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Place
Stamp
Here

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Additional Comments: _____

16th Avenue Terrace Circulation Study

Public Meeting and Workshop

Meeting Sign In Sheet
Anchorage Senior Center
January 11, 2006

Please print clearly:	
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16th Avenue Terrace Area Circulation Improvements

A report on the project progress and findings

Municipality of Anchorage Project Management and Engineering
Kinney Engineering / Brooks and Associates / USKH



Presentation Overview

- Background/Issues
- Context Sensitive Design/Solutions
- Schedule
- Project Information, So Far
 - Traffic Volumes
 - Crash Information
 - Speeds
 - Overall Operations, Capacity
- Wrap up, Questions.

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16th Ave/Terrace Circulation
Improvements

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Background/Issues

- The 15th Avenue Safety Improvements installed a median along 15th Avenue
 - Median partially closed accesses at Juneau, Latouche, Nelchina, and Orca Streets
 - Concentrated and diverted all traffic to the signals at Karluk and Medfra Streets
 - Prior to median, the approaches were not used effectively during peak hours because of congestion
- Affected neighborhood circulation
- Affected emergency vehicle access

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Improvements

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Background/Issues cont'd

After the 15th Avenue improvements there was concern with emergency access through 16th Terrace. Steps taken then included:

- Increased priority on snow removal and street maintenance such that 16th Terrace is plowed on the same schedule and Nelchina Street.
- Install fire lane and no parking signs along 16th Terrace to prevent parked vehicles from partially blocking the drive aisle.
- Move the utility pole at Nelchina and 16th Terrace intersection to facilitate turning movements and improve sight distances.

List from a 2/2/01 Memo by S. Osgood, DOWL to J. Hanson, MOA

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Background/Issues cont'd

- Cut back vegetation that currently hangs into 16th Terrace right-of-way between Nelchina and Medfra Street.
- Investigate the possibility of relocating telephone and electrical pedestals, and resurface 16th Terrace, if deemed necessary.
- Follow up on the issue in a year or so and see if adequate mobility has been retained as a result of the above mentioned countermeasures.

List from a 2/2/01 Memo by S. Osgood, DOWL to J. Hanson, MOA

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Background/Issues

- Issues haven't fully been resolved.
- MOA retained Kinney Engineering to prepare Preliminary Engineering Report:
 - Verify Purpose and Need
 - Generate alternatives
 - Advance a feasible construction alternative to design, then construction in the future.
 - Project will be conducted in accordance with *Context Sensitive Design/Solutions (CSD/S)*.

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CSD/S Principles

- **Define the decision process**, *MOA is the decision-maker, but with Public Input*
- **Define (scope) the problem and document it**, *You can help tonight!*
- **Develop evaluation criteria and an evaluation process**, *We'd like your input, here too!*
- **Develop and document a full range of alternatives**, *The next step.*
- **Evaluate, screen and select an alternative to advance**

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Schedule

- This phase of the project will be completed by mid-June.
- We'll have two more public meetings; one will discuss alternatives, final one will present our recommendations.
- Expect 2 to 3 more newsletters.
- We'll periodically attend the Fairview Community Council to provide progress updates.

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16th Terrace (Alley)

Utilities, Refuse Pickup, Parking



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Travel widths are between 11 and 18 feet this winter.

Conclusion:

Widths are only adequate for one direction of travel in winter. This isn't desirable, as the traffic volumes are higher than a standard alleyway and 16th Terrace is only east-west link between Medfra and Orca.

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improvements

Traffic Volumes- Morning Peak Hour

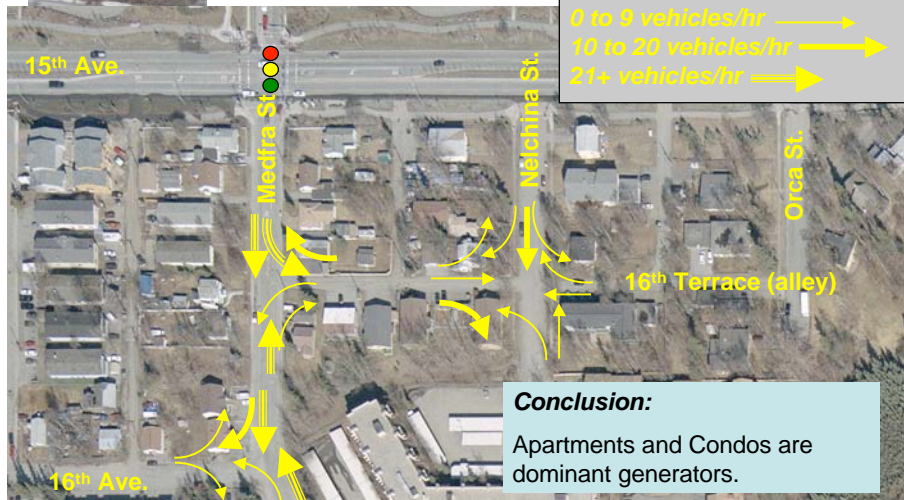


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Traffic Volumes- Evening Peak Hour



Conclusion:

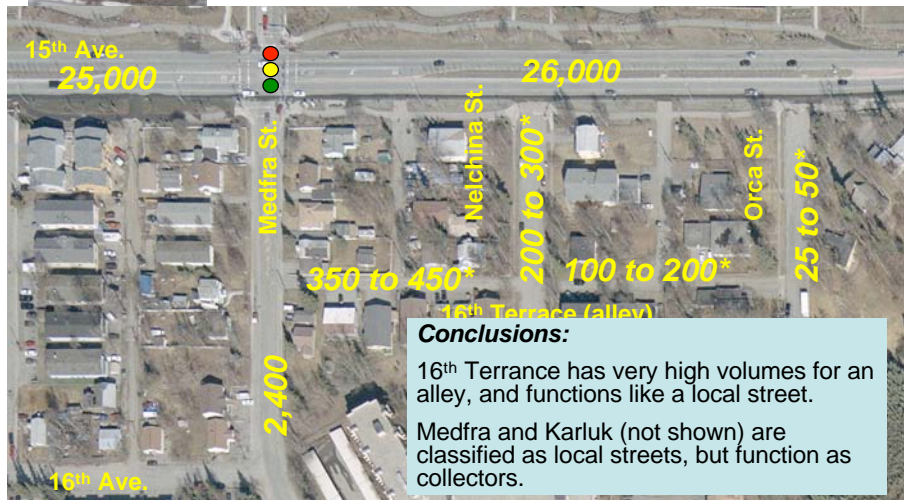
Apartments and Condos are dominant generators.

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Traffic Volumes- Daily Traffic



Conclusions:

16th Terrace has very high volumes for an alley, and functions like a local street.

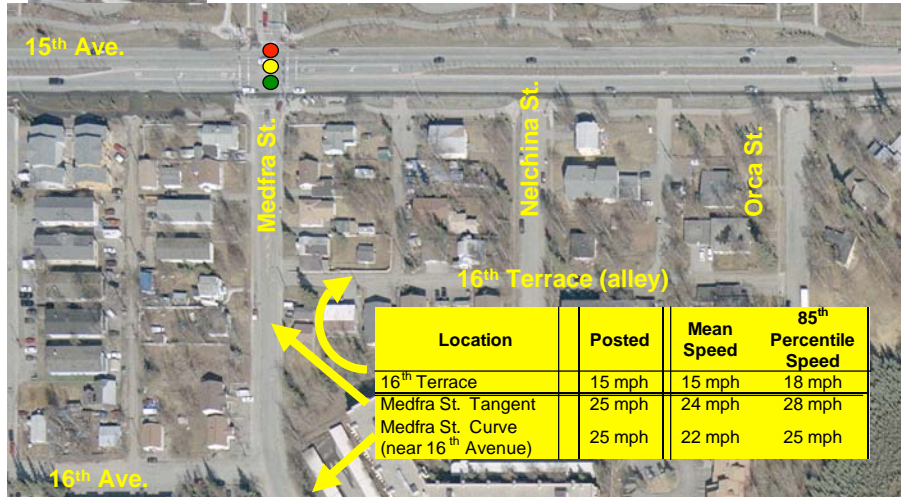
Medfra and Karluk (not shown) are classified as local streets, but function as collectors.

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Speeds

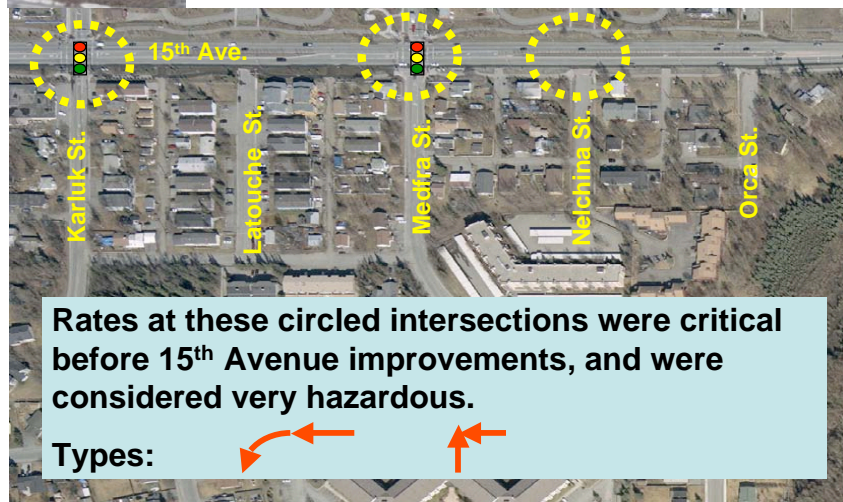


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15th Avenue Crashes



Rates at these circled intersections were critical before 15th Avenue improvements, and were considered very hazardous.

Types:



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