

FINAL REPORT

Chugach Way Area Transportation Elements Study

MOA Contract #2020PO20

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EXECUTIVE SUMMARY

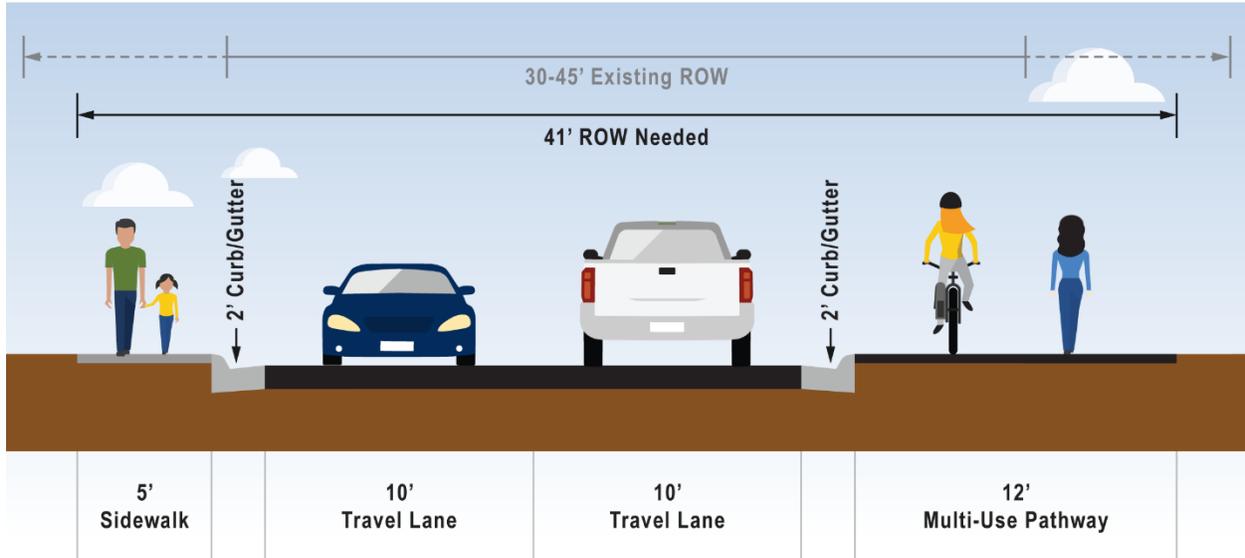
The Chugach Way Area Transportation Elements Study developed and evaluated alternatives for improving Chugach Way and the overall project area in Spenard by building on findings from the previously completed Chugach Way Reconnaissance Study. This study included an existing conditions analysis, policy and plan review, public involvement, and considerations for future roadway and multi-modal facilities along Chugach Way and other project area opportunities.

Chugach Way has a limited 30 to 50-foot right-of-way, no facilities for non-motorized users, and overhead utilities that likely require relocation for road development. The project area is within a Reinvestment Focus Area, and most of the land surrounding Chugach Way is owned by two landowners. Most of the population of 850 people are people of color, low-income, and renters. One-third of the total average traffic volume is cut-through traffic, and the Wilson Street and Indiana Street intersections have elevated crash rates.

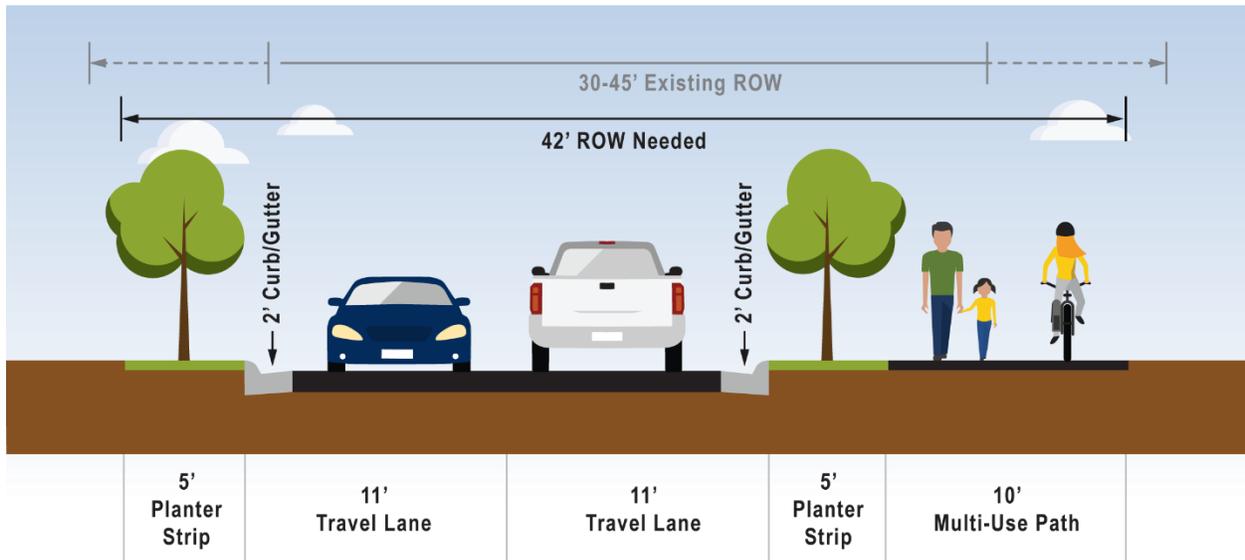
Non-motorized improvements on Chugach Way are included in the Spenard Corridor Plan and the Municipality of Anchorage Non-Motorized Transportation Plan, and increasing non-motorized safety and comfort follows the goals set in the Complete Streets Policy and Vision Zero Action Plan. Non-motorized facilities also help create a broader network together with improvements proposed in the ongoing Spenard Road Rehabilitation project and existing facilities on Arctic Boulevard. Feedback from stakeholders indicated a high priority for improving facilities for people walking and biking, installing traffic calming features, providing adequate snow storage, and minimizing the need for resource-intensive street maintenance.

Seven cross-section alternatives were developed, which included combinations of lane, shoulder, sidewalk, bicycle lane, multi-use path, and planter strip features, all of varying widths. Alternatives were evaluated based on multi-modal safety and comfort, slower vehicle speeds and minimizing cut-through traffic, right-of-way impacts, snow removal operations, and improving emergency vehicle access. Additional criteria with lower score weights included non-motorized connectivity, landscaping maintenance, and aesthetics and placemaking.

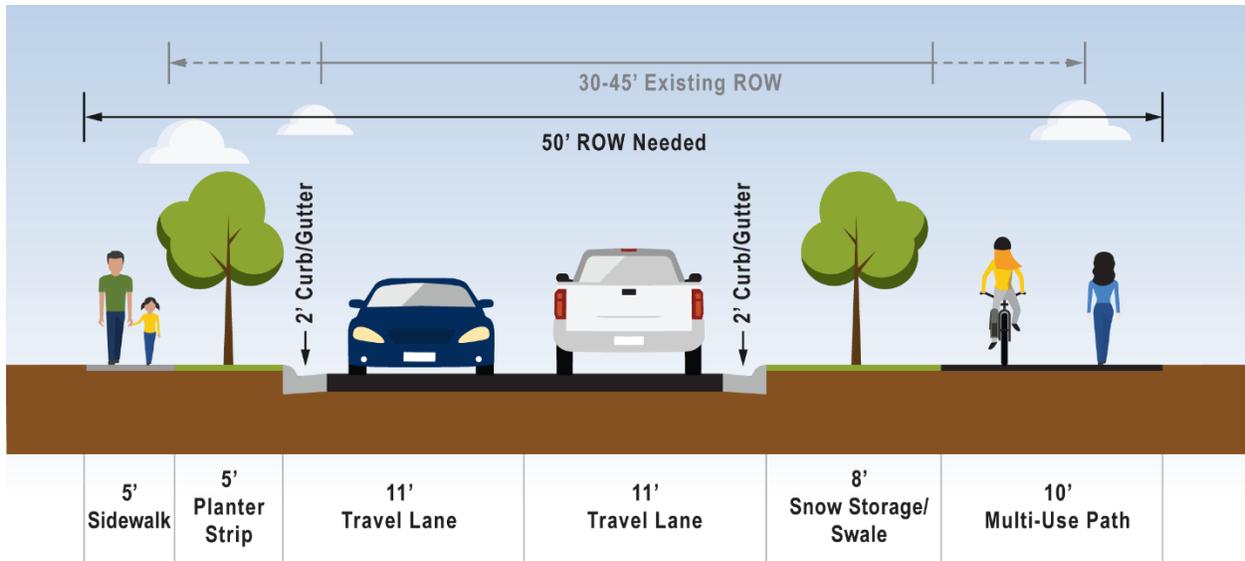
The “Multi-modal Love” (multi-use path and sidewalk without planter strips), “Denali Peak” (multi-use path only with planter strips), and “Windmill Windfall” (multi-use path and sidewalk with planter strips) alternatives received the highest scores based on the evaluation methodology used in this study. For traffic calming options, raised intersections reduce vehicle speeds and volumes, received positive feedback from the stakeholders, and are consistent with existing traffic calming features in the broader area. Project area opportunities include multi-modal connections along Wilson Street, Cope Street, and Indiana Street, installation of crosswalks at Spenard Road and Arctic Boulevard, a greenbelt along Fish Creek, and dedicated off-street snow storage areas.



"Multi-modal Love" Cross-section Alternative



"Denali Peak" Cross-section Alternative



“Windmill Windfall” Cross-section Alternative

The next steps are for the Municipality of Anchorage to pursue funding for the design and construction of improvements to Chugach Way as a part of a design study report that would involve further stakeholder engagement and in-depth analysis of impacts to right-of-way, utilities, street maintenance, and emergency vehicle access. The design phase should follow the Context Sensitive Solutions process and may require coordination with the Municipality of Anchorage Municipal Engineer or Municipal Traffic Engineer for approval of design exceptions and variations. Finally, the Municipality of Anchorage should continue to work with adjacent landowners to pursue opportunities for project area improvements.

1.0 INTRODUCTION

Anchorage Metropolitan Area Transportation Solutions (AMATS), in partnership with the Long-Range Division of the Municipality of Anchorage (MOA) Planning Department, has contracted with DOWL to prepare the Chugach Way Area Transportation Elements Study. The study consists of a comprehensive analysis of existing conditions, alternatives development, and considerations for future roadway and multi-modal facilities along Chugach Way and for other project opportunities, such as traffic calming, multi-modal connectivity throughout the study area, a greenbelt, and snow storage and parking facilities. The study area is bounded to the north by 36th Avenue, to the east by Arctic Boulevard, to the south by E. 40th Avenue, and to the west by Minnesota Drive and Spenard Road, as shown in Figure 1.

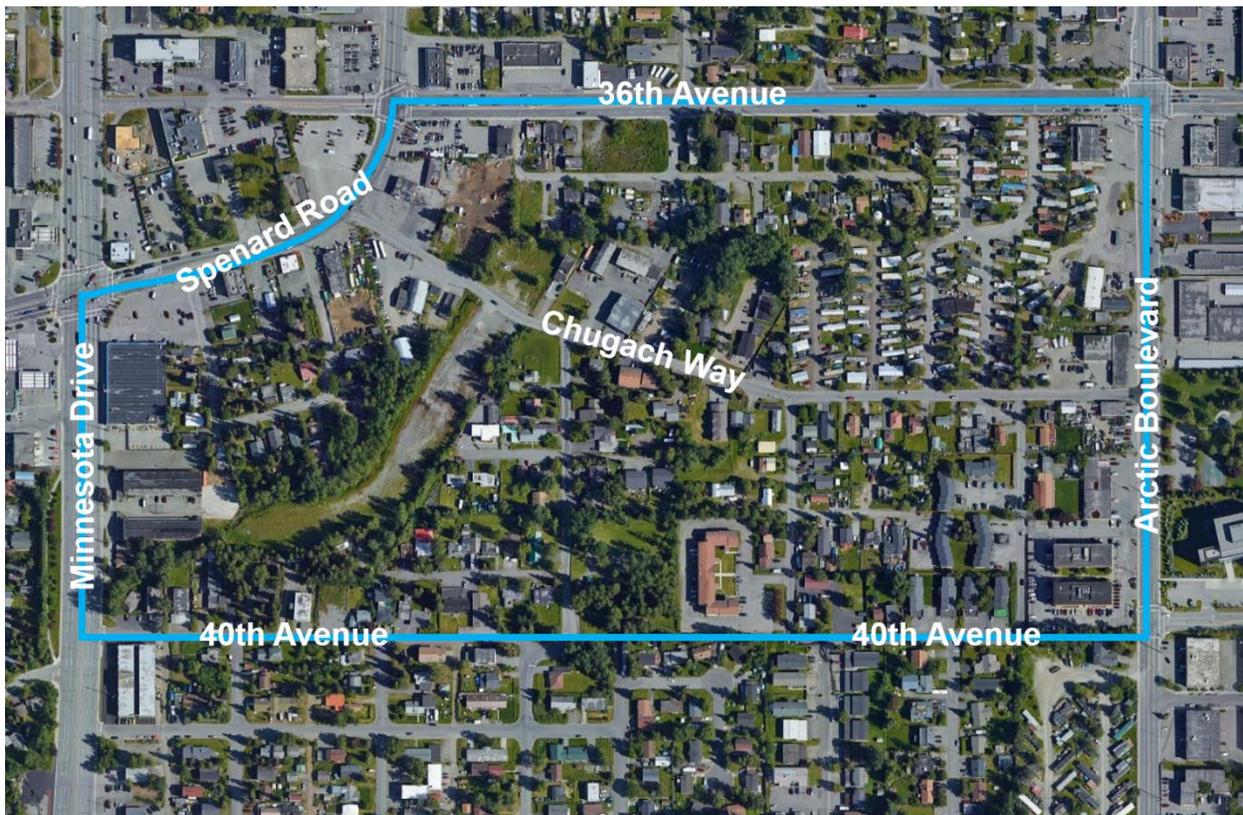


Figure 1: Study Area

The Chugach Way area is evolving and has been identified as a Reinvestment Focus Area (RFA) by the Anchorage 2040 Land Use Plan (2040 LUP)¹. Major multifamily and mixed-use developments are under construction or in the planning phases. Cook Inlet Housing Authority (CIHA) has started construction on a mixed-use development at the intersection of the west end of Chugach Way and Spenard Road, and Midtown Center, LLC has plans for a mixed-use

¹ Anchorage 2040 Land Use Plan. Municipality of Anchorage. 2017.
https://www.muni.org/Departments/OCPD/Planning/Publications/Documents/Anchorage%202040%20Land%20Use%20Plan/Anchorage_2040_LUP_Adopted_9-26-17.pdf

development on their property located on the north side of Chugach Way near the east end. Traditional neighborhood design exists in the area south of Chugach Way, flanked by Spenard Road and Arctic Boulevard. These surrounding neighborhoods rely on Chugach Way for connectivity to Spenard Road and Arctic Boulevard, due to the lack of connecting streets that extend west to east in the area. Chugach Way is a narrow, strip-paved road that lacks any non-motorized infrastructure and is used by cut-through traffic that makes neighborhood road users feel less safe. The Chugach Way corridor represents a key location for connecting the lively Spenard Road corridor with employment centers, parks, and other midtown civic amenities to the east. Upgrades to Chugach Way, along with greater connectivity within the project area, are long overdue, especially with the anticipated major influx of new residents in the coming years.

Area stakeholders have provided input as part of past studies and planning efforts to help sculpt the change within their community. They expressed a desire for something new that centers non-motorized safety and comfort while tying into the strong sense of place that makes the Spenard area unique. Upgrades to the Spenard Road corridor have been completed along the northern portion of Spenard Road and the central portion of Spenard Road upgrades are currently in design. The Chugach Way Area Transportation Elements Study continues the collaborative vision for the area between community stakeholders, the MOA, and other affected agencies. It will further the revitalization efforts for this area by providing transportation improvements specifically outlined in the 2040 LUP, 2012 West Anchorage District Plan (WADP)², 2020 Spenard Corridor Plan (SCP)³, and the 2019 Chugach Way Reconnaissance Study (CWRS)⁴.

This study is intended to build on prior research and ideas included in the SCP and CWRS, especially focusing on ways to tie together transportation elements on Chugach Way with other opportunities within the project area, such as multi-modal connectivity, greenbelts, gateways, and snow storage. The project will provide recommendations for the Chugach Way cross-sections that are developed based on community input along with technical considerations. By implanting improvements along Chugach Way and within the project area, the foundation will be set to further the goals and objectives of the previous studies and plans that have been completed for the area.

This study began with an assessment of existing conditions and a review of applicable transportation and land use plans and policies. After engagement with institutional and residential stakeholders, the project team developed and evaluated alternatives for cross-sections, traffic calming options, and other project area opportunities (Figure 2).

² *West Anchorage District Plan*. Municipality of Anchorage. 2012.

<https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/WestAnchorageDistrictPlan.aspx>

³ *Spenard Corridor Plan*. Municipality of Anchorage and Anchorage Metropolitan Area Transportation Solutions. 2020. <https://www.muni.org/Departments/OCPD/Planning/Projects/Pages/Spenard-Corridor-Plan.aspx>

⁴ *Chugach Way Reconnaissance Study*. Municipality of Anchorage. 2019.

<https://www.muni.org/Departments/OCPD/Planning/Projects/Pages/Chugach-Way-Reconnaissance-Study.aspx>

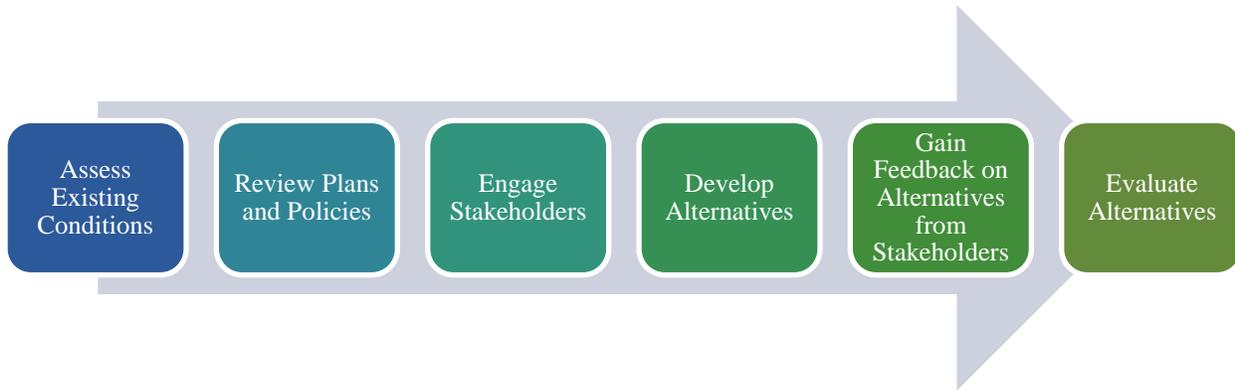


Figure 2: Methodology

2.0 EXISTING CONDITIONS

2.1 Built Features

2.1.1 Right-of-Way

Chugach Way has limited right-of-way (ROW). Based on available plats and the MOA Grid maps, the ROW measures 30 to 50 feet in width (Figure 3). This places a constraint on space to develop transportation facilities, particularly facilities for walking and bicycling. This is significantly narrower than the minimum standard for modern local streets, which is 50 to 60 feet as outlined in the Official Streets and Highway Plan (OS&HP)⁵.

2.1.2 Existing Roadway Layout

Chugach Way is a two-lane local road with one lane in each direction (Figure 4). Except for its termini at Spenard Road and Arctic Boulevard, Chugach Way is free flow with intersecting streets being stop-controlled. Three residential streets (Wilson Street, Cope Street, and Indiana Street) intersect with Chugach Way to the south. Driveways for the L and L Trailer Court and Kathy O Estates Trailer Court access Chugach Way from the north. East-west access to Chugach Way is provided at the intersections of Spenard Road and Arctic Boulevard. The intersections of Chugach Way with Spenard Road and Arctic Boulevard are both “T” intersections with minor street stop control, where Chugach Way is the stop-controlled movement.

At the Spenard Road intersection, Spenard Road is a four-lane roadway with no left-turn pockets. The intersection is located on the outside of the curve, 200 feet southwest of the signalized intersection of Spenard Road and W. 36th Avenue, and approximately 600 feet northeast of the signalized intersection of Spenard Road and Minnesota Drive.

Arctic Boulevard is a two-lane roadway with one lane in each direction and a two-way center left-turn lane. The intersection with Chugach Way is located approximately 350 feet south of the signalized intersection of W. 36th Avenue and Arctic Boulevard, and 350 feet north of the signalized intersection of W. 40th Avenue and Arctic Boulevard. The two-way center left-turn lane provides storage for turning movements from Arctic Boulevard.

2.1.3 Existing Non-Motorized Facilities

There are no formal accommodations on Chugach Way for pedestrians or bicyclists, except for the portion of Chugach Way that is adjacent to the CIHA development at the intersection of Spenard Road and Chugach Way (Figure 5). In all other locations, pedestrians and bicyclists share the traffic lanes with motorized vehicles. The narrow ROW limits space for pedestrians and bicyclists to separate from vehicles, which decreases non-motorized travel comfort levels. The northern extent of the study area, 36th Avenue, has a sidewalk facility for pedestrians, but no formal facilities for bicyclists. A design project is currently underway to rehabilitate Spenard

⁵ *Official Streets & Highways Plan*. Municipality of Anchorage. 2014.
<https://www.muni.org/Departments/OCPD/Planning/zoning/Pages/OS-HP.aspx>

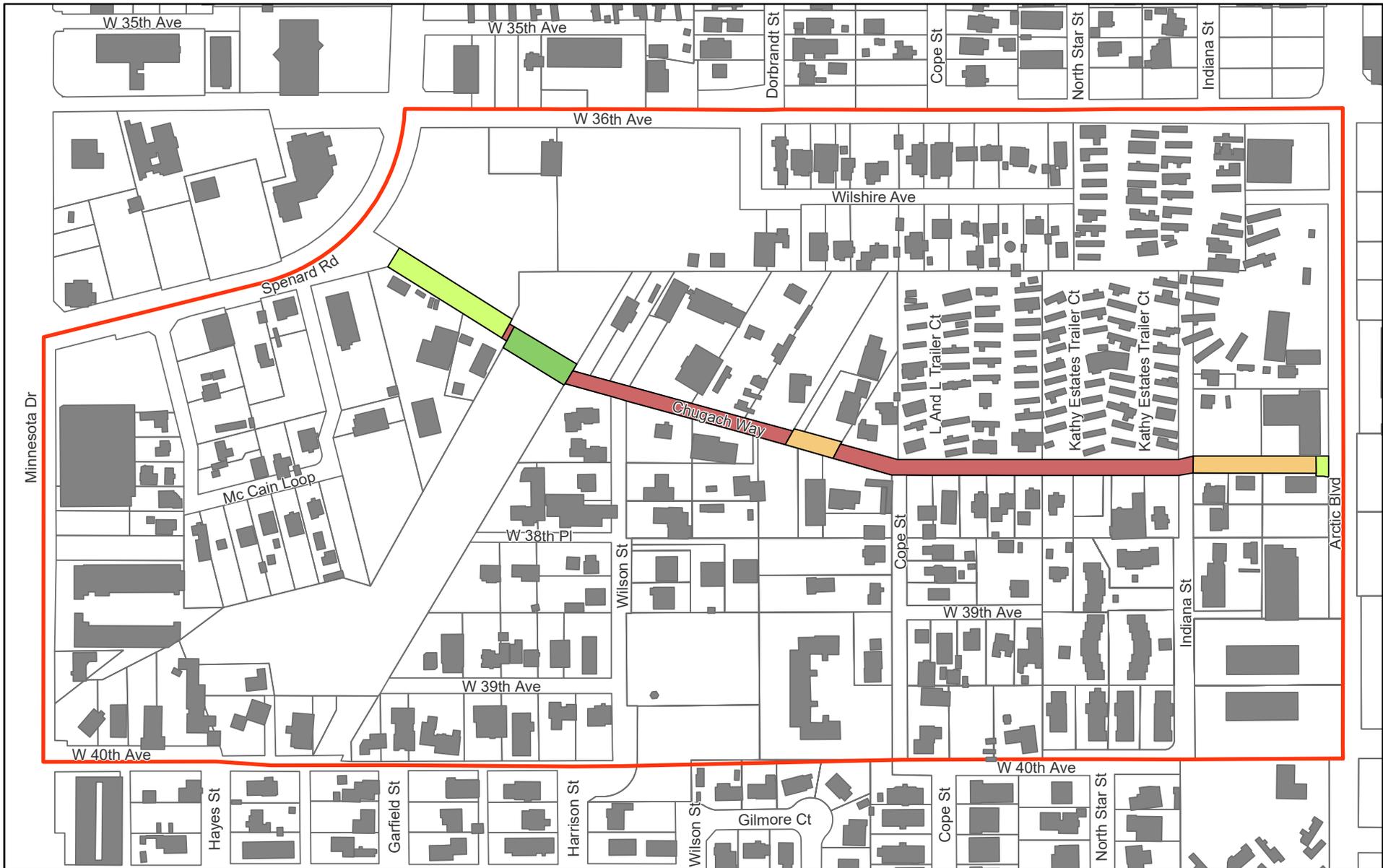
Road between Benson Boulevard and Minnesota Drive, and a key focus of this project is the improvement of facilities for pedestrians and bicyclists.

2.1.4 Utility Alignment and Location

Existing utilities in the area are shown in Figure 6. Utilities in the area include water, sewer, and stormwater pipes, manholes, drains, and overhead utility poles.

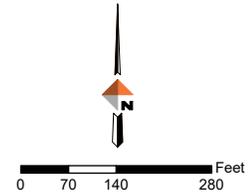
Overhead utility poles run throughout the Chugach Way area, including along Wilshire Avenue, Chugach Way, and Arctic Boulevard. The CWRS notes these utility poles would likely need to be relocated or buried below ground to accommodate streetscape or roadway improvements, particularly along Chugach Way where the public ROW is narrow.

The SCP and the CWRS note the municipal water, sewer, and storm drain infrastructure may be insufficient to support the denser housing development provided for by the current zoning, which will need to be addressed as part of realizing the RFA.



-  Project Boundary
-  MOA Parcel Boundary
-  Building
-  Other ROW

- Chugach Way ROW Width**
-  30-33 feet
 -  34-38 feet
 -  39-44 feet
 -  45-50 feet



Existing Right-of-Way Map

Chugach Way Area
Transportation Elements Report

Date: December 17, 2021



Figure 3



Road Classification

- Project Boundary
- Major Arterial
- Minor Arterial
- Collector
- Residential
- Signalized Intersection
- Street Light
- Unpaved Alley

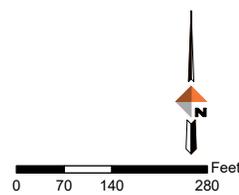
Road Classification and Framework Map

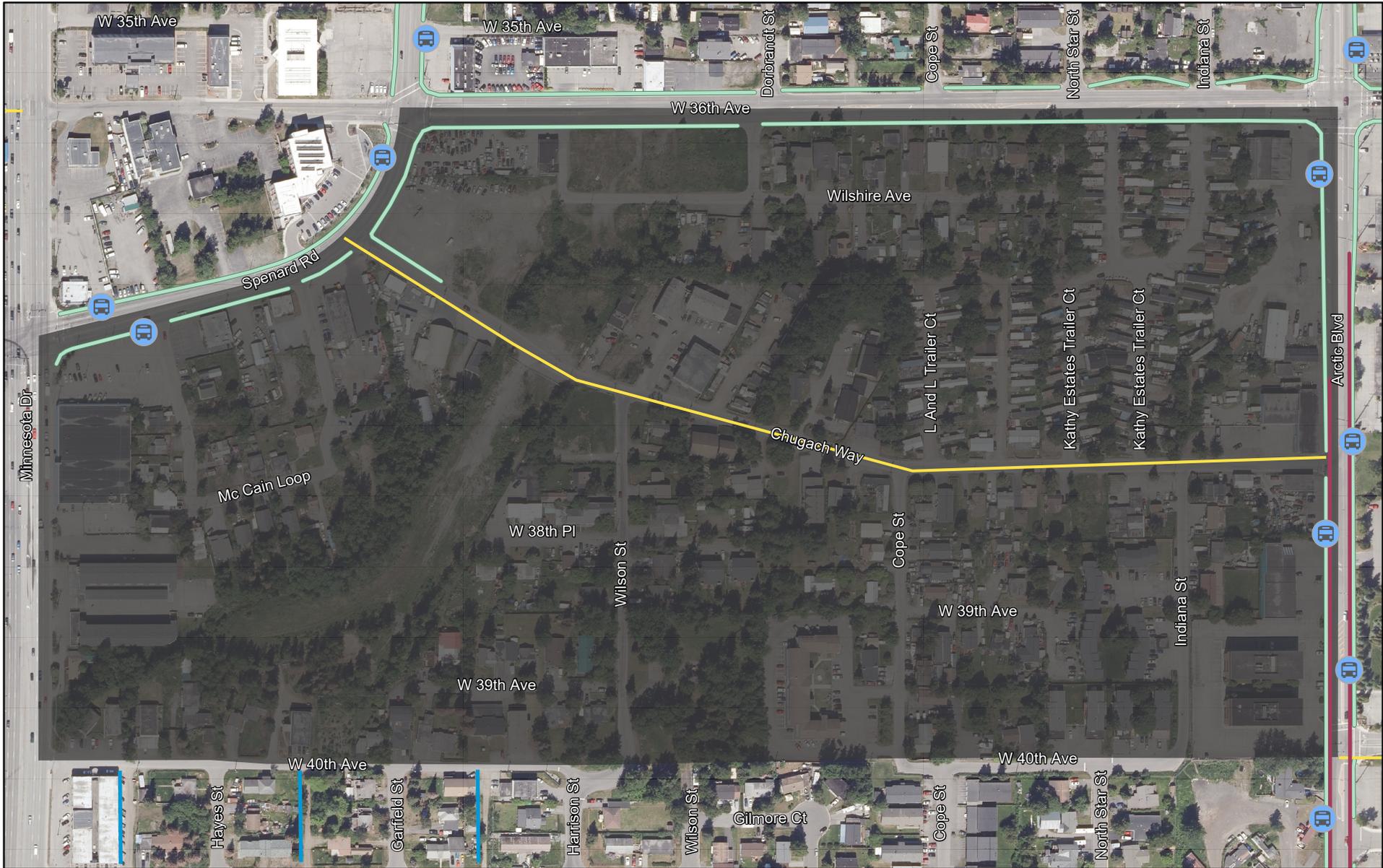
Chugach Way Area
Transportation Elements Report

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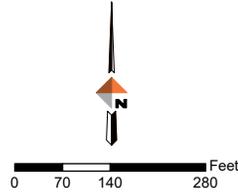
Figure 4





-  Current Bus Stop Location
-  Bike Friendly On-Street Route*
-  Paved Shoulder
-  Maintained Sidewalk
-  Unpaved Alley
-  Project Boundary

* Source: Bike Anchorage Map



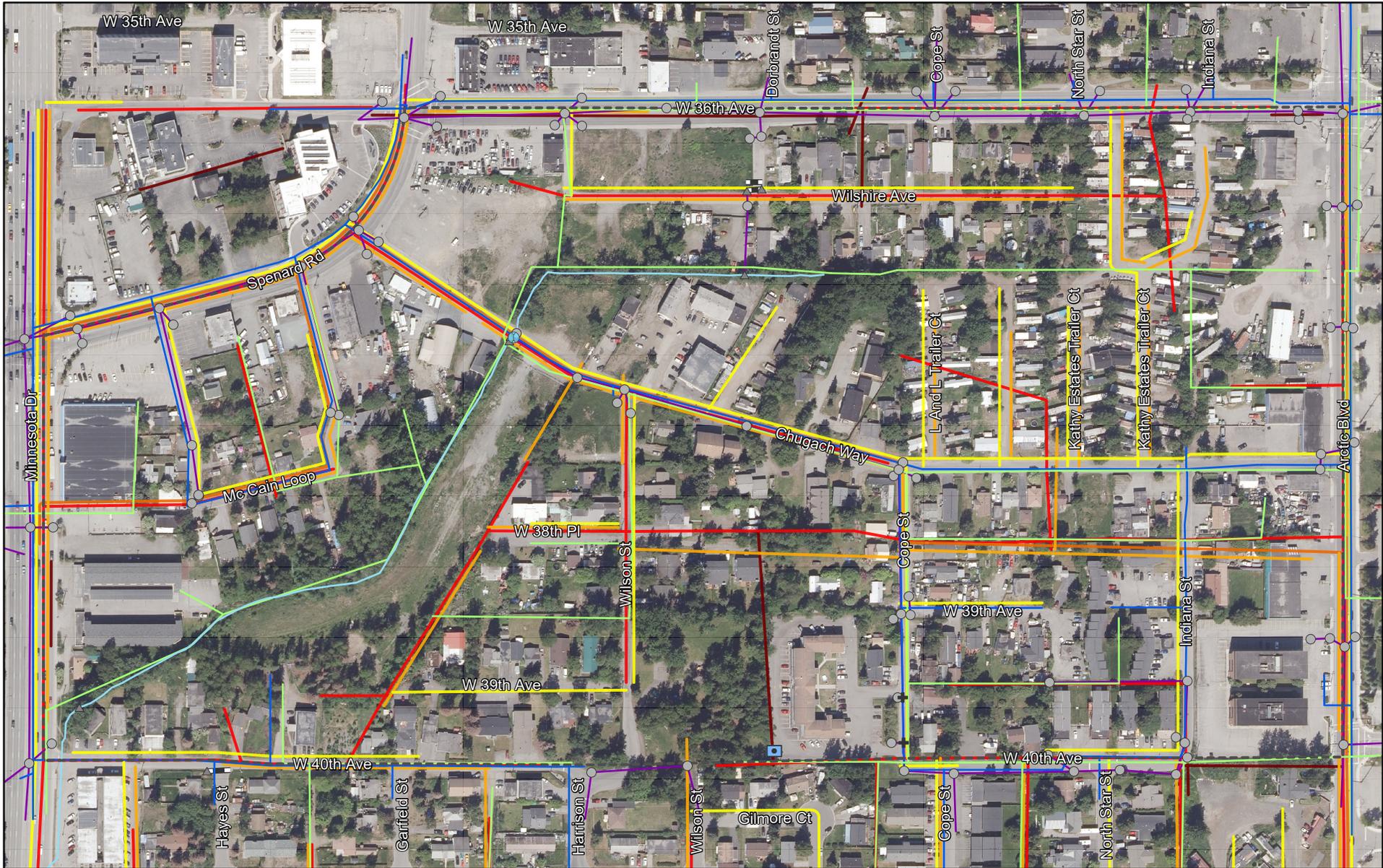
Existing Multi-modal Facilities

Chugach Way Area
Transportation Elements Report

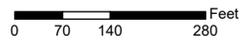
Date: December 17, 2021



Figure 5



- | | | | |
|----------------------|--------------------|-----------------------|--------------------|
| Project Location | Blind Connect | Culvert | Cable* |
| Manhole | Storm Pipe | Water Main | Fiber* |
| Drywell | Sewer Gravity Main | Natural Gas* | Overhead Electric* |
| Inlet/ Outfall | Fish Creek Channel | Underground Electric* | |
| Oil & Grit Separator | | | |



Existing Utilities

Chugach Way Area
Transportation Elements Report

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Figure 6

* Utility location is approximate and for planning purposes only.

2.2 Land Use Context

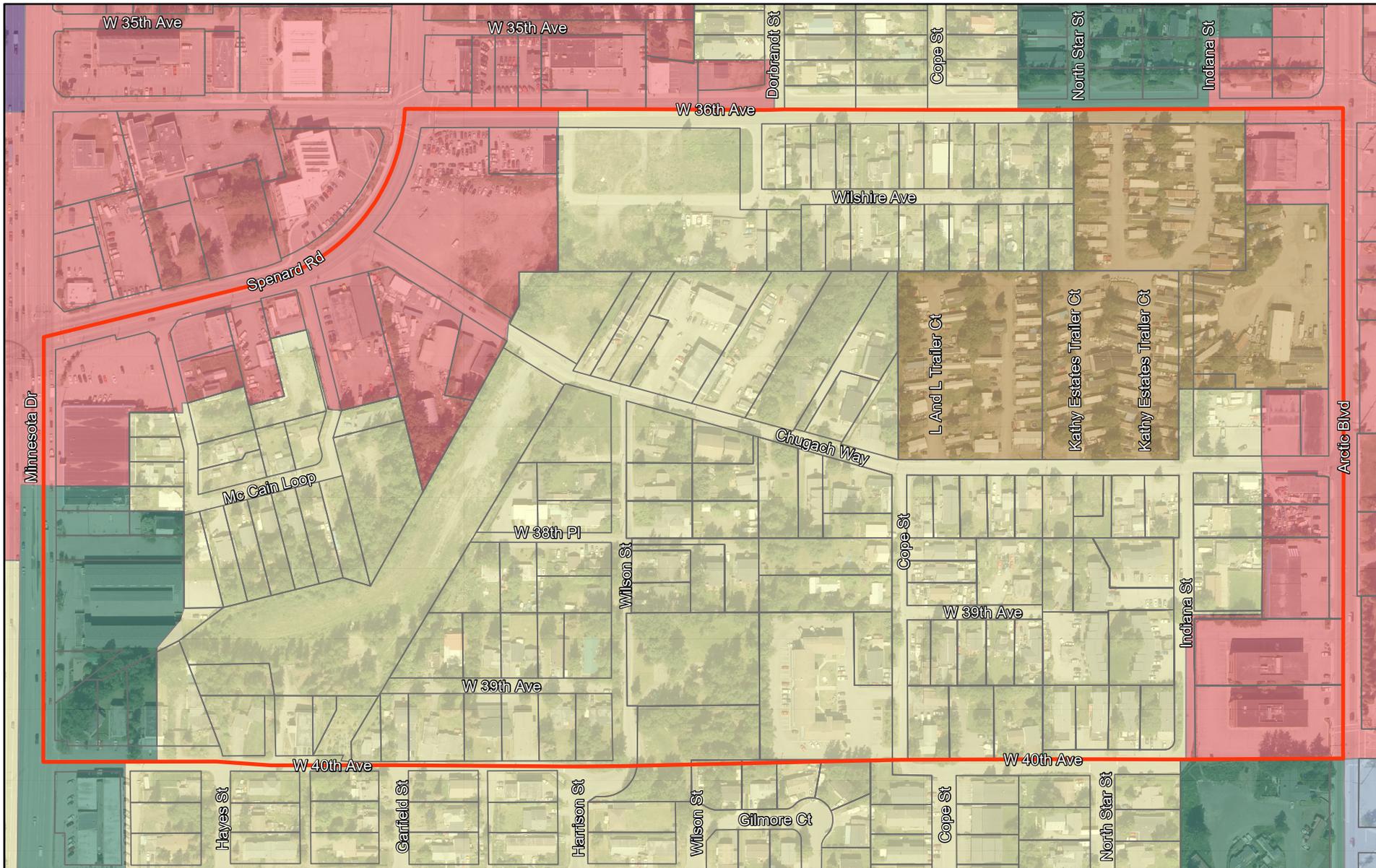
Portions of the project area have been identified as an RFA by MOA. The RFA has been identified to encourage compact housing and business investments in targeted urban centers, mixed-use corridors, industrial employment areas, and older neighborhoods. They are an opportunity to enhance the quality of life and improve a neighborhood's ability to attract and retain businesses and residents.

The existing study area consists of office and retail space that transitions to residential neighborhoods. The properties adjacent to Spenard Road are zoned B-3 (general commercial). The larger part of the project area is zoned R-2M (mixed residential) with smaller pockets of property that are zoned R-3 (mixed residential) and R-4A (multifamily residential mixed-use). The residential areas within the study area vary in density and composition. The neighborhood to the south of Chugach Way is a traditional neighborhood with homes located along roadways that are interconnected by roadways and some pedestrian facilities. The residential districts north of Chugach Way are comprised of smaller, distinct housing units not interconnected for vehicle or pedestrian movement.

This area has been identified as an RFA because many of the parcels are held by a relatively small number of owners, the area is an older neighborhood, and it is close to a major employment center (40th Avenue and C Street) and the Midtown City Center. There are two large land holders in the area: CIHA and Midtown Center, LLC (Figure 8). Current zoning is shown in Figure 7.

CIHA owns several parcels at the intersection of Spenard Road and West 36th Avenue and has begun construction for a mixed-use development at this location. According to CIHA's application to the MOA: "CIHA is working to advance new housing and horizontal mixed-use concepts near the intersection of Spenard Rd. and 36th Ave. The Spenard East development will include a mix of housing types: a senior building, a multifamily building, townhomes, and garden-style buildings. The overall Spenard East effort will eventually consist of 86 studio, one-bedroom, two-bedroom, and three-bedroom, a commercial structure (former Yummy Bakery), and open space including resident amenities. The North R2M parcel (subject to this Major Site Plan Review) will consist of townhomes and garden-style units totaling 36 units. The garden-style buildings are two-story, 8,658 square foot, walk-up buildings featuring eight 2-bedroom units. The townhouse-style buildings are two-and-a-half story, 9,005 square foot buildings with four 3-bedroom units."

Midtown Center, LLC has rezoned their property from R-2M to R-4A. Based on the rezone application package, the rezoning could result in a potential gain of 339 residential dwelling units when factoring in the area of the site (9.69 acres) and the intended housing density of the R-4A district (>35 dwellings per unit area). Development of the site will occur in phases and begin as early as 2021 but is dependent on the market demand.



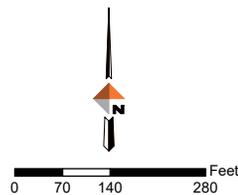
MOA Zoning Designation		
Project Boundary	General Business (B-3)	Mixed Residential (R-2M)
MOA Parcel Boundary	Light Industrial (I-1)	Mixed Residential (R-3)
Public Lands and Institutions (PLI)	Multifamily Residential Mixed-Use (R-4A)	




Zoning Map	
Chugach Way Area Transportation Elements Report	
	Date: December 17, 2021
Figure 7	



-  Project Boundary
-  Property Planned for Redevelopment
-  Cook Inlet Housing Authority Property
-  Midtown Center LLC
-  Stream (MOA)
-  MOA Parcel Boundary



Land Ownership Map

Chugach Way Area
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Figure 8

2.3 Demographic Context

There are approximately 847 residents within the study area. The area is characterized by its relatively high density of development, percentage of low-income residents, percentage of renter-occupied housing, and percentage of people of color populations. The study area per capita income is nearly 30 percent lower than the MOA per capita income. Key demographics are shown in Table 1 for the study area, as well as the Spenard Community Council (SCC) area and MOA for comparison.

Table 1: Demographics for Study Area, Spenard CC, and MOA

Characteristic	Chugach Way Study Area	Spenard Community Council Area	Municipality of Anchorage
People of Color Population	51%	44%	31%
Low Income Populations	51%	28%	21%
Renter Occupied Housing	65%	-	35.8%
Population Density (persons per square mile)	8,691	3,878	167
Per Capita Income	\$24,781	-	\$34,678
Population with less than High School Education	22%	11%	7%

Source: *EJSCREEN*. United States Environmental Protection Agency. Accessed 2021. <https://ejSCREEN.epa.gov/mapper/>. Based on 2013-2017 American Community Survey estimates.

2.4 Traffic Conditions

Existing site traffic for roads in the project area was obtained from the Alaska Department of Transportation and Public Facilities (DOT&PF) traffic data, historic MOA traffic count data, and project-specific traffic counts performed in March of 2021. Base traffic for the project area was estimated using available traffic count data and the ITE Trip Generation Manual⁶ when count data were not available. Intersection counts were collected on Chugach Way at Arctic Boulevard, Wilson Street, and Spenard Road and on Wilson Street at Tudor Road. The average annual daily traffic (AADT), design hour volume (DHV)⁷, and peak hour factor (PHF)⁸ are shown in Table 2.

The posted speed on Chugach Way and other neighborhood streets in the project area is 25 mph and 35 mph on Spenard Road and Arctic Boulevard. A speed study on Chugach Way was completed by the MOA on July 15, 2015. The 85th percentile for traffic during the 24-hour period was 28 mph for both eastbound and westbound traffic.

⁶ *Trip Generation Manual 10th Edition Volume 1, 2, & 3*. Institute of Transportation Engineers. 2017.

⁷ *The design hour volume take to be the 30th highest hourly volume of the year, expressed as a percentage of AADT, consistent with the American Association of State Highway Transportation Official Geometric Design of Highways and Streets.*

⁸ *The peak hour factor is the ratio of total hourly volume to the peak flow rate in a 15-minute period within the hour.*

Table 2: Existing Traffic Characteristics

Roadway	AADT	DHV	PHF
Chugach Way	2,250	10.3%	0.92
Spenard Road	10,730	10.3%	0.92
Arctic Boulevard	10,642	10.3%	0.92

2.4.1 Traffic Distribution

Chugach Way traffic volumes consist of 20-25 percent cut-through traffic and 32-33 percent traffic originating from the neighborhood south of Chugach Way at Wilson Street (Figure 9). The cut-through traffic is greater in the eastbound direction with vehicles traveling north on Spenard Road and turning right onto Chugach Way to cut through to Arctic Boulevard. Only one-third of the traffic on Chugach Way was local traffic, which is indicative of a function more similar to a collector roadway compared to a local road.

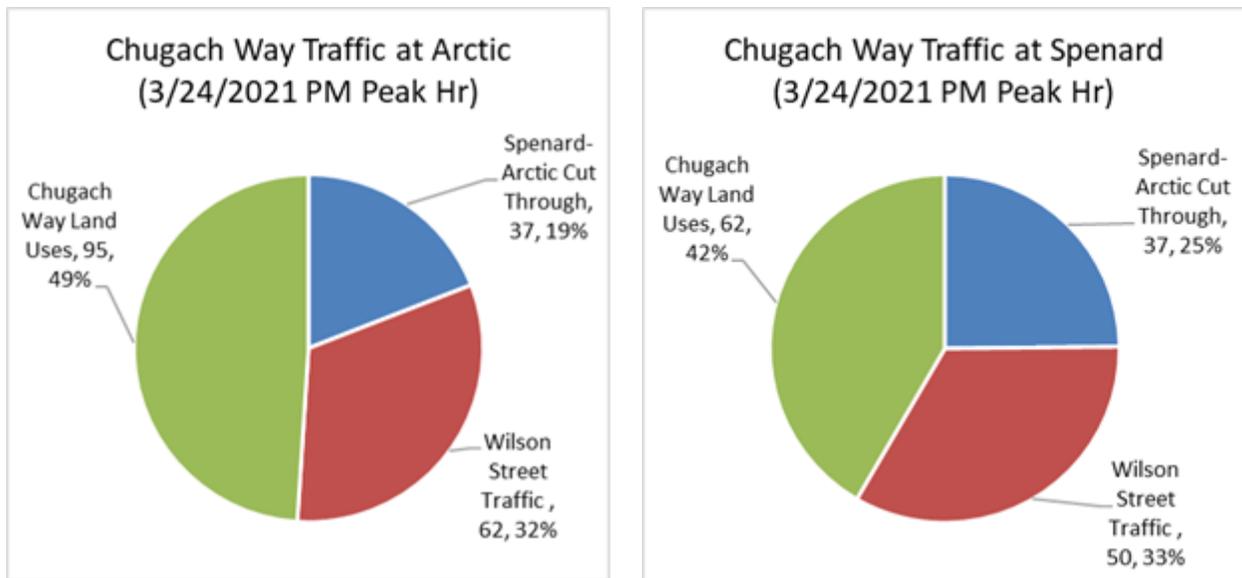


Figure 9: Traffic Distribution

2.4.2 Crash Analysis

Crash data from the MOA between 2013 and 2019 show 46 crashes occurred on Chugach Way, including two pedestrian and bicyclist crashes. No fatalities or major injuries were recorded. Collision types and crash rates at intersections with over three crashes from 2013 to 2019 are shown in Table 3. Rates are shown as the number of crashes divided by the total entering vehicles in millions of vehicles.

Chugach Way experiences an elevated crash rate, particularly at the intersections of Wilson Street and Indiana Street. The crashes were associated with fixed objects such as parked

vehicles or other objects outside the roadway. Both intersections have poor visibility due to sight triangles being blocked by vegetation and elevated traffic speeds that may be contributing to the higher crash rate.

Table 3: Crash Summary

Intersection	Collision Type						Total Crashes	Crash Rate
	Angle	Side-Swipe	Rear End	Head On	Fixed Object	Ped/Bike		
Spenard Road	7		4	1	1		13	0.39
Wilson Street	2				4	1	7	0.96
Cope Street		1		1	1		3	N/A
Indiana Street	1	2			4		7	0.96
Arctic Boulevard	5	2	6		2	1	16	0.49

2.4.3 Multi-modal Capacity Analysis

A vehicle LOS analysis was performed following the Transportation Research Board's Highway Capacity Manual, 2010 (HCM) for the current year (2021). The LOS was calculated using Trafficware Synchro, Version 10. MOA requires critical movements of intersections to operate at a minimum LOS of D for the design year. LOS analysis results are shown in Table 4. All movements operate at an acceptable LOS.

Table 4: Level of Service Analysis, 2021

Movement	AM Peak	PM Peak
Chugach Way at Arctic Boulevard		
Eastbound Approach (Left/Right)	B (10.8 sec)	B (14.2 sec)
Northbound left-turn Lane	A (7.9 sec)	B (10.4 sec)
Chugach Way at Spenard Road		
Westbound Approach (Left/Right)	B (11.2 sec)	B (14.1 sec)
Southbound Right-turn Lane	A (8.1 sec)	A (8.7 sec)
Chugach Way at Wilson Street		
Southbound Approach (Left/Right)		A (9.4 sec)

In addition to the LOS, the HCM provides methods for determining LOS for bicycles (BLOS) and pedestrians (PLOS). PLOS at intersections is dependent on the number of lanes crossed and the speeds and volumes of vehicular traffic, while segment PLOS relates to the amount of pedestrian space and separation from vehicles. BLOS is calculated similarly to PLOS for

intersections, however, traffic speed plays a factor in the segment BLOS. Under existing conditions, Chugach Way operates at a BLOS D and a PLOS of E, due to minimal pedestrian and bicycle space and little to no separation. Adding shoulders, sidewalks, and multi-use pathways will all increase the PLOS and BLOS.

2.5 Natural Environment

2.5.1 Groundwater

Groundwater elevations vary throughout the study area and are documented between six and 13 feet below ground surface^{9,10}.

2.5.2 Waterways

A historic channel of Fish Creek occurs within the study area, originating between houses on the south side of Wilshire Avenue and the area of L&L mobile home park. This ditched and intermittent channel eventually flows under Chugach Way in a culvert and into a property at 3901 Hayes Street, where it is approximately two to four feet below grade¹¹. The section of Fish Creek upstream of Chugach Way is only seasonally inundated and responds to precipitation events rather than through interface with groundwater and currently does not support fish¹².

2.5.3 Contaminated Sites

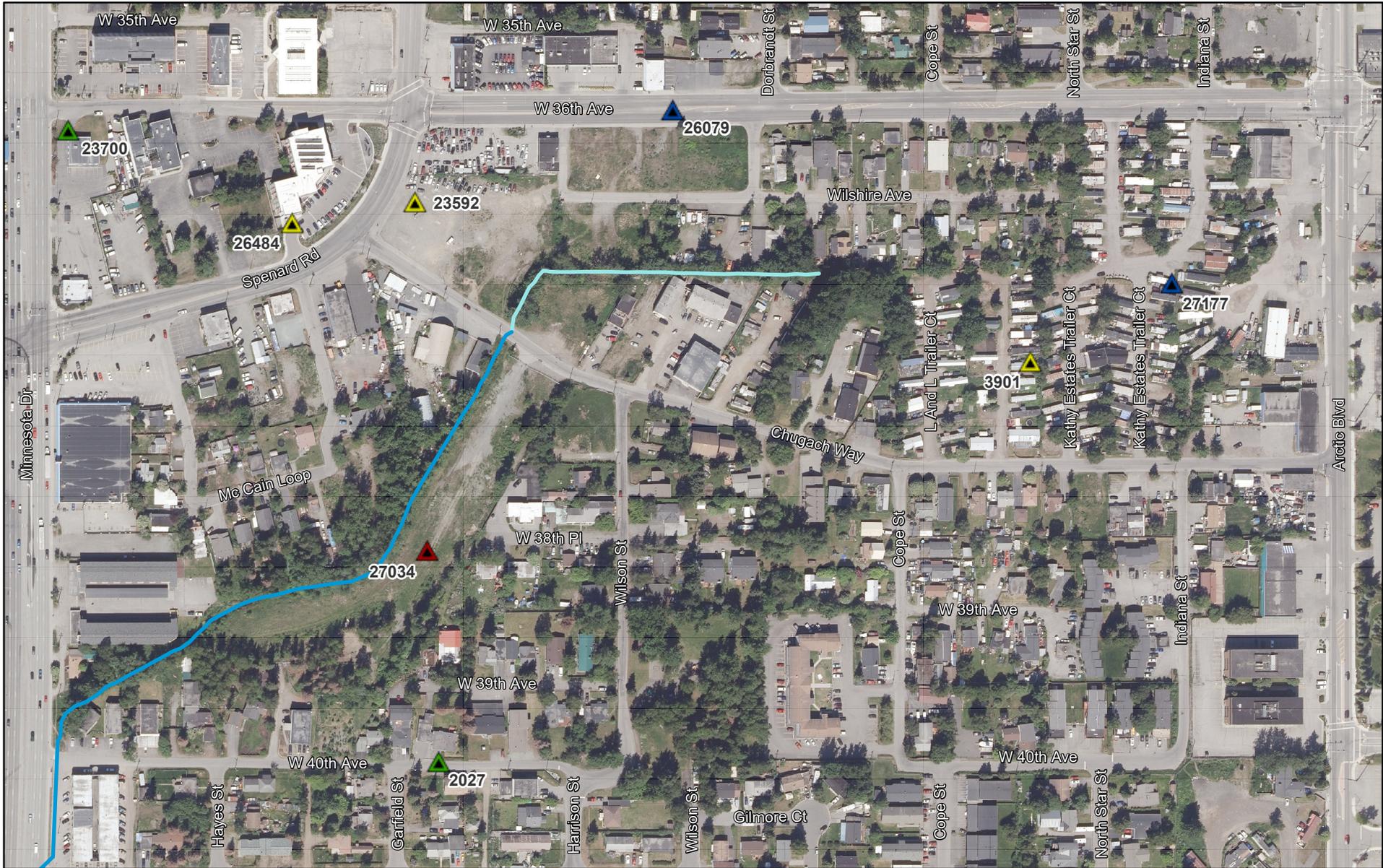
According to the Alaska Department of Environmental Conservation (ADEC), there are six contaminated sites within the study area (Figure 10 and Table 5). Five of the sites are brownfield sites, which are abandoned, unused, or underused properties that are hindered from desired reuse or redevelopment by real or perceived environmental contamination. Two sites have Institutional Controls (IC) assigned, which occurs when contamination remains above the established cleanup levels without an unacceptable risk to human health or the environment. Sites with ICs usually require coordination with ADEC if construction is on or immediately adjacent to the site boundary. ICs may also be implemented when contaminants remain after cleanup is completed to the extent practical. With ICs, ADEC can manage land use decisions and require several different conditions, such as notification requirements for certain actions and further remediation in the future. All sites, except the informational sites, were contaminated by petroleum products and by-products that impact both local soils and groundwater.

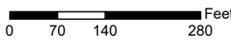
⁹ *Property Assessment and Cleanup Plan: Spenard Road Development Area*. Alaska Department of Environmental Conservation). 2014.

¹⁰ *Site Report: L & L Mobile Home Court. Hazard ID: 3901*. Alaska Department of Environmental Conservation. 2020. <https://dec.alaska.gov/spar/csp/>

¹¹ *Phase 1 Environmental Site Assessment, 3901 Hayes Street, Anchorage, AK 99503*. Municipality of Anchorage. 2018.

¹² *Technical Memorandum: Draft Fish Creek Daylighting Analysis*. Municipality of Anchorage. 2019.



<ul style="list-style-type: none">  Fish Creek Channel  Fish Creek Channel (Non-fish Bearing)  Project Boundary 	<p>DEC Contaminated Site Status</p> <ul style="list-style-type: none">  Active  Cleanup Complete  Cleanup Complete - Institutional Controls  Informational 	 
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DEC Contaminated Sites	
Chugach Way Area Transportation Elements Report	
	<p>Date: December 17, 2021</p> <p style="text-align: center;">Figure 10</p>

Table 5: Summary of ADEC Contaminated Sites

Hazard ID	Site Name	Status	Location/Address	Notes
2027	Former Auto Repair Shop	Cleanup Complete	1311 West 40th Avenue	Site closure approved 2005; Requires ADEC approval to transport soil or groundwater off-site
3901a	L & L Mobile Home Court	Cleanup Complete - Institutional Controls	1003 Chugach Way	Site closure approved 2003; contaminated soil is capped and must be monitored; no digging, trenching, or excavating in capped area without ADEC approval; requires ADEC approval to transport soil or groundwater off-site
23592a	Tesoro - Olson Gas Services Store #1	Cleanup Complete - Institutional Controls	3607 Spenard Road	Plume migrated off-site, groundwater was affected
26079a	Spenard Area Assessment	Informational	Area bounded by Minnesota Dr (W), Benson Blvd (N), Arctic Blvd (E), Tudor Rd (S)	Encompasses sites already addressed in this table
27177b	Kathy O Mobile Home Park	Informational	909 Chugach Way, 3709 Indiana Street, 3724 Arctic Boulevard	Potential impacts to soil and groundwater have not been investigated. Once the property is closed and all above-ground features are removed, impacts will then be assessed
27034c	Residence - 3901 Hayes Street	Active	3901 Hayes Street	Property was used as a staged area for construction company for 30 years and was the site of illegal dumping; the evaluation of the nature and extent of contamination is being planned

3.0 LAND USE AND TRANSPORTATION PLANS AND POLICIES

3.1 Land Use Plans and Policies

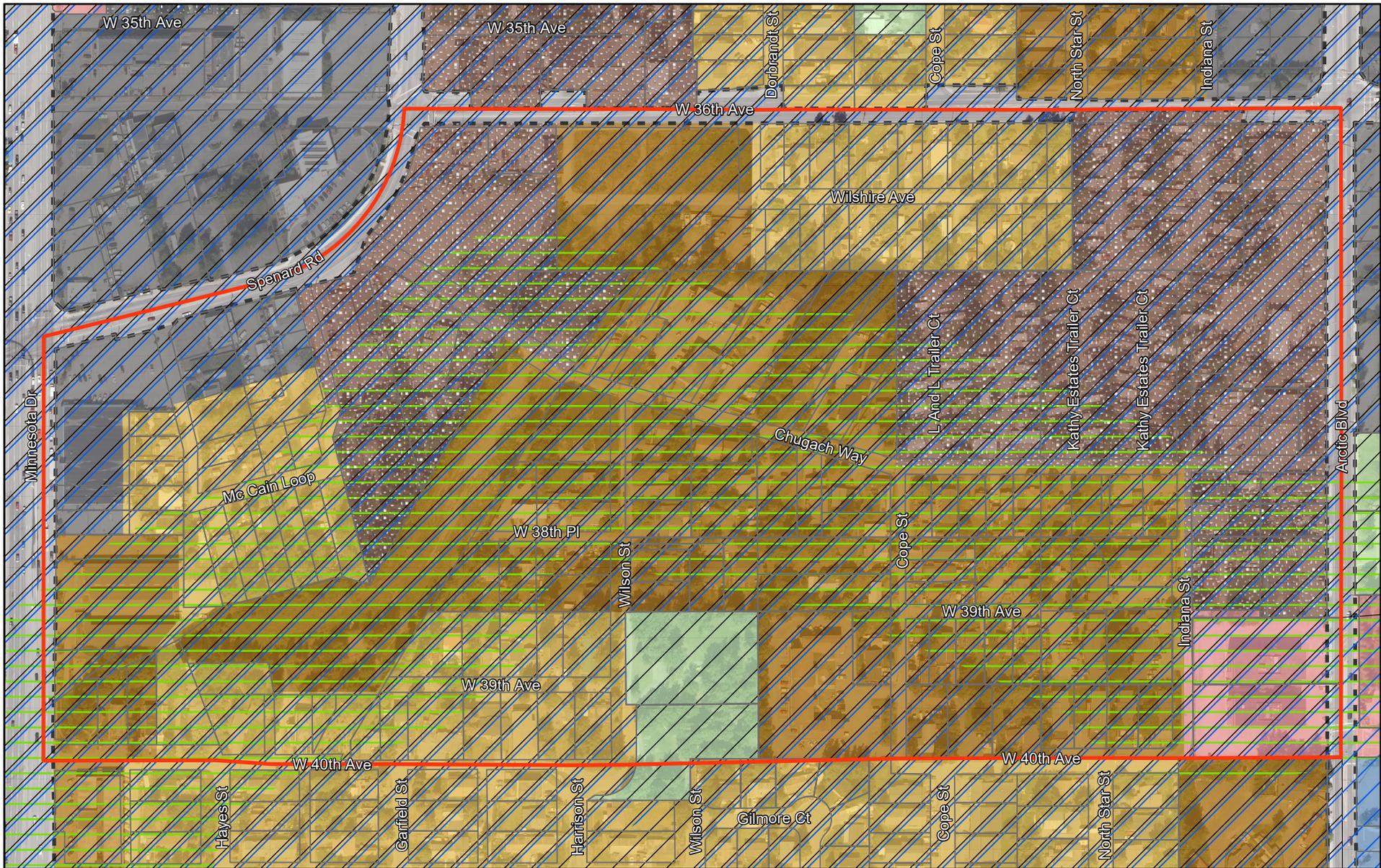
The Chugach Way Area Transportation Elements Report is intended to be a broad study of the area surrounding Chugach Way to identify ways for transportation elements to support and enhance the growing and redeveloping neighborhood. The project team studied the 2040 LUP, SCP, and Anchorage Municipal Code (AMC) Title 21 Land Use Code to understand goals that have already been established for redevelopment in the neighborhood.

3.1.1 Anchorage 2040 Land Use Plan

The 2040 LUP was adopted in 2017 and superseded the land use concept plan outlined in the 2020 Anchorage Bowl Comprehensive Plan (adopted 2001). The 2040 LUP addresses changes the community has experienced due to urbanization while preparing for continued growth, development, and sustainability.

The 2040 LUP designations for the project area are shown in Figure 11. The area is planned to be primarily dense residential development, including Compact Mixed Use Residential (Low and Medium) and Urban Residential – High. This dense development would be complemented by Main Street Corridors along Spenard Road and Arctic Boulevard.

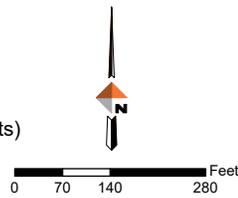
The study area also includes growth supporting features of Traditional Neighborhood Design, Residential Mixed-use development and Greenway Supported Development as outlined in the 2040 LUP. Greenway Supported Development identifies where new development will incorporate natural open space, creek corridors, and pedestrian routes. The historic Fish Creek corridor is one example of this within the study area. The entire area has been identified as Transit-Supportive Development, which are areas where expanded public service will support a compact, walkable pattern of commercial, residential, and/or mixed-use development. Over time, this development can create ridership demand to support more frequent bus service.



2040 MOA Land Use Designation

- Commercial Corridor
- Compact Mixed Residential - Low
- Compact Mixed Residential - Medium
- Light Industrial / Commercial
- Main Street Corridor
- Park Or Natural Area
- Urban Residential - High
- ROW

- Project Boundary
- MOA Parcel Boundary
- Growth Supporting Features**
- Greenway Supported Development
- Residential Mixed-use (shown as white dots)
- Traditional Neighborhood Development
- Transit-Supportive Development



2040 Land Use Plan Map

Chugach Way Area
Transportation Elements Report

Date: December 17, 2021



Figure 11

These land uses reinforce Spenard’s role as an area of growth and change between today and 2040. Figure 11 is based on and reflects the 2040 LUP, adopted area-specific plans, and emerging land use trends. The entire Chugach Way study area is identified as an area of either moderate or significant growth by 2040. Actions 2-2 and 2-3 of the 2040 LUP also designate the vicinity of Chugach Way as an RFA. Chugach Way is at a key location to connect growing neighborhoods to transit-oriented development and greenway-supported multi-modal infrastructure.

3.1.2 West Anchorage District Plan 2012

The WADP focuses on the western quadrant of the MOA and in particular the interface between the Ted Stevens Anchorage International Airport and the surrounding community. The WADP noted the Spenard Road corridor exhibits unique development and revitalization potential and recommended a new “Spenard Corridor Strategy Plan” as a WADP implementation action.

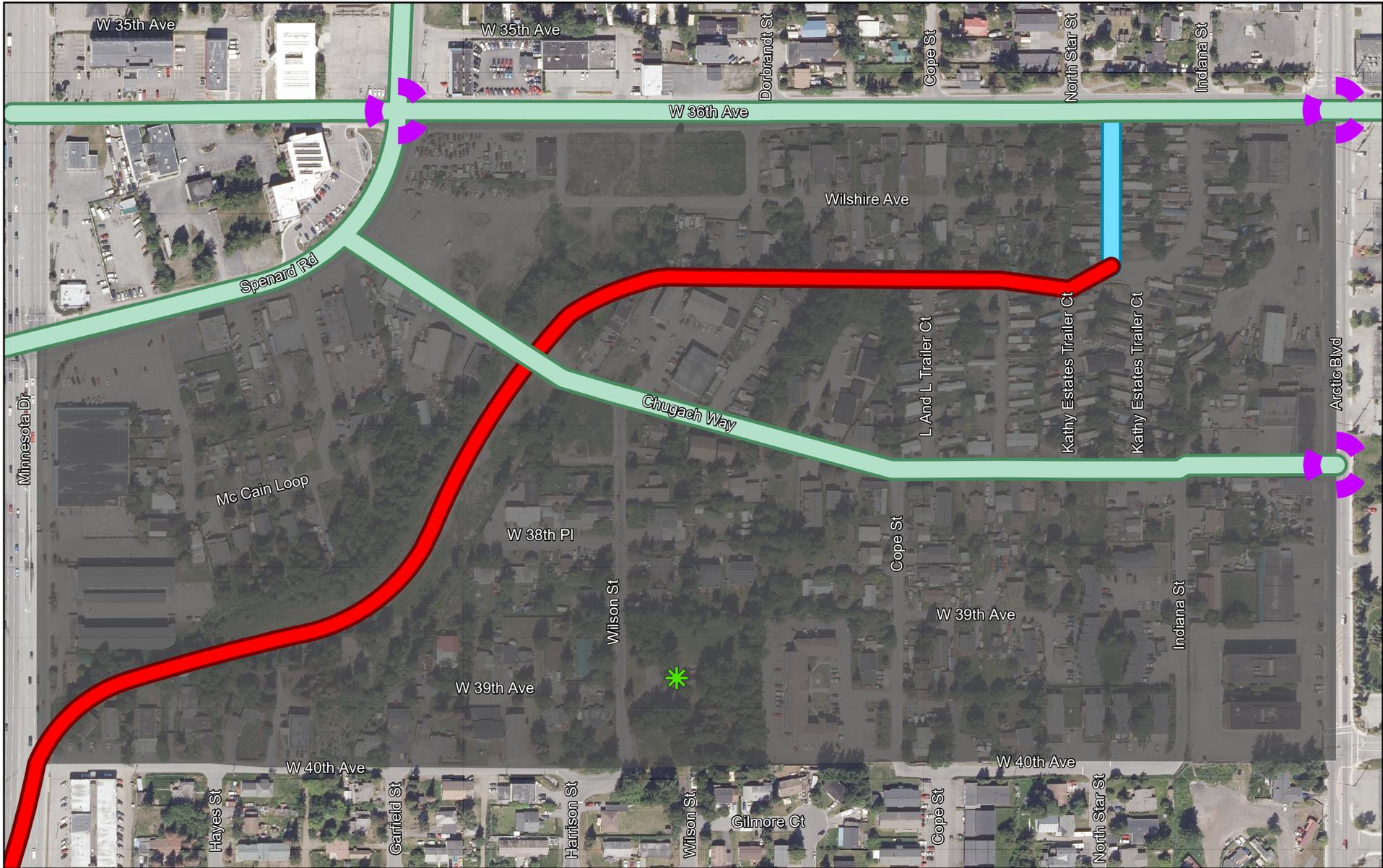
A Spenard Corridor Technical Report¹³ was prepared to support a comprehensive approach to address the issues associated with the Spenard Road corridor. While this technical report did not explicitly address Chugach Way, it was included within the broader study area and supported the conclusion that the area was “ripe” for redevelopment.

3.1.3 Spenard Corridor Plan 2020

The SCP is Anchorage’s direct transit-supportive development plan, which reflects a community vision for the corridor. It outlines public and private investment objectives that will support and sustain a direct relationship between land use, transportation, pedestrian connectivity, and transit-supportive design. The plan sets out a policy framework, redevelopment guidance, land use, street typologies, and implementation actions. The plan notes it is conceptual and is intended to serve as a living document that is adaptable to respond to the changing needs of the plan area over time.

In the Framework Map (Figure 12), Chugach Way is identified as an existing primary active transportation network. The intersection with Arctic Boulevard is identified as a gateway opportunity, and the intersections of both Arctic Boulevard and Spenard Road are identified as potentially being subject to intersection changes. The intersection changes are noted as enhancing the ability for Chugach Way to be an integral part of the primary active transportation network. In addition, a future primary active transportation network is envisioned to connect north-south between 36th Avenue, Chugach Way, and other streets to the south-west, generally following the Fish Creek corridor.

¹³ *Spenard Corridor Technical Report*. Municipality of Anchorage. 2011.
<https://www.muni.org/Departments/OCPD/Planning/Projects/WestAnch/Documents/SCR5-10-11.pdf>



Project Boundary	Gateway	Existing Primary Active Network
	Community Node	Future Primary Active Network
		Future Secondary Active Network

Spenard Corridor Plan Features	
Chugach Way Area Transportation Elements Report	
	Date: December 17, 2021
Figure 12	

All of these actions are intended to be supported by higher density residential redevelopment of the land uses within the Chugach Way area, and sites fronting Arctic Boulevard and Spenard Road are identified as potentially supporting residential mixed-use development. The goal of the redevelopment of properties along Chugach Way and 36th Avenue is to add life to the central district of the Spenard corridor and establish a strong visual and physical link between Midtown, West Anchorage, and Spenard.

Chugach Way is specifically identified in several policies in the SCP:

Policy 4.9: Give priority to circulation improvements that enhance connectivity in Central Spenard

Improve Chugach Way to enhance safety, access, and character of Central Spenard.

Potential Connections between Chugach Way and 36th Avenue:

Potential new streets are shown on SCP Figure 4.5 (second page) that would provide connections between 36th Avenue and Chugach Way, including between Spenard Road and Wilson Street and a northward extension of Cope Street. These locations are preliminary, and the final location and design should take traffic studies and coordination with parcel ownership and development opportunities into consideration.

Policy 4.13: Encourage redevelopment that supports transit and contributes to an active mix of pedestrian-oriented uses in Central Spenard

Large Scale Redevelopment: ...Pursue similar transformative redevelopment on the properties between Chugach Way and 36th Avenue and the larger mixed-use blocks north of 36th Avenue.

Policy 4.14: Pursue placemaking opportunities in coordination with private redevelopment efforts in Central Spenard

Spenard and 36th: The twist in Spenard Road just south of 36th Avenue creates a landmark and a memorable experience for those navigating the street. The area is also the western terminus of Chugach Way, an important circulation component in Central Spenard. Public improvements should be designed to reinforce this street segment as an iconic landmark for Spenard.

Midtown Link: The properties between 36th Avenue and Chugach Way should be redeveloped as a mixed-use, transit-supportive development sub-district that physically and visually links Spenard Road to Midtown. This very large block should be broken up to create an integrated neighborhood complete with open space amenities, active transportation connections, and a mix of development types and uses that enhances and connects the public streets that surround it.

Policy 5.17: Promote Traffic Calming in Neighborhood Streets

Traffic calming measures are physical improvements intended to maintain and enhance the livability and safety of residential neighborhoods by slowing speeds and discouraging cut-through traffic. The 2016 MOA Neighborhood Traffic Calming Policy Manual identifies a range of

approved treatments for slowing vehicular speeds, which can be integrated with other bicycle and pedestrian improvements as described in SCP Section B: Street Design.

Traffic calming measures should only be considered when data supports that need and on streets that fall below the arterial classification.

Key candidates for traffic calming in the Plan Area are included on the most recent MOA Neighborhood Traffic Calming Program Qualified Streets List, located on the Traffic Engineering website, which should be prioritized for implementation:

Chugach Way is also identified in SCP Figure 5.17 as a shared-use roadway, as part of a future bicycle network. Chapter 7, Implementation, notes the need to give priority to studying street improvements along Chugach Way.

Policy 5.8: Apply Neighborhood Street Design Alternatives (OS&HP Residential Street Typology) includes SCP Figures 5.1 – 5.6, showing typical existing 30' ROW on neighborhood streets and potential options for expanding the ROW. These are further considered in the Alternatives Development section of this report.

3.1.4 Anchorage Municipal Code Title 21 Land Use Code

Transportation and Connectivity (21.07.060) is intended to support the creation of a safe and highly connected transportation system within the MOA to provide choices for pedestrians, bicyclists, and drivers; increase the effectiveness of municipal service delivery; promote walking and bicycling; connect neighborhoods to each other and to local destinations such as employment, schools, parks, and shopping centers; reduce vehicle miles of travel and travel times; improve air quality; reduce emergency response times; support the pattern of designated land uses; mitigate the traffic impacts of new development; create road and trail connectivity to free up arterial capacity while protecting neighborhood identity and safety; and in high-volume traffic corridors, maintain an adequate degree of crossings for local circulation and minimize road and traffic impacts on adjacent uses.

AMC 21.07.060.D.1 states that all streets shall meet the standards and requirements set forth in subsections 21.08.030F.2., Street Grades, 21.08.030F.4., Street Alignment, and 21.08.030F.5., Street Intersections.

3.2 Transportation Plans and Policies

The project team studied the AMATS Metropolitan Transportation Plan 2040, OSHP, Draft Anchorage Non-Motorized Plan (and earlier non-motorized plans), Complete Streets Policy, and Anchorage Vision Zero Action Plan to understand goals that have already been established for Chugach Way and other transportation routes of all modes in the surrounding area.

3.2.1 Metropolitan Transportation Plan 2040 (2040 MTP)

The AMATS Metropolitan Transportation Plan 2040 (2040 MTP) is the long-range transportation plan for the Anchorage Bowl. It describes the current status of the transportation system, transportation goals, proposed transportation improvement projects, and an implementation strategy that conforms to a fiscal constraint in both the short term and long term. The plan sets out six goals that provide general guidance about what the community intends to achieve

through the transportation system, which is supported by objectives that define strategies to attain the identified goals.

The 2040 MTP goals are to Preserve the Existing System, Improve Safety, Improve Travel Conditions, Support the Economy, Promote Environmental Sustainability, and Quality Decision-Making. These goals and their associated objectives are the foundation from which recommended projects and policies will be developed and approved.

This Chugach Way Area Transportation Elements Study was included in the 2040 MTP Short-term (implemented between 2018-2030) projects.

The currently underway Spenard Road Rehabilitation – Benson Boulevard to Minnesota Drive project was also included in the 2040 MTP. One of the main goals of the project is the enhancement of facilities for walking and bicycling. Longer-term, the MTP includes other strategic opportunities for Spenard Road related to transit-supportive development or major intersection changes.

3.2.2 Official Streets and Highways Plan

AMC Title 21 identifies the OS&HP as an adopted element of the comprehensive plan for Anchorage. The OS&HP establishes street classifications for existing and proposed primary roads, and these classifications directly relate to the design criteria established for each particular type of street.

The OS&HP classifies Chugach Way as a local street. Local streets are intended to have one to two lanes and less than 2,000 average annual daily traffic (AADT). Arctic Boulevard and Spenard Road, at the eastern and western end of Chugach Way, are classified as Minor Arterial Streets (Class II).

The OS&HP states the primary function of local streets is to provide access to abutting properties. They also provide space for on-street parking and utility placement. Local street design varies with the type of development being served and the physical characteristics of the land. Pavement width may vary based on lane width, the number of parking lanes, shoulder width, and other criteria.

The minimum ROW width for a local street is 50 to 60 feet. Chugach Way is significantly narrower than this minimum width, creating challenges for accommodating multi-modal movements. The OS&HP notes the use of context-sensitive design principles is a helpful way of accommodating pedestrian-oriented streetscapes, such as those within mixed-use areas.

3.2.3 Draft Anchorage Non-Motorized Plan and Earlier Plans

The 2007 Anchorage Pedestrian Plan and 2010 Anchorage Bicycle Plan are elements of the AMATS' Draft Non-Motorized Transportation Plan (Draft NMP). The 2007 Pedestrian Plan's purpose is to establish a 20-year framework for improvements that will enhance the pedestrian environment and safety, increasing opportunities to choose walking as a mode of transportation. None of its more than 100 priority projects are located within or abutting the study area. The 2010 Bicycle Plan's purpose is to expand the bicycle infrastructure in Anchorage and the safe use of bicycles for transportation. The recommended network focuses on providing facilities on a network of major roads, including Arctic Boulevard, Chugach Way, and Spenard Road.

Identified projects within the study area include:

- Spenard Road: Bicycle Lane – Minnesota Drive to Benson Boulevard
- Arctic Boulevard: Shoulder – Tudor Road to 36th Avenue
- 36th Avenue: Shared Path – Fish Creek to Minnesota Drive

The Draft NMP sets out a proposed bicycle network, including an enhanced shared roadway along Chugach Way (medium priority), and recommended pedestrian corridors, including primary corridors along Spenard Road and Arctic Boulevard in the vicinity of Chugach Way.

Several specific bicycle projects are identified in Draft NMP Table 5.2, including the creation of an enhanced shared roadway from Chugach Way to Harrison Street and an enhanced shared roadway along Chugach Way from Arctic Boulevard to Spenard Road. The Draft NMP also sets out design guidance for streets, including a bicycle facility selection tool that sets out appropriate facilities based on the speed of the adjacent roadway.

The draft plan and comments were approved by the Policy Committee in July. As of the time this report is completed, staff are working to update and finalize the plan.

3.2.4 Complete Streets Policy

The AMATS 2018 Complete Streets Policy seeks to create streets that are designed, used, and operated to enable safe access for all traffic (defined as pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities) to safely move through the transportation network. It sets out 12 key principles of Complete Streets and encourages the principles to be used for the transportation network in Anchorage.

3.2.5 Anchorage Vision Zero Action Plan

Anchorage’s Vision Zero Action Plan was adopted in 2018 and sets out a three-year plan detailing the MOA’s commitment and approach to eliminating deaths and serious injuries on Anchorage’s Roadways. Spenard Road is on the Vision Zero high injury network, denoting a location with an elevated rate of pedestrian and/or bicycle crashes. The 2019 Annual Report notes progress toward a range of metrics identified in the Action Plan, with more work needed to achieve the program’s vision of eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and equitable transportation for everyone.

3.3 Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard

The ongoing Spenard Road Rehabilitation project is in the third phase to improve Spenard Road between Minnesota Drive and Benson Boulevard¹⁴. Preliminary environmental and design is currently being developed, with final design expected from 2023-2025 and construction after 2025. A three-lane cross-section with one lane in each direction and a two-way center left turn lane is currently being proposed. Options being considered for non-motorized facilities include above-grade multi-use paths and at-grade bicycle lanes (“Option 1”), above-grade sidewalks

¹⁴ *Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard*. Alaska Department of Transportation and Public Facilities. Accessed 2021. <http://www.spenardroad.com/>

and above-grade bicycle lanes (“Option 2”), and above-grade sidewalks with at-grade bicycle lanes (“Option 2”), with varying facility widths for each option¹⁵. Consideration should be given to Spenard Road alternatives that move forward as part of the rehabilitation project when selecting final designs for Chugach Way. This will increase the likelihood that Chugach Way facilities fit well within the broader network.

3.4 Chugach Way Reconnaissance Study

The CWRS was completed in 2019, with a purpose “to determine feasibility and future alternatives of Chugach Way to accommodate the redevelopment of the project area, and to develop initial schematics for Chugach Way and intersection improvements.” The project area was bounded by 36th Avenue to the north, Spenard Road to the west, Chugach Way (including the hockey stick property) to the south, and Arctic Boulevard to the east. The CWRS provided a summary of the existing conditions and constraints, then provided roadway cross-section alternatives and next steps.

The CWRS provided three alternatives which included the following:

- Alternative 1: East-West Mixed-Use Nodes: For this alternative, development is focused on the east and west ends of the area, creating mixed-use nodes at each end. Moderate to high-density residential is added to the nodes along with horizontal mixed-use residential development on the west side and live-work on the east side.
- Alternative 2: New Neighborhood and Central Greenway: This alternative featured development that was more intense than Alternative 1, with higher density development at the edges of the site, with 2 to 4 story flats at the east and west sides. Moderately scaled townhomes would be built along Chugach Way, and the hockey stick would be developed with townhomes.
- Alternative 3: High-Intensity Transit-Oriented Development and Central Park: This alternative was the most intense of the three developments. New residential development would be the dominant land use on the interior of the area.

Traffic analysis was completed by CRW for this project, and this information was part of the current traffic analysis that was completed for this report. The report also provided two options for Chugach Way cross-sections, as well as cost estimates. The options seek to enhance the flow of vehicular traffic, provide extra space for snow storage, and create new facilities for bicyclists and pedestrians.

The study was intended to be an initial investigation into the feasibility of Chugach Way area redevelopment and Chugach Way roadway improvements. It identified key next steps including:

- Coordination with the community and key stakeholders to identify common goals
- Exploring funding resources related to the area’s RFA status to assist with infrastructure improvements and identify other grants and loans.
- Coordination with any necessary agencies for roadway and area improvements outlined in the report.

¹⁵ *Spenard Minnesota-Benson Open House #2*. Anchorage Metropolitan Area Transportation Solutions. 2021. http://www.spenardroad.com/documents/Spenard%20OH2%20Presentation_With_Script.pdf

3.5 Piecing the Plans Together

The Chugach Way Area Transportation Elements Study is intended to build on not only the CWRS but further the goals and objectives outlined in the various plans and studies that include the project area. Based on the findings of the CWRS, the study area for this project was expanded. As outlined in the CWRS, engaging the community to find common goals was a key next step. As part of this project, the community was engaged through two separate groups of stakeholders: institutional stakeholders and residential stakeholders. The institutional stakeholders were made up of large land holders in the area, representatives from the SCC, agency representatives, and utilities. The residential stakeholders were the businesses and residents within the SCC. The stakeholders were engaged through a series of meetings and surveys to obtain their feedback on the goals and objectives of the project. This feedback, along with the information from the previous studies and plans for this area, was used to develop a set of evaluation criteria and cross-section alternatives, which considered the two alternatives that were developed during the CWRS and the alternatives that were presented in the SCP.

As noted previously in Section 2.4 (“Traffic Conditions”), Chugach Way has a high proportion of cut-through traffic and an elevated crash rate. These factors, paired with the narrow ROW and lack of non-motorized infrastructure, mean that the road is not providing adequate facilities for vehicles, bicyclists, and pedestrians under current conditions, and especially during winter conditions. Given that vehicular and multi-modal traffic (including the need for access to transit) are expected to increase from large developments planned at either end of Chugach Way where it is adjacent to Spenard Road and Arctic Boulevard, improvements to Chugach Way are becoming more critical.

The development of non-motorized improvements along Chugach Way is included in the SCP and Draft NMP. Non-motorized safety and user comfort are priorities and further the goals of the Complete Streets Policy and Vision Zero Action Plan. Traffic calming has been identified as a needed feature on Chugach Way not only in the studies and plans but also through stakeholder engagement. The addition of multi-modal facilities on Chugach Way will not only improve safety within the area but also support opportunities to provide a broader multi-modal network within the project area, such as with multi-modal improvements being proposed as part of the Spenard Road Rehabilitation project.

4.0 STAKEHOLDER ENGAGEMENT

4.1 Community Engagement Context

The area around Chugach Way is continuing to evolve with the redevelopment that is currently under construction as well as future development plans within the area. Frequent, continuous communication with stakeholders and agencies is key to the success of any project. Our objective during this project was to work directly with interested public and regulatory/permitting bodies to communicate the goals of the project and gather input required for advancement throughout the project.

Project stakeholders included residents and property owners in the neighborhoods along and surrounding Chugach way, the MOA Planning Department and Street Maintenance, DOT&PF, utility representatives, and users of Chugach Way as a transportation corridor.

4.2 Public Involvement Methods

It was important to provide a variety of ways that stakeholders could provide input about the project throughout the process. The following are the methods that were used:

- Mailing List and Emails
- Project Website
- Internal and External Stakeholder Meetings
- SCC Updates

4.3 Stakeholder Meetings

Throughout the approximately year-long project duration, the project team has provided a series of presentations, workshops, updates, surveys, and other opportunities for feedback. The majority of stakeholder engagement has been centered around meetings that brought together institutional stakeholders and updates to the SCC to provide opportunities for input from residential stakeholders. In addition to the meetings with institutional and residential stakeholders, the design team presented to the AMATS Technical Advisory Committee and Policy Committee. A table of the meetings and corresponding dates is included in Table 6, with meeting summaries shown in Appendix A.

Table 6: Stakeholder Involvement

Stakeholder Engagement Phase	Stakeholder and Agency Involvement Event / Milestone	Date Completed
Provide initial project information and gather input from the public and stakeholders	Project Website Launch	1/13/2021
	SCC Meeting #1	3/3/2021
	AMATS Technical Advisory Committee (DOWL Presentation)	7/8/2021
	AMATS Policy Committee (DOWL Presentation)	7/22/2021
	Institutional Stakeholder Meeting #1 (DOWL Presentation & Workshop)	8/24/2021
	SCC Meeting #2 (Update and Survey from DOWL)	10/6/2021
Provide project update, detail draft evaluation criteria, alternatives evaluation, and preliminary direction and receive comments and feedback	SCC Meeting #3 (DOWL Presentation)	11/3/2021
	AMATS Technical Advisory Committee #2 (DOWL Presentation)	11/4/2021
	Stakeholder Meeting #2 (DOWL Presentation and Discussion)	11/17/2021
	AMATS Policy Committee #2 (DOWL Presentation)	11/18/2021
	SCC Meeting #4 (DOWL Brief Update on Comment Deadline)	12/1/2021
	Comment Period Closed	12/10/2021

Stakeholder comments received during all of the meetings, stakeholder surveys, and other comments received (such as via email or letter) are included in the Stakeholder Comment Log in Appendix C. Comments have been summarized and organized by categories (such as “Multi-modal Improvements on Chugach Way” or “Winter Maintenance”), and comments or ideas received that were not incorporated into this report include responses from the project team.

4.4 Stakeholder Surveys

Following the institutional stakeholder meeting, we sent each stakeholder a survey questionnaire to gain additional feedback, to which 12 people responded. The project team also publicly advertised a survey to residents and road users on the project website, through the SCC at their October meeting, and on the SCC Facebook page, to which nine people responded.

The residential survey included project background information and introductory questions that gauged the respondents’ relationship to the project area, such as time spent in the area, travel modes, and whether they live, work, or spend free time near Chugach Way. Of the nine respondents, most (five or six) respondents spend most days of the week there, travel the surrounding area by walking or biking, and live within or near the area.

Both surveys consisted of two main questions: (1) “What project goals are most important to you?” and (2) “Please assign a ‘grade’ to each feature based on how well you think each would

work in the project area.” The survey also included an open-ended opportunity to submit additional comments. Survey results are shown in Figure 13 and Figure 14 and additional insights with further analysis are shown in Appendix B.

Stakeholders in both groups ranked improved pedestrian and bicycle facilities and multi-modal connectivity as the highest priorities, regardless of the specific features (all multi-modal features were highly ranked in the survey). Stakeholders noted that traffic calming would improve safety for non-motorized users and rated raised intersections as the top traffic calming feature (others such as speed humps and traffic circles were not as well-received). On-street parking ranked low in the surveys, with stakeholders noting it would be in direct conflict with priorities to add pedestrian and bicycle infrastructure.

Stakeholders also emphasized the need for broader vehicular connectivity due to limited access to surrounding neighborhoods, the increasing number of residents with new mixed-use developments, and reducing traffic demand on Chugach Way. Stakeholders commented that acquiring additional ROW would likely make project implementation more challenging and requested that the design team provide for winter maintenance in the design. Several respondents called for a separated pathway or greenbelt, such as along the historic Fish Creek corridor, noting its potential additional benefits related to sustainability, neighborhood connectivity, and placemaking.

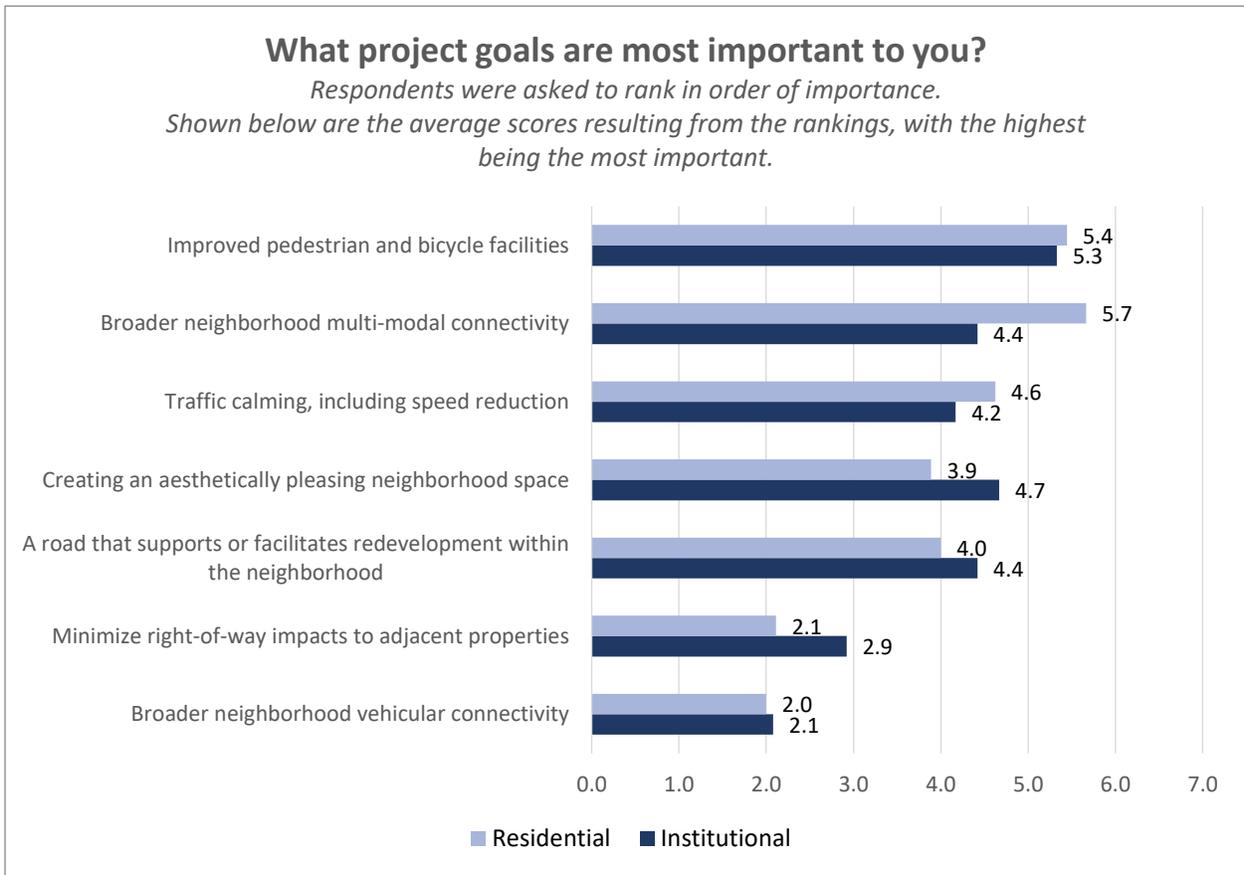


Figure 13: Survey Question 1 – What Project Goals are Most Important to You?

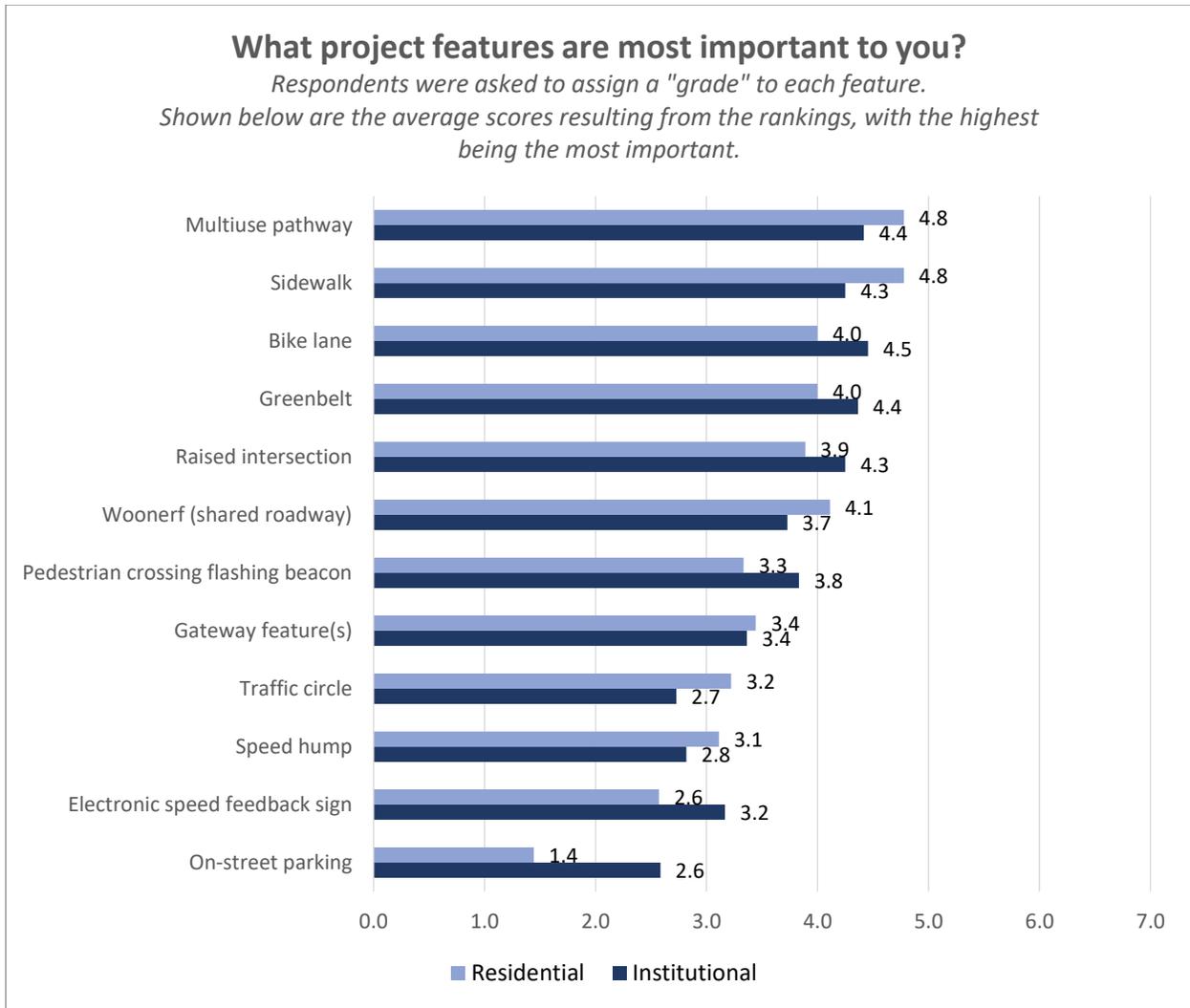


Figure 14: Survey Question 2 – What Project Features are Most Important to You?

5.0 ALTERNATIVES DEVELOPMENT

Alternatives were developed for:

- Chugach Way roadway cross-sections
- Traffic calming measures
- Project area opportunities

First, cross-section alternatives that contain design elements including lane widths and non-motorized feature types and widths were developed. The cross-section alternatives were characterized by “themes” that represent potential visions of the project expressed by the stakeholders and project team, while also considering the previous roadway cross-sections that had been developed for the area. The theme names intended to convey and highlight the differences between the elements associated with each alternative. The naming convention was also developed to provide a fun opportunity to tie the names to Spenard, such as “Multi-modal Love” named for the nearby Church of Love (now called “The Nave”), and was not intended to designate prioritization of one travel mode over another.

Secondly, a list of traffic calming measures was developed that could be combined with any of the cross-section alternatives. Traffic calming measures include elements such as raised intersections, curb bulb-outs, and pedestrian level lighting.

Improvements within the Chugach Way ROW are a priority for the broader project area, as better roadway and multi-modal infrastructure will improve mobility, connectivity, and safety for the growing neighborhood population. An upgraded Chugach Way can help support the development of the RFA and connect with other improvements. Either as part of or following improvements to Chugach Way (as funding is available), additional opportunities should be explored. Therefore, the project team developed a list of project area opportunities that could move forward in combination with any of the cross-section alternatives and selected traffic calming measures. These include opportunities such as a greenbelt following the Fish Creek corridor, multi-modal connectivity enhancements, on-street parking, and dedicated off-street snow storage areas.

5.1 Cross-section Alternatives

5.1.1 Cross-sections from Earlier Plans

5.1.1.1 Spenard Corridor Plan “Neighborhood Street” Cross-sections

The SCP Policy 5.8: Apply Neighborhood Street Design Alternatives (OS&HP Residential Street Typology) includes potential options for cross-sections on neighborhood streets with existing 30-foot ROW (Figures 5.1 – 5.6 in SCP). These figures are available as part of the SCP document on the MOA Planning Department Projects webpage.

SCP Figure 5.1 includes sidewalks on both sides with a narrow 16-foot two-way travel lane. SCP Figure 5.2 consists of a wider travel lane, with a swale for drainage and snow storage on one side of the road and a sidewalk on the other side. SCP Figure 5.3 replaces the swale in SCP Figure 5.2 with a parking lane. SCP Figure 5.4, 5.5, and 5.6 all include sidewalks and 5-foot grass buffers on both sides of the road, but SCP Figure 5.5 adds a 7-foot on-street parking

lane and Figure 5.6 adds an 18-foot angled parking lane. All design alternatives show striping for a bicycle boulevard, which designates the road as a shared space for vehicles and bicyclists.

Most of the cross-sections presented above do not meet MOA Design Criteria Requirements and would likely require design exceptions from the Municipal Traffic Engineer and/or the Municipal Engineer.

5.1.1.2 Chugach Way Reconnaissance Study Cross-sections

The CWRS includes two options ("Option 1" and "Option 2") for possible improvements to the Chugach Way ROW. The options seek to enhance the flow of vehicular traffic, provide extra space for snow storage, and create new facilities for bicyclists and pedestrians. These figures are available as part of the CWRS document on the MOA Planning Department Projects webpage.

5.1.2 Cross-sections for Evaluation

Due to the general lack of desire for on-street parking from the stakeholders, SCP Figures 5.3, 5.5, and 5.6 were not considered for evaluation in this study. The CWRS Option 1 and Option 2 were considered in the evaluation (named "Denali Peak" and "Windmill Windfall" in this study, respectively) due to stakeholders identifying snow storage as a high priority. SCP Figure 5.4 was not considered further in the evaluation, due to similarities between SCP Figure 5.4 and the CWRS Option 2. As multi-modal facilities are indicated to be a priority for stakeholders, SCP Figure 5.1 was modified to have wider sidewalks (named "Pedestrian Oasis" in this study).

In addition to the cross-section alternatives that were outlined above, the project team developed additional alternatives. The alternatives were developed to meet the current MOA Design Criteria and reflect the goals and objectives that were discussed with the stakeholders. Design details for all the cross-section alternatives according to the theme are shown in Table 7.

Table 7: Additional Themes and Cross-section Alternatives

Theme	Cross-section Elements
"First Steps"	30-foot ROW including: <ul style="list-style-type: none"> • Two 9-foot travel lanes • 4.5-foot sidewalk with a standing 0.5-foot curb on one side • 7.5-foot swale on other side
"Pedestrian Oasis"	39-foot ROW including: <ul style="list-style-type: none"> • Two 10-foot travel lanes, with 2-foot curb and gutter • Two 7.5-foot sidewalks
"Bicyclist Paradise"	43-foot ROW including: <ul style="list-style-type: none"> • Two 10-foot travel lanes, with 2-foot curb and gutter • Two 4.5-foot bike lanes • Two 5-foot sidewalks
"Multi-modal Love"	41-foot ROW including: <ul style="list-style-type: none"> • Two 10-foot travel lanes, with 2-foot curb and gutter • 12-foot multi-use path on one side • 5-foot sidewalk on other side
"Moving Motors"	46-foot ROW including: <ul style="list-style-type: none"> • Two 11-foot travel lanes, with 2-foot curb and gutter

Theme	Cross-section Elements
	<ul style="list-style-type: none"> • Two 5-foot shoulders designated for bicycle use (per Collector standards) • Two 5-foot sidewalks
"Denali Peak"	42-foot ROW including: <ul style="list-style-type: none"> • Two 11-foot travel lanes, including 2-foot curb and gutter • Two 5-foot planter strips • 10-foot multi-use path on one side
"Windmill Windfall"	50-foot ROW including: <ul style="list-style-type: none"> • Two 11-foot travel lanes, including 2-foot curb and gutter • 8-foot snow storage/swale and 10-foot multi-use path on one side • 5-foot planter strip and 5-foot sidewalk on other side

5.1.2.1 "First Steps"

The "First Steps" theme (Figure 15) is based on SCP Figure 5.2. This cross-section provides separated pedestrian facilities on one side of the roadway and a larger green space on the other side of the roadway, which can provide snow storage during the winter.

This theme has the potential for the least amount of ROW impacts compared to the other alternatives, requiring 30 feet to accommodate the cross-section. However, it only provides pedestrian facilities on one side of the street, which reduces the opportunities for multi-modal connections within the entire project area. It would also require users on the opposite side of the street to cross in order to use the pedestrian facilities. This cross-section does not meet the MOA Design Criteria and would likely require design exceptions that would need to be approved by the Municipal Traffic Engineer and/or Municipal Engineer during the design phase of the project.

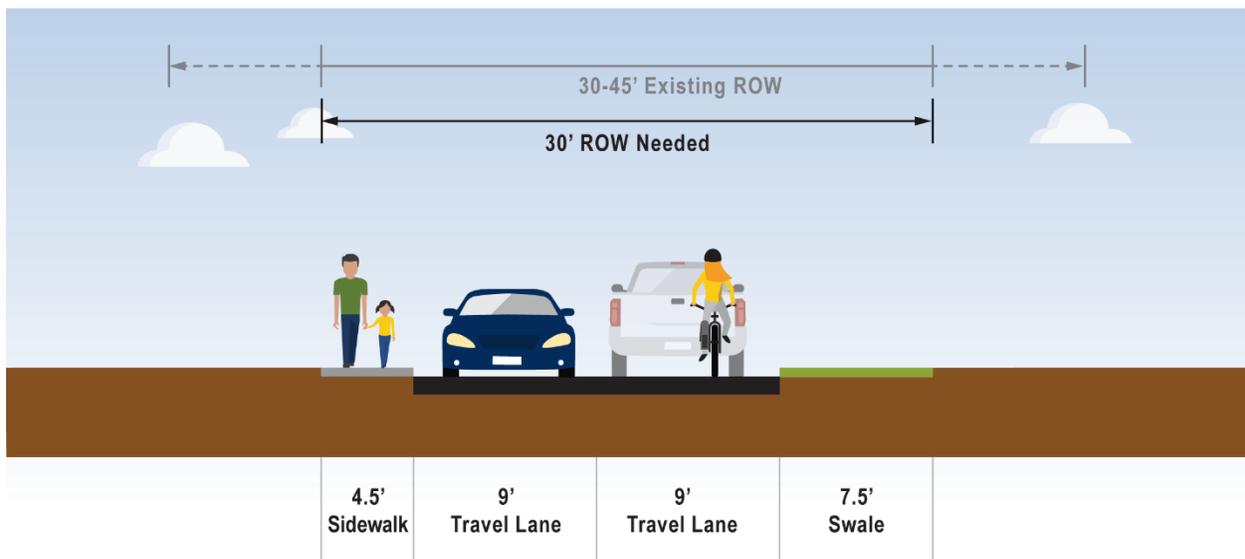


Figure 15: "First Steps" Cross-section Alternative

5.1.2.2 “Pedestrian Oasis”

The “Pedestrian Oasis” theme includes 7.5-foot wide sidewalks on both sides of the road (Figure 16). This cross-section theme prioritizes pedestrians by providing wider than minimum width sidewalks. Because bicyclist-specific facilities are not proposed in this alternative, bicyclists would travel in the roadway with vehicular traffic, similar to other residential streets.

Pedestrian safety has been a major concern raised by stakeholders, as there are currently no sidewalks along Chugach Way. Wide sidewalks provide an additional buffer between vehicles and pedestrians and potential snow storage areas along the edges in winter months. This alternative could incorporate a planting strip within the wider sidewalk area, although an alternative paving material, such as pavers, may be preferable to reduce maintenance costs associated with landscaping.

This alternative potentially has the least amount of ROW acquisition compared to the other cross-section alternatives developed. One drawback to this alternative is that there are no dedicated bicycle lanes. However, the road may be designated as a bicycle boulevard, with appropriate signage and striping on the road, so that bicycles can more safely share the same space with vehicles. Limited lane widths in both “Pedestrian Oasis” and “First Steps” may pose difficulties for emergency vehicle access.

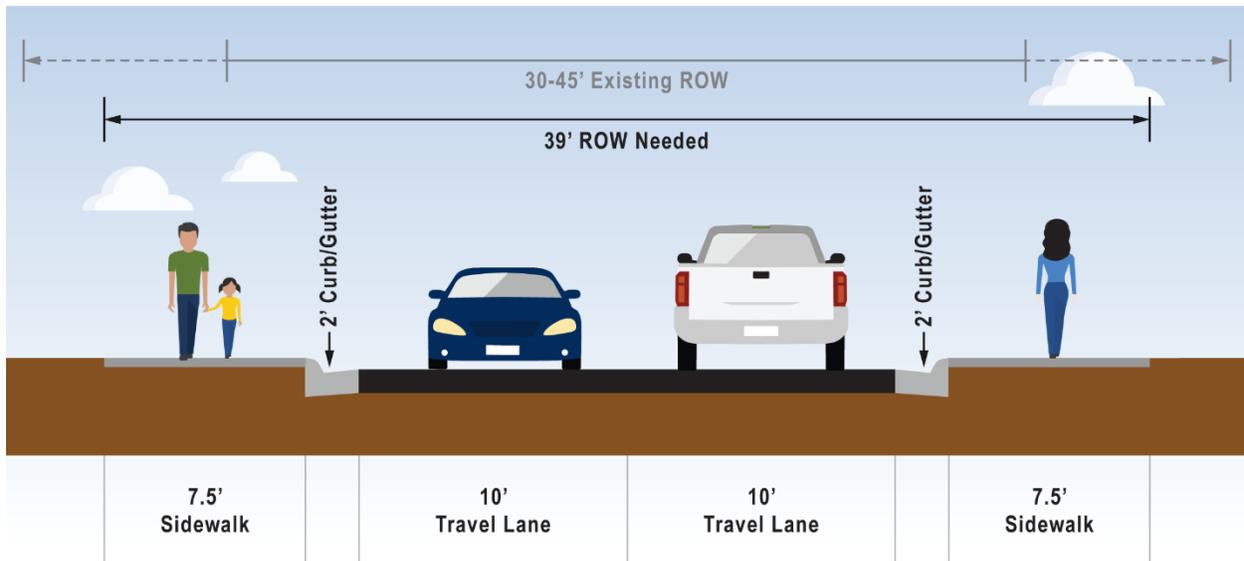


Figure 16: “Pedestrian Oasis” Cross-section Alternative

5.1.2.3 “Bicyclist Paradise”

The “Bicyclist Paradise” theme includes 4.5-foot wide bike lanes and 5-foot wide sidewalks on both sides of the road (Figure 17). This cross-section provides ample space for bicycles passing through Chugach Way in each direction, separated from both vehicular traffic and pedestrians. As new projects in the area may start to include more bicycle infrastructure, such as on the rehabilitated Spenard Road, bike lanes on Chugach Way could connect into a surrounding system. This is consistent with the vision for bicycle facilities set forth in the draft NMTP, which called for an Enhanced Shared Roadway on Chugach Way.

In addition to providing space for bicyclists, this alternative allocates space for pedestrians to be separated from faster bicycle and vehicular traffic. For ease of snow clearing, the bike lanes would be at the same grade as and not physically separated from vehicular traffic (only striping would delineate the bike lane). To clear snow from the roadway (including bike lanes), sidewalks may become covered with snow temporarily after a snowstorm, leaving pedestrians to walk in the street or the bike lanes. The 43-foot ROW needed to construct this cross-section fits within the widest sections of Chugach Way, but may require additional ROW acquisition in narrower sections or to facilitate the need to relocate utilities. This alternative may be preferable for emergency vehicle access as the bike lanes provide additional width for larger emergency response vehicles.

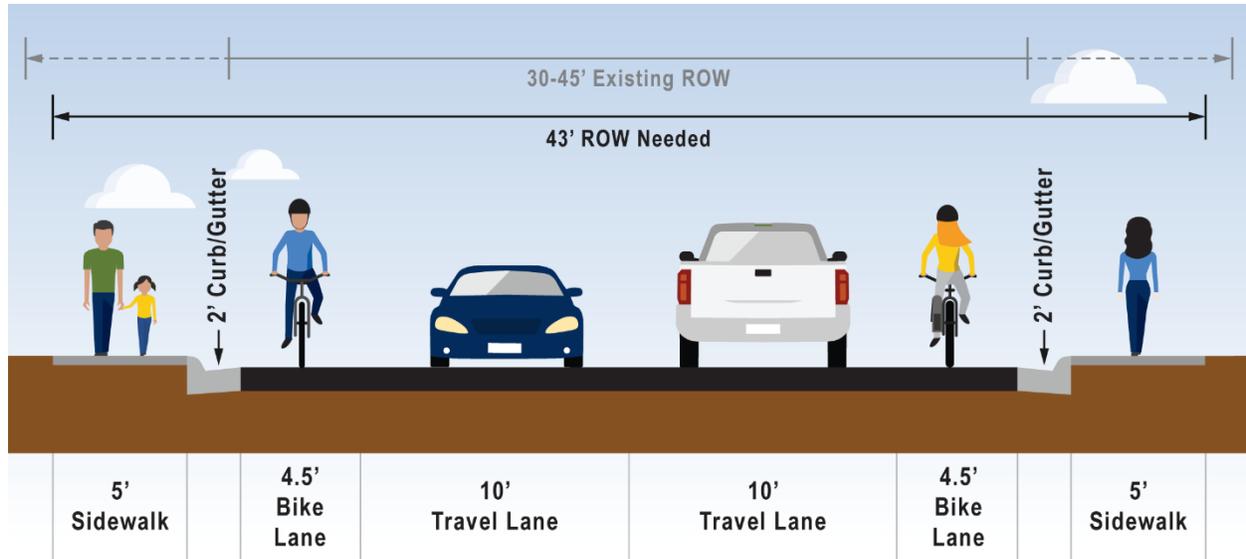


Figure 17: “Bicyclist Paradise” Cross-section Alternative

5.1.2.4 “Multi-modal Love”

The “Multi-modal Love” theme includes a 12-foot wide multi-use pathway on one side of Chugach Way and a 5-foot wide sidewalk on the other side (Figure 18). This cross-section provides a wide path for multi-modal users (pedestrians and bicyclists) to share, separated from vehicular traffic. Minimum-width sidewalks are provided for pedestrians to be separated from all other users on the other side of the road.

Similar to the “Bicyclist Paradise” theme, a multi-use path on Chugach Way could connect to non-motorized facilities in the surrounding system, such as the proposed pedestrian and bicyclist facilities on Spenard Road in between Benson Boulevard and Minnesota Drive. If a greenbelt were to be developed in the area, such as along the historic Fish Creek corridor, the multi-use path could be particularly cohesive with a path through the greenbelt.

If the pathway were situated on the north side of the road, where the two planned developments are located, it could easily provide connectivity to the existing and future on-site pathways, which would provide ease of access to bus stops on Spenard Road and Arctic Boulevard. The 41-foot width of the cross-section will likely require additional ROW acquisition in some areas. Similar to “First Steps” and “Pedestrian Oasis”, the limited lane widths may pose challenges for emergency vehicle access.

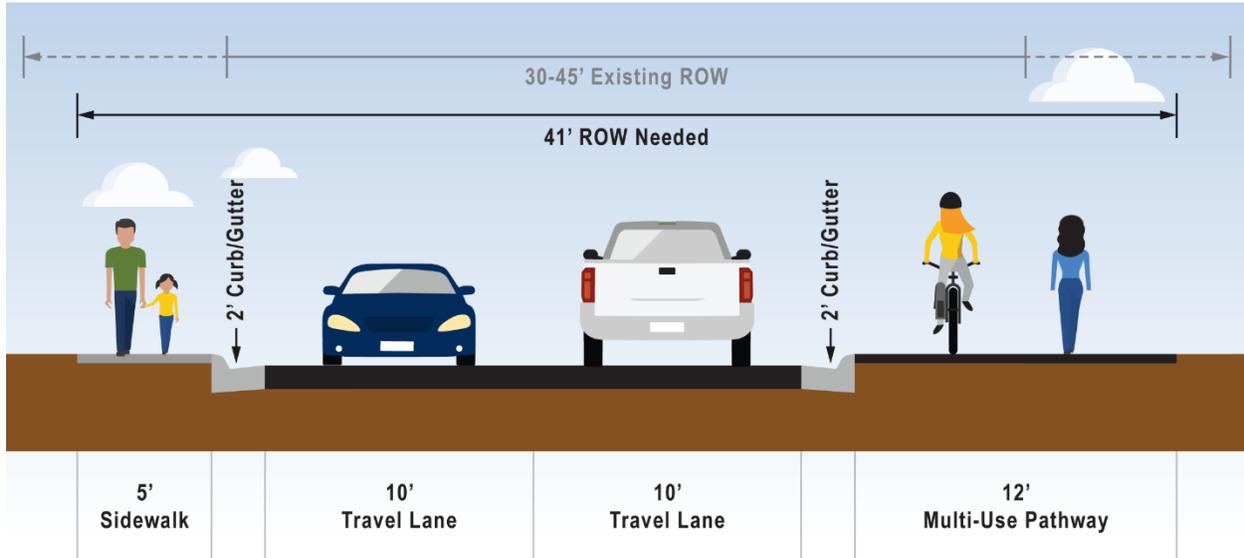


Figure 18: “Multi-modal Love” Cross-section Alternative

5.1.2.5 “Moving Motors”

As stated in the Chugach Way Existing Conditions Report, the existing annual average daily traffic is 2,250 vehicles per day. When accounting for potential increases in traffic due to the Spenard East Development being constructed by CIHA and expected development on property owned by Midtown Center, LLC, expected future average daily traffic could increase to 4,500 vehicles per day, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual methods.

The existing volumes on Chugach Way currently fall within the lower end of the range of a “collector” road classification specified in the MOA Design Criteria Manual (2,000 – 10,000 vehicles per day), while expected future volumes are closer to the middle of the range. To accommodate increases in traffic volumes, the “Moving Motors” alternative involves changing the roadway classification for Chugach Way from a local road to a Neighborhood Collector. The MOA Design Criteria Manual defines collectors as streets that “collect traffic from local streets and carries it to the arterial system.” This would change the function of Chugach Way from a road that primarily provides access to residential units to one that focuses on carrying traffic from nearby neighborhoods to the Spenard Road and Arctic Boulevard arterials. This approach prioritizes accommodating traffic mobility and increased volumes, rather than making significant efforts towards traffic calming to reduce speeds and volumes.

The “Moving Motors” typical section (Figure 19) includes 5-foot shoulders on both sides of the road that are signed and striped for bicycle use. 11-foot travel lanes and 5-foot sidewalks would be included on both sides. The ROW needed would be 46 feet. Based on the MOA Design Criteria Manual, the recommended posted speed limit would be 30 miles per hour (mph) and the road would be designed for 35 mph traffic.

A Neighborhood Collector classification conflicts with several priorities the project team and stakeholders have identified, such as traffic calming to reduce speeds in the area and limiting the potential ROW impacts to the adjacent properties. Vehicle speeds could increase in

response to the higher posted and design speeds and shoulders making the road feel more spacious, rather than the traffic calming effect of a narrower road.

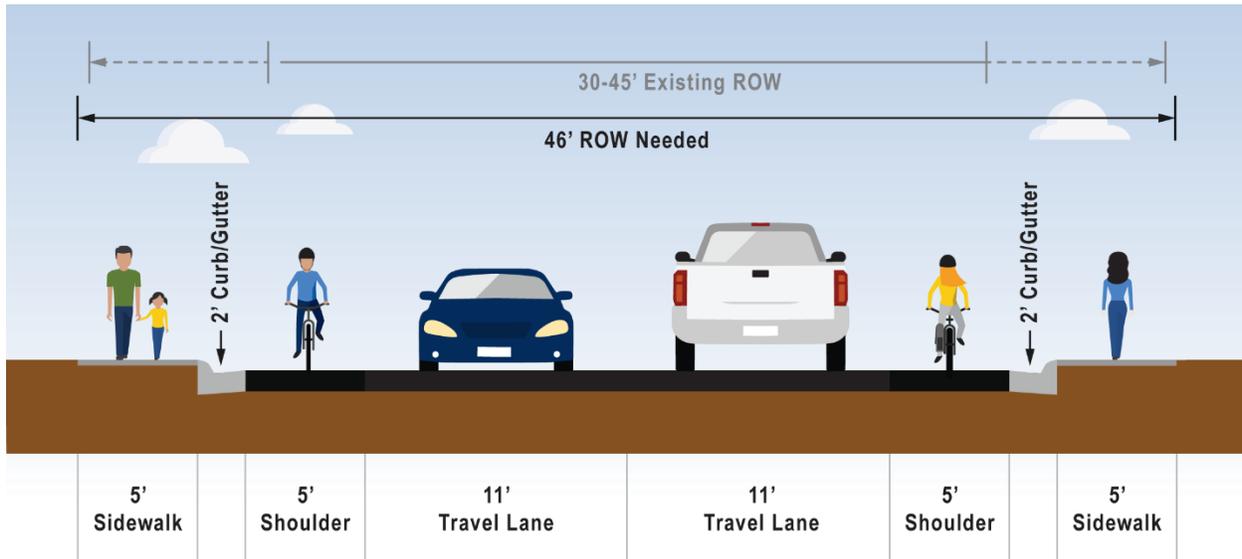


Figure 19: “Moving Motors” Cross-section Alternative

5.1.2.6 “Denali Peak”

The “Denali Peak” alternative (Figure 20) is based on Option 1 from the CWRS. This alternative places additional emphasis on snow storage. The concept includes 5-foot planter strips on both sides of the road that add capacity for snow clearing in the winter while contributing to aesthetics and placemaking in the summer. Dedicated snow storage is important for ease of street maintenance and to keep non-motorized travel facilities clear of snow and useable. Oftentimes, sidewalks and paths near the roadway become the de facto snow storage area, which renders them unusable by people walking and biking. This in turn disincentives non-motorized travel or results in people walking and biking in the street without separation from vehicular traffic.

The alternative includes a 10-foot multi-use pathway on one side of the road, which is buffered from vehicular traffic by the planter strip, increasing the safety and comfort of people walking and biking. To provide opportunities to reduce ROW and utility impacts, no non-motorized facilities are provided on the other side of the road. Unlike “Multi-modal Love” or “Windmill Windfall” which also have multi-use paths, pedestrians do not have the option to use a sidewalk for their exclusive use on the opposite side of the road, and must share the multi-use path space with bicyclists. This cross-section would likely require waivers from the design standards that are outlined in the MOA Design Criteria Manual. The waivers would need to be coordinated during design and approved by the Municipal Traffic Engineer and/or the Municipal Engineer.

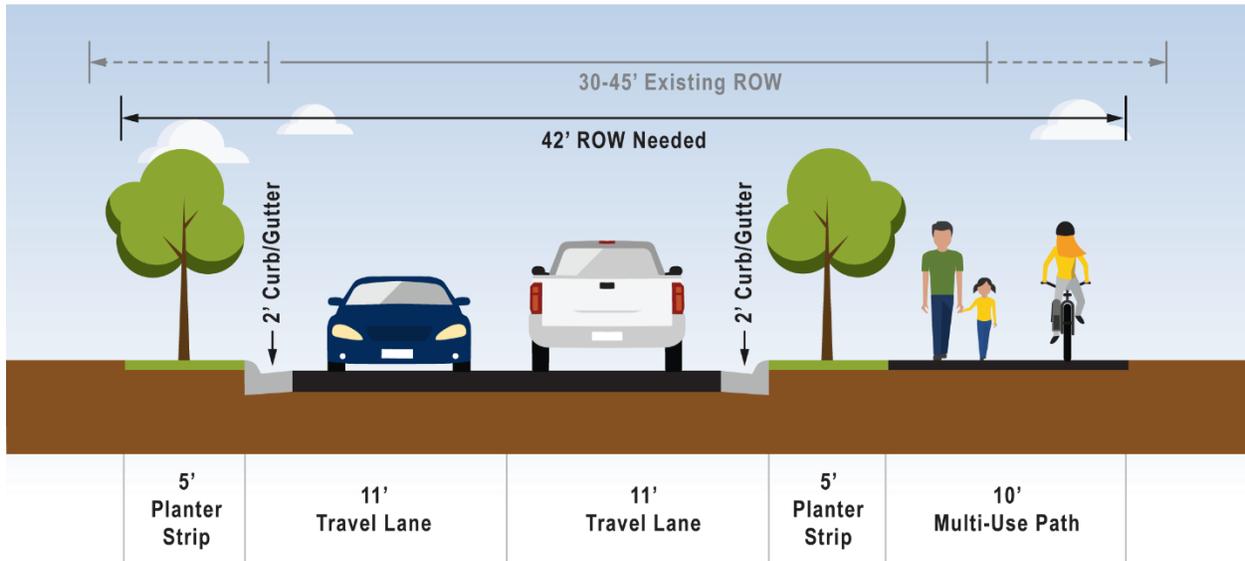


Figure 20: “Denali Peak” Cross-section Alternative

5.1.2.7 “Windmill Windfall”

“Windmill Windfall” (Figure 21) is based on Option 2 from the CWRS. This alternative incorporates most of the residential elements of roads with sufficient ROW. The alternative includes a multi-use path, a sidewalk, and snow storage on both sides of the road. This provides dedicated facilities for pedestrian-exclusive use (sidewalk), separated and above grade facilities for bicyclists and non-exclusive pedestrian use, and ample snow storage for ease of maintenance.

This alternative has the greatest potential need for additional ROW (total 52 feet needed) and could potentially have a greater impact on existing infrastructure, which could lead to increased project costs and schedule impacts. Wider lane widths on “Moving Motors”, “Denali Peak”, and “Windmill Windfall” may be more desirable for emergency vehicle access.

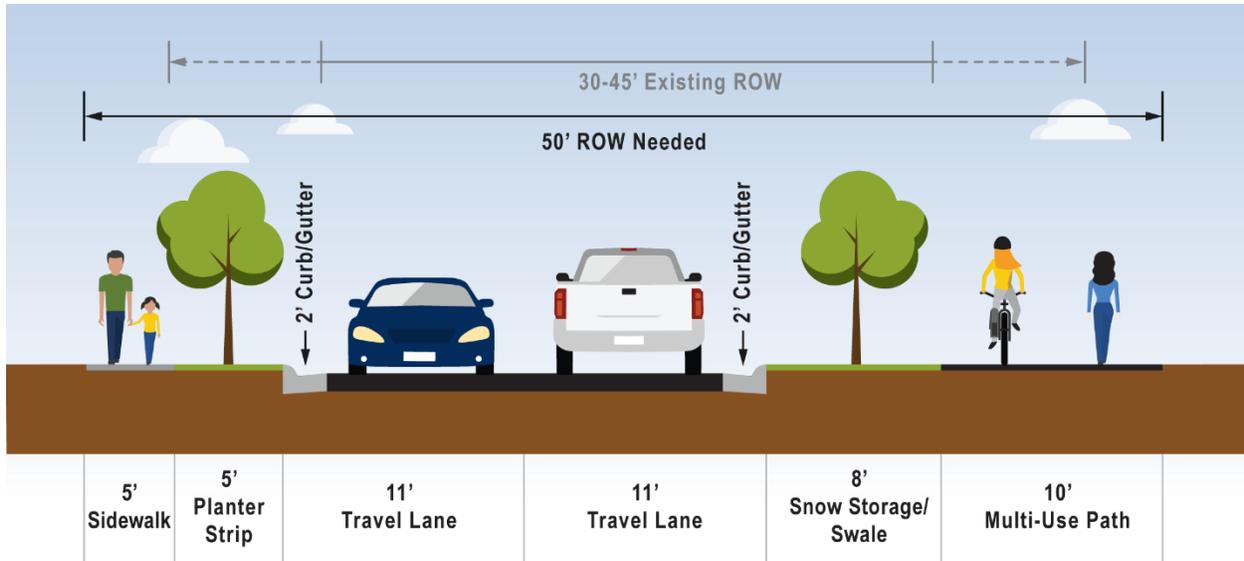


Figure 21: “Windmill Windfall” Cross-section Alternative

5.2 Traffic Calming Options

The existing traffic conditions assessment (Section 2.4) noted significant volumes of cut-through traffic, which could be metered or reduced using traffic calming measures. Additionally, the institutional and residential stakeholders ranked traffic calming as the third-highest priority project goal. We summarized research on five traffic calming alternatives regarding their respective effect on crash, speed, and volume reduction to increase livability on Chugach Way. The research results are shown in Table 8.

Table 8: Effectiveness of Traffic Calming Measures

Traffic Calming Measure	Crash Change	Speed and Volume Change		
		Pre-installation Speeds (mph)	Post-installation Speeds (mph)	Volume Change
Traffic Circles	-44%	32-35	27-28	-29%
Speed Humps	-40%	26-30	25-27	-20%
Chicanes (planter strips)	Not available	34-37	27-34	Not available
Dynamic speed feedback signs	Not available	Vehicles above speed limit reduced speed under certain conditions		Not available
Raised Intersections	-36%	31-35	30-32	-20%

Handbook of Road Safety Measures. Elvik and Vaa. 2004.

Traffic Calming ePrimer. FHWA. 2017. https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm#eprimer

Roundabouts in the United States. National Academies of Sciences, Engineering, and Medicine. 2007. <https://www.trb.org/Publications/Blurbs/158299.aspx>

Effectiveness of Dynamic Speed Display Signs (DSDS) in Permanent Applications. Texas Transportation Institute. 2004. <https://static.tti.tamu.edu/tti.tamu.edu/documents/0-4475-S.pdf>

Traffic Circles: Traffic circles require the most ROW and landscaping maintenance, though they may be the most effective at reducing vehicle speeds and cut-through volumes due to their non-traversable physical impedance. Traffic circles could also provide for additional snow storage capacity. Landscaping within the traffic circle could also add to the aesthetics and placemaking of the roadway.

Speed Humps: Speed humps do not typically require additional ROW or have impacts on snow storage or landscaping maintenance. However, they can slow snow removal efforts. Based on the feedback received, speed humps were not viewed favorably by stakeholders, as the third-lowest ranked feature of the 12 total options on the survey.

Chicanes: Chicanes can require additional ROW due to the winding road effect they create while also needing to meet minimum road width requirements. While chicanes may provide for additional snow storage opportunities, longitudinal non-alternating snow storage is typically preferred for ease of maintenance. Similar to traffic circles, they may provide the highest speed and volume reduction effect due to the physical barriers that require drivers to slow down to navigate an “S”-shaped alignment. Planter strips within the chicanes may add to aesthetics and placemaking and provide space for gateway signage, but with the requirement of additional landscaping maintenance.

Dynamic Speed Signs: Dynamic speed feedback signs are typically most effective on curves or where an unexpected change in road conditions is present. The signs may reduce speeds only in the short term after installation, as the effect may gradually reduce as they command less of drivers’ attention. The installation of the signs requires no additional ROW and does not have snow storage or landscaping implications.

Raised Intersections: Based on the survey results, the stakeholders indicated raised intersections were the most favorable traffic calming measure. In the surveys, they ranked fifth when considering all of the potential features, behind multi-use path, sidewalk, bike lane, and greenbelt. They do not require additional ROW or landscaping maintenance, they increase pedestrian crossing visibility (by raising to the sidewalk grade), and they can improve aesthetics with colored brick or other alternative materials at the intersection. Although there are likely no impacts to snow storage, they can slow snow removal since the transitions for the raised intersection are not as visible. As an example, minor-road stop-controlled raised intersections are currently used along Milky Way Drive, West 35th Avenue, and McRae Road just west of the study area. Raised intersections may be installed while maintaining the existing minor-road stop-control at Wilson Street, Cope Street, and Indiana Street.

Currently, there are no all-way stop-controlled intersections on Chugach Way. According to the Manual on Uniform Traffic Control Devices¹⁶ (MUTCD Section 2B.07), the decision to install multi-way stop control should be based on criteria that include crash history, major approach vehicle volumes, and minor approach vehicle and non-motorized volumes. These criteria may be considered at Wilson Street, Cope Street, and Indiana Street, with close coordination with MOA’s Traffic Engineering Department. In general, installing all-way stop control is not recommended solely as a traffic calming measure, as low intersection volumes may result in high rates of non-compliance, as well as higher traffic speeds between intersections.

¹⁶ *Manual on Uniform Traffic Control Devices*. Federal Highway Administration. 2009. <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>

5.3 Project Area Opportunities

While the cross-section alternatives and traffic calming options focus on the development of Chugach Way, the project area opportunities address the broader study area (Table 9). The project area opportunities are compatible with all the cross-section alternatives evaluated.

Developing a comprehensive neighborhood activation and redevelopment will require looking for opportunities beyond roadway improvements to Chugach Way. While the cross-sections and traffic calming features will have to meet specific requirements and serve specific functions related to moving all modes of transportation, project area opportunities are ways to further enhance the entire project area.

Broader multi-modal connectivity is a major priority for the stakeholders. The cross-sections developed lend themselves to enable continued multi-modal facilities that are part of the existing and future development in the area. For new development, partnering and coordination opportunities exist between the MOA and the property owner to establish multi-modal connections that fit into the proposed development and enhance the overall project area. There are also opportunities to provide enhanced crossings at street intersections with gateway amenities or other features and provide better connectivity to transit facilities at Spenard Road and Arctic Boulevard (Figure 22).

Table 9: Project Area Opportunities

Categories	Map No.	Project Area Opportunities	Ownership	Notes and Further Coordination
Multi-modal Connections	1	Greenbelt and pathway along the historic Fish Creek location, such as “hockey stick lot” (South)	Private	Privately held property that would require acquisition by the MOA or a partnership. Multi-modal path at this location could provide open space for growing neighborhood population and opportunities for future connections in the broader area. Honoring the creek is important to stakeholders and would contribute to a sense of place in the neighborhood.
	2	Multi-modal connections within the CIHA Development (North)	Private	Coordination with MOA and CIHA to provide street and pathway connections. This could be either private streets/pathways, streets/pathways that are within easements or by ROW dedication. Could connect with potential Fish Creek greenbelt south of Chugach Way.
	3	Wilson Street multi-modal connection (South)	MOA ROW	Secure funding to upgrade Wilson Street to provide multi-modal connections. This may require ROW acquisition.
	4	Cope Street multi-modal connection (South)	MOA ROW	Secure funding to upgrade Cope Street to provide multi-modal connections. This may require ROW acquisition.
	5	Indiana Street/Midtown multi-modal connection (North)	MOA ROW/Private	Pathway or roadway connections could be provided within the existing ROW and proposed development. This will require coordination with the development team and MOA early in the development process.
	6	Indiana Street multi-modal connection (South)	MOA ROW	Secure funding to upgrade Indiana Street to provide multi-modal connections. This may require ROW acquisition.
	7	40th Avenue multi-modal connection (East)	Private	Opportunity for a pathway connection from the end of W. 40th Avenue to Arctic Boulevard. This would require property acquisition. A multi-modal connection at this location could connect to a bicycle-friendly route along 40th Avenue to the east, connecting the neighborhood to Midtown employment centers, Cuddy Park, and the Loussac Library.
	8	Improved connections and crossing at 40th Avenue and Arctic Boulevard	MOA ROW	Further MOA Traffic analysis to evaluate amenities that could be provided to improve the crossing. This would likely be in conjunction with a pathway connection at this location (Map item No. 7).

Categories	Map No.	Project Area Opportunities	Ownership	Notes and Further Coordination
	9	Other opportunities to enhance connections at Spenard Road and Arctic Boulevard, including crosswalks to increase connectivity to public transit	MOA ROW	Installation of crosswalks at mid-block locations or uncontrolled approaches is subject to guidance in the Alaska Traffic Manual ¹⁷ (ATM Section 3B.18 and ATM Section 4A.100). Consideration should be given to vehicle traffic volumes, number of lanes, speed limits, and pedestrian crossing volumes. Formal approval from the MOA Traffic Engineering Department is required.
Multi-modal Amenities and Placemaking	10	Woonerf cross-section segment	MOA ROW/Private	Suggested between Cope Street and Indiana Street. See additional description in Section 5.3.1 below.
	-	<ul style="list-style-type: none"> Gateway elements Lighted bollards/pedestrian level lighting Public bicycle parking, benches, or other amenities or public art opportunities 	MOA ROW	Can be incorporated in future projects along Chugach Way or with the other project area opportunities, as funding is available. Some elements could also be implemented in the redevelopment projects in the area or with public-private partnerships.
Other Opportunities	-	Modifications to Arctic Boulevard and Spenard Road Intersections	MOA ROW	Additional traffic from developments along Chugach Way may require modifications to intersections such as additional turn lanes, signalization, and/or conversion to right-in-right-out-only to maintain acceptable level of service. LOS and queuing analysis should be conducted in design phase to identify whether and which improvements are needed.
	-	Dedicated off-street snow storage areas	Private	Could be helpful if cross-section alternative selected in design phase has insufficient space for snow storage along the ROW. Potential location could be at hockey stick lot. Any off-street snow storage would require coordination with MOA Street Maintenance and private property owners.

¹⁷ 2016 Alaska Traffic Manual. Alaska Department of Transportation and Public Facilities. 2016. https://dot.alaska.gov/stwddes/dcstraffic/assets/pdf/atm/current/2016atms_inc.pdf

Categories	Map No.	Project Area Opportunities	Ownership	Notes and Further Coordination
		Green infrastructure	MOA ROW / Private	New stormwater requirements in the MOA encourage the use of green infrastructure for stormwater management. As the area currently has infrastructure gaps, elements such as rain gardens, swales, or a restored creek could be investigated for implementation feasibility. These could also contribute to neighborhood aesthetics and be part of a strategy to honor the historic creek.
	-	On-street vehicle parking	MOA ROW	While some stakeholders noted additional parking in the area could be helpful, stakeholders overall ranked on-street parking as very low priority. Could be incorporated into the cross-sections but would require additional ROW, plus developers already must comply with parking requirements. Could also look for opportunities to acquire properties to provide public parking to serve the broader neighborhood.



- Project Boundary
- Property Planned for Redevelopment
- Cook Inlet Housing Authority Property
- J.J. Brooks Property
- "Hockey Stick" Property
- Stream (MOA)
- MOA Parcel Boundary
- T Transit Stops

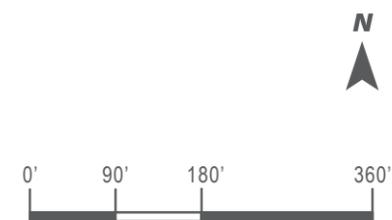


FIGURE 22. AREA OPPORTUNITIES

Chugach Way Area Transportation Elements Report

December 22, 2021



5.3.1 Woonerf Cross-Section Opportunity

A “woonerf” is the Dutch term for “living street.” A woonerf creates a shared residential or commercial space in the street for all modes of travel and recreation. The design limits vehicle speeds using various traffic calming measures such as chicanes (planter strips on alternating sides of the road creating an “S”-shaped travel pattern), benches, and bollards. Pedestrians and bicyclists are given precedence in the ROW. The design of woonerfs in Anchorage is governed by AMC Title 21.

The woonerf cross-section (Figure 23) establishes ROW for non-motorized travel across the entire road width, rather than limiting non-motorized travel to designated facilities such as bike lanes or sidewalks. This may grant people walking and biking a greater sense of freedom and belonging. Because the concept could incorporate elements such as park benches, pedestrian lighting, bike parking, and landscaping, the road may feel like it more closely “belongs” to the residents of the area, rather than those using the road as a through route, while fostering a sense of community and placemaking.

The design team considered the woonerf concept based on the input from stakeholders as it related to placemaking and traffic calming and the potential future mixed-use development that is planned for this area. We saw this as an opportunity to activate the street in a different way to allow for a greater sense of community, such as closing the street for festivals or markets.

Per the design standards in the AMCR, woonerfs cannot exceed 500 feet in length, so this cross-section alternative would need to be designed in combination with another cross-section for Chugach Way. If utilized, a woonerf should be placed strategically along Chugach Way; it appears one location to consider is between Cope Street and Indiana Street. Implementing this cross-section would require support from neighboring property owners and coordination to ensure it fits in with surrounding driveways or non-motorized connections.

The concept shown in Figure 23 is one option for a woonerf that could provide elements that are not only used by pedestrians and bicyclists but also amenities and snow storage opportunities.

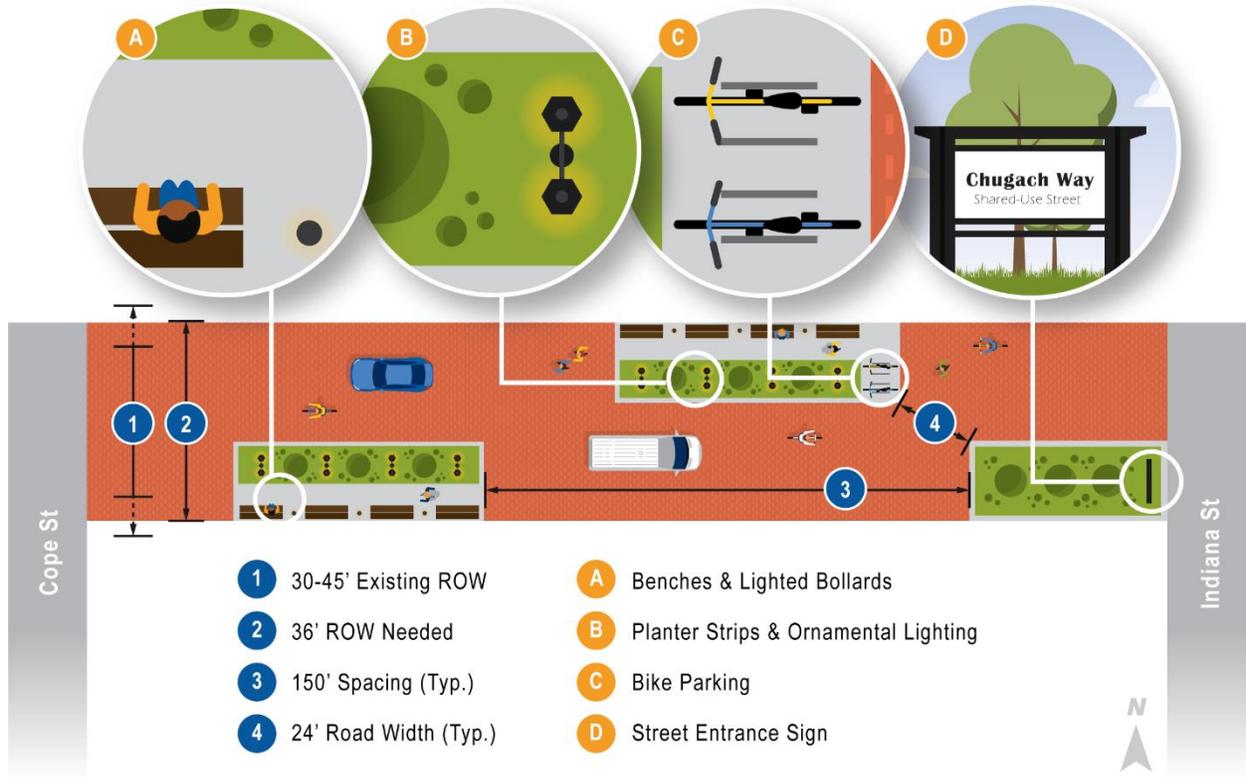


Figure 23: Woonerf Cross-section Opportunity

6.0 ALTERNATIVES EVALUATION

6.1 Evaluation Methodology

The cross-section alternatives described above were evaluated separately through the criteria and methodology outlined hereafter. Traffic calming options and project area opportunities were also considered based on their compatibility with the alternatives that most successfully passed through the evaluation process to complete a set of future considerations.

6.1.1 Evaluation Criteria Categories and Method

A two-step alternatives evaluation method was used that consists of two categories of criteria: priority criteria and additional criteria. The priority criteria score is calculated by assigning 0, 1, or 2 points based on whether the alternative does not meet the criteria, meets the criteria, or exceeds the criteria, respectively. This point system is reflected in the analysis by a red “X” for 0 points, a yellow horizontal line for 1 point, and a green checkmark for 2 points. The points are then divided by the total possible priority criteria points to get a percentage score. Note the percentage score does not correspond to letter grades or “passing” and “failing,” but rather is only used for comparative purposes. The additional criteria score is determined similarly to the priority criteria score.

To calculate the final score, the priority criteria percentage score is multiplied by 2, due to higher priority indicated by the stakeholders, then added to the additional criteria percentage score. Figure 24 shows a diagram of the evaluation method.



Figure 24: Evaluation Methodology

The priority criteria encompass goals articulated as most important by stakeholders and requirements to make the project tenable. Meeting the priority criteria indicates the design alternative reflects the primary concerns and desires of stakeholders and applicable land use and transportation plans and policies. These criteria are oriented to answering the questions, “Why are we doing this project?” and “Can we implement this project?”

The additional criteria reflect the desires of the stakeholders for aspects that would be beneficial to the project but did not rise to the same level as the priority criteria. These are criteria that if not met would not be detrimental to the success of the project. These criteria answer the question, “How can this project be better?”

6.1.2 Selected Evaluation Criteria

We selected the evaluation criteria based on existing conditions constraints, alignment with applicable land use and transportation plans, and stakeholder feedback. Descriptions of the criteria are shown in Table 10, organized by criteria category.

Table 10: Evaluation Criteria

Criteria Category	Criteria	Description
Priority Criteria	Multi-modal safety and comfort	Provides pedestrians and bicyclists adequate facilities to travel safely and comfortably (cross-section, lighting, signage, etc.)
	Slower vehicle speeds and minimizes cut-through vehicle traffic	- Reduces vehicle speeds with traffic calming features (raised intersections, lane width, alignment, signage, etc.) - Cut-through traffic reduced due to traffic calming, incentivizing the use of 36th Ave over Chugach Way
	ROW impacts	Improvements appear to be feasible within existing ROW or minimize potential ROW acquisition
	Snow removal operations	Facilitates feasible snow removal operations in terms of storage capacity and access
	Emergency vehicle access	Provides sufficient road width and access for emergency vehicles such as ambulances and fire trucks
Additional Criteria	Non-motorized connectivity	Provides opportunities for connections to nearby bike routes, trails, and sidewalks
	Landscaping maintenance	Requires minimal to no landscaping maintenance
	Aesthetics and placemaking	Increases aesthetic appeal of the roadway and multi-modal facilities with landscaping or alternative sidewalk material, pavement paint, and other features. Placemaking opportunities, including celebrating historic Fish Creek, gateway features, etc.

6.2 Evaluation Results

The evaluation of the cross-section alternatives is shown in Table 11 (priority criteria), Table 12 (additional criteria), and Table 13 (final score). “Multi-modal Love,” “Denali Peak,” and “Windmill Windfall” scored the highest (highlighted in green), while “Bicyclist Paradise” and “Pedestrian Oasis” scored in the mid-range (highlighted in yellow). “Moving Motors” scored the lowest of the alternatives (highlighted in red).

Table 11: Cross-section Alternatives Evaluation – Priority Criteria

Priority Criteria	“First Steps”	“Pedestrian Oasis”	“Bicyclist Paradise”	“Multi-modal Love”	“Moving Motors”	“Denali Peak”	“Windmill Windfall”
Multi-modal Safety and Comfort							
Slower Vehicle Speeds and Minimizes Cut-through Traffic							
ROW							
Snow Removal Operations							
Emergency Vehicle Access							
Priority Criteria Score	5 pts (50%)	4 pts (40%)	4 pts (40%)	5 pts (50%)	3 pts (30%)	7 pts (70%)	7 pts (70%)

Legend

= 0 points

= 1 point

= 2 points

Table 12: Cross-section Alternatives Evaluation – Additional Criteria

Additional Criteria	“First Steps”	“Pedestrian Oasis”	“Bicyclist Paradise”	“Multi-modal Love”	“Moving Motors”	“Denali Peak”	“Windmill Windfall”
Non-motorized connectivity							
Aesthetics and Placemaking							
Landscaping Maintenance							
Additional Criteria Score	3 pts (50%)	4 pts (67%)	5 pts (83%)	6 pts (100%)	2 pts (33%)	4 pts (67%)	4 pts (67%)
Legend					= 0 points	= 1 point	= 2 points

The following is a summary of the overall evaluation. The final scores are represented by a stars where one star represents a score from 0-99 percent, two stars represents 100-199 percent, and three stars indicates 200-300 percent.

Table 13: Cross-section Alternatives Evaluation – Final Score

	“First Steps”	“Pedestrian Oasis”	“Bicyclist Paradise”	“Multi-modal Love”	“Moving Motors”	“Denali Peak”	“Windmill Windfall”
Final Score	★ ★	★ ★	★ ★	★ ★ ★	★	★ ★ ★	★ ★ ★
Score Calculation	(50% x 2) + 50% = 150%	(40% x 2) + 67% = 147%	(40% x 2) + 83% = 163%	(50% x 2) + 100% = 200%	(30% x 2) + 33% = 93%	(70% x 2) + 67% = 207%	(70% x 2) + 67% = 207%

7.0 CONCLUSIONS AND NEXT STEPS

This study involves an existing conditions assessment, land use and transportation plan and policy review, stakeholder engagement, and alternatives development and evaluation. Based on the criteria selected in the evaluation methodology, the “Multi-modal Love”, “Denali Peak”, and “Windmill Windfall” cross-section alternatives scored the highest (Figure 25, Figure 26, and Figure 27, respectively). This study also presented options for traffic calming on Chugach Way and opportunities for improvements throughout the project area.

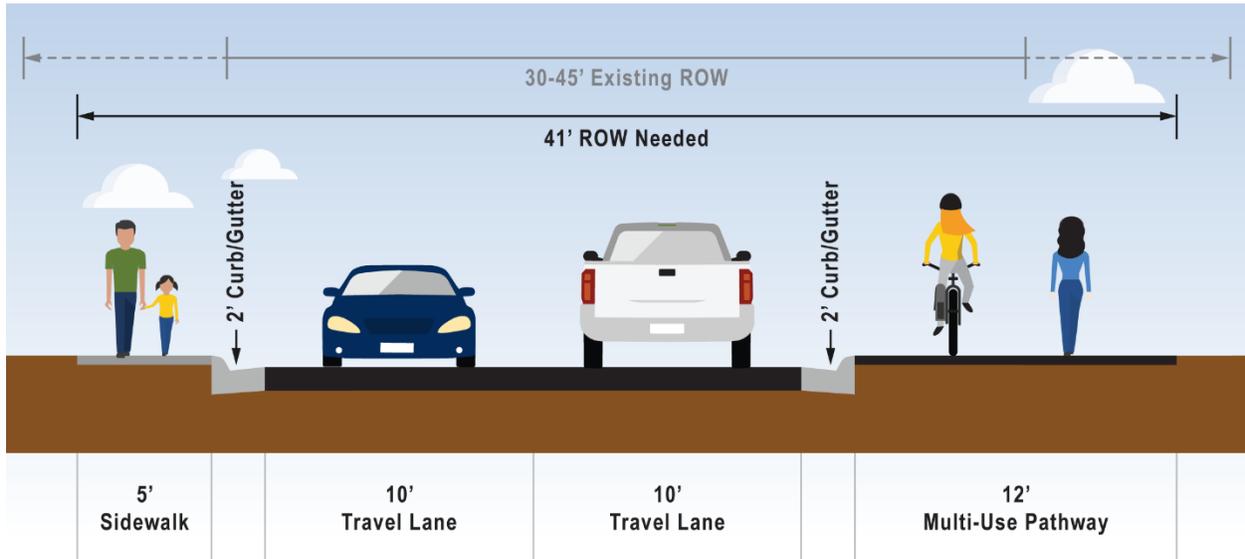


Figure 25: “Multi-modal Love” Cross-section Alternative

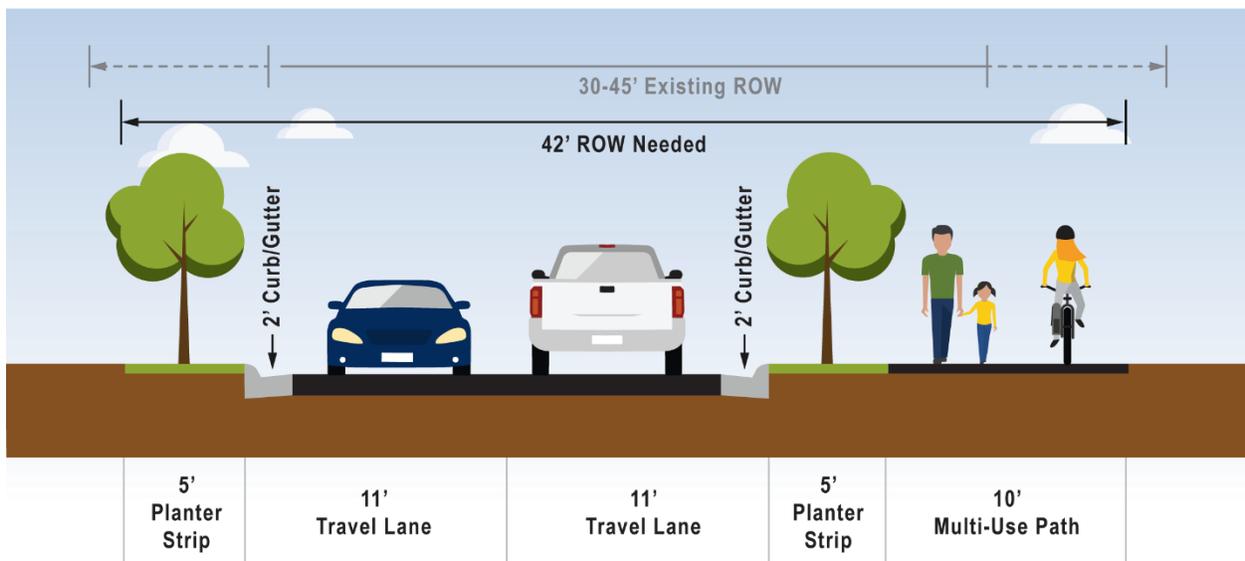


Figure 26: “Denali Peak” Cross-section Alternative

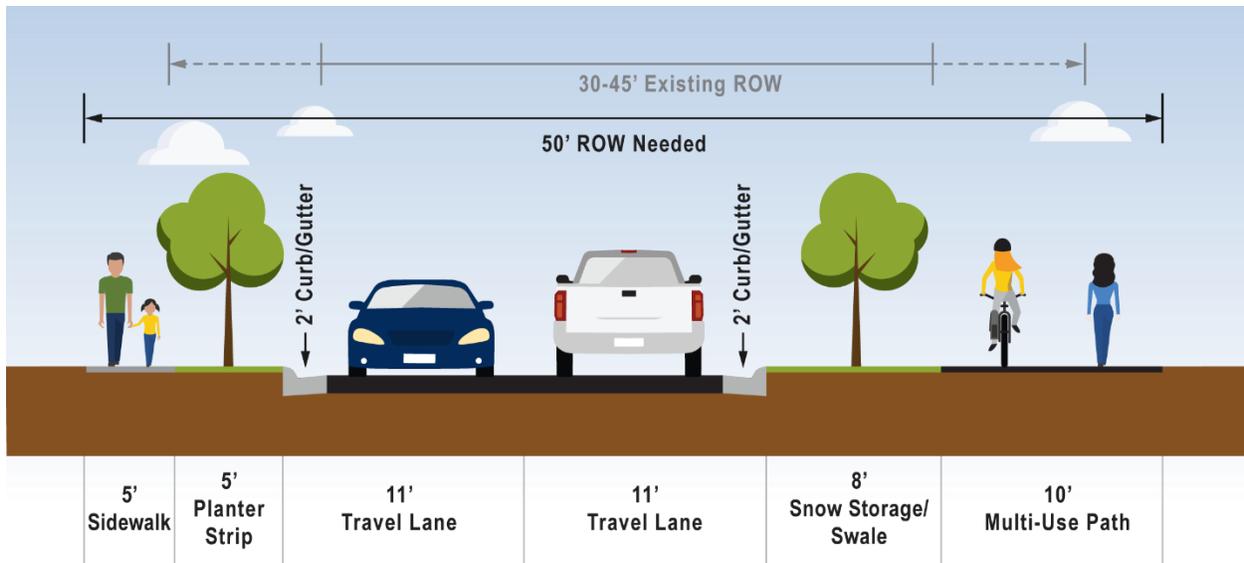


Figure 27: “Windmill Windfall” Cross-section Alternative

7.1 Next Steps

The cross-section, traffic calming, and project area opportunities alternatives can be moved forward in the design phase once funding is available. These alternatives could be the basis of the design study report during the design phase that would allow continued stakeholder input and further define the impacts to the corridor as it relates to ROW acquisition, utility infrastructure, street maintenance, and emergency vehicle access. From this future analysis, a preferred alternative would be recommended.

The next step will be for the MOA to seek funding for design and construction for upgrades to Chugach Way. During the design phase, the design team will be required to follow the Context Sensitive Solutions process¹⁸, which will include continued opportunities for stakeholder engagement. The process includes an alternatives analysis, which can build on the findings of this study to develop a preferred alternative. This will include additional opportunities to coordinate with stakeholders and a more in-depth look at the cross-section elements, ROW acquisition needs, infrastructure impacts, street maintenance, and opportunities to provide traffic calming or place-making elements.

As noted, there may be a need for variances or waivers from design standards, depending on the final preferred alternative, which would be identified early in the design process. The variance or waiver from the design standards would have to be approved by the Municipal Traffic Engineer and/or Municipal Engineer.

Beyond the improvements to Chugach Way, there are opportunities to provide multi-modal connectivity and create a sense of place through improvements to the existing municipal streets

¹⁸ Municipality of Anchorage Context Sensitive Solutions Policy. Municipality of Anchorage. Accessed 2021. <http://www.moacsspolicy.com/>

within the area, including Wilson and Cope Street. The MOA should also continue to work with adjacent landowners to provide opportunities for connectivity as part of current and future redevelopment projects. This could include developer design considerations that are incorporated into the development plans, public-private partnerships, or acquisition of easement or ROW by the MOA to continue to develop area opportunities. This area has been identified as a RFA and through continued partnerships and teamwork with the MOA, developers, and Spenard residents, the goals and objectives of this designation can be accomplished.

**APPENDIX A:
STAKEHOLDER MEETING
SUMMARIES**

The page features a white background with two large, overlapping geometric shapes in the bottom corners. The shape on the left is a light gray triangle pointing towards the top right. The shape on the right is a darker gray triangle pointing towards the top left. The text is centered in the upper half of the page.

PROJECT:	Chugach Way Area Transportation Elements Report	DATE:	August 24, 2021
PROJECT NUMBER:	1132.63235.01	TIME:	11:30 AM – 1:30 PM
ORGANIZER:	Project Team - DOWL and CRW, on behalf of the Municipality of Anchorage	SUBJECT:	Stakeholder Meeting #1
ATTENDEES:	See Page 3.	AGENDA:	Agenda and other meeting materials included in the attachments.

Stakeholder Meeting #1 for the Chugach Way Area Transportation Elements Report took place on August 24, 2021. The meeting, held over Zoom’s online meeting platform, featured a presentation from DOWL Project Manager LaQuita Chmielowski, PE, LEED AP (see attachments for presentation slides).

Following the presentation, stakeholder attendees were divided into two breakout rooms with a mix of developers, Municipality of Anchorage (MOA) planners and other staff, utility company representatives, representatives from other key organizations, and project team members from DOWL and CRW. One breakout room was facilitated by LaQuita Chmielowski, and the other was facilitated by Transportation Planner Renee Whitesell, PTP.

During the breakout room sessions stakeholders were invited to comment on a set of reflection questions about the project area’s existing conditions and how Chugach Way could be improved to fit into broader neighborhood redevelopment goals (see attachments for questions). An aerial image of the project area was shared (attached), which included overlays for major developments planned in the neighborhood adjacent to Chugach Way. Stakeholders were invited to “annotate” on the screen using pencil and type tools, and notes were also taken from each breakout room.

While stakeholders did not “pick up the pencil” as much as anticipated, the discussions were both very active and full of ideas. Project team members took the lead on sketching ideas and notes on the map, which were then presented to the full group along with notes from each breakout group’s discussion (included in the presentation in the attachments). Below is a summary of the topics discussed at Stakeholder Meeting #1, organized for clarity.

Chugach Way today:

- Very narrow right-of-way (ROW) with no sidewalks or space for snow storage
- Vehicles use as a cut-through between Spenard Road and Arctic Boulevard
 - o Cut-through traffic moves fast and makes it unsafe for non-motorized users, especially during the winter
- Existing neighborhoods are islands that rely on Chugach Way to gain access
- Does not provide sufficient utilities or transportation infrastructure to support major housing developments and anticipated increases in vehicular and non-motorized traffic
 - o CIHA development under construction on west end, J. Jay Brooks rezoned for higher density development on east end

Chugach Way potential:

- Central in Spenard and Anchorage, so it can be a critical connector to the west and east
- Neighborhood is evolving, and it can become a model of mixed-density residential development with good non-motorized access to needs and broader neighborhood and local area amenities (parks, library, offices and commercial areas in Midtown)

How to get there:

- Will need to decide on ROW width required and acquire additional ROW from property owners
- Use traffic-calming design features like speed humps, roundabouts, raised intersections, or gateway features to keep speed below 25 miles per hour (mph) and discourage cut-through traffic
- Provide a sidewalk, pathway, or Woonerf (shared roadway) for multi-modal safety
 - o Make sure it is well-lit
 - o Additional residents and non-motorized traffic associated with new developments will make the street feel safer (“eyes and ears” concept)
- Explore connections in the broader neighborhood – west across Spenard and Minnesota, east across Arctic and down 40th Ave. This would help encourage development
 - o Need improved crossings
 - o Consider greenbelt potential, which could honor former Fish Creek and potentially incorporate difficult-to-develop “hockey stick” lot
 - o Facilitate access to nearby transit stops
- Consider possible street parking needs in context of limited ROW, non-motorized safety, and priority of having affordable housing
- Prioritize function for all users over aesthetics
- Upgrading utility infrastructure will help support development
- Coordinate with MOA Maintenance on snow storage, snow clearing, and landscaping maintenance capacity
- Ensure adequate access for emergency response vehicles
- Coordinate with the Spenard Road Rehabilitation project and Spenard Corridor Plan

TASK ASSIGNMENTS:	ASSIGNED TO:	DUE BY:
♦ Alternatives / Draft Memo to MOA	DOWL	10/4/2021
♦ Review of Draft Memo	MOA	10/22/2021
♦ Finalize Memo and Finish Project	DOWL	12/17/2021

MEETING SUMMARY

Meeting Attendees

Approximation of attendees who joined the meeting.

ORGANIZATION	ATTENDEE
DOWL	LaQuita Chmielowski
	Renee Whitesell
	Katie Conway
	Kate Silber
CRW	Sam Klump
	Adison Spafford
	Rebecca Campbell
MOA – AMATS	Brian Looney
	Joni Wilm
MOA – Planning	Aaron Jongenelen
MOA – Traffic	Craig Lyon
	Glenda Radvansky
MOA – PM&E	Kris Langley
	Kent Kohlhase
MOA – Maintenance & Operations	Paul VanLandingham
MOA – Parks & Recreation	Taylor Keegan
MOA – Assembly	Austin Quinn-Davidson
	John Weddleton
Alaska DOT&PF	Sean Baski
	Jim Amundsen
Developer – Cook Inlet Housing Authority	Tyler Robinson
	Emma (Americorps VISTA)
Developer	J. Jay Brooks
Utility – AWWU	Alex Prosak
Utility – Chugach Electric	Mike Miller
	Brad Jackson
Utility – Enstar	Jake Stephi
Business – Party World	Steven Curry
Friends of Fish Creek	Karen Button
	Tamas Deak
Bike Anchorage	Devora Barrera
Other	John Fowler

STAKEHOLDER MEETING AGENDA

PROJECT: Chugach Way Transportation Elements Report DATE: August 24, 2021

TIME: 11:30am – 1:30pm

SUBJECT: Stakeholder Meeting

LOCATION: Join Zoom Meeting
<https://us06web.zoom.us/j/88361813885?pwd=NIN5aUZYeHZmRFNITTdtUjYvYkRXdz09>
Meeting ID: 883 6181 3885
Passcode: 147090

Workshop Purpose:

To update stakeholders on existing conditions, collaborate and develop a refined set of potential alternatives and screening criteria for inclusion in the Chugach Way Transportation Elements Report.

Project Vision Statement:

Identify roadway improvements that support opportunities for redevelopment with an emphasis on safety, access and multimodal facilities in the area.

Expected Workshop Outcomes:

- Stakeholder feedback on screening criteria
- Refined alternatives list

Agenda:

- 11:30 a.m. Welcome and Safety minute (LaQuita)
- 11:35 a.m. Project Presentation (LaQuita)
1. Vision
 2. Study
 3. Existing Conditions Overview
 4. Opportunities
 5. Early Ideas
- 11:50 a.m. Evaluation Criteria Discussion (All)
- 12:00 p.m. Concept Development – brainstorming/sketch planning (All)
- 12:45 p.m. Discussion of Alternatives – develop consensus and agree next steps (All)
- 1:30 p.m. Meeting wrap

CHUGACH WAY TRANSPORTATION ELEMENTS STUDY

Stakeholder Meeting 1

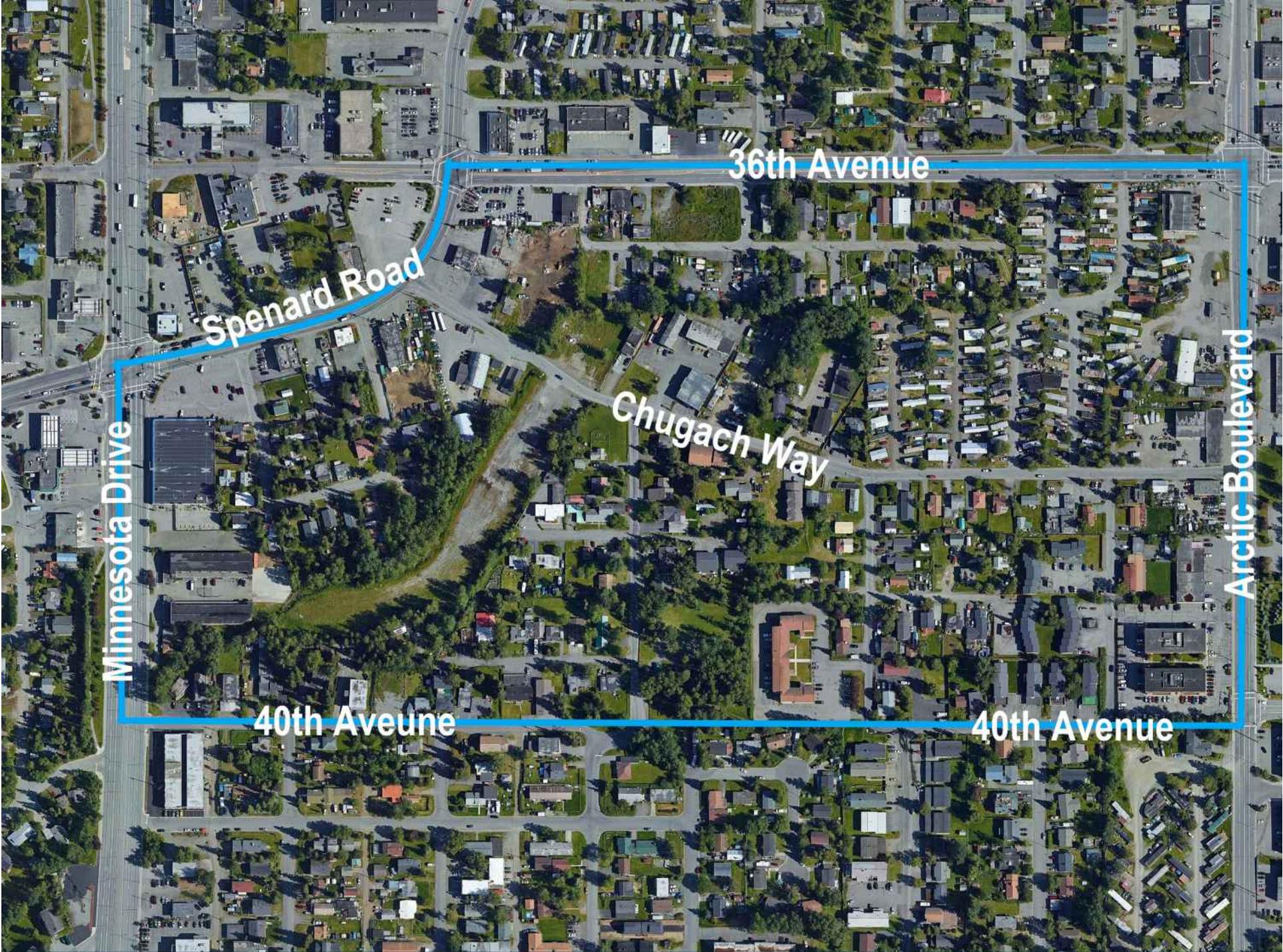
August 2021



“ “ Project Vision:

Identify roadway improvements to support opportunities for redevelopment with an emphasis on safety, access and multimodal facilities in the area

STUDY AREA



Minnesota Drive

Spenard Road

36th Avenue

Chugach Way

Arctic Boulevard

40th Avenue

40th Avenue

EXISTING CONDITIONS OVERVIEW



Built Features



Social, Economic, and Community Characteristics



Traffic Conditions



Natural Environment and Physical Context

OBSERVATIONS: BUILT FEATURES

Narrow, 30-foot-wide right-of-way

No formal non-motorized facilities

Water, sewer, and storm drain infrastructure may be insufficient to support denser housing development provided for by current zoning

Relatively limited number of property owners



OBSERVATIONS: SOCIAL, ECONOMIC, AND COMMUNITY



All Municipality of Anchorage planning documents support the Reinvestment Focus Area surrounding Chugach Way



Future primary active transportation network between Minnesota Drive and following Fish Creek to connect with 36th Avenue



Spenard Road rehabilitation project has a goal of enhancing facilities for walking and bicycling



Approximately 850 residents in study area, high density of development; high proportion of renter-occupied, low-income, and minority residents

OBSERVATIONS: TRAFFIC

Traffic counts collected in March of 2021:

- Significant proportion of cut-through traffic (~25%), and traffic originating south of Chugach Way (~33%)
- ~30% of traffic is local traffic

Traffic from neighborhoods surrounding Wilson Street have controlled access to south (Tudor Road) and west (Minnesota Drive); only access east (Arctic) is via Chugach Way

Elevated crash rate along Chugach Way

No dedicated non-motorized facilities to support primary active transportation network

OBSERVATIONS: NATURAL AND PHYSICAL ENVIRONMENT



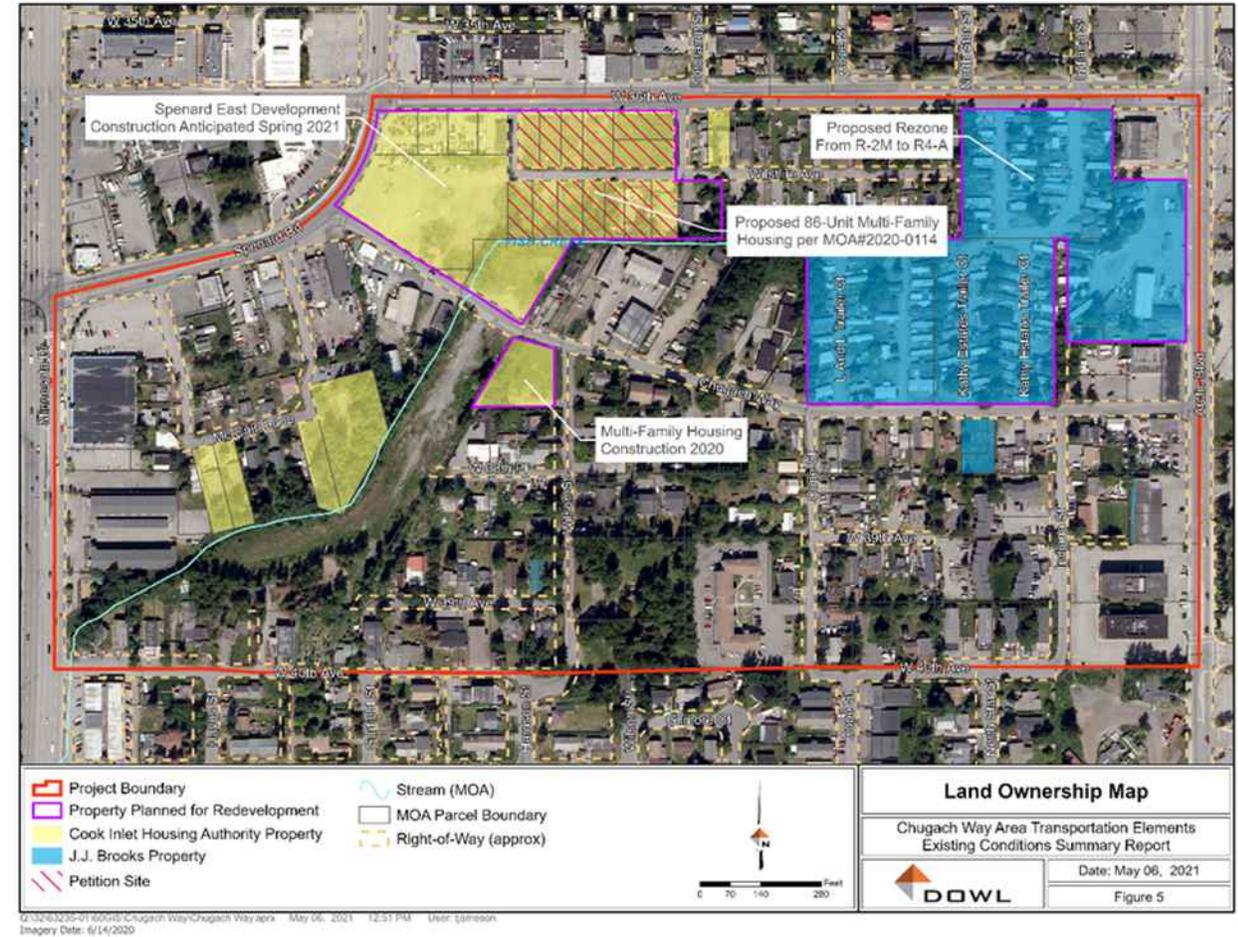
Historic channel of Fish Creek



Six contaminated sites within study area

OPPORTUNITIES

- Rezone – J Jay Brooks Land
- CIHA Development
- Future redevelopment plans – Kathy O Estates



CURRENT DEVELOPMENT



TRANSPORTATION ALTERNATIVES WORKSHOP: EARLY IDEAS

Widen Right-of-Way

Gateway Feature – integrating future land uses, traffic calming

Woonerf Street

Sidewalk facility

Improved lighting

Improved snow storage

Address sight distance issues at intersections

Improved connection to surrounding street network – non-motorized

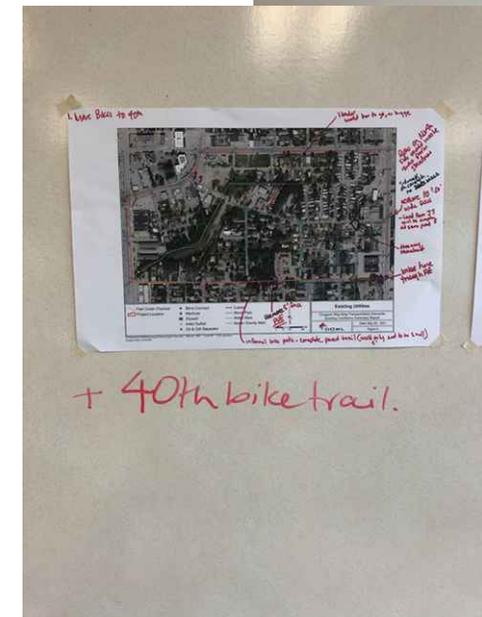
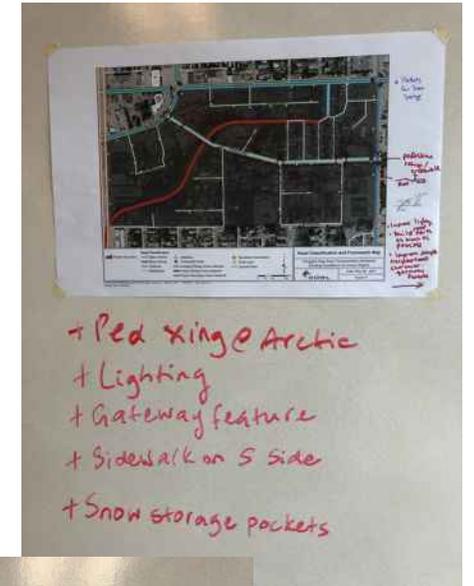
On-street parking

Parallel bicycle trail facility at 40th Avenue

Collector road classification

Ensure emergency access

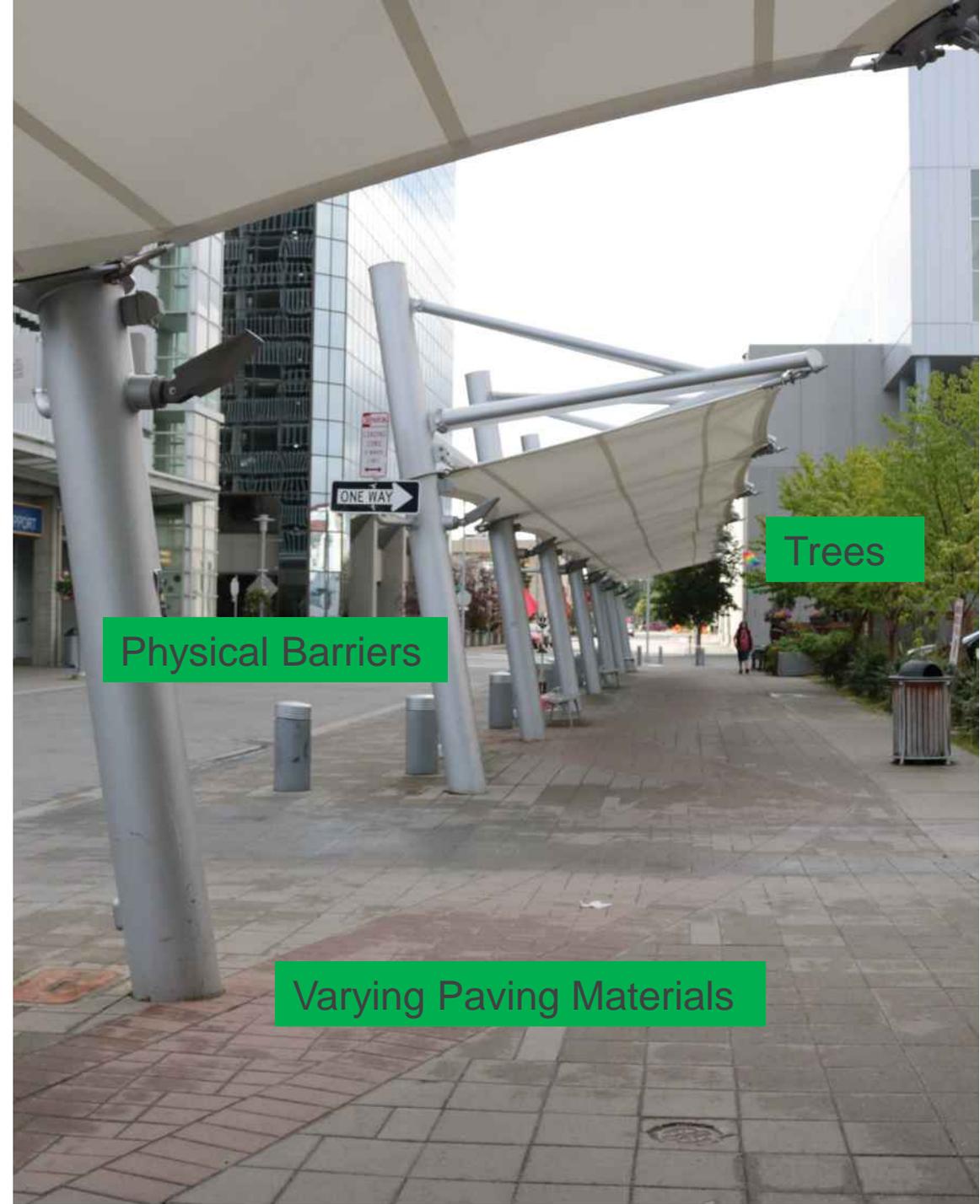
YOUR FEEDBACK AND IDEAS?



STREET CONCEPTS

Woonerf Concept

- Developed in the 1960 in the Netherlands
- Dutch urban planning concept which means “living street”
- Emphasis an overall quality of life, rather than speed of it.
 - Shared space
 - Low-speed limits
 - Traffic calming



Physical Barriers

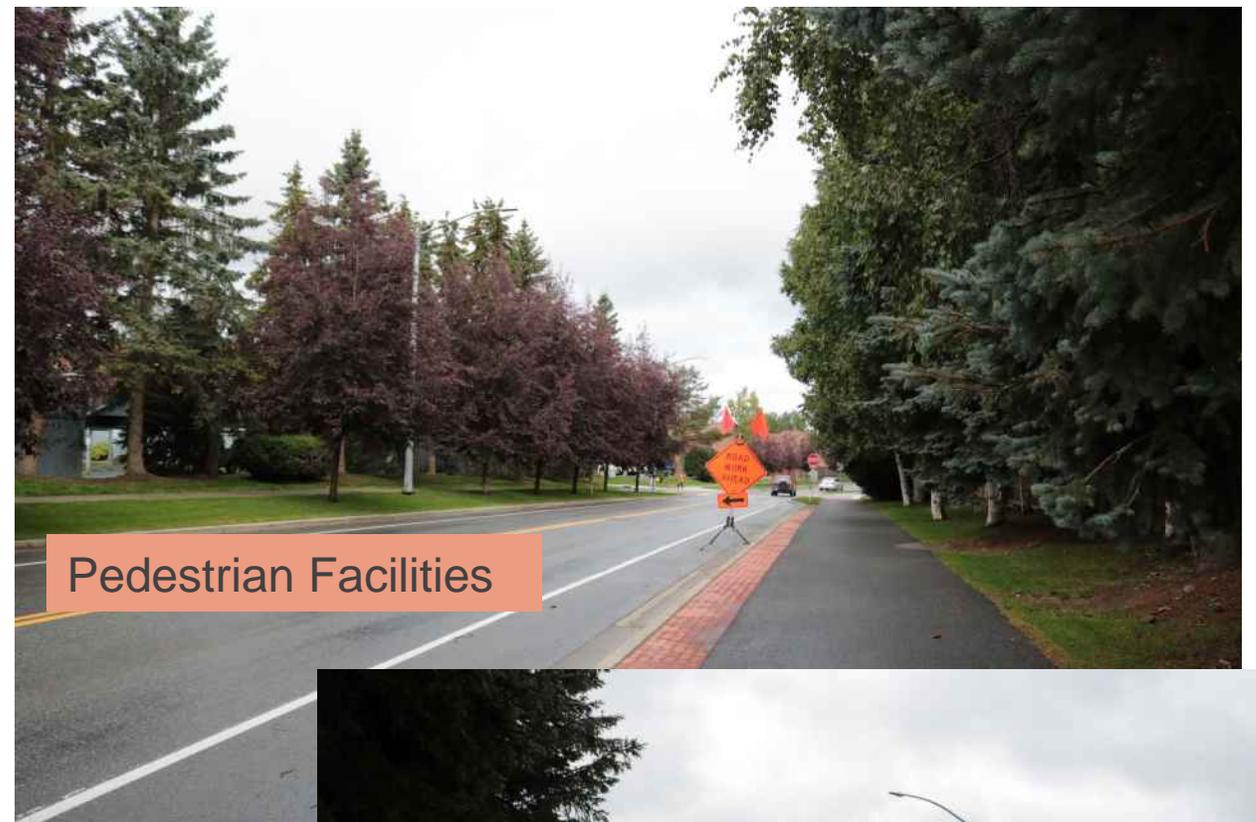
Trees

Varying Paving Materials

STREET CONCEPTS EXAMPLES



Gateway Feature



Pedestrian Facilities



Traffic Calming Speed Hump

TRANSPORTATION ALTERNATIVES WORKSHOP: EVALUATION CRITERIA



Ability to
implement plans



Pedestrian and
bicycle facilities



Traffic calming



Right of Way
needs



Cost to
build/implement



Developer's
plans

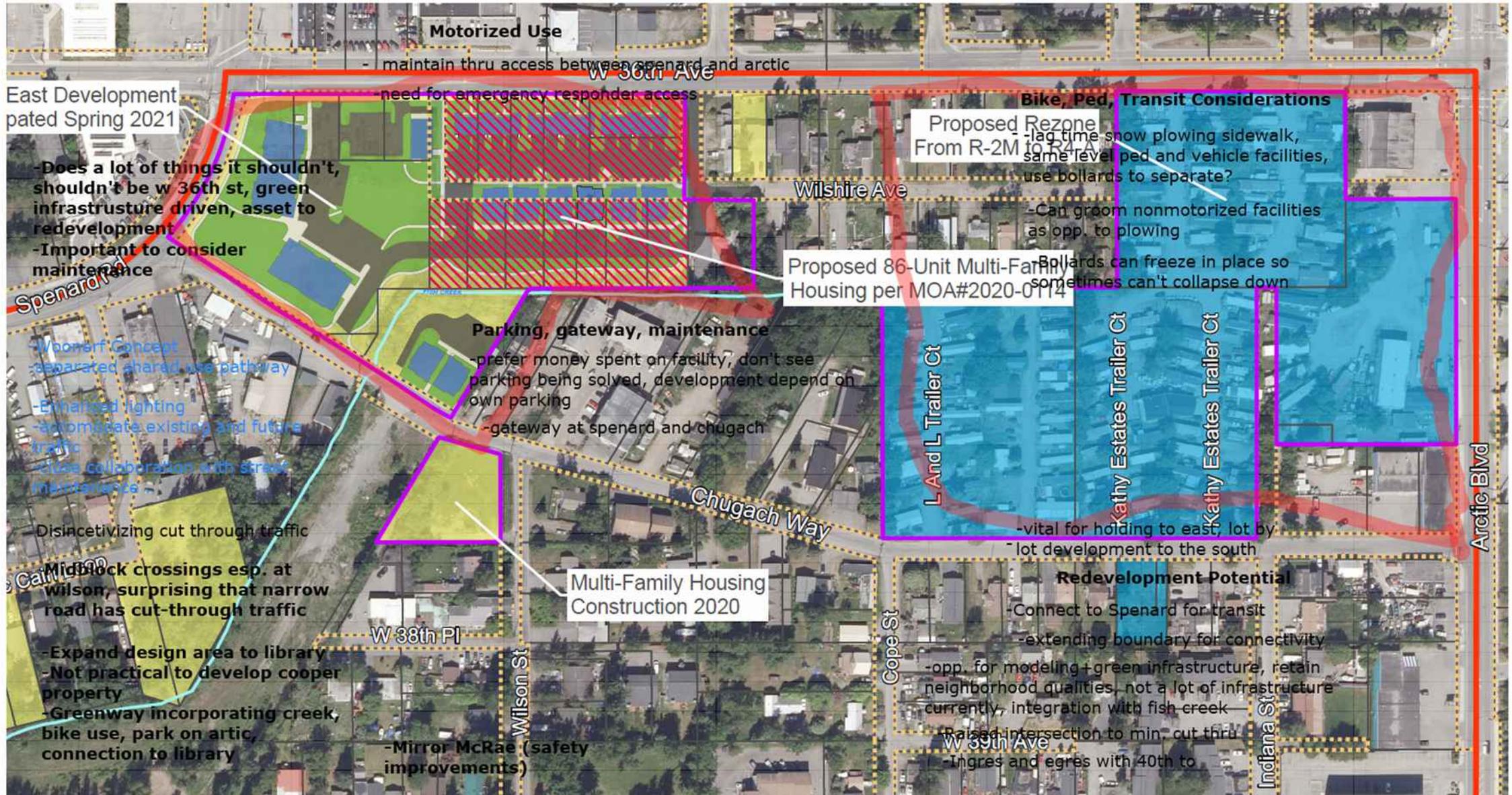


Funding
availability

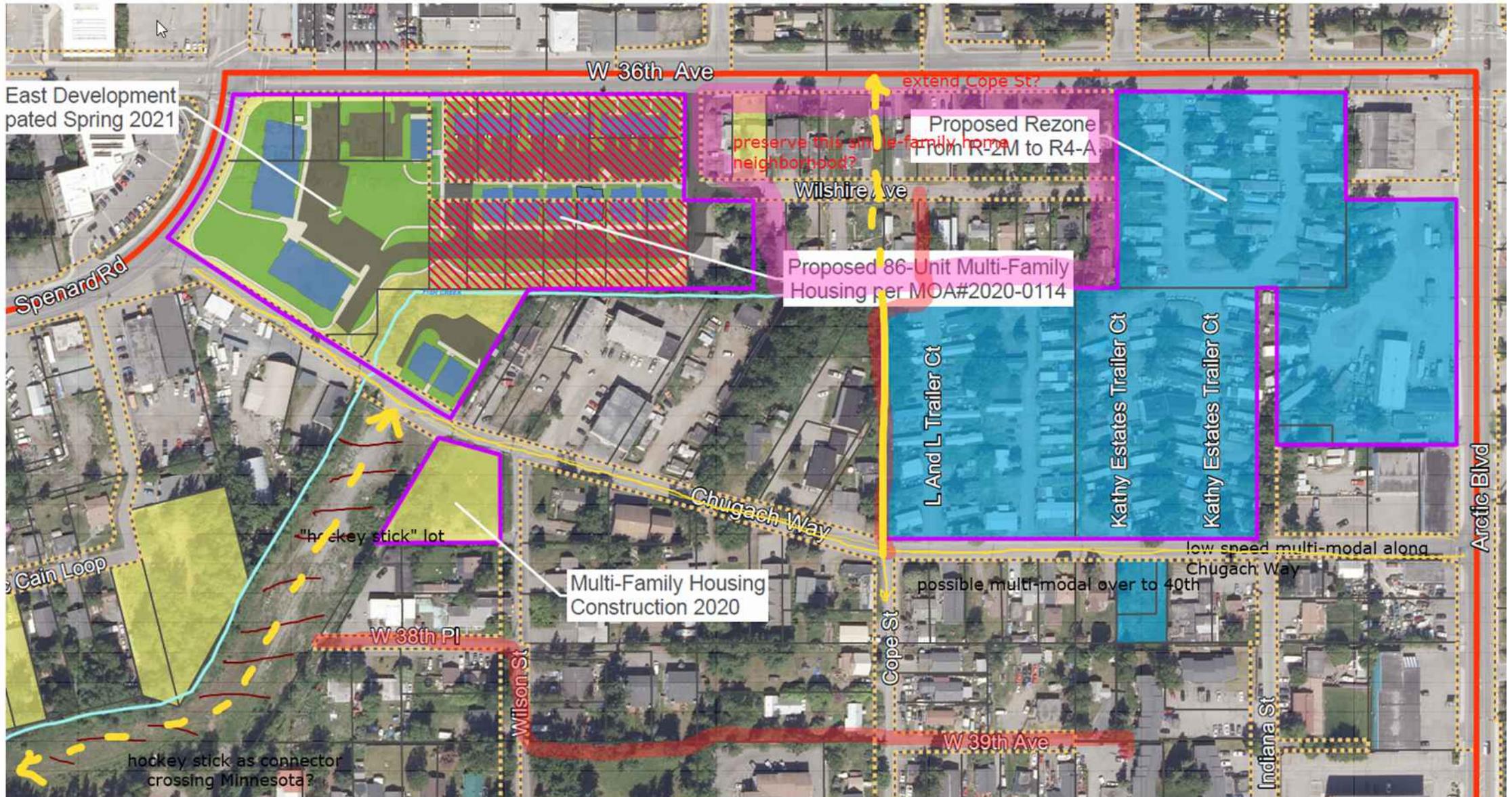
FEEDBACK / YOUR IDEAS?

BREAK FOR TRANSITION TO BREAKOUT ROOMS

BREAKOUT ROOM #1 IDEAS



BREAKOUT ROOM #2 IDEAS



NEXT STEPS





THANK YOU...

Any questions or comments?

Project Manager: LaQuita Chmielowski, PE

Contact Us:

- LaQuita: lchmielowski@dowl.com
- Project: TransportationElements@ChugachWay.com

Website: Chugachway.com

Chugach Way Transportation Elements Report: Stakeholder Concept Development Work Session

August 24, 2021

Guiding Questions

Breaking the Ice:

Please take 30 seconds:

- In the first 15 seconds, tell us what you think when you think of Chugach Way today.
- In the second 15 seconds, tell us what you think when you think of Chugach Way in the future.

Creative Brainstorming Session (please consider your responses to these questions to spur discussion):

- Where is the redevelopment potential?
- What are the existing and future land uses that you are aware of?
- What facilities should be provided for walking?
- What facilities should be provided for bicycling?
- How will walkers and bikers connect to transit?
- Where are the transit connections located?
- How will a person drive through this area? How fast?
- How easy should the area be to drive through?
- Where are the drivers connecting to (i.e., what other neighborhoods, commercial areas, community facilities, recreational facilities, etc.)? Why?
- What other roadway/trail connections could be considered to reduce the volume of traffic (all modes) on Chugach Way?
- Should any modifications occur to improve the ingress and egress points for Chugach Way?
- Should there be any gateway features at the intersections or along Chugach Way? Where?
- How should parking be considered? On-street or on lots?
- Where should snow be stored in the winter?
- What other key features should we be thinking about?



MEETING SUMMARY

PROJECT:	Chugach Way Area Transportation Elements Report	DATE:	November 17, 2021
PROJECT NUMBER:	1132.63235.01	TIME:	11:00 am – 1:00 pm
ORGANIZER:	Project Team – DOWL and CRW, on behalf of the Municipality of Anchorage	SUBJECT:	Stakeholder Meeting #2
ATTENDEES:	See table below.	AGENDA:	Agenda and other meeting materials included in the attachments.

PRESENTATION SUMMARY

DOWL provided an overview of the meeting purpose and shared the work completed to date. A summary of the survey results seeking feedback on the design criteria was provided.

DOWL provided an overview of the study area, existing conditions, and stakeholder involvement overview (*see presentation slides*). The following draft alternatives were then presented:

1. “Bicyclist Paradise”

This concept includes a bike lane on either side of the road and minimum 5-foot width sidewalks on both sides. The concept requires a wider right-of-way (ROW) than the other multimodal options. Pedestrians and bicyclists would each have dedicated facilities, but bicyclists would be on the same grade without a buffer width from vehicles. One of the pros is that the bike lanes could be cleared of snow with the vehicle lanes. One of the cons is that the bike lanes may make the road feel wider, encouraging higher vehicle speeds. (*See slides for further details on this concept.*)

2. “Pedestrian Oasis”

This concept includes multimodal elements that would be more comfortable for pedestrians and reduce the ROW needed. This concept would require the least amount of ROW. Bikes would be on the same grade as the road. The cons to this concept were discussed, which include the fact that bicyclists may not feel comfortable in the same lanes as vehicle traffic. (*See slides for further details on this concept.*)

3. “Multimodal Love”

This concept is a compromise between “Bicyclist Paradise” and “Pedestrian Oasis.” It provides a multi-use pathway that could be shared by bicyclists and pedestrians while having a smaller cross-section. This concept is more accommodating for bicyclists who have lower confidence levels. This concept would include a sidewalk on the opposite side of the street that would be dedicated to pedestrians. Based on the surveys conducted, this concept seemed like it may be the most supported by stakeholders. (*See slides for further details on this concept.*)

4. “Woonerf Wandering”

This concept would only be considered between Cope Street and Indiana Street and provides an opportunity to activate the street and create a sense of place. The woonerf is a shared-use street where all modes of travel use the same ROW for travel. The street would belong to everyone. It would discourage vehicles from using it as a cut-through. It combines a road and a park and provides traffic calming through its design. This concept requires more ROW than some others. *(See slides for further details on this concept.)*

5. “Moving Motors”

This concept is a departure from the previous four, in that it involves reclassifying Chugach Way as a collector (currently, it is classified as a local road). The concept prioritizes vehicular mobility while deemphasizing multimodal facilities. This would require the most ROW of all the concepts and was considered due to the continued development that is anticipated to increase vehicular traffic. *(See slides for further details on this concept.)*

Alternatives Evaluation Overview

DOWL then provided an overview of the evaluation criteria, approach, and preliminary recommendations, leaning towards the “Woonerf Wandering” concept combined with the “Multimodal Love” concept. *(See slides for further details.)*

DISCUSSION

Cross-Section Alternatives

“Woonerf Wandering”

Non-Motorized Safety and Prioritization Concerns: The Woonerf concept is a big departure from what has been seen so far. It seems more accommodating towards vehicles. This is different than what stakeholders have voiced. Pedestrians and bicycles should be prioritized and separated for safety.

- *DOWL:* The woonerf has a traffic calming effect due to the chicanes. The project team considered the interaction between vehicles and non-motorized users in the shared street. If there is sufficient non-motorized traffic, non-motorized users will be the main street users, and vehicles will be discouraged from using the street unless they are local neighborhood residents and visitors. *(See slides)*

Landscaping Maintenance Concerns: Several stakeholders expressed concern about who would maintain landscaping and other amenities associated with the woonerf and whether it would be a realistic concept. While some meeting participants raised that the MOA could maintain in potential partnership with organizations / businesses or residents in the area, there did not seem to be support for this approach. Parks and Recreation raised that their limited budget would make woonerf landscaped areas difficult to maintain, and another stakeholder raised that this is a low-income neighborhood with a high proportion of renters.

- *DOWL:* Some areas in Fairview have traffic calming features with similar elements as a woonerf. The community has taken ownership of the maintenance, and the community

council has a committee that focuses on maintaining these elements. This is a great example of what Chugach Way could look like.

Snow Storage Concerns: One stakeholder noted that in the combination of the “Multimodal Love” and “Woonerf Wandering” concepts being considered, snow storage doesn’t have to be provided. Several stakeholders commented the alternating chicanes would make snow clearing challenging. Snow storage needs to be provided in one place.

- *DOWL:* The team welcomes the input and will reevaluate the concept.

“Moving Motors”

Vehicle Speed Concerns: Multiple stakeholders commented that the 30 miles per hour posted speed limit associated with the collector classification in the Moving Motors concept is too fast.

Other Suggestions

- *DOWL:* The themes are developed to ensure that all modes were provided for, but with a specific focus on a certain mode (i.e., bicycles, pedestrians, etc.). There are still sidewalks in the “Bicyclist Paradise” concept.
- A couple of stakeholders suggested exploring having sidewalks on only one side to save space within the ROW (possibly with bicycles on the other side), providing crosswalks at key locations for access.
- One stakeholder suggested alternating green space on either side of the road for snow storage and separation for non-motorized users, redesigning the street so that it curves and creates a traffic calming effect.
- One stakeholder noted the need for walking and bicycling to be together and expressed concern about the alternatives potentially favoring one mode over another. They asked for clarification about which would be most feasible based on the existing ROW and cost, and noted they were not clear on how they could comment based on the information presented.
- One stakeholder suggested the “Multimodal Love” concept could be a shared-use facility and have the same features as “Pedestrian Oasis.”

Key Takeaways

- Multiple stakeholders commented that pedestrians / bicycles and vehicles need to be separated. Currently, there is no separation, and it is potentially unsafe.
- Multiple stakeholders commented about the importance of factoring in snow storage when creating alternatives.

Traffic Management and Calming

What is the average annual daily traffic (AADT) on Chugach Way?

- *Response:* This is documented in the Existing Conditions Report. The AADT is approximately 2,250 vehicular movements. In terms of distribution of traffic looking at AM and PM peak times, volumes are approximately 30% local access.

Has a traditional collector alternative been considered?

- *DOWL*: The “Moving Motors” theme consists of a cross-section with MOA collector classification standards.

Were school bus stops considered?

- *DOWL Follow-up*: School bus stops are not being considered as part of this study. This is something that would be considered during a future design phase.

Additional Comments

- A raised intersection or even a stop sign around Cope Street could be a simple solution for slowing traffic and making it safer for bicyclists and pedestrians.
- Two resident stakeholders noted they like to walk Spenard Road from near the Lakefront Hotel to Midtown and use Chugach Way. They find the street uncomfortable because of the fast traffic. They would like to see traffic calming and a separation of the vehicular and pedestrian/bicyclist traffic.
- On the subject of ingress and egress to the neighborhood, one stakeholder suggested the project team consider a roundabout in Minnesota Drive so people can access the neighborhood more easily.
- One stakeholder expressed that the intersection of Chugach Way and Arctic Boulevard will be tight without partial or full property acquisition to gain additional ROW and suggested the project team evaluate this.

Multimodal Connections

One stakeholder asked about the multi-modal arrows included in the Project Area Opportunities slide. What was the thinking on the “hockey stick lot” and north of Indiana Street?

- *DOWL*: There could be opportunities for future multi-modal pathways or connections through J. Jay Brooks’ development at the eastern end of Chugach Way, such as north of Indiana Street. South of Cook Inlet Housing Authority’s (CIHA) development at the west end of Chugach Way, the hockey stick lot (not owned by CIHA) is vacant and has been considered as a location for snow storage. This area has also been documented in the Anchorage 2040 Land Use Plan as being a potential greenway and could be an opportunity for a future multi-use pathway along the historic Fish Creek channel.

Comment: Please consider the non-motorized overpass across Minnesota Drive that was discussed at the last meeting.

Screening Methodology

Can economic development be added to the screening criteria? One stakeholder noted they would add economic development -- or investing in our Reinvestment Focus Area -- as a priority. Without it, it will be difficult to support viable redevelopment.

- *DOWL*: The team will consider how to incorporate economic development considerations into the report.

How are points assigned for the priority and feasibility criteria? You can see the additional criteria points for some, but not for the others.

- *DOWL*: Points are now assigned as 0, 1, or 2, which correspond to “does not meet the criteria,” “meets the criteria,” and “exceeds the criteria.” Priority and feasibility criteria are awarded twice the weight of the additional criteria.

Do all the alternatives being presented require more ROW than what is available?

- *DOWL*: Yes, all the alternatives being presented will require more ROW than what is available along most of Chugach Way. The evaluation of alternatives will need to consider ROW. *See slides.*

Where is the team in the process of evaluation?

- *DOWL Follow-up*: These alternatives and the direction we shared are preliminary. After this meeting and once all institutional and residential stakeholder input has been received by the comment deadline, we will incorporate the feedback to finalize the criteria, alternatives, and evaluation results, as well as other important considerations that we will emphasize in the report.

General Comments

GCI has aerial facilities along Chugach Way; will there be an effort to underground aerial power and communication facilities via a Title 21 ordinance? If so, will there be a joint trench opportunity with Chugach? What efforts have been considered regarding underground facilities and the Title 21 ordinance?

- *DOWL*: We will research this and get back to the stakeholders.
- *Follow-up*: It is too early in the process to fully understand the overall impacts to utilities and the ability to underground facilities. During a future design phase, alternatives will be further vetted, which will include utility coordination. The ability to implement and extent of underground utilities will be determined as part of this coordination.

How many survey responses were received from each category?

- *DOWL*: There were 9 responses from Residential Stakeholders and 12 from Institutional Stakeholders.

Other Input

- Whatever comes from this project needs to be long-term. One stakeholder voiced concern that there has been insufficient community engagement.
- Consider daylighting Fish Creek.
- Make Chugach Way an asset. It changes the value of the property and property owners are going to have to sacrifice by giving up some land.
- Function over formality needs to be emphasized.

CLOSING COMMENTS

The project team closed the meeting by asking that any additional feedback be submitted by November 29. The Stakeholders requested that this deadline be extended.

- *After the meeting, the project team discussed a comment deadline extension with the MOA. **The deadline has been extended to December 10.***

ATTENDEES

The table below is an approximation of meeting attendees.

ORGANIZATION	ATTENDEE
DOWL	Renee Whitesell
	Sam Klump
	LaQuita Chmielowski
	Kate Silber
CRW	Adison Spafford
MOA – AMATS	Joni Wilm
MOA – Planning	Craig Lyon
	Dave Whitfield
MOA – Traffic	Brad Coy
	Kris Langley
MOA – Maintenance & Operations	Paul VanLandingham
MOA – Parks & Recreation	Taylor Keegan
	Tom Korosei
Alaska DOT&PF	Jim Amundsen
Developer – Cook Inlet Housing Authority	Tyler Robinson
	Devin Kelly
Developer	J. Jay Brooks
Utility – AWWU	Alex Prosak
Utility – GCI	Mark Cypher
Friends of Fish Creek	Karen Button
Spenard Community Council	Lindsey Hajduk
	Peggy Auth
	Bob Auth
Other	Jonathan Cecil
	Geneva Luteria (on behalf of MOA Assembly Member Austin Quinn-Davidson)

STAKEHOLDER MEETING AGENDA

PROJECT:	Chugach Way Area Transportation Elements Report	DATE:	November 17, 2021
		TIME:	11:00am – 1:00pm
		SUBJECT:	Stakeholder Meeting #2
LOCATION:	Join Teams Meeting Click here to join the meeting Phone # 1 907-313-1-802, 687862734# Phone Conference ID: 687 862 734#		

Meeting Purpose:

Based on input gathered from the Stakeholder Workshop in August, as well as surveys for both institutional and residential stakeholders, the project team developed a set of alternatives and screening criteria. At this meeting, the project team will present the alternatives and screening methodology for additional feedback before making potential project recommendations in the Chugach Way Area Transportation Elements Report that will be completed in December 2021.

Project Vision Statement:

Identify roadway improvements that support opportunities for redevelopment with an emphasis on safety, access, and multimodal facilities in the area.

Expected Meeting Outcomes:

- Stakeholder feedback on screening methodology and alternatives
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Agenda:

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CHUGACH WAY AREA TRANSPORTATION ELEMENTS STUDY

Stakeholder Meeting #2

November 2021



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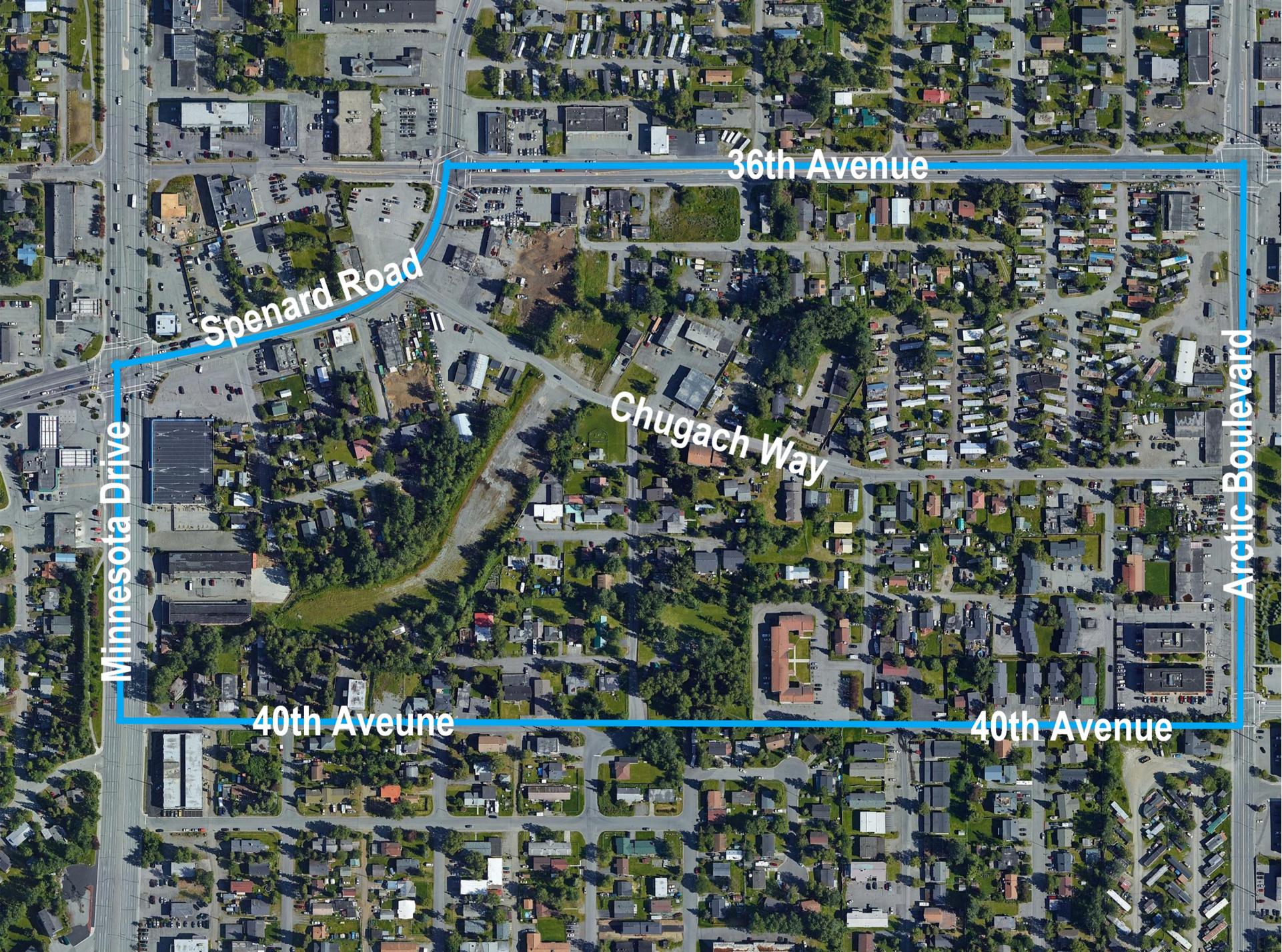
- Alternatives Development
- Screening Criteria and Methodology

followed by a discussion.

Questions or comments during the presentation or discussion?

Please feel free to type your questions or comments into the chat or use the “Raise Hand” feature.

STUDY AREA



Minnesota Drive

Spenard Road

36th Avenue

Chugach Way

Arctic Boulevard

40th Avenue

40th Avenue

EXISTING CONDITIONS REVIEW



No multimodal infrastructure in narrow right-of-way and limited utility infrastructure



Reinvestment Focus Area with increasing density, high percentage low-income, renters, minorities



Fast, cut-through traffic on Chugach Way and limited connectivity in the area



Opportunities to enhance non-motorized connectivity and placemaking

STAKEHOLDER ENGAGEMENT

- Engaged with two stakeholder groups
 - *Institutional*: MOA, AMATS, DOT&PF, utility agencies, CIHA, J. Jay Brooks, Friends of Fish Creek, Bike Anchorage, Party World
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- Online 2-question survey for both stakeholder groups:
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 - Rating feature options

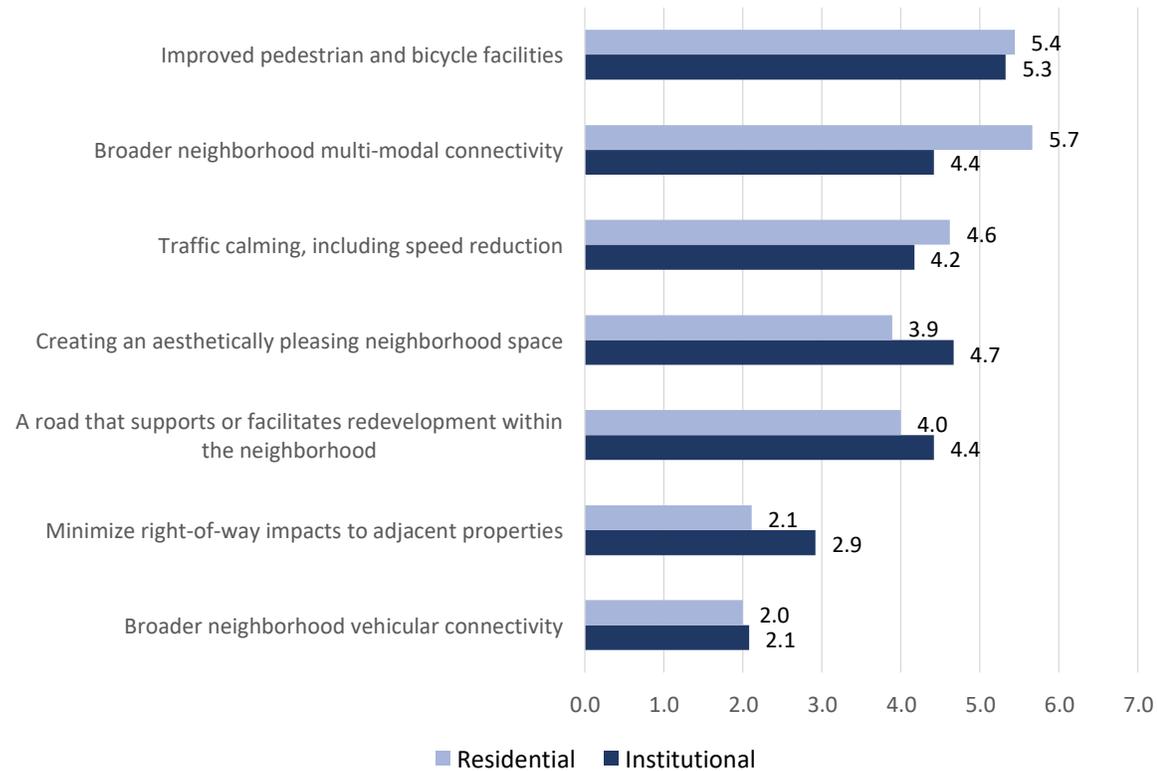
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- Write-in comments:
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 - ROW challenges
 - Winter maintenance
 - Greenbelt along Fish Creek

SURVEY RESULTS

What project goals are most important to you?

Respondents were asked to rank in order of importance.

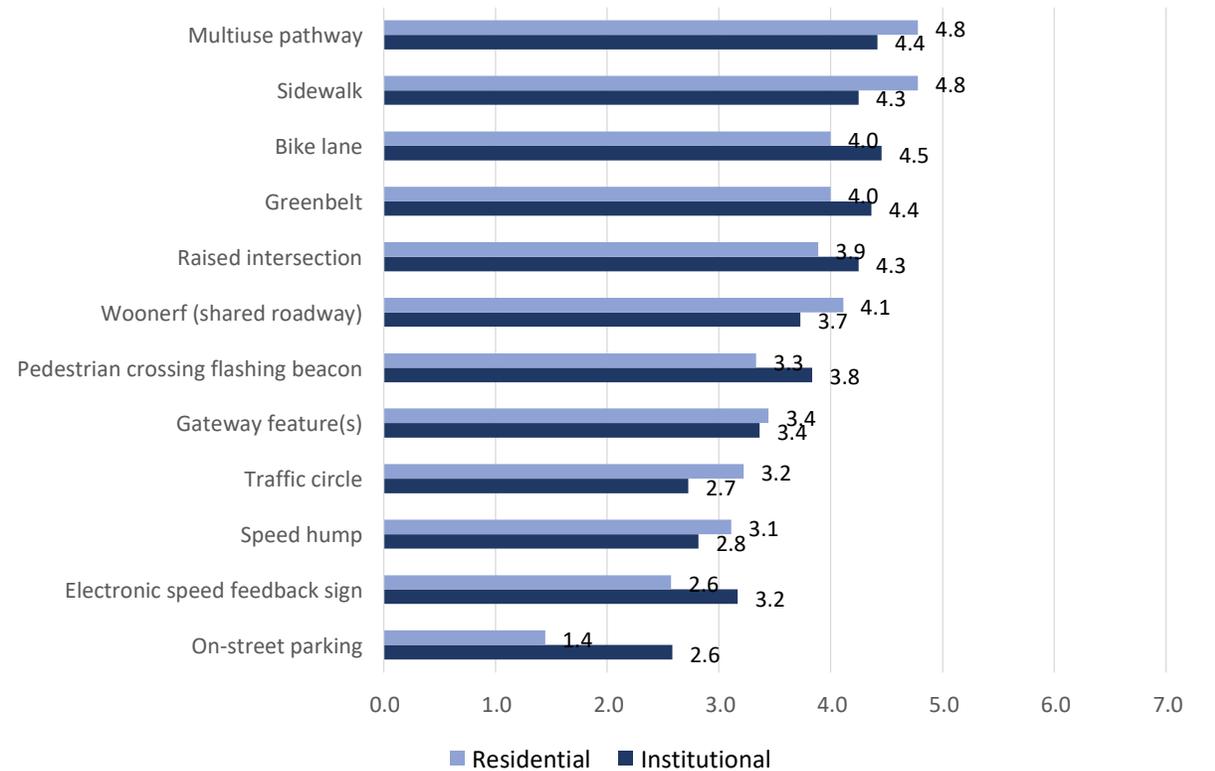
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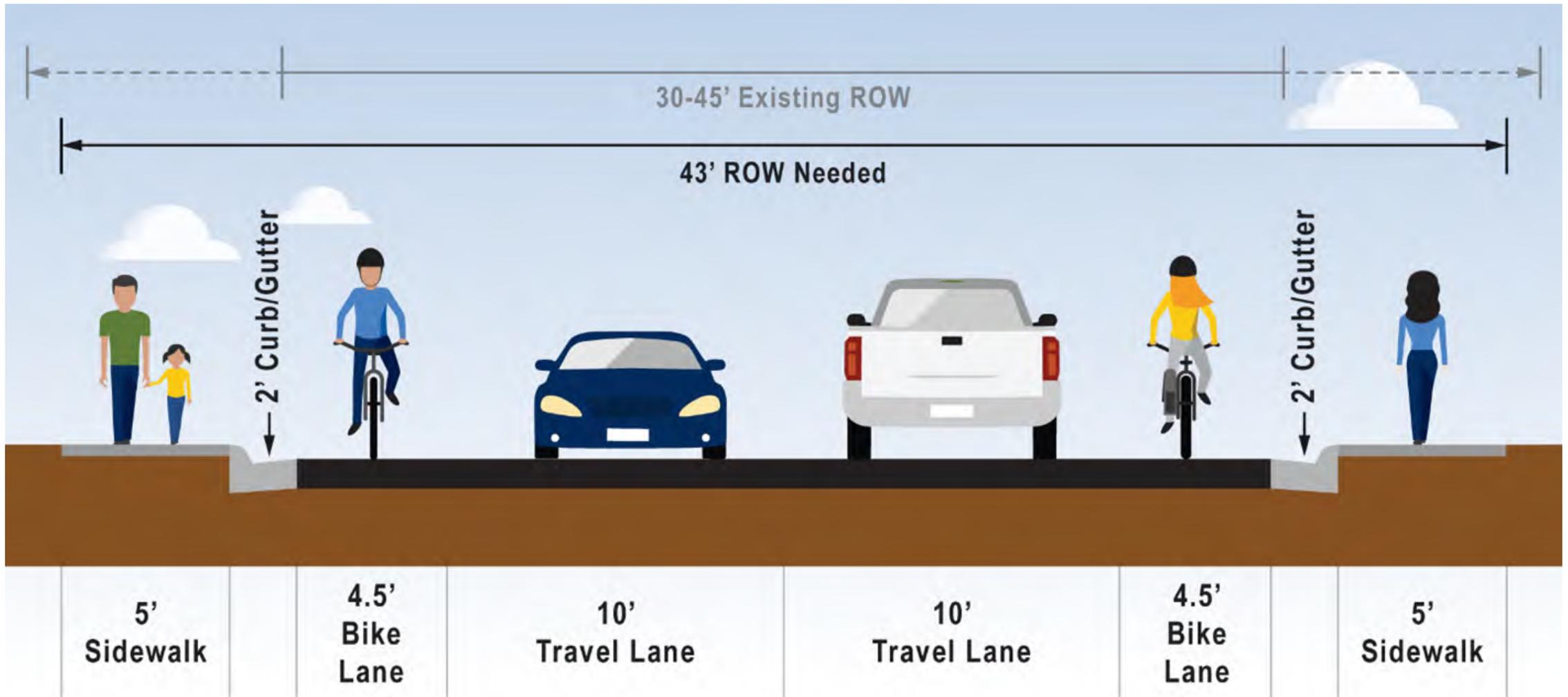
What project features are most important to you?

Respondents were asked to assign a "grade" to each feature.

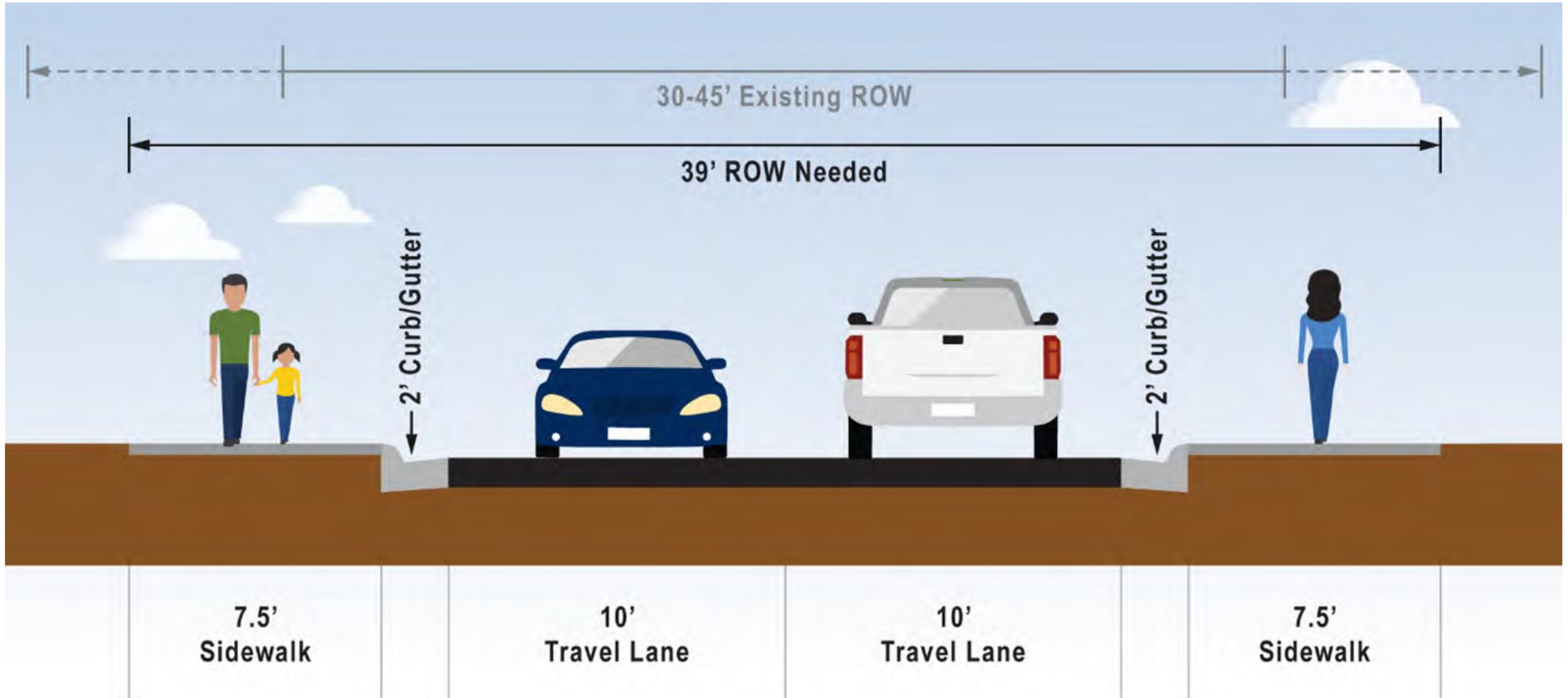
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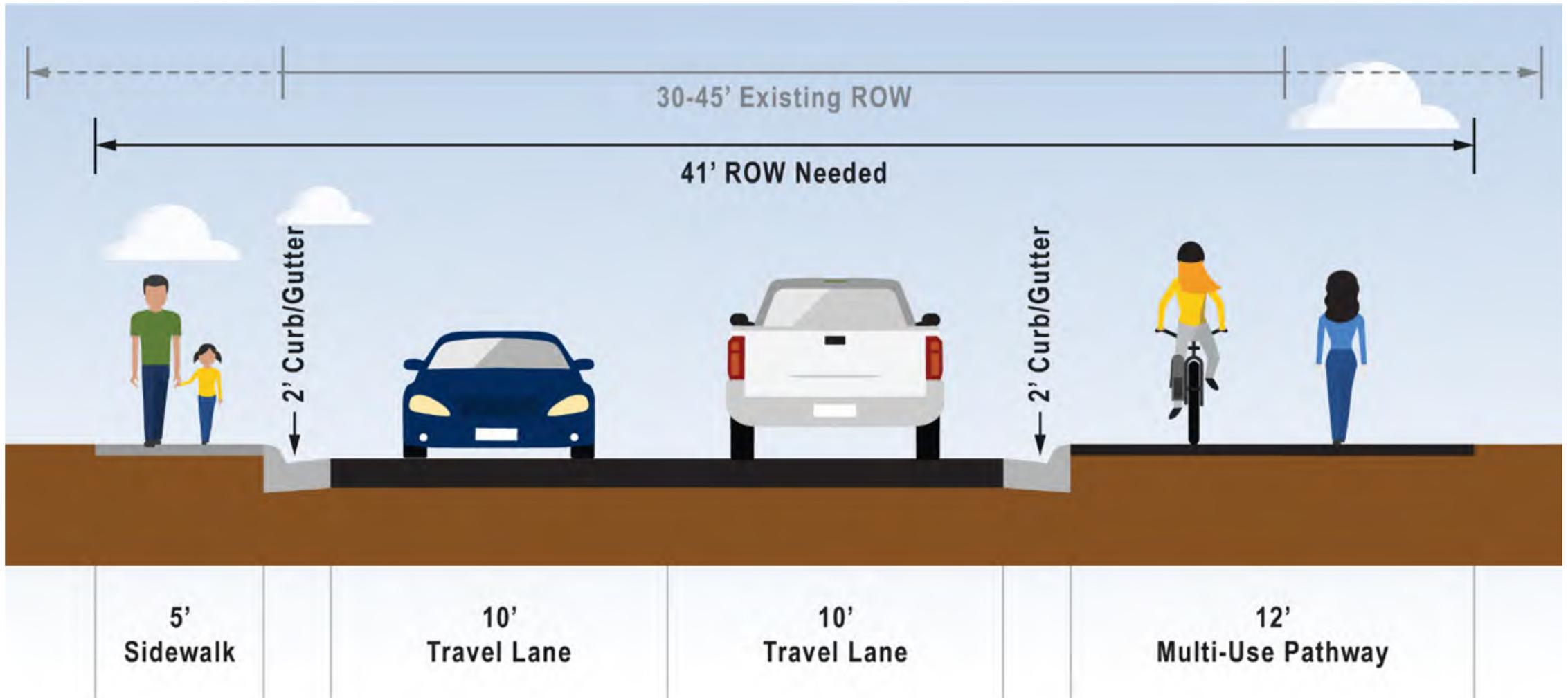
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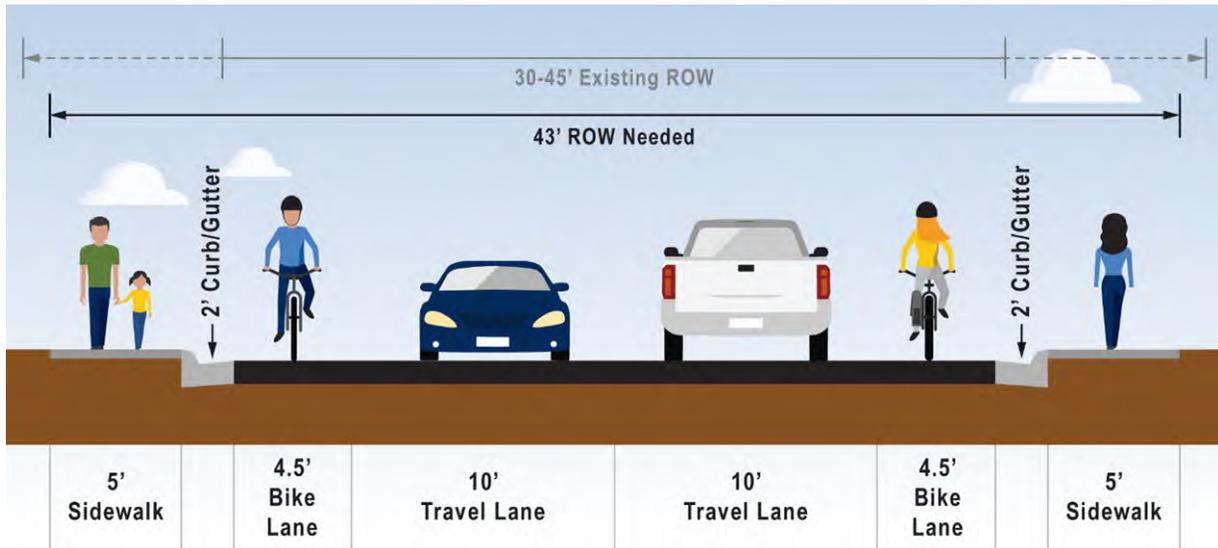


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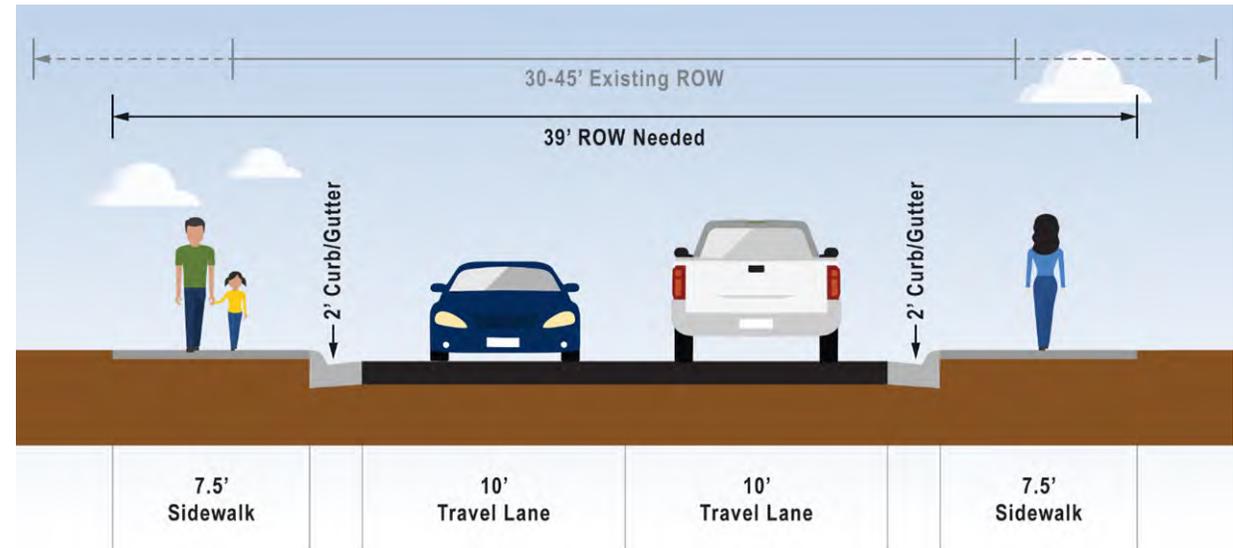
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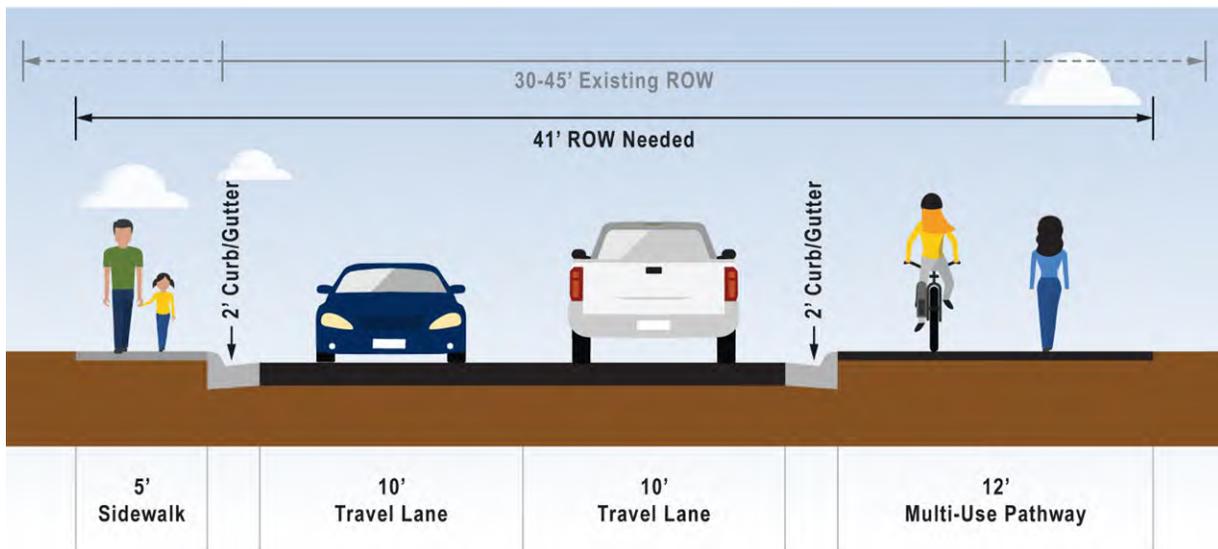
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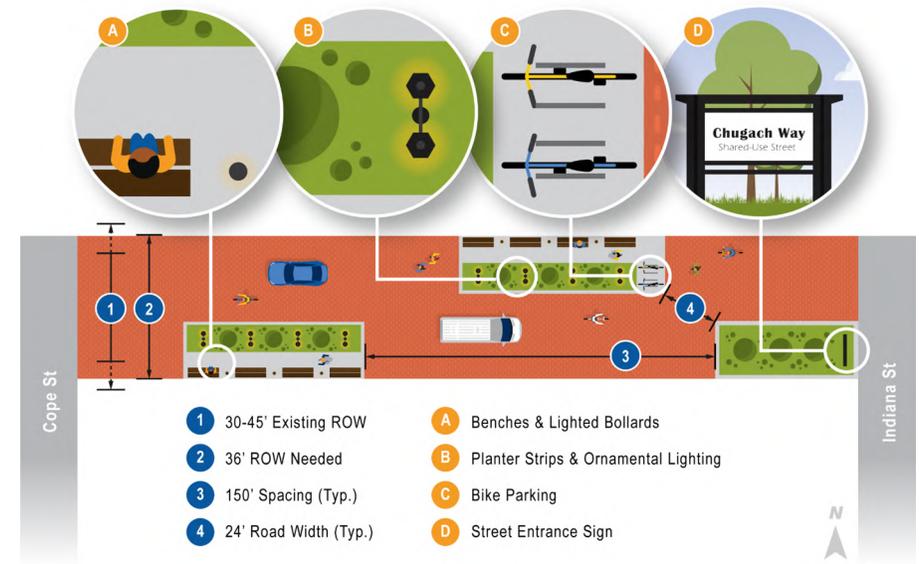
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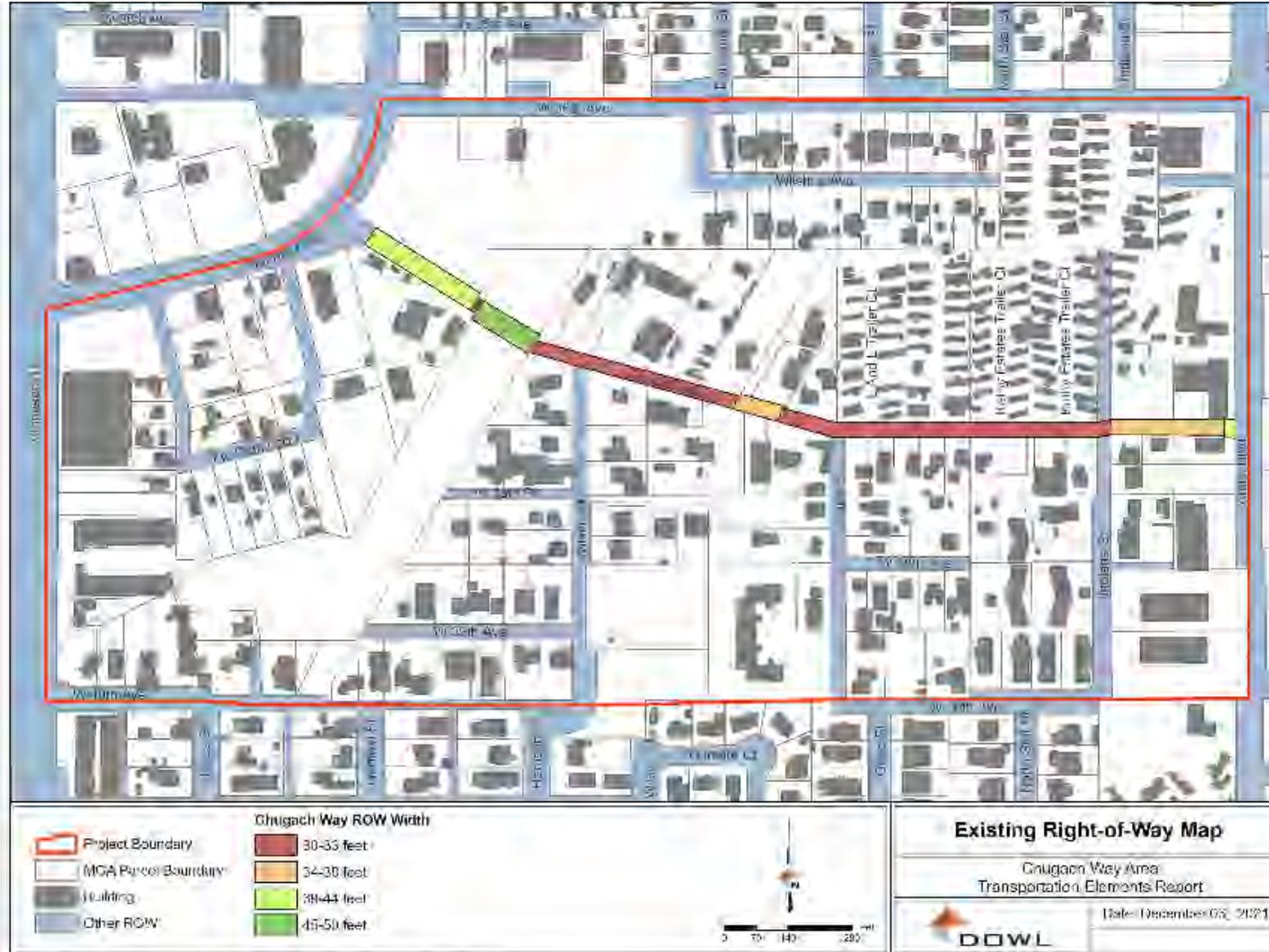


“MULTIMODAL LOVE”



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CHUGACH WAY ROW WIDTHS



ALTERNATIVES DEVELOPMENT – TRAFFIC CALMING + AREA OPPORTUNITIES

- **Traffic Calming:**

- Raised intersections preferred by stakeholders
- Chicanes could be part of the woonerf cross-section

- **Project Area Opportunities:**

- Multimodal Connections
 - *Greenbelt honoring historic Fish Creek*
 - *Improved connections to 40th Avenue*
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 - *Snow storage pockets*
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- **Emphasis on multimodal connections**
 - Could be paired with green infrastructure, such as along historic Fish Creek corridor on the “hockey stick lot”
 - Consider connections to transit

 *Potential multimodal connection*

 *Existing transit stop*



SCREENING CRITERIA

PRIORITY



Pedestrian and bicycle facilities



Traffic calming

FEASIBILITY



Emergency access



Right of Way needs



Snow removal operations



Utility infrastructure

ADDITIONAL



Multimodal connectivity



Vehicular access and connectivity



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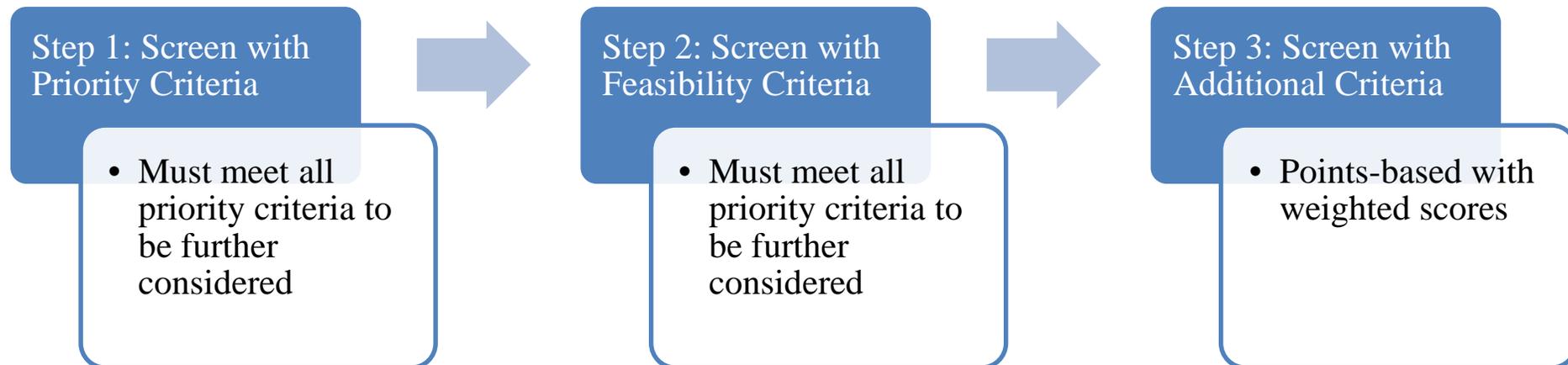
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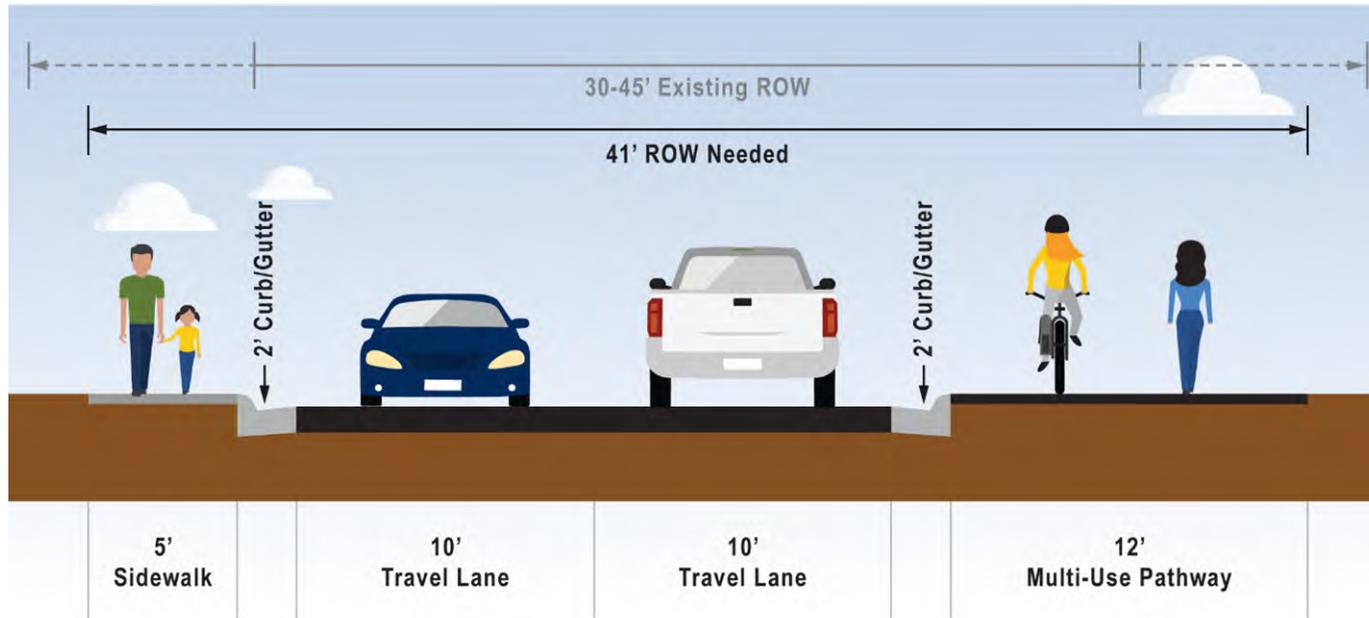
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ALTERNATIVES SCREENING - METHODOLOGY

- **Priority Criteria:** “Why are we doing this project?”
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SCREENING ALTERNATIVES – PRELIMINARY DIRECTION



Multimodal Love

Woonerf Wandering

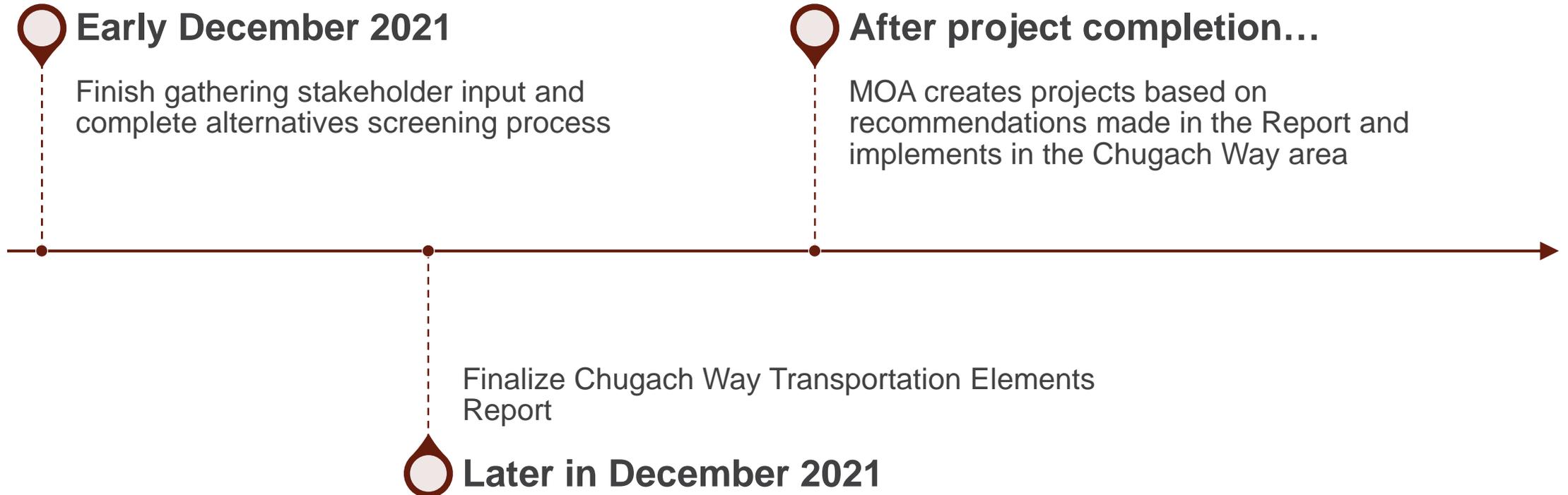


PRELIMINARY DIRECTION – CROSS-SECTION COMBINATION

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NEXT STEPS



Please submit any additional comments by Friday, December 10. *(Note that this was extended from November 29 in response to stakeholder feedback at the meeting.)*



THANK YOU...

Any questions or comments?

Project Manager: LaQuita Chmielowski, PE

Contact Us:

- LaQuita: lchmielowski@dowl.com
- Project: TransportationElements@ChugachWay.com

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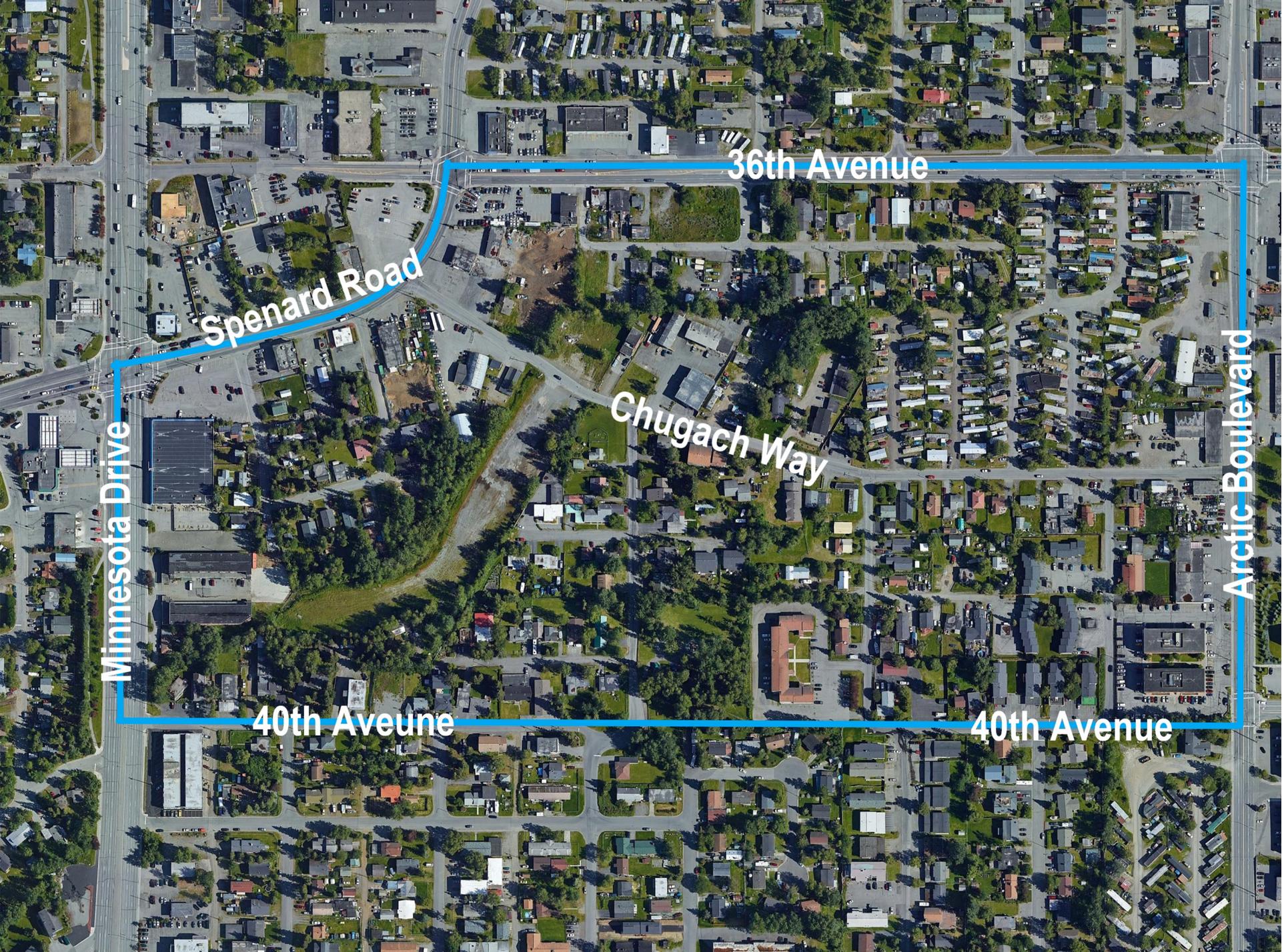
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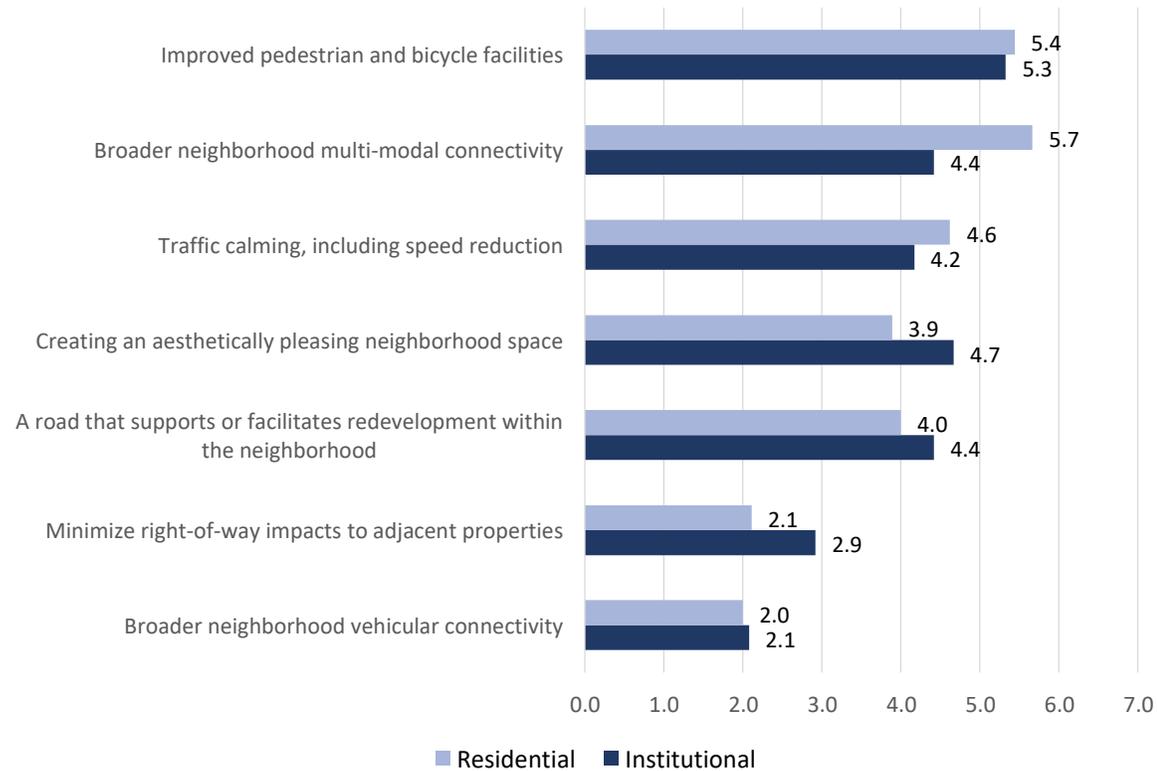
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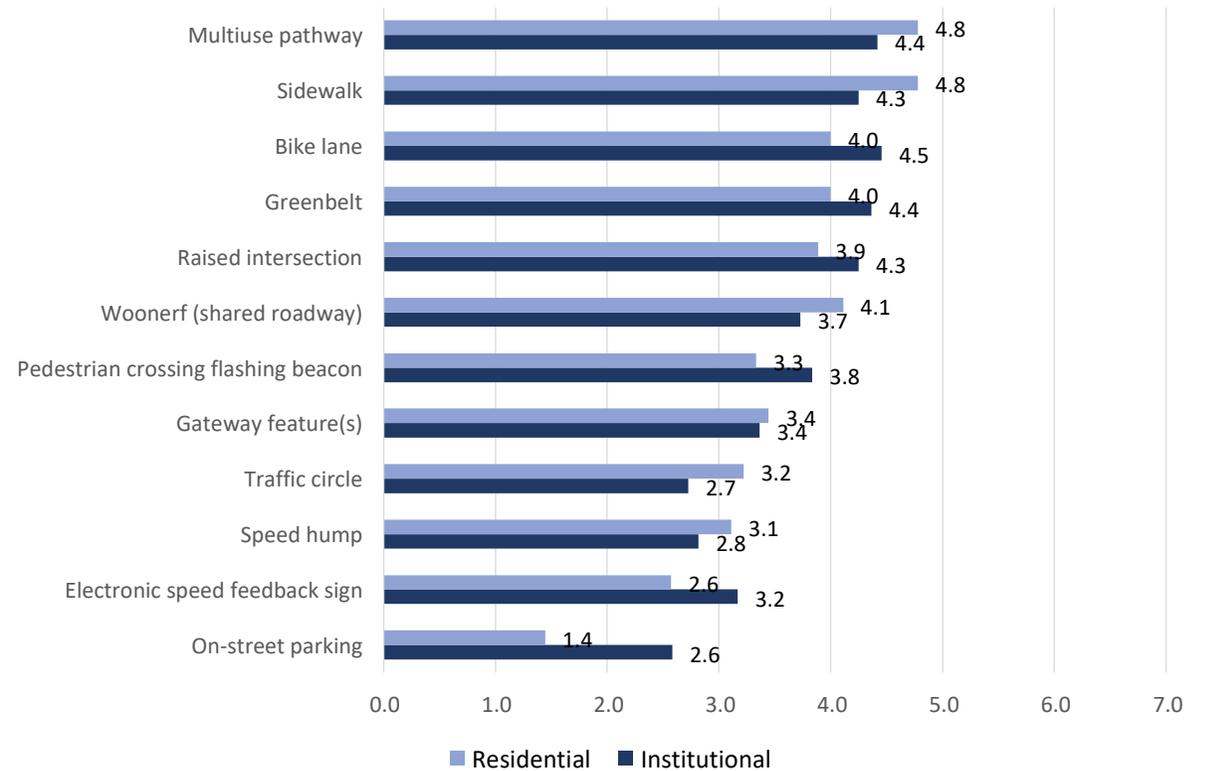
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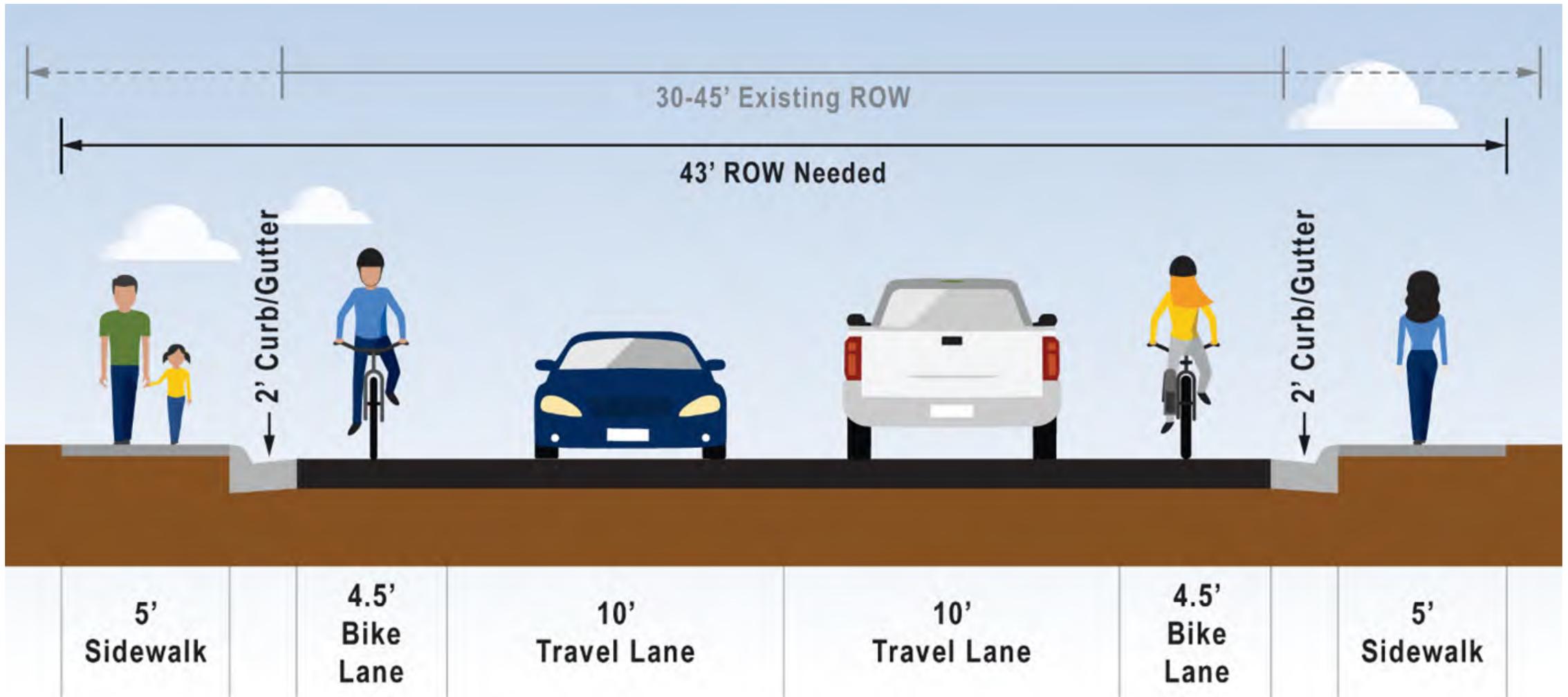
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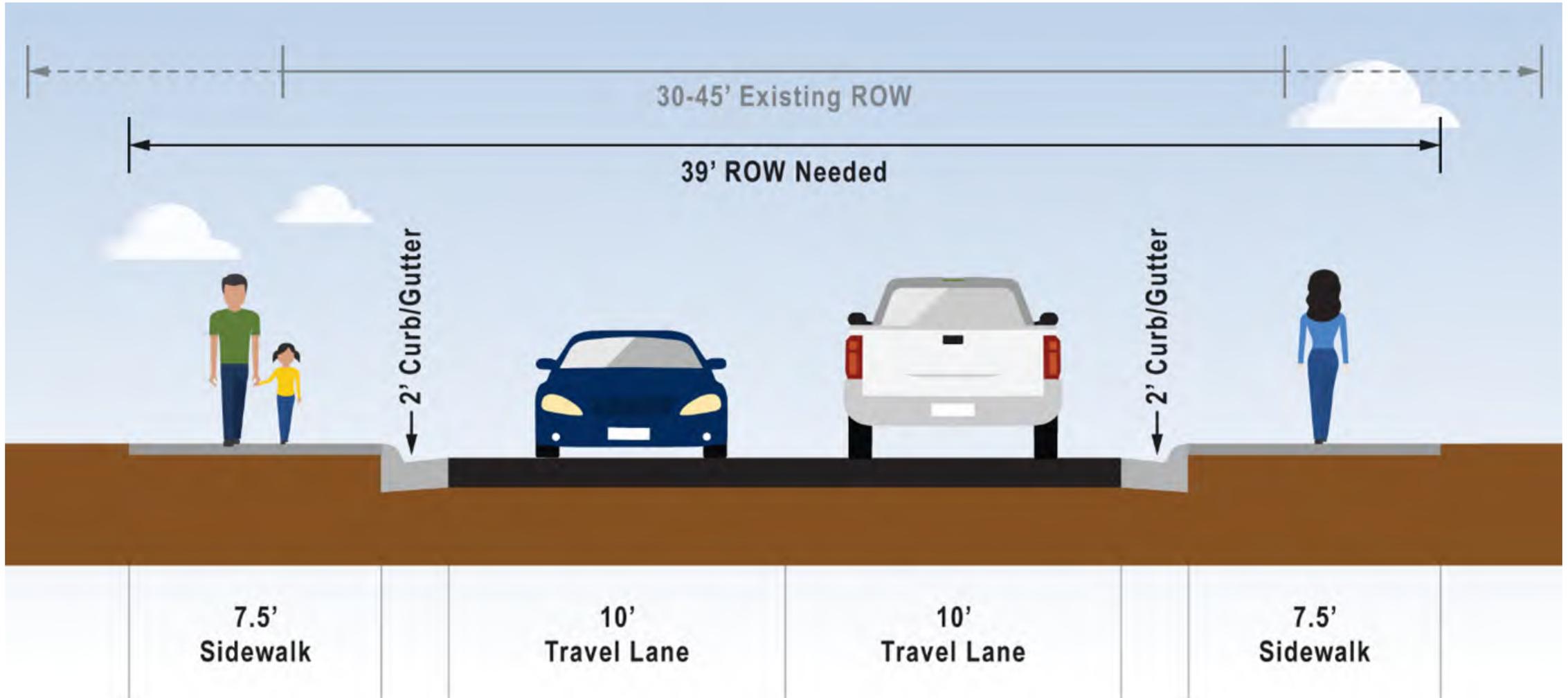
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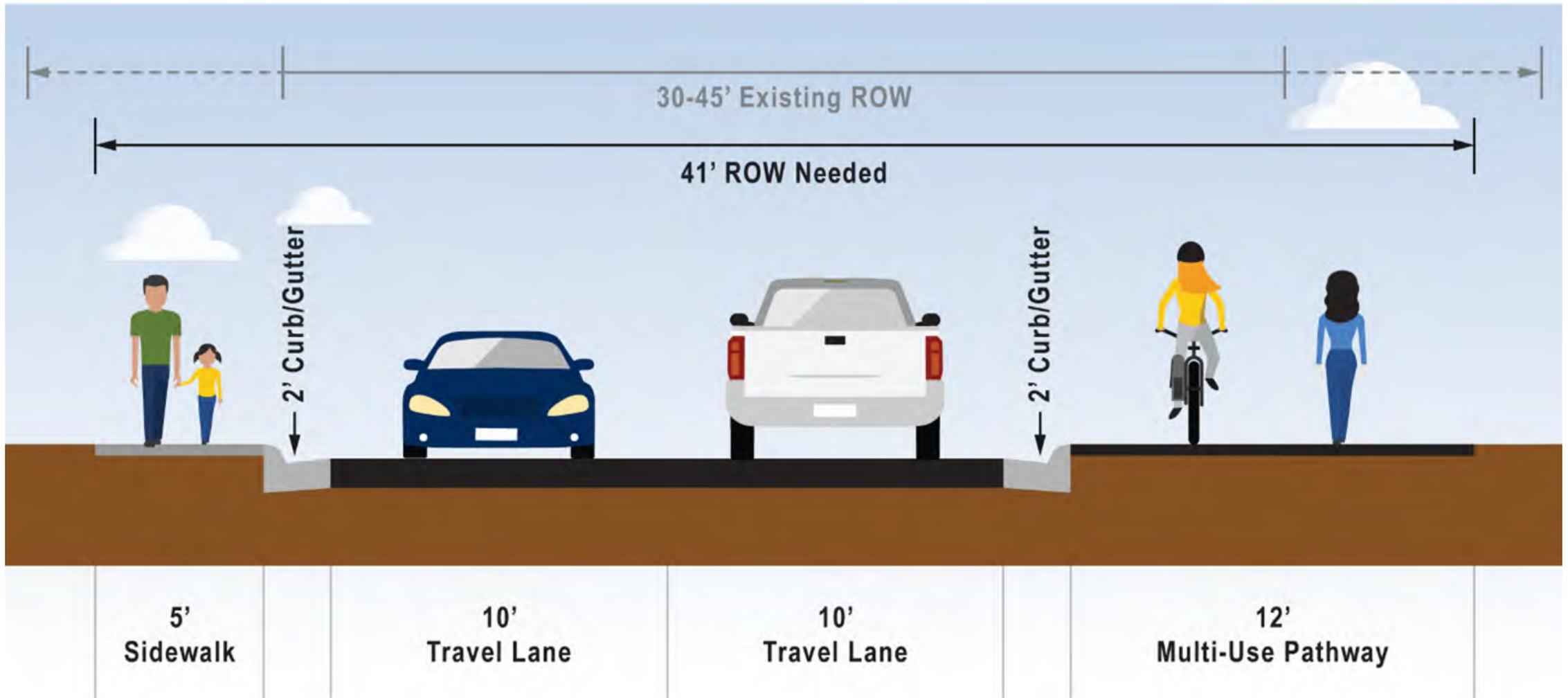
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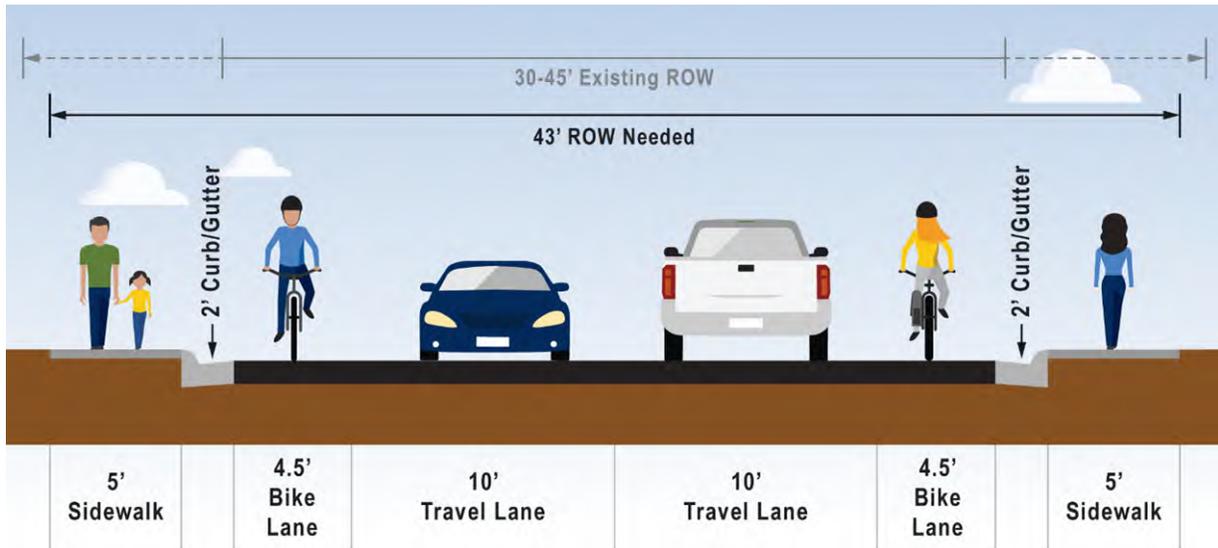


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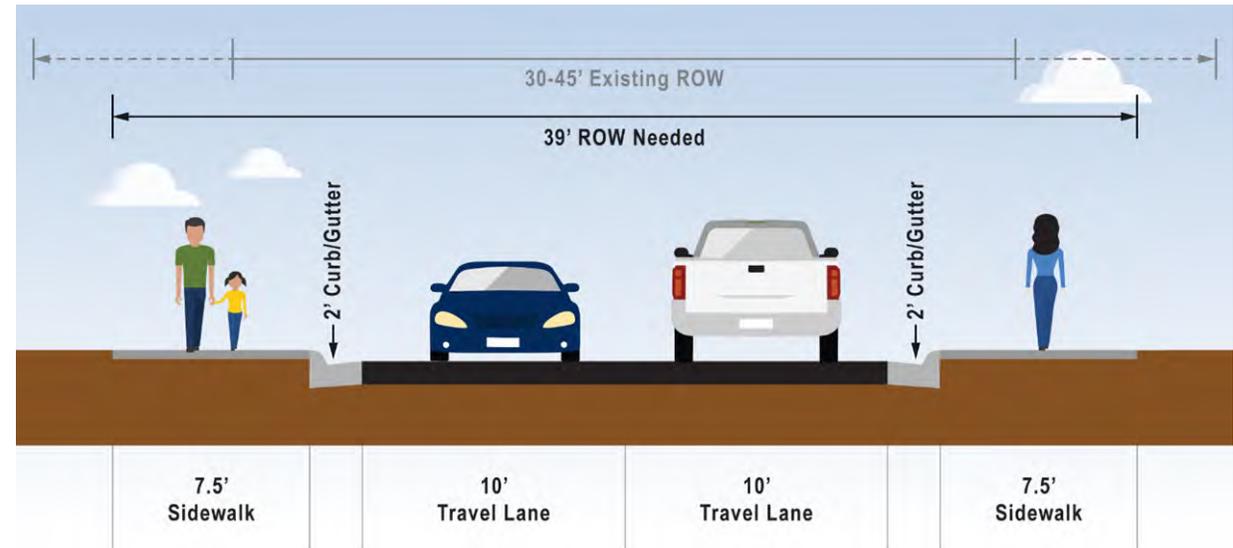
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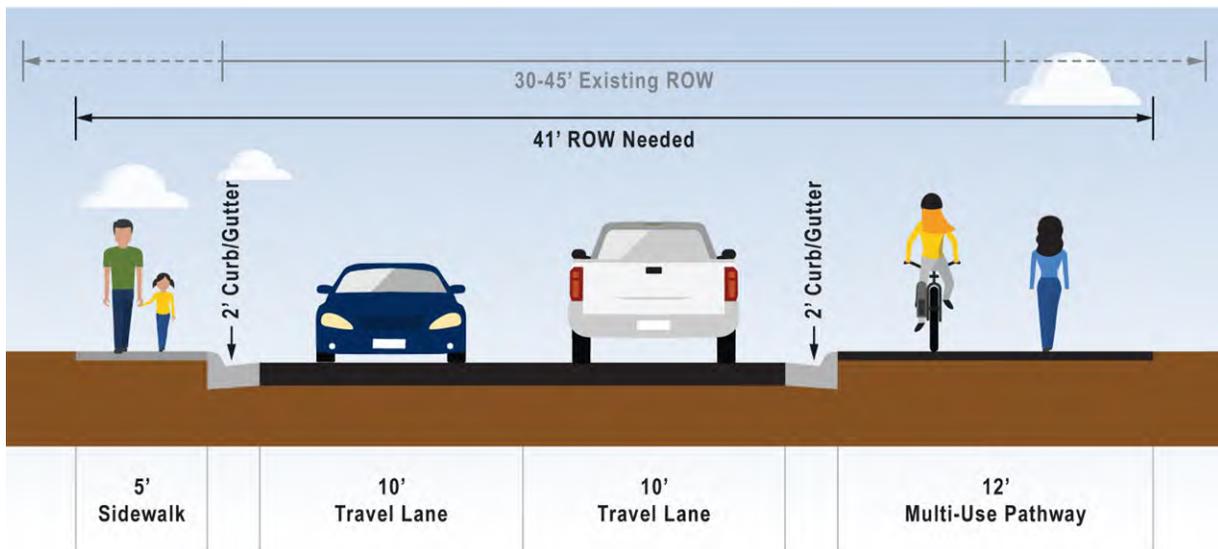
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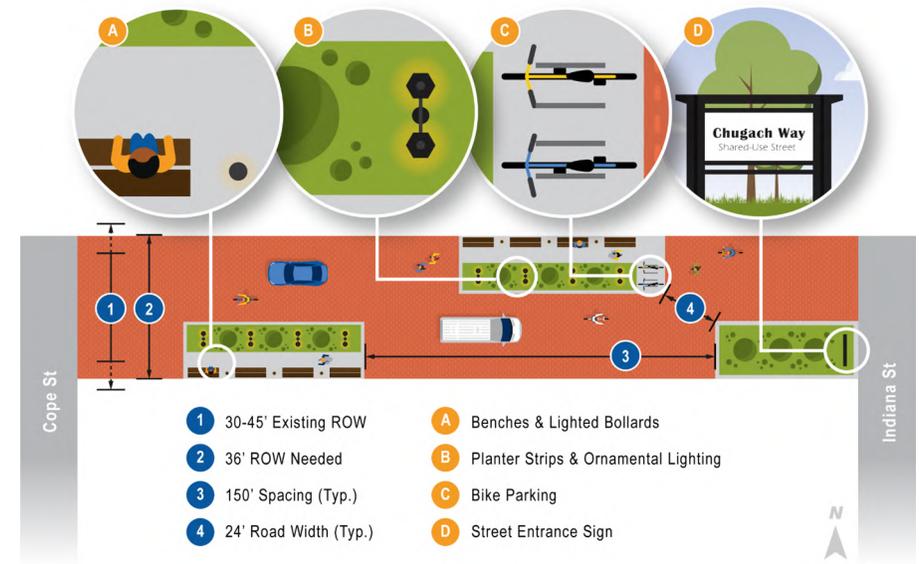
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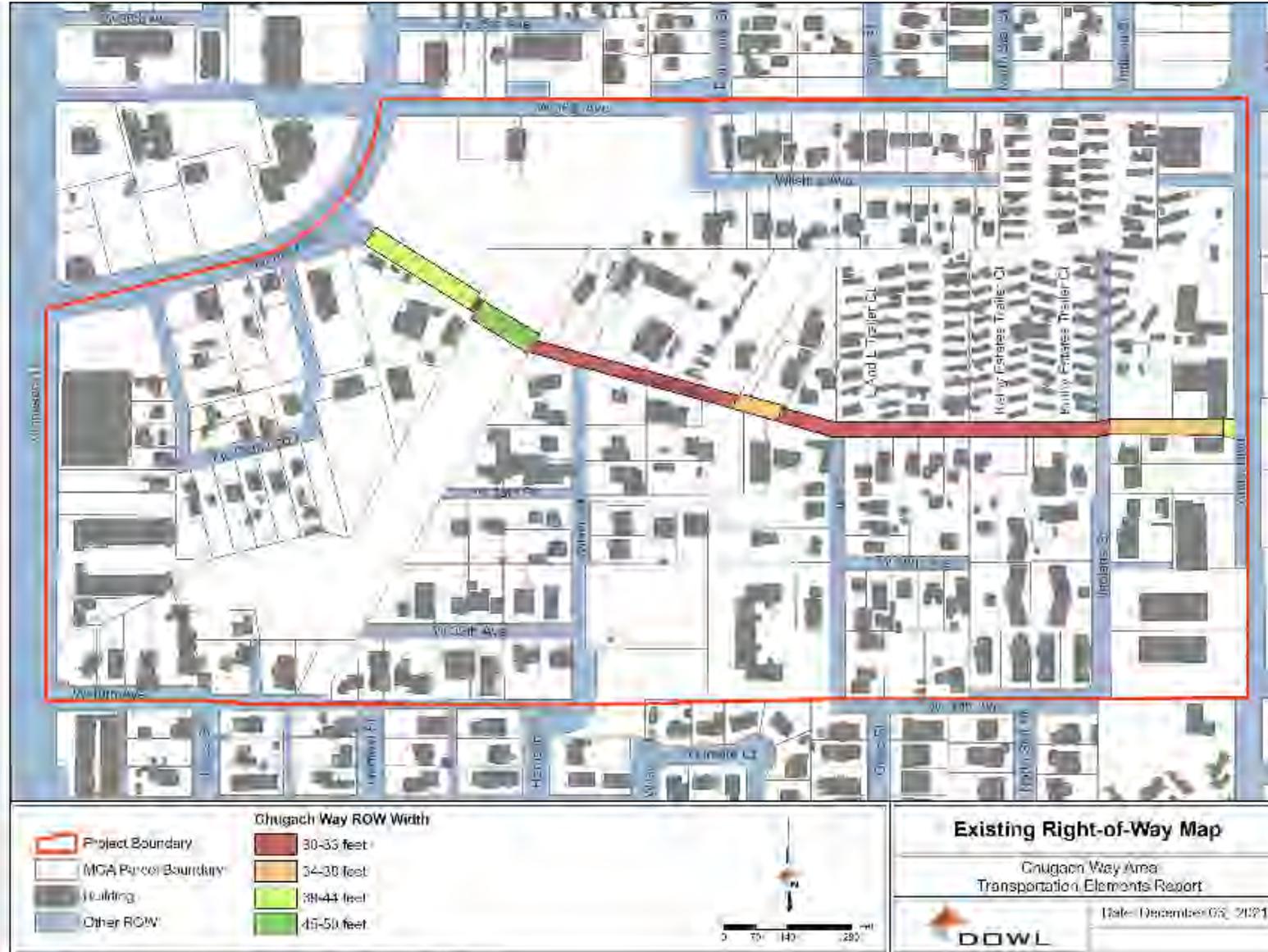


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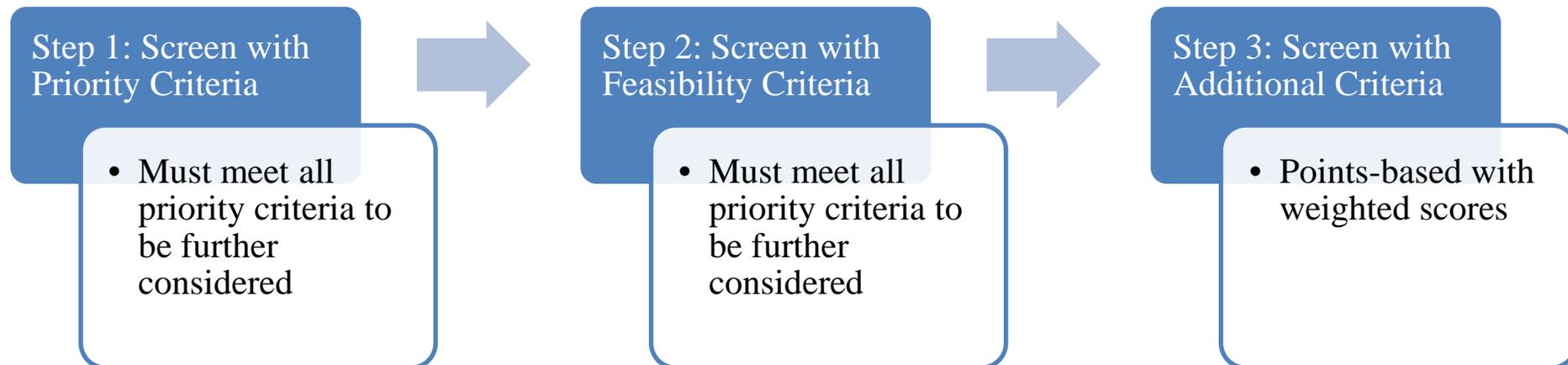
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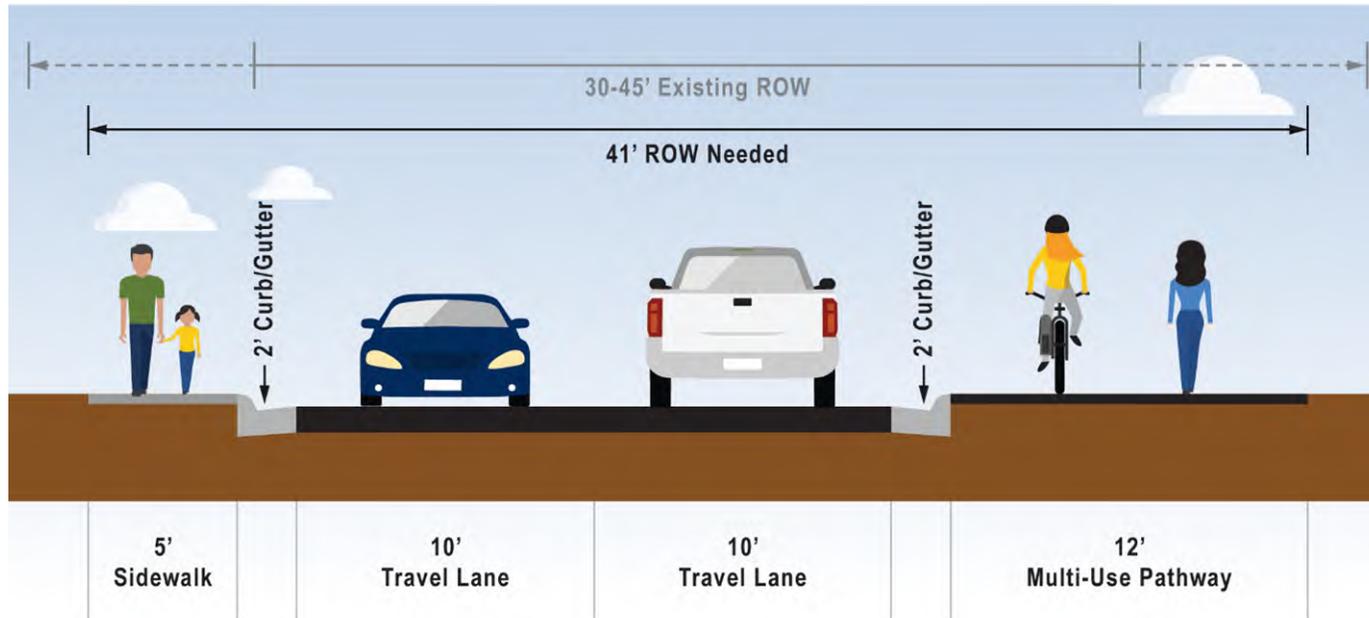
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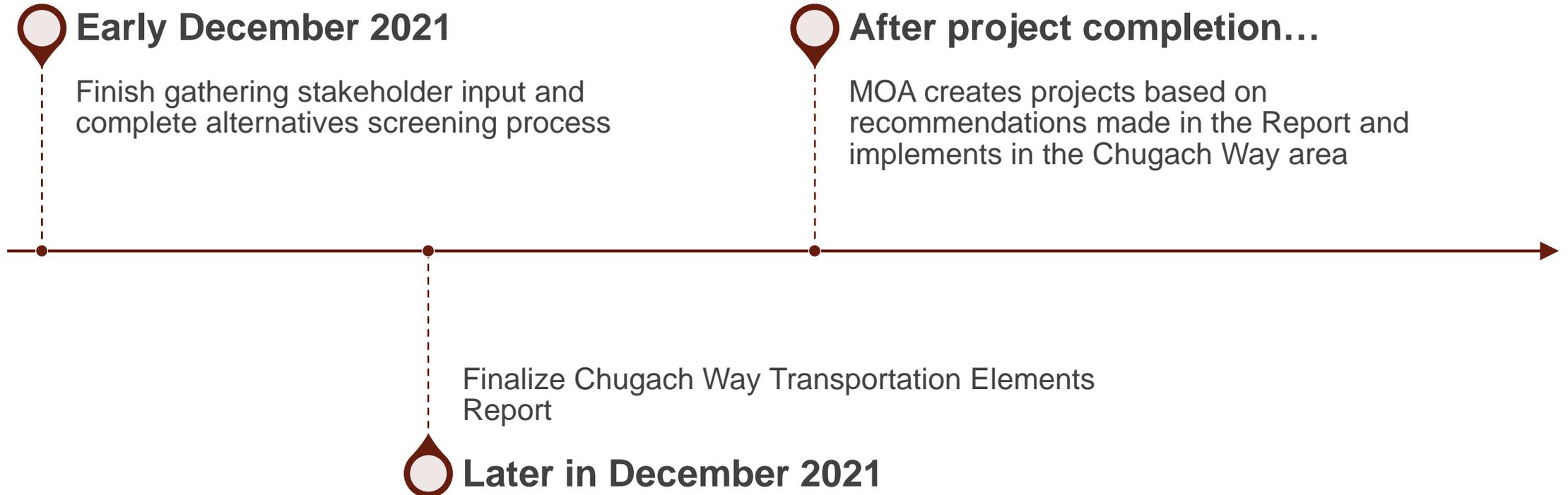


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Project Manager: LaQuita Chmielowski, PE

Contact Us:

- LaQuita: lchmielowski@dowl.com
- Project: TransportationElements@ChugachWay.com

Website: Chugachway.com



Spenard Community Council
 Wednesday, March 3, 2021, 6:30-8:40pm

Join Zoom Meeting:
<https://zoom.us/j/93439470520?pwd=TWY0MUUpUa0dzNGJFZGxBZ0pHTHByQT09>
 Meeting ID: 934 3947 0520
 Passcode: **Community**

Call-in by phone: +1 312 626 6799 US; Meeting ID: 934 3947 0520; Passcode: 365951581

(Try out Zoom. Join us at 6:30pm for our “Happy Hour” to test things out and mingle.. Calling-in by phone is an option. You can also join a Test Zoom meeting ahead of time to make sure your computer or tablet connects, plays sound, and displays video: <https://zoom.us/test>)

Agenda

	Topic	Discussion Leader	Time
6:30 pm	Zoom Happy Hour <ul style="list-style-type: none"> Join early to test out you Zoom settings Connect with neighbors to check in and tell jokes! 		
7:00 pm	1. Welcome/Call to Order <ul style="list-style-type: none"> Orientation to Zoom: Include your FIRST and LAST NAMES for attendance Consent Agenda (Minutes from previous meeting 2/3, Agenda for current meeting) Introduce new Executive Board and Guests 	Lindsey Hajduk	10 min
7:10pm	2. State Legislator reports - We invite up to 2 legislators per meeting to share updates from Juneau.	TBD	10 min
7:20 pm	3. Brief reports (5 mins - Write questions in chat box) <ul style="list-style-type: none"> Assembly Report Anchorage School Board Report Airport Report Anchorage Police Department 	Kameron Perez-Verdia Starr Marsett John Johansen Officers Reid & Mayes	25 min
7:45 pm	4. Decision Topic: AMATS Non-Motorized Plan <ul style="list-style-type: none"> Presentation and discussion Discussion & vote on Draft SCC Comments 	Joni Wilm, Senior Planner AMATS Lindsey & work group	20 min
8:05 pm	5. Discussion Topic: Chugach Way Area Transportation Elements Report <ul style="list-style-type: none"> Introducing the planning process, seeking comments 	LaQuita Chmielowski, DOWL	15 min
8:20 pm	6. Neighborhood & Community Announcements: <ul style="list-style-type: none"> Use the “Raise Hand” feature, then unmute Type into the chat box 	All	15 min

8:35 pm	7. “Door Prize” : Spenard business gift card giveaway <ul style="list-style-type: none">• Must be an SCC Member and present to win• Win up to one gift card for 6 months	Arina Filippenko	5 min
8:40 pm	8. Adjourn <ul style="list-style-type: none">• Next Meeting: Wednesday, April 7th	Lindsey Hajduk	

To add agenda items to future meetings, email SpenardCC@gmail.com



Spenard Community Council

Wednesday, March 3, 2021, 6:30-8:40pm

Link to recording of meeting: <https://www.youtube.com/watch?v=K9IK5H7NF64>

Agenda

	Topic
6:30 pm	Zoom Happy Hour <ul style="list-style-type: none">● SCC president Lindsey Hajduk welcomed council members and guests.
7:00 pm	1. Welcome/Call to Order <ul style="list-style-type: none">● Hajduk led an orientation to Zoom.● Consent Agenda (Minutes from previous meeting on 02/03/2021, agenda for current meeting.)<ul style="list-style-type: none">○ Motion: Bob Auth moved to approve, Irene Persson-Gamble seconded. Consent agenda passes.● Hajduk Introduced executive board.
7:07pm	2. State Legislator reports <ul style="list-style-type: none">● Representative Matt Claman: Highlighted that Alaska is the only state that has a tri-partisan-leadership in the legislature. Noted that there is over a billion dollar deficit in budget; shared that if state does not introduce taxes, it cannot afford to pay out dividends. Noted belief that legislature needs to extend emergency declaration; optimistic that will be coming through soon. Praised Spenard Community Council in focusing on community issues and having meaningful community participation.● Representative Harriet Drummond: Shared that budget subcommittee meetings have begun. Noted that last year, the legislature finished the budget in 3 weeks; cited statute that requires budget subcommittee work be done prior to March 28; optimistic that will be done sooner. Shared that even if the House passes emergency declaration reauthorization, the Senate will also have to pass a reauthorization. Noted that there are currently members/staff who are quarantining/isolating which may further delay progress as there is not a bill that allows for remote voting.● Hajduk shared question from chat about option to cut spending over raising taxes.<ul style="list-style-type: none">○ Claman: Responded noting that since 2015, the legislature has made billions of dollars in cuts; will continue this downward pressure but the ability to solve the deficit with cuts alone is unrealistic. Encouraged attendees to visit Commonwealth North's website to explore budget options.<ul style="list-style-type: none">■ Link to Commonwealth North AK Budget Site● Hajduk shared question from chat regarding conversation about keeping dividends and instituting taxes.<ul style="list-style-type: none">○ Claman: Responded by stating that conversation has been happening but since he has been in the legislature, there have only been 2 legislative actions that have increased revenue. Noted that the Governor has said that taxes need to go before the people and will not sign off without that approval. Governor's 10 year financial plan includes new revenue but there is no plan to increase revenue as according to Governor, that is for the legislature to determine.

7:18 pm

3. Brief reports

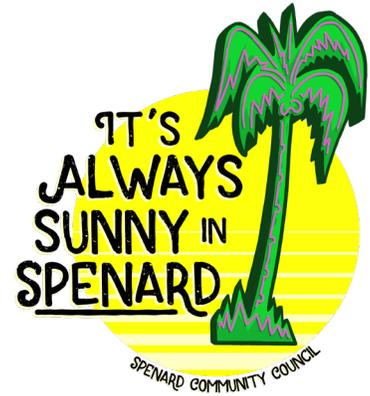
- Kameron Perez-Verdia, Assembly Report: Highlighted promising trend of decreasing COVID-19 cases and improving hospital capacity but noted that according to CDC, Anchorage is still between high and extremely high risk categories. Shared recent/upcoming application deadlines for relief programs and highlighted successes. Noted that they expect a new emergency order will be released 03/04/2021. Noted that the state has approved an increase in marijuana edibles' potency cap (5 to 10 milligrams.)
- Hajduk shared question from chat about rent relief eligibility.
 - Perez-Verdia: Noted that eligibility requirements are on website.
 - [Link to Alaska Housing Housing Relief](#)
- Paul Berger: Inquired if renters are eligible if they are behind in rent.
 - Perez-Verdia: Responded by sharing belief that folks who are behind in rent are eligible and noted he would look into it.
- John Johansen, Airport Report: Noted that Airport is maintaining high standard of cleanliness. DHHS is still present providing COVID-19 testing for visitors and residents. Reminded residents to avoid recreating on Lake Hood and to utilize cell phone parking lot
- Hajduk shared question from chat about who is providing porta potties at cell phone lot.
 - Johansen: Responded that airport must be paying for upkeep.
- Officer Mayes, Anchorage Police Department: Noted that they are working to ramp up speeding enforcement on Spenard (with a focus near schools.) Shared that regarding Chelsea Inn, there have been 10-15 calls for service.
- Hajduk: Addressed question in chat about process of getting speed bump installed on Turnagain Street; noted that SCC just passed a resolution on traffic calming for Spenard priorities, but Turnagain street was not on list and is in Turnagain Community Council.
- Hajduk: Shared question from chat about potential safety concern in tunnel under Spenard.
 - Mayes: Responded that he can look into calls for service to that location and that he can encourage officers to visit area as much as they can. Shared that residents can utilize municipality website to report camps.
 - [Link to report homeless camps](#)
- Hajduk: Cited recent story noting declining calls to APD, inquired if that correlated with downward crime trend or just less calls.
 - Mayes: Responded that he did not have numbers on that trend but noted that generally, decreased calls for services are related to decreased crime.
- Amber Glassner: Noted trend she has noticed of vehicle break-ins, cited need for more patrol between 2am and 3am in the morning; thanked officer for service.
 - Mayes: Responded that he encourages residents to always lock vehicles but also report suspicious activity (311 or 911 as needed.) Noted that officers do look for individuals walking around who appear to be checking vehicles.
- Auth: Noted that there appears to be stolen cars at Northwood Park (at times it can take weeks to be removed); asked about process of getting vehicles removed sooner.
 - Mayers: Responded by noting that city has contract with different towing companies (noted that different variables will impact how quickly a vehicle is

	tagged for removal). Noted that officers can follow up on this and make sure vehicles are tagged.
7:40 pm	<p>4. Decision Topic: AMATS Non-Motorized Plan</p> <ul style="list-style-type: none"> ● Joni Wilm, AMATS (Anchorage Metropolitan Area Transportation Solutions) Senior Transportation Planner: Introduced self and involvement in Spenard Corridor Plan. Reviewed creation process and substantive contents of non-motorized plan which supports the vision statement of Anchorage being a world-class northern city which allows all to use shared pathways and roadways safely. Described tentative timeline with plan going before assembly in May. ● Hajduk: Addressed question in chat regarding pedestrian bridges on fish creek trail and noted requirements for federal funding. Noted that SCC convened a workgroup to produce comments, noted that they framed comments focused on where folks need to go safely while keeping in mind most vulnerable neighbors. Contextualized plan as a goal to make the transportation system better for everyone. <ul style="list-style-type: none"> ○ Link to SCC comments on plan ● Sarah Preskitt: Asked if winter maintenance forum has been scheduled. <ul style="list-style-type: none"> ○ Wilm: Responded that it has not been scheduled, but will likely be in June or July. ● Auth: Highlighted comments provided by SCC; noted that it is not just about bike trails but ensuring that people can commute safely to work or complete necessary errands. Noted that if people do not have safe routes, they can get injured or worse: killed. Noted that not everyone has a car, and everyone should be able to transport themselves safely; refuted claim that it is an elitist idea ● Hajduk: Invited members to vote via the google form; reminded residents of voting eligibility (live or own business in boundaries and have attended a meeting in the past 12 months.) <ul style="list-style-type: none"> ○ Motion: Vote to support comments passes 10-4.
8:09 pm	<p>5. Discussion Topic: Chugach Way Area Transportation Elements Report</p> <ul style="list-style-type: none"> ● LaQuita Chmielowski, DOWL: Shared information about project revitalizing Chugach Way that will support development in area. Noted that CRW is also working on project, and cited presentation last month that provided introduction to project and noted this month's presentation is follow-up to provide more details. Goal is to provide roadway alternatives that will then move forward for design and construction. Noted that currently they are working on existing conditions summary, which will be the basis for decisions for identifying alternatives. Intend to return in a few months to provide update on existing conditions report. Goal is to wrap up project by fall. Encouraged residents to provide input. <ul style="list-style-type: none"> ○ Link to provide feedback ● Hajduk: Shared question from chat about houses being removed along 36th avenue. <ul style="list-style-type: none"> ○ Chmielowski: Responded that this project is unrelated. ● Julie Leonard: Shared concern about lack of sidewalks combined with vehicle speeding making for a dangerous situation. ● Hajduk: Shared question from chat about timeline. <ul style="list-style-type: none"> ○ Chmielowski: Responded by explaining that they are still gathering feedback to begin looking at alternatives. At the end of project, summary report will

	<p>be created and the municipality will then seek funding to turn into a design/construction project.</p> <ul style="list-style-type: none"> ● Wilm: Noted that the Spenard Corridor Plan has visions of what a street like Chugach Way could look like redesigned to be more bike or pedestrian friendly.
<p>8:20 pm</p>	<p>6. Neighborhood & Community Announcements:</p> <ul style="list-style-type: none"> ● Hajduk: Noted that SCC has planned two local candidates forums (one for School Board candidates on 3/15/2021 and one for Mayoral candidates on 3/18/2021). <ul style="list-style-type: none"> ○ Link to Facebook Event for Mayoral Forum ○ Link to Facebook Event for School Board Forum ● Berger: Thanked community members for supporting Carousel Lounge; noted that he was served a code violation fine for being over capacity but will pay the fine. Inquired about status of palm tree. <ul style="list-style-type: none"> ○ Hajduk: Responded by explaining that at last meeting there was an update for palm tree to be installed at original location of 36th and Spenard. Noted that Cindy Berger is new owner and hope to have a palm tree raising party at end of year. ● Forrest Dunbar: Introduced self as mayoral candidate and vision for getting Anchorage past public health crisis and getting economy back on track. Shared work as East Anchorage assembly member and endorsements ● Cheryl Antenuccii: Introduced self as SNAP ed educator with Anchorage Health Department. Shared information about SNAP ed and work with community partners with the goal that SNAP-eligible community members have access to healthy foods; and noted that they are working on a healthy retail recognition program and nutrition education in grocery stores. ● Carl Jacobs: Introduced self as school board candidate (Seat G) and experience as public servant and licensed therapeutic foster parent. Shared priorities of career & technical education, sustainable budget, as well as addressing outcome gaps in the district. ● Glassner: Voiced goal to end all restrictions and mandates; shared personal story of children struggling wearing face-coverings and noted that she is furloughed indefinitely from work as hospitality worker due to not being able to wear shield/face covering. Noted that there are others that share her experience. ● Pat Higgins: Introduced self as school board candidate (Seat E) and shared experience of previous school board membership (2008-2017) and successes during time on board. Noted that board was active and provided voice for community. ● Sarah Burtner: Introduced self as community engagement coordinator for Habitat for Humanity. Noted that one of primary sources of revenue for the non-profit is the Restore; accept donations for house materials and sell at a discount to public. Encouraged attendees to donate as donations slow this time of year. Would like to connect with landlords to accept items from relocating tenants; noted that the Restore provides free pick-up. <ul style="list-style-type: none"> ○ Contact info: sburtner@habitananchorage.org ● Bill Falsey: Introduced self as mayoral candidate and belief that best days of Anchorage are ahead of us. Shared experience, noted that he is the only candidate with extensive executive experience and cited previous experience as Anchorage manager city manager.

	<ul style="list-style-type: none"> ● Sarah Preskitt: Introduced self as librarian with Anchorage Public Library. Shared that the library has a bond (proposition 2) on the upcoming ballot and encouraged attendees to vote. ● Perez-Verdia: Noted that he has been attempting to address questions in chat and have follow-up conversations with concerned residents. Emphasized that vaccines, masks, distancing, and hand-washing all work. Noted that decisions made by the city have led to the current lower case numbers. Noted that the collective problem is not mandates, but the problem is COVID-19. Shared that mandates are decreasing, but it is important to move forward in a data-conscious way. ● Hajduk: Noted that Department of Health and Human Services have reached out and SCC will hopefully have a presentation in April. Reminded attendees that there is an agenda and that she moves forward with agenda in order to keep meeting on track.
8:40 pm	<p>7. “Door Prize”: Spenard business gift card giveaway</p> <ul style="list-style-type: none"> ● Hajduk: Noted that council will request funding for \$500 on gift cards for monthly giveaways. ● Arina Filippenko: Noted that she will do drawing for 2 \$25 gift cards to Blue Market from residents/business owners who completed sign-in sheet. Bob Auth and Erica Chenoweth are inaugural winners!
8:45 pm	<p>8. Adjourn</p> <ul style="list-style-type: none"> ● Hajduk: Shared that the next meeting will be 04/07/2021. Invited attendees to attend upcoming Mayoral and School Board Forums and submit questions for the candidates. Shared difficulty in facilitating meeting with active chat. ● Persson-Gamble: Reminded folks of decorum for in-person meetings, noted that it would be inappropriate to talk during others’ presentations if it was in person. Encouraged attendees to remember respectful dialogue. ● Hajduk: Noted that chat discussion is continuing to border on disrespectful. Noted that executive board will discuss options for hosting a well organized, respectful meeting. ● Motion: Perrson-Gamble moved to adjourn, Sarah Preskitt seconded. Meeting adjourns.

Spenard Community Council
 Wednesday, October 6, 2021, 7:00-8:45 pm
 6:30pm Happy Hour / meet and greet
[Link to recording of meeting](#)



Agenda

	Topic
6:30 pm	Zoom Happy Hour <ul style="list-style-type: none"> ● Irene Persson-Gamble and Meg Mielke welcomed council members and guests.
7:00 pm	1. Welcome/Call to Order <ul style="list-style-type: none"> ● Lindsey Hajduk led an orientation to Zoom. ● Consent Agenda (minutes from previous meeting on 09/01/2021, agenda for current meeting.) <ul style="list-style-type: none"> ○ Motion: Peggy Auth moved to approve, Matt Duncan seconded. Consent agenda passes. ● Hajduk reviewed the agenda and introduced the executive board.
7:05 pm	2. State Legislator reports <ul style="list-style-type: none"> ● Rep. Chris Tuck: Summarized progress and stalemates in recent special sessions, noted that the legislature is on track to break record for number of days in session. Shared concern regarding fiscal situation but also optimism from fiscal policy working group.
7:15 pm	3. Brief reports <ul style="list-style-type: none"> ● Margo Bellamy, Anchorage School Board Report: Shared that they opened up space on agenda to hear more student voices (prioritizing student testimony for the first hour.) Noted that at the next finance committee, they will discuss the mayor's recommended cuts (~\$3 million) for ASD. Shared that ASD has increased testing/vaccination sites (all high schools have sites, parent permission required.) <ul style="list-style-type: none"> ○ Peggy Anderson: sought clarification on student testimony. ○ Bellamy: Clarified that this testimony is for scheduled school board meetings, allowing students to testify during first hour of meeting. ○ Phil Isley: Inquired about raise for superintendent despite lack of improvement in student achievement. ○ Bellamy: Shared that board voted to approve raise of superintendent; cited a variety of factors that were considered.
7:23 pm	4. Education Topic: Spenard Road Project <ul style="list-style-type: none"> ● Sean Baski, DOT: Introduced project as seeking to improve Spenard Road between Minnesota and Benson; DOT and muni collaborating on federally funded project. Identified existing concerns and selected alternative of three lane roadway. Shared options for other changes, solicited feedback. <ul style="list-style-type: none"> ○ Paul Berger: Inquired about potential acquisition of properties. <ul style="list-style-type: none"> ■ Baski: Noted that it is uncertain, noted that he is happy to have follow-

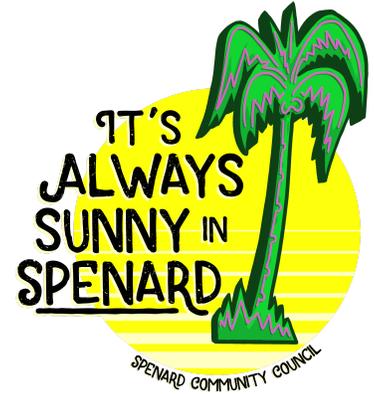
	<p>up conversations. Clarified that they are likely 1.5 years out on offers; and noted that those negotiations can take a while.</p> <ul style="list-style-type: none"> ○ Meg Mielke: Shared comment from chat regarding recommendation for raised bike lane as preferable for novice bikers. <ul style="list-style-type: none"> ■ Baski: Noted goal is to accommodate bikers of all comfort levels; recognized that there are different levels of confidence--but noted that each option potentially takes space away from other users. ○ Sarah Preskitt: Shared concern regarding winter maintenance (especially non-motorized pathways), asked about consideration taken for maintenance. <ul style="list-style-type: none"> ■ Baski: Noted that DOT has been in talks with municipal maintenance; state/muni are not expecting additional funding (snow on Spenard road gets hauled out and snow will have to sit somewhere before snow is able to be removed.) Highlighted that current proposal provides more space for snow berms. ○ Peggy Auth: Inquired about speed limit (35 mph), voiced concern. <ul style="list-style-type: none"> ■ Baski: Noted that muni traffic department sets speed limits, but will bring comments from community and recommendations for lower speed limit. ○ Link to project website ○ Link to project survey
7:50 pm	<p>5. Education Topic: Daylighting Fish Creek</p> <ul style="list-style-type: none"> ● Karen Button, Friends of Fish Creek: Shared historic use of creek and present pollution. Shared that they are asking Anchorage Assembly to support a \$500,000 action item for a feasibility study. <ul style="list-style-type: none"> ○ Mielke: Shared question from chat regarding if West-side assembly members have voiced support on this issue. <ul style="list-style-type: none"> ■ Button: Shared that in 2018 when Austin Quinn-Davidson was on assembly, passed resolution to support. ○ Berger: Asked what opposition to initiative is. <ul style="list-style-type: none"> ■ Button: Noted that it relies on a change of mindset to support green infrastructure projects. ○ George Ascott: Asked to clarify about unconditional rezone. <ul style="list-style-type: none"> ■ Button: Clarified that it was approved unanimously by assembly and zoning board. ○ Isley: Inquired about purpose of study. <ul style="list-style-type: none"> ■ Button: Noted understanding that feasibility study is part of process. ○ Link to Friends of Fish Creek Letter
8:05 pm	<p>6. Decision Topic: SCC budget proposal</p> <ul style="list-style-type: none"> ● Julie Leonard: Shared proposed allotment of funds for Oct 21 - Dec 22. ● Hajduk: Clarified that budget is meant to be a guideline; executive board will still go before council if there are proposals for additional funding. <ul style="list-style-type: none"> ○ Anderson: Inquired about source of funding. <ul style="list-style-type: none"> ■ Hajduk: Shared that there is over \$20,000 in account.

	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> ■ Peggy Auth: Shared success of previous fundraisers, noted that a federal government grant allowed the purchase of a motorhome (for crime prevention) which was then sold. ○ Bob Auth: Inquired about cost for single day events and if other community councils are contributing to such events; noted that it took a lot of effort to raise money and voiced concern about high amounts for single events. <ul style="list-style-type: none"> ■ Hajduk: Responded that they have not asked Turnagain CC to contribute to Trick or Treat Fish Creek but shared that Stories of Fish Creek is a \$15,000 project (working with different partners); trick or treat event is part of that larger project. Clarified that SCC is not guaranteed to \$500, but that is the upper limit. ■ Gleason: Noted that TCC was not approached about co-sponsoring but has helped publicize event. ● Motion: Passes 23-0.
8:15 pm	<p>7. Decision Topic: Resolution to support fully funding Public Transportation Department for 2022 (People Mover)</p> <ul style="list-style-type: none"> ● Hajduk: Shared background of resolution. <ul style="list-style-type: none"> ○ Berger: Inquired about process for vetting resolutions and how information is shared so folks have more time to review resolutions. <ul style="list-style-type: none"> ■ Hajduk: Noted that they are posted on website and hyperlinks are also in agendas. ■ Berger: Encouraged information to go out prior to meetings so residents are informed; asked when executive board meets and if those meetings are open. ■ Hajduk: Noted that SCC executive board meets typically two weeks prior to SCC meetings and they try to send agendas out one week prior. Noted that SCC executive board tries to meet in person (socially distant) so it is challenging to include other members. ○ Peggy Auth: Shared that they have been going to transit meetings for years, voiced support for resolution and noted it was important as a council to show support for maintaining service (noted that Spenard Corridor Plan relies on bus service.) ○ Michelle Wilber: Inquired why SCC is not advocating for increasing budget. <ul style="list-style-type: none"> ■ Hajduk: Noted that all departments are under pressure to decrease budgets; so they are not asking for more but rather to maintain current spending. ● Motion: Passes 21-1.
8:25 pm	<p>8. Decision Topic: Resolution for Redistricting to support community-focused redistricting</p> <ul style="list-style-type: none"> ● Bob Auth: Shared that SCC boundaries are contained in 3 different house districts and 3 different senate districts. Goal of resolution is to have redistricting board consider local, neighborhood boundaries rather than splitting up natural communities when they are redrawing maps for districts. Noted that Mountain View CC submitted comments to redistricting board outlining a similar argument. Clarified that resolution does not recommend a specific map.

	<ul style="list-style-type: none"> ○ Kristen Doughty: Inquired if SCC submitted comments to the redistricting board hearings and clarified if SCC supports 1 of 6 proposed maps. <ul style="list-style-type: none"> ■ Bob Auth: Noted that council would have to vote before submitting testimony, and this resolution would be the participation in the process; and also noted that all maps split Spenard up; does not want to support specific map ○ Cheryl Lovegreen: Voiced understanding that redistricting board will take this letter into consideration and it could be evidence in future litigation. ○ Isley: Encouraged this same letter to apply for assembly/local elections. <ul style="list-style-type: none"> ■ Bob Auth: Noted understanding that city redistricting process happens after state redistricting process is finished; not happening concurrently. ○ Berger: Noted that he supports spirit of resolution, inquired about impact the SCC would have in redistricting process, asked if it is preferable for individuals to submit comments. <ul style="list-style-type: none"> ■ Peggy Auth: Noted that SCC has been involved in previous processes. ■ Hajduk: Clarified that the resolution is purposefully taking a high-level view of recommending cohesion of council; encouraged members to individually advocate for specific maps if they feel strongly. ○ Gleason: Noted that when she reviewed the maps, Turnagain CC would be subdivided as well. Noted relevance is that legislators speak to CCs, and cited difficulty of having legislators provide updates at meetings. ○ Lovegreen: Noted that assembly districts have different criteria; recommends focusing on statewide redistricting and address assembly process at a different time. <ul style="list-style-type: none"> ● Motion: Passes 21-0.
8:40 pm	<p>9. Education Topic: Trick or Treat Fish Creek</p> <ul style="list-style-type: none"> ● Mielke: invited members to volunteer/host treat stations. <ul style="list-style-type: none"> ○ Link to sign up to volunteer
8:40 pm	<p>10. Neighborhood & Community Announcements:</p> <ul style="list-style-type: none"> ● Rachel Christiansen, Alaska Center: Shared information about Solarize Anchorage; outlined process and solicited interest for Solarize 2022. ● Celia Rozen: Introduced self as first-time attendee, thanked council for postcard that she received. ● Margaret Duncan: Inquired about Trick or Treat Fish Creek; inquired about having dog treats at station. <ul style="list-style-type: none"> ○ Mielke: Commented that it was a great idea. ● Doughty: Introduced self as first attendee, excited to join neighborhood and see what is happening. ● Hajduk: Encouraged members to complete survey for Chugach Way project, encouraged members to propose resolutions via email to spenardcc@gmail.com. Provided update on Northwood Park Project, noted that progress has been held up due to shipping delays (part of global shipping delay problem.) <ul style="list-style-type: none"> ○ Link to Chugach Way survey

8:50 pm	11. “Door Prize” : Local gift card giveaway: Spenard Roadhouse <ul style="list-style-type: none"><li data-bbox="378 247 919 279">● Winners Grant Kinney and Sarah Preskitt!
8:55 pm	12. Adjourn <ul style="list-style-type: none"><li data-bbox="378 342 976 373">● Next meeting: Wednesday, November 3, 2021

Spenard Community Council
 Wednesday, November 3, 2021, 7:00-8:45 pm
 6:30pm Happy Hour / meet and greet



Join Zoom Meeting:

<https://zoom.us/j/93439470520?pwd=TWY0MUUpUa0dzNGJFZGxBZ0pHTHByQT09>

Meeting ID: 934 3947 0520

Passcode: **Community**

Call-in by phone: +1 312 626 6799 US; Meeting ID: 934 3947 0520; Passcode: 365951581

(Try out Zoom. Join us at 6:30pm for our “Happy Hour” to test things out and mingle.. Calling-in by phone is an option. You can also join a Test Zoom meeting ahead of time to make sure your computer or tablet connects, plays sound, and displays video: <https://zoom.us/test>)

Agenda

	Topic	Discussion Leader	Time
6:30 pm	Zoom Happy Hour <ul style="list-style-type: none"> ● Join early to test out you Zoom settings ● Connect with neighbors to check in and tell jokes! 		
7:00 pm	1. Welcome/Call to Order <ul style="list-style-type: none"> ● Orientation to Zoom: Include your FIRST and LAST NAMES for attendance ● Consent Agenda (Minutes from previous meeting 10/06, Agenda for current meeting) ● Introduce Executive Board & Treasurer’s Report 	Lindsey Hajduk, SCC	5 min
7:05 pm	2. State Legislator reports - We invite (up to 2) legislators per meeting to share updates from Juneau.	TBD	5 min
7:10 pm	3. Brief reports (5 mins each) <ul style="list-style-type: none"> ● Anchorage School Board Report ● Airport Report ● Anchorage Police Department ● Assembly Report 	Margo Bellamy John Johansen Officer TBD Kameron Perez-Verdia	25 min
7:35 pm	4. Discussion Topic: Overview of proposed FY22 Municipal Budget , with emphasis on Spenard impacts	Kameron Perez-Verdia (continued)	10 min
7:45 pm	5. Education Topic: Chugach Way Elements Report <ul style="list-style-type: none"> ● Provide update on design alternatives 	LaQuita Chmielowski (DOWL)	10 min
7:50 pm	6. Decision Topic: Spenard Corridor Plan Task Force <ul style="list-style-type: none"> ● Introduce task force and recruit participants 	Lindsey Hajduk, SCC	5 min
7:55 pm	7. Decision Topic: Memorandum of understanding, The Pot Shop	Scot Dunnachie, The Pot Shop	10 min

8:05 pm	8. Thank-you: Trick or Treat Fish Creek	Meg Mielke, SCC	5 min
8:10 pm	9. Neighborhood & Community Announcements: <ul style="list-style-type: none"> • Use the “Raise Hand” feature, then unmute • Type into the chat box for host to call on you 	All	10 min
8:20 pm	10. “Door Prize”: Local gift card giveaway <ul style="list-style-type: none"> • Must be an SCC Member and present to win • Win up to one gift card for 6 months 	Arina Filippenko, SCC	5 min
8:25 pm	11. Adjourn <ul style="list-style-type: none"> • Next meeting: Wednesday, December 1, 2021 	Lindsey Hajduk, SCC	

To add agenda items to future meetings, email SpenardCC@gmail.com

Treasurer’s Report

- **Income Summary:** None to report.
- **Expense Summary:**

Spenard Community Council				
<i>Adopted Budget: Oct 2021-Dec 2022</i>				
	Approved	Spent in	Total	
Item	Amount	Oct 2021	Spent	Description
Stories of Fish Creek celebration and Trick or Treat Fish Creek (Oct 2021)	\$ 500.00	\$ 256.28	\$ 256.28	Advertising: \$50 for Facebook ad. Supplies: \$206.28 for candy.
Community Relations (Gift Certificates)	\$ 650.00	\$ 50.00	\$50.00	Gift cards: Two \$25 gift cards per community council meeting
Total Budget	\$ 2,395.00	\$ 306.28	\$ 306.28	

Spenard Community Council
 Wednesday, November 3, 2021, 7:00-8:45 pm
 Link to meeting recording:

<https://www.youtube.com/watch?v=fIJXdtcmzEM&t=50s>



Agenda

	Topic
6:30 pm	<p>Zoom Happy Hour</p> <ul style="list-style-type: none"> Irene Persson-Gamble welcomed council members and guests.
7:00 pm	<p>1. Welcome/Call to Order</p> <ul style="list-style-type: none"> Lindsey Hajduk led an orientation to Zoom. Consent Agenda (minutes from previous meeting on 10/06/2021, agenda for current meeting.) <ul style="list-style-type: none"> Motion: Tom McGrath moved to approve, Irene Persson-Gamble seconded. Consent agenda passes. Hajduk reviewed the agenda and introduced the executive board.
7:06 pm	<p>3. Brief reports</p> <ul style="list-style-type: none"> Anchorage School Board Report, Margo Bellamy: Shared that superintendent is retiring, noted that the board is organizing to compile a plan for hiring a replacement. Noted that the ASD is hosting upcoming COVID-19 vaccine clinics (for 5 years+). Shared that the next board meeting will be 11/16/2021; hope to finalize the bond package to then go before the assembly. Reminded attendees that November is Native American Heritage Month. <ul style="list-style-type: none"> Link to ASD vaccine clinic schedule Tahnee Secareccia: Inquired about work sessions on budget concerning the Mayor's reductions to municipal pools/School Resource Officers and inquired about initial conversations regarding those items. <ul style="list-style-type: none"> Bellamy: Noted that the board has asked the superintendent to gather data on SROs; and the board has not yet discussed the mayor's budget yet in terms of wanting to continue to fund SROs. Recognized that timing is not ideal but shared understanding that the Assembly will not send budget recommendations to admin until sometime between 11/23/2021-12/10/2021. Airport Report, John Johansen: Shared that DHHS still has free vaccinations and tests at the airport. Noted that the airport is restricting access to commercial curbs (general public will not be able to access.) <ul style="list-style-type: none"> Megan Peters: Introduced self as new communications manager, encouraged attendees to contact her with questions/concerns, shared contact info (megan.peters@alaska.gov) Hajduk: Shared question from chat on status of relocating the moose that is blocking artwork on ceiling. <ul style="list-style-type: none"> Peters: Noted that she would look into that. Peggy Auth: Shared understanding of new development occurring near airport; inquired if planning team is considering extra traffic that may be

	<p>routed down Spenard Road; encouraged extra traffic to be routed toward W. International instead.</p> <ul style="list-style-type: none"> <ul style="list-style-type: none"> ■ Peters: Noted that a website is being created to share information about the project. Noted that she was not sure about the traffic plan. ○ Link to airport report ● Assembly Report, Kameron Perez-Verdia: Shared good news that COVID reproduction rate is 0.94 (below 1.0 for the first time in a long time) and bad news that hospitalizations are still high. Noted that the Assembly passed emergency funding which allows for the increase of COVID testing. Shared core disagreements occurring between administration and assembly. Noted that APD is seeking comments on draft of body-worn camera policy. Noted that assembly is continuing to move forward to establish a new dump site for snow in Connors Bog (noted that Sand Lake CC passed a resolution of support.) <ul style="list-style-type: none"> ○ Link to Body Worn Camera Policy Feedback ○ Hajduk: Inquired about recurring concern regarding the Northwood Dr. private property; voiced comment from chat regarding safety concern from residents. <ul style="list-style-type: none"> ■ Perez-Verdia: Noted that he does not have an update; shared that he and other assembly members are working hard to follow up with the city. Noted that reorganization of administration is requiring all communication to go through the municipal manager which is creating a bottleneck of communication. ■ Geneva Luteria (staff to Austin Quinn-Davidson): Echoed Perez-Verdia’s concern, noted that Quinn-Davidson is seeking approval of property being labeled a nuisance property to get additional funding. ○ Allison Kelley: Inquired why there have not been citations issued; noted that property owner refused help. <ul style="list-style-type: none"> ■ Perez-Verdia: Noted he does not have an answer; noted that pressure is continuing to be on administration to get an answer. Noted that he realized just today that the chief of police was not included on some recent emails, but has recently been included. ○ Seccareccia: Inquired how many code-enforcement officers there are in Anchorage. <ul style="list-style-type: none"> ■ Perez-Verdia: Do not have an answer to that, but will ask and report back. ○ McGrath: Noted that code enforcement has been a problem in Spenard for 20 years; noted that there are issues that never get responses. ○ Peggy Auth: Agreed with McGrath; noted that she and husband went to an assembly meeting roughly 20 years ago asking the assembly to increase the number of code enforcement officers; noted that they did, citing that she knows it can be done.
7:35 pm	<p>4. Discussion Topic: Overview of proposed FY22 Municipal Budget, with emphasis on Spenard impacts</p> <ul style="list-style-type: none"> ● Perez-Verdia: Shared that the mayor's intent is to cut spending in order to lower

	<p>property taxes and encourage the city to operate more efficiently. Noted that there are a lot of concerning issues. Shared timeline: November 9 (public comment), November 19 (amendments from assembly), November 23 (debate and potential approval)--noted that in the past, it has taken a month to work through the budget. Parts of the budget are expected to be funded by alcohol tax; and voiced concern about reduction of mobile crisis team in conflict with the goal of alcohol tax. Voiced concern about the library being moved into the parks department and \$1million reduction in pre-k funding as well as cuts to community grants. Commented on potential inclusion of Fish Creek feasibility study on the drainage bond.</p> <ul style="list-style-type: none"> ○ Seccareccia: Voiced concern about budget reductions to municipal attorneys, especially since COVID delayed cases. <ul style="list-style-type: none"> ■ Perez-Verdia: Noted that rationale is that work of municipal attorneys' office ebbs and flows; noted that current positions are not filled and it may be easier to make the cuts at this time. Noted that others voiced similar concern about reduced caseload. ○ Hajduk: Shared the executive board wanted to spend a little more time on budget during this meeting; did not create resolution but wanted opportunity for members to learn more. ○ Karen Button: Sought clarification about feasibility study for daylighting fish creek. <ul style="list-style-type: none"> ■ Perez-Verdia: Agreed to follow up one-on-one. ○ Link to submit written testimony on budget ○ Link to sign up for phone testimony on budget
7:55 pm	<p>5. Education Topic: Chugach Way Elements Report</p> <ul style="list-style-type: none"> ● LaQuita Chmielkowski, DOWL: Shared project vision as well as recent progress on existing conditions summary report as well as existing development projects. Provided info about proposed alternatives (including pros and cons.) Outlined timeline: November 2021 (finish gathering stakeholder testimony), December 2021 (finalize Chugach Way elements report), then MOA will take recommendations and will be able to move them forward into design. ● chugachway.com
8:08 pm	<p>6. Decision Topic: Spenard Corridor Plan Task Force</p> <ul style="list-style-type: none"> ● Hajduk: Introduced ideas for the task force and encouraged members to join standing work group to more closely look at transportation alternatives and provide feedback.
8:12 pm	<p>8. Thank-you to volunteers for Trick or Treat Fish Creek</p> <ul style="list-style-type: none"> ● Meg Mielke & Hajduk: Thanked all volunteers and attendees for 2nd annual trick or treat fish creek. Special thanks to Tahnee Seccareccia, Karen Button, Matthew Duncan & Margaret McDonagh, Irene Persson-Gamble & Jim Gamble, Celia Rozen, Schawna Thoma, and many other members!
8:15 pm	<p>9. Neighborhood & Community Announcements:</p> <ul style="list-style-type: none"> ● Kelley: Noted that MOA cleaned areas around railroad tracks, encouraged use of walking in the neighborhood while it is still trash-free. ● Persson-Gamble: Shared thank you letter from Anchorage Park Foundation for donation to Spenard Beach Park.

	<ul style="list-style-type: none"> ○ Hajduk: Clarified that it was part of a Challenge Grant (project facilitated by Turnagain CC.) ● Seccareccia: Encouraged members to testify at upcoming assembly meeting regarding budget; noted that while property taxes might be reduced in short-term, will be deferred cost to long-term. ● Button: Encouraged feasibility study of daylighting fish creek, encouraged members to testify.
8:20 pm	<p>10. Treasurer’s Report and “Door Prize”: Local gift card giveaway</p> <ul style="list-style-type: none"> ● Arina Filippenko: Gave update on spending; SCC spent \$206 on supplies for Trick or Treat Fish Creek and ran \$50 of facebook ads; and gave out \$50 in monthly gift cards last month; under budget based on estimate. ● Michelle Semerad and Tahnee Seccareccia are the winners!
8:25 pm	<p>11. Adjourn</p> <ul style="list-style-type: none"> ● Next meeting: Wednesday, December 1, 2021. <ul style="list-style-type: none"> ○ Motion: Tom McGrath moved to approve, Persson-Gamble seconded. <p>Meeting adjourns.</p>

TAC AGENDA: 8 July 2021

1. Call to Order/ Roll Call

2. Public Involvement Announcement:

AMATS committee meetings are open to the public and the public is provided an opportunity to comment at each meeting. Business items are presented by staff or consultant. After the committee discusses the business item, the public is invited to formally comment.

3. Approval of Agenda

4. Approve Meeting Minutes: [10-June-21](#)

5. Action Items:

- A. [Non-motorized Plan Public Review Draft](#) [Comment Response Summary](#) [Memo](#)
- B. [2023-2026 TIP Criteria Update](#) [Memo](#) [Criteria Update Handbook](#)
- C. [AMATS TIP 2019-2022 TIP Amendment #2 Air Quality Conformity](#) [Memo](#)
- D. [AMATS 2019-2022 TIP Amendment #2](#) [Memo](#)

6. Project and Plan Updates:

- A. MLK Project Update
- B. Title 21 Parking Requirements Presentation

7. General Information:

8. Committee Comments

9. Public Comments

10. Adjourn

Important Dates and Events

Policy Committee - 22 July 2021, 1:30-3:30pm

Community Advisory Committee 27 July 2021, 2:30-4:30pm

Technical Advisory Committee - 12 August 2021, 2:30-4:30pm

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**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
TECHNICAL ADVISORY COMMITTEE MEETING
Planning & Development Center
Main Conference Room, 1st Floor
4700 Elmore Road
Anchorage, Alaska**

**July 8, 2021
2:30 PM**

Technical Advisory Committee Members Present:

Name	Representing
Kim Carpenter	MOA/Traffic Engineering Department
Todd Vanhove	Alaska Dept. of Transportation & Public Facilities (DOT&PF), Central Region Planning
Matt Stichick	MOA/Anchorage Health Department (AHD)
Jamie Acton	MOA/Public Transportation Department (PTD)
Michelle McNulty	MOA/Planning Department
Luke Bowland	DOT&PF
Brian Lindamood	Alaska Railroad Corporation (ARRC)
Cindy Heil	Alaska Dept. of Environmental Conservation (ADEC)
Kent Kohlhase	MOA/Project Management & Engineering (PM&E)
Shaina Kilcoyne	MOA/Energy and Sustainability

Also in attendance:

Name	Representing
Craig Lyon	MOA/Planning
Christine Schuette	MOA/Planning
Aaron Jongenelen	MOA/Planning
Jon Cecil	MOA/Planning
Joni Wilm	MOA/Planning
Jim Amundsen	DOT&PF
James Starzec	DOT&PF
Wolfgang Junge*	DOT&PF
John Weddleton*	MOA/Municipal Assembly
Adam Trombley	MOA/Executive Director, Community Development
Tom Davis	MOA/Long-Range Planning Division
Bart Rudolph	MOA/PTD
Meg Zaletel*	MOA/Municipal Assembly
Barbara Carlson	
Noah King	DOT&PF
Amanda Beaujean	
Philana Miles	DOT&PF
Adam Moser	DOT&PF
Renee Whitesell	DOWL
Brad Coy	DOWL

**Policy Committee Member*

1. CALL TO ORDER/ROLL CALL

ACTING CHAIR CARPENTER called the meeting to order at 2:30 p.m. Mr. Ribuffo was absent. A quorum was established prior to Ms. Heil's arrival at 2:32 p.m.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CRAIG LYON encouraged public involvement in this meeting of the AMATS Policy Committee. He explained staff would first make their presentation, followed by any comments from Committee members, and the floor would then be open to public comment.

3. APPROVAL OF AGENDA

MS. MCNULTY moved to approve the agenda. MR. VANHOVE seconded.

MR. LYON noted that, if time allowed, he had been asked to add a project update for the Chugach Way Transportation Element Study as a general information item.

MS. MCNULTY moved to amend the agenda. MR. VANHOVE seconded.

Hearing no objections, the agenda was approved, as amended.

4. APPROVAL OF MEETING MINUTES – June 10, 2021

MS. HEIL moved to approve the minutes. MS. MCNULTY seconded.

Hearing no objections, the minutes were approved.

5. BUSINESS ITEMS

a. Non-motorized Plan Public Review Draft

BACKGROUND:

AMATS staff would like to request approval to proceed with incorporating the public comments for the AMATS Non-motorized Plan. The plan was released for a 62-day public review and comment period from January 1, 2021 through March 5, 2021. Comments were categorized by type and they consist of the following: AMATS staff conducted a work session on Tuesday, June 29, 2021, to gather feedback from both the AMATS Technical Advisory Committee (TAC) and Policy Committee (PC) on the Comment/Response Summary and table. All advisory committee feedback has been incorporated into the table.

MS. WILM briefed the Committee on the draft noting that, of the 762 comments received, the majority of the comments were asking for different projects or to add to an existing project.

MS. MCNULTY noted that there was a lot of mention of deferment to a further maintenance conversation and asked if that had been scheduled.

MS. WILM would like to schedule a virtual or hybrid maintenance forum in August to discuss all the maintenance related comments.

There were no public comments.

MS. MCNULTY moved to approve the comments. MS. ACTON seconded.

Hearing no objections, this motion passed.

b. 2023-2026 TIP Criteria Update

BACKGROUND:

The TIP criteria are periodically updated to reflect the current goals of the MPO, the Federal requirements, the State of Alaska goals, the Municipality of Anchorage (MOA) goals, and the nationwide changes that happen regarding transportation. The 2021 TIP criteria update incorporated, where possible, the MOA 2040 Land Use Plan update, the AMATS Non-motorized Plan update, the AMATS Spenard Corridor Plan, AMATS Complete Street Policy, and the Anchorage Climate Action Plan. AMATS staff updated the ranking and scoring criteria and the AMATS Policy and Technical Advisory Committees met in two work sessions as well.

MR. LYON reminded the Committee that these are criteria used when we receive the project nominations to be ranked, scored, and put into the next TIP four-year program of projects for the AMATS allocation. If necessary, the projects are updated due to Federal regulations and tweaked in order to make them a little more objective. After incorporating the comments heard during the work session, these criteria are substantially different than the first draft. The Committee is being asked to recommend the Policy Committee release these for a 30-day public comment review.

MS. HEIL had the following questions with responses noted in *Italic*.

(CH) During the work session she had requested a one-page table of the criteria that just showed points making it easy to view, but it was not included.

(AJ) *It was created, just not printed.*

(CH) Pointed out that all the points were made equal with 2020...2020, which is different than what was presented at the work session.

(AJ) *He reminded Ms. Heil that she had mentioned, during the work session, that it was going to be both of the Committees different purviews to see how we wanted to assign the scoring to each area. Our MTP does not rank our goals, so it was awkward to have safety with the highest scoring points when it was not actually discussed as a group that it should receive the highest scoring points, so we*

decided to make them equal using a 100 scale. The TAC and PC should be prioritizing those that are most important, not staff.

(CH) Does the Federal program assign priorities to the goals?

(AJ) *No, they do not. The National Planning Factors and Goals do not assign priority. The State's Long-Range Plan also does not assign priority of what is their most important. We did look at other MPOs and they were mostly equal with a only a few of them having a one-point difference between them.*

(CH) A lot of times using criteria is being able to differentiate projects. This has two projects that are the same and when the projects go through this criterion, your hope is that the criteria will differentiate and put one above the other. She asked if staff had a chance to take two projects and run it through the draft criteria to see if it is working from that perspective at all.

(AJ) *No. Staff did not have a lot of time to test these between the last work session and this meeting. He thinks the possibility is there for that to happen because of how we had it set up with bonus points. Positive and negative points can be assigned to projects based on certain data. For example, safety talks about the effectiveness of countermeasures. If you have two areas with the same crash statistics and both are encountering the exact same countermeasure and the same effectiveness, the hope is that some of the other criteria will weigh out. The reality is there may be similar projects. We did add more subjective than objective criteria to help counterbalance allowing some flexibility on the projects. Otherwise, it would be so rigid that you would have to select the first project, even if it is a \$150 million project that you cannot afford in the TIP.*

(CJ) *Added that some testing was done using the earlier version.*

(CH) By the time it gets through the public comment period and comes back before the TAC, that layout listing existing projects and how to address comments would be handy to have.

MR. JONGENELEN was able to display the document Ms. Heil had requested showing the points broken down.

There were no public comments.

MS. HEIL moved to approve release of the draft criteria for public comment. MS. MCNULTY seconded.

Hearing no objections, this motion passed.

c. AMATS TIP 2019-2022 TIP Amendment #2 Air Quality Conformity**BACKGROUND:**

The Municipality of Anchorage contains a Limited Maintenance Area for carbon monoxide (CO) in Anchorage and contains a Limited Maintenance Area for PM10 in Eagle River. Consequently, federal regulations require that AMATS make an Air Quality Conformity Determination on all transportation plans and programs to assure they will not jeopardize compliance with federal air quality standards for CO and PM10 within the Municipality of Anchorage. These regulations require AMATS to determine that future emissions from the transportation network envisioned in these plans and programs remain under the allowable emissions budget established in the State Implementation Plan for air quality; or in the case of a Limited Maintenance Plan, have a future projected pollutant design value low enough to be reasonably unlikely to exceed a national air quality standard including projected traffic increases over a 20-year planning horizon.

AMATS' proposed Amendment #2 to the 2019-2022 Transportation Improvement Plan (TIP) includes the addition of a new road project after the FHWA's approval of an Air Quality Conformity Determination for that TIP. Hence, the updated air quality conformity report is being presented to obtain a new conformity determination for the modified 2019-2022 TIP, including the new Academy/Vanguard Traffic Circulation Improvements project being added via TIP Amendment #2. The analysis demonstrates that Anchorage is well-positioned to maintain the CO NAAQS. Anchorage Air Program staff has also determined that the 2019–2022 TIP, including Amendment #2 is consistent with the Alaska State Implementation Plan in finding that no element of the Anchorage 2019–2022 TIP or its amendments will undermine the objective to reduce ambient CO in Anchorage, nor will it interfere with implementation of any CO control measure identified in the Alaska SIP. The Interagency Consultation Team met and members agreed that the contents of the draft conformity determination report, along with a review of the most recent monitor data statistics characterizing the Anchorage CO and Eagle River PM10 Limited Maintenance Areas is appropriate to update the conformity for the 2019-2022 TIP, including Amendment #2.

MR. LYON addressed the information detailed in the background shown above.

MS. HEIL explained that a determination is required to spend money in a maintenance area. Federal dollars cannot be spent in a maintenance area unless you show it will not exacerbate your air quality problems. A maintenance area for Particulate Matter (PM) is in Eagle River and a maintenance area exists for Carbon Monoxide (CO) in Anchorage. We are in what is called a Limited Maintenance Plan and had our application to EPA approved allowing us to use a modified conforming determination without the use of modeling, which is much cheaper for AMATS to amend the TIP using actual monitoring data. This determination just says that we look at all the monitoring data and meet all the monitoring criteria, and we are way below the standard. Also, that we are continuing to commit to our transportation control measures or any of our air quality related SIP items, and that everything is fiscally constrained. What is important about the air quality conformity is that FHWA approves the conformity determination, not the amendment. If your conformity determination is not approvable, then FHWA will not give you any money. That is why DEC ensures all Air Quality Conformity Determinations are done correctly and follows regulations. The Municipality has been very proactive in putting dust palliatives on the streets in Eagle River during the Spring preventing us from exceeding our Limited Maintenance Plan requirements for PM-10.

There were no comments.

MS. HEIL moved to approve the Air Quality Conformity Determination for the TIP Amendment #2. MS. MCNULTY seconded.

Hearing no objections, this motion passed.

d. AMATS 2019-2022 TIP Amendment #2

BACKGROUND:

An amendment to the AMATS 2019-2022 Transportation Improvement Program (TIP) is needed to update Table 2 – Roadway; Table 3 - Non-Motorized; Table 4 – Studies; Table 5 – CMAQ; Table 6 – TAP; Table 8 – HSIP; Table 10 – Transit; and Table 11 - Other.

Additionally, the AMATS 2019-2022 TIP allocation is updated to reflect the approved 2020-2023 STIP Amendment #1, which shows a slight increase in the STBG and CMAQ funding for AMATS in 2021 and 2022. The updates are listed below.

Table 2 – Roadway

- 2159 O'Malley Road Reconstruction – Decrease funding in FY2021 to reflect obligated amount.
- RDY00001 Fireweed Lane Rehabilitation – Move the ROW phase from FY2021 to beyond FY2022, add a design hit for \$1M in FY2022, and updated the beyond FY2022 funding amount from \$6M to \$47M to reflect the increase in project cost.
- RDY00002 C Street/Ocean Dock Road Ramp and Intersection Improvements – Removed this project.
- RDY00003 Spenard Road Rehab – Removed the last sentence of the project description that limited improvements at the intersection of Minnesota and Spenard, add a design hit for \$1.5M in FY2021, moved the ROW hit from FY2022 to beyond FY2022, and updated the beyond FY2022 funding from \$40M to \$55M to reflect the increase in project cost.
- RDY00004 Dr. Martin Luther King Jr Avenue Extension – moved a design hit from FY2021 to FY2022 and increased the amount from \$500K to \$2M, and updated the beyond FY2022 funding amount from \$14.5M to \$9.270M to reflect a decrease in project cost.
- RDY00006 East 4th Ave Signal and Lighting Upgrade – removed the design hit listed in project phasing for FY2020, moved the construction hit in FY2022 to beyond FY2022 and reduced the amount from \$7.1M to \$4.950M, moved the ROW hit from FY2021 to FY2022 and increased the amount from \$224K to \$324K.
- RDY00007 Potter Drive Rehabilitation – moved the design hit in FY2021 to FY2022 and increased the amount from \$750K to \$1.250M, moved the ROW hit in FY2022 to beyond 2022, and updated the beyond FY2022 amount from \$6.5M to \$5.5M to reflect a decrease in project cost.
- RDY00009 Seward Highway to Glenn Highway Connection PEL Design – removed the FY2022 design hit.
- RDY000012 Pavement Replacement – increased the FY2021 funding from \$4,839 to \$8,624 and increased the FY2022 funding from \$1,580 to \$4,777.

- Added a new project RDY000013 Academy Drive/Vanguard Drive Area Traffic Circulation Improvements.

Table 3 – Non-Motorized

- NMO00001 Downtown Trail Connection – updated the FY2021 funding to show a design hit and increase the amount from \$1M to \$1.6M.
- NMO00002 Fish Creek Trail Connection – updated the FY2022 ROW hit to be a design hit instead and increase the amount from \$500K to \$1.010M and update the beyond FY2022 funding from \$3M to \$7.1M to reflect a project cost increase.
- NMO00003 Tudor Road Pathway Connection – removed this project as it is being constructed as part of the TAP00001 Chugach Foothills Connector Phase II project.
- NMO00006 Potter Marsh Improvements – updated the FY2022 U/C hit from \$480K to \$510K to reflect a project cost increase.
- NMO00008 Anchorage Areawide Pathway Trails Pavement Replacement – increase the 2021 funding from \$1,180M to \$2,382M, and decreased the FY2022 funding from \$5.710M to \$830K.

Table 4 – Studies

- PLN00007 Port of Alaska Multimodal Improvements Study – added a funding hit of \$150K in FY2021.
- Added project PLN00009 AMATS Safety Plan in FY2022 for \$250K - This study will create a comprehensive safety plan that will provide a coordinated framework for reducing fatalities and serious injuries on the surface transportation network in the AMATS planning area.

Table 5 – CMAQ

- CMQ00005 Bus Stop & Facility Improvements – increased the FY2019 funding to reflect additional FTA funding outside the AMATS allocation.
- CMQ00007 Capital Vehicles – increased the FY2019 funding to reflect additional FTA funding outside the AMATS allocation and increased the FY2022 funding from \$2.210M to \$11.981M.

Table 6 – TAP

- TAP00001 Chugach Foothills Connector, Phase II – increased the funding for a design hit in FY2021 and the construction hit in FY2021.

Table 8 – HSIP

- Updated Table 8 to reflect the HSIP changes submitted by Alaska DOT&PF.

Table 10 – Transit

- Updated Table 10 to reflect changes submitted by MOA Public Transportation Department and the Alaska Railroad Corporation.

Table 11 – Other

- Updated Table 11 to identify the funding source for project OFS00005 Buses and Bus Facilities Infrastructure Investment Project.

MR. LYON explained that the main reason for the amendment was the addition of the Academy/Vanguard project. An amendment is required anytime a project is added or deleted. The Assembly recommended approval with no changes.

MR. JONGENELEN pointed out that beyond the 2022 limit of funding it went from approximately \$105 million to \$174 million, which is a significant increase with some of the project changes. Beyond 2022 is what we look at as part of the next TIP, and beyond that. The reason he mentioned this is because \$100 million is easy to spread amongst the four years of the TIP, but \$174 million is much harder when it is just roadway. There are a lot of expectations floating out there from members of the public regarding projects that are going to be moving forward in our TIP. He wanted everyone to be aware that there is a significant roadblock coming up.

MR. LYON added that, basically, what happened is that we had several projects nominated for the TIP and this was the dollar figure given us, and this is how much we expect it to cost. When getting further down the road in doing some design, they realized they needed additional things done, such as more right-of-way. As a result, a lot of those projects ballooned significantly. Those construction phases are larger and farther out, and not in this four-year life cycle, but that is something we will have to decide what to do as we move forward.

MS. MCNULTY asked if there could be projects that come under and if that would help.

MR. LYON replied, yes, there are projects that can come under, but he cannot imagine they would fill a \$75 million gap.

MR. AMUNDSEN explained that it is a concern, but it is less of a problem than what Mr. Jongenelen is pointing out for the simple fact that several of the projects we are talking about are not projects that are on a four-year time cycle. It is going to take six to eight, maybe ten years to get them through their full project development because they are going to be very complex with a lot of challenges in terms of dealing with adjacent right-of-way and acquiring the necessary right-of-way. Working through that process is more time consuming, so expecting them to be delivered within a four-year timeline is not realistic for several of the projects.

MS. MCNULTY asked if that means we would have the opportunity to put those additional funds into the next TIP to offset that excess?

MR. AMUNDSEN replied, yes, that is it exactly. Instead of all of that \$175 million being in the four-year window, a portion will be within it and probably roughly within the \$100 million limit that we try to target. The rest of the \$75 million is probably in the next six to eight years, which would be the next TIP. Realistically that is where this would spread out. He agreed with Mr. Jongenelen that we do need to keep an eye on that making sure we do not exceed the amount.

There were no public comments.

MR. VANHOVE moved that the TAC recommend approval to the Policy Committee of the 2019-2022 TIP Amendment #2. MS. HEIL seconded.

Hearing no objections, this motion passed.

6. PROJECT AND PLAN UPDATES

a. MLK Project Update

NOAH KING with DOT&PF provided a PowerPoint Presentation.

MR. VANHOVE commented that this project's scope purpose and need is based on the fact of the development of that other property. He asked if it had been considered, within the development of this project, that that property is no longer being developed and the purpose and need of this project still exists. What is the point of building this project and disrupting an entire neighborhood if that development will not happen?

ADAM TROMBLEY asked why there is no roundabout based on traffic flow when heading west.

MR. KING explained that a roundabout will still be considered. Currently, there is not enough right-of-way resulting in a larger impact at Piper. There just is not enough space to put one.

MS. MCNULTY understands that just because that development did not go with what the developer intended, the site is still being rezoned and replatted and can be redeveloped. Just because that one development did not go through does not mean we do not get that site development ready. To her, the purpose and need is not totally out the window.

MS. ZALETEL noted that the original justification was to pull traffic off Tudor Road. She asked if Mr. King had an estimate of how many cars are expected to be pulled away from Tudor Road with this redesign, or any of the alternatives.

MR. KING explained that there is an estimate of the traffic that will be generated from the development and use this instead of Tudor, but he did not have anything official.

MS. ZALETEL referred to her discussion with the Campbell Park Community Council noting that there is a lot of conversation about what can be done to pull more traffic off Tudor Road to relieve some of the congestion and safety issues. She asked if there would be independent utility regardless of the development and if it would still pull traffic, especially traffic that might be coming up Elmore Road.

MR. KING expressed that they have not looked at that specifically.

ASSEMBLY MEMBER WEDDLETON noted that, when looking at the actual position of the old Tozier Track, it seems like it chops up some valuable land.

MR. KING explained that it is based on the curve radius of the south end when starting to head north. That is the tightest it can fit in while trying to stay the furthest to the east and not be too near the property on the west side. It is a result of the design criteria.

MR. AMUNDSEN added that it could slide east or west as they get into final design. The radius of curve stays the same, but where you start and end your radius could be shoved further west or east to minimize running it right up the middle of that whole property.

ASSEMBLY MEMBER WEDDLETON commented that they paid \$5 million for that and he wants a lot more than just a road on there.

MS. ZALETEL asked that if we are putting a Collector Road around there, then why would the local roads, particularly the one through Tozier Track and the other one to the east, be necessary?

MR. KING replied that it is just to fill the purpose and need of connecting and providing access to that lot. They do not necessarily need to be in that configuration, and we are assuming there will be a developer to work with.

There were no further comments.

b. Title 21 Parking Requirements Presentation

TOM DAVIS, MOA Long-Range Planning Division, provided a PowerPoint Presentation and responded to questions.

ACTING CHAIR CARPENTER opened the floor to comments.

BRAD COY with DOWL asked if the developers would be interested in reductions to the minimum parking requirements.

MR. DAVIS explained that it varies sometimes by the type of use and by site. With residential, some people ask for parking reductions, but generally, people are providing the minimum parking required.

MS. MCNULTY added that after dealing with the different residential projects submitted to the Planning Department, it is not so much that it is easier to not get a reduction. Often, it would be easier if they did do a reduction because then they would not have to try and fit the required parking onsite. Often, they chose to provide all required parking because they know their tenants needs. Depending on where the residential is, they are trying to rent to a certain market, but know that market will at least demand one parking space per unit, sometimes two. It does depend on the type of development, but we often see developers not take the parking reduction. If we make these changes and start to see affected behavior with people living closer to transit lines; and we start to put more money towards the maintenance of clearing transit lines and pedestrian routes, then people will, maybe, start to shed that extra car, and we will hopefully start to see the market respond by wanting that lower parking. For instance, Downtown does not have a parking requirement and keep residential development Downtown that does not have parking because they know the market and how Alaskans are with their kayaks and whatnot and shipping off to weekend getaways. We think this is still a step in the right direction. One of the concerns heard from the public and some of the other departments is about maintaining snow. It is important to remember there is already a lot of development in this town, so it is not like it is going to shift to where people suddenly find there is no onsite parking. This is really going to affect more infill development and you will not see huge impacts across the city, but it is going to be spotted. It does free up where we have a lot of surface parking for people to do more infill and vertical development.

BARBARA CARLSON commented that she is glad to see consideration for more bike parking to encourage non-motorized travel.

MS. KILCOYNE thanked everyone for all the research done to present this to the Committee. She liked seeing that this has alignment with some of our plans, including the Climate Action Plan to encourage alternative modes of transportation.

7. GENERAL INFORMATION

a. Chugach Way Transportation Element Study

RENEE WHITESELL with DOWL provided a PowerPoint Presentation via Teams.

ACTING CHAIR CARPENTER asked for comments.

BART RUDOLPH with PTD noted that transit routes are located on Arctic Boulevard and Spenard Road, and one is being added on 36th Avenue. A lot of the population to the south of Chugach Way do access those lines via Chugach Way, so pedestrian facilities are pretty important for Public Transit's ridership, and it is decent ridership in that area.

JAMES STARZEC with DOT&PF pointed out that a lot of the recommendations seem to require additional right-of-way. There are a lot of properties in this area and if you were to expand the width of the roadway, it would be impacting. He asked if she had considered what positive outcome alternative might be available if expansion of the right-of-way was not an option.

MS. WHITESELL explained that this is one of the reasons we are really wanting to talk to land developers over the next month or two. Early feedback has been that they are receptive to widening the right-of-way as part of implementing development, but we are aware that we are dealing with a very narrow and very constrained right-of-way in this location. She appreciated the reminder that this is key to supporting several of the alternatives that are being considered right now.

MS. WILM expressed that there are a few examples available of street sectionals in the Spenard Corridor Plan that specifically addressed roads like Chugach Way with limited 30-foot right-of-way, and ways we can improve the street for bicyclists and pedestrians. This element has been approved and adopted.

MS. MCNULTY asked Ms. Whitesell if they had considered the Woonerfs street option, which allows a little more flexibility in how pedestrian rights-of-way are done and can also be used as traffic calming

MS. WHITESELL, replied, no, but she would like to connect with Ms. McNulty to discuss this option.

8. COMMITTEE COMMENTS - None

9. PUBLIC COMMENTS - None

10. ADJOURNMENT

Hearing no objections, the meeting adjourned at 3:58 p.m.

TAC AGENDA: 4 November 2021

1. Call to Order/ Roll Call

2. Public Involvement Announcement:

AMATS committee meetings are open to the public and the public is provided an opportunity to comment at each meeting. Business items are presented by staff or consultant. After the committee discusses the business item, the public is invited to formally comment.

3. Approval of Agenda

4. Approve Meeting Minutes: [14-October-2021](#)

5. Action Items:

- A. [MTP: Draft Technical Report 1: Goals & Objectives, Performance Measures & Targets _ Memo](#)

6. Project and Plan Updates:

7. General Information:

- A. Northern Lights Blvd – Minnesota Drive to Seward Hwy Sidewalks Project – Dowl
- B. Chugach Way Study – Dowl
- C. Title-21 Parking Amendment – Public Release Draft

8. Committee Comments

9. Public Comments

10. Adjourn

Important Dates and Events

Freight Advisory Committee - 18 November 2021, 3:00-4:30pm

Policy Committee - 18 November 2021, 1:30-3:30pm

Technical Advisory Committee - 2 December 2021, 2:30-4:30pm

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POLICY COMMITTEE

Thursday, June 24, 2021

1:30-3:30p

Hybrid Meeting

In-person: Mayor’s Conference Room, 8th Floor
632 W. 6th Avenue, Anchorage, 99501

PC AGENDA: 22 July 2021

1. Call to Order/ Roll Call

2. Public Involvement Announcement:

AMATS committee meetings are open to the public and the public is provided an opportunity to comment at each meeting. Business items are presented by staff or consultant. After the committee discusses the business item, the public is invited to formally comment.

3. Approval of Agenda

4. Approve Meeting Minutes: [24-June-21](#)

5. Action Items:

A.	Comment Response Summary	Non-motorized Plan Public Review Draft	Memo
B.	2023-2026 TIP Criteria Update	TIP Criteria Update Handbook	Memo
C.	AMATS TIP 2019-2022 TIP Amendment #2 Air Quality Conformity		Memo
D.	AMATS 2019-2022 TIP Amendment #2		Memo

6. Project and Plan Updates:

- A. MLK Project Update
- B. Chugach Way Project Update

7. General Information:

8. Committee Comments

9. Public Comments

10. Adjourn

Important Dates and Events

Community Advisory Committee - 27 July 2021, 2:30-4:30pm

Freight Advisory Committee- 11 August 2021, 3:00-4:30pm

Technical Advisory Committee - 12 August 2021, 2:30-4:30pm

Policy Committee - 26 August 2021, 1:30-3:30pm

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**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
POLICY COMMITTEE MEETING**

**4700 Elmore Road
Anchorage, Alaska**

**July 22, 2021
1:30 PM**

Policy Committee Members Present:

<u>Name</u>	<u>Representing</u>
Wolfgang Junge	Alaska Dept. of Transportation & Public Facilities (DOT&PF)
Larry Baker	Mayor's Office
Emma Pokon	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Meg Zaletel	MOA/Municipal Assembly
Chris Constant**	MOA/Municipal Assembly

Also in attendance:

<u>Name</u>	<u>Representing</u>
Craig Lyon	MOA/Planning Department
Christine Schuette	MOA/Planning Department
Joni Wilm	MOA/Planning Department
Aaron Jongenelen	MOA/Planning Department
Jon Cecil	MOA/Planning Department
Jim Amundsen	DOT&PF
Todd Vanhove*	DOT&PF
James Starzec	DOT&PF
Adam Moser	DOT&PF
LaQuita Chmielowski	DOWL
Cindy Heil*	ADEC
Emily Weiser	
Susan Acheson	
Luke Bowland	DOT&PF
Noah King	DOT&PF
Brad Coy	DOWL
Jamie Acton*	MOA/Public Transportation Department (PTD)

**AMATS Technical Advisory Committee Member*

***Designated Assembly Alternate*

1. CALL TO ORDER / ROLL CALL

CHAIR JUNGE called the meeting to order at 1:30 p.m. Larry Baker represented Mayor Bronson. Assembly Member Constant represented Assembly Member Weddleton. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CRAIG LYON encouraged public involvement in this meeting of the AMATS Policy Committee. He explained staff would first make their presentation, followed by any comments from Committee members, and the floor would then be open to public comment.

3. APPROVAL OF AGENDA

ASSEMBLY MEMBER ZALETEL moved to approve the agenda. ASSEMBLY MEMBER CONSTANT seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES – June 24, 2021

ASSEMBLY MEMBER ZALETEL moved to approve the minutes. ASSEMBLY MEMBER CONSTANT seconded.

Hearing no objections, the minutes were approved.

5. ACTION ITEMS

a. Comment/Response Summary and Non-motorized Plan Public Review Draft

BACKGROUND:

AMATS staff would like to request approval to proceed with incorporating the public comments for the AMATS Non-motorized Plan. The plan was released for a 62-day public review and comment period from January 1, 2021 through March 5, 2021. Comments were categorized by type and they consist of the following: AMATS staff conducted a work session on Tuesday, June 29, 2021, to gather feedback from both the AMATS Technical Advisory Committee (TAC) and Policy Committee (PC) on the Comment/Response Summary and table. All advisory committee feedback has been incorporated into the table.

MS. WILM briefed the Committee on the draft noting that, of the 762 public comments received, most of the comments were asking for different projects or to add to an existing project. The Technical Advisory Committee (TAC) recommended approval of the draft at their July 8 meeting. Once this Committee approves the draft, it will then go before the Assembly for their recommendations, and then come back before this Committee for final approval.

There were no comments.

MS. POKON moved to approve. ASSEMBLY MEMBER ZALETEL seconded.

Hearing no objections this motion passed.

b. 2023-2026 TIP Criteria Update and TIP Criteria Update Handbook**BACKGROUND:**

The TIP criteria are periodically updated to reflect the current goals of the MPO, the federal requirements, the State of Alaska goals, the Municipality of Anchorage (MOA) goals, and the nationwide changes that happen regarding transportation. The 2021 TIP criteria update incorporated, where possible, the MOA 2040 Land Use Plan update, the AMATS Non-motorized Plan update, the AMATS Spenard Corridor Plan, AMATS Complete Streets Policy, and the Anchorage Climate Action Plan. AMATS staff updated the ranking and scoring criteria and the AMATS Policy and Technical Advisory Committee (TAC) met in two work sessions as well.

MR. LYON reminded the Committee that these are criteria used when we receive the project nominations to be ranked, scored, and put into the next TIP four-year program of projects for the AMATS allocation. If necessary, the projects are updated due to federal regulations and are tweaked in order to make them a little more objective. After incorporating the comments heard during the work session, these criteria are substantially different than the first draft. The TAC is recommending the Policy Committee release the revised criteria for a 30-day public review period.

In response to ASSEMBLY MEMBER ZALETEL's question if a 60-day public review period would hinder the work or the next steps, MR. LYON noted that it could be done.

There were no public comments.

ASSEMBLY MEMBER CONSTANT moved to approve. ASSEMBLY MEMBER ZALETEL seconded.

ASSEMBLY MEMBER ZALETEL moved to amend that the revised criteria be released for a 60-day public review period. ASSEMBLY MEMBER CONSTANT seconded.

ASSEMBLY MEMBER ZALETEL noted the rationale is that the community councils will be back in session toward the end of that 60-day period and since this is a bit different than what they have seen before, it will give them the opportunity to engage with them.

ASSEMBLY MEMBER CONSTANT commented that since it would not have an impact on the project, there is no problem waiting.

CHAIR JUNGE added that we are very early in the process and can afford some additional time for review. The review period for the Non-Motorized was also extended to 60 days, so it is not unheard of.

Hearing no objections, the amendment passed.

Hearing no objections, the main motion passed, as amended.

c. AMATS TIP 2019-2022 TIP Amendment #2 Air Quality Conformity**BACKGROUND:**

The Municipality of Anchorage contains a Limited Maintenance Area for carbon monoxide (CO) in Anchorage and contains a Limited Maintenance Area for PM10 in Eagle River. Consequently, federal regulations require that AMATS make an Air Quality Conformity Determination on all transportation plans and programs to assure they will not jeopardize compliance with federal air quality standards for CO and PM10 within the Municipality of Anchorage. These regulations require AMATS to determine that future emissions from the transportation network envisioned in these plans and programs remain under the allowable emissions budget established in the State Implementation Plan (SIP) for air quality; or in the case of a Limited Maintenance Plan, have a future projected pollutant design value low enough to be reasonably unlikely to exceed a national air quality standard, including projected traffic increases over a 20-year planning horizon.

AMATS' proposed Amendment #2 to the 2019-2022 Transportation Improvement Plan (TIP) includes the addition of a new road project after the FHWA's approval of an Air Quality Conformity Determination for that TIP. Hence, the updated air quality conformity report is being presented to obtain a new conformity determination for the modified 2019-2022 TIP, including the new Academy/Vanguard Traffic Circulation Improvements project added via TIP Amendment #2. The analysis demonstrates that Anchorage is well-positioned to maintain the CO NAAQS. Anchorage Air Program staff has also determined that the 2019-2022 TIP, including Amendment #2 is consistent with the Alaska State Implementation Plan in finding that no element of the Anchorage 2019-2022 TIP, or its amendments will undermine the objective to reduce ambient CO in Anchorage, nor will it interfere with implementation of any CO control measure identified in the Alaska SIP. The Interagency Consultation Team met and members agreed that the contents of the draft conformity determination report, including review of most recent monitor data statistics characterizing the Anchorage CO and Eagle River PM10 Limited Maintenance areas are appropriate to update the conformity for the 2019-2022 TIP, including Amendment #2.

MR. LYON addressed the information detailed in the background shown above.

MS. POKON thanked both the Municipality and DOT&PF for making sure the air quality stays protected.

There were no public comments.

MS. POKON moved to approve. ASSEMBLY MEMBER CONSTANT seconded.

Hearing no objections, this motion passed.

d. AMATS 2019-2022 TIP Amendment #2**BACKGROUND:**

An amendment to the AMATS 2019-2022 Transportation Improvement Program (TIP) is needed to update Table 2 – Roadway; Table 3 - Non-Motorized; Table 4 – Studies; Table 5 – CMAQ; Table 6 – TAP; Table 8 – HSIP; Table 10 – Transit; and Table 11 - Other.

Additionally, the AMATS 2019-2022 TIP allocation is updated to reflect the approved 2020-2023 STIP Amendment #1, which shows a slight increase in the STBG and CMAQ funding for AMATS in 2021 and 2022. The updates are listed below.

Table 2 – Roadway

- 2159 O'Malley Road Reconstruction – Decrease funding in FY2021 to reflect obligated amount.
- RDY00001 Fireweed Lane Rehabilitation – Move the ROW phase from FY2021 to beyond FY2022, add a design hit for \$1M in FY2022, and updated the beyond FY2022 funding amount from \$6M to \$47M to reflect the increase in project cost.
- RDY00002 C Street/Ocean Dock Road Ramp and Intersection Improvements – Removed this project.
- RDY00003 Spenard Road Rehab – Removed the last sentence of the project description that limited improvements at the intersection of Minnesota and Spenard, add a design hit for \$1.5M in FY2021, moved the ROW hit from FY2022 to beyond FY2022, and updated the beyond FY2022 funding from \$40M to \$55M to reflect the increase in project cost.
- RDY00004 Dr. Martin Luther King Jr Avenue Extension – moved a design hit from FY2021 to FY2022 and increased the amount from \$500K to \$2M, and updated the beyond FY2022 funding amount from \$14.5M to \$9.270M to reflect a decrease in project cost.
- RDY00006 East 4th Ave Signal and Lighting Upgrade – removed the design hit listed in project phasing for FY2020, moved the construction hit in FY2022 to beyond FY2022 and reduced the amount from \$7.1M to \$4.950M, moved the ROW hit from FY2021 to FY2022 and increased the amount from \$224K to \$324K.
- RDY00007 Potter Drive Rehabilitation – moved the design hit in FY2021 to FY2022 and increased the amount from \$750K to \$1.250M, moved the ROW hit in FY2022 to beyond 2022, and updated the beyond FY2022 amount from \$6.5M to \$5.5M to reflect a decrease in project cost.
- RDY00009 Seward Highway to Glenn Highway Connection PEL Design – removed the FY2022 design hit.
- RDY00012 Pavement Replacement – increased the FY2021 funding from \$4,839 to \$8,624 and increased the FY2022 funding from \$1,580 to \$4,777.
- Added a new project RDY00013 Academy Drive/Vanguard Drive Area Traffic Circulation Improvements.

Table 3 – Non-Motorized

- NMO00001 Downtown Trail Connection – updated the FY2021 funding to show a design hit and increase the amount from \$1M to \$1.6M.
- NMO00002 Fish Creek Trail Connection – updated the FY2022 ROW hit to be a design hit instead and increase the amount from \$500K to \$1.010M and update the beyond FY2022 funding from \$3M to \$7.1M to reflect a project cost increase.
- NMO00003 Tudor Road Pathway Connection – removed this project as it is being constructed as part of the TAP00001 Chugach Foothills Connector Phase II project.
- NMO00006 Potter Marsh Improvements – updated the FY2022 U/C hit from \$480K to \$510K to reflect a project cost increase.
- NMO00008 Anchorage Areawide Pathway Trails Pavement Replacement – increase the 2021 funding from \$1,180M to \$2,382M, and decreased the FY2022 funding from \$5.710M to \$830K.

Table 4 – Studies

- PLN00007 Port of Alaska Multimodal Improvements Study – added a funding hit of \$150K in FY2021.
- Added project PLN00009 AMATS Safety Plan in FY2022 for \$250K - This study will create a comprehensive safety plan that will provide a coordinated framework for reducing fatalities and serious injuries on the surface transportation network in the AMATS planning area.

Table 5 – CMAQ

- CMQ00005 Bus Stop & Facility Improvements – increased the FY2019 funding to reflect additional FTA funding outside the AMATS allocation.
- CMQ00007 Capital Vehicles – increased the FY2019 funding to reflect additional FTA funding outside the AMATS allocation and increased the FY2022 funding from \$2.210M to \$11.981M.

Table 6 – TAP

- TAP00001 Chugach Foothills Connector, Phase II – increased the funding for a design hit in FY2021 and the construction hit in FY2021.

Table 8 – HSIP

- Updated Table 8 to reflect the HSIP changes submitted by Alaska DOT&PF.

Table 10 – Transit

- Updated Table 10 to reflect changes submitted by MOA Public Transportation Department and the Alaska Railroad Corporation.

Table 11 – Other

- Updated Table 11 to identify the funding source for project OFS00005 Buses and Bus Facilities Infrastructure Investment Project.

MR. LYON explained that the main reason for the amendment was due to the addition of the Academy/Vanguard project. An amendment is required anytime a project is added or deleted. He corrected Table 4 to add Project 6, the 92nd Avenue Reconnaissance (Recon) study. This project was originally nominated by DOT&PF of approximately \$28 million dollars for the proposed extension of 92nd Avenue from Old Seward Highway to King Street. During discussion at the TAC meeting, the Railroad representative said that it would be challenging crossing or going under the railroad suggesting it would not happen in his lifetime and he also suggested doing a Reconnaissance study instead. The Municipality was recently approached wanting this project obligated but needed a local match. The way in which the Municipality can pay a local match is with bond funds. Bond funds cannot be used to pay for a study or a plan, only projects that lead to building something. AMATS is asking to move the reconnaissance study project out to 2022 allowing the Municipality time to figure out how to obtain funding for the match, if they still want to continue with the project. It makes sense to move the \$250,000 in 2021 into the Pavement Replacement Program, but that decision is up to DOT&PF if the O'Malley project could use the \$250,000 or some other project in the Pavement Replacement Program. In order to get some of these TIP funds obligated for the end of this fiscal year, which is the end of September, we need to act on this today.

The following were Committee questions with responses noted in *Italic*.

- (WJ) Bond monies cannot be used for reconnaissance studies? How is the TDM (Transportation Demand Management) Study in the UMED area going to be paid for, since the TDM does not build anything?
- (CL) *Bond monies can only be used for projects that are going to build in the life of that project. Not for a plan and not for a study. With regard to the TDM study, the Municipality was made aware of that in time and identified the different people around the municipality who could be working on that project; using non-federal funds to work on that project, and capture their time spent to be used as in-kind match. It is possible that in-kind match could be used for the Reconnaissance study as well, but there is not enough time left in this federal fiscal year to identify it, lock it in, and get it obligated. We have used in-kind match for the Non-Motorized Plan and other plans. Since the project was originally nominated by the State of Alaska, the Municipality must have believed that the State was going to pay the match.*
- (CC) Referred to Table 2 and the zero-dollar amount noted in red for the Seward Highway to Glenn Highway Connection and asked if something was removed from there.
- (AJ) *This was money for the Seward Highway to Glenn Highway PEL Design project funding. It was understood there would not be enough time to finish the PEL study and start design in the time remaining for 2022, so that money was moved out beyond 2022 to give time for the PEL to finish.*
- (CL) *Added that the original plan was for the PEL to be far enough along or completed and they would have had another project in mind, but the PEL is just getting started and is not ready for design yet.*
- (MZ) What is the timing of Academy Drive/Vanguard and how are we currently aligning what we are putting in the TIP with the completion of the highway project? There is some concern that we are going to mismatch the completion of the highway project that is going to drive the traffic into that neighborhood. She did not know if there was any way to leverage those funds to accelerate anything that would help to better align those two projects.
- (WJ) *Short of changing federal regulations on NEPA (National Environmental Policy Act), the Uniform Relocation Act, and all the timelines that drive the schedule, when the city chose to not move forward with that project and all that it had accomplished, which kind of hit the reset button, it was handed to the State for development. There is very little chance that those two projects will align in terms of completion dates. There will be a couple of years that traffic will be coming off 92nd Avenue and Scooter Avenue heading full speed ahead to a stop-controlled intersection. It is unfortunate that we are starting over, as an MPO, on this project.*

- (LB) Referred to Table 3 and asked if the Downtown Trail Connection and the Fish Creek Trail Connection will complete the Ship Creek Connection? Is it still in the design phase in FY22 and there is no construction?
- (CL) *The project is designed to connect the Coastal Trail to the Ship Creek Trail in Downtown Anchorage. It is still early in the design phase and there is no construction in the life of this.*
- (CC) *The missing link is the connection up to Government Hill. That is the last piece not contemplated anywhere yet that he has seen. He thinks that might be a local issue, not regional.*
- (CC) *While we are on the subject of the link, there is a development project for a group down at the railroad section. He did not know if it had been brought before this body yet, but it is the 49th State working with the Alaska Railroad Corporation (ARRC) for a major revision of that little section where their warehouse is located. It would certainly intersect with this trail project, so maybe it would be wise to ask ARRC to come and discuss with us what they are doing.*

CHAIR JUNGE asked for public comments.

JAMES STARZEC with DOT&PF noted that they had identified where the \$250,000 would be going in 2021 but did not identify where it would be taken out of in 2022. He suggested the CMAQ project or Capital Vehicles.

MR. LYON explained that AMATS usually places funds, that we are not quite sure of yet, either in the Pavement Replacement Program because they can always use it and in Capital Vehicles for Transit because they are always needing replacement buses. \$11,631,000 was put in there and as we get farther along, we will know whether it will remain there. We usually spend approximately \$3 million annually or we try to allocate \$3 million per year in that, so it is obviously more, but there was a zero in 2020 meaning we shorted them during that year.

ASSEMBLY MEMBER ZALETEL moved to approve. ASSEMBLY MEMBER CONSTANT seconded.

ASSEMBLY MEMBER ZALETEL moved to amend to move \$250,000 in 2021 funding from the Reconnaissance Study into Pavement Replacement, add it in 2022, and take it out of Capital Vehicles. ASSEMBLY MEMBER CONSTANT seconded.

Hearing no objections, the amendment passed.

Hearing no objections, the main motion passed, as amended.

6. Project and Plan Updates

a. MLK Project Update

NOAH KING with DOT&PF provided a PowerPoint Presentation.

ASSEMBLY MEMBER ZALETEL asked how the determination was made for the Collector Road and what data was used to drive that decision, instead of using local reports?

MR. KING explained that they used a Traffic Analysis from DOWL along with the traffic counts from Tudor and Elmore Roads.

ASSEMBLY MEMBER ZALETEL commented that that is interesting because the idea is that this extension is supposed to serve the development.

MR. KING pointed out that DOWL predicted the numbers.

In response to Assembly Member Zaletel's question if there had been consideration as to how this might be accessed as a cut-through of Tudor Road and avoidance of, MR. KING noted that they had considered it and that was one of the considerations for avoiding going along the south end of Piper with a large high-speed curve. By going through the neighborhood and the roundabout, we tried to avoid a potential cut-through as much as possible.

CHAIR JUNGE added that he is meeting with the project manager next week regarding this. He is uncomfortable with the balance of trying to avoid a Section 4F in wetlands at the expense of an entire row of houses. He intends to find out the details in how they came up with a SMART criterion and how they assign those weights. He is not sure he could stand in front of a community council and tell them he is wiping out 15 or 20 front lawns just to avoid a small impact on a wetland or a Section 6F.

ASSEMBLY MEMBER CONSTANT added that the name "Irwin" is a trigger for him based on a development proposed by Irwin that has completely crumbled into dust. Another important variable is to have an in-depth conversation with the 8th Floor (Mayor's Office) on their thinking about what the actual move forward might be for this land because, at this time, that project seems to have gone by way of a number of projects, which means we will never see it. Are we going to be transforming this section without an actual plan to afford it? He sees from Assembly Member Zaletel's response that the theory is still there, but from a practical perspective everything that that project touched has turned into mud. He is concerned that we are developing for a project that evaporated.

ASSEMBLY MEMBER ZALETEL expressed that the concern is that the neighborhood really wants the development. They were looking forward to the grocery store and the additional housing. Their desire is somewhat mitigated by the potential road, mainly, the right-of-way impacts and concerns about cut-through traffic, but they still are very much pushing to have that developed in the general concept, as proposed. The Municipality has made a fairly decent investment in rezones and other areas to lay the groundwork for it. She thinks the development issue could be overcome and it could dovetail nicely with the timing of the road project.

ASSEMBLY MEMBER CONSTANT further added that is the best use of that land to put in a commercial center with residential, but we really have to figure out what the new priorities are and where it all fits. If we are going to do this, there is that major cost element. Not the cash cost, but the cost of peoples' livelihoods and the peaceful enjoyment of their home. It better be of service to a concept that is feasible, not to a concept that is just one more theory going by the wayside.

There were no public comments.

b. Chugach Way Project Update

LAQUITA CHMIELOWSKI with DOWL provided a PowerPoint Presentation.

There were no comments.

7. General Information

In response to Assembly Member Constant's request for a brief update on the PEL, MR. VANHOVE noted that he did not have any updated information at this time.

LUKE BOWLAND with DOT&PF added that the contract had been executed and they are working on kicking off those efforts.

JAMES STARZEC with DOT&PF confirmed the contract had been signed. The contractor and the project manager are working on it, and all those working on it are currently reviewing some of the foundational documents, the mailing list, and laying the groundwork for the project.

CHAIR JUNGE noted that it will be available on their website soon.

8. Committee Comments - None

9. Public Comments - None

10. ADJOURNMENT

ASSEMBLY MEMBER CONSTANT moved to adjourn. MR. BAKER seconded.

Hearing no objections, the meeting adjourned at 2:22 p.m.



PC AGENDA: 18 November 2021

1. Call to Order/ Roll Call

2. Public Involvement Announcement:

AMATS committee meetings are open to the public and the public is provided an opportunity to comment at each meeting. Business items are presented by staff or consultant. After the committee discusses the business item, the public is invited to formally comment.

3. Approval of Agenda

4. Approve Meeting Minutes: NONE

5. Action Items:

- A. [MTP 2050: Draft Technical Report 1: Goals & Objectives](#) [Memo](#)

6. Project and Plan Updates:

7. General Information:

- A. Northern Lights Blvd – Minnesota Drive to Seward Hwy Sidewalks Project – DOT&PF
- B. Chugach Way Study – Dowl
- C. Title-21 Parking Amendment – Public Release Draft - MOA
- D. Seward / Glenn Mobility Project – HDR

8. Committee Comments

9. Public Comments

10. Adjourn

Important Dates and Events

Technical Advisory Committee - 2 December 2021, 2:30-4:30pm

Bicycle & Pedestrian Advisory Committee 6 December 2021, 6:30-8:30pm

Policy Committee - 16 December 2021, 1:30-3:30pm

AMATS does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. ADA and Title VI inquiries should be forwarded to Craig Lyon, lyonch@muni.org or 907.343.7996. AMATS Policy Committee and TAC meetings are audio recorded. The Municipality of Anchorage's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307.



APPENDIX B:
STAKEHOLDER SURVEY
ADDITIONAL ANALYSIS

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INSTITUTIONAL AND RESIDENTIAL SURVEY RESULTS

Project Goals

In the first question, stakeholders were asked to rank a list of seven project goals from “most important” to “least important.” Respondents were restricted from assigning the same rank to multiple project goals. The online survey platform assigned numerical scores to each rank (7 to 1) and calculated averages to provide an average ranking. In the residential survey, we added an option to mark each goal as “not applicable” and assigned that option a score of zero.

Figure 1 (repeated here from Section 4.0) shows the survey results of the project goals question prompt, with the project goals sorted highest to lowest by the average score of the institutional and residential surveys. Both the institutional and residential survey respondents ranked improving pedestrian and bicyclist facilities and broader multi-modal connectivity within the top three project goals and neighborhood vehicular connectivity and minimizing ROW impacts as the lowest priority project goals. Compared to institutional survey respondents, residential survey respondents ranked traffic calming as higher priority and creating an aesthetically pleasing space as lower priority.

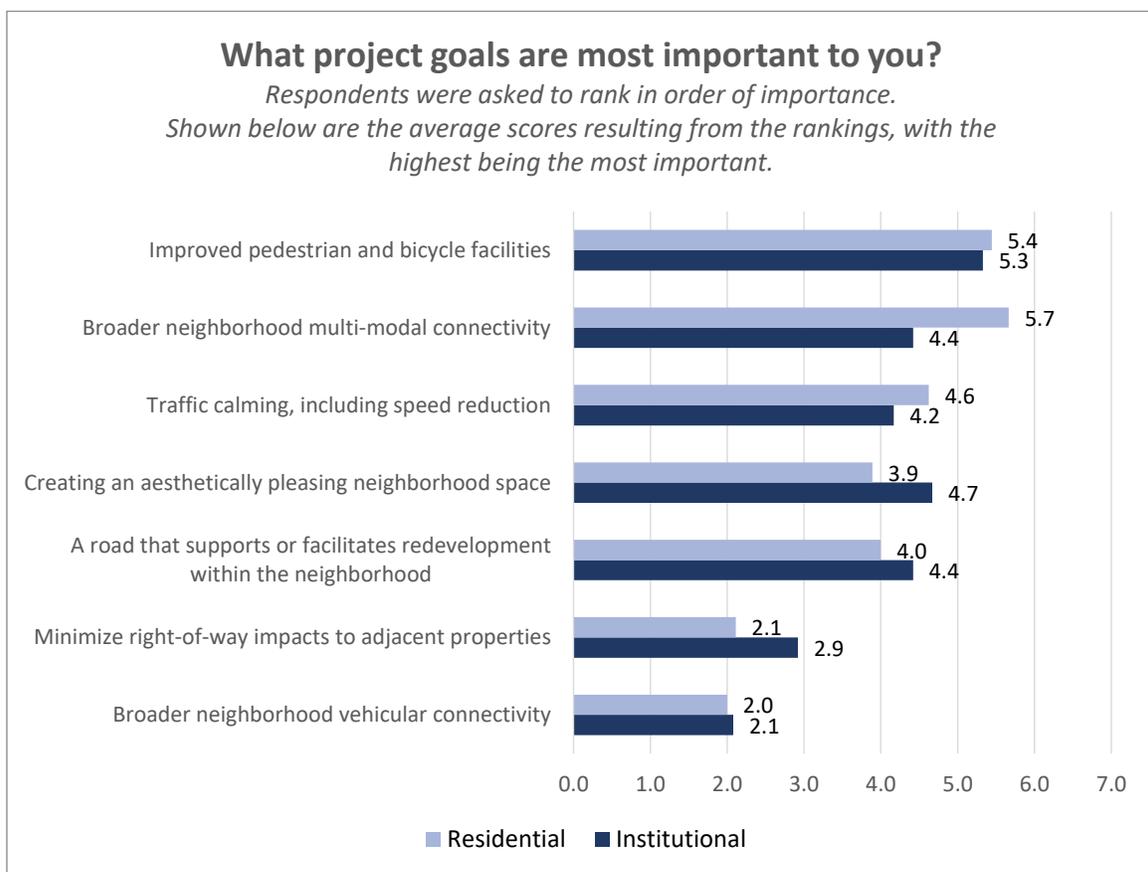


Figure 1. Survey Question 1

Project Features

We asked stakeholders to assign a “grade” (A through F) for each item on a list of potential features that could be part of a redesigned Chugach Way and computed averages among the respondents (Figure 2, repeated from Section 4.0 above). These grades were converted into points for the analysis, with A representing five points and F representing one point.

Both institutional and residential stakeholders ranked a multi-use pathway, sidewalk, bike lane, greenbelt, and raised intersection in the top five, which all received a grade of A (4.0 or higher). All five of these are multimodal features, with raised intersections also being a traffic calming feature. Residential stakeholder ranked the woonerf feature highly, but it was slightly less well received by institutional stakeholders.

The raised intersection was the only traffic calming feature that scored well (i.e., traffic circle, speed hump, electronic feedback sign all scored relatively poorly). On-street parking was the lowest scored feature, particularly by residential stakeholders.

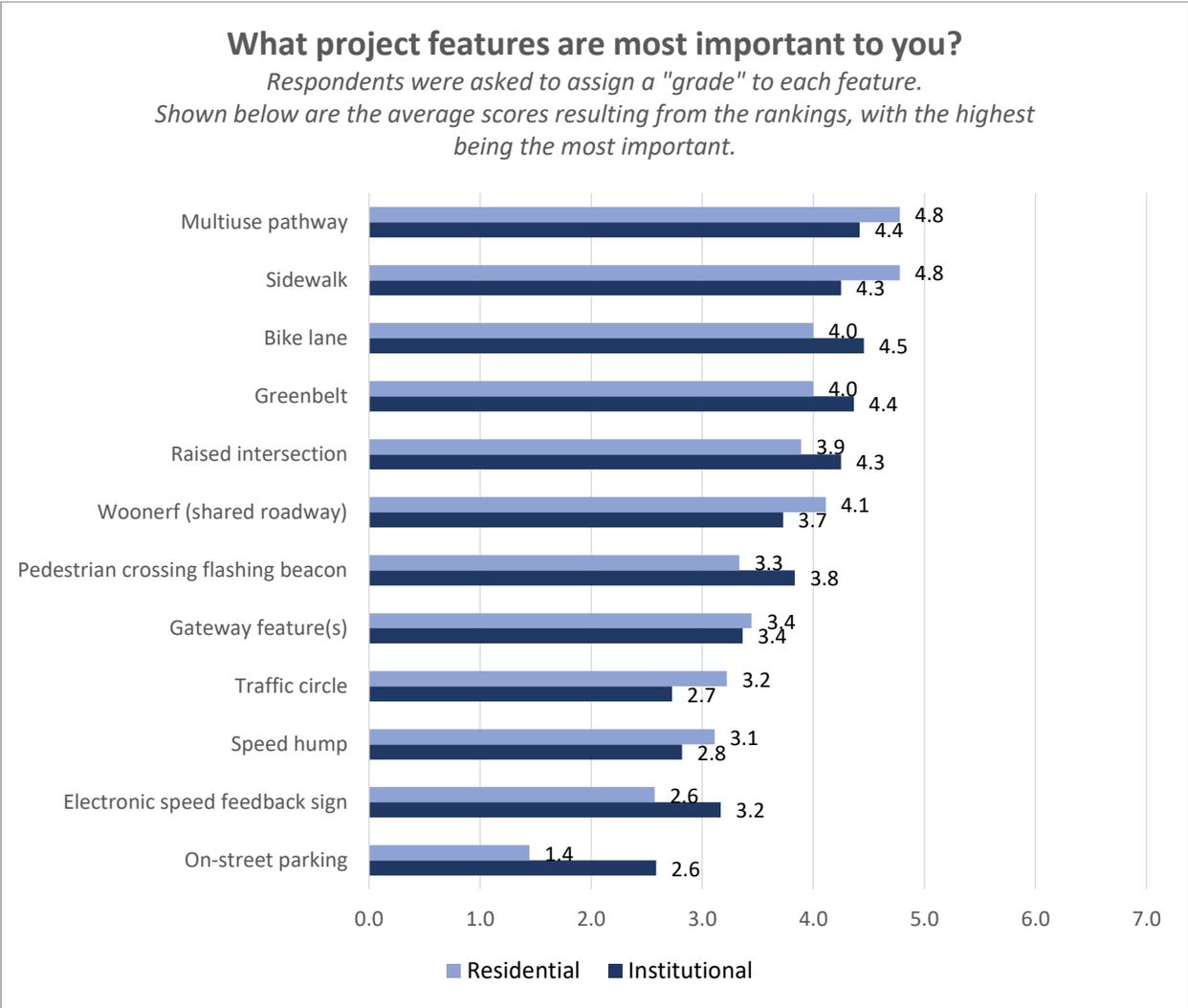


Figure 2. Survey Question 2

APPENDIX C:
STAKEHOLDER COMMENT
LOG

The page features a minimalist design with a white background. In the bottom-left corner, there is a large, light gray triangular shape pointing towards the top-right. In the bottom-right corner, there is a smaller, dark gray triangular shape pointing towards the top-left. The text is centered in the upper half of the page.

	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
“Pedestrian Oasis”							
This option is the best compromise for all involved					X	yes	
A "con" is that bikes must travel in the roadway <ul style="list-style-type: none"> - Bikes already travel in the roadway - Stripe the roadway for bicycle use 					X	yes	
<i>For additional relevant comments, see Multi-modal Improvements on Chugach Way</i>							

	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
“Multi-modal Love”							
Prefer the path where bikes and pedestrians are not in car lanes. <ul style="list-style-type: none"> - Consider bicyclists’ safety in winter, when sharing the roadway is less safe and there is more risk of accidents with the snowy / icy road 					X	yes	
<i>For additional relevant comments, see Multi-modal Improvements on Chugach Way</i>							

COMMENT LOG

Woonerf Concept	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
Please consider a shared road concept. - The Woonerf concept should be explored more	x				x	yes	
The Woonerf concept could introduce a sense of less certainty on the street, which could slow down drivers.	x					yes	
The Woonerf concept is worth considering but might not be right for this project. - The Woonerf concept is not ideal at this location	x				x	yes	
Chugach Way is currently a woonerf by default, just not well done. - Chugach Way functions like a one-lane road at best, people have to walk on the road, and generally the road is dangerous and accident-prone.	x	x			x	yes	
This is a big departure from what has been seen before. - This is different from what stakeholders have voiced.	x					yes	
This concept does not seem realistic or appropriate for Chugach Way	x				x	yes	
This is more accommodating towards vehicles, which will become more of a problem with the expected increase in traffic volumes. - There may be too much traffic for this concept to work, since the road functions like a collector	x					yes	
Snow could be stored on the chicanes in the woonerf concept	x					yes	
Snow storage concerns with the woonerf concept - There is no place to store snow, and snow clearing could be a challenge - It would be better to have snow storage consistently along the ROW length	x				x	yes	
Landscaping maintenance responsibility concerns - Landscaping maintenance on the chicanes would be a challenge	x				x	yes	

COMMENT LOG

<ul style="list-style-type: none"> - The MOA might not have capacity to maintain, especially with limited Parks and Recreation budget - Consider a partnership with property developers 							
Public-private collaboration would need to be available <ul style="list-style-type: none"> - The MOA could create an agreement with adjacent businesses or property developers to help with development and maintenance - The adjacent businesses may not be interested. Buy-in would be necessary - In a low-income neighborhood with high levels of renting, property owner / developer or resident collaboration may not make sense 	x				x	yes	There is potential to work with Parks and Recreation to have plantings that take little to no maintenance. Any plantings within the ROW would be the responsibility of the MOA to maintain.
<i>For additional relevant comments, see Multi-modal Improvements on Chugach Way</i>							

“Moving Motors”	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
30 mph is way too fast.	X					yes	
<i>For additional relevant comments, see Handling Traffic on Chugach Way</i>							

COMMENT LOG

Multi-modal Improvements on Chugach Way	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
<p>Consider multi-use pathways</p> <ul style="list-style-type: none"> - Shared multi-modal space might help with traffic calming and making sure there is adequate space for all users given the limited ROW. 	x	x			x	yes	
<p>Any non-motorized infrastructure will be a huge improvement for safety of people on foot, bike, or waiting for the bus or school bus. This is even more important than traffic calming. Vehicular speed isn't as much an issue as that the road is too narrow for all users.</p> <ul style="list-style-type: none"> - In general, the area should be optimized for pedestrians, bikes, green spaces, and updates to aging infrastructure. 	x	x				yes	
<p>Maintain a pedestrian-focused neighborhood feel on Chugach Way.</p> <ul style="list-style-type: none"> - Fast traffic on Chugach Way makes it uncomfortable for pedestrians 	x	x				yes	
<p>A ramp could be provided on the east side of Arctic so that an overhead walkway could be provided along the entire length of Chugach Way.</p>	x					no	This concept would likely be cost-prohibitive and has not been considered as part of this report.
<p>Multi-modal safety should be the baseline priority. Uses should be separated.</p>	x				x	yes	
<p>The area's greater density in the future will require greater non-motorized opportunities along Chugach Way and also potentially adjacent to Fish Creek.</p>	x				x	yes	
<p>Could non-motorized infrastructure be added to just one side of the street?</p> <ul style="list-style-type: none"> - A multi-use separated path on one side is better than an attached path/sidewalk on both sides 	x				x	yes	

COMMENT LOG

<ul style="list-style-type: none"> - Consider having a dedicated sidewalk on one side of Chugach Way and a dedicated bike lane either on the same side or the opposite side. - Consider something like Strawberry Road with a sidewalk on one side and pedestrian crossings in brick or another material. - Consider a 7.5-foot multi-use path on one side 							
Chugach Way should focus on multi-modal safety and accommodating all the users it needs to accommodate. These things will make it an asset for redevelopment in the area and ensure connectivity.	X					yes	
Scenarios for redeveloping Chugach Way in the Spenard Corridor Plan all show sidewalks. A sidewalk or separated multi-use pathway is important.	X				x	yes	
A pedestrian crossing should be provided at Wilson Street.	X					yes	
Improved bicycle and pedestrian infrastructure encourage a healthier lifestyle.	x					yes	
Establish Chugach Way as a bicycle boulevard	x				x	yes	

Handling Traffic on Chugach Way	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
Lower vehicular speeds <ul style="list-style-type: none"> - This is an important long-term goal and will improve safety. - A maximum speed limit of 20 or 25 miles per hour would be ideal, and traffic calming devices could be used to ensure this. - The existing horizontal bends in the road help slow cars down, and we should make sure not to lose that friction. 	x					yes	
Traffic-calming devices could help non-motorized users feel safer without having to make as wide of sidewalks and bike lanes on Chugach Way.	x				x	yes	

COMMENT LOG

- More traffic-calming measures are needed than just having a narrow road.						
Prioritize raised intersections, which work well elsewhere in Spenard (like McRae Road) - Raised intersections would help with discouraging cut-through traffic on Chugach Way.	x	x		x	x	yes
Consider redesigning the street so that it wavers and calms traffic, such as with alternating green spaces (also can serve as snow storage and protective barrier)	x					yes
Use traffic-calming devices to discourage cut-through traffic - Traffic-calming devices should be used to help discourage cars from cutting through Chugach Way from Spenard and Arctic. - There's already natural traffic calming along Chugach Way because the road is narrow -- it is interesting that people use it as a cut-through, because it seems 36th works better. - Raised intersections would help with discouraging cut-through traffic on Chugach Way. - Mid-block roundabouts could be used to calm traffic, as they'd make it more difficult to drive through Chugach Way and therefore safer for non-motorized users.	x					yes
Possibility of adding a stop sign - A stop sign could be added, such as at Cope Street or Wilson Street - A stop sign could be implemented since there is a documented collision history and anticipated larger traffic volumes - However, a stop sign would not necessarily work for lowering vehicle speeds, as vehicles may travel more quickly between stop signs or ignore them when there is low traffic volume	x				x	yes
Collector classification option - Is Chugach Way becoming a Collector street still an option under consideration? This would open the project up to more funding. - There are already too many high-speed roads in Anchorage, so Chugach Way should not be made into a Collector street. - Chugach Way should not become more similar to 36th.	x					yes
Emergency access impacts of traffic calming	x				x	yes

COMMENT LOG

<ul style="list-style-type: none"> - Any traffic-calming strategies need to factor in adequate emergency vehicle access for the neighborhood, especially as the neighborhood population grows. - Traffic calming devices can be evaluated for impacts to emergency vehicle access during a future engineering design phase 							
<p>Does Chugach Way have to be a two-way through-street?</p> <ul style="list-style-type: none"> - Consider making Chugach Way a one-way street. - Consider closing the street at the hockey stick lot, similar to some of the traffic calming measures in Fairview - Through-access along Chugach Way should be maintained. 	x				x	no	Vehicular connectivity has been identified as a challenge for the Chugach Way area. Limiting the flow of traffic may contribute to lack of access to these neighborhoods and would also require MOA Traffic consideration and sign-off. This has not been considered at this time but could be explored further during design.
<p>Consider increased traffic volume from future developments</p> <ul style="list-style-type: none"> - Recommendations need to make sure they can manage existing traffic volumes as well as increased volume associated with future developments. 	x				x	yes	

Broader Multi-Modal Connectivity	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spensard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
Connections to the east	x	x				yes	

COMMENT LOG

<ul style="list-style-type: none"> - Chugach Way could help provide multi-modal connectivity eastward to Midtown places such as Springer Park, Loussac Library, and Cuddy Park. - The project area should be wider and consider connections all the way over to the Library, which would be good for pedestrians and cyclists. - Improve the intersection of Chugach Way and Arctic to allow for safe crossing to Springer Park and 40th. - Since there is a project planned to provide multi-modal connections to the other side of Arctic in the future, connection to 39th and 40th should be provided. 							
<p>Connections to the west</p> <ul style="list-style-type: none"> - The project team should consider how to integrate with the part of Spenard on the west side of Minnesota. Some kind of crossing over Minnesota is important for long-term viability of pedestrian and bicycle connectivity. - The "hockey stick lot" has an interesting relationship to Minnesota -- it could potentially be part of a connection across to the other side, with a pedestrian bridge / overpass to Fish Creek Park. <ul style="list-style-type: none"> o Grade-separated motorized access across Minnesota near 40th Avenue would be welcomed by DOT&PF, but the MOA would have to coordinate and plan for maintenance. The crossing at Elmore and Tudor could be an example. The construction and maintenance would be difficult to fund. o Keep in mind that many users are not comfortable using grade-separated crossings. 	x				x	no	<p>Connections across Minnesota are outside the project area and therefore the scope of this project. We do recognize stakeholder desire to have better connection to the part of Spenard across Minnesota, and this could be explored as part of other projects in the future.</p>
<p>Fish Creek greenbelt and multi-use path</p> <ul style="list-style-type: none"> - Fish Creek is a natural corridor that could be used as a green belt / green infrastructure that would enhance and support neighborhood connections. - Goal 9 of the Spenard Corridor Plan states: "Fish Creek offers an opportunity to enhance regional connectivity throughout Spenard and greater Anchorage. An integrated regional trail system along the creek could greatly improve pedestrian and bicycle mobility throughout the corridor." 	x				x	yes	

COMMENT LOG

<p>Connections to transit</p> <ul style="list-style-type: none"> - Better sidewalks and bike paths to more major streets will improve transit viability. - Improved crossings at Arctic will improve access to transit along Arctic - Add a crosswalk to the bus stop at Springer Park across Arctic - Make sure to connect non-motorized users to Spenard Road, since that is a transit corridor. 	x				x	yes	<p>We have identified crossing upgrades and connectivity to improve access to transit in the report as an area opportunity. However, new crossings and the level of improvements at existing crossings would need to be explored in more detail during design.</p>
<p>School bus stops</p> <ul style="list-style-type: none"> - Have school bus stops been considered? - Consider adding a safe school bus stop shelter at Cope Street, as children wait for the bus there 	x				x	no	<p>School bus stops were not considered as part of the analysis for this study. Any traffic calming and multi-modal infrastructure will improve safety accessing school bus stops, like transit stops. School bus stops should be considered as part of a future more in-depth design phase.</p>
<p>Goal 4 and Goal 8 of the Spenard Corridor Plan speak to the goals increasing a network of pedestrian and bicycle connectivity to neighborhoods within Spenard.</p>					x	yes	

<h3>Vehicular Connectivity</h3>	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	<h3>Project Team Feedback</h3>
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COMMENT LOG

<p>Enhanced neighborhood permeability and connectivity could help reduce vehicular traffic volume on Chugach Way.</p> <ul style="list-style-type: none"> - This is especially important given additional traffic expected from the large housing developments planned for either end of the street - The large block surrounded by Spenard, 36th, Arctic, and Chugach Way is a challenging spot for funneling traffic through. When the overall roadway system is as connective as can be, this will help reduce some of the issues along Chugach Way. 	x				x	yes	
<p>The neighborhoods surrounding Chugach Way are already islands that cannot have reduced access -- make sure improvements maintain access on Chugach Way from Spenard Road and Arctic Boulevard.</p> <ul style="list-style-type: none"> - Make sure to consider ingress and egress to the neighborhood around Chugach Way 	x				x	yes	
<p>Chugach Way and intersections with Spenard and Arctic</p> <ul style="list-style-type: none"> - When driving, it's very difficult to pull out from Chugach onto either Spenard or Arctic. It doesn't serve either pedestrians or drivers well. - Widen the intersection of Chugach Way and Arctic for easier flow of traffic. This intersection will be tight without acquisition of additional ROW 	x			x	x	yes	
<p>Connectivity at 40th Avenue</p> <ul style="list-style-type: none"> - Consider connecting 40th Ave to Arctic Blvd for additional ingress/egress for the neighborhoods south of Chugach Way - Chugach Way should be a connector leading to 40th Avenue. - Access to the neighborhood south of Chugach Way could be provided via 40th Avenue, which would reduce vehicular traffic volume on Chugach Way. 	x				x	yes	The report identifies the opportunity for a pathway connection if ROW is acquired. Providing a vehicular connection may not be possible due to the lack of ROW and impacts to the properties that would be caused by acquiring ROW.
<p>Minnesota roundabout or turn lane</p> <ul style="list-style-type: none"> - 40th Avenue has been identified in Spenard CC traffic priorities as a good place for a potential roundabout on Minnesota Drive. 	x	x			x	no	A possible Minnesota roundabout is outside the project area and scope of this project.

COMMENT LOG

<ul style="list-style-type: none"> - This could help with broader neighborhood traffic connectivity and reduce the necessity of using Chugach Way for northbound access. - This could also calm traffic on Minnesota Drive 							
Consider a boulevard street concept for Minnesota Drive					x	no	Redesigning Minnesota Drive is outside the project area and scope of this project.
Consider extending Cope Street through to 36th Avenue.	x					no	Extending Cope Street north to 36 th Avenue has not been considered as part of this project, as this would require several full-property acquisitions. While there is some ROW north of Indiana Street, there is none north of Cope Street. The MOA could explore options for partnerships with developers to provide connections north.
More vehicular connectivity could be provided via Wilson Street.	x					no	Wilson Street extends south from Chugach Way and jogs at Wilson Street Park before continuing south to Tudor Road. It provides access to several residential streets south of Chugach Way. Changes to Wilson Street have not been considered as part of this project. Reducing cut-through traffic and improving the function of

COMMENT LOG

							Chugach Way should support Wilson Street.
The project should focus on lessening traffic on Chugach Way					x	yes	The project identifies traffic calming measures that may reduce traffic. It also identifies opportunities for greater connectivity within existing ROW and through redevelopment or partnerships with the MOA, since some of the connectivity that has been discussed extends through private property.

Aesthetics and Placemaking	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
Gateway Features <ul style="list-style-type: none"> - Gateway features could be used for placemaking and traffic calming, like proposed in the Spenard Corridor Plan. - In Spenard CC conversations, a gateway feature has been suggested on Minnesota at Tudor. - Would it be a gateway if it is just marking the transition from Spenard to Spenard? - A gateway feature on "Dead Man's Curve," the curve of Spenard Road between 36th Avenue and Minnesota Drive, could be interesting. 	x					yes	Gateway features are explained on Page 47 of the Spenard Corridor Plan. They are points of entry or transition from one district to another and are visually recognized by a design feature.

COMMENT LOG

<ul style="list-style-type: none"> - Gateway features could be used to mark this as a unique area and possibly help celebrate Fish Creek. - If there is a gateway feature, please consider it being part of a public art call that is informed by the neighborhood. 						
<p>Landscaping needs and maintenance concerns</p> <ul style="list-style-type: none"> - Nice landscaping is needed along Chugach Way. - Function should be considered above aesthetics, including the ability of the MOA to maintain whatever is constructed or any landscaping that may be planted. - The MOA may not be able to maintain landscaping or planter strips - Consider whether property developers and the MOA could form an agreement to collaborate on maintenance - Could Parks & Recreation maintain planter strips, chicanes, or other planted areas in the ROW? 	x					yes
<p>Celebrate Fish Creek</p> <ul style="list-style-type: none"> - The "hockey stick lot" is difficult to develop and could potentially be used as part of a green belt celebrating the historic Fish Creek. - While it may not be practical to daylight Fish Creek, green spaces and the history of Fish Creek can be celebrated, potentially with gateway features. 	x	x			x	yes
<p>Parks</p> <ul style="list-style-type: none"> - Make sure to include parks and park access in the planning considerations, since they are important community assets that improve quality of life. - Since there will be a significant increase in housing density, increased open space is necessary. The only park in this neighborhood is Wilson Street Park, which is quite small. 	x				x	yes
<p>Ensure there is adequate lighting on Chugach Way.</p>	x					yes

<p>Winter Maintenance</p>	<p>Institutional Stakeholder Meetings</p>	<p>Institutional Stakeholder Survey</p>	<p>Spenard CC Meetings</p>	<p>Residential Stakeholder Survey</p>	<p>Other Comments Submitted</p>	<p>Integrated into Analysis / Report?</p>	<p>Project Team Feedback</p>
<p>Winter maintenance feasibility and adequate snow storage are major priorities -- if it won't work in winter, then don't do it.</p> <ul style="list-style-type: none"> - Snow removal is a challenge here -- there is limited budget for maintenance, and it is hard to keep the road safe for pedestrians and cyclists. 	<p>x</p>	<p>x</p>			<p>x</p>	<p>yes</p>	
<p>In the winter, the piles of snow are so big that there is barely room for two cars to pass each other, let alone non-motorized users. There needs to be a safe place for non-motorized users to go.</p>	<p>x</p>					<p>yes</p>	
<p>Snow storage placement must be carefully considered since this will not be a high-priority street for snow removal.</p>	<p>x</p>					<p>yes</p>	
<p>There could be dedicated off-street areas for snow storage.</p> <ul style="list-style-type: none"> - The "hockey stick lot" could be used as snow storage. - Snow removed from Chugach Way could be used to make a sledding hill at Wilson Street Park. 	<p>x</p>					<p>yes</p>	
<p>The project team should consider creative ways to manage snow on non-motorized facilities</p> <ul style="list-style-type: none"> - Could there be bollards that are raised and lowered so a snowplow could clear the road and non-motorized pathway at the same time, or some other removable separation? - Retractable separation between road and non-motorized users probably wouldn't work in our cold climate, but something that is manually removed to allow a plow to clear both at the same time could work. - Snow on a separated pathway could be groomed instead of cleared. - Consider using heated sidewalks since they do not need snow clearing 	<p>x</p>				<p>x</p>	<p>no</p>	<p>The cross-sections that were developed did take into consideration ease of snow removal and snow storage areas. During the next phase, the alternatives will be evaluated further, and additional opportunities may be considered, such as additional snow storage areas within the corridor.</p>

COMMENT LOG

- Keep in mind that MOA street maintenance has limited funding and capacity for clearing additional multi-modal facilities							
There should be snow storage planned as part of the alternatives. - Green infrastructure such as on 32 nd (just east of Spenard) can hold snow yet is vegetative and nice-looking and can be designed to need little maintenance, if any	x				x	yes	
Use 5-foot swales on either side of the road for snow storage and stormwater filtration in the summer					x	no	A swale is shown in the "First Steps" alternative on one side of the roadway. This would need to be evaluated further during design to allow for a swale that could accommodate snow storage and still function properly to allow stormwater runoff from the roadway to be directed away from the project area.
Configuration of snow storage within the ROW - Snow storage is needed on both sides of the road so that MOA street maintenance can quickly deposit snow - Landscaping strips on either side of the road can act as a buffer for non-motorized infrastructure from snow clearing	x				x	yes	
Continue to consult closely with MOA Street Maintenance about ability and funding to provide snow removal for various alternatives	x				x	yes	

Right-of-Way Considerations	Institutional Stakeholder Meetings					
	Institutional Stakeholder Survey					
	Spenard CC Meetings					
	Residential Stakeholder Survey					
	Other Comments Submitted					
	Integrated into Analysis / Report?					
	Project Team Feedback					

COMMENT LOG

Additional ROW is going to be really difficult to buy. Figure out what you can do with what you have available. <ul style="list-style-type: none"> - It is hard to imagine that 50 or 60 feet of ROW along Chugach Way would be possible. - Show some alternatives that fit within the existing ROW 	x	x				yes	
Much of Chugach Way only has 30 feet of right-of-way. Any platting or development projects along the ROW will likely need to donate ROW.	x					yes	
Chugach Way needs to be widened. This would be in everyone's common interest, so the property owners along the street would need to come together and collaborate with the MOA.	x					yes	
Undergrounding utility infrastructure would free up ROW for multi-modal infrastructure					x	yes	Relocating the utilities underground would need to be explored in more detail during design. It can become cost prohibitive to underground the utilities, but it is too early in the process to determine if that is the case with this project.

Neighborhood Redevelopment	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
Key location of the project area <ul style="list-style-type: none"> - This is a unique and special location because the city of Anchorage has been built up around it. There is lots of office space and housing (existing and future) in the area. 	x					yes	
Redevelopment potential	x					yes	

COMMENT LOG

<ul style="list-style-type: none"> - The area is currently run-down - There is residential and transportation infrastructure redevelopment potential all along Chugach Way. 							
<p>Redevelopment focusing on efficiency and mobility</p> <ul style="list-style-type: none"> - If Anchorage wants to keep young people living here, it needs to create a place that is efficient and mobile. The area around Chugach Way can be a part of that. 	x					yes	
<p>Increased activity and safety</p> <ul style="list-style-type: none"> - Safety and higher density should be priorities for the future of Chugach Way. More owners and renters in the area will mean more "eyes and ears" on the street, contributing to safety. 	x					yes	
<p>Infrastructure upgrades to support redevelopment</p> <ul style="list-style-type: none"> - Cook Inlet Housing Authority is already redeveloping the area and has been for 10+ years. Infrastructure support is important for more redevelopment to occur. - Roadway improvements are critical support for redevelopment work that is desired by the MOA. - Outside of the major developments coming to each end of Chugach Way, more lot-by-lot redevelopment will be able to occur if Chugach Way has updated road, utility infrastructure, and connections to parks and paths. 	x					yes	
<p>Utility Upgrades</p> <ul style="list-style-type: none"> - Make sure to consider aging utility infrastructure -- overhead utilities will need to be undergrounded, should consider switching from wells to the municipal system, and dedicated easements will need to be secured throughout the area. - Expand on infrastructure needed for the two major housing developments at either end of Chugach Way in order to bring the water system to all the residents of the neighborhood - Consider Title 21 and potential requirements to underground utility facilities - Show details of utility infrastructure in cross-sections - Tie in AWWU water main between Chugach Way and West 40th Avenue to service Wilson Street, West 38th, and West 39th <ul style="list-style-type: none"> o Refer to December 2021 Spenard Community Council minutes 	x				x	yes	The report acknowledges upgrading utility infrastructure and considering the possible relocation of utility lines as a key next step when a project is further into design.

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<p>The neighborhood should include a greater mix of uses and amenities.</p> <ul style="list-style-type: none"> - Development along Chugach Way should be a mix of high and low density, as well as mixed-use. - It would be great to see parks, pathways, retail, housing, and underground parking areas. - Basic necessities such as groceries should be provided in the neighborhood so that people don't have to drive. 	x					no	<p>The mix of uses provided in the neighborhood can be incentivized by planning documents such as the 2040 Land Use Plan. However, the uses constructed are determined by zoning and private developers' plans.</p>
<p>Large upcoming developments are going to create more traffic on Chugach Way. The additional density is not a negative as long as the traffic and parking can be accommodated.</p>	x					yes	
<p>Consider adding economic development to the screening criteria.</p> <ul style="list-style-type: none"> - The work done here should support the goals of the Reinvestment Focus Area 	x					no	<p>Economic development was not added to the screening criteria. Other feedback received from stakeholders indicated that any upgrades to Chugach Way are expected to support redevelopment in the area. Additionally, many economic development opportunities lie with private developers; the study identifies some opportunities for public-private partnerships.</p>
<p>To support neighborhood redevelopment, the MOA should land on clear plans as soon as possible, so that developers can plan accordingly.</p>	x					yes	<p>See Next Steps section of the report.</p>
<p>The project places too much focus on redevelopment opportunities and not enough on neighborhood goals, such as those outlined in the Spenard Corridor Plan</p>				x		yes	<p>The study was to determine upgrades to Chugach Way along with other area opportunities to not only support redevelopment, but also</p>

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							<p>the current development in the area. The intent was to develop alternatives for the cross-section, traffic calming, and area opportunities to further the goals outlined in the plans for this area along with input we received during the project.</p>
Green Infrastructure	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spensard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
<p>Daylighting Fish Creek should be a larger consideration for the study</p> <ul style="list-style-type: none"> - Alternatives and criteria do not consider the creek, even though it would support sustainable redevelopment and represent resiliency and thinking outside the box 					x	no	<i>See below</i>
<p>Road improvements may happen more quickly if Fish Creek is a separate consideration</p>					x	yes	<p>The project team recognizes community interest in this project, and it has been included as a Project Area Opportunity that would require additional coordination to further pursue. It is also important to note that some areas of the historic Fish Creek extend</p>

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							through are private property and would require cooperation from property owners.
<p>Look to the Spenard Corridor Plan, which features Fish Creek rehabilitation and a green belt / multi-use path</p> <ul style="list-style-type: none"> - The SCP features environmental resilience goals associated with the creek - Integrating Fish Creek / Ch'atanaltsegh Łiq'aka Betnu as a "centerpiece for Spenard" is Goal 9 of the SPC, which states that "region-wide improvement and daylighting of Fish Creek...should be vigorously pursued, consistent with the 2040 LUP and Assembly Resolution 2018-277" - The 2040 Plan also shows a potential green belt through this area - The Chugach Way Reconnaissance Study says "The presence of [Fish] creek can present challenges to redevelopment, but it also offers an amenity if it is incorporated as an asset in a landscaping or open space feature" 		x			x	yes	
<p>Daylighting Fish Creek was voted the number one priority for Spenard Community Council's 2022 Capital Improvement Projects and consistently ranks in the top five.</p> <ul style="list-style-type: none"> - Friends of Fish Creek are engaged with MOA Assembly members for funding for a feasibility study 					x	no	See above
<p>Federal money could be available to support green infrastructure and aboveground stormwater management like a restored Fish Creek</p>					x	no	See above
<p>Potential locations for daylighted or engineered Fish Creek</p> <ul style="list-style-type: none"> - Creek could be restored along historic corridor down the hockey stick lot, as shown in the Chugach Way Reconnaissance Study pg. 13 - Historic channel bisects the two major developments along Chugach Way - Daylit creek would enter this area via Springer Park - If there is an engineered Fish Creek, it could go down 40th Avenue. 	x				x	no	See above

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<ul style="list-style-type: none"> - If Fish Creek were daylit, it would intersect with Minnesota at about 40th Avenue, so it could be carried under the road with a culvert - Cross-sections should consider the possibility of the creek running parallel to the roadway 						
<p>Consider an integrated sustainable greenbelt system solution for stormwater management in a restored creek corridor.</p> <ul style="list-style-type: none"> - The rehabilitation of Fish Creek is an opportunity to be an economic development catalyst, flood mitigation / above-ground stormwater management 		x		x	no	See above
<p>The properties on the northeast side of Chugach Way do not currently have much infrastructure, so redevelopment will bring the opportunity to provide green infrastructure and the rehabilitation of Fish Creek.</p>	x				no	<p>Utilities to better serve redevelopment on the northeast side of Chugach Way will be a part of redevelopment considerations. Considering specific green infrastructure options to serve that need is outside the scope of this project. However, any redevelopment in the area will need to incorporate green infrastructure and should be considered where appropriate for all future projects in the area.</p>
<p>Green infrastructure such as on 32nd (just east of Spenard) can hold snow yet is vegetative and nice-looking and can be designed to need little maintenance, if any</p>	x				yes	
<p>Include swales along both sides of the road to capture sediment prior to entering the stormwater system</p> <ul style="list-style-type: none"> - Could also be used for on-site snow storage 				x	no	<p>Swales that would be used to convey stormwater runoff and also function at snow storage would need to be evaluated during design</p>

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						in this report do not include on-street parking.	
Other Comments	Institutional Stakeholder Meetings	Institutional Stakeholder Survey	Spenard CC Meetings	Residential Stakeholder Survey	Other Comments Submitted	Integrated into Analysis / Report?	Project Team Feedback
The current Chugach Way organically serves a lot more purposes than it should have to. In the future, it needs to function better.	x					yes	
Feasibility <ul style="list-style-type: none"> - The suggested roadway improvements need to be realistic enough to actually be implemented. - Recommendations should manage expectations for what is actually feasible. 	x					yes	
Coordinate with MOA Street Maintenance and Paint and Sign Shop about costs for elements associated with different alternatives, as budget for both is limited					x	no	Cost for alternatives that are carried forward will be determined and coordinated during the design phase of this project.
Synchrony with the Spenard Road project is important. <ul style="list-style-type: none"> - Provide some detail about how this project dovetails with Spenard Road for continuity - The roadway should have cohesive infrastructure that is in coordination with the Spenard Road project. 	x				x	yes	
Look at the bigger picture and how this area fits together with Minnesota Drive					x	no	Minnesota Drive is outside the project area and scope of this project, although we have identified area opportunities that could

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							dovetail into plans for Minnesota Drive.
Consider the impact that major developments at either end of Chugach Way will have on the area	x				x	yes	This has been considered in the traffic analysis that was completed for the project along with the cross-section alternatives. There are many opportunities as these private development projects continue to develop.
Clarify how the alternatives were named <ul style="list-style-type: none"> - The theme nicknames seem to pit different modes of transportation against each other; this could distract from project constraints and undermine reconciliation among user groups. - It may be better to refer to the alternatives more objectively rather than use subjective language 	x				x	yes	
Clarify alternatives screening process <ul style="list-style-type: none"> - Please make it more clear how points are assigned to alternatives being screened. 	x					yes	
Whatever is designed needs to be a long-term solution	x					yes	
Keep in mind that this is a low-income neighborhood with high levels of renting.	x				x	yes	
More resident feedback is needed. <ul style="list-style-type: none"> - To understand how the neighborhood can best be served by upgrades, information from those who use the road the most will result in the most desirable and most effective design. - Consider surveying Chugach Way residents more directly in the future - The alternatives presented to stakeholders do not address all resident concerns expressed - Alternatives should not be considered at this point since there has not been enough public engagement 	x	x			x	yes	Studies like this one are typically not scoped to do the full public engagement process that AMATS does with our primary and secondary plans such as the MTP and Non-motorized Plan. There will be more opportunities for public involvement when a project such as this one moves into the actual

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							design and construction phase, which would require a Context Sensitive Solutions process before construction.
<p>Please include the Chugach Way Reconnaissance Study cross-section options in the analysis.</p> <ul style="list-style-type: none"> - These designs identify the issues of snow storage and limited ROW, which came up in the stakeholder meeting - These cross-sections have additional functionality compared to some of the newer cross-sections proposed - Option 1 appears to keep ROW acquisition mostly on the north side of Chugach Way - Option 1 includes snow storage on both sides of the street as well as a multi-use pathway for pedestrians and cyclists (still with the opportunity for cyclists to use the road, marked as a bicycle boulevard) 				x	yes		
<p>Look to the Spenard Corridor Plan ideas for Neighborhood Street cross-sections</p> <ul style="list-style-type: none"> - The SCP had a few examples of what a "Neighborhood Street" with just 30' right-of-way could look like (page 97-98), which were modeled with Chugach Way in mind. There's Figure 5.2 with a 7.5' "natural drainage" like in the swale example. Please consider those alternatives. 				x	yes		