



Golden View Drive Intersection and Safety Upgrades Rabbit Creek Road to Romania Drive



Final Concept Report



February 2012

MOA Project # 10-026

Prepared by:



Project Team

Municipality of Anchorage, Project Management & Engineering

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Context Sensitive Solutions IS:

A result of collaborative processes, broad-based consultation, and compromise between community needs and individual interests.

The way to achieve a safe facility that is in harmony with the community and its scenic, historic, and environmental values.

An efficient use of time, budget, and community resources.

The creation of a public facility that adds lasting value to the community.

A way for the community's affected interests, as a whole, including immediate residents to contribute the definition of a project's scope.

A balance of competing desires.

A Strategy for Developing Context Sensitive Transportation Projects, MOA Adopted October 2008.

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Project Information Form	
Golden View Drive Intersection and Safety Upgrades Rabbit Creek Road to Romania Drive	
Municipality of Anchorage	Project #: 10-026 Project Manager: Todd Jacobson, P.E. (The Boutet Company) Project Administrator: Brian Crewdson, P.E. (The Boutet Company) Consultant: CRW Engineering Group, LLC
Nominated by	Rabbit Creek Community Council
Problems to Be Solved	This project is the number one priority for the Rabbit Creek Community Council and a high priority for the LRSA, the Anchorage School District, the Traffic Department, and the surrounding neighborhoods. The existing roadway is a narrow two-lane, strip-paved facility with minimal pedestrian facilities, and inadequate drainage and lighting. This project will upgrade this collector street to current standards. It will improve safety by providing pedestrian facilities to separate pedestrians and bicycles from vehicle traffic. Improvements are expected to include a new road base, pavement, a drainage system, pedestrian facilities, turn lanes, street lighting, and safety upgrades at the Rabbit Creek Road intersection.
Known Issues	<ul style="list-style-type: none"> ✓ Congestion at Golden View Drive and Rabbit Creek Road Intersection ✓ Steep grades on Rabbit Creek Road ✓ School traffic ✓ Steep grades on side street approaches and driveways along Golden View Drive ✓ Drainage, wetlands, and creeks ✓ Lack of non-motorized (pedestrian/bicycle) facilities ✓ Utilities ✓ Speeding ✓ Lighting
Community Council	Rabbit Creek
House Districts 32	Hawker
Senate Districts P	Giessel
Assembly District 6	Birch and Johnston
Schools	South High, Golden View Middle, Bear Valley Elementary
Parks	Moen Park
MOA Grid	SW3537, SW3538, SW3437, SW3438, SW3337, SW3338, SW3237, SW3238, SW3137, SW3138
Zoning	R3SL, R6, R7, R9, PLI, PLI-P
Utilities	Gas, electric, cable, water, sewer, private wells and septic
Roadway	
Right-of-Way Width (ROW)	<ul style="list-style-type: none"> ✓ 83 feet from Romania Drive to just south of Bluebell Drive ✓ 100 feet from south of Bluebell to 172nd Avenue ✓ 70 to 80 feet from 172nd Avenue to 164th Avenue (varies). ✓ 60 to 70 feet from 164th Avenue to 156th Avenue. ✓ 73 feet from 156th Avenue to just south of Rabbit Creek crossing. ✓ Width varies from the creek crossing to the Rabbit Creek Road intersection

Lanes/Speed	2 lanes	Posted Speed 35 MPH	85 th Percentile Speed 43 to 47 MPH
Average Daily Traffic (ADT)	Golden View Drive: 2,194 Rabbit Creek Road: East of Golden View Drive – 2,394 West of Golden View Drive – 7,089		
Crash Data	Rabbit Creek Intersection: Statewide crash average for this type of intersection is 0.66. Crash rate in 2009 was 2.33.		
Transit Service Routes	None. Closest route is #60 along Old Seward Highway and Huffman.		
ASD Walking Routes	School Zone from Rabbit Creek Drive to Bridgeview Drive. Not designated as safe walking route to school due to lack of pedestrian facilities.		
ASD Bus Service	Bus stops for Bear Valley Elementary School (#13), Golden View Middle School (#27), and South Anchorage High School (#14) for students living on Golden View Drive and adjacent neighborhoods are at 164 th Avenue and 172 nd Avenue.		
Funding and Schedule			
Funding Source	Current funding for \$3 million – State Grant. Future funding will be a combination of State Grants and local bonds.		
Schedule	Phase	Approximate Dates	Cost Estimate
	Design Study	4/11 to 4/12	\$1,675,000
	Design	4/12 to 4/13	\$5,025,000
	Right-of Way (Unfunded)	To be determined	\$1,050,000
	Utilities (Unfunded)	To be determined	\$1,000,000
	Bid Phase (Unfunded)	To be determined	N/A
	Construction (Unfunded)	June 2013	\$16,250,000
	Total Project Cost Estimate		\$25,000,000
Guiding Plans			
Long Range Transportation Plan (LRTP)	✓ Street Typology: Residential. As collectors, residential streets are designed to emphasize walking, bicycling and land access over mobility. Primary elements typically include 2 to four travel lanes but place a higher priority on pedestrian and bicycle friendliness than on automobile mobility.		
Official Streets & Highways Plan (OS&HP) 1996 (Amended in 2005)	✓ Functional Classification: Collector Designation with minimum of two lanes and 80 feet of right-of-way. Collector streets collect traffic from local roads and conduct it to arterials or to local destinations such as shopping centers, schools, community centers or park and recreational facilities. Land access is a secondary function of collector streets.		
Anchorage Bowl 2020 Comprehensive Plan	✓ Policy 53: “Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor.” ✓ Policy 54: “Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity and to discourage high-speed, cut through traffic.” ✓ Policy 71: “Utilize wetlands to manage drainage and improve water quality, where appropriate.”		

Hillside District Plan 2010	<ul style="list-style-type: none"> ✓ Goal 9 Roads: “Improve the system of Hillside Roads to respond to current and expected growth.” ✓ Trails Policy 10c “Apply Anchorage Bowl trail standards for recreational, off-street rights-of-way, as well as roadside facilities.” ✓ Goal 8 Drainage Management: “Resolve existing drainage problems and mitigate hazards and adverse impacts associated with inadequate drainage controls in existing developed areas.” ✓ Watershed Policy 8-B: “Protect and supplement natural drainage systems and high-quality wetlands with piped drainage systems (where necessary and cost-effective)” and “Manage road drainage and snow melt in a manner consistent with other drainage goals.” ✓ Little Rabbit Creek and Little Survival Creek Watershed Drainage Plan Recommendations for Golden View Drive Corridor: <ol style="list-style-type: none"> 1. Replace existing culverts that are undersized, severely damaged or contribute to glaciation with appropriate structures. Construct new culverts to provide adequate conveyance for future flows. 2. Construct storm pipe systems to convey peak runoff in problem areas, for example a system could be located along Golden View Drive.
2010 Anchorage Bicycle Plan	<ul style="list-style-type: none"> ✓ Proposed on-street bicycle lane ✓ Proposed separated multi-use pathway ✓ Proposed paved shoulder bikeway (from Golden View Middle School to Rabbit Creek Road intersection)
2006 Anchorage Bowl Park, Natural Resource and Recreational Facility Plan	<ul style="list-style-type: none"> ✓ SE Park District. Moen Park is designated as a Neighborhood Use (NU) Park.
Wetlands Management Plan	<ul style="list-style-type: none"> ✓ Class B wetlands to the west of the project corridor.

Introduction

Golden View Drive from Rabbit Creek to Romania Drive is classified as a “collector roadway” in the Official Streets and Highways Plan (OS&HP) but it does not meet current Municipal design standards. This project will evaluate alternatives to upgrade Golden View Drive to current Municipal collector road standards. Improvements are expected to include a new road base, pavement, drainage system, pedestrian/bicycle facilities, and lighting. The project will also evaluate alternatives to improve the Golden View Drive/Rabbit Creek Road intersection.



Golden View Drive looking north toward
Rabbit Creek Road.

The first phase of the project is the preparation of the Concept Report using the MOA Context Sensitive Solutions Strategy (CSS) Policy. The CSS policy provides guidelines to involve project stakeholders in defining the problems to be solved. This report documents the public process, issues identified by the stakeholders, and conceptual alternatives to carry forward to the Design Phase.

Background

Golden View Drive is a collector roadway on the Anchorage hillside that serves several adjacent residential neighborhoods and Golden View Middle School. Golden View Drive was annexed into the Anchorage Roads and Drainage Service Area (ARDSA) in 2008; however, the adjacent parcels and the roads to the west and east are still in the Golden View Rural Road Service Area (GVRRSA). See [FIGURE 1](#) for an overview of the project area.

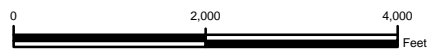
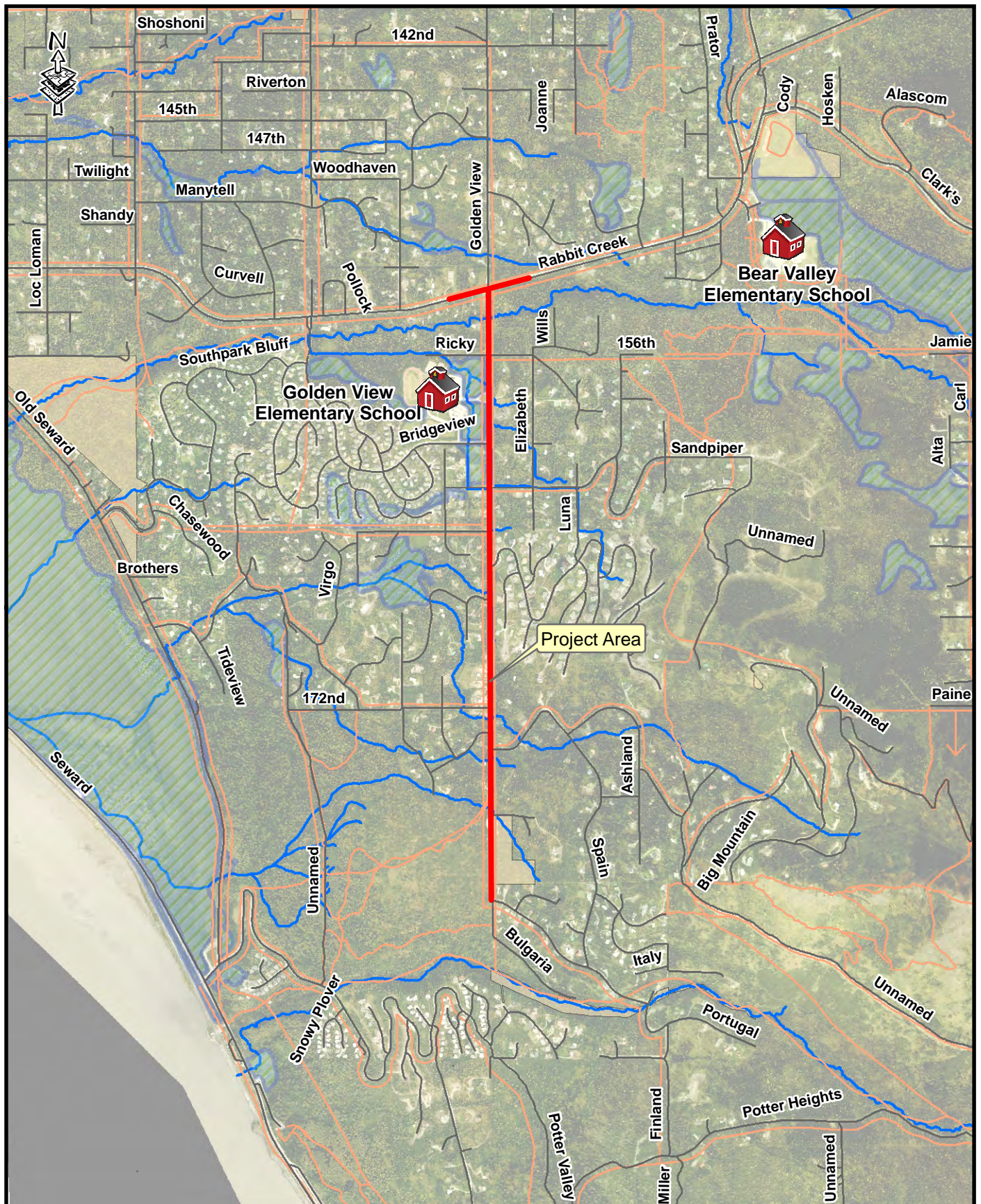
The existing roadway has two 11-foot wide, strip-paved lanes with a 2-foot wide gravel shoulder on the east side. On the west side, there is a 6-foot wide paved, designated bicycle lane from Rabbit Creek Road to Bridgeview Drive; south of Bridgeview Drive, there is an 8-foot wide gravel shoulder on the west side. There is a northbound right turn lane at the Rabbit Creek Road intersection. The posted speed is 35 mph. There is a 100-foot long separated asphalt pathway that extends south from Rabbit Creek Road along the west side of Golden View Drive. There are no other pedestrian/non-motorized facilities along Golden View Drive. Multiple streams traverse the project corridor and drainage is conveyed via ditches and culverts. The public right-of-way varies between approximately 60 to 80 feet for the majority of the project corridor. South of Bluebell Drive and north of the Rabbit Creek crossing, the right-of-way width is 100 feet or wider.

Rabbit Creek Road is a state-owned minor arterial west of Golden View Drive and a residential collector to the east. It has two 12-foot lanes with 6-foot shoulders. There is a channelized left turn lane and an eastbound right turn lane onto Golden View Drive. The posted speed limit is 45 MPH. There are no pedestrian/non-motorized facilities along Rabbit Creek Road within the project corridor.

This project is the number 1 priority for the Rabbit Creek Community Council and a high priority for the Limited Road Service Area (LRSA), the Anchorage School District, the Traffic Department, and the surrounding neighborhoods. The goals of this project are to:

- Upgrade Golden View Drive to current MOA collector road standards. Improvements are expected to include a new road base, pavement, a drainage system, pedestrian facilities, turn lanes, and street lighting;
- Improve Rabbit Creek Road intersection;
- Improve safety by providing pedestrian facilities to separate pedestrians and bicycles from vehicle traffic.

Currently, the project has been funded with a \$3 million State Grant for design and pre-construction tasks. Additional bond funding and State grants will be necessary for construction including right-of-way acquisition. The preliminary estimated construction cost is approximately \$25 million. The earliest construction could occur is in 2013 if funding is available.



Legend

-  Wetlands
-  Parks
-  Trails
-  Roads
-  Streams

Figure 1
Area Context



Golden View Drive looking south.



New housing at Prominence Point, looking east.



Aerial view of Golden View Drive looking west at Golden View Middle School.

Area Context

Like many neighborhoods in Anchorage, the area is transitioning from a rural setting to a more urban environment. Land uses are a mix of large lots with lower density residential served by private wells and septic, and newer subdivisions served by water and sewer that are higher density (Prominence Point and Golden View Park). There are also significant tracts of undeveloped, residentially zoned land near the south end of Golden View Drive and at the southeast corner of Golden View Drive and Rabbit Creek. Moen Park, a 10-acre neighborhood park near the south end of the corridor, has play equipment for toddlers and a small parking lot. Golden View Middle School is located at the northern end of the corridor. Students attending Golden View Middle School, Bear Valley Elementary School and South High School are all bussed from stops along Golden View Drive. Golden View Drive is also the only winter access to Paradise Valley, a neighborhood at the sound end. The closest Transit service is Route 60 on Old Seward Highway at Huffman Road.

Little Survival Creek and Little Rabbit Creek along with associated wetlands and multiple drainage channels meander throughout the project area. Topography is generally steep providing views towards the Anchorage Bowl and Cook Inlet. Vegetation along the corridor is typically a mix of birch, spruce and alder and often provides a buffer between homes and the roadway. Moose and bear frequent the area.

Guiding Plans – Golden View Drive	
Long Range Transportation Plan (LRTP)	✓ Street Typology: Residential. Residential streets are designed to emphasize walking, bicycling and land access over mobility.
Official Streets & Highways Plan (OS&HP) 1996 (Amended in 2005)	✓ Functional Classification: Collector streets collect traffic from local roads and conduct it to arterials or to local destinations such as shopping centers, schools, community centers or park and recreational facilities.
Anchorage Bowl 2020 Comprehensive Plan	<ul style="list-style-type: none"> ✓ Policy 53: “Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor.” ✓ Policy 54: “Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity and to discourage high-speed, cut through traffic.” ✓ Policy 71: “Utilize wetlands to manage drainage and improve water quality, where appropriate.”
Hillside District Plan 2010	<ul style="list-style-type: none"> ✓ Goal 9 - Roads: “Improve the system of Hillside Roads to respond to current and expected growth.” ✓ Trails - Policy 10c “Apply Anchorage Bowl trail standards for recreational, off-street rights-of-way, as well as roadside facilities.” ✓ Goal 8 - Drainage Management: “Resolve existing drainage problems and mitigate hazards and adverse impacts associated with inadequate drainage controls in existing developed areas.” ✓ Watershed - Policy 8-B: “Protect and supplement natural drainage systems and high-quality wetlands with piped drainage systems (where necessary and cost-effective).” ✓ Little Rabbit Creek and Little Survival Creek Watershed Drainage Plan Recommendations for Golden View Drive Corridor: <ul style="list-style-type: none"> 3. Replace existing culverts that are undersized, severely damaged or contribute to glaciation with appropriate structures. Construct new culverts to provide adequate conveyance for future flows. 4. Construct storm pipe systems to convey peak runoff in problem areas, for example a system could be located along Golden View Drive.
Hillside Subarea Transportation Study	<ul style="list-style-type: none"> ✓ Construct intersection improvements at the Rabbit Creek Road/Golden View Drive intersection to mitigate future traffic operation/congestion issues. ✓ Based on 2015 forecast year traffic volumes, the roadway is expected to still function as collector; however, it will be close to minor arterial thresholds.
2010 Anchorage Bicycle Plan	<ul style="list-style-type: none"> ✓ Proposed on-street bicycle lane ✓ Proposed separated multi-use pathway ✓ Proposed paved shoulder bikeway (from Golden View Middle School to Rabbit Creek Road intersection)
2006 Anchorage Bowl Park, Natural Resource & Recreational Facility Plan	✓ SE Park District. Moen Park is designated as a Neighborhood Use (NU) Park.
Wetlands Management Plan	✓ Class A and B wetlands along the project corridor.

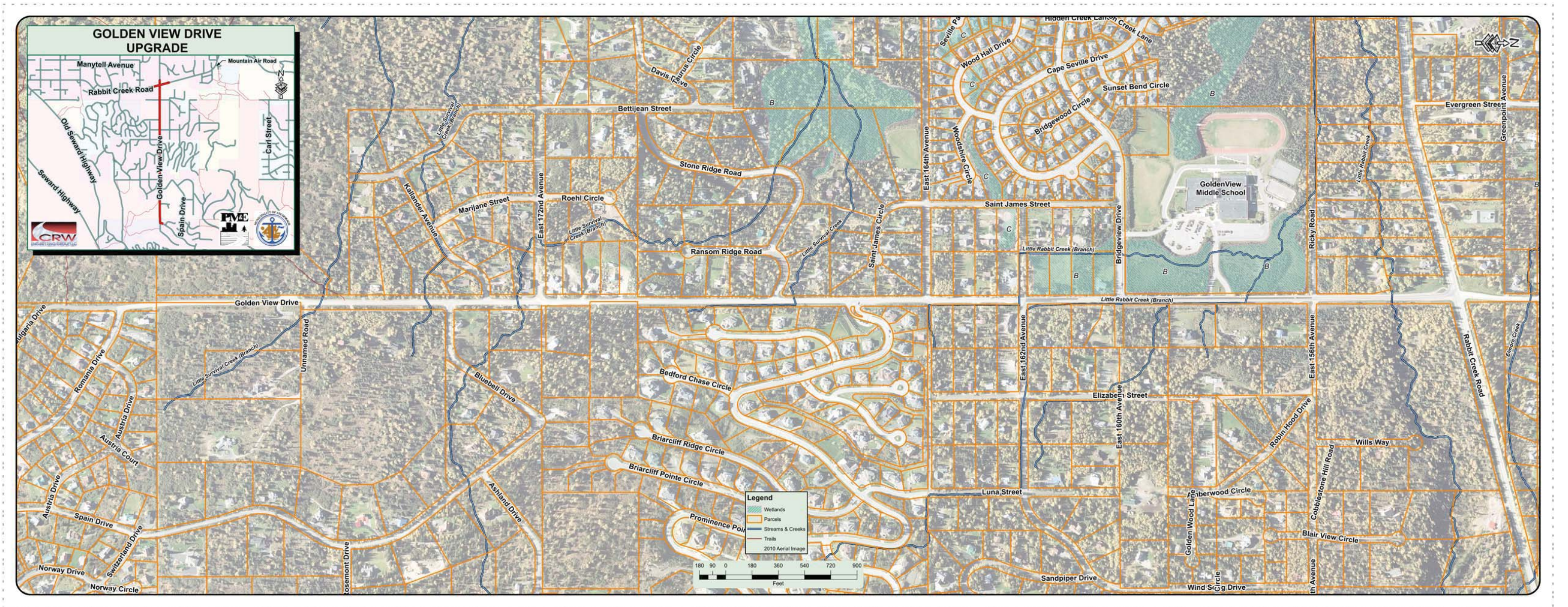


Figure 2: Aerial View of Golden View Drive

Problems to Be Solved

Roadway

The existing roadway including the Rabbit Creek Road intersection was not constructed to adequately handle the increased vehicular traffic and non-motorized uses resulting from new residential development, Golden View Middle School, and projected future hillside development. Golden View Drive also does not meet current MOA roadway standards. As part of the Hillside District Plan and improvements to Bluebell Drive, existing traffic data was collected by ADOT&PF and Kinney Engineering. Annual average daily traffic (AADT) was also projected for two different Hillside build out scenarios by ADOT&PF for the Hillside District Plan.

Existing Traffic Volumes and Speed Data

Golden View Drive			
2009 AADT Traffic Counts	April/May 2010 Speed (85th Percentile)		
2194	Road Link	NB	SB
	South of Bluebell	44 MPH	43 MPH
	North of Prominence Pointe Subdivision	45 MPH	47 MPH
Rabbit Creek Road			
East of Golden View Drive - 2394 West of Golden View Drive - 7089	Not Available		

NB - Northbound SB - Southbound

Project Traffic Volumes (2033)

Golden View Drive	
2033 With Potter Valley Connection	2033 Without Potter Valley Connection
11,634	13,878
Rabbit Creek Road	
East of Golden View Drive – 4,070 West of Golden View Drive – 14,600	East of Golden View Drive - 4,051 West of Golden View Drive – 16,933

The Golden View Drive / Rabbit Creek Road intersection is currently operating at a Level of Service F for traffic northbound on Golden View. The intersection also has a crash rate that is about double that of the average crash rate for similar intersections. The contributing factors for crashes include congestion (especially during middle school start and stop times), speeds, visibility and grades (approximately 9 percent) on Rabbit Creek Road especially during the winter).

According to the OS&HP, Golden View Drive is designated as a “Class 1 Residential Collector;” however, the Hillside District Plan proposes to change the classification to a Class II Minor Arterial from Rabbit Creek Road to Prominence Point Drive. Rabbit Creek Road from Golden View west is classified as a Class II Minor Arterial and to the east it is a Class I Residential Collector. The Hillside District Plan proposes to change the east section to a Class II Minor arterial as well. During the Design Study Phase,

traffic data including capacity analysis, turning movements, crash data, and speed studies etc. will be updated and analyzed in greater detail including projections for the design life of the facility and to determine the future functional classification (collector versus minor arterial).

Topography

Topography in the area is steep and roadway cross section alternatives will have to address potential cut and fill limits and the potential impacts on adjacent properties. Special attention to driveways and side street intersections will be required to ensure existing grades are not made worse. Bluebell Drive, with a grade of 17 percent, has the steepest grade of all the side street intersections. Accident rates at this intersection are 3 to 4 times higher than the average for similar intersections. Bluebell Drive was originally scheduled for construction in 2010; however, the Bluebell Drive project was postponed so that Golden View Drive and Bluebell Drive could be addressed at the same time.

Drainage

Drainage is currently conveyed through ditches and culverts that are inadequate to handle the thaw-freeze-thaw events during winter and spring. Thawing methods such as heat trace are employed to prevent glaciation and runoff onto the roadway. Poor drainage has saturated the road subgrade resulting in heaving which has damaged the roadway. Surface and groundwater drainage will have to be managed to maintain creek flows and important wetlands while protecting the road and adjacent properties from glaciation and seasonal flooding.

Non-Motorized

ASD has designated Golden View Drive as a “hazardous walking route” because there no pedestrian/bicycle facilities south of the school. As a result, all students attending Golden View Middle School are bused. There is consensus for a facility on the west side; however, the feasibility of a providing sidewalk on the east side as well will need to be evaluated to assess impacts to exiting topography, utilities, and private property.

Right-of-Way

Right-of-way varies along the Golden View Drive corridor:

- 83 feet from Romania Drive to just south of Bluebell Drive
- 100 feet from south of Bluebell to 172nd Avenue
- 70 to 80 feet from 172nd Avenue to 164th Avenue (varies).
- 60 to 70 feet from 164th Avenue to 156th Avenue.
- 73 feet from 156th Avenue to just south of Rabbit Creek crossing.
- Width varies from the creek crossing to the Rabbit Creek Road intersection

A number of properties have constructed small treed berms within the right-of-way as a buffer between the road and adjacent property.

Utilities

Existing utilities in the corridor include:

- Natural gas
- Sewer
- Water
- Electrical
- Communications (ACS, GCI)

Coordination with ADOT

Rabbit Creek Road is a state-owned intersection and ADOT&PF coordination, review, and approval of the selected intersection alternative and design will be necessary. An Access Permit will be required prior to reconstructing intersection.

Stakeholder Coordination

Using the MOA CSS process as a guideline, the project team began the public and agency outreach in April 2011 with the identification of over 1,000 project stakeholders. The goal of the CSS process is to collaborate with all stakeholders to improve the safety and mobility of the corridor, balance diverse interests, and to find areas of compromise that address budget and environmental concerns.

List of Stakeholders

MOA Agencies	Other Agency Stakeholders
Survey	Adjacent Property Owners and Hillside residents
Traffic	Rabbit Creek Community Council
Planning	Limited Road Service Area Board (LRSA)
Watershed Management	Alaska Communication Systems (ACS) and GCI
Non-Motorized Transportation	Chugach Electric Association (CEA)
Maintenance and Operations	ENSTAR Natural Gas Company
Right-of-Way	AWWU
Street Maintenance	ADOT&PF
Fire Department	Army Corps of Engineers
Police Department	Golden View Middle School
Parks and Recreation	Senator Cathy Giessel
Anchorage School District	House Representative Mike Hawker
	Assembly Representatives Birch and Johnston

Information distributions included a combination of traditional mailings and electronic newsletter updates. Copies of announcements, displays, and communication are included in [APPENDIX A](#). From April to September 2011, the following activities have been undertaken to solicit feedback:

Web Page (www.goldenviewdrive.com)	April 2011 (Updated as necessary)
Post Card & E-Newsletter Invite to Open House	April 2011
Rabbit Creek Community Council Presentation	May 12, 2011
Open House @ Golden View Middle School	May 16, 2011
E-newsletter Update – Comment Summary	June 6, 2011
Agency Presentation	June 8, 2011
E-newsletter- Geotechnical Studies Update	August 3, 2011
Rabbit Creek Community Council Update	September 8, 2011
Planning & Zoning Commission	December 5, 2012
Individual Stakeholder Contact	As necessary

The CSS process will continue throughout the design phase with opportunities for stakeholders to obtain information and provide feedback through the web page, e-newsletters, open houses, community council presentations, and direct feedback through phone calls and e-mail.

Stakeholder Discussions

Comments from the 32 stakeholders who attended the Open House, the additional 9 who submitted written comments and comments from the Community Council meetings are summarized below. A complete list of actual comments received to date and meeting records can be found in [APPENDIX B](#).

Rabbit Creek Road Intersection

There was consensus that Rabbit Creek/Golden View intersection improvements must be addressed as part of this project. There was also consensus that a signal on Rabbit Creek Road would not address the problem because of the steep grades: Vehicles would not be able to stop for a red light during icy conditions. Other comments included:

- Traffic problems/congestion is primarily related to the Middle School drop off and pick up.
- Continued development in the area will increase congestion.
- High School, Middle School, Elementary School buses travel on Rabbit Creek Road during peak school hours.
- Sight distance issues make the congestion worse. It is difficult to see up and down Rabbit Creek Road from Golden View Drive, especially around school buses.
- Need to separate turning traffic from through movements on Rabbit Creek Road.
- Is an overpass feasible? Roundabout?

- Speeds on Rabbit Creek Road contribute to the problems.
- Lower the grade of Rabbit Creek Road hill to facilitate stopping in icy conditions.
- Increased maintenance is needed at the intersection.

Golden View Drive

- Traffic congestion during peak hours is a problem due to queuing at Golden View Middle School all the way to Bridgeview Drive.
- Speeding is an issue.
- Cut through traffic on Bridgeview Drive is a problem as vehicles are avoiding Golden View/Rabbit Creek. Bridgeview was not constructed to handle the volume and the road is getting damaged with the cost of maintenance falling on the homeowners.
- Need an alternate route out of school to Rabbit Creek Road or an alternative parent drop off area.
- Need a way to change how school buses come and go.
- Need turn lanes into Golden View Middle School (both directions).
- Secondary access to Golden View Drive besides Rabbit Creek Road is needed for Paradise Valley and Potter Valley Residents.
- North Golden View Drive is the only access for some residents.



Drainage

All stakeholders acknowledged the need to address drainage issues along Golden View Drive. Increased development has changed the local drainage patterns.

- Side streets have glaciation issues making some impassible during winter.
- Underground springs seep from adjacent properties and have caused isolated flooding.
- Some owners on the west side do not want streams and ponds on their properties to dry up.
- Existing drainage patterns are changing and residents are redirecting water by blocking culverts and/or channels.

Non-Motorized Users

A multi-use pathway on the west side of Golden View is widely supported.

- The feasibility of a sidewalk on the east side should be evaluated. The pathway could extend the entire length of the project or just between Rabbit Creek Road and Prominence Point.
- Two pedestrian facilities would allow neighborhood children to walk to school safely and could help alleviate traffic issues by reducing the number of parents driving children to school.

- Bike lanes should also be considered.
- Equestrian users should also be considered.
- Concern was expressed that two facilities could take up too much right-of-way and with the steep topography result in private property impacts or require retaining walls.
- Parents pull over onto shoulder to wait for school buses and block existing shoulder where people walk and ride.

Bluebell Drive

- Consider cutting (into slope) if necessary at Bluebell intersection.
- Cars slide through intersection only a few days a year and it is graveled in a timely manner.
- Bluebell improvements should coordinate with Golden View improvements so the road is only torn up once.
- Consider a 3 -way stop at Bluebell.

Lighting

There was no consensus on street lighting but there was recognition that it is necessary for safety, especially near the middle school area and bus stops. Some residents are concerned about light pollution on private property and impacting nighttime views.

Miscellaneous

- Underground overhead utility lines.
- Landscaping should not be put in if there is no money or no plan to maintain that landscaping.

Agency Comments

(Responses are italicized)

- Will the project be phased? *Most likely the first phase will be from the intersection of Golden View and Rabbit Creek Drive to the School Entrance or to Bridgeview Drive.*
- PM&E does not want to upgrade Bluebell first to avoid tearing it up later during the Golden View Drive upgrade even though proponents of the project want something done now.
- Consensus that at least one pedestrian/bike facility is necessary.
- Is this project ahead of ADOT's plans for the Rabbit Creek Intersection? *ADOT says they are open to solutions and mentioned that road grades above 5% precludes putting in a signal. Peak hour counts will be needed to justify the solutions.*
- Who owns the corner lots near the intersection? *On west side, ADOT acquired 2 vacant parcels for a previous upgrade project.*
- 2012-2017 CIP has \$10 million to extend Golden View to Potter Valley.
- Future development and need to address egress/ingress for fire issues will be the impetus for road connections and improvements. Legacy Point's future development could add to current problems. Golden View Drive could function as an arterial if Potter Valley is connected.

- Traffic thought that since the neighborhood is already driving at higher speeds, increasing the speed limit from current speeding limit may be accepted. It is unlikely the public would perceive the issue the same way and would not likely support increasing a speed limit. Traffic Department stated that the current condition of Golden View Drive is long, open, straight and fast so travel speeds of vehicles will respond to that. Traffic calming solutions may be found in the design of the upgrade. Physical restrictions or using topography on the road to lower speeding was recommended.
- Cut-through traffic at Bridgeview Drive is a concern and is mostly related to school traffic. People pick their kids up on the road versus on the school grounds.
- Side streets such as 172nd have 22% and 17% grades and are reportedly impassable in the winter without AWD or 4WD. Kallander Avenue is a better access road.
- Pathways on both sides of Golden View should be considered from at least Rabbit Creek Road to Prominence Point.
- A question was asked about roundabouts and why, when and where they can be put in. *ADOT responded that crash numbers help determine/justify their use. The difference between a roundabout and a signal at the Rabbit Creek intersection is drivers know that they always have to slow down for the roundabout. A signal does not offer the same consistency.*
- Glaciation, seepage issues and drainage at school are problems that need solving.
- Golden View Drive was built in wetlands. New development in area brought underground drainage to the surface. Consider installing sub drains to collect groundwater.
- Utilities along Golden View Drive will need to be resolved. As an example, it was mentioned that one alternative to fix just Bluebell, almost \$200K in utility relocations were needed. Affects the amount of funding needed for rest of project.
- Piped storm drain systems for the road is ok but the upstream versus downstream conveyance can be a big issue/problem as a result. Fixing the upstream drainage doesn't always help the downstream issues.
- The Rabbit Creek stream crossing is now a culvert. It may need to be a bridge. Fin drains and/or trench drains may be help with groundwater seepage and preserving the road base. Look at sending the majority of surface water flow to Rabbit Creek.
- Mitigation will be needed for drainage ways. Linear projects are not exempt. New storm water requirements will require that the first 0.52 inch of rainfall is retained on site. A drainage plan is needed and can include details to mitigate off-site instead of retaining on-site. Whitehorse Swamp west of the Middle School was mentioned as a good mitigation site. There are also two parcels on the west side of Golden View that are undeveloped and identified as wetlands that may serve as mitigation. Mitigation outside of ARDSA makes it difficult from a management perspective. Someone will have to maintain the storm water management facilities.

Summary

In general, the design for Golden View Drive from Rabbit Creek Road to Romania Drive will contain the following elements.

- Two 11 to 12 foot wide travel lanes
- 3.5 to 5-foot wide asphalt shoulders
- Asphalt shoulders to serve as bike lanes.
- 8 to 10 foot wide multi-use pathway along west side
- Piped storm drain system
- Intersection improvements at Rabbit Creek

In addition, the following will be evaluated during the design phase.

- Traffic analysis to determine traffic controls, need for turning lanes, and connectivity options
- Sidewalk on the east side
- Resolve lighting requirements
- Intersection alternatives for Rabbit Creek Road