

Appendix



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION PLANNING/TRAFFIC ENGINEERING

610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

MEMORANDUM

Date: May 12, 2003 **Project #:** 5778
To: Paddy Tillett, ZGF Partnership
From: Gary Katsion
Project: U-Med Master Plan Update – Municipality of Anchorage, Alaska
Subject: Overview of Transportation Analysis

This memorandum has been prepared to provide you with a summary of the transportation analysis conducted during the U-Med Master Plan Update. Following the initial meetings in Anchorage in December 2002 with Project Steering Committee, Municipality of Anchorage Planning and Transportation staff, and the major stakeholders in the study area, we have completed the following tasks related to the transportation analysis:

- Reviewed copies of the most recent traffic data counts within the U-Med District from the Municipality of Anchorage transportation department staff.
- Reviewed the available technical memorandums from the East Anchorage Study of Transportation (Goals and Objectives Analysis – August 2002, Problems and Needs – August 2002, and Forecast Report – January 2003), and
- Conducted a qualitative review of the overall traffic circulation patterns to/from and within the U-Med District to identify future improvements to the roadway and pedestrian network.

Review of Existing Traffic Count Data

The Municipality of Anchorage transportation staff has provided recent traffic count data at the following intersections within the U-Med District study area:

Lake Otis/Northern Lights	Lake Otis/36 th /Providence
Lake Otis/Tudor	Folker/Tudor
Dale/Tudor	Dale/42 nd
Bragaw/Tudor	Bragaw/Providence
UAA/Northern Lights	UAA/Providence
Seawolf/Providence	Alumni/Providence

This count data was used to develop an update of the existing ADT volumes on the major roadways within the U-Med District. The previous draft report contained ADT volumes based upon traffic count data that was collected in 1996. The updated ADT volumes have been updated in the final report.

Coordination with East Anchorage Study of Transportation

The East Anchorage Study of Transportation is currently being conducted to identify and assess long-range (year 2023) transportation system needs and solutions for a large area of the Anchorage metropolitan area that surrounds the U-Med District. As described in the Draft Forecast Report (January 2003), the detailed year 2023 travel demand forecasts have been developed for the existing roadway/transit network. The results of the traffic operations analysis indicate that the Tudor Road, Lake Otis Parkway, and Northern Lights Boulevard corridors will exceed their design capacities. Within the U-Med District, Providence Drive and Bragaw Street are expected to be under their design capacities.

During the coming months the East Anchorage study team will be conducting an assessment of a variety of future transportation system alternatives. Based upon discussions with the East Anchorage project team, it is anticipated that some of the future roadway system alternatives would have a Bragaw extension through the District and some would not.

To assure that the future transportation solutions identified in the East Anchorage Study of Transportation serve the future land use framework for the U-Med District, the population and employment assumptions that have been used in the East Anchorage Study of Transportation have been reviewed for consistency with the U-Med study. Also, since the East Anchorage Study of Transportation project will be providing a comprehensive analysis of the future transportation system in the area, we felt that it would not be appropriate to conduct a detailed intersection operational analysis as part of the U-Med Master Plan project at this time.

Qualitative Review of the Future Traffic and Pedestrian Circulation Patterns

As the U-Med District matures with additional development and redevelopment of properties it will be necessary to provide additional connections to the region's transportation system and better connectivity within the District. From the roadway perspective, additional signalized connections to Tudor Road would be desirable. Possible locations could include Dale Street, Wright Street, and/or Folker Street. The exact number and location of the signalized intersections on Tudor Road between Bragaw Street and Lake Otis Parkway should be determined through a future corridor study that examines development potential and traffic needs on both sides of Tudor Road and the corresponding access management strategies.

It will also be important for the provision of additional local north-south street connections between Providence Drive and Tudor Road. The recent opening of Providence Hospital's access roadway to Dale Street has provided another north-south connection within the District. This additional connection to Tudor Road has resulted in an increase of traffic volumes at the Providence Drive/Alumni Drive/Providence Access Drive intersection. The signal operations and geometric layout of this intersection should be examined to provide for the existing and future traffic and pedestrian demands.

The future extension of Wright Street to Providence Drive at Seawolf Drive would be constructed as a Municipal road project. Also with the future development of the Alaska Mental Health Trust property adjacent to Lake Otis Parkway, it may be possible to provide another north-south connection from Providence Drive to Laurel Street. In addition, an extension of the pedestrian/bicycle path along Chester Creek between Bragaw Street and Providence Drive is being designed and scheduled for construction. These additional routes will provide good internal circulation for vehicles, pedestrians/bicyclists, and transit and reduce the dependency on Providence Drive and Bragaw Street.

Regardless of the recommendations of the East Anchorage Study of Transportation, we feel that the design and function of Providence Drive and Bragaw Street within the U-Med District should be that of District Arterials and not regional traffic facilities. These transportation facilities need to function well for all modes of travel within the District, much like the major streets in downtown Anchorage. It is very likely that there will be the need for more pedestrian crossings of both streets as more interactions occur between the various properties. These pedestrian crossings need to be safe and convenient. It will also be important to coordinate the location of future transit stops with any new pedestrian crossings.

Community Meetings

May 10th, 1999

February 9th, 2000

June 7th, 2000

December 11th, 2002

February 13th, 2003

Steering Committee Meetings

December 10th, 1998

April 2, 1999

May 10th, 1999

June 14th, 1999

July 12th, 1999

December 6th, 1999

January 17th, 2000

February 10th, 2000

June 7th, 2000

December 10th, 2002

February 12th, 2003

April 9th, 2003