



48th Avenue & Cordova Street RECONSTRUCTION



CONCEPT REPORT

FEBRUARY 2019
MOA Project #06-26



Prepared for:
Municipality of Anchorage
Project Management &
Engineering Department
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Context Sensitive Solutions is:

A result of collaborative processes, broad-based consultation, and compromise between community needs and individual interests.

The way to achieve a safe facility that is in harmony with the community and its scenic, historic, and environmental values.

An efficient use of time, budget, and community resources.

The creation of a public facility that adds lasting value to the community.

A way for the community's affected interests, as a whole, including immediate residents to contribute the definition of a project scope.

A balance of competing desires.

A Strategy for Developing Context Sensitive Transportation Projects, MOA Adopted October 2008.

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Introduction

The Municipality of Anchorage (MOA) is studying alternatives to reconstruct E. 48th Avenue (from Cordova Street to Old Seward Highway) and Cordova Street (from E. International Airport Road to E. 48th Avenue) to meet current MOA standards for collector roadways. Alternatives developed for analysis will follow Complete Streets design methodologies to balance corridor improvements for all users, including motorists, bicyclists, pedestrians, and persons with disabilities, while minimizing impacts to existing businesses in the project area. A Complete Streets design considers walking, biking, and transit as efficient modes of transportation and of equal importance to vehicular modes.

The two roadways in the project corridor have deteriorated over time with damaged and cracked pavement evident on many segments. The entire corridor lacks pedestrian facilities and lighting. Cordova Street also lacks piped drainage facilities between E. International Airport Road and E. 48th Avenue. An increase in vehicle traffic occurred with the 2015 extension of E. 48th Avenue from Cordova Street to C Street. Traffic volumes are expected to further increase with the current and planned developments in the project area including a new health clinic, new hotels, and planned apartment complexes. This project will evaluate transportation network alternatives to improve the roadway conditions and enhance safety and accessibility for vehicles and non-motorized users.

Improvements may include:

- Roadway reconstruction and/or resurfacing
- New curbs and storm drain improvements
- Sidewalks and/or pathways
- Street lighting
- Signage and landscaping
- Utility relocation as required due to roadway corridor improvements

The first phase of the project is the preparation of the Concept Report using the MOA Context Sensitive Solutions Strategy (CSS) Policy. The CSS policy provides guidelines to involve project stakeholders in defining the problems to be solved. This report documents the public process, issues identified by the stakeholders, and conceptual alternatives to carry forward to the Design Study Phase.

Background

The 2014 Official Streets and Highways Plan (OS&HP) classifies Cordova Street as a Class I Collector and E. 48th Avenue as a Class IC Neighborhood Collector. The two roadways serve a mixture of commercial, industrial, and residential properties, with two large parcels near the intersection of Cordova Street and E. 48th Avenue serving health care facilities. See map (page 5) for an overview of the project area.

The entire project is located within the Midtown Community Council. The Anchorage 2020 Anchorage Bowl Comprehensive Plan does not specify any Land Use Policy for the project area. The Anchorage 2040 Land Use Plan identifies the following land uses in the project area:

- Urban Residential-High
 - Urban living opportunities close to major employment centers and contributes to the vitality of City Centers by concentrating new housing nearby.
 - Uses include apartment buildings, condominiums, and townhouses.

- Uses include small urban parks and green spaces.
 - R-4, R-3, and R-4A zoning districts.
- Compact Mixed Residential- Medium
 - Multi-unit apartment and town house living and a mix of compact single-family and attached housing in a cohesive neighborhood.
 - Uses include townhouses, garden apartments, and other forms of low-rise apartments.
 - Single-family and two-family residents are allowed.
 - R-3, R-2M, and R-3A zoning districts.
- Community Facility or Institution
 - Public or institutional facilities that are integrated with the neighborhoods and provide a community service or focus for the area.
 - Uses include schools, community recreation centers, fire stations, libraries, etc....
 - PLI, I-1, and I-2 zoning district.
- Light Industrial/Commercial
 - Multi-sector employment in an industrial setting.
 - Uses include manufacturing, construction contracting, warehousing, vehicle and equipment repair and other uses.
 - I-1 zoning district

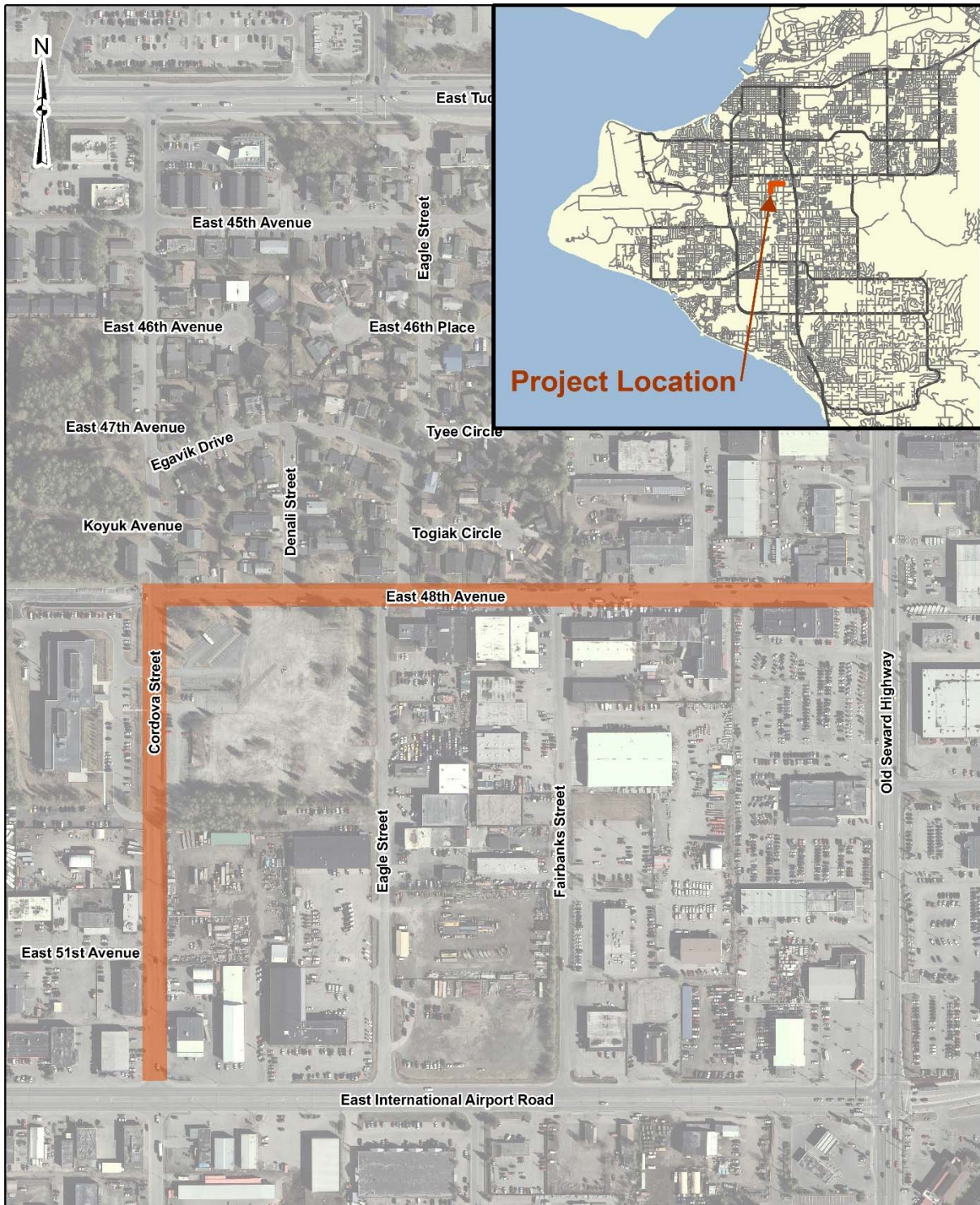
Project Goals & Funding Source

This project is a priority for the Midtown Community Council, surrounding businesses and institutions, and the adjacent residential neighborhoods.

The goals of this project are to:

- Repair and/or replace existing, aging public infrastructure with new facilities in accordance with current MOA design criteria.
- Improve safety and accessibility for all modes of transportation across Midtown Anchorage.

The project is currently being funded through local road bonds for the planning/concept and design study phase. Additional funding will be necessary for design and pre-construction tasks (including any right-of-way acquisitions and utility relocations). The earliest construction could occur is in 2020 if funding becomes available.



Project Area Map
East 48th Avenue & Cordova Street Reconstruction

0 100 200 400
 Feet

Area Context

E. 48th Avenue and Cordova Street both have a two-lane cross-section with on-street parking. The corridor is generally residential to the north of E. 48th Avenue and industrial/business for the rest of the project area. The entire corridor has a posted speed limit of 25 miles per hour. There are no transit routes that cross the project area.

E. 48th Avenue (Cordova St. to Old Seward Hwy.)

E. 48th Avenue serves a multifamily residential district along the north side of the western half and transitions to industrial and business centers on the east end. The area surrounding the roadway is zoned R-3 (Mixed Residential), B-3 (General Business), RO (Residential-Office) and I-1 (Light Industrial). Public right-of-way (ROW) is 60 feet wide.

This 1,860 foot long segment has a paved width of 32 feet. Parking is permitted on both sides of the road. The roadway has rolled curb with no sidewalks on either side of the road. No signalized intersections are present.

The intersections at Cordova Street and Old Seward Highway both lack lighting specific to the intersection. Roadway lighting is only provided in a few locations. Road grades are relatively flat (0.3% to 0.6%). Piped storm drain systems exist at most of the intersections, and in a segment along the road from Gambell Street to the Old Seward Highway.

The surrounding developments provide a source of non-motorized traffic between the residential neighborhoods, and commercial establishments. There are no existing sidewalks and often pedestrians are forced to walk in the roadway, despite vehicles that parallel park along or back directly into E. 48th Avenue over the rolled curb.



Figure 1 - E. 48th Avenue (Looking West)

Cordova Street (E. International Airport Road to E. 48th Avenue)

Cordova Street serves several office buildings and industrial lots, and St. Elias Hospital (owned by Providence Hospital) at the northwest. It has a relatively high volume of all modes of traffic due to the nearby residential development. The area surrounding Cordova Street is zoned I-1 (Light Industrial) and R-O (Residential-Office). Public ROW is 60 to 65 feet wide.



Figure 2 – Cordova Street (Looking South)

The roadway is approximately 1,250 feet long, and has a typical paved width of 32 feet. Parking is permitted on both sides of the road. The roadway has rolled curb with no sidewalks on either side of the road. No signalized intersections are present.

The intersection at Cordova Street and E. International Airport Road lacks lighting specific to the intersection. Roadway lighting is only provided in a few locations. Roadway grades are relatively flat (0.3% to 1.1%). Piped storm drain systems do not exist in the roadway, other than within the intersection with E. 48th Avenue.

The surrounding development generates a moderate amount of non-motorized traffic. There are no existing sidewalks and often pedestrians are forced to walk in the roadway.

Existing landscaping is present on the northern section of the roadway, along the St. Elias Hospital frontage. A large vacant lot east of St. Elias Hospital currently provides extra parking space for the hospital. According to Providence Hospital, the owner, there are no immediate plans to redevelop this lot.

Guiding Documents

Table 1- Guiding Documents– E. 48 th Avenue & Cordova Street	
Anchorage Bowl 2025 Long Range Transportation Plan (LRTP) with 2027 Revisions	Street Typology: Mixed-Use. Located in areas characterized by a mix of high-intensity commercial, retail and residential areas with substantial pedestrian activity as defined by the employment and redevelopment designation in Anchorage 2020 Plan. Mixed-use streets typically consist of two to four travel lanes.
Official Streets & Highways Plan (OS&HP) 2014	<ul style="list-style-type: none"> • Functional Classification (E. 48th Avenue): Class IC Neighborhood Collector • Functional Classification (Cordova St.): Class I Collector • Collectors function to collect traffic from local streets of all types and move this traffic to the arterial street system or to important trip generating activities within small residential areas. They should be designed to provide priority to through traffic movement and provide limited land access function to adjacent properties. Pedestrian facilities should be provided to allow for safe access between activity centers such as schools and parks. • Neighborhood Collectors should have two lanes and a minimum ROW width of 60 feet.
Anchorage Bowl 2020 Comprehensive Plan	<p>The project area is not highlighted in the Land Use Policy Map. However, the following policies apply to this project:</p> <ul style="list-style-type: none"> • Policy 37: Design, construct and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles and trucks where appropriate.

	<ul style="list-style-type: none"> • Policy 38: Design, construct and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods. • Policy 53: “Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor.” • Policy 54: “Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity and to discourage high-speed, cut through traffic.”
Anchorage 2040 Land Use Plan	<p>Land Use Plan Actions</p> <ul style="list-style-type: none"> • There are no Land Use Plan Actions identified for the area within the project corridor. <p>Land Use Designations</p> <ul style="list-style-type: none"> • Light Industrial / Commercial <ul style="list-style-type: none"> ○ Cordova Street from E. International Airport Rd. to E. 50th Avenue ○ E. 48th Avenue from Fairbanks Street to Gambell Street ○ E. 48th Avenue from Eagle Street to east of Gambell Street (south) • Community Facility or Institution <ul style="list-style-type: none"> ○ Cordova Street from E. 50th Avenue to E. 48th Avenue ○ E. 48th Avenue from Cordova Street to Eagle Street • Compact Mixed Residential <ul style="list-style-type: none"> ○ E. 48th Avenue from Cordova Street to Fairbanks Street • Commercial Corridor <ul style="list-style-type: none"> ○ E. 48th Avenue from Gambell Street to Old Seward Highway <p>Areas of Growth and Change</p> <ul style="list-style-type: none"> • Little growth expected within the project area by 2040 <p>Applicable Land Use Policies</p> <ul style="list-style-type: none"> • Policy 6.3: Adopt and execute a Complete Streets policy to design streets to serve all users, including pedestrians, transit riders, and bicyclists, and align the design and scale of streets to be compatible with compact, accessible, and walkable land use patterns. • Policy 9.2: Limit non-industrial uses that could displace or conflict with existing or potential industrial functions in industrially designated areas, in order to preserve these areas for primarily industrial development and ensure compatibility of adjacent uses and traffic.
2010 Anchorage Bicycle Plan	The project corridor is not included in Recommended Bicycle Network List.
2007 Pedestrian Plan	No Priority Projects are identified within the project corridor.
1997 Areawide Trails Plan	No potential trails or other pedestrian projects are identified within the project corridor.

2006 Anchorage Bowl Park, Natural Resource & Recreational Facility Plan	No designated park land in the project area.
Wetlands Management Plan (March 2012)	No designated wetlands in the project area.
Traffic Calming	Project corridor is not included in Neighborhood Traffic Calming – 2018 Qualified Streets List.
Electric Utility Undergrounding 5-year Plan	Project corridor is not included in the 2018-2022 Overhead to Underground Projects list published by Chugach Electric Association
Street Lighting (MOA Design Criteria Manual)	Roadway (Collector): <ul style="list-style-type: none"> • Minimum Average Illuminance - 0.6 (fc) • Uniformity Ratio – 4.0:1 • Veiling Luminance Ratio - 0.4:1 Intersections: <ul style="list-style-type: none"> • Collector/Collector • Average – 1.2 (fc) • Uniformity Ratio – 4.0:1 • Major/Collector • Average – 1.5 (fc) • Uniformity Ratio – 3.0:1
Geotechnical Hazards Plan	Moderate Ground Failure Susceptibility (Hazard Zone 3)
Drainage Plan	No drainage plans identified for project corridor.
Anchorage Wastewater Master Plan (2014)	No identified projects in project corridor.
Anchorage Water Master Plan (2012)	No identified projects in project corridor.
Area Specific Plans	There are no Area Specific Plans identified within the project limits.
Background Documents	None

Problems to Be Solved

This project is primarily driven by the inability to maintain the existing deteriorating roadway. The existing asphalt surface and roadway subgrade is failing and it is no longer feasible to economically maintain the roads. Roadway rehabilitation will require improving the corridor to meet current Municipal standards for collector roads.

Issues Identified by Stakeholders

The primary issues identified by stakeholder groups for this project are summarized below. A complete list of all comments received to date can be found in APPENDIX E.

Parking

1. Parking on street or just behind the curb is heavily used on the southern end of Cordova Street and the eastern half of E. 48th Avenue. Several businesses also have multiple parking spots directly behind curb which require pulling in/out directly into the roadway. The commercial building at the southwest corner of Fairbanks Street and E. 48th Avenue has a Non-Conforming Determination in place to permit this use.
2. The Salvation Army Adult Rehabilitation Facility utilizes parking in front of the building accessing E. 48th Avenue for patient visitors. An open area to the south of the facility is used for freight pickup and drop off. Employees are required to park on street.
3. The Mazda auto dealership at the southwest corner of E. 48th Avenue and Old Seward Highway uses perpendicular parking stalls backing directly onto the roadway. Their night time key drop off is located with access from E. 48th Avenue.
4. Alaska Spring and Performance provides maintenance to many long vehicles (buses, motorhomes, etc.) and trailers. The internal bays at the shop are only 30 feet long and anything longer than that must be worked on outside. Vehicles are parked along the full frontage of the building and often extend to just behind curb.
5. Parallel and/or angle parking behind curb (within the ROW) occurs at multiple business along E. 48th Avenue (Six Robblees' Inc., the Salvation Army, the State of Alaska Department of Public Safety) and Cordova Street (246 E. 51st Ave, 5100 Cordova Office Building)



Figure 3: Parking along E. 48th Avenue (Looking East)

Business Access

1. Full frontage driveways are commonplace at businesses on both E. 48th Avenue and Cordova Street.
2. Delivery trucks access businesses on E. 48th Avenue and the Habitat for Humanity Restore on Cordova Street on a regular basis, including weekends.
3. Several businesses operate on the weekend and have customers drop off vehicles or other items in the evenings or overnight. Road closures during construction would be very disruptive to their operations and several have requested specific phasing to limit restrictions to business access.
4. St. Elias Hospital at the southwest corner of E. 48th Avenue and Cordova Street requires access at all times for ambulances. There is an access on E. 48th Avenue which is outside the project limits that should not be directly affected by roadway construction.

Roadway Conditions

1. Signs of pavement distress are evident throughout the project corridor. Alligator and longitudinal cracks are extensive along Cordova Street where drainage facilities are lacking. Potholes are present

on Cordova Street near the intersection of E. 51st Avenue. Alligator cracking and potholes are also present on E. 51st Avenue, outside of the project limits. Although not in the original scope of work several requests were made to expand the proposed improvements to include E. 51st Avenue. East of Cordova Street, a crack several inches wide runs along the E. 48th Avenue road centerline all the way to Denali Street. Signs of recent pothole repairs are also present near the E. 48th Avenue & Denali Street intersection.

2. Poor subgrade conditions are suspected throughout the project corridor. Residential driveways along E. 48th Avenue heave seasonally, with observed vertical differences between a few inches in some locations to more than a foot in others. A depression in the roadway has been reported at the intersection of Eagle Street where it intersects E. 48th Avenue.
3. Speeding has been reported as a problem on both roadways by several stakeholders and traffic calming was requested to promote reduced speeds.
4. Large tractor trailers frequently access E. 48th Avenue from Fairbanks Street. The vehicles generally travel east and exit onto Old Seward Highway.

Lighting & Security

1. Lack of lighting in the project area poses a safety issue for pedestrians and bicyclists, especially at night, during winter months, and for individuals walking alone.
2. Security is also an issue for businesses in the area. Several businesses reported thefts and vehicle break-ins overnight. The addition of lighting was generally supported to improve security.
3. Placement of light poles to avoid affecting business access is important to business owners. This may prove difficult with the number of full frontage driveways on the corridor.

Pedestrian and Bicycle Facilities

1. Neither pedestrian or bicycle facilities are present within the project limits. A sidewalk and pathway are present on E. 48th Avenue from Cordova Street to A Street, west of the project corridor. Sidewalks are also present at both ends of the project on Old Seward Highway and E. International Airport Road. Pedestrians have been observed walking within the roadway on both roadways. The presence of on-street parking forces pedestrians to share the lane with vehicles in many locations.
2. The presence of full frontage driveways with parking directly accessing the roadway, and parallel parking stalls just behind curb presents safety concerns with providing sidewalks in some areas.
3. Sidewalks are not supported by business owners on the eastern end of E. 48th Avenue.

Websites & Interactive Crowdsourcing Map

The public was provided a project webpage ([www.http://48th-cordovareconstruction.com](http://48th-cordovareconstruction.com)) in October 2018. The website presented project information, dates and times of public involvement opportunities, a Virtual Open House webpage, and two online methods to provide input on the project (team member contact information and interactive crowdsourcing web map). All public information methods are accessed through the project website and were advertised at all public outreach opportunities. Comments received from all sources are provided in APPENDIX E.

Comments received electronically through the webpage were limited and generally related to the poor condition of the roadway, speeding on the corridor, and poor winter road conditions.

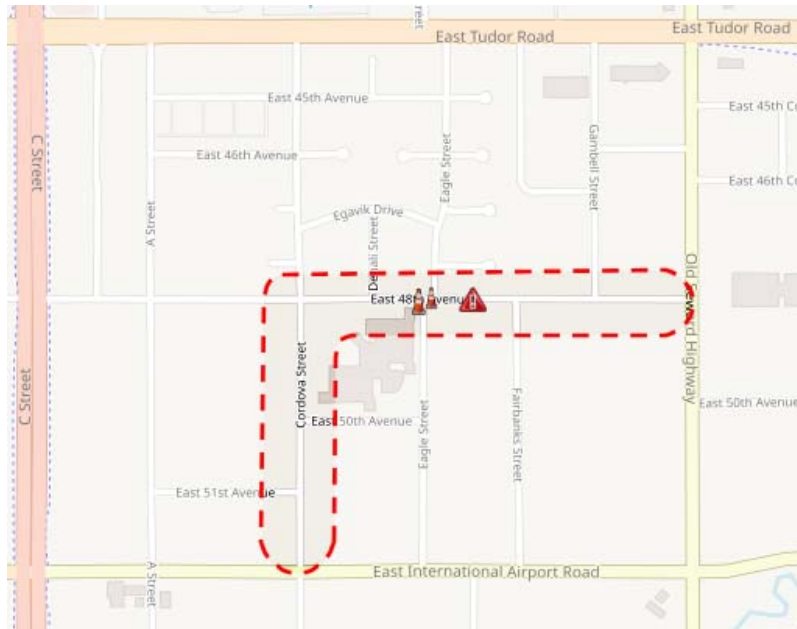


Figure 4: Interactive Crowdsourcing Web Map

Problem Solving Concepts

The following concepts were discussed with project stakeholders. Stakeholder input on these concepts will influence development of design alternatives during the design study phase of the project.

Roadway Improvement Concepts:

- Roadway Reconstruction
- Storm Drain Upgrades
- Pedestrian Facilities
- Street Lighting
- Utility Reconstruction
- Landscape Improvements
- Business Access
- On-street Parking
- Traffic Calming
- Access Impacts During Construction

Concepts Reviewed and Dismissed by Public Stakeholders

- Traffic Facilities
 - The concept of removing on-street parking on E. 48th Avenue and Cordova Street was reviewed but on-street parking was considered valuable by Stakeholders.
 - Reducing driveway widths to meet current MOA design criteria was reviewed but is undesirable to business Stakeholders and is not compatible with existing uses in many locations.
- Non-motorized Facilities
 - The concept of dedicated bicycle facilities was reviewed but are not called for in area plans and are not desirable to many area Stakeholders.

- Other Concepts
 - The addition of landscaping in industrial areas is not desirable to stakeholders to avoid impacting business access and sight distances at intersections.

Concepts to Advance to Design Study Phase

- Traffic Facilities
 - Traffic calming improvements on E. 48th Avenue are desirable. Vertical measures may not be allowable due to Fire Department concerns.
 - Keep on-street parking on at least one side of E. 48th Avenue and Cordova Street.
 - Street lighting is desirable as long as poles don't conflict with business access.
 - Maintain business access during and after construction.
 - Drainage improvements are needed on Cordova Street and on some areas of E. 48th Avenue.
 - E. 51st Avenue is in poor condition and reconstruction of the roadway should be added to the project scope.
- Non-motorized Facility Concepts
 - Pedestrian facilities on Cordova Street are desirable.
 - Pedestrian facilities on one side of E. 48th Avenue are desirable.

Stakeholder Involvement Summary

Using the MOA CSS process as a guideline, the project team began the public and agency outreach in October 2018 with the identification of over 550 project stakeholders. The goal of the CSS process is to collaborate with all stakeholders to improve the safety and accessibility of the corridor, balance diverse interests, and to find areas of compromise that address budget and environmental concerns. Approximately 50 separate comments were received from stakeholders through public meetings, comment forms, telephone calls, and on project scrolls and documented in meeting records.

Table 2 - List of Stakeholders

MOA Agencies	Other Stakeholders
<ul style="list-style-type: none"> • Project Management & Engineering • Traffic • Transit • Planning • Non-Motorized Transportation • Maintenance and Operations • Anchorage Water and Wastewater Utility 	<ul style="list-style-type: none"> • Area property owners, business owners, property managers, employees and residents • People traveling through project corridor • Midtown Community Council • Alaska Communication Systems (ACS) and GCI • Chugach Electric Association (CEA) • ENSTAR Natural Gas Company • Alaska DOT&PF

Stakeholder Involvement Activities

Distribution of project information and meeting announcements included a combination of a project-specific website, mailed postcards, door hangers and posters distributed throughout the project corridor, community council meeting presentation, email notices and in-person delivery of meeting notices to businesses along the project corridor. All public outreach activities are summarized in Table 3 and explained in more detail below the table.

Copies of announcements, email, displays and other communications are included in APPENDIX B. Between October 2018 and January 2019, the following activities were deployed to solicit stakeholder feedback:

Table 3 - Summary of Public Outreach Activities

General Public Awareness	Dates
Door Hangers Introducing Project	10/26/18
Mailer #1 – Midtown Community Council (MTCC) Meeting Presentation	11/09/18
Email Announcement – MTCC Meeting Presentation	11/09/18
MTCC Meeting Presentation	11/14/18

Project Website – www.48th-cordovareconstruction.com	Dates
Launch Date	10/15/18
Interactive Map Active	10/15/18
Virtual Open House Active	11/16/18

Public Open House	Dates
Mailing #2 – Introduce Project & Open House	11/09/18
Public Open House Poster (on corridor)	12/03/18
E-newsletter Reminder of Open House	12/04/18
Public Open House #1	12/04/18

Pop Up Meetings	Dates
Pop Up Meeting #1 (Gambell St & E. 48 th Ave)	12/6/18
Pop Up Meeting #2 (E. 51 st Ave & Cordova St.)	12/11/18

Business Stakeholder Meeting	Dates
Mailing #3 - Business Stakeholder Meeting	12/3/18
Project Email Reminder – Business Stakeholder Meeting	12/6/18
MTCC Email Reminder – Business Stakeholder Meeting	12/10/18
Business Stakeholder Meeting	12/13/18
Meeting with Providence Hospital	1/07/19
Flyer for Meeting at AK Spring (distributed by AK Spring)	1/14/19
Meeting with AK Spring, Salvation Army, & Continental Mazda	1/23/19

Agency Stakeholder Meeting	Dates
Agency Stakeholder Meeting Invites (by MOA)	1/8/19
Agency Stakeholder Meeting	1/16/19

General Public Awareness

- **Site Delivered Door Hanger:** On October 26, 2018, representatives of the project team (Robin Reich and Olivia Cohn, SolsticeAK) walked door-to-door within the project corridor to alert area stakeholders about the project by delivering door hangers and speaking with businesses and residents. The door hanger contained information that introduced the project, alerted stakeholders to area surveying, identified the project area, and provided project contacts and website information. During door hanger delivery, SolsticeAK representatives spoke with fifteen stakeholders.
- **Project Mailer #1:** A project mailer was postmarked by November 9, 2018 that introduced the project and announced the upcoming Midtown Community Council (MTCC) meeting, public open house, and virtual open house. This project mailer was sent to 550 recipients.
- **MTCC Announcement:** In addition to the mailer, an email announcement to the MTCC contact list was sent on November 9, 2018 to alert the public about the project being presented at the MTCC meeting. This email provided notice of the meeting and contained an agenda that highlighted the E. 48th Ave. and Cordova St. project as well as the previous meeting's minutes.
- **MTCC Meeting:** The project was presented to the MTCC during the November council meeting. It took place on November 14, 2018 at 12:00 p.m. at 3000 C St., 1st Floor Conference Room, in Midtown Anchorage. A project team member, (Matt Edge, CRW Engineering [CRW]) presented during this meeting and included an overview of the proposed project, the project need, and the proposed project location.

Public Open House

- **Public Open House Advertisements:** In addition to the November project mailer #2, on December 3, 2018, fliers were delivered to area business stakeholders and posters were placed in the project corridor inviting the public to the public open house and providing project contacts and website information. On December 4, 2018 a reminder was emailed to the MTCC contact list to remind the public that the open house would occur that evening and reiterate project contacts and website information.
- **Public Open House:** A 48th Avenue and Cordova Street Reconstruction Project public open house was held on December 4, 2018 from 5:00 p.m. to 7:00 p.m. at the Z.J. Loussac Library Atrium located at 3600 Denali St. More than 30 people attended this meeting; (30 people signed in). The meeting materials presented included a fact sheet, location map, area conditions map, and project timeline poster displays. Two project area maps were displayed as a large table-top scroll so that attendees could provide location-specific comments. (*Information about the MOA W. 32nd Ave. and E. 33rd Ave. Upgrades Project [PM&E*



Figure 5: Public open house poster hung in the project corridor on Cordova St.



Figure 6: Public Open House on December 4, 2018.

Project # 16-29] was also presented at this open house; it is not included in this summary.)

Attendees were encouraged to provide verbal feedback through conversations with project staff (Julie Makela and Duane Maney, PM&E; M. Edge and Robert Burdick, CRW; and O. Cohn, SolsticeAK), written comment forms (three were submitted), and project map written comments.. Open house documentation is presented in APPENDIX B.

Pop Up Meetings

- **Pop-Up Meeting #1:** On December 6, 2018, project team representatives (O. Cohn, SolsticeAK; R. Burdick, CRW; and J. Makela, PM&E) hosted an E. 48th Avenue pop-up near the intersection of Gambell Street and E. 48th Ave. to discuss the project with passersby and roadway users.
- **Pop-Up Meeting #2:** On December 11, 2018, the project team (O. Cohn, SolsticeAK, R. Burdick, CRW; and D. Maney, PM&E) hosted a Cordova Street pop-up near the intersection of E. 51st Avenue and Cordova Street. These on-site pop-up events served to notify users of the roadway who would be passing through the project corridor in addition to those who own or use property in the area who had received other outreach; therefore, advance notice was not provided. These pop-ups served as an opportunity to discuss the project with the project team; pop-up materials included project details and a map of the project area.



Figure 7: Pop-up Meeting on 48th Ave. on December 6, 2018.



Figure 8: Pop-up Meeting on Cordova St. on December 11, 2018.

Business Stakeholder Meetings

- **Flyer:** On December 3, 2018, SolsticeAK (O. Cohn) hand-delivered invitations to business stakeholders in the project corridor. The invitation included business stakeholder open house details, project contacts, and website information.
- **Email Reminder:** On December 6, 2018, a project email announcement was sent to all stakeholders containing a reminder invitation to the business stakeholder open house and a reiteration of project contacts and website information.
- **MTCC Email Reminder:** On December 10, 2018, an email was distributed to the MTCC contact list that included a business stakeholder open house invitation and a reiteration of project contacts and website information.
- **Business Stakeholder Meeting:** On December 13, 2018, the business stakeholder open house was held from 11:00 a.m. to 1:00 p.m. at the St. Elias Hospital located at 4800 Cordova St. Three members of the public attended this meeting as documented on the sign in sheet. Materials presented for this meeting included a fact sheet, location map, area conditions map, and project timeline poster displays as well as a project area map printed as a scroll to allow for location-

specific comments. Verbal comments were provided to the project team, and comments were written on the project map.



Figure 9: December 13, 2018 Business Stakeholder Meeting

- **Providence Health and Services Meeting:** On January 7, 2019, representatives of the project (J. Makela and D. Maney, PM&E; Russ Oswald, Public Works Department; M. Edge and Justin Keene, CRW) met with stakeholder Dale Rahn, Providence Hospital, to discuss the proposed project relative to Providence-owned properties in the area. This meeting took place at 3760 Piper St., Suite 1060.
- **AK Spring, Salvation Army, & Continental Mazda Meeting:** On January 23, 2019, project team representatives (J. Makela, PM&E; Charles Boyle, Public Works; M. Edge, CRW) met with area stakeholders (Alaska Spring and Performance [AK Spring], Kris Stoechner; Salvation Army, Nikki Foreman; and Continental Mazda/Volvo, Marten Martensen) to discuss their specific project concerns. This meeting took place at the AK Spring office located at 600 E. 48th Avenue. Attendees were invited via email and by a flyer delivered by AK Spring stakeholder, K. Stoechner, containing meeting details and project contacts and website information.

Agency Stakeholder Scoping Meeting

- The agency stakeholders scoping meeting took place on January 16, 2019 from 10:00 a.m. to 11:00 a.m. at the MOA office, PM&E Conference Room B located at 4700 Elmore Road. CRW (M. Edge) presented the project scope, schedule, and issues and challenges. Agencies were invited via email. The meeting discussion with project team representatives (J. Makela and D. Maney, PM&E; M. Edge and Colin Singleton, CRW; and O. Cohn, SolsticeAK) and agency stakeholders (representing the MOA Planning, Traffic, and Maintenance & Operations Departments and the Street Maintenance Section) is documented in the meeting minutes. Meeting minutes and documentation are presented in APPENDIX D.

The CSS process will be ongoing for the duration of the project. Stakeholders will have the continued opportunity to obtain information and gather feedback on the project website and interactive map tool, via e-newsletters, and through direct feedback phone calls and emails to project staff.