

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: January 26, 2022 8:54 AM

### **Date**

January 26, 2022

### **Time**

08:37

### **Project Information**

#### **Project Name**

88th/Arlene roundabout

#### **Name of Person Submitting the Nomination**

Linda Rustigan

#### **Affiliation**

none

#### **Phone Number**

9072446175

#### **Email Address**

lindalouhou12@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

To decrease congestion at Dimond High. To eliminate fast take-offs and speeding from 4-way stop heading east on 88th.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

students, families going to and from Dimond High

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

see above

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

speeding from the stop signs. failure to stop at stop signs.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

often a direct route from fire station on 88th and Jewel Lake

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

create better traffic flow and decrease speeding from stops

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Unknown

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

unknown

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: January 31, 2022 5:07 PM

### **Date**

January 31, 2022

### **Time**

16:00

### **Project Information**

#### **Project Name**

Birch Rd Upgrade - O'Malley Rd to Huffman Rd

#### **Name of Person Submitting the Nomination**

Julie Coulombe

#### **Affiliation**

Huffman/O'Malley Community Council

#### **Phone Number**

9077484377

#### **Email Address**

coulombe.julie@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Birch Rd Upgrade - O'Malley Rd to Huffman Rd Cost: \$15,000,000.00 Need: The road has not been constructed to standards regarding road and shoulder width, drainage, lighting, and pedestrian facilities. Project Scope: Construct the road to standard.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

The road has not been constructed to standards regarding road and shoulder width, drainage, lighting, and pedestrian facilities. There are no crosswalks, poor lighting and the pedestrian path is in disrepair. There are no real shoulders to the road so bikes have to be in the road.

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

The road has not been constructed to standards regarding road and shoulder width, drainage, lighting, and pedestrian facilities. There are no crosswalks, poor lighting and the pedestrian path is in disrepair.

### **Are there any vehicular related safety concerns in or near the project location?**

Yes

### **What are the vehicular related safety concerns?**

The road has not been constructed to standards regarding road and shoulder width, drainage and lighting. There is no space to 'pull over,' the lighting is poor and the road floods in parts during break up and heavy rain.

### **Are there any safety concerns related to emergency response in or near the project location?**

Yes

### **What are the emergency response related safety concerns?**

The road has not been constructed to standards regarding road and shoulder width, drainage and lighting which would effect emergency vehicle movement.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Bringing the pedestrian path up to standard so biking is safe encourages people to use the bicycle network.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Pedestrian facilities are not to standard and are not considered ADA compliant.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

New large lot neighborhoods have been built over the last ten years in this area increasing both non motorized and motorized traffic on Birch Road. Two parks are accessed from Birch, as well as Service High School and O'Malley Elementary in close proximity. The increased traffic has put more pressure on the road and its lack of shoulders, poor pedestrian facilities and poor drainage is a safety hazard.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Large lot residential, two parks, two schools in the area.

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Encouraging non motorized traffic improves air quality by decreasing vehicular use.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Encouraging non motorized traffic improves air quality by decreasing vehicular use.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Encouraging non motorized traffic improves air quality and less dependent on oil/gas by decreasing vehicular use.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Rehabilitation of Birch Rd should include smoothing out the grade and adding culverts to work with the natural drainage of the area. In addition, shoulders need to be created and improvement to lighting to help safety and traffic flow.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Bring pedestrian facilities to standard and make sure they are ADA compliant.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 3, 2022 11:42 AM

### **Date**

February 3, 2022

### **Time**

09:32

### **Project Information**

#### **Project Name**

DT Streets Engineering Study - Action EA-7, Our Downtown:Anchorage Downtown District Plan 2021

#### **Name of Person Submitting the Nomination**

Kristine Bunnell

#### **Affiliation**

Municipality of Anchorage

#### **Phone Number**

9073437920

#### **Email Address**

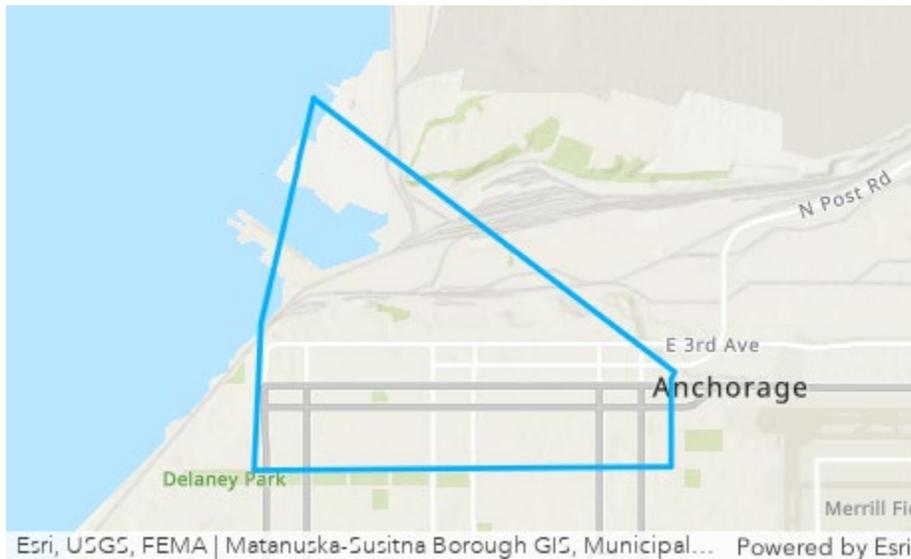
kristine.bunnell@anchorageak.gov

## Description of Project or Program

### In your own words, briefly describe the proposed purpose of the project.

Our Downtown: DT District Plan 2021 (DT Plan 2021) Actions T&C-2 through T&C-17 will be considered in this plan. The AMATS Transcad model will be used for this planning process. This planning process will cost approximately \$1Million. In addition to evaluating the DT Plan 2021 projects, the question of ownership and continuing management of Downtown (DT) streets would be discussed, lastly, should several DT streets currently identified on the National Highway System come off that system? Final recommendations for ownership, management, and improvements would be evaluated for feasibility, timing and cost in this study. Amendments to the Short-term and Long-term AMATS and state transportation plans would be expected to secure federal, state and local funding. The study would assist the community, state and municipality in prioritizing implementation. The DT Plan 2021 received hundreds of comments regarding "fixing" DT streets. This planning effort responds to those comments.

### Draw a line to represent the general path of your project.



## CRITERIA: Safety

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

### **What are the truck (freight) related safety concerns?**

Businesses and residents along 3rd Avenue and L street, A and C street have repeatedly expressed their concerns for the large trucks traveling at a high speed pulling aircraft fuel and other corrosive substances on these streets. Comments were received during public meetings, and in an online survey. These streets should be evaluated for the removal of cut-through high-speed truck traffic.

### **Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

Some DT streets are identified on the bicycle route map. None of the streets in DT are safe for on-street bicycle use due to the high-speed of traffic, trucks, and lack of appropriate striped or signed bicycle facilities. Bicycle usage could be increased if these streets were evaluated and found to be conducive to bicycle usage with improvements.

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

The public has repeatedly said they feel unsafe crossing or using DT streets due to high-speed truck and car traffic and narrow sidewalks in many places, or lack of striped pedestrian crossings such as at G Street and 3rd Avenue. Gambell and 15th Avenue within Fairview and East DT has the highest rate of pedestrian/vehicle crashes resulting in death in the MOA. Additionally, the MOA constructed ice-free sidewalks near the Dena'ina center. Those sidewalks have been turned off. A determination of where ice-free sidewalks can be implemented and how they can be funded and managed should be included in this planning project.

### **Are there any vehicular related safety concerns in or near the project location?**

Yes

### **What are the vehicular related safety concerns?**

Passenger vehicles don't feel safe along high-speed one-way routes through the DT core and East DT area of Fairview. Large trucks create safety concerns for the passenger vehicle drivers as heard during the DT Plan 2021 planning process.

### **Are there any safety concerns related to emergency response in or near the project location?**

Unknown

### **What are the emergency response related safety concerns?**

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

Yes

### **How is the project expected to reduce vehicular congestion?**

The removal of DT streets from the National Highway System, with a conversion back to 2-way streets, and the construction of new connectors to the Port of Alaska will reduce vehicle speeds and passenger or truck traffic numbers on DT streets.

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

The construction of new connectors to the Port of Alaska will reduce vehicle speeds and truck traffic numbers on DT streets and allow for the potential for converting L Street and 3rd Avenue

to a bicycle boulevard. The construction of the cut and cover will move truck and highway through-traffic off of Gambell and Ingra allowing those two streets to function as local streets again.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

The potential for converting L Street and 3rd Avenue to a bicycle boulevard was expressed several times during the update to the DT Plan 2021. Converting 5th and 6th Avenues to 2-way streets and adding a striped bicycle lane would encourage bicycle use and respond to many comments asking for more bicycle-designated routes.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Converting 5th and 6th Avenues to 2-way streets, adding angle parking, and reducing the speed limits on DT streets will improve the pedestrian experience. Taking trucks off of 3rd Avenue and L Street along with reducing the parking on one side of 3rd Avenue could facilitate wider sidewalks and more comfortable ADA access. Ideas like this are proposed in the DT Plan 2021 as heard from the public.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Downtown Anchorage is identified as an area for Transit-supportive Development adopted in the 2040 Land Use Plan map. Downtown Anchorage is the center of economic recovery for Anchorage and tangentially the state of Alaska. Economic recovery will include the best and safest use of our DT streets to allow the public easy access the small businesses and employment located in DT. The current economic crisis has devastated Anchorage leaving empty storefronts and deserted streets. DT serves multiple purposes and represents the heart of our community. Our Downtown exists not only for commerce but for social gathering, walking, communicating, exercising, entertaining and other community activities. Many people and Outside industry prospects gauge an entire community based on the appearance and atmosphere of its downtown. The DT Plan 2021 includes several goals and action items economic recovery. Fixing DT streets is part of a huge effort to support DT redevelopment and recovery.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Land uses from the 2040 Land Use Plan Map include: City Center - DT, Neighborhood Center - East DT and West Fairview, Urban Residential High - East DT and West Fairview, Industrial,

Facilities and Institutions, and Other Open Space. Transit-supportive Development and Greenway-supportive Development are the two growth supporting features.

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Increasing pedestrian and bicycle use can improve air quality through bicycle boulevards, and wider sidewalks and can contribute to a reduction in VMT as the public chooses to use alternative modes of travel encouraged by safe pedestrian and bicycle facilities.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

VMT will be reduced in DT as traffic is moved off of these currently classified National Highway System routes and on to new connections to DT, and the cut and cover through East DT as proposed in the DT Plan 2021 and the Fairview Neighborhood Plan.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Less motor vehicle traffic can extend pavement life.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Several sidewalk and off-street facilities will be evaluated with this planning effort most likely resulting in the funding and improvement of facilities as identified in the DT Plan 2021 and the Fairview Neighborhood Plan.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 3, 2022 3:31 PM

### **Date**

February 3, 2022

### **Time**

14:29

### **Project Information**

#### **Project Name**

AMATS Street Typologies Plan

#### **Name of Person Submitting the Nomination**

Joni Wilm

#### **Affiliation**

AMATS Senior Transportation Planner

#### **Phone Number**

9073437957

#### **Email Address**

joni.wilm@anchorageak.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The AMATS Complete Streets Policy was adopted in 2018 to provide streets that are safe and convenient for all users of the roadway. The AMATS Street Typologies Plan will ensure the effective implementation of complete streets throughout the AMATS area. This project will provide a multi-modal street typology design and guidelines for streets within the AMATS area. It will work with the existing street classifications defined in the AMATS Official Streets and Highways Plan as well as the land use designations and projections determined in the Land Use 2040 Plan to determine street typologies for local and state-owned roads. The resulting street typology map and plan will ensure routine accommodation of all travel modes throughout the wide range of activities impacting street design. These may include but are not limited to development review, streetscape design, traffic signal upgrades, recommended road reclassifications, and bicycle and pedestrian facilities design.

**Draw a line to represent the general path of your project.**



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**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Congestion, delayed movement of goods, conflicts with pedestrians and bicyclists along freight routes.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Safety, connectivity, winter maintenance, facility user comfort level, conflicts with pedestrians and motorized vehicles, connections to transit and transit supportive development.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Safety, connectivity, winter maintenance, facility user comfort level, conflicts with bicyclists and motorized vehicles, connections to transit and transit supportive development.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Conflicts with pedestrians and bicyclists, turning conflicts, driveway consolidation needs, winter maintenance, LOS standards.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Implementing street typologies throughout the AMATS area will allow for better traffic flow on those streets that are prioritized to serve vehicle movement. In addition, traffic calming on other street types will allow for more continuous flow of vehicles while improving safety conditions for pedestrians and bicyclists.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Implementing street typologies throughout the AMATS area will allow for better traffic flow on those streets that are prioritized and designed to serve freight movement. In addition, there will be less conflicts between freight vehicles and other vehicles as well as non-motorized users.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Implementing street typologies throughout the AMATS area will allow for street design flexibility to improve conditions for bicyclists. This will include more flexibility for reduced speed

designations, separated and protected bicycle facilities, streets that connect bicycles to adjacent land use and streets designed to optimize winter maintenance strategies.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Implementing street typologies throughout the AMATS area will allow for street design flexibility to improve conditions for pedestrians and ADA accessibility. This will include more flexibility for reduced speed designations, separated and protected pedestrian and ADA compliant facilities, streets that connect pedestrians to adjacent land use and streets designed to optimize winter maintenance strategies.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

Implementing street typologies throughout the AMATS area will allow for street design flexibility to improve conditions for transit movement and transit ridership. This will include specific design for transit supportive corridors that supports continuous transit flow, a focus on connecting transit facilities to transit supportive corridors, flexibility for reduced speed designations, separated and protected pedestrian and ADA compliant facilities, streets that connect pedestrians to adjacent land use and streets designed to optimize winter maintenance strategies.

**Why is the project NOT expected to reduce transit vehicle delay?**

## **CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Implementing street typologies throughout the AMATS area will improve access to transit supportive development features, urban centers, town centers, downtown and neighborhoods within the AMATS area. Street typologies for each of these designated land use types will be a main feature of the Street Typologies Plan and will improve access for vehicles and non-motorized users in all of these areas.

**Is the project located in the Chugiak - Eagle River Area?**

Yes

**Please identify the Land Uses associated with this project.**

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Implementing street typologies throughout the AMATS area will allow for street design flexibility to improve conditions for transit movement and transit ridership. This will include specific design for transit supportive corridors that supports continuous transit flow, a focus on connecting transit facilities to transit supportive corridors, flexibility for reduced speed designations, separated and protected pedestrian and ADA compliant facilities, streets that connect pedestrians to adjacent land use and streets designed to optimize winter maintenance strategies.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Implementing the Street Typologies Plan will hopefully result in more people utilizing the non-motorized network for their everyday needs, thereby reducing the amount of vehicles emissions per year within the AMATS area.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Implementing the Street Typologies Plan will hopefully result in more people utilizing the non-motorized network for their everyday needs, thereby reducing the amount of vehicles emissions per year within the AMATS area.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Implementing the Street Typologies Plan will create better, safer and more flexible design standards for improving sidewalk conditions and off- street facilities. This plan will also allow for reduced speed designations, possible street reclassifications, an opportunity to assess how current sidewalk conditions and off-street facilities are serving non-motorized users throughout the AMATS area.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

The Street Typologies Plan will explore and detail the most current and best practice design options for all the transit facilities listed above as well as make recommendations for proposed new facilities. In addition, streets designed with transit specific street typologies will make integrating these facilities easier.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 7, 2022 11:44 AM

### **Date**

February 7, 2022

### **Time**

11:14

### **Project Information**

#### **Project Name**

Raspberry Road/Sand Lake Road Roundabout

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Project would reconstruct the intersection as a roundabout. Community concerns about safety have been expressed at this location. Intersection improvements would address serving future traffic increases from planned development on TSAIA property.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

The Anchorage Freight Mobility Study identified the intersection as having traffic signal/intersection geometry issues. It is also discussed in the SWOT analysis as part of the challenges to access at TSAIA (3.7). This project is identified in the plan as a high priority.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The Anchorage Non-Motorized Plan identifies this intersection as having the highest level of traffic stress (LTS 4).

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The Anchorage Non-Motorized Plan identifies this intersection as having the highest level of traffic stress (LTS 4).

**Are there any vehicular related safety concerns in or near the project location?**

Unknown

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Several studies have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

This project would improve on the identified traffic signal/intersection geometry issues noted in the Anchorage Freight Mobility Study.

**Is the project expected to improve the bicycle network?**

Unknown

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

There is not a transit route through this intersection.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Project improves access to an Airport Facility.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Airport Facility and Single Family and Two-family land uses.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Studies have shown installing roundabouts in place of traffic signals or stop signs can reduce carbon monoxide emissions by 15-45 percent, nitrous oxide emissions by 21-44 percent, carbon dioxide emissions by 23-34 percent and hydrocarbon emissions by 0-40 percent. Constructing roundabouts in place of traffic signals or stop signs reduced fuel consumption by an estimated 23-34 percent.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Studies have shown installing roundabouts in place of traffic signals or stop signs can reduce carbon monoxide emissions by 15-45 percent, nitrous oxide emissions by 21-44 percent, carbon dioxide emissions by 23-34 percent and hydrocarbon emissions by 0-40 percent. Constructing roundabouts in place of traffic signals or stop signs reduced fuel consumption by an estimated 23-34 percent.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Pavement in the roundabout will be new, and the approaches will be resurfaced as well.

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

Most roundabouts in Anchorage are constructed with vegetated medians, and natural stormwater mitigation elements can be included.

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 7, 2022 12:21 PM

### **Date**

February 7, 2022

### **Time**

11:58

### **Project Information**

#### **Project Name**

Raspberry Road: Sand Lake Road to Jewel Lake Road Rehabilitation

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Reconstruct Raspberry Road from Sand Lake Road to Jewel Lake Road based on recommendations from the related study. Project would include non-motorized improvements and consider adjacent land use (MTP #315). This would address community concerns for safety and mobility.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Per the 2017 Freight Mobility Plan: The primary access for the South Airpark is from Raspberry Road. Both Raspberry and International Airport Roads do not have direct access to the highway system, causing trucks to have to use alternative connections. In addition, there are residential neighborhoods along Raspberry Road and Northern Lights Boulevard that are concerned about increased truck traffic through their community.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The Anchorage Non-Motorized Plan identifies this road segment as having the highest level of traffic stress (LTS 4). Improvements to this facility should reduce traffic stress for cyclists.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The Anchorage Non-Motorized Plan identifies this road segment as having the highest level of traffic stress (LTS 4). Improvements to this facility should reduce traffic stress for pedestrians.

**Are there any vehicular related safety concerns in or near the project location?**

Unknown

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

## **CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Rehabilitation of the road segment will address any safety or geometry issues that negatively impact traffic flow.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Rehabilitation of the road segment will address any safety or geometry issues that negatively impact freight movement.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

The Anchorage Non-Motorized Plan identifies this road segment as having the highest level of traffic stress (LTS 4). Improvements to this facility should reduce traffic stress for cyclists. Additional bicycle facilities could be included to improve the bicycle network.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

There is no transit route on this road segment.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This project would improve the roadway access to an Airport Facility.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Airport Facility, Single Family and Two-family neighborhoods.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

The project would include pavement replacement throughout the corridor.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

The project area includes a separated shared use pathway, which would be analyzed for potential improvements.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 7, 2022 2:50 PM

### **Date**

February 7, 2022

### **Time**

14:23

### **Project Information**

#### **Project Name**

Downtown Lighting & Signals Upgrades Program

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Project would fund upgrades identified in MOA's 2018 Downtown Lighting and Signals Upgrade Reconnaissance Study. Over 25% of the objects cataloged in this report were out of compliance with current safety and design standards.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Poor lighting conditions in corridors identified in the study are particularly hazardous to non-motorized users.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Poor lighting conditions in corridors identified in the study are particularly hazardous to non-motorized users.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Numerous life-safety risks are identified throughout this study, including damaged light poles, deteriorating junction boxes, crumbling light pole foundations, among other things. Failure of lighting or signals would create hazardous conditions for motorized vehicles.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Improved lighting and installation of higher signal poles would facilitate freight movement throughout the project area.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Poor lighting conditions in corridors identified in the study are particularly hazardous to non-motorized users. The study recommends numerous locations for installation or improvement of lighting for non-motorized users.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Poor lighting conditions in corridors identified in the study are particularly hazardous to non-motorized users. The study recommends numerous locations for installation or improvement of lighting for non-motorized users.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Project area includes all of the types of Growth Supporting Features, as well as many Facilities and Institutions.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Nearly all of the land uses described in the Land Use Plan Map occur in the project area.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Better signalization and lighting in the downtown core will be beneficial to transit and it's users.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

This project supports Objectives 1H and 6G, as well as the Energy Smart Lighting Initiative.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

No

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

Through the improvement of lighting infrastructure throughout the project area.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 7, 2022 3:18 PM

### **Date**

February 7, 2022

### **Time**

14:52

### **Project Information**

#### **Project Name**

Eagle River Road Rehabilitation: MP 0 to MP 5.3

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Project would rehabilitate Eagle River Road from the Old Seward Highway to Oriedner Road. Turn lanes and non-motorized improvements would be included, and adjacent land use would be considered. Significant development and increased traffic are overwhelming the capacity of the current facilities. A rehabilitation project would ensure the safety and efficient usefulness of the corridor for decades.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Existing cycling facilities are in poor condition or non-existent beyond shoulders. 45 MPH speed limits, numerous driveways and visibility issues create hazards for cyclists. The AMATS Non-Motorized Plan indicates the level of traffic stress on this corridor to be LTS 4, the highest stress rating.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Existing pedestrian facilities are in poor condition or non-existent beyond shoulders. 45 MPH speed limits, numerous driveways and visibility issues create hazards for pedestrians. The AMATS Non-Motorized Plan indicates the level of traffic stress on this corridor to be LTS 4, the highest stress rating.

**Are there any vehicular related safety concerns in or near the project location?**

Unknown

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Improvements will likely reduce vehicle travel time by providing turn lanes where currently vehicles stop in lanes of traffic to make left hand turns.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Project is likely to implement non-motorized improvements beyond the current configuration of just shoulders.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Project is likely to implement non-motorized improvements beyond the current configuration of just shoulders.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

There is no transit route along this corridor.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

No

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

Yes

**Please identify the Land Uses associated with this project.**

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Project will improve conditions for non-motorized users.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Project supports Action Plan Objective 6F.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Roadway pavement will be replaced throughout the project corridor.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Current off street facilities would be resurfaced and possibly extended.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 8, 2022 5:19 PM

### **Date**

February 8, 2022

### **Time**

16:14

### **Project Information**

#### **Project Name**

Oceanview Park-Additional Parking

#### **Name of Person Submitting the Nomination**

Stanton Moll

#### **Affiliation**

Old Seward / Oceanview Community Council

#### **Phone Number**

907.229.7041

#### **Email Address**

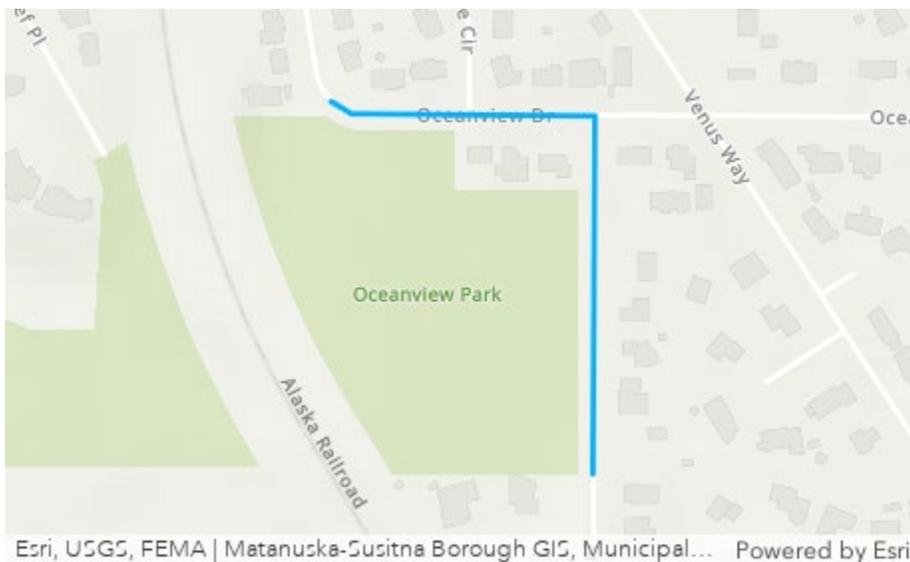
shm99516@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Oceanview Park, located at 13420 Jarvi /1200 Oceanview Drive, was named for the community in which it lies. It is adjacent to Oceanview Bluff Park, but separated by the railroad easement. The park was purchased in 1976 with HCRS Bonds and periodically improved with maintenance and infrastructure improvements. Following upgrades in 2014 the park has become a magnet with citywide popularity and appeal. Simultaneously, the hazards presented by busy adjacent streets Jarvi and Oceanview Dr., have also outgrown current infrastructure. Many small children arrive in cars, which park along the street on both sides of Jarvi, and also on Oceanview Dr.; older children and adults arrive also on foot. The activity combined with congestion and traffic increases the likelihood of an accident. The addition of off-street parking along Jarvi would help reduce the number of street hazards, make more handicapped parking available and assist with emergency vehicles in the neighborhood.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

### **What are the truck (freight) related safety concerns?**

Children and families of all ages use the playground, picnic tables, and open areas. Meanwhile, Jarvi and Oceanview are busy neighborhood feeder streets and often used by FedEx, UPS, and other delivery vehicles. On-street parking congestion plus foot traffic is common and can lead to hazardous driving conditions

### **Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

For the same reasons stated above, plus the unique concerns of bicyclists riding along a line of parallel-parked cars (getting "doored". Off-street parking will better focus drivers' attention on street hazards

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

On-street parking requires that passengers enter into active roadways, and often to cross the street. Off-street parking reduces that hazard

### **Are there any vehicular related safety concerns in or near the project location?**

Yes

### **What are the vehicular related safety concerns?**

Again, the shared use of an active roadway by pedestrians and vehicles can lead to conflicts, including the possibility of parking accidents.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Off-street parking areas provide a safer area for emergency vehicles to tend to park users; operating in the street, or transiting the park area, can be hazardous to all. Plus, alternate routes are considerable distances away from the area of interest, leading to congestion and traffic management issues in case of emergencies.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Off-street parking by its nature will reduce congestion in the roadway.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Unknown

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Off-street parking can be marked for handicap (ADA) access, including curb crossings, as well as accessible to prams, baby carriages, and wagons.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single-Family and Two-Family Park Or Natural Area

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

By removing parking from the roadway the impact will be moved to the off-street parking area.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

This is precisely the intent of this project. There are no sidewalks in the project area, but off-street facilities will increase the utility and enjoyment of the existing park.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

If at all possible, nature-based solutions would be preferred. Perhaps a permeable parking surface instead of paved; vegetation around the repurposed areas

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 8, 2022 5:48 PM

### **Date**

February 8, 2022

### **Time**

17:11

### **Project Information**

#### **Project Name**

Folker St Upgrade RID - 42nd Ave to Tudor Rd

#### **Name of Person Submitting the Nomination**

Krista Scott

#### **Affiliation**

University Area Community Council

#### **Phone Number**

9073067834

#### **Email Address**

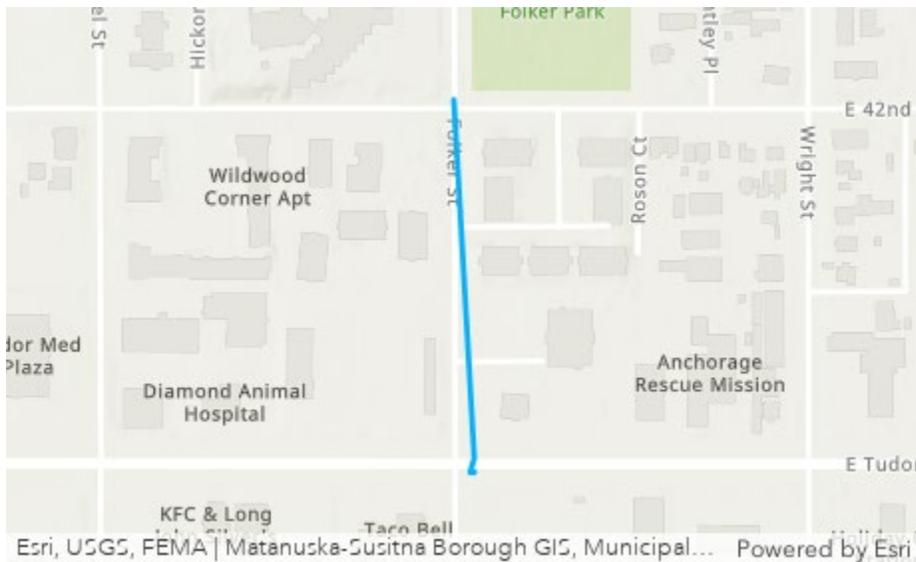
kleigh.scott@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project would reconstruct the local road through the Road Improvement District (RID) program. Improvements are expected to include a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting. This local road has never been constructed to standards. The need was identified by the University Area Community Council and it is there number 2 priority. The 2020 GASB survey rated this road in fair condition.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There are not currently cycling infrastructures and this is a heavy cycling and pedestrian use area.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There are not currently pedestrian infrastructures.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

There is a lot of vehicle traffic from Tudor Rd and the businesses, and multi-family housing within the area.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Unknown

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

The project is adding pedestrian facilities.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This project is within a Transit-supportive Development area and the Traditional Neighborhood Design growth areas.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Compact Mixed residential and commercial corridor

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

The project is pedestrian focused and would encourage pedestrian traffic.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Repaving

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

The project adds sidewalks and pedestrian facilities to an area that does not have any.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

Stormwater drainage is part of this project.

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 9, 2022 3:30 PM

### **Date**

February 9, 2022

### **Time**

14:15

### **Project Information**

#### **Project Name**

Edmonds Creek Access Road

#### **Name of Person Submitting the Nomination**

Kyle Smith

#### **Affiliation**

Eklutna, Inc

#### **Phone Number**

9076969613

#### **Email Address**

ksmith@eklutnainc.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The Edmonds Creek Road would open up more than 1100 acres for recreation and development on MOA and Eklutna Inc lands. The road would stretch from the Mirror Lake Elementary area to the westbound Edmonds Lake exit off the Glenn Highway. There is currently an easement in place across the MOA property to access Eklutna lands. A road's route could take different forms. The loop route drawn below is anticipated to be most beneficial for the needs of the community. The road could also be extended to the railroad tracks for future projects and access. A road would make monitoring and patrolling the area, as well as addressing emergencies, easier for Eklutna staff. There are many recreational opportunities to access with a road and trail system if a road is built. The road can reduce congestion and increase safety on the Glenn Highway. Further, a road will help with economic development within the MOA as commercial, residential, and industrial activities are destined for the area.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

No

**What are the bicycle related safety concerns?**

**Are there any pedestrian related safety concerns in or near the project location?**

No

**What are the pedestrian related safety concerns?**

**Are there any vehicular related safety concerns in or near the project location?**

No

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

No

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

It will provide alternative routes to the growing Chugiak/Birchwood/Thunderbird Falls neighborhoods. Additional route(s) could be built to access the Birchwood Airport.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

This road would provide the link between Chugiak/Birchwood and Eklutna for the bicycle/pedestrian trail identified in Municipality's Trail Plan. This road will allow for access to build and maintain the trail system.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

The road will help access a future north-south pedestrian and bicycle trail. The trail configuration could be similar to the Anchorage's Coastal Trail and serve to connect parks and recreational areas throughout the northern portion of the Municipality.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

It could provide an alternative route from Glenn Highway in case of emergency or severe traffic for commuters and transit vehicles coming from the Matsu Valley.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This road will improve access for the AK Railroad along the coast and open hundreds of acres of parklands along with thousands of acres of residential and commercial development options. Currently, Eklutna owns roughly 1100 acres west of the Edmonds Lake exit. There are opportunities for development of recreational, commercial, industrial, and residential purposes that will be unlocked by a road through Municipality and Eklutna lands.

**Is the project located in the Chugiak - Eagle River Area?**

Yes

**Please identify the Land Uses associated with this project.**

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

There is an expectation that by bringing access to the area with a road, that will expand trail systems, an increase in recreation will reduce trips to other recreational areas farther afield and provide an avenue for commuting by bicycle, thus improving air quality.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 9, 2022 7:33 PM

### **Date**

February 9, 2022

### **Time**

19:17

### **Project Information**

#### **Project Name**

Spenard Road Rehabilitation

#### **Name of Person Submitting the Nomination**

Lindsey Hajduk

#### **Affiliation**

Spenard Community Council

#### **Phone Number**

907-360-3320

#### **Email Address**

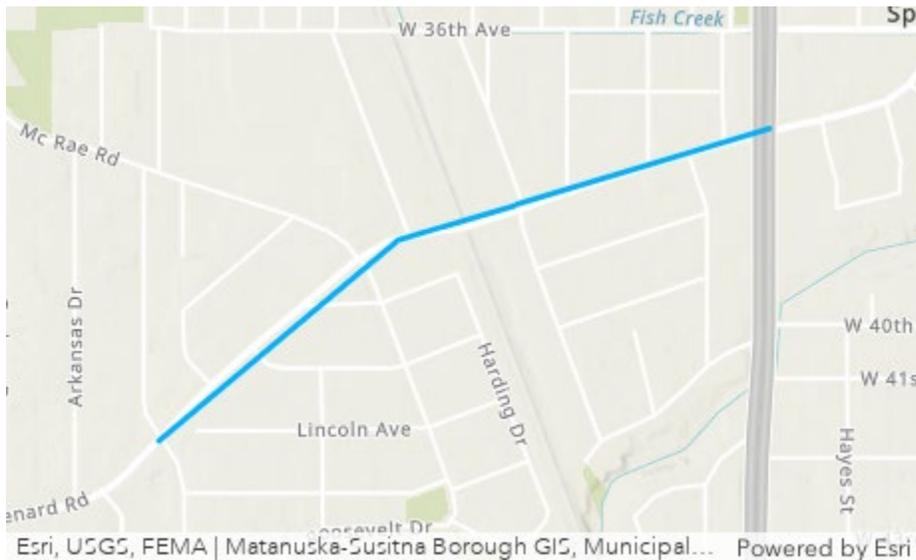
spenardcc@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Rehabilitate the Spenard Road in the "final section" to make the whole corridor, especially the Minnesota Dr. intersection safer. This will also be a major step toward implementing the overall vision of the Spenard Corridor Plan. MTP #135 Spenard Road Rehabilitation - Minnesota Drive to Northwood Drive. Rehabilitate Spenard Road from Minnesota Dr to Northwood Drive. Project would include non-motorized improvements and consider adjacent land use. Purpose: Congestion, Safety (Vision Zero High Injury Network Corridors), and Preservation of Existing Facility. Key Land Use Features: Transit Supportive Development Corridor Addresses: Injuries & Fatalities, Environmental Sustainability

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

No protected facilities connecting the existing and future network.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Sidewalk is not accessible, is narrow, obstructed, etc. on both sides of the street. Sidewalk has no buffer between the traffic. Collisions, injuries, and fatalities are a concern.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Collisions, injuries, and fatalities are a concern.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Fire Station #5 and an APD satellite station are located on this corridor.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

To create a separated bicycle facility to connect the multi-use trails to the south, and future infrastructure to the north.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

It's not a high bar to improve the pedestrian facilities--it's terrible now. This would create a separated, wider facility to connect the multi-use trails to the south, and future infrastructure to the north.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

The council would recommend bus pullouts along this stretch. Route 40 has 15 minute routes, and works great for our neighborhood.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This is a transit-supportive development corridor, where denser, multi-use zoning is designated.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

n/a

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

The Spenard Corridor Plan explains transit improvements and facility improvements for the whole corridor, especially Spenard Road itself.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Promotes a major and safe non-motorized corridor.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Rehab for the roadway

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Separated, wider sidewalks or multi-use paths.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

This is a high-ridership corridor with 15-minute headway. Bus stop improvements and pull-outs are recommended.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 10, 2022 10:36 AM

### **Date**

February 10, 2022

### **Time**

09:56

### **Project Information**

#### **Project Name**

3rd Avenue Signal and Lighting Upgrades - E Street to Cordova Street

#### **Name of Person Submitting the Nomination**

Melinda Tsu, P.E., Project Manager

#### **Affiliation**

MOA Project Management & Engineer

#### **Phone Number**

907-343-8110

#### **Email Address**

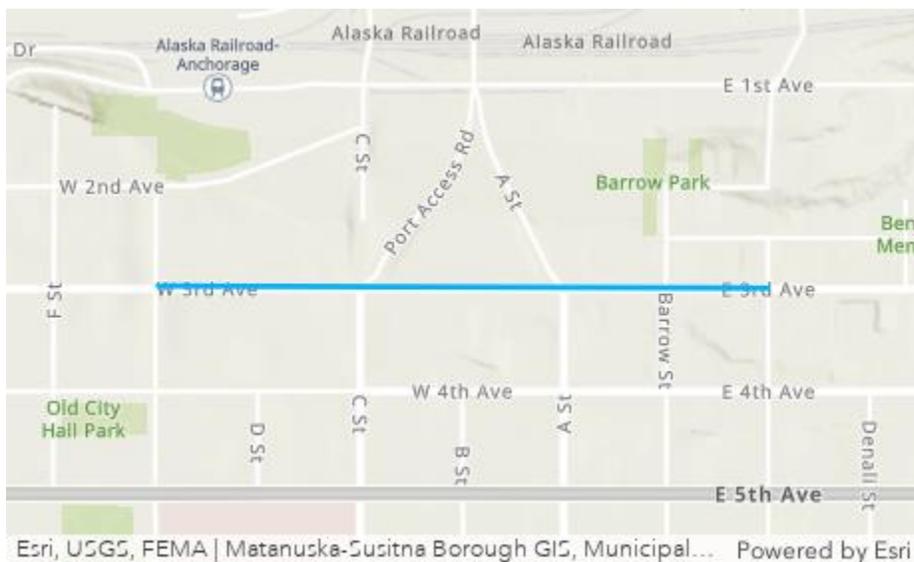
melinda.tsu@anchorageak.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The purpose of the project is to replace the traffic signal and street lighting systems on 3rd Avenue between E Street and Cordova Street. They are beyond the end of their useful life and do not meet current code and design standards. Replacing the signals and lighting will lead to replacing the sidewalks, which will need to be reconstructed to meet ADA slope and grade requirements. This will very likely require regrading the road to maintain connectivity to the adjacent buildings and on-site improvements while maintaining drainage within the street corridor. As a result, the project is expected to: replace the signal and lighting systems (above ground and below ground), replace the sidewalks, replace the road surface, and consider other improvements that make sense to address while the entire road is under construction (such as storm drain preservation and code/area plan guidance). This is similar to the recently completed 4th Avenue Signal and Lighting upgrade projects.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

No

**What are the bicycle related safety concerns?**

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

are the pedestrian related safety concerns? Pedestrian safety concerns are driven by the poor condition of the street lighting systems in the project area, specifically inadequate system grounding. This could lead to exposed metal components (such as junction box lids or light poles) becoming energized and creating an electrocution hazard. The project will also include curb bulbs, where feasible, to reduce pedestrian crossing exposure.

**Are there any vehicular related safety concerns in or near the project location?**

No

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

The project will potentially improve vehicle congestion by replacing the traffic signals at E, C, and A. The new signal systems will be compliant with the local ITS architecture.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

The Anchorage Nonmotorized Plan (ANP) calls for a separated bikeway on 3rd Avenue, from C Street to the west. Since this project will reconstruct the road infrastructure, the configuration of the bikeway will need to be determined and incorporated into the project improvements. That will pave the way for its future extension to the west. Furthermore, the ANP identifies shared use pathways along 3rd Avenue east of C Street. This project will reconstruct those facilities to current standards.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

This project will replace the existing sidewalks on 3rd Avenue with new sidewalks and curb ramps that meet ADA grade and slope requirements. In addition, the new lighting systems will provide lighting on the sidewalks that meet Design Criteria Manual guidance. This will increase the comfort and security of pedestrians in the area. Sidewalk widening may also be included if space allows.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

The proposed project will improve transit stops in the project area. However, the project will have limited direct effect on vehicular (and therefore transit vehicle) operations.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

The proposed project is within the downtown Traditional Neighborhood Development district. It will further support the district by enhancing the walkability of the area by reconstructing the sidewalks, widening them where possible, and upgrading the lighting to serve both motorized and non-motorized users with an aesthetic consistent with the downtown area plans.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

The project is in downtown Anchorage, in the City Center land use designation and the Traditional Neighborhood Development overlay.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Route 20 traverses the east half of the project corridor and includes one transit stop at 3rd and Barrow. This stop is a pull-out and has no furnishings or light – just a sign. The project will upgrade the transit stop to current standards, including a light and site furnishings if requested by PeopleMover.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

This project may improve air quality by improving the non-motorized facilities in the project corridor. Improvements will include new lighting and ADA upgrades, and may include wider sidewalks as space allows. These improvements may reduce reliance on vehicular travel in the project area.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

This project may reduce VMT by improving the non-motorized facilities in the project corridor. Improvements will include new lighting and ADA upgrades, and may include wider sidewalks as space allows. These improvements may reduce reliance on vehicular travel in the project area.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

This project may reduce VMT by improving the non-motorized facilities in the project corridor. New LED lighting will replace the existing LED lighting, so total energy consumption is unlikely to be affected by these improvements.

## **CRITERIA: Preservation**

### **Is the project expected to improve roadway pavement conditions?**

Yes

### **How is the project expected to improve roadway pavement conditions?**

Reconstructing the sidewalks to be ADA compliant will require regrading the entire right of way. As a result, the project is expected to replace the pavement throughout the project corridor. The project will also evaluate the condition of the storm drain under the road and determine if improvements are needed for the storm drain to outlast the new pavement surface. The project will also replace signing and striping.

### **Is the project expected to improve sidewalk or off-street facilities?**

Yes

### **How is the project expected to improve sidewalk or off-street facilities?**

The project will replace the existing sidewalks with new sidewalks meeting the current ADA grade and slope requirements. If right of way is available, sidewalks will be widened to meet current code and planning document recommendations.

### **Is the project expected to implement natural based solutions?**

No

### **Which nature based solutions is the project expected to implement?**

### **Is the project expected to improve transit stops?**

Yes

### **How is the project expected to improve transit stops?**

Route 20 traverses the east half of the project corridor and includes one transit stop at 3rd and Barrow. This stop is a pull-out and has no furnishings or light – just a sign. The project will upgrade the transit stop to current standards, including a light and site furnishings if requested by PeopleMover.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 10, 2022 12:34 PM

### **Date**

February 9, 2022

### **Time**

19:34

### **Project Information**

#### **Project Name**

Minnesota Drive Rehabilitation

#### **Name of Person Submitting the Nomination**

Lindsey Hajduk

#### **Affiliation**

Spenard Community Council

#### **Phone Number**

907-360-3320

#### **Email Address**

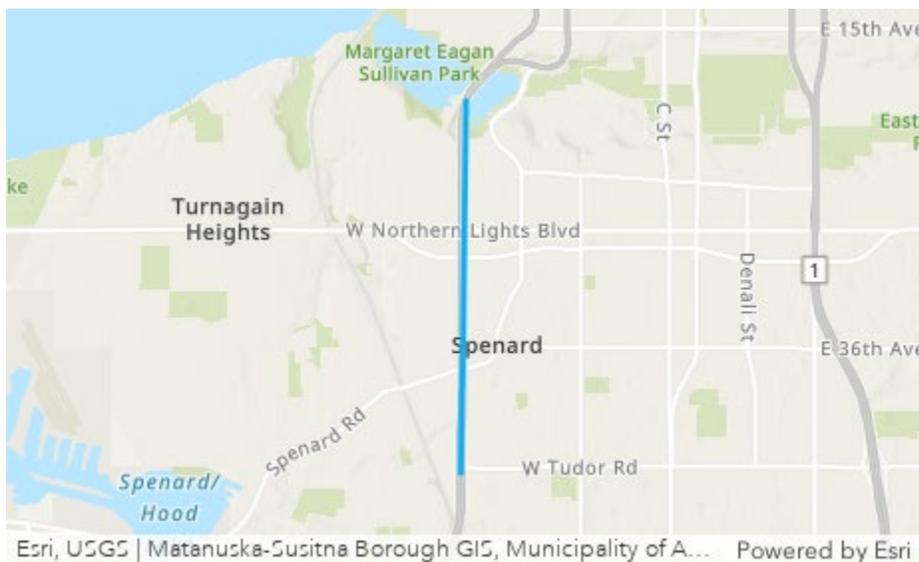
lhajduk@nwalaska.org

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Minnesota Drive is a roadway that divides Spenard, and the neighborhood has been working for years to slow it down, and add better pedestrian and bicycle access. The multiway boulevard PEL study is needed. Spenard wants to see pedestrian improvements, integrate Fish Creek, and safe bicycle facilities. MTP 120: Minnesota Drive Multiway Blvd Planning and Environmental Linkages (PEL) Study - Hillcrest Drive to Tudor Road Study the feasibility of converting Minnesota Drive from Hillcrest Drive to Tudor Road to a multiway blvd. Project would include non-motorized improvements and consider adjacent land use. Purpose: Safety (Vision Zero High Injury Network Corridor), Freight (Proposed Regional Truck Route), Congestion, Connectivity, and Access. Key Land Use Features: Greenway Supported Development Corridor, Reinvestment Focus Area Other projects that would be incorporated into the study could be: MTP 119, MTP 310, and MTP 312.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Freight uses this corridor, especially the Tudor & Minnesota intersection. All traffic (45+mph) has no buffer to narrow sidewalks.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Lack of bicycle facility though this is the most efficient north-south corridor for non-motorized use. Some sections have a multi-use path along some stretches of this road.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The narrow and obstructed sidewalks are directly adjacent to the high-speed traffic. Pedestrian and driver collisions are common, resulting in severe injuries and fatalities. There is a lack of controlled crosswalks, which encourages unsafe crossing throughout the corridor. Fatal collisions occurred in 2021.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Corridor is identified in the Vision Zero High Injury Network.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Congestion relief is identified in the MTP description for this project.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

A proposed regional truck route is identified in the MTP description for this project.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

As identified in the MTP description for this project.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

As identified in the MTP description for this project.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

As identified in the MTP description for this project. Solutions for the Spenard & Minnesota intersection in particular are necessary.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

As identified in the MTP description for this project, this is a Greenway Supported Development Corridor, and within/adjacent to a Reinvestment Focus Area.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Town Center, Commercial Corridor, Compact Mixed Residential, and Transit-supportive development corridor (Spenard)

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

By addressing and reducing congestion

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Insomuch as it reduces congestion and air pollution.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Separating and/or widening sidewalks from vehicle traffic. This could also provide area for winter snow storage that is not on the sidewalk.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

In considering adjacent land use the study would incorporate Fish Creek daylighting and greenway supported development corridor features.

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 11:20 AM

### **Date**

February 11, 2022

### **Time**

11:07

### **Project Information**

#### **Project Name**

42nd Ave Upgrade - Lake Otis Pkwy to Florina St (18- 06)

#### **Name of Person Submitting the Nomination**

Krista Scott

#### **Affiliation**

University Area Community Council

#### **Phone Number**

9073067834

#### **Email Address**

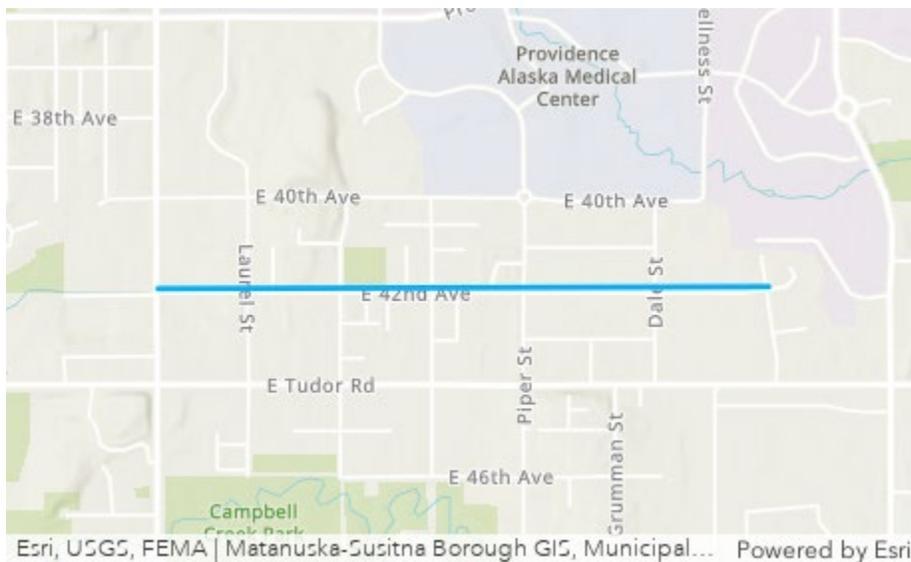
kleigh.scott@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project will upgrade 42nd Avenue to current urban standards. Typical improvements include a new road base, storm drain installation, curb and gutters, pedestrian facilities, street lighting, and landscaping. 42nd Avenue is a strip-paved local road with the highest traffic volume of any local road in the municipality. Due to the flat terrain and the existence of little underground drainage, localized flooding and icing are constant hazards. The lighting levels are below current standards. There are no pedestrian facilities on the street although there is a heavy amount of nonmotorized traffic along this corridor. Segments of the road are in failing condition according to the 2020 GASB survey. University Area Community Council passed a resolution in support of expediting the project. Geotechnical work is complete.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There are currently no bicycle facilities though it is heavily used by bikes and vehicle strike is a concern.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There are no pedestrian facilities currently, and vehicle collision is a concern.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Vehicle collision with pedestrians.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

It would add bicycle facilities to the road.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This project would support residential mixed-use and traditional neighborhood design development.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Mainstreet corridor, compact mixed use residential medium

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

This project would replace the existing roadway.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

It would add off-street facilities to the street.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 11:40 AM

### **Date**

February 11, 2022

### **Time**

10:55

### **Project Information**

#### **Project Name**

Anchorage Land Use Plan & DOT&PF Facilities Analysis: Synergies and Issues

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Study would analyze the interconnectedness of the MOA LU Map and DOT&PF facilities, investigating opportunities for mutually beneficial development, potential conflicts, and suggest a plan for future investments in the transportation network.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Freight routes are an integral part of the AMATS area transportation system, and addressing safety concerns throughout the area is always a priority. Identifying and resolving conflicts between the freight system and land development through this study will benefit both areas.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

As demand for bicycle facilities increase, analysis of the most appropriate design and location of the infrastructure is critical to addressing safety concerns. This study would help identify investments that compliment both the transportation network and desired land use development.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

As demand for pedestrian facilities increase, analysis of the most appropriate design and location of the infrastructure is critical to addressing safety concerns. This study would help identify investments that compliment both the transportation network and desired land use development.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Analyzing and matching appropriate vehicular infrastructure with desired land use development is critical to addressing current and future safety concerns. This would be a major component of this study.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

To effectively encourage and support future development, consideration of emergency response needs is critical to avoid unexpected safety issues. This study would include a focus on emergency response needs for identified land uses and how transportation infrastructure investment can be utilized to support these needs.

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

Yes

### **How is the project expected to reduce vehicular congestion?**

Coordinating transportation infrastructure investments with desired land uses will result in the development of the most efficient network, reducing future congestion.

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

Freight routes are an integral part of the AMATS area transportation system, and addressing efficient freight movement throughout the area is always a priority. Identifying and resolving conflicts between the freight system and land development through this study will improve freight movement.

### **Is the project expected to improve the bicycle network?**

Yes

### **How is the project expected to improve the bicycle network?**

As demand for bicycle facilities increase, analysis of the most appropriate design and location of the infrastructure is critical to improving the bicycle network. This study would help identify

investments that compliment both the transportation network and desired land use development.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

As demand for non-motorized facilities increase, analysis of the most appropriate design and location of the infrastructure is critical to improving the pedestrian network and ADA accessibility issues. This study would help identify investments that compliment both the transportation network and desired land use development.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

To effectively encourage and support future development, consideration of the transit network's needs is critical. This study would include a focus on transportation infrastructure investment that encourages transit use, which would include strategies for reducing transit vehicle delay.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

The main goal of this study is to identify how DOT&PF facilities can be improved to support all areas identified in the Land Use Plan.

**Is the project located in the Chugiak - Eagle River Area?**

Yes

**Please identify the Land Uses associated with this project.**

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

To effectively encourage and support future development, consideration of the transit network's needs is critical. This study would include a focus on transportation infrastructure investment that compliments the network and encourages transit use.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Efficient and complimentary development of the transportation network with future land use goals will provide many benefits that will improve air quality. Improved NM facilities, supportive linkages between key destinations, increased transit use and other similar outcomes supported by co-development strategies will improve air quality throughout the AMATS area.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Improved NM facilities, supportive linkages between key destinations, increased transit use and other similar outcomes supported by co-development strategies will help reduce VMT throughout the AMATS area.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Project directly supports Objectives 5D, 6E, 6F, 6G & 6H of the plan.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

No

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 12:31 PM

### **Date**

February 11, 2022

### **Time**

11:49

### **Project Information**

#### **Project Name**

Tudor Road Corridor Plan

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

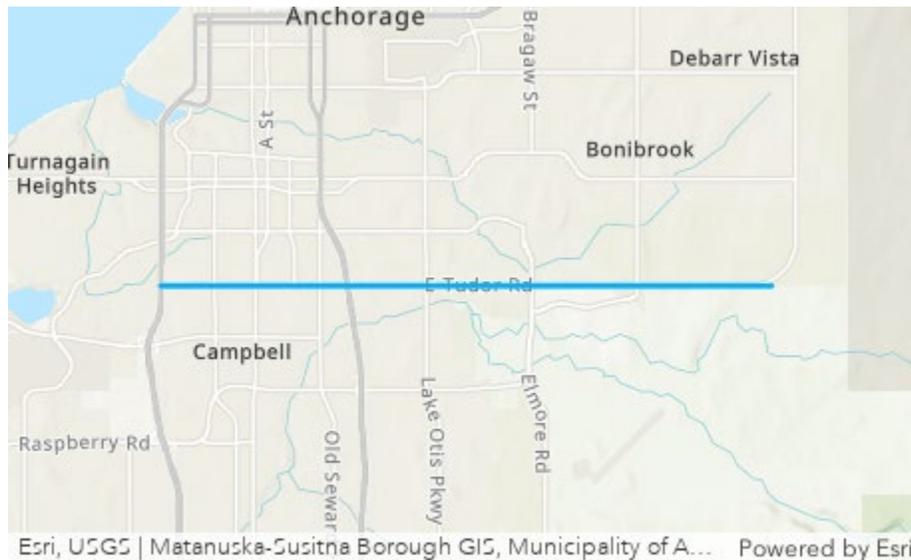
james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The Tudor Road Corridor Plan is an effort to describe current conditions and challenges to the transportation network, identify future developments that may impact the corridor and provide alternatives to improve the transportation corridor.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Tudor Road is part of the National Highway Freight Network and is heavily used for freight transport. It is also one of only two east/west double load routes connecting the Glenn and Seward Highways. This creates multiple safety concerns throughout the roadway. The 2017 Freight Mobility Study identified two problem locations in the project area, along with multiple projects to address safety and capacity.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

High speed traffic, frequent driveways and intersections and a non-contiguous, uniform bicycle network contribute to increases hazard and feelings of an unsafe environment for cyclists. This plan would investigate these issues and provide alternative to address them.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Similar to bicycle related concerns, high speed traffic, frequent driveways and intersections and a non-contiguous, uniform pedestrian network contribute to increases hazard and feelings of an unsafe environment for users. This plan would investigate these issues and provide alternative to address them.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

This corridor has experienced a high occurrence of vehicular accidents for some time, including not uncommon incidents resulting in deaths. This plan would identify key safety issues and strategies to address them.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

## **What are the emergency response related safety concerns?**

The corridor is critical to the operations of emergency response throughout the AMATS area. Multiple hospitals, fire stations and law enforcement facilities are located directly on or adjacent to Tudor Road. Any planning and improvements that support emergency response actions would benefit their safety and the safety of all residents.

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

Yes

### **How is the project expected to reduce vehicular congestion?**

Effective corridor planning includes strategies to reduce vehicular congestion. This plan will analyze current conditions and provide recommendations to address congestion.

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

Tudor Road is part of the National Highway Freight Network and is heavily used for freight transport. It is also one of only two east/west double load routes connecting the Glenn and Seward Highways. Corridor planning includes consideration of freight movement issues and results in strategies to address them and support freight movement needs.

### **Is the project expected to improve the bicycle network?**

Yes

### **How is the project expected to improve the bicycle network?**

A goal of corridor planning is to improve the connectivity and safety of the non-motorized network, which includes bicycles.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

A goal of corridor planning is to improve the connectivity and safety of the non-motorized network, which includes those for pedestrians and ADA accessibility concerns.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

Corridor plans examine and integrate transit system needs and provide strategies to reduce transit vehicle delay as part of a holistic approach to improving the corridor's operations.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

The corridor includes all the types of growth supporting features identified in the Land Use Plan. Developing a comprehensive plan to guide future investment in the corridor will improve access to and within these areas.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Nearly all of the land uses defined in the plan occur within this corridor.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Corridor planning will explicitly promote transit improvements and may also include specific recommendations.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Efficient development of the transportation network with future land use goals will provide many benefits that will improve air quality. Improved NM facilities, supportive linkages between key destinations, increased transit use and other similar outcomes supported by corridor planning strategies will improve air quality throughout the AMATS area.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Effective corridor planning will include strategies that encourage non-motorized and transit modes, reducing systemwide VMT.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Corridor plans directly support Objectives 1H, 5D, 5E, 6E, 6F, 6G, 6H, 13A, 23A, & 23B of the plan.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 3:10 PM

### **Date**

February 11, 2022

### **Time**

13:50

### **Project Information**

#### **Project Name**

Minnesota Drive Corridor Plan

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

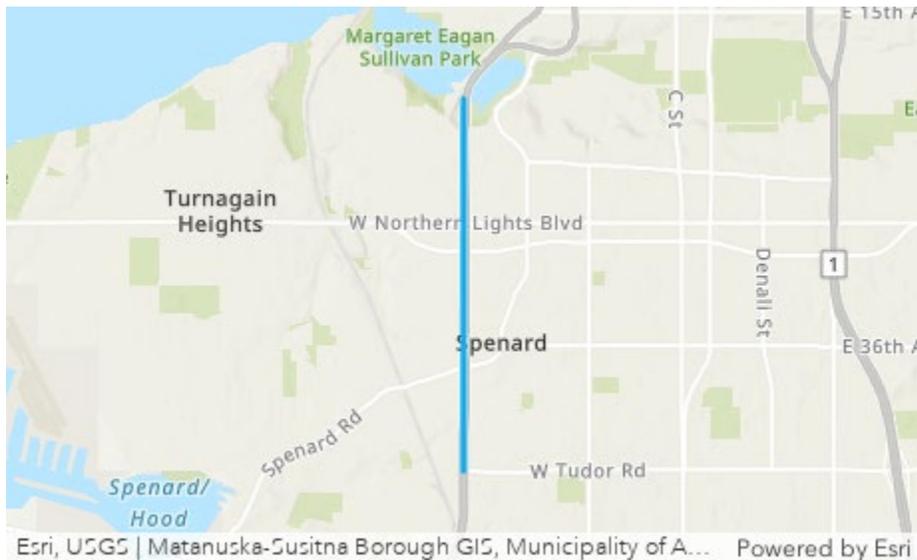
james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The Minnesota Drive Corridor Study is an effort to describe current conditions and challenges to the transportation network, identify future developments that may impact the corridor and provide alternatives to improve the transportation corridor.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Minnesota is part of the National Highway Freight Network and connects to multiple major freight destinations. The Freight Mobility Study identified a number of intersections with safety issues on this road and recommends multiple projects. Comprehensive planning will address freight safety concerns.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

High speed traffic, lack of safe crossing opportunities, frequent driveways and intersections and a non-contiguous, uniform bicycle network contribute to increases hazard and feelings of an unsafe environment for cyclists. This plan would investigate these issues and provide alternative to address them.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

High speed traffic, lack of safe crossing opportunities, frequent driveways and intersections and a non-contiguous, uniform pedestrian network contribute to increases hazard and feelings of an unsafe environment for users. This plan would investigate these issues and provide alternative to address them.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

This corridor has experienced a high occurrence of vehicular accidents for some time, including not uncommon incidents resulting in deaths. This plan would identify key safety issues and strategies to address them.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

## **What are the emergency response related safety concerns?**

The corridor is critical to the operations of emergency response throughout the AMATS area. Any planning and improvements that support emergency response actions would benefit their safety and the safety of all residents.

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

Yes

### **How is the project expected to reduce vehicular congestion?**

Effective corridor planning includes strategies to reduce vehicular congestion. This plan will analyze current conditions and provide recommendations to address congestion.

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

Minnesota is part of the National Highway Freight Network and connects to multiple major freight destinations. Corridor planning includes consideration of freight movement issues and results in strategies to address them and support freight movement needs.

### **Is the project expected to improve the bicycle network?**

Yes

### **How is the project expected to improve the bicycle network?**

As demand for bicycle facilities increase, analysis of the most appropriate design and location of the infrastructure is critical to addressing cycling needs. This study would help identify

investments that help complete the bicycle network and compliment both the transportation network and desired land use development.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

A goal of corridor planning is to improve the connectivity and safety of the non-motorized network, which includes those for pedestrians and ADA accessibility concerns.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

Corridor plans examine and integrate transit system needs and provide strategies to reduce transit vehicle delay as part of a holistic approach to improving the corridor's operations.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

The project area includes all the types of growth supporting features identified in the Land Use Plan. Developing a comprehensive plan to guide future investment in the corridor will improve access to and within these areas.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Nearly all of the land uses identified in the Land Use Plan Map are included within the study area.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Corridor planning will explicitly promote transit improvements and may also include specific recommendations.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Efficient and complimentary development of the transportation network with future land use goals will provide many benefits that will improve air quality. Improved NM facilities,

supportive linkages between key destinations, increased transit use and other similar outcomes supported by co-development strategies will improve air quality throughout the AMATS area.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Effective corridor planning will include strategies that encourage non-motorized and transit modes, reducing systemwide VMT.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Corridor plans directly support Objectives 1H, 5D, 5E, 6E, 6F, 6G, 6H, 13A, 23A, & 23B of the plan.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 3:24 PM

### **Date**

February 11, 2022

### **Time**

15:11

### **Project Information**

#### **Project Name**

Muldoon Road Corridor Plan

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The Muldoon Road Corridor Study is an effort to describe current conditions and challenges to the transportation network, identify future developments that may impact the corridor and provide alternatives to improve the transportation corridor.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Freight routes are an integral part of the AMATS area transportation system, and addressing safety concerns throughout the area is always a priority. Identifying and resolving conflicts between the freight system and land development through this study will benefit both areas.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

High speed traffic, frequent driveways and intersections and a non-contiguous, uniform bicycle network contribute to increases hazard and feelings of an unsafe environment for cyclists. This plan would investigate these issues and provide alternative to address them.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

High speed traffic, frequent driveways and intersections and a non-contiguous, uniform pedestrian network contribute to increases hazard and feelings of an unsafe environment for users. This plan would investigate these issues and provide alternative to address them.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

This corridor has experienced a high occurrence of vehicular accidents for some time, including not uncommon incidents resulting in deaths. This plan would identify key safety issues and strategies to address them.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

The corridor is critical to the operations of emergency response throughout the AMATS area. Any planning and improvements that support emergency response actions would benefit their safety and the safety of all residents.

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

Yes

### **How is the project expected to reduce vehicular congestion?**

Effective corridor planning includes strategies to reduce vehicular congestion. This plan will analyze current conditions and provide recommendations to address congestion.

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

Muldoon Road is part of the National Highway Freight Network and is heavily used for freight transport. It is also one of only two north/south double load routes within the Anchorage Bowl. Corridor planning includes consideration of freight movement issues and results in strategies to address them and support freight movement needs.

### **Is the project expected to improve the bicycle network?**

Yes

### **How is the project expected to improve the bicycle network?**

A goal of corridor planning is to improve the connectivity and safety of the non-motorized network. This plan would help in the prioritization and implementation of projects to develop the bicycle network.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

A goal of corridor planning is to improve the connectivity and safety of the non-motorized network, which includes those for pedestrians and ADA accessibility concerns.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

To effectively encourage and support future development, consideration of the transit network's needs is critical. This study would include a focus on transportation infrastructure investment that encourages transit use, which would include strategies for reducing transit vehicle delay.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Greenway Supported Development, Transit-Supportive Development and Residential Mixed Use land uses are included within the project area. Developing a comprehensive plan to guide future investment in the corridor will improve access to and within these areas.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Most land uses identified in the Plan occur within the project area. Significant exclusions are industrial and university/medical centers.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Corridor planning will explicitly promote transit improvements and may also include specific recommendations.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Efficient and complimentary development of the transportation network with future land use goals will provide many benefits that will improve air quality. Improved NM facilities,

supportive linkages between key destinations, increased transit use and other similar outcomes supported by co-development strategies will improve air quality throughout the AMATS area.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Effective corridor planning will include strategies that encourage non-motorized and transit modes, reducing systemwide VMT.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Corridor plans directly support Objectives 1H, 5D, 5E, 6E, 6F, 6G, 6H, 13A, 23A, & 23B of the plan.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 5:33 PM

### **Date**

February 11, 2022

### **Time**

16:50

### **Project Information**

#### **Project Name**

High View Drive from Kayak Drive to Oceanview Drive

#### **Name of Person Submitting the Nomination**

Nancy Joseph

#### **Affiliation**

Old Seward/Oceanview Community Council

#### **Phone Number**

9073455360

#### **Email Address**

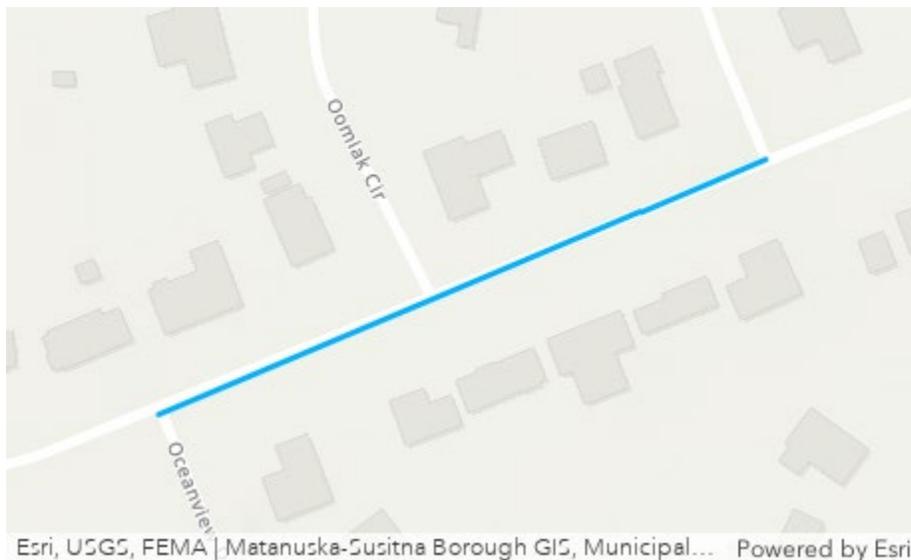
osovcommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Need: Highview Dr. has many dips and swells along the entire roadway making for hazards that emergency vehicles and local traffic. Old Seward/Oceanview Community Council considers the worst areas are between Kayak and Johns west of Oceanview Dr. location. Project Scope: Highview Drive is in need of resurfacing and reconstruct areas. Numerous dips and holes along this route make for hazards.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Snow Removal vehicles hauling snow

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Condition of the road requires vehicles to dodge dips and heaves and swerve from their lane. There is no complete bike lane on High View Drive. Cyclists are in danger of vehicles swerving. This is extremely dangerous during all seasons of the year.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Condition of the road requires vehicles to dodge dips and heaves and swerve from their lane. There is no sidewalk on High View for any pedestrians or school children walking to school. All pedestrians are in danger of vehicles swerving. This is extremely dangerous during all seasons of the year.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Vehicles can be damaged because of the dips and heaves. All emergency vehicles and street maintenance vehicles experience the same concerns as if there were speed humps all over this road. It needs to be leveled and resurfaced. Vehicles should not be dodging dips, heaves, and swerving out of their lane to travel on this street.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

All emergency vehicles and street maintenance vehicles experience the same concerns as if there were speed humps all over this road. It needs to be leveled and resurfaced. Vehicles should not be dodging dips, heaves, and swerving out of their lane to travel on this street.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Smoothing out the road will improve driving conditions and reduce dangerous swerving.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Ensuring that bicyclists can travel in the proper lane without encountering the dips and heaves, and encountering vehicles swerving to avoid the dips and heaves will make cycling safer on this street.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Ensuring that pedestrians can walk on the proper side of the road without encountering the dips and heaves, and encountering vehicles swerving to avoid the dips and heaves will make the pedestrian network safer on this street.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

There is not a significant delay in going from point A to point B; however, it is not smooth enough to drive straight through in either lane.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single family and two-family units. Bicycle transit. Pedestrian transit to/from Oceanview Elementary and neighborhood streets.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

The condition of the road will improve travel.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

No

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

It will not make a difference

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

No

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

It will not make a difference

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Heaves and Dips will be removed for better vehicle, bicycle, and pedestrian travel.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

No sidewalks on this road. It will improve the safety and condition for pedestrian traffic.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 6:00 PM

### **Date**

February 11, 2022

### **Time**

17:38

### **Project Information**

#### **Project Name**

Pettis Road Upgrade

#### **Name of Person Submitting the Nomination**

Nancy Joseph

#### **Affiliation**

Old Seward/Oceanview Community Council

#### **Phone Number**

9073455360

#### **Email Address**

osovcommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Need: Pettis Road is in need of reconstruction. No drainage along the route, limited lighting, road base is minimum at best. Numerous potholes exist on its base. Pettis Road and Mary, Ellen Streets were the main roads for vehicles, dump trucks, and belly dumps when the roundabout at Klatt and Johns were under construction for nearly a year. It received a chip seal about 15 years ago. Project Scope: Reconstruct Pettis Rd. from Johns Road to Ellen St. intersection with proper drainage and bring road base up to standards.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

As with the Klatt/Johns Roundabout construction, this street may be used when E. 120th Upgrade is underway so that trucks may avoid the Oceanview Elementary School zones. Flooding occurs because of drainage problems.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Road needs to be upgraded so bicycles can stay in the lane and not encounter heaves, dips and potholes. Vehicles swerve to avoid the same hazards, endangering bicyclists and those students on bicycles going to Oceanview Elementary School. Flooding occurs because of drainage problems.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Road needs to be upgraded so pedestrians, including children walking to Oceanview Elementary School can stay in the lane and not encounter road hazards such as heaves, dips and potholes. Vehicles swerve to avoid the same hazards, endangering pedestrians and school students. Flooding occurs because of drainage problems.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Road needs to be upgraded so that vehicles do not have to swerve out of their lane to avoid the dips, heaves, potholes hazards. Flooding occurs because of drainage problems.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

### **What are the emergency response related safety concerns?**

All emergency vehicles will encounter the poor condition of this street and experience it as if they were traveling over speed bumps, which slows down emergency response vehicles. The road needs to be improved and reconstructed.

### **CRITERIA: Mobility**

#### **Is the project expected to reduce vehicular congestion?**

No

#### **How is the project expected to reduce vehicular congestion?**

#### **Is the project expected to improve truck (freight) movement?**

Yes

#### **How is the project expected to improve truck (freight) movement?**

Trucks will be able to stay in their lane and not encounter flooding and other hazards at this site now.

#### **Is the project expected to improve the bicycle network?**

Yes

#### **How is the project expected to improve the bicycle network?**

Road improvements will allow bicyclists to ride without encountering hazards and will help to ensure vehicles are not swerving into bicycles traveling on the road.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Road improvements will allow pedestrians, including school children walking to Oceanview Elementary to walk without encountering hazards and will help to ensure vehicles are not swerving into pedestrians traveling on the road.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

No delays occur currently.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

No

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single family and multi-family homes, bicycle routes, pedestrian routes to access elementary school

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

No

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

No air quality issues at the site.

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

No

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

Not applicable

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

See above regarding the current road and flooding conditions and hazards affecting vehicles, pedestrians, bicyclists, emergency vehicles

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

See above regarding safety for pedestrians and bicyclists.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 7:08 PM

### **Date**

February 11, 2022

### **Time**

18:06

### **Project Information**

#### **Project Name**

Sunview Subdivision Area Local Road Rehab

#### **Name of Person Submitting the Nomination**

Nancy Joseph

#### **Affiliation**

Old Seward/Oceanview Community Council

#### **Phone Number**

19073455360

#### **Email Address**

osovcommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Need: The local roads in this area are strip-paved or gravel, and the surface is deteriorating. The 2020 GASB survey rated the roads in this subdivision in a variety of conditions from satisfactory to failing. Project Scope: Rehabilitate or put a hard surface on Specking Dr, Hannah Cir, Dennis Way, and Hancock St. Project Status: No work is underway or scheduled in the six-year Capital Improvement Program. The project will remain on the Capital Projects Needs List for future funding consideration.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Road condition is deteriorating and floods making bicycle travel hazardous.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Four roads in this area are degrading. The map above does not allow multiple road annotations. Road conditions are deteriorating and floods making pedestrian travel hazardous.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Road conditions are deteriorating and floods; routine vehicle travel is further deteriorating the roads as they degrade.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Emergency vehicles travel on these degrading roads.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Smoother surface on these roads will result in safer travel and will assist with bicycle travel.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Smoother surfaces on these roads will result in safer travel for pedestrians.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

There is no current delay.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

No

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single family and multi-family homes in the area, bike travel, pedestrian usage.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Vehicle transit will be better accommodated on roads without hazards.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

No

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

There is no current air quality issue.

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

No

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

Does not apply

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Resurfacing a road means improved roadway pavement conditions.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Safer roads means safer conditions for pedestrians walking these roads that DO NOT have sidewalks.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 7:34 PM

### **Date**

February 11, 2022

### **Time**

19:10

### **Project Information**

#### **Project Name**

Dailey Avenue, Division Street, Gregg Lane Area Road Upgrade

#### **Name of Person Submitting the Nomination**

Nancy Joseph

#### **Affiliation**

Old Seward/Oceanview Community Council

#### **Phone Number**

9073455360

#### **Email Address**

osovcommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Project submitted on the 2021 CIP List as Dailey Avenue, Division Street, Gregg Lane Area Road Upgrade. Dailey Avenue has had some upgrades in recent years. Need: These roads have never been built to standards. The road surface is deteriorating to the point that safety may be impacted. The drainage and street lighting are also inadequate. The 2020 GASB survey rated most of these roads in satisfactory or fair condition. Project Scope: Upgrade the roads to current municipal standards. Project Status: The project has not started. The project will remain on the Needs List for future funding consideration.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Road conditions are substandard and are not wide enough for truck travel. As E. 120th Avenue gets upgraded, it is likely that trucks will further degrade Gregg Lane. Division Street needs resurfacing. Dailey Avenue needs final road construction improvements to be finished.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Road conditions make it hazardous for bicycle travel. Not enough room for vehicles and bicycles simultaneously travelling the road.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Road conditions make it hazardous for pedestrian travel. Not enough room for vehicles and pedestrians simultaneously travelling the roads.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Road conditions make it hazardous for vehicle travel. As these roads are substandard, vehicle travel further degrades the road surface. Vehicles squeeze through this area which is not wide enough for large vehicles travelling simultaneously near each other.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

### **What are the emergency response related safety concerns?**

All of the above concerns about the substandard condition, the width of the roads, and the pedestrian, bicycle, and motor vehicle travel would be problematic for emergency vehicles like fire trucks to pass safely on these roads.

### **CRITERIA: Mobility**

#### **Is the project expected to reduce vehicular congestion?**

No

#### **How is the project expected to reduce vehicular congestion?**

#### **Is the project expected to improve truck (freight) movement?**

Yes

#### **How is the project expected to improve truck (freight) movement?**

Bringing the roads to standard conditions will improve movement, especially for waste pickup, UPS, FedEx, road graders, snow dump trucks, and emergency vehicles.

#### **Is the project expected to improve the bicycle network?**

Yes

#### **How is the project expected to improve the bicycle network?**

Improve the conditions of the roads so vehicles do not have to compete for room with bicycles. including students on bikes going to Oceanview Elementary School.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Improve the conditions of the roads so vehicles do not have to compete for room with pedestrians, especially school children walking to Oceanview Elementary.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

There is no delay problem.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Growth is occurring in the area with multi-unit housing.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single family, multi-family housing, bike transit, pedestrian transit.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

No

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

No air quality problem is evident.

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

No

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

Not applicable.

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Improving the condition of the roads means roadway pavement improvements.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Accommodating pedestrians and bicyclists on these roads with road improvements.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 12, 2022 12:36 AM

### **Date**

February 11, 2022

### **Time**

23:20

### **Project Information**

#### **Project Name**

Vander Hoek Ln. and Klatt Rd Intersection Realignment

#### **Name of Person Submitting the Nomination**

Stanton Moll

#### **Affiliation**

Old Seward/Oceanview Community Council

#### **Phone Number**

907.229.7041

#### **Email Address**

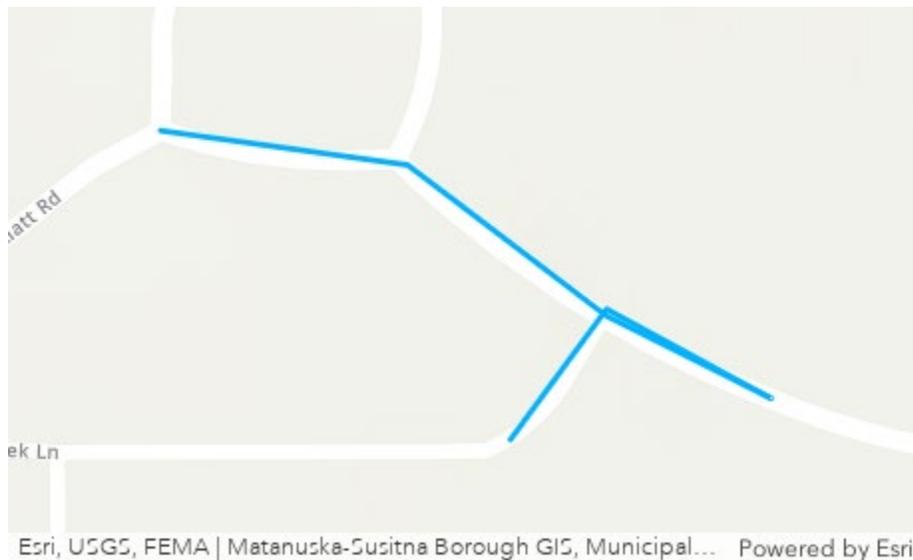
shm99516@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Vander Hoek Ln is a small intersection with Klatt just east of the C St. roundabout and south of Klatt, with east and west turns permitted onto Klatt. It joins Klatt as the east-bound exit from the roundabout merges into Klatt Rd proper. Eastbound cars from the roundabout are accelerating onto Klatt; westbound traffic is frequently traveling at higher speed than posted while decelerating into the roundabout, and drivers coming from C St. through the roundabout are also having to deal with merging traffic plus traffic entering from Vander Hoek. The roundabout can be a busy and dangerous intersection, exacerbated in winter by slippery surface conditions. At Vander Hoek Ln. visibility to the west is especially limited by a high forested berm that blocks the line of sight from Vander Hoek Ln. of Klatt, and vice versa, making for a highly dangerous intersection. This project would realign the intersection to correct the visibility problems.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

The intersection of Vander Hoek Ln and W Klatt Rd is unsafe, and there is considerable truck traffic from Alaska Sand & Gravel, AirLand, and other businesses delivering into the neighborhoods south of Klatt Rd.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Bicyclists like to use the roads south of Klatt as safer routes to access those neighborhoods and Johns Park; cyclists often use the roundabout instead of the tunnels to get there, but must still traverse the area of concern.

**Are there any pedestrian related safety concerns in or near the project location?**

Unknown

**What are the pedestrian related safety concerns?**

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

As elaborated above, there are icy conditions in the roundabout at C St., and turns from Vander Hoek Ln east or west onto Klatt suffer from lack of visibility to the west

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

## **What are the emergency response related safety concerns?**

Emergency vehicles also suffer from the same lack of visibility and are endangered by jack-rabbit vehicles trying to safely get out of harm's way.

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

Yes

### **How is the project expected to reduce vehicular congestion?**

By making the intersection safer, traffic will move more smoothly. Residents often use alternate routes out of the neighborhood which are less direct and thus more costly; one route passes by Oceanview Elementary School on Johns Rd., which itself becomes quite congested during school hours. Since this intersection serves a significant number of residences along Mary Ave and adjacent residential streets, this can amount to a large number of vehicles

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

By better controlling traffic through this intersection, local delivery service will move more smoothly and avoid hazardous traffic conditions.

### **Is the project expected to improve the bicycle network?**

Unknown

### **How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

No

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

It is uncertain if transit vehicle delays will improve. There are no historic or planned AnchoRides bus routes in this area, but school buses do transit this intersection. Improvements to the safety of schoolchildren cannot be overlooked.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Vander Hoek Ln and Mary Ave. are established traditional neighborhoods which were developed during times of less strict design standards. Updating this intersection to reflect modern designs will improve the livability and access to this traditional neighborhood. This intersection is expected to gain more traffic with the development on the west side of C St. of the South Anchorage Sports Park and the senior living facility (both of which are outside the OSOVCC boundaries)

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single-Family and Two-Family Compact Mixed Residential - Low

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Reduction of automobile exhaust from long idling times, plus the exhaust generated from rapid accelerations onto Klatt Rd. will be expected with an improved intersection.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Smart drivers are currently avoiding this intersection due to the hazards discussed above, and are taking longer routes through neighborhoods to make a safe exit onto feeder streets. Improving the Vander Hoek/Klatt intersection can be expected to reduce these circuitous routes, thereby improving VMT figures.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

More direct intersection will reduce the amount of de-icing materials, improve slippery conditions, and reduce demand on other, longer routes through the neighborhood

**Is the project expected to improve sidewalk or off-street facilities?**

No

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 12:15 PM

### **Date**

February 13, 2022

### **Time**

11:34

### **Project Information**

#### **Project Name**

Arctic Boulevard Traffic Calming or Road Diet - Fireweed to 16th Avenue

#### **Name of Person Submitting the Nomination**

Ben Matheson

#### **Affiliation**

none

#### **Phone Number**

none

#### **Email Address**

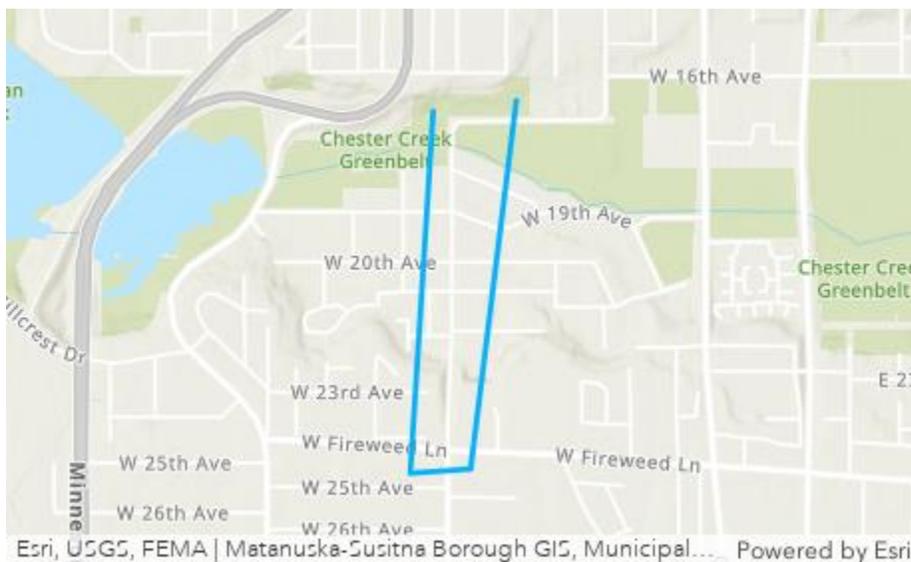
mathesonben@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This existing bicycle and pedestrian infrastructure on Arctic Blvd. could see meaningful safety improvements with the use of horizontal traffic calming like lane narrowing, pinch points and miniature roundabouts. Arctic provides a vital link between midtown and downtown and also intersects the Chester Creek trail. This road contains bike lanes on each side and a narrow sidewalk directly adjacent to the roadway (no natural buffer). A school crossing traffic signal exists on this section, as well as People Mover bus stops. It appears on the municipality's traffic calming program's qualified streets list for 2021 with a rank of 1. The characteristics of this road are inconsistent with the posted speed of 30 mph. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department shows traffic moves faster than the intended speed for this roadway. The southbound 85% speed of 44mph is 14 mph above the posted speed of 30mph.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Unprotected bike lanes are hazardous, given the speeds on this road. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department show that the majority of traffic moves considerably faster than the intended speed for this roadway. The southbound 85% speed of 44mph is 14 mph above the posted speed of 30mph. 555 cars were measured traveling above 41 mph, including 17 faster than 56 mph on 9/30/2020. On 10/1, 607 cars were measured above 41mph, while 10 cars traveled above 60mph. On 9/30, 81% (1442/1771) were measured above the posted speed limit, while on 10/1, 81% (1506/1855) were measured above the speed limit.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Narrow and unprotected sidewalks are hazardous with the speeds on this road. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department show that the majority of traffic moves considerably faster than the intended speed for this roadway. The southbound 85% speed of 44mph is 14 mph above the posted speed of 30mph.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

This road contains many potential conflict zones, which combined with high speeds can amplify injury risk.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Arctic Blvd. is the Chester Creek trail's best connection to downtown (E street), midtown, and Spenard. Making this link safer for bikers would improve one of the network's busiest sections.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Arctic Blvd. is adjacent to the Chester Creek trail's best connection to downtown (E Street), midtown, and Spenard.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Arctic Blvd sits on the 35 bus line, and enhances Transit-supportive Development. Better connecting Chester Creek Trail to downtown and midtown helps. Greenway-supporting Development, while connecting these corridors to the Spenard (via Fireweed) helps Residential Mixed-use Development.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single-Family and Two-Family Compact Mixed Residential - Low Compact Mixed Residential - Medium Main\_Street\_Corridor

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Safer access to People Mover Route 35 for pedestrians and cyclists.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Improved pedestrian, cyclist, and transit utilization for an essential link between midtown and downtown Anchorage while reducing vehicle emissions from less traffic volume.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Improved pedestrian, cyclist, and transit utilization reduces net emissions.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Slower speeds and greater buffers improve the safety, comfort, and viability of the sidewalk and bike lane facilities. Reducing speeds from the 85% speed of 44mph would increase safety in this area by reducing collisions and impact speeds.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

Route 35 connects south Anchorage with downtown and midtown. Better pedestrian and bike access to stops on this route enhance the route and its stops.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 3:27 PM

### **Date**

February 13, 2022

### **Time**

11:47

### **Project Information**

#### **Project Name**

Northern Lights Blvd and Benson Blvd Total Rehab / Rework including non-motorized improvements.

#### **Name of Person Submitting the Nomination**

Kristin R Myers

#### **Affiliation**

None

#### **Phone Number**

9073332222

#### **Email Address**

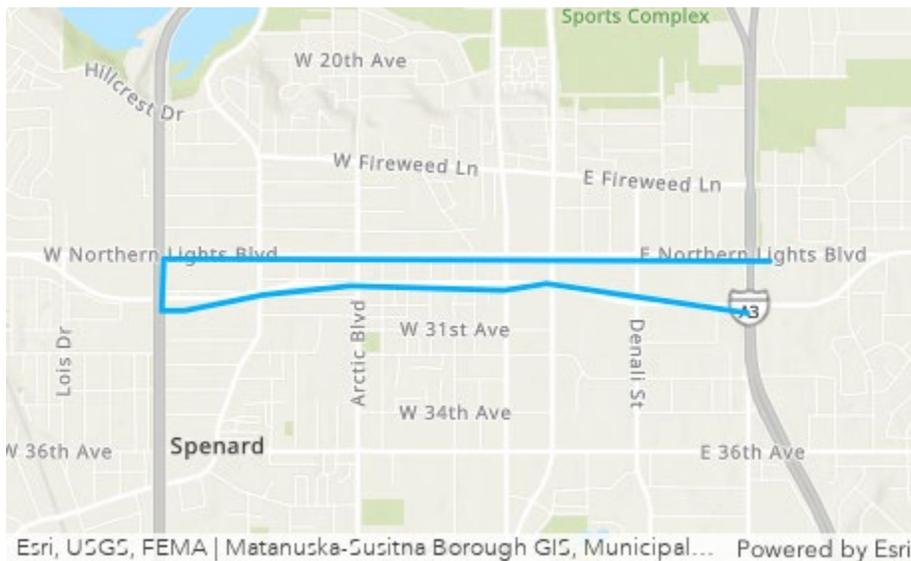
thealaskapack@gmail.com

## Description of Project or Program

### In your own words, briefly describe the proposed purpose of the project.

Widen and repave sidewalks, so more than one person or bike can use sidewalk or path. Add more space at bus stops, so people at stops can be safely passed. Add safe bike access for both sides of the street from Minnesota to Seward Hwy. Place as many utilities underground as possible. Check with Chugach Electric about the Underground Surcharge that users have paid for years to pay for this. Remove obstacles from sidewalk. Such as fire hydrants, sign posts, light poles, and guide wires supporting poles. One idea is to remove one lane for cars, and use the space to add wider and safer access for pedestrians and cyclists. Add more space at intersections with less curbs and wider ramps that go all the way around the corner and then some, to allow for more than one person to use ramp at a time. This allows for bikes with trailers to safely maneuver at corners. Paths and sidewalks that are bike / trailer friendly allow people to use bikes with trailers for shopping, etc.

### Draw a line to represent the general path of your project.



## CRITERIA: Safety

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

### **What are the truck (freight) related safety concerns?**

There are many businesses along Northern Lights that receive freight.

### **Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

Northern Lights needs wider and safer paths for bike access. Northern Lights sidewalks are not well maintained in winter, making it difficult for cyclists. Line of sight issues such as overgrown bushes and trees, walls, buildings close to road and intersections, etc. Cars pull into crosswalks, because they cannot see oncoming traffic unless they do so. This is one of the cause of negative interactions between vehicles and non-motorized users. It is not safe to mix cyclists and vehicles on the the road together.

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

Sidewalk / path is bumpy, narrow, heaved, and cracked. Two users cannot safely pass each other, especially in winter. Poor line of sight due to obstacles, bushes, buildings, walls, posts, etc.

### **Are there any vehicular related safety concerns in or near the project location?**

Yes

### **What are the vehicular related safety concerns?**

It is unsafe for cyclists to use the roadway with vehicles at this speed. Drivers are impatient with cyclists' slower speeds. Line of sight issues between motorized and non-motorized users.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Provide a safe and separate path for cyclists on a main business thoroughfare.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Removes obstacles, widens path, repaves path. Improved larger, gently sloping ramps improves ADA and others safe access.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Transit-supportive development. Improved City Center access. Improved Regional Commercial Center access. Improved Town Center access. Safe access for non-motorized users. Reduce motorized traffic by increasing non-motorized traffic. Safer way for motorized and non-motorized users interact.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Transit-supportive development. Improved City Center non-motorized access. Improved non-motorized Regional Commercial Center access. Improved non-motorized Town Center access. Safe access for non-motorized users. Reduce motorized traffic by increasing non-motorized traffic.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Safer and more comfortable bus stops. Extra wide paths to allow users to safely pass those waiting for buses. Wide safe paths help all non-motorized users.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Complete roadway overhaul. Utilities to be placed underground or moved as needed to improve non-motorized use. Check with Chugach Electric about Underground Surcharge

covering this expense. Total rework of road as improvements are made to accommodate non-motorized users. Total repaving after improvements.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Provides a wider and safer non-motorized user pathway along major business thoroughfare.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

Improve safety and comfort at bus stops. Allow extra space in front of transit stops, so other users can pass bus riders safely. Better and safer access to transit by widening and improving sidewalk / path.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 6:20 PM

### **Date**

February 13, 2022

### **Time**

17:57

### **Project Information**

#### **Project Name**

Chugach Way Rehabilitation

#### **Name of Person Submitting the Nomination**

Lindsey Hajduk

#### **Affiliation**

Spenard Community Council

#### **Phone Number**

907-360-3320

#### **Email Address**

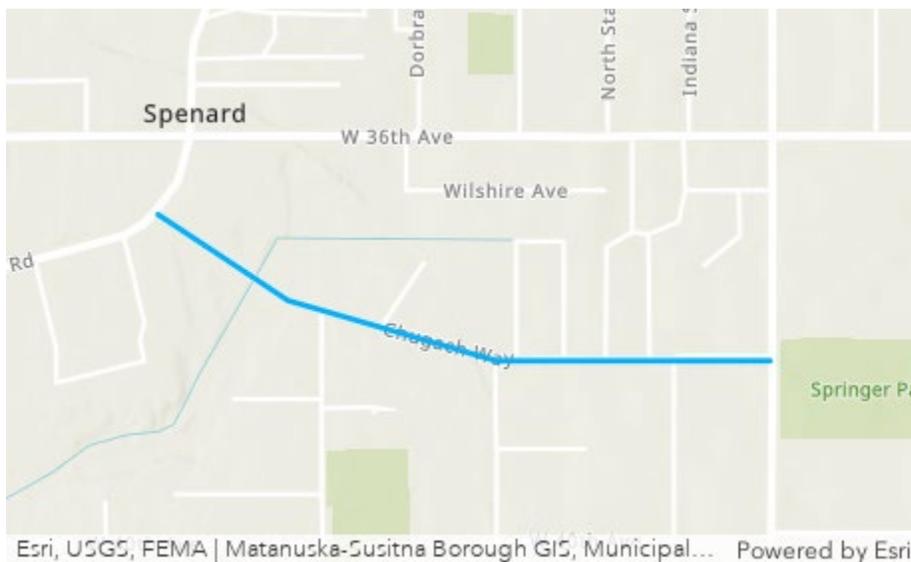
spenardcc@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Chugach Way is a priority project for the Spenard Community Council capital improvement priorities, is identified for updates in the Spenard Corridor Plan and the Non-Motorized Plan, and recently underwent two studies. The 2019 Chugach Way Reconnaissance Study and 2022 Chugach Way Area Elements Report the details for the project improvements for the roadway. Please refer to these documents for details to answer questions within this selection process. Right now the roadway is narrow, has no pedestrian or bicycle facilities, narrows each winter due to snow, is constrained by utilities and light poles, and does not have safe school bus pick up. Studies have been to identify roadway improvements to support opportunities for redevelopment with an emphasis on safety, access and multimodal facilities in the area. Chugach Way is located within a low-income census tract, in Anchorage's soon-to-be first Reinvestment Focus Area with planned redevelopment of deteriorated properties.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The Non-Motorized Plan identifies Chugach Way as a high priority for enhanced shared roadway.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There are no pedestrian facilities, causing many user conflicts, with pedestrian collisions logged in the muni's 2019 Annual Traffic Report.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

The neighborhood served by Chugach Way has local traffic, as well as cut-through traffic bypassing 36th Ave. The curve and narrow roadway makes speeding and turning traffic dangerous.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Fire trucks will need to be able to access the adjacent narrow roadways. Fire Station 5 would access the neighborhood from Spenard Rd. via Chugach Way.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Again, see the Non-Motorized Plan project #100, and details in the Spenard Corridor Plan referring to "neighborhood street" designs, which improve bicycle and pedestrian infrastructure.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Again, see the Non-Motorized Plan project #100, and details in the Spenard Corridor Plan referring to "neighborhood street" designs, which improve bicycle and pedestrian infrastructure. Right now there are no ADA improvements along the roadway, including at Spenard Rd. and Arctic.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Chugach Way is located with all of the growth-supporting features: Traditional Neighborhood Development, Transit-supportive development, greenway supported development, and residential mixed-use.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Compact mixed residential-medium, Urban residential-high, and the commercial corridors are adjacent.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Promote non-motorized transportation, and connect the existing network on Arctic Blvd. and the future Spenard Rd. rehab improvements.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

By promoting non-motorized transportation, less vehicle use and resultant pollution.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Replace the roadway

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

These currently do not exist, so this would add these facilities.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

This corridor is located on a "greenway supportive development" corridor, where the community is working to daylight Fish Creek in this section of Spenard and Midtown.

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 6:37 PM

### **Date**

February 13, 2022

### **Time**

18:22

### **Project Information**

#### **Project Name**

32nd & 33rd Avenue Upgrade

#### **Name of Person Submitting the Nomination**

Lindsey Hajduk

#### **Affiliation**

Spenard Community Council

#### **Phone Number**

907-360-3320

#### **Email Address**

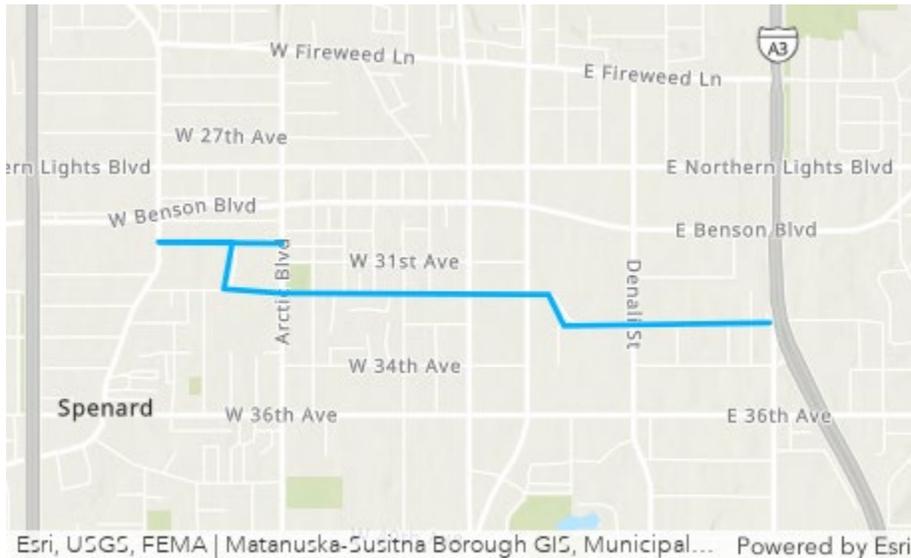
spenardcc@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Project #100 in the MTP: 32nd Avenue and 33rd Avenue Rehabilitation - Arctic Blvd to Old Seward Highway Rehabilitate 32nd Avenue and 33rd Avenue from Arctic Blvd to Old Seward Highway to collector standards. Project would include non-motorized improvements and consider adjacent land use. Purpose: Preservation of Existing Facility and Connectivity. This project is already underway, with Phase 1 on 30th Avenue and North Star located in Spenard, and the next phase in Midtown. The design and construction of the entire project will serve as an east-west non-motorized connection. This project is prioritized in the Spenard Community Council, Spenard Corridor Plan, Non-Motorized Plan, and Metropolitan Transportation Plan.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

This project provides a non-motorized east-west corridor in Spenard and Midtown as an alternate route from other roads on the Vision Zero High Injury Network, including 36th Avenue and Benson Blvd.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Some sections of this corridor do not have pedestrian facilities, and would be developed with this project.

**Are there any vehicular related safety concerns in or near the project location?**

No

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

No

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

As identified in the Non-Motorized Plan project #24: 32nd, Calais, 33rd, Fairbanks, 34th, Protected Bikeway from C Street Old Seward Highway, high priority,

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Includes adding facilities where they do not exist, and safer crossing at key intersections, particularly Arctic Blvd, C Street, and Denali Street. There are collisions at the C Street intersection, in particular.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

Transit does not travel on this corridor.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Corridor is in a traditional neighborhood development, transit-supportive development, and residential mixed-use.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Urban\_Residential\_High, Community\_Facility\_or\_Institution, Park\_or\_Natural\_Area,  
City\_Center

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

To promote non-motorized transportation use connecting residential areas and businesses in Midtown.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

By promoting non-motorized transportation use in a transit-supportive development area.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Relocating utilities and resurfacing corridor

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Currently rolled curbs encourage vehicles to park on sidewalks, where they exist.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 7:01 PM

### **Date**

February 13, 2022

### **Time**

18:37

### **Project Information**

#### **Project Name**

Northern Lights Rehabilitation

#### **Name of Person Submitting the Nomination**

Lindsey Hajduk

#### **Affiliation**

Spenard Community Council

#### **Phone Number**

907-360-3320

#### **Email Address**

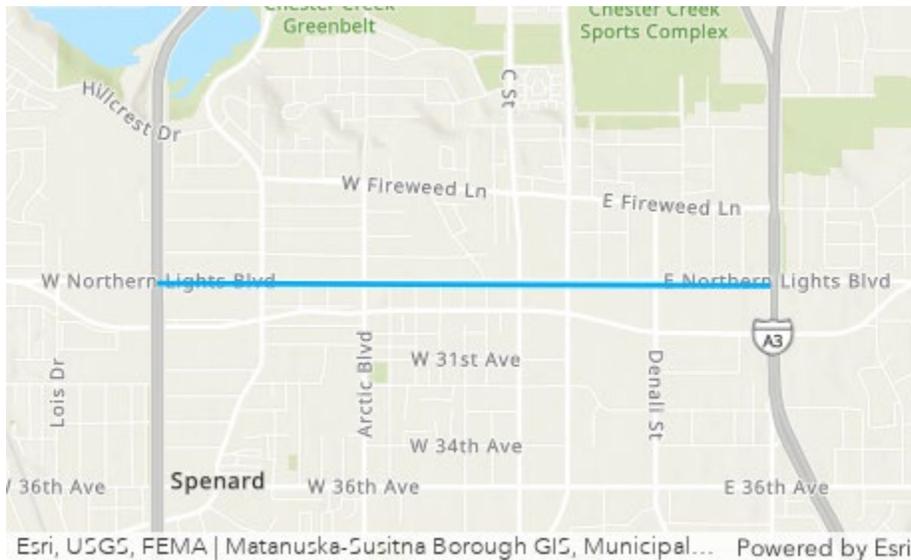
Spenardcc@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Northern Lights Rehabilitation is needed and is identified in many planning documents including the Non-Motorized Plan (#212 shared use pathway) which pairs with Metropolitan Transportation Plan (#508). MTP 508: Northern Lights Blvd Lane Reduction - Seward Highway and Minnesota Drive Convert an existing travel lane on Northern Lights Blvd between the Seward Highway and Minnesota Drive to expand existing sidewalks. Project would consider adjacent land use. Purpose: Safety (Vision Zero High Injury Network Corridor), Air Quality, and Transportation System Management. Currently Northern Lights is a high injury network with sidewalks impassable in the winter, and obstructed in the summer with utilities, deteriorated cement, driveways, narrowness, etc.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Northern Lights is a high injury corridor for all roadway users. Reducing the lanes and providing wider and safe non-motorized facilities is essential.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Northern Lights is a high injury corridor for all roadway users. Reducing the lanes and providing wider and safe non-motorized facilities is essential.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

This is a high-injury corridor for all road users, resulting in severe injuries and fatalities each year. This road is dangerous by design and the community pays the price.

**Are there any safety concerns related to emergency response in or near the project location?**

No

**What are the emergency response related safety concerns?**

## **CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

A lane reduction would serve to better manage traffic along the corridor. It would also better serve businesses along the couplet.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Current sidewalk facilities are inadequate for non-motorized travel. By reducing a lane, pedestrian and bicycle facilities can be developed.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Current sidewalk facilities are inadequate for non-motorized travel. By reducing a lane, pedestrian and bicycle facilities can be developed. Sidewalks are currently not ADA accessible. DOT is currently underway in a pavement preservation project on Northern Lights, however, the sidewalks will still not be ADA accessible after the project because utilities, driveways, and other considerations will not be completed.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Traditional neighborhood development, transit-supportive development, mixed-use development.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Town\_Center, Main\_Street\_Corridor, City\_Center

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Currently Route 10 Northern Lights Route is a high-frequency route along the corridor. A lane reduction could allow for bus pullouts rather than impeding the flow of traffic.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Project would promote non-motorized transportation and reduce congestion.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Promoting non-motorized transportation use.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

A separated multi-use path would be constructed, replacing sub-standard sidewalks.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

The Route 10 bus has frequent routes and multiple stops along the corridor, which could receive pull outs and improvements as a result of the project.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:01 PM

### **Date**

February 13, 2022

### **Time**

15:39

### **Project Information**

#### **Project Name**

Lakeshore Dr Upgrade - Constellation St to Wisconsin St

#### **Name of Person Submitting the Nomination**

Turnagain Community Council

#### **Affiliation**

Turnagain Community Council

#### **Phone Number**

907-717-7073

#### **Email Address**

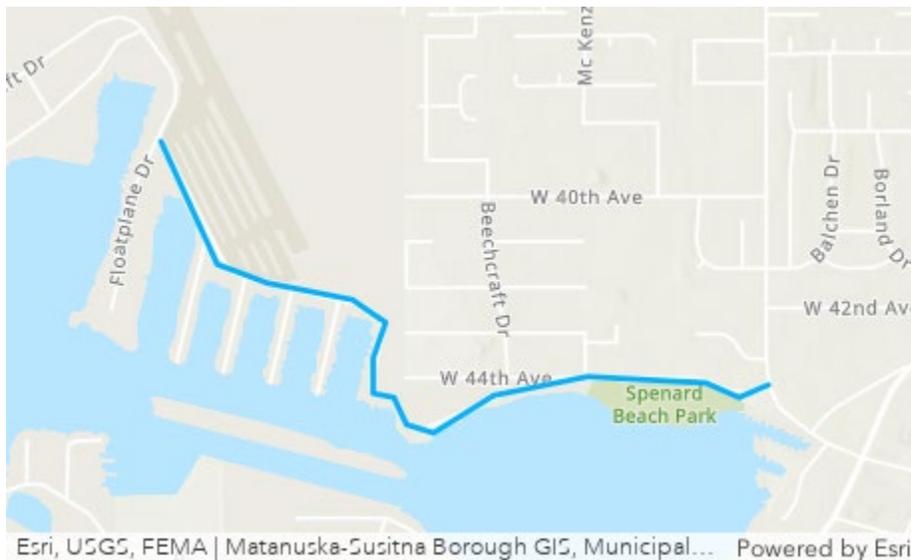
tccpresident@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

(This project is on Turnagain CC's CIP priority list; description copied below) Need: This segment of road has not been built to urban collector standards. The 2020 GASB survey rated Lakeshore Drive in failing condition. Project Scope: Improvements would include a new road base, curbs, pavement, underground storm drains, street lighting, and pedestrian facilities. Project Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project will remain on the Capital Projects Needs List for future funding consideration. The project is identified as a collector route in the Official Streets and Highways Plan (OS&HP).

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Heavy trucks using this area endanger pedestrians and cyclists, there is no shoulder. Also, freight trucks are using this residential road, and increasing wear on the road not built for heavy traffic.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

See Freight concerns - it is not a safe road with no shoulders, and there is only a limited path beyond the actual roadway, through Spenard Beach Park only.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

See Freight concerns - it is not a safe road with no shoulders, and there is only a limited path beyond the actual roadway, through Spenard Beach Park only.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

The road condition is deteriorating, and potential for conflicts for other road users.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Would provide a safe biking lane or facility for users on this road.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

If there was a sidewalk or separated path along this road, would keep people out of the roadway.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Residential, Airport, Commercial (near Spenard Road), Park (Spenard Beach Park)

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

The pavement is getting to poor condition.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

The project would add sidewalks

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:19 PM

### **Date**

February 13, 2022

### **Time**

22:13

### **Project Information**

#### **Project Name**

Turnagain St Upgrade - Northern Lights to 35th Ave

#### **Name of Person Submitting the Nomination**

Turnagain Community Council

#### **Affiliation**

Turnagain Community Council

#### **Phone Number**

907-717-7073

#### **Email Address**

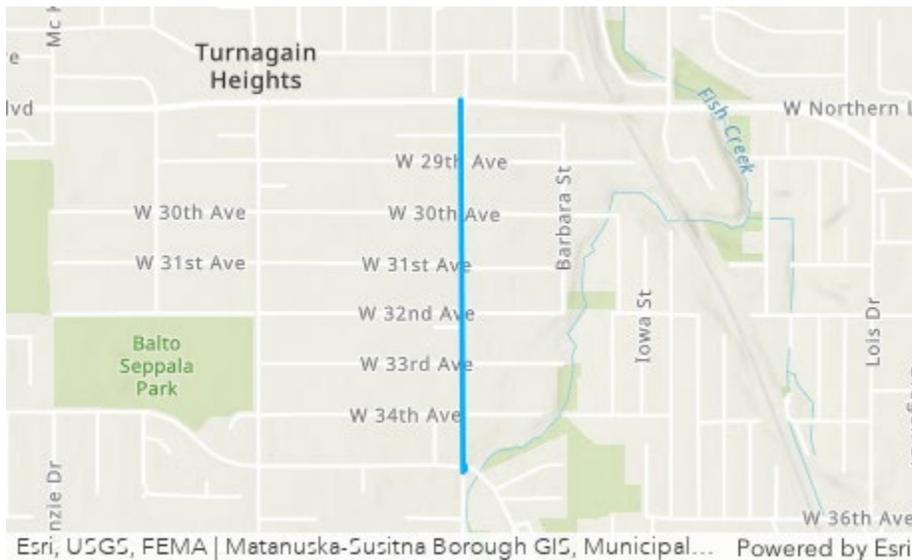
tccpresident@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Need: Turnagain Street is a narrow two lane road that functions as a residential collector. Current right of way is limited. There are line of sight issues at some of the cross streets. The project is a high priority for the Turnagain Community Council. Project scope: Upgrade the road to urban collector standards. Improvements typically include a new road base, pavement, curb and gutters, storm drain, pedestrian facilities, lighting upgrades, and landscaping. Project Status: Project is on hold until additional funding is received. The design study phase, funded by a 2010 state grant, is substantially complete. This project is a priority in the Turnagain CC CIP list.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There is no shoulder along Turnagain St in this area, leaving no room for bikes or pedestrians. Adding a dedicated path and sidewalk would increase safety.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There is no shoulder along Turnagain St in this area, leaving no room for bikes or pedestrians. Adding a dedicated path and sidewalk would increase safety.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

This road is narrow, and people speed, and there is a sharp S curve at the southern end, before it meets McRae Road. This area has been identified as a safety hazard for many years, and serves a portion of the neighborhood, making it a significant collector road.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Many people in this area walk or bike to local destinations, including Rustic Goat.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

This would create a safer bicycle route, with a dedicated shoulder.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

This would add sidewalks on a road that is narrow but gets use by all types of users.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Residential, Commercial: Rustic Goat, other small commercial in that area, Northern Lights businesses to the east

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

This road has no shoulder and is deteriorating.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

This project would add sidewalks in an area with lots of traffic, and no shoulder.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

Drainage would need to be addressed along the road; natural features to allow drainage of stormwater would be helpful. It is adjacent to Fish Creek, where drainage ends up now.

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:34 PM

### **Date**

February 13, 2022

### **Time**

20:51

### **Project Information**

#### **Project Name**

I St & L Street Reconstruction-Complete Streets

#### **Name of Person Submitting the Nomination**

Cheryl Richardson

#### **Affiliation**

South Addition Community Council

#### **Phone Number**

9072720738

#### **Email Address**

southadditioncommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

I and L Streets, between 9th Avenue and West Chester Lagoon, have speeds well above the posted speed limit of 30 MPH - with speeds of 45 MPH north of 15th and 59 MPH at the Lagoon. The design should produce lower speeds through the neighborhood, school, park and outdoor trail use areas of the Municipality. Slower speeds result in safer roads, preserve infrastructure and reduce noise pollution. This project envisions a 25MPH design speed using best practices from the City's 2021 Non-Motorized Plan. Design elements to be considered: buffered bike lanes for I St and L St; enhanced vegetation, upgraded school zones, improved bus stops, improved pedestrian crossing at 12th Ave, add buffered bike lane, reduce lane widths, crosswalks on all 4 corners at 9th Ave, transition L St to 2 traffic lanes, slow traffic platoons at 13th Ave, remove L St Left turn lane at 13th for the buffered bike path. On I St, add bulb outs and non-motorized connection signage, striping, enhanced transit stop.

**Draw a line to represent the general path of your project.**



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**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

No buffered or dedicated bicycle infrastructure currently exists along I St nor L Street. Adjacent sidewalks are not wide enough to consider as a multi-use facility. With median speeds well above the posted 30MPH this does not meet the current adopted non-motorized plan nor the goals for the Downtown Plan or Climate Action Plan.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Currently, the signal timing at 9th avenue favors vehicular traffic, however the adjacent Park Strip has a huge numbers of non-motorized users year-round. Pedestrians are prohibited from crossing I and L st at 9th Avenue on the South legs and forces non-motorized users to cross 3 additional legs of traffic to continue along the Park Strip area. In addition, cross walks are 2 or more city blocks apart at signalized intersections and therefore pedestrians must cross three lanes of traffic in-between platoons of cars traveling faster than the posted speed limit. This neighborhood area has vulnerable users navigating the corridor such as the Pioneer Home residents and Inlet View Elementary School students. In addition, city-wide events are hosted year-round at the Park Strip and West Chester Lagoon.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Travel speeds are documented well above the posted 30MPH speed. There is a school zone and walking route within the project area. Crashes are well documented along both L and I streets. Crashes are happening at speeds such that cars are entering private property and damaging yards and fences.

**Are there any safety concerns related to emergency response in or near the project location?**

No

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

This project will reduce car trips by improving infrastructure for all users. Short trips will be replaced by non-motorized travel.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Currently no dedicated bicycle infrastructure exists within this corridor. Cross street infrastructure exists along 10th Ave (Bicycle sharrows, signage, back-in parking), along N Street (Bike Route Connection to Lagoon). Separated bicycle lanes will allow users to connect to existing and proposed bicycle networks outlined in several City plans.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

The project is expected to provide a wide and more attractive space for a variety of users, including vulnerable users, that currently don't feel safe navigating the narrow sidewalks, outdated curb ramps, and loud traffic adjacent to the walkways.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This is consistent with Title 21 support of Traditional Neighborhood Design. Will encourage investment in South Addition and Downtown. Landscaping will enhance the travel way for all users as well as support lower speeds.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Medium to high density residential and some commercial.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Enhanced transit stops will improve the neighborhood use of transit options and mode-sharing among non-motorized users. Building additional bicycle and pedestrian infrastructure and investing in a robust bus system creates more transportation options for Anchorage residents.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Adding landscaping and replacing car trips with non-motorized travel will reduce air pollution. We must reduce car trips with all transit and non-motorized in order to meet climate change goals. Electrification alone will not do the job.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Replacing car trips with transit and non-motorized trips.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Reducing carbon emissions from vehicle trips.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Slower speeds reduce studded tire wear on pavements.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

The current sidewalk is too narrow, limited accessibility for vulnerable users, and doesn't accommodate mixed non-motorized users. Enhanced sidewalks, multi-use and transit facilities will allow more users to share the space without conflicts.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

Optimizing the transit stops for all users to safely and more comfortably wait for service.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:58 PM

### **Date**

February 13, 2022

### **Time**

20:54

### **Project Information**

#### **Project Name**

15th Avenue E to I Street Traffic Calming

#### **Name of Person Submitting the Nomination**

Martin Hansen

#### **Affiliation**

South Addition Community Council

#### **Phone Number**

(907) 980-5333

#### **Email Address**

bikeskifish@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project promotes safe pedestrian and bicycle use along 15th Avenue between E and I Streets. Pedestrians and bicycles cannot safely cross 15th Ave between E St and I St. The only traffic lights and crosswalks are at the 15th Ave and E and I Street intersections. Sidewalks along 15th are unsafe. They are narrow. Telephone poles are in the way. 15th Avenue is inadequately lit. Street lights on the south side. None on the north. Biking is not safe on 15th: narrow lanes, heavy traffic, poor lighting, and snow berms. No wheelchair ramps at intersections. Poor signage. Just two speed limit signs

Recommendations

1. Widen sidewalks both sides 15th Ave.
2. Remove telephone poles.
3. Street lights on north side 15th Ave.
4. Crosswalks at intersections.
5. Pedestrian controlled light at 15th and G. The mid point and major cross street.
6. Wheelchair ramps.
7. Pedestrian warning signs at all intersections.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Narrow sidewalks. Poor lighting. Many intersections. Narrow traffic lanes. Heavy traffic.No safe place to cross 15th Ave between E and I Streets. No crosswalks.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Narrow sidewalks. Poor lighting. Many intersections. Narrow traffic lanes. Heavy traffic. No safe place to cross 15th Ave between E and I Streets. No crosswalks.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

The project will reduce the dangers of vehicles striking pedestrians and bicycle riders.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

by encouraging walking and bicycling it will reduce motor vehicle use and congestion.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Wider sidewalks would be used by bicycle riders and keep them out of the motor vehicle lanes. Street lights would make winter and night time riding safer. A G St user controlled crossing light would make crossing 15th Ave safer.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Presently it is unsafe for pedestrians to cross 15th Ave between E and I Streets. This project will make it safer for pedestrian and improve ADA compliance with crosswalks, better street lighting, wider sidewalks, removal of telephone poles, safety signage, wheelchair ramps at street crossings. and a pedestrian controlled crossing light at G Street.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Residential and Public use (educational).

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

It improves air quality by encouraging pedestrians and bicyclists.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

It reduces motor vehicle exhaust by encouraging pedestrians and bicycle riders.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Sidewalks will be widened. Telephone poles will be removed. Wheelchair ramps will be installed.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

Street lighting.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 10:18 AM

### **Date**

February 14, 2022

### **Time**

09:43

### **Project Information**

#### **Project Name**

Non-Motorized Facilities Inventory & Mapping

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project would complete a comprehensive survey of non-motorized facilities throughout the AMATS area. Data collected would include type of facility, width, pavement type, and other characteristics useful for the continued maintenance and improvement of the NM system. Information would be collected and displayed as a GIS geodatabase for improved mapping and analysis.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

There may be instances of non-motorized infrastructure within freight routes that can be improved for safety, but current data collection methods make determining this difficult.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Creating an inventory of NM facilities would improve bicycle safety analysis. Having a full understanding of the types and locations of MN infrastructure would help illustrate the gaps between provided facilities and demand.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Creating an inventory of NM facilities would improve pedestrian safety analysis. Having a full understanding of the types and locations of MN infrastructure would help illustrate the gaps between provided facilities and demand.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

There may be instances of non-motorized infrastructure interactions with the vehicular system that can be improved for safety, but current data collection methods make determining this difficult.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

Yes

### **How is the project expected to reduce vehicular congestion?**

Better documentation of the NM system will encourage users to increase use of NM modes and decrease vehicular use, reducing congestion.

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

A comprehensive inventory of NM routes will improve planning efforts to reduce conflicts between freight and NM operations, improving freight movement.

### **Is the project expected to improve the bicycle network?**

Yes

### **How is the project expected to improve the bicycle network?**

An inventory will allow for easier identification of network gaps, substandard infrastructure, unmet demand and other issues to be resolved for improvements to the bicycle network.

### **Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

An inventory will allow for easier identification of network gaps, substandard infrastructure, unmet demand and other issues to be resolved for improvements to the pedestrian network.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

A comprehensive inventory of NM routes will improve planning efforts to reduce conflicts between transit and NM operations, improving transit vehicle movements.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Cataloging NM facilities will help identify how facilities both currently support growth and access to priority land use zones, and when improvements need to be made to do so.

**Is the project located in the Chugiak - Eagle River Area?**

Yes

**Please identify the Land Uses associated with this project.**

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Having a greater understanding of the NM facilities throughout the AMATS area and how they interact with the transit network will allow for better planning and execution of projects that promote transit.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Improved understanding of the NM network will encourage mode shift to NM from vehicular use, reducing emissions and improving air quality.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

This project supports Objectives 6F, 6G, 6I, 8A & 28 of the Plan.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Project will provide the basic location and facility type data that will inform sidewalk/off-street facility improvement programs.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 11:22 AM

### **Date**

February 14, 2022

### **Time**

10:27

### **Project Information**

#### **Project Name**

Regional Household Travel Survey

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This survey will be conducted in order to collect current information about household and individual travel patterns for residents throughout the greater Anchorage area, including residents in Chugiak-Eagle River and the Mat-Su Valley, as well as in the Anchorage Bowl. AMATS will use the results of this survey to compare and contrast with the 2014 survey, update the region's travel demand model (TDM) and to calibrate local traffic and travel models.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Freight related safety concerns occur throughout the project area. Understanding regional travel patterns will help identify safety issues and aid in the planning of projects to address them.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Cycling related safety concerns occur throughout the project area. Understanding regional travel patterns will help identify safety issues and aid in the planning of projects to address them.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Pedestrian related safety concerns occur throughout the project area. Understanding regional travel patterns will help identify safety issues and aid in the planning of projects to address them.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Vehicular related safety concerns occur throughout the project area. Understanding regional travel patterns will help identify safety issues and aid in the planning of projects to address them.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Vehicular congestion issues occur throughout the project area. Understanding regional travel patterns will help identify problem areas and aid in the planning of projects to address them.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Freight movement issues occur throughout the project area. Understanding regional travel patterns will help identify problem areas and aid in the planning of projects to address them.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Project will help identify areas of high demand and indicate where improvements to the bicycle network would be most beneficial.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Project will help identify areas of high demand and/or ADA accessibility issues and indicate where improvements to the pedestrian network would be most beneficial.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

Project will help identify areas of high demand and potential delay generators and indicate where improvements to the transportation network would be most beneficial to transit vehicle delay.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Understanding regional travel patterns will help identify problem areas and aid in the planning of projects to address them, particularly in relation to growth supporting features throughout the AMATS area.

**Is the project located in the Chugiak - Eagle River Area?**

Yes

**Please identify the Land Uses associated with this project.**

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 11:51 AM

### **Date**

February 14, 2022

### **Time**

11:31

### **Project Information**

#### **Project Name**

Kincaid/Sand Lake Bike Corridor Study (Kincaid, Jodhpur, Dimond & Sand Lake Loop)

#### **Name of Person Submitting the Nomination**

James Starzec

#### **Affiliation**

DOT&PF

#### **Phone Number**

9072690507

#### **Email Address**

james.starzec@alaska.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Project would implement AMATS Non-Motorized Plan bicycle project #173, identified as a high priority project. Study would consider current non-motorized infrastructure, demand and issues, as well as project future needs and conditions.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Sand Lake Road is a Permitted Truck Route and a significant amount of freight activity occurs on this facility. Safety issues between trucks and other users may be underestimated, and a corridor study would help improve knowledge of safety concerns.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The corridor is a major draw for bicycle users accessing Kincaid Park. However, dedicated cycling facilities are mostly non-existent throughout the corridor, forcing users to share the road on low visibility, winding roads.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Dedicated pedestrian facilities are mostly non-existent throughout the corridor, forcing users to share the road on low visibility, winding roads.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

The corridor is a major draw for bicycle users accessing Kincaid Park. However, dedicated cycling facilities are mostly non-existent throughout the corridor, forcing users to share the road on low visibility, winding roads. These conditions increase safety issues for vehicular users, and a corridor study would identify key problems and solutions to address them.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

The study would identify current conditions and uses, plus future needs and guide development of the bicycle network in the area.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

No transit operations occur within the project corridor.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

No

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single Family and Two Family, Open Space, Park Or Natural Area, Community Facility or Institution, Compact Mixed Residential-Low.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Project supports Objectives 6F and 6G of the plan.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

No

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 1:28 PM

### **Date**

February 14, 2022

### **Time**

12:16

### **Project Information**

#### **Project Name**

Campbell Airstrip Road rehabilitation and separated trail

#### **Name of Person Submitting the Nomination**

Margaret Nelson and Ted Trueblood

#### **Affiliation**

Basher Community Council and Section 6/Campbell Airstrip Road LRSA

#### **Phone Number**

(907)632-4594 (907)339-4872

#### **Email Address**

tedtatnh@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The project includes the total reconstruction of the 3.1 miles of Campbell Airstrip Road within the Far North Bicentennial Park. This section of the road was reconstructed with a minimal asphalt surface about 15 years ago without ditches, shoulders or much sub grade improvement in many locations. It saw some short asphalt overlay sections about 3 years ago. The road suffers from extensive potholes, major frost heaves and almost annual flooding in the winter from creek overflow, It is not supported by adjacent property owners as it is within the Municipal park. All of the above issues need to be addressed to bring the road up to reasonable standards. In addition, the road is frequently used by groups of non-motorized users, primarily bicyclists and athletic teams of runners and skate-skiers. A separated trail is urgently needed to improve the safety of both the motorized and non-motorized users as near misses are frequent due to the narrow road surface and sharp curves.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

The road is narrow, has no shoulders and has sharp curves and steep grades. Larger trucks making deliveries or hauling gravel are concerning and sometimes get stuck on the steepest section.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Bicyclists on this narrow road are always a concern because it is difficult to pass without using the opposite lane. Often two or more bicyclists ride side-by-side, further obstructing the traffic lane.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Running teams and skate-ski teams often use the road and obstruct the traffic lane as with the bicyclists.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Steep grades and very sharp curves often are of concern, especially during icy conditions.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

## **What are the emergency response related safety concerns?**

This is the only access to the Stuckagain Heights neighborhood and the narrow road with sharp curves make access difficult, especially with trucks going the opposite way. Wildland fires are also a concern since the parklands are all forested and frequently used, potentially those users could ignite a serious fire, cutting off access/egress.

## **CRITERIA: Mobility**

### **Is the project expected to reduce vehicular congestion?**

No

### **How is the project expected to reduce vehicular congestion?**

### **Is the project expected to improve truck (freight) movement?**

Yes

### **How is the project expected to improve truck (freight) movement?**

A wider roadway with gentler curves would be a big benefit to truck traffic.

### **Is the project expected to improve the bicycle network?**

Yes

### **How is the project expected to improve the bicycle network?**

A separated trail would complete the trail connection from the Campbell Tract trailhead to the Basher trailhead, allowing year around connectivity to a much wider trail system.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

A separated trail would greatly improve pedestrian use. A separated trail connecting the Campbell Tract, Bivouac and Basher trailhead parking lots would be a great improvement for pedestrian use and safety. The current road grade is very steep in one section and a separated trail could be constructed for ADA accessibility.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

The road is not on any transit route.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Far North Bicentennial Park adjoins the road on both sides.

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

A separated trail between the three trailhead parking lots would encourage less driving and more non-motorized use in this area. It also may be used by bicycle commuters to reach mid-town.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Reconstruction of the road sub-grade would eliminate the big frost heaves that appear each winter and replacement of the asphalt surface greatly improve the driving conditions as the current asphalt is extensively patched and very thin.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

The separated trail between trailhead parking lots would be a vast improvement over the current situation.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 2:09 PM

### **Date**

February 14, 2022

### **Time**

13:09

### **Project Information**

#### **Project Name**

Northern Lights Boulevard Complete Streets Rehabilitation (Seward Highway to Minnesota Drive)

#### **Name of Person Submitting the Nomination**

Joni Wilm

#### **Affiliation**

AMATS Senior Transportation Planner

#### **Phone Number**

907.343,7957

#### **Email Address**

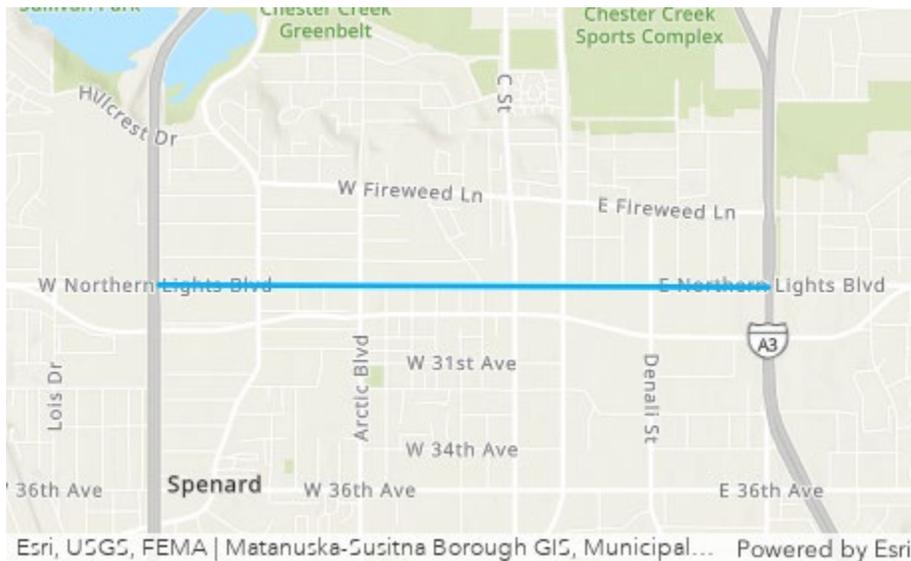
joni.wilm@anchorageak.gov

## Description of Project or Program

### In your own words, briefly describe the proposed purpose of the project.

This project proposes a four to three lane road reduction that adds room for a separated multi-use pathway along the northern side of Northern Lights Blvd and a widened sidewalk on the south side of this segment of Northern Lights Blvd. This project also proposes updating utility alignments, consolidating driveways, upgrading and improving street lighting, and providing best practice ADA compliance throughout the project corridor. Northern Lights Blvd is a main east/west connecting arterial for Anchorage. Currently walking and bicycling conditions along this corridor are extremely unsafe and nearly impassable during the winter months for these modes. Additionally, it is a high crash corridor that was shown to have of the highest fatality counts in the Vision Zero Analysis completed in 2019. This project will provide a much safer and more comfortable walking and biking experience for people frequenting the many businesses and residential developments in the area.

### Draw a line to represent the general path of your project.



## CRITERIA: Safety

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

### **What are the truck (freight) related safety concerns?**

Conflicts with turning vehicles, pedestrians, bicyclists, transit riders and transit buses.

### **Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

The road speed is too fast to provide a safe and comfortable bicycling experience without separation. The sidewalk is too narrow and there are utility poles, pot holes, frost heaves and many driveways that pose safety risks beyond the general safety risks that come from mixing bicyclists on the same facility. All of these issues are compounded exponentially during the winter months when walking and bicycling become nearly impossible along this corridor and pose an extreme safety hazard.

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

The sidewalk is too narrow and there are utility poles, pot holes, frost heaves and many driveways that pose safety risks beyond the general safety risks that come from mixing bicyclists on the same facility. All of these issues are compounded exponentially during the winter months when walking becomes nearly impossible along this corridor and pose an extreme safety hazard. In addition, many of the businesses along this corridor rely on pedestrians being able to access their business from the street after they have parked their vehicle. Also, this is a man transit corridor and transit riders rely on being able to access the bus stops via the street sidewalks. Due to the high number of business and residential development in the area there is a higher than average number of people walking on the sidewalks and attempting to cross all four lanes of Northern Lights Boulevard along this corridor.

### **Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Conflicts with turning vehicles, pedestrians, bicyclists, transit riders and transit buses.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

This project will create a safer and more comfortable environment for bicycling throughout the corridor. It will also be a very important east/west link in the network, anchored in a town center and linking to one of Anchorage's highest use commercial areas and residential districts.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

This project will create a safer and more comfortable environment for walking throughout the corridor. It will also be a very important east/west link in the network, anchored in a town center and linking to one of Anchorage's highest use commercial areas and residential districts. It will provide best practice ADA accessibility and be a very important connector for pedestrians who rely on public transit.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This project is located in the heart of one of Anchorage's City Center 2040 Landuse designations. It also is adjacent to Town Center, Neighborhood Center and Urban Residential-High districts all along the corridor. This complete street rehabilitation will drastically improve access for pedestrians & bicyclists to and from these growth supporting features and will improve the safety and connectivity of vehicle traffic by reducing conflicts with these modes.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

City Center, Town Center, Neighborhood Center, Urban Residential -High

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Northern Lights Boulevard is a main transit connector within the AMATS area. This project will include improvements to transit stops, sidewalks, ADA accessibility and utility relocation. Collectively, the changes will drastically improve transit along this corridor.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

By providing a safer, more comfortable walking and bicycling experience, this project will encourage these modes and result in less vehicle trips, thereby improving air quality.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

By providing a safer, more comfortable walking and bicycling experience, this project will encourage these modes and result in less vehicle trips, thereby improving air quality.

## **CRITERIA: Preservation**

### **Is the project expected to improve roadway pavement conditions?**

Yes

### **How is the project expected to improve roadway pavement conditions?**

This project will provide pavement rehabilitation and restriping along the corridor.

### **Is the project expected to improve sidewalk or off-street facilities?**

Yes

### **How is the project expected to improve sidewalk or off-street facilities?**

This project proposes a new separated multi-use pathway on the north side of the corridor and a new wider sidewalk on the south side.

### **Is the project expected to implement natural based solutions?**

Yes

### **Which nature based solutions is the project expected to implement?**

This project is ideal for creating natural bases storm water solutions such as bioswales and other techniques for treating storm water.

### **Is the project expected to improve transit stops?**

Yes

### **How is the project expected to improve transit stops?**

Northern Lights Boulevard is a main transit connector within the AMATS area. This project will include improvements to transit stops, sidewalks, ADA accessibility and utility relocation. Collectively, the changes will drastically improve transit along this corridor.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 2:19 PM

### **Date**

February 14, 2022

### **Time**

09:48

### **Project Information**

#### **Project Name**

Left Turn Pocket on Rabbit Creek Road at Old Seward Highway

#### **Name of Person Submitting the Nomination**

Ann Rappoport, Co-chair

#### **Affiliation**

Rabbit Creek Community Council

#### **Phone Number**

907-230-3187

#### **Email Address**

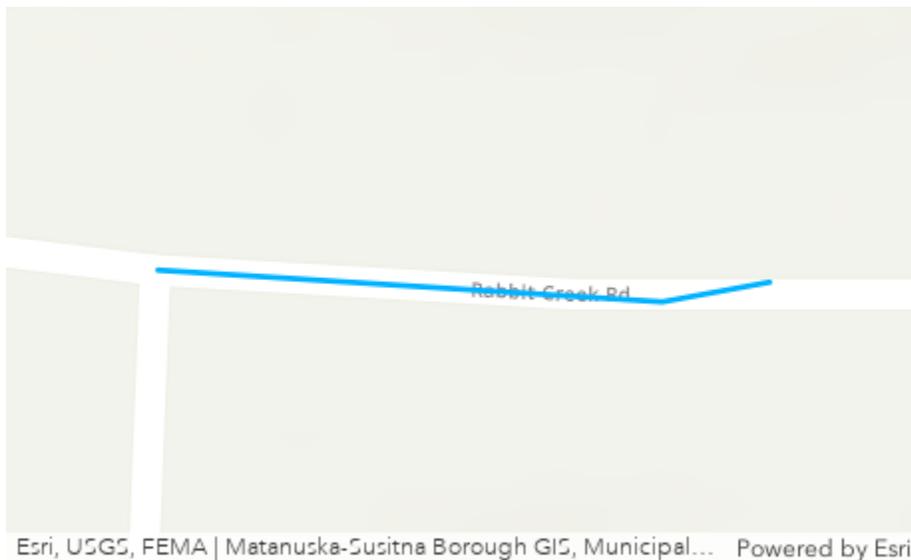
rabbitcreekcc@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Create a left turn pocket on Rabbit Creek Road at Old Seward Highway via scoping, planning, design, a survey of road right-of-way and adjacent land, and minor acquisition where needed. Left-hand turns (to the south) onto Old Seward Highway by westbound vehicles on Rabbit Creek Road create an extreme traffic hazard. This intersection has slopes, a curve, reverse banking, and heavy volumes of high-speed traffic (50 mph and faster), particularly as people rush to work and/or after dropping kids at schools uphill. The project is located on a corridor with a high crash rate and several fatalities. Rabbit Creek Road and Old Seward Highway are state-owned roads. The proposed left-turn pocket project lies within the scope of a larger, 2-mile long, unfunded project, Number 127 in the AMATS MTP 2040. The left-turn pocket is an immediate need. It can be designed as a permanent element and first phase of Project 127, greatly improving safety conditions for vehicles, bicyclists, and pedestrians.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

### **What are the truck (freight) related safety concerns?**

Delivery trucks driving up and down Rabbit Creek Road are even more challenged at this turn as it may take them longer to make the turn, thus holding up traffic longer and creating even more of a hazardous condition for drivers behind them. Delivery trucks arriving behind a stopped vehicle are heavier and need even longer to slow down or stop; again, this is even more treacherous in winter conditions.

### **Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

A bicyclist heading east, uphill on Rabbit Creek Road is at risk from traffic hurrying to turn left onto Old Seward and not having a safe turning pocket in which to wait. Additionally, bicyclists heading west, downhill, on Rabbit Creek are at risk from vehicles pulling out onto the shoulder to pass the turning or stopped car. This project is located on a corridor with a high crash rate and several fatalities; should bicyclists be in the area when one occurs the outcome would likely be even more tragic.

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

Similar to bicyclists, a pedestrian crossing Old Seward Highway at the Rabbit Creek Road intersection means a turning vehicle has to wait longer to turn, resulting in more vehicles backing up behind them, creating additional hazards. A pedestrian heading down or uphill along the north side of Rabbit Creek Road is at risk from vehicles pulling out onto the shoulder to pass the turning or stopped car. This project is located on a corridor with a high crash rate and several fatalities.

### **Are there any vehicular related safety concerns in or near the project location?**

Yes

### **What are the vehicular related safety concerns?**

The intersection has slopes, a curve, reverse banking, and heavy volumes of high-speed traffic (50 mph and faster), particularly as people rush to work and/or after dropping kids at Bear Valley Elementary or Golden View Middle Schools uphill. Vehicles making the left-hand turn at this intersection often come to a complete stop in the travel lane as they must yield to oncoming traffic. Due to the slope and high speeds, drivers arriving behind the stopped vehicle(s) often have to brake sharply behind cars waiting to turn; this is especially hazardous in winter conditions. Through-drivers often pass illegally on the shoulder, obscuring oncoming cars on the curve and prolonging the turning maneuver. Residents have noted an instance of passing up the middle of the road, in the path of the turning vehicle, nearly causing a high-speed crash. This project is located on a corridor with high crash rate and several fatalities.

### **Are there any safety concerns related to emergency response in or near the project location?**

Yes

### **What are the emergency response related safety concerns?**

As above, emergency vehicles are faced with the same hazards as passenger vehicles and trucks, and may be in an even more hazardous position when they are traveling at a high speed, and particularly in the winter. Large fire trucks will have the same additional hazards of trucks making turns or approaching behind stopped vehicles. This would be particularly dangerous during if there is a community disaster (e.g., wildfire) and Rabbit Creek Road is used as a major escape route or avenue for rescue vehicles entering the area.

### **CRITERIA: Mobility**

#### **Is the project expected to reduce vehicular congestion?**

Yes

#### **How is the project expected to reduce vehicular congestion?**

The left-turn pocket will prevent the pile-up and slow down of vehicles stopping behind a vehicle turning left onto Old Seward Highway.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

No

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

No

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

School buses use both Old Seward Highway and Rabbit Creek Road so they would receive the same safety and efficient vehicle movement improvements that other vehicles do with construction of the left-turn pocket here.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

No

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

The project area is surrounded by large-lot residential neighborhoods. Rabbit Creek Road and Old Seward Highway are major corridors for residents in these and many adjacent neighborhoods in traveling to work, school, business, recreation, etc. throughout the Municipality. The left turn pocket would also provide access to a non-profit facility on Old Seward Highway, immediately south of the turn. Old Seward Highway in this area is a major corridor for non-motorized users and access to the south end of Potter Marsh where parking improvements will be constructed in 2022. Rabbit Creek and Old Seward connect with Alaska's major federal highways, the Seward Highway that leads to the Kenai Peninsula to the south and Glenn and Parks highways to the north.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Minor improvement in preventing cars from sudden stops and the need to stop and idle while waiting for other cars to turn left onto Old Seward Highway.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

No

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

This project is primarily a safety improvement at a dangerous intersection. It will not result in fewer vehicles on the road.

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

As above in response to air quality, there will be a minor improvement in preventing cars from sudden stops and the need to stop and idle while waiting for other cars to turn left onto Old Seward Highway.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

No

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:24 PM

### **Date**

February 13, 2022

### **Time**

22:49

### **Project Information**

#### **Project Name**

A and C Complete Streets Project

#### **Name of Person Submitting the Nomination**

Cheryl Richardson

#### **Affiliation**

South Addition Community Council

#### **Phone Number**

9072720738

#### **Email Address**

cheryl.d.richardson@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Reconstruct A and C Streets in South Addition to reduce speeds and allow safe non-motorized travel, encourage high quality residential development, reduce vehicle and noise pollution. The streets are designed for speed and median speeds reach up to 44 MPH north of 15th, with 59 mph at Chester Creek next to low income housing where people cross on foot to the Community Garden. Narrowing lanes, providing safe street crossings, wider sidewalks, bike lanes and bus stops, trees and vegetation will encourage adjacent properties to be redeveloped with sorely needed multifamily housing within walking distance to downtown and midtown. More housing near jobs, along with convenient transit service will reduce VMT and help allow Anchorage to meet its greenhouse gas reduction goals.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Trucks freely speed along these streets, endangering bikers and pedestrians, especially the young and elderly who often do not have access to car travel.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Sidewalks along C Street are too narrow, and too close to high speed traffic. They need to be widened and separated from the travel lanes. With median speeds well above the posted 35MPH C Street does not meet the current adopted non-motorized plan nor the goals for the Downtown Plan or Climate Action Plan. It is too unsafe to cross the street without a signalized intersection, and signals are infrequent on both A and C.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There are 2 elementary and 1 middle school adjacent to A and C Streets, and only one school zone with 20 MPH flashers. Children from Central Middle and Chugach Elementary Schools cross C Street at 12th Avenue where a steep hill encourages drivers to speed while blocking their sight lines. The Park Strip hosts many city-wide events where people want to cross A and C. On A Street, Denali Elementary and the skating rinks and tennis courts attract young people who are frequently on foot or bicycle. Signalized cross walks are many blocks apart and pedestrians are forced to cross three lanes of traffic in-between platoons of cars traveling significantly faster than the posted speed limit.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Travel speeds are documented well above the posted 35 and 45 MPH speeds. Crashes are plentiful along both A and C Streets.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

This project will reduce car trips by improving infrastructure for all users. Short trips will be replaced by non-motorized travel.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

### **How is the project expected to improve the bicycle network?**

Currently the only dedicated bicycle infrastructure exists within this corridor exists on the east side of A Street. Cross street infrastructure exists along 10th Ave (bicycle sharrows, signage, back-in parking.) Adding a separated bicycle lane on C Street will allow users to connect to existing and proposed bicycle networks outlined in several City plans.

### **Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

### **How is the project expected to improve the pedestrian network and ADA accessibility?**

The project is expected to provide wider and more attractive spaces for a variety of users, including vulnerable users, that currently don't feel safe navigating the narrow sidewalks, outdated curb ramps, and noisy, speeding traffic adjacent to the walkways. People will be able to cross the streets safely to catch a bus, or walk home from the bus stops.

### **Is the project expected to reduce transit vehicle delay?**

Unknown

### **How is the project expected to reduce transit vehicle delay?**

### **Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Residential zoning between A and C between 9th and 15th is valuable 'Medium Mixed Compact' residential. The area is within walking distance to both downtown and midtown, but there are empty lots and much outdated housing. Reconstructing A and C Streets into Complete Streets will increase the value and attractiveness of that real estate, encouraging much needed additional housing. South Addition is a Traditional Neighborhood, and the dangerous, noisy, high speed A and C Streets are in direct contradiction to Title 21 goals for Traditional Neighborhoods.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

- Traditional Neighborhood Design, - Increased infill and redevelopment in the downtown core,
- Improved non motorized and transit access,

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Enhanced transit stops will improve the neighborhood use of transit options and mode-sharing among non-motorized users. Building additional bicycle and pedestrian infrastructure and investing in a robust bus system creates more opportunities for leaving the car at home. Transit ridership will increase by making the transit stops safe and accessible for people on foot or bicycle, by making it comfortable and convenient to ride the bus.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Adding landscaping and replacing car trips with non-motorized and bus travel will reduce air pollution. We must reduce car trips with transit and non-motorized trips in order to meet climate change goals. Electrification alone will not do the job.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Replacing car trips with transit and non-motorized trips.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Reducing carbon emissions from vehicle trips. Fleet electrification alone is not enough for Anchorage to meet its climate change goals.

### **CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Reducing carbon emissions from vehicle trips.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Current sidewalks are too narrow, limit accessibility for vulnerable users, and don't accommodate mixed non-motorized users. Enhanced sidewalks, multi-use and transit facilities will allow more users to share the space without conflicts.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

## **How is the project expected to improve transit stops?**

By - optimizing the transit stops for all users to safely and more comfortably wait for service, - adding vegetation and landscaping, - reducing noise and air pollution, - attracting more fellow riders.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:53 PM

### **Date**

February 14, 2022

### **Time**

15:55

### **Project Information**

#### **Project Name**

Anchorage Winter Cross-Sections Study and Implementation Plan

#### **Name of Person Submitting the Nomination**

Brad Coy

#### **Affiliation**

Municipality of Anchorage Traffic Engineering Department

#### **Phone Number**

907-343-8070

#### **Email Address**

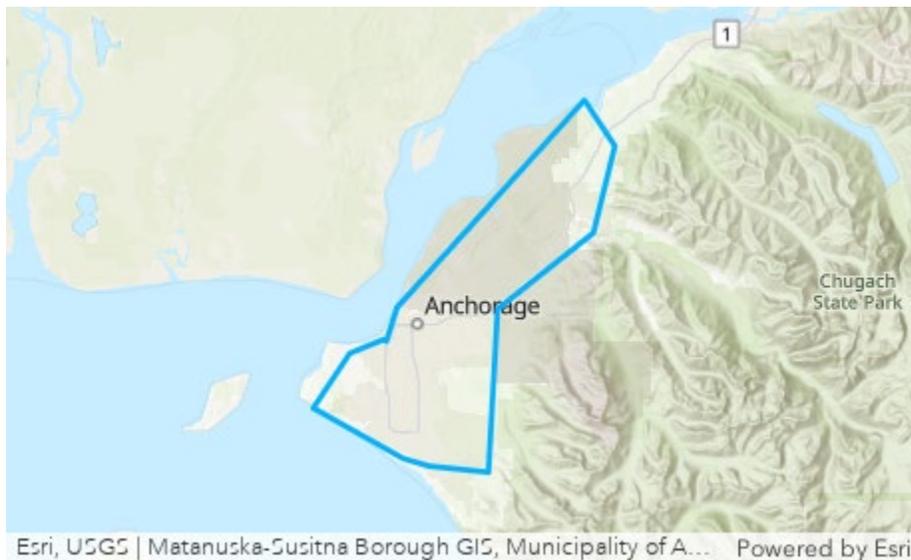
bradly.coy@anchorageak.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This study will document various snow conditions and existing wintertime cross sections on multiple complete street corridors around Anchorage. It will also identify improved designs and maintenance to better accommodate snow storage needs while improving travel conditions for all users. Anchorage is a "Winter City" with snow affecting driving, biking, and walking conditions for about 5 months out of the year. Although winter snow maintenance needs are regularly discussed when reviewing transportation designs (and play a pivotal role in influencing design outcomes), project cross section diagrams only show summer conditions. This contributes to greater uncertainties regarding winter usability due to the varying snow storage needs. The documentation in this study will provide necessary information for future design projects to develop realistic winter cross sections, help everyone have a more complete picture of winter conditions, and open the way to improved designs and maintenance.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

### **What are the truck (freight) related safety concerns?**

When bike lanes, sidewalks, and other non-motorized facilities are covered in snow berms, bikers and pedestrians are often pushed to the roads, which puts them at a greater risk of having conflicts with trucks. This contributes to higher crash rates with trucks along roadways and at intersections, particularly during winter months.

### **Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

When bike facilities are covered in snow berms, bikers are often pushed to the roads, which puts them at a greater risk of having conflicts with vehicles. This contributes to higher crash rates along roadways and at intersections, particularly during winter months.

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

When pedestrian facilities are covered in snow berms, pedestrians may be pushed to the roads, which puts them at a greater risk of having conflicts with vehicles. This contributes to higher crash rates along roadways and at intersections, particularly during winter months.

### **Are there any vehicular related safety concerns in or near the project location?**

Yes

### **What are the vehicular related safety concerns?**

When bike lanes, sidewalks, and other non-motorized facilities are covered in snow berms, bikers and pedestrians may be pushed to the roads, which puts them at a greater risk of having conflicts with vehicles and also causing safety concerns to those in the vehicles. This contributes to higher crash rates along roadways and at intersections, particularly during winter months.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Winter emergency response can also be improved by better winter maintenance.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Improved winter conditions of non-motorized facilities can help reduce vehicular demand and contribute to reduced vehicular congestion.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Truck movement will be improved by better winter maintenance and reduced likelihood of non-motorized conflicts. The study can also consider winter condition trucking needs.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

One of the primary obstacles to implementing protected bike lanes and other bike facilities discussed during design is the winter snow maintenance needs. Bike facilities can be better designed for improved winter usability, and this study is an important way to find solutions for figuring out changes that are needed to so they can be maintained.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

This study will document winter conditions affecting pedestrians, including ADA implications, and it will evaluate ways to reduce these impacts through design and maintenance adjustments.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Many of the growth supporting features are limited in the winter when snow reduces access, particularly non-motorized maintenance. This study will examine existing conditions and identify ways to improve facilities and access for all users.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

All (areawide)

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Transit stops and non-motorized facility connections are envisioned to be included in the study. Also, having better maintained facilities in the winter will increase the attractiveness and usefulness of transit.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

This study will pave the way for improved non-motorized conditions in the winter, which is an important need to increase bicycle and pedestrian activity in both the winter and potentially even the summer as users become accustomed to increased travel using these modes.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

This study will pave the way for improved non-motorized conditions in the winter, which is an important need to increase bicycle and pedestrian activity and reduce motor vehicle use in both the winter and potentially even the summer as users become accustomed to increased travel using these modes.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

One of the goals of the MOA Climate Action Plan is to improve walkability and connect neighborhoods that employ mixed-use development and diverse transportation options. Winter maintenance affects the walkability and can be a major obstacle. This study is intended to identify challenges and address them in ways not done previously.

## **CRITERIA: Preservation**

### **Is the project expected to improve roadway pavement conditions?**

Yes

### **How is the project expected to improve roadway pavement conditions?**

This study will be considering winter pavement conditions, which is the first step to improving conditions for the 5 months of the year that are affected.

### **Is the project expected to improve sidewalk or off-street facilities?**

Yes

### **How is the project expected to improve sidewalk or off-street facilities?**

For much of the winter a large portion of the city's sidewalks are in poor condition due to snow, particularly when snow berms cover the sidewalks. This study is the first step to improving the sidewalks in new ways.

### **Is the project expected to implement natural based solutions?**

Yes

### **Which nature based solutions is the project expected to implement?**

This study opens the way to better understand these solutions in the winter condition, which can help improve their implementation.

### **Is the project expected to improve transit stops?**

Yes

### **How is the project expected to improve transit stops?**

It opens the way to identifying effective methods to improved winter condition of the transit-supporting infrastructure, particularly non-motorized access to transit stops and connections to transit destinations to reduce the obstacle that snow conditions are to transit use.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:10 PM

### **Date**

February 14, 2022

### **Time**

15:24

### **Project Information**

#### **Project Name**

A & C Street Corridor Downtown

#### **Name of Person Submitting the Nomination**

Evan Anderson

#### **Affiliation**

Alaska Legislature

#### **Phone Number**

9074652647`

#### **Email Address**

evan.anderson@akleg.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

C Street is one of the most heavily trafficked arteries through downtown anchorage for vehicles, pedestrians, and particularly bicyclists. C Street's paved shoulder / sidewalk runs from downtown 8 miles south to O'Malley Ave. Bike crossings through downtown remain dangerous -- the paved shoulder should be integrated into the roadway, possibly on a separate grade, but as a protected bike lane - possibly with bollards. Pedestrian infrastructure upgrades along this route would help dramatically increase safety and the number of users along this roadway. There are a variety of types of residential neighborhoods along both these routes, and A & C street connect these neighborhoods to scenic greenbelts along the Park Strip, Ship Creek, and Chester Creek. These roads are currently many driver's primary roadway north or south into downtown or midtown Anchorage -- lanes could be reduced and speeds brought down to turn these roadways into true complete streets designed for all user groups

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Street crossings along this north-south corridor are currently difficult and unsafe for many bikers.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

A and C St are important pathways for young students and their families walking to schools such as Denali Montessori and Chugach Optional right along the project route.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

The 5th ave / C st turn is a particularly dangerous location -- a real turning lane there could separate left turns and slow down traffic -- which is currently dangerous to pedestrians trying to visit high-profile sites like 5th Avenue Mall & Anchorage Museum.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

The downtown fire department is located directly along the project route.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Many residents live, work, and play along the A/C Street corridors. Improving non-motorized access along this route will allow more drivers to leave their cars at home.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

A & C Street downtown are already among the most trafficked streets for bike riders. Physical separations all along these north-south corridors will be key for increasing safety for riders. Street crossings are a major vulnerability in the current set-up, which can be improved with protected bike lanes.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

These are key pedestrian corridors, past the Park Strip and down into Ship Creek. They deserve to be accessible to all

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This is a major traffic corridor in the heart of the community and a complete street will benefit multiple user groups.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

City Center, Neighborhood Center, Compact Mixed Residential - Medium, Urban residential - High, Park or Natural Area, Transit-supported development, Greenway-supported development

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Bringing more neighbors out walking and on their bikes will reduce congestion and improve air quality

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Bringing more neighbors out walking and on their bikes will reduce congestion and help implement multiple principles of the Climate Action Plan

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Existing sidewalks can be prioritized for pedestrians of all speeds -- leaving protected bike lanes for bikers, e-bikes, scooters, and other higher-speed users

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:52 PM

### **Date**

February 14, 2022

### **Time**

16:27

### **Project Information**

#### **Project Name**

5th & 6th Ave Complete Streets

#### **Name of Person Submitting the Nomination**

Evan Anderson

#### **Affiliation**

Alaska Legislature - Rep. Zack Fields

#### **Phone Number**

9074652647

#### **Email Address**

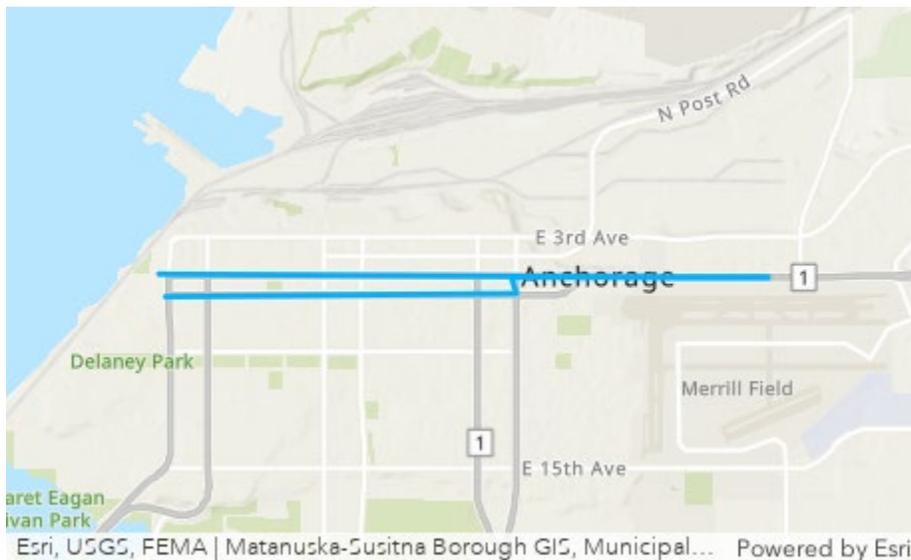
evan.anderson@akleg.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

5th and 6th Avenue are two most frequently-used pedestrian streets in Anchorage after the iconic 4th Avenue. Yet they are designed as vehicle thoroughfares routing drivers from the Glenn Highway east to L Street south and on to Minnesota Avenue. Reconfigured as complete streets, these streets can evolve into the main downtown anchorage arteries for multiple user groups and pedestrians and bicyclists. Most bikers are left to decide whether to brave crowded sidewalks or high-speed vehicular traffic. Both these streets should eliminate a lane of traffic, slow down speeds, and add protected bike lanes to roadways. Crossings through downtown remain dangerous -- a bollard-protected bikeway integrated in the roadway, on a separate grade -- could improve lines of sight for bikers and drivers and make crossings safer. Pedestrian infrastructure upgrades along this route would help dramatically increase safety and the variety of users along this roadway.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

This is a major route for trucks and alternate routes should be considered

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Street crossings along this east-west corridor are currently difficult and unsafe for many bikers. Most bikers likely avoid these two streets altogether, in favor of 3rd, 4th, or 9th Avenue -- however points of interest such as 5th Ave Mall, Anchorage Museum, the PAC, and the Egan Convention Center all attract high numbers of regular visitors - many of whom would benefit from safer non-motorized access

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

5th & 6th Ave St are important pathways -- attracting visitors to sites such as 5th Ave Mall, Anchorage Museum, the PAC, and the Egan Convention Center

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

High speed of traffic with a high number of pedestrians

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Anchorage Fire Department has a firehouse directly along this route

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Protected bike lanes along 5th & 6th Ave

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Major sites along the project location are accessed by multiple user groups and deserve better access by people of all abilities. This includes places like the Anchorage Museum, the Performing Arts Center, and the green space Town Square Park.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

5th & 6th as complete streets are the necessary upgrade to offer major pedestrian and biker-focused infrastructure in the heart of downtown Anchorage

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

While the vast majority of this project is located in the city center -- these streets represent an important connection from Urban mixed residential - medium, Bootleggers' Cove in the west to the Neighborhood Center and Fairview neighborhood to the east. Improving connectivity here will increase the number of people who commute along this route.

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Many residents live, work, and play along the 5th & 6th Ave corridors. Improving non-motorized access along this route will allow more drivers to leave their cars at home.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Many residents live, work, and play along the 5th & 6th Ave corridors. Improving non-motorized access along this route will allow more drivers to leave their cars at home.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Hopefully

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

These are key pedestrian corridors, past the Park Strip and down into Ship Creek. They deserve to be accessible to all

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:58 PM

### **Date**

February 14, 2022

### **Time**

16:45

### **Project Information**

#### **Project Name**

Minnesota Drive Separated Bikeway (Dimond Road to Hillcrest Drive)

#### **Name of Person Submitting the Nomination**

Joni Wilm

#### **Affiliation**

AMATS Senior Transportation Planner

#### **Phone Number**

9073437957

#### **Email Address**

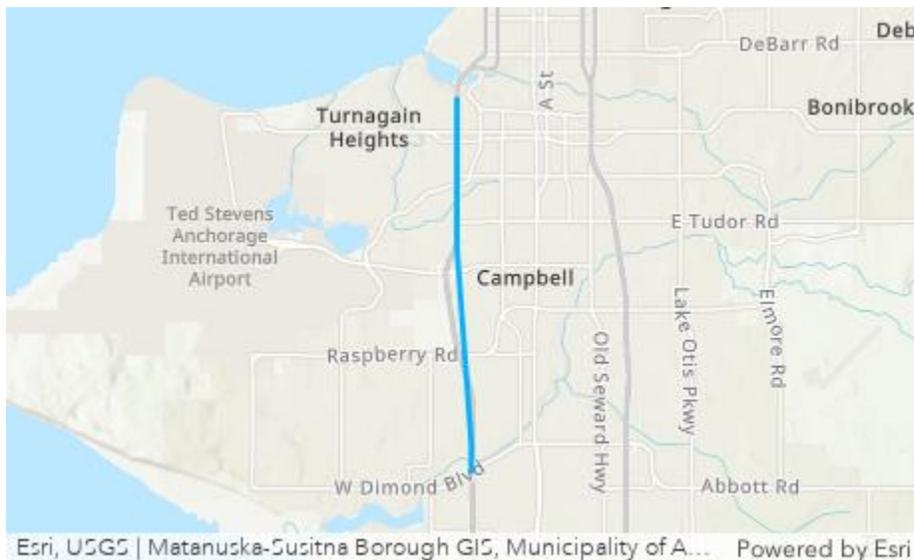
joni.wilm@anchorageak.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project creates a separated bikeway facility along Minnesota from Dimond Road to Hillcrest Drive. In doing so it provides a safer and more comfortable biking experience for those wishing to travel north/south along this corridor. Current lack of bicycle facilities create an unsafe bicycling environment along one of Anchorage's key north/south corridors and commercial areas.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Conflicts with pedestrian and bicycle traffic.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The entire corridor is unsafe for bicycling.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The entire corridor is unsafe for walking.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Vehicle speed, congestion, conflict with other modes.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

This project will be an important north/south link for the non-motorized network.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes, this project links together Neighborhood Center, Town Center, Commercial Corridor, Compact Mixed Residential, Single Family Residential and Community Facilities. It will improve access to all these uses.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Yes, this project links together Neighborhood Center, Town Center, Commercial Corridor, Compact Mixed Residential, Single Family Residential and Community Facilities. It will improve access to all these uses.

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

It will.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Yes by creating a very long separated bicycle facility.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

Super good candidate for bioswales!!!

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 5:27 PM

### **Date**

February 14, 2022

### **Time**

16:52

### **Project Information**

#### **Project Name**

15th Avenue Complete Street & North-South crossing

#### **Name of Person Submitting the Nomination**

Evan Anderson

#### **Affiliation**

Alaska Legislature - Rep. Zack Fields

#### **Phone Number**

9074652647

#### **Email Address**

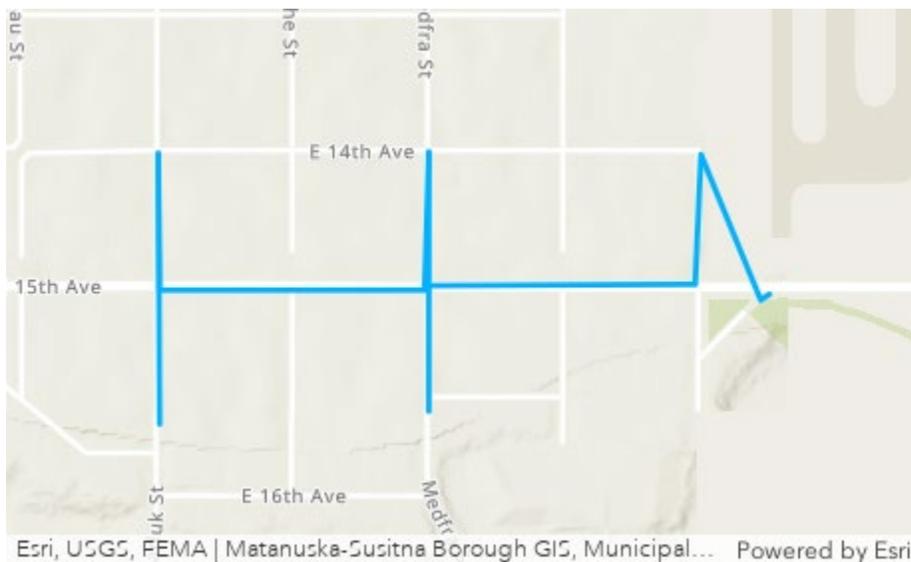
evan.anderson@akleg.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Fairview residents need safe access across 15th Avenue to connect with Eastchester Park, Chester Creek Trail, Sitka Street Park & beyond to Moose Loop. 15th Avenue is a major car thoroughfare, with 4-lanes of traffic separating 3/4 of the population of Fairview from its major green space and non-motorized trail. This crossing also separates Anchorage Senior Center residents from downtown and its green spaces and amenities. Vehicle lanes could be reduced, speeds reduced, and an additional lane for protected bikelane. Study is needed for an underpass, overpass, or pedestrian-activated lights on this busy corridor. Medfra and Karluk deserve a safer crossing. An under/overpass could link Orca Ave on the north side with Orca Ave on the South side, or the existing pedestrian pathway to Sitka Street Park. This will also benefit employees and visitors at Alaska Regional Hospital - and provide non-motorized access along the Moose Route and further connect U-Med District to Downtown.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

15th A

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Cars treat 15th avenue like 45 mph - even though the speed through Fairview is set much lower. Bikes need safer access via a protected bikeway, or possibly an over/under road crossing

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Yes

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Cars drive very quickly - there are sight issues as cars come up or down the hill past Orca

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

AK Regional hospital located just outside this route

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Yes - more people on bikes and walking

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Fairview residents north of 15th avenue deserve the same access to the Chester Creek Greenbelt that Rogers Park, Airport Heights, and South Addition have. That will be possible with protected bike lanes and crossings along 15th avenue

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Street crossing safety could be improved for users of all abilities

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Chester Creek Trail and the Moose Loop are a major growth supporting feature of the 2040 LUP

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Neighborhood Center, Compact Mixed Residential - Medium, Urban residential - High, Park or Natural Area, Transit-supported development, Greenway-supported development

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Less car trips

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Better access to greenbelts for all

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 5:32 PM

### **Date**

February 14, 2022

### **Time**

16:55

### **Project Information**

#### **Project Name**

Lake Otis Parkway and 20th Avenue intersection improvements

#### **Name of Person Submitting the Nomination**

Chelsea Ward-Waller

#### **Affiliation**

Airport Heights Community Council

#### **Phone Number**

907.575.8583

#### **Email Address**

chelsww@gmail.com

#### **Description of Project or Program**



**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Creating a left turn lane from Lake Otis Pkwy onto E. 20th Ave - as it turns into the Eastridge area - would help reduce traffic accidents, improve pedestrian and bicycle safety, and generally improve the flow of traffic.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Creating a left turn lane from Lake Otis Pkwy onto E. 20th Ave - as it turns into the Eastridge area - would help reduce traffic accidents, improve pedestrian safety, and generally improve the flow of traffic.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Lake Otis Parkway is a heavily trafficked arterial road in Anchorage. The Eastridge neighborhood is heavily populated and home to many recreational sites, including Chester Creek Trail and Eastridge Tennis Court. Creating a left turn lane from Lake Otis Pkwy onto E. 20th Ave - as it turns into the Eastridge area - would help reduce traffic accidents, improve pedestrian safety, and generally improve the flow of traffic.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Creating a left turn lane from Lake Otis Pkwy onto E. 20th Ave - as it turns into the Eastridge area - would help reduce traffic accidents, improve pedestrian safety, and generally improve the flow of traffic.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Creating a left turn lane from Lake Otis Pkwy onto E. 20th Ave would generally improve the flow of traffic.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

No

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Creating a left turn lane from Lake Otis Pkwy onto E. 20th Ave - as it turns into the Eastridge area - would help reduce traffic accidents, improve pedestrian safety, and generally improve the flow of traffic.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

Lake Otis Pkwy is not on a transit route.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Creating a left turn lane from Lake Otis Pkwy onto E. 20th Ave - as it turns into the Eastridge area - would help reduce traffic accidents, improve pedestrian safety, and generally improve the flow of traffic.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single Family and Two Family, Compact Mixed Residential, Other Open Space

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: January 12, 2022 12:04 PM

### **Date**

January 12, 2022

### **Time**

11:45

### **Project Information**

#### **Project Name**

Benson/Minnesota Pedestrians Are 3rd Class Citizens Crossing

#### **Name of Person Submitting the Nomination**

none

#### **Affiliation**

none

#### **Phone Number**

none

#### **Email Address**

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Allow peasant pedestrians the honor of being able to cross Minnesota going east along the north side of Benson. Currently they are prohibited from doing so. Would it be too much to ask to inconvenience drivers turning north onto Minnesota for about 25 seconds so that people going from Carrs to Title Wave/Starbucks/Kaladi Bros don't need to cross the road three times?

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) and non-motorized related safety concerns in or near the project location?**

Yes

**Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?**

I imagine a lot of trucks go through this area and people are often trying to cross Minnesota mid block.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

I encourage anyone reading this to try bicycling from Carrs to Hearth and see if you feel comfortable and safe.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

People cross mid-block on Minnesota rather than face 3 crosswalk cycles just to go across the street.

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

This area is impossible for human beings to use. I encourage anyone to go try it.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

Unknown

**What are the emergency response and non-motorized use related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Why is this a primary criteria? Vehicular congestion reduces speed, which increases safety--so maybe it is a good thing. Prioritizing eliminating congestion favors vehicle flow over anything else--this is a city, not a highway.

**Is the project expected to help separate truck (freight) and non-motorized uses?**

Unknown

**How is the project expected to help separate truck (freight) and non-motorized uses?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

It makes it easier for non motorized users to travel

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

It makes it easier for non motorized users to travel. Again, I would love to see anyone try to go from Carrs to Starbucks in a wheel chair in January.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Designated as a town center: "Town Centers will serve as destinations for shopping, entertainment, and services in cohesive, \*pedestrian-friendly\* urban settings." Transit Overlay: "Transit-supportive Development (TSD) identifies corridors where expanded public transit service will support a compact, walkable pattern of commercial, residential, and/or mixed-use development" This is not currently walkable, so it does not meet either of these.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Town Center. Currently it feels like "Suburban Retail surrounded by a circular wall of deadly roads"

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

If you make it easier to cross the street on Minnesota, it will make taking the bus to or from Carrs a lot more attractive.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Will increase pedestrian infrastructure. May reduce driving, which reduces emissions.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

Yes, if improve means reduce.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Makes walking easier

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

It makes them usable by connecting them

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

It will connect to sides of a major corridor.

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: January 25, 2022 12:54 PM

### **Date**

January 25, 2022

### **Time**

12:22

### **Project Information**

#### **Project Name**

Lake Otis Bike/Pedestrian Tunnel at Waldron Dr and Lake Otis

#### **Name of Person Submitting the Nomination**

Tyndall Ellis

#### **Affiliation**

none

#### **Phone Number**

907 250 1036

#### **Email Address**

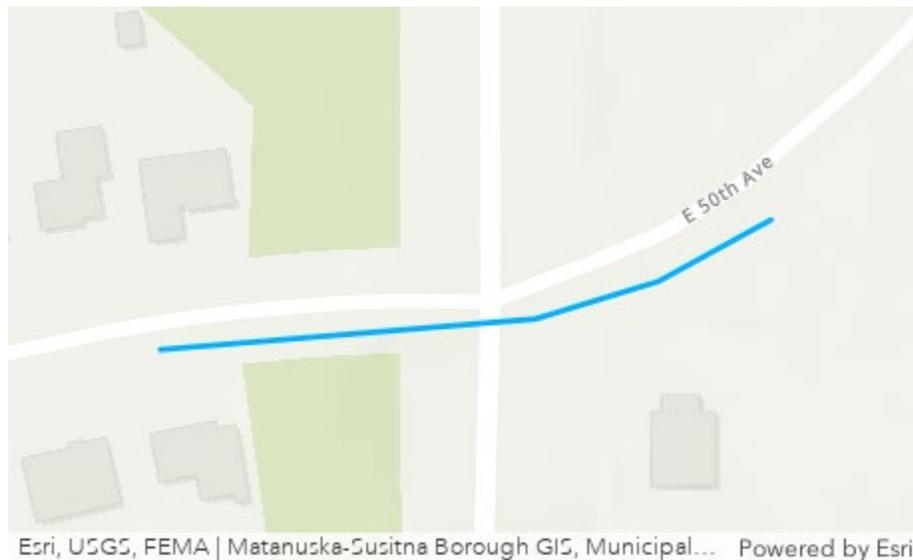
tyndall.ellis@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Enlarge tunnel entrances on East and West side of Lake Otis at Waldron and E 50th. Remove stairs on East side of tunnel and replace with ramp that parallels E 50th. Add semi circular ramp from each tunnel entrance that sweeps to the south to connect each tunnel entrance to Lake Otis sidewalk. Add left hand turning lane to Waldron Dr. for Car Traffic. Purchase property immediately to West of tunnel (Abandoned House was torn down January 2022) as part of tunnel entrance and turning lane improvements. Future projects could reroute Campbell Creek Trail onto E 50th and Waldron Dr.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) and non-motorized related safety concerns in or near the project location?**

No

**Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Campbell Creek Trail crosses Lake Otis further to the North. Very few people know about this tunnel. By making the entrances larger it will be more apparent to users that there is indeed a tunnel available for their use rather than crossing a busy road. Increased visibility in and out of the tunnel will allow people to see into the tunnel before they are inside. Better lighting at entrance and exit will also improve this.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

See bicycle concerns.

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

Waldron Dr does not have a left hand turning lane while E 50th does have a turning lane. Adding a turning lane on the Waldron Dr side will improve flow of traffic. Currently folks turning left prevent right hand turns out of Waldron Dr and very often E 50th drivers will turn South on Lake Otis into a driver exiting Waldron to the Right.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

No

**What are the emergency response and non-motorized use related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Adding a left turn lane to Waldron will help with exiting the neighborhood.

**Is the project expected to help separate truck (freight) and non-motorized uses?**

No

**How is the project expected to help separate truck (freight) and non-motorized uses?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Better visibility into the tunnel may improve use. Creating a ramp that parallels E 50th eliminates the blind corner on the East side of tunnel. Enlarging ramp on West side of Lake Otis improves visibility down and into tunnel. Bicyclists can then choose to continue on E 50th and connect into campbell creek trail through low traffic neighborhoods.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

See bicycle comment.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Greenway-supporting and Neighborhood Design

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single Family and Mixed Family.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Add Left hand Turn Lane to Waldron Dr.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Improved tunnel entrance and visibility into tunnel.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 3:08 PM

### **Date**

February 11, 2022

### **Time**

12:00

### **Project Information**

#### **Project Name**

Huffman Road Rehabilitation and Separated Path MTP 2040 Project #210

#### **Name of Person Submitting the Nomination**

David Wight

#### **Affiliation**

Anchorage Park Foundation/Huffman O'Malley Community Council

#### **Phone Number**

907.229.9620

#### **Email Address**

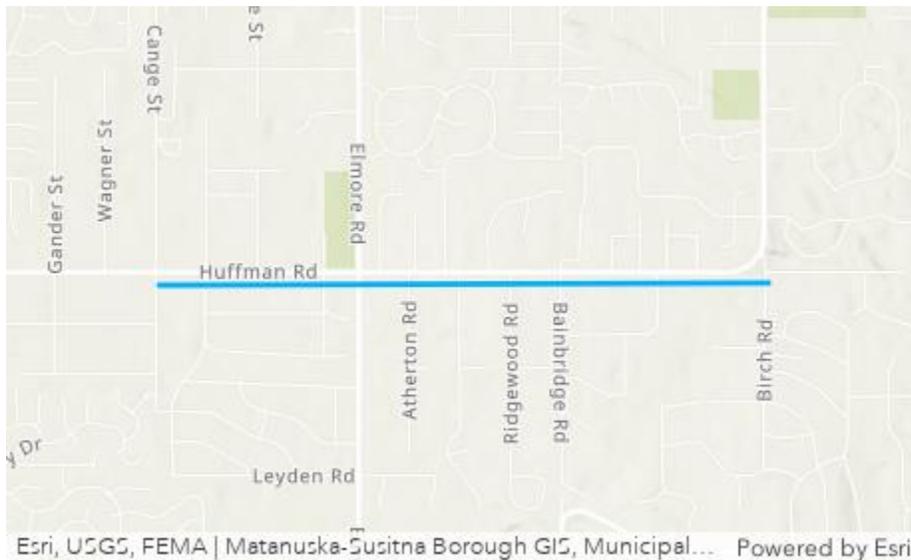
davidgwight@mac.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

We support the proposed MTP 2040 plan (project 210) Huffman Road Rehabilitation - to rehabilitate Huffman Road from Pintail Street to Birch Road to collector standards and include intersection improvements at Elmore Road and Pintail Street. We particularly support a new separated path for biking and walking on the southside of Huffman between Birch and Elmore to connect to an existing pathway lower down. This would create a safer route to school for Huffman Elementary students and trail users in the area. This path is listed in the AMATS Non-Motorized plan as a medium priority network. It is also included in the Hillside District Plan and Anchorage Bike Plan 2010. There is also support at the Huffman O'Malley Community Council and Anchorage Park Foundation. Purpose: Preservation of Existing Facility and Connectivity.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) and non-motorized related safety concerns in or near the project location?**

Unknown

**Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There is no separated path for cyclists and walkers in this area.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There is no safe bicycle or pedestrian path on this busy stretch of Huffman road. The goal would be to connect to an existing safe path for Huffman Elementary students and all users of the Huffman corridor for walking and biking,

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

Safe Routes to School is really important.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

Unknown

**What are the emergency response and non-motorized use related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to help separate truck (freight) and non-motorized uses?**

Yes

**How is the project expected to help separate truck (freight) and non-motorized uses?**

We are asking for a separated pathway away from the busy road.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

It is listed on the Non-Motorized plan as a medium priority bicycle network. The separated path is also included in the Hillside District Plan and the Anchorage Bike Plan 2010.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

There were no land uses identified in the 2040 plan.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

That seems like a really good idea and should be explored through the process.

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 12:24 PM

### **Date**

February 13, 2022

### **Time**

11:34

### **Project Information**

#### **Project Name**

Arctic Boulevard Traffic Calming and Improved Bike and Pedestrian Facilities - Fireweed to 16th Avenue

#### **Name of Person Submitting the Nomination**

Ben Matheson

#### **Affiliation**

none

#### **Phone Number**

none

#### **Email Address**

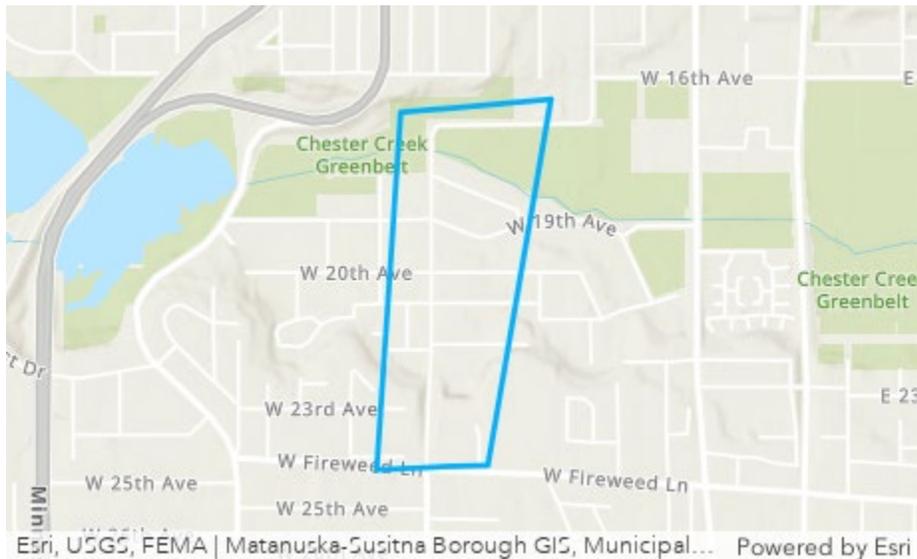
mathesonben@gmail.com

## Description of Project or Program

### In your own words, briefly describe the proposed purpose of the project.

This existing bicycle and pedestrian infrastructure on Arctic Blvd. could see meaningful safety improvements with the use of horizontal traffic calming like lane narrowing, pinch points and miniature roundabouts. This road contains bike lanes on each side and a narrow sidewalk directly adjacent to the roadway (largely no natural buffer). While somewhat narrow, this street can include wider and better protected bike lanes and sidewalks. A school crossing traffic signal exists on this section, as well as People Mover bus stops. It appears on the municipality's traffic calming program's qualified streets list for 2021 with a rank of 1. The characteristics of this road are inconsistent with the posted speed of 30 mph. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department shows traffic moves faster than the intended speed for this roadway. The 85% speed of 44mph is 14 mph above the posted speed of 30mph.

### Draw a line to represent the general path of your project.



## CRITERIA: Safety

**Are there any truck (freight) and non-motorized related safety concerns in or near the project location?**

Yes

**Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?**

High speeds with narrow bike lanes and sidewalks present safety concerns for non-motorized traffic. Lower speeds reduces the prevalence and consequences of impacts.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The characteristics of this road are inconsistent with the posted speed of 30 mph. The current narrow sidewalk and non-protected bike lane exposes people to hazardous speeds. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department show that the majority of traffic moves considerably faster than the intended speed for this roadway. The southbound 85% speed of 44mph is 14 mph above the posted speed of 30mph. 555 cars were measured traveling above 41 mph, including 17 faster than 56 mph on 9/30/2020. On 10/1, 607 cars were measured above 41mph, while 10 cars traveled above 60mph. On 9/30, 81% (1442/1771) were measured above the posted speed limit, while on 10/1, 81% (1506/1855) were measured above the speed limit.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The characteristics of this road are inconsistent with the posted speed of 30 mph. The current narrow sidewalk and non-protected bike lane exposes people to hazardous speeds. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department show that the majority of traffic moves considerably faster than the intended speed for this roadway. The southbound 85% speed of 44mph is 14 mph above the posted speed of 30mph.

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

Fast speeds in narrow facilities increase the hazard to pedestrians, transit rider, and cyclists.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

Unknown

**What are the emergency response and non-motorized use related safety concerns?**

#### **CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to help separate truck (freight) and non-motorized uses?**

Unknown

**How is the project expected to help separate truck (freight) and non-motorized uses?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Arctic Blvd. is the Chester Creek trail's best connection to downtown (E street), midtown, and Spenard. Better protection on bike lanes allows for new and less experienced bikers use the infrastructure.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Arctic Blvd. is the Chester Creek trail's best connection to downtown, midtown, and Spenard. Wider and better protected sidewalks open access to people in wheelchairs, scooters, and on foot.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Arctic Blvd sits on the 35 bus line, and enhances Transit-supportive Development. Better connecting Chester Creek Trail to downtown and midtown helps to grow Greenway-supporting Development, while connecting these corridors to the Spenard area (via Fireweed) helps improve the success of Residential Mixed-use Development.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single-Family and Two-Family Compact Mixed Residential - Low Compact Mixed Residential - Medium Main\_Street\_Corridor

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Safer access to People Mover Route 35 for pedestrians and cyclists.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Improved pedestrian, cyclist, and transit utilization for an essential link between midtown and downtown Anchorage while reducing vehicle emissions from less traffic volume.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Improved pedestrian, cyclist, and transit utilization reduces net emissions.

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Slower speeds , protective barriers, and greater buffers improve the safety, comfort, and viability of the sidewalk and bike lane facilities. Reducing speeds from the 85% speed of 44mph would increase safety in this area by reducing collisions and impact speeds.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

Route 35 connects south Anchorage with downtown and midtown. Better pedestrian and bike access to stops on this route enhance the route and its stops.

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: February 13, 2022 7:44 PM

### **Date**

February 13, 2022

### **Time**

19:30

### **Project Information**

#### **Project Name**

W Tudor Road Pathway Connection

#### **Name of Person Submitting the Nomination**

Lindsey Hajduk

#### **Affiliation**

Spennard Community Council

#### **Phone Number**

907-360-3320

#### **Email Address**

spennardcc@gmail.com

#### **Description of Project or Program**



Freight traffic exits Tudor & Minnesota area to industrial businesses within this section of Spenard, such as for Spenard Builders Supply. Pedestrians are forced to walk in the roadway, especially in the winter, when the shoulder is piled with snow. To be clear, there is no sharing the road with semi-trucks and a narrow, curving roadway.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Same concerns as for pedestrians, as this section connects to the Fish Creek multi-use trail.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The lack of sidewalks causes pedestrians to walk on a gravel shoulder for a section, on a dirt pathway, on the railroad track, anywhere but a safe section for just a few blocks. This missing connection is essential to separate freight traffic from pedestrians.

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

Same concerns as pedestrian and vehicle conflicts in the roadway due to inadequate/non-existent sidewalks.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

No

**What are the emergency response and non-motorized use related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to help separate truck (freight) and non-motorized uses?**

Yes

**How is the project expected to help separate truck (freight) and non-motorized uses?**

Freight traffic conflicts with pedestrians, especially in the winter, when the only place to walk is in the narrow roadway.

**Is the project expected to improve the bicycle network?**

No

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Currently there is one block of sidewalks across from SBS that ends into nothing, then it is a patchwork of road, shoulder, gravel, railroad, and lawn to get to the Fish Creek multi-use trail.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Traditional Neighborhood development

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Compact\_Mixed\_Residential\_\_Medium, Light\_Industrial\_Commercial

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

No

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

Project is a short section of pedestrian facilities, to it potentially could connect to the Fish Creek mutli-use trail and encourage more non-motorized transportation.

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

No

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

Pedestrian facility.

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

It would be to construct new sidewalk facilities

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:32 PM

### **Date**

February 14, 2022

### **Time**

16:19

### **Project Information**

#### **Project Name**

Midtown Corridor Improvements Denali St

#### **Name of Person Submitting the Nomination**

Lindsey Hajduk

#### **Affiliation**

NeighborWorks Alaska

#### **Phone Number**

907-677/8443

#### **Email Address**

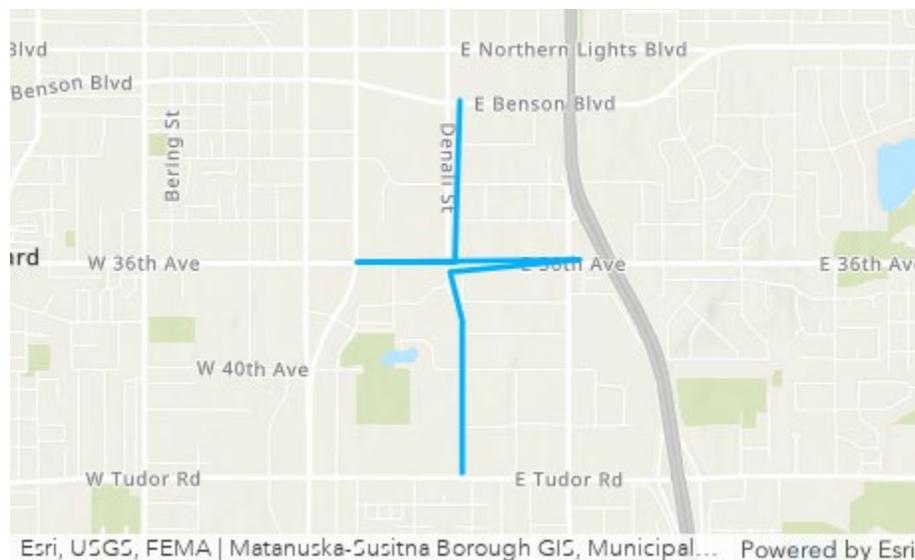
lhajduk@nwalaska.org

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

The project is identified in the Metropolitan Transportation Plan (MTP 118): Upgrade Denali Street from Benson Blvd to Tudor Road and 36th Avenue from A Street to the Old Seward Highway. Project would include non-motorized improvements and consider adjacent land use. Purpose: Safety (Vision Zero High Injury Network Corridor), Connectivity, Access. Key Land Use Features: Greenway Supported Development Corridor, Reinvestment Focus Area This project is a priority for the Midtown Community Council's CIP priority list as the #3. The muni completed a Design Study Report in 2018. Right now the section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero. The plan was to incorporate Complete Streets design to make it a safer north-south connector in Midtown, especially for pedestrian and bicyclist facilities. More details are here: <http://www.midtownimprovementsdenali.com/>

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) and non-motorized related safety concerns in or near the project location?**

Unknown

**Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero.

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

The section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

No

**What are the emergency response and non-motorized use related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to help separate truck (freight) and non-motorized uses?**

Unknown

**How is the project expected to help separate truck (freight) and non-motorized uses?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Project would include bicycle facilities along Denali with a lane diet. In the dense business district of Midtown, safe transportation routes are needed to allow people to access areas throughout town.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Right now sidewalk facilities are narrow, deteriorating, and immediately adjacent to fast moving traffic.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Traditional Neighborhood Development, Transit Supportive Development

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Main\_Street\_Corridor, City\_Center

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Current sidewalk facilities are inadequate and need improvement.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: February 8, 2022 7:08 PM

### **Date**

February 8, 2022

### **Time**

18:16

### **Project Information**

#### **Project Name**

CIP - Parks improvements - Oceanview Park - Additional Parking

#### **Name of Person Submitting the Nomination**

Carol Jeanne Fuller

#### **Affiliation**

Old Seward/Ocean View Community Council

#### **Phone Number**

19073455411

#### **Email Address**

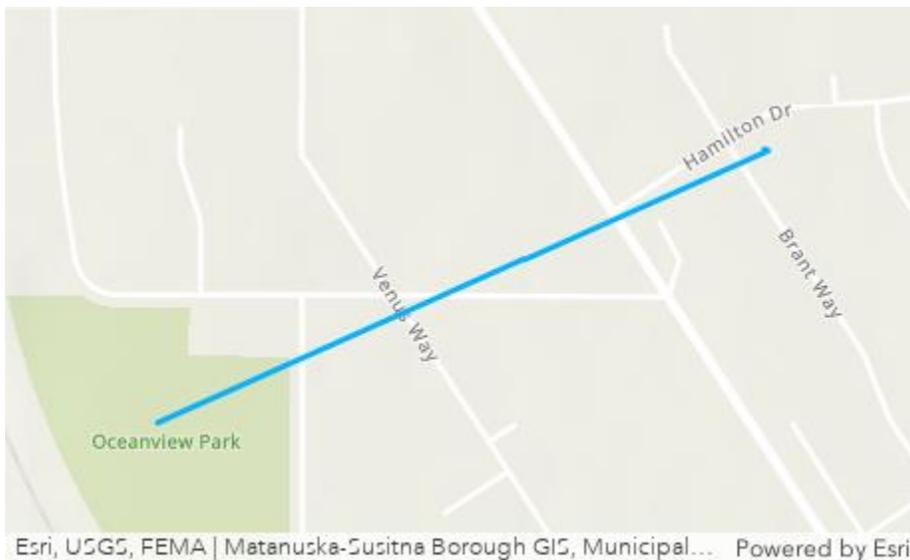
cfuller@gci.net

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Oceanview Park located at 13420 Jarvi/1200 Oceanview Drive was named for the community in which it lies. The Park was purchased in 1976 with HCRS Bonds. The first development of the park was the tennis courts. In 1981 development continued with the tot lot and a covered shelter, trail and basketball court. In more recent times 2014, the park was enhanced with funds to include upgrades to play equipment, park fixit projects and additional paly equipment. Since the 2014 upgrades, the park has become a magnet and very citywide popular park. Local streets- Jarvi and Oceanview Drive - have become a serious hazard to all. Many small children come in cars, park along the street on both sides of Jarvi and it makes for an accident to happen. Additional parking off street along Jarvi would help reduce the amount of street hazards, make more handicapped parking available and assist with emergency vehicles in the neighborhood.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) and non-motorized related safety concerns in or near the project location?**

Yes

**Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?**

Freight is often delivered to housing in this area.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Many bicyclists come to this park - old and young.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Many Oceanview residents walk to this park year round.

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

There are always cars being driven to and from the housing in and around this park.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

Yes

**What are the emergency response and non-motorized use related safety concerns?**

Additional off-street parking would address the community's concern for reliable emergency response vehicles.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Additional off-street parking keeps vehicles out of the roadway.

**Is the project expected to help separate truck (freight) and non-motorized uses?**

Unknown

**How is the project expected to help separate truck (freight) and non-motorized uses?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Bicycles would not have to be left in the street to access the park.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Additional off-street handicapped parking would be available.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Park or Natural Area

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

More space for vehicles traveling on the existing roads boarding the park.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Additional off-street parking will ease traffic congestion around a popular municipal park.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

Old growth trees and shrubs abound in the area of the park.

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Bicycle & Pedestrian Projects**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 10:44 AM

### **Date**

February 11, 2022

### **Time**

10:32

### **Project Information**

#### **Project Name**

University Lake Dog Park

#### **Name of Person Submitting the Nomination**

Krista Scott

#### **Affiliation**

University Area Community Council

#### **Phone Number**

9073067834

#### **Email Address**

kleigh.scott@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Funds will be used to install additional parking, fencing, signage, complete trail improvements, install other dog park amenities and other priorities as identified in the completed Park Master Plan. As the University Lake Dr. extension project proceeds, it will be necessary to add parking and dog park amenities to improve the functionality of the dog park as well as protect off-leash dogs from cars along the new road. Additionally, fencing and other amenities are required to keep animals within the designated off-leash area and not on university land.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) and non-motorized related safety concerns in or near the project location?**

Unknown

**Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Collisions with vehicles and dogs are a concern.

**Are there any pedestrian related safety concerns in or near the project location?**

Unknown

**What are the pedestrian related safety concerns?**

**Are there any vehicular and non-motorized related safety concerns in or near the project location?**

Yes

**What are the vehicular and non-motorized related safety concerns?**

Vehicle strikes from increased traffic.

**Are there any safety concerns related to emergency response and non-motorized use in or near the project location?**

Unknown

**What are the emergency response and non-motorized use related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to help separate truck (freight) and non-motorized uses?**

Unknown

**How is the project expected to help separate truck (freight) and non-motorized uses?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

By adding signage, a parking lot, and trails.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Parts of the trail are ADA accessible.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Greenway supportive development.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Park and open space.

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

The purpose of the project is to add off-street facilities.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

Natural based BMPs are already in place at University Lake Park and will be implemented with this new project as well.

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

# Transportation Alternative Program (TAP) Nomination Form

Submitted By: Tyndall Ellis

Submitted Time: February 5, 2022 7:04 AM

## Date

February 5, 2022

## Time

06:57

## Project Information

### Project Name

Basher Dr Trailhead

### Name of Person Submitting the Nomination

Tyndall Ellis

### Affiliation

None

### Phone Number

907-250-1036

### Email Address

tyndall.ellis@gmail.com

### Description of Project

**What is your project? Please describe it in your own words.**

Increase the size of the Basher Dr Trailhead. Parking flows out onto Basher Dr and slows down traffic through the area.

**Size: What is the relative size of the population that will directly benefit from this project?**

Stuckagain Heights and East Anchorage

**Draw a line to represent the general path of your project.**



**Preservation of Existing Facilities**

**Is the project expected to significantly preserve an existing facility?**

Unknown

**How is the project expected to significantly preserve an existing facility?**

**Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?**

### **Quality of Life**

**Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?**

Yes

**How is the project expected to improve quality of life?**

Improved access to Chugach State Park for east Anchorage and reduced onstreet parking on a narrow road.

### **Improves Safety**

**Is the project expected to promote the safe movement of pedestrians and bicyclists?**

Yes

**How is the project expected to promote the safe movement of pedestrians and bicyclists?**

Allow better offstreet parking so people aren't walking along Basher Dr.

**Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?**

Unknown

**How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?**

### **Economic Benefits**

**Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?**

Yes

**How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?**

Improve recreational tourism for the city of Anchorage.

### **Operations & Maintenance Budget Commitment**

**Does the project have a commitment from the responsible agency to operate and maintain the proposed project?**

Unknown

**What is the name of the responsible agency?**

### **Support of Project**

**Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?**

Unknown

**Are there resolutions or endorsements from the public and or government agencies?**

Unknown

**Describe and explain the public support for the project.**

### **Intermodal / Multimodal Characteristics**

**Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?**

No

**How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?**

### **Funding Efficiency**

**Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?**

Unknown

**If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.**

### **Improves Connectivity**

**Is the project expected to provide pathway or sidewalk connections by constructing missing links?**

No

**How is the project expected to provide pathway or sidewalk connections by constructing missing links?**

### **Cost/Benefit Value**

**Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?**

Unknown

# Congestion Mitigation Air Quality (CMAQ) Project Nomination Form

Submitted By: [sholti.66@gmail.com](mailto:sholti.66@gmail.com)

Submitted Time: January 18, 2022 11:28 AM

## Date

January 18, 2022

## Time

10:18

## Project Information

### Project Name

Parent Parking at Bus Stop

### Name of Person Submitting the Nomination

None

### Affiliation

Retiring Law Enforcement Officer who can identify unsafe conditions. -None

### Phone Number

None

### Email Address

sholti.66@gmail.com

### Description & Categorization of Project or Program

**In your own words, briefly describe the Project, Program or Study proposed for CMAQ funding.**

Create specific right and left-turn lanes at the bottom (south end) of W Skyline Drive in Eagle River. To create 8-10 diagonal parking spaces (5-7) across the street from the community mailboxes and 3 more just north of the mailboxes on the mailbox side of the street.

**There are four categories of CMAQ nominations. Please check the box that applies to your proposal.**

Study or Plan

**Economic Benefits**

**Draw a line to represent the general path of your project.**



**Is the project or program expected to provide economic benefits during and after completion?**

No

**How will the project or program provide economic benefits during and after completion?**

### **Operations & Maintenance**

**Is the project expected to reduce existing operations and maintenance costs?**

No

**How is the project expected to reduce the existing operations and maintenance**

**Is the project expected to increase existing operations and maintenance costs?**

Unknown

**How is the project expected to increase the existing operations and maintenance ?**

### **Population Served**

**Describe who is expected to be served by the project or program?**

Community of: W Skyline Dr, Jamie Dr, McCarry Dr, Upper Skyline Dr and all subsidiary roads. Recreational people who park near the intersection. People who check their mail and commute through the intersection.

**Is the project expected to serve a large geographic area?**

No

**Is the project expected to serve a disadvantaged or minority population?**

Unknown

**How is the project or program expected to serve a disadvantaged or minority population?**

### **Multimodal Contribution**

**Is the project expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

Yes

**How is the project or program expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

There are many parents who feel that the intersection is so unsafe that they transport their children to/from school every day rather than have them stand roadside waiting for the bus. The others sit there and wait in their cars for an accident to happen.

### **Contributions to Air Quality**

**Is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

Unknown

**How is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

**Is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

Unknown

**How is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

### **Effectiveness in Reducing Congestion and/or Travel Times**

**Is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**

No

**How is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**

**Is the project or program expected to reduce traffic congestion and/or traffic delay?**

Yes

**Is the project or program expected to reduce congestion and/or traffic delay in a cost effective way?**

Unknown

**How is the project or program expected to reduce traffic congestion and/or traffic delay in a cost effective way?**

### **Alternative Transportation**

**Is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

Yes

**How is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

There are many parents who feel that the intersection is so unsafe that they transport their children to/from school every day rather than have them stand roadside waiting for the bus. If the school bus went even a couple of miles further up the hill more parents would have their children ride the school bus. (However, stops should be made on side roads.)

### **Reducing Delay**

**Is the project or program expected to be cost effective in reducing delay (vehicle hours of delay)?**

No

**Is the project or program expected to incorporate TDM (Traffic Demand Management) techniques?**

No

**How is the project or program expected to incorporate TDM techniques?**

**Required by or Support an Approved Plan**

**Is the project or program expected to directly implement an air quality control measure committed to in the State Implementation Plan (SIP) during the time period covered by the TIP?**

Unknown

**Please identify the section in the SIP where this commitment is made.**

**Is the project or program expected to support a required SIP measure?**

Unknown

**Please identify the required SIP measure.**

**Does the project or program appear in an adopted plan such as the Comprehensive Plan (Anchorage 2020), Trails Plan, State or Municipality of Anchorage Long Range Transportation Plan, AMATS Metropolitan Transportation Plan, Transit Plan (Transit on the Move 2020 Transit Plan), Congestion Mitigation Plan, or a District Plan?**

Unknown

**Please identify which adopted plan the project or program appears in.**

## **Support for the Project**

**Is there significant public support (i.e. community councils, user groups, elected officials, etc.) and/or government agency support for the project or program?**

Unknown

**Are there resolutions or endorsements from the public and/or government agencies?**

**Please identify which resolutions or endorsements have been made for the project or program.**

## **Project Readiness**

**Is the project a certain and deliverable project?**

I am nominating a program or study

**Are there obstacles to construction, such as permitting issues, right of way acquisition or utility relocation issues?**

Unknown

**How soon after obligating funds can the project be completed?**

? Summer 2022

## **Contributions to Public Safety**

**Is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

Yes

**How is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

This intersection is a safety hazard. It is the ONLY school bus stop for all k-12 schools in this portion of the Eagle River hillside. Parents (& students) are constantly idling on the (narrow) roadside. There is no space for parents who feel they MUST wait for their child to be picked up by a bus. The traffic gets backed up parents drop off children then make dangerous u-turns, pull into the Eagle River Lp Rd intersection to then immediately "u-turn back" up W Skyline Dr. Drivers have "naturally" created non-designated turning lanes that are too narrow to suffice for safety. With the improvement of Eagle River Loop Rd traffic travels faster now. It makes it harder to make left turns off W Skyline as the traffic comes up the hill faster than it used to. To make matters worse residents are checking their mail and sometimes recreational hikers/bikers park there to get those extra few miles to Mt Baldy. For my tax \$ I'd rather see buses run a couple of extra miles up the hill.

**Use of ITS or Other Innovation Technology**

**Is the project or program expected to involve the use of ITS or other innovative technology?**

Unknown

**How is the project or program expected to involve the use of ITS or other innovative technology?**

**Other**

**Are there other special considerations regarding the project or program that should be considered by AMATS?**

Probably not a big air quality issue. Cars will likely idle in parking spaces just as they do roadside. Just saw the opportunity to point out a safety issue that running an already purchased school bus with automatic chains a couple of miles up a hill could resolve.

**Do Not Score Past This  
Point**

**Projects will be considered for  
Pavement Replacement**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: January 24, 2022 7:34 PM

### **Date**

January 24, 2022

### **Time**

16:33

### **Project Information**

#### **Project Name**

Old Seward Hwy/Huffman Rd. Area Local Road Rehab

#### **Name of Person Submitting the Nomination**

Carol J Fuller

#### **Affiliation**

OldSeward/OceanviewCommunityCouncil

#### **Phone Number**

907-345-5411

#### **Email Address**

cfuller@gci.net

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Huffman Road between the Old Seward Highway and Lake Otis Parkway has three roundabouts - they are heavily traveled every day of the week. The side streets that run off of this section of Huffman Road are Silver Fox, Brandon, Hace, Landmark, Tanada and Kruge Streets. The surface of these strip-paved streets is deteriorating. Many of these side streets are quite narrow and winter snow plowing often makes them barely passable for two cars. The 2020 GASB survey rated many of these streets in failing condition.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

**What are the truck (freight) related safety concerns?**

Three roundabouts with freight being delivered to Carr's/Safeway, Walgreens, and many other small businesses.

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Three roundabouts with no bicycle lanes and heavy traffic.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Three roundabouts have marked pedestrian crosswalks that are visible in good weather but not visible in winter. Cars are supposed to give right of way to pedestrians but often they do not.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

With six (6) side streets leading into or out of Huffman Road, there are issues with right of way. In addition, winter weather often means icy roads in the roundabouts. The Walgreens entrance/exit onto Brandon is especially tight.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

The six (6) side streets from Huffman are narrow and Fire Engines generally have to travel right through the middle of the streets.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Widen and resurface the side roads for better two lane travel.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Widen and resurface the side roads for better movement of all size vehicles.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Bicyclists should have more room to be seen. Especially younger riders.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Pedestrians accessing Huffman Road from the six (6) side streets, or back across Huffman Road from Carr's/Safeway, could be better seen and have better opportunity to use the designated crossing areas.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Town center

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

Widen and resurface the deteriorating local roads in this area.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

Better accessibility to bicycle riders and people on foot.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

That's the problem - these side streets have deteriorating pavement.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Wider, better resurfaced streets allow more accessibility to several facilities in this area.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: January 25, 2022 8:36 PM

### **Date**

January 25, 2022

### **Time**

20:06

### **Project Information**

#### **Project Name**

Mary and Ellen Ave Area Storm Drainage

#### **Name of Person Submitting the Nomination**

Stanton Moll

#### **Affiliation**

Old Seward / Oceanview Community Council

#### **Phone Number**

907.229.7041

#### **Email Address**

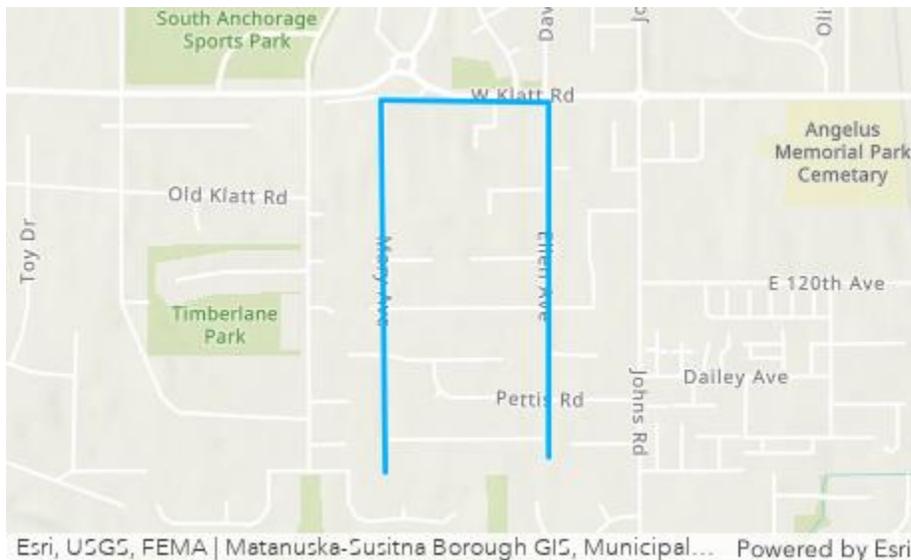
shm99516@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project will assess the existing drainage system in this area, make recommendations for upgrading the system, and construct improvements as the budget allows. These streets are in need of repair. Potholes develop along their routes, culverts need improvement to some areas, lack of maintenance in ditches along the roadways need improvement. This project has been a high priority for years.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Flooding, potholes, and lack of maintenance can cause hazardous conditions for commuters, children, and other bicyclists

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Flooding, potholes, and lack of maintenance can cause hazardous conditions for commuters, children, and other pedestrians. These hazards are magnified due to the lack of sidewalks and grade-separated paths

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Flooding, potholes, and lack of maintenance can cause hazardous conditions for vehicular traffic.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Flooded roadways and poorly maintained roadways can reduce the response time for emergency vehicles, exacerbated by the distance of these streets from the nearest fire stations and other first responders.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

No

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

These streets are secondary access routes for pedestrians and bicyclists when the feeder streets in the vicinity are crowded, such as school-related traffic on Johns Road or commute-time traffic on Klatt Road.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

These streets are secondary access routes for pedestrians and bicyclists when the feeder streets in the vicinity are crowded, such as school-related traffic on Johns Road or commute-time traffic on Klatt Road.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Single-Family and Two-Family homes

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

By providing more consistent travel speeds and avoiding harsh road conditions, plus encouraging non-vehicular traffic such as bicycling and walking, this project can expect to eject less mud, slush, dust, and other debris into the air

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Maintenance of currently neglected but highly used neighborhood streets

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Yes and no. Parts of these roads have off-street areas that are used by pedestrians. Often these areas are on private property. No sidewalks currently exist in these streets.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

We would strongly encourage the use of natural solutions to collecting and directing runoff, especially if it can encourage growth of vegetation rather than filling gutters and other impervious surfaces.

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 10:00 AM

### **Date**

February 13, 2022

### **Time**

08:06

### **Project Information**

#### **Project Name**

Oceanview/Cross/Brandon St Surface Rehab-Johns Rd to Old Seward Highway

#### **Name of Person Submitting the Nomination**

Roselynn Cacy

#### **Affiliation**

Old Seward/Oceanview Community Council

#### **Phone Number**

(907) 344-1261

#### **Email Address**

osovcommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Replace and/or overlay the deteriorating pavement in the neighborhood from the Old Seward Highway and Brandon Street intersection, including Cross Street to Johns Road. This would be an upgrade to existing roads, replacing or overlaying existing roads. The GASB survey rated many of these roads in failing or serious condition.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

No bike bath and narrow roads in most of the area

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Limited sidewalks and a railroad crossing

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Brandon/Old Seward intersection

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

The fire station on Huffman was moved to the Hillside, creating a longer response to this area. Improvement of the streets as described in this project would help.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Unknown

**How is the project expected to improve the bicycle network?**

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Unknown

**How is the project expected to improve the pedestrian network and ADA accessibility?**

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

Bus route 60 used to go through this area. New Route 85 has limited service and no longer goes down Johns Road, which is now very congested near Oceanview School. Upgrades to the proposed streets would provide an easier alternative to and from Old Seward and may increase the possibility of getting back bus service.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Bus service was removed from this area with the removal of Route 60. Limited (4 per day) and the loss of traditional neighborhood routes could be reversed if the roads were improved with this proposal.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

The upgrades are to existing roads that service a traditional single home area that has recently added duplexes, fourplexes, and multi-family housing.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

It would be great, but the opposite has occurred in this area.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Replace or overlay deteriorating pavement

**Is the project expected to improve sidewalk or off-street facilities?**

Unknown

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

These were removed in the previous reduction of bus services to this area.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:35 PM

### **Date**

February 14, 2022

### **Time**

15:18

### **Project Information**

#### **Project Name**

Drainage and surface repair - Rockridge Dr.

#### **Name of Person Submitting the Nomination**

Carmela Warfield, President

#### **Affiliation**

Hillside Community Council

#### **Phone Number**

9072293913

#### **Email Address**

hillsidecommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Rockridge Dr and its pedestrian path need drainage correction, repairs for frost-heaving and regular wear-and-tear, road surface damage for safe pedestrian and vehicle access to O'Malley Elementary. Funding is needed, and respectfully requested for Rockridge Dr. improvements.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Improving frost heaving and surface wear on the pedestrian paths on Rockridge will create a smoother, more accessible path for all users.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Improving frost heaving and surface wear on the pedestrian paths on Rockridge will create a smoother, more accessible path for all users.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Improving frost heaving and surface wear on the pedestrian paths on Rockridge will create a smoother, more accessible path for all users. Additionally, drainage and surface wear should be evaluated on the road to ensure safety concerns are minimized for vehicles.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Please see above as outlined. Also, O'Malley elementary is an immersion school, which per Upper O'Malley LRSA President, has seen an increase in its vehicle traffic as a result of enrollment in the immersion program. Congestion relief, now and in the future, will be needed to ensure smooth traffic flow for vehicles turning off of O'Malley on to Rockridge, and accessing the elementary school via Rockridge Dr.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Improving frost heaving and surface wear on the pedestrian paths on Rockridge will create a smoother, more accessible path for all users.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Improving frost heaving and surface wear on the pedestrian paths on Rockridge will create a smoother, more accessible path for all users.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Large lot residential; single family residential; community facility or institution (school).

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

This project promotes and provides alternative travel options, such as bicycle and pedestrian transportation infrastructure.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

Rockridge Dr's pedestrian path need drainage correction, and repairs for frost-heaving and regular wear and tear road surface damage for safe pedestrian and vehicle access to O'Malley Elementary. These projects will improve roadway pavement conditions.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Rockridge Dr and its pedestrian path need drainage correction, and repairs for frost-heaving and regular wear and tear road surface damage for safe pedestrian and vehicle access to O'Malley Elementary. These projects will improve sidewalk and off-street facilities.

**Is the project expected to implement natural based solutions?**

No

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

**Project moved to Non-Motorized  
category for Scoring**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: January 14, 2022 2:34 PM

### **Date**

January 14, 2022

### **Time**

14:24

### **Project Information**

#### **Project Name**

Lois/Arlington Dr Connection

#### **Name of Person Submitting the Nomination**

None

#### **Affiliation**

None

#### **Phone Number**

None

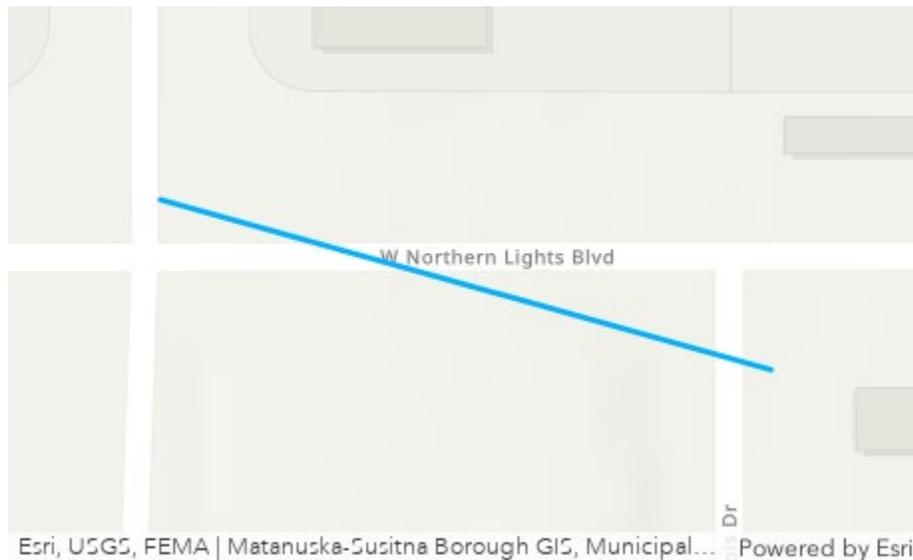
#### **Email Address**

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

I regularly commute by bicycle north on Lois towards the bike path in the morning and then south on Arlington in the evening. This is a really scary section because there is no safe way to cross Benson/Northern Lights--the step, unmaintained wooden pedestrian bridges are simply not a viable option. I would like to see a crosswalk and/or stoplight installed.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There is no way to get from the neighborhood to the bike path safely.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There is no way to get from the neighborhood to the bike path safely.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Speeds are fast and the road is easy for driving--in the summer there are a lot of motor cycles or other loud cars apparently racing here.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

It will

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

It will connect another neighborhood to the path and West HS.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

It will connect another neighborhood to the path and West HS.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Within the Transit-supportive Development Overlay. It will connect another neighborhood to the path and West HS.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

It appears to be ROW, which apparently isn't considered a land use--even though it is.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

By encourage pedestrian connectivity it makes transit make more sense.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

It might if it results in fewer people driving.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

It might if it results in fewer people driving, but people generally stop driving when driving cost increases, not when walking cost decreases.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Probably will encourage more walking/biking.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

There is currently no sidewalk on either Lois or Arlington, so anything would be an improvement.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

It improves access for walkers/bikers.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:16 PM

### **Date**

February 14, 2022

### **Time**

13:34

### **Project Information**

#### **Project Name**

Safe crossings for O'Malley Elementary Pedestrians

#### **Name of Person Submitting the Nomination**

Carmela Warfield, President

#### **Affiliation**

Hillside Community Council

#### **Phone Number**

9072293913

#### **Email Address**

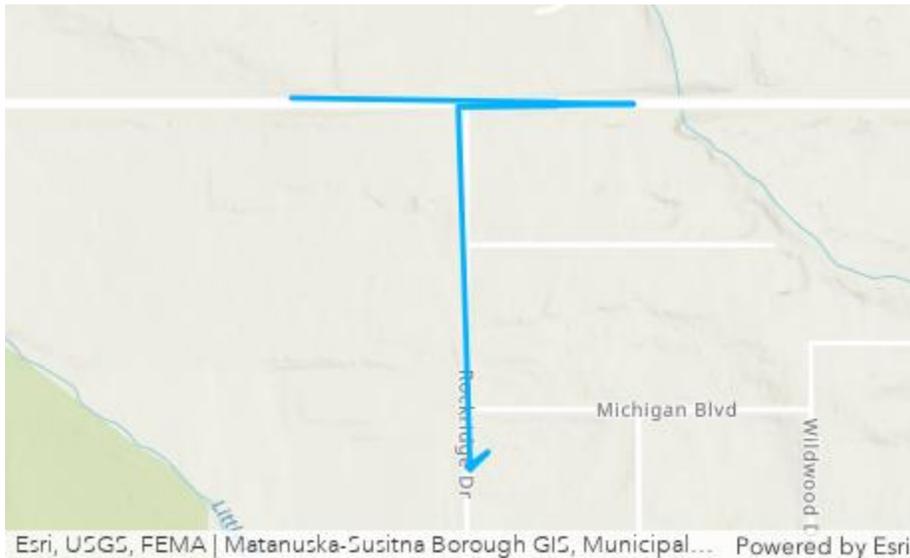
hillsidecommunitycouncil@gmail.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Safe pedestrian crossing mechanisms are needed on O'Malley Rd at Rockridge Dr to ensure children & users can safely cross to Rockridge and O'Malley Elementary once O'Malley Phase II Reconstruction is completed. The new Phase II pedestrian paths on north/south sides of O'Malley will increase foot traffic on this stretch of road; which would seem to increase the likelihood of children & users crossing to access O'Malley Elementary without safeguards in place. Please see Huffman Rd at Lorraine St, for a similar instance; safety measures are in place to reduce risk for Huffman Elementary students & pedestrians. MOA Traffic has taken the following actions after hearing the community's safety concerns. • added conduit to the existing Phase II project to allow electrical devices to be added now or in the future without impacting the new roadway surface. • Commissioned a study to evaluate O'Malley/Rockridge area, est. for completion by end of March 2022. More work is needed after study.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Per DOT/PF's current project plans, pedestrian & bike path users traveling to O'Malley Elementary from the north side of O'Malley Rd, must walk/ride west on O'Malley roughly 1/4 mile past Rockridge Dr to cross at the Birch Rd/O'Malley Dr intersection; cross O'Malley and then backtrack 1/4 mile east , to get to Rockridge Dr. The installment of pedestrian paths on either side of O'Malley, as a part of the Phase II project, will increase pedestrian & bike traffic on this stretch of road, which would seem to also result in an increase in the likelihood of children & users crossing at Rockridge to get to O'Malley Elementary without safeguards in place.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Per DOT/PF's current project plans, pedestrian & bike path users traveling to O'Malley Elementary from the north side of O'Malley Rd, must walk/ride west on O'Malley roughly 1/4 mile past Rockridge Dr to cross at the Birch Rd/O'Malley Dr intersection; cross O'Malley and then backtrack 1/4 mile east , to get to Rockridge Dr. The installment of pedestrian paths on either side of O'Malley, as a part of the Phase II project, will increase pedestrian & bike traffic on this stretch of road, which would seem to also result in an increase in the likelihood of children & users crossing at Rockridge to get to O'Malley Elementary without safeguards in place.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

Please see above as outlined. Also, O'Malley elementary is an immersion school, which has seen an increase in its vehicle traffic as a result of enrollment in the immersion program. Congestion relief, now and in the future, will be needed to ensure smooth traffic flow for vehicles turning off of O'Malley on to Rockridge, as well as turning West on O'Malley from Rockridge.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

Fire station 8 is across O'Malley from Rockridge; safe pedestrian access, as well as less traffic congestion during school start and release times will help emergency response vehicles leaving the fire station.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Safe pedestrian and bicycle crossing mechanisms will improve safety in the area's bicycle network. Please see above for additional concerns.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

1. The installment of pedestrian paths on either side of O'Malley, as a part of the Phase II project, will increase pedestrian traffic on this stretch of road, which would seem to also result in an increase in the likelihood of children and all users crossing at Rockridge to get to O'Malley Elementary without safeguards in place. Establishing safe pedestrian crossing at Rockridge Dr. would seem to reduce the risk for those that use the paths and pedestrian network.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Large lot residential; single family residential; community facility or institution (school).

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

The project will include transit improvements related to pedestrian and vehicle traffic safety in the area, and potentially increase the number of walkers/bicycle riders in the area.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

No

**How is the project expected to improve sidewalk or off-street facilities?**

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:50 PM

### **Date**

February 14, 2022

### **Time**

15:40

### **Project Information**

#### **Project Name**

Old Seward Highway Upgrade - Safety for Non-Motorized Users and Vehicles - Rabbit Creek Road to Potter Valley Road

#### **Name of Person Submitting the Nomination**

Ann Rappoport, Co-chair

#### **Affiliation**

Rabbit Creek Community Council

#### **Phone Number**

907-230-3187

#### **Email Address**

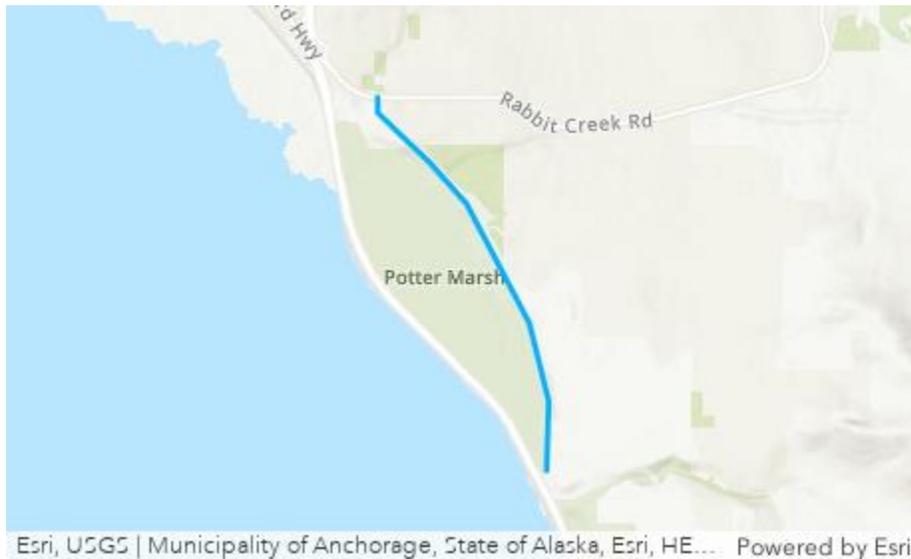
rabbitcreekcc@gmail.com

## Description of Project or Program

### In your own words, briefly describe the proposed purpose of the project.

Promote safety and recreation by developing an unpaved bike/pedestrian pathway along Old Seward Hwy heading south from Rabbit Creek Rd to the New Seward Hwy at Potter Valley Rd; include signage to designate lower speeds and road sharing with non-motorized users. While in poor condition, this popular road is regularly used by pedestrians, cyclists, joggers, roller skiers (high school and university teams regularly train here before snowfall) in increasing numbers, along with more sedentary bird watchers and photographers along the adjacent Coastal Wildlife Refuge. Lacking shoulders and with hills resulting in limited sight lines, this road is a tremendous safety hazard as traffic flows at high speeds. With limited traffic, (fewer than 2,000 cars/day use Old Seward south of South Park Bluff), this road has been a top priority in the RCCC's annual Capital Improvement Program Survey. The road is scheduled for repaving in 2023-24 which will allow increased speeds and hazardous conditions.

### Draw a line to represent the general path of your project.



## CRITERIA: Safety

**Are there any truck (freight) related safety concerns in or near the project location?**

Yes

### **What are the truck (freight) related safety concerns?**

Delivery trucks are a particular safety concern for non-motorized users as they may be wider than the average vehicle and the paved roadway here does not have an inch on either side of the lane edge.

### **Are there any bicycle related safety concerns in or near the project location?**

Yes

### **What are the bicycle related safety concerns?**

Because Old Seward Highway between Rabbit Creek Road and Potter Valley Road lacks a shoulder on either side, cyclists - and roller skiers - typically ride in the traffic lane which is very unsafe. This is even worse given that several large hills along this road result in limited sight lines. It is not unusual for a motorist to crest the top of a hill, only to find a cyclist in the lane ahead. It is a wonder there have not been many serious accidents here, and the risk is increasing with additional houses and thus motorists in the area. Additionally, parking and other improvements to be constructed in 2022 at the south end of Potter Marsh will likely result in increased motorist and non-motorized uses, exacerbating this situation. Another option to improve safety here would be to consider closing Old Seward Hwy to vehicles, south of Tideview, except in an emergency, or to make one lane for vehicle traffic one way, and the other for non-motorized users.

### **Are there any pedestrian related safety concerns in or near the project location?**

Yes

### **What are the pedestrian related safety concerns?**

Similar to cyclists, pedestrians, including dog walkers typically walk in the traffic lane which is very unsafe. This is even worse given that several large hills along this road result in limited sight lines. It is not unusual for a motorist to crest the top of a hill, only to find a walker, jogger, or dog on or off a leash in the lane ahead. It is a wonder there have not been many serious accidents here, and the risk is increasing with additional houses and thus motorists in the area. Additionally, parking and other improvements to be constructed in 2022 at the south end of

Potter Marsh will likely result in further increased motorist and non-motorized uses, exacerbating this unsafe situation.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

As above, but from the vehicle side, pedestrians, cyclists, and other non-motorized users frequent this roadway. Vehicles swerving to avoid them, with no shoulder on either side, will end up in the ditch or in on-coming traffic - definitely an unsafe condition. Once the road is repaved this year, vehicles are likely to increase their speed again, creating further safety issues for all.

**Are there any safety concerns related to emergency response in or near the project location?**

Yes

**What are the emergency response related safety concerns?**

As above, emergency vehicles have to swerve if non-motorized users are in the road. They are likely to be traveling at higher speeds making such maneuvers even riskier.

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

This would provide a safer route for non-motorized users to access adjacent neighborhoods.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Currently there are no designated bikeways in southeast Anchorage. This is one of the only flat, paved roads in this part of southeast Anchorage; it is surrounded by steep roads, many unpaved that are too challenging for many cyclists and pedestrians.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

The pedestrian network would be vastly improved in becoming much safer here, likely drawing new users, as well as improving the use of existing users. Unfortunately, ADA accessibility would be problematic, given the area's hilly terrain. Providing an unpaved route here for non-motorists could make this project economical, while an ADA accessible route would present many engineering hurdles and likely be cost-prohibitive.

**Is the project expected to reduce transit vehicle delay?**

No

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

There is no public transit in this area. The project's primary purpose is to benefit non-motorists, and to make it safer for both non-motorized and motorized users.

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

No

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

The area is surrounded by large lot, residential development, the Anchorage Coastal Wildlife Refuge, and Heritage Land Bank acreage designated as Open Space.

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

No

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

While the project may decrease some motorized use as those people find a recreation option closer to home, it may increase other motorized use by drawing more people to use this safer bike/pedestrian trail.

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

No

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

As above, it is more likely to be a wash - decreasing motorized use by some, but possibly slightly increasing it by others.

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

No

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Currently non-motorized users move back and forth between the narrow, paved roadway and the adjacent dirt, often balancing between the ditch and a crumbling edge of pavement. A designated, graded trail would be a vast improvement!

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

In developing this trail, it may be possible to incorporate bio swales, use bio-degradable coir logs, or other natural solutions to improve adjacent drainage.

**Is the project expected to improve transit stops?**

No

**How is the project expected to improve transit stops?**

**Project moved to TAP category for  
Scoring**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:28 PM

### **Date**

February 14, 2022

### **Time**

11:11

### **Project Information**

#### **Project Name**

Hidden Treasure pathways: develop forgotten easements to close gaps in our non-motorized network

#### **Name of Person Submitting the Nomination**

Nancy Pease

#### **Affiliation**

several

#### **Phone Number**

907 345 8738

#### **Email Address**

nancypease2@gmail.com

## Description of Project or Program

### In your own words, briefly describe the proposed purpose of the project.

Hidden Treasure pathways: inventory and development of forgotten pathways that were platted or reserved but never built. This project begins with inventory and scoping of unused easements; then surveys, signage, and field work on new pathways. Undeveloped easements are a highly efficient way to connect the active transportation network. New through-routes and short-cuts will encourage walking and biking in lieu of driving. These easements offer safe, fast, and pleasant travel separated from traffic. These connections support public health, equity, and neighborhood vitality. Hidden easements exist all over Anchorage. The inventory and scoping will determine which projects should be built. Possible examples: south coastal access; Campbell Lake access; a ROW from Bainbridge Road to DeArmoun Road; connections from Golden View Drive to Bear Valley School; connections from cul-de-sacs to the Potter Highlands trail. Your map won't depict multiple locations. Need alternative.

### Draw a line to represent the general path of your project.



## CRITERIA: Safety

**Are there any truck (freight) related safety concerns in or near the project location?**

No

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

The inventory and scoping element of the Hidden Treasure Pathways will reveal numerous safety opportunities across town. The example projects in this application will divert bicyclists from prohibitively hazardous road segments such as the crash-prone Dearthmoun Road curve, crash-prone Golden View intersection, and steep parts of Rabbit Creek Road.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

The inventory of hidden easements will reveal numerous safety opportunities throughout town. The example projects in this application will divert pedestrians from hazardous road segments such as blind hairpin curves on Potter Valley Road, the crash-prone Dearthmoun Road curve, crash-prone Golden View intersection, steep parts of Rabbit Creek Road, and roads with a lot of fast through-traffic. Projects cited as examples in this application would support alternative transportation to South High School, Golden View Middle School, and Bear Valley School, which all have high student pick up/drop off, and teenage drivers, which diminishes vehicular travel safety. An existing example of how an off-road connection works is an existing 30-yard easement from Belmont Drive between two properties to West High School. Every school in town could benefit from development of hidden easements that would allow children to walk directly to and from neighborhoods on non-vehicular connections.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

### **What are the vehicular related safety concerns?**

The inventory of hidden easements will reveal which areas have vehicular safety concerns that new pathway connections can mitigate. The examples in this application include congested school zones and roadways with steep slopes, poor sightlines, and dangerous curves with inherent vehicle hazards. Projects cited as examples would support alternative transportation to areas of vehicle safety concern (and regular crashes) around South High School, Golden View Middle School, and Bear Valley School. Many Anchorage schools have a high student pick up/drop off, and teenage drivers, which diminishes vehicular travel safety. Many schools could benefit from development of hidden easements that would allow children to walk directly to and from neighborhoods on non-vehicular connections.

### **Are there any safety concerns related to emergency response in or near the project location?**

Yes

### **What are the emergency response related safety concerns?**

Hidden Treasure easements will provide non-motorized escape routes and short-cuts that could be used by small vehicles in cases of wildfire, police blocks, earthquakes, or similar emergencies where the road system may be temporarily blocked to the public. These easements are within and between neighborhoods and community destinations. They do not create new emergency response difficulties deep within parks or natural areas.

### **CRITERIA: Mobility**

#### **Is the project expected to reduce vehicular congestion?**

Yes

#### **How is the project expected to reduce vehicular congestion?**

The inventory of Hidden Treasure easements and unused ROW will reveal specific congestion reductions. Several examples in this application would alleviate the acute congestion created

by school-related driving. Safe walk- and bike-to-school routes will shift people away from driving, especially direct, fast connections along off-the-road corridors.

**Is the project expected to improve truck (freight) movement?**

No

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Upgrading and signage of NEW, direct connections keep will bicyclists off hazardous roadways and intersections. Bicyclists with disabilities or low skills will be empowered to use these safe connections. There are several north-south connections possible off of the main roadways, which is a particular weakness in commuter biking from South Anchorage. The physical improvements will depend on each Hidden Treasure that is chosen for development. Several pathways can be accomplished by signage and removal of encroachments or vegetation. Others need mechanical grading of an unsurfaced 6 to 8 foot-wide path. Some will need bollards or boulders to deter vehicle use.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Upgrading and signage of NEW, direct connections that will shorten travel and keep pedestrians off hazardous roadways and intersections. Pedestrians with disabilities or low skills will be empowered to use these safe connections. The physical improvements will depend on each

Hidden Treasure that is chosen for development. Several can be accomplished by signage and removal of encroachments or vegetation. Others need mechanical grading of an unsurfaced 6 to 8 foot-wide path.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

No

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Residential, parks, other open space, schools, other community facilities, town and neighborhood commercial centers

**Is the project expected to promote or include transit improvements?**

No

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

New non-motorized connections will reduce vehicular particulates and emissions by replacing vehicle trips with pedestrian and bicycle trips. Fewer vehicle miles traveled, and less traffic congestion both improves air quality.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

New non-motorized connections will replace vehicle trips with pedestrian and bicycle trips. The example projects include school-related travel. This mode shift is especially valuable for students, as the early example of non-motorized travel for youth can become a life-long habit.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

Reduction of greenhouse gas emissions of 50 percent by 2030 requires a robust mode shift to reduce VMT. Hidden Treasure connections are a powerful incentive to walk or ride instead of driving: they create short, safe, pleasant connections off the main roadway, and may even be the fastest travel alternative in congested areas. Completion of the non-motorized “grid” is a high inducement for increased mode shift to biking and walking. In addition, mode shift to active transportation also relieves the demand for lane and intersection expansion. This reduces the amount of asphalt and the emissions created by traffic delays. It also incorporates recreation into daily life, reducing the amount of driving to recreation sites.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

No

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

### **How is the project expected to improve sidewalk or off-street facilities?**

This project will identify and develop NEW off-the-roadway connections. These are legally-platted short-cuts and direct routes that the public doesn't know exist. They will make non-motorized travel safe, convenient, and physically possible for the first time for many residents, especially the young, the old, and the less physically able who need to avoid busy roadways.

### **Is the project expected to implement natural based solutions?**

Yes

### **Which nature based solutions is the project expected to implement?**

Hidden Treasure pathways are mostly short connections and relatively narrow (compared to roads). They will need minimal use of built infrastructure unless there is a stream crossing. Some trails can be built with native materials for the tread, and the drainage can be captured by native terrain and vegetation. There will not be a flush of run-off into the stormwater system. These pathways offer an important nature-based solution for better public health and neighborhood cohesion by getting people to switch to active transportation and by connecting neighborhoods.

### **Is the project expected to improve transit stops?**

No

### **How is the project expected to improve transit stops?**

**Project already underway by AMATS,  
MOA, or DOT&PF or being considered  
as part of another project Underway**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: January 31, 2022 10:54 AM

### **Date**

January 31, 2022

### **Time**

10:30

### **Project Information**

#### **Project Name**

Lake Otis Pkwy Surface Rehab - Abbott Rd to Huffman Rd

#### **Name of Person Submitting the Nomination**

Julie Coulombe

#### **Affiliation**

Huffman/O'Malley Community Council

#### **Phone Number**

9077484377

#### **Email Address**

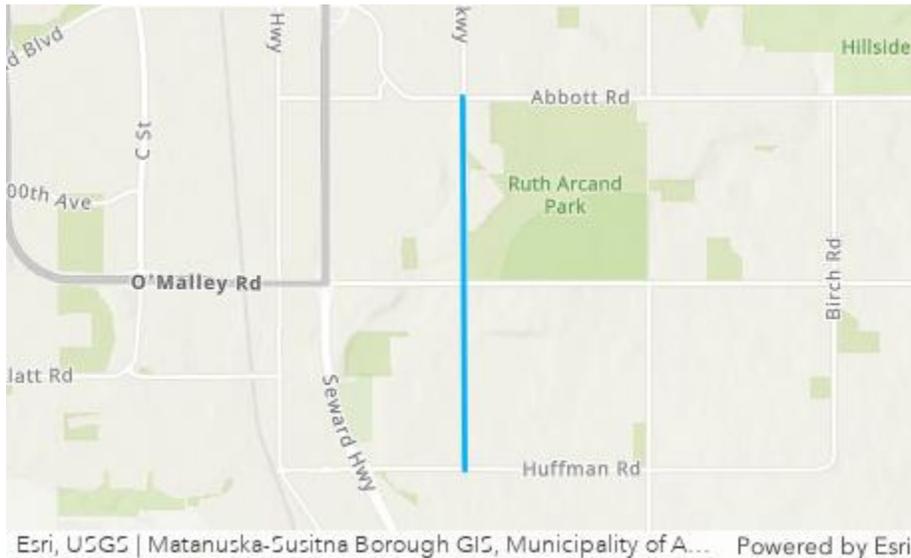
coulombe.julie@yahoo.com

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

Cost: \$8,500,000.00 Funds on Hand: \$500,000.00 Additional Funds Required: \$8,000,000.00  
Need: The road surfaced bike path is experiencing rutting and frequent pot holing. These issues impact safety and increase maintenance expense. The project need was identified by Street Maintenance. Many segments on this collector were rated in serious condition by the 2020 GASB survey. Project Scope: Resurface the roadway and bring pedestrian facilities into ADA compliance. Project Status: 2021 road bonds funded a design start. Recommendation of Award prepared for Kinney Engineering. Street Maintenance did some skin patching to make the road safer until the rehab can be done.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

Pedestrian Facilities are not in ADA compliance.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Pedestrian Facilities are not in ADA compliance.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

The road surface has rutting and frequent pot holing. It often proves unsafe to drive in snow and rain conditions.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

## **CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

Less potholes and a flatter road surface will decrease vehicles slipping and having to slow down resulting in increasing traffic flow.

**Is the project expected to improve truck (freight) movement?**

Yes

**How is the project expected to improve truck (freight) movement?**

Less potholes and a flatter road surface will decrease vehicles slipping and having to slow down resulting in increasing traffic flow.

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Pedestrian Facilities are not in ADA compliance. It would make necessary improvements to an existing separated path.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

Pedestrian Facilities are not in ADA compliance. It would make necessary improvements to an existing separated path.

**Is the project expected to reduce transit vehicle delay?**

Yes

**How is the project expected to reduce transit vehicle delay?**

Less potholes and a flatter road surface will decrease vehicles slipping and having to slow down resulting in increasing traffic flow.

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Unknown

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

The road is surrounded by residential areas, three schools, churches and baseball fields. It's important to have a safe road way to allow families, individuals and buses to use a road free of pot holes and rutting.

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

By providing a well maintained bike path separate from the road, it encourages students and other individuals to walk or ride a bike instead of using their car.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

**How is the project expected to improve systemwide VMT?**

By providing a well maintained bike path separate from the road, it encourages students and other individuals to walk or ride a bike instead of using their car.

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

By providing a well maintained bike path separate from the road, it encourages students and other individuals to walk or ride a bike instead of using their car.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

The road surface has rutting and frequent pot holing. It often proves unsafe to drive in snow and rain conditions. Repaving will both repair the rutting and pot holes, but also improve the conditions overall.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

Pedestrian Facilities are not in ADA compliance. It would make necessary improvements to an existing separated path.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 6, 2022 6:47 PM

### **Date**

February 5, 2022

### **Time**

19:54

### **Project Information**

#### **Project Name**

MTP #110 & TIP #RDY00001-Fireweed Lane Rehabilitation - Spenard Road to Seward Highway

#### **Name of Person Submitting the Nomination**

none

#### **Affiliation**

Rogers Park Community Council - Transportation Committee

#### **Phone Number**

none

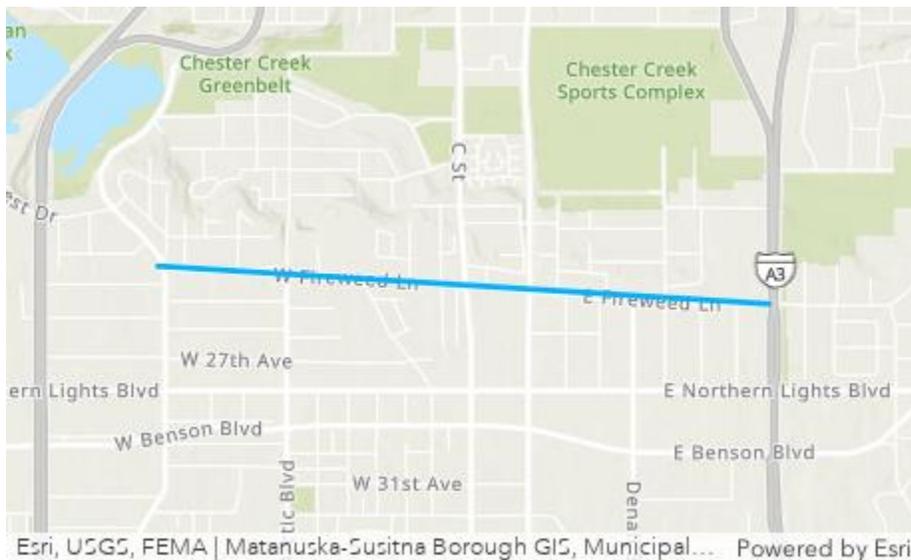
#### **Email Address**

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This 2040 MTP "Short-Term Priority" project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway, changing it from 4 lanes to 3 lanes (2 lanes with a center turn lane). Non-motorized improvements-see AMATS Non-Motorized Plan (NMP) are also included. This project was highly ranked in the 2021 Rogers Park Community Council (RPCC) Capital Projects survey for State of Alaska projects. The proposed Complete Streets approach presented in the NMP would provide a much-needed improvement to Midtown business access to and from our council neighborhood. This project is also critically important to winter non-motorized users. Maintenance personnel state that the sidewalks are not wide enough for pathway-sized snow plows, so graders must be used. The sidewalks are infrequently cleared of snow, so pedestrians and even people in wheelchairs use the street as a de facto sidewalk in winter. The current TIP budget is \$1M in 2019, \$2.5M in 2021, yet no work has been done.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There are no shoulders, no separated pathways, and no protected bike lanes on either side of Fireweed. In addition, in the winter, road graders use the adjacent sidewalks for snow storage, and snow remains on the sidewalks for weeks after storms, even in the vicinity of the schools. Maintenance staff state that the sidewalks are too narrow for their pathway snow removal vehicles to clear. Bicyclists have no alternatives to riding in the traffic lanes.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Road graders use the adjacent sidewalks for snow storage, and snow remains on the sidewalks for weeks after storms, even in the vicinity of the schools. Maintenance staff state that the sidewalks are too narrow for their pathway snow removal vehicles to clear. Pedestrians are often seen walking in the street. Also, according to North Star Community Council, Fireweed Lane sidewalks are not ADA-compliant. The proposed project would provide ADA-compliant facilities.

**Are there any vehicular related safety concerns in or near the project location?**

Unknown

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

According to the Non-Motorized Plan (NMP), Fireweed is a high-priority bicycle corridor, is in a region of high demand, and in an area of higher relative equity need. The NMP recommends a Separated Bikeway along Fireweed.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

According to North Star Community Council, Fireweed Lane sidewalks are not ADA-compliant. The proposed project would provide ADA-compliant facilities.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

According to the 2040 MPT project 110 summary, a key land use feature of this project is that it is in a reinvestment focus area.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

N/A: this comment box erroneously is required when "No" is checked in response to the "is this project in the Chugiak/Eagle River area" question.

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

According to the NMP, this project is in a 2040 LUP transit-supportive development area.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

**How is the project expected to help implement the MOA Climate Action Plan?**

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Unknown

**How is the project expected to improve roadway pavement conditions?**

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

See previous comments.

**Is the project expected to implement natural based solutions?**

Unknown

**Which nature based solutions is the project expected to implement?**

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 11, 2022 3:47 PM

### **Date**

February 11, 2022

### **Time**

15:27

### **Project Information**

#### **Project Name**

Fireweed Lane MTP Project 110

#### **Name of Person Submitting the Nomination**

Diana Rhoades

#### **Affiliation**

Anchorage Park Foundation

#### **Phone Number**

5209824178

#### **Email Address**

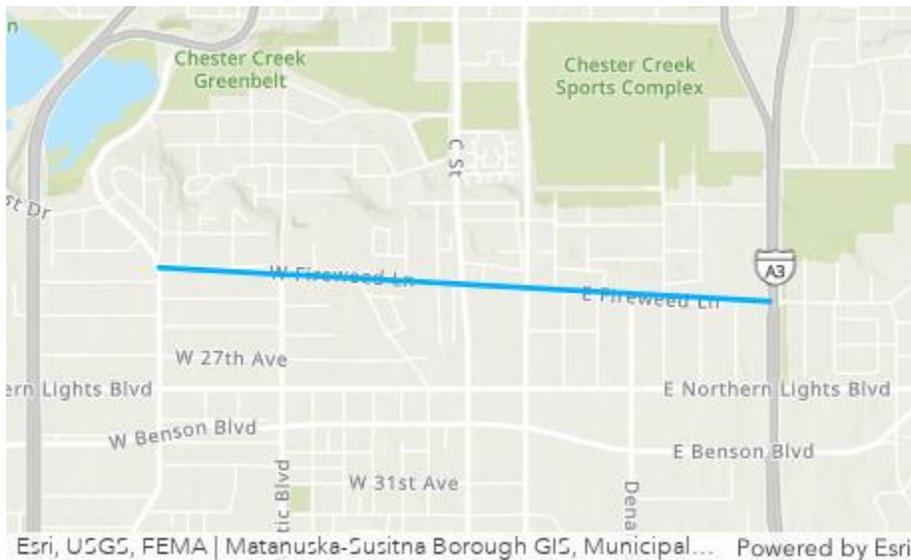
Diana@anchorageparkfoundation.org

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet. Changing Fireweed from 4 lanes to 3 lanes (2 with a center turn lane). We are particularly excited about the non-motorized improvements for this priority pedestrian corridor. We need a Safe Route to School for the many kids walking from Stellar, North Star Elementary, Idea Home School, Holy Rosary Academy and the Gateway School and Learning Center. Purpose: Preservation of Existing Facility, Transportation System Management, and Connectivity. Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts or potential local and national significance Key Land Use Features: Reinvestment Focus Area

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There is no bicycle path and limited winter snow removal on pedestrian paths on this street. People walk and bike in the street.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

There are many businesses and driveways that intersect the sidewalk causing unsafe hazards for pedestrians. There is limited snow removal on the sidewalks and people walk in the street.

**Are there any vehicular related safety concerns in or near the project location?**

Yes

**What are the vehicular related safety concerns?**

I believe this is on the Net Zero list of pedestrian streets needed to be improved for safety.

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Unknown

**How is the project expected to reduce vehicular congestion?**

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

Fireweed is included in the Non-Motorized plan as a priority for pedestrians and bicyclists.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

The road diet will allow more space for bike lanes and sidewalks.

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Main Street Corridor and Community Facility/Institution (Public and Private Schools)

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

Key Land Use Features: Reinvestment Focus Area

**Is the project expected to promote or include transit improvements?**

Yes

**How is the project expected to promote or include transit improvements?**

It would improve existing bus stops and sidewalks.

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Unknown

**How is the project expected to improve air quality?**

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Unknown

## **How is the project expected to help implement the MOA Climate Action Plan?**

### **CRITERIA: Preservation**

#### **Is the project expected to improve roadway pavement conditions?**

Yes

#### **How is the project expected to improve roadway pavement conditions?**

MTP 2040 states that it would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet. Changing Fireweed from 4 lanes to 3 lanes (2 with a center turn lane). Purpose: Preservation of Existing Facility, Transportation System Management, and Connectivity. Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts or potential local and national significance

#### **Is the project expected to improve sidewalk or off-street facilities?**

Yes

#### **How is the project expected to improve sidewalk or off-street facilities?**

MTP 2040 states that it would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet. Changing Fireweed from 4 lanes to 3 lanes (2 with a center turn lane). Purpose: Preservation of Existing Facility, Transportation System Management, and Connectivity. Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts or potential local and national significance

#### **Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

This is a great idea that would be supported by our organization.

**Is the project expected to improve transit stops?**

Yes

**How is the project expected to improve transit stops?**

We would strongly support improving the transit stops as part of the road diet.

## **Complete Streets / Major Infrastructure (Corridor)**

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:24 PM

### **Date**

February 14, 2022

### **Time**

14:46

### **Project Information**

#### **Project Name**

Fireweed Lane Complete Streets Road Diet (Seward Highway to Spenard Road)

#### **Name of Person Submitting the Nomination**

Joni Wilm

#### **Affiliation**

AMATS - Senior Transportation Planner

#### **Phone Number**

907.343.7957

#### **Email Address**

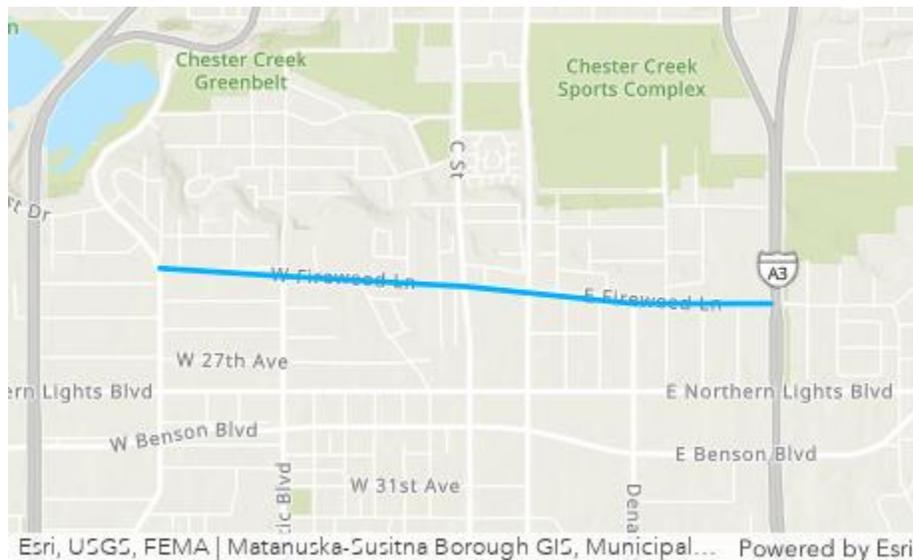
joni.wilm@anchorageak.gov

#### **Description of Project or Program**

**In your own words, briefly describe the proposed purpose of the project.**

This project proposes the removal of a travel lane to provide room for enhanced bicycle and pedestrian facilities within the right of way. This could include a buffered 5 foot bicycle lane or a raised 5 foot cycle track with widened 6 foot sidewalks. There is also an opportunity for a speed reduction or road reclassification to a collector, given the AADT is lower than what is needed for arterial status. Fireweed Lane is an important east/west connection in the non-motorized network, a primary commercial corridor and houses two schools, North Star School and Stellar Elementary School. Existing non-motorized facilities are limited to 4 foot sidewalks on both sides, interrupted by frequent curb cuts. Crossings are far apart and pedestrians are frequently jaywalking in this area. In addition, lack of proper winter maintenance also poses serious safety hazards during the winter months. This project will alleviate most or all of these issues.

**Draw a line to represent the general path of your project.**



**CRITERIA: Safety**

**Are there any truck (freight) related safety concerns in or near the project location?**

Unknown

**What are the truck (freight) related safety concerns?**

**Are there any bicycle related safety concerns in or near the project location?**

Yes

**What are the bicycle related safety concerns?**

There is no dedicated bicycling space along this road. The sidewalk proposes safety hazards such as frost heaves, utility poles, pot holes and numerous driveways and curb cuts. Due to the speed of vehicles along this arterial, bicyclist do not have a place to bike that feels safe and comfortable.

**Are there any pedestrian related safety concerns in or near the project location?**

Yes

**What are the pedestrian related safety concerns?**

Sidewalks are too narrow and there is not a comfortable separation between the sidewalk and the high speed roadway. The sidewalk proposes safety hazards such as frost heaves, utility poles, pot holes and numerous driveways and curb cuts. This roadway is not ADA compliant and poses many safety hazards for pedestrians. Because of the two schools located near the corridor there is a higher safety risk to pedestrians during peak school hours.

**Are there any vehicular related safety concerns in or near the project location?**

Unknown

**What are the vehicular related safety concerns?**

**Are there any safety concerns related to emergency response in or near the project location?**

Unknown

**What are the emergency response related safety concerns?**

**CRITERIA: Mobility**

**Is the project expected to reduce vehicular congestion?**

Yes

**How is the project expected to reduce vehicular congestion?**

A traditional road diet from a bidirectional four lane road to a three lane road with a turning lane in the middle had been proven to reduce traffic congestion and improve traffic flow while creating a safer turning environment for vehicles.

**Is the project expected to improve truck (freight) movement?**

Unknown

**How is the project expected to improve truck (freight) movement?**

**Is the project expected to improve the bicycle network?**

Yes

**How is the project expected to improve the bicycle network?**

The project will provide a separated protected bicycle facility on both sides of the corridor.

**Is the project expected to improve the pedestrian network and ADA accessibility?**

Yes

**How is the project expected to improve the pedestrian network and ADA accessibility?**

The project will provide improved, widened sidewalks on both sides of the corridor. In addition, the project will update ADA accessibility to best practice standards

**Is the project expected to reduce transit vehicle delay?**

Unknown

**How is the project expected to reduce transit vehicle delay?**

**Why is the project NOT expected to reduce transit vehicle delay?**

**CRITERIA: Economic**

**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

This project is adjacent to city center, town center and neighborhood centers as well as multiple residential districts growth supporting features in the 2040 Land Use Plan.

**Is the project located in the Chugiak - Eagle River Area?**

No

**Please identify the Land Uses associated with this project.**

City Center, Town Center, Neighborhood Center, Multi-family and Single Family Residential

**Is the project expected to promote or include transit improvements?**

Unknown

**How is the project expected to promote or include transit improvements?**

**CRITERIA: Environment**

**Is the project expected to improve air quality?**

Yes

**How is the project expected to improve air quality?**

By improving walking and biking facilities it will have the effect of lessening vehicle traffic which will improve air quality.

**Why is the project NOT expected to improve air quality?**

**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Unknown

**How is the project expected to improve systemwide VMT?**

**Why is the project NOT expected to improve systemwide VMT?**

**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

**How is the project expected to help implement the MOA Climate Action Plan?**

By improving walking and biking facilities it will have the effect of lessening vehicle traffic which will improve air quality.

**CRITERIA: Preservation**

**Is the project expected to improve roadway pavement conditions?**

Yes

**How is the project expected to improve roadway pavement conditions?**

The road diet will include new pavement and pavement rehabilitation.

**Is the project expected to improve sidewalk or off-street facilities?**

Yes

**How is the project expected to improve sidewalk or off-street facilities?**

New widened sidewalks are proposed in this project on both sides of the corridor.

**Is the project expected to implement natural based solutions?**

Yes

**Which nature based solutions is the project expected to implement?**

This project is ideal for nature based stormwater treatment facilities such as bioswales, etc.

**Is the project expected to improve transit stops?**

Unknown

**How is the project expected to improve transit stops?**