

Appendix A – Project Information/Nomination Form

1. Project Information/Nomination Form

Project Description / Nomination Form W. 32 nd Avenue & E. 33 rd Avenue Upgrades			
Municipality of Anchorage	Project #: 16-029 Project Manager: Russell Oswald, P.E. (MOA PM&E) Project Administrator: Melinda Tsu, PE (MOA PM&E) Consultant: CRW Engineering Group, LLC & Huddle		
Nominated by	MOA		
Problems to Be Solved	The MOA has adopted the Vision Zero initiative which is defined as “a community commitment to reduce the loss of life and major injuries on roadways to zero.” Injuries related to vehicle, pedestrian, and bicycle crashes are prevalent throughout Midtown Anchorage. This project will create a transportation corridor that will enhance safety and accessibility for motorists, pedestrians, and bicyclists across Midtown.		
Known Issues	<ul style="list-style-type: none"> • Lack of Pedestrian and Bicycle Infrastructure • Major Intersection Signal Timing • High Traffic Speeds • Lack of Lighting & Safety Concerns • Traffic Volumes & On-street Parking 		
Community Councils	Midtown Community Council		
House District 18	Harriet Drummand		
Senate District I	Berta Gardner		
Assembly District 4	Felix Rivera and Dick Traini		
Schools	West High, Central Middle, North Star Elementary		
Parks	Arctic Benson Park		
MOA Grid	SW1630, SW1631		
Zoning	R4, B3		
Utilities	Gas, electric, cable, fiber optic, water, sewer, storm drain		
Roadway			
Right-of-Way Width (ROW)	60 feet (W. 32 nd Ave & E. 33 rd Ave), 65 feet (Calais Drive)		
Classification	W. 32 nd Avenue – Neighborhood Collector Calais Drive – Commercial/Industrial Collector E. 33 rd Avenue – Commercial/Industrial Collector		
Lanes/Speed Academy Drive	2 Lanes	Posted Speed 25 MPH	85th Percentile Speed None Available
Average Daily Traffic (ADT)	W. 32nd Avenue (West of C Street) 2013/2014 ADT: 2,300. W. 32nd Avenue (A Street to C Street) 2013/2014 ADT: 4,500. Calais Drive 2013/2014 ADT: 2,950 E. 33rd Avenue 2013/2014 ADT: 2,200		
Traffic Crash Data	During the 5-year period of 2010 to 2014, there were 127 total crashes along the project area of West 32nd Avenue, Calais Drive, and East 33rd Avenue (between Arctic Blvd and Old Seward Hwy). Three of these were bike collisions and four were pedestrian collisions. The remainder were cars and other motorized vehicles. One of these collisions (at W. 32nd Ave/C Street) was fatal. Of the 127 total collisions, the three most dangerous locations were the project intersections with A Street, C Street, and Denali Street. Around 35% of the total collisions were at the W. 32nd Ave/A Street intersection, around 20% were at the W. 32nd Ave/C Street intersection, and around		

	20% were at the E. 33rd Ave/Denali Street intersection. The majority of these collisions were vehicle “angle” collisions, caused by issues such as not obeying traffic lights, or improperly turning left at the intersection.		
Transit Service Routes	Transit Routes 25 (A & C Streets), and 35 (Arctic Boulevard)will cross the project corridor as of the MOA’s proposed transit map effective 10/23/17		
ASD Walking Routes	The residential area served by W. 32 nd Avenue, Calais Drive, and E. 33 rd Avenue does not include a designated Safe Routes to School.		
ASD Bus Service	School aged children are bussed to North Star Elementary, Central Middle School, and West High School		
Funding and Schedule			
Funding Source	Current funding \$500,000 for planning/design study phase – Local road bonds. Future funding is anticipated to be through local bonds.		
Schedule	Phase	Approximate Dates	Cost Estimate
	Design Study	06/2017 to 04/2018	\$500,000
	Design (Unfunded)	06/2018 to 04/2019	
	Right-of Way (Unfunded)	12/2019 to 05/2019	
	Utilities (Unfunded)	12/2019 to 05/2019	
	Bid Phase (Unfunded)	04/2019 to 05/2019	
	Construction (Unfunded)	05/2019 to 10/2019	
		Total Project Cost Estimate	Not Yet Determined
Guiding Plans			
Anchorage Bowl 2025 Long Range Transportation Plan (LRTP) with 2027 Revisions	Street Typology: Mixed-Use. Located in areas characterized by a mix of high-intensity commercial, retail and residential areas with substantial pedestrian activity as defined by the employment and redevelopment designation in Anchorage 2020. Mixed-use streets typically consist of two to four travel lanes.		
Official Streets & Highways Plan (OS&HP) 1996 (Amended in 2014)	<ul style="list-style-type: none">• Functional Classification (W. 32nd Ave): Neighborhood Collector• Functional Classification (Calais Drive & E. 33rd Ave): Commercial/Industrial Collector• Collectors function to collect traffic from local streets of all types and move this traffic to the arterial street system or to important trip generating activities within small residential areas. They should be designed to provided priority to through traffic movement and provide limited land access function to adjacent properties. Pedestrian facilities should be provided to allow for safe access between activity centers such as schools and parks. .• Neighborhood Collectors should have two lanes and a minimum right-of-way width of 60 feet.• Commercial/Industrial Collectors should have two to four lanes and a minimum right-of-way width of 80 feet.		

Anchorage Bowl 2020 Comprehensive Plan	Midtown Major Employment Center <ul style="list-style-type: none"> Policy 23: Major Employment Centers, shown on the Land Use Policy Map, exist at the Downtown, Midtown, and University/Medical areas. Characteristics of these centers are as follows: f) A pedestrian-oriented environment including expanded sidewalks, crosswalks, street furniture, bus shelters, and landscaping. Policy 37: Design, construct and maintain roadways or rights-of-way to accommodate pedestrians, bicyclist, transit users, the disabled, automobiles and trucks where appropriate. Policy 38: Design, construct and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods. Policy 53: Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor. Policy 54: "Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity and to discourage high-speed, cut through traffic.
Anchorage 2040 Land Use Plan (Public Hearing Draft – September 2016)	Midtown City Center <ul style="list-style-type: none"> Policy 3.2: Commercial, main street, and transit corridors will accept and support density with access to multiple modes of travel. This includes convenient and safe pedestrian and transit access. Policy 5.2: Accompany infill development with "placemaking" investments in infrastructure, such as walkable streets, enhanced streetscapes, parks and public spaces, and other services that improve the quality of life in areas of targeted growth. Coordinate and prioritize capital improvements to upgrade neighborhoods that have capacity to accommodate infill housing near services, centers, public transit, with a walkable street grid and sidewalks. Policy 6.1: Provide new or upgraded pedestrian and local/collector street connections in centers and commercial corridors to improve access to and from surrounding neighborhoods. Policy 6.2: Adopt and execute a Complete Streets policy to design streets to serve all users including pedestrians, transit riders, and bicyclists, and align the design and scale of streets to be compatible with compact, accessible, and walkable land use patterns. Policy 8.1: Provide new and improved trails, greenbelts, and other pedestrian facilities as alternative travel ways by connecting open spaces, neighborhoods, and urban centers.
2010 Anchorage Bicycle Plan	<ul style="list-style-type: none"> Proposed shared road on W. 32nd Ave, Calais Drive, and E. 33rd Avenue from Arctic Boulevard to Old Seward Highway Proposed separated path from W. 32nd Avenue and Cope Street to Arctic Boulevard (Across AWWU property east of Arctic Boulevard)
2007 Pedestrian Plan	<ul style="list-style-type: none"> Priority 161 – Commercial District – bounded by Denali, Seward Highway, 36th & Benson. (Includes E. 33rd Avenue) - Sidewalks
2006 Anchorage Bowl Park, Natural Resource & Recreational Facility Plan	NW Park District. Arctic Benson Park located on the western end of the project corridor at intersection of W. 32 nd Avenue and Arctic Boulevard. No park upgrades identified in plan.
Wetlands Management Plan (March 2012)	No designated wetlands in the project area.
Traffic Calming	Project corridor is not included in Neighborhood Traffic Calming – 2017 Qualified Streets List

Electric Utility Undergrounding 5-year Plan	Project corridor is not included in the 2017-2021 Overhead to Underground Projects list published by Chugach Electric Association
Street Lighting (MOA Design Criteria Manual)	<p>Roadway:</p> <ul style="list-style-type: none"> • Minimum Average Illuminance - 0.6 (fc) • Uniformity Ratio – 4.0:1 • Veiling Luminance Ratio - 0.4:1 <p>Intersections</p> <ul style="list-style-type: none"> • Collector/Collector • Average – 1.2 (fc) • Uniformity Ratio – 4.0:1 • Major/Collector • Average – 1.5 (fc) • • Uniformity Ratio – 3.0:1
Geotechnical Hazards Plan	Moderate Ground Failure Susceptibility (Hazard Zone 3)
Drainage Plan	No drainage plans identified for project corridor
Anchorage Wastewater Master Plan (2014)	No identified projects in project corridor.
Anchorage Water Master Plan (2012)	<p>Project 1118: Midtown Water Transmission Main Upgrades (follows C Street and crosses at Calais Drive)</p> <p>Project 1188: Calais Subdivision Water Rehab (includes two crossings of W. 32nd Avenue)</p> <p>Project 1189: SH, N. Lights – 33rd Ave (ties in at eastern end of project corridor)</p>
Background Documents	<p>MOA Vision Zero May 2016 Report</p> <p>Conceptual Design Narrative for Midtown Corridor Improvements (September 2016)</p>

Appendix B – Public Involvement Announcements and Displays

1. Project Fact Sheet
2. E-Newsletter Public Meeting Announcement (sent by CRW)
3. Email Public Meeting Announcement (sent by Federation of Community Councils)
4. Post Card Meeting Announcement
5. Facebook Event: Walkability & Biking Audit
6. E-Newsletter Public Meeting Reminder (sent by CRW)
7. Email Public Meeting Reminder (sent by Federation of Community Councils)
8. Business Stakeholder Meeting Handbill
9. Public Open House Display Boards
 - a. Project Fact Sheet
 - b. Project Timeline
 - c. Complete Streets
 - d. Vision Zero
 - e. Pedestrian & Bicycle Crashes



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

PROJECT BACKGROUND

The Municipality of Anchorage is evaluating upgrades to the W. 32nd Ave., Calais Dr., and E. 33rd Ave. corridor that runs west-east through Midtown Anchorage from Arctic Boulevard to Old Seward Highway. The purpose of this project is to enhance safety and accessibility for motorists, pedestrians, and bicyclists by implementing Complete Streets design standards as recommended by the Anchorage Vision Zero Steering Committee. Improvements may include:

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- Pathways and Pedestrian Facilities
- Bicycle Facilities
- Accessibility Improvements
- Landscaping and Lighting
- Signage
- Storm Drain System Upgrades
- Utility Reconstruction/Relocation

The MOA has contracted with CRW Engineering Group, LLC, to provide preliminary engineering and design services. The project is funded through the Final Design Study Report (DSR) phase. No funding for final design or construction has been received at this time.

GET INVOLVED!

Project Open House

Tuesday, August 1, 2017; 4:30 - 7:00pm

Calais Building I

1st Floor Large Conference Room

3201 C Street, Suite 110, Anchorage

Walking & Biking Audit

Wednesday, August 2, 2017; 4:30 - 7:00pm

Calais Building I

1st Floor Large Conference Room

3201 C Street, Suite 110, Anchorage

Description: Walk with the design team and evaluate pedestrian and bike facilities and accessibility in the project area.

Business Stakeholder Meeting

Tuesday, August 8, 2017; 5:00 - 7:00pm

Calais Building I

1st Floor Large Conference Room

3201 C Street, Suite 110, Anchorage

WE WANT TO HEAR FROM YOU! PROVIDE FEEDBACK:

A project questionnaire has been set up to collect feedback about the project area. Your input and ideas are important to us and will aid in designing the corridor improvements! Complete the survey here:

www.32nd33rdupgrades.com/view/Feedback

For more information about the project, upcoming meetings, and to sign up for email updates, visit the project website or contact project staff:

Call: Holly Spoth-Torres at 907-223-0136
Email: Comments@CRWEng.com

www.32nd33rdupgrades.com



YOU'RE INVITED!

Join us at an upcoming public meeting to discuss potential upgrades to W. 32nd Ave, Calais Dr, and E. 33rd Ave. The purpose of this project is to enhance safety and accessibility for motorists, pedestrians, and bicyclists.

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Please attend this meeting if you own or operate a business in the project area.

If you are a PROPERTY MANAGER of a building in the project area (*map of project area below*), we would appreciate your help in passing this meeting information to the renters and employees in your building(s).

It is important for us to get feedback and ideas from the people who live, work, and commute in the project area, and we hope to reach as many people as possible!



GIVE FEEDBACK NOW!

A project questionnaire and interactive map have been set up to collect feedback about the project area. Your input and ideas are important to us and will aid in designing the corridor improvements! Click the button below to give feedback now!

QUESTIONNAIRE & INTERACTIVE MAP

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Call: Holly Spoth-Torres at 907-223-0136

Email: Comments@CRWEng.com

PROJECT WEBSITE

From: Community Councils Center
To: [Anna Shaw](#)
Subject: FCC Alert - W. 32nd Ave & E. 33rd Ave Upgrades - PUBLIC MEETING ANNOUNCEMENT
Date: Wednesday, July 19, 2017 4:20:14 PM

FCC Logo



Municipality of Anchorage

OPEN HOUSE

- W. 32nd Ave & E. 33rd Ave Upgrades -

PUBLIC MEETING ANNOUNCEMENT

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[PROJECT WEBSITE](#)

or

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Email: Comments@CRWEng.com

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Community Councils Center
info@communitycouncils.org
www.communitycouncils.org
277-1977

Federation of Community Councils, 1057 West Fireweed Lane,
Suite 100, Anchorage, AK 99503

[SafeUnsubscribe™](#) anna@huddleak.com



The Municipality of Anchorage is investigating upgrades to the W. 32nd Ave, Calais Dr, and E. 33rd Ave Corridor (project map on back). The MOA has contracted with CRW Engineering Group, LLC, to provide preliminary engineering and design services. The project is funded through the Design Study Report phase. No funding for final design or construction has been received at this time.

The purpose of this project is to enhance safety and accessibility for motorists, pedestrians, and bicyclists. Improvements may include the following:

- Road Surface Replacement or Overlay
- Pathways & Pedestrian Facilities
- Bicycle Facilities
- Accessibility Improvements
- Landscaping & Lighting
- Signage
- Storm Drain System Upgrades
- Utility Reconstruction/Relocation

We Want to Hear From You What Improvements Are Needed!

FILL OUT THE PROJECT QUESTIONNAIRE:

www.32nd33rdupgrades.com/view/Feedback

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www.32nd33rdUpgrades.com

YOU'RE INVITED!

Join us at an upcoming public meeting and walking/biking audit to learn more about the project and provide valuable input.

1 Public Open House

WHEN: Tuesday, August 1, 2017
4:30 - 7:00 pm

WHERE: Calais Building I
Large Conference Room (1st Floor)
3201 C Street, Suite 110, Anchorage

2 Walking & Biking Audit

WHEN: Wednesday, August 2, 2017
4:30 - 7:00 pm

WHERE: Calais Building I
Large Conference Room (1st Floor)
3201 C Street, Suite 110, Anchorage

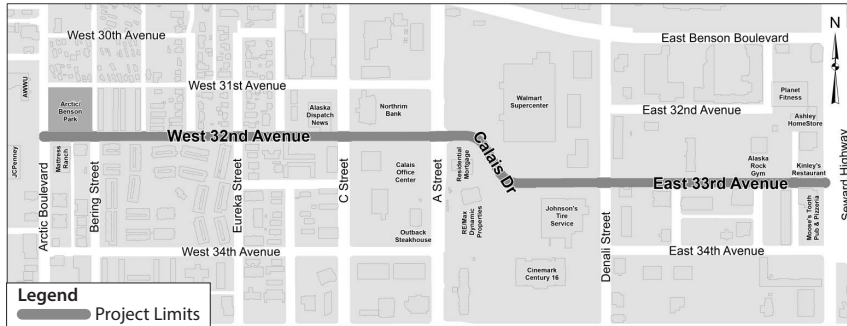
WHAT: Walk the project with the design team and evaluate pedestrian and bike facilities and accessibility in the project area.



431 W 7th Ave, Suite 201
Anchorage, AK 99501



Project Map



Name
Address
Anchorage, AK Zip



AUG
2

32nd/33rd Ave Upgrades Walk/Bike Audit

Public · Hosted by [Vision Zero Anchorage](#)

★ Interested

✓ Going

...



Wednesday, August 2 at 4:30 PM - 7 PM
about 1 week ago



Calais I Office Building, 3201 C Street, Suite 110

About

Discussion

12 Went · 21 Interested

[See All](#)



Holly went

Details

Join the project team to complete a simple survey that evaluates the walking and biking environments of the project area. The information will be used to identify the concerns of bicyclists and pedestrians and help guide the design of the project's improvements. Each audit tour will be led by national and local Vision Zero experts on safe transportation infrastructure.

Come whenever you are done with work!



PUBLIC MEETING REMINDER!

Join us at a public meeting this week to discuss potential upgrades to W. 32nd Ave, Calais Dr, and E. 33rd Ave. to enhance safety and accessibility for motorists, pedestrians, and bicyclists.

Project Open House

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Audit Schedule

- *Walk Audit 1 leaves at 5:00 PM (approximately 1 mile/1 hour)*
- *Walk Audit 2 leaves at 5:30 PM (approximately 1 mile/1 hour)*
- *Bike Audit leaves at 6:00 PM (approximately 2 miles/1 hour)*

If you are participating in the Bike Audit, please bring your own bike and bike helmet. Safety vests will be provided.

Note: An additional walking tour or a revised tour route may be offered to accommodate participants' different levels of mobility, such as a shorter route or tour focused on ADA-accessibility.

YOU CAN GIVE FEEDBACK NOW!

Fill out the survey and interactive map now! Your input and ideas are important to us and will aid in designing the corridor improvements! Click the button below to give feedback now!

PROJECT BACKGROUND & PROJECT AREA

The Municipality of Anchorage is evaluating upgrades to the W. 32nd Ave., Calais Dr., and E. 33rd Ave. Corridor that runs west-east through Midtown Anchorage from Arctic Boulevard to Old Seward Highway. The purpose of this project is to enhance safety and accessibility for motorists, pedestrians, and bicyclists by implementing Complete Streets design standards as recommended by the [Anchorage Vision Zero](#) Steering Committee. Improvements may include:

- Road Surface Replacement or Overlay
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- Accessibility Improvements
- Landscaping and Lighting
- Signage
- Storm Drain System Upgrades
- Utility Reconstruction/Relocation

The MOA has contracted with CRW Engineering Group, LLC, to provide preliminary engineering and design services. The project is funded through the Final Design Study Report (DSR) phase. No funding for final design or construction has been received at this time.



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From: Community Councils Center
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Subject: FCC Alert - W. 32nd Ave & E. 33rd Ave Upgrades - PUBLIC MEETING REMINDER
Date: Monday, July 31, 2017 3:10:07 PM

FCC Logo



Municipality of Anchorage

OPEN HOUSE

- W. 32nd Ave & E. 33rd Ave Upgrades -

PUBLIC MEETING REMINDER

W. 32nd Ave & E. 33rd Ave Upgrades

JOIN US FOR UPCOMING PUBLIC MEETINGS!

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UPCOMING MEETINGS:

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2. Walkability and Biking Audit

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Join the project team to complete a simple survey that evaluates the walking and biking environments of the project area. The information will be used to identify the concerns of bicyclists and pedestrians and help guide the design of the project's improvements. Each audit tour will be led by national and local Vision Zero experts on safe transportation infrastructure.

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For questions or more information, please visit the [project website](#) or contact project staff at 907-223-0136 or comments@crweng.com.

Community Councils Center
info@communitycouncils.org
www.communitycouncils.org

This communication is being sent by the Federation of Community Councils, Inc. for the Municipality of Anchorage. The contents of the communication are the responsibility of the Municipality of Anchorage, not the Federation of Community Councils, Inc.
277-1977

Federation of Community Councils, 1057 West Fireweed Lane,
Suite 100, Anchorage, AK 99503



Please join us for a **BUSINESS STAKEHOLDER MEETING!**

Your business is located within W. 32nd Ave and E. 33rd Ave Upgrade project area, which means you know a lot about accessibility and other travel issues along the project corridor. We want to hear from you. Your ideas and comments will help us design a more successful upgrade plan.

WHEN: Tuesday, August 8, 2017, 4:30 - 7:00 PM

WHERE: Calais Building I, 1st Floor Large Conference Room
3201 C Street, Suite 110, Anchorage

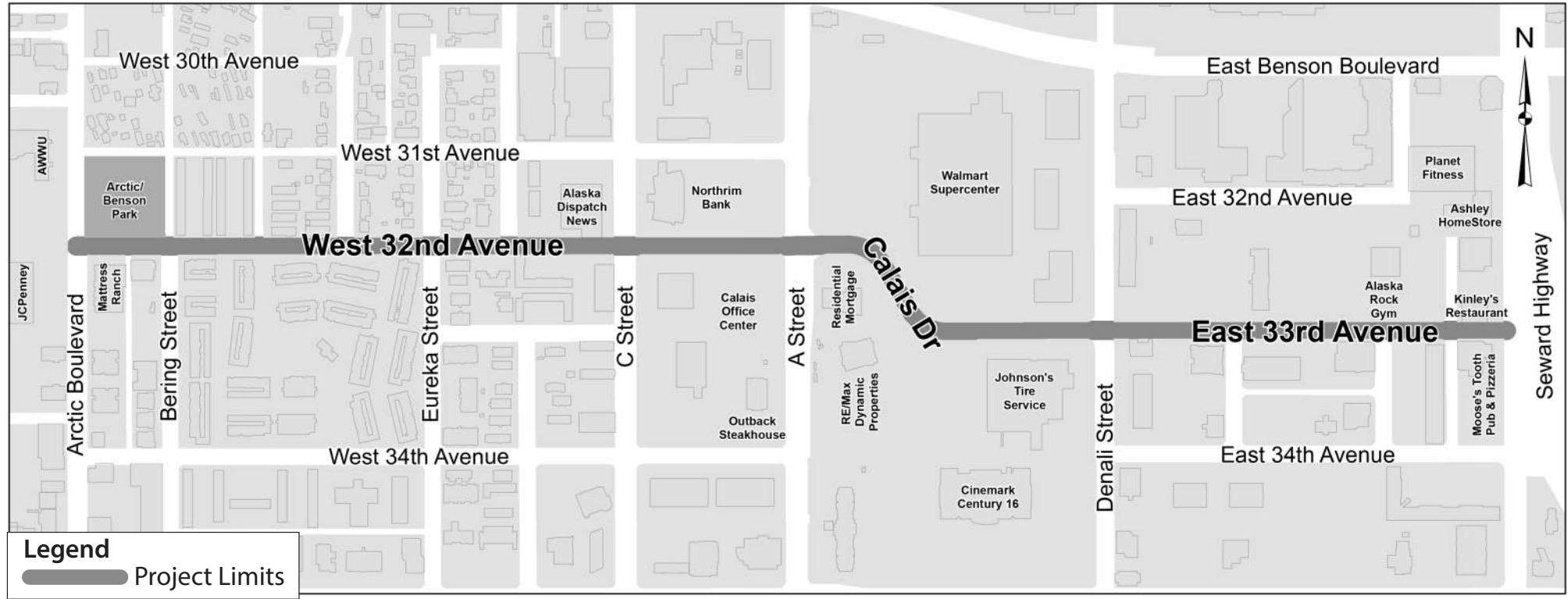
ABOUT THE PROJECT:

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- Storm Drain System Upgrades
- Accessibility Improvements
- Landscaping & Lighting
- Signage
- Bike Facilities
- Utility Reconstruction/Relocation

Project Map



You can provide feedback now by completing the online

PROJECT QUESTIONNAIRE
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W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
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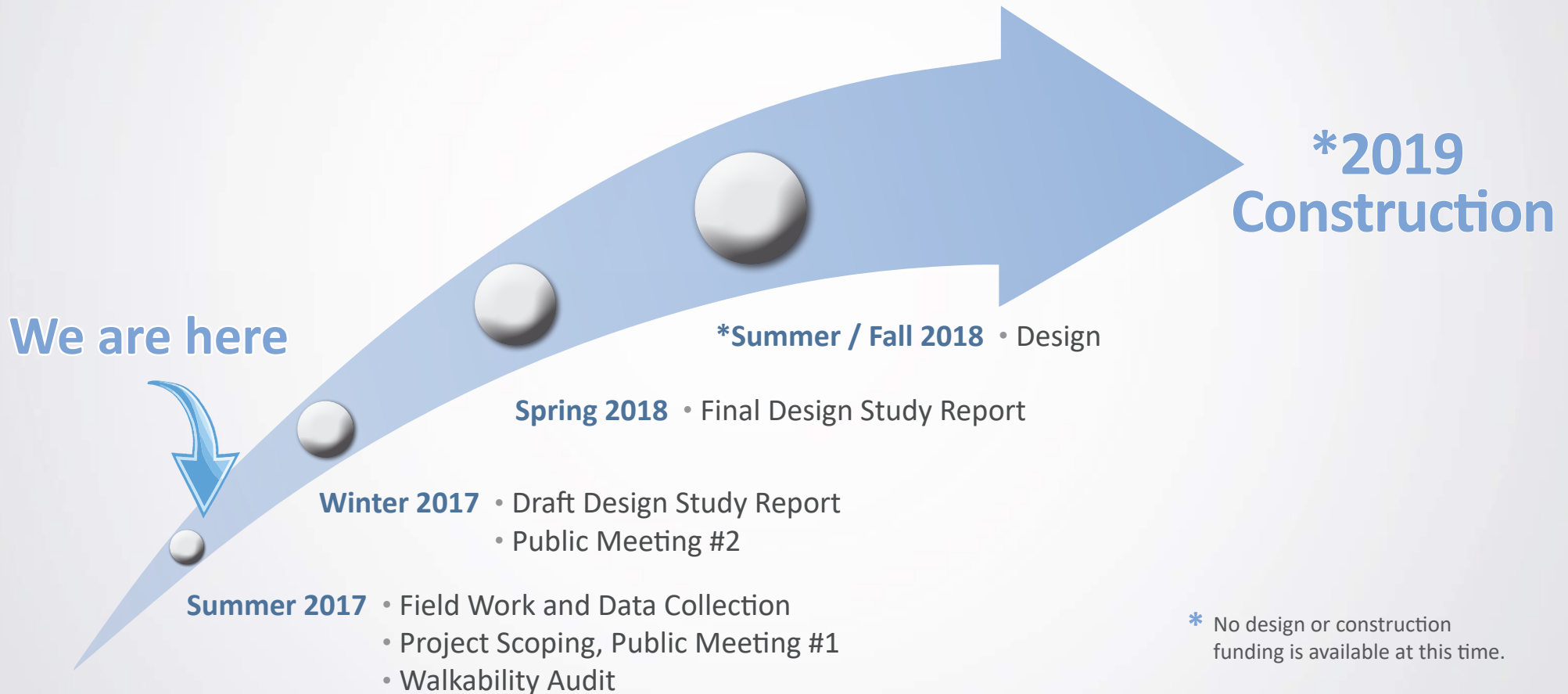
www.32nd33rdUpgrades.com



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

PROJECT TIMELINE





W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

WHAT ARE COMPLETE STREETS?



Dan Burden, Walkable and Livable Communities Institute



Dan Burden, Walkable and Livable Communities Institute



Pamela Palma, pedbikeimages.org



Dan Burden, Walkable and Livable Communities Institute



Dan Burden, Walkable and Livable Communities Institute

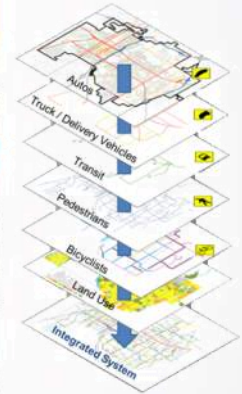


Dan Burden, Walkable and Livable Communities Institute

Complete streets are streets for everyone, no matter who they are or how they travel.



Complete streets accommodate all modes.



Layered networks prioritize particular modes.



Hamburg, NY
Dan Burden, Walkable and Livable Communities Institute

Complete streets can improve the user experience for drivers, bicyclists, pedestrians, and transit riders. They provide more options for people to reach the places they want to go.



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

WHAT IS VISION ZERO?

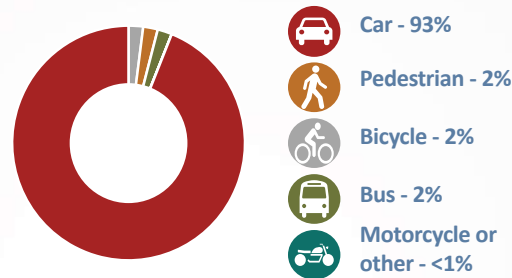


Vision Zero is a **community commitment to eliminate loss of life and major injuries on roadways**. Five focus areas guide this Anchorage Vision Zero goal.

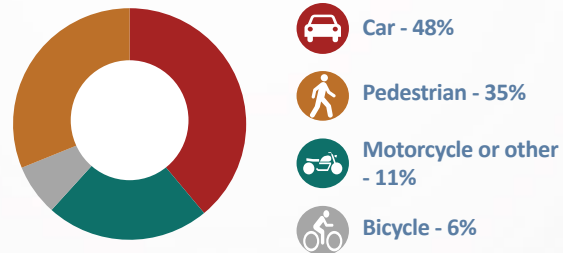


- Engineering and Infrastructure
- Education
- Evaluation
- Encouragement
- Enforcement

Primary Modes of Travel
Anchorage, 2014



Deaths by Mode of Travel
Anchorage, 2010-2014



In Anchorage, one person is injured in a **car crash** every day; one bicyclist & one pedestrian is **hit by a car** every three days.



A **data-driven** and **coordinated approach** to designing safer streets, public education, evaluating what works, and enforcing the best laws.

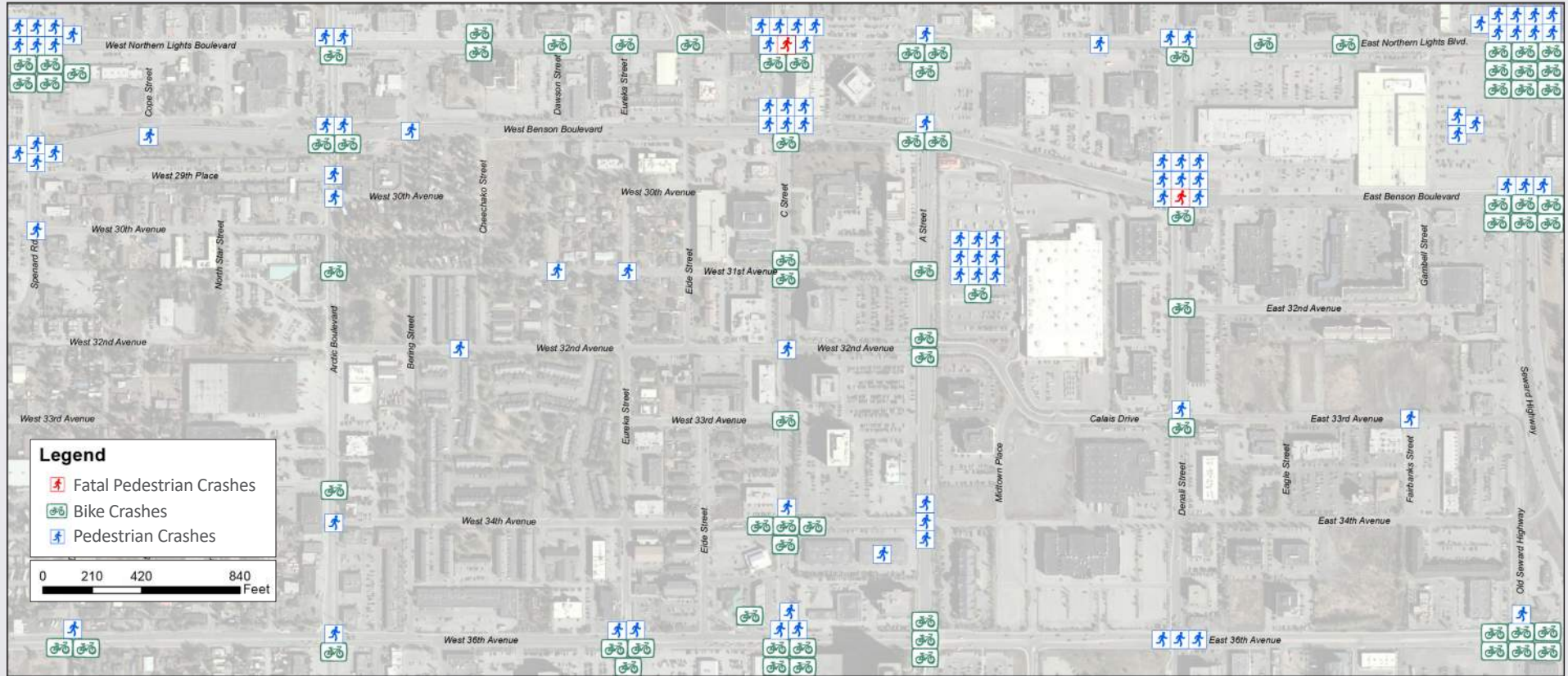




W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

CRASHES IN PROJECT AREA



2010 Crashes

Pedestrian: 22
Bike: 12

2011 Crashes

Pedestrian: 16
Bike: 18

2012 Crashes

Pedestrian: 25
Bike: 19

2013 Crashes

Pedestrian: 12
Bike: 10

2014 Crashes

Pedestrian: 19
Bike: 17

Total Crashes Pedestrian: 94
Bike: 75



Appendix C – Meeting Records & Comments

Public Open House

1. Sign In Sheets (2)
2. Public Comment Forms (2)
3. Map with notes

Walkability & Biking Audit

1. Sign In Sheets (2)
2. Notes (2)
3. Audit Forms (6)
4. Map with notes

Business Stakeholder Meeting

1. Sign In Sheet
2. Notes
3. Map with notes

Agency Stakeholder Meeting

1. Sign In Sheets (3)
2. Notes (2)
3. Presentation (10)
4. Maps with notes (2)

Step Up AK Event

1. Public Comment Forms (3)
2. Notes
3. Event-Specific Questionnaire (3)

Project Questionnaire Results (23)



W. 32ND AVE & E. 33RD AVE UPGRADES

PUBLIC OPEN HOUSE
TUESDAY, AUGUST 1, 2017
4:30 - 7:00 PM
PLEASE SIGN IN

NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
Patrick Fitzgerald	611 Lighthouse CRT	907-338-8280	Patrick.Fitzgerald@Allego.gov	<input checked="" type="checkbox"/>
Mickel Kuvor	4500 Southpark Blvd	340-5935	mickelk@pctcouncil.com	<input checked="" type="checkbox"/>
Eric Jones			ajones@tattiswildfire.com	
Jason Osburn		646-9624	joseburen@anconsult.com	<input checked="" type="checkbox"/>
Terry Olson		646-9645	tolson@armcandolt.com	<input checked="" type="checkbox"/>
Peggy Rejman	3200 Maitelaine	632-6436	prejman@ak.net	<input checked="" type="checkbox"/>
Paul Lafance	MOA PM SE	343-8145	lafance@pmi.org	<input checked="" type="checkbox"/>
Harriet Drummond	2135 Solstice	952-7722	Rep.Harriet.Drummond@akleg.gov	<input checked="" type="checkbox"/>
Jay Savage	3405 Wadsworth Dr	917 601-3165	jaysavage@gmail.com	<input checked="" type="checkbox"/>
Betsy Oliver	Live: Tuenaigai Whack: Calais	717-4413	Betsy@AnchorageParkFoundation.org	<input checked="" type="checkbox"/>
Thomas Gilling	Eagle River	350-9974	tgilling@jtdproperties.com	<input checked="" type="checkbox"/>
Thomas Armstrong	Anchorage	602-0509	thomas.armstrong@anachorage.com	<input checked="" type="checkbox"/>
Jose Torres	305 McCawley	770-0215	J-h.Torres@Yahoo.com	<input checked="" type="checkbox"/>



TUESDAY, AUGUST 1, 2017

4:30 - 7:00 PM

PLEASE SIGN IN

[illegible]

PUBLIC COMMENT FORM



NAME	Calais I employee
ADDRESS	
EMAIL	
PHONE	

☐ Check here to sign up for email project updates!

COMMENTS:

Light @ 32nd & C takes too long
so I avoid it and cut through
parking lots

Please submit this comment form to any member of the project team or send to:
CRW Engineering Group, LLC • 3940 Arctic Boulevard, Suite 300 • Anchorage, AK 99503
Email: Comments@CRWEng.com

www.32nd33rdUpgrades.com

PUBLIC COMMENT FORM



NAME	Timothy F. Ahern
ADDRESS	18920 SPRUCE CREST
EMAIL	Timothy.Yeghian-ahern@gmail.com
PHONE	907-519-9828

☒ Check here to sign up for email project updates!

COMMENTS:

I live in Chugiak. I would bike to work if there was safer infrastructure from downtown to Midtown & throughout midtown. I can't afford the risk.

I prefer ~~dedicated~~ separated facilities. I prefer the Europe model.

Please submit this comment form to any member of the project team or send to:
CRW Engineering Group, LLC • 3940 Arctic Boulevard, Suite 300 • Anchorage, AK 99503
Email: Comments@CRWEng.com

www.32nd33rdUpgrades.com



W. 32ND AVE
& E. 33RD AVE
UPGRADES

WALKABILITY & BIKING AUDIT

WEDNESDAY, AUGUST 2, 2017

4:30 - 7:00 PM

PLEASE SIGN IN

[illegible]



WALKABILITY & BIKING AUDIT

WEDNESDAY, AUGUST 2, 2017

4:30 - 7:00 PM

PLEASE SIGN IN

[illegible]

Comments During the Westside Walking Tour and Bike Tour

Walk Tour, 5 pm, West Site of Corridor

South Side

- Existing the driveway from the Calais parking lot:
 - Awkward transition onto the sidewalk for pedestrians
 - The landscaping seems to block drivers sight distance
- The sidewalk from Calais to the intersection at C Street has overgrown vegetation.
- When crossing C Street:
 - The countdown does not start until you are half way through the crosswalk so you cannot tell how long you have until you are in the middle; the countdown should start right when you're crossing so you can time it better.
 - The crosswalk striping is faded
- The intersections at residential streets were wide.
- Sidewalk was narrow, especially where grass had overgrown the pavement along the apartment complex.
- The curb cuts were at awkward locations and not in line with where people actually cross.
- There is conflict with the building parking lot and the walkway on the south corner of 32nd and Arctic, maybe the walkway could run along the building.

North Side

- The park at the north corner along Arctic has been well maintained.
- People cross Arctic where they can and not always at crosswalks, maybe there should be additional crossing.
- The north side of the road felt less walker-friendly then the south side, although the south side was not that walker friendly either.

General

- In general there are a lot of skateboarders in the neighborhood who use the street.
- The roadway is dark at night.
- The cars felt fast.
- Cars park over the rolled curb, maybe they could be painted.
- The road is a thoroughfare for Walmart.

Bike Tour, 6 pm, Full Corridor

- The east side of the corridor going from Calais to Moose's Tooth, felt alright. In general the traffic did not feel too fast or heavy.
- The intersection at A Street felt awkward bike boxes might be nice to make bikers more present for drivers.
- Bike boxes have been turned down before because of concerns with repainting and slipperiness; texturized paint or treatment might help that.

- Driveways are a concern, because there are multiple along the corridor and drivers are not necessarily looking for bikers, especially at large driveways at Walmart and the roadway at Moose's Tooth.
- Approaching the intersection at A Street from the east is awkward because there is two turn lanes.
- Being in the roadway is probably uncomfortable for most bikers.
- Eastbound vehicle traffic gets backed up at the A Street light because there is no turn pocket and the traffic from Walmart can be consistent at certain times of the day.
- It is difficult to cross Arctic on a bike.
- Traffic calming measures in the residential area would be nice.
- Some bikers take alternative routes to go south on Arctic, such as detouring to 34th.
- Because the road is so wide and there is no center striping cars naturally drift to the outside of the lane.

WALKING TOUR AUDIT FORM



GOAL: Identify the concerns of bicyclists and pedestrians and help guide the design of the project's improvements.

WALKING TOUR ROUTES:

- West route: from Calais I on W 32nd Ave to Arctic Blvd and back (approximately 1 mile, 3 planned stops)
- East route: from Calais I on W 32nd Ave, then Calais Dr, then E 33rd Ave to the Seward Highway and back (approximately 1.2 miles, 3 planned stops)

SAFETY NOTES:

- Personal safety is the highest priority today, don't just follow the group.
- Watch for traffic.

QUESTIONS TO CONSIDER:

1. Were sidewalks present? Were the sidewalks wide enough?

Not wide enough

2. Were the sidewalks passable for wheelchair users? Are there ramps at intersections?

Not wide enough in general, ramps are located in weird places

3. Was it easy to cross streets? Are crosswalks and signals provided?

4. Did you feel safe around vehicles in motion? Were drivers' behaviors supportive of walking?

drove too fast

5. Did parking lot entrances/exits feel comfortable?

No, not marked clearly enough

6. Was it easy to follow safety rules?

7. Would you walk here alone at night? Was there enough lighting?

No, only one light

8. What did you like about this walking audit? What can we do to improve events like this in the future?

good info, good opportunity to improve

PLEASE BE SURE TO HAND IN THIS FORM TO PROJECT STAFF!

For more project information visit www.32nd33rdUpgrades.com

WALKING TOUR AUDIT FORM



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SAFETY NOTES:

- Personal safety is the highest priority today, don't just follow the group.
- Watch for traffic.

QUESTIONS TO CONSIDER:

1. Were sidewalks present? Were the sidewalks wide enough?

1st Segment - line of sight; landscaping obstructing path, markings gone, transition from parking; cracked

2. Were the sidewalks passable for wheelchair users? Are there ramps at intersections?

Narrowness - changing width; 2 abreast difficult
→ quick traffic despite 25 MPH. Steep up/down

3. Was it easy to cross streets? Are crosswalks and signals provided?

Crosswalks faded/disappeared

4. Did you feel safe around vehicles in motion? Were drivers' behaviors supportive of walking?

High speed, drivers in a hurry to get around ped group

5. Did parking lot entrances/exits feel comfortable?

Wide, lots of ground to cross

6. Was it easy to follow safety rules?

Challenging where sidewalks narrow

7. Would you walk here alone at night? Was there enough lighting?

No

8. What did you like about this walking audit? What can we do to improve events like this in the future?

PLEASE BE SURE TO HAND IN THIS FORM TO PROJECT STAFF!

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WALKING TOUR AUDIT FORM



Felix
Rivera

GOAL: Identify the concerns of bicyclists and pedestrians and

WALKING TOUR ROUTES:

- West route: from Calais I on W 32nd Ave to Arctic Blvd and back (approximately 1 mile, 3 planned stops)
- East route: from Calais I on W 32nd Ave, then Calais Dr, then E 33rd Ave to the Seward Highway and back (approximately 1.2 miles, 3 planned stops)

SAFETY NOTES:

- Personal safety is the highest priority today, don't just follow the group.
- Watch for traffic.

QUESTIONS TO CONSIDER:

1. Were sidewalks present? Were the sidewalks wide enough?
Yes, sidewalks present, but in places not wide enough, change width randomly. In some places, vegetation took over sidewalk.
2. Were the sidewalks passable for wheelchair users? Are there ramps at intersections?
Yes, mostly passable. Ramps are positioned awkwardly and spaced too far apart.
3. Was it easy to cross streets? Are crosswalks and signals provided?
Yes, most big intersections had signals. Smaller ones were free-for-all.
4. Did you feel safe around vehicles in motion? Were drivers' behaviors supportive of walking?
Some / most drivers speeding and confrontational with pedestrians - rushing to turn in front of walkers (racing with them).
5. Did parking lot entrances/exits feel comfortable?
No. Very little connection between them.
6. Was it easy to follow safety rules?
Mostly - some instances had me forced to walk on street / in gutter.
7. Would you walk here alone at night? Was there enough lighting?
Not enough lighting, but I would feel safe personally. I'm sure others would not.
8. What did you like about this walking audit? What can we do to improve events like this in the future?
Informative. Wished there was an engineer who could talk about some of the technical aspects.

PLEASE BE SURE TO HAND IN THIS FORM TO PROJECT STAFF!

For more project information visit www.32nd33rdUpgrades.com

WALKING TOUR AUDIT FORM



GOAL: Identify the concerns of bicyclists and pedestrians and help guide the design of the project's improvements.

WALKING TOUR ROUTES:

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- East route: from Calais I on W 32nd Ave, then Calais Dr, then E 33rd Ave to the Seward Highway and back (approximately 1.2 miles, 3 planned stops)

SAFETY NOTES:

- Personal safety is the highest priority today, don't just follow the group.
- Watch for traffic.

QUESTIONS TO CONSIDER:

1. Were sidewalks present? Were the sidewalks wide enough?

*Out of parking lot - no sidewalk, marking faded for crossing
- not a lot of room for peds*

2. Were the sidewalks passable for wheelchair users? Are there ramps at intersections?

*Ramps and detectable warnings are present but face the
wrong way → not the direction of traffic, inconsistent @ C & 32nd*

3. Was it easy to cross streets? Are crosswalks and signals provided?

At larger intersections yes, not on the pavements

4. Did you feel safe around vehicles in motion? Were drivers' behaviors supportive of walking?

Sidewalks were too narrow on both sides

5. Did parking lot entrances/exits feel comfortable?

*No signage of drive ways, several spots where drivers cross walk path
to park → poor field of vision, cars could back into peds*

6. Was it easy to follow safety rules?

Hard to stay on sidewalk

7. Would you walk here alone at night? Was there enough lighting?

too few street lights

8. What did you like about this walking audit? What can we do to improve events like this in the future?

PLEASE BE SURE TO HAND IN THIS FORM TO PROJECT STAFF!

For more project information visit www.32nd33rdUpgrades.com

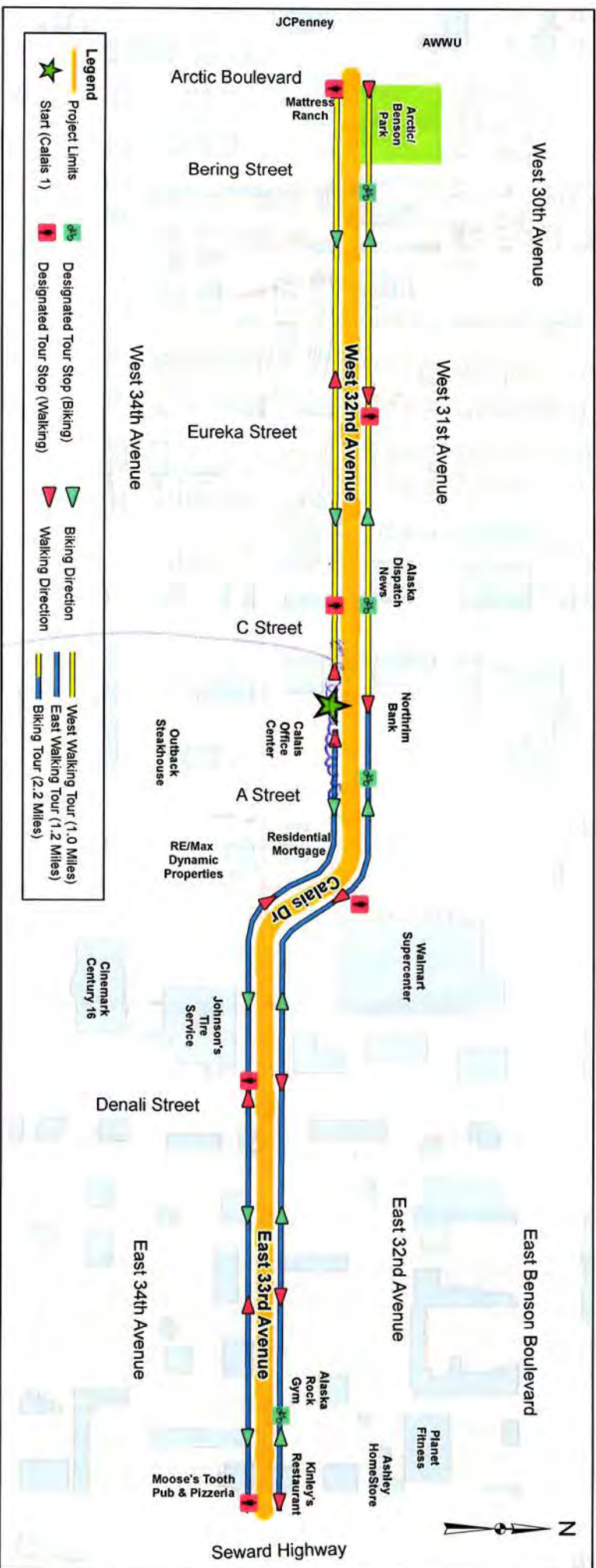
WALKING & BICYCLE TOUR ROUTES



For more project information visit www.32nd33rdupgrades.com

consider sub behind
angled parking along
bldg frontage

WALKING & BICYCLE TOUR ROUTES



For more project information visit www.32nd33rdupgrades.com

Tim Flores

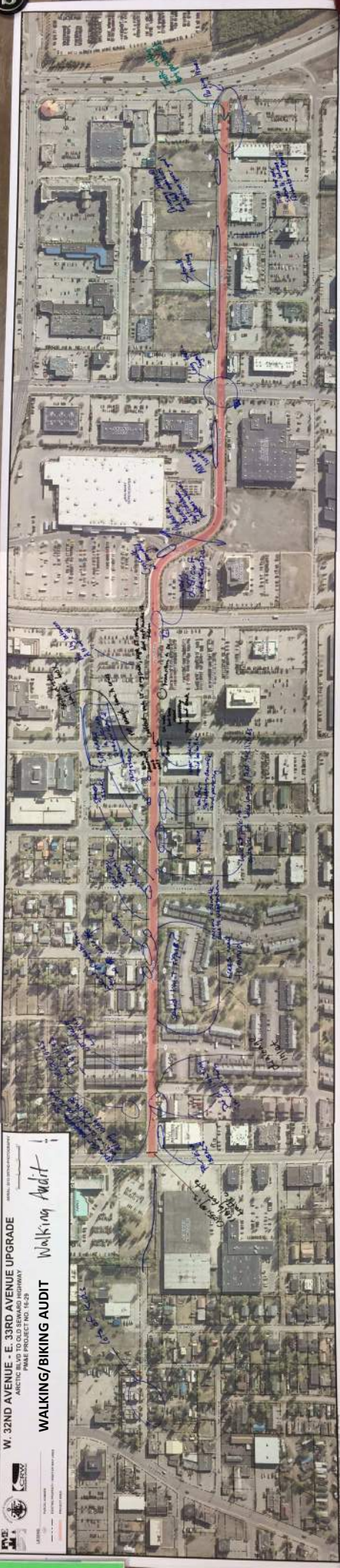


W. 32ND AVENUE - E. 33RD AVENUE UPGRADE
ARCTIC BLVD TO OLD SEWARD HIGHWAY
PMAE PROJECT NO. 15-29

LEADING
PUBLIC COMMENT
EASTING, IMPROVING, IMPROVING, IMPROVING
PROJECT AREA

WALKING/BIKING AUDIT

Walking Audit





W. 32ND AVE
& E. 33RD AVE
UPGRADES

**BUSINESS STAKEHOLDER
MEETING**

TUESDAY, AUGUST 8, 2017

4:30 - 7:00 PM

PLEASE SIGN IN

[illegible]

✓ logged in email list

Comments Business Stakeholder Meeting

Tuesday, August 8, 2017

Pairmore & Young

- Employees drive to work; infrastructure is working

Frampton & Opinsky

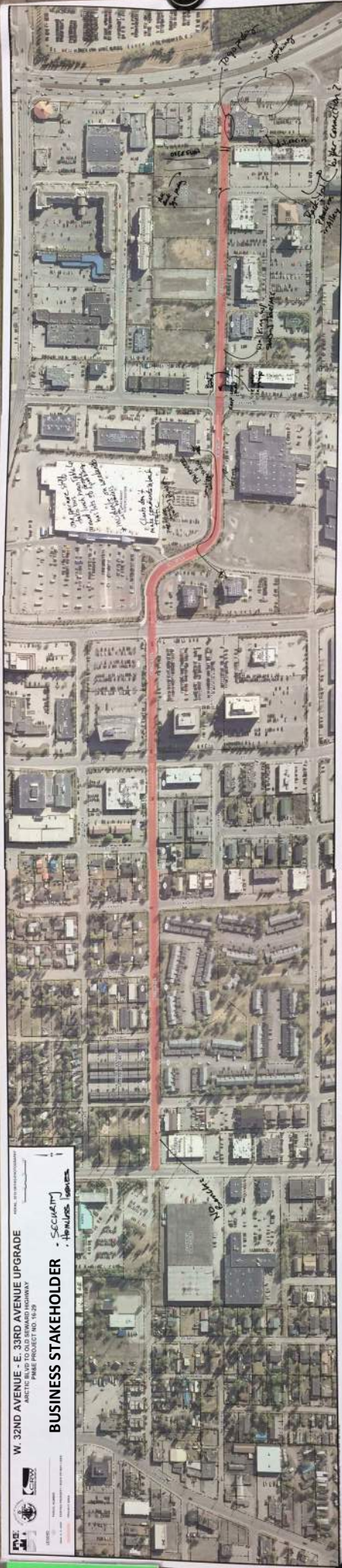
- Calais Co owns 70 acres and incurs significant costs dealing with homeless/security. Have increased security drive-bys on properties from 3 to 12 per day.
- Feels scary to walk in the area

Moose's Tooth

- Alaska Rock Gym has created traffic issues – they are willing to work together on ideas
- Addressing parking issues at Moose's Tooth might displace parking issues elsewhere
- Feels scary to bike in the project area – very dangerous
- Moose's Tooth employees park in the Alaska Rock Gym parking lot – is a safety issue for them to park/walk that far, especially in the dark
- A pedestrian friendly, lighted corridor would serve the business community well
- Could vacate the alleys behind Moose's Tooth and Kenley's

BUSINESS STAKEHOLDER

SECURITY
HOMELANDS SERVICES





Municipality of Anchorage
 Project Management and Engineering Department
 4700 Elmore Road
 Anchorage, AK 99507
 (907) 343-8135



Project Name: **Midtown Roads**

Date: Wednesday, August 9, 2017

Meeting Held At: Transit Conference Room

Time: 1:30 PM

Midtown Roads - Joint Agency Scoping Meeting

NAME (please print)	Organization/Firm	PHONE	EMAIL
Russ Oswald, PE, PLS <i>RO</i>	MOA -PME	343-8422	Oswaldrh@muni.org
Melinda Tsu, PE	MOA - PME	343-8110	TsuMA@muni.org
Jason Bockenstedt	MOA - PME	343-8290	BockenstedtJR@muni.org
Van Le, AICP <i>[Signature]</i>	R&M Consultants, Inc.	646-9659	vle@rmconsult.com
Marc Frutiger, PE, PTOE	R&M Consultants, Inc.	646-9661	mfrutiger@rmconsult.com
Morgan Welch, PE <i>Morgan Welch</i>	R&M Consultants, Inc.	646-9646	mwelch@rmconsult.com
<i>JAMES SMITH, PE</i>	<i>KINNEY ENR</i>	<i>707-1220</i>	<i>JAMES SMITH@KINNEYENR.COM</i>
<i>BRENDAN HAFGLE</i>	<i>KINNEY ENR</i>		<i>BRENDAN HAFGLE@KINNEYENR.COM</i>
<i>GALEN JONES</i>	<i>DOT & PF</i>	<i>269-0541</i>	<i>galen.jones@alaska.com</i>
<i>BROOKE BLESSING</i>	<i>MOA / PMOE</i>		
<i>Dick Train</i>	<i>AKDOT</i>		
<i>Joe Sank's</i>	<i>AKDOT</i>	<i>504-2717</i>	<i>joe.sank@akdot.com</i>
<i>Charan Ferguson</i>	<i>MOA Planning</i>	<i>343-7938</i>	
<i>Jim Amundsen</i>	<i>DOT & PF</i>	<i>269-0566</i>	<i>Jim.Amundsen@Alaska.gov</i>
<i>Melinda Tsu</i>	<i>PME E</i>	<i>343-8110</i>	<i>tsu_maa@muni.org</i>
<i>Marc Frutiger</i>	<i>RM</i>	<i>646-9661</i>	<i>mfrutiger@rmconsult.com</i>



Municipality of Anchorage
Project Management and Engineering Department
4700 Elmore Road
Anchorage, AK 99507
(907) 343-8135



Project Name: **MOA Midtown Roads**

Date: Wednesday, August 9, 2017

Meeting Held At: Transit Conference Room

Time: 1:30 PM

NAME (please print)	Organization/Firm	PHONE	EMAIL
Harriet Drummond	Legislature	952-7722	Rep. Harriet.Drummond
Brian Weigand	Transit		@AKLEG.gov
PATRICK VANLANDINGHAM	MOA / ST. MAINT	343-8372	WeigandBW@muni.org
Bert Russell	MOA Transit	" 8490	
Jeanne Bourne	Kinney Eng		
Andrew Watts	MOA Transit	x8496	WattsAG@muni.org
Cindy Gilder	ADEC	269 3066	cindy.gilder@alaska.gov
Rebecca Colton	GCI	868-8784	rcolton@gci.com
James Sturze	DOT-PF-Planning	269-0507	james.sturze@alaska.gov
Katie Dougherty	OED - MOA	3436181	DoughertyKL@muni.org
CLARE ROSS	"	538-2259	rossce@muni.org
VICTOR WILLIS	ML&P	263-5812	willisvr@muni.org
Stephanie Mormilo	Traffic	x8070	mormilosl@muni.org
CRAIG LYON	MOA - AMATS	x7996	lyonch@muni.org



Meeting Summary

Date: August 9, 2017; 1:30 am – 3:00 pm
Attendees: See attached sign in sheet.
Location: MOA Transit Conference Room – 2nd Floor
Project: (16-29) West 32nd Ave and E 33rd Ave Upgrades – Arctic Blvd to Old Seward Hwy
Project No: PM&E# 16-29 (CRW#10138.00)
Subject: Agency Stakeholder Meeting

Meeting purpose:

- Agency, utility, regulatory stakeholders and key decision makers were invited to participate in a meeting to introduce the West 32nd Avenue & E. 33rd Avenue Upgrade (Arctic Boulevard to Old Seward Highway) and Midtown Corridor Improvements (Denali Street Area – Benson Blvd to Tudor Road) projects and collect initial feedback defining project issues

Discussion Items:

I. Introduction

- Municipal Project Manager, Russ Oswald and Project Administrator Melinda Tsu introduced the projects and explained that both are in the very beginning phase. Consultants are gathering preliminary field data and comments from the public and project stakeholders about issues, concerns and ideas.

II. Power Point Presentation (See Attached)

- Project Engineer Matt Edge introduced the W. 32nd Ave and E. 33rd Ave Upgrade project in more detail. He explained that the MOA is considering upgrades to the corridor between Arctic Boulevard and Old Seward Highway. The purpose of this project is to enhance safety and accessibility for vehicles, pedestrians and bicyclists by implementing Complete Streets design standards as recommended by the Anchorage Vision Zero Steering Committee. Improvements may include:
 - Road Surface Replacement or Overlay
 - Pathways and Pedestrian Facilities
 - Bicycle Facilities
 - Accessibility Improvements
 - Landscaping
 - Lighting
 - Signage
 - Storm Drain System
 - Utility Reconstruction/Relocation
- CRW Engineering Group, LLC (CRW) will provide preliminary engineering and design services. The project is funded through the Final Design Study Report (DSR) phase. No funding for design or construction has been received.

III. Comments and Discussion from Agency Stakeholders/Meeting Attendees:

- MOA Street Maintenance:
 - Street Maintenance supports the addition of multi-modal transportation facilities; however, they want to stress that user-friendly infrastructure will require more resources for both summer and winter maintenance. Streets that are constructed with bike lanes generally lack

August 9, 2017

West 32nd Ave and E 33rd Ave Upgrades – Arctic Blvd to Old Seward Hwy
Agency Stakeholder Meeting

- sufficient area for snow storage requiring the streets to be plowed, then hauled. (Day haul to C Street snow storage facility or night haul to the Commercial Drive snow storage facility).
- Street Maintenance policy is to clear the streets and sidewalks first, before the bike lanes, which pushes bikes onto the sidewalks. In this scenario, bike lanes act as snow storage.
- For the analysis of snow removal scenarios in the Draft Design Study Report Street Maintenance will be able to quantify maintenance and operations costs.
- If any of the new infrastructure is heated, please think about the transitions between heated and unheated facilities.
- AK DOT&PF:
 - DOT&PF and MOA will need to coordinate where W. 32nd Ave. and Calais Dr. intersect A St. and C St. and where E. 33rd Ave intersects Old Seward Highway.
 - DOT&PF currently has a HSIP project underway along C Street which includes crossing 32nd Ave. The project is under contract to be constructed and will move forward.
 - The Midtown Congestion Relief Project (20th Avenue to Tudor Road) has just started and reconstruction of any NSH intersections is at least 8 years away from implementation. Current DOT&PF thinking is that the 36th/NSH intersection may not be the first of these NSH intersection reconstruction projects. These future improvements will likely include grade separated crossings at major intersections along NSH and may be above or below grade. Depending on the selected improvements vehicle, pedestrian and bicyclist connectivity and circulation could be affected at the east end of the project, where E. 33rd Avenue meets the Old Seward Highway.
 - Consider using Carbon/Kevlar fiber electric matting in the sidewalks for snowmelt like they did at UAA. Russ noted that this product was investigated during another MOA PM&E project and found that the product is still being tested.
- GCI:
 - The 32-33rd corridor is full of cable and fiber. GCI needs 60-day notice before they can cut fiber in the project area to facilitate a construction project.
 - GCI has aerial infrastructure on 32nd Ave. and will likely use this opportunity to underground the wires/cables/fiber.
- AWWU:
 - AWWU will look for opportunities to collaborate on capital project improvements. For example, AWWU suspects that the water mains in the area are corroded.
 - AWWU will need to consider any proposed multi-use connection through their property.
- ML&P:
 - Once ML&P knows the scope of the project, they will look for opportunities to collaborate to make infrastructure improvements.
- MOA PM&E:
 - PM&E project staff emphasized that all stakeholders within the project area are telling the project team that the transient/homeless population in midtown significantly impacts property management and the safety and security of businesses, office buildings, employees and residents.
- MOA Traffic:
 - Traffic recommends consideration of a traffic circle at W. 32nd Avenue and Eureka Street.
- MOA Transit:
 - The transit stop on A Street in front of WalMart is very heavily used. Transit would consider adjusting its location slightly to improve the safety of pedestrian circulation by potentially moving it closer to the intersection of Calais Dr. and A Street.

August 9, 2017

West 32nd Ave and E 33rd Ave Upgrades – Arctic Blvd to Old Seward Hwy

Agency Stakeholder Meeting

- The new bus system, including different routes and schedules will begin at the end of October 2017. This project should include an analysis of pedestrian routes to new transit stops.
- Alaska DEC:
 - Please consider green infrastructure design solutions as part of the project.
- Other Comments:
 - Consider alternate side of the street parking in the winter months to help snow removal operations. This strategy is used in other winter cities throughout the country and it must be coupled with adequate enforcement to be successful. [Note: According to MOA Street Maintenance alternate parking in winter was piloted 16-years ago in Mountain View and was not successful]
 - A multi-use pathway connection through AWWU property would provide a great connection from the project corridor to Spenard but the project would also need to provide adequate infrastructure in the neighborhood west of AWWU's property on W. 32nd in front of the Habitat for Humanity housing. This road currently does not have any pedestrian facilities. (Meeting attendee noted that a child was recently struck by a vehicle in this location)
 - Consider the addition of snowmelt locations along the project corridor where a heated slab can be used to melt plowed snow.



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

AGENCY MEETING

WEDNESDAY AUGUST 9TH, 2017

1:30 PM – 3:00 PM

TRANSIT CONFERENCE ROOM – 2ND FLOOR



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

PROJECT OVERVIEW

- Evaluate upgrades to W. 32nd Ave., Calais Dr., & E. 33rd Ave. between Arctic Blvd. and Old Seward Highway
- Purpose of project is to enhance safety and accessibility for motorists, pedestrians and bicyclists by implementing Complete Streets design standards as recommended by the Anchorage Vision Zero Steering Committee.
- Improvements may include: Road surface replacement or overlay, pathway and pedestrian facilities, bicycle facilities, accessibility improvements, landscaping, lighting, signage, storm drain upgrades and utility reconstruction/relocation.



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

PROJECT MAP





W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

WHAT ARE COMPLETE STREETS?



Complete streets are **streets for everyone**, no matter who they are or how they travel.



Complete streets accommodate all modes.



Layered networks **prioritize** particular modes.



Complete streets can **improve the user experience** for drivers, bicyclists, pedestrians, and transit riders. They **provide more options** for people to reach the places they want to go.

WHAT IS VISION ZERO?



Vision Zero is a **community commitment to eliminate loss of life and major injuries on roadways**. Five focus areas guide this Anchorage Vision Zero goal.



- Engineering and Infrastructure
- Education
- Evaluation
- Encouragement
- Enforcement
- Equity

Primary Modes of Travel
Anchorage, 2014



	Car - 93%
	Pedestrian - 2%
	Bicycle - 2%
	Bus - 2%
	Motorcycle or other - <1%

Deaths by Mode of Travel
Anchorage, 2010-2014



	Car - 48%
	Pedestrian - 35%
	Motorcycle or other - 11%
	Bicycle - 6%

In Anchorage, one person is injured in a **car crash** every day; one bicyclist & one pedestrian is **hit by a car** every three days.



A **data-driven** and **coordinated approach** to designing safer streets, public education, evaluating what works, and enforcing the best laws.





W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

PROJECT SCHEDULE





W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department

PROJECT ISSUES/CONSTRAINTS

- Several full frontage parking lots back directly onto roadway
- Narrow sidewalks along 32nd Ave
- Type 2 curb and gutter along 32nd/33rd Ave which promote parking on sidewalks
- Many curb ramps and driveway crossings are not ADA compliant
- Inadequate sight distance from multiple commercial driveways due to landscaping/improvements
- No continuous sidewalk or storm drain along 33rd Ave
- Limited building setbacks at Moose's Tooth & Kinley's restaurants
- 60 feet right-of-way
- Existing utilities/improvements adjacent to roadway may require ROW acquisition to add turn lanes at intersections or widen cross section



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department



Full frontage driveway on south side W. 32nd Ave

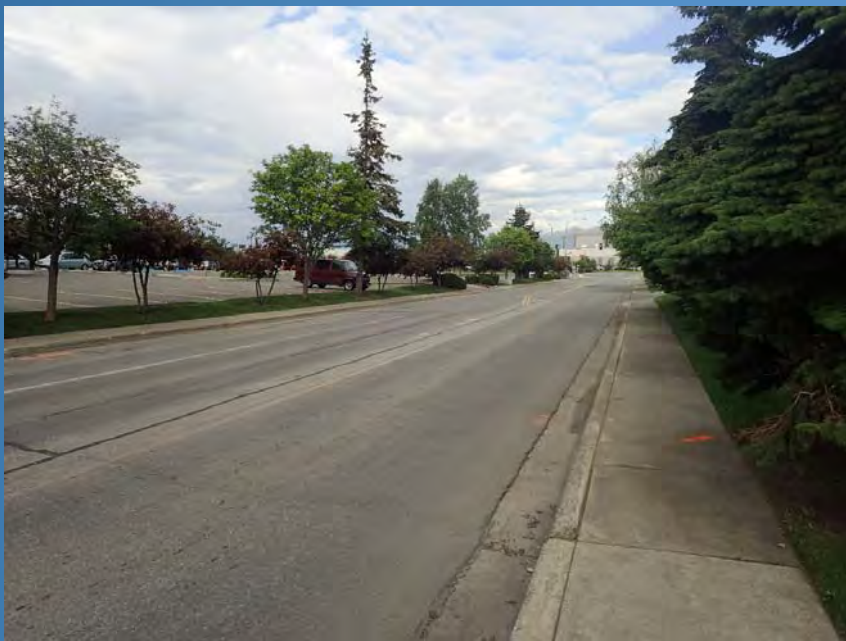


Non compliant driveway ramp on north side W.
32nd Ave



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department



Landscaping encroaches in sidewalk and impedes sight distance from driveways on W. 32nd Ave



Existing utility pedestal corner of W. 32nd Ave & C St



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department



Lack of pedestrian facilities and pavement distress
on E. 33rd Ave



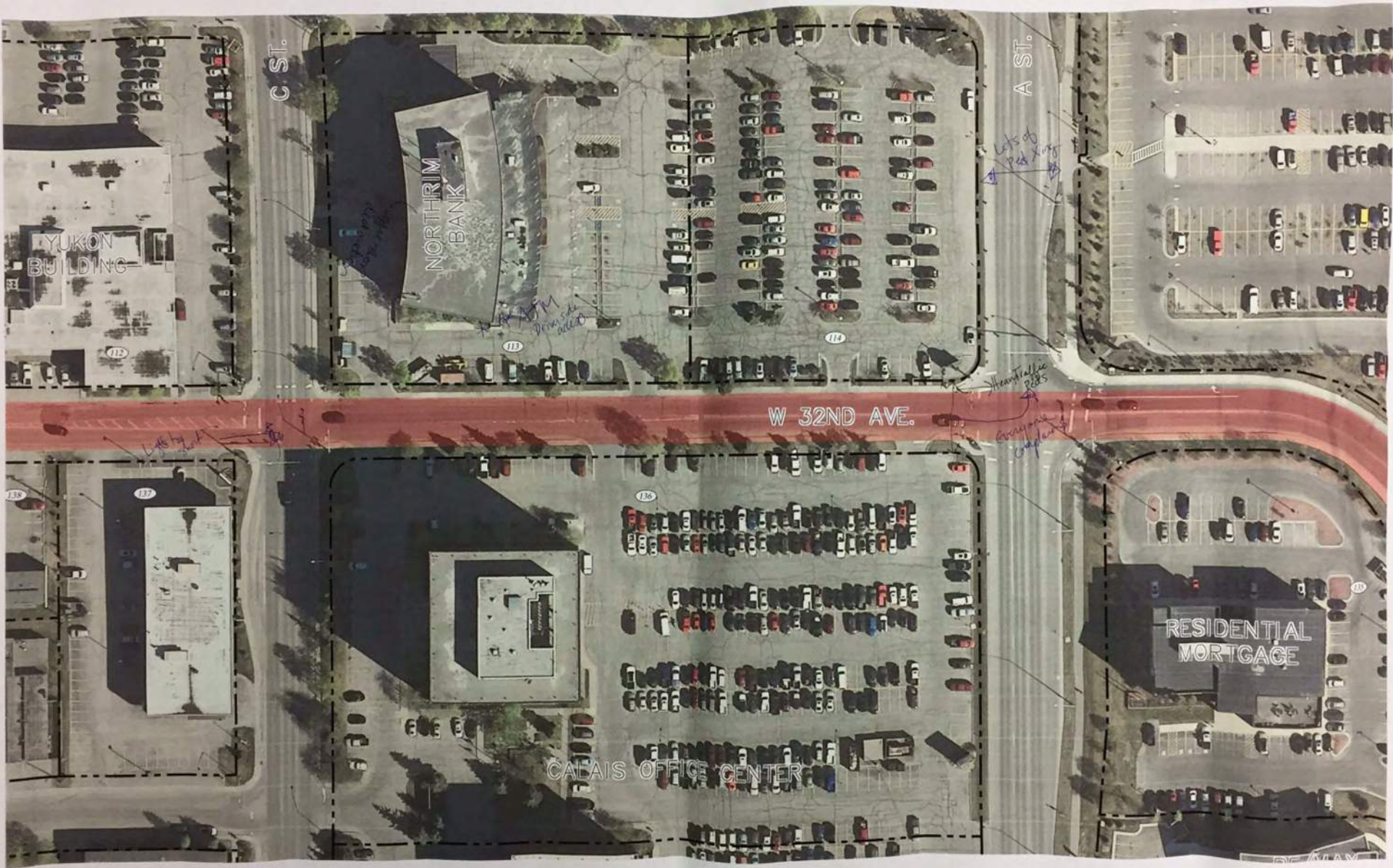
Full frontage parking along Moose's Tooth on E.
33rd Ave



W. 32ND AVE & E. 33RD AVE UPGRADES

Municipality of Anchorage
Project Management & Engineering Department





AGENCY STAKEHOLDER MEETING

PROJECT: 10138.00
STATUS: CONCEPT



W. 32ND AVENUE - E. 33RD AVENUE UPGRADE
ARCTIC BLVD TO OLD SEWARD HIGHWAY

PROJECT MAP

C STREET TO A STREET

DATE
8/8/17
SCALE
GRAPHIC
FIGURE
1

PUBLIC COMMENT FORM



NAME	Michael Jacobs
ADDRESS	2311 McBae unit A
EMAIL	mailmichael125@gmail.com
PHONE	717-6141

☒ Check here to sign up for email project updates!

COMMENTS:

we in midtown could use
police foot patrols to walk the streets
of midtown, another need would
be a police Sargent or LT. Levitnant
to freld complaints and return calls
to follow up any Complaints. I also would
like the return online of police dispatch
radio calls so i can immediately know of
any danger to me and my family in midtown

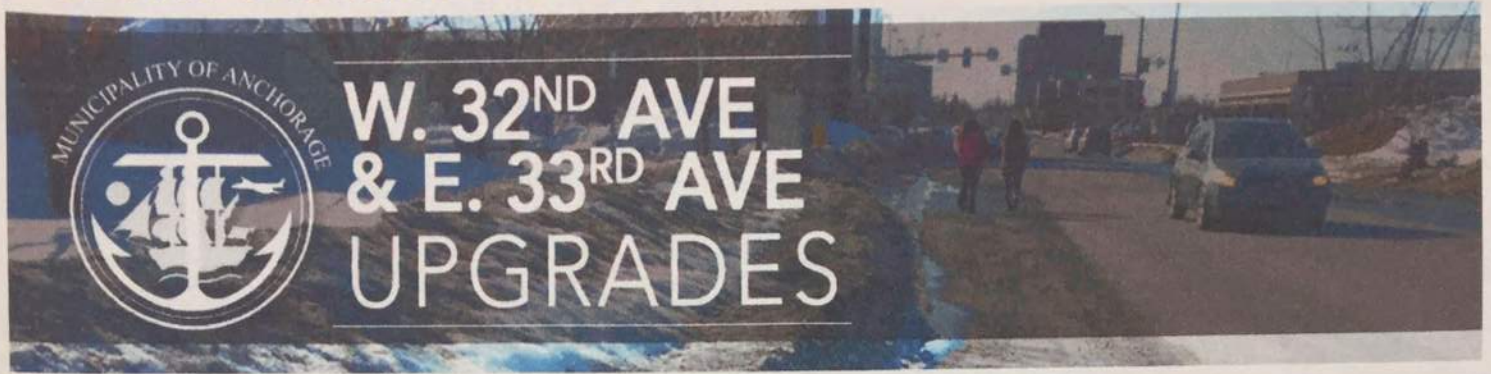
Please submit this comment form to any member of the project team or send to:

CRW Engineering Group, LLC • 3940 Arctic Boulevard, Suite 300 • Anchorage, AK 99503

Email: Comments@CRWEng.com

www.32nd33rdUpgrades.com

PUBLIC COMMENT FORM



NAME	
ADDRESS	
EMAIL	
PHONE	

☐ Check here to sign up for email project updates!

COMMENTS:

Work at Table 6 - drivers & walk
don't wait for pedestrians at
cross walks

Please submit this comment form to any member of the project team or send to:
CRW Engineering Group, LLC • 3940 Arctic Boulevard, Suite 300 • Anchorage, AK 99503
Email: Comments@CRWEng.com

www.32nd33rdUpgrades.com

PUBLIC COMMENT FORM



NAME	JAMES DUHART
ADDRESS	1507 ERMINA
EMAIL	JAMES DUHART ¹⁴⁰ 140 @YATBO.COM
PHONE	JAMES DUHART 140 @YATBO.COM

☒ Check here to sign up for email project updates!

COMMENTS:

ROAD HAVE ILLUMINATED PAINT AT NIGHT

Please submit this comment form to any member of the project team or send to:
CRW Engineering Group, LLC • 3940 Arctic Boulevard, Suite 300 • Anchorage, AK 99503
Email: Comments@CRWEng.com

www.32nd33rdUpgrades.com

Comments During Step Up AK (Midtown Community Building Event)

Saturday, August 19, 2017

Walking Tour

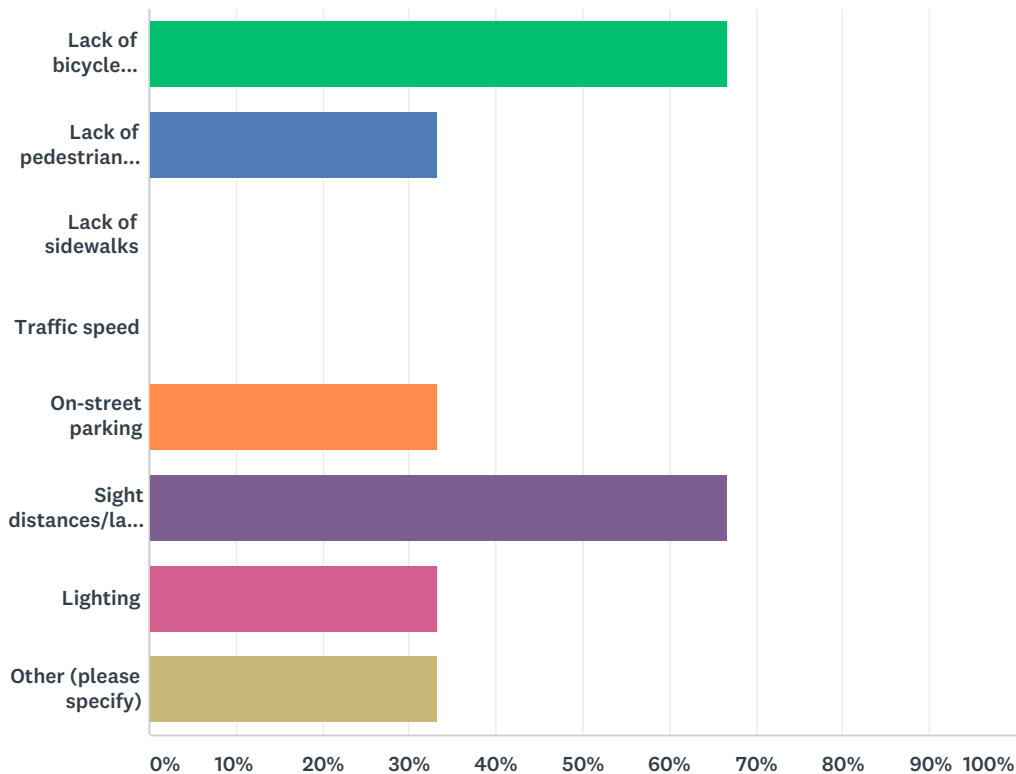
- Businesses help create community space
- Cars park on sidewalk, difficult to pass
- Sidewalks are too narrow

Roundtable Discussions

- Traffic moves too fast in Midtown
- Sidewalks are too narrow
- Need dedicated bike lanes
- Snow removal is an issue – snow gets piled on sidewalks and pedestrians cannot walk
- Need better wayfinding through Midtown
- Need increased bike trails and connectivity to greenbelts/bike trails
- Could daylight Fish Creek to create parklets and a connected trail system
- Midtown needs to be safer and more accessible for pedestrians and bicyclists

Q1 What current issues along the project corridor are of most concern to you? Please select all that apply.

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Lack of bicycle infrastructure	66.67%	2
Lack of pedestrian infrastructure at intersections	33.33%	1
Lack of sidewalks	0.00%	0
Traffic speed	0.00%	0
On-street parking	33.33%	1
Sight distances/lack of visibility	66.67%	2
Lighting	33.33%	1
Other (please specify)	33.33%	1
Total Respondents: 3		

#	OTHER (PLEASE SPECIFY)	DATE
1	security of neighborhood	8/19/2017 12:36 PM

Q2 What is one improvement that could be made within the project corridor to encourage you to bike or walk more often? Feel free to list MORE ideas if you have them!

Answered: 3 Skipped: 0

ANSWER CHOICES	RESPONSES
Improvement for biking:	66.67% 2
Improvement for walking:	100.00% 3

#	IMPROVEMENT FOR BIKING:	DATE
1	bike lanes - colored green?	8/19/2017 12:54 PM
2	dedicated bike trails	8/19/2017 12:36 PM
#	IMPROVEMENT FOR WALKING:	DATE
1	no trees hanging over sidewalks	8/19/2017 12:54 PM
2	Better awareness of pedestrian from cars, at the library too. I've almost been hit.	8/19/2017 12:46 PM
3	its not bad	8/19/2017 12:36 PM

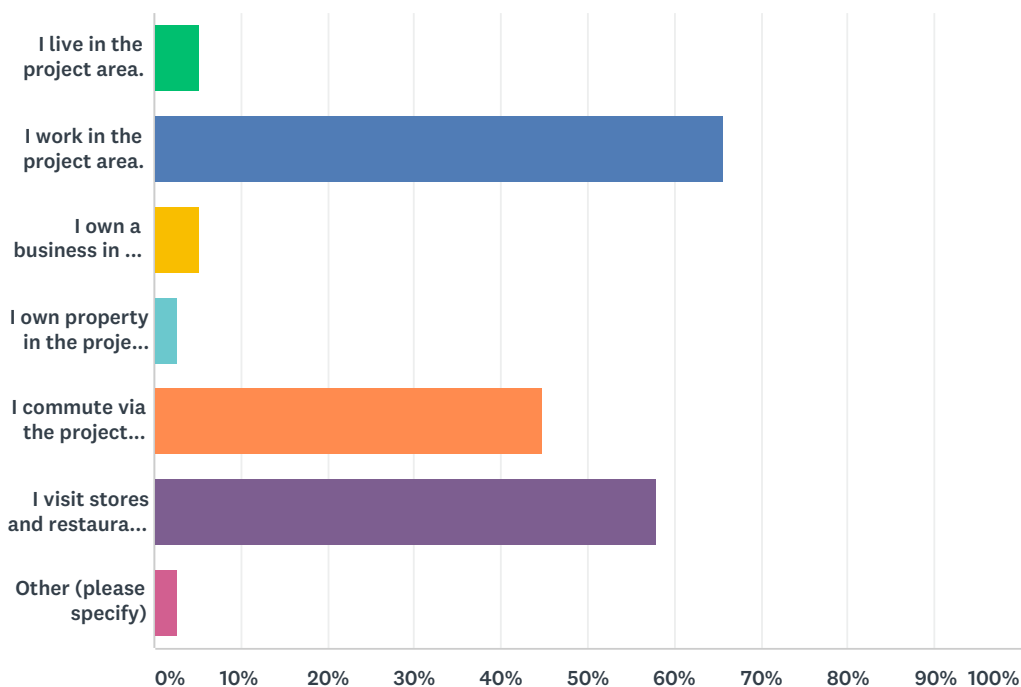
Q3 Is there a street in Anchorage, or in the world, you wished this corridor resembled and why?

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	Can't think of one	8/19/2017 12:54 PM
2	I liked walking in Juneau there were less cars, it was hilly. But here there are more jobs, more people.	8/19/2017 12:46 PM
3	bike trails	8/19/2017 12:36 PM

Q1 What is your connection to the project area? Please select all that apply.

Answered: 38 Skipped: 0

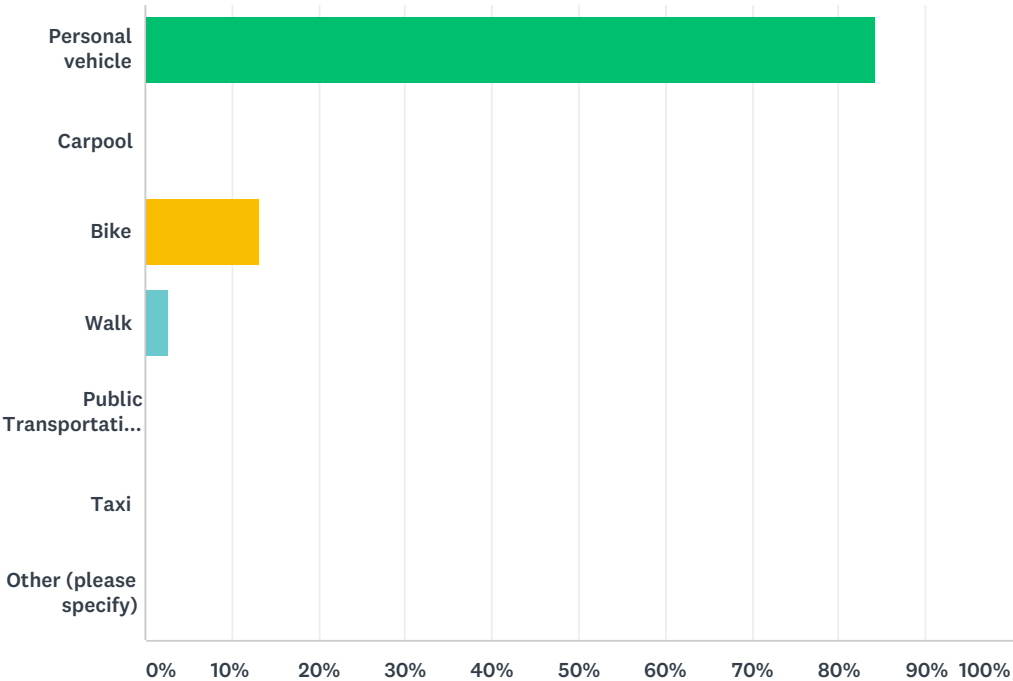


ANSWER CHOICES	RESPONSES	
I live in the project area.	5.26%	2
I work in the project area.	65.79%	25
I own a business in the project area.	5.26%	2
I own property in the project area.	2.63%	1
I commute via the project area.	44.74%	17
I visit stores and restaurants or use other services within the project area.	57.89%	22
Other (please specify)	2.63%	1
Total Respondents: 38		

#	OTHER (PLEASE SPECIFY)	DATE
1	Organizing community events in the area	7/27/2017 9:59 AM

Q2 Which of the following is your primary form of transportation within or through the project area?

Answered: 38 Skipped: 0



ANSWER CHOICES		RESPONSES	
Personal vehicle		84.21%	32
Carpool		0.00%	0
Bike		13.16%	5
Walk		2.63%	1
Public Transportation (People Mover, AnchorRIDES, Share-A-Ride)		0.00%	0
Taxi		0.00%	0
Other (please specify)		0.00%	0
TOTAL			38

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q3 What destinations do you frequent in the project area?

Answered: 37 Skipped: 1

#	RESPONSES	DATE
1	Walmart, Kreative Kids, Movie Theater, Table 6, Denali Dental	8/21/2017 7:35 AM
2	Moose's Tooth	8/18/2017 9:33 AM
3	Table 6	8/18/2017 8:45 AM
4	Key Bank, Alaska Club on Northern Lights, local restaurants. Taco Bell.	8/14/2017 10:32 AM
5	Alaska Rock Gym, Northrim bank, C street	8/10/2017 4:07 PM
6	Moose's Tooth Calais I Barnes & Noble	8/8/2017 10:06 AM
7	Alaska Rock Gym, Moose's Tooth	8/8/2017 10:03 AM
8	Barnes & Noble Natural Pantry	8/8/2017 10:00 AM
9	Denali Tower South (2600 Denali St) Moose's Tooth Sushi & Sushi	8/8/2017 9:56 AM
10	Northrim Bank, Walmart, Restaurants	8/7/2017 5:01 PM
11	3201 C St (office), restaurants (Table 6, Bagel Shop, Summit Tea, Moose's Tooth, Kinely's, Pho Lena, Burger Stop), business (WalMart, Johnson Tire, JC Penny's Warehouse, Meineke), Arctic/Benson Dog Park, hotels (Sprinhill Suite, Embassy Suites)	8/7/2017 1:33 PM
12	Mooses Tooth, Calais Building, Kinleys Restaurant, Walmart, Johnson Tire	8/3/2017 1:53 PM
13	I will stop at Walmart, Trek Store, Table 6, Key Bank, Petroleum Club, Mom and Pop Grocery, Europa Bakery, Credit Union 1, SOA in Calais	8/3/2017 1:27 PM
14	Calais Building Moose's Tooth Wal Mart	8/2/2017 5:52 PM
15	Walmart, former Taproot	8/2/2017 4:53 PM
16	3201 C Street	8/2/2017 4:23 PM
17	3201 C Street office building, shops in the Moose's Tooth area, including Sushi and Sushi.	8/2/2017 1:18 PM
18	3201 C. Street (Calais building), Walmart, Mooses Tooth and Kinleys	8/2/2017 10:40 AM
19	3201 C st	8/2/2017 10:13 AM
20	Calais towers natural pantry denali street mall la bodega mall arctic benson park northrim building coffee cart that was terra bella	8/2/2017 9:32 AM
21	Not many because it's not a very walkable area. I got to work and sometime walk to the library/Natural Pantry/Cuddy Park.	8/2/2017 9:24 AM
22	I work at 3201 C Street, but often leave and run errands throughout the project area.	8/2/2017 9:19 AM
23	Calais Building 1, Walmart	8/2/2017 9:13 AM
24	3201 C Street for work and the bike paths on A and W 32nd.	8/2/2017 9:05 AM
25	Calais buildings and businesses surrounding	8/2/2017 9:00 AM
26	Work @ The Philanthropy Hub Grocery Stores	8/2/2017 8:51 AM
27	Calais Building I	8/2/2017 8:38 AM
28	3201 C st, A st. Walmart	8/1/2017 4:31 PM
29	Barnes and Noble	8/1/2017 12:01 PM
30	Walmart Northrim Bank Kinleys Mooses Tooth	7/31/2017 3:19 PM
31	Library, Alaska Dance Theatre, variety of businesses in/around mid-town	7/27/2017 9:59 AM
32	Mount Vernon Commons, Montpelier Court	7/21/2017 9:32 AM

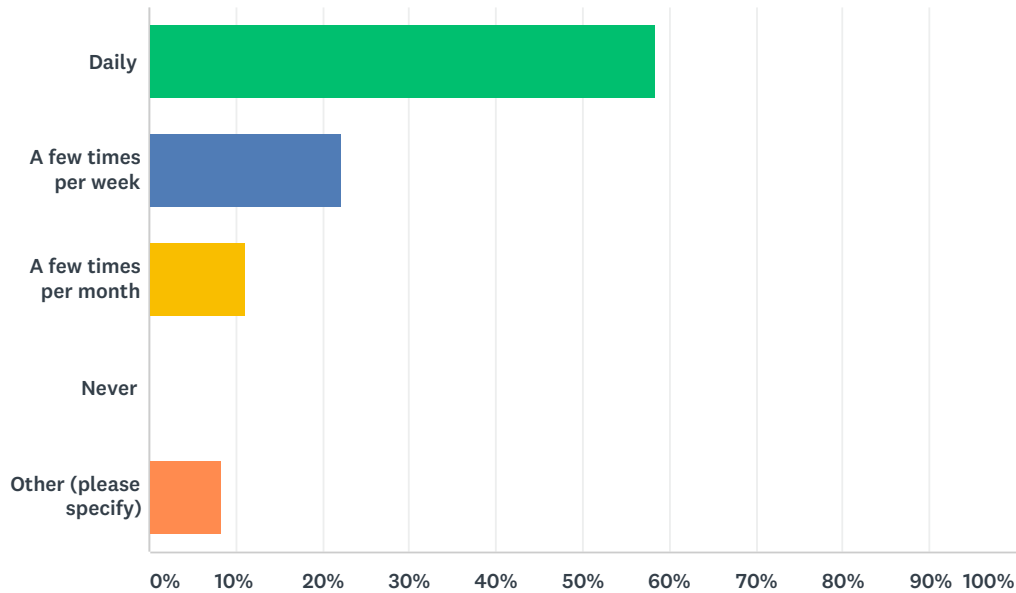
W 32nd & E 33rd Ave Corridor Upgrade Questionnaire

SurveyMonkey

33	Everything along A & C Streets, the businesses along Denali Street, and some of the stuff along Arctic Blvd.	7/19/2017 4:26 PM
34	3000 C St, 32nd all the way to 36th and Seward Hwy. going South	7/19/2017 2:27 PM
35	Calais building (work), Pho Vietnam, Summit Spice & Tea, 32nd Street when commuting via bicycle (not primary but common), Century Theaters	7/19/2017 1:52 PM
36	3201 C St (work) variety of stores, library, theater	7/19/2017 1:48 PM
37	My office,@ 3330 C St; Northrim Bank, Spenard Road (commute path to avoid NL rushhour traffic congestion and frustrating poor traffic light sync on NL.	7/19/2017 1:47 PM

Q4 How often do you visit or pass through the project corridor?

Answered: 36 Skipped: 2

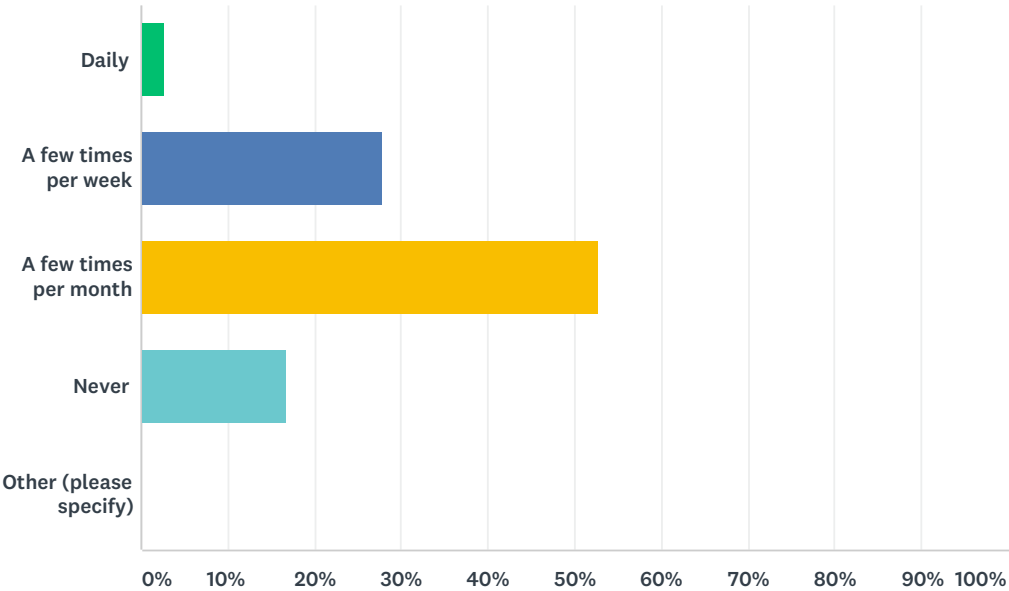


ANSWER CHOICES	RESPONSES	
Daily	58.33%	21
A few times per week	22.22%	8
A few times per month	11.11%	4
Never	0.00%	0
Other (please specify)	8.33%	3
TOTAL		36

#	OTHER (PLEASE SPECIFY)	DATE
1	At least 2 times per day	8/10/2017 4:07 PM
2	5 days a week	8/2/2017 9:01 AM
3	Mon through Fri	8/2/2017 8:38 AM

Q5 How often do you walk or bike in the project area?

Answered: 36 Skipped: 2



ANSWER CHOICES		RESPONSES	
Daily		2.78%	1
A few times per week		27.78%	10
A few times per month		52.78%	19
Never		16.67%	6
Other (please specify)		0.00%	0
TOTAL			36

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q6 If you walk or bike in the project area, generally, what is the purpose of your trip? Please provide destination details in the comment boxes. Example: Shopping Destinations - WalMart; Recreation/Leisure - Arctic Benson Park, movie theater

Answered: 31 Skipped: 7

ANSWER CHOICES	RESPONSES	
Commuting to Home, Work, or School	54.84%	17
Healthcare Destinations	9.68%	3
Shopping/Dining Destinations	48.39%	15
Recreation/Leisure	41.94%	13
Walking during lunch break or work break	51.61%	16
Travel through project area to another part of town	35.48%	11
Other	12.90%	4

#	COMMUTING TO HOME, WORK, OR SCHOOL	DATE
1	Go from work to daycare (which is in project area)	8/21/2017 7:36 AM
2	I bike along Calais Drive between A and Denali as part of my commute	8/18/2017 8:47 AM
3	I work at Alaska Rock Gym	8/8/2017 10:03 AM
4	work	8/8/2017 10:01 AM
5	I commute on A/C MUP from Dimond to downtown	8/3/2017 1:29 PM
6	Calais Building	8/2/2017 5:53 PM
7	I travel east on 32nd from C to access my office building and after work. When I pick up my child, I use 32nd heading west.	8/2/2017 1:20 PM
8	3201 c at to and from Arctic	8/2/2017 10:15 AM
9	calais towers	8/2/2017 9:35 AM
10	Bike to work	8/2/2017 9:20 AM
11	To and from home and work on bike, sometimes car	8/2/2017 9:07 AM
12	Work	8/2/2017 8:53 AM
13	3201 C St.	8/1/2017 4:32 PM
14	Through the area to my work	7/19/2017 4:29 PM
15	commuting between home (east side) and work (Calais building), and to and from meetings on bike, foot, car depending on how close (lots of meetings at C & Northern Lights, lots at Black Cup on Benson & Denali)	7/19/2017 1:55 PM
16	work - bike or car	7/19/2017 1:50 PM
17	Commuting to work in good weather	7/19/2017 1:48 PM
#	HEALTHCARE DESTINATIONS	DATE
1	sunsation	8/2/2017 9:35 AM
2	NA	8/2/2017 8:53 AM
3	None	7/19/2017 4:29 PM

#	SHOPPING/DINING DESTINATIONS	DATE
1	Moose's Tooth, Barne's & Noble	8/8/2017 10:06 AM
2	Moose's Tooth	8/8/2017 10:03 AM
3	Walmart, Natural Pantry, Table 6, Europa Bakery, Yak & Yeti	8/3/2017 1:29 PM
4	Wal Mart	8/2/2017 5:53 PM
5	Walmart	8/2/2017 4:55 PM
6	Walmart	8/2/2017 4:24 PM
7	Moose's tooth and Sushi and Sushi	8/2/2017 1:20 PM
8	natural pantry	8/2/2017 9:35 AM
9	Walmart, Natural Pantry, Bagel Factory	8/2/2017 9:25 AM
10	Walk to Walmart or Keybank on Northern Lights	8/2/2017 9:14 AM
11	Cafes and restaurants between Eureka St. and A St. up to 36th Ave.	8/2/2017 9:06 AM
12	Walmart, Great Harvest Bakery, Sears Mall, Yak and Yeti	8/2/2017 8:53 AM
13	Walmart	8/1/2017 4:32 PM
14	Table 6, Wal-Mart, Baskin-Robbins, the Bagel place	7/19/2017 4:29 PM
15	Pho Vietnam, Summit Spice & Tea, Baskin Robbins, Serrano's, Natural Pantry, Barnes & Noble, WalMart	7/19/2017 1:55 PM
#	RECREATION/LEISURE	DATE
1	Arctic Benson Park	8/8/2017 10:06 AM
2	Arctic Benson Park	8/7/2017 1:35 PM
3	Not really applicable	8/3/2017 1:29 PM
4	Restaurants	8/2/2017 4:55 PM
5	go for walks or walk to Natural Pantry for lunch	8/2/2017 1:20 PM
6	nope	8/2/2017 9:35 AM
7	Cuddy Park	8/2/2017 9:25 AM
8	Marie's Salon	8/2/2017 8:53 AM
9	Movie Theater, Cuddy Park	8/1/2017 4:32 PM
10	Recreation	7/31/2017 3:20 PM
11	Walking dog, from MontPelier on to 32nd and Eureka	7/21/2017 9:33 AM
12	Century 16	7/19/2017 4:29 PM
13	Century Theaters, post office on 36th	7/19/2017 1:55 PM
#	WALKING DURING LUNCH BREAK OR WORK BREAK	DATE
1	To get fresh air during lunch, or to walk to baskin robbins Ice cream	8/10/2017 4:08 PM
2	Office-restaurants, office-Walmart	8/7/2017 1:35 PM
3	walk to walmart for errand or grab lunch or a little exercise	8/3/2017 1:54 PM
4	Natural Pantry	8/2/2017 5:53 PM
5	Natural Pantry, Bagel shop	8/2/2017 4:24 PM
6	arctic benson park, natural pantry, sears mall	8/2/2017 9:35 AM
7	I walk to Natural Pantry often, which is just outside the project area, but the walk is through the project area	8/2/2017 9:20 AM
8	We walk to get coffee and Natural Pantry, quick runs to walmart	8/2/2017 9:07 AM

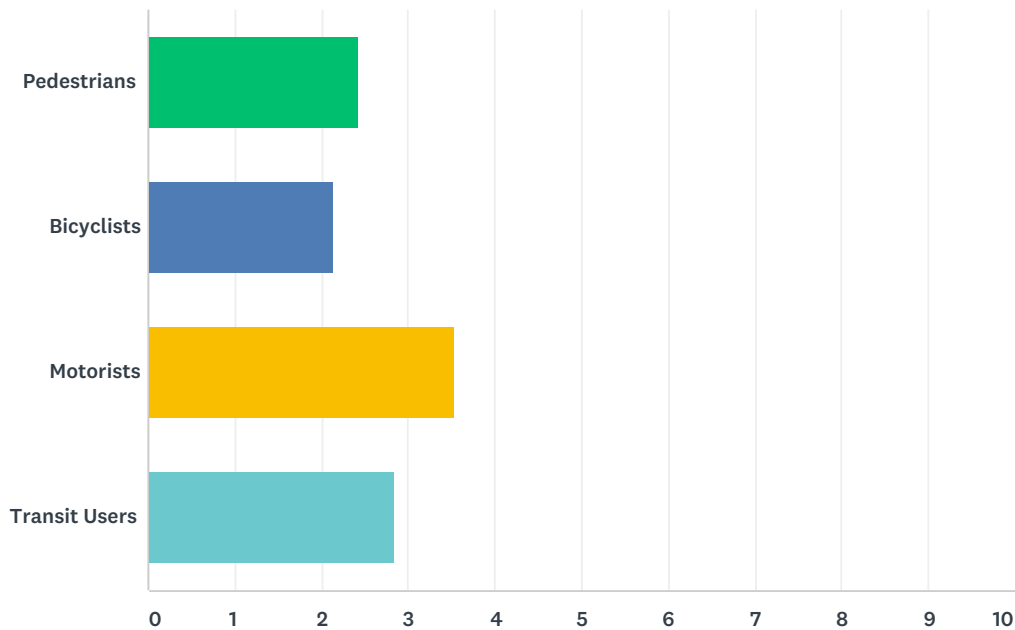
W 32nd & E 33rd Ave Corridor Upgrade Questionnaire

SurveyMonkey

9	Walk up 32nd Ave. to Eureka and back around to C St.	8/2/2017 9:06 AM
10	Walmart, Great Harvest Bakery	8/2/2017 8:53 AM
11	Lunch/Walking Break	8/2/2017 8:38 AM
12	Cuddy Park	8/1/2017 4:32 PM
13	None	7/19/2017 4:29 PM
14	Many of the dining destinations listed above	7/19/2017 1:55 PM
15	Natural Pantry, Cuddy Park, green spaces around 3201 Calais	7/19/2017 1:50 PM
16	Walk from office to bank or nearby cafe	7/19/2017 1:48 PM
#	TRAVEL THROUGH PROJECT AREA TO ANOTHER PART OF TOWN	DATE
1	Office- Post office on 36 and A St or Loussac Library	8/7/2017 1:35 PM
2	Again, I ride through area almost every day, two times	8/3/2017 1:29 PM
3	Spenard	8/2/2017 5:53 PM
4	yes	8/2/2017 4:55 PM
5	chester creek trail	8/2/2017 9:35 AM
6	for errands	8/2/2017 9:07 AM
7	NA	8/2/2017 8:53 AM
8	Alaska Fitness on A st	8/1/2017 4:32 PM
9	walking across project area	8/1/2017 12:04 PM
10	Daily	7/19/2017 4:29 PM
11	meetings downtown (bike or drive), other midtown (bike or walk), commute home to east side (drive or walk)	7/19/2017 1:55 PM
#	OTHER	DATE
1	I have accessed the ReMax offices in the neighborhood.	8/2/2017 1:20 PM
2	Northrim Bank	8/2/2017 9:25 AM
3	NA	8/2/2017 8:53 AM
4	N/A - I don't bike or walk around the project area.	7/19/2017 2:28 PM

Q7 Please indicate your agreement with this statement: The current configuration of the project corridor safely accommodates the needs of the following users:

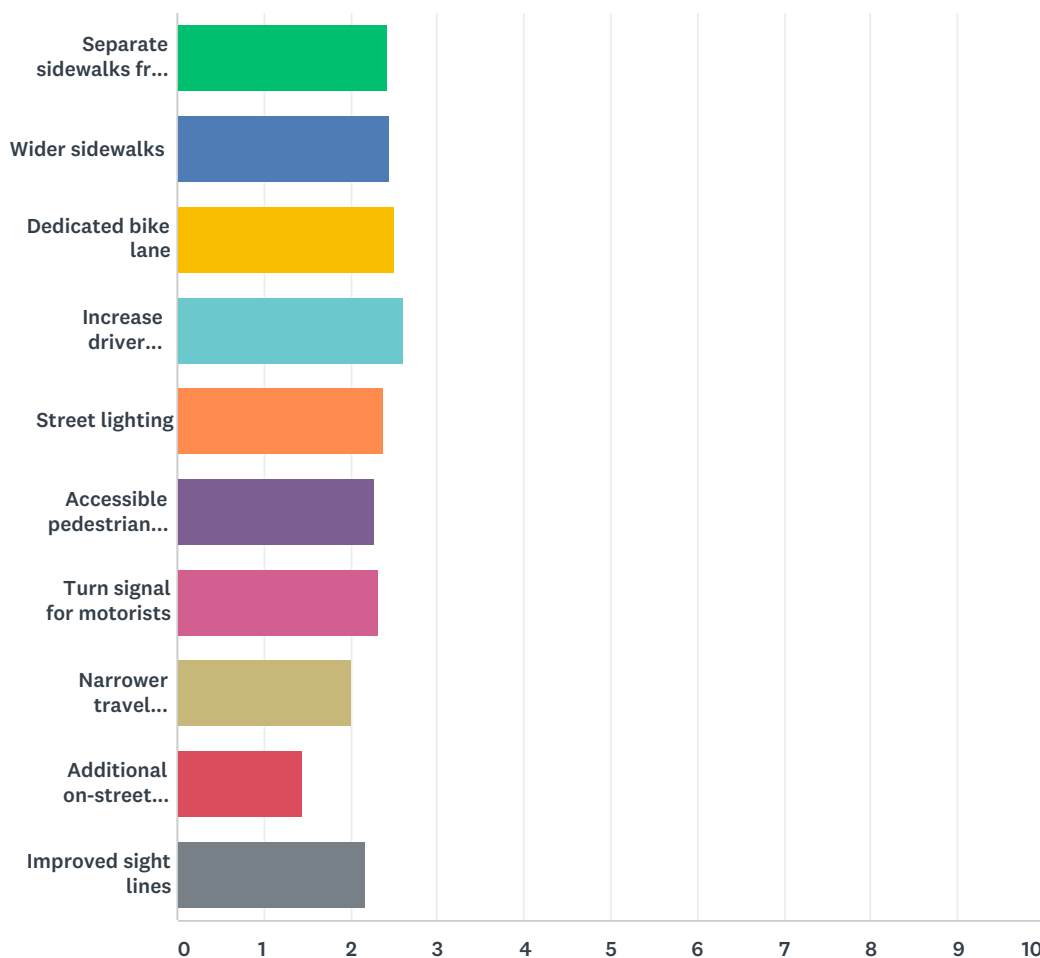
Answered: 35 Skipped: 3



	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Pedestrians	22.86% 8	37.14% 13	20.00% 7	14.29% 5	5.71% 2	35	2.43
Bicyclists	31.43% 11	40.00% 14	17.14% 6	5.71% 2	5.71% 2	35	2.14
Motorists	5.71% 2	14.29% 5	11.43% 4	57.14% 20	11.43% 4	35	3.54
Transit Users	6.25% 2	18.75% 6	62.50% 20	9.38% 3	3.13% 1	32	2.84

Q8 What priority do you place on the following upgrades along the project corridor?

Answered: 34 Skipped: 4



	LOW	MEDIUM	HIGH	N/A	TOTAL	WEIGHTED AVERAGE
Separate sidewalks from traffic	15.15% 5	27.27% 9	57.58% 19	0.00% 0	33	2.42
Wider sidewalks	9.09% 3	36.36% 12	51.52% 17	3.03% 1	33	2.44
Dedicated bike lane	12.90% 4	22.58% 7	64.52% 20	0.00% 0	31	2.52
Increase driver awareness of bicycles in travel lanes	9.38% 3	18.75% 6	68.75% 22	3.13% 1	32	2.61
Street lighting	19.35% 6	19.35% 6	54.84% 17	6.45% 2	31	2.38
Accessible pedestrian signals at crosswalks	16.67% 5	36.67% 11	43.33% 13	3.33% 1	30	2.28
Turn signal for motorists	21.88% 7	18.75% 6	53.13% 17	6.25% 2	32	2.33

W 32nd & E 33rd Ave Corridor Upgrade Questionnaire

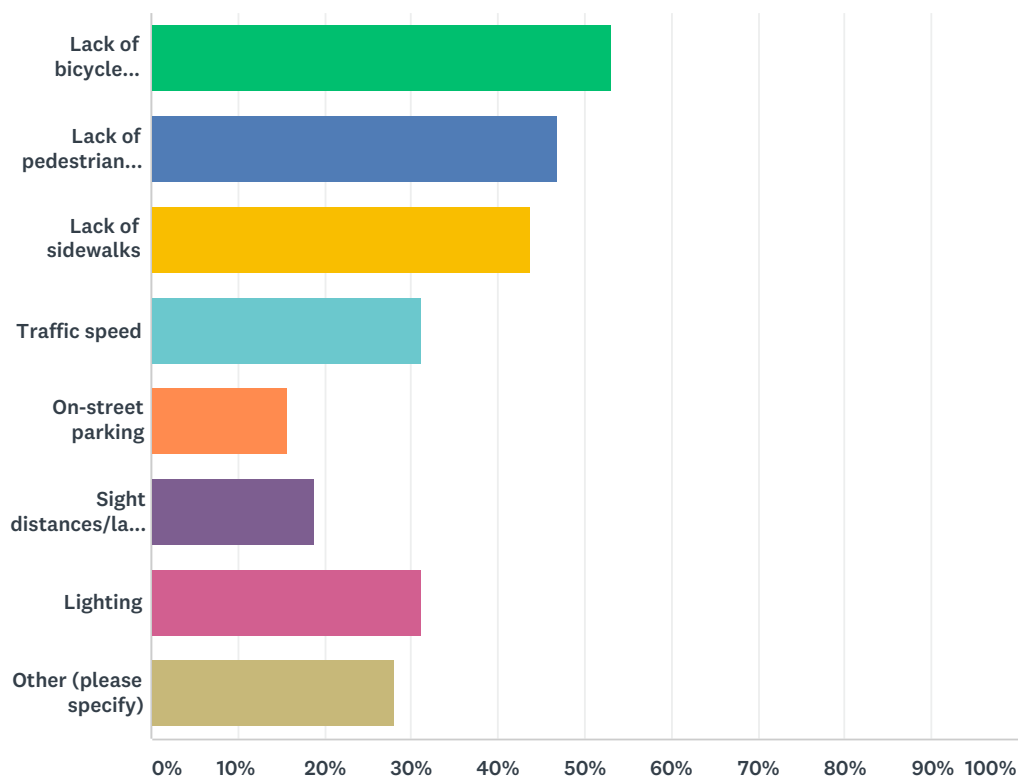
SurveyMonkey

Narrower travel lanes/traffic calming measures to reduce speeding vehicles	33.33% 10	23.33% 7	33.33% 10	10.00% 3	30	2.00
Additional on-street parking	58.06% 18	29.03% 9	6.45% 2	6.45% 2	31	1.45
Improved sight lines	25.81% 8	29.03% 9	41.94% 13	3.23% 1	31	2.17

#	OTHER (PLEASE SPECIFY)	DATE
1	Need a north/south connection between 32nd and 36th between Denali and Seward Hwy	8/21/2017 7:38 AM
2	More room is needed for bikes on sidewalks waiting at signals.	8/18/2017 8:49 AM
3	The area around where I work / own a building at 33rd works well currently.	8/14/2017 10:34 AM
4	Need left turn signal at A Street & 32nd Ave!	8/7/2017 5:04 PM
5	A left hand turning lane at W 32nd Ave and A St. Significantly improved snow remove from the current sideways. A roadway that connect W 32nd between Spenard and Arctic Blvd	8/7/2017 1:39 PM
6	I believe this would make a good e/w commute route with chevrons. Some intersections will need pruning.	8/3/2017 1:31 PM
7	I put N/A on street lighting because I've only been working there for a month and it's been light out the whole time! I could let you know next year after a winter.	8/2/2017 1:22 PM
8	landscaping / art-culture	7/27/2017 10:02 AM
9	Snow plowing strategies that stop blocking sidewalks! And enforce no snow piles from apartment buildings at the street intersection site lines!	7/19/2017 2:51 PM
10	That pedestrian signal at Benson and A is the WORST! So hard to reach, no walk sign without it, no safety without walk sign	7/19/2017 1:57 PM

Q9 What current issues along the project corridor are of most concern to you? Please select all that apply.

Answered: 32 Skipped: 6



ANSWER CHOICES	RESPONSES	
Lack of bicycle infrastructure	53.13%	17
Lack of pedestrian infrastructure at intersections	46.88%	15
Lack of sidewalks	43.75%	14
Traffic speed	31.25%	10
On-street parking	15.63%	5
Sight distances/lack of visibility	18.75%	6
Lighting	31.25%	10
Other (please specify)	28.13%	9
Total Respondents: 32		

#	OTHER (PLEASE SPECIFY)	DATE
1	The bike and ped infrastructure is there, it just needs to be enhanced.	8/18/2017 8:50 AM
2	Flow of traffic East bound on Calais Dr when at 'A' st signal. Left hand turners delay the traffic behind them because there is no where to go straight on calais over A street	8/10/2017 4:11 PM
3	Need left turn signal at A Street & 32nd Ave!	8/7/2017 5:04 PM

W 32nd & E 33rd Ave Corridor Upgrade Questionnaire

SurveyMonkey

4	Lack of left hand turning lane at W 32nd Ave and A St, No 32nd Ave connection between Arctic and Spenard, Moose Tooth is HUGE probably in this area - their parking is inadaquet for the size of the restaurant and is poorly designed - currently cars parking in their lot block the few of on coming traffic at the corner of Old Seward and E 33rd.	8/7/2017 1:46 PM
5	Poor signal timing	8/2/2017 5:54 PM
6	34th and Old Seward is an unsafe intersection	8/1/2017 12:09 PM
7	Speed	7/31/2017 3:21 PM
8	Using road design to strengthen community connections	7/27/2017 10:02 AM
9	Snow Management is terrible. Sidewalks filled with road snow usuallly for a week after a storm forcing pedestrians and students waiting for school bus to stand in the street. Apartment buldings piling snow 12 feet high (no exageration) at the corner of 32nd and Eureka all winter	7/19/2017 2:53 PM

Q10 What is one improvement that could be made within the project corridor to encourage you to bike or walk more often? Feel free to list MORE ideas if you have them!

Answered: 28 Skipped: 10

ANSWER CHOICES	RESPONSES	
Improvement for biking:	89.29%	25
Improvement for walking:	82.14%	23

#	IMPROVEMENT FOR BIKING:	DATE
1	Traffic signals that respond to cyclists	8/21/2017 7:39 AM
2	Clearly delineate a place for bikes, either wider sidewalks or sharrows (or both!)	8/18/2017 8:51 AM
3	N/A	8/14/2017 10:35 AM
4	safe, well-marked, SMOOTH surface	8/8/2017 3:11 PM
5	dedicated area for bikes	8/8/2017 10:08 AM
6	bike lanes and bike awareness	8/8/2017 10:04 AM
7	separated bike path	8/8/2017 10:02 AM
8	bike lanes	8/8/2017 9:57 AM
9	Significantly improved snow removal on the sidewalks, 32nd doesn't connect you to anything else for biking, why this road?	8/7/2017 1:46 PM
10	awareness that there are bikes in this city	8/3/2017 1:56 PM
11	Chevrons and signs on cross streets "Be alert, Bike Path" or something like that	8/3/2017 1:48 PM
12	Bike lane	8/2/2017 5:54 PM
13	n/a- i am always dropping my son off or picking him up and i won't be biking to work anytime soon. but, dedicated bike lanes are important. it would be nice to have the bike rental racks because i might bike to lunch if they were available.	8/2/2017 1:25 PM
14	Dedicated bike lane	8/2/2017 12:40 PM
15	bike lanes	8/2/2017 9:38 AM
16	In an ideal world where there's enough space a wide sidewalk/bike lane like there is running up A street	8/2/2017 9:11 AM
17	Designated bike lanes	8/2/2017 9:09 AM
18	Dedicated biking areas.	8/2/2017 8:55 AM
19	bike paths that aren't pedestrian sidewalks!	8/1/2017 4:36 PM
20	maintain snow removal on sidewalks	8/1/2017 12:11 PM
21	Bike lanes and connection to other trails	7/27/2017 10:03 AM
22	dedicated lane for biking	7/21/2017 9:35 AM
23	Dedicated bike lanes	7/19/2017 4:30 PM
24	safer connections from the project zone to existing bike trail system	7/19/2017 2:55 PM
25	connectivity between the Chester Creek trail to 36th. Good bike sidewalk starts at 36th but between Chester and there it's shady. No bike lane, shared narrow sidewalk	7/19/2017 1:59 PM
#	IMPROVEMENT FOR WALKING:	DATE

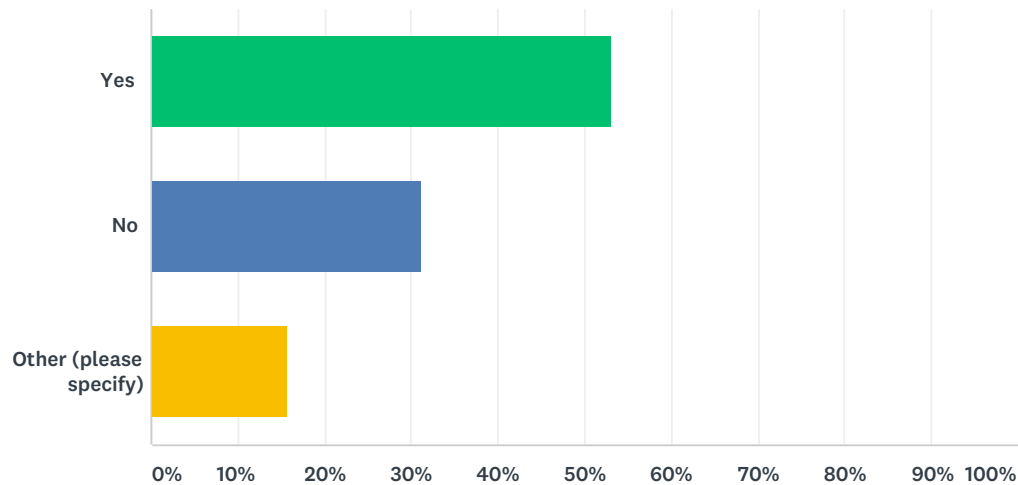
W 32nd & E 33rd Ave Corridor Upgrade Questionnaire

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1	Continuous sidewalks along corridor, smaller blocks east of Denali (ie, a north/south route between Denali and Seward Hwy)	8/21/2017 7:39 AM
2	N/A	8/14/2017 10:35 AM
3	continuous sidewalks on (at least) one side of the street	8/10/2017 4:11 PM
4	plowed sidewalks in winter, better crossing signals	8/8/2017 10:08 AM
5	separated sidewalk	8/8/2017 10:02 AM
6	wider or separate lanes	8/8/2017 9:57 AM
7	Significantly improved snow removal on the sidewalks	8/7/2017 1:46 PM
8	proper winter snow removal so they are accessible	8/3/2017 1:56 PM
9	wider sidewalks/snow removal	8/2/2017 5:54 PM
10	more green space. there is a lot of pavement in front of offices.	8/2/2017 1:25 PM
11	More safe places to cross at intersections	8/2/2017 12:40 PM
12	better traffic signals for motorists / pedestrians, full sidewalks along c street	8/2/2017 9:38 AM
13	bridges or tunnels at intersections	8/2/2017 9:28 AM
14	The Northern crosswalk at A St and 32nd out in front of Walmart is super dangerous so encourage people to use the Southern one.	8/2/2017 9:11 AM
15	Safer side walks that get cleared during winter months	8/2/2017 9:09 AM
16	Sidewalk separated from road	8/2/2017 8:55 AM
17	wider sidewalks, sidewalks parallel to all roadways	8/1/2017 4:36 PM
18	maintain snow removal on sidewalks	8/1/2017 12:11 PM
19	appealing destinations along the way	7/27/2017 10:03 AM
20	Wider sidewalks	7/21/2017 9:35 AM
21	Wider sidewalks	7/19/2017 4:30 PM
22	Clear the existing sidewalks of snow in a timely manner	7/19/2017 2:55 PM
23	crosswalks - visible pedestrian lanes	7/19/2017 2:32 PM

Q11 If there were more bicycle facilities in the project area, would you bike more often?

Answered: 32 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	53.13%	17
No	31.25%	10
Other (please specify)	15.63%	5
TOTAL		32

#	OTHER (PLEASE SPECIFY)	DATE
1	What do you mean by bicycle facilities? Mostly like no, I wouldn't bike more. 32nd only goes from Arctic to the Highway and doesn't lead to other biking trails or systems.	8/7/2017 1:46 PM
2	I would bike through there more often. I bike daily	8/3/2017 1:48 PM
3	I'm not sure what a bicycle facility is.	8/2/2017 9:11 AM
4	Commuter from out of Anchorage, will never bike here	8/2/2017 8:40 AM
5	Not that often as I'm not a big biker and don't live or work near mid-town	7/27/2017 10:03 AM

Q12 If you are a property owner, business owner, or an employee at a property in the project area, are you aware of any special conditions or non-conforming features on your property that our design team should be aware of?

Answered: 19 Skipped: 19

#	RESPONSES	DATE
1	No	8/14/2017 10:35 AM
2	None	8/10/2017 4:13 PM
3	n/a	8/8/2017 10:08 AM
4	n/a	8/8/2017 10:05 AM
5	no	8/8/2017 10:02 AM
6	no	8/8/2017 9:58 AM
7	Install left turn signal at traffic light at A street & 32nd Ave	8/7/2017 5:06 PM
8	Massive parking lots on 32nd Ave between A and C Street back the area unattractive.	8/7/2017 1:51 PM
9	n/a	8/3/2017 1:51 PM
10	I'm not a business or property owner. It might be nice to place a stand of trees somewhere on the walmart side of C street. People sleep there regularly and while winter might reduce the number, it is a visible and safe place to sleep so they will most likely continue sleeping there year to year. Creating a safer space that may provide some protection from the elements would be a good thing.	8/2/2017 1:27 PM
11	ugh, how the sidewalk disappears on A street	8/2/2017 9:42 AM
12	no	8/2/2017 9:29 AM
13	No	8/2/2017 9:10 AM
14	NA	8/2/2017 8:56 AM
15	No	8/2/2017 8:41 AM
16	no	8/1/2017 4:36 PM
17	no	7/21/2017 9:35 AM
18	Sidewalks with existing driveway cuts at locations with no driveways make it difficult to walk in icy conditions and difficult for folks with disabilities. Remove in-used aprons. I suggested that work as part of the C street project underway and that has not happened. Instead thousands of \$ spent on replacing existing compliant, serviceable curb cuts at street intersections -WASTE OF MONEY!!!	7/19/2017 2:58 PM
19	none	7/19/2017 2:33 PM

Q13 Are you aware of any drainage issues within the project area?

Answered: 20 Skipped: 18

#	RESPONSES	DATE
1	No	8/14/2017 10:35 AM
2	Drainage along E 33rd	8/10/2017 4:13 PM
3	n/a	8/8/2017 10:08 AM
4	n/a	8/8/2017 10:05 AM
5	no	8/8/2017 10:02 AM
6	no	8/8/2017 9:58 AM
7	No	8/7/2017 5:06 PM
8	Yes, on 32nd Ave between A and C Street there is pooling by each of the parking lot driveways. During spring thaw it causes large pools of slush water that don't drain and block the sidewalk.	8/7/2017 1:51 PM
9	Calais parking lot has some challenges	8/3/2017 1:56 PM
10	It can get wet at 32nd and C during breakup. The area is very narrow for through traffic and bikes to share. With substantial run-off, it is worse.	8/3/2017 1:51 PM
11	no	8/2/2017 1:27 PM
12	no	8/2/2017 9:29 AM
13	No	8/2/2017 9:10 AM
14	NA	8/2/2017 8:56 AM
15	No	8/2/2017 8:41 AM
16	no	8/1/2017 4:36 PM
17	Where is Fish Creek? Is there any way to surface even a little of it as a feature which would make the walk a destination?	7/27/2017 10:04 AM
18	no	7/21/2017 9:35 AM
19	No	7/19/2017 2:58 PM
20	Yes. It always accumulate water during rainy season along A St between 32nd-36th.	7/19/2017 2:33 PM

Q14 What street in Anchorage, or in the world, do you wish this corridor resembled? What about this street do you like?

Answered: 22 Skipped: 16

#	RESPONSES	DATE
1	It would be nice to have bike lanes, sidewalks, street trees, car lanes, and on-street parking. It would be even better if the businesses and residences were oriented toward (and adjacent to) the street, like in a real urban area	8/21/2017 7:45 AM
2	84th Avenue from Lake Otis to Spruce is a great road to bike on. You can choose to ride in the street or on the sidewalk, and can easily switch from one to the other as needed.	8/18/2017 8:58 AM
3	Works well as currently designed.	8/14/2017 10:35 AM
4	I like N Lights west of Minnesota - detached sidewalk doubles as legal bike lane	8/8/2017 3:12 PM
5	Any street in the Netherlands that's not a highway. Made for bikes!	8/8/2017 10:02 AM
6	Spenard Rd as it is being constructed. Dedicated bike lanes, wide walkways.	8/8/2017 9:58 AM
7	?	8/7/2017 5:06 PM
8	Honestly the street is okay, just needs a few improvement. There is no need for a massive street redesign.	8/7/2017 1:52 PM
9	Elmore road. It's peaceful - for the most part.	8/3/2017 1:57 PM
10	There are too many offices. I can't think of a street that I would like it to resemble, but getting rid of all the office concrete would be a welcome change!	8/2/2017 1:28 PM
11	Delaney Park Strip- because there is green space and a safe meridian to walk/ bike	8/2/2017 12:41 PM
12	one like you find in many cities, where it is blocked for traffic and just a pedestrian and biking area!	8/2/2017 9:44 AM
13	The bridge that connects Spenard to Turnagain by going over West Northern Lights. I like that pedestrians don't even have to think about traffic.	8/2/2017 9:31 AM
14	I like wide dedicated pedestrian and bike paths that are in a few other places in town. If there was just a sidewalk that could safely fit bikes and walkers that would be wonderful.	8/2/2017 9:14 AM
15	W Washington Ave in Madison WI	8/2/2017 9:12 AM
16	Any street with dedicated bike lanes, wide sidewalks, and or cobble streets that make the area feel less like a highway	8/1/2017 4:38 PM
17	4th Avenue	7/31/2017 3:22 PM
18	Dreaming big, but what if it could be Anchorage's Pearl Street (in Boulder, CO).	7/27/2017 10:04 AM
19	10th Avenue - Good sidewalks, great bike infrastructure, parking, slow traffic speeds.	7/19/2017 4:31 PM
20	Mt. View and Pine Street behind UAA are nice, with side walk setbacks and landscaping but visually over cluttered with numerous street fixtures	7/19/2017 3:00 PM
21	Des Vouex Road in Central, Hongkong - it is a busy street yet very walkable and safe for pedestrians , there is a stop light and pedestrian lane every block and very easy to navigate even for a tourist, it is also lined up with hotels, stores and parks even.	7/19/2017 2:45 PM
22	MLK Jr. here is great for biking and walking. I don't feel safe biking on the road on A or C between Fireweed and 36th and the sidewalk isn't a great alternative. More bike awareness; walk signs that turn every time instead of needing a button to be pushed, or at least moving the buttons to places that are easy to push and not in the way, bike lanes that don't suddenly disappear for no reason with no well-defined solution	7/19/2017 2:01 PM

Q15 Please share any additional comments you have about this project.

Answered: 14 Skipped: 24

#	RESPONSES	DATE
1	Improvements would be nice through here, but I fail to see why the city is spending money on this road. Seems like there are better opportunities for public investment.	8/21/2017 7:46 AM
2	There's not enough space in the sidewalk on the corners at 33rd and Denali to comfortably wait ride my bike and turn from one road to another.	8/18/2017 9:00 AM
3	The intersection of E.33rd and Old Seward Highway needs a change to reduce congestion. Patrons of the Mooses Tooth are CONSTANTLY parking in the curve (in front of all the NO PARKING signs) and reducing the 2 lane road to 1 lane. Cars are backing out and pulling out of Mooses tooth and Kinley's and it is crazy trying to get thorough this area most of the day. Either expand the shoulder so that cars can park there and there be enough room for 2 lanes, or more clearly mark the end of the shoulder, the beginning of the no parking area (red paint and grid lines, red paint the guardrail etc) and enforce the no parking. This intersection needs to remain 'free flow' (no stop signs) and could use a unique idea to ease the congestion.	8/10/2017 4:23 PM
4	I would bike to work if I felt comfortable in this corridor. Signage could point cyclists here versus trying to travel along N Lights/Benson	8/8/2017 3:13 PM
5	The light on Calais Dr needs a turn signal for drivers turning Left to drive North on A. Maybe a separate crossing time at this intersection for peds and bikes that doesn't coincide with a green light - could make crossing safer. Also, this light is too short.	8/8/2017 10:10 AM
6	Thanks for asking our opinion.	8/3/2017 1:57 PM
7	Seems snow removal is something that needs to be addressed before any kind of construction will be relevant.	8/2/2017 9:39 AM
8	Please help keep walkers and cyclists safe!	8/2/2017 9:14 AM
9	34th and Old Seward is an odd intersection. I had to jump on the hood of a car; I was hit but avoided injury. The driver said he did not see me. Intersection needs to be enlarged and traffic from Seward Highway and Mooses Tooth should be controlled better.	8/1/2017 12:18 PM
10	Mooses tooth does not have enough parking which stresses the road, other businesses and users. They are in a B-3 area which requires them to provide parking for their patrons. Pleases do not consider their wishes looking for more on street parking. This is a B3 midtown area. Parking should not be on street.	7/31/2017 3:25 PM
11	Overdue!	7/19/2017 4:32 PM
12	Provide a summary of comments to all on your e-mail list.	7/19/2017 3:01 PM
13	My hope is this project will be well-thought of and not just because someone thinks it is a good thing to do. We have more roads that need more attention and improvement that this alley.	7/19/2017 2:49 PM
14	Thank you!!	7/19/2017 2:01 PM

Q16 Please provide your contact information if you would like to receive project updates, including website updates, public meeting announcements, and other opportunities for involvement. We will only use this information to contact you about the W 32nd & E 33rd Ave Corridor Upgrade project.

Answered: 17 Skipped: 21

ANSWER CHOICES	RESPONSES	
Name	100.00%	17
Email	100.00%	17
Address	82.35%	14
Phone	82.35%	14

#	NAME	DATE
1	Jeanne Bowie	8/18/2017 9:01 AM
2	Dale Martens	8/14/2017 10:36 AM
3	Cindi Squire	8/10/2017 4:24 PM
4	Betsi Oliver	8/8/2017 3:13 PM
5	Mark Kimerer	8/8/2017 9:59 AM
6	Linda Uttech	8/7/2017 5:07 PM
7	Thomas Azzarella	8/7/2017 1:53 PM
8	Mike Heatwole	8/3/2017 1:57 PM
9	Blake Call	8/3/2017 1:57 PM
10	Molly Brenner	8/2/2017 12:41 PM
11	Christina Fenner	8/2/2017 9:40 AM
12	Sharon Samuels	8/2/2017 8:41 AM
13	Sofia Fouquet	8/1/2017 4:38 PM
14	Tom McGrath	7/31/2017 3:25 PM
15	Ellen Cloudy	7/21/2017 9:36 AM
16	D Seiser	7/19/2017 3:02 PM
17	Carolina C. Hanson	7/19/2017 2:50 PM

#	EMAIL	DATE
1	jbowie@pmpkn.net	8/18/2017 9:01 AM
2	dsmartens@denalifoods.com	8/14/2017 10:36 AM
3	cindiinalaska@gmail.com	8/10/2017 4:24 PM
4	betsi@anchorageparkfoundation.org	8/8/2017 3:13 PM
5	markkimerer@hotmail.com	8/8/2017 9:59 AM
6	linda.uttech@nrim.com	8/7/2017 5:07 PM
7	tazzarella@akafterschool.org	8/7/2017 1:53 PM

W 32nd & E 33rd Ave Corridor Upgrade Questionnaire

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8	akheatwole@gmail.com	8/3/2017 1:57 PM
9	blake.call@yahoo.com	8/3/2017 1:57 PM
10	molly@anchorageparkfoundation.org	8/2/2017 12:41 PM
11	christina.fenner@gmail.com	8/2/2017 9:40 AM
12	ssamuels@alaskacf.org	8/2/2017 8:41 AM
13	safouquet@gmail.com	8/1/2017 4:38 PM
14	tommcgrath@gci.net	7/31/2017 3:25 PM
15	ellencloody@gmail.com	7/21/2017 9:36 AM
16	dans@bdsak.com	7/19/2017 3:02 PM
17	chanson@united-mgmt.com	7/19/2017 2:50 PM

#	ADDRESS	DATE
1	6711 Pickwick Pl, Anchorage, AK 99504	8/18/2017 9:01 AM
2	3301 Denali Street, Suite 200	8/14/2017 10:36 AM
3	907 Wildrose Ct	8/10/2017 4:24 PM
4	3201 C Street	8/8/2017 3:13 PM
5	4500 Southpark Bluff Drive, Anchorage	8/8/2017 9:59 AM
6	3111 C Street	8/7/2017 5:07 PM
7	3201 C Street, Suite 110	8/7/2017 1:53 PM
8	3201 C Street, Suite 404	8/3/2017 1:57 PM
9	8351 Summerset 99518	8/3/2017 1:57 PM
10	3201 C Street	8/2/2017 12:41 PM
11	100 W 15th Ave # B, Anchorage, AK 99501	7/31/2017 3:25 PM
12	3235 Montpelier Court, Anchorage, AK 99503	7/21/2017 9:36 AM
13	3330 C St, Suite 200	7/19/2017 3:02 PM
14	7611 Virda Lee Circle	7/19/2017 2:50 PM

#	PHONE	DATE
1	907-334-3102	8/14/2017 10:36 AM
2	907-242-9753	8/10/2017 4:24 PM
3	9072496654	8/8/2017 3:13 PM
4	907-360-5935	8/8/2017 9:59 AM
5	(907) 261-4658	8/7/2017 5:07 PM
6	19076020569	8/7/2017 1:53 PM
7	19072504533	8/3/2017 1:57 PM
8	907.229.0505	8/3/2017 1:57 PM
9	9072496652	8/2/2017 12:41 PM
10	9077750281	8/1/2017 4:38 PM
11	907-250-4302	7/31/2017 3:25 PM
12	907-301-1239	7/21/2017 9:36 AM
13	562-6076	7/19/2017 3:02 PM
14	9072058369	7/19/2017 2:50 PM

Appendix D – Project Stakeholder Contact List

1. Email Contact List
2. Project Area Map with Postcard Distribution Information

W. 32nd Ave. & E. 33rd Ave Upgrades Email List

PROJECT STAFF		
Name	Email	Organization
Russ Oswald	oswaldrh@muni.org	PM&E
Melinda Tsu	tsuma@muni.org	PM&E
Matt Edge	medge@crweng.com	CRW
Holly Spoth-Torres	holly@huddleak.com	Huddle
Anna Shaw	anna@huddleak.com	Huddle

AGENCY STAKEHOLDERS		
Name	Email	Department or Agency
Chris Schutte	SchutteCM@muni.org	MOA Economic & Community Development Director
Katie Dougherty	DoughertyKL@muni.org	MOA Vision Zero Coordinator
Stephanie Mormilo	mormilosl@muni.org	MOA Traffic Engineer
Carol Wong	WongCC@muni.org	MOA Long-Range Planning Supervisor
Craig Lyon	LyonCH@muni.org	MOA AMATS, Transportation Planning Supervisor
Joni Wilm	WilmJC@muni.org	MOA AMATS Non-Motorized Coordinator
Bart Rudolph	rudolphBH@muni.org	MOA Public Transportation – Transit Planning Manager
Brooke Blessing	blessingbr@muni.org	MOA PME Non-Motorized Transportation Coordinator
Paul Vanlandingham	vanlandinghamgp@muni.org	MOA Street Maintenance Manager
Dave Whitfield	WhitfieldDR@muni.org	MOA Economic & Community Development, Current Planning Division Manager
Steve Schmitt	schmittsg@muni.org	MOA Municipal Survey/ROW Manager
Josh Durand	durandja@muni.org	MOA Parks & Rec, Parks Superintendent
Robin Ward	WardRE@muni.org	MOA Real Estate Manager
Nicole Jones-Vogel	Jones-VogelNK@muni.org	MOA Real Estate Department, Land Management Officer/ Heritage Land Bank
Burrell Nickeson	Burrell.nickeson@alaska.gov	DOT&PF Maintenance and Operation
Sean Holland	Sean.Holland@alaska.gov	DOT CR – Seward Highway/36 th Ave Project Manager
Scott Thomas	Scott.thomas@alaska.gov	DOT Central Region Traffic and Safety Engineer
James Gray	GrayJD@muni.org	Anchorage Fire Department
Jake Moe	moejk@muni.org	Municipal Light & Power (ML&P)
Larry Smith	lsmith@acsalaska.com	Alaska Communication Systems (ACS)
David Blehm	dblehm@gci.com	GCI
Steve Nuss	Stephen.Nuss@awwu.biz	Alaska Water and Wastewater Utility (AWWU)
Ryan Holta	Ryan.holta@enstarnaturalgas.com	ENSTAR
Shane McCoy	Shane.M.Mccoy@usace.army.mil	U.S Army Corps of Engineers (USACE), Regulatory
Nancy Sonafrank	Nancy.Sonafrank@alaska.gov	Alaska Department of Environmental Conservation (ADEC), Division of Water
William Ashton	William.Ashton@alaska.gov	AEDC, Division of Water
Jennifer Roberts	Jennifer.Roberts@alaska.gov	ADEC, Division of Spill Prevention and Response
Megan Marie	Megan.Marie@alaska.gov	Alaska Department of Fish and Game (ADF&G), Habitat
Berta Gardner	Senator.Berta.Gardner@akleg.gov	AK State Legislature, Senator, District I
Harriet Drummond	Representative.Harriet.Drummond@akleg.gov	AK State Legislature, Representative District 18
Dick Traini	TrainiD@muni.org	Anchorage Assembly, District 4 (Midtown)
Felix Rivera	RiveraF@muni.org	Anchorage Assembly, District 4 (Midtown)

PROPERTY MANAGERS/BUSINESS OWNERS/BUSINESS MANAGERS		
Name	Email	Property
Matthew Chase	matthewc@prpalaska.com	North Star Centre
	hancock@moosestooth.net	Moose's Tooth
	beartooth@gci.net	Bear Tooth
Dan Fiacco	dan.fiacco@gmail.com	Moose's Tooth
Dave Caldwell	moose3@gci.net	Moose's Tooth

Robert Bridges	rbridges@tatitlek.com	Tatitlek Corporation
Patrick Krochina	krochina@gmail.com	NewCore Building
Shawn Cange	shawn@cangegroup.com	560 34th Ave
McKenna Wentworth	mckenna.wentworth@wiltonalaska.com	Denali Associates Professional Building
Melanie Veeh	mveeh@denalifoods.com	Denali Foods
Mike Minchaca	mminchaca@furnitureak.com	Williams & Kay shopping center
Nick Coltman	coltman@gci.net	Metro Mall
Kay	calaisco@gci.net	Calais Co
Sandra	sandra@officeak.com	Denali Center
Rae Guse	guser@residentialmtg.com	Residential Mortgage
Steve Aldrich	aldrichs@residentialmtg.com	Residential Mortgage
Susan Nork (regional)	snork@united-mgmt.com	3000 C Building
Caron Hanson (local)	chanson@united-mgmt.com	3000 C Building
Dan Seiser	dans@bdsak.com	Multiple properties
Charlotte Levy	clevy@aeboro.com	Edward Jones Bldg
Linda Uttech	linda.uttech@nrim.com	Northrim Bank
Chad Frampton	chad@officeak.com	Frampton & Opinsky - multiple properties
Sharon Samuels	ssamuels@alaskacf.org	The Alaska Community Foundation
Chelsea Higgins	chiggins@alaskadancetheatre.org	Alaska Dance Theatre
Albert Balasi	albycuts@gmail.com	AB Hair
James Massey	james@planetfitnesswest.com	Planet Fitness
Levi Kincaid	lkindaid@jlproperties.com	J&L Properties
Paul Gerharz	paul@officeak.com	Frampton & Opinsky - multiple properties
Jackie Danner	jdanner@gci.net	ReMax
Janna	janna@907chiro.com	Pairmore & Young
David Caldwell	david.caldwellak@gmail.com	Moose's Tooth

PUBLIC MEETING SIGN UP		
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Jason Osburn	josburn@rmconsult.com	R&M Consultants
Taryn Oleson	toleson@rmconsult.com	R&M Consultants
Peggy Robinson	probinson@ak.net	Community member
Paul LaFrance	lafrancepj@muni.org	PM&E
Harriet Drummond	rep.harriet.drummond@akleg.gov	AK Representative
Jay Stange	jaystange@gmail.com	Community member
Betsi Oliver	betsi@anchorageparkfoundation.org	Anchorage Park Foundation
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Jose Torres	j_h.torres@yahoo.com	UPS
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Brian Looney	blooney@crweng.com	CRW/Project Staff
Mike Morganson	mmorgan@rei.com	REI
Katie Dougherty	doughertykl@muni.org	City Hall/Mayor's Office
Paula Zawodny	mynap@gci.net	
Felix Rivera	riveraf@muni.org	Anchorage Assembly
Olivia Cohn	olivia@solsiticeak.com	Solstice
Lindsey Hajduk	info@bikeanchorage.org	Bike Anchorage
Anna Berect	aberect@alaska.edu	MOA Intern
Timothy Ahern	timothy.yeghian.ahern@gmail.com	Community member
James Duhart	jamesduhart140@yahoo.com	Community member
Michael Jacobs	mailmichaelkj@gmail.com	Community member

SURVEY EMAILS	
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OTHER CONTACTS		
Name	Email	Organization
Van Le	vle@rmconsult.com	R&M
Mark Frutiger	mfrutiger@rmconsult.com	R&M
Chelsea Ward-Waller	chelsea@ddaalaska.com	DDA

Project Area
Approximately 1550 meeting announcement postcards were sent to all addresses within the project boundary, including property owners and tenants.



Appendix E – Complete List of Stakeholder Comment

1. Public Open House
2. Walkability & Biking Audit
3. Business Stakeholder Meeting
4. Agency Stakeholder Meeting
5. Step Up AK Event
6. Emails & Phone Calls
7. Questionnaire Comments
8. Interactive Map Comments

W. 32nd Avenue & E. 33rd Avenue Public Comments
Public Open House

PUBLIC COMMENT FORMS		
Name	Address	Comment
Calais I Employee		Light at 32nd and C St takes too long so I avoid it and cut through parking lots
Timothy Ahern	Chugiak, works in Calais I	Would ride bike to work from Chugiak if there was safer infrastructure from downtown to Midtown and throughout Midtown. I cannot afford the risk. I prefer separated facilities, the European model.
		West side of corridor could have different treatment than the east because the characteristics are different. Business vs. residential.

PUBLIC OPEN HOUSE: MAP NOTES	
Comment	
Trail connection through AWWU - make sure it is well lit	
W. 32nd Ave - snow berms are too wide and don't allow for pedestrians to walk safely; On-street parking difficult in winter because of this	
W. 32nd Ave - wheelchair takes up entire sidewalk	
W. 32nd Ave between Eureka and Eide Streets - parked vehicles extend over sidewalk	
W. 32nd Ave @ C St - Light timing issues; Can't cross when light turns green due to turning traffic	
W. 32nd Ave @ A St - Light timing issues; Can't cross when light turns green due to turning traffic	
Calais Dr @ WalMart entrance drive - difficult to cross due to high volume of traffic	

W. 32nd Avenue & E. 33rd Avenue Public Comments
Walkability & Biking Audit

WALKING & BIKING AUDIT: MAP NOTES

Comment
Lots of kids live/play in W. 32nd Ave area @ Spenard Rd.
W. 32nd @ Arctic Blvd - pedestrian crossing is too far out into road
Parking issues at Mattress Ranch at lot facing W. 32nd; Consider SW angled parking along W. 32nd Ave building frontage (Mattress Ranch area)
Pedestrian lighting needed in Arctic Benson Park area, along W. 32nd Ave
Nefarious activities happening at Arctic Benson Park, very little lighting
Speed limit signs needed along W. 32nd Ave - speed issues along this road
W. 32nd Ave @ Dawson St - narrow sidewalk due to overgrown vegetation; Vegetation needs to be trimmed up
W. 32nd Ave @ Dawson St - No ADA accessibility at crossing
Lack of signage all along W. 32nd Ave
Driveway crossing very steep for peds at Yukon Building
Need a buffer between sidewalk and parking - lots 140, 139, 138
Ped crossing C St @ W. 32nd Ave - need longer interval, not enough time to cross
Sight distance issues due to traffic box at Yukon Building on C St
W. 32nd Ave @ A St - very difficult intersection
No crossing provided - Calais Dr @ WalMart drive
Calais Dr curve - sight distance issues
ADA ramp issues - Calais Dr at Denali Center (lot 116)
Calais Dr @ Denali St - Long traffic signal
E. 33rd Ave sidewalk missing
Trees hang low over the sidewalk between Fairbanks and Denali Streets
Alaska Rock Gym driveway is good for pedestrians!
Southbound traffic cuts through Kinley's parking lot
Parking issues at Moose's Tooth

WALKING AUDIT COMMENT FORMS

Comment
Not wide enough
Ramps in weird places, placed too far apart
Lots of obstructions to sight - vegetation, pavement markings gone
Sidewalks too narrow for 2 passing people
Sidewalks widths change randomly
Vegetation taking over sidewalk in places
On-street parking sometimes spills on to sidewalks
Traffic is too fast, do not feel safe
Ramps and detectable warnings face the wrong way in places
Not enough lighting, especially dark in winter
Would not walk alone here at night, not enough light
Drivers are in a hurry for pedestrians to cross, sometimes confrontational toward pedestrians
Sometimes forced to walk on street or in drainage gutter
Large, very wide, lots of ground to cover
Not clearly marked
Very little connection between parking lots

WALKING AUDIT (West Side): NOTES

Category	Comment
South Side of Road	Exiting the driveway from the Calais parking lot: o Awkward transition onto the sidewalk for pedestrians o The landscaping seems to block drivers sight distance
	The sidewalk from Calais to the intersection at C Street has overgrown vegetation.
	When crossing C Street: o The countdown does not start until you are half way through the crosswalk so you cannot tell how long you have until you are in the middle; the countdown should start right when you're crossing so you can time it better. o The crosswalk striping is faded
	The intersections at residential streets were wide
	Sidewalk was narrow, especially where grass had overgrown the pavement along the apartment complex.

	The curb cuts were at awkward locations and not in line with where people actually cross.
	There is conflict with the building parking lot and the walkway on the south corner of 32nd and Arctic, maybe the walkway could run along the building.
North Side of Road	Arctic Benson Park has been well maintained.
	People cross Arctic where they can and not always at crosswalks, maybe there should be additional crossing.
	The north side of the road felt less pedestrian friendly than the south side, although the south side was not that ped friendly either.
General	There are a lot of skateboarders in the neighborhood who use the street.
	Roadway is dark at night
	Cars felt fast
	Cars parked over the rolled curb, maybe curb can be painted
	Road is a thoroughfare for WalMart traffic

BIKING AUDIT: NOTES

Comment

The east side of the corridor going from Calais to Moose's Tooth, felt alright. In general the traffic did not feel too fast or heavy.

The intersection at A Street felt awkward bike boxes might be nice to make bikers more present for drivers.

Bike boxes have been turned down before because of concerns with repainting and slipperiness; texturized paint or treatment might help that.

Driveways are a concern, because there are multiple along the corridor and drivers are not necessarily looking for bikers, especially at large driveways at Walmart and the roadway at Moose's Tooth.

Approaching the intersection at A Street from the east is awkward because there is two turn lanes.

Being in the roadway is probably uncomfortable for most bikers.

Eastbound vehicle traffic gets backed up at the A Street light because there is no turn pocket and the traffic from Walmart can be consistent at certain times of the day.

It is difficult to cross Arctic on a bike.

Traffic calming measures in the residential area would be nice.

Some bikers take alternative routes to go south on Arctic, such as detouring to 34th.

Because the road is so wide and there is no center striping cars naturally drift to the outside of the lane.

W. 32nd Avenue & E. 33rd Avenue Public Comments
Business Stakeholder Meeting

BUSINESS STAKEHOLDER MEETING NOTES	
Company Name	Comment
Denali Foods	Want to be able to turn left out of their parking lot on to E 33rd; They rent out parking spaces.
Pairmore & Young	Staff and customers access business via personal vehicles, so no issues with pedestrian infrastructure; Pairmore shares parking with Johnson's Tire Service
Frampton & Opinsky	Calais owns 70 acres in the project area; Incur a significant cost in dealing with homelessness; They have increased security drivebys from 3 per day to 12 per day; Feels scary to walk in the area.
Moose's Tooth	Rock Gym is creating traffic issues and is willing to spitball ideas; Solutions might displace parking problems elsewhere; It feels scary to be on a bike everywhere; Safety issues for employees to park far away; Should have a pedestrian friendly lit corridor to serve the business community; Recommend vacating the alleyways behind Moose's Tooth and Kinleys.

BUSINESS STAKEHOLDER MEETING: MAP NOTES

Comment
There are security and homeless issues.
No benches near Mattress Ranch
At lunchtime, Table 6 has lots of car traffic/parking
Calais Dr/Walmart area - lots of incidents with homeless
People have been seen sleeping along Calais Dr, next to Johnson's Tire Service
Walking along the corridor (E 33rd) is difficult with snow berms
There needs to be more parking for Moose's Tooth - in front on Old Seward

W. 32nd Avenue & E. 33rd Avenue Public Comments
Agency Stakeholder Meeting

Map Notes
Consider traffic circle at Eureka St and W. 32nd Ave.
Calais Dr at WalMart - potential to separate sidewalk from traffic.
Parking on north side of Moose's Tooth is technically in ROW and can be removed.
Provide/consider a connection at east end of E 33rd Ave.
Even if connectivity cannot be addressed with this plan's construction, it should be identified in non-motorized plans.
Lots of pedestrians cross A Street between WalMart and Northrim Bank (not at light)
Heavy pedestrian traffic at A Street and W. 32nd Ave
A Street and W. 32nd Ave intersection gets a lot of complaints.
Light too short at C Street and W. 32nd Ave
Northrim Bank - ATM should be accessible by driver side of car.

W. 32nd Avenue & E. 33rd Avenue Public Comments
Step Up AK Event

PUBLIC COMMENT FORMS		
Name	Address	Comment
James Duhart	1507 Ermine	Road should have illuminated paint at night
		Employee at Table 6 restaurant - walks to work. Drivers do not wait for pedestrians at crosswalks
Michael Jacobs	2311 McRae, Unit A	Midtown could use more police foot patrols; need a police sergent to field complaints and return phone calls; would like the return of the public police dispatch radio calls.

W. 32nd Avenue & E. 33rd Avenue Public Comments

Emails & Phone Calls

PHONE CALLS	
Name	Comment
David Walkenon	2-way stop intersections are hard for pedestrians to cross; 4-way stop intersections are better; This project should slow down traffic, lanes are too wide; Recommend speed bumps but they are not good for snow plows; This project is needed, it's a good idea; Roads need to be resurfaced

**W. 32nd Avenue & E. 33rd Avenue Public Comments
Questionnaire**

Q3: What destinations do you frequent in the project area?

Key Bank

Alaska Club

Taco Bell

Alaska Rock Gym

Northrim Bank

Moose's Tooth

Calais I

Barne's & Noble

Natural Pantry

Denali Tower South

Sushi & Sushi

Table 6

Bagel Shop

Summit Tea

Kinley's

Pho Lena

Tommy's Burger Stop

WalMart

Johnson Tire

JC Penny's Warehouse

Meineke

Arctic Benson Park

Springhill Suite

Embassy Suites

Trek Store

Petroleum Club

Mom and Pop Grocery

Europa Bakery

Credit Union One

Taproot

Coffee Cart

Library

Cuddy Family Midtown Park

Alaska Dance Theatre

Mount Vernon Commons

Montpelier Court

Pho Vietnam

Century Theaters

Q6: If you walk or bike in the project area, generally, what is the purpose of your trip?

Commuting to Home, Work, or School

Work at Alaska Rock Gym
Work
Commute on A & C Streets from Dimond to Downtown
Calais I Building
I travel east on 32nd from C to access my office building and after work. When I pick up my child, I use 32nd heading west.
Calais I Building to and from Arctic
Calais towers
Bike to work
To and from home and work on bike, sometimes car
Work
Calais I
Through the area to my work
Commuting between home (east side) and work (Calais building), and to and from meetings on bike, foot, car depending on how close (lots of meetings at C & Northern Lights, lots at Black Cup on Benson & Denali)
Work - bike or car
Commuting to work in good weather
Healthcare Destinations
Sunsation
Shopping/Dining Destinations
Moose's Tooth
Barne's & Noble
Walmart
Natural Pantry
Table 6
Europa Bakery
Yak & Yeti
Sushi & Sushi
Bagel Factory
Kaybank
Cafes and restaurants between Eureka St. and A St. up to 36th Ave.
Great Harvest Bakery
Sears Mall
Baskin-Robins
Pho Vietnam
Summit Spice & Tea
Serrano's
Recreation/Leisure Destinations
Arctic Benson Park
Restaurants
Go for walks or walk to Natural Pantry
Cuddy Family Midtown Park
Marie's Salon
Movie Theater
Walking dog, from MontPelier on to 32nd and Eureka
Post Office on 36th

Walking during lunch break or work break
To get fresh air during lunch, or to walk to baskin robbins Ice cream
Office-resturants, office-Walmart
walk to walmart for errand or grab lunch or a little exercise
Natural Pantry
Bagel Shop
arctic benson park, natural pantry, sears mall
I walk to Natural Pantry often, which is just outside the project area, but the walk is through the project area
We walk to get coffee and Natural Pantry, quick runs to walmart
Walk up 32nd Ave. to Eureka and back around to C St.
Walmart, Great Harvest Bakery
Lunch/Walking Break
Cuddy Park
Many of the dining destinations listed above
Natural Pantry, Cuddy Park, green spaces around 3201 Calais
Walk from office to bank or nearby cafe
Travel through project area to another part of town
Office- Post office on 36 and A St or Loussac Library
Again, I ride through area almost every day, two times
Spenard
Yes
Chester Creek Trail
For errands
Alaska Fitness on A Street
Walking across project area
Daily
Meetings downtown (bike or drive), other midtown (bike or walk), commute home to east side (drive or walk)
Other
ReMax
Northrim Bank

Q8: What priority do you place on the following upgrades along the project corridor?
Comments in addition to answer:
The area around where I work / own a building at 33rd works well currently.
Need left turn signal at A Street & 32nd Ave!
A left hand turning lane at W 32nd Ave and A St. Significantly improved snow remove from the current sideways. A roadway that connect W 32nd between Spenard and Arctic Blvd
I believe this would make a good e/w commute route with chevrons. Some intersections will need pruning.
I put N/A on street lighting because I've only been working there for a month and it's been light out the whole time! I could let you know next year after a winter.
landscaping / art-culture

Snow plowing strategies that stop blocking sidewalks! And enforce no snow piles from apartment buildings at the street intersection site lines!

That pedestrian signal at Benson and A is the WORST! So hard to reach, no walk sign without it, no safety without walk sign

Q9: What current issues along the project corridor are of most concern to you?

Comments in addition to answers:

Flow of traffic East bound on Calais Dr when at 'A' st signal. Left hand turners delay the traffic behind them because there is no where to go straight on calais over A street

Need left turn signal at A Street & 32nd Ave!

Lack of left hand turning lane at W 32nd Ave and A St, No 32nd Ave connection between Arctic and Spenard, Moose Tooth is HUGE probably in this area - their parking is inadaquet for the size of the restaurant and is poorly designed - currently cars parking in their lot block the few of on coming traffic at the corner of Old Seward and E 33rd.

Poor signal timing

34th and Old Seward is an unsafe intersection

Speed

Using road design to strengthen community connections

Snow Management is terrible. Sidewalks filled with road snow usuallly for a week after a storm forcing pedestrians and students waiting for school bus to stand in the street. Apartment buldings piling snow 12 feet high (no exageration) at the corner of 32nd and Eureka all winter

Q10: What is one improvement that could be made within the project corridor to encourage you to bike or walk more often?

BIKE

safe, well-marked, SMOOTH surface

dedicated area for bikes

bike lanes and bike awareness

separated bike path

bike lanes

Significantly improved snow removal on the sidewalks, 32nd doesn't connect you to anything else for biking, why this road?

awareness that there are bikes in this city

Chevrons and signs on cross streets "Be alert, Bike Path" or something like that

i am always dropping my son off or picking him up and i won't be biking to work anytime soon. but, dedicated bike lanes are important. it would be nice to have the bike rental racks because i might bike to lunch if they were available.

In an ideal world where there's enough space a wide sidewalk/bike lane like there is running up A street

Dedicated biking areas.

bike paths that aren't pedestrian sidewalks!

maintain snow removal on sidewalks

Bike lanes and connection to other trails

safer connections from the project zone to existing bike trail system

connectivity between the Chester Creek trail to 36th. Good bike sidewalk starts at 36th but between Chester and there it's shady. No bike lane, shared narrow sidewalk
Bike lane
Dedicated bike lane
Designated bike lanes
dedicated lane for biking
WALKING
continuous sidewalks on (at least) one side of the street
plowed sidewalks in winter, better crossing signals
separated sidewalk
wider or separate lanes
Significantly improved snow removal on the sidewalks
proper winter snow removal so they are accessible
wider sidewalks/snow removal
more green space. there is a lot of pavement in front of offices.
More safe places to cross at intersections
better traffic signals for motorists / pedestrians, full sidewalks along c street
bridges or tunnels at intersections
The Northern crosswalk at A St and 32nd out in front of Walmart is super dangerous so encourage people to use the Southern one.
Safer side walks that get cleared during winter months
Sidewalk separated from road
wider sidewalks, sidewalks parallel to all roadways
maintain snow removal on sidewalks
appealing destinations along the way
Wider sidewalks
Wider sidewalks
Clear the existing sidewalks of snow in a timely manner
crosswalks - visible pedestrian lanes

Q11: If there were more bicycle facilities in the project area, would you bike more often?		
YES		51%
NO		31%
Other comments:		
What do you mean by bicycle facilities? Mostly like no, I wouldn't bike more. 32nd only goes from Arctic to the Highway and doesn't lead to other biking trails or systems.		
I would bike through there more often. I bike daily		
I'm not sure what a bicycle facility is.		
Commuter from out of Anchorage, will never bike here		
Not that often as I'm not a big biker and don't live or work near mid-town		

Q12: If you are a property owner, business owner, or an employee at a property in the project area, are you aware of any special conditions or non-conforming features on your property that our design team should be aware of?

Install left turn signal at traffic light at A street & 32nd Ave
Massive parking lots on 32nd Ave between A and C Street back the area unattractive.
I'm not a business or property owner. It might be nice to place a stand of trees somewhere on the walmart side of C street. People sleep there regularly and while winter might reduce the number, it is a visible and safe place to sleep so they will most likely continue sleeping there year to year. Creating a safer space that may provide some protection from the elements would be a good thing.
ugh, how the sidewalk disappears on A street
Sidewalks with existing driveway cuts at locations with no driveways make it difficult to walk in icy conditions and difficult for folks with disabilities. Remove un-used aprons. I suggested that work as part of the C street project underway and that has not happened. Instead thousands of \$ spent on replacing existing compliant, serviceable curb cuts at street intersections -WASTE OF MONEY!!!

Q13: Are you aware of any drainage issues within the project area?
Drainage along E 33rd
Yes, on 32nd Ave between A and C Street there is pooling by each of the parking lot driveways. During spring thaw it causes large pools of slush water that don't drain and block the sidewalk.
Calais parking lot has some challenges
It can get wet at 32nd and C during breakup. The area is very narrow for through traffic and bikes to share. With substantial run-off, it is worse.
Where is Fish Creek? Is there any way to surface even a little of it as a feature which would make the walk a destination?
Yes. It always accumulate water during rainy season along A St between 32nd-36th.

Q14: What street in Anchorage, or in the world, do you wish this corridor resembled? What about this street do you like?
Works well as currently designed.
I like N Lights west of Minnesota - detached sidewalk doubles as legal bike lane
Any street in the Netherlands that's not a highway. Made for bikes!
Spenard Rd as it is being constructed. Dedicated bike lanes, wide walkways.
Honestly the street is okay, just needs a few improvement. There is no need for a massive street redesign.
Elmore road. It's peaceful - for the most part.
There are too many offices. I can't think of a street that I would like it to resemble, but getting rid of all the office concrete would be a welcome change!
Delaney Park Strip- because there is green space and a safe meridian to walk/ bike
one like you find in many cities, where it is blocked for traffic and just a pedestrian and biking area!
The bridge that connects Spenard to Turnagain by going over West Northern Lights. I like that pedestrians don't even have to think about traffic.
I like wide dedicated pedestrian and bike paths that are in a few other places in town. If there was just a sidewalk that could safely fit bikes and walkers that would be wonderful.
W Washington Ave in Madison WI

Any street with dedicated bike lanes, wide sidewalks, and or cobbled streets that make the area feel less like a highway
4th Avenue
Dreaming big, but what if it could be Anchorage's Pearl Street (in Boulder, CO).
10th Avenue - Good sidewalks, great bike infrastructure, parking, slow traffic speeds.
Mt. View and Pine Street behind UAA are nice, with side walk setbacks and landscaping but visually over cluttered with numerous street fixtures
Des Vouex Road in Central, Hongkong - it is a busy street yet very walkable and safe for pedestrians , there is a stop light and pedestrian lane every block and very easy to navigate even for a tourist, it is also lined up with hotels, stores and parks even.
MLK Jr. here is great for biking and walking. I don't feel safe biking on the road on A or C between Fireweed and 36th and the sidewalk isn't a great alternative. More bike awareness; walk signs that turn every time instead of needing a button to be pushed, or at least moving the buttons to places that are easy to push and not in the way, bike lanes that don't suddenly disappear for no reason with no well-defined solution

Q15: Please share any additional comments you have about this project.

The intersection of E.33rd and Old Seward Highway needs a change to reduce congestion. Patrons of the Mooses Tooth are CONSTANTLY parking in the curve (in front of all the NO PARKING signs) and reducing the 2 lane road to 1 lane. Cars are backing out and pulling out of Mooses tooth and Kinley's and it is crazy trying to get thorough this area most of the day. Either expand the shoulder so that cars can park there and there be enough room for 2 lanes, or more clearly mark the end of the shoulder, the beginning of the no parking area (red paint and grid lines, red paint the guardrail etc) and enforce the no parking. This intersection needs to remain 'free flow' (no stop signs) and could use a unique idea to ease the congestion.

I would bike to work if I felt comfortable in this corridor. Signage could point cyclists here versus trying to travel along N Lights/Benson

The light on Calais Dr needs a turn signal for drivers turning Left to drive North on A. Maybe a separate crossing time at this intersection for peds and bikes that doesn't coincide with a green light - could make crossing safer. Also, this light is too short.

Thanks for asking our opinion.

Seems snow removal is something that needs to be addressed before any kind of construction will be relevant.

Please help keep walkers and cyclists safe!

34th and Old Seward is an odd intersection. I had to jump on the hood of a car; I was hit but avoided injury. The driver said he did not see me. Intersection needs to be enlarged and traffic from Seward Highway and Mooses Tooth should be controlled better.

Mooses tooth does not have enough parking which stresses the road, other businesses and users. They are in a B-3 area which requires them to provide parking for their patrons. Pleases do not consider their wishes looking for more on street parking. This is a B3 midtown area. Parking should not be on street.

Overdue!

Provide a summary of comments to all on your e-mail list.

My hope is this project will be well-thought of and not just because someone thinks it is a good thing to do. We have more roads that need more attention and improvement than this alley.

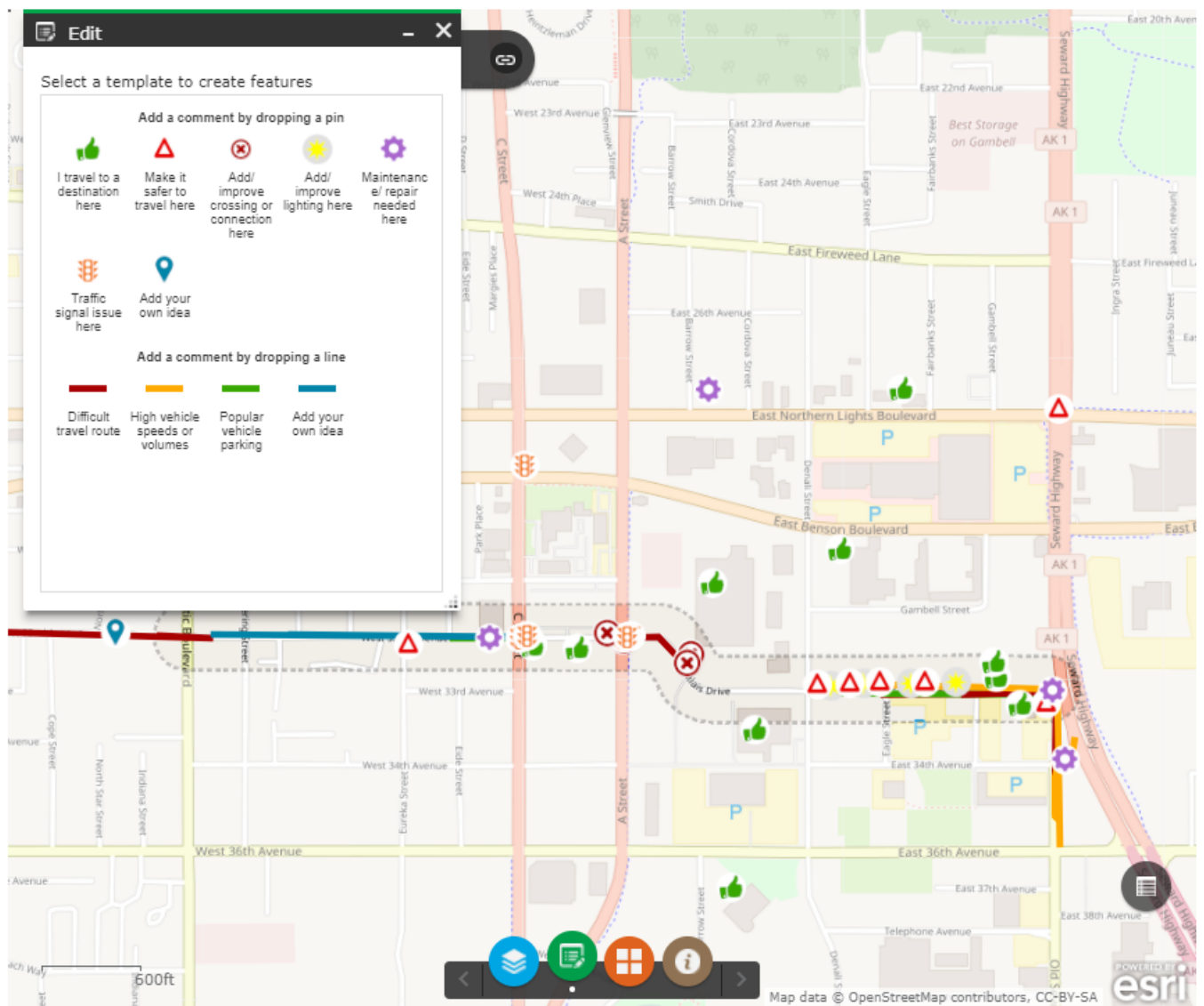
Thank you!!

INTERACTIVE MAP & QUESTIONNAIRE

Your feedback on this project is important to us! Your comments and ideas will be used to help us design the improvements in the project area. Click the link below to complete our project questionnaire (takes about 10 minutes) or provide location-specific feedback on the interactive map tool.

You can also send a [comment](#) to the project team.

[Complete the Survey](#)



W. 32nd Avenue & E. 33rd Avenue Public Comments
Interactive Map

MAP COMMENTS (POINTS)			
Type	Mode	Comment	Location
I travel to a destination here	Bicyclists	Again, high volume of traffic around the corner of Old Seward and 33rd is dangerous	
Maintenance/ repair needed here			
Make it safer to travel here	Pedestrians	snow storage is above 12 feet at this corner. Drivers cannot see pedestrians and kids at nearby bus stop	W. 32nd Ave
Add/ improve crossing or connection here	Bicyclists		
Make it safer to travel here			
Traffic signal issue here	Drivers	Its really hard to make a left at this light. Due to oncoming traffic and pedestrians. A blinking left turn arrow would be helpful. Especially offset from the pedestrian crossing.	W. 32nd Ave @ A Street
Maintenance/ repair needed here	Bicyclists	This street is falling apart. Hard for everyone.	W. 32nd Ave
I travel to a destination here			
I travel to a destination here			
Traffic signal issue here	Drivers	Left turn right away would help.	W. 32nd Ave @ C Street
I travel to a destination here			
Traffic signal issue here	Bicyclists	ped signal does not change unless button is hit, this means if one arrives 1 second too late there is no ped cross signal, or if someone stands near curb and waits for signal, they miss a cycle	Minnesota Dr @ Benson Blvd
Traffic signal issue here	Drivers	Their needs to be a left hand turn light from 32nd to A St, this is a problem for cars, walkers, bikers, and homeless	W. 32nd Ave @ A Street
Make it safer to travel here	Drivers	This corner is dangerous for everyone because of Mooes's Tooth parking. Their current parking area blocks the view of on coming traffic, additionally, no parking signs are not enforced	Old Seward Hwy @ E. 33rd Ave
Add your own idea	Drivers	This road should connect for all user groups! It would connect midtown to offices workers to Spenard restaurants during lunch	W. 32nd Ave connection through AWWU
I travel to a destination here		No issue just marking where I travel in the area	WalMart
I travel to a destination here	Pedestrians	I travel here to have work done on my car while I am at work and I am able to easily access the sideways during the summer but during the winter they are not maintained	Johnson's Tire
I travel to a destination here	Pedestrians	There's no sidewalk on the west side of A St to get me safely to the library	
Traffic signal issue here	Pedestrians	Please consider putting a no turn on red light here with a dedicated red light time for pedestrians to cross the street (i.e. Use A St and Benson (north bound) as an example)	Benson Blvd @ C Street
I travel to a destination here		I work here - would use bicycle if I have a good corridor	Calais I
I travel to a destination here			
Add/ improve crossing or connection here	Pedestrians	People crossing the street here are in danger	WalMart entrance on Calais Dr
Maintenance/ repair needed here	Drivers	Cars constantly parked in the 'no parking' corner, reducing this 2 lane to 1 lane many times each day	Old Seward Hwy @ E. 33rd Ave
Add/ improve lighting here	Drivers	Street lights on E 33rd to old seward	
Add/ improve lighting here			
Add/ improve lighting here			
Add/ improve lighting here			
Make it safer to travel here			
Make it safer to travel here	Pedestrians	continuous sidewalk	E. 33rd Ave
Make it safer to travel here	Pedestrians	please add continuous sidewalks	E. 33rd Ave
Make it safer to travel here	Pedestrians	sidewalks	E. 33rd Ave
Add/ improve crossing or connection here	Drivers	vehicles traveling east to cross A street are hampered by the left turn people waiting to turn left. There are major utility boxes on each corner (SW & NW corners) that hamper widening this area for	W. 32nd Ave @ A Street
Add/ improve crossing or connection here	Drivers	Pedestrian traffic =dangerous, vehicles exiting walmart do not stop	WalMart entrance on Calais Dr
Maintenance/ repair needed here	Drivers	Please paint on the asphalt: KEEP MOVING . Traffic often stops as it exits from the highway.	New Seward Hwy exit to Old Seward Hwy

MAP COMMENTS (LINES)			
Type	Mode	Comment	Location
Difficult travel route			
Popular vehicle parking			E. 33rd Ave
Difficult travel route			Calais Dr.

Difficult travel route	Drivers	Congestion, vehicles backing into roadway from Moose's Tooth parking create hazards for those traveling around this corner.	Old Seward Hwy @ E. 33rd Ave
High vehicle speeds or volumes	Drivers	Traffic volume flowing around this corner increased considerably when the Alaska Rock Gym relocated to 665 W. 33rd	Old Seward Hwy @ E. 33rd Ave
Popular vehicle parking	Bicyclists	More formal street parking separate from shoulder/bike/pedestrian options would help.	W. 32nd Ave
Difficult travel route	Drivers		W. 32nd Avenues don't connect between AWWU
Add your own idea	Drivers	Create opposite side parking during the winter months to allow better snow removal	W. 32nd Ave