

Key Issues Identified

Speeding vehicles (Pine Street, Reka Drive, 3rd Avenue, 4th Avenue)
 Cut-through traffic on 4th Avenue
 Pedestrian safety concerns at Wonder Park Elementary School on 4th Avenue, Klondike/Pine streets, school crossing on Reka Drive, and 3rd Avenue at Lane Street intersection
 Intersection sight distance concerns at Pine/Klondike streets, and Pine Street/Kenai Avenue
 20 mph posted speed, 29 mph 85% speed
 Offset four-way stop at Lane Street

Status of Recommended Improvements

Raised crosswalks at 4th, Klondike and Reka (complete)
 Speed humps on Reka (complete)
 Chokers on Pine Street (awaiting AWWU project)
 Chicane on 3rd Avenue at Lane Street (THIS PROJECT)

3rd and Lane Design Public Involvement

February 7, 2007, door hanger regarding design meeting
 February 14, 2007, community council/design meeting
 April 11, 2007, community council meeting
 September 12, 2007, community council meeting
 October 10, 2007, community council meeting
 June 2, 2008, construction door hanger
 June 16, 2008, community meeting
 June 23, 2008, community meeting

Traffic Calming Definitions

Speed Humps are rounded, raised areas placed across the road to control traffic speeds and reduce traffic volumes.

Chicanes are curb extensions that alternate from one side of the street to the other to form s-shaped curves. Chicanes provide speed control and may be placed to control turning movements at intersections.

For more information, review the Municipality's *Traffic Calming Policy Manual*. The document can be downloaded from the Municipal Web site at:

www.muni.org/traffic/

Look for "Related links" on the right-hand side and click on "Traffic Calming Policy Manual."

RUSSIAN JACK TRAFFIC CALMING AT LANE STREET & 3RD AVENUE

We need your help! Please review this flyer about traffic calming in your neighborhood, come to a public meeting and give us feedback by prioritizing the traffic calming alternatives under consideration so we may complete the design and finish the job at Lane Street and 3rd Avenue.



Public Meeting
Wednesday, July 9, 2008
6:00 to 8:30 p.m.
Presentation begins at 6:30 p.m.
Williwaw Elementary School Cafeteria
1200 San Antonio St.



Background

In 2004, the Municipality of Anchorage's Traffic Department began a traffic calming study within the boundaries of the Russian Jack Community Council. The objectives of the study included: 1) improving pedestrian and non-motorized traffic accommodations; 2) reducing travel speeds and decreasing cut-through traffic; 3) adding color and landscaping to enhance neighborhood identity; 4) improving neighborhood livability; and 5) enhancing neighborhood defensive space.

With input from a six-person working group, analysis of a 5,000-resident survey, and input received at nine public meetings, the city designed and began constructing traffic calming elements at Lane Street and 3rd Avenue as well as other locations in the council area. The recent construction increased awareness of the project and revealed opposing views on the best solution.

The team listened to concerns expressed at the June 16, 2008, neighborhood meeting and developed new alternatives that vary from the current design. The revised alternatives addressed concerns about left turns and parking needs. The original layout of Lane Street at 3rd Avenue, the original design and the new alternatives are included in this newsletter for your review.

The following table provides a comparison of the alternatives.

	Available Left Turns				Change in Parking	Safety Conflicts	3rd Ave Stop Signs	Traffic Calming Effect
	Eastbound	Northbound	Westbound	Southbound				
Original Intersection	yes	yes	yes	yes	0	18	yes	
Design	no	no	no	no	-14	4	no	+++++
Alt 1	no	yes	no	yes	-14	10	yes	++++
Alt 2	yes	yes	yes	yes	-14	18	yes	++
Alt 3	yes	yes	yes	yes	-10	18	yes	+
Alt 4	yes	yes	yes	yes	0	18	yes	++

Available Left Turns: These columns show if it will be possible to make a left turn when traveling in the indicated direction.

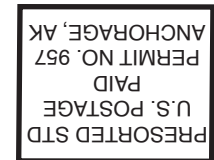
Change in Parking: This shows roughly how many parking spots will be lost with construction of this alternative.

Safety Conflicts: This is a count of how many times a vehicle merges, diverges or crosses paths with other vehicles. Lower is better. The lower the number,

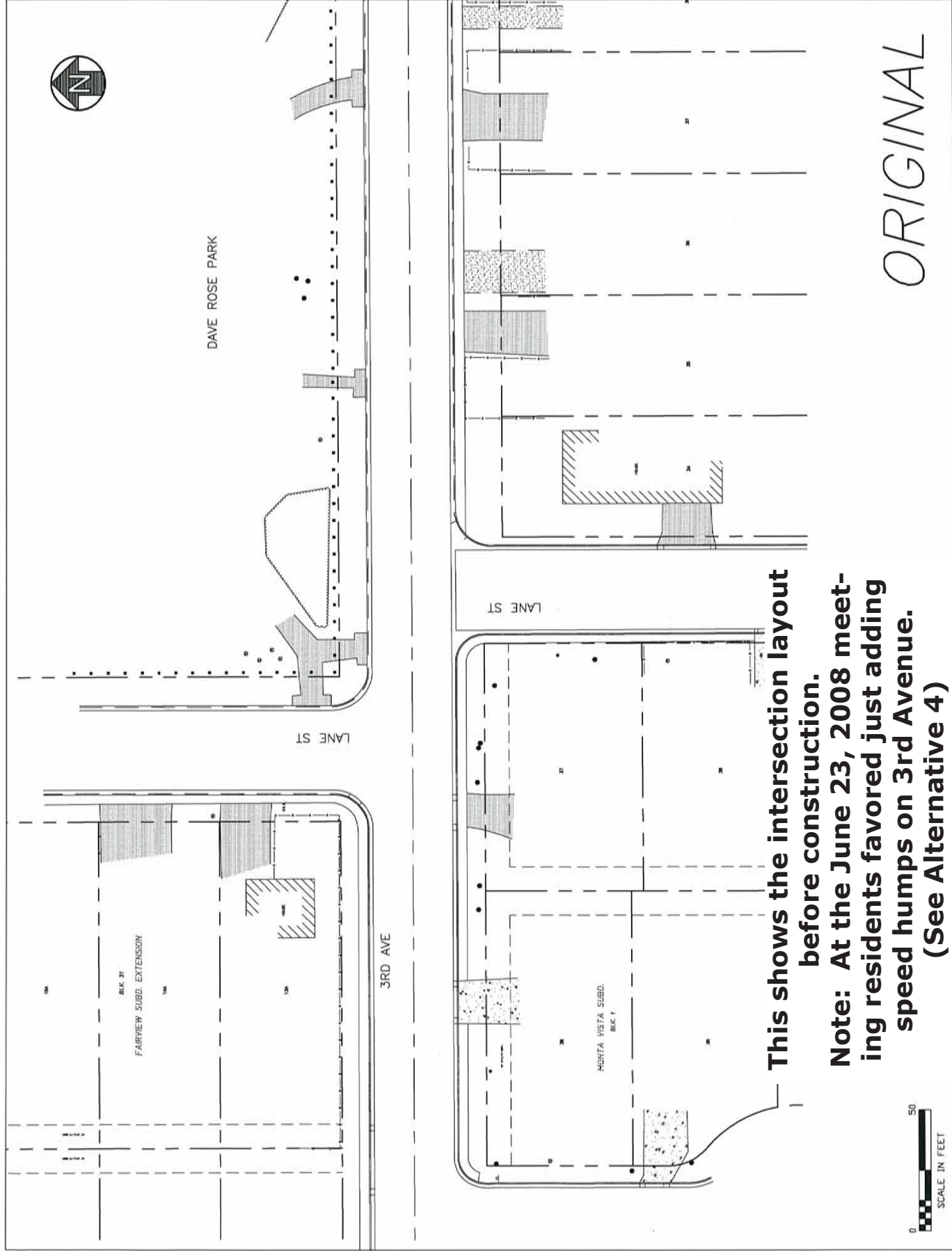
the less chance there is of an crash occurring.

3rd Avenue Stop Signs: Yes means the intersection will remain a 4-way stop. No means the stop signs on 3rd Ave are removed.

Traffic Calming: This is a rough scale of how effective the road will be on calming traffic. It is based on both horizontal and vertical elements. The more pluses, the better.



Municipality of Anchorage
 Attn: Municipal Traffic Engineer
 P.O. Box 196650
 Anchorage, AK 99519-6650



This shows the intersection layout before construction.
Note: At the June 23, 2008 meeting residents favored just adding speed humps on 3rd Avenue. (See Alternative 4)

Cut along this line to return survey portion.

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 FIRST CLASS MAIL PERMIT NO. 70 ANCHORAGE, ALASKA 99519
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Attn: Municipal Traffic Engineer
 Municipality of Anchorage
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 Anchorage, Alaska 99519-9980

COMPLETE THE SURVEY HERE!

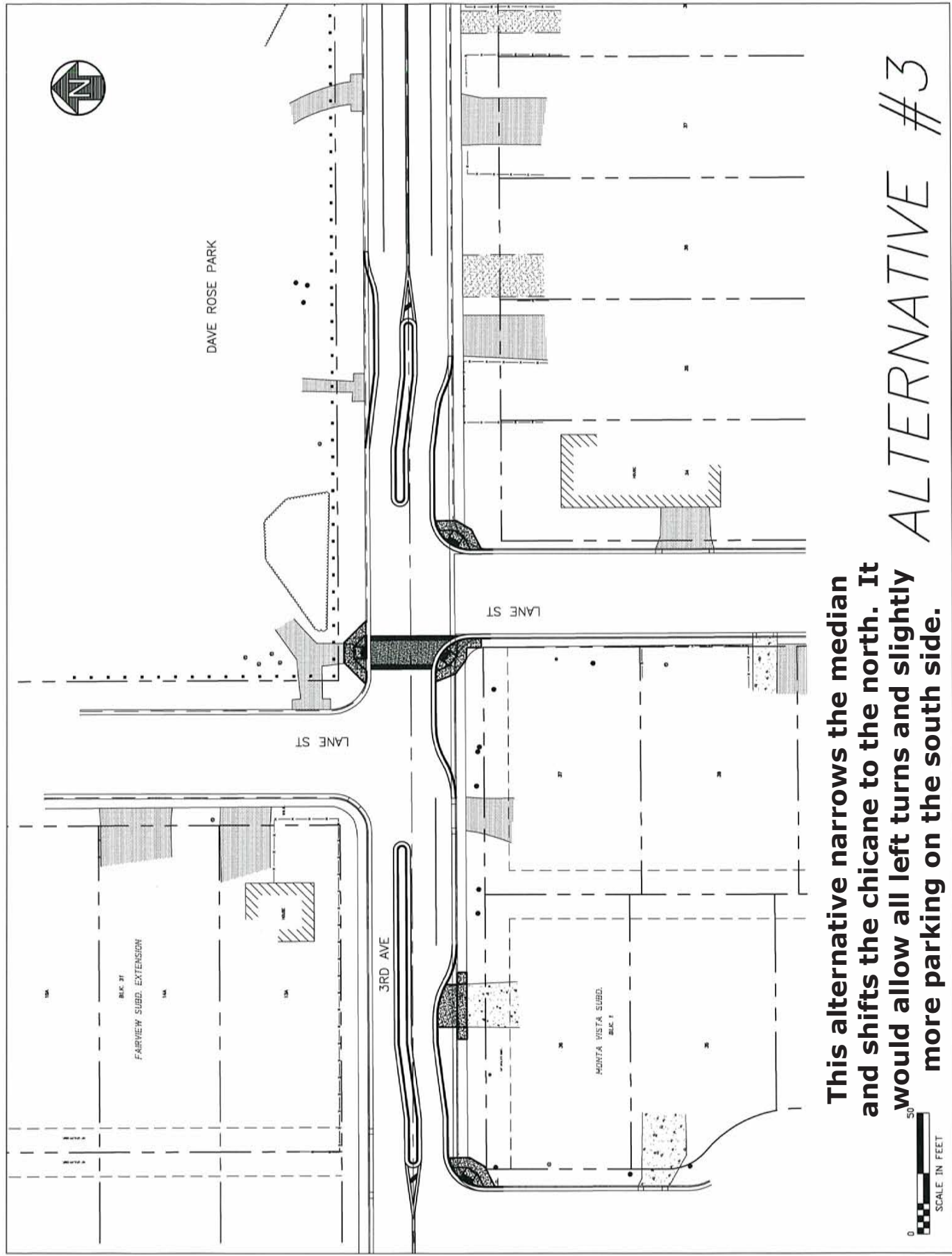
To complete the survey, tear off this back page of the newsletter. Fill out the survey below and then fold and put it in the mail. No need to add postage -- it is prepaid! Your responses will help us prioritize the alternatives so we may complete the design and finish construction this season.

Instructions: Indicate your preferred priority for each alternative, ranking from **1 (first priority, most likely to address your concerns)** to **6 (last priority, least likely to address your concerns)**. We will compile these mail-in results with input received at the at the July 9 meeting, and use the combined input as a basis for a decision.

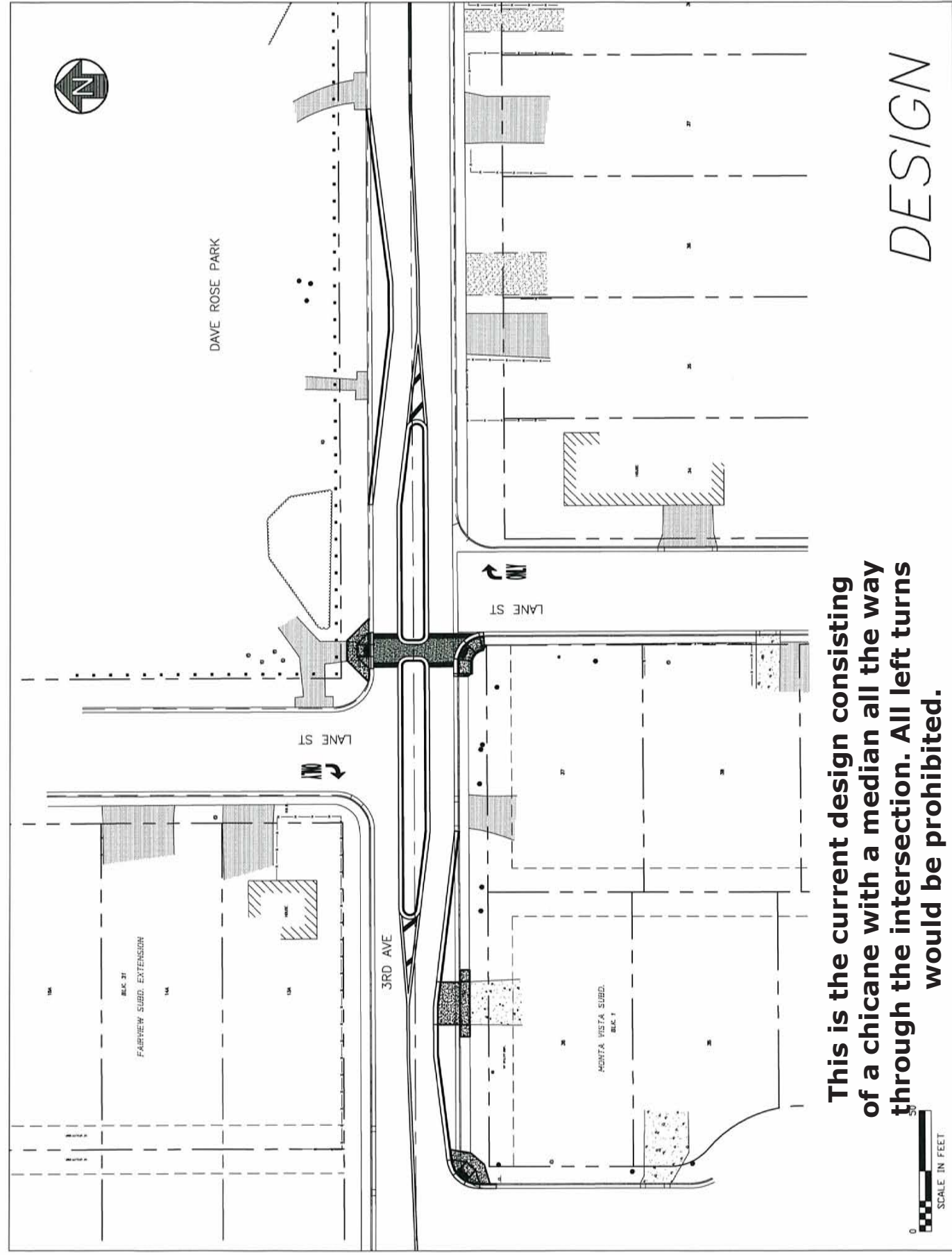
Thank you for completing the survey.

Priority Alternatives

- Original configuration of the intersection — leave it alone!
- Design. The uncompleted construction of the intersection reflects the original traffic calming design for the intersection.
- Alternative 1. This alternative keeps the chicane with a median, but cuts out a section in the middle of the median to allow left turns onto 3rd Avenue. Left turns onto Lane Street would be eliminated.
- Alternative 2. This alternative keeps the chicane and median, but removes most of the median to allow left turns.
- Alternative 3. This alternative narrows the median and shifts the chicane to the north. It would allow all left turns and slightly more parking on the south side of Lane Street.
- Alternative 4. This alternative modifies the original street by adding speed humps on 3rd Avenue.



This alternative narrows the median and shifts the chicane to the north. It would allow all left turns and slightly more parking on the south side.



This is the current design consisting of a chicane with a median all the way through the intersection. All left turns would be prohibited.

