

MEMORANDUM

Date: June 3, 2022

To: Bradley Coy, PE, Municipal Traffic Engineer
Kris Langley, Traffic Safety Division Manager
Municipality of Anchorage, Traffic Engineering Department

From: Stephanie Mormilo, PE

Subject: O'Malley Elementary School Zone Treatments
(MOA Task Order # TEPS-SF-22-002)

The Municipality of Anchorage (MOA) Traffic Engineering Department has requested an evaluation of school zone treatments at the intersection of O'Malley Road and Rockridge Drive for O'Malley Elementary School. This evaluation was requested due to citizen concerns of potential increase in pedestrian activity due to planned improvements on O'Malley Road. In this memorandum, HDL Engineering Consultants, LLC (HDL) will evaluate the need and provide recommendations for school zone treatments at this intersection.

Project Background

Figure 1: Location Map



School Information

O'Malley Elementary is located at 11100 Rockridge Drive in southeast Anchorage. The school property is located approximately 650-feet south of O'Malley Road. There is a dedicated student drop-off and pick-up loop that is closed by a gate outside of those times of day.

Figure 2: Vicinity Map



The school was built in 1967, with the last major improvements constructed in 1987. The school provides for kindergarten thru sixth grade and can accommodate 437 students. The actual enrollment for 2021-2022 school year was 322 students based on data provided in the Anchorage School District (ASD) Six-Year Capital Improvement Plan (2022-2028).

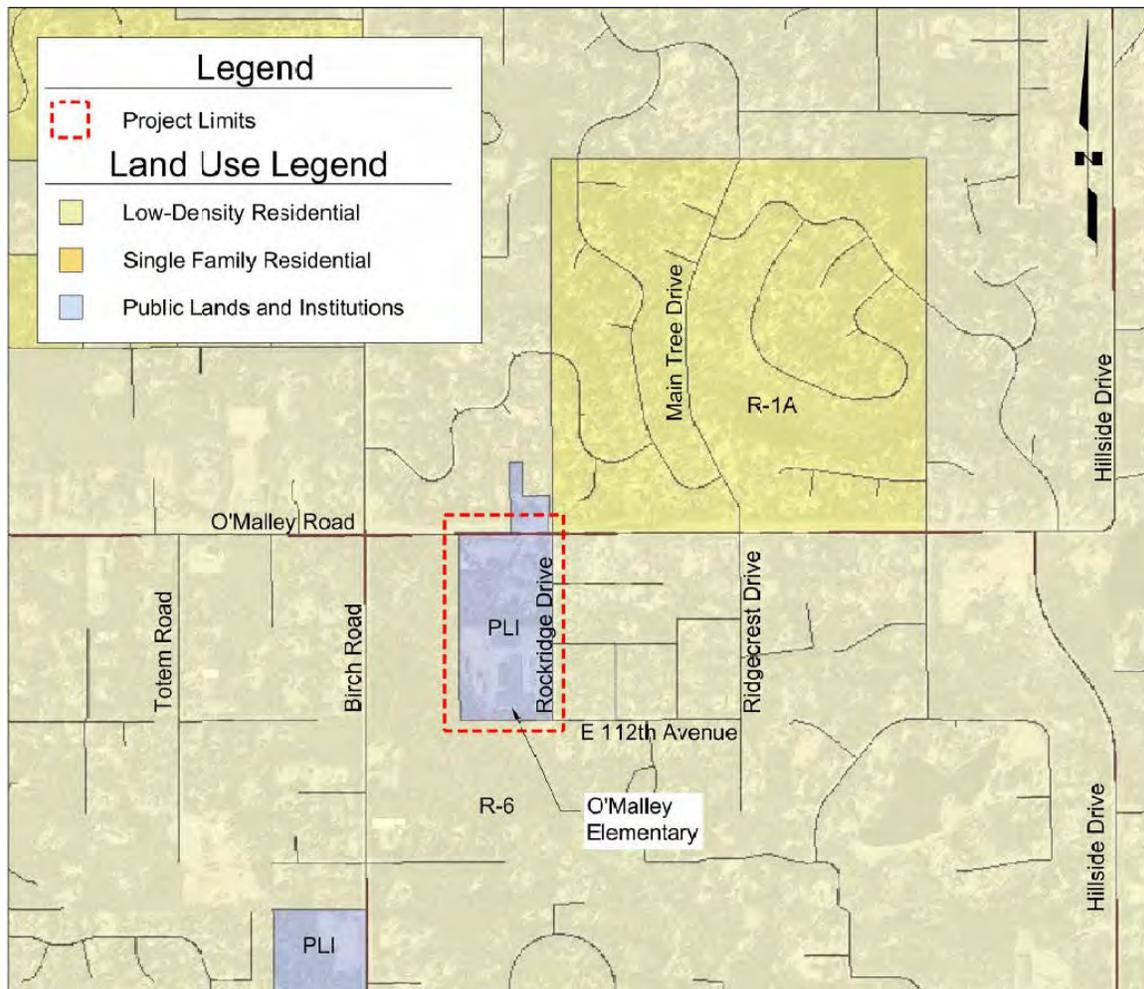
O'Malley Elementary has a French immersion program that began in August 2019 and is anticipated to grow in enrollment each year, as well as expand to higher grade levels as the initial cohort advances.

Immersion programs generally increase vehicular traffic driving to and from those schools as students that enroll from outside the school boundary must provide their own transportation. There is also a before and after school Camp Fire program at this school.

Land Use and Zoning

The primary land use surrounding O'Malley Elementary is R-6, Low Density Residential.

Figure 3: Zoning



Roadway Information

Both O'Malley Road and Rockridge Drive are two-laned roadways developed to rural standards without curb and gutter, instead using ditches for stormwater collection. O'Malley Road has no pedestrian facilities or roadway illumination in the project area. Rockridge Drive has a separated pathway on the east side of the roadway and two utility-pole mounted luminaires are located at the intersections of O'Malley Road and Michigan Boulevard.

O'Malley Road is currently being improved, which is what triggered the request for this evaluation. The proposed improvements are discussed later in this memorandum.

Table 1 shows the existing roadway approach characteristics for each leg of the intersection.

Table 1: Roadway Approach Characteristics

	O'Malley Road	Rockridge Drive
Street Widths (Ft)	32	26
Approach Grades (%)	1% (EB) -7% (WB)	2 – 3%
Right-of-Way Width (Ft)	150	60
Speed Limit (MPH)	50	25
Street Classification	Minor Arterial	Local
Roadway Ownership	DOT&PF	MOA

Figure 4: Rockridge Drive (looking South from O'Malley Road)



The westbound approach of O'Malley Road at Rockridge Drive is a downhill grade of 7%. This grade is too steep to have a signalized / stop approach and would be in violation of American with Disabilities Act (ADA) requirements for a marked crosswalk.

There is no existing school zone signage located on O'Malley Road. There is a large guide sign identifying where to turn for the school. Drug Free School Zone signage and a signed and marked school pedestrian crossing are located on Rockridge Drive as shown on Figure 5.

Traffic Data

The MOA Traffic Engineering Department collected turning movement data at this intersection during the morning and afternoon school peak hours on April 7, 2022. The morning peak hour was from 8:00am to 9:00am and the afternoon peak hour was from 3:00pm to 4:00pm. The observed volumes are shown on the figures below. During those counts, no pedestrians were observed. (See attached MOA count data.) During the morning peak, 82% of the exiting traffic was turning left and during the afternoon peak, 77% of the exiting traffic was turning left.

Figure 6: AM School Peak Hour Volumes

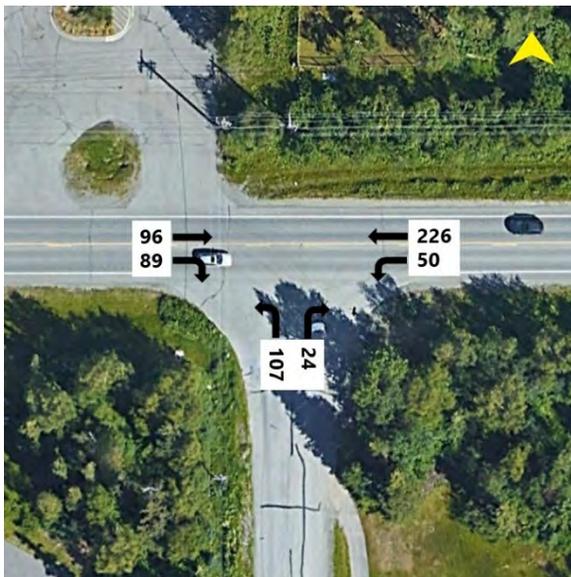
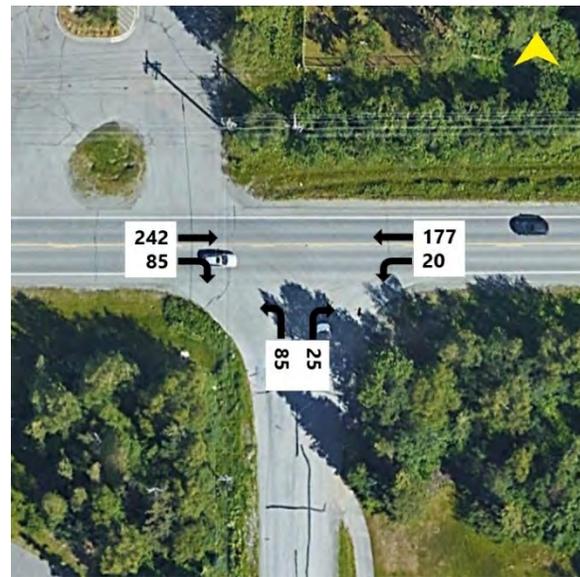


Figure 7: PM School Peak Hour Volumes



Based on traffic data from the DOT&PF GIS Mapping, the Annual Average Daily Traffic (AADT) on O'Malley Road between Rockridge Drive and Ridgecrest Drive / Main Tree Drive (Station ID 53153000) was 6,460 vehicles per day (vpd) in 2021.

Speed data was available at Station 53147500 that is located just downhill on O'Malley Road between Our Road and Totem Road. From June 23, 2020 to June 29, 2020, the 85th percentile speed was between 52 – 53 miles per hour (mph) for eastbound traffic and between 54 – 55 mph for westbound traffic.

Safety Analysis

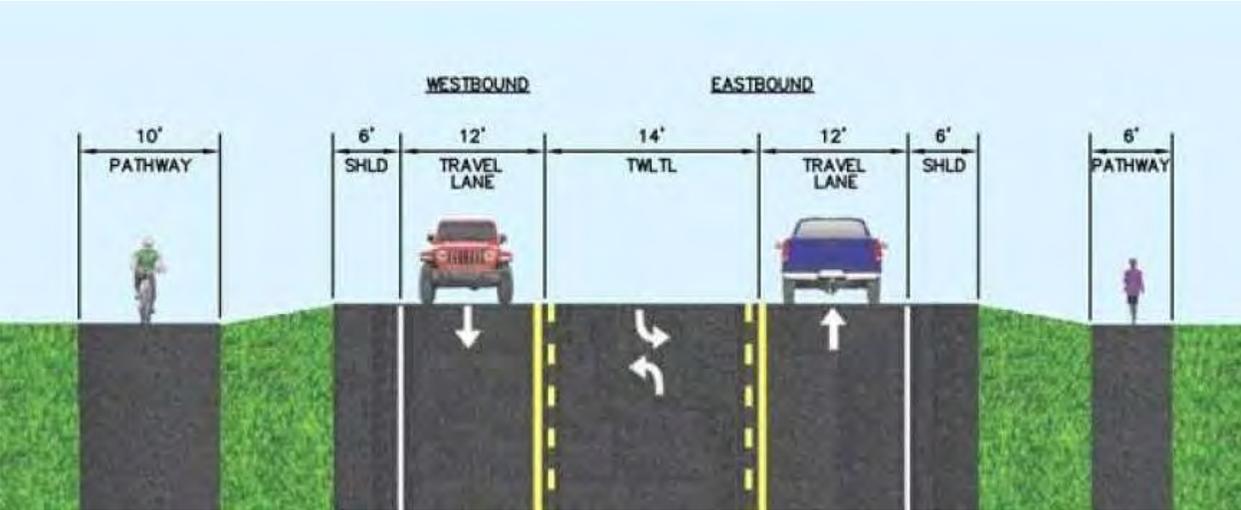
Vehicle crashes were reviewed within the vicinity of the O'Malley Road and Rockridge Drive to evaluate if a crash pattern exists. Based on the 10-year crash data, there have been three incidents within 150-feet of the intersection, only two of which can be attributed to school related traffic. Both crashes were rear-

end crashes that occurred with vehicles driving westbound on O'Malley Road slowing to take a left turn at Rockridge Drive. The third crash occurred outside of school hours and was an angled crash where a vehicle turning left out of Rockridge Drive didn't wait for an adequate gap. (See attached MOA crash data summary.)

Proposed Improvements

As part of the AMATS: O'Malley Road Reconstruction Phase II, Livingston Street to Hillside Drive project, O'Malley Road will be improved to a three-lane section (one lane in each direction with a center two-way left turn lane) with non-motorized facilities on both sides of the road as shown in Figure 8. The road will remain unlit due to the Class B (rural) zoning and the existing utility pole-mounted light at the intersection of Rockridge Drive is proposed for removal. The intersection at Rockridge Drive is being raised by approximately 1-foot, which will require the reconstruction of the northern 120-feet of Rockridge Drive. The grade of O'Malley Road as it approaches the intersection for westbound traffic will remain at nearly 7%. (See attached design pages from DOT&PF project.)

Figure 8: O'Malley Road Proposed Typical Section



Conformance with Planning Documents

As a project goes through design development, the design team must take into consideration the recommendations included in adopted plans and policies. The following table shows many of the local planning documents and their recommendations for O'Malley Road in this area. The O'Malley Road design appears to be consistent with the adopted plans.

Plan	Recommendations
Metropolitan Transportation Plan (MTP) 2040	Short Term Project: - Project 125 – Reconstruction Reconstruct to improve safety, capacity, improve pedestrian facilities, and 3-lane section east of Lake Otis Parkway. Purpose: Capacity, Congestion, and Connectivity

Plan	Recommendations
Official Streets and Highways Plan (OSHP)	O'Malley Road is classified as a Minor Arterial (II). Its function is to serve as a distribution link between major arterials and lower classification streets such as collector or residential streets.
Zoning / Comprehensive Plan	Large-Lot Residential, Community Facility or Institution, and Public Lands and Institutions in the Municipality of Anchorage's 2040 Land Use Plan.
Non-Motorized Plan (2021)	Recommends a separated bikeway on O'Malley Road and an enhanced shared roadway on Main Tree Drive / Ridgecrest Drive and 112th Avenue
Transit Development Plan	Transit on the Move – 2020 Transit Plan N/A (area is outside of Transit Fixed Route system)
Areawide Trails Plan (1997)	Identified the need for a paved trail on O'Malley Road from Rockridge Drive to Birch Road and an unpaved trail from Birch Road to Hillside Drive.
Pedestrian Plan (2007)	O'Malley Elementary – Project Priority #248 – missing sidewalk link from Stony Brook Drive to school (shown along 112th Avenue corridor) O'Malley Road – Project Priority #313 – missing sidewalk from Seward Highway to Hillside Drive.
Bicycle Plan (2010)	Recommends an on-street bicycle lane and a separated multi-use pathway on O'Malley Road from the Seward Highway to Hillside Drive
2006 Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan	Shows a proposed recreational trail along O'Malley Road from Birch Road to Trails End and along Little Campbell Creek going thru Forsythe Park, adjacent to O'Malley Elementary
Wetlands Management Plan (July 2014)	Class A and C wetlands along Little Campbell Creek, southwest of O'Malley Elementary and cross O'Malley Road west of Birch Road
Watershed Requirements	The project is within the Municipality of Anchorage so it will need to meet the drainage requirements set forth in the MOA's current Design Criteria Manual. DOT&PF has also authored a Memorandum regarding Stormwater Facilities Design within the MOA (dated August 28, 2018) that will be adhered to for this project.
Traffic Calming	Per the 2016 Neighborhood Traffic Calming Policy Manual, roadways classified as arterials on the OS&HP are not eligible for traffic calming measures.



Plan	Recommendations
Electric Utility Undergrounding 5-Year Plan	O'Malley Road from Livingstone Street to Hillside Drive is shown in year 2022 in the Chugach Electric Association, Inc. Distribution Facilities Undergrounding Plan 2022-2026.
Street Lighting	Street lighting will conform to the requirements outlined in DOT&PF's Preconstruction Manual and the Central Region 2015 Highway Lighting Guidance Memo
Geotechnical Hazards Plan	Zone 1 – Lowest Ground Failure Susceptibility Zone 2 – Moderately Low Ground Failure Susceptibility
Drainage Plan	Drainage will conform to the requirements outlined in the Alaska Highway Drainage Manual
Water and Wastewater Utility Plans	The project falls outside of the AWWU service area.
Background Documents	2010 Hillside District Plan

Site Visits

Multi-Agency Discussion – May 3, 2022

On Tuesday, May 3, 2022, representatives from the Anchorage School District (ASD), MOA Traffic Engineering, and DOT&PF Traffic and Safety met at Fire Station #8 to discuss the proposed improvements for O'Malley Road. Currently, the ASD school walking route prohibits crossing O'Malley Road, Birch Road, and Hillside Drive. This is based upon previous evaluations conducted by the ASD Safe Student Transportation Committee, which scores a walking route on characteristics such as traffic volumes, traffic type, posted speed limit, grade level of students, road classification, pedestrian improvements, traffic control, and visual environment. (See attached "Profile of Student Walking Conditions" worksheet.)

Based upon the discussion with this group, O'Malley Road will still be considered a hazardous route by the established ASD safety criteria. ASD will continue to provide bussing to those areas outside of the current walking route and students will still be prohibited from crossing O'Malley Road. As part of this memorandum, HDL used the provided scoring criteria and evaluated O'Malley Road both pre- and post-construction. The addition of a separated pedestrian facility does lower the scoring, but was not significant enough to reduce O'Malley Road below the established threshold to be considered for a walking route. (See attached scoring using the "Profile of Student Walking Conditions" criteria.)

Please note that this was not an official meeting of the Safe Student Transportation Committee as there is a process by which the group reviews and evaluates the school walking routes (information available here: <https://www.asdk12.org/Page/5424>). HDL requested this meeting to solicit feedback from the group to ensure that we considered any relevant information in this evaluation. Additionally, the



committee may rank and score the route differently, based upon their professional expertise, and the scoring in the attachments of this memo are provided for reference only.

HDL School Observations – May 4, 2022

To observe typical school drop-off and pick-up operations, HDL made site visits during the morning and afternoon peaks on May 4, 2022, which was scheduled to coincide with Bike to School Day. Since no pedestrians were seen during the MOA counts, the engineering team wanted to observe on a day with the highest likelihood of having non-motorized users coming to the school. One person was observing at the intersection of O'Malley Road and Rockridge Drive and another person was observing from the school with a view of the drop-off loop.

Morning Peak Hour Observations

The drop-off loop gate was open before our team arrived at 8:00am. Vehicles arriving to the school were observed temporarily queuing on O'Malley Road for both eastbound and westbound turning movements, primarily due to intensity of arrivals and drivers slowing down to take turns. Traffic never came to a standstill. The eastbound queue extended back to the signal at Birch Road for a period of less than one minute. Queuing along Rockridge Drive narrowed the roadway so that there were not two operational lanes available for non-school or exiting traffic. Drivers were observed yielding to one another to create space. Bus traffic had to turn and maneuver around queuing vehicles and temporarily obstructed traffic flow. Twenty-seven (27) bicyclists were observed arriving from south of the school. One adult bicyclist arrived via O'Malley Road to Rockridge Drive. A final count of the bike rack showed a total of 44 bikes. Which means that about 16 bicyclist arrived via the trail behind the school that connects to Birch Road.

The drop-off loop gate was closed at 8:55am. Traffic exiting the school was primarily taking left turns onto O'Malley Road. While the queue along Rockridge Drive extended back to the school drop-off loop, individual delays at O'Malley Road were very short and the queue was cleared by the time school began at 9:00am.

Afternoon Peak Hour Observations

The loop gate was opened at 2:55pm and vehicles began to arrive at 3pm. By 3:15pm, the loop was nearly full. The pick-up queue extended onto Rockridge Drive, blocking a lane of traffic, from 3:20pm-3:30pm. Once again, buses that were bypassing the pick-up queue completely obstructed traffic temporarily.

Traffic exiting the school was primarily taking left turns onto O'Malley Road. While the queue along Rockridge Drive extended back to the school drop-off loop, individual delays at O'Malley Road were very short and the queue was cleared within minutes. Nearly all school traffic had dissipated by 3:45pm.

For additional details and figures from the site visits, please see attached 5/4/22 field notes.

Huffman Elementary Comparison

As part of this evaluation, the community has asked for a comparison between O'Malley Elementary and Huffman Elementary schools.

Huffman Elementary School Information

Huffman Elementary School is located at 12000 Lorraine Street. The school property is located approximately 500-feet north of Huffman Road.

Figure 9: Huffman Elementary Vicinity Map



The school was built in 1973, with the last major improvements constructed in 1987. The school provides for kindergarten thru sixth grade and can accommodate 404 students. The enrollment for 2021-2022 school year was 353 students. Huffman Elementary does not have an immersion program in the school, nor is one planned at this time.

Land Use and Zoning

Huffman Elementary is surrounded by R-6 (Low Density Residential), similar to O'Malley Elementary.

Roadway Information

Huffman Road is a 2-lane roadway (one lane each direction) with an auxiliary eastbound left turn onto Lorraine Street). Lorraine Street is two-lane roadway that widens to three lanes at the intersection with Huffman Road. Both roads have some areas with curb and gutter and other areas without. Huffman Road has a paved trail on the north side of the road from Lorraine Street to Elmore Road and an unpaved trail on the south side of the road from Pintail Street to Lorraine Street where it then transitions to a paved trail to Elmore Road. The intersection itself and the Lorraine Street corridor are fully illuminated.

Table 2 shows the roadway approach characteristics for each leg of the intersection.

Table 2: Huffman Roadway Approach Characteristics

	Huffman Road	Lorraine Street (north leg)
Street Widths (Ft)	45	33
Approach Grades (%)	6%	1-4%
Right-of-Way Width (Ft)	100	60
Speed Limit (MPH)	45	25
Street Classification	Minor Arterial	Local
Roadway Ownership	DOT&PF	MOA

Huffman Road is owned and maintained by DOT&PF. Lorraine Street Drive is owned and maintained by the MOA since it is within ARDSA. Additionally, most of the local roadways within the vicinity of Huffman Elementary are paved and are within the ARDSA boundary, so they are maintained by the MOA.

Traffic Control

Huffman Road is free-flow at the intersection of Lorraine Street, while Lorraine Street is stop-controlled. The intersection of Elmore Road with Huffman Road is 450-feet east of Lorraine Street. Elmore Road is stop-controlled with an intersection beacon. The closest signalized intersection is Lake Otis Parkway, which is almost a mile to the west of Lorraine Street.



There is an existing reduced speed school zone and school crosswalk with overhead flasher established at this location. As-built and aerial photo research show these improvements have been in place since 1988 and possibly even longer. The school crosswalk has a crossing guard, which is required by ASD safety standards due to the age of students and roadway characteristics at this crossing.

A signed and marked school crosswalk is also located on Lorraine Street, approximately 500-feet north of the intersection, which connects the Huffman Park trail system to the school sidewalk.

Traffic Data

The MOA Traffic Engineering Department collected turning movement data at this intersection during the morning and afternoon school peak hours on April 12, 2022. The morning peak hour was from 8:00am to 9:00am and the afternoon peak hour was from 2:45pm to 3:45pm. The observed volumes are shown on the figures below. (See appended count data.) During the morning peak, 87% of the exiting traffic was turning right and during the afternoon peak, 78% of the exiting traffic was turning right.

Figure 10: AM School Peak Hour Volumes

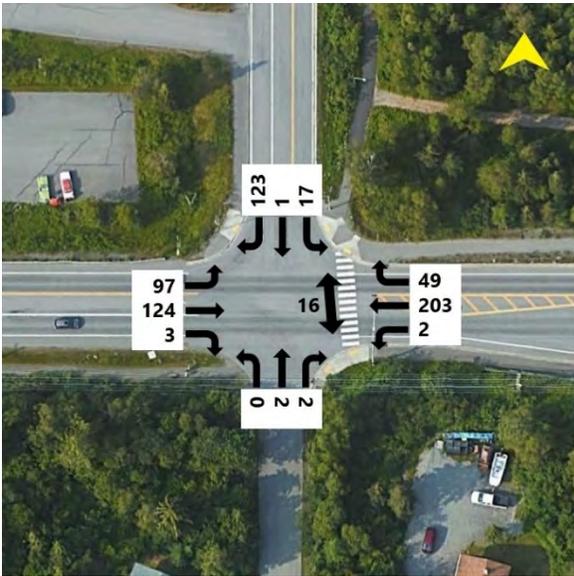
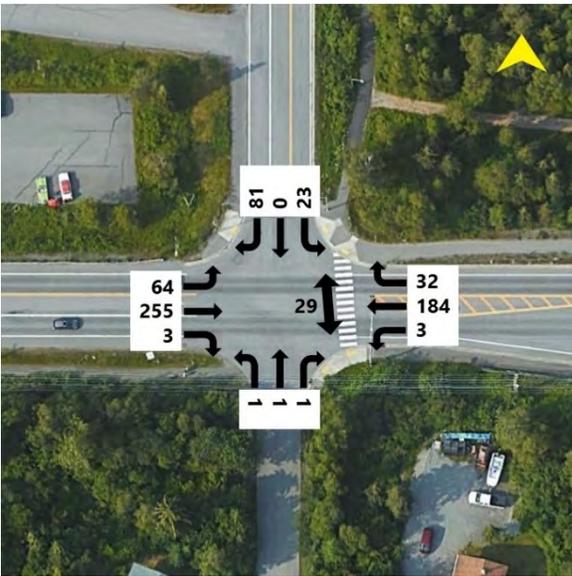


Figure 11: PM School Peak Hour Volumes



Based on traffic data from the DOT&PF GIS Mapping, the AADT on Huffman Road between Wagner Street and Cange Street (Station ID 53018300) was 5,900 vpd in 2021. That station is about ½ mile further west on Huffman Road than Lorraine Street, so the volumes are likely slightly lower at the school.

Speed data was available at Station 5302000 that is located on Huffman Road between Ridgewood Road and Bainbridge Road. From June 1, 2018 to June 9, 2018, the 85th percentile speed was between 49 – 50 mph for eastbound traffic and between 48 – 50 mph for westbound traffic.

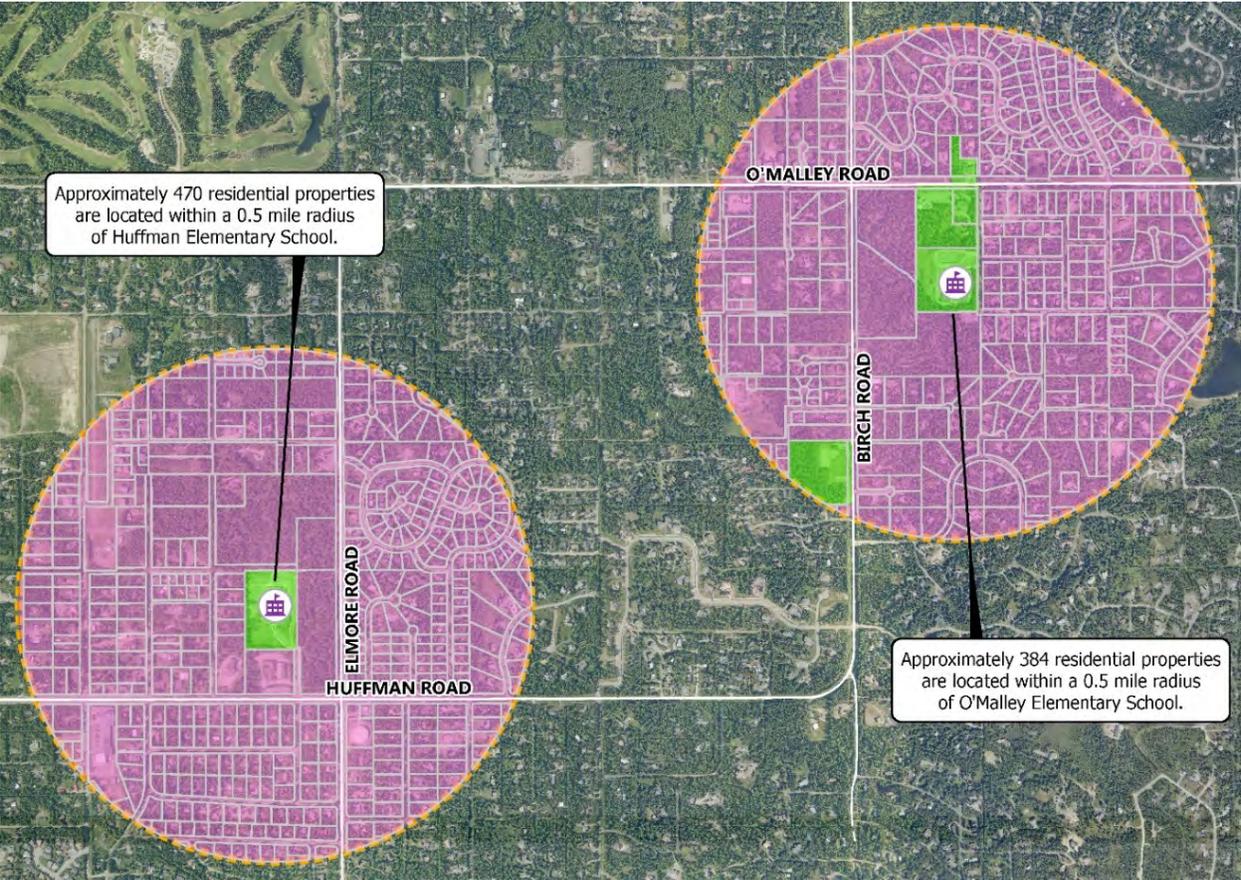
Safety Analysis

Vehicle crashes were reviewed within the vicinity of the Huffman Road and Lorraine Street to evaluate if a crash pattern exists. Based on the 10-year crash data, there have been five incidents within 200-feet of the intersection, only two of which can be attributed to school related traffic. One crash was a southbound vehicle that rear ended another vehicle that was stopped on Lorraine Street. The other crash was a vehicle that was traveling westbound on Huffman Road that hit a snowbank to avoid hitting an object. The non-school related crashes involved moose and a guardrail 200-feet west of the intersection. (See attached MOA crash data summary.)

Comparison

There are some notable difference in the development patterns surrounding the two school areas. The neighborhood south of Huffman Road has direct connections to Lorraine Street, which then connects directly to the school. The neighborhood streets north of O'Malley Road all connect to Birch Road or Main Tree Drive, both of which are a ¼ mile away from Rockridge Drive. Additionally, as shown on Figure 12, there are more residential properties within ½ mile of Huffman Elementary than O'Malley Elementary.

Figure 12: Huffman and O'Malley Elementary Density Comparison



The roadways that lead to the schools are in better condition near Huffman Elementary as compared to those near O'Malley Elementary. This is likely due to the fact the Huffman area falls within ARDSA, which means that MOA Street Maintenance maintains the roads, pays for the street illumination, and road improvements are eligible for the use of bond funds. Many of the roadways in the O'Malley area are unpaved, very narrow, do not have illumination, and are not within maintenance areas. Additionally, the existing trail on Rockridge Road does not have snow removed in the winter because the LRSA does not have the appropriate equipment to do so.

As with most schools, the morning peak nearly coincides with morning commuting traffic. General traffic patterns in Anchorage during the morning peak consist of vehicles moving toward midtown/downtown (the major employment areas of Anchorage), which results in westbound traffic on these corridors. At O'Malley Elementary, westbound movements leaving the school require a left turn, which was the primary movement observed during data collection and field observations. Left turns often induce longer delays at an intersection because they require the need for gaps in both directions of traffic. At Huffman Elementary, vehicles heading westbound require a right turn, which is typically an easier movement due to only having to wait for gaps in one direction of traffic.

Additionally, traffic queuing at these schools has different impacts on the local roadway system. Huffman Elementary has nearly 2,000-feet of available on-site queuing space before it begins to impact Lorraine Street traffic. Only one other parcel takes direct access off Lorraine Street. It is a church and their hours of operation do not conflict with the school peaks. O'Malley Elementary has approximately 1,000-feet of queuing space before traffic begins affecting operations on Rockridge Drive. Eight to ten residential parcels must use Rockridge Drive to gain access to the roadway system and are impacted during the school peaks when queues are observed on Rockridge Drive.

Another notable difference between these schools is the addition of the French Immersion program at O'Malley Elementary. These programs significantly increase the amount of vehicles driving to and from the schools since they require families to provide their own transportation.

Conclusions and Recommendations

Due to the existing roadway characteristics, no pedestrians are currently using O'Malley Road to access the school site. Based upon the criteria in the 2017 MOA School Area Traffic Safety Manual (SATSM), a school crosswalk is not warranted.

At this time, no school zone treatment improvements are recommended for this location. It is recommended that the ASD Safe Student Transportation Committee re-evaluate the O'Malley Elementary walking area two to three years post-construction of the O'Malley Road improvements.

Furthermore, while the improvements along O'Malley Road are likely to increase non-motorized activity in the area, it is difficult to predict how those improvements will influence travel to and from the

elementary school. The members of the ASD Safe Student Transportation Committee expressed significant concerns with expanding the walking boundary with only the proposed O'Malley Road improvements. Due to the age of students that will be walking to the school, the posted speed limit, the steep slopes, and lack of lighting in this area, most of the committee said they would not consider revising the school walking route without providing a grade-separated crossing. The steep approach grades at the intersection exceed acceptable grades for a signalized / stop approach, especially when considering winter conditions. Additionally, the proposed roadway geometry is not desirable for a marked pedestrian crossing due to the steep slopes, which exceed ADA requirements, and the widened roadway width, which requires more time to cross.

They have identified the need for additional area improvements including:

- **Improvements to Rockridge Drive** – Rockridge Drive and the trail connection to the school is in poor condition. If it is the desire of the community to have improved non-motorized access to the school, the trail along Rockridge Drive needs to be reconstructed to improve pavement surface and to fully connect it to the existing pedestrian crossing. Additionally, year-round maintenance of the trail is also a concern. One possible solution is to move the trail to the west side of the corridor so that students would not have to cross Rockridge Drive to get to the school. Typically, curb and gutter is not used on the hillside, but it could provide an opportunity to construct a sidewalk directly adjacent to the roadway so that it could be more easily maintained using the equipment available to the LRSA.

Figure 13: Views of Trail Condition at O'Malley Elementary



- **Review of Existing School Zone Signage on Rockridge Drive** – The MOA Traffic Engineering Department has been systemically reviewing the school zone signage at all of the schools within the district to ensure compliance with current requirements. We recommend adding O'Malley Elementary School to the next round of evaluations for possible improvements.
- **Illumination Improvements** – Huffman Elementary has lighting at the intersection of Huffman Road / Lorraine Street, continuous lighting along Lorraine Street itself, and trail lighting along the westernmost trail in Huffman Park, which is providing the primary non-motorized access to the school. At a minimum, similar improvements are recommended from the O'Malley Road intersection, along Rockridge Drive, to O'Malley Elementary. However, no neighborhood roads connect directly to Rockridge Drive, so additionally lighting along O'Malley Road should also be considered.
- **Improvements to Trail from Birch Road** – During our site visits, it was brought to our attention that quite a few people use the trail connection from Birch Road and Forsythe Park to access O'Malley Elementary from the west. However, during winter months, the trail is very dark, and during summer months, it is difficult to see around the existing foliage to look for bears and moose. For this connection to be supported for use by the school district, the trail should be considered for improvements, similar to the connection provided in Huffman Park.
- **Improved Neighborhood Connections** – Under the currently adopted Title 21, if the Valli Vue Estates subdivision were to be constructed today, a trail connection from the end of the cul-de-sac Corner Tree Drive to O'Malley Road would be required. While it is very difficult to make these improvements after the fact, this connection would provide a direct neighborhood connection to Rockridge Drive and the elementary school. Please note that the MOA and DOT&PF cannot retroactively require this connection. However, if the neighborhood and local property owners wanted to work to provide this connection and its maintenance, it would provide a more direct connection that does not require elementary aged children to walk along the high-speed arterial, O'Malley Road.

While there are no recommended improvements for the school zone treatments at this time, the MOA and HDL recognize that tearing up pavement after a major reconstruction to install conduit is not desirable. As such, we have marked an approximate conduit location on the O'Malley Road design plans attached to this memorandum. The final location and details of design will need to be coordinated between MOA and DOT&PF.

O'Malley Elementary School Zone Treatments

(MOA Task Order # TEPS-SF-22-002)

June 3, 2022

- Attachments:** MOA Traffic Count Data (7 pages)
Crash Summary (2 pages)
DOT&PF Design for O'Malley Road at Rockridge Drive (3 sheets)
ASD Profile of Student Walking Conditions (5 pages)
Scoring of O'Malley Road, Pre- and Post-Construction (2 pages)
5/4/22 Field Notes (5 pages)
O'Malley Elementary Walking Route (1 page)
Huffman Elementary Walking Route (1 page)

Municipality of Anchorage
Traffic Engineering
Data Division
4700 Elmore Road
Anchorage, AK 99507
907-343-8406

Rockridge & O'Malley

There were no observed pedestrians either before or after school.

Lorraine & Huffman

Before school, all 16 pedestrians used the marked crossing and only 1 child had a chaperone.

After school, all 35 pedestrians used the marked crossing and only 5 children had a chaperone.

Lorraine 510' North of Huffman (Marked cross walk by school)

Before school, 43 of 44 pedestrians used the marked crossing and 1 child had a chaperone. There was one group consisting of a teacher and students.

After school, all 82 pedestrians used the marked crossing and 4 children had a chaperones. There was a total of three groups of chaperoned students. One group had 2 teachers and the others had 1 a piece.

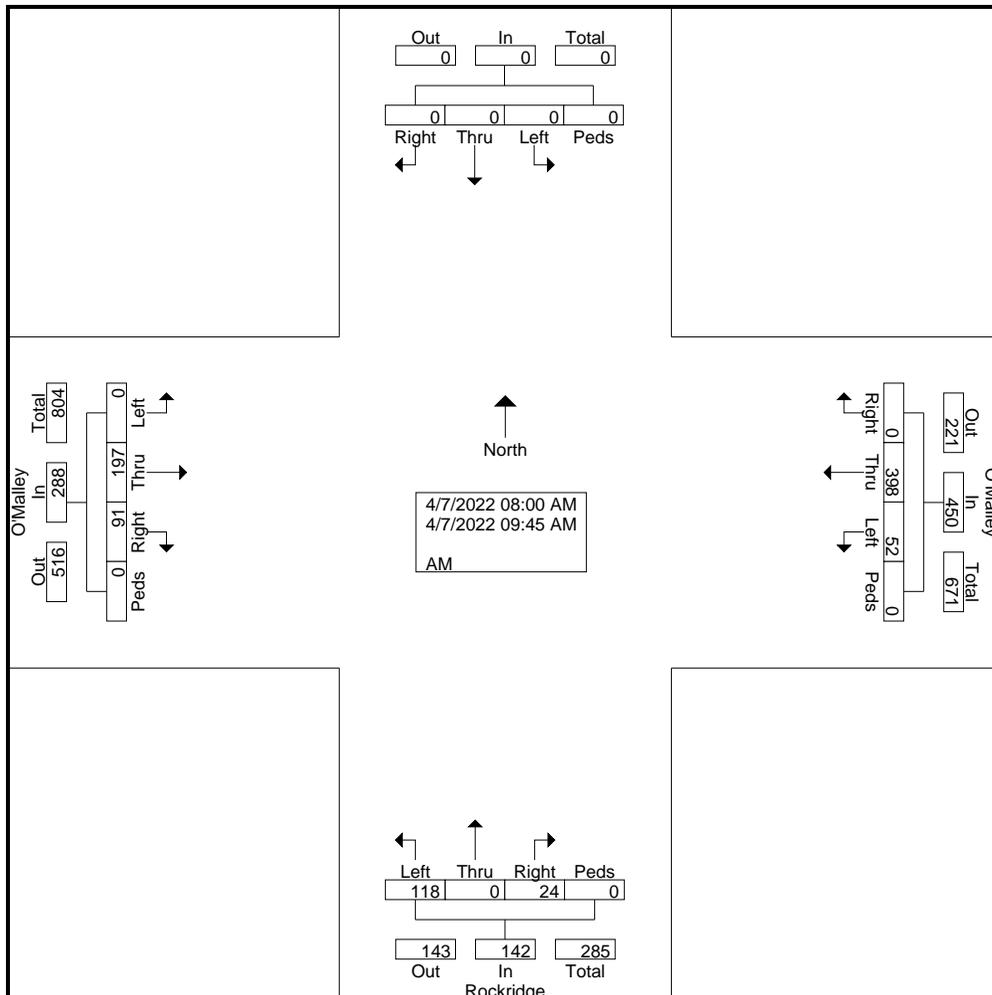
Municipality of Anchorage
Traffic Engineering
Data Division
 4700 Elmore Road
 Anchorage, AK 99507
 907-343-8406

Location: Rockridge & O'Malley
 Counter: TU-2730
 Counted By: JE
 Weather: Clear

File Name : 04072251
 Site Code : 04072251
 Start Date : 4/7/2022
 Page No : 1

Groups Printed- AM

Start Time	Southbound					O'Malley Westbound					Rockridge Northbound					O'Malley Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:00 AM	0	0	0	0	0	0	70	3	0	73	0	0	2	0	2	14	28	0	0	42	117
08:15 AM	0	0	0	0	0	0	49	12	0	61	1	0	9	0	10	19	25	0	0	44	115
08:30 AM	0	0	0	0	0	0	65	33	0	98	19	0	73	0	92	51	21	0	0	72	262
08:45 AM	0	0	0	0	0	0	42	2	0	44	4	0	23	0	27	5	22	0	0	27	98
Total	0	0	0	0	0	0	226	50	0	276	24	0	107	0	131	89	96	0	0	185	592
09:00 AM	0	0	0	0	0	0	36	0	0	36	0	0	6	0	6	1	28	0	0	29	71
09:15 AM	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	1	30	0	0	31	76
09:30 AM	0	0	0	0	0	0	45	1	0	46	0	0	2	0	2	0	23	0	0	23	71
09:45 AM	0	0	0	0	0	0	46	1	0	47	0	0	3	0	3	0	20	0	0	20	70
Total	0	0	0	0	0	0	172	2	0	174	0	0	11	0	11	2	101	0	0	103	288
Grand Total	0	0	0	0	0	0	398	52	0	450	24	0	118	0	142	91	197	0	0	288	880
Apprch %	0	0	0	0		0	88.4	11.6	0		16.9	0	83.1	0		31.6	68.4	0	0		
Total %	0	0	0	0		0	45.2	5.9	0	51.1	2.7	0	13.4	0	16.1	10.3	22.4	0	0	32.7	



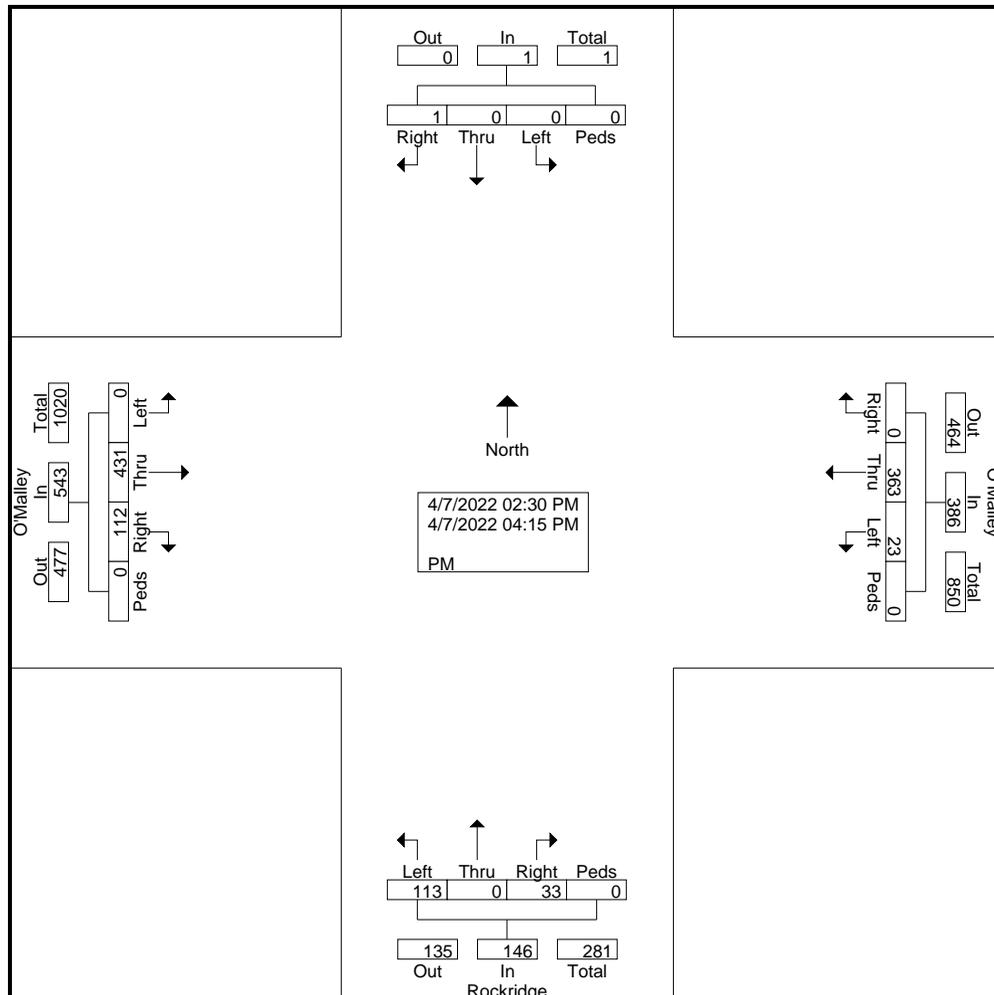
Municipality of Anchorage
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Data Division
 4700 Elmore Road
 Anchorage, AK 99507
 907-343-8406

Location: Rockridge & O'Malley
 Counter: TU-2730
 Counted By: KC
 Weather: Clear

File Name : 04072203
 Site Code : 04070322
 Start Date : 4/7/2022
 Page No : 1

Groups Printed- PM

Start Time	Southbound					O'Malley Westbound					Rockridge Northbound					O'Malley Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	53	0	0	53	0	0	5	0	5	4	35	0	0	39	97
02:45 PM	0	0	0	0	0	0	54	1	0	55	3	0	4	0	7	10	44	0	0	54	116
Total	0	0	0	0	0	0	107	1	0	108	3	0	9	0	12	14	79	0	0	93	213
03:00 PM	0	0	0	0	0	0	42	5	0	47	0	0	2	0	2	37	53	0	0	90	139
03:15 PM	0	0	0	0	0	0	43	6	0	49	0	0	2	0	2	27	68	0	0	95	146
03:30 PM	0	0	0	0	0	0	39	6	0	45	25	0	73	0	98	18	68	0	0	86	229
03:45 PM	0	0	0	0	0	0	53	3	0	56	0	0	8	0	8	3	53	0	0	56	120
Total	0	0	0	0	0	0	177	20	0	197	25	0	85	0	110	85	242	0	0	327	634
04:00 PM	1	0	0	0	1	0	40	1	0	41	4	0	10	0	14	2	46	0	0	48	104
04:15 PM	0	0	0	0	0	0	39	1	0	40	1	0	9	0	10	11	64	0	0	75	125
Grand Total	1	0	0	0	1	0	363	23	0	386	33	0	113	0	146	112	431	0	0	543	1076
Apprch %	100	0	0	0		0	94	6	0		22.6	0	77.4	0		20.6	79.4	0	0		
Total %	0.1	0	0	0	0.1	0	33.7	2.1	0	35.9	3.1	0	10.5	0	13.6	10.4	40.1	0	0	50.5	



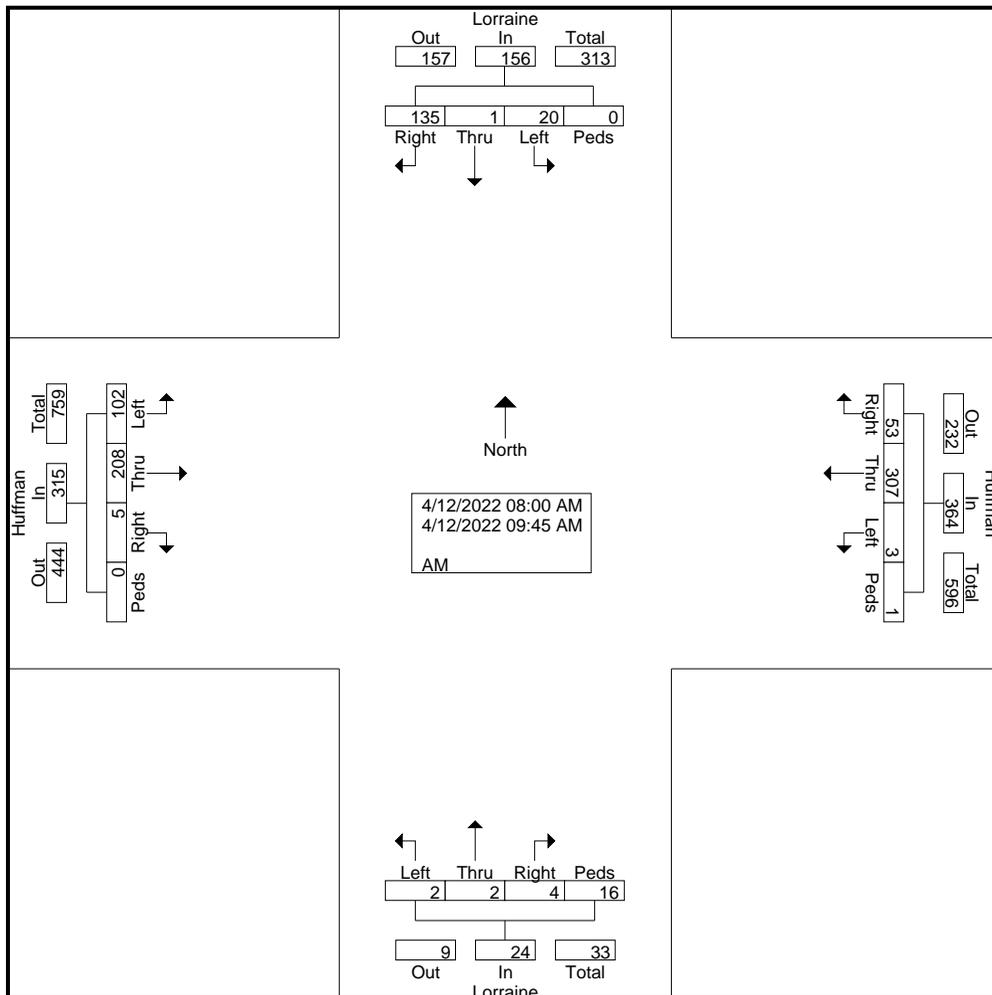
Municipality of Anchorage
Traffic Engineering
Data Division
 4700 Elmore Road
 Anchorage, AK 99507
 907-343-8406

Location: Lorraine & Huffman
 Counter: TU-2733
 Counted By: AL
 Weather: Clear

File Name : 04072251002
 Site Code : 04122200
 Start Date : 4/12/2022
 Page No : 1

Groups Printed- AM

Start Time	Lorraine Southbound					Huffman Westbound					Lorraine Northbound					Huffman Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:00 AM	1	0	0	0	1	6	49	0	0	55	0	0	0	0	0	0	20	2	0	22	78
08:15 AM	7	1	2	0	10	6	48	0	0	54	0	1	0	0	1	1	17	26	0	44	109
08:30 AM	81	0	10	0	91	33	50	1	1	85	1	0	0	9	10	2	42	58	0	102	288
08:45 AM	34	0	5	0	39	4	56	1	0	61	1	1	0	7	9	0	45	11	0	56	165
Total	123	1	17	0	141	49	203	2	1	255	2	2	0	16	20	3	124	97	0	224	640
09:00 AM	5	0	1	0	6	2	21	0	0	23	2	0	0	0	2	0	19	1	0	20	51
09:15 AM	3	0	1	0	4	0	29	1	0	30	0	0	0	0	0	0	27	3	0	30	64
09:30 AM	2	0	0	0	2	1	26	0	0	27	0	0	0	0	0	1	16	0	0	17	46
09:45 AM	2	0	1	0	3	1	28	0	0	29	0	0	2	0	2	1	22	1	0	24	58
Total	12	0	3	0	15	4	104	1	0	109	2	0	2	0	4	2	84	5	0	91	219
Grand Total	135	1	20	0	156	53	307	3	1	364	4	2	2	16	24	5	208	102	0	315	859
Apprch %	86.5	0.6	12.8	0		14.6	84.3	0.8	0.3		16.7	8.3	8.3	66.7		1.6	66	32.4	0		
Total %	15.7	0.1	2.3	0	18.2	6.2	35.7	0.3	0.1	42.4	0.5	0.2	0.2	1.9	2.8	0.6	24.2	11.9	0	36.7	



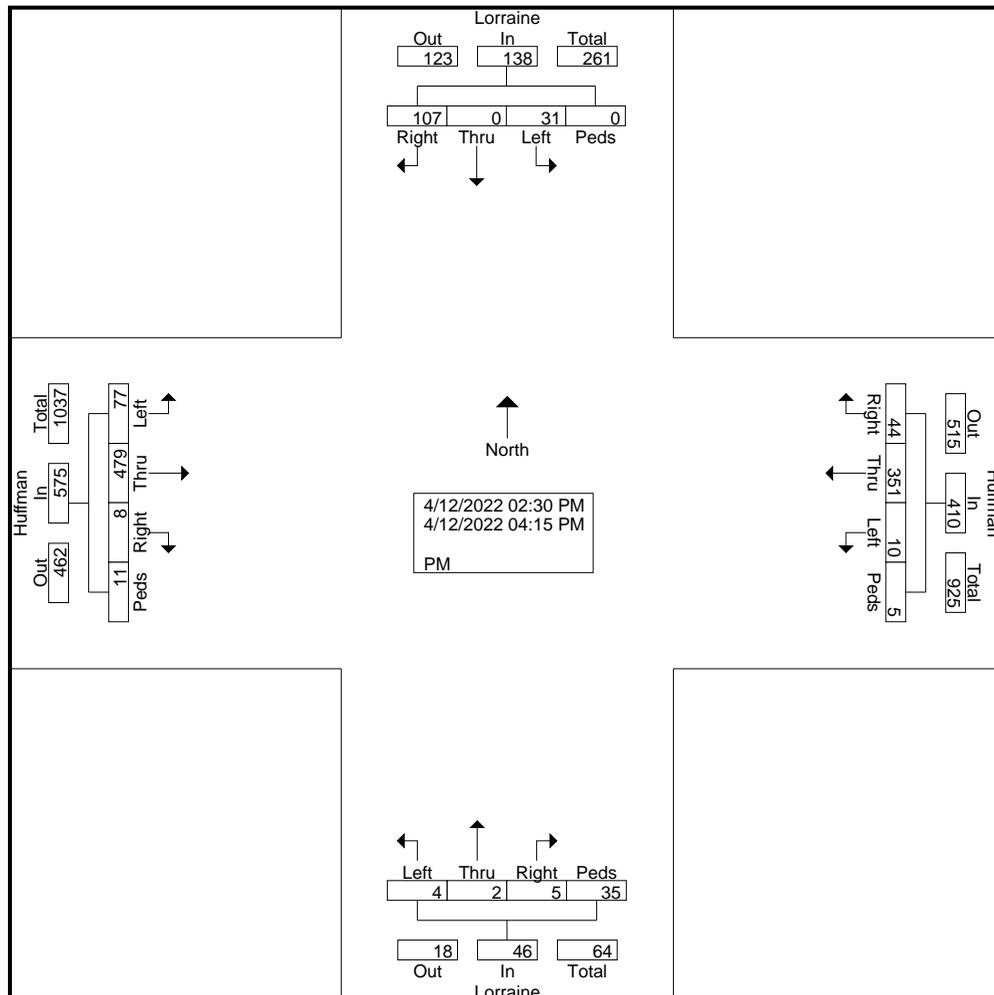
Municipality of Anchorage
Traffic Engineering
Data Division
 4700 Elmore Road
 Anchorage, AK 99507
 907-343-8406

Location: Lorraine & Huffman
 Counter: TU-2730
 Counted By: JE
 Weather: Clear

File Name : 04122253
 Site Code : 04122253
 Start Date : 4/12/2022
 Page No : 1

Groups Printed- PM

Start Time	Lorraine Southbound					Huffman Westbound					Lorraine Northbound					Huffman Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	3	0	1	0	4	4	49	0	2	55	1	1	0	1	3	1	43	4	0	48	110
02:45 PM	3	0	0	0	3	5	65	1	0	71	0	0	0	0	0	1	55	12	2	70	144
Total	6	0	1	0	7	9	114	1	2	126	1	1	0	1	3	2	98	16	2	118	254
03:00 PM	3	0	0	0	3	9	48	1	0	58	1	0	1	0	2	2	79	19	1	101	164
03:15 PM	5	0	1	0	6	12	39	0	0	51	0	1	0	6	7	0	59	29	0	88	152
03:30 PM	70	0	22	0	92	6	32	1	1	40	1	0	0	23	24	0	62	4	6	72	228
03:45 PM	8	0	3	0	11	3	45	4	2	54	1	0	3	5	9	1	57	1	1	60	134
Total	86	0	26	0	112	30	164	6	3	203	3	1	4	34	42	3	257	53	8	321	678
04:00 PM	11	0	2	0	13	1	38	2	0	41	1	0	0	0	1	1	53	2	0	56	111
04:15 PM	4	0	2	0	6	4	35	1	0	40	0	0	0	0	0	2	71	6	1	80	126
Grand Total	107	0	31	0	138	44	351	10	5	410	5	2	4	35	46	8	479	77	11	575	1169
Apprch %	77.5	0	22.5	0		10.7	85.6	2.4	1.2		10.9	4.3	8.7	76.1		1.4	83.3	13.4	1.9		
Total %	9.2	0	2.7	0	11.8	3.8	30	0.9	0.4	35.1	0.4	0.2	0.3	3	3.9	0.7	41	6.6	0.9	49.2	



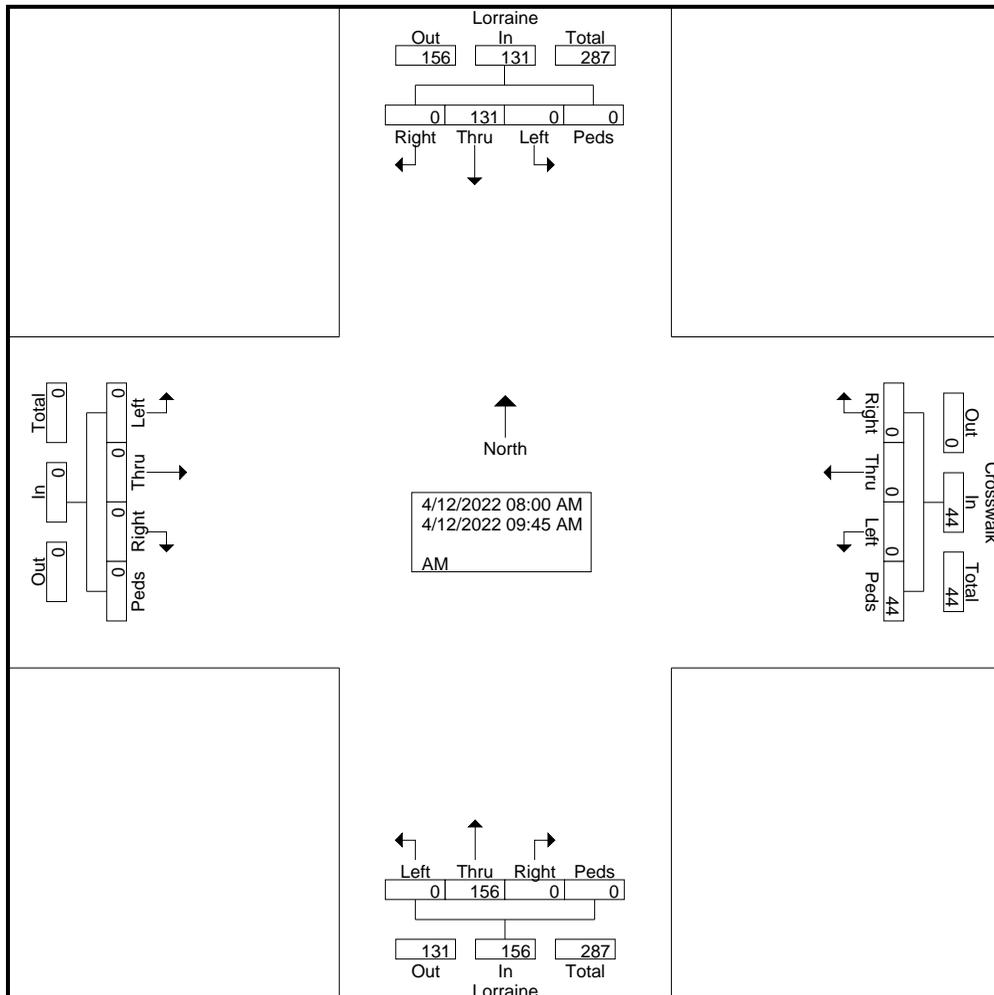
Municipality of Anchorage
Traffic Engineering
Data Division
 4700 Elmore Road
 Anchorage, AK 99507
 907-343-8406

Location: Lorraine 510' North of Huffman
 Counter: TU-2730
 Counted By: JE
 Weather: Clear

File Name : 04122251
 Site Code : 04122251
 Start Date : 4/12/2022
 Page No : 1

Groups Printed- AM

Start Time	Lorraine Southbound					Crosswalk Westbound					Lorraine Northbound					Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
08:00 AM	0	1	0	0	1	0	0	0	1	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	3	0	0	3	0	0	0	7	7	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	32
08:30 AM	0	57	0	0	57	0	0	0	10	10	0	82	0	0	82	0	0	0	0	0	0	0	0	0	0	149
08:45 AM	0	59	0	0	59	0	0	0	3	3	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	97
Total	0	120	0	0	120	0	0	0	21	21	0	145	0	0	145	0	0	0	0	0	0	0	0	0	0	286
09:00 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
09:15 AM	0	4	0	0	4	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
09:30 AM	0	1	0	0	1	0	0	0	21	21	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	24
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	11	0	0	11	0	0	0	23	23	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	45
Grand Total	0	131	0	0	131	0	0	0	44	44	0	156	0	0	156	0	0	0	0	0	0	0	0	0	0	331
Apprch %	0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	39.6	0	0	39.6	0	0	0	13.3	13.3	0	47.1	0	0	47.1	0	0	0	0	0	0	0	0	0	0	



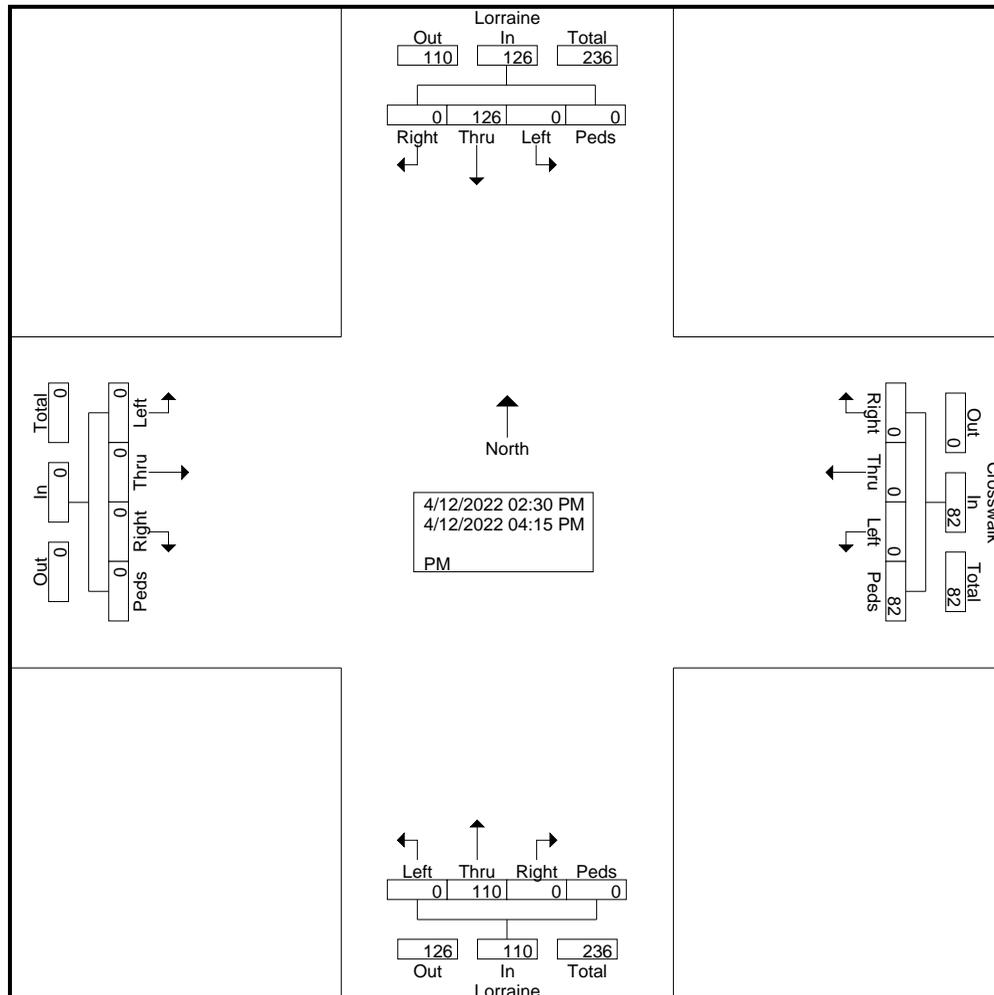
Municipality of Anchorage
Traffic Engineering
Data Division
 4700 Elmore Road
 Anchorage, AK 99507
 907-343-8406

Location: Lorraine 510' North of Huffman
 Counter: TU-2732
 Counted By: KC
 Weather: Clear

File Name : 04122203
 Site Code : 04122203
 Start Date : 4/12/2022
 Page No : 1

Groups Printed- PM

Start Time	Lorraine Southbound					Crosswalk Westbound					Lorraine Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	4	0	0	4	0	0	0	20	20	0	8	0	0	8	0	0	0	0	0	0
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0
Total	0	7	0	0	7	0	0	0	20	20	0	23	0	0	23	0	0	0	0	0	0
03:00 PM	0	3	0	0	3	0	0	0	1	1	0	28	0	0	28	0	0	0	0	0	0
03:15 PM	0	6	0	0	6	0	0	0	28	28	0	34	0	0	34	0	0	0	0	0	0
03:30 PM	0	84	0	0	84	0	0	0	32	32	0	10	0	0	10	0	0	0	0	0	0
03:45 PM	0	9	0	0	9	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	0
Total	0	102	0	0	102	0	0	0	62	62	0	75	0	0	75	0	0	0	0	0	0
04:00 PM	0	13	0	0	13	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0
Grand Total	0	126	0	0	126	0	0	0	82	82	0	110	0	0	110	0	0	0	0	0	0
Apprch %	0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
Total %	0	39.6	0	0	39.6	0	0	0	25.8	25.8	0	34.6	0	0	34.6	0	0	0	0	0	



Collision Events

Date: 1/1/2010 - 12/31/2020

Intersection Related: All

Location: Street: ROCKRIDGE DRIVE O'MALLEY ROAD

Date	Time	Dist	Dir	Street	Cross Reference	1st Harmful Event Location	Most Harmful Event	Impact	Unit No.	Most Contributing Unit	Unit Event	Vehicle Circumstances 1	Vehicle Action	Human Circum 1	Alcohol / Drugs Suspected	Int Related
1/10/2014	3:16 PM	150 ft.	East	O'MALLEY ROAD	ROCKRIDGE DRIVE	Roadway	Motor Vehicle In-Transport	Front-to-Rear	1	Yes	Motor Vehicle In-Transport	None	Slowing	Swerve to Avoid Object	No / No	Not Related
1/10/2014	3:16 PM	150 ft.	East	O'MALLEY ROAD	ROCKRIDGE DRIVE	Roadway	Motor Vehicle In-Transport	Front-to-Rear	2	No	Motor Vehicle In-Transport	None	Stopped	No improper driving	No / No	Not Related
1/10/2014	3:16 PM	150 ft.	East	O'MALLEY ROAD	ROCKRIDGE DRIVE	Roadway	Motor Vehicle In-Transport	Front-to-Rear	3	No	Motor Vehicle In-Transport	None	Straight ahead	No improper driving	No / No	Not Related
8/31/2015	3:23 PM	100 ft.	East	O'MALLEY ROAD	ROCKRIDGE DRIVE	Roadway	Motor Vehicle In-Transport	Front-to-Rear	1	Yes		None	Unk	Aggressive Erratic Operation	No / No	Related
8/31/2015	3:23 PM	100 ft.	East	O'MALLEY ROAD	ROCKRIDGE DRIVE	Roadway	Motor Vehicle In-Transport	Front-to-Rear	2	No	Motor Vehicle In-Transport	None	Stopped	No improper driving	No / No	Related
8/31/2015	3:23 PM	100 ft.	East	O'MALLEY ROAD	ROCKRIDGE DRIVE	Roadway	Motor Vehicle In-Transport	Front-to-Rear	3	No	Motor Vehicle In-Transport	None	Stopped	No improper driving	No / No	Related
11/20/2015	7:39 AM	0 ft.	None	ROCKRIDGE DRIVE	O'MALLEY ROAD	Roadway	Motor Vehicle In-Transport	Angle	1	Yes	Motor Vehicle In-Transport	None	Turning left	Failure to yield	No / No	Related
11/20/2015	7:39 AM	0 ft.	None	ROCKRIDGE DRIVE	O'MALLEY ROAD	Roadway	Motor Vehicle In-Transport	Angle	2	No	Motor Vehicle In-Transport	None	Straight ahead	No improper driving	No / No	Related

Collision Events

Date: 1/1/2010 - 12/31/2020

Intersection Related: All

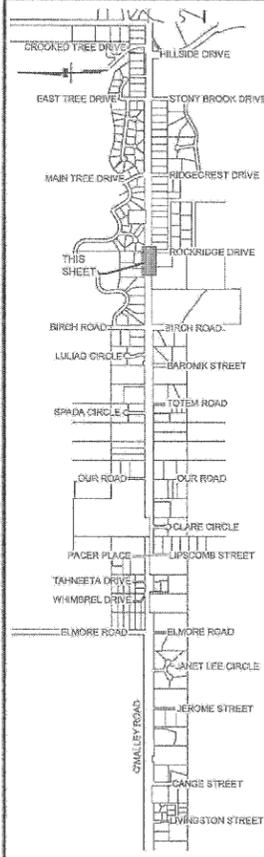
Location: Street: LORRAINE STREET HUFFMAN ROAD

Date	Time	Dist	Dir	Street	Cross Reference	1st Harmful Event Location	Most Harmful Event	Impact	Unit No.	Most Contributing Unit	Unit Event	Vehicle Circumstances 1	Vehicle Action	Human Circum 1	Human Circum 2	Alcohol / Drugs Suspected	Int Related
12/18/2010	9:05 AM	10 ft.	E	HUFFMAN ROAD	LORRAINE	Roadway	Moose		1					Unk		Unk	Not
1/29/2013	10:34 AM	0 ft.	None	HUFFMAN ROAD	LORRAINE	Roadway	Live Animal - Moose	Not a Collision with a Motor Vehicle In-Transport	1	Yes	Live Animal - Moose	None	Straight ahead	Other		No / No	Not Related
3/5/2014	8:53 AM	0 ft.	None	LORRAINE	HUFFMAN ROAD	Roadway	Motor Vehicle In-	Rear-to-Side	1	Yes	Motor Vehicle In-	None	Turning right	Aggressive Erratic		No / No	Related
3/5/2014	8:53 AM	0 ft.	None	LORRAINE	HUFFMAN ROAD	Roadway	Motor Vehicle In-	Rear-to-Side	2	No	Motor Vehicle In-	None	Stopped	No improper driving		No / No	Related
6/14/2016	3:40 AM	200 ft.	West	HUFFMAN ROAD	LORRAINE	Roadside	Guardrail End	Not a Collision with a Motor Vehicle In-Transport	1	Yes	Guardrail End	None	Straight ahead	OUI	Drove off road	Yes / No	Not Related
2/20/2019	3:38 PM	0 ft.	None	HUFFMAN ROAD	LORRAINE	Roadside	Snow Bank	Other	1	Yes	Snow Bank	None	Straight ahead	Swerve to Avoid Object		No / No	Related

FILE: G:\24\90014\8560\WORKING\CIVIL\SC-CT-RD-90014.DWG DATE/TIME: 5/13/2021 5:14 PM LAYOUT: F21 DESIGNED: CHECKED: DRAFTED:

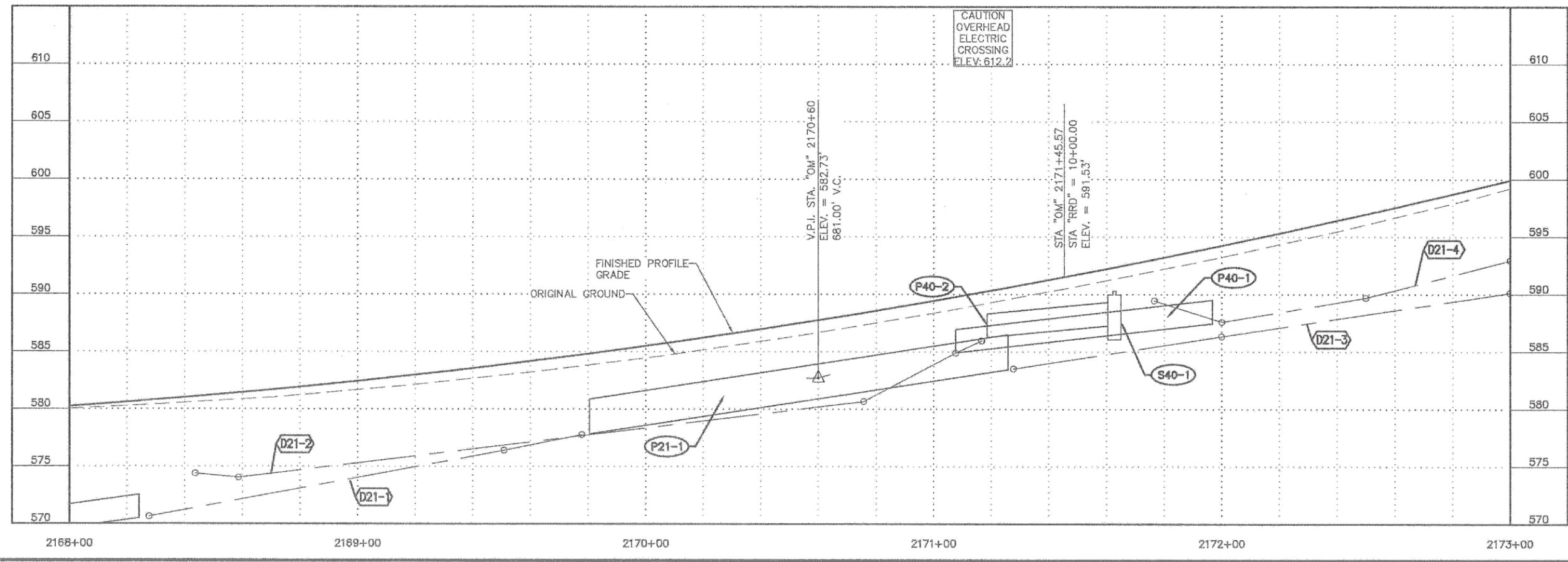
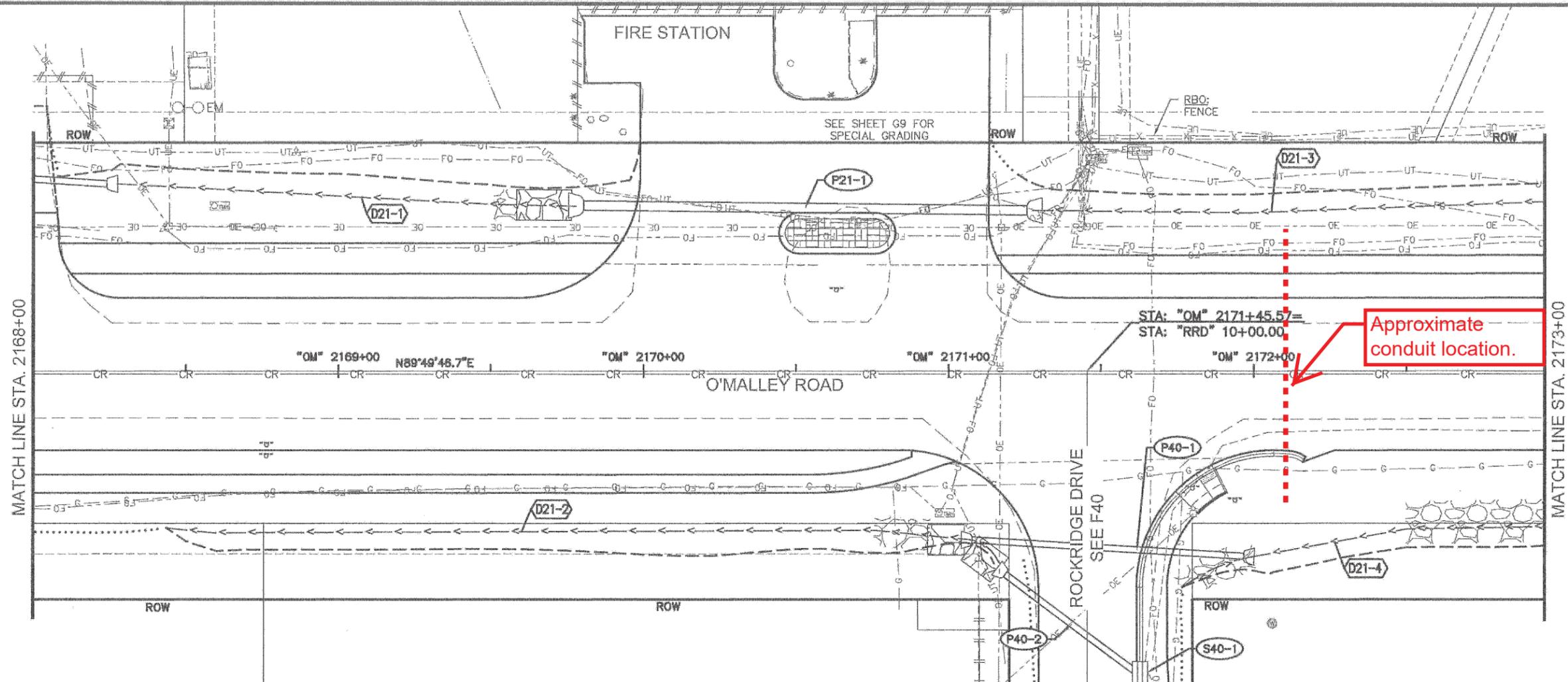
SHEET NO.	TOTAL SHEETS
F21	F42
STATE	YEAR
ALASKA	2021
PROJECT DESIGNATION	
0512005/ Z539350000	

NO.	REVISION



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
**O'MALLEY ROAD PHASE II
LIVINGSTON STREET
TO HILLSIDE DRIVE**

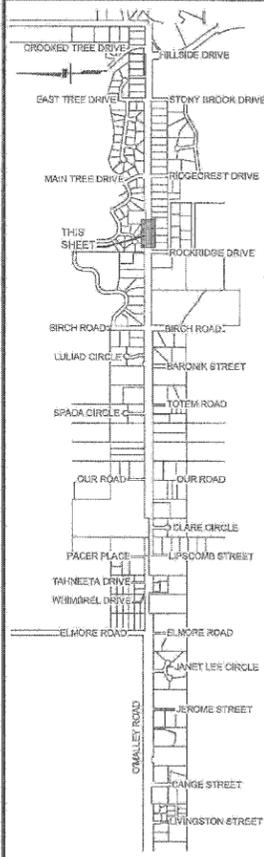
O'MALLEY ROAD
PLAN AND PROFILE
STA 2168+00 TO 2173+00



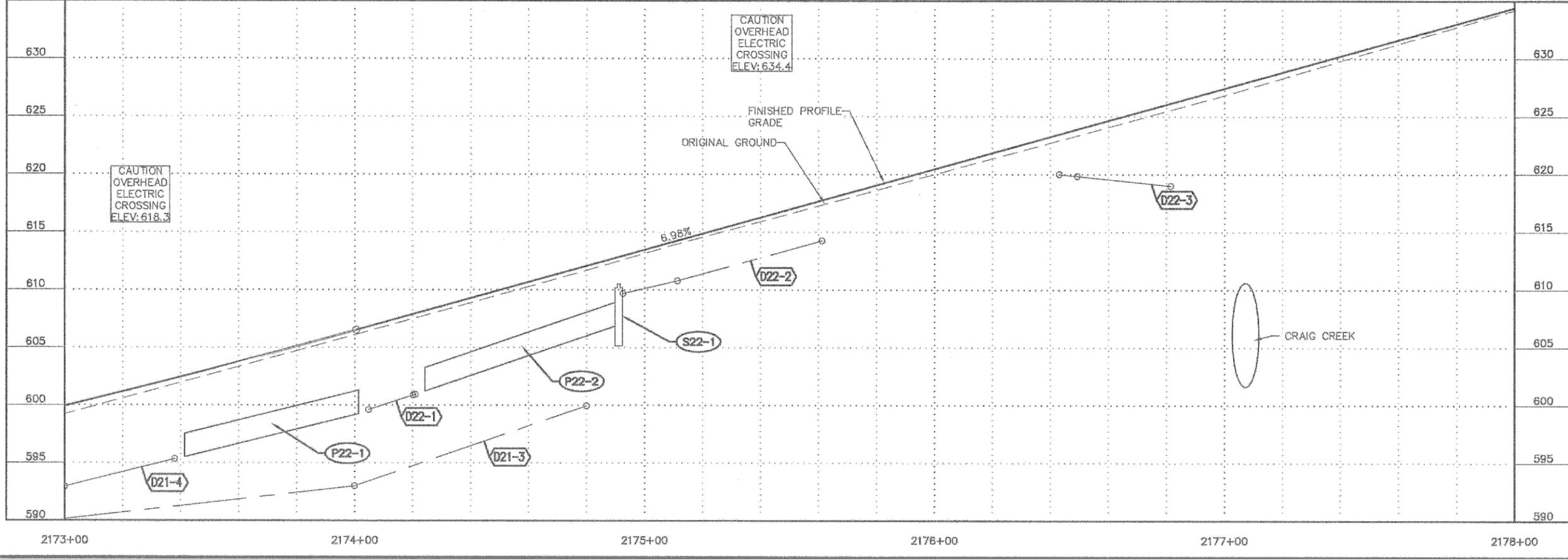
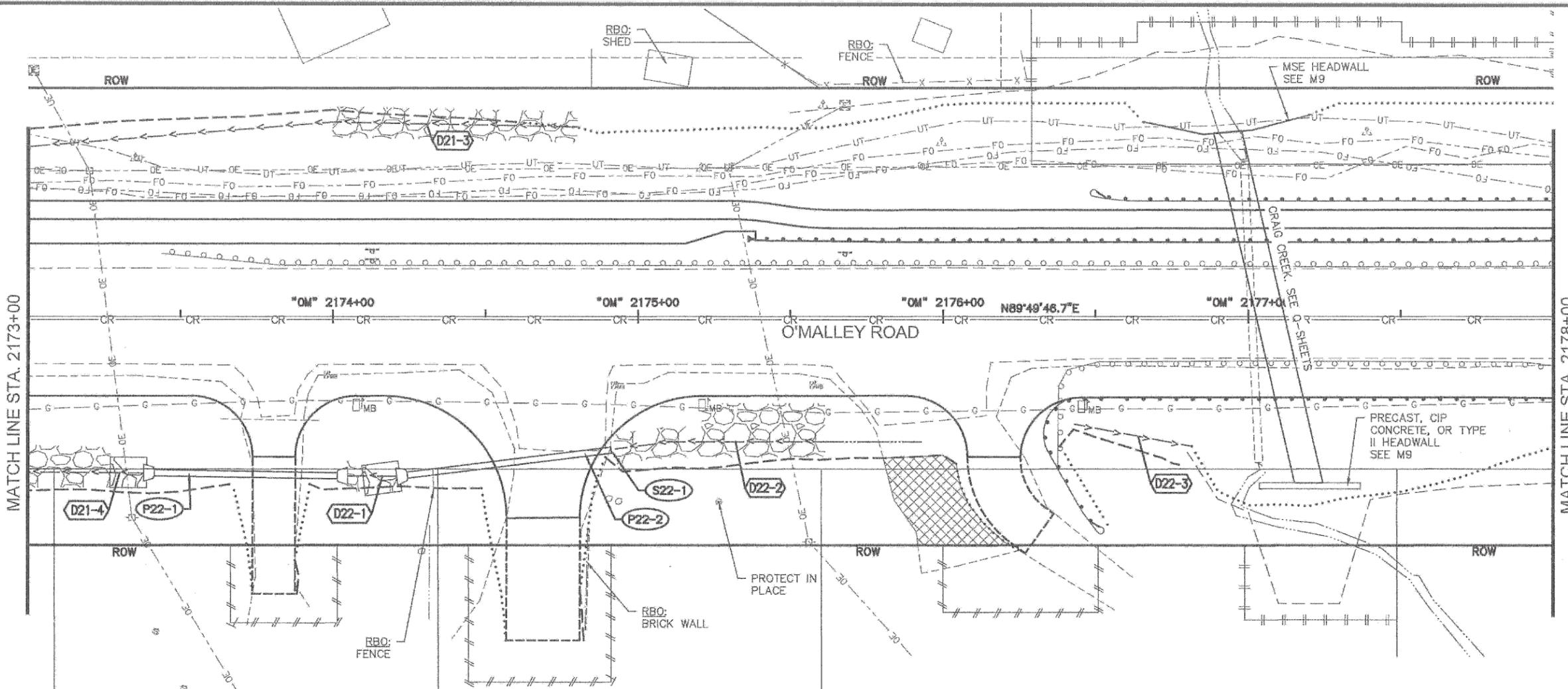
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 DATE/TIME 5/13/2021 5:14 PM LAYOUT P22 DESIGNED CHECKED DRAFTED

SHEET NO.	TOTAL SHEETS
F22	F42
STATE	YEAR
ALASKA	2021
PROJECT DESIGNATION	
0512005/ Z539350000	

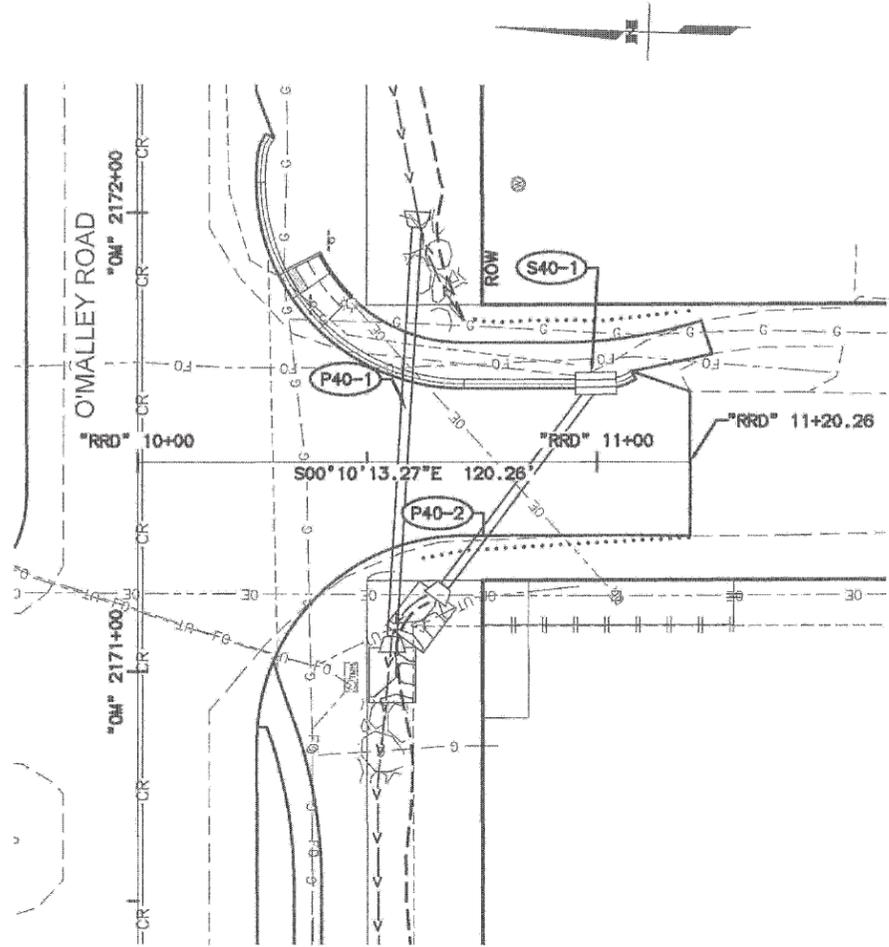
NO.	REVISION



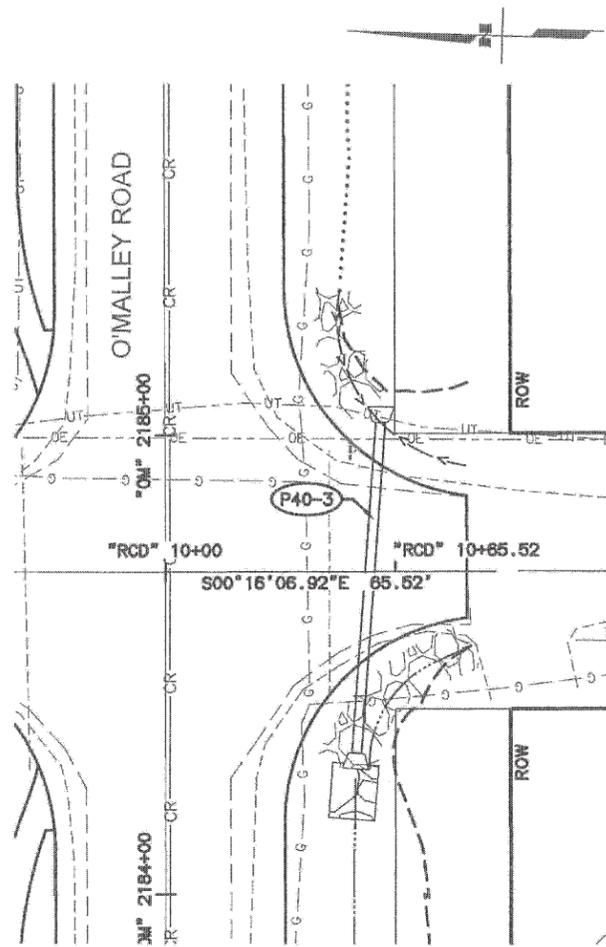
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
**O'MALLEY ROAD PHASE II
 LIVINGSTON STREET
 TO HILLSIDE DRIVE**
**O'MALLEY ROAD
 PLAN AND PROFILE
 STA 2173+00 TO 2178+00**



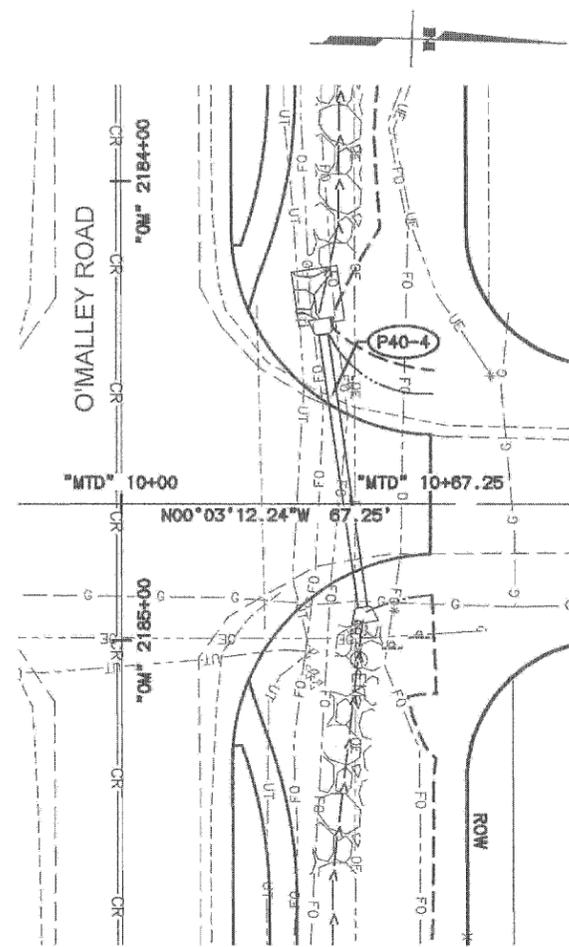
FILE ID: 24\90014\95CAD\WORKING\CIVIL\SC-CT-RD-90014.DWG DATE/TIME: 5/13/2021 5:22 PM LAYOUT F40 DESIGNED CHECKED DRAFTED



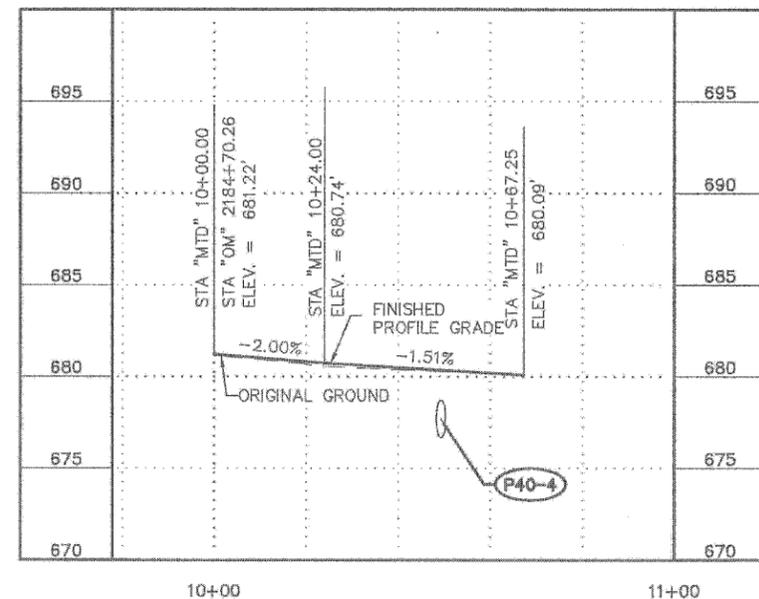
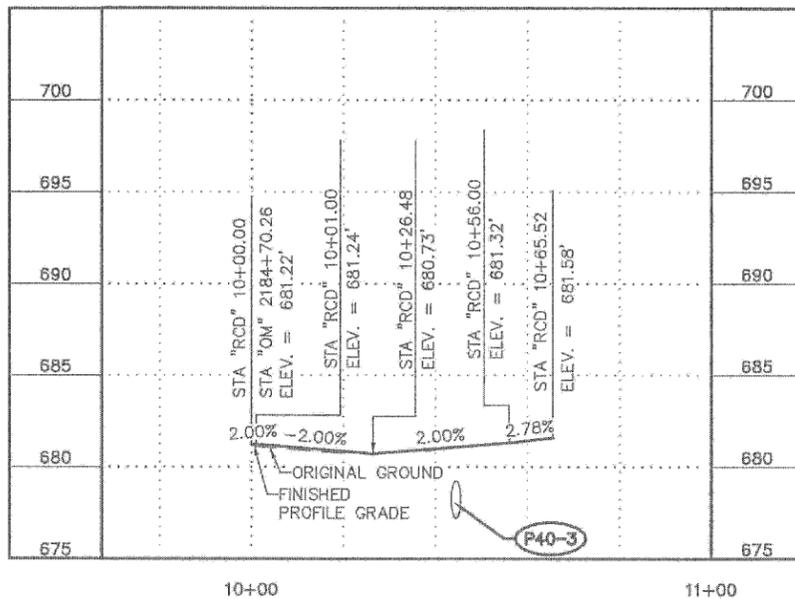
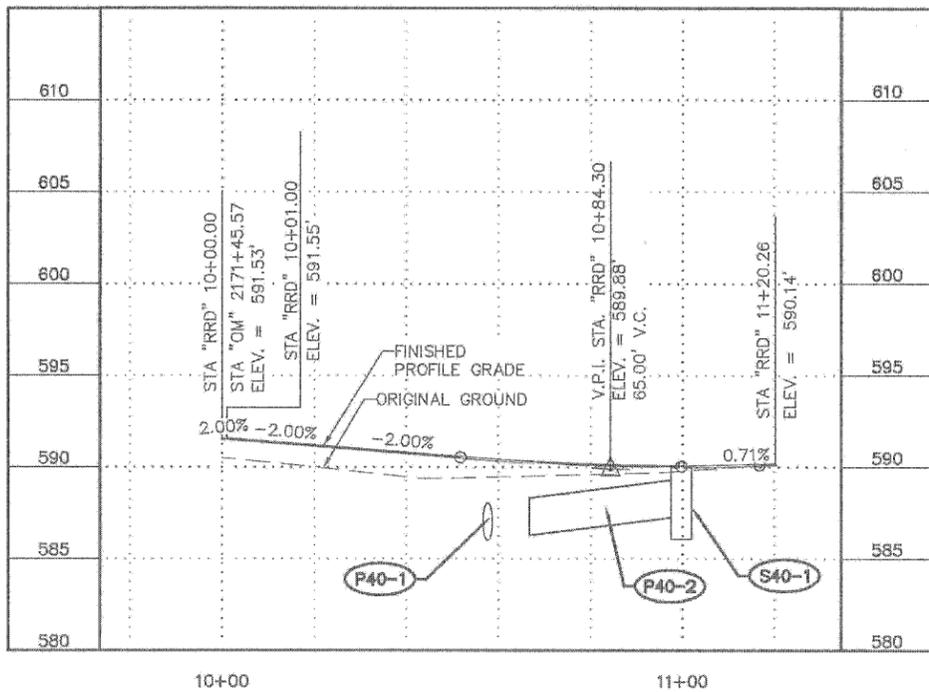
ROCKRIDGE DRIVE



RIDGECREST DRIVE



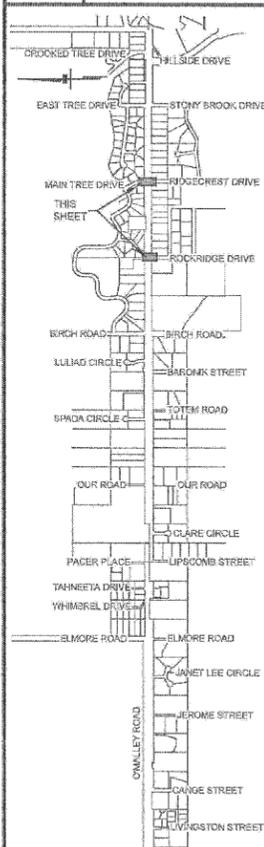
MAIN TREE DRIVE



SHEET NO.	TOTAL SHEETS
F40	F42
STATE	YEAR
ALASKA	2021

PROJECT DESIGNATION
 0512005/
 Z539350000

NO.	REVISION
NO.	REVISION
NO.	REVISION



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 O'MALLEY ROAD PHASE II
 LIVINGSTON STREET
 TO HILLSIDE DRIVE
 ROCKRIDGE DR, RIDGECREST
 DR, & MAIN TREE DR PLAN
 AND PROFILE

Safe Student Transportation Committee

mission is to inspect nominated student walking routes to and from school that are considered to be dangerous.

Safe Student Transportation Committee will consist of individuals in the following positions:

ASD Director of Transportation - Chairperson
ASD Elementary Supervisor
ASD Planning Manager
ASD Risk Manager
Central Council PTA Representatives (1 - Anchorage, 1 - Eagle River)
Municipal Traffic Engineer
Municipal Police Department Traffic Division
Municipal Public Works Department
State of Alaska, Dept. of Transportation - Highway Design
State of Alaska, Dept. of Transportation - Maintenance
State of Alaska, Dept. of Transportation - Traffic Engineer

A standing invitation will be extended to the following:

Alaska State Troopers
Military Representative
Municipal Traffic Commission

Responsibility of the Safe Student Transportation Committee

1. The Safe Student Transportation Committee shall be responsible for the inspection of all nominated roads, walkways, etc. that are considered to be dangerous for students as they walk to and from school. The nomination may be made by any citizen in the Municipality.
2. The Committee will review nominated areas using the Profile For Student Walking Conditions (page 5).
3. Individuals who make requests pertaining to areas where the Committee has no authority (i.e., street lights, traffic signals, signing, flashing lights, etc.) will be provided with information regarding the proper agency to contact.
4. If the Committee makes a recommendation it will be forwarded to Administration to provide school bus service or an adult crossing guard, which-ever is appropriate, to protect students from the traffic hazards.

Safe Student Transportation Route Request Procedure

Recognizing that many of the same questionable conditions exist across the district, specific criteria have been developed to insure equitable consideration to all requests for Safe Student Transportation.

Any person may submit a request to the Safe Student Transportation Committee. The request may be made by letter, telephone or in person. The initial contact may be made to the Chairperson of the Committee or any of its members. The request should define the hazards, describe the location indicating streets and/or landmarks, and a proposed solution. The Chairperson will schedule the request within 30 days unless the request is of such a serious nature to require immediate action.

The first time a location is called to the attention of the Committee, an on-site evaluation will be made using the ASD Safe Student Transportation Guidelines and the Profile of Student Walking Conditions form, if required. The petitioner(s) will be notified in advance of the date and time of the evaluation. A serious safety hazard is usually a situation which results from the presence of a combination of the factors which contribute to the hazard. The Safe Student Transportation Committee has identified the most relevant factors for each type of situation and will weigh their relative importance.

Prior to the Committee's review of a location proposed for Safe Student transportation, the petitioner will be notified of the meeting time and place and requested to attend and give testimony. The Safe Student Transportation Committee will:

1. Review and take action on the request.
2. Notify the petitioner, in writing, of the Committee's recommendations and inform them of the appeal process.

Safe Student Transportation Guidelines

A route will be considered hazardous, if no adequate walkway is available along the route for 1/8 mile or more, unless the walking conditions within that 1/8 mile are too hazardous as determined by the Safe Student Transportation Committee using the Profile for Student Walking Conditions form.

Profile of Student Walking Conditions

This form will be used to assign a point value to areas that require students to walk along a street for a distance of 1/8 mile or less, or if students are required to cross a street. Safe Student Transportation Committee members will complete the form after conducting an on site review to obtain traffic counts and assess walking condition. Forty-five (45) points are necessary to qualify as a hazardous route.

Acceptable Walking Routes

The following walking areas are considered adequate for student travel to and from school:

1. PEDESTRIAN TRAILS AND RELATED FACILITIES (sidewalks, walkways, stairways, overpasses, underpasses) - Areas designated or designed to separate pedestrians from the traffic flow and provide safety from vehicles. Approved pedestrian trails and related facilities are not necessarily maintained or lighted.
2. INTERNAL RESIDENTIAL STREETS - Most schools in an urban setting, and some in a rural setting, are surrounded by or have adjacent to them a residential area that presents a walking situation up to 1 1/2 miles, even though sidewalks are unavailable and street lights may or may not be present.

3. PATHS

- **Class I - SEPARATED TRAILS** are paved trails separated from the main stream of motorized traffic by a minimum of 12 feet.
- **Class II - SIDEWALK TRAILS with curb** are paved trails separated from the roadway by a 5' - 12' wide seeded strip.
- **Class IIb - SIDEWALK TRAILS without curb** are paved trails which have been extended from the pavement and separated by a guardrail.

Traffic

It is considered safe and acceptable for students to cross an arterial (defined as main street designed to move large volumes of traffic) assisted by an adult crossing guard, traffic signal, or a pedestrian overpass/underpass one or more may be used.

If these means are not available and the traffic situation provides adequate gap time in traffic, at least 60 gaps per hour, students can also accomplish a safe crossing unassisted.

Adequate gap time in traffic is defined as a gap greater than or equal to the number of seconds required to walk across the roadway plus a 3 second perception reaction time. Children walk at a speed of approximately 3.5 feet per second. Thus if a roadway is 48' wide, a minimum of a 17 second gap in traffic must occur at least once per minute.

Other Conditions

Conditions other than traffic may contribute to the particular hazards in some areas. Conditions such as temperature, wild and domestic animals and criminal activity in the area cannot be measured therefore only traffic conditions will be used by the Committee in their evaluations.

Special or Temporary Conditions

Any construction or traffic conditions which pose a hazard to student safety will be reviewed at regular or special meetings of the Committee. Recommendations will be made to transportation on how best to protect students from the temporary hazard and the approximate time that the hazard is expected to exist.

Major decisions for recommendations of hazardous routes designation for the ensuing school year will be formulated by the Committee by the last week of March each school year. Information to affected group(s) will be disseminated to them and to the principal(s) affected by April 1. Affected parties will have an opportunity to present their viewpoints during April. Final recommendations from the Committee will be decided during the first week in May. These recommendations will be transmitted by the Chairperson to the Superintendent of Schools for approval/disapproval in May. Final review of all routes will be made by the Committee in early August, however, no further deletions will be considered at that time.

If the Committee recommends the elimination of hazardous busing or an adult crossing guard due to improvements in safety conditions, the areas will be reviewed at least two times, once during the

Winter and again in the Spring. Notification of the proposed changes will be disseminated to the Principal(s) of the school(s) affected, and to the parents affected. Ample time and/or meetings of the affected group(s) with the Administration will be provided for citizen input, objections, or their arguments for or against the change.

**Anchorage School District
Profile of Student Walking Conditions
Students Walking Along a Road**

School _____ Date _____
 Time _____ to _____
 Location of Area Rated _____

Vehicular		Points
Traffic Volumes	8 or more vehicles per minute per lane	10 points
	4 to 7 vehicles per minute per lane	5 points <input type="checkbox"/>
	1 to 3 vehicles per minute per lane	1 point <input type="checkbox"/>
Traffic Type	Commercial Vehicles (Vehicles over 11,000 lbs. GVW)	10 points <input type="checkbox"/>
	Mixed Vehicles (5% or More Vehicles are Commercial)	5 points <input type="checkbox"/>
	Residential Vehicles (Vehicles under 11,000 lbs. GVW)	1 point <input type="checkbox"/>
Posted Speed Limit	40 mph or greater	10 points <input type="checkbox"/>
	30 mph to 35 mph	5 points <input type="checkbox"/>
	25 mph or less	1 point <input type="checkbox"/>

Pedestrian Age Level		Points
Grade Level	Kindergarten to 6th Grade	10 points <input type="checkbox"/>
	7th Grade to 8th Grade	5 points <input type="checkbox"/>
	9th Grade to 12th Grade	1 point <input type="checkbox"/>

Roads and Walkways for Walking Along a Street		Points
Road Classification	Arterial Road (Carry 10,000 or more vehicles per day)	10 points <input type="checkbox"/>
	Collector Road (Carry 2000-10,000 vehicles per day)	5 points <input type="checkbox"/>
	Residential Road (Carry less than 2000 vehicle per day)	1 point <input type="checkbox"/>
Safe Walking Area	No Walkway or Shoulder (24' wide or less w/12' lanes)	10 points <input type="checkbox"/>
	Narrow shoulder or Walkway (At least 14' wide w/2' of walking area)	5 points <input type="checkbox"/>
	Separate Walkway or Sidewalk (Separated from roadway)	1 point <input type="checkbox"/>
Traffic/Pedestrian Control	No Signals, Signs, or Markings	10 points <input type="checkbox"/>
	Signs and Markings Exist	5 points <input type="checkbox"/>
	School Zone Flashers or Signals	1 point <input type="checkbox"/>
Visual Obstructions	Little to no lighting, Snow berms, Low Visibility due to Curves/Hills	10 points <input type="checkbox"/>
	Some Lighting and Some Visual Obstructions	5 points <input type="checkbox"/>
	Good Lighting, No unusual Visual Obstructions	1 point <input type="checkbox"/>

Environmental		Points
Area Type	Commercial/Industrial	10 points <input type="checkbox"/>
	Commercial and Residential (30% or more commercial)	5 points <input type="checkbox"/>
	Residential	1 point <input type="checkbox"/>
Physical Obstructions to Pedestrians (Mailboxes, Brush, Open Ditches, Creeks, Snow Removal/Berms, Glaciation, Flooding)	Not Passable	10 points <input type="checkbox"/>
	Passable with Difficulty	5 points <input type="checkbox"/>
	Passable	1 point <input type="checkbox"/>

Comments & Remarks _____ **Total Points** _____

HTC Members Present	
Name	Address

**Anchorage School District
Profile of Student Walking Conditions
Students Walking Along or Crossing a Road**

School Evaluated: O'Malley Elementary
 Time: 8:00am to 9:00am
 Location of Area Rated: O'Malley Road (pre-construction)

Date: 6/1/2022

		Points Possible	Selection	Points
Vehicular				
Traffic Volumes	8 or more vehicles per minute per lane	10		5
	4 to 7 vehicles per minute per lane	5	x	
	1 to 3 vehicles per minute per lane	1		
Traffic Type	Commercial Vehicles (Vehicles over 11,000 lbs. GVW)	10		5
	Mixed Vehicles (5% or More Vehicles are Commercial)	5	x	
	Residential Vehicles (Vehicles under 11,000 lbs. GVW)	1		
Posted Speed Limit	40 mph or greater	10	x	10
	30 mph to 35 mph	5		
	25 mph or less	1		
Pedestrian Age Level				
Grade Level	Kindergarten to 6th Grade	10	x	10
	7th Grade to 8th Grade	5		
	9th Grade to 12th Grade	1		
Roads and Walkways for Walking Along a Street				
Road Classification	Arterial Road (Carry 10,000 or more vehicles per day)	10	x	10
	Collector Road (Carry 2,000 - 10,000 vehicles per day)	5		
	Residential Road (Carry less than 2,000 vehicles per day)	1		
Safe Walking Area	No Walkway or Shoulder (24' wide or less w/ 12' lanes)	10		5
	Narrow Shoulder or Walkway (At least 14' wide w/ 2' of walking area)	5	x	
	Separate Walkway or Sidewalk (Separated from Roadway)	1		
Traffic/Pedestrian Control	No Signals, Signs, or Markings	10		5
	Signs and Markings Exist	5	x	
	School Zone Flashers or Signals	1		
Visual Obstructions	Little to no lighting, Snow berms, Low Visibility due to Curves / Hills	10	x	10
	Some lighting and some visual obstructions	5		
	Good lighting. No usual visual obstructions.	1		
Environmental				
Area Type	Commercial / Industrial	10		1
	Commercial and Residential (30% or more commercial)	5		
	Residential	1	x	
Physical Obstructions to Pedestrians (Mailboxes, Brush, Open Ditches, Creeks, Snow Removal / Berms, Glaciation, Flooding)	Not Passable	10		5
	Passable with Difficulty	5	x	
	Passable	1		

Total Points	66
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Notes:

- Traffic volume used was the measured 2021 AADT of 6,460 vehicles per day.
- Percentage of trucks was shown as 5% in DOT&PF Design Designations and 7% in freight data provided in the 2040 MTP.

**Anchorage School District
Profile of Student Walking Conditions
Students Walking Along or Crossing a Road**

School Evaluated: O'Malley Elementary
 Time: 8:00am to 9:00am
 Location of Area Rated: O'Malley Road (post-construction)

Date: 6/1/2022

		Points Possible	Selection	Points
Vehicular				
Traffic Volumes	8 or more vehicles per minute per lane	10	x	10
	4 to 7 vehicles per minute per lane	5		
	1 to 3 vehicles per minute per lane	1		
Traffic Type	Commercial Vehicles (Vehicles over 11,000 lbs. GVW)	10		5
	Mixed Vehicles (5% or More Vehicles are Commercial)	5	x	
	Residential Vehicles (Vehicles under 11,000 lbs. GVW)	1		
Posted Speed Limit	40 mph or greater	10	x	10
	30 mph to 35 mph	5		
	25 mph or less	1		
Pedestrian Age Level				
Grade Level	Kindergarten to 6th Grade	10	x	10
	7th Grade to 8th Grade	5		
	9th Grade to 12th Grade	1		
Roads and Walkways for Walking Along a Street				
Road Classification	Arterial Road (Carry 10,000 or more vehicles per day)	10	x	10
	Collector Road (Carry 2,000 - 10,000 vehicles per day)	5		
	Residential Road (Carry less than 2,000 vehicles per day)	1		
Safe Walking Area	No Walkway or Shoulder (24' wide or less w/ 12' lanes)	10		1
	Narrow Shoulder or Walkway (At least 14' wide w/ 2' of walking area)	5		
	Separate Walkway or Sidewalk (Separated from Roadway)	1	x	
Traffic/Pedestrian Control	No Signals, Signs, or Markings	10		5
	Signs and Markings Exist	5	x	
	School Zone Flashers or Signals	1		
Visual Obstructions	Little to no lighting, Snow berms, Low Visibility due to Curves / Hills	10	x	10
	Some lighting and some visual obstructions	5		
	Good lighting. No usual visual obstructions.	1		
Environmental				
Area Type	Commercial / Industrial	10		1
	Commercial and Residential (30% or more commercial)	5		
	Residential	1	x	
Physical Obstructions to Pedestrians (Mailboxes, Brush, Open Ditches, Creeks, Snow Removal / Berms, Glaciation, Flooding)	Not Passable	10		1
	Passable with Difficulty	5		
	Passable	1	x	

Total Points	63
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Notes:

- Traffic volume used was the projected volume used in the DOT&PF design of 11,515 vehicles per day.
- Percentage of trucks was shown as 5% in DOT&PF Design Designations and 7% in freight data provided in the 2040 MTP.

O'Malley Elementary Site Visits

Date: 05/04/2022, AAL

AM:

- 8 am vehicles and 2 bikes started to show up
- All pedestrian and bike traffic on Rockridge was from the south or east. None from O'Malley.
- Several bikes showed up from behind the school, maybe from the path. (counted 27 bicyclists, but there were 44 on the bike racks by the time school started).
- Gate closed and most traffic done by 8:55
- Queue, at worst, backed up Rockridge and into the school drop off loop (see PDF). Queue cleared by 9 am. Long queue, but didn't seem like individual delays were long.
- (Almost) Everyone still has their studded tires on!

PM:

- See PDF for queuing lengths/times
- School pickup loop gate opened at 2:55. First cars at 3
- Loop nearly full by 3:15
- Pick up queue extended onto Rockridge (blocking lane) from 3:20 to 3:30.
- Exit queue onto O'Malley backed up to Rockridge by 3:35.
- Queues for pickup and leaving, and buses trying to bypass the pick up queue, lead to completely blocked road at times on Rockridge
- Some parents parked cars on Rockridge
- Empty by 3:45

PROJECT NAME: _____

PROJECT NO: O'MALLEY EL.

SHEET NO: _____ OF: _____

ITEM DESCRIPTION: _____

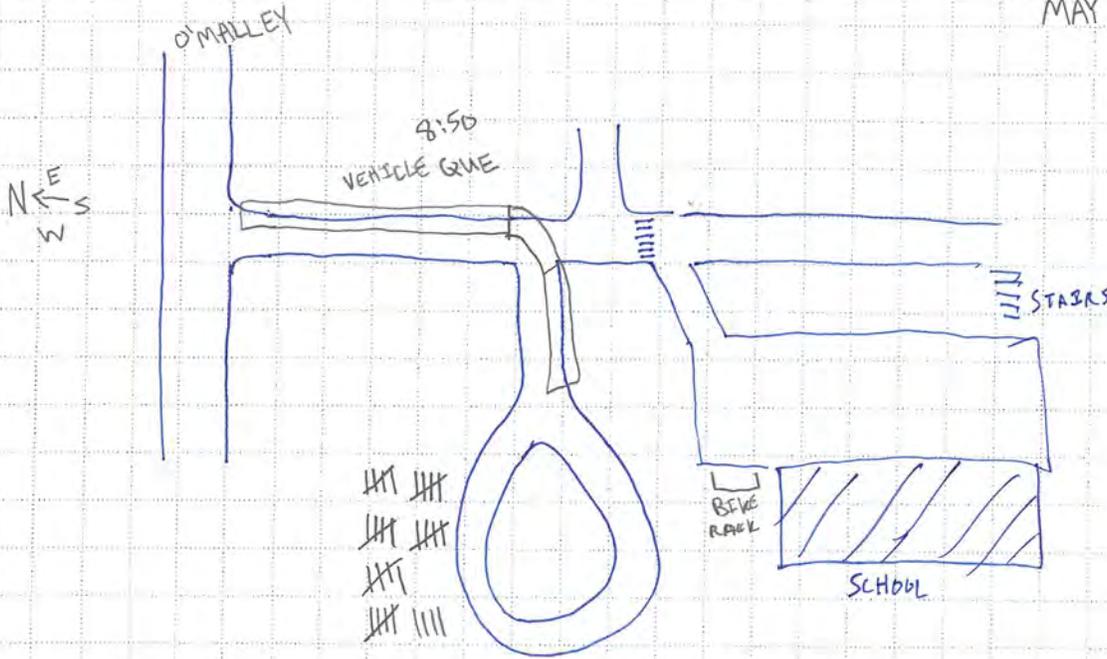
CALCULATED BY: _____ DATE: _____

CHKD BY: _____ DATE: _____

SCALE: _____

MAY 4, 2022

AM



8:00 AM VEHICLE TRAFFIC PICKING UP (MASH LOT) / 2 BIKES (PARENT & CHILD)

8:20 BIKES FROM SOUTH

8:30 FIRST CAR IN LOOP / NOT ENTRANCE

8:40 9 BIKES (FROM TRAIL SOUTH?) 8:15-8:30

8:40 3 BIKES FROM S. ENTRANCE

8:45 3 BIKES FROM SOUTH 8:30-8:45

8:45 BIKES START

MOST BIKES FROM SOUTH

CONSTANT FLOW OF TRAFFIC FROM O'MALLEY

MANY ADULT BIKES SHOWING

UP BEHIND SCHOOL 8:45-9:00

8:50 MOST TRAFFIC DONE & GONE

8:55 GATE CLOSED

8:55 QWE GONE AT O'MALLEY

STUDDER TIRES EVERYWHERE!

9:00 NO MORE TRAFFIC

8:15-9:15 TOTAL VEHICLE

PED	BIKE	TOTAL VEHICLE
1		
1		

44 BIKES ON RACKS

PROJECT NAME: _____

PROJECT NO: _____

SHEET NO: _____ OF: _____

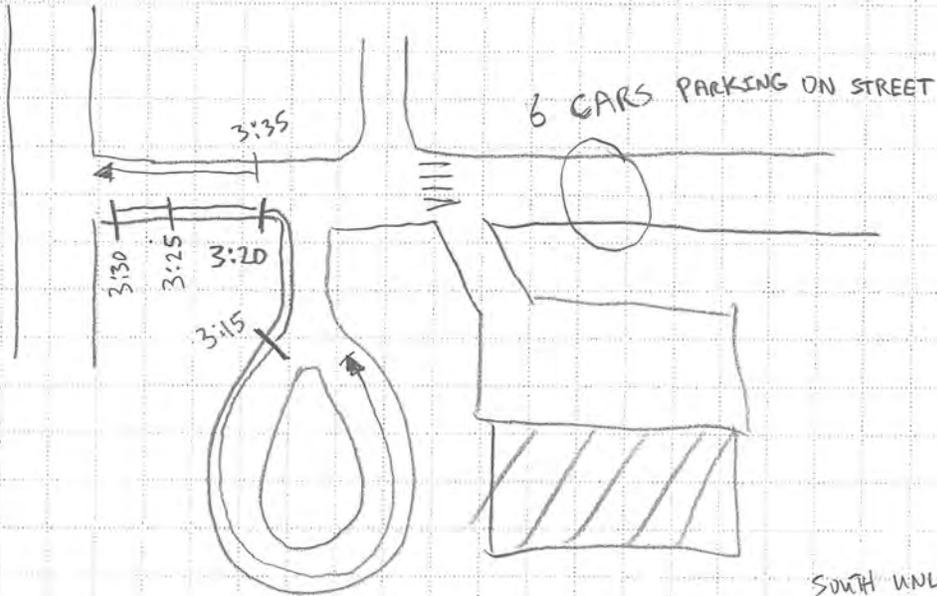
ITEM DESCRIPTION: _____

CALCULATED BY: _____ DATE: _____

CHKD BY: _____ DATE: _____

SCALE: _____

MAY 4, 2022
PM



- 2:55 GATE OPEN
- 3:00 PICK UP QUE STARTING
- 3:15 PICK UP QUE NEARLY FULL
- 3:20 PED/PARENT FROM SOUTH (1 BIKE)
- 3:20 PICK UP QUE SPILLED INTO ROAD

	PED	BIKE
3:15-3:30	1	1
3:30-3:45	(1N)	(11 EAST)
3:45-4:00		

- 5-6 PARENTS WAITING ON BIKES
SEVERAL PARKED IN LOT

3:30 1 BIKE FROM O'MALLEY (EAST SIDE)

3:30 QUE ALMOST IN O'MALLEY
 BUSES GO WIDE/ BLOCK EXIST CARS FROM LOT
 BUS CANT BYPASS W/ TRAFFIC

RIDGELINE CLEAR AT 3:40
 MOST BIKES LEFT NOT ON RIDGELINE (UNKNOWN)

PICK UP EMPTY BY 3:45 (ESSENTIALLY) STOP
 RIDGE QUE TO O'MALLEY EMPTY AT 3:45

O'Malley Road/Rockridge Drive Traffic Observations – AM

Date: 05/04/2022, JEC

Conditions: Overcast, daylight, 41°F

Site Notes: Construction activities and staging area on North side of O'Malley Road across from Rockridge Drive

Observations

- 8:10a begin observations
- 8:20a construction sweeper in front of Fire Station, across from Rockridge Dr, parks in Fire Station driveway
- 8:23a construction sweeper continues west on O'Malley Rd
- 8:39a traffic queues begin backing up westbound and eastbound directions for turning onto Rockridge Dr.
 - Eastbound backup continues to signal at Bird Rd
- 8:40a eastbound back up queue clears
- 8:40a traffic begins to accumulate on Rockridge Dr, never reaches intersection of Rockridge Dr and O'Malley Rd
- 8:41a westbound back up queue clears
- 8:43a first school bus arrives
- 8:45a drivers from eastbound O'Malley "create" right turn pocket for turning onto Rockridge Dr while traffic queue builds in eastbound direction on O'Malley. This is a constant stream and traffic continues to flow.
- 8:47a school bus turning onto Rockridge Dr from O'Malley westbound creates backup. Queue dissipates quickly
- 9:05a biker turns on Rockridge Dr from O'Malley Rd
- 9:05 end AM observations

O'Malley Road/Rockridge Drive Traffic Observations – PM

Date: 05/04/2022, JEC

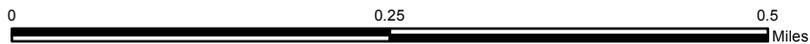
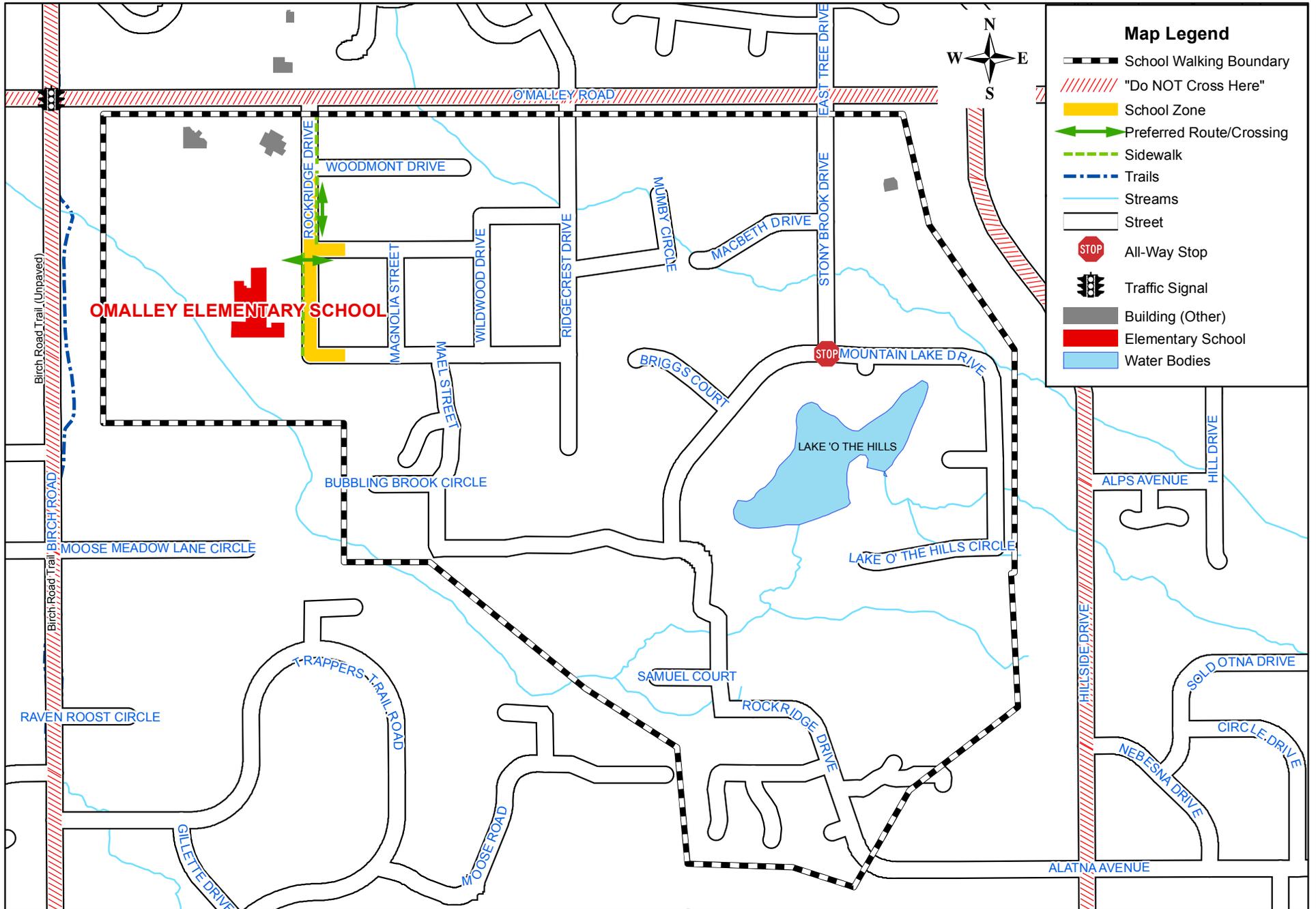
Conditions: Sunny/Partly cloudy, daylight, 51°F

Site Notes: Construction activities and staging area on North side of O'Malley Road across from Rockridge Drive

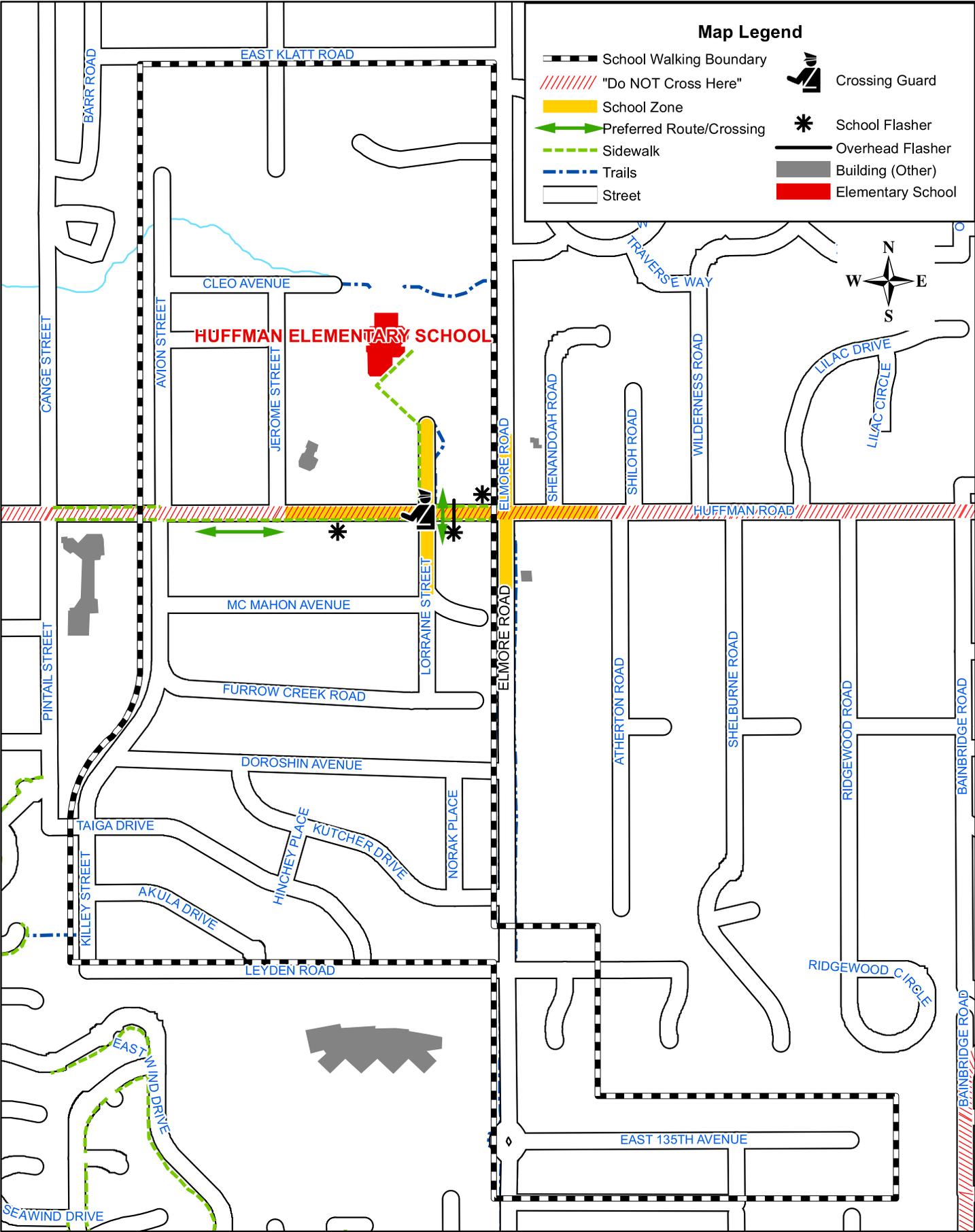
Observations

- 3:09p begin observations
- 3:13p first bus arrives
- 3:20p cars begin to backup onto Rockridge Dr from pickup loop
- 3:23p second bus arrives
 - Vehicles unable to have 2-way traffic because of wait line on west side of Rockridge Dr
- 3:31p Bus arrival
- 3:32p Bus arrival
- 3:33p constant stream of vehicles leaving Rockridge Dr. little to no wait times for vehicles leaving Rockridge Dr.
- 3:35p bus arrives and turns onto Rockridge Dr
 - Bus is unable to navigate to pickup loop because of limited width, vehicles leaving school and waiting line on Rockridge Dr.
- 3:38p bike from O'Malley Rd onto Rockridge Dr
- 3:42p three busses leave with no backup issues. Traffic flowing freely
- 3:43p Bus stop with lights near Hillside Dr in eastbound lane
- 3:45p last vehicles leave Rockridge Dr. End of school traffic
- 3:45p end observations

O'Malley Elementary



Huffman Elementary



Map Legend

- School Walking Boundary
- "Do NOT Cross Here"
- School Zone
- Preferred Route/Crossing
- Sidewalk
- Trails
- Street
- Crossing Guard
- School Flasher
- Overhead Flasher
- Building (Other)
- Elementary School

