



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

Arctic Boulevard to Old Seward Highway



CONCEPT REPORT

AUGUST 2017

PM&E Project No. 16-29



Prepared for:

Municipality of Anchorage
Project Management &
Engineering Department

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Context Sensitive Solutions is:

A result of collaborative processes, broad-based consultation, and compromise between community needs and individual interests.

The way to achieve a safe facility that is in harmony with the community and its scenic, historic, and environmental values.

An efficient use of time, budget, and community resources.

The creation of a public facility that adds lasting value to the community.

A way for the community's affected interests, as a whole, including immediate residents to contribute the definition of a project scope.

A balance of competing desires.

A Strategy for Developing Context Sensitive Transportation Projects, MOA Adopted October 2008.

Table of Contents

Project Team	1
Table of Contents	2
Introduction	3
Background	3
Project Goals & Funding Source.....	4
Area Context	6
W. 32 nd Avenue (Arctic Boulevard to A Street)	6
Calais Drive (C Street to Denali Street)	7
E. 33 rd Avenue (Denali Street to Old Seward Highway)	7
Guiding Documents.....	8
Problems to Be Solved	10
Issues Identified by Stakeholders	10
Lack of Pedestrian and Bicycle Infrastructure.....	10
Major Intersections & Signal Timing.....	11
High Traffic Speeds	12
Lack of Lighting & Safety Concerns	12
Traffic Volumes & On-street Parking	12
Questionnaire	13
Problem Solving Concepts	13
Concepts Reviewed and Dismissed by Public Stakeholders	14
Concepts to Advance to Design Study Phase.....	14
Stakeholder Involvement Summary	14
Stakeholder Involvement Activities	15

List of Appendices

Appendix A	Project Information/Nomination Form
Appendix B	Public Involvement Announcements and Displays
Appendix C	Meeting Records and Comments
Appendix D	Project Stakeholder Contact List
Appendix E	Complete List of Stakeholder Comments

Introduction

The Municipality of Anchorage (MOA) is studying alternatives to improve multimodal transportation opportunities along W. 32nd Avenue, Calais Drive, and E. 33rd Avenue from Arctic Boulevard to Old Seward Highway in Midtown Anchorage. The project is following Complete Streets design methodologies to balance the corridor improvements for all users including motorists, bicyclists, pedestrians, and persons with disabilities. Complete Streets design considers walking, biking, and transit as efficient modes of transportation and equally important to vehicular modes.

The existing corridor lacks adequate non-motorized facilities with narrow and/or discontinuous sidewalks and no dedicated bike facilities. Additionally, there is traffic congestion and parking issues related to Midtown business access and the Moose's Tooth Restaurant, at the east end of the project corridor. This project will evaluate various transportation network alternatives to enhance safety and accessibility for motorists, pedestrians, and bicyclists.

Improvements may include:

- Roadway reconstruction and/or resurfacing
- Multi-use pathway and pedestrian facilities improvements
- On-street bicycle facilities
- Accessibility improvements for persons with disabilities
- Street lighting
- Street restriping
- Traffic signal upgrades
- Storm drain improvements and extension
- Signage and landscaping
- Utility relocation as required due to roadway corridor improvements

The first phase of the project is the preparation of the Concept Report using the MOA Context Sensitive Solutions Strategy (CSS) Policy. The CSS policy provides guidelines to involve project stakeholders in defining the problems to be solved. This report documents the public process, issues identified by the stakeholders, and conceptual alternatives to carry forward to the Design Study Phase.

Background

The 2014 Official Streets and Highways Plan (OS&HP) classifies W. 32nd Avenue as a Neighborhood Collector roadway and both Calais Drive and E. 33rd Avenue as Commercial/Industrial Collector roadways. The project road corridor serves mainly residential on the western end, with exception to the area immediately adjacent to Arctic Boulevard. The eastern half of the corridor beginning west of C Street provides access to predominantly commercial properties and a few government services buildings. See map (page 5) for an overview of the project area.

The entire project is located within the Midtown Community Council, in one of the three Major Employment Areas identified in the Anchorage 2020 Anchorage Bowl Comprehensive Plan (2020 Plan), and in one of two City Centers identified in the 2040 Land Use Plan (LUP). The 2020 Plan states that:

- “The overall intent is to create a city in which there will be more opportunities to live a less automobile-dependent lifestyle.”
- Major Employment Centers have “an emphasis on connectivity among the land uses to include and facilitate pedestrian and transit facilities along with traditional auto access.”
- “Walking should be the mode of choice for short trips with major employment centers. To create a more walkable environment, priority should be given to the development of a pedestrian network. Pedestrian design guidelines incorporating landscaping, street furniture, limited protection from weather and street noise, and pedestrian scale lighting should be adopted.”

The 2040 LUP states that City Centers should have:

- A pedestrian-friendly character with wider sidewalks that are maintained and attractive, distinct streetscape themes and features.
- Be integrated with adjoining compact and medium-high density neighborhoods with convenient, direct walking and bicycle connections within and to adjoining neighborhoods.

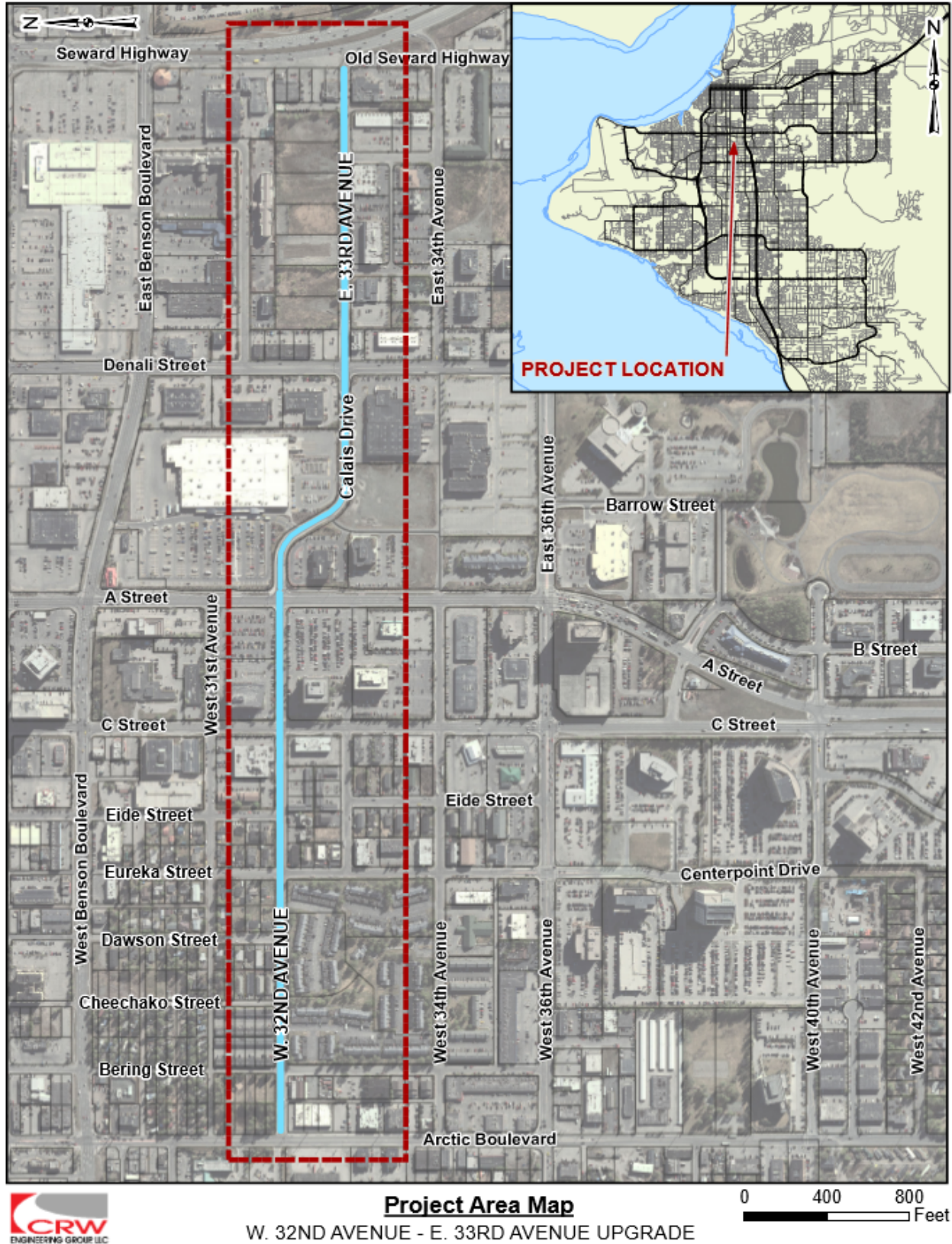
Project Goals & Funding Source

This project is a priority for the Mayor’s Office, surrounding businesses and the adjacent residential neighborhoods.

The goals of this project are to:

- Improve safety and accessibility for all modes of transportation across Midtown Anchorage and advancing MOA’s Vision Zero Initiative of eliminating traffic fatalities and serious injuries for all road users.
- Repair and/or replace existing, aging public infrastructure with facilities in accordance with current MOA design criteria.
- Upgrade existing roadways to include missing links for pedestrians and bicyclists.

Currently, the project has been funded through local road bonds for the planning/concept and design study phase. Additional funding will be necessary for design, pre-construction tasks including any right-of-way acquisitions and utility relocations. The earliest construction could occur is in 2019 if funding becomes available.



Area Context

The W. 32nd Avenue, Calais Drive, and E. 33rd Avenue corridor primarily has a two-lane cross-section with turn lanes near the commercial/retail uses in the center of the corridor. The corridor is generally residential to the west of C Street with minimal traffic control. Between C Street and Denali Street, W. 32nd Avenue and Calais Drive provides direct access to several commercial and retail properties. East of Denali Street, E. 33rd Avenue connects to popular restaurants, commercial and recreational businesses and government services. The entire corridor has a posted speed limit of 25 miles per hour.

Transit Routes 25 (A & C Streets) and 35 (Arctic Boulevard) will cross the project corridor based on the new route map that will be launched on October 23rd, 2017. Characteristics of the road corridor vary significantly between three road segments as described below.

W. 32nd Avenue (Arctic Boulevard to A Street)

W. 32nd Avenue serves high-density residential neighborhoods along the middle section and transitions to commercial and business centers on both ends. Arctic Benson Park is located at the west end of the corridor. Transit facilities are located near 32nd Avenue on Arctic Boulevard, C Street, and A Street. The area surrounding the roadway is zoned B-3 General Business on the western and eastern ends and R-4 Multifamily Residential through the middle segment. Public right-of-way is 60 feet wide.

This 2,625 foot long segment has a paved width of 32-feet. Parking is permitted on both sides of the road between Arctic Boulevard and C Street but is prohibited between C Street and A Street. The roadway has rolled curb with 4-foot attached sidewalks on both sides of the road. ADA accessible curb ramps are present on several recently reconstructed intersections near Eureka Street but are not present at most intersections. Signalized intersections are present at A Street and C Street.



Figure 1 - W. 32nd Avenue (Looking East)

Street lights are located on wooden or steel poles at street intersections along 32nd Avenue. The intersection at Arctic Boulevard lacks lighting specific to the intersection. The C Street and A Street intersections have lights on each of the four traffic signal poles, centered above pedestrian crosswalks. Roadway grades are relatively flat (0.3% to 1.88%). A piped storm drain system collects drainage from the entire segment.

The surrounding development generates a high volume of non-motorized traffic between the residential neighborhoods, transit facilities, and commercial establishments. Existing sidewalks are narrow and often blocked by vehicles that park across or back directly into 32nd Avenue over the rolled curb. High pedestrian and bicycle traffic has also been observed crossing from the Calais Building properties to Walmart by traveling along 32nd Avenue. Vehicle volumes are also the highest on the segment between A Street and C Street due to local business traffic and vehicles accessing C Street from Calais Drive.

Calais Drive (A Street to Denali Street)

Calais Drive serves several office complexes and the Walmart shopping center. It has a relatively high volume of all modes of traffic due to the nearby residential development and shopping center. The area surrounding Calais Drive is zoned B-3 General Business. Public right-of-way is 65 feet wide.



Figure 2 - Calais Drive (Looking East)

Calais Drive provides a transition from W. 32nd Avenue at A Street, one block south to E. 33rd Avenue at Denali Street. The roadway is approximately 1,265 feet long has a typical paved width of 26 feet. The roadway widens at the approaches to the signalized intersections at A Street and Denali Street to accommodate turn lanes. Parking is prohibited along this stretch of road. Traffic heading east on Calais Drive has been observed to back up when trying to make a left turn into the Walmart driveway.

The road segment has barrier curb with attached 5-foot wide sidewalks on both sides. Existing curb ramps generally appear to meet current ADA requirements. High pedestrian and bicycle volumes

are present at the A Street / Calais Drive intersection. Transient populations have been observed to loiter near the A Street intersection and near the east-side transit stop on A Street, north of Calais Drive.

Grades along the roadway are very flat (0.4%) and storm drain is only present on the western half. Continuous street lighting is provided along the entire length of Calais Drive.

Existing landscaping is prevalent along the property lines and inhibits sight distance inside the curve near Walmart. A large vacant lot off of Calais Drive and Midtown Place is currently being developed for a new hotel which is expected to increase pedestrian traffic in the area.

E. 33rd Avenue (Denali Street to Old Seward Highway)

East of Denali Street, 33rd Avenue provides direct access to a mix of small commercial and retail uses. Moose's Tooth Pub & Pizzeria, Kinley's Restaurant, and Sushi & Sushi generate a large amount of vehicle traffic during midday lunch and dinner hours. Parking surrounding Moose's Tooth is congested with cars extending the right-of-way along much of the property frontage. Other trip generators include the Alaska Rock Gym and the Alaska Department of Labor. Both locations generate both vehicle and non-motorized traffic. The surrounding area is zoned B-3 General Business. Public right-of-way is 60 feet wide.



Figure 3 - E. 33rd Avenue (Looking East)

The 1,500 feet long roadway segment has a typical paved width of approximately 33 feet. The paved

section widens near the intersection with Denali Street to accommodate a left turn lane. On the eastern end the paved roadway blends into adjacent parking areas for the Moose's Tooth and Kinley's Restaurant before it transitions into the Old Seward Highway heading south.

Pedestrian facilities along 33rd Avenue are not continuous and are missing from one or both sides for approximately 1,200 feet of the road segment. Where present, 5-foot wide sidewalks are attached to the back of rolled curbs. There is no piped storm drain system and in many areas the pavement shows significant signs of distress. Street lights are mounted to wooden utility poles at side street intersections.

Guiding Documents

Table 1- Guiding Documents– W. 32nd Avenue & E. 33rd Avenue Upgrades	
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 Plan. Mixed-use streets typically consist of two to four travel lanes.
Official Streets & Highways Plan (OS&HP) 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 provide 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, bicyclists, 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.

	<ul style="list-style-type: none"> • 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 time 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)	Roadway: <ul style="list-style-type: none"> • Minimum Average Illuminance - 0.6 (fc) • Uniformity Ratio – 4.0:1

	<ul style="list-style-type: none"> • 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>

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.

Issues Identified by Stakeholders

The primary issues identified by stakeholder groups for this project are summarized below. A complete list of all comments received to date can be found in APPENDIX E.

Lack of Pedestrian and Bicycle Infrastructure

1. The inconsistent presence of sidewalks and pedestrian/bicycle facilities through the project corridor causes accessibility and safety issues. In many areas where sidewalks do exist they are too narrow to allow two people to pass each other comfortably. ADA issues exist on corridor sidewalks including ramps that face the wrong way, grades that are too steep for wheelchair navigation, and curb cuts not in line with street crossings.

2. Sidewalks along W. 32nd Avenue become impassible in wintertime due to snow, forcing pedestrians to walk in the street. The snow also causes visibility issues – drivers cannot see pedestrians or children at bus stops over the mounded snow. Overgrown vegetation along the corridor sidewalks also leads to visibility issues and sidewalk crowding. Cars parked on-street sometimes mount the rolled curb, partially or fully blocking the sidewalk, impacting navigation and accessibility.



Figure 4 - Winter Sidewalk on W. 32nd Ave

3. Dedicated bike lanes and wide sidewalks separated from traffic would create a safer environment for bicyclists and pedestrians along the project corridor.
4. The lack of connectivity between W. 32nd Avenue at Arctic Boulevard and W. 32nd Avenue at Spenard Road can be addressed with a lighted pedestrian path connecting the corridors (through an easement on Anchorage Water & Wastewater Utility property). If this connectivity cannot be addressed through this project's construction, it should be part of a non-motorized plan implementation project (Project is identified in Anchorage Bicycle Plan).

Major Intersections & Signal Timing

1. Two major intersections within the project area account for many of the comments received: (1) Intersection of C Street and W. 32nd Avenue and (2) Intersection of A Street and W. 32nd Avenue. For both intersections, the timing for a green light when traveling on W. 32nd Avenue is quite long. These intersections are both heavily traveled by bikers and pedestrians who have a difficult time crossing C and A streets due to a short crossing signal and fast, turning traffic.
2. The current configuration of the A Street and W. 32nd Avenue intersection does not include a left turn lane or turn arrow for eastbound vehicles turning north on A Street. At times, the traffic volume westbound from Calais Drive (Walmart) does not allow an opportunity for these vehicles to make the turn onto A Street, which causes traffic to back up on W. 32nd Avenue.
3. Many intersections do not allow enough crossing time for pedestrians and bicyclists to safely cross the street, nor do they have adequate signage or facilities to make drivers aware of non-motorized traffic.
4. Existing vegetation within the right-of-way inhibits walking on the sidewalk along W. 32nd Avenue.



Figure 5 – Pedestrians Queuing at C Street & W. 32nd Ave

High Traffic Speeds

1. Many commenters are concerned about the speed of traffic and drivers' lack of awareness of pedestrians and bicyclists. Wide travel lanes, lack of speed limit signage, and lack of pedestrian crossing bars could contribute to the high speed of vehicles.

Lack of Lighting & Safety Concerns

1. Lack of lighting in the project area poses a safety issue for pedestrians and bicyclists, especially at night, during winter months, and for individuals walking alone. Additionally, there are unsavory activities commonly reported at Arctic Benson Park, which seems to be exacerbated by the lack of lighting in the area.
2. Security is also an issue for businesses in the area. Calais Company owns 70 acres in the project area and incurs significant costs in dealing with the homeless population. They have had to increase number of security patrols at their properties in the project area from 3 per day to 12 per day.

Traffic Volumes & On-street Parking

1. Parking issues are mostly concentrated at the east end of the project corridor. Alaska Rock Gym's new location has increased traffic in this area. Moose's Tooth parking along Old Seward Highway (AK DOT&PF ROW) blocks the view of oncoming traffic in the curve at E. 33rd Avenue. The existing parking lot cannot accommodate the number of vehicles that park at the establishment. Additionally, vehicles parked on the north side of Moose's Tooth pose safety hazards when they back out. This area is technically a right-of-way; parking here could be removed.



Figure 6 – On-street Parking on E. 33rd Ave

2. Moose's Tooth employees park at the lot on the north side of E. 33rd Avenue, next to the Alaska Rock Gym. There are safety issues when employees walk from the restaurant to their cars at night in the dark. The area businesses would be well-served with a pedestrian-friendly, lighted corridor.
3. Southbound traffic on Seward Highway will cut through Kinley's parking lot to access E. 33rd Avenue or Old Seward Highway.
4. On the west end of the project corridor, Mattress Ranch and the adjacent office building to the east has similar parking issues to Moose's Tooth. Vehicles parked along the building's north side pose a safety hazard when backing out. Angled parking could be considered for this location.
5. Private parking on several properties on W. 32nd Avenue extend across the full property frontage. Vehicles often park blocking the sidewalk and pull across the sidewalk when entering and exiting the parking lot.

Questionnaire & Interactive Crowdsourced Map

The public was provided two online methods to provide input on the project, a questionnaire and interactive crowdsourced web map. Both methods are accessed through the project website (www.32nd33rdupgrades.com) and were advertised at all public outreach opportunities. The full questionnaire and results are provided in APPENDIX C and comments from the interactive crowdsourced web map are presented in APPENDIX E.

In addition to comments listed above, the project team also learned that the majority of survey-takers work in the project area and commute via a personal vehicle on a daily basis. Most people who bike in the area do so a few times per week or a few times per month. Popular destinations in the project area include Natural Pantry, Moose's Tooth, Century Theater, Barnes & Noble, Northrim Bank, Walmart, and Calais I Building.

The top most concerning issues include lack of bicycle infrastructure, lack of pedestrian infrastructure and lack of sidewalks. Survey takers felt the most important upgrades to make are an increase in driver awareness of bicycles in travel lanes and dedicated bike lanes. Over half of the respondents said they would bike more often if more bicycle facilities were present.

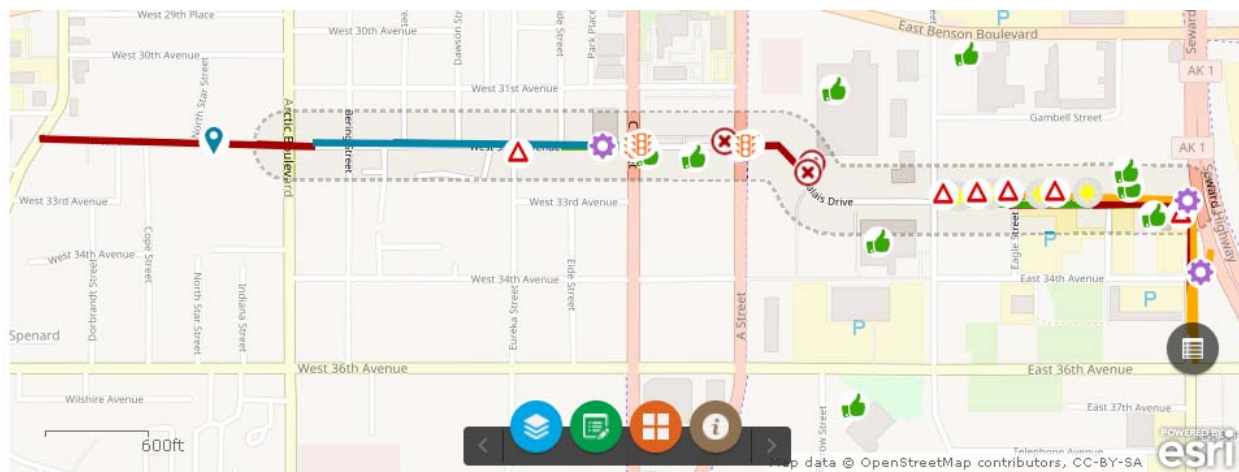


Figure 7 – Interactive Crowdsourced Map

Problem Solving Concepts

The following concepts were discussed with project stakeholders. Stakeholder input on these concepts will influence development of design alternatives during the design study phase of the project.

Roadway Improvement Concepts:

- Road surface Replacement or Overlay
- Pathways and Pedestrian Facilities
- Bicycle Facilities
- Accessibility Improvements
- Landscaping and Lighting
- Signage
- Storm Drain System Upgrades
- Utility Reconstruction

- Traffic Signal Improvements
- On-street Parking
- Traffic Calming
- Potential Traffic Routes

Concepts Reviewed and Dismissed by Public Stakeholders

- Traffic Facilities
 - The concept of removing on-street parking on W. 32nd Avenue and E. 33rd Avenue was reviewed but was considered valuable by Stakeholders.
 - Extending raised medians at signalized intersections was discussed but received public pushback where they limits driveway access. Further coordination with MOA Traffic is needed.
 - Use of alley right-of-way near Moose's Tooth Restaurant for dedicated on-street parking to offset parking on E. 33rd Avenue is not acceptable.
- Non-motorized Facilities
 - Street furniture should be discouraged along sidewalks and at transit stops to minimize loitering by transient populations in the area.
- Other Concepts
 - Removal of landscaping is not desirable, however may need to be removed in order to provide adequate sight distance.

Concepts to Advance to Design Study Phase

- Traffic Facilities
 - Addition of left turn lane from W. 32nd Avenue (eastbound) to A Street (northbound) is needed.
 - Signal timing and/or detection upgrades are needed.
 - Traffic calming improvements on W. 32nd Avenue are desirable
 - Keep on-street parking on at least one side of W. 32nd Avenue and E. 33rd Avenue
 - Street lighting is desirable
 - Converting the eastern end of E. 33rd Avenue to a one-way street and routing two-way traffic on Fairbanks Street to E. 34th Avenue has benefits that merit further analysis.
- Non-motorized Facility Concepts
 - Wider pedestrian facilities are desirable
 - On-street bicycle facilities are desirable
 - Accessibility improvements are needed.
 - Separated pedestrian facilities that would allow areas for snow storage that do not inhibit pedestrian access should be provided if possible.
 - Extension of a pathway west across AWWU property to provide a pedestrian and bicycle link to Spenard Road was a popular alternative.

Stakeholder Involvement Summary

Using the MOA CSS process as a guideline, the project team began the public and agency outreach in July 2017 with the identification of over 1,500 project stakeholders. The goal of the CSS process is to collaborate with all stakeholders to improve the safety and accessibility of the corridor, balance diverse interests, and to find areas of compromise that address budget and environmental concerns. Approximately 200 separate comments were received from individuals through public meetings, comment forms and questionnaire responses. Additional comments were recorded on project scrolls and documented in meeting records.

Table 2 - List of Stakeholders

MOA Agencies	Other Stakeholders
<ul style="list-style-type: none"> • Project Management & Engineering • Traffic • Economic and Community Development • Transit • Community Development and Planning • Mayor's Office • Non-Motorized Transportation • Maintenance and Operations • Anchorage Water and Wastewater Utility • Anchorage Community Development Authority • Anchorage Fire Department (AFD) • Anchorage Assembly Representatives Rivera, Weddleton, and Traini • Z.J. Loussac Library 	<ul style="list-style-type: none"> • Area property owners, business owners, property managers, employees and residents • Spenard Community Council • North Star Community Council • Midtown Community Council • Alaska DOT&PF • Alaska Communication Systems (ACS) and GCI • Chugach Electric Association (CEA) • Municipal Light & Power (ML&P) • ENSTAR Natural Gas Company • Bike Anchorage • Off the Chain • Alaska Bike and Pedestrian Alliance • Bicycle and Pedestrian Advisory Committee • House Representative Harriet Drummond • Alaska Department of Environmental Conservation

Stakeholder Involvement Activities

Distribution of project information and meeting announcements included a combination of a project-specific website, mailed postcards, fact sheet distributed at a special combined community council meeting, email notices and in-person delivery of meeting notices to businesses along the project corridor. All public outreach activities are summarized in Table 3.

Copies of announcements, email, displays and other communications are included in APPENDIX B. Between July 2017 – August 2017, the following activities were deployed to solicit stakeholder feedback:

**Figure 8 - Project Walkability Audit**

Table 3 - Summary of Public Outreach Activities

General Public	Dates
Email Announcement for All Public Meetings	July 17, 2017
Special Combined Community Council Meeting	July 18, 2017
Public Outreach at Step Up Event	August 19, 2017

Website – www.32nd33rdupgrades.com	Dates
Launch Date	July 10, 2017
Online Questionnaire & Interactive Map Active	July 15, 2017

Public Open House and Walkability/Bikeability Audit	Dates
Post Card Announcing Open House & Audit	July 19, 2017
Facebook Event Announcing Open House & Audit	July 19, 2017
E-newsletter Announcement of Open House & Audit	July 19, 2017
E-newsletter Reminder of Open House & Audit	July 31, 2017
Public Open House at Calais Building I	August 1, 2017
Walkability & Bikeability Audit on Project Corridor	August 2, 2017
KUUU News Story about Project and Audit	August 2, 2107

Business Stakeholder Meeting	Dates
Business Stakeholder Meeting Handbill Delivered to Businesses on Project Corridor	August 3 & 7, 2017
Email Reminder – Business Stakeholder Meeting	August 7, 2017
Business Stakeholder Meeting at Calais Building I	August 8, 2017
Meeting with Northrim Bank Facility Manager	August 9, 2017

Agency Stakeholder Meeting	Dates
Agency Stakeholder Meeting Invites	July 25, 2017
Agency Stakeholder Presentation & Meeting	August 9, 2017

The CSS process will be ongoing for the duration of the project. Stakeholders will have the continued opportunity to obtain information and gather feedback on the project website, online questionnaire and interactive map tool, via e-newsletters, and through direct feedback phone calls and emails to project staff.