



Anchorage Transportation Planning

Complete Streets & Major Infrastructure Projects - Nomination Form.

Anchorage Metropolitan Area Transportation Solutions (AMATS) is soliciting project nominations within the AMATS boundary for the 2023-2026 Transportation Improvement Program (TIP).

Example of projects included in this category are: reconstruction, rehabilitation, new roadway connections, road diets, new emergency access connections, transit stop improvements, ADA improvements, safety improvements for vehicular and/or non-motorized users, projects that help the transportation system adapt to climate change and extreme weather events. More information on eligible projects can be found here:


<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

Projects nominated under this category are highly encouraged to include non-motorized and/or transit improvements and demonstrate compatibility and integration with the surrounding land use.


Scoring: Project nominations will be scored based on the adopted Project Scoring Criteria. The score the project receives will be used to help determine the project's eligibility for funding in the TIP. The TIP identifies, prioritizes, and allocates anticipated funding for surface transportation improvements over a 4-year period.

An asterisk * means that the question is required.

Date

 2/11/2022

Time*

 11:20 PM

Project Information ▾

Project Name*

Vander Hoek Ln. and Klatt Rd Intersection Realignment

Name of Person Submitting the Nomination*

If you do not wish to provide your name, type (none)

Stanton Moll

Affiliation*

If you do not have an affiliation, type (none)


Old Seward/Oceanview Community Council

Phone Number*

If you do not wish to provide your name, type (none)

907.229.7041

Email Address

 shm99516@yahoo.com

Description of Project or Program ▾

In your own words, briefly describe the proposed purpose of the project.*

Include as much detail about the project as you can. What does the project consist of - **what changes will be made**? And what is the project's purpose - **what problem does the project solve**? For example, if the project includes a new pathway and/or sidewalk or an upgrade to an existing one, note that in the description. Are there drainage issues in the area? If so, please mention that here.

Vander Hoek Ln is a small intersection with Klatt just east of the C St. roundabout and south of Klatt, with east and west turns permitted onto Klatt. It joins Klatt as the eastbound exit from the roundabout merges into Klatt Rd proper. Eastbound cars from the roundabout are accelerating onto Klatt; westbound traffic is frequently traveling at higher speed than posted while decelerating into the roundabout, and drivers coming from C St. through the roundabout are also having to deal with merging traffic plus traffic entering from Vander Hoek. The roundabout can be a busy and dangerous intersection, exacerbated in winter by slippery surface conditions. At Vander Hoek Ln. visibility to the west is especially limited by a high forested berm that blocks the line of sight from Vander Hoek Ln. of Klatt, and vice versa, making for a highly dangerous intersection. This project would realign the intersection to correct the visibility problems.

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Draw a line to represent the general path of your project.

- Type in an address or cross street to get you close to the project area
- Use the plus and minus signs to zoom in and out
- Click the icon on the top right to draw a line in the area of the project
- Place the cursor on the start of your line and click once to start your line

Are there any bicycle related safety concerns in or near the project location?* Yes No Unknown**What are the bicycle related safety concerns?***

Bicyclists like to use the roads south of Klatt as safer routes to access those neighborhoods and Johns Park; cyclists often use the roundabout instead of the tunnels to get there, but must still traverse the area of concern.

775

Are there any pedestrian related safety concerns in or near the project location?* Yes No Unknown**Are there any vehicular related safety concerns in or near the project location?*** Yes No Unknown**What are the vehicular related safety concerns?***

As elaborated above, there are icy conditions in the roundabout at C St., and turns from Vander Hoek Ln east or west onto Klatt suffer from lack of visibility to the west

830

Are there any safety concerns related to emergency response in or near the project location?*

 Yes No Unknown

What are the emergency response related safety concerns?*

Emergency vehicles also suffer from the same lack of visibility and are endangered by jack-rabbit vehicles trying to safely get out of harm's way.

854

CRITERIA: Mobility ▾

Is the project expected to reduce vehicular congestion?*

 Yes No Unknown

How is the project expected to reduce vehicular congestion?*

By making the intersection safer, traffic will move more smoothly. Residents often use alternate routes out of the neighborhood which are less direct and thus more costly; one route passes by Oceanview Elementary School on Johns Rd., which itself becomes quite congested during school hours. Since this intersection serves a significant number of residences along Mary Ave and adjacent residential streets, this can amount to a large number of vehicles

547

Is the project expected to improve truck (freight) movement?*

 Yes No Unknown

How is the project expected to improve truck (freight) movement?*

By better controlling traffic through this intersection, local delivery service will move more smoothly and avoid hazardous traffic conditions.

857

Is the project expected to improve the bicycle network?* Yes No Unknown**Is the project expected to improve the pedestrian network and ADA accessibility?*** Yes No Unknown**Is the project expected to reduce transit vehicle delay?*** Yes No Unknown**How is the project expected to reduce transit vehicle delay?***

It is uncertain if transit vehicle delays will improve. There are no historic or planned AnchoRides bus routes in this area, but school buses do transit this intersection. Improvements to the safety of schoolchildren cannot be overlooked.

762

CRITERIA: Economic ▾**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?***

Growth supporting features from the 2040 Land Plan are: Transit-supportive Development, Greenway-supporting Development, Traditional Neighborhood Design, and Residential Mixed-use Development.

[Anchorage 2040 Land Use Plan Map \(muni.org\)](#)

[Anchorage 2040 Land Use Plan App \(arcgis.com\)](#)

 Yes No Unknown**How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?***

Vander Hoek Ln and Mary Ave. are established traditional neighborhoods which were developed during times of less strict design standards. Updating this intersection to reflect modern designs will improve the livability and access to this traditional neighborhood.

This intersection is expected to gain more traffic with the development on the west side of C St. of the South Anchorage Sports Park and the senior living facility (both of which are outside the OSOVCC boundaries)

523

Is the project located in the Chugiak - Eagle River Area?* Yes No**Please identify the Land Uses associated with this project.***

[Anchorage 2040 Land Use Plan Map \(muni.org\)](#)

[Anchorage 2040 Land Use Plan App \(arcgis.com\)](#)

Single-Family and Two-Family
Compact Mixed Residential - Low

940

Is the project expected to promote or include transit improvements?*

 Yes No Unknown

CRITERIA: Environment ▾

Is the project expected to improve air quality?*

Example of ways to help air quality: Provide alternative travel options such as bicycle or pedestrian transportation infrastructure, reduces travel distance between key destinations.

 Yes No Unknown

How is the project expected to improve air quality?*

Reduction of automobile exhaust from long idling times, plus the exhaust generated from rapid accelerations onto Klatt Rd. will be expected with an improved intersection.

829

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?*

 Yes No Unknown

How is the project expected to improve systemwide VMT?*

Smart drivers are currently avoiding this intersection due to the hazards discussed above, and are taking longer routes through neighborhoods to make a safe exit onto feeder streets. Improving the Vander Hoek/Klatt intersection can be expected to reduce these circuitous routes, thereby improving VMT figures.

691

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Ad

 Yes No Unknown

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CRITERIA: Preservation ▾

Is the project expected to improve roadway pavement conditions?*

 Yes No Unknown

How is the project expected to improve roadway pavement conditions?*

More direct intersection will reduce the amount of de-icing materials, improve slippery conditions, and reduce demand on other, longer routes through the neighborhood

834

Is the project expected to improve sidewalk or off-street facilities?*

 Yes No Unknown

Is the project expected to implement natural based solutions?*

Natural based solutions such as: bio swales/rain gardens, vegetated medians, or naturalized stormwater basins.

 Yes No Unknown**Is the project expected to improve transit stops?***

Examples of transit-supporting infrastructure are capital projects including bus terminals, on-street bus stops, transit signal priority (TSP), boarding pads, shelters, bench(es), lighting, trash bins, etc.

 Yes No Unknown