



Municipality of Anchorage
Project Management & Engineering Department

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

Public Open House #5

Pre-Final Design

W. 30th Avenue and North Star Street Upgrades
Spenard Road to Arctic Boulevard

(Phase 1 of the W. 32nd Ave & E. 33rd Ave Upgrades Project)

Thursday, October 15th, 2020



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AGENDA

- Welcome & Introductions
- Sign In
- Meeting Procedures & Etiquette
- Project Presentation
- Q & A
- How to Stay Involved & Submit Comments.



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INTRODUCTIONS: PROJECT TEAM

MOA PM&E

Project Manager: Melinda Tsu, PE

Project Administrator: Julie Makela, PE

Public Information Officer: Chelsea Ward-Waller

Design Team – CRW Engineering Group, LLC

Contract Manager: Brendan McKee, PE

Project Manager: Matt Edge, PE

Project Engineer: Justin Keene, PE

Public Involvement: Holly Spoth-Torres

Project Website: www.32nd33rdupgrades.com



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SIGN IN -
(Optional)



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MEETING PROCEDURES & ETIQUETTE

- Please keep your microphone muted.
- Please keep your camera turned off.
- You will have the opportunity to provide comments and/or ask questions after the presentation is complete.
- Please use the chat window if you have questions during the presentation.
- Please keep in mind, the meeting and the chat are being recorded.



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PROJECT TIMELINE





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PROJECT PURPOSE AND NEED

- Construct a corridor across Midtown Anchorage that will 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 include: Road reconstruction, pathway and pedestrian facilities, bicycle facilities, accessibility improvements, landscaping, lighting, signage, storm drain upgrades and utility reconstruction/relocation.



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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?

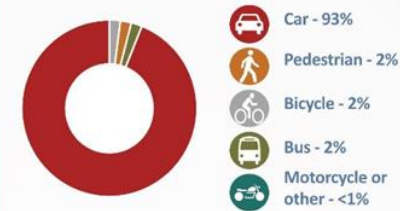


Vision Zero is a **community commitment to eliminate loss of life and major injuries on roadways**. Five focus areas guide this Anchorage Vision Zero goal.



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

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.

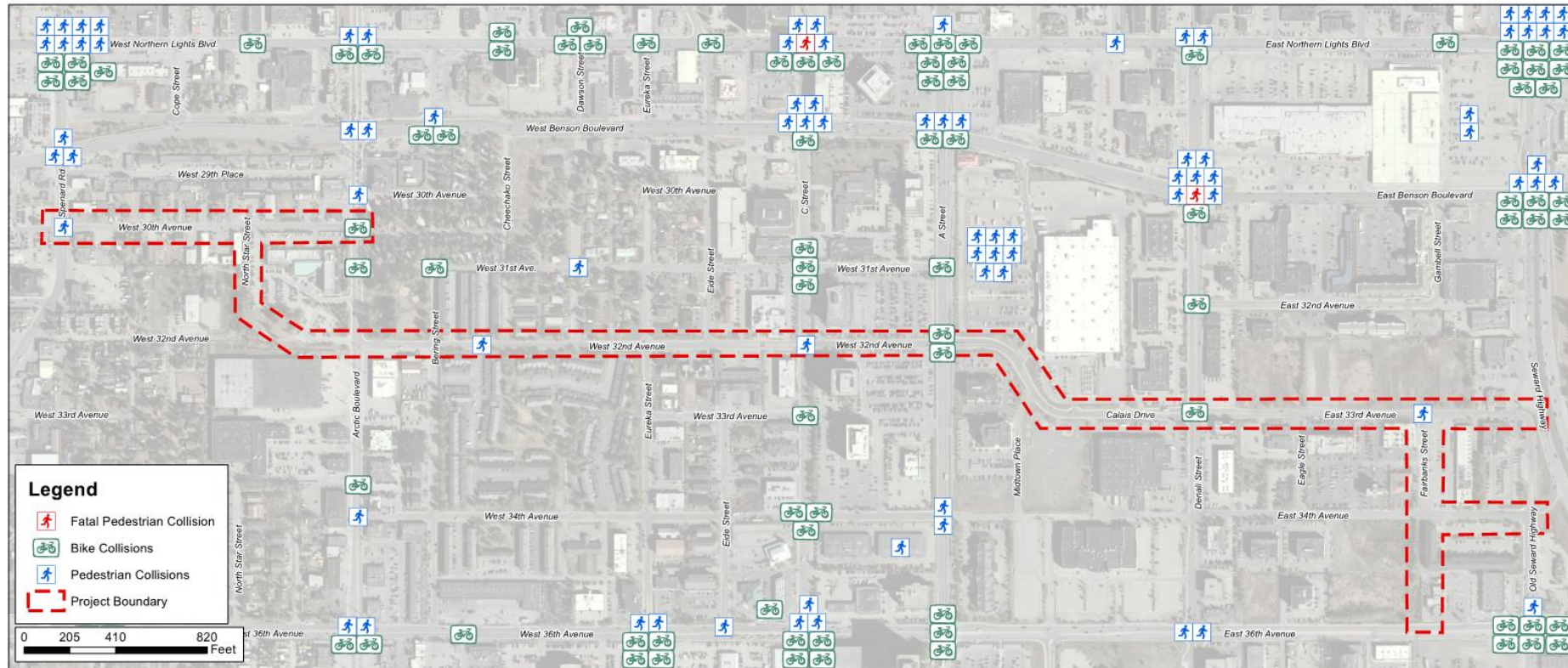




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CRASHES IN PROJECT AREA



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: Pedestrian: 94
Crashes: Bike: 75

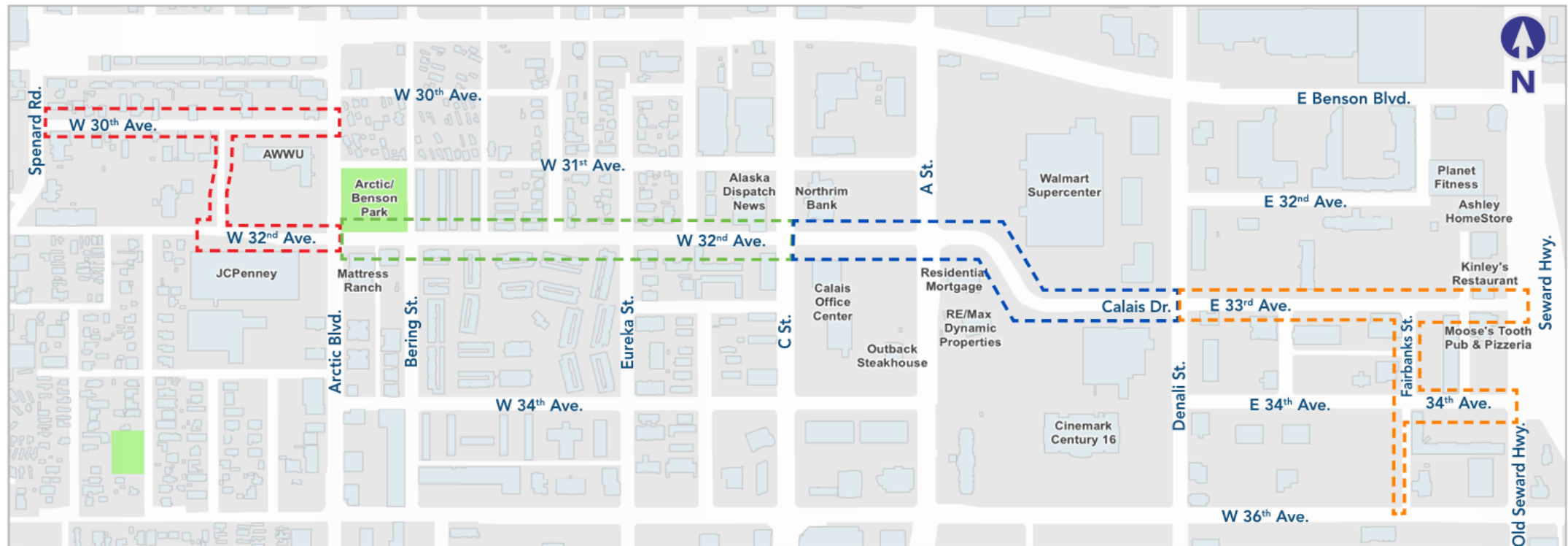




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PROJECT PHASING



LEGEND

--- Phase 1* --- Phase 2 --- Phase 3 --- Phase 4

* Phase 1 includes interim bike lane signing and striping on W. 32nd Avenue between Arctic Boulevard and C Street



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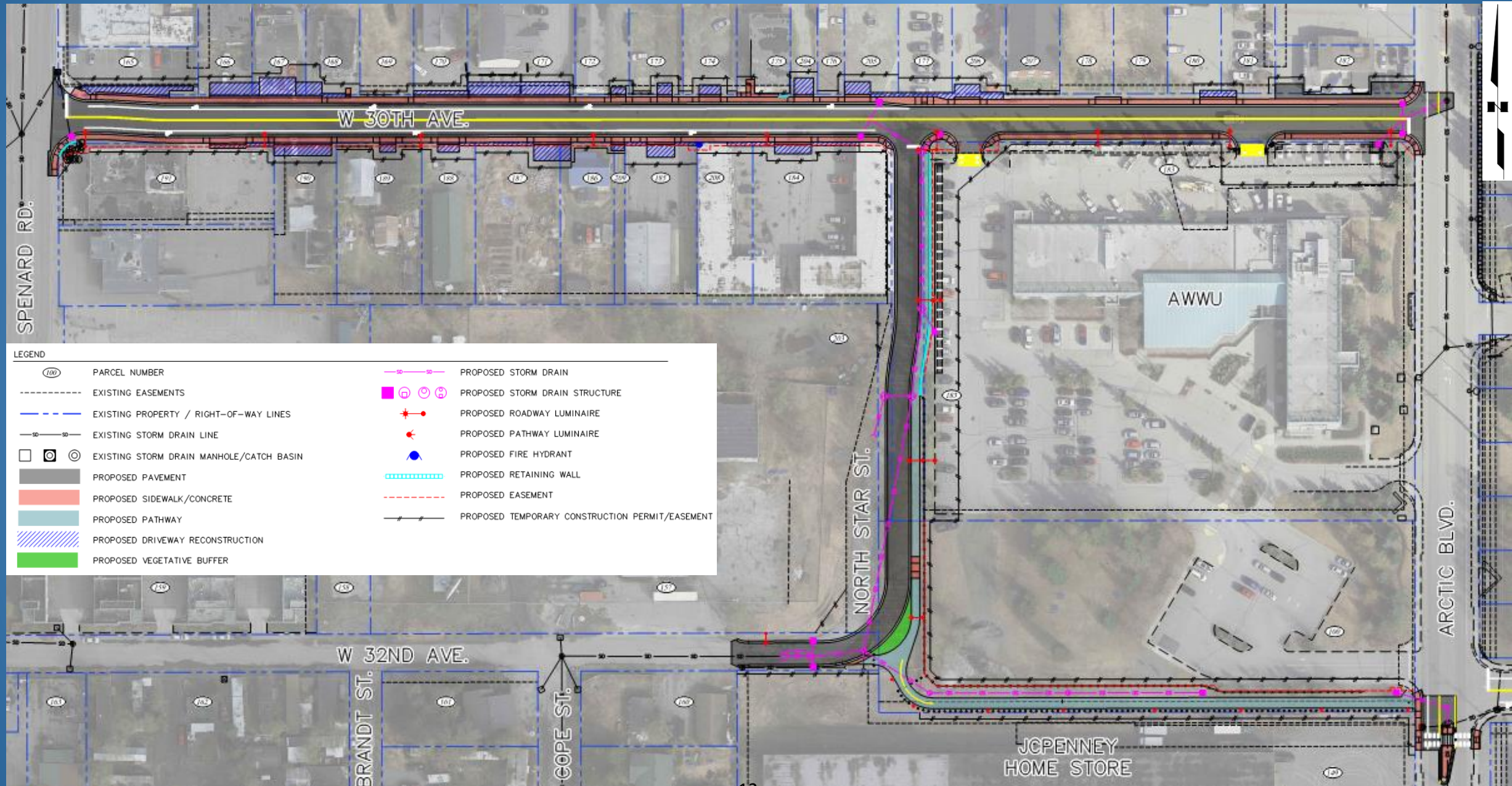
PROJECT AREA CONDITIONS

W. 30th Avenue (Spenard to Arctic Boulevard) and North Star Street

- Right-of-Way (ROW) Width
 - W. 30th Avenue – 45 ft
 - North Star Street – 30 ft
- Posted Speed Limit – 20 mph
- W. 30th Avenue
 - Traffic Volumes of 1080 vpd
 - 85th Percentile Speed is 26 to 28 mph
- North Star Street
 - Traffic Volumes of 330 vpd
 - 85th Percentile Speed is 23 to 27 mph
- High pedestrian traffic along corridor
- ASD Bus Stop along W. 30th Avenue



PROPOSED IMPROVEMENTS – SPENARD ROAD TO ARCTIC BLVD.





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PROPOSED IMPROVEMENTS

W. 30TH AVE — SPENARD RD TO ARCTIC BLVD

Spenard Road to North Star Street

- 10-foot Wide Vehicle Lanes
- 4-foot Wide Bike lanes

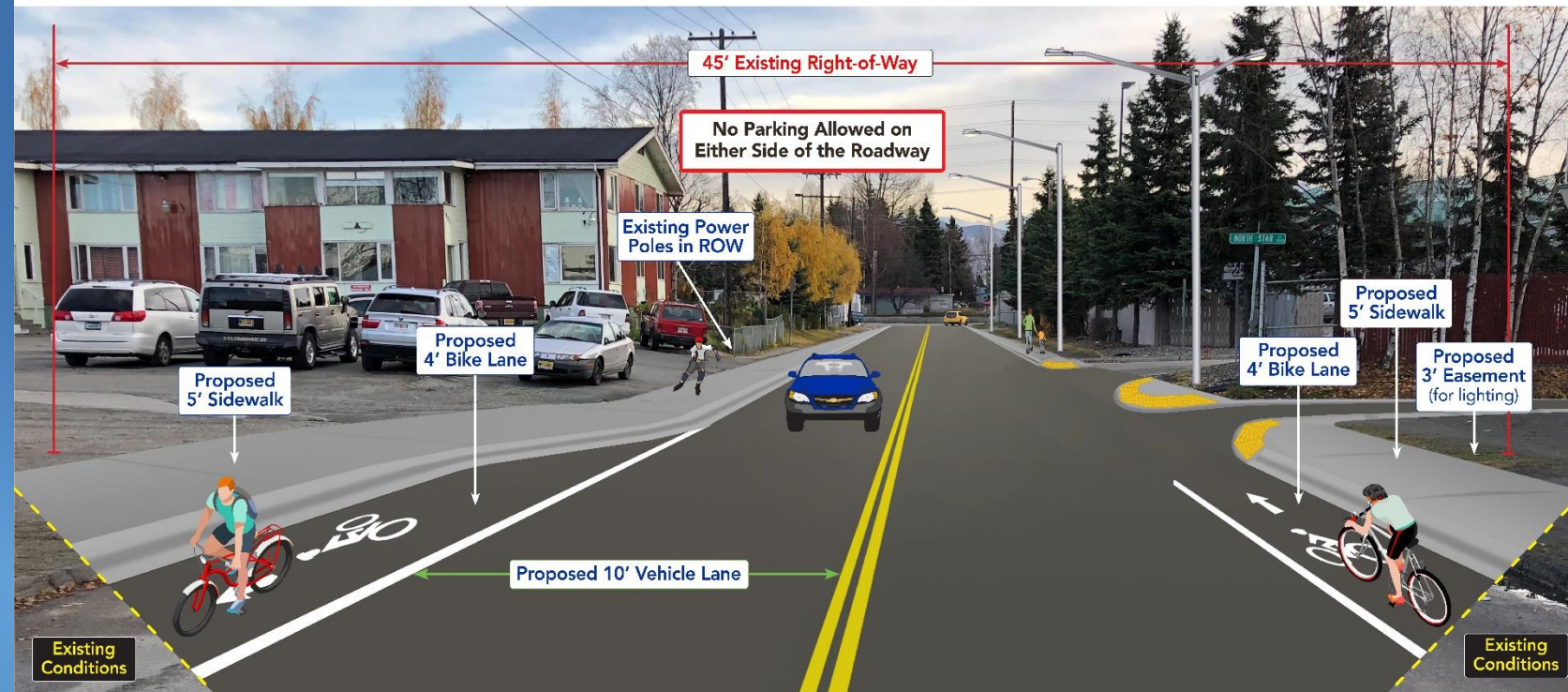
North Star Street to Arctic Boulevard

- 11.5-foot Wide Vehicle Lanes
- No Shoulders

Along Both Sections Above

- 5-foot Wide Attached Sidewalks
- Barrier Curb and Gutter
- New Roadway Lighting
- 25 mph posted speed
- No on-street parking allowed

W. 30TH AVE. (FACING EAST)





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PROPOSED IMPROVEMENTS

NORTH STAR ST – W. 30TH AVE TO W. 32ND AVE

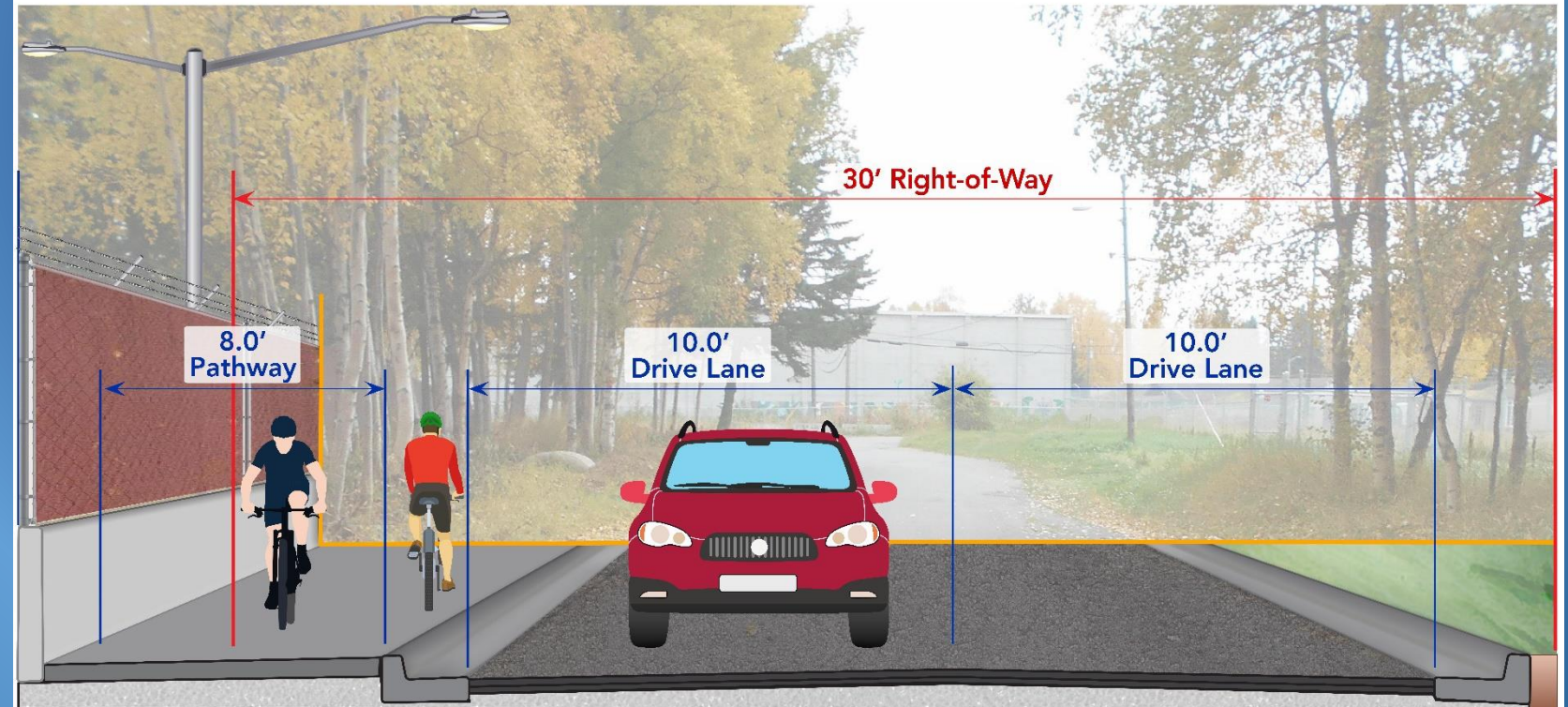
W. 30th Ave to W. 32nd Ave

- 10-foot Wide Vehicle Lanes
- 8-foot Wide Attached Pathway (West Side Only)
- Barrier Curb and Gutter
- New Roadway Lighting

W. 32nd Ave to Arctic Boulevard

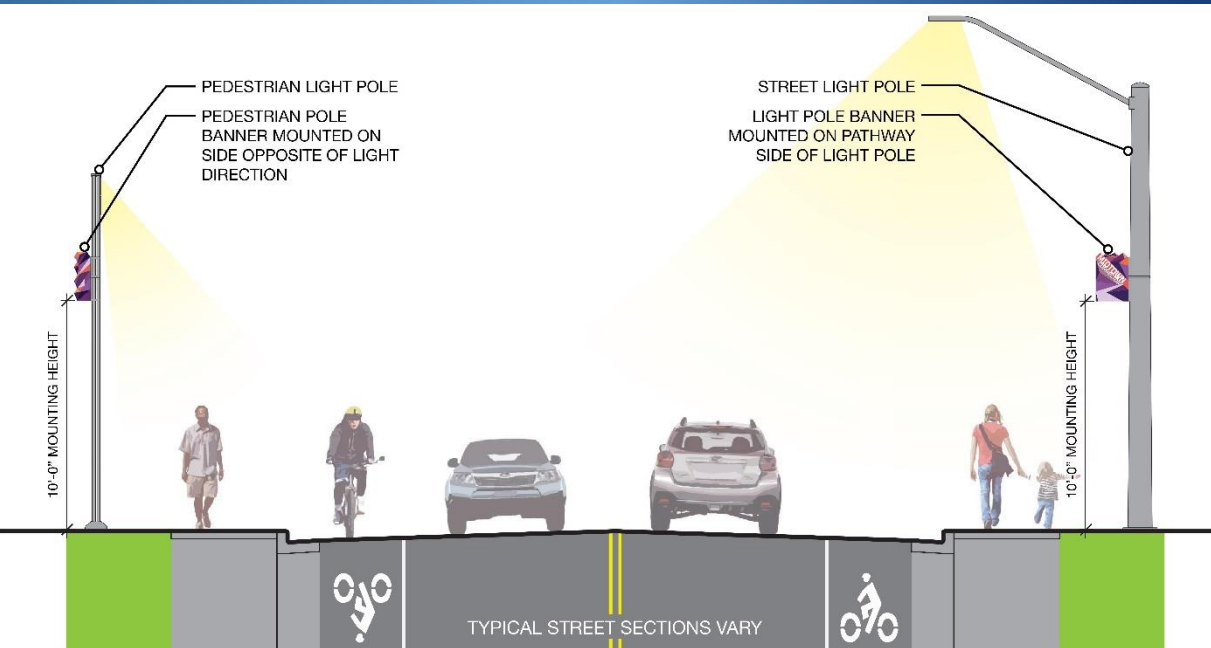
- New 10-foot Wide Pathway
- New Pathway Lighting

NORTH STAR ST. (FACING SOUTH)



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PROPOSED PROJECT BRANDING

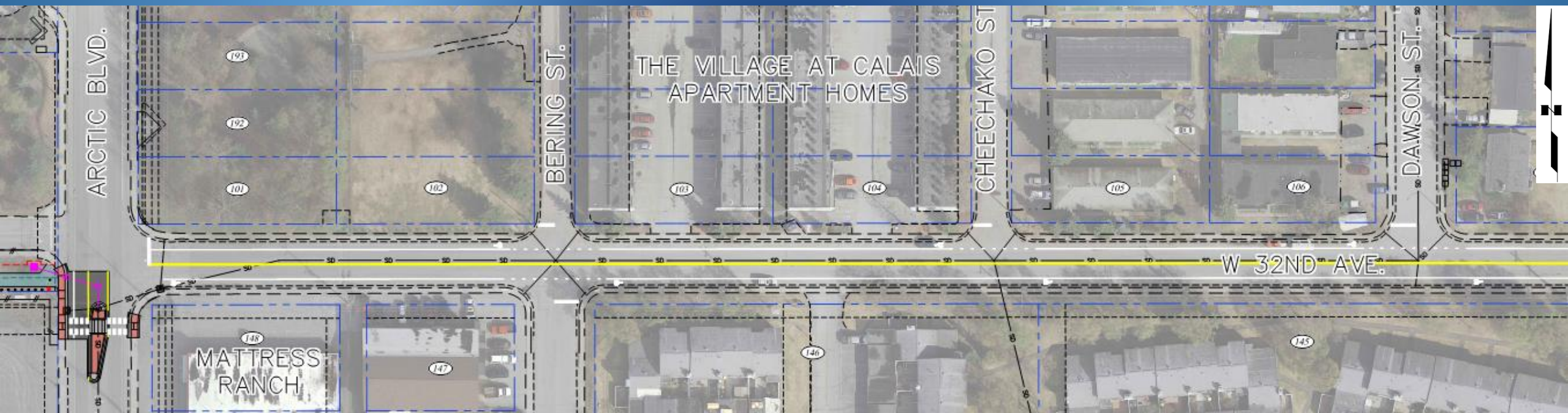




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PROPOSED IMPROVEMENTS – ARCTIC BLVD. TO DAWSON STREET



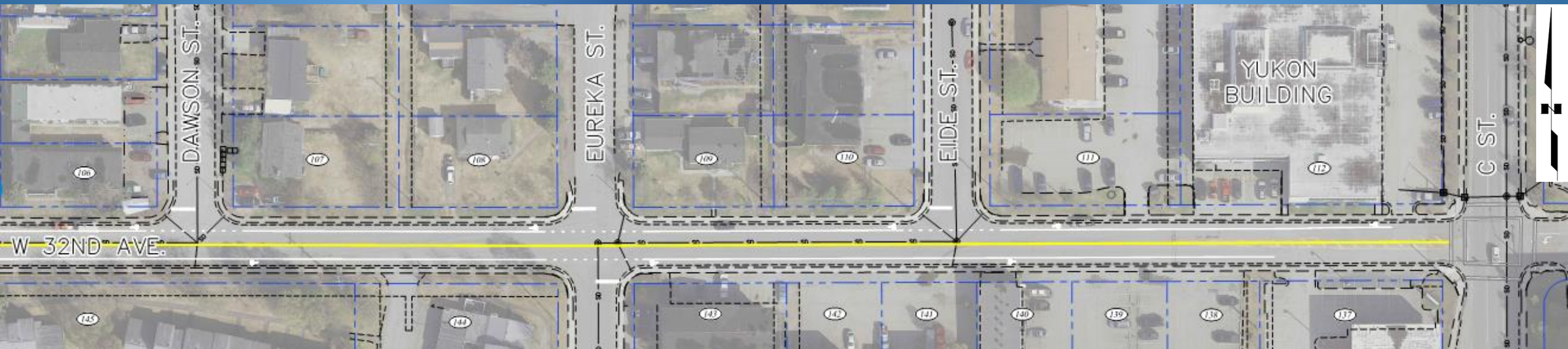
- Signing and Striping Only
- 5-foot wide bike lanes
- 11-foot wide travel lanes
- No on-street parking allowed
- Bike lanes will end just west of C Street intersection
- Future roadway upgrades included in Phase 4 of the project



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PROPOSED IMPROVEMENTS – DAWSON STREET TO C STREET



- Signing and Striping Only
- 5-foot wide bike lanes
- 11-foot wide travel lanes
- No on-street parking allowed
- Bike lanes will end just west of C Street intersection
- Future roadway upgrades included in Phase 4 of the project

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PROPOSED IMPROVEMENTS – MORE INFORMATION

95% Complete Plans and Specifications are available for review on the project website, (www.32nd33rdUpgrades.com) under the “Project Documents & Other Resources” tab. These are still subject to change for Final Design. After bid, conformed construction sets will be available on website.

Plans are organized based on the type of information being provided on each sheet and are identified in the index on the second page of the plan set.

- G – General
- V – Survey
- D – Demolition
- C – Typical Sections (Roadway & Pathway Cross Sections)
- R – Roadway (Roadway Layout)
- D – Details (Roadway Construction Details)
- RW – Structures and Retaining Walls
- S – Signing and Striping
- SD – Storm Drain
- I – Illumination (Roadway and Pathway Lighting)
- J – Signalization
- L - Landscaping

Please review the project plans and call a project team member with any questions or concerns.



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NEXT STEPS

1. Easement Acquisition

- Residents along W. 30th Avenue and North Star Street will be contacted by Trawver Land Services, under contract with MOA, to begin the easement acquisition process.
- Some of the requested easements are permanent but many are temporary through construction.
- Project goal is to have all easements acquired by mid-December 2020

2. Finalize Design and Bid the Project

- Project schedule calls for bids to be opened in mid to late March 2021

3. Construct Project

- There will be a pre-construction public meeting with MOA and the Contractor.
- Project should be constructed in one season (Summer/Fall 2021)
- Landscaping improvements often slip until the following season to avoid planting in cold weather.
- You will be provided with contact information for MOA project inspector prior to construction.



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QUESTIONS?



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HOW TO STAY INVOLVED & SUBMIT COMMENTS

- Your questions and comments today have been documented.
- Email future comments and questions to holly@huddleak.com
- All project documents & meeting materials will be available at <http://32nd33rdupgrades.com/>