

West Dimond Blvd – Jodhpur St to Sand Lake CSS Transportation Project Summary

Municipality of Anchorage	Project # 05-005 Project Manager: John Smith, P.E. (MOA PM&E) Project Administrator: Julie Makela, P.E. (MOA PM&E) Consultant: R&M Consultants Inc.
Nominated By	Sand Lake Community Council, Municipality of Anchorage PM&E.
Road Ownership	The Municipality of Anchorage Owns and maintains West Dimond Blvd in the winter. The Alaska Department of Transportation owns and maintains Jodhpur Street and Sand Lake Road.
Problems Identified to be solved	West Dimond Blvd between Jodhpur Street and Sand Lake Road are built to current Municipal Standards in regards to drainage, road width, curbs, pedestrian facilities and street lighting. Narrow roadway for increased use and lack of shoulders creates a safety hazard with non-motorized users. Pavement is deteriorating.
Known Issues	<ul style="list-style-type: none"> • Lack of non-motorized facilities. • Crossing at Sand Lake intersection difficult for pedestrians. • Intersections with Jodhpur Street, West Park Drive and Sand Lake have sight distance issues. • Narrow roadway in some sections • Inadequate roadway width limits or prohibits maneuvering room and room for emergency parking in the shoulder
Community Council	Sand Lake Community Council. Project is the #2 Priority in the 2007 CIP Sand Lake Community Council Survey
House District 19 & 20	House District 19 Representative: Lindsey Holmes House District 20 Representative: Mia Costello
Senate District J	Senator Hollis French
Assembly District 3	Tim Steele, Ernie Hall
Anchorage School District Schools	Elementary School: Kincaid Elementary Middle School: Mears High School: Dimond
Parks	Southwest Park District: the project corridor originates at Jodhpur Street, adjacent to Kincaid Park, a 1500 acre regional park and a major recreational destination.
MOA Grid Map	SW2322, SW2323, SW2422, SW2423
Zoning	Adjacent Zoning Districts: R-6 suburban residential district to the south; R1A Single Family Residential Zoning District to the North and East; PLI-P Public Lands and Institution Park to the West.
Utilities	Overhead telephone and electric lines in the ROW. No storm drain, public water or sanitary sewer systems.

West Dimond Blvd Upgrade – Jodhpur Street to Sand Lake Road

Roadway			
Right-of-Way (ROW) Width	West Dimond Blvd 100 Feet	Jodhpur Street 50 Feet (+50 ft. easement)	Sand Lake Road 115 feet
	Westpark Drive	70 feet	
Roadway Link	Lanes	Posted Speed	85th Percentile Speed
West Dimond Blvd	2	45 MPH	44 MPH
Sand Lake Road	2	50 MPH	53 MPH
Jodhpur Street	2	35 MPH	34 MPH
Average Annual Daily Traffic (AADT) 2011	<u>West Dimond Blvd</u> (Jodhpur to Westpark): 1325 <u>West Dimond Blvd</u> (Westpark to Sand Lk Rd): 3089* <u>Sand Lake Road</u> (Dimond Blvd to Kincaid Rd): 2574 <u>Jodhpur Street</u> (Dimond to Kincaid Rd): 423 <u>Westpark Drive</u> : 1200* *(estimates based on turning movement counts & historical growth rate)		
Crash Data 2000 to 2009	W Dimond Blvd (Sand Lake to Jodhpur St): 8 crashes W Dimond Blvd/Sand Lake Intersection: 14 Crashes. Crash rates are above the upper critical limit for crashes based on state averages for similar intersections.		
MOA People Mover Transit Service	No routes within the project area.		
ASD Walking Routes	No ASD schools are accessed from West Dimond Blvd within the project area. West Dimond Blvd is not a designated Safe Routes to School Route.		
ASD Bus Service	ASD provides bus service for Kincaid Elementary, Mears Middle School and Dimond High School. Bus stops along W Dimond Blvd are at intersections with Sommers Place, Westpark Drive, Cramer Place, Maidianne Street, Best Street and Seacliff Place. Routes 612 (elementary schools), 614 (middle schools), and 606 (high schools) serve the area.		
Funding and Source			
Anchorage Road Bonds	Current funding of \$500,000 for design study and final design.		
State Grant	\$7.5 Million		

Schedule		
Phase	Approximate Dates	Cost Estimate
Design Study	02/2013 to 04/2013	
Design	05/2013 to 02/2015	
Right-of-Way Acquisition	12/2013 to 05/2015	\$500,000
Utilities	04/2013 to 05/2015	\$650,000
Bid Phase	03/2015 to 05/2015	N/A
Construction Engineering	06/2015	\$1.8 Million
Contingency		\$2.8 Million
Construction	06/2015	\$8.3 Million
Total Project Cost		\$14.1 Million

Guiding Plans – West Dimond Blvd Upgrade	
<p>Metropolitan Transportation Plan (MTP) 2012</p>	<p>GOAL 1 Ensure development of a balanced transportation network for people, goods, and services that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides a variety of transportation choices, and supports planned land use patterns.</p> <p>GOAL 3 Develop an attractive and efficient transportation network that considers the cost of building, operating, and maintaining the system; the equity of all users; public health impacts; community values; and social justice.</p> <p>Goal 3 Objective 3</p> <ul style="list-style-type: none"> • Match streets and highway design to the use and character of the community/ neighborhood, recognizing that character may vary from primarily commercial to primarily residential and from primarily urban to primarily rural. • Improve opportunities for active transportation (non-motorized) as part of daily system use. <p>GOAL 5 Establish community connectivity with safe, convenient, year-round automobile and non-automobile travel routes within and between neighborhoods, commercial centers, and public facilities.</p> <p>Goal 5 Objectives</p> <ul style="list-style-type: none"> • Ensure an adequate system of arterial and collector roads is identified. • Promote the even distribution of traffic loads between streets by enhancing the existing grid pattern of streets.

	<ul style="list-style-type: none"> • Establish an adequate number of access points from subdivisions to adjacent higher-order streets. • Enhance the physical connectivity between neighborhoods by increasing the number of roadway, pedestrian, bicycle, and transit connections. • Improve safe and convenient connectivity from schools to neighborhoods, parks, and other recreational and commercial areas by use of multi-use trails, bicycle lanes, sidewalks, and transit. <p>West Dimond Blvd from Jodhpur St to Sand Lake Road – Recommended Core Network for Non-Motorized Transportation with Proposed Bicycle Route and Proposed Pedestrian Project identified.</p> <p>Non-Motorized System (Pedestrian and Bicyclist Facilities and Trails) Policy Recommendations</p> <ul style="list-style-type: none"> • Encourage travel by means other than the automobile and provide for the safety of pedestrians and bicyclists throughout the Anchorage metropolitan area. • Advocate for bicycle lane adoption into designs and retrofits of roads in locations identified in the Anchorage Bicycle Plan and increase education efforts with respect to rules of the road. <p>Roads Policy Recommendations</p> <ul style="list-style-type: none"> • Promote the integration of appropriate non-motorized, public transportation facilities and landscaping within new and major roadway reconstruction projects through inter-departmental coordination and public input during the project scoping phase. • Promote and support projects that improve the efficiency and better utilization of existing roadway corridors. • Establish a hierarchy of roadway classifications and functions in existing and newly developing areas of the MOA. • Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. To achieve this level of access control, encourage consolidation of access in developing commercial and high-density residential areas through shared use of driveways and local access streets.
<p>West Anchorage District Plan 2012</p>	<p>Transportation Objective #2: Expand or complete trail connections that link residential areas and key destinations such as businesses, schools and employment centers.</p> <p>Transportation Objective #3: Plan for and develop an efficient road network that accommodates current and future traffic appropriately, including the safe movement of passenger vehicles, trucks, freight movement, bicycles and pedestrians.</p> <p>Transportation Objective #4: Develop roads and other transportation facilities that support and enhance surrounding land uses.</p> <p>CSS/CSD should continue to be utilized to reduce conflicts and result in</p>

	<p>mutually acceptable transportation improvements. After project planning, CSD/CSS can also minimize the construction impacts of road renovation projects on local businesses by:</p> <ul style="list-style-type: none"> • Informing the public before the ground is touched. • Phasing project construction to maintain ongoing business access. • Requiring a temporary business access plan in all road improvement plans and bid documents. <p>Key Bicycle Plan Improvements West Dimond Boulevard (Kincaid Park/Jodhpur Street to Minnesota Drive): Complete road reconstruction with pedestrian amenities.</p> <p>Neighborhoods Objective #1 Protect neighborhood character and quality of life through context sensitive planning of road improvements, enforcing improved residential and commercial design standards, and maintaining convenient access to recreation/open space opportunities.</p> <p>Implement Context Sensitive Design. CSS is the primary mechanism used the MOA to ensure that public input about the context and use of roads is considered in the design and character of future roadways.</p>
<p>Official Street and Highways Plan 1996 (Amended 2005)</p>	<p>Functional Classification West Dimond Boulevard between Jodhpur Street and Sand Lake Road: Residential Collector, minimum of 2 lanes and minimum 80 feet of right-of-way (ROW) with paved shoulders for emergency parking. Collector streets collect traffic from local roads and conduct it to arterials or local destinations such as shopping centers, schools, community centers or park and recreational facilities. Land access is a secondary function of collector streets.</p> <p>Sand Lake Road- Minor Arterial Jodhpur Street – Residential Collector</p>
<p>Anchorage Bowl 2020 Comprehensive Plan</p>	<p>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 to discourage high-speed cut through traffic.”</p>
<p>Land Use Plan Map and Zoning Atlas</p>	<p>Land Use: Adjacent land uses include Limited intensity residential south of West Dimond Blvd, Low-Intensity Residential Detached Houses to the north and east of the project corridor; Park and Natural Resource to the west.</p> <p>Adjacent Zoning Districts: R-6 suburban residential district to the south; R1A Residential Zoning District to the North and East; PLI-P Public Lands and Institution Park to the West.</p>

<p>Anchorage Bicycle Plan 2010</p>	<p>Proposed Off-Street Facilities: Separated Multi-Use Pathway on West Dimond Blvd to accommodate a variety of non-motorized users including in-line skaters, bicyclists, joggers and pedestrians.</p> <p>Shared Roadway Identified: West Dimond Blvd and Jodhpur Street. Shared Roadway includes signing for routes that provide continuity to other bicycle infrastructure such as bike lanes and separated pathways; the road is a common route for bicycles through a high-demand corridor; in rural areas the route is preferred for bicycling because of low traffic volumes or paved shoulder availability; the route extends along local streets and collectors that lead to an internal neighborhood destination such as a park, school or commercial district.</p>
<p>Anchorage Pedestrian Plan 2007</p>	<p>Project Priority #128 for West Dimond Blvd from Jodhpur Street to Sand Lake Road. Project should include connections to Kincaid Park, schools, school bus. Improvements include replacing a missing sidewalk. Total length of project: 5600 Feet.</p>
<p>Anchorage Trails Plan 1997</p>	<p>Recommended multi-use paved trail along West Dimond Boulevard from Sand lake Road to Jodhpur Street (includes neighborhood roads signed for bicycles).</p>
<p>Anchorage Bowl Park, Natural Resource and Recreational Facility Plan 2006</p>	<p>Southwest Park District: the project corridor originates at Jodhpur Street, adjacent to Kincaid Park, a 1500 acre regional park and a major recreational destination.</p>
<p>Wetlands Management Plan 2008</p> <p>Wetlands Management Plan Update 2013 (currently in the Adoption Process)</p>	<p>There are no wetlands mapped in the 2008 Wetlands Management Plan for the project area.</p> <p>There are no wetlands mapped in the Draft 2013 Wetlands Management Plan for the project area.</p>
<p>AWWU Water Master Plan/CIP Projects</p>	<p>Private Development Project: Dimond Sands Lots 1-44 TRs B-1, B-2, B-3 Private System Project: Sonoma Glen at West Park Ph 1 Private System CIP Project: Kincaid Reservoir – Emergency Generator</p>
<p>AWWU Wastewater Master Plan 2006</p>	<p>Sand Lake Area Sewer Extension (Project #110), System Expansion, Sewer Trunk Extension along West Dimond Blvd from Sand Lake to west of West Park Drive.</p>