Key Issues Identified
Speeding vehicles (Pine Street, Reka Drive, 3rd Avenue, 4th Avenue)
Cut-through safety concerns at Wonder Park Elementary School on 4th Avenue, Klondike/Pine streets, 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)
Chokers on Pine Street (awaiting AWWU project)
Speed humps on Reka (complete)
Chicanes on 3rd Avenue at Lane Street (THIS PROJECT)

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."

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."

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.

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 a 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.

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 3rd Avenue 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.

### Table: Traffic Calming Alternatives Comparison

<table>
<thead>
<tr>
<th>Origin</th>
<th>Eastbound</th>
<th>Available Left Turns</th>
<th>Northbound</th>
<th>Westbound</th>
<th>Southbound</th>
<th>Change in Parking</th>
<th>Safety Conflicts</th>
<th>3rd Ave Stop Signs</th>
<th>Traffic Calming Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>0</td>
<td>18</td>
<td>yes</td>
<td>*****</td>
</tr>
<tr>
<td>Design</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>-14</td>
<td>4</td>
<td>no</td>
<td>****</td>
</tr>
<tr>
<td>Alt 1</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>-14</td>
<td>10</td>
<td>yes</td>
<td>***</td>
</tr>
<tr>
<td>Alt 2</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>-10</td>
<td>18</td>
<td>yes</td>
<td>**</td>
</tr>
<tr>
<td>Alt 3</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>0</td>
<td>18</td>
<td>yes</td>
<td>**</td>
</tr>
</tbody>
</table>

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 a crash occurring.
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 July 9 meeting, and use the combined input as a basis for a decision.

Thank you for completing the survey.

Priority Alternatives

1. Original configuration of the intersection — leave it alone!
2. Design. The uncompleted construction of the intersection reflects the original traffic calming design for the intersection.
3. 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.
4. Alternative 2. This alternative keeps the chicane and median, but removes most of the median to allow left turns.
5. 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.
6. Alternative 4. This alternative modifies the original street by adding speed humps on 3rd Avenue.

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)
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.

ALTERNATIVE #3

This is the current design consisting of a chicane with a median all the way through the intersection. All left turns would be prohibited.
This alternative keeps the chicane and median, but cuts out a section in the middle of the median to allow left turns onto 3rd Ave. Left turns onto Lane would still be eliminated.

**ALTERNATIVE #1**

This alternative keeps the chicane and median, but removes most of the median to allow all left turns.

**ALTERNATIVE #2**