they interact. Tudor is an east-west backbone route – must balance all users, cannot do that well in the space we have. Must remain a principal arterial.

DOT is asking MOA to invest in adjacent streets as bike/ped/transit alternatives to Tudor Road.

## Ongoing crash investigation before and after the meeting:

- [AFD input above matches input received from DEA Assistant Special Agent in Charge for Alaska - Mike Root in previous calls. He will send more observations, photos – seems to be a spike in 2016 winter in his view.]
- [Sr. Capt. Sean Fredenhaugen – seems to be more crashes in 2016. Weather? Icier this winter? Fire trucks slow on entry, have a difficult time entering, few breaks long enough to pull a large heavy truck, and even more time to cross ruts slows truck down. UTurn lane doesn't seem to be the crash area Seems to be nearer MacInnes. Would consider a advance warning for fire trucks pulling out – station activated, at a minimum. Gets good compliance with red lights. The difficulty is code-yellow response. . ]
- [APD – Sgt. Roy LeBlanc–2016 – 10 PDO, 2 INJ; 2017 – 8 PDO and 4 INJ (1 Fatal) = apparent increases.]
- [MOA Traffic Jacob Ezell– 2014 2 angle crashes same day, 2015 4 angle crashes on 2 days - select days in December]
- [DOT Materials Jim Horn– rutting 1" + eastbound, no measurements westbound. DOT Traffic observes it appears to be greater westbound.]
- [DOT M&O Superintendent – with paving project possibly delayed to 2018, M&O patching is under consideration for 2017. Discussed w/DOT Traffic – leveling in front of MacInnes desirable, would also help AFD truck crossings go faster relative to oncoming traffic gaps]
- [MOA Traffic Signal Division – 36<sup>th</sup> Ave/MacInnes signal legislated, built fall 2010]
- [ A review in 2005 Signal warrants not met with RT's subtracted. 2010 counts similar before AFD expansion and before 36th Ave signal in fall 2010. 2014 signal counts at 36<sup>th</sup> and Macinnes shows significant turns on the north end of MacInnes as a preferred route. Fire Station warrants not documented. A coordinated signal progression warrant is not documented. Further study of warrants and possible simulation/recon study could accurately show platooning, progression possibilities, and sidestreet gaps. ]



2011 May U-Turns and LT demand

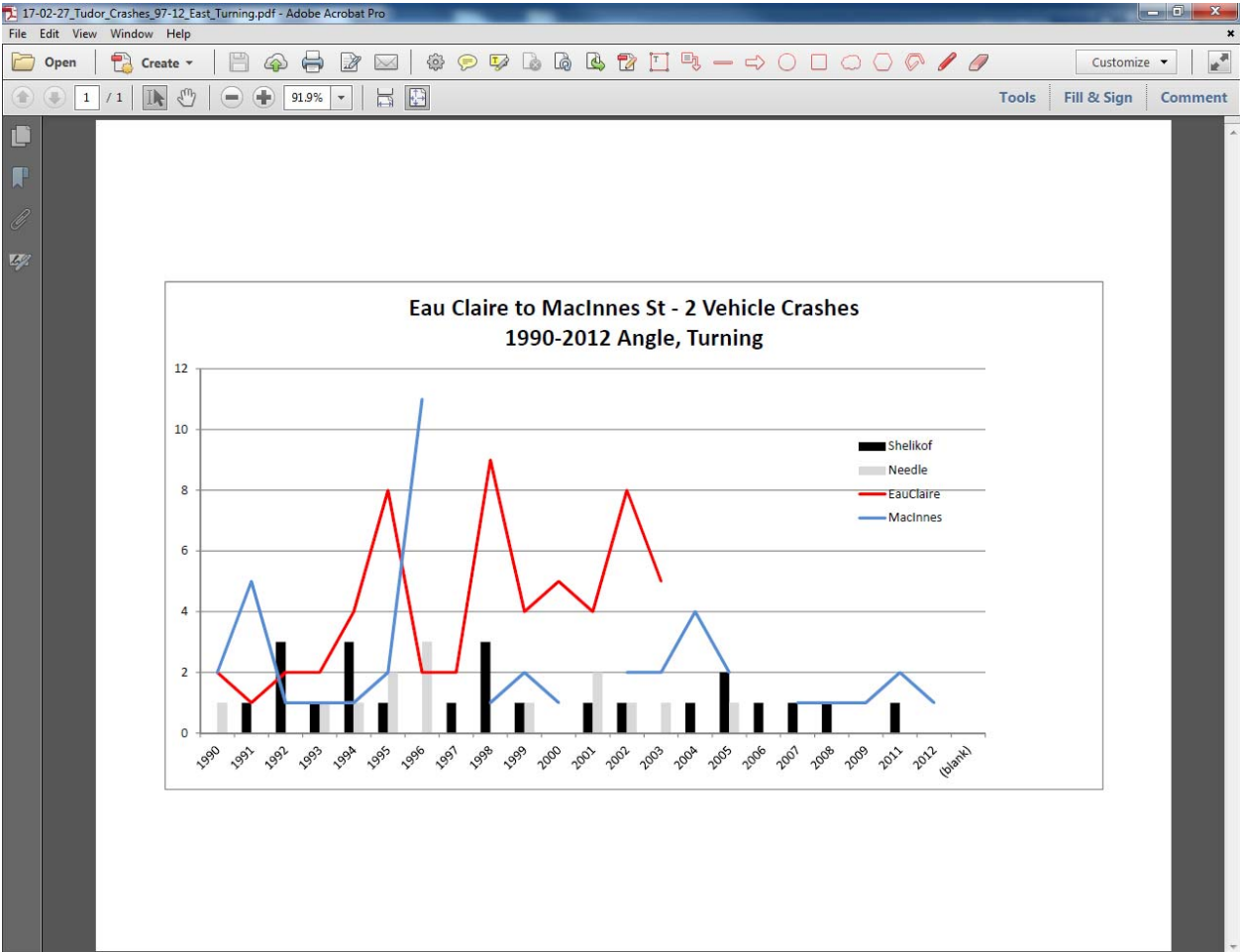


2005 MacInnes LT queue



2005 U-Turn usage (30-40 vph at peak)

Preliminary Crash Review  
TURNING CRASHES AT OR NEAR INTERSECTIONS





# TOTAL CRASHES NEAR INTERSECTIONS

