

Appendix B: Public Involvement Summary



AMATS: Ocean Dock Road Reconnaissance Engineering Study



IRIS Program No. CFHWY00554
Federal Project No. 0001655

Public Involvement Summary

1 Introduction

The Anchorage Metropolitan Area Transportation Solutions (AMATS): Ocean Dock Road Reconnaissance Engineering Study (ODR Study) examined the road and rail corridor entering the Port of Alaska from Ship Creek to the south, along Ocean Dock Road, and onto the Port of Alaska.

The study corridor is of economic and military significance, including portions of both the Port of Alaska in Anchorage (POA) and the Alaska Railroad Corporation (ARRC) main freight and passenger terminal. Additionally, nearby Joint Base Elmendorf-Richardson (JBER) and the Ted Stevens Anchorage International Airport (ANC) both rely on the transportation systems within the study corridor.

The transportation system in the study corridor is used by freight (including trains, trucks, and pipeline), commuters, residents of the Government Hill neighborhood, tourists arriving at the POA by cruise ship or traveling by passenger train, and recreational users (including people coming to fish in Ship Creek, pedestrians and bicyclists, and users of the small boat launch). Each of these users have specific characteristics and needs, all of which were considered in the corridor analysis.

The focus of the Public Involvement (PI) efforts was to seek input from the variety of users. An Advisory Committee was formed to gather feedback from the users throughout the development of the study. Members of the Advisory Committee included representatives from ARRC, POA, the trucking industry, DOT&PF, Municipality of Anchorage, Government Hill, and others. The list of Advisory Committee members is included herein.

2 Summary of Public Outreach Activities

Date	Activity
08/11/2021	Presentation to AMATS Freight Advisory Committee (FAC) (Project Introduction)
10/14/2021	Presentation to AMATS Technical Advisory Committee (TAC) (Project Introduction)
10/28/2021	Presentation to AMATS Policy Committee (PC) (Project Introduction)
12/2021	Public Involvement Plan approved
03/24/2022	Advisory Committee Meeting (Presentation of Conceptual Study)
04/11/2022	Project website launches on DOT&PF website
08/10/2022	Presentation to AMATS Freight Advisory Committee (FAC) (Draft Study)
08/11/2022	Presentation to AMATS Technical Advisory Committee (TAC) (Draft Study)
09/22/2022	Presentation to AMATS Policy Committee (PC) (Draft Study)
10/12/2022	<p>Email notices sent announcing opening of Public Comment period for Draft Study</p> <p>Emails were sent to:</p> <ul style="list-style-type: none"> • Advisory Council members • Government Hill Community Council • Government Hill Elementary School • AMATS Bicycle and Pedestrian Advisory Committee (BPAC) • AMATS PI Coordinator for distribution on AMATS social media outlets <p>In addition, flyers were given to the elementary school for posting and ARRC posted flyers in their office building and in the offices at the Railroad Depot</p>
10/20/2022	Presentation to Government Hill Community Council (Draft Study)
11/10/2022	Public Comment Period Closes on Draft Study

3 Public Comments

During the public comment period, comments were received via email from the following (the complete comments are attached):

Date	Sender	Summary of Comment(s)
10/1/2022	Lucas Smith	Lack of parking facilities for the trucking industry at the Port of Alaska. <i>(Note this is outside the scope of the study)</i>
10/20/2022	Molly Mylius, Government Hill Resident	Supports non-motorized improvements recommended in the study
10/21/2022	AMATS BPAC	<ol style="list-style-type: none">1. Recommends new pathways be 8-feet wide.2. Recommends improved crosswalk designs such as raised crosswalks, flashing beacons, and/or traffic calming elements.
11/10/2022	Government Hill Community Council	Supports non-motorized improvements recommended in the study but had some concerns: <ol style="list-style-type: none">1. Would like to see a protected bike lane.2. Would like to see an additional connection between E. Loop Rd and the upper C St ramp (there currently is a informal pathway here now).3. Concerned about the location of the crosswalk at Ocean Dock Road and the C Street ramps.4. Would like to see the sidewalk along E. Loop Road be widened.5. Would like to see the speed limit lowered along Ocean Dock Road and other alternatives explored to eliminate the need to disturb Brown's Point Park.



Alaska Department of Transportation & Public Facilities

AMATS: OCEAN DOCK ROAD RECONNAISSANCE STUDY

Kinney Engineering, LLC

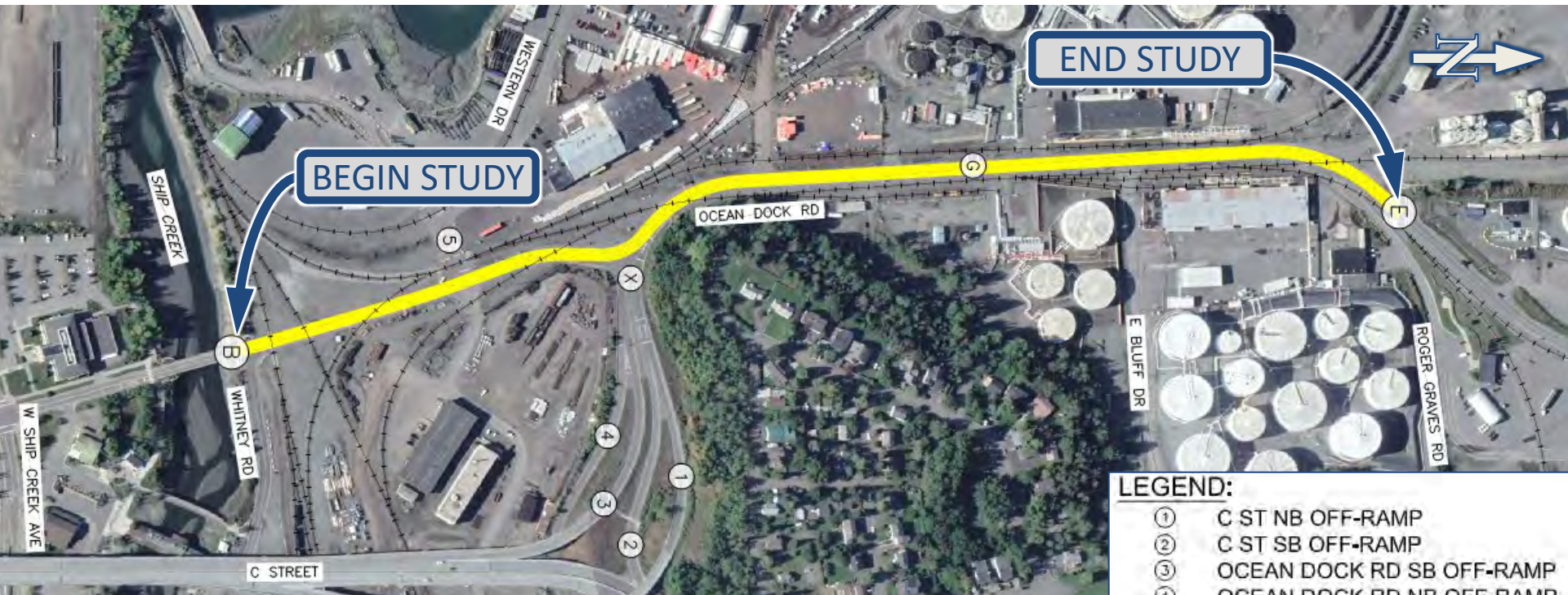
August 11, 2021

Freight Advisory Committee

Our mission is to *Keep Alaska Moving* through service and infrastructure.

STUDY AREA

Ocean Dock Rd: Whitney Rd to Roger Graves Rd



Note: Study does not include the previously studied C Street Ramps intersection (X), unless necessary.

*MAY VARY BASED ON STAKEHOLDER INPUT.



RECONNAISSANCE STUDY SCOPE

The Study will identify alternatives that:



Improve safety and traffic operations, including freight mobility



Reduce the number of railroad crossings



Reduce future maintenance efforts



Address existing hydrology problems



Address pedestrian, cyclist, and transit needs and existing conflicts



A portion of the study area, which includes five closely spaced railroad crossings.

SCHEDULE

8/2021

Notice to Proceed



Public Involvement Plan



Agency/Committee Meetings



Stakeholder Meetings



Field Reviews



Data Collection

1/2022

Conceptual Study

SCHEDULE

1/2022

Conceptual Study



Advisory Council Meeting

4/2022

Draft Reconnaissance Engineering Study



Presentations for the Department & AMATS



Advisory Council Update (Email)



Community Open House

8/2022

Final Reconnaissance Engineering Study

PROJECT TEAM

DOT&PF

Galen Jones, Project Manager

galen.jones@alaska.gov

Consultant: Kinney Engineering, LLC

Jeanne Bowie, Project Manager

Jeanne.Bowie@kinneyeng.com

Joann Mitchell, Public Involvement Coordinator

Joann.Mitchell@kinneyeng.com



We want to hear from you!



Alaska Department of Transportation & Public Facilities

AMATS: OCEAN DOCK ROAD RECONNAISSANCE STUDY

Kinney Engineering, LLC

October 14, 2021

Technical Advisory Committee

Our mission is to *Keep Alaska Moving* through service and infrastructure.

Project Team

- DOT&PF Project Manager

- Galen Jones, PE



- Kinney Engineering, LLC

- Project Manager: Jeanne Bowie, PE, PhD, PTOE
- Project Engineer: Jessi Miranda, PE
- Public Involvement: Joann Mitchell, PE



- HDR

- Railroad Engineering: Don McCammon
- Railroad Operations: Rick Degman

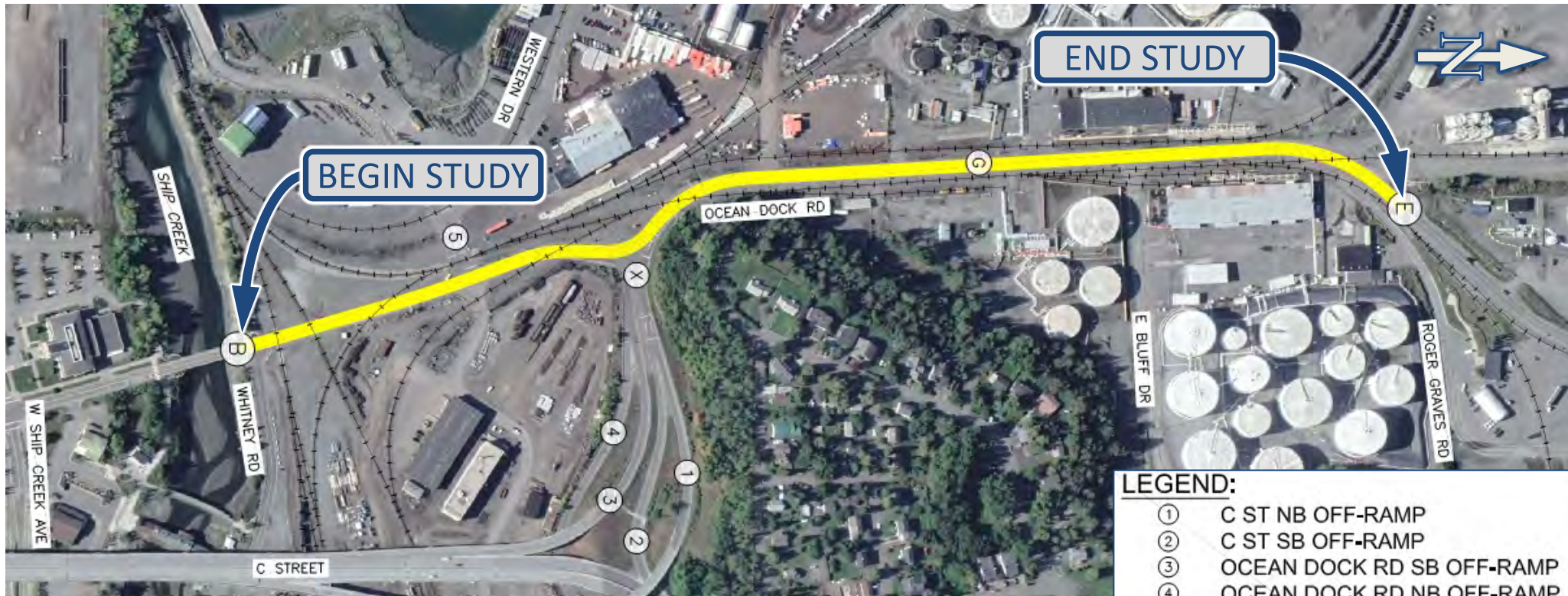


- True North Sustainable Development Solutions



STUDY AREA

Ocean Dock Rd: Whitney Rd to Roger Graves Rd



LEGEND:

- ① C ST NB OFF-RAMP
- ② C ST SB OFF-RAMP
- ③ OCEAN DOCK RD SB OFF-RAMP
- ④ OCEAN DOCK RD NB OFF-RAMP
- ⑤ WESTERN DR
- Ⓑ BEGIN STUDY
- Ⓔ END STUDY*
- Ⓒ GATE SHACK (PORT OF AK)
- ⓧ INTERSECTION (C ST RAMPS)
- OCEAN DOCK RD
- RAILROAD TRACKS

*MAY VARY BASED ON STAKEHOLDER INPUT.

Note: Study does not include the previously studied C Street Ramps intersection (X), unless necessary.



RECONNAISSANCE STUDY SCOPE

The Study will identify alternatives that:



Improve safety and traffic operations, including freight mobility



Reduce the number of railroad crossings



Reduce future maintenance efforts



Address existing hydrology problems



Address pedestrian, cyclist, and transit needs and existing conflicts



A portion of the study area, which includes five closely spaced railroad crossings.



Project Stakeholders

- Port of Alaska
- Alaska Railroad Corporation
- DOT&PF
- MOA
- AMATS
 - Freight Advisory Committee
- Joint Base Elmendorf Richardson
- Alaska Trucking Association
- Port Tenants and Operators
- Fire and Police
- Government Hill Community Council
- Cruise Ship Industry



SCHEDULE

9/2021

Notice to Proceed



Public Involvement Plan



Agency/Committee Meetings



Stakeholder Meetings



Field Reviews



Data Collection

2/2022

Conceptual Study

SCHEDULE

2/2022

Conceptual Study



Advisory Council Meeting

6/2022

Draft Reconnaissance Engineering Study



Presentations for the Department & AMATS



Advisory Council Update (Email)



Community Open House

9/2022

Final Reconnaissance Engineering Study



PROJECT TEAM

DOT&PF

Galen Jones, Project Manager

galen.jones@alaska.gov

Consultant: Kinney Engineering, LLC

Jeanne Bowie, Project Manager

Jeanne.Bowie@kinneyeng.com

Joann Mitchell, Public Involvement Coordinator

Joann.Mitchell@kinneyeng.com



We want to hear from you!



Alaska Department of Transportation & Public Facilities

AMATS: OCEAN DOCK ROAD RECONNAISSANCE STUDY

Kinney Engineering, LLC

October 28, 2021

AMATS Policy Committee

Our mission is to *Keep Alaska Moving* through service and infrastructure.

Project Team

- DOT&PF Project Manager

- Galen Jones, PE



- Kinney Engineering, LLC

- Project Manager: Jeanne Bowie, PE, PhD, PTOE
- Project Engineer: Jessi Miranda, PE
- Public Involvement: Joann Mitchell, PE



- HDR

- Railroad Engineering: Don McCammon
- Railroad Operations: Rick Degman

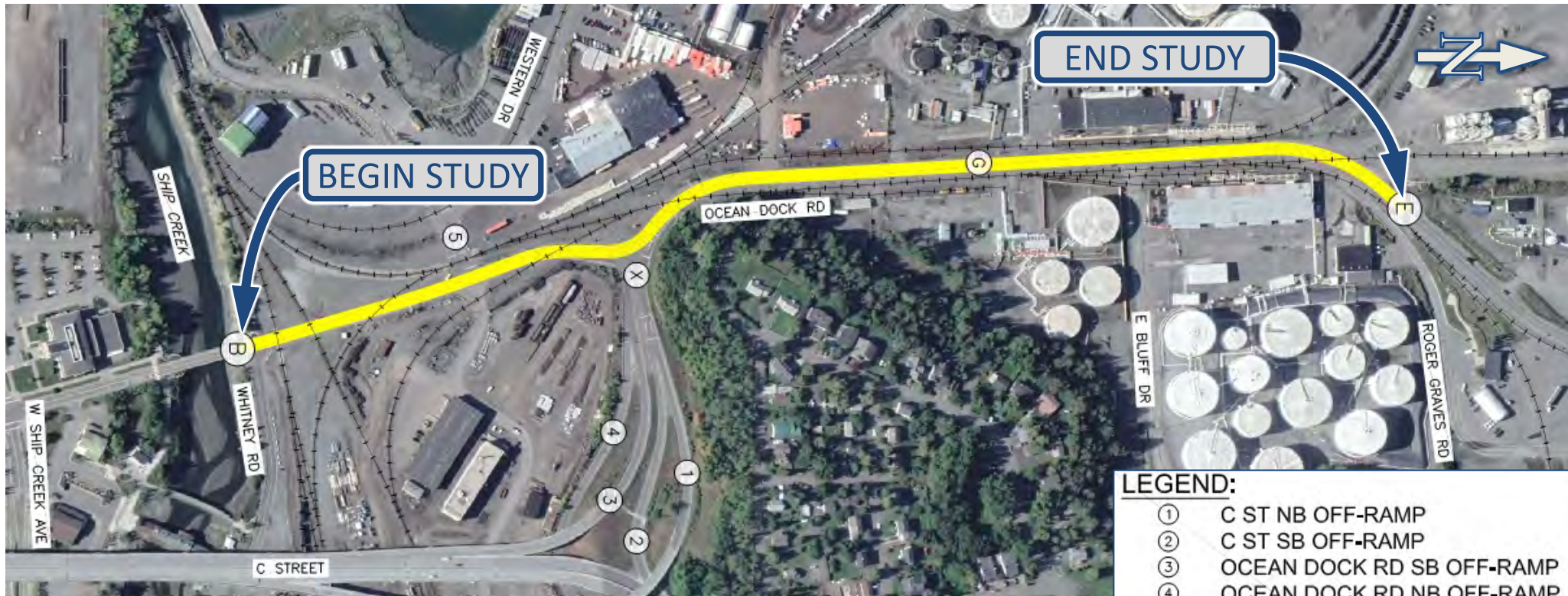


- True North Sustainable Development Solutions



STUDY AREA

Ocean Dock Rd: Whitney Rd to Roger Graves Rd



LEGEND:

- ① C ST NB OFF-RAMP
- ② C ST SB OFF-RAMP
- ③ OCEAN DOCK RD SB OFF-RAMP
- ④ OCEAN DOCK RD NB OFF-RAMP
- ⑤ WESTERN DR
- Ⓑ BEGIN STUDY
- Ⓔ END STUDY*
- Ⓒ GATE SHACK (PORT OF AK)
- ⓧ INTERSECTION (C ST RAMPS)
- OCEAN DOCK RD
- RAILROAD TRACKS

*MAY VARY BASED ON STAKEHOLDER INPUT.

Note: Study does not include the previously studied C Street Ramps intersection (X), unless necessary.



RECONNAISSANCE STUDY SCOPE

The Study will identify alternatives that:



Improve safety and traffic operations, including freight mobility



Reduce the number of railroad crossings



Reduce future maintenance efforts



Address existing hydrology problems



Address pedestrian, cyclist, and transit needs and existing conflicts



A portion of the study area, which includes five closely spaced railroad crossings.



Project Stakeholders

- Port of Alaska
- Alaska Railroad Corporation
- DOT&PF
- MOA
- AMATS
 - Freight Advisory Committee
- Joint Base Elmendorf Richardson
- Alaska Trucking Association
- Port Tenants and Operators
- Fire and Police
- Government Hill Community Council
- Cruise Ship Industry



SCHEDULE

9/2021

Notice to Proceed



Public Involvement Plan



Agency/Committee Meetings



Stakeholder Meetings



Field Reviews



Data Collection

2/2022

Conceptual Study

SCHEDULE

2/2022

Conceptual Study



Advisory Council Meeting

6/2022

Draft Reconnaissance Engineering Study



Presentations for the Department & AMATS



Advisory Council Update (Email)



Community Open House

9/2022

Final Reconnaissance Engineering Study



PROJECT TEAM

DOT&PF

Galen Jones, Project Manager

galen.jones@alaska.gov

Consultant: Kinney Engineering, LLC

Jeanne Bowie, Project Manager

Jeanne.Bowie@kinneyeng.com

Joann Mitchell, Public Involvement Coordinator

Joann.Mitchell@kinneyeng.com



We want to hear from you!

PUBLIC INVOLVEMENT WORKSHEET

Project Title: AMATS: Ocean Dock Road Reconnaissance Study
Project No. CFHWY00554/0001655
Date: December 3, 2021

Galen Jones, PE

Melanie Nichols

Design Project Manager

Area Planner

Yes	No	Activity	Dates (approximate)
√		Informal Public Meeting/Open Houses (notices will be on project website, sent to Government Hill Community Council, emailed, and mailed to those in the surrounding area)	Late August/Early September 2022 (exact date TBD)
√		Prepare newspaper advertisements announcing the Open House for Anchorage Daily News	August 2022
√		State of Alaska Online Public Notice and Central Region Public Involvement Google calendar	August 2022
√		Prepare and Maintain mailing list (and email list)	Ongoing
√		Postcard announcing Open House (3 weeks prior to meeting)	August 2022
√		Email meeting notice	August 2022
√		Website	January 2022
	√	Citizen's Design Review Committee	
	√	Community Council Presentations (No presentations but notices will be sent to the Government Hill CC informing them of the project when the website is launched and prior to the Open House. The CC will also have a representative on the Advisory Committee)	
√		AMATS Technical Advisory Committee Presentation	October 2021 August 2022
√		AMATS Policy Committee Presentation	October 2021 August 2022
√		User Group Meetings: <ul style="list-style-type: none"> • AMATS Freight Advisory Committee (No presentations to AMATS Bicycle and Pedestrian Advisory Committee, but notices will be sent when the website is launched and prior to Open House)	August 11, 2021 August 2022
	√	Formal EA Scoping Meetings	
√		Respond to/document public input	Ongoing
√		Prepare written summary of public involvement activities for Study	Ongoing
Formal Hearings			
	√	Location Hearing	
	√	Design Hearing	
	√	Combined Location/Design	
	√	Opportunity for Public Hearing	
	√	Public Hearing on Environmental Assessment	
	√	Combined Location/Environmental Public Hearing	
	√	Combined Location/Design/Environmental Public Hearing	

Support Activities/Tools

√	Displays		Workshop		
	Press Release		Task Force		
√	Project Flyer / Fact Sheet	√	Advisory Council*		
	Slide Show/Video	√	Other: Attend additional meetings as requested by DOT&PF project manager		

***Advisory Council**

The purpose of the advisory council is to inform the project team of the concerns each group has, report back to the larger group they represent, and to provide feedback. Representatives from the following organizations and agency groups will be invited to participate:

- Port of Anchorage
- ARRC
- JBER
- DOT&PF Planning Staff
- MOA Fire and Police
- MOA Traffic
- AMATS Freight Advisory Committee
- AMATS Staff
- AMATS Bike and Ped Committee
- Government Hill Community Council
- Alaska Trucking Association
- Matson
- North Star Terminal & Stevedore Co.
- Truckers (Lynden, Carlile, Weaver Bros.)
- Shippers (TOTE, Lynden)
- Tesoro and Crowley (fuel distributors)
- Cruise Ship Industry
- Aircraft Services International Group
- Delta Western Petroleum
- Alaska Basic Industries (bulk cement storage)

Advisory Council Meetings:

March 2022	Meeting Purpose: Present Conceptual Study; allow each member of the Advisory Council to express their concerns for the current safety and operations of the corridor and to share what improvements they hope to see; discuss members' plans that may affect the project.
July 2022 (email)	Purpose: Present Draft Reconnaissance Study

Comments:

1. Public involvement records will be kept to support environmental documents and Title VI reporting requirements. Consultant will submit all final records, including a final summary, to DOT&PF.
2. All responses to the public will be from Galen Jones, DOT&PF Project Manager.
3. The boundary of the mailing list is shown on page 4.

Issues Anticipated:

- Railroad operation impacts
- Bicycle and pedestrian movements and safety
- Truck traffic operations
- Ocean Dock/Whitney Road intersection
- Pavement and structural section issues
- Drainage
- Sight distance for all users
- Port operation impacts

Internal Stakeholders: Traffic, Maintenance, Environmental, Hydrology, Utilities, Materials, Right-of-Way

Agency Stakeholders: See list of Advisory Council members

Public Stakeholders: See list of Advisory Council members, plus Government Hill residents, JBER residents, traveling public, Port visitors, Ship Creek anglers, etc.

Through:

Kevin L. Jackson, P.E.
PD&E Chief

James A. Starzec
AMATS Transportation Planner

Concur:

Brian A. Elliot
Regional Environmental Manager

Date

Luke Bowland, P.E.
Central Region Preconstruction Engineer

Date



Mailing List boundary:

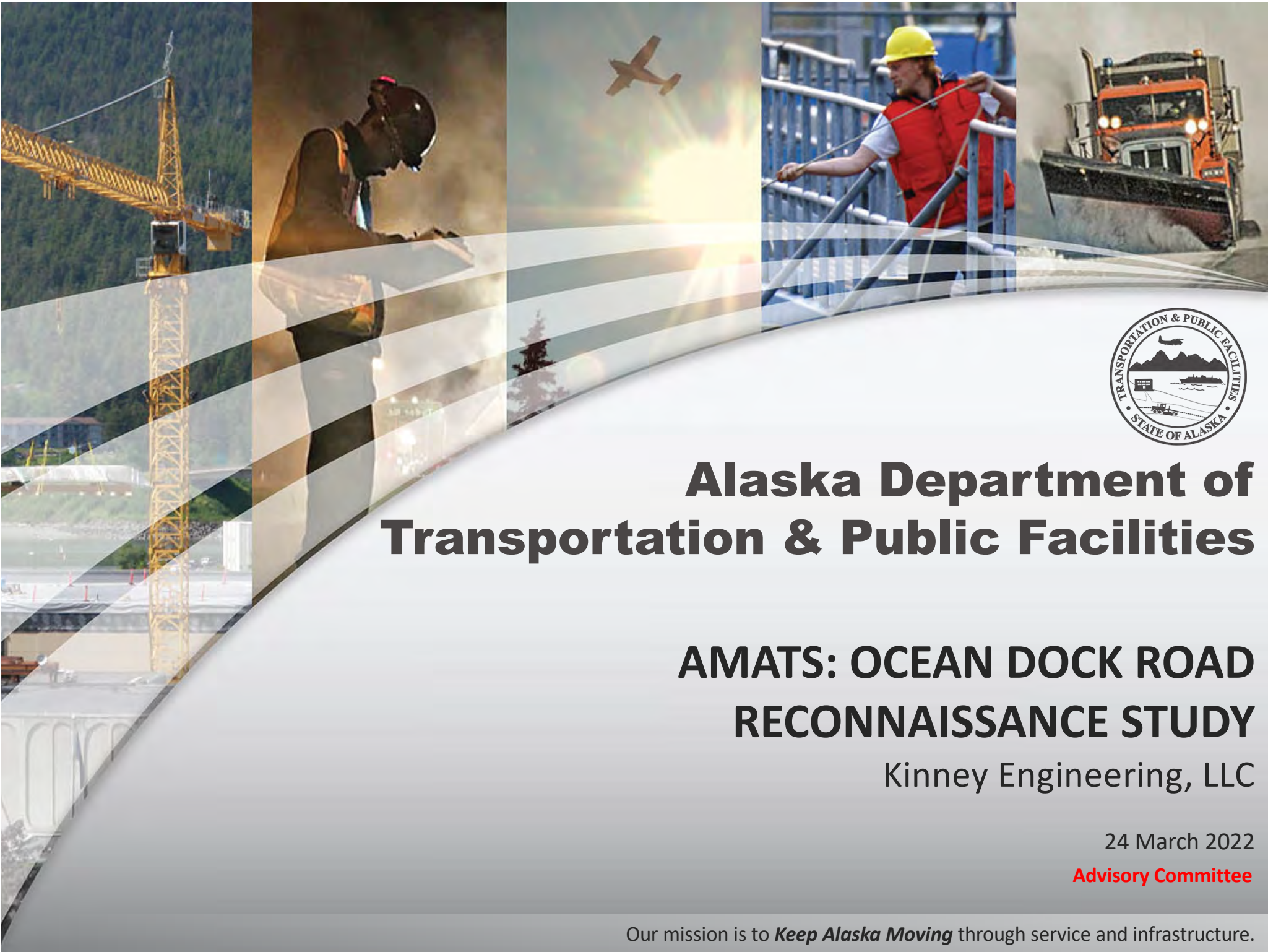
- North: JBER and Port of Anchorage
- South: 1st Avenue
- East: Fairchild Ave and end of ARRC yard
- West: Cook Inlet

We will work with JBER to find out how best to get word out to the base residents and visitors most likely to use the Government Hill gate entrance.

Advisory Committee Contact List

Representative	Title	Agency	Email	Phone #
Sharen Walsh	Port Modernization Program Director	Port of Alaska	Sharen.Walsh@anchorageak.gov	(907) 343-6203
Steve Ribuffo	Port Director	Port of Alaska	Steve.Ribuffo@anchorageak.gov	(907) 343-6201
Brian Weigand	Port's Engineering Manager	Port of Alaska	Brian.Weigand@anchorageak.gov	(907) 343-6209
Brian Lindamood	VP Engineering & Chief Engineer	Alaska Railroad Corporation	LindamoodB@akrr.com	(907) 265-3095
Kate Dueber	Manager, ROW & Public Projects	Alaska Railroad Corporation	dueberk@akrr.com	(907) 265-3026
Andrew Gallagher	Public Projects Engineer	Alaska Railroad Corporation	gallaghera@akrr.com	(907) 331-8237
Robert Sherrill	[FAC member]	JBER	Robert.Sherrill@dla.mil	
Jon Scudder		JBER (USAF)	Jon.Scudder@us.af.mil	
Eric Gurley	Member (Social Services Organization)	AMATS Bicycle and Pedestrian Advisory Committee	egurleybusiness@gmail.com	
Jon Cecil	AMATS Senior Transportation Planner	AMATS	jonathan.cecil@anchorageak.gov	(907) 343-7915
Stephanie Kesler	Vice President	Government Hill Community Council	ghccvicepres@gmail.com	
Mark Monfore	Deputy Chief	MOA Fire	mark.monfore@anchorageak.gov	
Patrick Roberts	Lieutenant	MOA Police - School Resource Officers and Traffic	patrick.roberts@anchorageak.gov	(907) 786-8619
Bradly Coy	Municipal Traffic Engineer - Director	MOA Traffic	Bradly.Coy@anchorageak.gov	(907) 343-8070
Kris Langley	Municipal Traffic Safety Manager	MOA Traffic	Kristen.Langley@anchorageak.gov	(907) 343-8479
John Miller		Anchorage School District - Transportation/Administration	Miller_John@asdk12.org	(907) 742-1226
Heather Philp	Senior Director of ASD Transportation	Anchorage School District - Transportation	Philp_Heather@asdk12.org	(907) 742-1219
James Starzec	Transportation Planner I	DOT&PF SWP - Regional Planning	james.starzec@alaska.gov	(907) 269-0507
Joe Michel	Executive Director	Alaska Trucking Association	joe@aktrucks.org	(907) 276-1149
Jimmy Doyle	Vice President	Weaver Brothers, Inc	jimmyd@wbialaska.com	(907) 278-4526
Dan Jurusz	Safety	Weaver Brothers, Inc	safety@wbialaska.com	(907) 646-5382
Randy Efird		Weaver Brothers, Inc	randye@wbialaska.com	(907) 346-0626
Mike Thrasher	Director of Operations	TOTE	MThrasher@totemaritime.com	
Billy Godwin	Terminal Operations Manager	TOTE		
Lisa Peterman	Alaska Customer Service Manager	TOTE		
Jessica Warner	Terminal Operations Supervisor	TOTE		
Doug Thompson	Director Southcentral Operations	Holland America - Princess	dthompson@hagroup.com	
Dr. Darren Prokop	Professor of Logistics	UAA, Information Systems & Decision Sciences	djprokop@uaa.alaska.edu	(907) 786-1992
Teri Lindseth	Planning Manager	Ted Stevens Anchorage International Airport [DOT]	teri.lindseth@alaska.gov	(907) 266-2544
Richard Heath		UPS	rfheath@ups.com	
Marc McCafferty	Terminal & Pipeline Manager	Menzies Aviation (was ASIG)	marc.mccafferty@jmenzies.com	
Bert Mattingly	Accounting	Menzies Aviation (was ASIG)	BERT.MATTINGLY@menziesaviation.com	
Ralph (Eugene) Comeau	Assistant	Menzies Aviation (was ASIG)	EUGENE.COMEAU@menziesaviation.com	
Weston Bennett	Facilities Manager	Menzies Aviation (was ASIG)	weston.bennett@jmenzies.com	
Ryan Perrault		Marathon Petroleum	RJPerrault@marathonpetroleum.com	
Patrick Hallett		Marathon Petroleum	pghallett@marathonpetroleum.com	
Paul Mehler		Marathon Petroleum	pmehler@marathonpetroleum.com	
Casey Desidereo		Marathon Petroleum	CDesiderio@Marathonpetroleum.com	
Scott Dewandel	Port Operations Manager	ABI	scott.dewandel@anchsand.com	
Ryan Zins	AS&G Project Manager	ABI	ryan.zins@anchsand.com	

Brad Robertson	Vice President	North Star AK	bradr@northstarak.com	
Jennifer Tungal	Director of Alaska Terminal Opera	Matson	jTungul@matson.com	
Ben Cruz	Marine Manager	Matson	vcruz@matson.com	
Lee Fisher	Anchorage Port Gatehouse Manage	Matson	lfisher@matson.com	
Paul Jonescu	Vice President, Facilities & Equipm	Matson	Pjohnescu@matson.com	
Greg Miller	Terminal Manager	Crowley	gregory.miller@crowley.com	
Scott Mulvihill		Crowley	Scott.Mulvihill@crowley.com	
John Cannon	Vice President , Marketing & Sales	Delta Western	johnc@deltawestern.com	
Shannon Price	Sr. Operations/Logistics Executive	Delta Western	ShannonP@deltawestern.com	
Tou Yang	Site Manager	Delta Western	touy@deltawestern.com	
Rob Daley	Terminal Manager	Petro Star	Rdayley@petrostar.com	
Tucker Stoeplet	Terminal Operator	Petro Star	tsoepler@petrostar.com	
Lev Yampolsky	Logistics	Petro Star	lyampolsky@petrostar.com	
Pat Duffy	Logistics	Petro Star	pduffy@petrostar.com	
Eric Badger	President	Alaska West Express/Lynden	ebadger@lynden.com	907-339-5103
Jeremy Miller	Vice President of Trucking Operat	Carlile	jmiller@carlile.biz	907-276-7797
Galen Jones	Project Manager	DOT&PF Project Manager	Galen.Jones@alaska.gov	(907) 269-0550
Joann Mitchell		Kinney Engineering	JoannMitchell@kinneyeng.com	
Jeanne Bowie		Kinney Engineering	JeanneBowie@kinneyeng.com	
Jessica Miranda		Kinney Engineering	JessicaMiranda@kinneyeng.com	
Aiza Miguel		Kinney Engineering	AizaMiguel@kinneyeng.com	
Travis Acol		Kinney Engineering	TravisAcol@kinneyeng.com	
Ron Martindale		Kinney Engineering	RonMartindale@kinneyeng.com	
Don McCammon		HDR	Don.McCammon@hdrinc.com	(406) 532-2204
Rick Degman		HDR	Rick.Degman@hdrinc.com	(312) 443-4915



Alaska Department of Transportation & Public Facilities

AMATS: OCEAN DOCK ROAD RECONNAISSANCE STUDY

Kinney Engineering, LLC

24 March 2022

Advisory Committee

Our mission is to *Keep Alaska Moving* through service and infrastructure.

STUDY AREA



- Previous 2018 study focused on intersection (highlighted on map)
- This 2022 study:
 - Expands the study area to include from Ship Creek to Roger Graves Road
 - Includes considerations of changes to railroad track, roadway, and active transportation infrastructure
- Concurrent Seward-Glenn Mobility Planning and Environmental Linkages (PEL) study is looking at how this area interrelates with the Seward-Glenn connection

Study Schedule



March 2022
Conceptual Study



Advisory Council Meeting



June 2022
Draft Reconnaissance Engineering Study



Community Open House



October 2022
Final Reconnaissance Engineering Study



Advisory Council Input

- Did we miss any existing concerns?
- Are there deal-breakers in any of the concepts?
- What could make the concepts better?

Purpose and Need

PURPOSE: To reduce delay and improve safety for the multi-modal transportation network into and out of the Port of Alaska and rail yard



Delay at Rail-Road Crossings



Truck Operations



Crash Potential



Maintenance

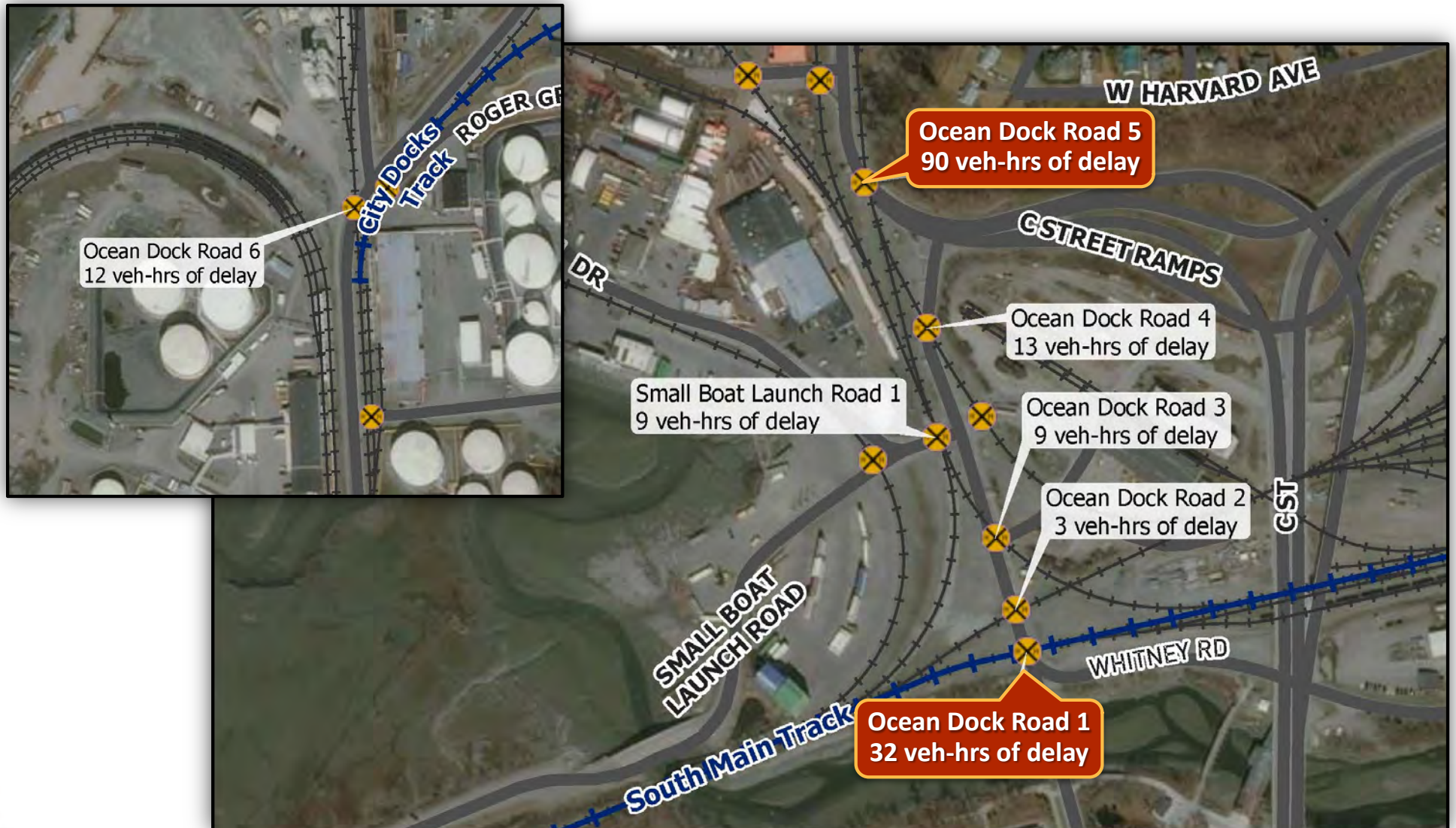


Drainage



Non-Motorized Connectivity and Safety

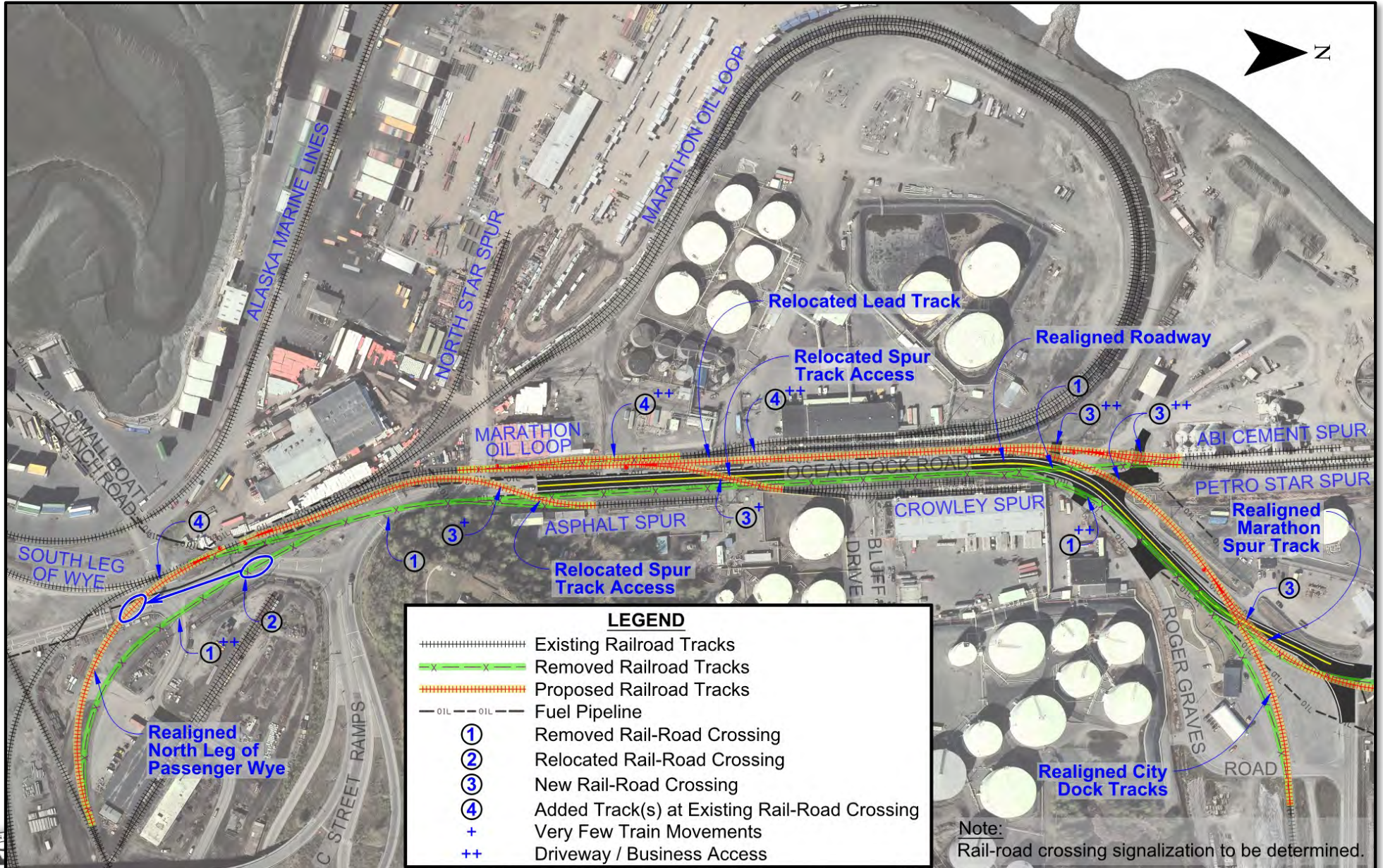
Reduce the Number of Rail-Road At-Grade Crossing Conflicts



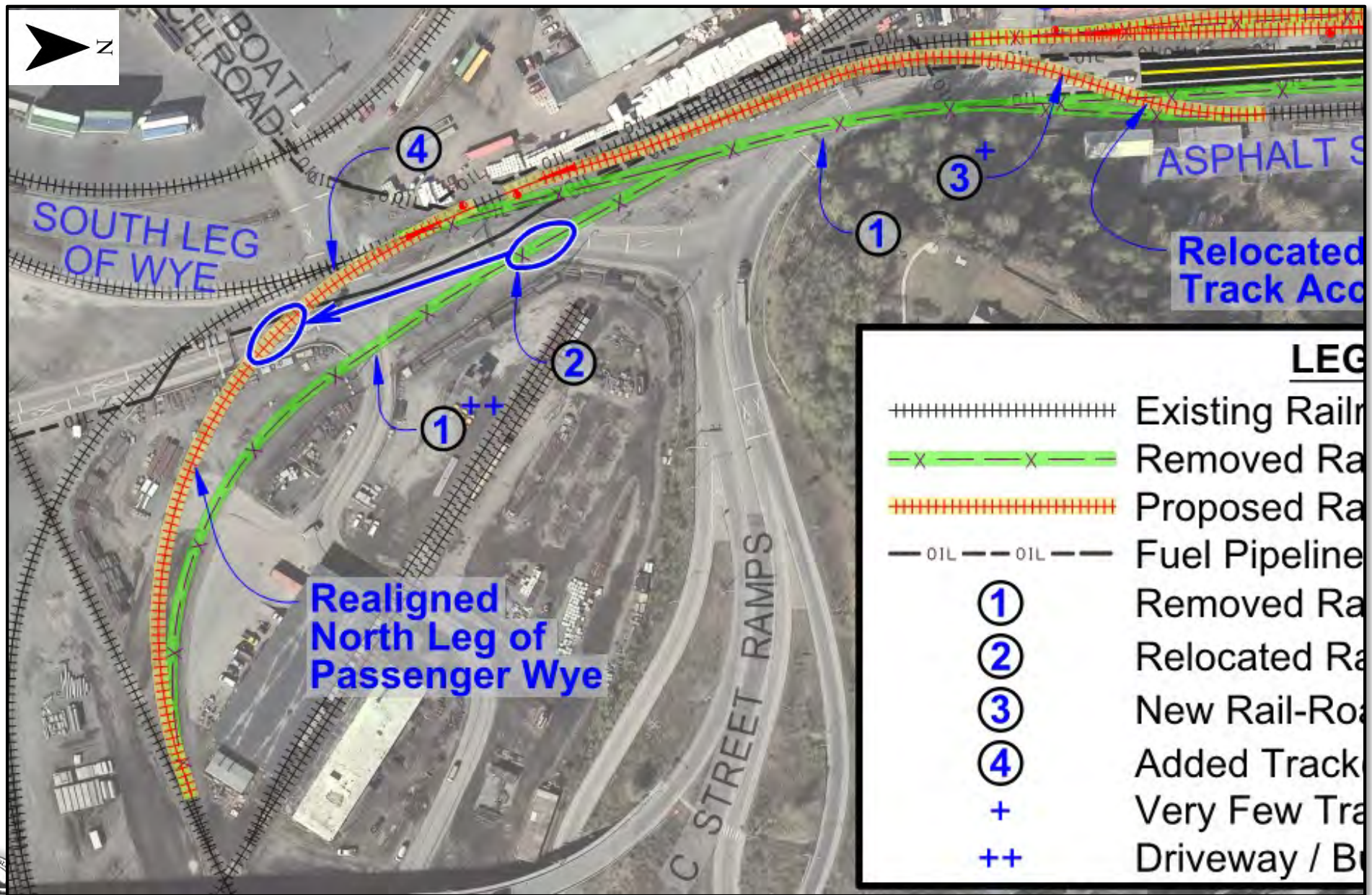
Existing Railroad Infrastructure



Railroad-Oriented Concepts



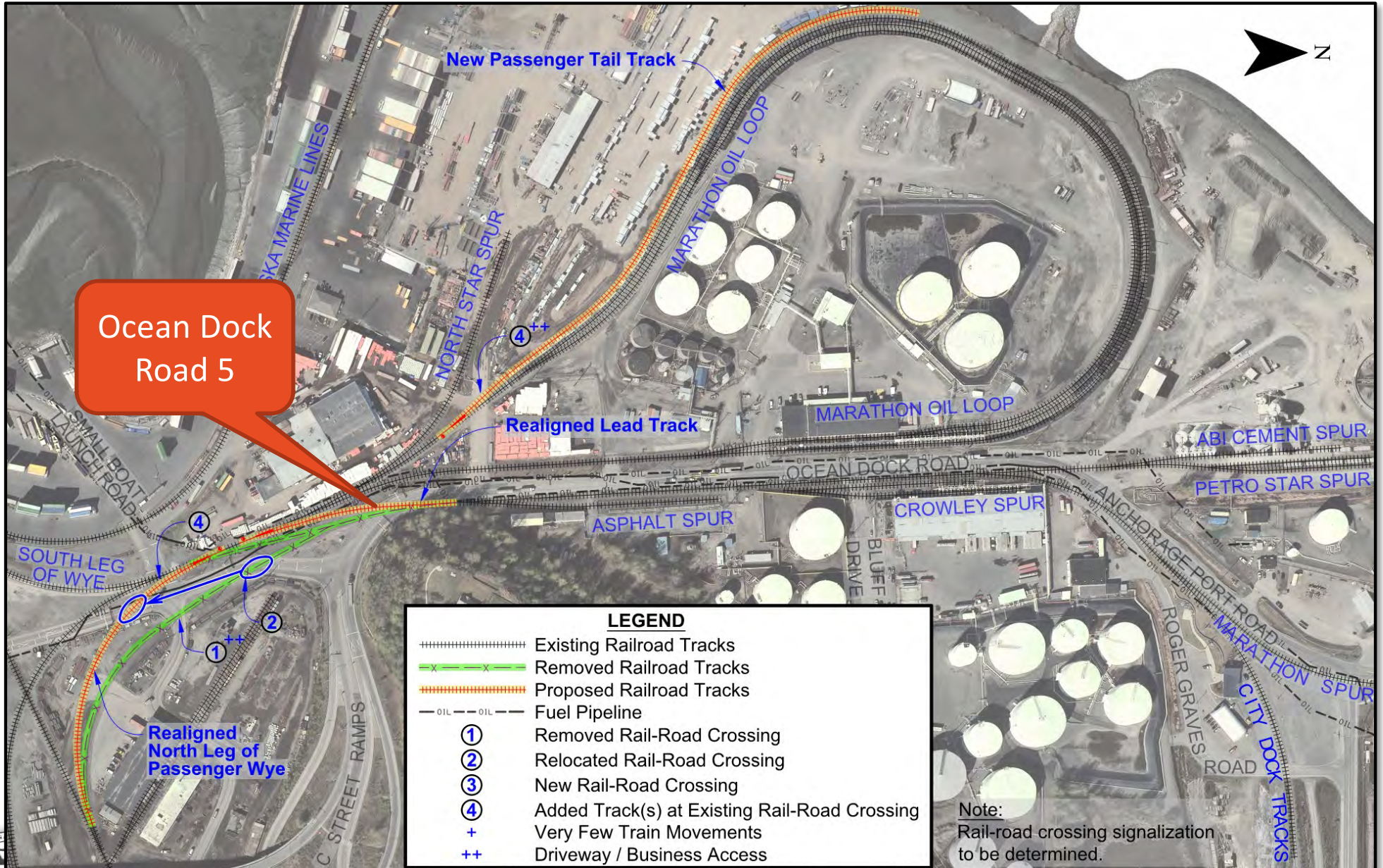
Shift North Leg of Passenger Wye



Rail Concept 1



Rail Concept 2

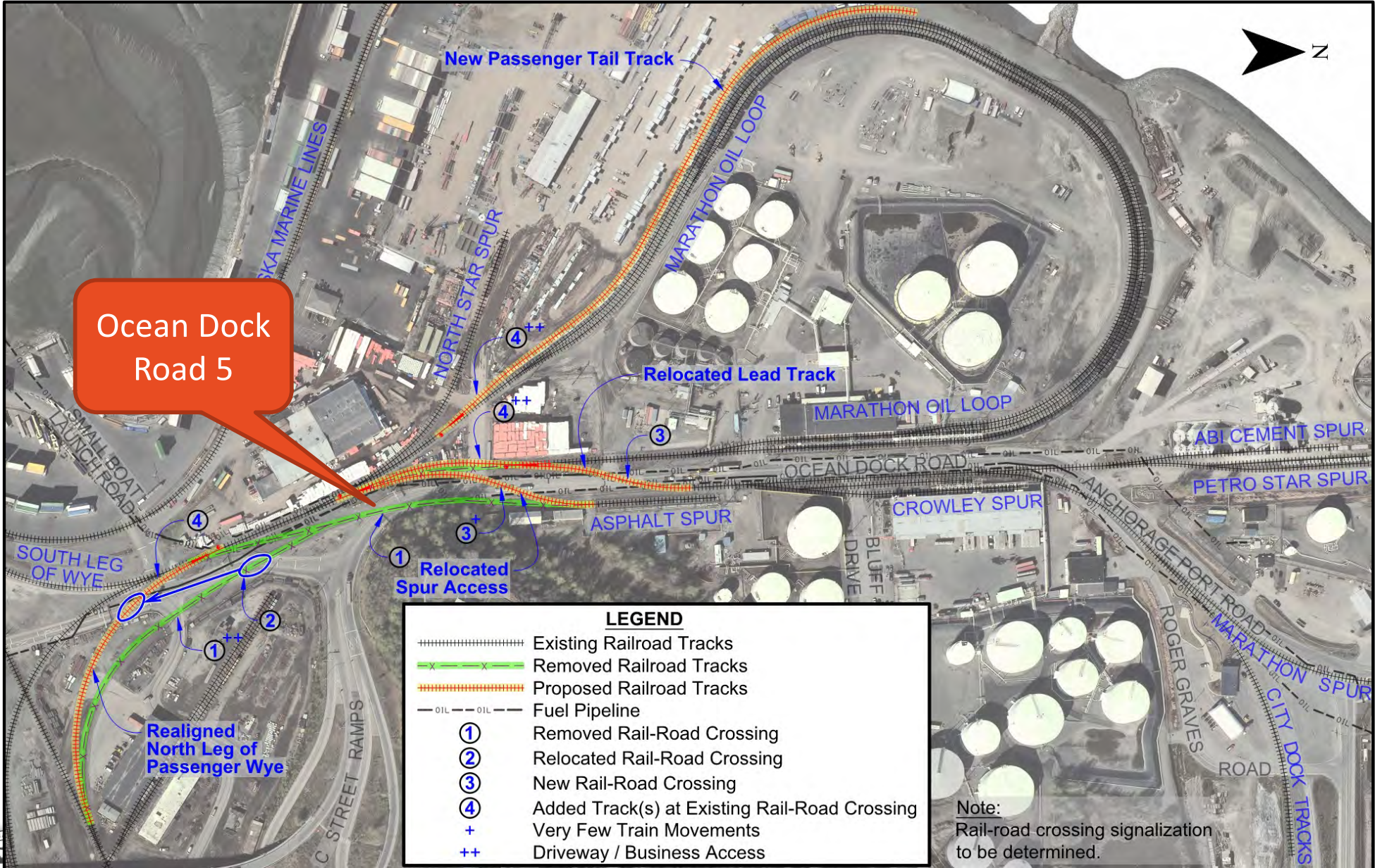


Ocean Dock Road 5

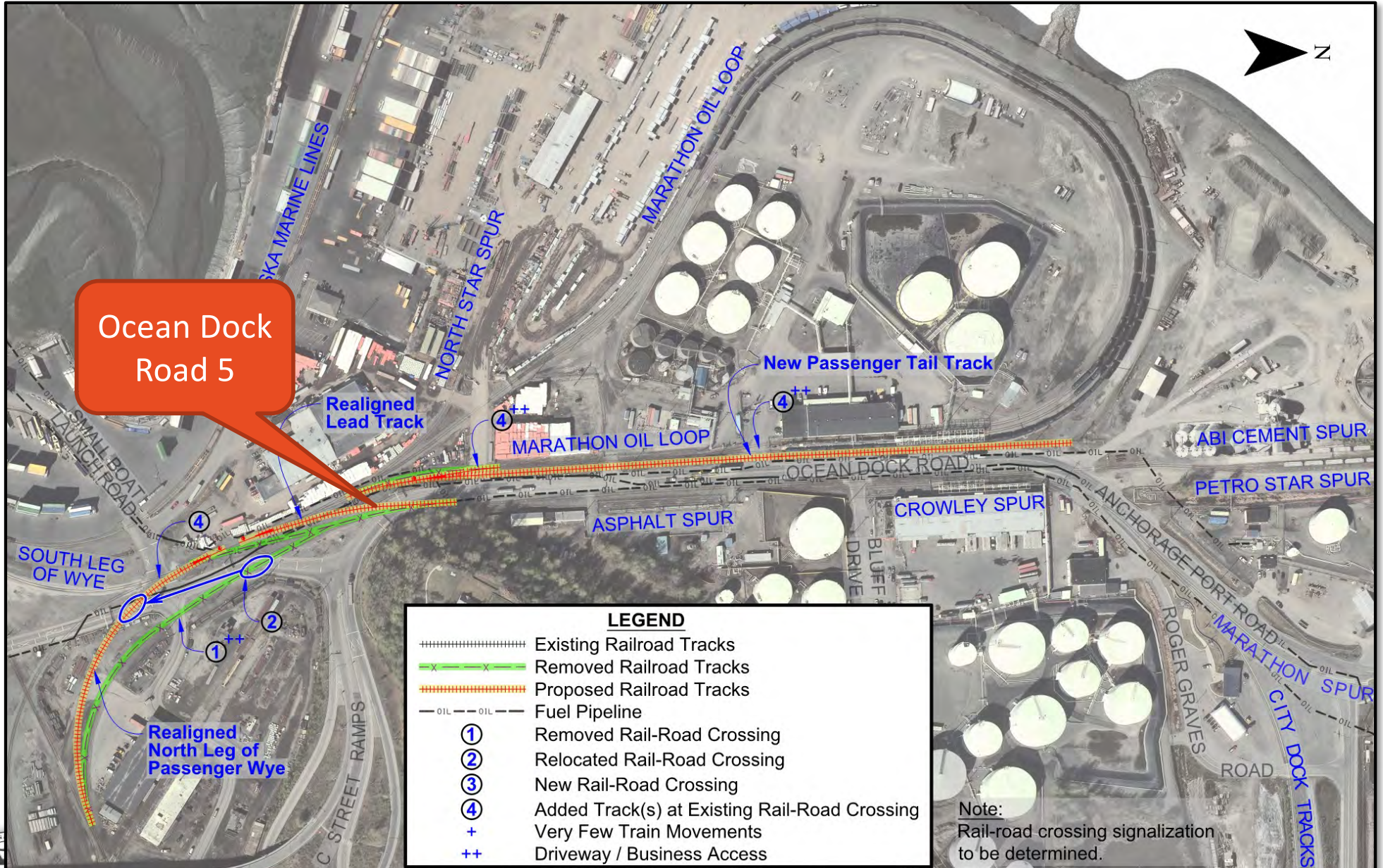
Realigned North Leg of Passenger Wye



Rail Concept 2a



Rail Concept 3



Truck Operations

Ocean Dock 6 Crossing

Safety:

Horizontal curvature of roadway limits sight lines. Drivers ignore yield sign at crossing. Near misses have been reported.

C Street Ramps Intersection

Safety:

Horizontal curvature of roadway limits sight lines.

Maintenance:

Snow/ice concerns

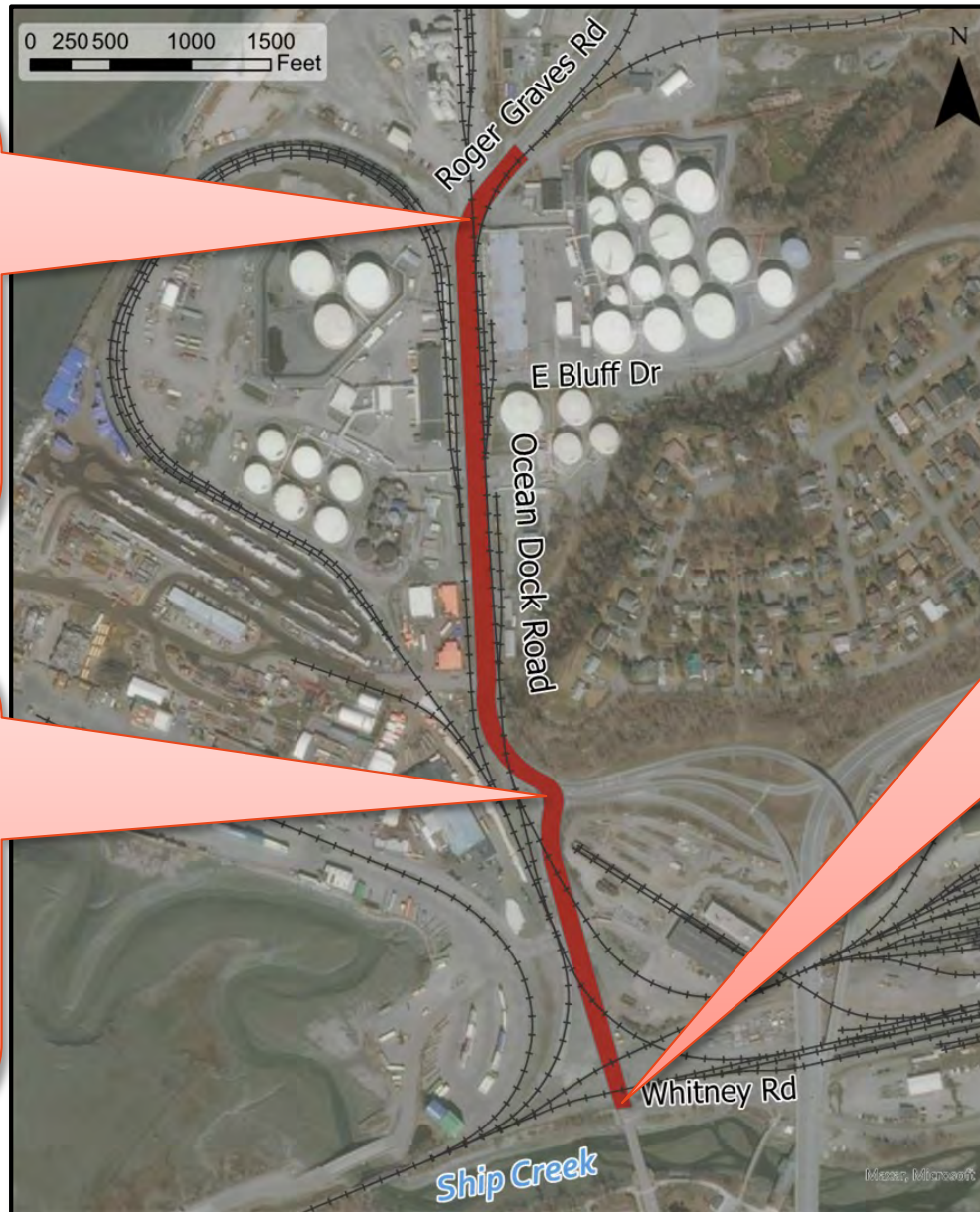
Whitney Road Intersection

Safety:

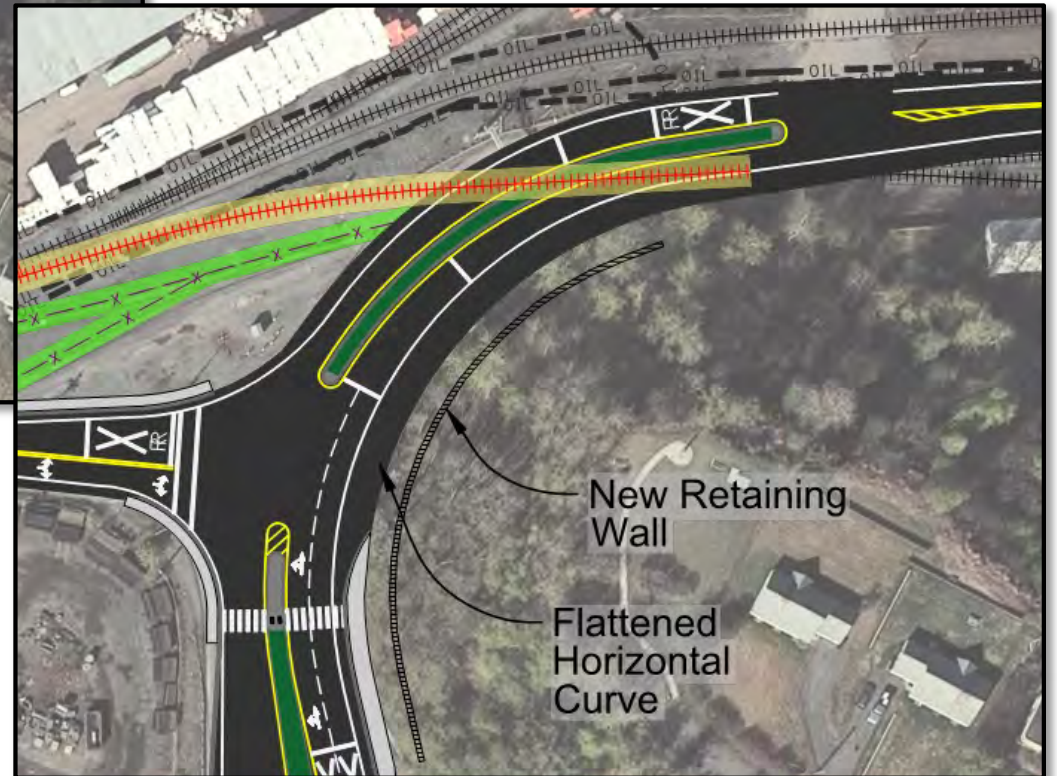
Unusual traffic control results in near misses

Maintenance:

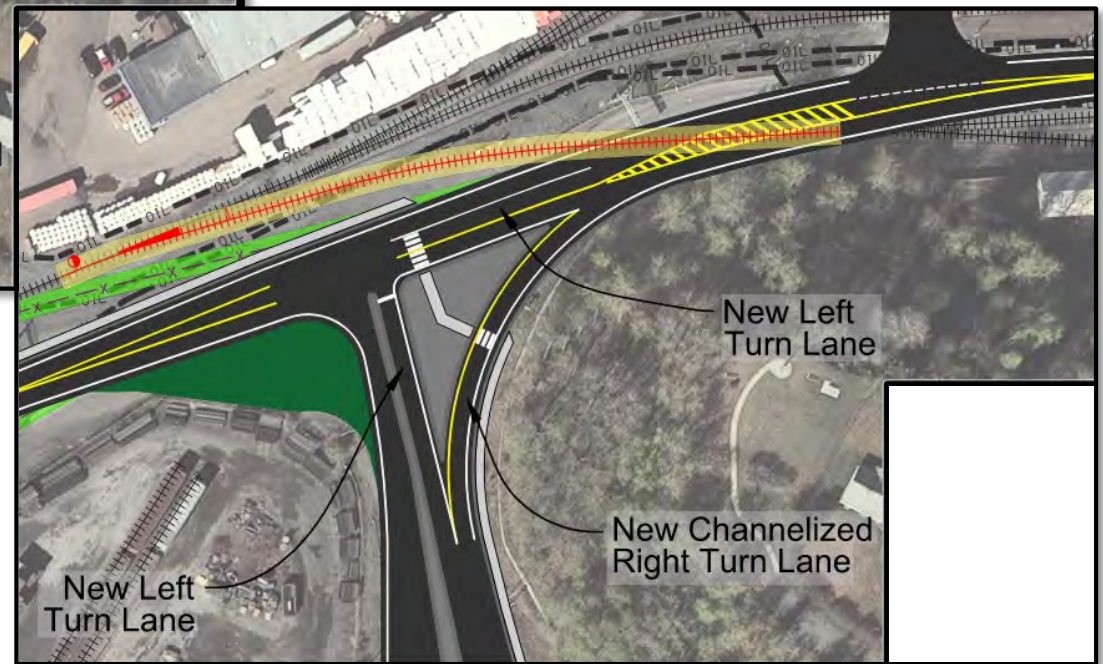
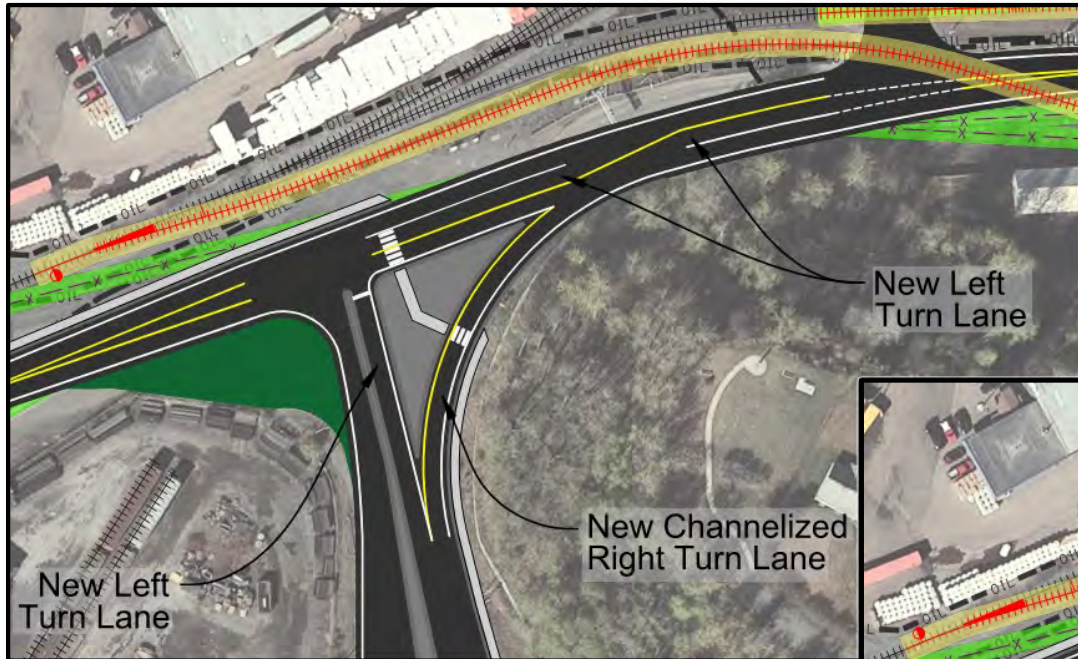
Tight turns result in rail equipment being struck



C Street Ramps Intersection (Concept A)



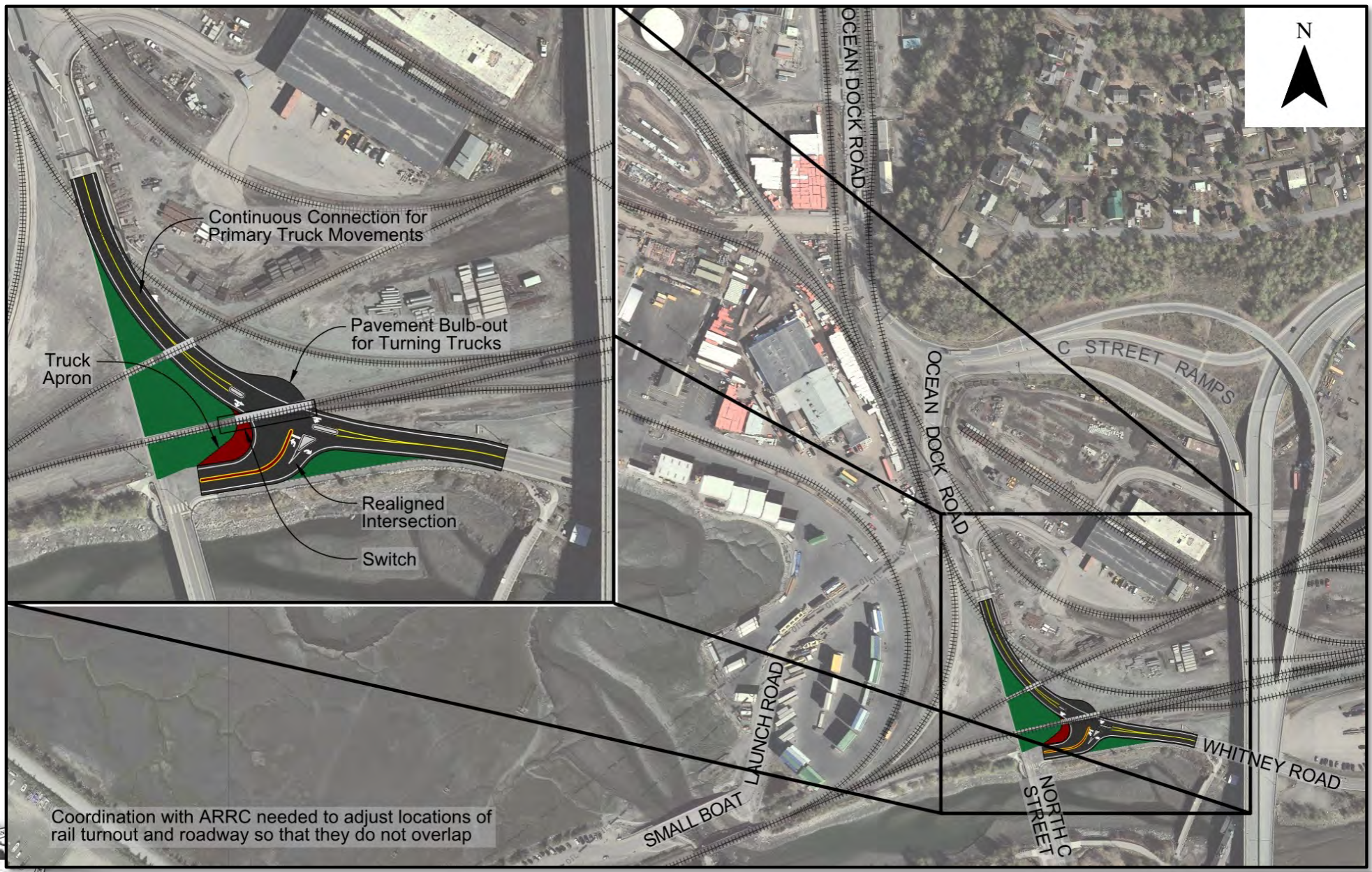
C Street Ramps Intersection (Concept B)



Whitney Intersection (Concept C)



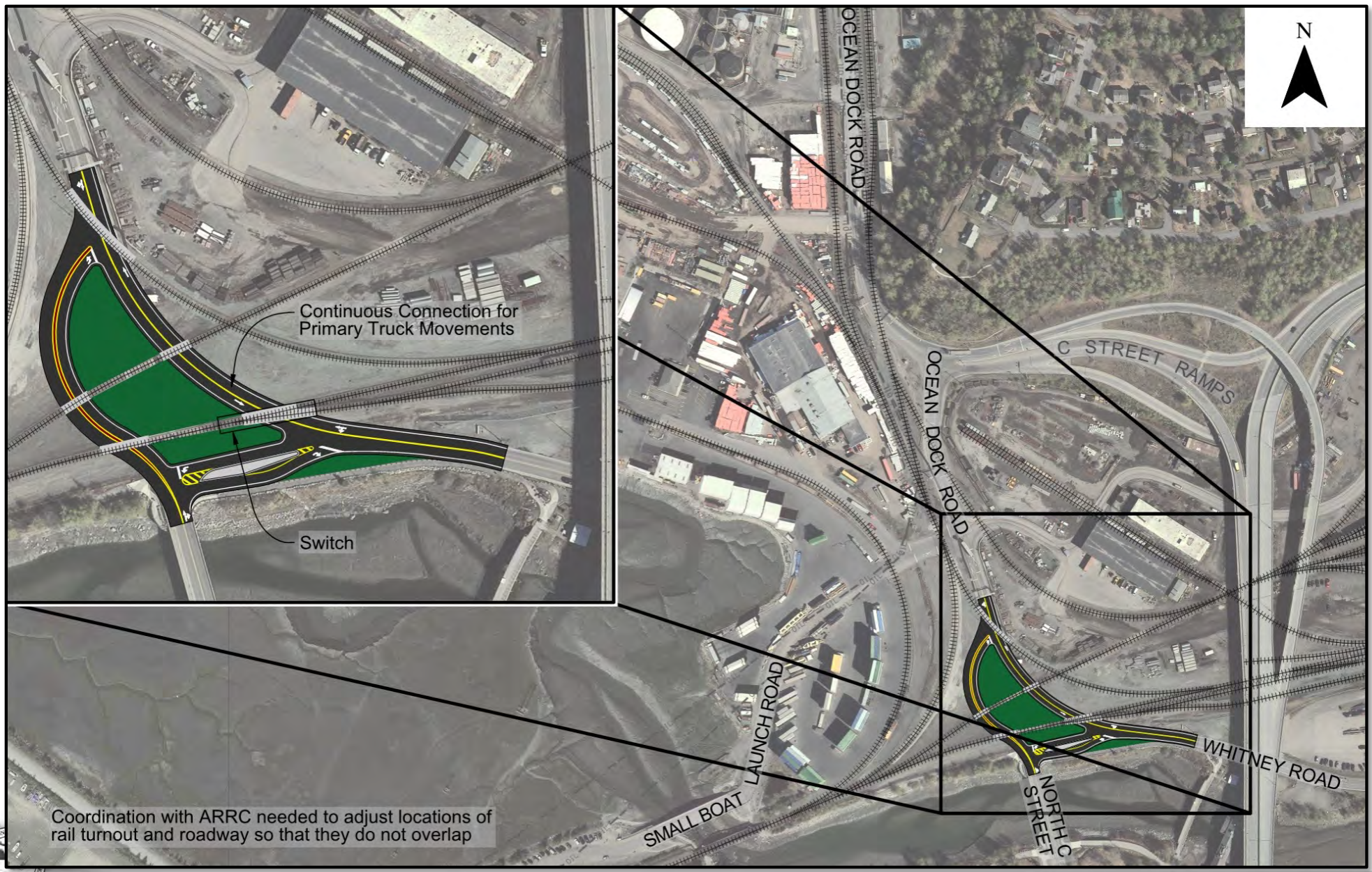
Whitney Intersection (Concept D)



Coordination with ARRC needed to adjust locations of rail turnout and roadway so that they do not overlap



Whitney Intersection (Concept D)



Coordination with ARRC needed to adjust locations of rail turnout and roadway so that they do not overlap





Additional Concepts

- Non-motorized
 - Pathway along Ocean Dock Road from Whitney to C Street Ramps to existing C Street pathway
 - Pedestrian treatments at rail crossings (chicanes, cross tracks perpendicularly)
- Drainage (from 2018 study)
 - Clean existing structures
 - Construct fin drain
 - Relocate manhole in intersection (C Street Ramps at Ocean Dock Road)



PROJECT TEAM

DOT&PF

Galen Jones, Project Manager

galen.jones@alaska.gov

Consultant: Kinney Engineering, LLC

Jeanne Bowie, Project Manager

Jeanne.Bowie@kinneyeng.com

Joann Mitchell, Public Involvement Coordinator

Joann.Mitchell@kinneyeng.com



We want to hear from you!

AMATS: Ocean Dock Road Reconnaissance Study Advisory Committee Meeting

Thursday, March 24, 2022

2:00 PM

Location: CR DOT&PF Main Conference Room; 4111 Aviation Avenue, Anchorage, AK 99519

Attendees:

In person – Galen Jones (DOT&PF), Jon Cecil (AMATS), Brian Lindamood (ARRC), Kate Dueber (ARRC), Steve Ribuffo (POA), Brian Weigand (POA), Bradley Coy (MOA Traffic), Ben Cruz (Matson), Jeanne Bowie (KE), Joann Mitchell (KE), Jessica Miranda (KE)

Via Zoom – Don McCammon (HDR), Aiza Miguel (KE), Travis Acol (KE)

Jeanne Bowie (KE) presented to the Ocean Dock Road (ODR) Advisory Committee (AC) a brief background and purpose/need of the study, the schedule, the purpose of the meeting, concerns the project team gathered from the stakeholders, and the railroad and roadway concept options. The purpose of the meeting was to find out from the AC if the project team missed any existing concerns, if there are any deal-breakers in any of the concepts, and if there are any ideas that could make the concepts better.

Below are comments and discussions produced during the AC meeting:

- All railroad concepts will include realigning tracks at the wye. This will put additional tracks across Small Boat Launch Road. It was noted by the AC that Lynden Transport is the primary user of Small Boat Launch Road. Adding additional tracks across the road shouldn't be a big impact.
- ARRC is developing plans to change the transload facility that uses the Small Boat Launch Road.
- Removing the Ocean Dock Road 6 crossing will be beneficial. This crossing is considered to have the biggest issues in the area. This crossing is on a blind curve for southbound traffic. In addition, ARRC is seeing more cement shipments from ABI, which use Ocean Dock Road 6 crossing.
- Utilities in the area are hugely unknown. Every time ARRC digs, they discover utility appurtenances; sometimes abandoned.
- For Railroad Concept 1, the AC was interested to see how the proposed realigned Marathon Spur Track ties into the existing track at the north end (currently not shown in concept figure).
- For Railroad Concept 3, Lindamood questioned if the new passenger tail track would fit as proposed (west side of ODR). McCammon responded yes, but the utilities would need relocating.

- Lindamood stated that Railroad Concepts 2 and 2a are a “no go” and Concept 3 does not solve the issues at Ocean Dock Road 6 crossing. The railroad will only support Railroad Concept 1.
 - Concepts 2 and 2a propose a tail track, paralleling the west side of the Marathon Oil Loop Track that takes up lease land, which would greatly impact space used by leaseholders and reduce ARRC’s revenue. These concepts also don’t solve Ocean Dock Road 6 crossing issues and they put additional crossings over ODR.
- The AC did not have concerns with Road Concept A. Matson prefers Concept A to Concept B.
- The AC had concerns with Road Concept B, including:
 - Trucks being required to yield to make a left turn from ODR onto the C Street Ramps will change the trucking routes. More trucks will take Whitney Road instead of the ramps.
 - The [westbound right turn channelizing island] will be a maintenance burden. If the island is raised, the plows will hit the curbing. If it is a depressed island, ponding will be an issue.
 - ARRC would like to see a barrier on the west side of the T intersection to protect their facilities.
 - Concept B has more risks for trucks than concept A.
- The AC had the following comments regarding the Whitney Road intersection concepts (Concept D, Option 1 and Option 2):
 - Truck drivers have learned to drive that tight turn at Whitney. The issues with that turn are all the other drivers.
 - Permit truck loads require an ARRC employee to watch the load maneuver through the intersection to make sure the railroad appurtenances don’t get hit. It would be good for both sides if we can remove that requirement by reconfiguring the intersection.
 - ARRC thinks they can move their turnout (switch) outside of the reconfigured intersection footprint. It is not acceptable to have a turnout located in a major road crossing.
 - The existing crossing gets blocked while trains maneuver into and out of the yard. Moving the crossing closer to the yard could mean some increases to vehicle delay if trains that use the turnout but don’t currently traverse the crossing would begin to impact the crossing, or because trains slow down as they enter the yard. Though, is the longer delay acceptable, given some of the other benefits? Train from Whittier moves at a crawl (about walking speed) when maneuvering into the yard.
 - ARRC does not have ROW concerns with reconfiguring the intersection. They have operational concerns that they will have to discuss among their sections.
 - ARRC might be able to move the southern crossing up to 20 feet to the north and move the existing turnout to the west to get more room for reconfiguring the intersection. If the turnout is shifted west, two tracks will be crossing the roadway. In addition, future double tracking west of the yard needs to be considered. The Consultant will work with ARRC to develop a concept that will address both rail and road user needs.
 - ARRC recommends reconfiguring North C Street to be 45-degrees or so from the bridge to tie into the new ODR/Whitney Road.

- Lindamood mentioned having a signal or gates that stop all the vehicles from entering the intersection.
- Turnouts cannot be within an at-grade crossing.
- The AC would like construction traffic control/detours to be considered during this planning stage. It's important to give public notice to affected neighborhoods.

Attachments: Power point presentation



Project No. CFHWY00554/0001655

AMATS: Ocean Dock Road Reconnaissance Engineering Study

Welcome

Welcome to the website for the **AMATS: Ocean Dock Road Reconnaissance Engineering Study** project! Please refer to this site for updates, documents, announcements, and to make comments or suggestions.

Project Overview

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Federal Highway Administration (FHWA), is preparing a reconnaissance engineering study on Ocean Dock Road from Whitney Road to Roger Graves Road.

The purpose of the study is to:

- 1. Identify existing concerns for all users within the study area, including freight, recreational, tourist, commuter, and non-motorized users**
- 2. Identify opportunities for improvement, including reducing the number or impact of rail-road at-grade crossings.**

The intersection of Ocean Dock Road at the C Street ramps was previously studied in 2018 (*AMATS: C Street/Ocean Dock Road Access Ramps Reconnaissance Engineering Study*). This current study looks at a larger area of the Ocean Dock Road corridor from Whitney Road to Roger Graves Road within the Port of Alaska (POA).

The study process will gather stakeholder concerns, perform engineering analysis, identify a range of qualitative conceptual options, and combine the most promising options to present feasible alternatives that meet the purpose and need. Considered options will improve the safety for all user types, increase freight mobility, and reduce maintenance of the corridor.



Status

The study kicked off in the fall of 2021. The first task included gathering concerns from users of the study area. (This [map](#) shows their comments). The project team conducted a site visit with applicable agencies and stakeholders. Additionally, business tenants of the study area were consulted. During this time, the team also presented to AMATS committees.

From the information gathered, the team generated conceptual options and submitted the Concept Report in March 2022. Based on feedback received, the team analyzed and developed feasible alternatives, which are presented in the Draft Reconnaissance Engineering Report.

We are now gathering public comments on the Draft Reconnaissance Engineering Report. Go to the [Documents Page](#) to review the executive summary and/or full document. Give us your [thoughts](#). Every comment is valuable!

[State of Alaska](#) [myAlaska](#) [Departments](#) [State Employees](#)

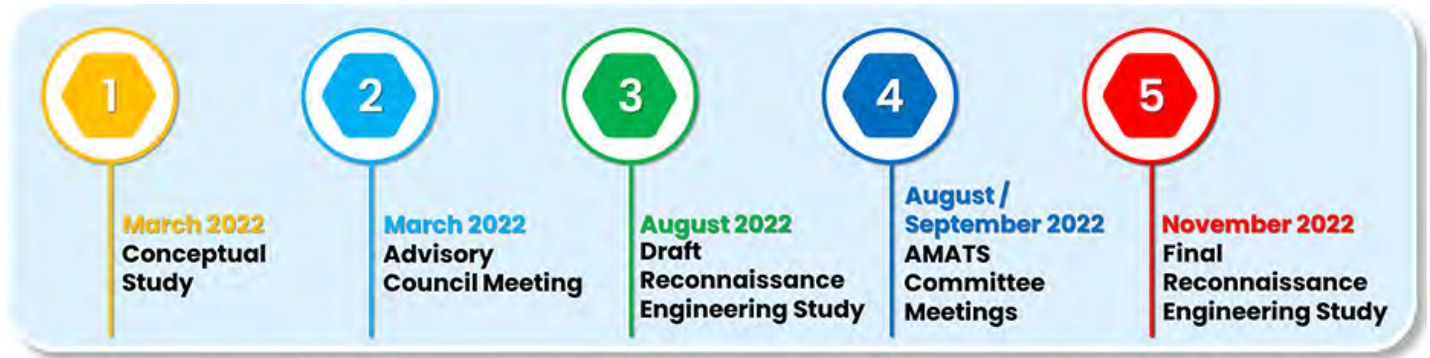
COPYRIGHT © STATE OF ALASKA • [ALASKA DEPARTMENT of TRANSPORTATION & PUBLIC FACILITIES](#) • [EMAIL THE WEBMASTER](#)



Project No. CFHWY00554/0001655

AMATS: Ocean Dock Road Reconnaissance Engineering Study Schedule

The Study began in Fall 2021 and is expected to finish Fall 2022.





Project No. CFHWY00554/0001655

AMATS: Ocean Dock Road Reconnaissance Engineering Study Public Involvement

Your questions and comments are always welcome. See the [Comments](#) page for information about how to provide input.

Draft Reconnaissance Engineering Report now available!

[Executive Summary](#) 3.5MB

[Full Draft Report](#) 127MB

Public Comment Period October 10 – November 10, 2022

- [Submit comments here.](#)

Public meeting opportunities:

- **AMATS Freight Advisory Committee Meeting**
 - Wednesday, August 10, 3:00 PM to 4:30 PM
 - Click [here](#) for more information
 - Click [here](#) for Presentation Materials
- **AMATS Technical Advisory Committee Meeting**
 - Thursday, August 11, 2:30 PM to 4:30 PM
 - Click [here](#) for more information
 - Click [here](#) for Presentation Materials
- **AMATS Policy Committee Meeting**
 - Thursday, September 22, 1:30 PM to 3:30 PM
 - Click [here](#) for more information
 - Click [here](#) for Presentation Materials

Sign up for updates!

Get news from the project team in your inbox.

▪ Email

By submitting this form, you are consenting to receive marketing emails from: unknown, 3909 Arctic Blvd, Suite 400, Anchorage, AK, 99503, US. You can revoke your consent to receive emails at any time by using the [SafeUnsubscribe@](#) link, found at the bottom of every email. [Emails are serviced by Constant Contact.](#)



protected by reCAPTCHA

It is the policy of the Department of Transportation and Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in a public meeting should contact Joann Mitchell, (907) 344-7590 along with the TDD number 711. Requests should be made at least 5 days before the accommodation is necessary to make any necessary arrangements.






You are here: [DOT&PF](#) > [Central Region](#) > [Projects](#) > [Ocean Dock Road Engineering Study](#) > Documents

Project No. CFHWY00554/0001655

AMATS: Ocean Dock Road Reconnaissance Engineering Study Documents

PLEASE NOTE: Adobe Acrobat PDF files require a free viewer available directly from [Adobe](#).

-  [AMATS: Ocean Dock Road Reconnaissance Engineering Study - Executive Summary](#) 3.5MB
-  [AMATS: Ocean Dock Road Reconnaissance Engineering Study - Full Report](#) 127MB
-  [AMATS: Ocean Dock Road Reconnaissance Engineering Study - DRAFT Conceptual Engineering Study \(March 2022\)](#) 9MB

For information, the previous study done for the C Street ramps and Ocean Dock Road is provided at the link below:

-  [AMATS: C Street/Ocean Dock Road Access Ramps Reconnaissance Engineering Study \(May 2018\)](#) 8MB




Project No. CFHWY00554/0001655

AMATS: Ocean Dock Road Reconnaissance Engineering Study Comments

The project team wants to hear from you! We have a number of ways you can comment:

- Post your comments on a map!

[Click here for our interactive map](#)  that allows you to show us the exact location of your concern and you can see comments others have made.

- [Send us an email](#) with your comments.
- Write us a letter. Mail your comments to:

Joann Mitchell, PE

Kinney Engineering, LLC

Public Involvement Coordinator

3909 Arctic Blvd, Suite 400

Anchorage, AK 99503

- Phone us! Call Joann Mitchell, Public Involvement Coordinator, at [\(907\) 344-7590](tel:907-344-7590) to leave a comment.

Sign up for updates!

Get news from the project team in your inbox.

* Email

By submitting this form, you are consenting to receive marketing emails from: unknown, 3909 Arctic Blvd, Suite 400, Anchorage, AK, 99503, US. You can revoke your consent to receive emails at any time by using the [SafeUnsubscribe@](#) link, found at the bottom of every email. [Emails are serviced by Constant Contact.](#)

Sign up!





Project No. CFHWY00554/0001655

AMATS: Ocean Dock Road Reconnaissance Engineering Study

Contacts

Your comments do matter! [Click here to submit a comment](#)

Sign up for updates!

Get news from the project team in your inbox.

* Email

By submitting this form, you are consenting to receive marketing emails from: unknown, 3909 Arctic Blvd, Suite 400, Anchorage, AK, 99503, US. You can revoke your consent to receive emails at any time by using the [SafeUnsubscribe®](#) link, found at the bottom of every email. [Emails are serviced by Constant Contact.](#)

Sign up!



Joann Mitchell, PE
Kinney Engineering, LLC
Public Involvement Coordinator
3909 Arctic Blvd, Suite 400
Anchorage, AK 99503
[\(907\) 344-7590](tel:(907)344-7590)
Joann.Mitchell@kinneyeng.com

Galen Jones, PE
DOT&PF Project Manager
[\(907\) 269-0550](tel:(907)269-0550)
galen.jones@alaska.gov





Alaska Department of Transportation & Public Facilities

AMATS: OCEAN DOCK ROAD RECONNAISSANCE STUDY

Kinney Engineering, LLC

August 10, 2022

Freight Advisory Committee

Our mission is to *Keep Alaska Moving* through service and infrastructure.

Project Team

- DOT&PF
 - Galen Jones, Project Manager
- Kinney Engineering, LLC
 - Jeanne Bowie, Project Manger
 - Joann Mitchell, Public Involvement
 - Jessi Miranda, Project Engineer
 - Aiza Miguel, Transportation Engineer
- HDR
 - Don McCammon, Rail Engineer
 - Rick Degman, Railroad Operations





Reconnaissance Engineering Study

Ocean Dock Rd: Whitney Rd to Roger Graves Rd



LEGEND:

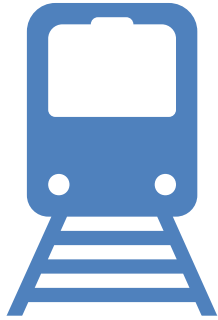
①	C ST NB OFF-RAMP
②	C ST SB OFF-RAMP
③	OCEAN DOCK RD SB OFF-RAMP
④	OCEAN DOCK RD NB OFF-RAMP
⑤	WESTERN DR
Ⓑ	BEGIN STUDY
Ⓔ	END STUDY*
Ⓒ	GATE SHACK (PORT OF AK)
ⓧ	INTERSECTION (C ST RAMPS)
	OCEAN DOCK RD
	RAILROAD TRACKS

*MAY VARY BASED ON STAKEHOLDER INPUT.

Note: Study does not include the previously studied C Street Ramps intersection (X), unless necessary.



Purpose & Need



Delay at Rail-Road
Crossings



Truck Operations



Crash Potential



Non-Motorized
Connectivity & Safety



Maintenance



Drainage

Conceptual Study



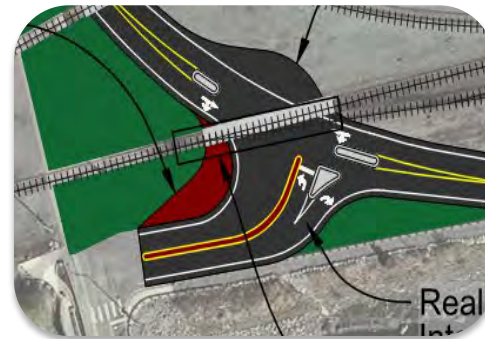
Non-motorized
Options



Drainage
Improvements



Rail Concepts



Road Concepts

Build Alternative (Recommended)

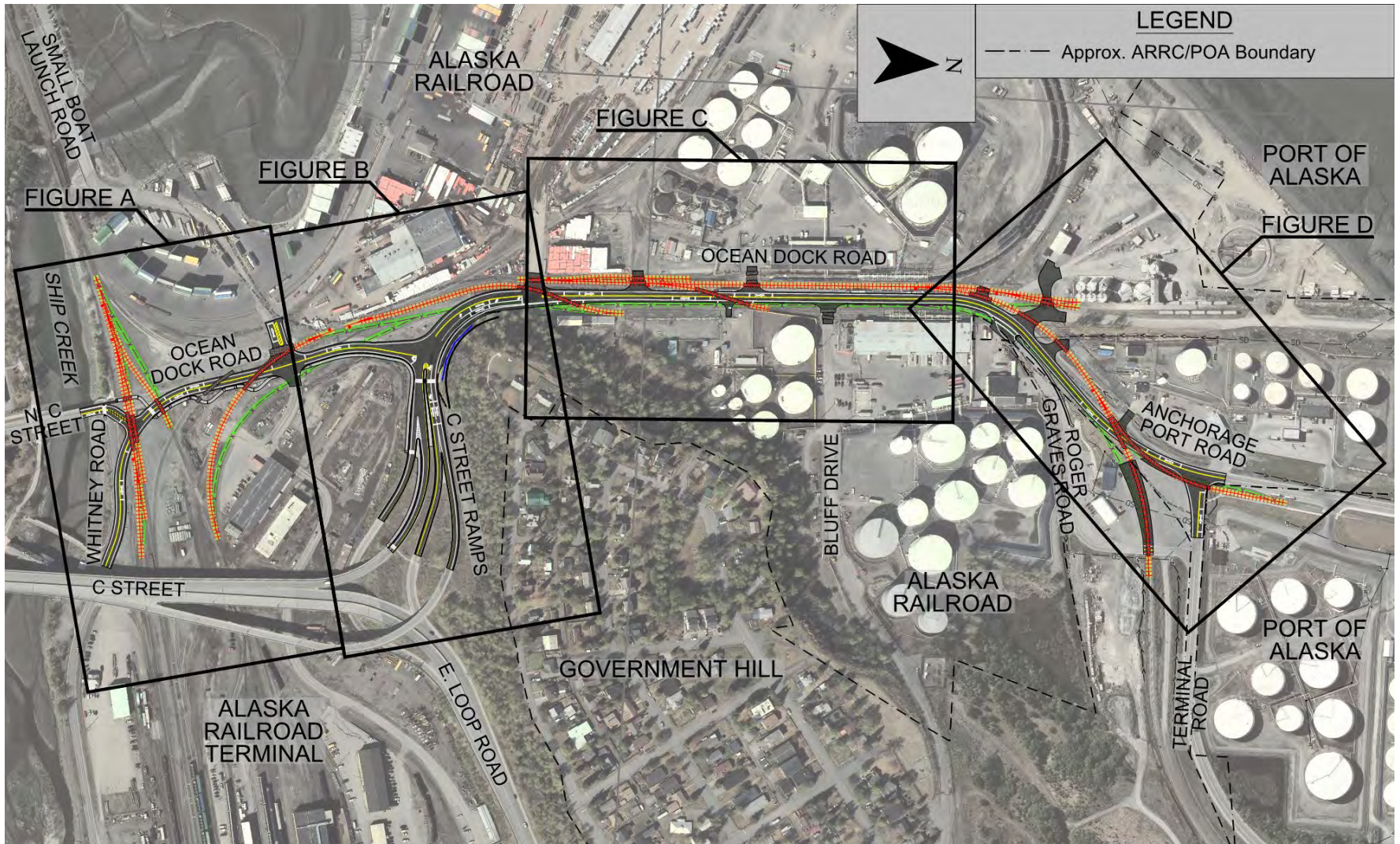


Figure A

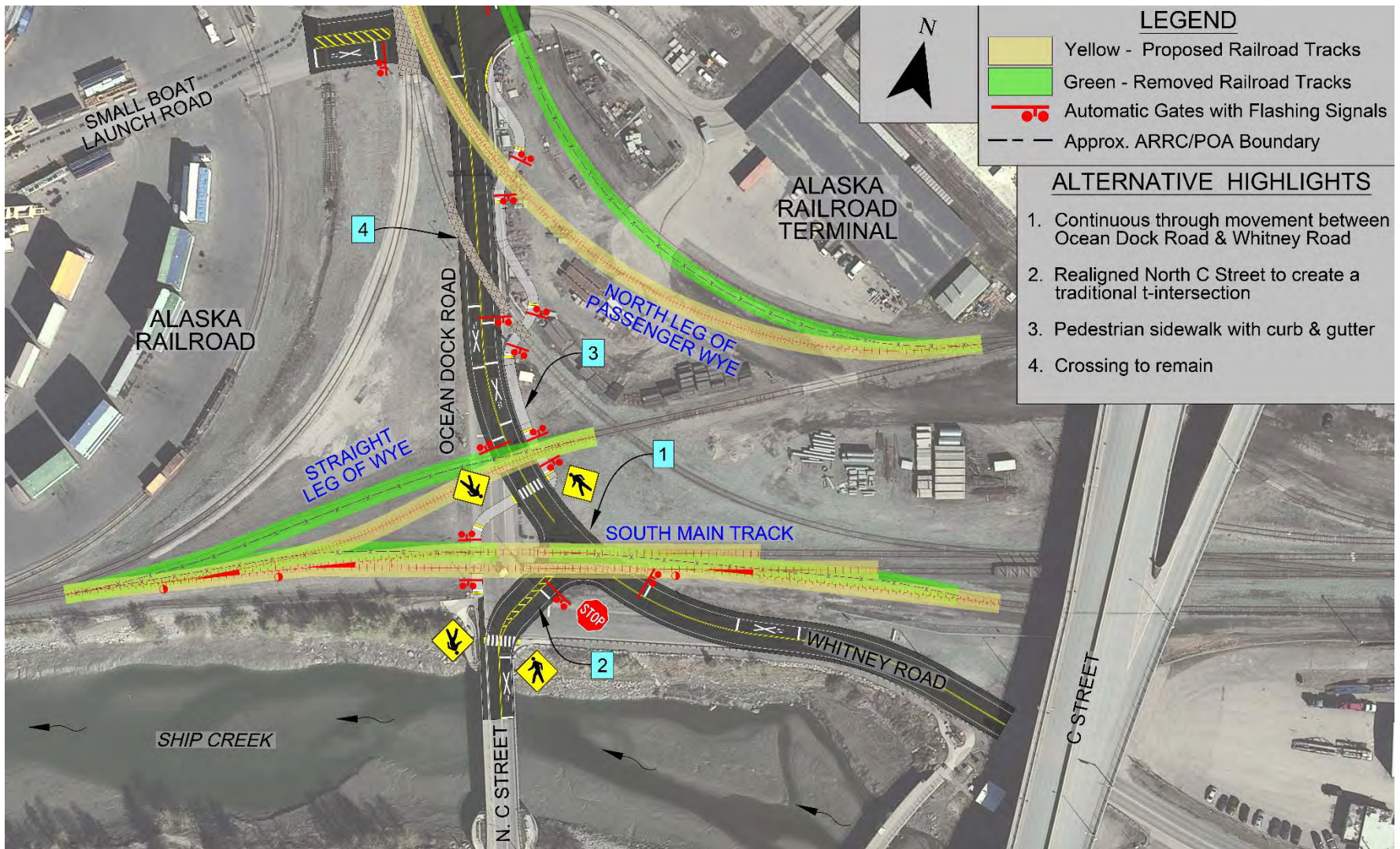


Figure A

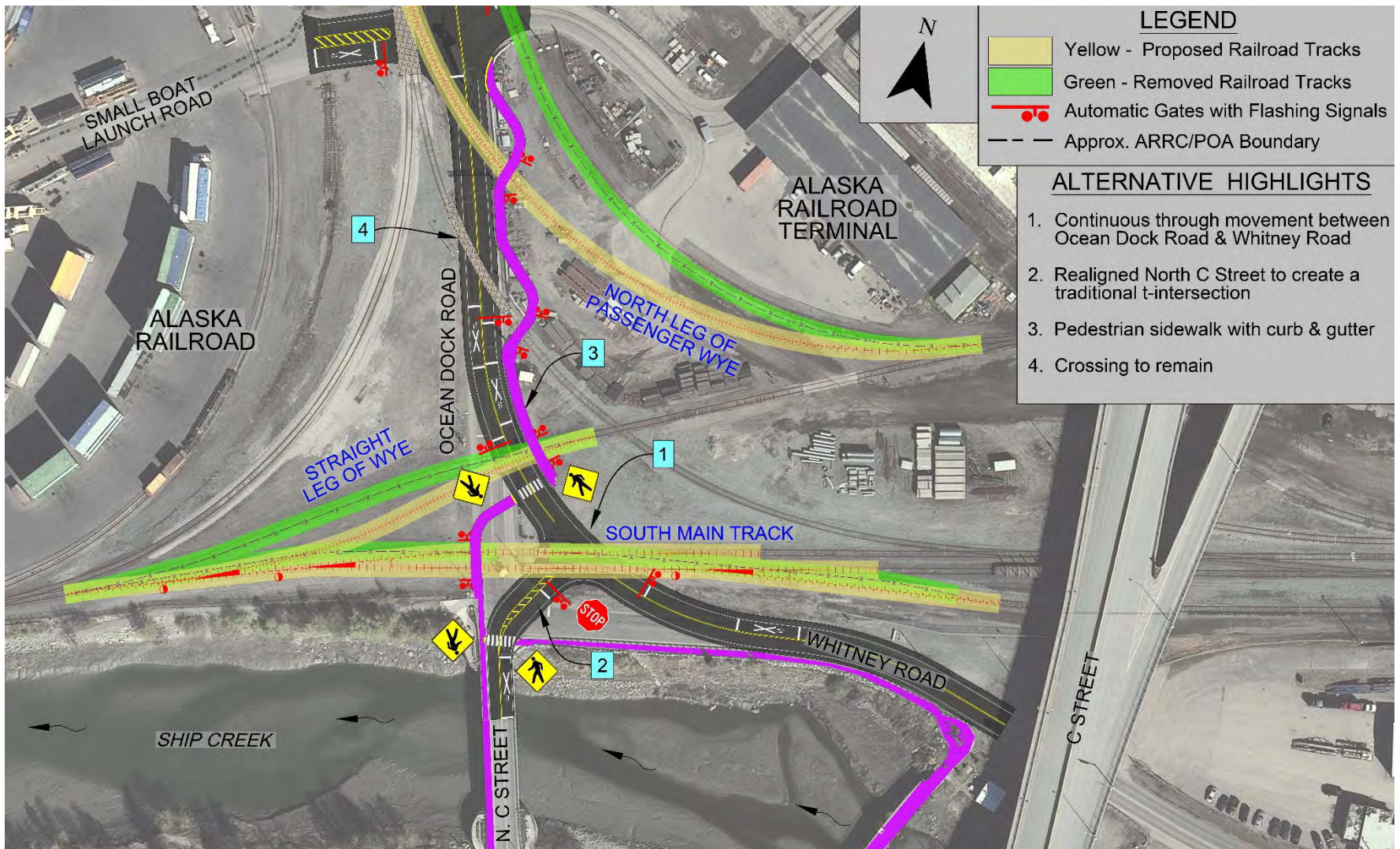


Figure B

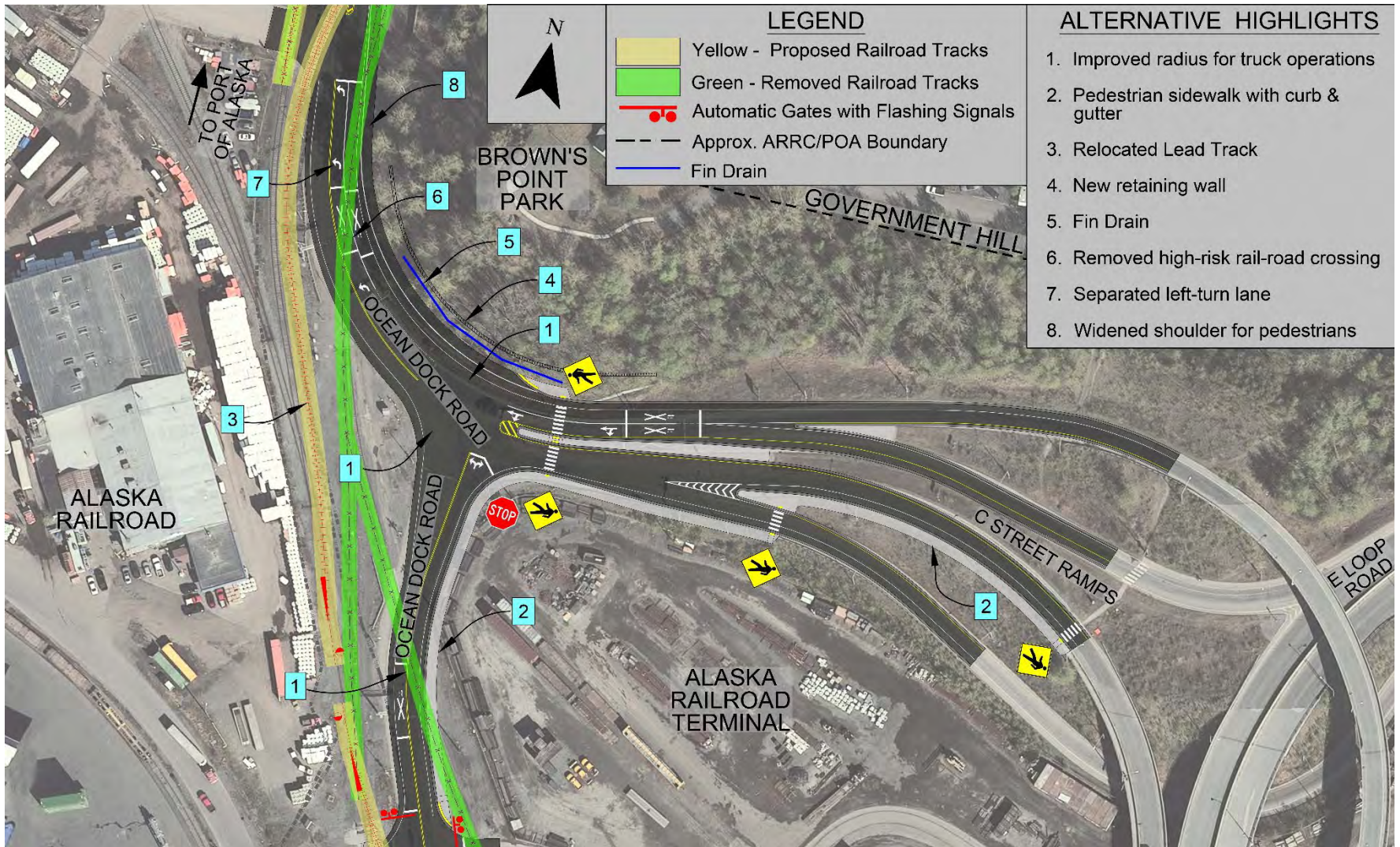


Figure B

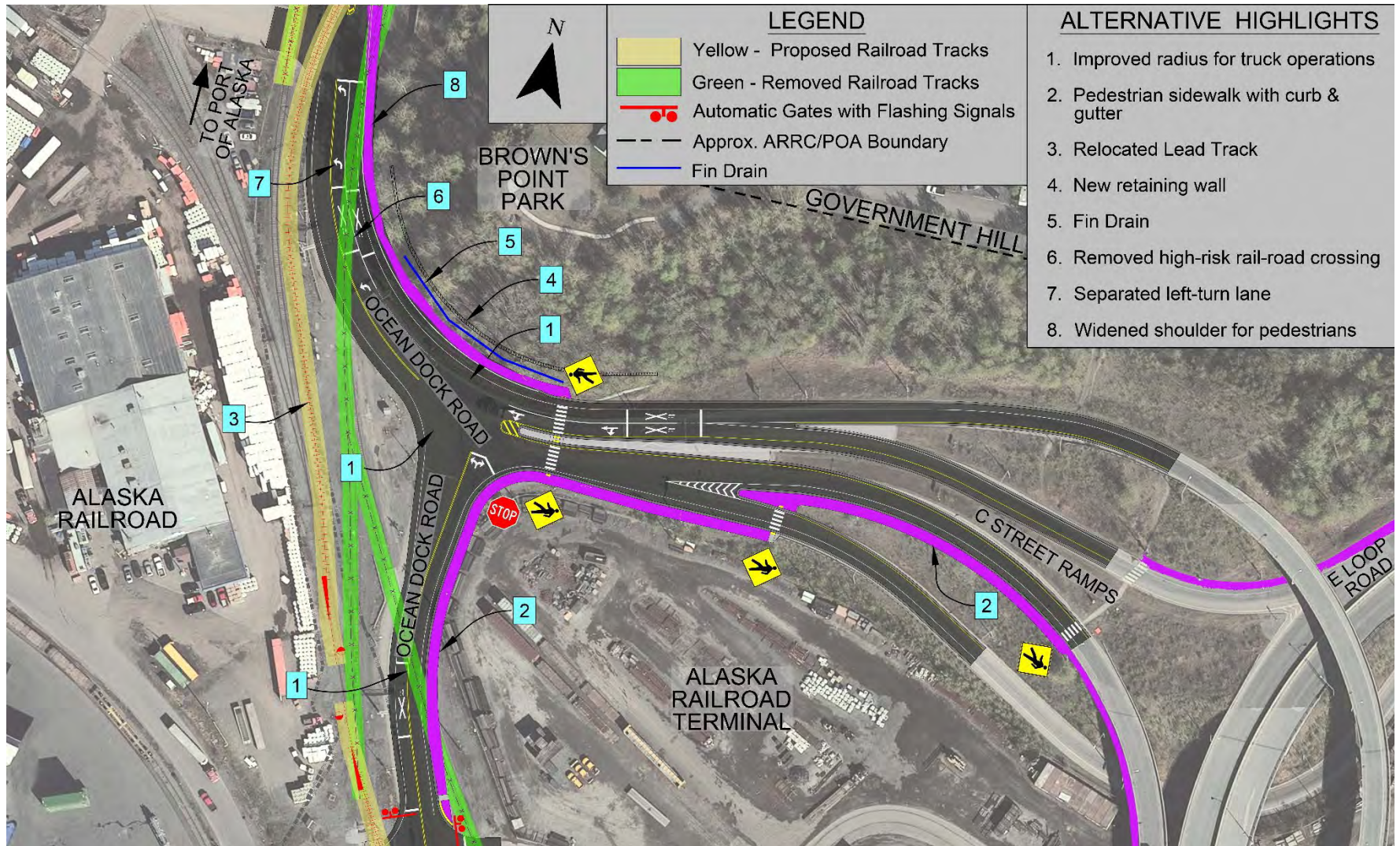


Figure C

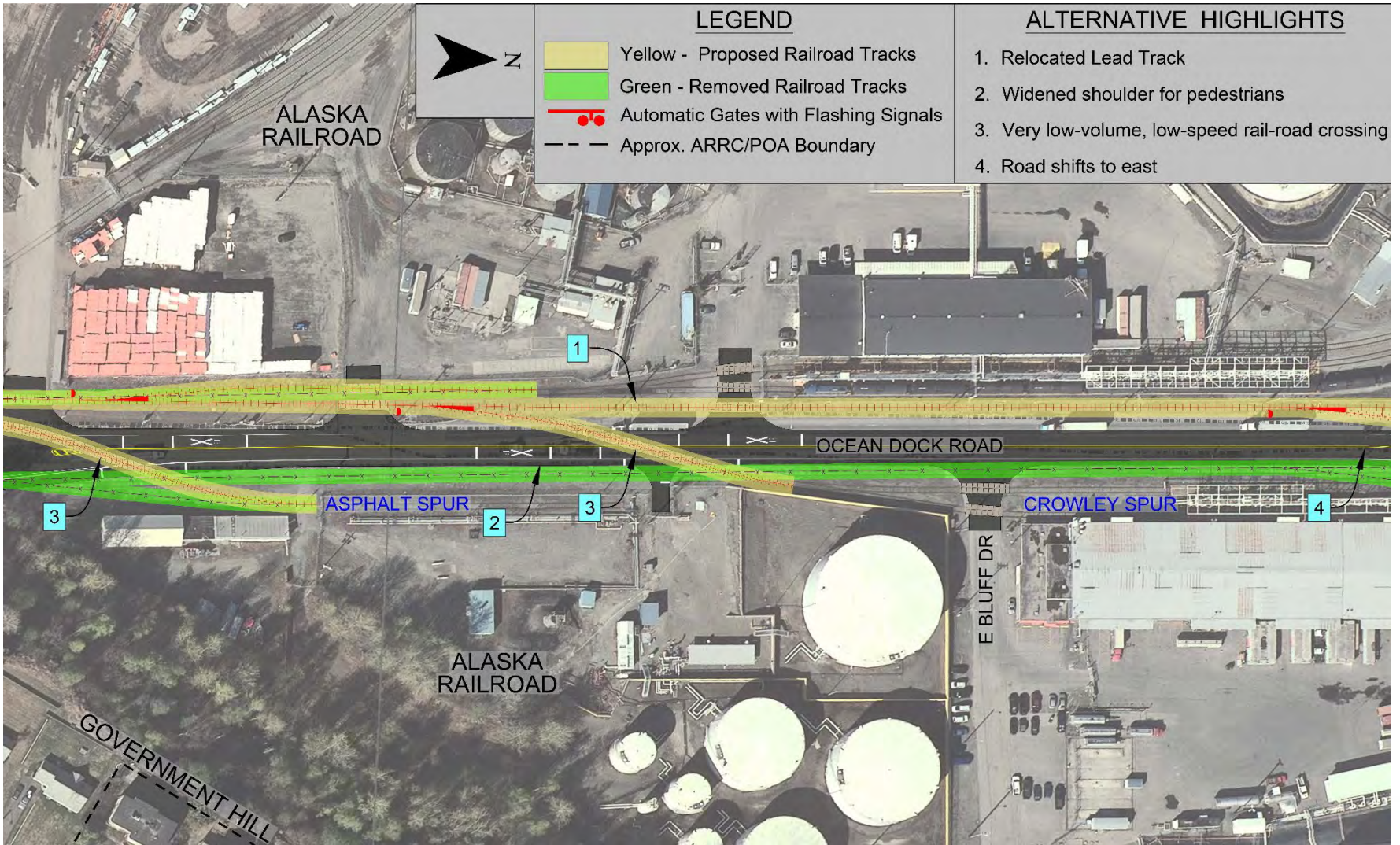
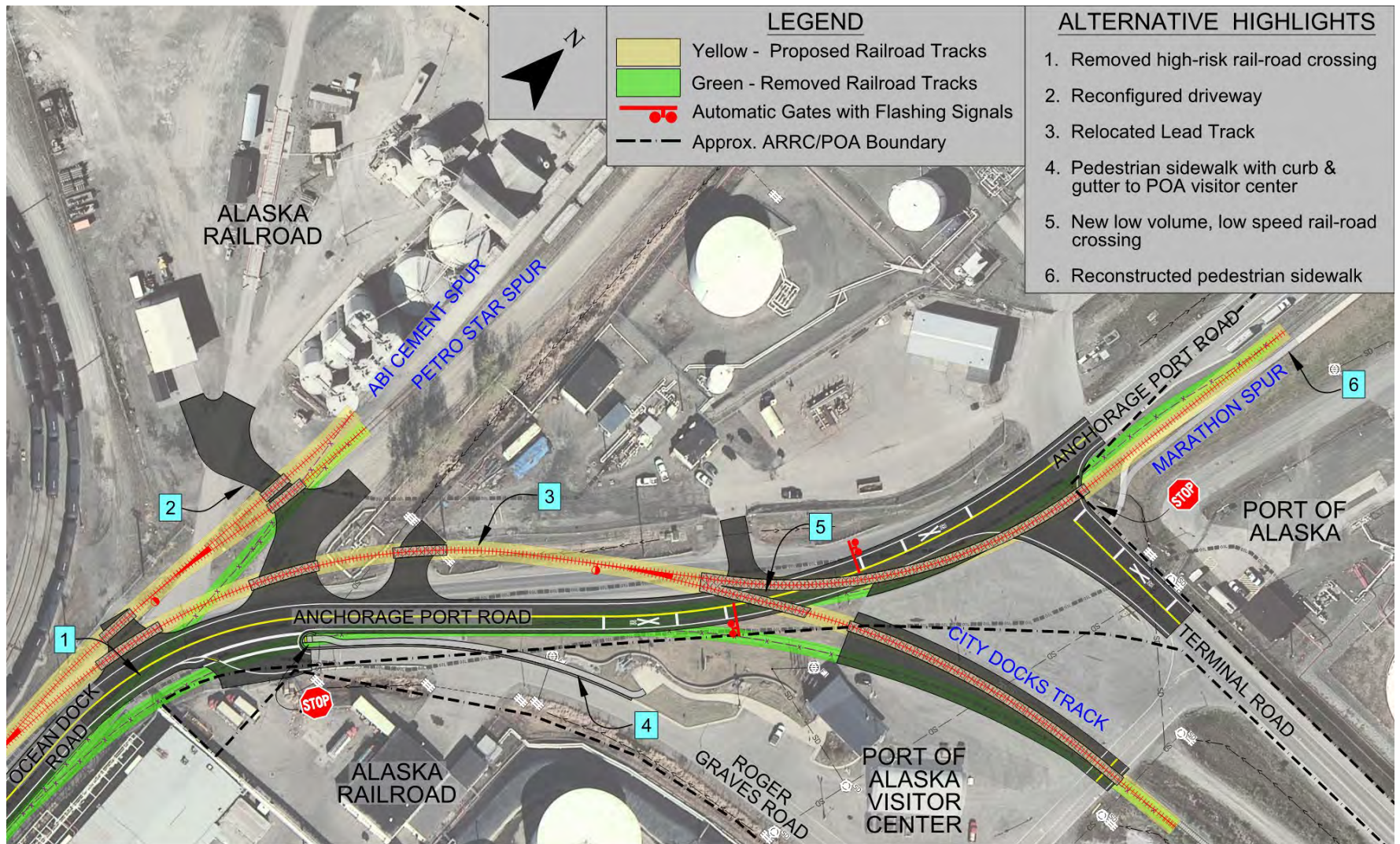


Figure D



Challenges

- Right-of-Way
 - Desirable to minimize impacts to leasable land (ARRC and POA)
- Utilities Coordination
 - Known: underground gas, fuel, telephone, water, sanitary sewer; overhead electric
 - Unknown expected
- Environmental
 - Park land and historic properties
- Traffic Control
 - Need to accommodate traffic during construction
 - Bluff Drive
 - C Street or Whitney Road remain open at all times



Next Steps

- Review Stage: Draft Reconnaissance Engineering Study
 - DOT&PF, AMATS Freight Advisory Committee, MOA
 - Presentation to AMATS committees
 - Public outreach and comment period (begin end of August, for 30 days)
- Revisions (end of September)
- Final Reconnaissance Engineering Study (October)
- Programming & Funding (approximate \$40 million)



Please Visit Our Website
<https://dot.alaska.gov/creg/oceandock/>



DOT&PF

Galen Jones, Project Manager
galen.jones@alaska.gov

Consultant: Kinney Engineering, LLC

Jeanne Bowie, Project Manager
Jeanne.Bowie@kinneyeng.com

Joann Mitchell, Public Involvement Coordinator
Joann.Mitchell@kinneyeng.com





Alaska Department of Transportation & Public Facilities

AMATS: OCEAN DOCK ROAD RECONNAISSANCE STUDY

Kinney Engineering, LLC

August 11, 2022

AMATS Technical Advisory Committee

Our mission is to *Keep Alaska Moving* through service and infrastructure.

Project Team

- DOT&PF
 - Galen Jones, Project Manager
- Kinney Engineering, LLC
 - Jeanne Bowie, Project Manger
 - Joann Mitchell, Public Involvement
 - Jessi Miranda, Project Engineer
 - Aiza Miguel, Transportation Engineer
- HDR
 - Don McCammon, Rail Engineer
 - Rick Degman, Railroad Operations



Reconnaissance Engineering Study

Ocean Dock Rd: Whitney Rd to Roger Graves Rd



LEGEND:

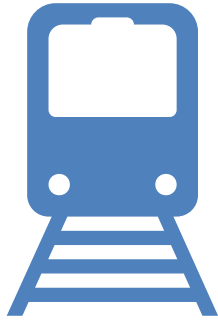
①	C ST NB OFF-RAMP
②	C ST SB OFF-RAMP
③	OCEAN DOCK RD SB OFF-RAMP
④	OCEAN DOCK RD NB OFF-RAMP
⑤	WESTERN DR
Ⓑ	BEGIN STUDY
Ⓔ	END STUDY*
Ⓒ	GATE SHACK (PORT OF AK)
ⓧ	INTERSECTION (C ST RAMPS)
—	OCEAN DOCK RD
—+—+—+—	RAILROAD TRACKS

*MAY VARY BASED ON STAKEHOLDER INPUT.

Note: Study does not include the previously studied C Street Ramps intersection (X), unless necessary.



Purpose & Need



Delay at Rail-Road
Crossings



Truck Operations



Crash Potential



Non-Motorized
Connectivity & Safety



Maintenance



Drainage

Conceptual Study



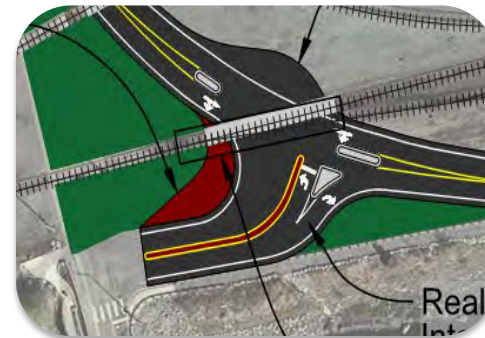
Non-motorized
Options



Drainage
Improvements



Rail Concepts



Road Concepts

Build Alternative (Proposed)

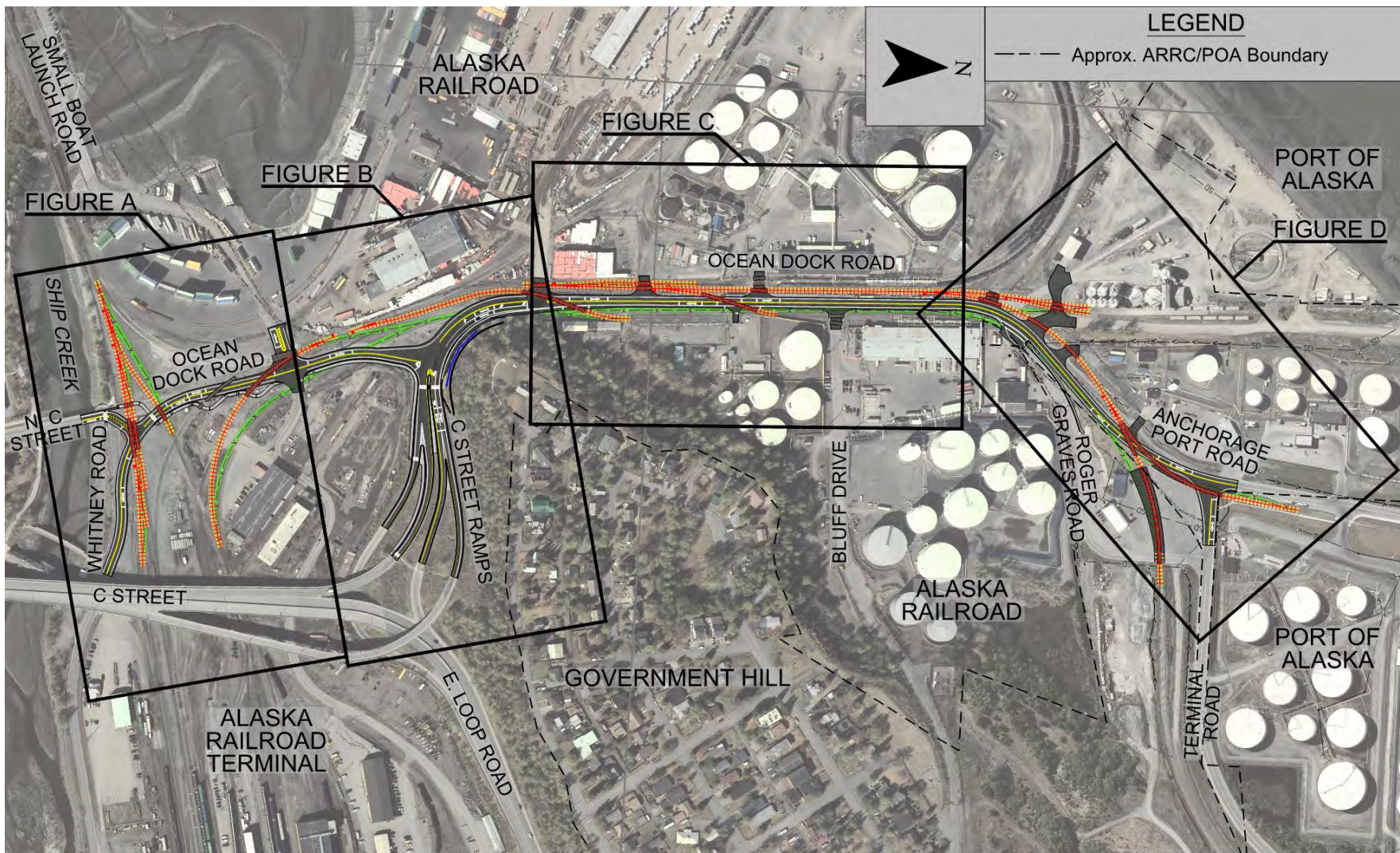


Figure A

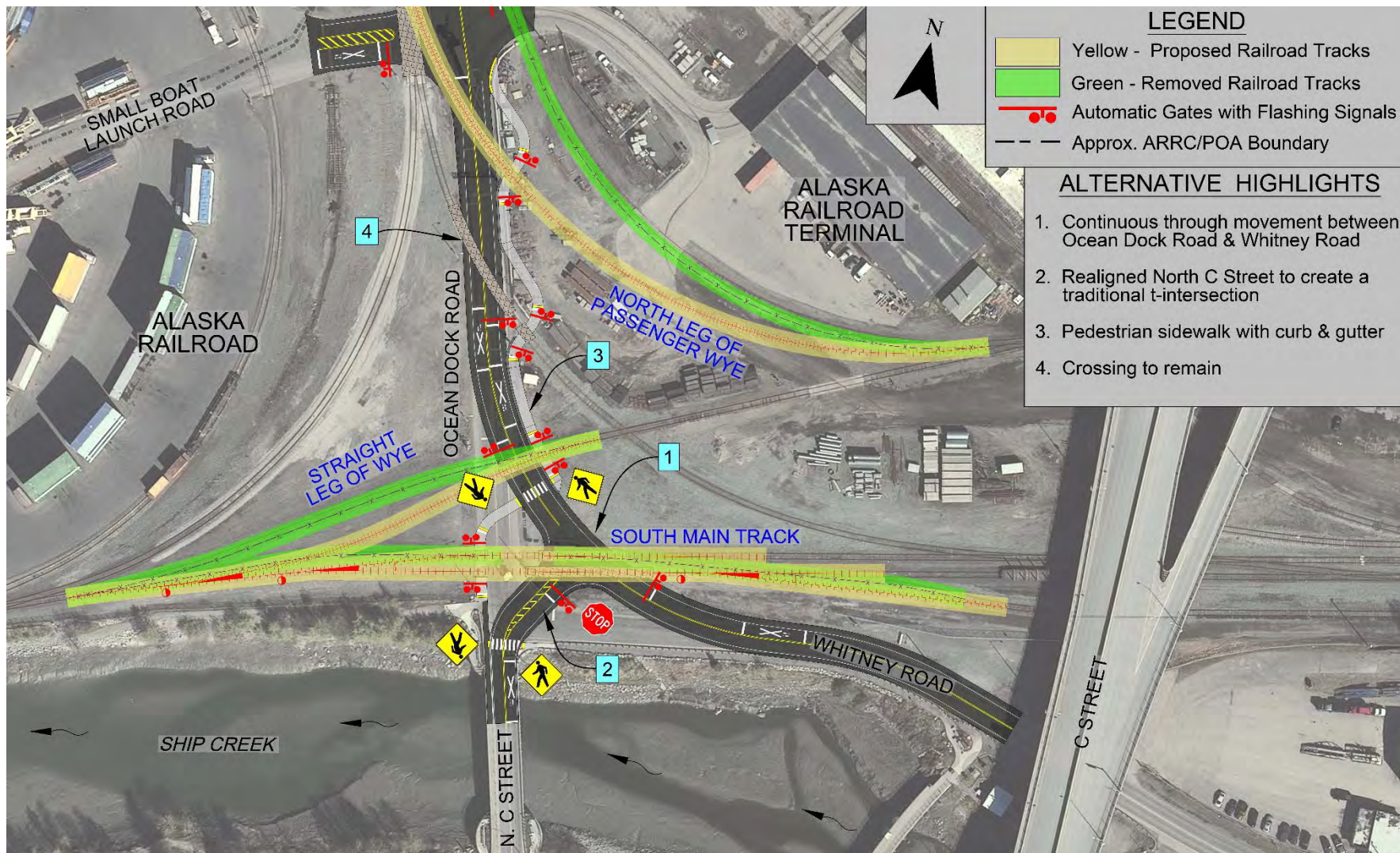


Figure A

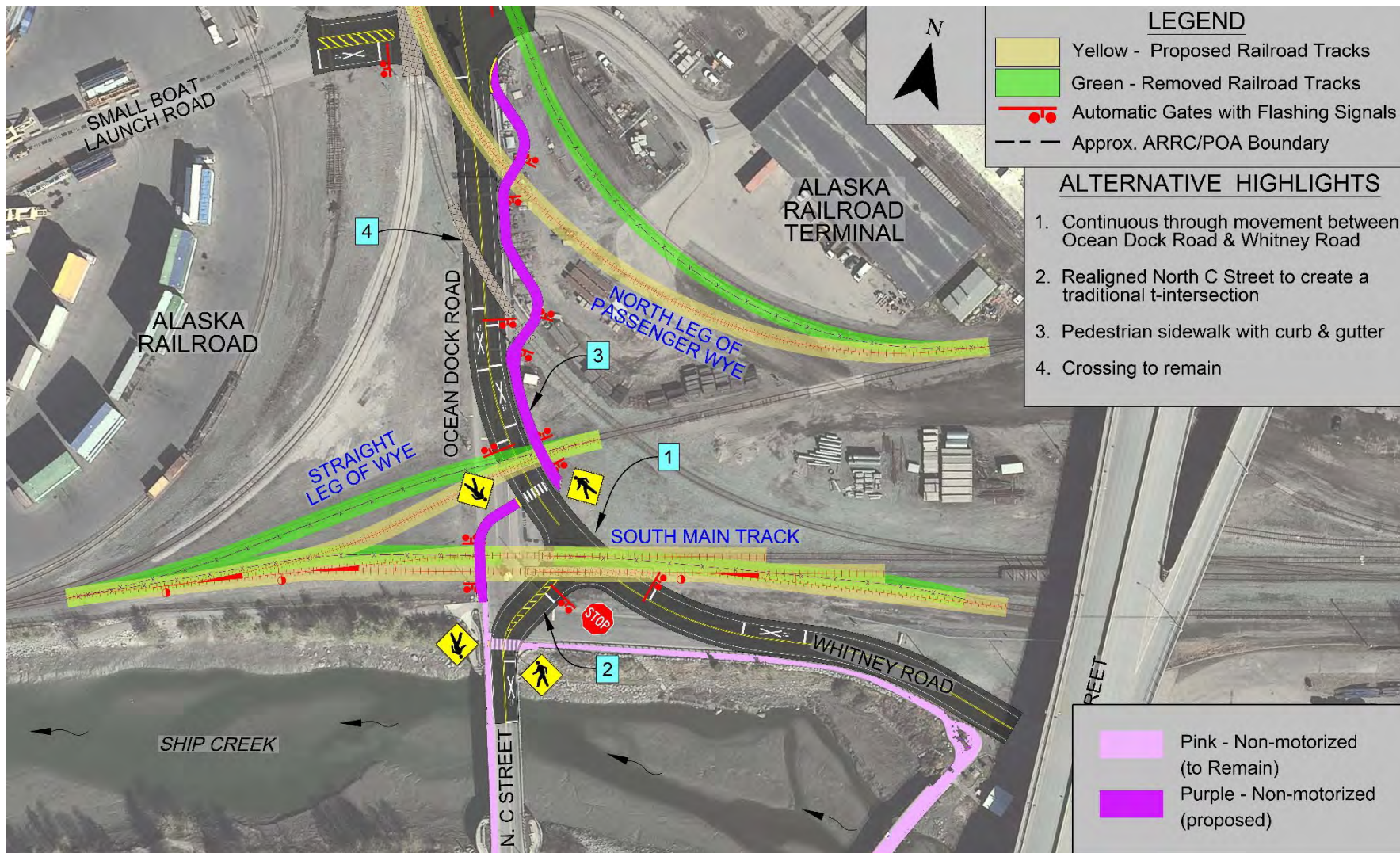


Figure B

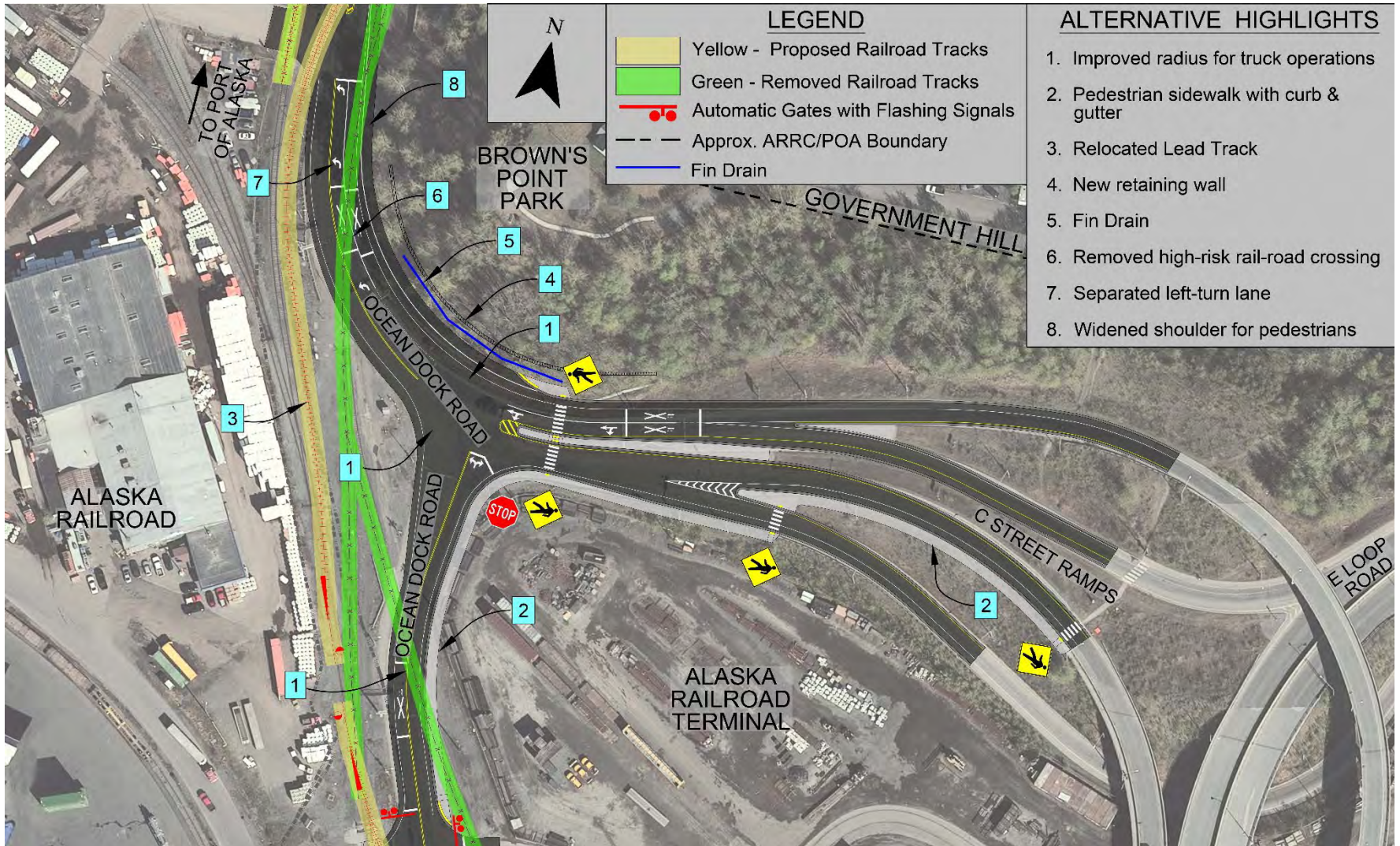


Figure B

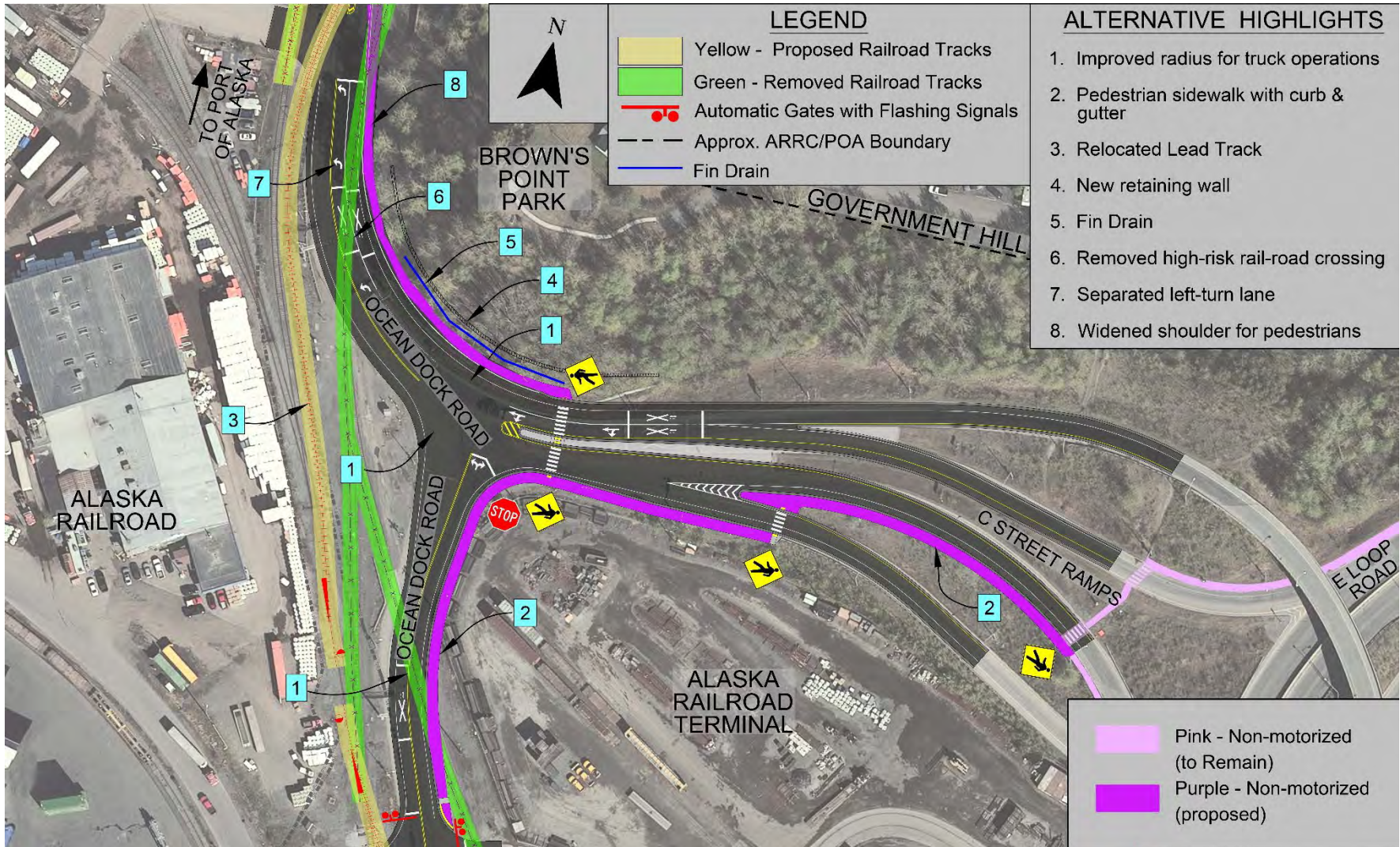


Figure C

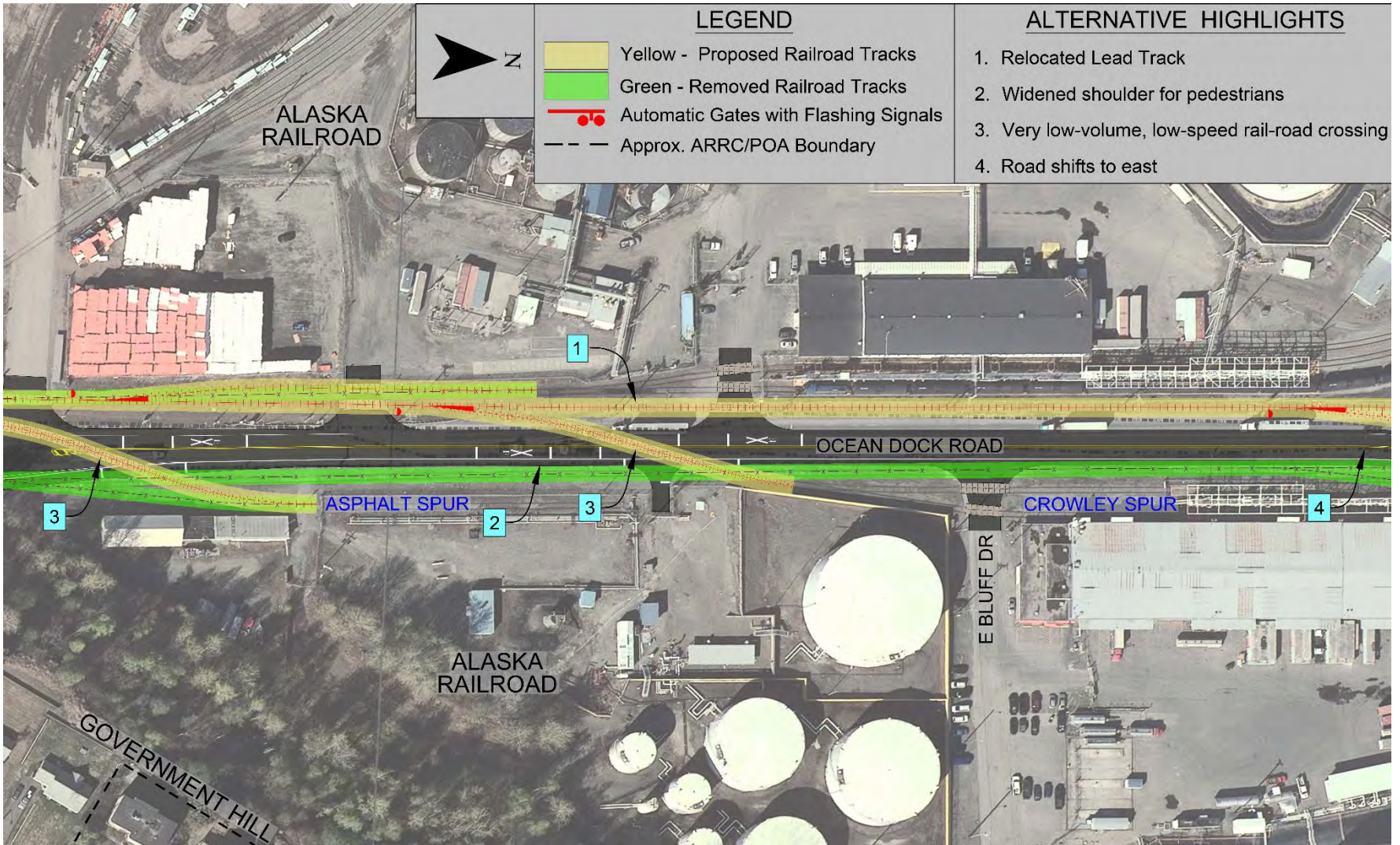
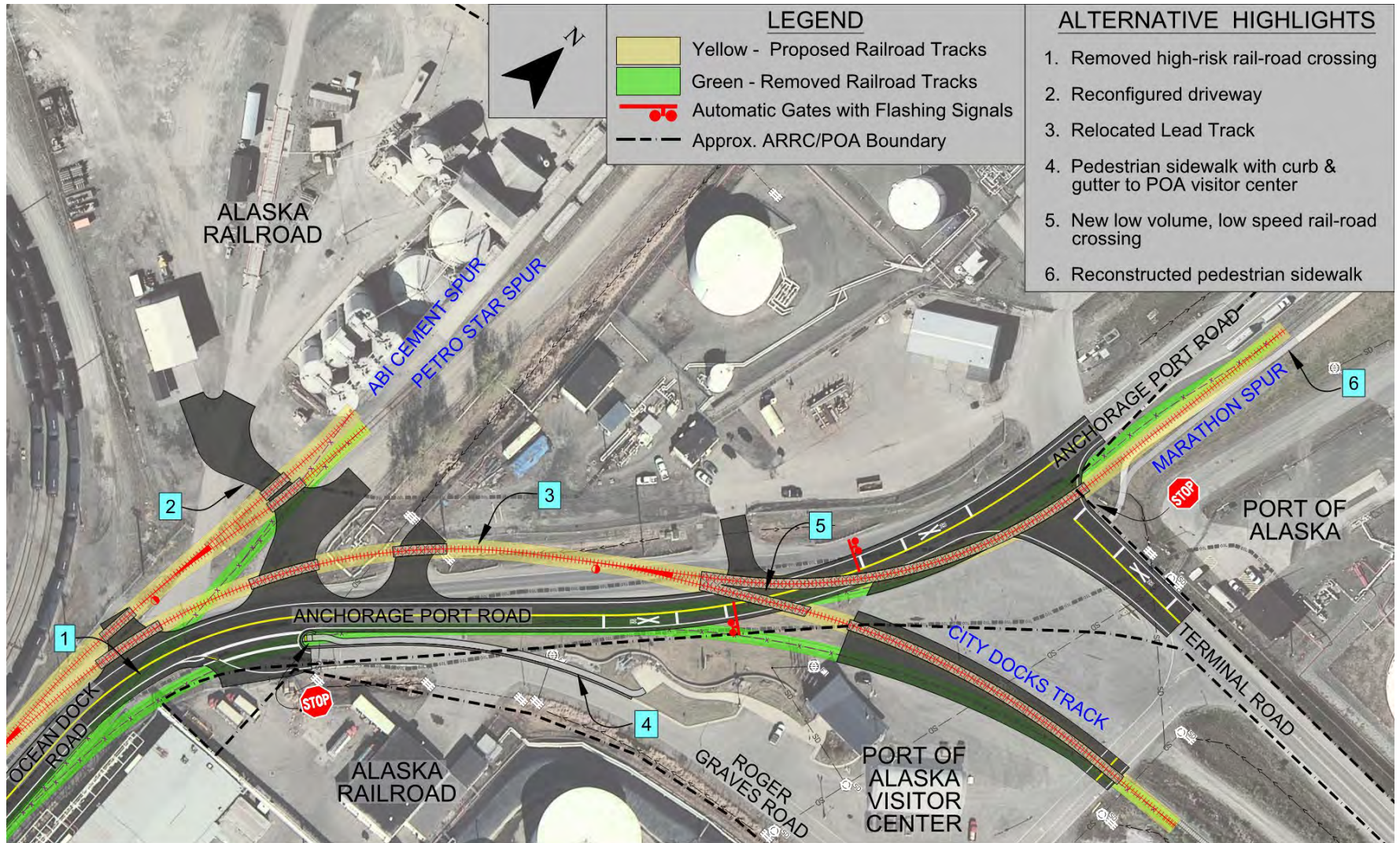


Figure D





Challenges

- Right-of-Way
 - Desirable to minimize impacts to leasable land (ARRC and POA)
- Utilities Coordination
 - Known: underground gas, fuel, telephone, water, sanitary sewer; overhead electric
 - Unknown expected
- Environmental
 - Park land and historic properties
- Traffic Control
 - Need to accommodate traffic during construction
 - Bluff Drive
 - C Street or Whitney Road remain open at all times

Next Steps

- Review Stage: Draft Reconnaissance Engineering Study
 - DOT&PF, AMATS Freight Advisory Committee, MOA
 - Presentation to AMATS committees
 - Public outreach and comment period (begin end of August, for 30 days)
- Revisions (end of September)
- Final Reconnaissance Engineering Study (October)
- Programming & Funding (approximate \$40 million)



Please Visit Our Website
dot.alaska.gov/creg/oceandock



DOT&PF

Galen Jones, Project Manager
galen.jones@alaska.gov

Consultant: Kinney Engineering, LLC

Jeanne Bowie, Project Manager
Jeanne.Bowie@kinneyeng.com

Joann Mitchell, Public Involvement Coordinator
Joann.Mitchell@kinneyeng.com





Alaska Department of Transportation & Public Facilities

AMATS: OCEAN DOCK ROAD RECONNAISSANCE STUDY

Kinney Engineering, LLC

September 22, 2022

AMATS Policy Committee

Our mission is to *Keep Alaska Moving* through service and infrastructure.

Project Team

- DOT&PF
 - Galen Jones, Project Manager
- Kinney Engineering, LLC
 - Jeanne Bowie, Project Manger
 - Joann Mitchell, Public Involvement
 - Jessi Miranda, Project Engineer
 - Aiza Miguel, Transportation Engineer
- HDR
 - Don McCammon, Rail Engineer
 - Rick Degman, Railroad Operations



Reconnaissance Engineering Study

Ocean Dock Rd: Whitney Rd to Roger Graves Rd



Note: Study does not include the previously studied C Street Ramps intersection (X), unless necessary.

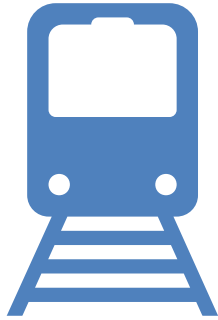
LEGEND:

- ① C ST NB OFF-RAMP
- ② C ST SB OFF-RAMP
- ③ OCEAN DOCK RD SB OFF-RAMP
- ④ OCEAN DOCK RD NB OFF-RAMP
- ⑤ WESTERN DR
- Ⓟ BEGIN STUDY
- Ⓛ END STUDY*
- ⓐ GATE SHACK (PORT OF AK)
- Ⓧ INTERSECTION (C ST RAMPS)
- OCEAN DOCK RD
- EXISTING RAILROAD TRACKS

*MAY VARY BASED ON STAKEHOLDER INFLT.



Purpose & Need



Delay at Rail-Road
Crossings



Truck Operations



Maintenance



Non-Motorized
Connectivity & Safety



Crash Potential

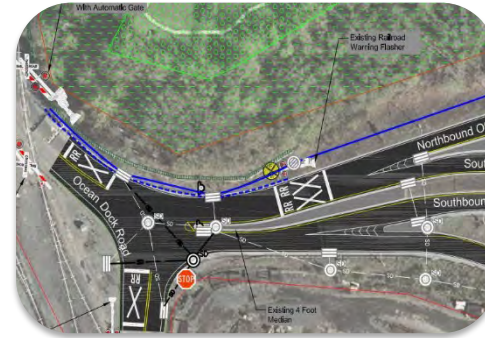


Drainage

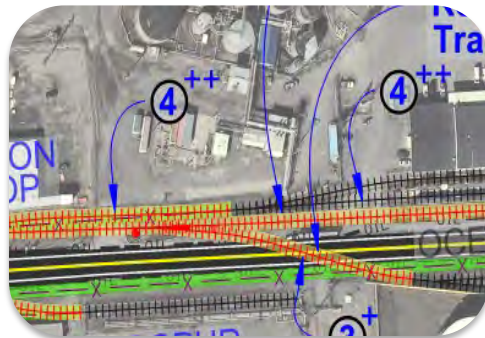
Conceptual Study



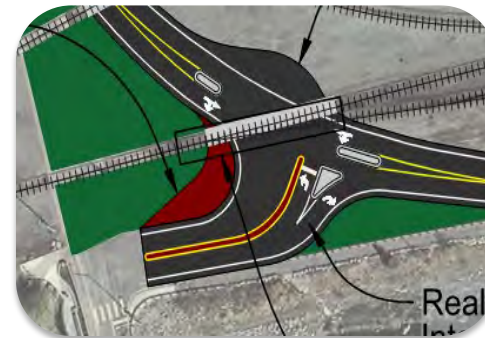
Non-motorized
Options



Drainage
Improvements



Rail Concepts



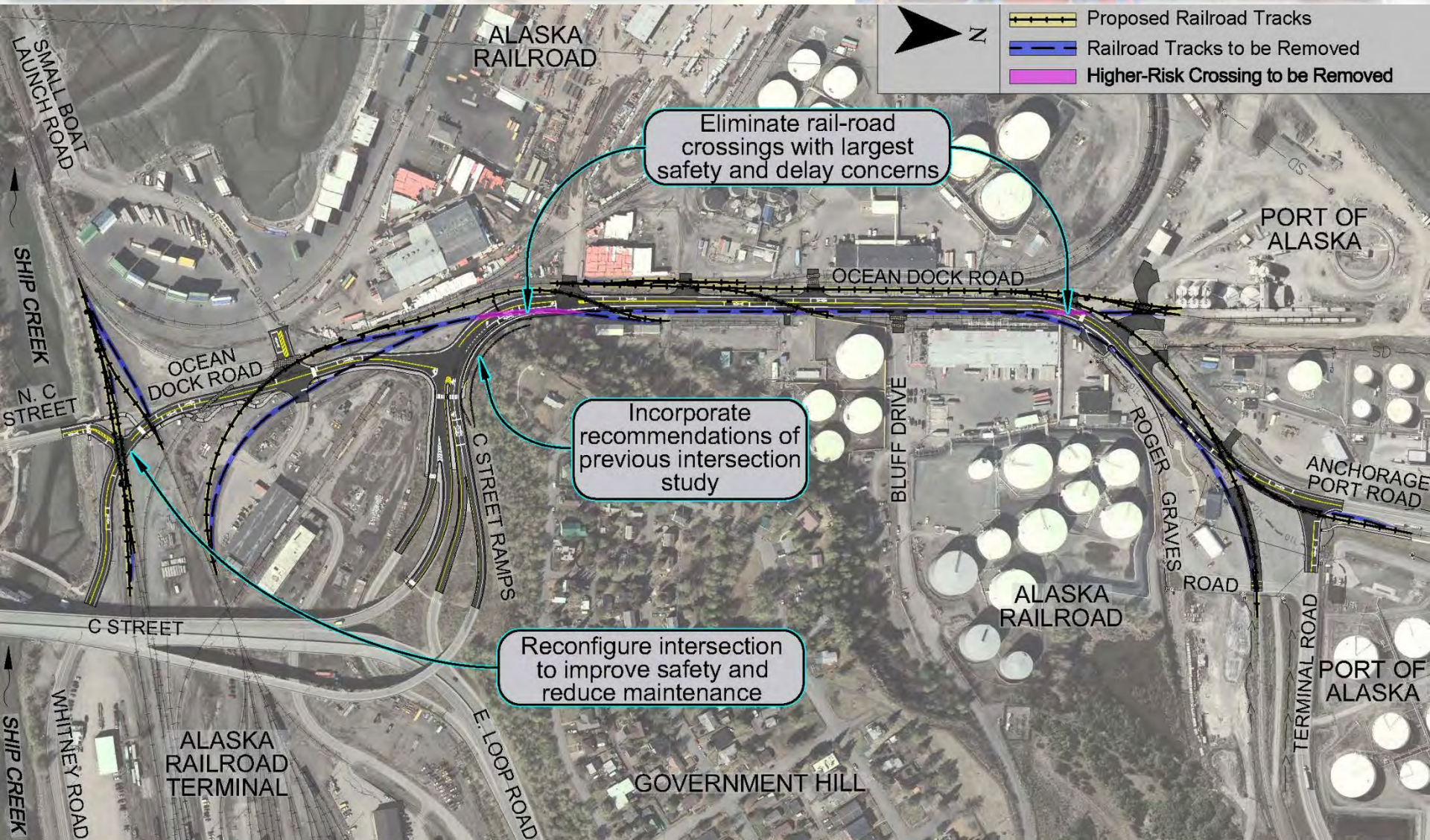
Road Concepts



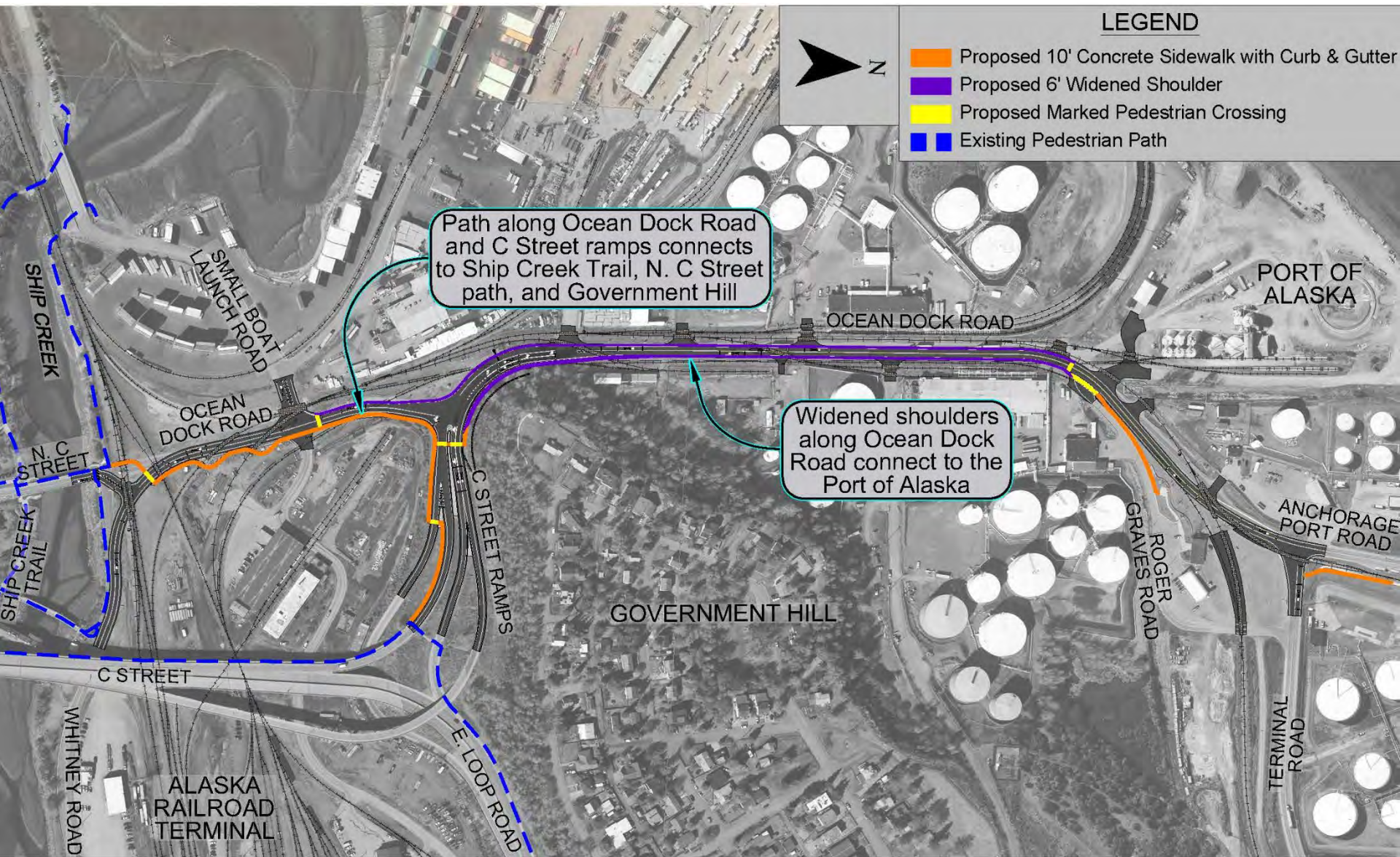
Proposed Concept

- Reduces train-vehicle conflicts by eliminating crossings with the largest safety and delay concerns
- Incorporates C Street ramp intersection recommendations to increase visibility and mitigate drainage concerns
- Reconfigures Whitney Road intersection to improve safety and reduce the ongoing need for repairs
- Proposes non-motorized facilities along Ocean Dock Road that connect to:
 - Existing facilities along North C Street and E Loop Road
 - Ship Creek Trail
- Widens shoulders leading into Port

Proposed Concept



Proposed Pedestrian Connections





Challenges

- Right-of-Way
 - Minimize impacts to leasable land owned by ARRC and POA
- Utilities Coordination
 - Extensive conflicts and relocations anticipated
- Environmental
 - Park land and historic properties
- Traffic Control
 - Accommodate traffic during construction
 - Alternate routes, such as Bluff Drive
 - C Street or Whitney Road remain open at all times
 - Maintain access to properties



Next Steps

- Review Stage: Draft Reconnaissance Engineering Study
 - DOT&PF, AMATS Freight Advisory Committee, MOA
 - Public outreach and comment period (begin end of September, for 30 days)
- Revisions (end of October)
- Final Reconnaissance Engineering Study (November)
- Programming & Funding (approximate \$46 million)



Please Visit Our Website
dot.alaska.gov/creg/oceandock



DOT&PF

Galen Jones, Project Manager
galen.jones@alaska.gov

Consultant: Kinney Engineering, LLC

Jeanne Bowie, Project Manager
Jeanne.Bowie@kinneyeng.com

Joann Mitchell, Public Involvement Coordinator
Joann.Mitchell@kinneyeng.com



Similar email was sent to all members of the Advisory Committee that had not already reviewed the Study

Jeanne M. Bowie

From: Jeanne M. Bowie
Sent: Wednesday, October 12, 2022 3:56 PM
To: LPeterman@totemaritime.com; MThrasher@totemaritime.com; bgodwin@totemaritime.com; JWarner@totemaritime.com
Subject: AMATS Ocean Dock Road Draft Reconnaissance Engineering Report
Attachments: ODR RES Flyer.pdf

Good afternoon,

Thank you for your participation in the AMATS: Ocean Dock Road Reconnaissance Engineering Study Advisory Council. The draft report is complete, and it is available for public comment until November 10, 2022.

We invite you to review and comment on the document. The executive summary and full report can be found on the project website [here](#) or by scanning the QR code below.



Please share with the groups that you represent, your employees, or others who might be interested.

Comments can be emailed to Jeanne Bowie at Jeanne.bowie@kinneyeng.com or submitted via the website through **November 10, 2022.**

For your convenience in sharing with others, a copy of the announcement flyer is attached to this email.

Next steps? Once the public comment period closes, we will compile and address all comments and finalize the report.

Jeanne Bowie, PE, PhD, PTOE

KINNEY ENGINEERING, LLC

jeanne.bowie@kinneyeng.com

3909 Arctic Blvd, Ste 400, Anchorage, AK 99503

Phone 907.344.7585 Fax 907.349.7496

www.kinneyeng.com



Subject: AMATS Ocean Dock Road Draft Reconnaissance Engineering Report
Date: Wednesday, October 12, 2022 at 4:12:36 PM Alaska Daylight Time
From: Jeanne M. Bowie
To: Schuette, Christine
CC: Jones, Galen K (DOT), Joann Mitchell
Attachments: ODR RES Flyer.pdf, image003.png, image004.jpg

Dear Christine,

Kinney Engineering has been selected as the consultant for the AMATS Reconnaissance Study for Ocean Dock Road from Whitney Road (at the Ship Creek Bridge) to Roger Graves Road (in the Port of Alaska). The study identified existing concerns regarding roadway operations and infrastructure, non-motorized needs, and opportunities to reduce railroad crossings. From the identified concerns, a proposed alternative was developed that addressed all user type safety, maintenance reduction, and freight mobility.

The study is complete, and the draft report is available for public review and comment until November 10, 2022. The executive summary and full report can be found on the project website [here](#) or by scanning the QR code below.



Could you please help us get the word out by posting the information on AMATS' social media platforms and encouraging those interested to submit comments by November 10, 2022.?

For your convenience, a copy of the announcement flyer is attached to this email. If there is anything else you need to help spread the word, please don't hesitate to ask.

Thank you very much for your help,

Jeanne Bowie, PE, PhD, PTOE
KINNEY ENGINEERING, LLC

jeanne.bowie@kinneyeng.com

3909 Arctic Blvd, Ste 400, Anchorage, AK 99503

Phone 907.344.7585 Fax 907.349.7496

www.kinneyeng.com



Jeanne M. Bowie

From: Wilm, Joni C. <joni.wilm@anchorageak.gov>
Sent: Thursday, October 13, 2022 11:45 AM
To: Jeanne M. Bowie
Subject: [EXT] FW: AMATS Ocean Dock Road Draft Reconnaissance Engineering Report
Attachments: ODR RES Flyer.pdf

Fyi! :)

From: Wilm, Joni C.
Sent: Thursday, October 13, 2022 11:44 AM
To: Cary Shiflea <matanuskathunderfilms@gmail.com>; 'CB Brady' <CBBrady@AlaskaBVI.org>; Chelsea Ward Waller <chelsea.wardwaller@gmail.com>; 'Craig Lyon' <lyonch@muni.org>; 'Darell Hess' <HessDW@muni.org>; Doherty, Jessie (DOH) <jessie.doherty@alaska.gov>; Emily Weiser <emily.l.weiser@gmail.com>; 'John Miller' <Miller_John@asdk12.org>; Jongenelen, Aaron M. <aaron.jongenelen@anchorageak.gov>; Katie Severin <kseverin@aarp.org>; Lindsey Hajduk <lhajduk@gmail.com>; Mark Eisenman <mark.eisenman@alaska.gov>; Matt Johnson <mattj@alaskan.com>; Michael Williams <michael.williams@noaa.gov>; Schuette, Christine <christine.schuette@anchorageak.gov>; Starzec, James A (DOT) <james.starzec@alaska.gov>
Subject: FW: AMATS Ocean Dock Road Draft Reconnaissance Engineering Report

Good morning BPAC. I hope you are all enjoying the week.

Kinney Engineering recently completed the draft Reconnaissance Engineering Study for Ocean Dock Road, from Whitney Road to Roger Graves Road (in the Port of Alaska). They would like BPAC to have an opportunity to submit comments on the study (through the AMATS Technical Advisory Committee). If the committee would like to review the study and submit comments through the BPAC chair, we can work to consolidate comments and draft a memo that will then be submitted to the AMATS TAC and PC. Please see the email below from Jeanne Bowie, with Kinney Engineering that gives a brief overview of the project. Comments are due November 10th, so in order to get comments submitted through the TAC, we would likely need a memo by end of next week to get it on the TAC Agenda for the November 3rd meeting. Please let me know if you have any questions. Thanks all, and enjoy the day!

Dear AMATS BPAC members,

Kinney Engineering has been selected as the consultant for the AMATS Reconnaissance Study for Ocean Dock Road from Whitney Road (at the Ship Creek Bridge) to Roger Graves Road (in the Port of Alaska). The study identified existing concerns regarding roadway operations and infrastructure, non-motorized needs, and opportunities to reduce railroad crossings. From the identified concerns, a proposed alternative was developed that addressed all user type safety, maintenance reduction, and freight mobility.

The study is complete, and the draft report is available for public review and comment until November 10, 2022. We invite you to review and comment on the document. The executive summary and full report can be found on the project website [here](#) or by scanning the QR code below.



Provide comments to Jeanne Bowie at Jeanne.bowie@kinneyeng.com by **November 10, 2022**.

Your input is valuable! Please help us get the word out by sharing the link to the project document and encouraging those interested to submit comments by November 10, 2022.

Thank you very much for your help,

Jeanne Bowie, PE, PhD, PTOE

KINNEY ENGINEERING, LLC

jeanne.bowie@kinneyeng.com

3909 Arctic Blvd, Ste 400, Anchorage, AK 99503

Phone 907.344.7585 Fax 907.349.7496

www.kinneyeng.com



Subject: AMATS Ocean Dock Road Draft Reconnaissance Engineering Report
Date: Wednesday, October 12, 2022 at 4:23:18 PM Alaska Daylight Time
From: Jeanne M. Bowie
To: ghccvicepres@gmail.com, ghccsec@gmail.com, ghccpres@gmail.com
CC: Joann Mitchell, Jones, Galen K (DOT)
Attachments: ODR RES Flyer.pdf, image003.png, image004.jpg

Dear Government Hill Community Council,

Kinney Engineering has been selected as the consultant for DOT&PF's Reconnaissance Study for Ocean Dock Road from Whitney Road (at the Ship Creek Bridge) to Roger Graves Road (in the Port of Alaska). The study identified existing concerns regarding roadway operations and infrastructure, non-motorized needs, and opportunities to reduce railroad crossings. From the identified concerns, a proposed alternative was developed that addressed all user type safety, maintenance reduction, and freight mobility.

The study is complete, and the draft report is available for public review and comment until November 10, 2022. We invite you to review and comment on the document. The executive summary and full report can be found on the project website [here](#) or by scanning the QR code below.



Provide comments to Jeanne Bowie at Jeanne.bowie@kinneyeng.com by **November 10, 2022**.

Your input is valuable! Please help us get the word out by sharing with the Government Hill residents and posting on social media platforms.

For your convenience, a copy of the announcement flyer is attached to this email. If there is anything else you need to help spread the word, please don't hesitate to ask.

Thank you very much for your help,

Jeanne Bowie, PE, PhD, PTOE
KINNEY ENGINEERING, LLC

jeanne.bowie@kinneyeng.com
3909 Arctic Blvd, Ste 400, Anchorage, AK 99503
Phone 907.344.7585 Fax 907.349.7496
www.kinneyeng.com

Subject: Subject: AMATS Ocean Dock Road Draft Reconnaissance Engineering Report
Date: Wednesday, October 12, 2022 at 4:26:52 PM Alaska Daylight Time
From: Jeanne M. Bowie
To: santaella_julie@asdk12.org
CC: Joann Mitchell, Jones, Galen K (DOT)
Attachments: ODR RES Flyer.pdf, image003.png, image004.jpg

Dear Ms. Julie Santaella,

Kinney Engineering has been selected as the consultant for DOT&PF's Reconnaissance Study for Ocean Dock Road from Whitney Road (at the Ship Creek Bridge) to Roger Graves Road (in the Port of Alaska). The study identified existing concerns regarding roadway operations and infrastructure, non-motorized needs, and opportunities to reduce railroad crossings. From the identified concerns, a proposed alternative was developed that addressed all user type safety, maintenance reduction, and freight mobility.

The study is complete, and the draft report is available for public review and comment until November 10, 2022. We invite you and your staff to review and comment on the document. The executive summary and full report can be found on the project website [here](#) or by scanning the QR code below.



Provide comments to Jeanne Bowie at Jeanne.bowie@kinneyeng.com or through the project website by **November 10, 2022**.

Your input is valuable! Please help us get the word out by sharing with the Government Hill Elementary staff and families. Additionally, feel free to post the information on your social media platforms. For your convenience, a copy of the announcement flyer is attached to this email. If there is anything else you need to help spread the word, please don't hesitate to ask.

Thank you very much for your help,

Jeanne Bowie, PE, PhD, PTOE
KINNEY ENGINEERING, LLC

jeanne.bowie@kinneyeng.com

3909 Arctic Blvd, Ste 400, Anchorage, AK 99503

Phone 907.344.7585 Fax 907.349.7496

www.kinneyeng.com



AMATS: Ocean Dock Road Reconnaissance Engineering Study



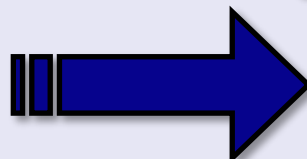
While traveling near the railroad depot, port, or small boat launch, have you experienced delay due to trains? Or felt uncomfortable driving in the area because of the truck and train traffic or traffic control? Are you a trucker who's efficiency rate is affected by the delay in the area? Do you wish there were dedicated non-motorized facilities between Government Hill, Ship Creek Trail, and C Street?

Well, take a LOOK!

**Public Review and Comment Period
Closes November 10, 2022**

A Reconnaissance Engineering Study has been completed to address these concerns. The draft report with a proposed alternative is available for review and comment and...

EVERYONE is invited!



dot.alaska.gov/creg/oceandock



SCAN ME



Anchorage Transportation Planning

October 13 · 🌐



The Ocean Dock Road Reconnaissance Engineering Study is out for public review! Have you been following this project? Check out the proposed solutions and send in your comments!

<https://bit.ly/OceanDock>



1



Like



Comment



Share



Write a comment...



Subject: [EXT] AMATS: Ocean Dock Road Reconnaissance Engineering Study Comments
Date: Saturday, October 1, 2022 at 10:00:34 AM Alaska Daylight Time
From: Lucas Smith
To: Joann Mitchell
Attachments: 20180425_Minutes.pdf

Ms. Mitchell:

I am submitting public comments in response to the ongoing [Ocean Dock Road Reconnaissance Engineering Study](#) presented at the [September 22, 2022 AMATS Committee Meeting](#) by Kinney Engineering, LLC, and as solicited by the 30-day public comment period identified in the meeting as beginning on Approximately October 1, 2022 and ending on approximately October 30, 2022.

In the attached Port of Alaska Commission minutes of the April 25, 2018 meeting, Commissioner Thompson identifies how parking at the Port is “becoming more problematic” for the trucking industry. Challenges are related to “hours of service” regulations and electronic monitoring. Parking was problematic at the Port of Alaska even prior to existing issues now prevalent at many coastal ports since the ongoing maintenance of health based emergency declarations and supply chain challenges occurring after March 2020.

Making parking facilities available for the trucking industry is as essential as having as having apron facilities adjacent to an airport runway, or a rest landing on a handicapped access ramp. As it relates to being metropolitan, the communities and goods serviced by the trucking industry throughout the Municipality of Anchorage is as metropolitan as it gets.

Please support the trucking industry by utilizing AMATS resources to provide the trucking industry with facilities they require to support the Anchorage metropolitan area’s needs through transportation service.

Sincerely,
Lucas Smith

Sent from [Mail](#) for Windows

Subject: [EXT] Ocean Operations Engineering Road Reconnaissance Study - Comments from Gov't Hill resident

Date: Thursday, October 20, 2022 at 8:30:45 PM Alaska Daylight Time

From: Molly Mylius

To: Joann Mitchell

Hi Joann,

Happy autumn! Molly Mylius here - you might recognize my name since I work at Agnew::Beck and we've corresponded on various proposals/projects over the years. However, today I'm writing from my personal email in response to the AMATS: Ocean Dock Road Reconnaissance Engineering Study.

First - thanks for your team's presentation at the Government Hill community council meeting tonight! It was interesting to learn about the emerging study recommendations.

I am writing to express enthusiastic support for the various bike and pedestrian recommendations through the port and rail yard area. My husband and I live in Government Hill. As a biker, walker, and (very slow) jogger, I would very much like to see improved non-motorized connectivity to connect the Government Hill neighborhood with the Ship Creek Trail, the Coastal Trail, and the Small Boat Launch - all of which will be improved by the bike and pedestrian recommendations in your study. Right now it is treacherous and unpleasant - through gravel and grass, dodging trucks and trains - to access these sites from the neighborhood. The Whitney Road and Ocean Dock Road is also a scary intersection for ALL users - it's confusing, and you have the addition of Ship Creek fishers, too. So I'm grateful to see proposed revisions there.

Thanks for your work on this project,
Molly

Molly Mylius
Government Hill resident (735 Birch St.)
907-782-8787



METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

Kinney Engineering, LLC

Attn: Jeanne Bowie, PE, PhD, PTOE

3909 Arctic Boulevard, Ste 400

Anchorage, Ak 99503

Dear Ms. Bowie,

To improve safety conditions for bicyclists and pedestrians in the AMATS area, the AMATS Bicycle and Pedestrian Advisory Committee (BPAC) would like to make the following recommendations regarding the AMATS Ocean Dock Road Draft Reconnaissance Engineering Report:

1. The BPAC supports the addition of multi-use paths for bicycle and pedestrian access. These paths should be a minimum of 8 feet wide, which is the standard multi-use path width. Bicycle and pedestrian connectivity are badly needed in this area. The existing narrow sidewalks are adjacent to high-speed traffic on the on- and off-ramps, which is dangerous when bicyclists or pedestrians pass each other on too-narrow sidewalks. Additionally, during peak fishing times many pedestrians are carrying fishing poles and nets, which makes it difficult to comfortably pass each other on narrow pathways.
2. The BPAC recommends implementing crosswalk designs that provide adequate safety for pedestrians and bicyclists. BPAC is concerned that some of the proposed crosswalks might not provide adequate safety for bicycles and pedestrians, with motorized traffic flows that will not include stop signs, but will include turning traffic, heavy freight, and on/off-ramp traffic, that will be traveling at higher speeds and will not necessarily be aware of pedestrians or bicyclists. Crosswalk improvements should encompass options that add raised crosswalks, flashing beacons, and traffic calming elements. These measures will help ensure people can cross safely on foot or bicycles.

The BPAC feels that by following through on the above two recommendations, AMATS will provide improved safety for pedestrians and bicyclists within the Ocean Dock Road area.

Sincerely,

Darrel Hess – BPAC Chair

GOVERNMENT HILL COMMUNITY COUNCIL

c/o Community Councils Center • 1057 West Fireweed Lane, Suite 100
Anchorage, AK 99503



Jody Sola, President

Stephanie Kesler, Vice President

Peter Partnow, Secretary

Susanne DiPietro, Treasurer

Bob French, FCC Representative

Belinda MacIntire, Ron Clark, Pete Murphy At-Large Board Members

November 10, 2022

Jeanne Bowie, PE
Kinney Engineering, LLC
3909 Arctic Blvd, Suite 400
Anchorage, AK 99503
Via Email: Jeanne.Bowie@kinneyeng.com

Re: Comment on Ocean Dock Road Reconnaissance Engineering Study

The Government Hill Community Council (GHCC) thanks the project team for their presentation at its October 2022 meeting and for the opportunity to provide written comment on the draft study. By way of context, Government Hill is the first of the four original neighborhoods developed in early Anchorage, serving as a home base for railroad and military workers. The neighborhood is eclectic and diverse, characterized by historically significant sites, parks and greenbelts with connecting trails, densely populated apartment complexes, and single family detached dwellings. GH residents choose non-motorized modes of transportation for a variety reasons, ranging from lack of access to vehicles to desire to bike or walk for recreation and health. GHCC has identified concerns in two primary areas: the configuration of the proposed new non-motorized routes and crossings, and the proposal to improve truckers' sight lines and increasing truck speed by building a new retaining wall at Historic Brown's Point Park. Each of these items is explained below. GHCC also believes that many of the proposed safety improvements could be achieved at near zero cost by simply lowering the speed limits at the C Street Ramps and Ocean Dock Road.

Comments on Non-Motorized Improvements. GHCC supports the study's emphasis on non-motorized connectivity and safety. GHCC agrees wholeheartedly with the finding that there are insufficient non-motorized facilities to serve demand to and from the neighborhood, and that safer non-motorized facilities are needed. GHCC commends the project team for accurately documenting this need and bringing forward creative proposals to address it.

Specifically, GHCC agrees that new non-motorized paths must be built, and it enthusiastically supports construction of the pedestrian sidewalk with curb and gutter shown in Figure 59: Build Alternative – Figure B, Alternative Highlight #2.

Note: there has been a lot of work done recently on safe bike-way design for shared roads. Merely painting a bike symbol on the edge of a street to designate a bike path actually causes more accidents. A "curb and gutter" is not much better. Best is "curb and plantings" (see links and photo below). If trucks are being given the safest possible design for this project the same standard of care should be given for pedestrians and bikers.

<https://cal.streetsblog.org/2016/01/04/new-caltrans-design-bulletin-oks-protected-bike-lanes-in-ca/>
<https://cal.streetsblog.org/wp-content/uploads/sites/13/2016/01/dib89.pdf>

GOVERNMENT HILL COMMUNITY COUNCIL

Established 1915 • Anchorage's First and *Oldest* Neighborhood



GHCC would request however, consideration of an additional connection between E. Loop Rd and the upper C Street ramp – namely, the informal pathway that already exists between W. Harvard Rd (roughly across from the intersection of W. Harvard and Colwell) and the ramp. This historical access trail, documented in Figure 36 as an observed route, is heavily used by those on foot despite its steep grade and poor condition. This is because it is the shortest route up to the neighborhood, especially to and from the bridge walkway to downtown, and it also avoids the narrow and noisy sidewalk along E Loop Rd.

Moving on to Fig. 62, GHCC enthusiastically supports the concrete sidewalk with curb and gutter shown in red to make the pedestrian connection to Ship Creek. However, GHCC has concerns about the proposed pedestrian crossing shown near the intersection of the C Street Ramps and Ocean Dock Road. Since one of the goals of this project (that GHCC does not agree with) is to increase truck speeds coming off the C Street ramps and into the Port, doesn't it seem dangerous to place a pedestrian crossing where the trucks would potentially be accelerating into the turn? Wouldn't it make more sense to locate that crossing further back from the intersection, for example nearer the new crossing proposed for the south side of W. Loop Rd (shown in yellow on Fig 62)?

Additionally, has any thought been given to widening the sidewalk on E. Loop Road? Residents who use that sidewalk know it is too narrow for a bike and a pedestrian to safely pass, and it is dangerous for two bikes to pass. Extra width could be gained either from the adjacent greenbelt, or from the adjacent lane of E. Loop Road. During planning and public input for previous Loop Road upgrades, it has also been suggested that one whole lane of E. Loop Road could be converted to non-motorized use with little to no impact on traffic congestion to and from the neighborhood and JBER. Since the goal of this project is to give trucks the safest possible roadway design, please consider these long standing community ideas for providing bikes and pedestrians with the same standard of care by designing the safest possible non-motorized pedestrian and bicycle amenities. Thank you for proposing perpendicular crossings at the train tracks. Two members of the GHCC Executive Board have crashed on Ocean Dock Road when their bike tires became caught in the rail grooves.

Comments on Proposals Affecting Brown's Point Park. On page 58, the report identifies complaints by truckers (but not cars) that sight distance is restricted by the hill/retaining wall located on the north side of the

intersection with the C Street ramps, approaching the Ocean Dock Road 5 crossing. Section 3.3.2 indicates that the radius of Curve 2 and 3 need to be increased so that truck speeds can be increased. Since it is less than 700 feet from the end of Curve 3 to the Port Security Checkpoint, what is the point of having trucks be able to careen around a curve at a higher speed, only to have to slam on their brakes at the Checkpoint? Leaving the Port, truckers say they have to slow down because the curve is tight going up the ramp. However, the report found at page 36 that the Ocean Dock Road at C Street ramps intersection falls below the statewide average for crashes, indicating that there is no statistical evidence the intersection has poor safety performance. The report further noted that most crashes with rail equipment occurred at Ocean Dock Road 1 or 2, not at Ocean Dock Road 5. This suggests that the sight line issue is not a safety issue. Section 3.5.2 indicates that at the Ocean Dock Road and C Street ramps intersection, the predominant crash type was rear-end crashes of northbound vehicles hitting northbound vehicles at the intersection. Since they occurred at the intersection, those rear-end crashes did not involve problems with the sight lines, they were caused by vehicles going too fast for the conditions, or driver inattention. Those crashes could more effectively be reduced by simply lowering the speed limits.

And, according to the Benefits section of the report, increasing the radius at the C Street ramps serves only to increase driver comfort so they can travel at the posted speed limit. Yet, increasing vehicle speed in this area where pedestrians are and will be present seems like a bad idea from a safety standpoint, and would likely improve trip times by only a couple of seconds, since port users need to stop at the Security Checkpoint. While many safety concerns, like stopping sight distances can often be improved by removing obstructions, like “Rail Yard Debris” and the “Railroad Signal Controller Bungalow” (Figures 15 to 18), they can also be made safer by simply lowering the speed limits. Over the entire 0.65 mile stretch of Ocean Dock Road that this project affects, lowering the speed limit from 30 mph to 25 mph would cause a truck driver a 15.6 second delay. Lowering the speed limit from 30 mph to 20 mph would cause a 39 second delay. But of course, those truck cannot travel at the speed limit, they also must negotiate several stop signs. Clearly, lowering the speed limit would cause a negligible increase in time for truckers but could easily improve safety.

In fact, the decreased sight lines that cause truckers to slow down seem to GHCC to be a good thing. Truckers and vehicular traffic must be alert for pedestrians and bikers who even now use those routes despite the prohibition. The fact that the traffic slows in this area may well be part of the reason that no pedestrian-vehicle collisions have occurred.

Even if the study team accedes to the truckers’ desire for increased comfort maneuvering the curve, building a new retaining wall is not the answer. First, a new retaining wall would to some degree degrade the historic Brown’s Point Park. Depending upon the extent of encroachment, it might also degrade or even destroy the newly constructed West Greenbelt trail (built with volunteer labor and grants and now heavily used by residents and others). The idea of “cutting off Brown’s Point”, which GHCC has strongly and continuously opposed from the very first time it was suggested years ago, is unacceptable to the community and a poor use of public park land.

As an alternative, GHCC requests that the study team examine the possibility of easing the curve in the other direction – by encroaching on the industrial land across the street. Insulfoam is a business which is not necessary to be located either along a rail line, or near the Port, and moving the roads slightly west would be a minor encroachment on Insulfoam’s lay-down yard, which is already bisected by railroad tracks. This land is not intensely used, and in any event already appears to be in play for relocation of railroad tracks. GHCC notes that the bluff behind the retaining wall is unstable to some degree. No alternative that disturbs it should be advanced without review by the Geotechnical Advisory Commission and an engineering study of bluff stability and drainage. It is possible that some of the drainage issues identified in the report are caused by seepage coming off the slope.

GHCC agrees that any effects to the Brown’s point Park Historic Site, or the GH Federal Housing Historic District would require a Section 4(f) consultation.

Once again, GHCC thanks you for the opportunity to participate in this important and exciting project.

Best,

Jody Sola, President
Government Hill Community Council