

Application for a Context Sensitive Solutions (CSS) Transportation Project Review

Municipality of Anchorage
Planning Department
PO Box 196650
Anchorage, AK 99519-6650

PETITIONER (Municipal or State Project Manager)	PETITIONER REPRESENTATIVE (IF ANY - Consultant)
Name (last name first) Hanson, Julia P.E., DOT&PF	Name (last name first) Webb, Will P.E., Kinney Engineering
Mailing Address PO Box 196900	Mailing Address 3909 Arctic Boulevard, Suite 400
City Anchorage State AK Zip 99519	City Anchorage State AK Zip 99503
Contact Phone: Day: 907.269.0753 Night:	Contact Phone: Day: 907.344.7578 Night:
FAX: 907.248.1573	FAX: 907.349.7496
E-mail: julia.hanson@alaska.gov	E-mail: will.webb@kinneyeng.com

PROJECT INFORMATION	
Project Name: AMATS: 3rd Avenue Signals and Lighting Upgrades - E Street to Cordova Street	MOA/ADOT Project #: CFHWY01058
Community Council(s): Downtown	
Project description (location): This project will reconstruct the traffic signal and street lighting systems along 3rd Avenue from E Street to Cordova Street to current design standards. The need for this project was identified in the 2018 Downtown Lighting and Signals Upgrade Reconnaissance Study, and continues the work being completed by MOA and DOT&PF on 4th Avenue. As required to accommodate the electrical improvements, the project may include sidewalk replacement, pavement planing or replacement, and storm drain improvements.	

TRANSPORTATION PROJECT APPROVAL REQUESTED
<input checked="" type="radio"/> Context Sensitive Solutions Concept Report (Planning and Zoning Commission) <input type="radio"/> Draft Design Study Report (Planning and Zoning Commission) <input type="radio"/> Plans in Hand (Urban Design Commission)

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition for a Transportation Project review in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover costs associated with processing this application, and that it does not assure approval of the Transportation Project. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff, the Planning and Zoning Commission or Urban Design Commission for administrative reasons.

9/10/2024	
Date	Signature (Agents must provide written proof of authorization)
Accepted by: 	Poster & Affidavit: n/a
	Fee: n/a
	Case Number: 2024-0114
	Meeting Date <i>P2C</i> : 11/04/2024

Application for transportation project site plan review continued

CONTEXT SENSITIVE SOLUTIONS CONCEPT REPORT DOCUMENTATION

- Transportation Project Review Application Form with original signatures
- Concept report document
- Environmental Analysis or Environmental Impact Study, if applicable
- 15 complete sets of above items, including 1 copy on CD or USB drive, submitted 30 days prior to the desired Planning & Zoning Commission meeting date

DRAFT DESIGN STUDY REPORT (35% LEVEL OF DESIGN) DOCUMENTATION

- Transportation Project Review Application Form with original signatures
- Narrative addressing AMC 21.03.190B.4.b.i. – xiii.
- Design Study Report Summary, including:
 1. Introduction
 - A. Location Map and Project Boundaries
 - B. Purpose
 - C. Need
 2. History (Project Origin) and Input from other Planning Documents
 - A. Anchorage Comprehensive Plan
 - B. Local Planning Studies/CIP/TIP/LRTP
 - C. Anchorage Pedestrian Plan or Areawide Trails Plan
 3. Existing Conditions
 - A. Right-of-Way Availability
 - B. Traffic Conditions
 - C. Pedestrian Conditions
 - D. Context (Land Use, Street Character)
 - E. Existing Landscape
 - F. Existing Utilities
 - G. Existing Drainage
 4. Design Standards

What Standard is the project being designed to? (Collector, Arterial, OSHP Classification, LRTP typology, etc.)

How do existing conditions impact the ability to meet those standards?
 5. Design Alternatives
 - A. Design narrative and graphic for each alternative considered. Note that the discussion of each alternative should address traffic (and traffic calming), parking, pedestrian facilities, drainage, and utilities (to include lighting), and right of way considerations (does right of way need to be purchased?)
 - B. Recommended Alternative with narrative (why is it recommended?) To include a discussion of the landscape approach and other enhancements (gateway features, fencing, etc.)
 6. Public Involvement Summary
 7. Rough Estimated Project Cost
 8. Maintenance Considerations
 9. Response to comments from Concept Report Review
 10. Preliminary Project Plans
- 17 Complete sets of above items, including 1 copy on CD or USB drive

PLANS IN HAND (55-65% LEVEL OF DESIGN) DOCUMENTATION

- Road Project Review Application Form with original signatures
- Narrative addressing AMC 21.03.190B.5.c.i. – vii.
- Memo addressing Review Comments from DSR Review
- 55% to 65% Project Plans
- 17 Complete sets of above items, including 1 copy on CD or USB drive



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
HIGHWAY DESIGN

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473
TTY: 800.770.8973
Fax: 907.243.6927
dot.alaska.gov

September 11, 2024

Mr. Craig Lyon
Directory, Planning Department
Municipality of Anchorage
PO Box 196650
Anchorage, AK 99519-6650

Regarding: AMATS: 3rd Avenue Signals & Lighting Upgrades: E St. to Cordova St.
DOT&PF Project No. CFHWY01058 / Federal No. 0522004

Dear Mr. Lyon

Alaska Department of Transportation and Public Facilities is the project owner for the above named project. We authorize Kinney Engineering, LLC to act on our behalf to complete and submit all the Context Sensitive Solutions Transportation Project actions for this project.

I can be reached at Julia.hanson@alaska.gov or via telephone at 907-269-0753.

Sincerely,

A handwritten signature in cursive script that reads "Julia Hanson".

Digitally signed by Julia
Hanson
Date: 2024.09.11
11:00:45 -08'00'

Julia Hanson, P.E.
Project Manager

CC: Art Johnson, P.E., Kinney Engineering, LLC.

"Keep Alaska Moving through service and infrastructure."

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AMATS: 3rd AVENUE SIGNALS & LIGHTING UPGRADES

E Street to Cordova Street

PROJECT NUMBER: 0522004/CFHWY01058

CONCEPT REPORT

September 2024

PREPARED FOR
Alaska Department of Transportation
& Public Facilities
Design & Engineering Services – Central Region
4111 Aviation Avenue
Anchorage, Alaska 99516

PREPARED BY
Kinney Engineering, LLC
3909 Arctic Boulevard, Suite 400
Anchorage, Alaska 99503

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Abbreviations

AADT	Average Annual Daily Traffic
ACS	Alaska Communications
ADA	Americans with Disabilities Act
ADP	Anchorage Downtown Partnership
AMATS	Anchorage Metropolitan Transportation Solutions
ANMP	The AMATS Non-Motorized Plan
CEA	Chugach Electric Association
CSS	MOA's Context Sensitive Solutions
DLSURS	Downtown Lighting and Signals Upgrade Reconnaissance Study
DOT&PF	Alaska Department of Transportation and Public Facilities
GCI	General Communication, Incorporated
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HV%	Heavy Vehicle Percentage
KE	Kinney Engineering
LLC	Limited Liability Company
LUP	Anchorage 2040 Land Use Plan
MA	Master of Arts
MOA	Municipality of Anchorage
MPH	Miles Per Hour
MTP	AMATS Metropolitan Transportation Plan 2050
OS&HP	MOA 2014 Official Streets and Highways Plan
PE	Professional Engineer
PLI	Public Lands and Institutions
PTOE	Professional Traffic Operations Engineer
PZC	Anchorage Planning and Zoning Commission
ROW	Right of Way
RPA	Transportation Improvement Program
TIP	Register of Professional Archaeologists
WMS	Watershed Modeling System

PROJECT TEAM

ADMINISTRATION TEAM

Department of Transportation & Public Facilities – Funding and Management

Julia Hanson, PE – Project Manager

Devki Rearden – Engineering Associate

Municipality of Anchorage – Project Owner

Melinda Kohlhaas, PE – Project Manager

Julie Makela, PE – Project Administrator

CONSULTANT TEAM

Kinney Engineering, LLC

Art Johnson, PE, - Project Manger

Will Webb, PE, PTOE - Civil Design

Iain McPherson, PE – Signals, Illumination, & Traffic Design

Joann Mitchell, PE - Public Involvement

True North Sustainable Design Solutions (TNSDS)

Joan Bayles Burgett, MA, RPA – Archaeologist

INTRODUCTION

The AMATS: 3rd Avenue Signals and Lighting Upgrades – E Street to Cordova Street project was initiated to replace and upgrade lighting and signals to current design standards. The project is being funded through the Anchorage Metropolitan Transportation Solutions (AMATS) Transportation Improvement Program (TIP). It is being managed by the Department of Transportation and Public Facilities (DOT&PF); however, the 3rd Avenue facility is and will continue to be managed and maintained by the Municipality of Anchorage (MOA). Kinney Engineering, LLC (KE) has been retained as the design consultant.

The TIP states “the purpose of the project is to replace traffic signals and lighting systems to meet current electrical and safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilitate [sic] electrical work and meet ADA requirements.”

This project is being developed in response to the findings of the *Downtown Lighting and Signals Upgrade Reconnaissance Study* (KE, August 2018) (DLSURS). That study evaluated the existing conditions of all the lighting and signal systems in the downtown area and found most of them are deficient in some way. 3rd Avenue was identified as the corridor with the second most in need of improvement due to the age and condition of the infrastructure. Many of the light poles are fed overhead, adding visual clutter to an area that hosts the downtown market. The life-safety risk of this corridor was high due to the deteriorated pier style light pole foundations.

The primary goals of this project are as follows:

- Replace and upgrade street lighting and add pedestrian lighting in locations per the Design Framework.
- Replace and upgrade traffic signals and electrical load center infrastructure.
- Replace pedestrian facilities such as sidewalks and curb ramps and bring them to ADA compliance, if impacted by the electrical improvements.

The purpose of this Concept Report is to document the existing conditions and issues, to recognize relevant planning documents applicable to the area, and to identify concepts that address the issues in a manner consistent with local interests. The report is a required step in MOA’s Context Sensitive Solutions (CSS) process and will be submitted to the Anchorage Planning and Zoning Commission (PZC).

AREA CONTEXT

The project is located in the northern part of Anchorage’s Central Business District, where the Mushing District, East Avenues, and Pioneer Avenues subdistricts meet. The project spans 3 blocks along 3rd Avenue in the Mushing District, and 2 blocks along 3rd Avenue between the Pioneer Slope and East Avenues subdistricts as shown in Figure 1 and Figure 2 below. The project area lies within the Downtown Community Council. Currently, the project area includes a mixture of hotels; housing; parking lots; and businesses such as eating/drinking establishments, health services, and office space. There are no properties in the project area that are on the National Register of Historic Places list.

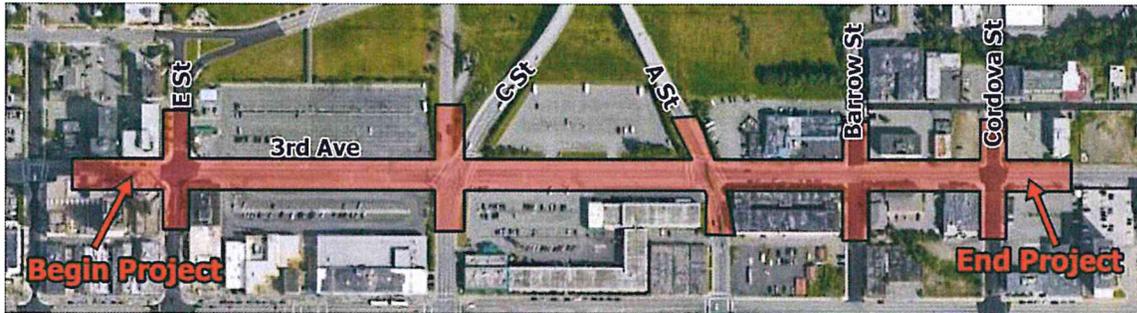


Figure 1 – Project Limits

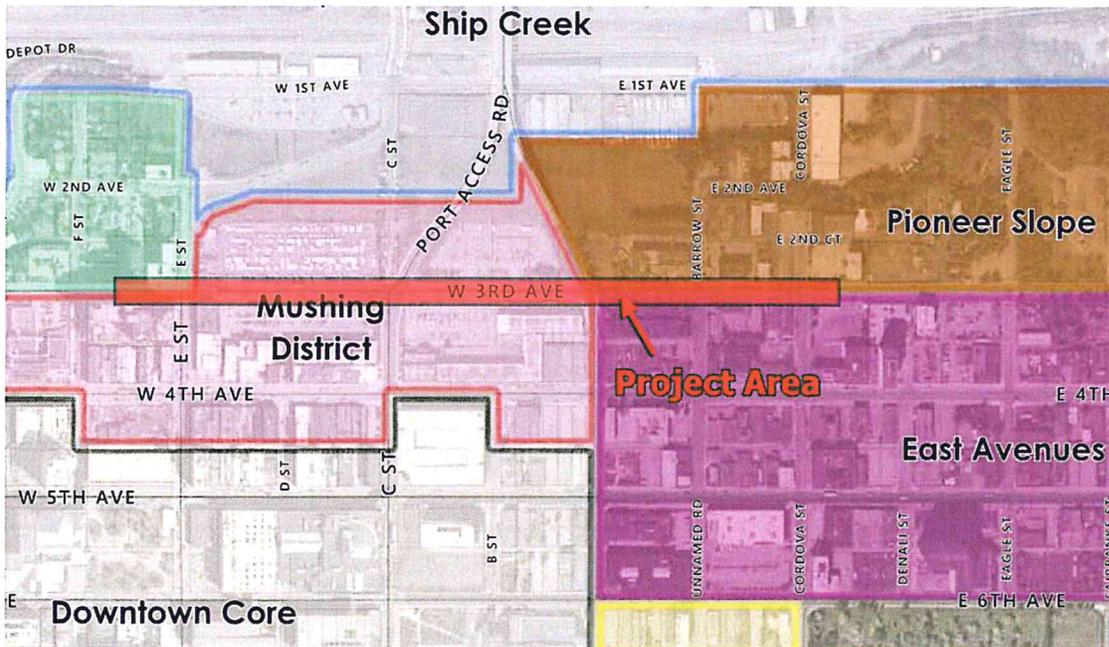


Figure 2 – Downtown Subdistricts

Source: Adapted from *Our Downtown, Anchorage District Plan 2021*

According to the Anchorage 2040 Land Use Plan (2040 LUP), land within the project area is designated as “City Center”, composed of commercial properties. The 2040 LUP emphasizes revitalizing Downtown as a key strategy for Anchorage “to grow as the economic and cultural center for the region.” The 2040

LUP also shows that the project is within the “Downtown Buttress Area”; which was regraded and filled after seismically induced ground failure during the 1964 Earthquake. As shown in Figure 3 below, the A Street to Cordova Street segment is located in a “very high seismically-induced ground failure hazard” zone.

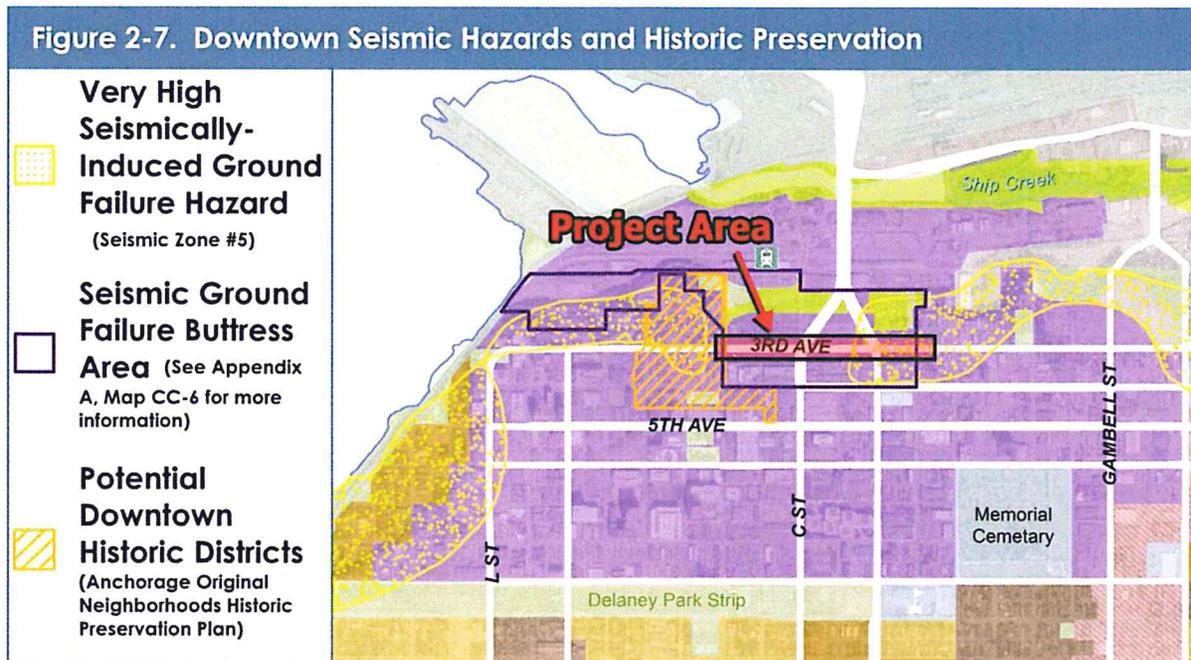


Figure 3 – Downtown Seismic Hazards and Historic Preservation

Source: Adapted from Anchorage 2040 Land Use Plan

Recently, the MOA Planning Department started Our Downtown, a multi-year, multi-step project to update and implement the Anchorage Downtown Comprehensive Plan. Step 1, which has been approved by the Anchorage Assembly, reformatted the downtown zoning districts. As shown in Figure 4 on page 4, the area along 3rd Avenue, between E Street and C Street, is zoned “Public Lands and Institutions” (PLI) and one is on the edge of “Central business, Intermediate” (B-2B). C Street to Barrow Street is on the edge of the three zones labeled, “Public Lands and Institutions” (PLI), “Central Business, Periphery” (B-2C), and “Central Business Intermediate” (B-2B). 3rd Avenue from Barrow Street to Cordova Street is zoned “Central Business, Periphery” (B-2C).

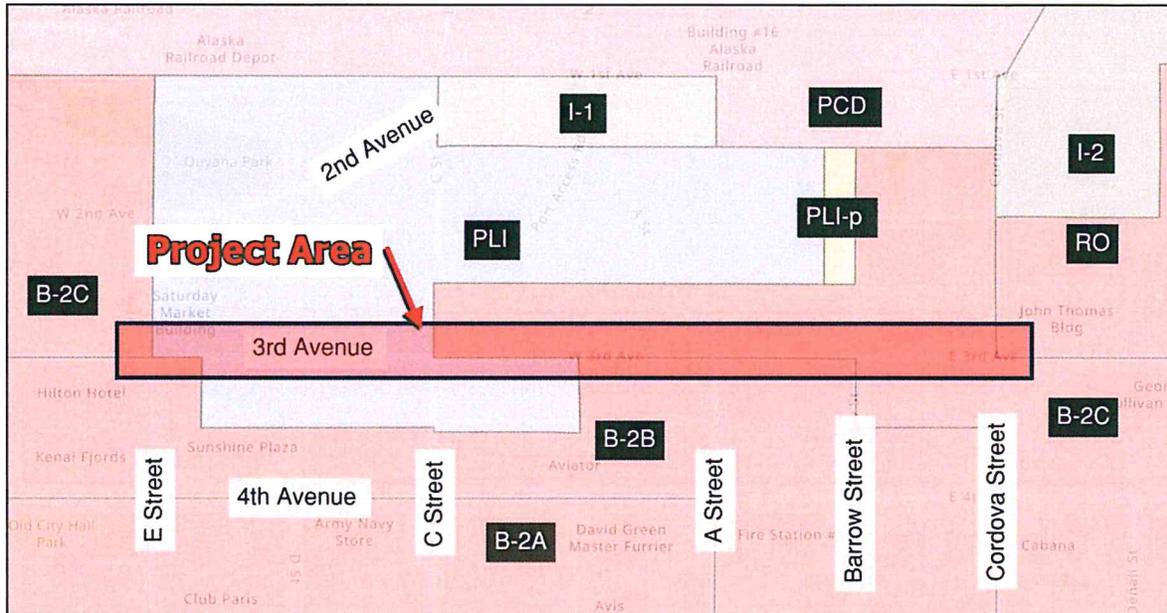


Figure 4 – Project Area Zoning Map

Source: Adapted from MOA Zoning Map

BACKGROUND

3rd Avenue was one of the first roadways in Anchorage and was home to many early businesses that spurred economic growth for the city. The downtown street grid was established in the early 1900s. Since then, the corridor has been improved with paving, sidewalks, drainage structures, water and sanitary sewer utilities, traffic signals, and street lighting. Major upgrades to the signals and lighting along 3rd Avenue occurred in the 1980s, with limited improvements since then.

Management, Right-of-Way, and Corridor Functional Classification

3rd Avenue is managed and maintained by MOA. A Street and C Street are managed by DOT&PF, with winter maintenance provided by MOA. All other cross streets are managed and maintained by MOA. The speed limit along this section of 3rd Avenue is 30 miles per hour. Table 1 presents the roadway functional classification, Average Annual Daily Traffic (AADT), and Right-of-Way (ROW) for the project area.

Table 1 – 3rd Avenue Roadway Attributes

Attribute	3 rd Avenue: E Street to C Street	3 rd Avenue: C Street to A Street	3 rd Avenue: A Street to Cordova Street
MOA Roadway Functional Classification ¹	Class IIA – Minor Arterial	Class IIA – Minor Arterial	Class IIA – Minor Arterial
DOT&PF Roadway Functional Classification ²	Major Collector	Minor Arterial	Minor Arterial
2020 Average Annual Daily Traffic (AADT) ³	4,020 vehicles per day	3,890 vehicles per day	3,090 vehicles per day
Right of Way (ROW) ⁴	70 feet	65-70 feet	60-65 feet

1. MOA 2014 Official Streets and Highways Plan (OS&HP)
2. DOT&PF Roadway Data GIS Mapping
3. DOT&PF Average Annual Daily Traffic Counts GIS Mapping
4. MOA Grid Maps

Street Lighting

3rd Avenue has continuous street lighting. The system is mainly comprised of Chugach Electric Association (CEA) streetlights within the project area and were installed in the 1960s. A lighting project in 2019 removed and installed new light poles, on pile foundations, along 3rd Avenue east of Barrow Road. MOA streetlights in conjunction with traffic signals exist at the intersections of 3rd Avenue with E Street, C Street, and A Street. The electroliers consist of metal poles on pier block foundations with single and double cobra head luminaires. The underground conduit network providing power to the electroliers has generally failed over time, as evidenced by the overhead wiring currently strung from pole to pole between E street and Barrow Street.

Traffic Signals

Three signalized intersections lie within the project area – 3rd Avenue at E Street, 3rd Avenue at C Street, and 3rd Avenue at A Street.

- 3rd Avenue and E Street has 4 signalized approaches; where the southern leg is a one way going northbound that meets the other three legs that are all two-way roadways.
- 3rd Avenue and C Street has three signalized approaches; where C Street is a southbound one-way, and 3rd Avenue is a two-way on the west leg and a westbound one-way on the east leg.
- 3rd Avenue and A Street has two signalized approaches; where A Street is a southbound one-way, and 3rd Avenue is a westbound one-way.

All signals are fixed time, have no pedestrian or vehicle detection, and feature galvanized steel poles.

Electrical Service

CEA powers the existing street lighting and traffic signal systems within the project area. Most of the street lights are “flat rate” lights, which are owned and maintained by CEA in exchange for a yearly fee paid by MOA. For MOA-owned equipment with metered power supplies, there is a single load center south of 3rd Avenue on the east side of C St servicing all 3 signals in the project area.

Roadway

Within the project area, 3rd Avenue is a two-way road from E Street to C Street, and one-way going westbound from C Street through Cordova Street. The corridor from E Street to A Street includes 4 vehicular lanes, no on street parking, attached sidewalks on both sides, curb-face to curb-face has a width of 52 feet, and ROW is 65 to 75 feet wide. The corridor from A Street to Cordova Street includes two vehicular lanes, parking lanes and attached sidewalks on both sides curb-face to curb-face has a width of 42 feet, and ROW is 60 to 65 feet wide. The corridor has curb and gutter on both sides and a single curb bulb in the southeast corner of the E Street intersection.

E Street north leg has 4 vehicular lanes, no on street parking, attached sidewalks on both sides, curb-face to curb-face has a width of 48 feet, and ROW is 85 feet wide. E Street south leg has 2 vehicular lanes, on street parking, attached sidewalks on both sides, curb-face to curb-face has a width of 43 feet, and ROW is 80 feet wide.

C Street north leg has 3 vehicular lanes, no on street parking, an attached sidewalk on one side, curb-face to curb-face has a width of 42 feet, and ROW is 60 to 65 feet wide. C Street south leg has 4 vehicular lanes, no on street parking, attached sidewalks on both sides, curb-face to curb-face has a width of 47 feet, and ROW is 100 feet wide.

A Street north leg has 2 vehicular lanes, no on street parking, an attached sidewalk on one side, curb-face to curb-face has a width of 30 feet, and ROW is 67 to 156 feet wide. A Street south leg has 3 vehicular lanes, no on street parking, attached sidewalks on both sides, curb-face to curb-face has a width of 43 feet, and ROW varies from 59 feet to 86 feet wide.

Barrow Street and Cordova Street are both two-way, two-lane facilities, on-street parking and attached sidewalks on both sides, curb-face to curb-face has a width of 43 feet, and ROW is 60 feet wide.

Non-Motorized Facilities

Non-motorized facilities within the project area consist of sidewalks at the back of the curb and gutter. Along 3rd Avenue, the sidewalk width is 5 to 8 feet. Intersecting roads also have sidewalks on both sides of the road with the exception of the north legs of C Street and A Street, which only have sidewalks on one side. The A St sidewalk terminates at a bus stop about 100 feet north of 3rd Avenue. Driveways exist throughout the project area, all of which are constructed by increasing the cross slope of the sidewalk.

Pedestrian signals are provided on all legs of the signalized intersections except the south leg of the C Street intersection. Crosswalks at unsignalized intersections are unmarked.

The AMATS Non-Motorized Plan (ANMP), adopted November 2021, identifies the project corridor as a secondary pedestrian corridor in Anchorage with medium priority shown in Figure 5 below, and does not list any non-motorized recommended improvements. Secondary pedestrian corridors provide access to transit, close gaps between primary corridors, or were identified through public input or the Highway Safety Improvement Program (HSIP).

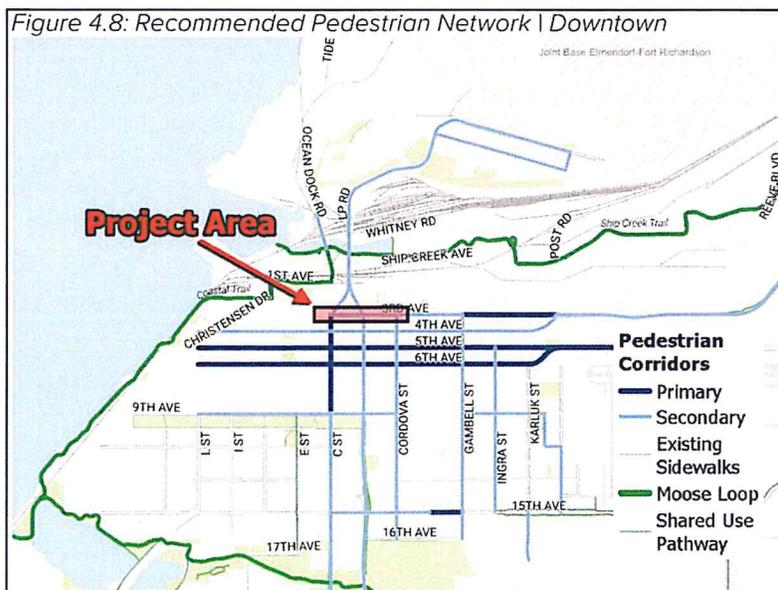


Figure 5 – Downtown Recommended Pedestrian Network

Source: Adapted from the 2021 AMATS Non-Motorized Plan

Bicycle facilities in the corridor are limited to signed and marked shared-use lanes on Cordova Street. The ANMP identifies shared use pathways existing on both sides of 3rd Avenue between Cordova Street and C Street, but these do not exist. The ANMP proposes a separated bikeway on 3rd Avenue west of C Street. It calls for similar facilities on Cordova Street, A Street, C Street, and E Street.

Drainage

Piped storm drain systems exist in the area as shown in Figure 6. Runoff is collected by curb and gutter, which conveys to catch basins located at each intersection. MOA mains run along 3rd Avenue starting

where D street would be and running east through the rest of the project area. MOA mains also run along cross streets at E Street, aligned with where D Street would be, aligned with B Street, and A Street. All drainage connects to systems running west along 3rd Ave to midblock between C Street and E Street, running north through the parking lot before turning west to connect with the storm drain running north along E Street, eventually out falling to Ship Creek. Storm drain easements do not appear to exist across the parking lot site. Future development in the parking lot may require rerouting the storm drain system to the roadway right of way.

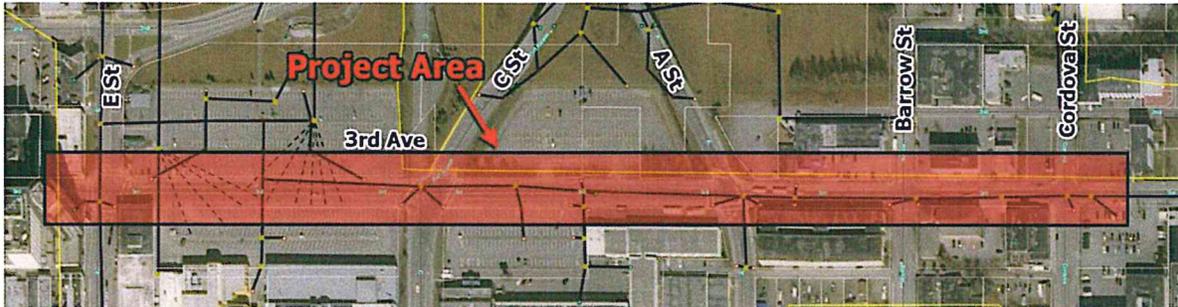


Figure 6 – Drainage Structure Locations in the Project Area.

Source: Adapted from WMS Drainage Viewer

Streetscape

The section of 3rd Avenue between E Street and A Street contains little to no streetscape features. There is no landscaping and no pedestrian amenities, such as benches. From A Street to Cordova Street along 3rd Avenue, there are no pedestrian amenities, but landscaping in the form of trees, bushes, and grass, exist adjacent to the sidewalks along the hotels and businesses.

Transit

People Mover has a “Mountain View” route that traverses 3rd Avenue at 15 minute peak frequency. Another “Government Hill Loop” route traverses the cross streets C Street and A Street. There are three bus stops in the project area: on the north side of 3rd Avenue just east of Cordova Street; on the north side of 3rd Avenue west of Barrow Street; on the east side of A Street north of 3rd Avenue.

During the summer, tour companies operate motorcoaches throughout the area.

The MOA 2020 Transit Plan – Transit on the Move proposes adding a downtown circulator route, which would run along 3rd Avenue through the entire study area, as shown in Figure 7 on page 9. This new route ranked 28 out of the 29 People Mover projects presented in the plan based on public votes.

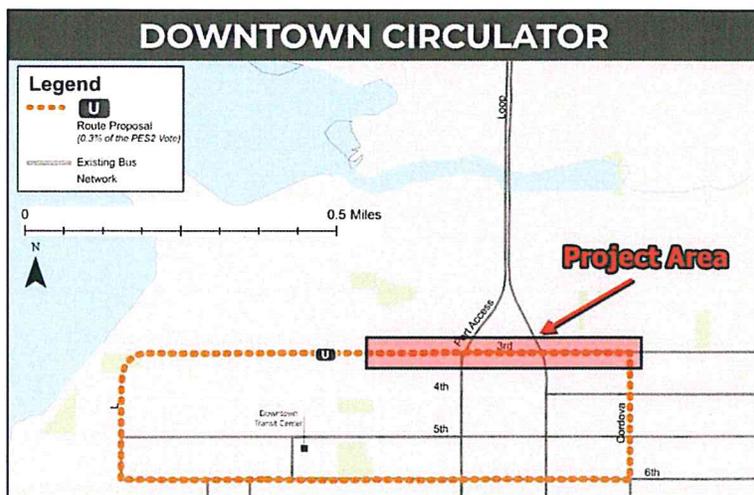


Figure 7 – Proposed Downtown Circulating People Mover Route
Source: Adapted from Transit on the Move 2020 Transit Plan

The Chinook Parking lot (north of 3rd Avenue between E Street and C Street) is one of the sites under consideration for the new downtown transit center. If constructed, 9 bus routes would leave the transit center via 3rd Avenue, adding up to 36 buses to the corridor in the peak hour. The concept design also calls for a pedestrian crossing of 3rd Avenue mid-block between C Street and E Street. A final decision on the transit center location is expected in the second half of 2024.

Freight

As shown in Figure 8, the study area of 3rd Avenue is a permitted truck route. Along with C Street and A Street, 3rd Avenue serves as a distribution route between major north/south corridors and the Port of Alaska. According to Drakewell’s traffic data site, a count station along 3rd Avenue between I Street and K Street reported a heavy vehicle percent (HV%) of 8% in 2022. Limited HV% data is available in the downtown area, but of the 11 available stations, the HV% varies from 2% to 12% with an average of 7.2%.

The 2017 Anchorage Freight Mobility Study identified many potential freight projects, two of which apply to the study corridor. One project references all of 3rd Avenue needing to be reconstructed to better accommodate 53-foot-long trailers and is labeled as an immediately needed freight project with a medium level of priority. The other recommended project is to evaluate converting the 5th/6th Avenue couplet to a 3rd/6th Avenue couplet so 5th Avenue can be redeveloped as a two-way street. This project was labeled as an immediately needed freight project with a low level of priority. The 2007 Downtown Comprehensive Plan recommends phasing out 3rd Avenue as a through truck route if this and other network projects are implemented.

Traffic and Safety

Since the focus of the project is addressing deferred maintenance on the signal and lighting systems, no specific traffic and safety analysis has been conducted or is planned. However, the MOA Traffic Data Management System database lists crashes and crash rates per year. Table 2 on page 11 presents the crash data obtained from the database for the most recent 5-year period, 2018-2022, for the project

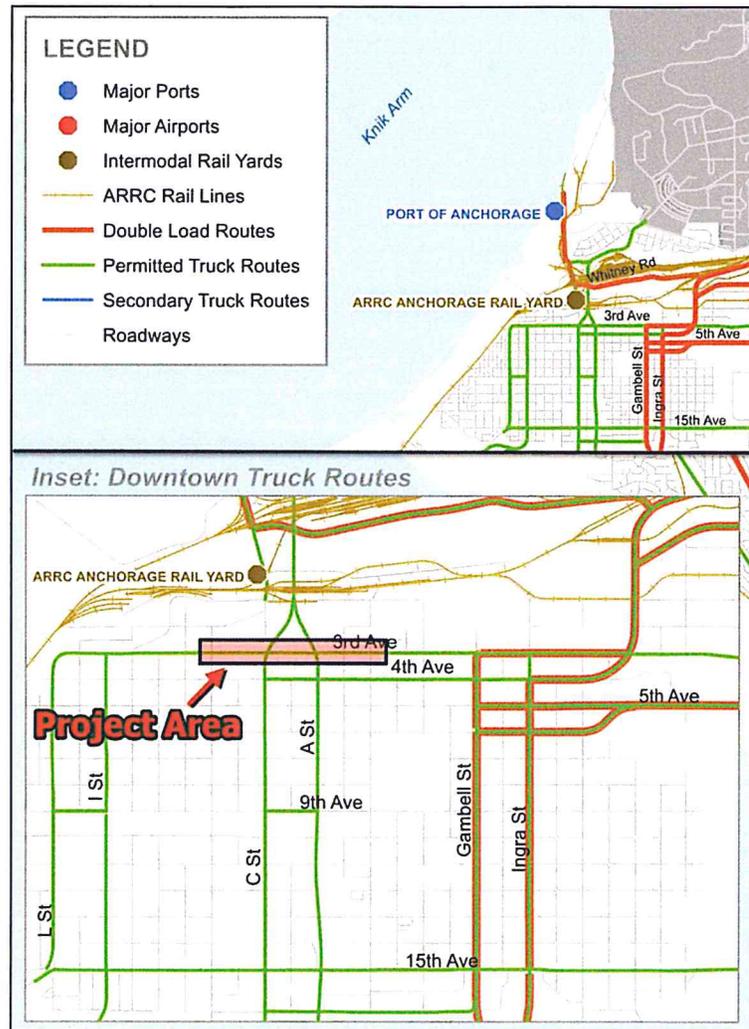


Figure 8 – Local Freight & Oversized Routes

Source: 2017 Anchorage Freight Mobility Study

area. The average crash rate for each intersection was calculated from the crash rates published for each year.

Table 2 – 2018-2022 Intersection Crash Statistics

Intersection	Crashes						Crash Rate					Average Crash Rate
	2018	2019	2020	2021	2022	Total	2018	2019	2020	2021	2022	
3 rd Avenue at E Street	2	4	3	0	0	9	0.56	1.13	1.37	0.00	0.00	0.61
3 rd Avenue at C Street	1	1	3	3	1	9	0.18	0.18	0.53	0.83	0.28	0.40
3 rd Avenue at A Street	5	4	4	8	4	25	1.18	0.95	0.95	1.90	0.94	1.18
3 rd Avenue at Barrow Street	2	1	1	0	2	6	0.66	0.33	0.33	0.00	0.66	0.40
3 rd Avenue at Cordova Street	4	3	1	0	0	8	1.57	1.17	0.39	0.00	0.00	0.63

Source: <https://traffic.muni.org/TSReports.aspx>

Using the MOA database, the average crash rate for all intersections within the Municipality for the same 5-year period was calculated to be 0.66. The intersection of 3rd Avenue at A street appears to be above average, but further study would be required to verify if it is statistically significant.

Of the recorded crashes in the corridor, 77-percent were non-injury crashes and 19-percent involved minor injuries. None of the crashes resulted in fatalities; however, two of the crashes resulted in major injuries. Within these recorded crashes, two were pedestrian crashes at 3rd Avenue and Barrow Street, two were pedestrian crashes at 3rd Avenue and Cordova Street, and one was a bicycle crash at 3rd Avenue and C Street.

GUIDING DOCUMENTS

Relevant planning documents for the project area are listed below in Table 3. The Our Downtown, Anchorage District Plan 2021 and the 2007 Anchorage Downtown Comprehensive Plan have the most detailed visions for the corridor.

Table 3 – Guiding Documents

Document	Relevant Information
AMATS Metropolitan Transportation Plan (MTP) 2050 (May 2024)	<ul style="list-style-type: none"> • The MTP recommends reconstructing traffic signals and lighting and replacing sidewalks and curb ramps on 3rd Avenue between E Street and Cordova Street. Listed as MTP #TIP CS 12 (this project) • The MTP recommends constructing pedestrian infrastructure on 3rd Avenue from C Street to Post Road. Listed as MTP NMO028 • The MTP recommends constructing a separated bikeway on 3rd Avenue from C Street to L Street is listed as MTP NMO031 • The MTP recommends constructing a separated bikeway from 3rd Avenue to 15th Avenue on Cordova Street. Listed as MTP NMO139
Our Downtown, Anchorage Downtown District Plan 2021 (April 2023)	<ul style="list-style-type: none"> • There are many unused parking spots year-round <ul style="list-style-type: none"> ○ Parking lots take up space that could be used for development ○ 3rd Avenue has 4 large parking lots from E Street to A Street ○ “Coho parking lot” on the south side of 3rd avenue between E Street and C street is identified as an opportunity site considered for redevelopment • There are three residential buildings in the 3rd Avenue project area <ul style="list-style-type: none"> ○ 122 units total, making up about 20% of all the units available in the downtown area • Urban Design Goal <ul style="list-style-type: none"> ○ Provide for all modes of travel ○ Maximize year-round pedestrian, bicycle, and transit access and winter needs ○ Provide accessible and safe connections throughout downtown ○ Accommodate landscaping and trees • Defines the street typology based on how streets are intended to be used <ul style="list-style-type: none"> ○ 3rd Avenue from E Street to Cordova Street is defined as a “Pedestrian Oriented Street” – 8-12 feet unobstructed sidewalks, curb bulb-outs, raised intersections, and other pedestrian amenities • Recommends undergrounding utilities where possible

Document	Relevant Information
	<ul style="list-style-type: none"> • Urban Design Guidelines <ul style="list-style-type: none"> ○ Provide wide sidewalks with buffers between traffic and pedestrians ○ Consider parking lanes with curb bulb-outs at intersections ○ Provide pedestrian amenities, such as benches, garbage receptacles, lighting, art, landscaping, and self-cleaning restrooms • Minimize driveways across sidewalks by requiring access from alleys • Action Items <ul style="list-style-type: none"> ○ Change speeds on 3rd Avenue to 25 mph ○ Reduce speeds on A through E cross streets to accommodate pedestrians ○ Relocate truck traffic • Stripe bike lanes along 3rd Avenue from D street to E Street
AMATS Non-Motorized Plan (2021)	<ul style="list-style-type: none"> • Identifies 3rd Avenue as a “secondary pedestrian corridor” east of C Street • C Street is identified as a “Primary Pedestrian Corridor” • Cordova Street and A Street are “Secondary Pedestrian Corridors” • Recommends a “separated bikeway” on 3rd Avenue west of C Street • “Separated bikeways” are also called for on Cordova Street, A Street, C Street, and E Street.
Transit on the Move, 2020 Transit Plan (2020)	<ul style="list-style-type: none"> • Proposes a new Route U, which circulates Downtown Anchorage and would traverse along 3rd Avenue through the entire project area.
Anchorage Freight Mobility Study (June 2017)	<ul style="list-style-type: none"> • Truck percentages on 3rd Avenue were 12% in 2014 <ul style="list-style-type: none"> ○ Highest truck percentage compared to anywhere else in Anchorage due to the limited access to the highway system • Recommendations for freight projects <ul style="list-style-type: none"> ○ All of 3rd Avenue needs to be reconstructed to better accommodate 53-foot-long trailers. This recommendation is labeled as an immediately needed freight project with a medium level of priority ○ Convert the 5th/6th Avenue couplet to a 3rd/6th Avenue couplet to develop 5th Avenue as a two-way street. This recommendation is labeled as an immediately needed freight project with a low level of priority
Anchorage 2040 Land Use Plan Map (September 2017)	<ul style="list-style-type: none"> • The project area is categorized as a City Center Mixture of Area of Little and Moderate Growth
Official Streets and Highways Plan (June 2014)	<ul style="list-style-type: none"> • 3rd Avenue is a Class IIA – Minor Arterial • E and Cordova Streets are Class IC – Neighborhood Collector

Document	Relevant Information
	<ul style="list-style-type: none"> • C and A Streets are Class IIIC – Major Arterial • Barrow Street is a local road
Anchorage Water and Wastewater Utility Master Plan (2012)	<ul style="list-style-type: none"> • The 2012 Water Master Plan had no projects on this section of 3rd Avenue. • The 2005 Wastewater Master Plan had no projects. • There are no active capital improvement projects within the project area.
Anchorage Bicycle Plan – Bicycles as a Mode of Transportation (March 2010)	<ul style="list-style-type: none"> • Four projects were proposed in the project area to establish the recommended bicycle network. <ul style="list-style-type: none"> ○ 3rd Avenue – Post Road to E Street. “Shared Road Facility”. “Core Collision Route”, First priority. ○ 3rd Avenue – A Street to Hyder Street. “Separated Path”. “T2T Connector”, Second priority. ○ Cordova Street – 3rd Avenue to Ship Creek Trail. “Shared Road Facility”. “Bicycle System”, Second priority. ○ Cordova Street – 3rd Avenue to 10th Avenue. “Bicycle Lane”. “Bicycle System”, Second priority.
Anchorage Pedestrian Plan (October 2007)	No projects are recommended within the project corridor.
Downtown Comprehensive Plan (December 2007)	<ul style="list-style-type: none"> • Downtown Core, East Avenues subdistrict (DT-2): commercial and mixed-use development, and Pioneer Slope: residential and mixed-use development. • There are seismic constraints on 3rd Avenue that justify height and size limitations of buildings. • Catalytic development site #1: Possible Public Market, Cultural Center, and transit center on the south side of 3rd Ave between C Street and E Street. • New developments should consider live/work environment. • Transportation and Circulation Recommendations: <ul style="list-style-type: none"> ○ Convert 3rd Ave to one-way westbound traffic ○ Improve Primary and Secondary Pedestrian Connections (project area from D St to E St is listed as a Primary pedestrian connection) ○ Promote streetscape improvements ○ Encourage average speeds of 20 mph using traffic calming measures such as: raised intersections, curb extensions, bike lanes, better street lighting, bulb-outs, and narrower travel lanes ○ Adjust progressed speeds of traffic signals to provide adequate time for pedestrians to safely cross ○ Maintain on-street parking ○ Publicize and provide wayfinding to available parking • Urban Design Planning Considerations

Document	Relevant Information
	<ul style="list-style-type: none"> ○ Pedestrian Environment: sufficient sidewalk widths for pedestrian mobility and comfort, consistent and upgraded pedestrian lighting throughout ● Urban Design Goals <ul style="list-style-type: none"> ○ Design roadways to reduce and minimize motor vehicle traffic impacts on adjoining outdoor and indoor spaces ○ Coordinate winter maintenance needs and winter pedestrian access in the streetscape design ● Urban Design Guidelines <ul style="list-style-type: none"> ○ Sidewalk section: 10' minimum and 14'-18' recommended ○ Public Streetscape Amenities ○ Landscaping and Art Palette: tree wells, clustered planting, public art ○ Pedestrian Crossings: raised or specially-treated crosswalks, raised intersections, curb bulb-outs, minimize driveways to reduce pedestrian/vehicle conflict exposure
Anchorage Bowl Park, Natural Resource and Recreation Facility Plan (2006)	No designated parks, natural resource access areas, or recreational facilities in the project area.
Area Wide Trails Plan (1997)	No projects are identified within the project area.

In addition, AMATS is currently developing the Downtown Streets Engineering Study, which is evaluating implications of implementing the recommendations of the various area plans. To date, no specific discussions impacting 3rd Avenue have occurred.

ISSUES

Street Lighting

3rd Avenue was identified in the DLSURS as the second most in need of lighting system improvements. Specific concerns include light poles with overhead wiring and failing foundations, inadequate light levels in the corridor, and electrical systems that do not meet current electrical codes and exhibit conditions that elevate risks to passersby. In 2019 new light poles were installed on the northside of 3rd Avenue east of Barrow Street. However, the lighting system is not consistent with the downtown planning documents.

West of Barrow Street, no improvements have been made since the 2018 DLSURS was completed. That study noted that the lighting system is deteriorating due to age. Many lights are in good condition; however multiple poles were found to be in fair or poor condition, as shown in Figure 9. Good light poles had a flat or oxidized finish appearance and may also have exhibited small signs of rust. Fair light poles had dents or dings but showed few signs of being structurally compromised. Poor condition poles had large gashes, dents that caused the poles to no longer be plumb, or heavy damage to the pole or pole base. Poor condition poles also exhibited spalling concrete bases with significant rusting anchor bolts and steel reinforcement.

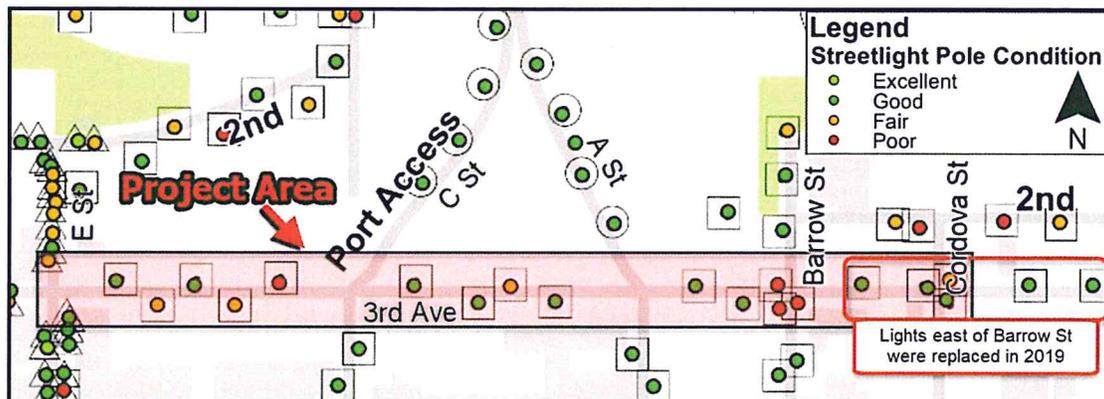


Figure 9 – Street Light Poles Existing Conditions

Source: Adapted from the 2018 DLSURS

Traffic Signals

The 2018 DLSURS identified most of the traffic signal poles within the project limits as being in good condition with only one pole being in poor condition, as shown in Figure 10.

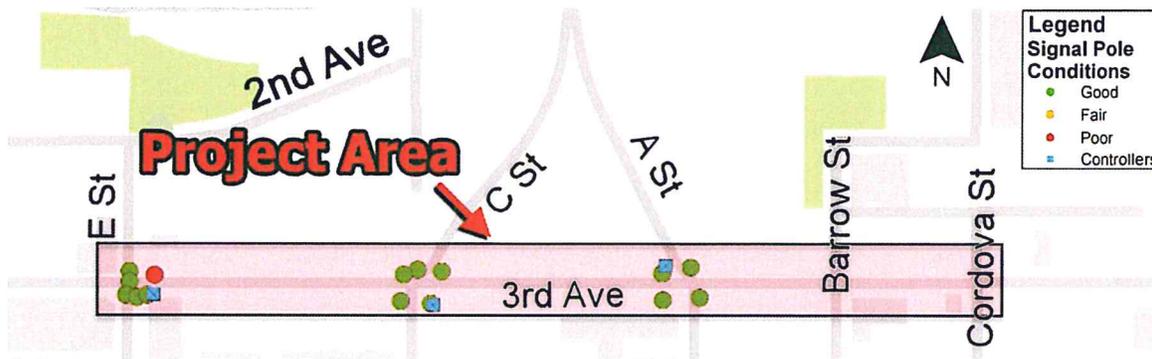


Figure 10 - Traffic Sign Poles Existing Conditions
 Source: Adapted from the 2018 DLSURS

Electrical Service Systems

As shown in Figure 11, the existing load center in the vicinity of the project is rated as in good condition during the 2018 DLSURS. However, current design and maintenance standards require a separate load center for each traffic signal system and that it be installed within sight of the traffic signal, if not directly adjacent to it.

In conjunction with improving the electrical service systems, impacts to side street corridors may be necessary. Underground power lines are often under the existing sidewalks, and therefore, require removal and replacement of the sidewalks.

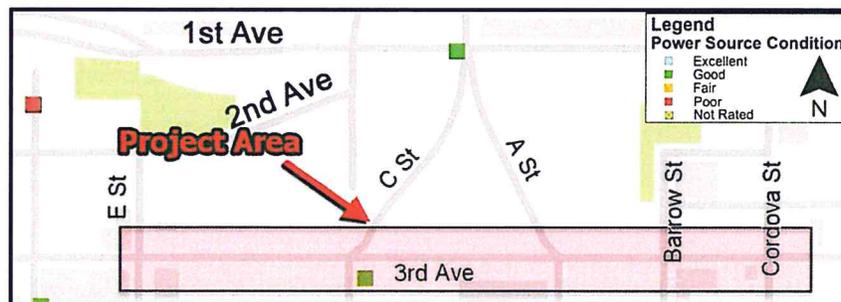


Figure 11 – Load Centers Existing Conditions
 Source: Adapted from the 2018 DLSURS

Sidewalks

Sections of the existing sidewalks within the project area are narrow and/or fail to meet ADA standards due to surface discontinuities, cross slope (especially at driveways), and non-compliant curb ramps. Sidewalk that is removed to facilitate the electrical modifications must be replaced to meet current standards.

The MOA Design Criteria Manual calls for 11.5-foot-wide sidewalks on minor arterials in the central business district. This is also a requirement in Anchorage Municipal Code. Sidewalks on 3rd Avenue are generally between 5-feet and 8-feet wide between E Street and Cordova Street.

Pavement

The road is showing signs of degradation throughout the project area. 2022 pavement conditions from the DOT&PF Pavement Management and Preservation GIS database are shown in Table 4. The pavement within the project limit rated poor in roughness, fair in rutting, and good for cracking.

Table 4 – 3rd Avenue Pavement Conditions (2022)

3 rd Avenue Segment	Average Rut Depth (inch)	IRI*	Rating		
			Roughness	Rutting	Cracking
F Street to 80' east of E Street	0.31	302	Poor	Fair	Good
80' east of E Street to 100' west of C St No data for this section	N/A	N/A	N/A	N/A	N/A
100' west of C St to 80' west of Barrow St	0.20	184	Poor	Fair	Good
80' west of Barrow St to Denali St	0.31	185	Poor	Fair	Good

* International Roughness Index

Utilities

Utilities in the area include fiber optic lines, water lines, gas lines, and electrical lines. Utilities are generally routed in the alleys, but underground utilities also run down Cordova Street. Utility conflicts are unlikely with the highest risk at A Street. Line extension agreements would be needed with CEA to replace the existing load center and add new load centers. Design drawings will be obtained to verify any potential conflicts with Alaska Communications’ (ACS) underground facilities.

Compliance with Municipal Codes

Anchorage Municipal Code 21.11.070 requires sidewalks be 11.5 feet wide in the downtown zoning districts, which encompasses 3rd Avenue from E Street to Cordova Street. The sidewalk on 3rd Avenue between E Street and C Street is generally 8-feet wide or less; between C St and A St is generally 8-feet wide or less; and between A Street and Cordova Street is generally 7-feet wide or less.

Anchorage Municipal Code 21.07.090 grants authority of the Municipal Traffic Engineer to set driveway standards. The driveway standards identify a number of width, spacing, and other geometric requirements that are not currently met and may be difficult to meet in the downtown environment. Driveway details will need to be worked out with the Traffic Engineer.

Compliance with Planning Documents

The Anchorage Downtown Comprehensive Plan and accompanying Our Downtown – Anchorage Downtown District Plan 2021, developed a vision of downtown as “an active, walkable, mixed-use

cultural and economic urban hub”. To that end, the plan calls for improvements to the public spaces to make them more functional and more welcoming. Specific recommendations include wider sidewalks, pedestrian amenities, enhanced pedestrian crossings where high levels of pedestrians exist, and curb bulbs to reduce crossing distances and increase pedestrian conspicuity. The plan also calls for street trees where space exists, using suspended slabs or trench planters. The plan includes numerous recommendations for streetscape details that may be used to develop final design, including the use of pedestrian scale lighting such as the lights recently installed on 4th Avenue west of Cordova Street.

Public Stakeholder Concerns

Anchorage Downtown Partnership (ADP) provides maintenance and security services in the project area. On similar projects they have provided input on design details to help minimize problems with vagrants, ease snow and ice removal efforts, and to promote health of tree wells or planters.

Community members have expressed desires for more streetscape improvements like street trees, pedestrian lighting, and bike lanes.

PROBLEM SOLVING CONCEPTS

The following improvements are being considered to address the issues discussed above:

- Replace or upgrade the traffic signal systems to meet current design criteria.
- Replace the lighting systems to meet current code and area plans. The lighting system is expected to consist of pedestrian scale lighting using post-top mounted fixtures and street-level lighting at the intersections. Light poles may be furnished with holiday lighting outlets, flower basket arms, and banner arms to accommodate current downtown branding and use practices.
- Sidewalks and curb ramps that need to be removed to accommodate electrical work will be reconstructed to meet ADA requirements. Curb bulbs will be considered where they do not currently exist to further the pedestrian connectivity goals of the Anchorage Downtown Comprehensive Plan, reduce crossing distances for improved safety, and/or to make room for curb ramps or signal and lighting equipment.
- As-required to accommodate other improvements:
 - Pavement planning or removal and replacement may be necessary to accommodate the sidewalk grading work. Either action will improve the poor pavement condition.
 - Drainage improvements as required by the other improvements.
 - Replace impacted signs that are older than 10 years old at the time of construction.

The project will participate in the Public Art program (“1-percent for art”) as required by Anchorage Municipal Code. MOA will have to fund this participation since Federal funds cannot be used for this program.

Given the scope of the project, not all of the planning guidance can be implemented. Specifically, acquiring right of way or removing travel lanes to accommodate sidewalk widening, street trees, or bicycle facilities is considered beyond the scope of this project.

STAKEHOLDER INVOLVEMENT

Public involvement efforts will be planned and conducted using the MOA’s CSS Policy as a guideline.

Table 5 – Summary of Agencies

Mayor’s Office	MOA Office of Economic and Community Development
Alaska Department of Environmental Conservation	MOA Traffic Department
Alaska Department of Transportation & Public Facilities	MOA Street Maintenance
State Historic Preservation Office	MOA Project Management and Engineering
AMATS Transportation Planning	MOA Public Transportation
Anchorage Police Department	MOA Right-of-Way
Anchorage Fire Department	MOA Non-Motorized Transportation

Anchorage Water and Wastewater Utility	EasyPark
Chugach Electric Association	ENSTAR Gas Company
Alaska Communications	GCI Telecommunications

Table 6 – General Stakeholders

Adjacent businesses	Senator Tobin's office (District I)
Adjacent residents and property owners	Representative Groh's office (District 18)
Anchorage Assembly Member Constant	Downtown Community Council
Anchorage Assembly Member Volland	Anchorage Downtown Partnership
Alaska Trucking Association	

Public outreach efforts are ongoing. Summaries of the outreach methods and public input will be provided with the final document or in the design study report. Outreach methods are anticipated to include:

- Direct mailings to adjacent property owners
- Informal Public Meeting/Open House
- Presentations to community councils and the Anchorage Downtown Partnership
- Participation in Anchorage Transportation Fairs
- Small group or one-on-one meetings, as requested
- Survey/Questionnaire