



Dowling Road / Seward Highway

Interchange Reconstruction

KICK-OFF SURVEY SUMMARY

SUBJECT: Dowling Road/Seward Highway Interchange Reconstruction

PROJECT NUMBER: CFHWY00359

GROUP: Public

RESPONSES: 280 responses

DATE: February 13 to March 21, 2018

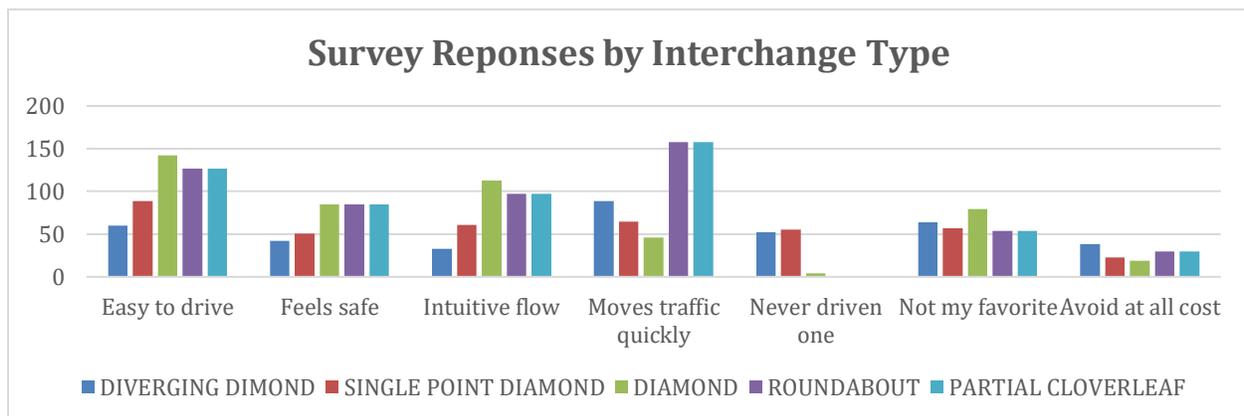
OUTREACH: The survey was available at the Anchorage Transportation Fair on February 8, 2018 and distributed electronically by requesting the following groups forward to their constituencies.

- Alaska Trucking Association
- Alpine Apartments
- Anchorage Chamber of Commerce
- Anchorage Community Councils
- Anchorage Metropolitan Area Transportation Solutions (AMATS)
- Area Elected Officials
- Bike Anchorage
- Highlands Luxury Residences
- Wooded Acres Homeowners Association

SURVEY RESPONSES:

Executive Summary

Out of the 280 individual responses received for the survey, many indicated relief that DOT&PF will be reconstructing this interchange. There were also many responses questioning the need for the project and supporting the existing interchange. The major categories outlined as issues with the current interchange were: congestion, design issues, driver education, high rates of speed in roundabout and pedestrian/cyclist crossings. The following chart shows the survey responses by interchange type.



- There are not enough gaps to be able to merge into the roundabout when heading northbound on the east-side frontage road. (Many similar comments)
- There should be more places where people can get across or on/off the Seward Highway.
- Putting the frontage road back from Diamond to Dowling would help.

Design

- It's a pedestrian/cyclist nightmare.
- Poor visibility. (Many similar comments)
- Traffic that is "turning left" or continuing through the roundabout should not be in the outside lane. Traffic in the outside lane should be going straight and the inside lane should be making the forced left, similar to the roundabouts at C Street and Minnesota. (Several similar comments)
- Diameter too small and too narrow for both roundabouts. (Many similar comments)
 - Especially problematic in winter.
 - Especially problematic for large vehicles.
- When heading west on Dowling, you have to merge over a lane in order to get onto the Seward Highway.
- 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!
- System does not give the safety of "one-way" direction due to traffic navigating in multiple directions. Roundabouts are outdated; good at most for low local traffic.
- It never should have been built. Waste of money. Inefficient. Dangerous and confusing.
- The roundabout seems appropriate, just poorly designed.
- Lanes are too short when on access road and trying to get to the left lane to enter roundabout. (Several similar comments)
- Lack of clear directional signs at the roundabouts. (Many similar comments)
- The entry/exit speed bumps are a sledgehammer to users. (Several comments)
- New speed humps were a great idea.
- Coming from the east and turning north onto the Seward Highway the grading of the free-right approach causes ponding and icy conditions east of the speed hump. There's also a manhole lid right in the wheel path of the same approach, which combined with the speed hump is quite jarring.
- Anchorage is poorly designed for transportation choices. People work too far away from where they live. Instead of constantly building bigger and bigger roadways, we need to do a better job with combining zoning and transportation choice to create a

comprehensive plan to reduce single person in a single car commuting which is destroying our air quality, creating fat, lazy citizens and costing a lot of money.

- Acquiring necessary right-of-way.

Driver Education

- Confusion about how roundabouts work. (Many similar comments)
 - Not enough time to decide if it's safe to go. (Several similar comments)
 - Many undocumented near-miss accidents. (Several similar comments)
 - Some drivers stopping, some drivers speeding. (Several similar comments)
 - People switch lanes at the wrong time. (Many similar comments)
 - Too complicated. (Several similar comments)
 - Maybe 30% of drivers know to use left turn signal when going around.
- The roundabouts are not standard, and the lanes are not clearly marked with instructions. Better signage and force lanes like the roundabout at Huffman and Seward would help. (Many similar comments)
- The fact that the right lane can turn left is troublesome because some people think they can go straight from the left lane. (Many similar comments)

Speed

- 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. (Many similar comments)
- Getting onto the roundabout from highway exits. Through traffic on Dowling is too fast. (Many similar comments)
 - Too many Chevy pickup drivers (the worst drivers in Anchorage according to State Farm Insurance) race through the intersection.
 - It is very dangerous for vehicles and pedestrians alike.

Pedestrian/Cyclist Accommodation

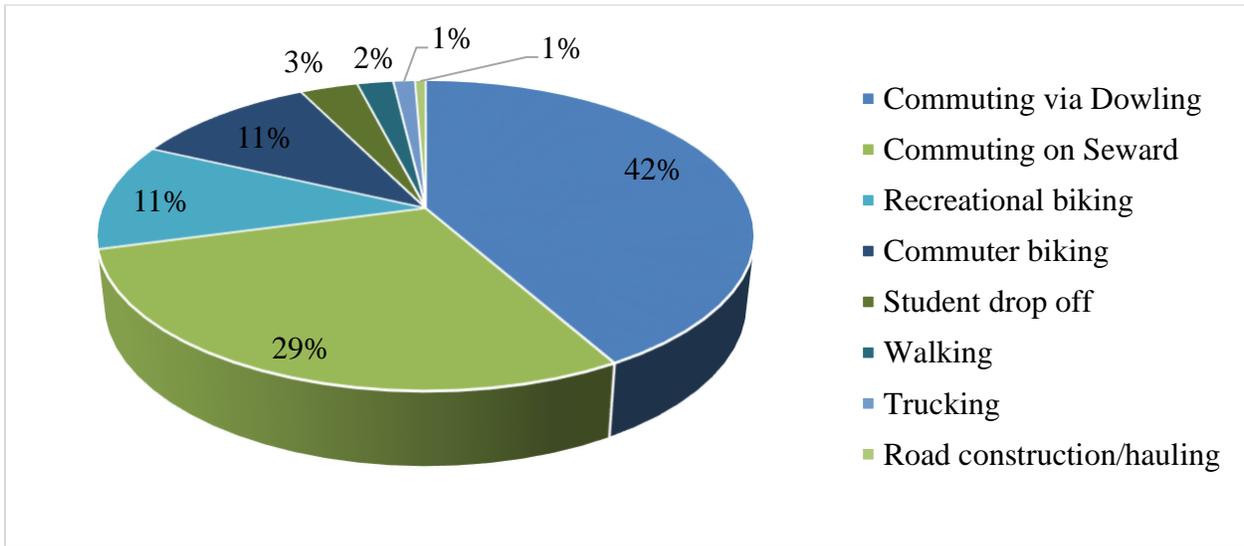
- Motorists not seeing pedestrians and cyclists. (Many similar comments)
 - Pedestrians have to move out of the line of sight for drivers and then enter the crosswalk, specifically it moves them out of the turning traffic line of sight. I wish just once the design team would have to spend a day walking through the crosswalks during the heavy traffic periods. This is one of the most dangerous pedestrian crosswalks in the MOA [Municipality of Anchorage].
 - People stop in the middle of the crosswalk and don't look for pedestrians/bicyclists.
 - Cars don't see/yield to pedestrians in crosswalks. (Many similar comments)
- Absurd & dangerous pedestrian and bike routing. (Many similar comments)

- Please note that there is an adjoining K-12 school.
- I find it is challenging for bikers and pedestrians to cross at roundabouts where the traffic is coming from both the roundabout and the right turn lane. It's easier to cross on the side where you only have to look for the people exiting the highway/entering the roundabout.
- Needs separated bike & pedestrian crossings. Add over or underpass crossings for bikes & pedestrians please. (Several similar comments)
- Scary for bicycles. (Many similar comments)
- High speed traffic and high-volume traffic doesn't yield to bikes. (Several similar comments)
- Narrow cement sidewalk.
- No lane for cyclists.
- Impossible to safely ride a bike through interchange when there is any vehicle traffic. I go out of my way to avoid it.
- Perhaps raised crosswalks would help both problems [speeding and pedestrian/bicycle safety].
- I ride with traffic in the direction of traffic. I'm able to maintain traffic speed. The problem is exiting the roundabout as there isn't a shoulder. If you want to use the path, you have to brake hard to get up the curb and risk being rear ended.
- Automobiles.
- As a driver: Overhead signage leading up to the roundabout would be helpful determining which lane will allow you the safest passage to what direction. Often traffic signage is present too late into the driving exchange to feel confident in your lane decision. As a cyclist: Am I safer in the lane or as a pedestrian? I don't know, it's all scary! As a pedestrian: Sure am glad I don't have a disability, because it would be impossible for me to navigate this with a mobile, visual, or auditory issue.

Support for Current Design

- Far Better than the DUMB Diamond at Muldoon/Glenn!! The person who did the Muldoon mess should be FIRED.
- I think they work fairly well. Maybe a bit narrow.
- Traffic backed up too much during evening rush hour. Otherwise, I love the interchange in its present form. (Many similar comments)
- I have no problems with the existing Dowling interchange. It works well.

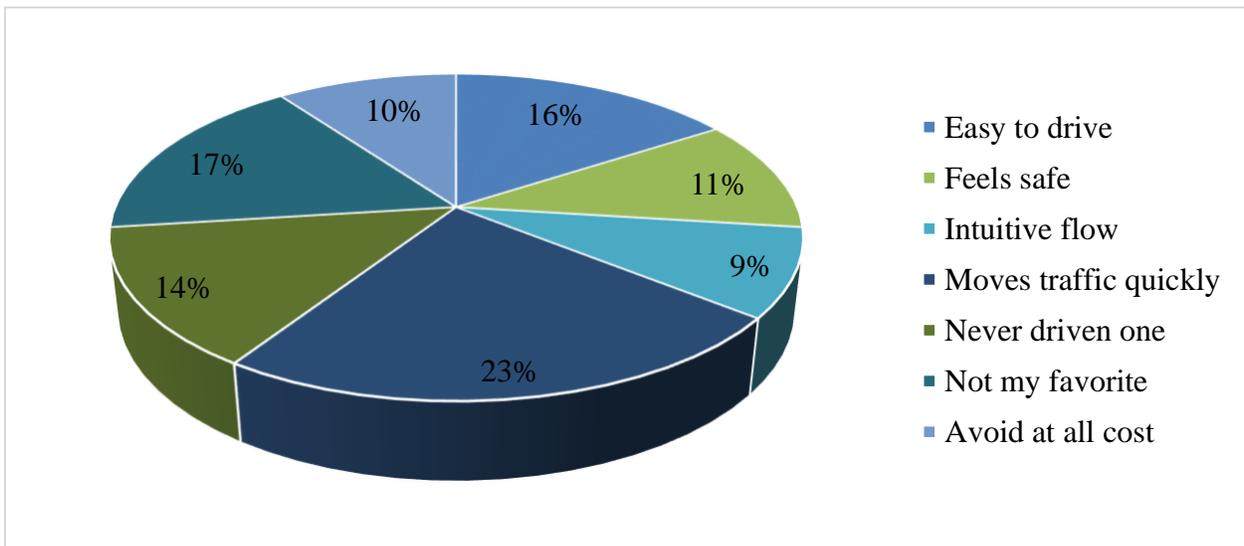
How do you use the Dowling interchange?



Comments from this question:

- Several people stated they use the interchange to access the recycling center.
- Several people mentioned they would use the intersection more if it were easier to use.

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



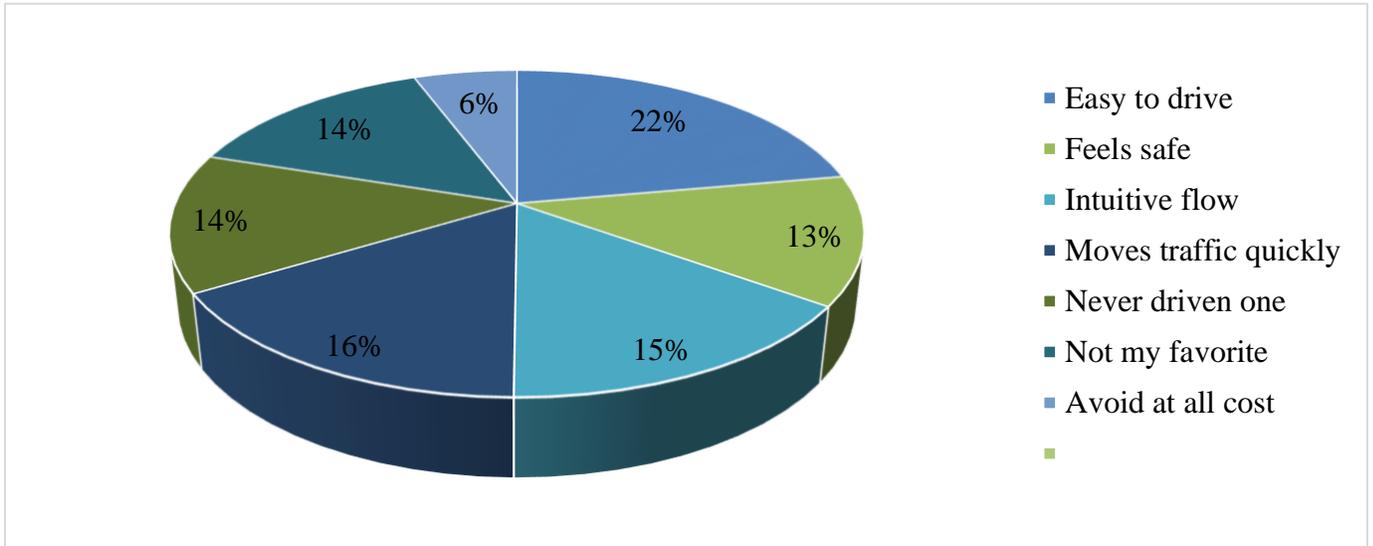
Comments from this question:

- Challenging in winter when the lane markers aren't visible.
- Driving daily on the Muldoon/Glenn interchange, I can safely say that a freshman civil engineer student could have designed a better interchange. Not only is it a disaster with Alaska's winter road (frequent lack of safe road conditions, nonexistent road marking,

etc.) that road would barely be mediocre in Florida/D.C. or any of the other states with high road standards. The daily confusion and near misses by that convoluted crap is staggering.

- I'm still trying to get used to this interchange. It does not feel intuitive, yet I seem to get where I want to go!
- I've driven and ridden my bike through the Glenn/Muldoon interchange and really like it!
- As a ped/cyclist I don't have to cross 2-way traffic or merging traffic without a stop.
- No left turns across traffic = easier faster and safer.
- Stop overbuilding interchanges. Reduce traffic with multimodal options.
- The worst interchange in history! Confusing and difficult to navigate in the summer, it's down-right dangerous when you can't see the lane lines (hello! Almost half the year in Alaska), signage is horrible, saying that exit lanes are through lanes, I see people having to swerve out of the far-right lane to avoid the exit almost every time I take this interchange. Besides all that, it's incredibly slow! I live off Muldoon, I take this interchange all the time, I rarely get through without hitting one of the 16 stoplights on the darn thing. Traffic flowed over the bridge much faster before.
- Your picture is so far away you can't even tell which direction cars are going and what is happening!!! WHY DON'T YOU ADD SOME ARROWS TO THIS PHOTO? We are not DOT planners.
- Especially appreciate not having to turn left across oncoming traffic.

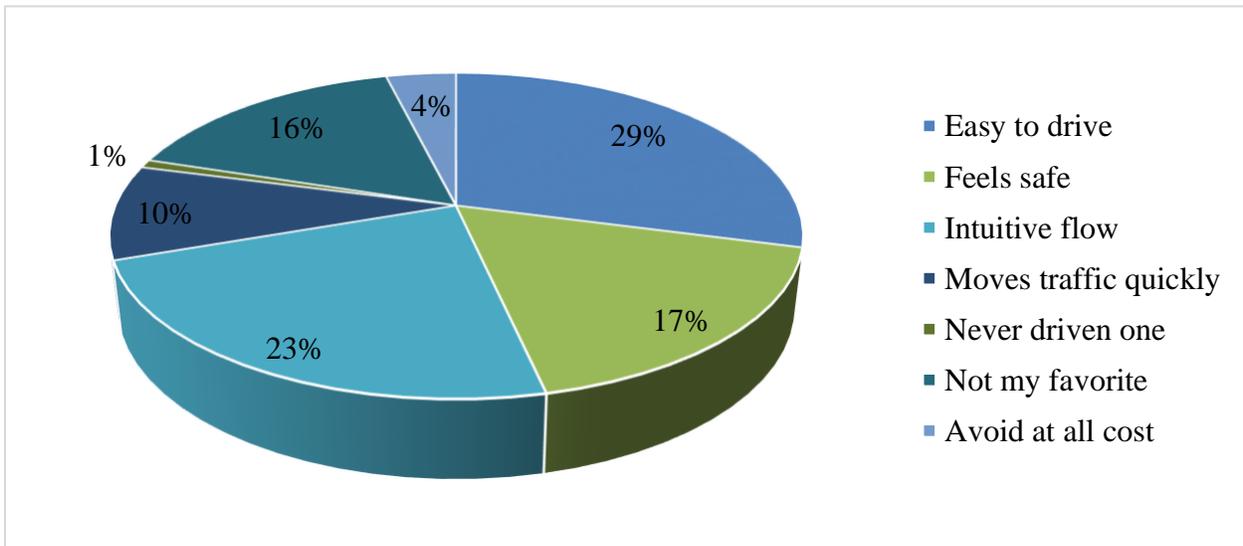
What do you like about single point diamond interchanges like the one located at Parks Highway and Seward Meridian near Wasilla? (Illustration provided)



Comments from this question:

- Gets rid of slowing vehicles quickly.
- Good for transitioning highway speed to business district speed.
- I don't believe this will handle heavy traffic flow with dominate left turn traffic.

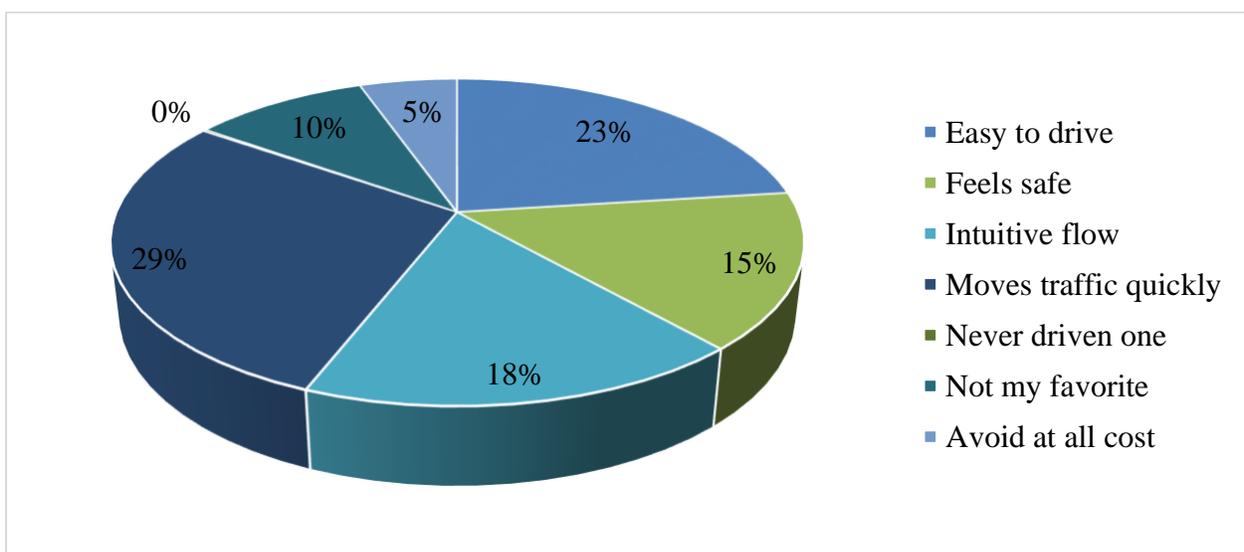
What do you like about diamond interchanges like the one at Seward Highway and Tudor Road? (Illustration provided)



Comments from this question:

- Not a fan of the stop lights.
- Backs up traffic at high flow times. It's what we tried to get away from with the circles.
- Double traffic lights with left turns really slow things down.
- Best for biking on Dowling.
- Very dangerous/stressful interchange to get across as a pedestrian or cyclist.
- As a pedestrian/cyclist, it isn't pedestrian friendly.
- None of these interchanges feel safe for bicycles, but I think the diamond is most straightforward.
- Lefts at the interchange can be difficult for large vehicles, since the ramps come in at angles.
- Long line to turn left at rush hour.
- It is OK but I find myself being extra cautious. I like the diverging diamond better.
- It's easy to drive under light to moderate flow levels but is notorious for backing up SB traffic arriving from East Tudor at rush hour. A friend used to read a book while progressing through the intersection going home!
- You always seem to be waiting for traffic.
- Works perfect, easy to understand. Don't change it.

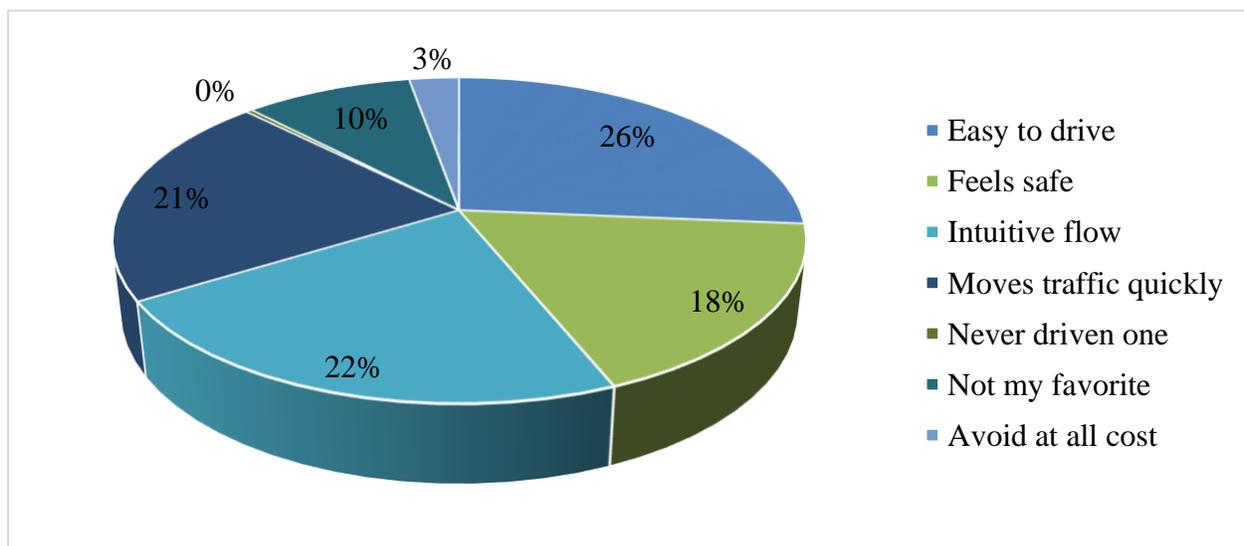
What do you like about roundabout interchanges like at Seward Highway and Huffman Road in Anchorage? (Illustration provided)



Comments from this question:

- Better snow removal would help during winter months.
- Cycling the interchange at C and Minnesota is easier on a bike than at Dowling and Seward because of better visibility, wider paths, and lower traffic.
- By far the best option for vehicle traffic, providing drivers pay attention.
- Has good sidewalks for pedestrians and bicycles to cross street when traffic is busy.
- In my neighborhood. I love it. Easier than Dowling.
- Not everyone understands how to drive it. Outside lane sometimes cross over nearly colliding with inside lane.
- Pedestrians are very vulnerable at traffic circles.
- Provides a nice place to plant flowers.
- Requires split second decisions. Dangerous!
- Seems to work well when there are not large speed bumps that slow down traffic.
- Slower traffic allows bikes to anticipate and get across when there are natural gaps.
- The Huffman and C Street roundabouts are effective because of their geometry--it allows for a flow of traffic through the intersections suitable for the roadways they connect.
- The worst for biking along Dowling.
- Too many confused drivers slowing to avoid conflict.
- Traffic speed is often over the posted limit.

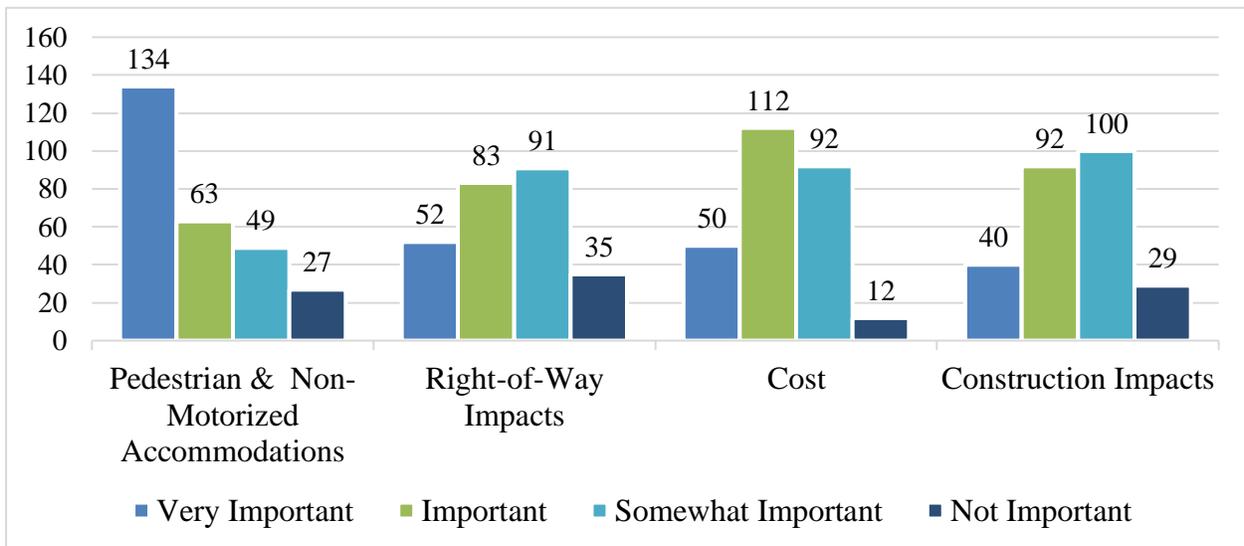
What do you like about partial cloverleaf interchanges like the one located on Minnesota Drive at International Airport Road?



Comments from this question:

- Allows traffic to flow without stopping.
- Also works fine, don't mess with it. Logical and safe.
- Appreciate not having to turn left across oncoming traffic, but footprint is too large.
- Can feel dangerous in icy or snowy conditions around the swooping turns. (2)
- Drivers don't acknowledge bike lanes as they are not separated when entering highway.
- Fast traffic results in poor safety for bicyclists. Must provide alternative route or underpass/overpass for bikers. (3)
- Horrible for pedestrians. (4)
- Like clover leaf design. This design however is screwed up. Not enough room to merge.
- Preferred alternative in vehicle, but admittedly it is because it is the one I am most familiar with.
- This is my favorite interchange type. (2)

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 following survey responses are verbatim, and any emphasis is the commenter’s own. Some duplicate or similar comments were omitted.

Issue	Comment
Interchange Alternatives	<p>Please be sure to leave "traditional" options on some routes.</p> <p>What do you plan to do?</p> <p>Please look at other models for traffic control in other countries. For example in the Netherlands and Germany.</p> <p>Personally I feel that these various examples really depend on the context, they're not apples to apples. Diamond interchange is great for through arterials and through highway with less emphasis on turning movement. Partial cloverleaf seems good for very high-speed highway entrances. Diverging diamond works at Tikhatnu because there's a strong westbound/eastbound highway entering and exiting. What is the particular demand for Dowling? Anecdotally as someone who uses the road daily, it seems like there's demand mostly through and to/from the north.</p>

<p>Bicyclist/ Pedestrian</p>	<p>As a frequent bike commuter (year-round), I'd urge DOT&PF to consider bike/pedestrian facilities that require less maintenance during the winter (i.e., don't result in snow removal operations from the roadway impacting the pedestrian facilities), such as horizontal and vertical separation. Additionally, motion sensor or user triggered flashing lights at roundabouts to provide awareness to drivers of pedestrian/cyclist crossings would be a valuable addition to safety.</p> <p>This is not southern California we get snow, why do we spend so much for a few people to walk or bike for less than a quarter of the year?</p> <p>It is important that Anchorage move in a direction that accommodates non-motorized modes of transportation. This is the future as people move away from motorized vehicles to commute and get around. Too many pedestrians are killed by motorized vehicles. When more people walk/bike, fewer cars are on the road, lessening congestion and wear & tear on the road.</p> <p>I would love to see different alternatives of incorporating bike/ped infrastructure into these larger interchanges. I would advocate for no more culvert connections under the highway, because they are terrifying and if alone, I often feel like if I were attacked, no one would hear me call for help. This infrastructure also often collects garbage and go unmaintained for several months at a time. An absolute dream would be a buffered area (not dissimilar to the sidewalk at the new Dowling extension near the Dome, Northern Lights in Turnagain, or the buffered pathway along Elmore) that is clearly visible from the road, but not intermixed with fast moving 4+ lane traffic. Additionally, I would advocate for the single lane roundabouts where possible over the double lane roundabouts, which seem to get very icy from people riding their breaks and confusing for people who do not drive it as their every-day commute.</p> <p>Think about the pedestrians and cyclists. There are a large number in Anchorage and we will avoid intersections that do not protect us.</p> <p>Wide ramps, good visibility, wide asphalt instead of narrow concrete sidewalks, avoiding utility boxes and poles in path of travel makes for happy cyclists. I hate when the ramps angle into the intersection instead of straight across. Sucks when you hit the curb in the snow and dark.</p> <p>Ride a bike through yourself so you can see it from a bikes perspective!</p> <p>Non-motorized access continues to need improvement in DOT projects, both for winter snow clearing considerations as well as summer use. Pathways that get buried by road plows in winter are not acceptable.</p> <p>Bike-ability and consistent sidewalks for pedestrians are an important feature especially near existing trails or bike corridors.</p>
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	<p>When negotiating a roundabout on a bicycle I feel it's better to ride with traffic rather than try to "cross" in the crosswalks as traffic is always looking away from you. I.e. left while you're trying to cross on the right. If I don't feel like I can keep up with traffic and I'm going to cross in the crosswalks, I ride opposite of traffic, so I maintain eye contact with the oncoming drivers. If a shoulder is provided straight through the roundabout it would give a place for cyclist. On the other hand, it might allow traffic a straighter path and encourage higher speeds.</p> <p>The exchanges all seem very scary as a biker. I don't feel drivers are seeing bikers and are too focused on getting through the intersections themselves.</p> <p>Bike path off to both sides with both & manual push pad motion activated pedestrian crossing lights & yield to bikes/pedestrian signs (+ add this as state law & post this), may be easiest & most cost-effective solution.</p> <p>Please consider moving Anchorage toward becoming more bicycle/pedestrian friendly. Encouraging biking is healthy for people and relieves congestion in the roads. Also, consider how plowing will impact trails. I constantly have to deal with the poor trail design/plowing strategy along C-street between O'Malley and International. At times, the bike/walk path can become covered in 1-foot of heavy slush/snow from plows and is barely walk-able (never mind bike-able).</p> <p>Dowling has decent non-motorized facilities along its ENTIRE length EXCEPT the current roundabouts...which are the worst. I understand the desire for these with vehicular traffic, but if you insist on keeping this arrangement, you NEED to include a completely SEPARATED bike/Ped Facility. Simply sending them to a different intersection, like the BS on the Campbell Creek Trail across Lake Otis, IS NOT ACCEPTABLE.</p>
<p>Non Motorized Traffic</p>	<p>Why does the Department of Transportation only seem to know how to design for more and more and more car volume[?] We need MULTI MODAL transportation options in Anchorage.</p> <p>To keep motorized traffic moving efficiently and safely, ALL non-motorized traffic should have an alternate route diverted away from the motorized interchange!</p> <p>Motorized and non-motorized traffic should not be co-mingled at a major interchange like these.</p>
<p>Cloverleaf, support</p>	<p>My vote is for the Cloverleaf type.</p>

Corridor Consistency	<p>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.</p> <p>Pick one design and stay as consistent as possible. They all seem to work OK but trying to navigate multiple designs causes safety issues and potential delays when those that don't travel often are confronted with surprises.</p>
Design	<p>Courage while designing for the future!</p> <p>Just remember the old saying we engineers use: KISS!</p>
Diverging Diamond	<p>Don't do what is on Muldoon and the Glenn. I don't know why you changed it, but the new way is a cluster and not intuitive.</p> <p>If you replicate what was done at Muldoon there needs to be more signage. People merge lanes without knowing that they are merging.</p>
Driver Education	<p>Realize that your average driver is either not very bright or is distracted or both when it comes to interchanges.</p> <p>So much has to do with drivers' understanding of "the rules." Roundabouts should be studied in winter and built toward winter conditions. I really like them, but it's scary when drivers change their mind mid-circle.</p> <p>The examples given are not easily understood by me. Perhaps a public "tutorial" in which a traffic engineer can explain the different examples, pros and cons, etc. could be done for those of us that aren't traffic engineers. Surely, each of these examples has pros and cons that are not obvious to the casual commuter like me. For instance, there must be a good rationale for the new Glenn-Muldoon exchange but I can't figure out why it was built - it seems really complicated and confusing but perhaps it moves tons of traffic and is way safer, etc.</p> <p>Driver Education on actual rules of the road would go a long way towards pedestrian/motorized interaction.</p> <p>Include public outreach in the budget for teaching people how to drive 'different/unfamiliar' exchanges. I don't know much about the new interchange at Muldoon & the Glenn, for example, and I rarely travel there. The video online of the Dowling roundabouts was good, but, I think that more outreach needs to be done via television/cable - maybe something on Netflix? A regular ad on the local news outlets. I'm all for new-styles of exchanges and think that safe traffic flow is very important vs. cost. If there's a better way, let's do it, but, with a huge lack of drivers' education in the high schools anymore, people's driving has deteriorated greatly.</p>
Ease of Use	<p>Make the traffic flow intuitive as snow covers lane markings all winter.</p>

<p>Existing Facility</p>	<p>The exit ramp from North downtown on Highway to existing roundabout of Dowling is broken, poor design. It is the most unsafe scary off ramp - intersection. The cars coming off highway are coming down short exit ramp at 65 miles an hour and don't have time or care to yield to us in the roundabout.</p> <p>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.</p> <p>I like the interchange at Dowling and Seward and think it should be left alone. Concentrate on 36th and Seward instead.</p> <p>The Dowling -Seward Highway interchange is too busy. Traffic exiting Seward northbound always stops.</p> <p>Do something quickly; I now go way out of my way to avoid the Dowling roundabout altogether. During most of the day, one waits for a long time to move from the exit ramps into the flow.</p> <p>The Dowling roundabout is one I avoid during rush hour, and I know many people that share this strategy. I only use it during low volume traffic and traveling straight on Dowling, never to exit the New Seward going north and then to go west on Dowling. One can wait forever for a break in traffic, and it is dangerous. Roundabouts are only safe when people know how to use them, the visibility and traction are good, and the traffic is low volume. That rarely happens on the Dowling roundabouts.</p> <p>The current roundabout at Dowling is difficult. Going west on Dowling and wanting to enter Seward Hwy going south, it is difficult to know which lane of the roundabout to be in.</p> <p>The Dowling Seward interchange seems too small, crowded, and people try to shove their way through. It seems like the traffic flow is too heavy for the type of interchange that's currently there. I avoid it when I can, as I don't feel safe and it makes me nervous to drive there. I look forward to a more workable solution! Thanks for seeking input.</p> <p>It's sad to be looking into re-doing a project that is fairly new, but what we have is clearly not working. The traffic congestion at rush hour is unbearable. It is not fun to bike through and it can sometimes be scary to drive into it.</p> <p>Speedbumps at current roundabout really seem to hinder traffic flow.</p> <p>The existing Dowling interchange is a DISASTER due to the lack of sufficient radius to the traffic circles and it should be demolished. This was noted on day one. Fix this before someone dies. Typically around town every roundabout has insufficient radii to allow for a seamless traffic flow. They</p>
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	<p>were foolishly designed, planned and executed. Make a much bigger circle and study the physics of movement relative and volume on the circumference, try physics at UAA maybe. Pedestrians & bicyclists are faced with a suicidal decision to transit, vehicle commuters held hostage by the fear of wrecking. Your survey results will show that roundabouts are inferior and cloverleaves or diamonds are favored by most.</p> <p>There's a significant amount of traffic in that area, twice a day (Polaris and Rilke drop off and pick up). Possible to work in two - 15 min windows in to the construction schedule? (Obviously won't apply during the summer). Break time!</p> <p>When traveling by bike, I tend to avoid this intersection as visibility is not great for driver/pedestrian interactions, especially in the winter (drivers must pull through crosswalks to see oncoming traffic). I would strongly recommend redesigning the existing interchange to improve sight and pedestrian access rather than a complete redesign.</p>
Miscellaneous	<p>I just don't see how the diverging diamond with stoplights / signal lights on either end serve to reduce congestion compared to a roundabout? Dowling Roundabout is the only one I've ever experienced congestion at peak traffic times and it simply because it is far too small. Stop lights require idle time which is not necessary during non-peak times. Keep the flow moving. Cloverleaves seem the most efficient if there is enough room for them in my opinion.</p> <p>I am opposed to cloverleaves, roundabouts, etc. Big waste of time and money.</p> <p>People are always going to complain and avoid areas that they find "too complicated." Ignore that feedback and be creative for the benefit of the future generation who are just starting to drive.</p>
Traffic, Motorcycles	<p>Design also for motorcycle safety. The current roundabout people don't realize the outside lane cannot turn left.</p>
Opposition to Project	<p>Please don't do this work. This is a waste of money. This is great how it is now. What we need in Anchorage is safe, separated bike paths. What we also need in Anchorage is better snow and ice removal. We don't need this waste of time project at the Dowling intersection. Please use our money and resources better.</p>
Pavement materials	<p>A better acp mix [hot mix asphalt] like aircraft acp that does not run after 3 years.</p>

<p>Planning</p>	<p>Why do we keep rebuilding DOT projects we just recently finish, then do it again, and again?</p> <p>I don't appreciate having to pay for this interchange twice. It hasn't been that long since the circles were installed. The funds used to do the job over could be used to improve Glenn/Airport Heights, for example.</p> <p>Designing the interchange to function adequately in the year 2040 seems desirable. However, consider purchasing right of way to accommodate traffic volume after 2040.</p> <p>In some areas, Anchorage would benefit by creating double level roads.</p> <p>I feel like the current roads that have been improved where poorly planned... the muni needs to have light cycles that can be adjusted like in Vegas and better planners so things like Tudor Rd, Dowling overpass, Arctic Rd at Benson don't happen. I also have concerns about the quality of material uses. I would support a covered bike lane elevated above the traffic level. Maybe they should hire professional consultants to look over their plans before implementing them.</p> <p>Same old issue with so many local road projects: it often seems by the time they are completed they are very shortly under capacity or their impact of increased capacity on other roads and intersections may have been inadequately anticipated and other locations are worsened.</p> <p>Substituting one problem for an existing problem is not the solution. Seems to be done often just to get a money and spend it.</p> <p>Make it easy for different user groups to completely avoid each other, stay safe, and keep movement flowing.</p> <p>Plan better from a systems perspective. Too many road projects are done with a design consideration of "this won't become a primary route" but it invariably does. Assume greater use.</p>
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Public Involvement	<p>I am an officer of the Taku Campbell Council, this project is in our Council. Let's do this right; we (AND DOT) will have to live with it and the PR for a very long time. The black eye of Dowling V1.0 is still pretty fresh! Let's make public involvement meaningful rather than just a checkbox in the process.</p> <p>When you show the design(s) to the public could you do some kind of a simple 3D model that can be looked at in the context of the surrounding area?</p> <p>Apologies for the harsh criticisms, but a road shouldn't require satellite imagery cross reference with Google maps and three engineers to discuss the safest/correct usage.</p> <p>Come present at the AMATS Bike/Ped advisory committee sooner [rather] than later please.</p>
Public Survey graphics	I don't understand the photos and how traffic moves on each example.
Project Purpose and Need	<p>Dowling and Dimond need to be fixed. Going from three lanes to two back to three at Dowling [on Seward Highway] is dangerous. Fix first. Also, short stretch of ruts from Southbound as you approach Dowling are dangerous because you are not expecting them after smooth pavement.</p> <p>Is this necessary?</p> <p>Is a redesign really going to solve the problems with flow[?]</p> <p>Why are you working on this interchange when there are so many others that are in need of repair/redesign and the Anchorage borough bridges look like they are going to collapse any day??? Is this truly the correct priority??</p>
Right of Way, Protect Vegetation	Please do not take up more land, and do not cut down more vegetation/trees than is absolutely necessary.
Right-of-Way	<p>Right of way is difficult (and expensive) in already developed areas; however, acquiring additional ROW in the future is almost always more expensive. The geometry chosen for most designs directly impacts pedestrians/cyclists and this should be a design consideration.</p> <p>Hopefully the changes to this intersection don't impact the surrounding properties too much.</p> <p>I believe an improved roundabout would have the least ROW and cost impacts.</p>

<p>Roundabout</p>	<p>The roundabout would work but no one yields. Replace the yield signs with stop signs and the problem is solved. Everyone gets their turn.</p> <p>Think about turn radius for large trucks.</p> <p>The roundabout at Klatt and Johns roads seems to be well done with the visual barrier.</p> <p>Dowling's currently is like a shootout. Has the maintenance personnel been queried their preference? In some ways it seems ANC has become overly roundabout. I am not sure the general populace has gotten to understand roundabouts either. Poor public use education.</p> <p>I believe an improved roundabout would have the least ROW and cost impacts.</p> <p>Get rid of the traffic circles at this exchange. A bad experiment because of AK's aggressive drivers. I dig the new exchange at Glenn & Muldoon (once I understood it).</p> <p>Roundabouts are already tricky now throw in snow, ice conditions, bad lighting, darkness in winter and signage no one has time to read. Dowling roundabout the worst, one-way option roundabout like on C Street is safe an easy to understand.</p> <p>I would like no traffic lights. Also an off ramp from the Seward Highway to the frontage road after Dimond going north.</p> <p>Keep in mind the unintended consequences of your decisions. For instance, traffic flowing without breaks makes it hard to make left turns such as on Huffman between the New and the Old Seward Highway, or at the Dowling interchange as mentioned above. In addition, not all drivers are comfortable with roundabouts, some drivers are aggressive, some are not so sober or attentive, and when they all come together without traffic controls it is not always effective or safe.</p> <p>If using traffic circles, they need to be larger. We used traffic circles in Europe, so very proficient in maneuvering with them. The ones on Dowling/Seward are too small. In Europe, these are the size of circles for residential areas, not major traffic intersections. The ones on Dowling/Seward are poorly designed and inadequate in size for the number and size of vehicles coming thru this intersection. Also, car after car hits the curb as they go thru the circle. The inner lanes are poorly marked and people constantly cut across lanes and cut people off. I've seen DOZENS of accidents almost happen because of the poor signage and size/space allocated. It is totally inadequate for the amount of traffic and vehicle sizes coming through that intersection. The new interchange at Glenn/Muldoon is AWFUL. It is the most confusing intersection I've ever seen. Everyone is confused on what lane to take to turn toward Anchorage, towards Muldoon,</p>
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	<p>or towards Tikathnu. Whoever designed it shouldn't be hired again. It's a TERRIBLE interchange. I am now avoiding the stores in that part of town.... it's too difficult to maneuver thru the interchange and not worth the stress and risk of an accident. It is the WORST intersection in Anchorage.</p> <p>Is the existing roundabout not, 'good enough?' How much is to gain from a large cost project such as this?</p> <p>Double lane roundabouts are a safety hazard in icy conditions, especially with the sinkhole of the culvert surrounded by 5" of ice, that throws you into the next lane.</p>
Roundabouts, Huffman	<p>Utilize what space you need to make this interchange flow similar to the one on Huffman as it is much more efficient.</p> <p>The Huffman interchange isn't bad, though it would do with the sidewalks around it all being connected up to the interchange (there are some missing on the frontage roads). It also feels more equally weighted between pedestrians/cyclists/drivers, but maybe this is because it's smaller.</p>
Opposition to Roundabouts	<p>We have too many roundabouts. Quit using them.</p> <p>You pencil-necked engineers keep telling the lay person that "in theory" roundabouts are safe and effectively move traffic. Yet day after day of driving through the Dowling Roundabout proves otherwise. There is a big disconnect between basic traffic engineering concepts and the reality of driving/biking/walking in a winter city.</p>
Support for Roundabouts	<p>Roundabouts work great, also separated bike lanes.</p> <p>The roundabouts work ok. Especially in off-peak times. I really like them. Maybe if they could be bigger to make it less sketchy for trucks and RVs it would still be an ok solution.</p>
Roundabouts, Double Lane	<p>Double lane roundabouts like current Dowling not safe. Too many close calls. C Street at O'Malley double lane works. Spread exit and on ramps further apart by using frontage roads to cue vehicles better so as to allow more through traffic time. Need more entrance and exit points to Seward Highway to relieve congestion at current ones.</p>
Roundabouts	<p>If the goal is roundabouts, which I don't care for, I hope that planning is made to regulate the flow into the roundabouts better, which includes how traffic gets to and is allowed into them and the surrounding intersections. In addition, traffic flow studies to better time existing traffic light intersections should be completed as well.</p>
Roundabouts Other Interchange types	<p>Current roundabouts are too small in diameter and too close to highway overpass. This causes safety issues for bikes and pedestrians and ties up traffic because line-of-sight is limited to jump into the roundabout and too small for large tractor trailer rigs. Look at roundabouts in Barbados. They</p>

	<p>have a very large diameter. This would be a right of way challenge on Dowling and very costly. I prefer some of the other designs as indicated above.</p>
Sight Distance	<p>No, just keep the trees and shrubs out of "Line of Sight" needed for traffic.</p> <p>There needs to be good driver sight distance when approaching ped/bike crossings; bike/ped crossings should NOT require a 90 degree turn in the trail to enter the crosswalk.</p>
Simplicity Roundabout	<p>Intersections need to be as simple and easy to use as possible. Maximum time/distance for the go/no go decisions should be provided. Having to decide wither or not a car is turning or not turning into your lane in a roundabout in a fraction of a second is extremely dangerous. The two, close together stop signs on the Muldoon interchange are an invitation to gridlock; the short distances for deciding which lanes to be in for turns or not to turn are very frustrating.</p>
Speed	<p>Anything to slow drivers as they transition through the interchange will make it safer for all concerned. Currently, the mobility focus of many interchanges means drivers travel excessively fast and with little regard for other roadway users.</p> <p>I don't like the speed bumps on Dowling before the roundabouts. Can we have limited sight or other slowing mechanism?</p> <p>Roundabout speeds can be controlled with geometry and other simple design (i.e., speed bumps BEFORE entering the roundabout, narrower lanes with low curbs to allow large loads to readily make the turns, etc.)</p> <p>I prefer roundabouts because they move a lot of traffic while reducing the overall speed of flow making them far safer than any traffic light intersections. You can't "blow" through a roundabout like you can a traffic signal or stop sign. They also require drivers to pay attention to a much greater degree which is a very good thing these days. All this plus they require very little maintenance.</p>
Support for Project	<p>I understand it would be very disruptive to redo the Dowling roundabout, but I believe it needs to be done. Redoing the entire overpass structure and spreading out the interchange, into any design, seems to make the most sense.</p> <p>Glad this intersection is being looked at for improvement. The speed bumps have helped, but it is still dangerous and very congested several times a day. Drivers don't know how to use the roundabout currently, so something with cleared pathways would be good.</p> <p>I support the plan that makes it better at lowest cost and impact to the area.</p>

Traffic	<p>Concentrate on moving motorized vehicle traffic as efficiently and as quickly as possible so that people will be able to commute without gridlock or traffic backlog.</p> <p>Traffic seems to be getting lighter in Anchorage. Fewer drivers.</p>
Winter Cities	<p>Please consider both winter conditions and snow storage locations, maintenance.</p>

Commenter Follow Up

36 people requested the team contact them to discuss their comments. The following is a summary of the comments made to team member, Anne Brooks, who returned the calls. The comments really mirrored the responses provided to the open ended “Do you have any other questions or comments that would help the team as we begin our work?” question.

- General
 - Please make the interchange more efficient and user friendly. Accommodate bicyclists and pedestrians better.
 - I love the roundabouts and the diverging diamond interchange at Muldoon/Glenn.
 - No clear division of ROW which leads to driver impatience when the highway is congested.
 - Consider the human factor—how people behave—when designing location of curb cuts, light poles, cross walks, cross walk push buttons, blind spots, etc. Review how people respond to actual construction. Make the evaluation holistic.
 - Really think the design through because replacement is a huge expenditure of resources.
- Bicyclists/Pedestrians
 - Bike crossing at the existing interchange is very difficult especially at peak times. Consider measures that slow or stop traffic so bikes/peds can navigate through area.
 - Major east/west corridor for bikes with good facilities—connect them through the interchange.
 - Separate bikes.
 - Bike commuter use is high and also when the Campbell Creek trails is impassable in fall (freeze up) and spring (breakup). When the trails are impassible, Dowling is used.
 - Consider the angle the bicyclist approaches the intersections because the cyclists and drivers need to see one another.
 - Some more experienced bikers jump into the vehicle travel lane and navigate the roundabouts.
 - Klatt/Johns Road roundabouts allows the bikes/peds to cross closer to roundabouts.

- C Street/O'Malley roundabouts are more complicated for cyclists.
- There are few places for cyclists to cross the Seward Highway, Dowling is important.
- Consider green bike feature pavement painting like Portland.
- Maintenance
 - Provide space behind curb for snow storage that does not impede bikes/pedestrians use of facilities.
- Schools
 - Polaris K-12 school start times set by Polaris. Check directly to them about schedule changes, if any.
- Roundabouts
 - Larger diameter circles at the roundabouts would make it easier to navigate.
 - Make more of a “dog bone” and remove the full circle. Commenter observes few drivers using the full circle for any maneuvers.
 - Heavy morning and evening traffic in existing facility.
 - Add signage further from roundabout so drivers can make appropriate lane choices. It seems like the Trunk Road roundabout signage is better.
 - Use stop signs instead of yield on entry. Commenter thought this was an approach she saw in Houston.
 - Speed humps are uncomfortable and ineffective.
 - Huffman roundabouts work well and seems to have better signage.
 - Rules seem different between east and west roundabouts.
 - Split household on roundabouts – she loves, he hates.
- Drivers
 - Aggressive drivers
 - Don't always obey traffic laws.
 - Driver education is very important.
- Diverging Diamond Interchange
 - Don't like this interchange because I find it confusing.
- Modified Cloverleaf
 - Anywhere you can use this interchange type, it is good
- Frontage Roads
 - Keep the frontage roads