EVENT NOTES

SUBJECT: Anchorage Transportation Fair
PROJECT NUMBER: CFHWY00359
GROUP: Public
DATE: Thursday, February 8, 2018
TIME: 3 to 7 p.m.
LOCATION: Alaska Airlines Center Auxiliary, University of Alaska Anchorage, 3550 Providence Drive, Anchorage
MEETING OUTREACH: See Table 1. Event Outreach
MEETING ATTENDANCE: 379 people signed in, many did not sign in
MEETING MATERIALS: Fact sheet, comment sheet, aerial photos of project area
STAFF PRESENT: 
  DOT&PF: Steve Rzepka
  Lounsbury & Associates: Joseph Taylor, Susan Acheson

EVENT INFORMATION:

Attendees were greeted at the door and asked to sign in. They were provided with a program showing the layout of the event. Over 110 Anchorage area and regional corridor transportation projects and programs were represented. Community members were encouraged to ask questions of the project teams and to provide comments.

The word cloud to the right shows the frequency attendees indicated interest in a particular subject as hand written on the sign-in sheet. The larger-sized subjects were written in more often. The top five interests were “All,” “Bikes,” “Roads,” “Trails,” and “Seward Highway,” although there were many others.
During the event, the team recorded the verbal comments summarized below.

- Favorable comments about roundabouts in general.
- Specific comments about Dowling roundabouts included “too small”, “hard to see traffic when entering” and “hard to get into them at times.”
- The distance for weaving across traffic when exiting from the Polaris school driveway was noted as deficient.
- We heard that street sweeping activities within the circles was difficult.
- We heard comments from bicycle commuters that biking in a dedicated pedestrian tube would be preferred.

Attendees submitted the following responses on provided comment sheets and corresponding survey on the project website. The responses are divided by question. The responses are verbatim, and any emphasis is the commenter’s own.

**What do you think is the biggest problem or challenge with the existing Dowling interchange?**

- Too small diameter.
- Vehicles travel through the roundabout too quickly, so you can't assume you have a gap even when there's no one in the roundabout yet.
- Getting onto the roundabout from highway exits. Through traffic on Dowling is too fast.
- No education on use -- eg right of way [yielding] or changing lanes.
- Confusion about how roundabouts work.
- Roundabouts.
- PLEAAASE don't add stoplights, as in the diverging diamond!!! Roundabouts work so well and pass so many more cars per hour than if you add 2 stop lights to Dowling... especially on winter slippery roads. I use the Dowling/New Seward intersection almost daily. If there is a way to do the diverging diamond without stoplights (as in differing elevations) so they don't have to stop as they cross each other, that could work as well, but more expensive. Roundabouts rule! Stoplights hamper overall flow!
- There are not enough gaps to be able to merge into the roundabout when heading northbound on the east-side frontage road.
- Too much traffic backup during rush hour.
How do you use the Dowling interchange?

- Commuting via Dowling: 41%
- Commuting on Seward: 26%
- Other: 18%
- Recreational biking: 7%
- Commuter biking: 4%
- Student drop off at nearby schools: 4%

What do you like about diverging diamond interchanges similar to the recently opened Glenn Highway/Muldoon Road interchange? (Illustration provided)

- Moves traffic quickly: 20%
- Easy to drive: 16%
- Never driven one: 12%
- Avoid at all cost: 12%
- Intuitive flow: 12%
- Other: 12%
- Feels safe: 8%
- Not my favorite: 4%
What do you like about single point diamond interchanges like the one located at Parks Highway and Seward Meridian near Wasilla? (Illustration provided)

- Easy to drive: 21%
- Intuitive flow: 17%
- Feels safe: 16%
- Moves traffic quickly: 8%
- Never driven one: 8%
- Avoid at all cost: 21%

What do you like about diamond interchanges like the one at Seward Highway and Tudor Road? (Illustration provided)

- Easy to drive: 33%
- Feels safe: 22%
- Intuitive flow: 22%
- Other: 4%
- Moves traffic quickly: 8%
- Avoid at all cost: 11%
What do you like about roundabout interchanges like at Seward Highway and Huffman Road in Anchorage? (Illustration provided)

- Moves traffic quickly: 30%
- Easy to drive: 18%
- Other: 18%
- Feels safe: 15%
- Intuitive flow: 7%
- Avoid at all cost: 4%
- Never driven one: 4%
- Not my favorite: 4%

What do you like about partial cloverleaf interchanges like the one located on Minnesota Drive at International Airport Road?

- Intuitive flow: 24%
- Easy to drive: 20%
- Other: 16%
- Feels safe: 12%
- Moves traffic quickly: 12%
- Avoid at all cost: 8%
- Not my favorite: 8%
How important do you think these other items should be in considering the interchange type?

Do you have any other questions or comments that would help the team as we begin our work?

- The Seward highway interchanges should have some consistency to them so that drivers will know what to expect as they navigate the highway. It keeps expectations the same.

- The current design is not perfect, but in my opinion, is perfectly acceptable. Perhaps education about roundabouts is key rather than massive overhaul. Or, simply adapting the current design to something similar like roundabout interchange.

- Roundabouts are built for VWs or small rice-rockets.

- Why do we keep rebuilding DOT projects we just recently finish, then do it again, and again?

Table 1. Event Outreach

<table>
<thead>
<tr>
<th>Date</th>
<th>Outreach method</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/04/2017</td>
<td>Blog posts</td>
<td>Information posted on the event blog, <a href="https://anchoragetranspofair.blogspot.com/">https://anchoragetranspofair.blogspot.com/</a>, over 1,800 page views in the last month</td>
</tr>
<tr>
<td>02/09/2018</td>
<td>Event notice to projects websites</td>
<td>Event notice posted on the public involvement page of project website</td>
</tr>
<tr>
<td>02/02/2018</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Dowling Road/Seward Highway Interchange Reconstruction – February 8, 2018 Anchorage Transportation Fair*
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<tr>
<th>Date</th>
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<tbody>
<tr>
<td>12/13/2017</td>
<td>Community calendars</td>
<td>Request sent to the <em>Anchorage Daily News</em>, <em>Anchorage Press</em>, and KTUU to post the event on online calendars</td>
</tr>
<tr>
<td>01/02/2018</td>
<td>Email notice and reminder</td>
<td>Email invitation to project stakeholders and the Anchorage Transportation Fair email list, 2,538 sent, 36% open rate</td>
</tr>
<tr>
<td>02/05/2018</td>
<td>Request for all teams to invite stakeholders</td>
<td>Inviting the public to the event</td>
</tr>
<tr>
<td>01/09/2018</td>
<td>Event flyer</td>
<td>Flyer distributed to area elected officials, project teams, People Mover buses, and posted in Mountain View and Fairview</td>
</tr>
<tr>
<td>01/11/2018</td>
<td>DOT&amp;PF public involvement online calendar</td>
<td>Posted to <a href="http://dot.alaska.gov/creg/calendar.shtml">http://dot.alaska.gov/creg/calendar.shtml</a></td>
</tr>
<tr>
<td>01/11/2018</td>
<td>GovDelivery</td>
<td>Email invitation to GovDelivery subscribers, 1,305 sent, 35% open rate</td>
</tr>
<tr>
<td>01/13/2018</td>
<td>What’s Up Listserve</td>
<td>Announcement inviting the public to the event, 2,500 sent</td>
</tr>
<tr>
<td>01/16/2018</td>
<td>Invitation to University of Alaska Anchorage College of Engineering students</td>
<td>Invitation sent by University of Alaska Anchorage staff to College of Engineering students</td>
</tr>
<tr>
<td>01/17/2018</td>
<td>Federation of Community Councils notice</td>
<td>Notice of event sent to all Anchorage community council memberships</td>
</tr>
<tr>
<td>02/01/2018</td>
<td>Email notice sent out by Anchorage Metropolitan Area Transportation Solutions</td>
<td>Announcement inviting the public to the event</td>
</tr>
<tr>
<td>02/02/2018</td>
<td>Municipality of Anchorage Bulletin</td>
<td>Inviting Municipal staff to the event</td>
</tr>
<tr>
<td>02/06/2018</td>
<td>Municipality of Anchorage website notice</td>
<td>Request to add event to scrolling gadget on Municipality of Anchorage home page, <a href="https://www.muni.org/pages/default.aspx">https://www.muni.org/pages/default.aspx</a></td>
</tr>
<tr>
<td>02/02/2018</td>
<td>Facebook boosted post</td>
<td>DOT&amp;PF sponsored post targeting Anchorage area residents</td>
</tr>
<tr>
<td>02/03/2018</td>
<td>Radio advertisement</td>
<td>Event advertised on KSKA sponsored by the Municipality of Anchorage</td>
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<tr>
<td>02/05/2018</td>
<td>UAA Northern Light</td>
<td>Article on Midtown Congestion Relief project and planned presence at Anchorage Transportation Fair</td>
</tr>
<tr>
<td>02/11/2018</td>
<td>Anchorage Daily News</td>
<td>Article on five transportation projects at Anchorage Transportation Fair</td>
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</tbody>
</table>
Related documents on file:
Sign-in sheets
Comment sheets
Fact sheet
Project graphics
Outreach and advertising