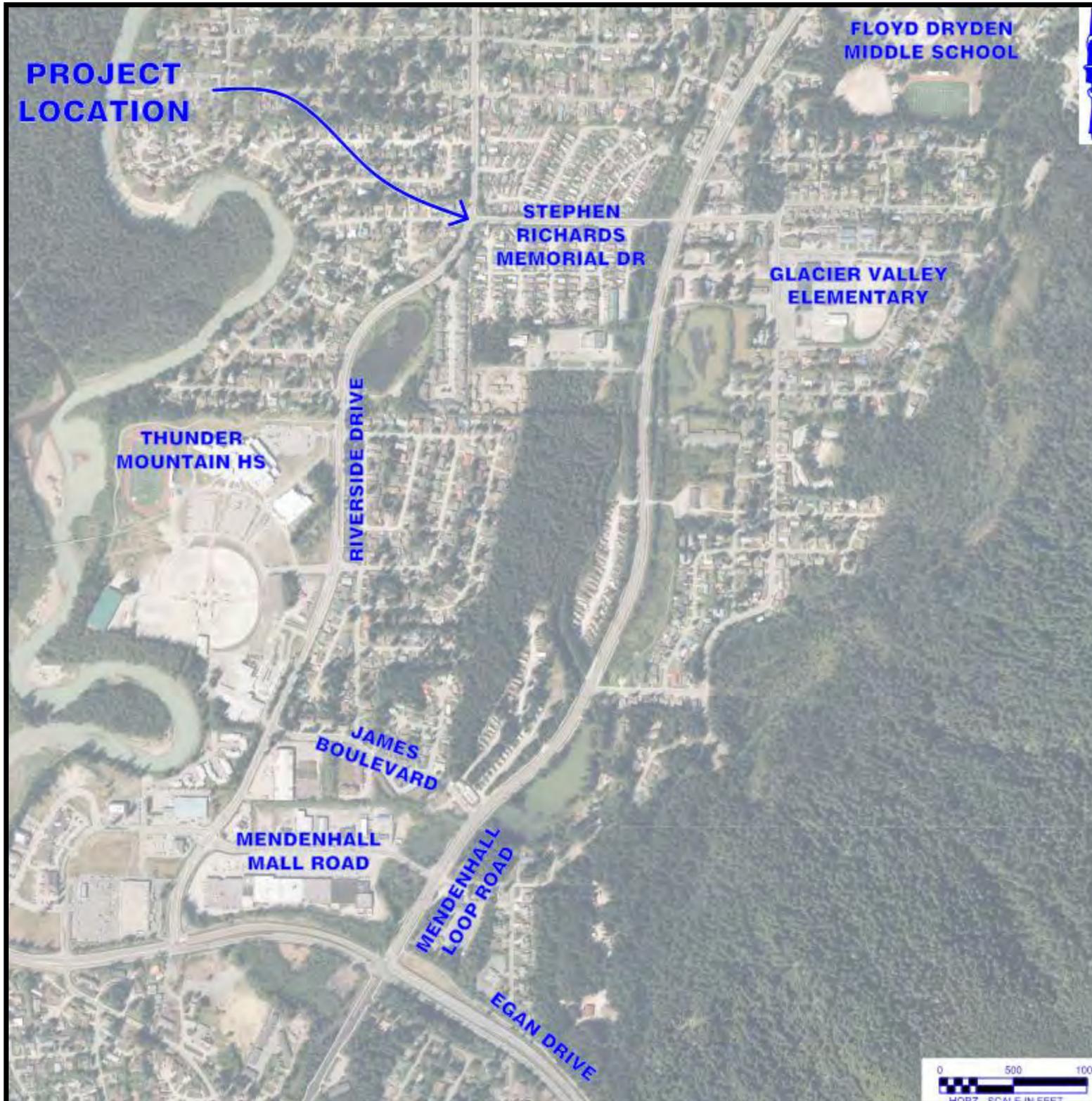




# RIVERSIDE DRIVE & STEPHEN RICHARDS CONGESTION MITIGATION

Project No. SFHWY00081/0003207



## OPEN HOUSE

**WELCOME!**  
Thank you for joining us.  
Please sign in.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

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## PROJECT OVERVIEW

- ◆ Current 4-way stop control produces excessive delays and long queues
- ◆ Project goal is to reduce congestion and emission at this intersection
- ◆ Funded through FHWA with a CBJ match





# RIVERSIDE DRIVE & STEPHEN RICHARDS CONGESTION MITIGATION

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## CONGESTION & ELEVATED VEHICULAR EMISSIONS





# RIVERSIDE DRIVE & STEPHEN RICHARDS CONGESTION MITIGATION

Project No. SFHWY00081/0003207



## CONCEPTS CONSIDERED

Concept	2040 PEAK HOUR DELAY				Estimated Cost	Minimizes ROW Impacts	Meets Delay Target	Maintains Reduced Crash Rate	Provides Desirable Ped Crossing
	Seconds per Vehicle		Vehicle-Hrs per Day	Weekly Minutes per Vehicle					
	AM	PM							
<b>Existing Control</b>	112.2	151.1	103	21.9	\$0	●	○	●	○
<b>1A: Two-Way Stop</b>	138.9	72.3	79	17.6	<\$ 1,000	●	○	○	○
<b>1B: Two-Way Stop w/ Turn Lanes</b>	56	20.6	29	6.4	~\$ 1.8 Mil	◐	○	○	○
<b>2: All-Way Stop w/ Turn Lanes</b>	56.9	104.2	64	13.4	~\$ 1.6 Mil	◐	○	●	●
<b>3A: Roundabout</b>	22.2	26.4	19	4.1	~\$ 1.9 Mil	○	●	●	●
<b>3B: Roundabout w/ Turn Lane</b>	21.6	14.8	14	3	~\$ 2.3 Mil	○	●	◐	◐
<b>4: Compact Roundabout</b>	47.5	36.7	33	7.1	~\$ 1.5 Mil	●	◐	●	●
<b>5: Traffic Signal</b>	15.1	14.5	11	2.5	~\$ 1.3 Mil	●	●	◐	●

- ◐ Partially meet, maintains, or provides listed criteria, likely below desired levels
- Meets, maintains, or provides listed criteria at a desirable level
- Does not meet, maintain, or provide listed criteria at a desirable level



# RIVERSIDE DRIVE & STEPHEN RICHARDS CONGESTION MITIGATION

Project No. SFHWY00081/0003207



## EVALUATION METHOD

- ◆ Project Technical Advisory Group (TAG) was formed to advise project development, including representatives from:
  - ◇ DOT&PF Traffic and Environmental
  - ◇ CBJ Engineering, Maintenance, and Planning
- ◆ Scoring criteria developed based on project purpose, public comments, and the TAG
- ◆ Scoring criteria were weighted by the TAG
- ◆ Concepts meeting the project purpose were scored for each criteria by the TAG
- ◆ **The Signal Concept Scored the Highest**

<u>Criteria</u>	<u>Weight</u>
Reduce Vehicular Delay	5
Minimize ROW Impacts	5
Minimize Non-Motorized Delay	4
Minimize Crash Potential	4
Minimize Maintenance Burden	4
Minimize Project Cost	3



# RIVERSIDE DRIVE & STEPHEN RICHARDS CONGESTION MITIGATION

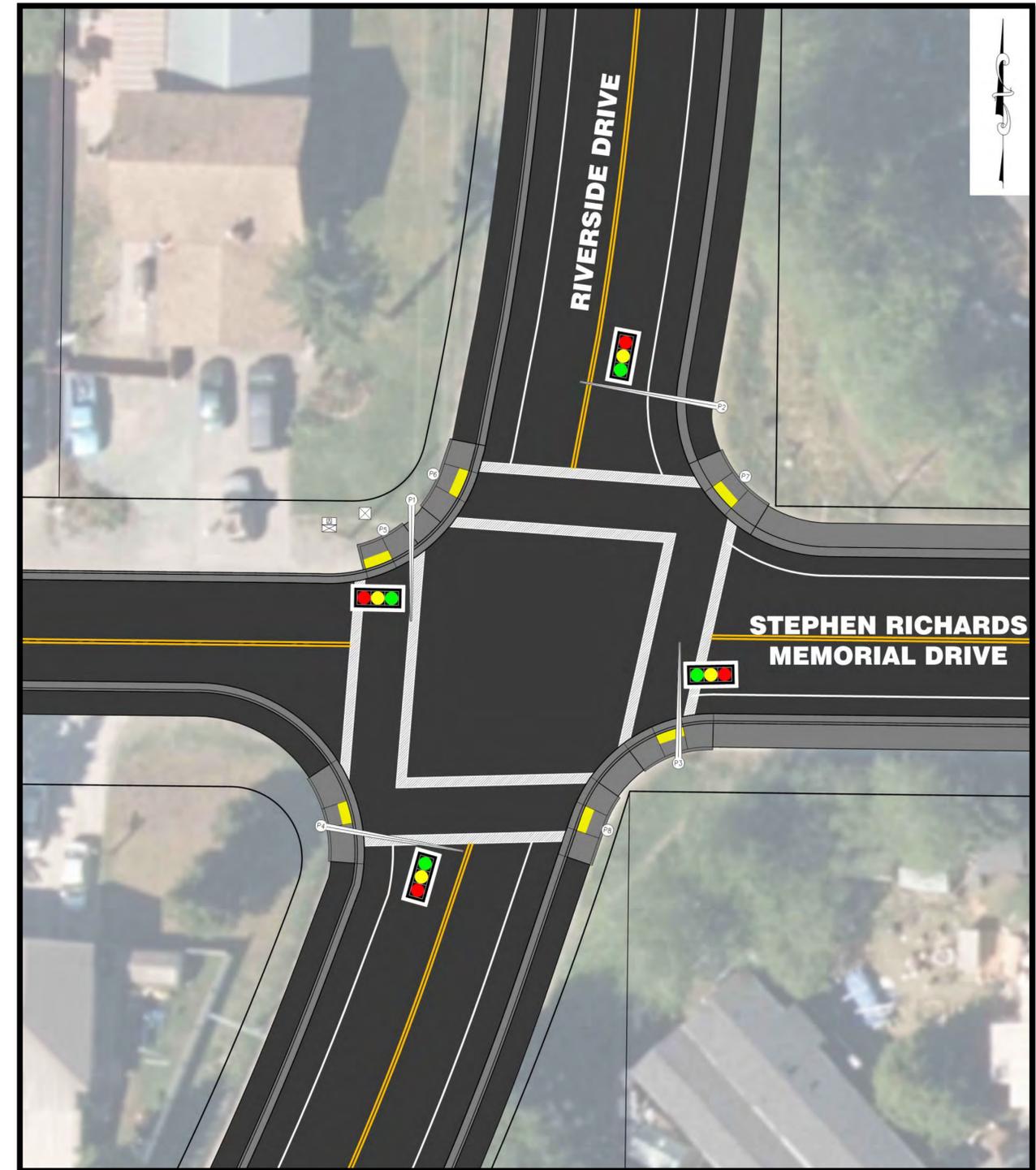
Project No. SFHWY00081/0003207



## PROPOSED CONCEPT

The 4-way traffic signal offers the best combination of safety, cost efficiency, and traffic flow of the evaluated concepts

- ◆ Vehicular Delay  
Lowest of the evaluated concepts
- ◆ Safety:  
Anticipate slight increase in crashes compared to all-way stop control
- ◆ Pedestrian Delay:  
Acceptable at less than 30 seconds
- ◆ Right of Way:  
Minimal Impacts
- ◆ Cost:  
One of the lowest cost options. No additional road maintenance or snow removal burden



## 4-Way Traffic Signal

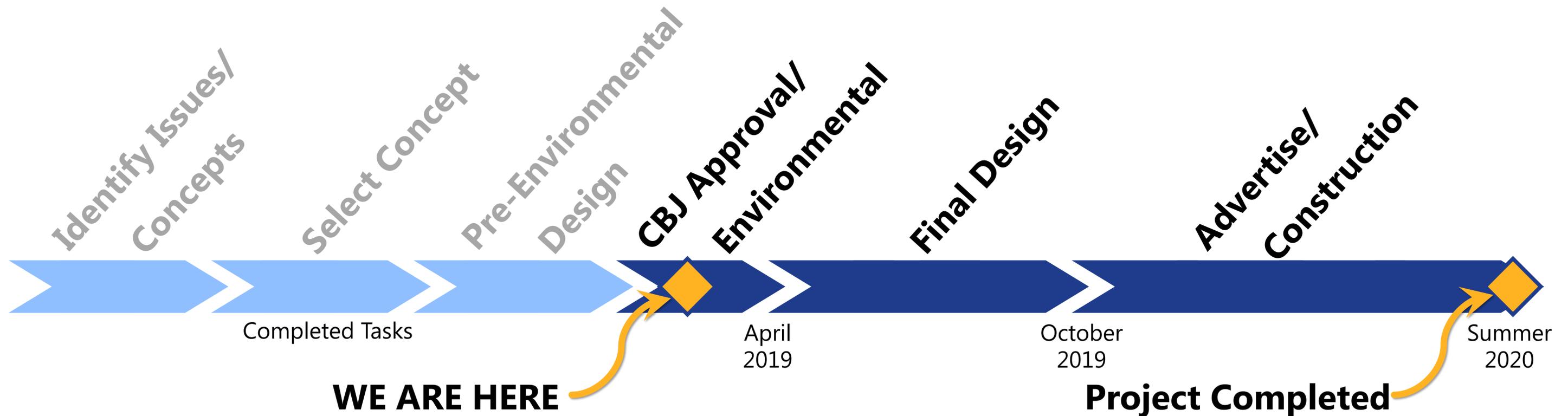


# RIVERSIDE DRIVE & STEPHEN RICHARDS CONGESTION MITIGATION

Project No. SFHWY00081/0003207



## SCHEDULE & NEXT STEPS



### NEXT STEPS

- ◆ Official comment period closes February 19, 2019
- ◆ Present project to CBJ Planning Commission (March 2019)
- ◆ Agency outreach and environmental permitting