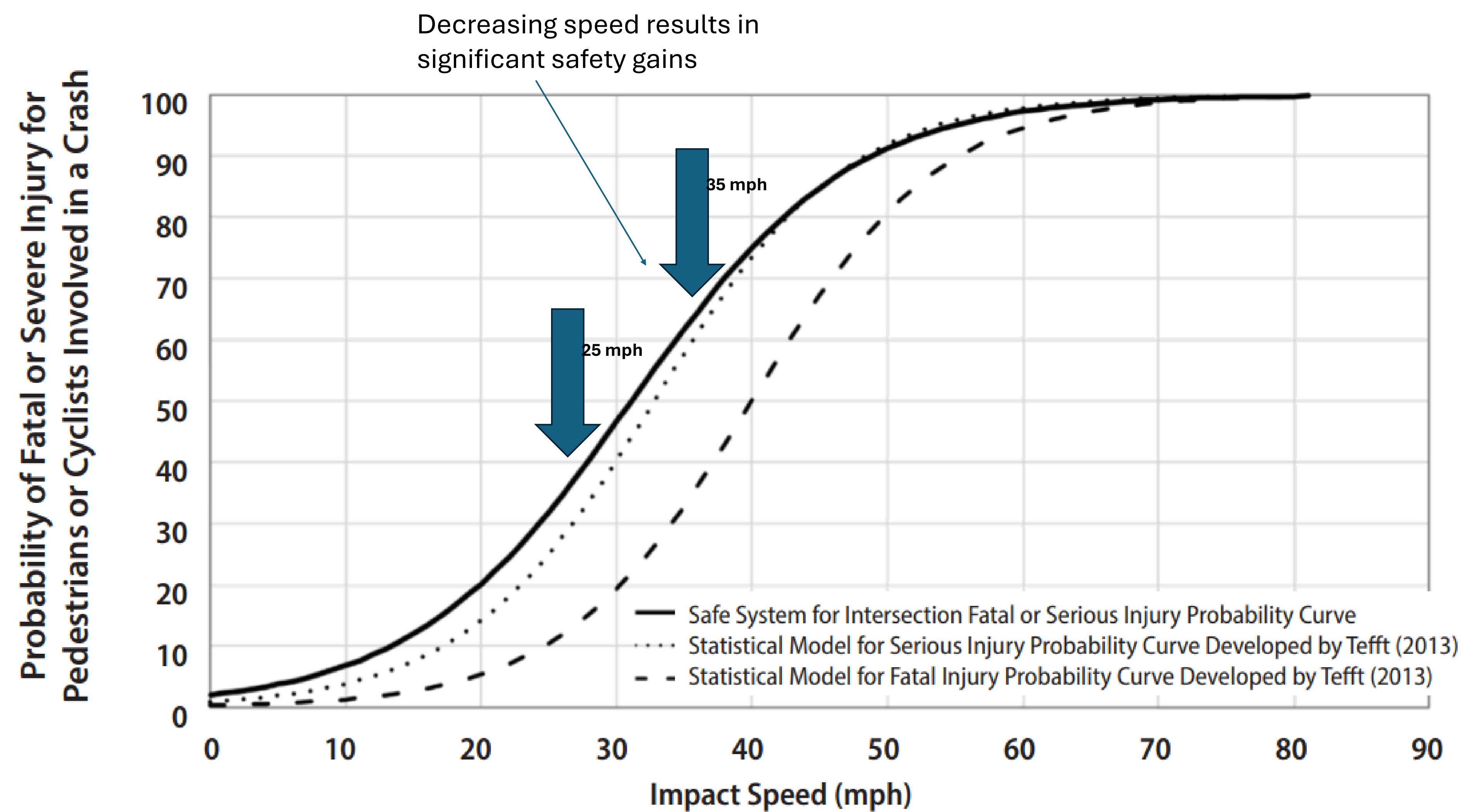




Which values are most important for streets in Downtown Anchorage?

- Fewer crashes for motorists
- Fewer injuries for people outside of vehicles
- Maximizing travel time through Downtown
- Less road noise
- Less pollution
- More people traveling in different ways
- Less damage to property

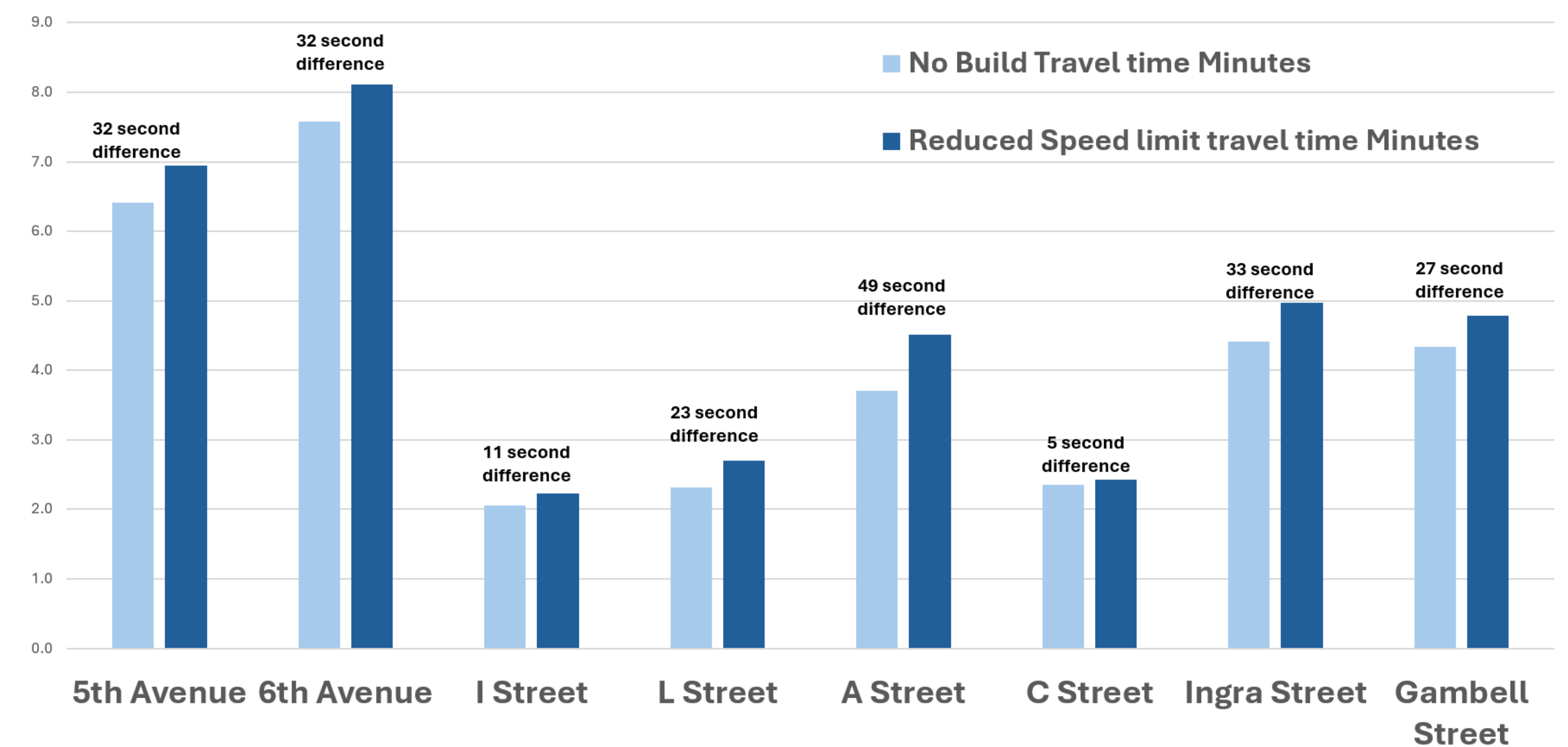
What is the value of safer streets?



Source: Tefft, B. (2013). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. *Accident Analysis & Prevention* 50: 871–878.

Figure 2. Comparison of pedestrian risk curves.

Comparison of No Build and Reduced Speed Limit Alternatives (2050 Forecasted Volumes)





Projects for Consideration

G Street Arts District (3rd to 5th Avenues)

- Reduce to 1 lane, focus on pedestrian users
- Quick build: (\$90K for flex-posts, minor adjustments)
- Half-width build (\$650K to improve one side of the street)
- Full-Width (\$1.2M for a complete reconstruction)

3rd and 4th Avenues (L to Ingra Streets)

- Portions are funded and in design
- Options: Convert to 2 travel lanes with 2 way travel

D Street Area Plan Corridor

- Concept developed through the 2019 EPA Brownfield Grant

Open streets pilot projects

- Limit vehicular access to certain streets downtown.
- Focus on pedestrian activity and bolstering commerce

5th and 6th Avenues (L to Ingra Streets):

- City takes over management
- Quick Build (\$625K to reduce to 2 lanes with no changes to curbs)
- Full Reconstruction (\$50M to reduce to 2 lanes and convert to 2 way)
- Options: Consider L Street to A street as first phase, A street to Ingra Street as second phase)

E Street Corridor Enhancement (3rd to 9th Avenue)

- Focus On Transit
- Convert to 2 way
- Full Reconstruction \$13.3M (\$2.2M per block)





How could Downtown Streets look in the future?

