

## Project Information/Nomination Form

### 27th Ave Pedestrian Safety Improvements

<b>Municipality of Anchorage</b>	<b>Project #: 150701</b> Project Manager: Lori Schanche, PLA Project Administrator: Brooke Blessing Consultant: R&M Consultants, Inc.		
<b>Nominated by</b>	Municipality of Anchorage, Non-motorized Transportation		
<b>Problems to be solved</b>	Reduce conflicts between motorized and non-motorized traffic along West 27 <sup>th</sup> Avenue and provide safer pedestrian and bicycle facilities which encourage year-round use.		
<b>Known Issues</b>	<ul style="list-style-type: none"> <li>• Offset intersections</li> <li>• Lack of pedestrian and bicycle facilities</li> <li>• High demand, high use parking</li> <li>• Obstructed sidewalks and visibility</li> <li>• Narrow ROW</li> <li>• Utility conflicts</li> </ul>		
<b>Community Councils</b>	Midtown and Spenard Community Councils		
<b>House District 3 and 4</b>	Representative Harriet Drummond		
<b>Senate District</b>	Senator Mia Costello		
<b>Assembly District</b>	Ernie Hall, Tim Steele and Dick Traini, Elvi Gray-Jackson		
<b>Schools</b>	West High School, Romig Middle, Stellar Secondary School, North Star Elementary School, Holy Rosary Academy.		
<b>Parks</b>	N/A		
<b>MOA Grid</b>	SW1528, SW1529, SW1530		
<b>Zoning</b>	B-3 (General Business District), R-4 (Multifamily Residential District), and PLI (Public Lands and Institutions District)		
<b>Utilities</b>	Gas, Overhead Electric, Cable, Fiber Optic, AWWU public water and sanitary sewer and storm drain.		
<b>Roadway</b>			
<b>Right-of-way Width (ROW)</b>	Segment 1: Approximately 60 feet; Segment 2: 35-50 feet; Segment 3:, 25-40 feet.		
<b>Roadway (March 2015 data)</b>	<b>Lanes</b>	<b>Posted Speed</b>	<b>85<sup>th</sup> Percentile Speed</b>
	2	25 MPH	26 MPH Seg. 1 23 MPH Seg. 2 29 MPH Seg. 3
<b>Average Annual Daily Traffic (AADT) May 2015</b>	Segment 1: 1700-4,100 1,300	Segment 2: 1,500 – 2,500	Segment 3: 1,100 –
<b>Crash Data</b>	A total of 150 crashes have occurred along the project for the ten year period between 2003 and 2012. The intersection of West 27 <sup>th</sup> Avenue and		

	Spenard Road, as well as the segments between Minnesota Drive and Arctic Boulevard, exhibit crash rates above the statewide average.	
<b>Transit Service Routes</b>	Service Routes 3 and 9 (30 minute headway)	
<b>ASD Walking Routes</b>	West 27 <sup>th</sup> Avenue is within the ASD school walking boundary for Romig MS and West HS; Stellar Secondary school is an optional school (walking, biking or parent transportation) that is within the project corridor.	
<b>ASD Bus Service</b>	Service to North Star Elementary School (stop at Arctic and 27 <sup>th</sup> ); Stellar Secondary School is an optional school and does not provide bus service .	
<b>Funding Schedule</b>	TBD	
<b>Funding Source</b>	\$500,000 State legislative grant to initiate Planning, Public and Stakeholder Coordination and Preliminary Engineering.	
<b>Schedule</b>	<b>Phase</b>	<b>Approximate Dates</b>
	Concept Phase	03/2015 – 10/2015
	Design Study	10/2015 - TBD
	Design (Unfunded)	TBD
	Right-of-Way (Unfunded)	TBD
	Utilities (Unfunded)	TBD
	Bid Phase (Unfunded)	TBD
	Construction (Unfunded)	TBD
<b>Guiding Plans</b>		
<b>Metropolitan Transportation Plan (MTP) 2012</b>	<p><b>Goal 1:</b> Ensure development of a balanced transportation network for people, goods and services that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, and provides a variety of transportation choices and supports planned land use patterns.</p> <p><b>Goal 2:</b> Provide a transportation system that moves people and goods safely and securely throughout the community.</p> <p><b>Goal 3:</b> Develop an attractive and efficient transportation network that considers the cost of building, operating and maintaining the system; the equity of all users; public health impacts; community values; and social justice.</p> <p><b>Goal 5:</b> Establish community connectivity with safe, convenient, year-round automobile and non-automobile travel routes within and between neighborhoods, commercial centers and public facilities.</p> <p><b>Goal 6:</b> Improve access to good jobs, services, housing, and other destinations while providing mobility for people and goods in a safe, affordable, efficient and convenient manner.</p> <p><b>Goal 8:</b> Design and maintain a transportation system that respects the integrity of the community’s natural and built environment and protects scenic vistas.</p> <p><b>MTP Projects: #506 27<sup>th</sup> Ave</b>  #506 27<sup>th</sup> Ave – Blueberry Road to Minnesota Drive, purposed Bicycle boulevard (short-term project 2011-2035) #545 27<sup>th</sup> Ave – Seward Hwy to Minnesota Drive, purposed crossing and sidewalk upgrade (short-term project 2011-2035)</p>	
<b>Official Streets &amp; Highways Plan (OS&amp;HP) 2014</b>	<b>Functional Classification:</b> Local Street in 2005, and 2011 Draft Local Street: the primary function of local streets is to provide access to	

	<p>abutting properties. Local streets also provide space for on-street parking and for utility placement.</p>
<p><b>West Anchorage District Plan adopted 2012</b></p>	<p>Identifies the Spenard Road/West 27<sup>th</sup> Avenue intersection as high risk;</p> <p><b>Transportation Objective 1:</b> Focus public transportation service expansions and investment in areas of highest demand.</p> <p><b>Transportation Objective 2:</b> Expand or complete tail connections that link residential areas and key destinations such as businesses, schools and employment centers. <b>Non-motorized Transportation;</b> The WADP supports the recommendations of the Non-Motorized Plan because investment in alternative means of transportation (bicycle, pedestrian and public transit facilities) reduces automobile dependency and traffic volumes. <b>West Anchorage key Bicycle Plan Improvements</b> – Northern Lights/Benson Boulevard couplet needs a separated path.</p> <p><b>Transportation Object 3:</b> Plan for and develop a safe and efficient road network that accommodates current and future traffic volumes appropriately including the safe movement of passenger vehicles, trucks, freight movement, bicyclists, and pedestrians.</p> <p><b>Transportation Objective 4:</b> Develop roads and other transportation facilities that support and enhance surrounding land uses.</p> <p><b>Transportation Objective 5:</b> Ensure that roads and walkways are properly repaired and regularly maintained, including efficient seasonal snow removal and street cleaning.</p>
<p><b>2010 Anchorage Bicycle Plan</b></p>	<p>Proposed Bicycle Boulevard on West 27<sup>th</sup> Avenue from Minnesota Drive to Blueberry Road (short term 2009-2014)</p>
<p><b>2007 Pedestrian Plan</b></p>	<p>West 27<sup>th</sup> Avenue from Seward Highway to Minnesota Drive is the 15<sup>th</sup> Priority Project out of 319, noted as a heavy pedestrian route. Project area was rated “High” on the Pedestrian Potential Index.</p>
<p><b>Areawide Trails Plan 1997</b></p>	<p>No proposed plans or projects in the West 27<sup>th</sup> Avenue area</p>
<p><b>Anchorage Parks, Recreation and Facilities Plan</b></p>	<p>No proposed projects planned in the West 27<sup>th</sup> Avenue project area.</p>
<p><b>Wetlands Management Plan 2008, Revised 2013</b></p>	<p>No wetlands are in or around the project.</p>
<p><b>Land Use Plan Map and Zoning Atlas</b></p>	<p><b>Land Use:</b> General Business District, Multifamily Residential District, and Public Lands and Institutions District</p> <p><b>Adjacent Zoning Districts: B-3, R-4, PLI</b></p> <p>PLI (Public Lands and Institute) Stellar Secondary School; B-3 (General Business District) adjacent to intersections of West 27<sup>th</sup> Avenue and Minnesota, Spenard, and Arctic, and is most of the Arctic to Blueberry segment of West 27<sup>th</sup> Avenue; R-4 (Multiple Family Residential) West 27<sup>th</sup> Avenue from Minnesota Drive to Arctic Blvd other than near the intersections</p>
<p><b>AWWU Water Master Plan 2012</b></p>	<p>West 27<sup>th</sup> Avenue is in the 260 Pressure Zone and is to remain unchanged, Spenard Area water improvements for optimization and service redundancy are planned.</p>
<p><b>AWWU Wastewater Master Plan 2006 and 2014</b></p>	<p>No planned improvements or recommendations for public wastewater collection services for the project area (2006 Plan), Sewer Rehabilitation is</p>

<b>Draft</b>	planned for Blueberry Road, which is adjacent to the project corridor (2014 Draft)
<b>Public Transportation Department, High Priority Transportation Corridor Plan, 2010</b>	Bus Stop locations along Spenard Road are proposed to be changed; two southbound bus stops (north of 26 <sup>th</sup> Ave and south of West 27 <sup>th</sup> Avenue are to be removed and replaced by a single mid-block stop on Spenard Road, north of West 27 <sup>th</sup> Avenue.