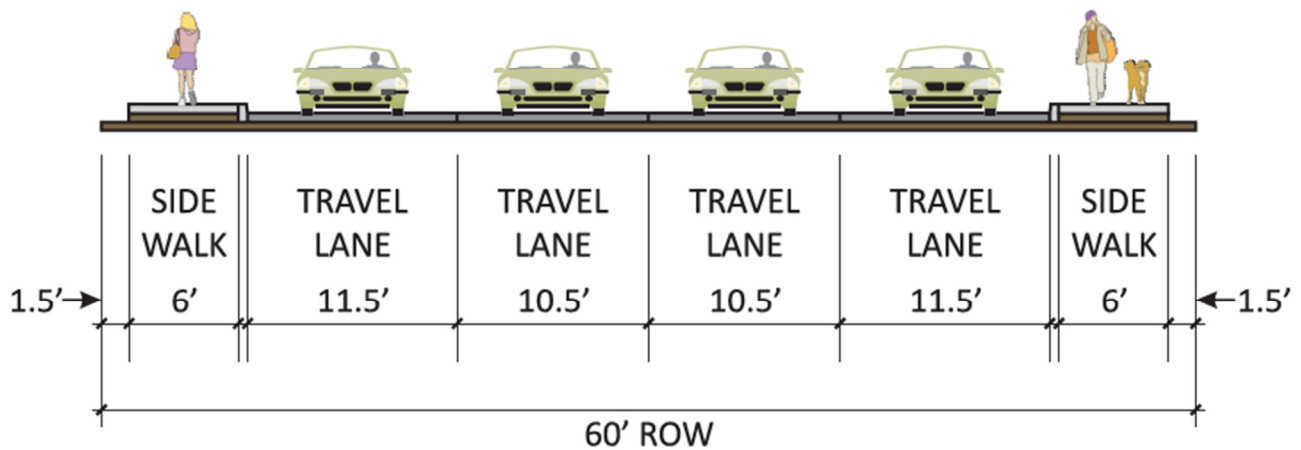


Key findings of the existing and future conditions analysis are provided below.

EXISTING CONDITIONS

- **Land Use and Zoning:** the area immediately adjacent to the corridor is zoned commercial, with single and multifamily uses beyond. The Chester Creeks Sports Complex is located immediately west of the corridor between 16th Avenue and 20th Avenue.
- **Roadway Facilities:** Gambell Street is a four-lane, one-way (southbound direction) major arterial. It is on the National Highway System (NHS) and under the jurisdiction of DOT&PF. The existing roadway cross-section is shown in Exhibit 6.

Exhibit 6: Gambell Street Cross-Section



- **Pedestrian Facilities:** There are four- to six-foot sidewalks along the corridor and crosswalks at all signalized intersections. Power transmission lines/street light poles intersect the sidewalk along the corridor (as seen in Exhibit 7) and some sections of the sidewalk are in poor repair and do not meet ADA standards. There are no mid-block crossings or crosswalks at unsignalized intersections. The area has the highest percentage of non-motorized trips in Anchorage (20.5%).
- **Bicycle Facilities:** There are no separate bicycle facilities on the corridor. The Anchorage Bicycle Plan proposes constructing a bike lane on 5th Avenue and paved shoulder bikeway on 10th Avenue, and recommends 15th Avenue across Gambell Street as a core segment of the bicycle network.

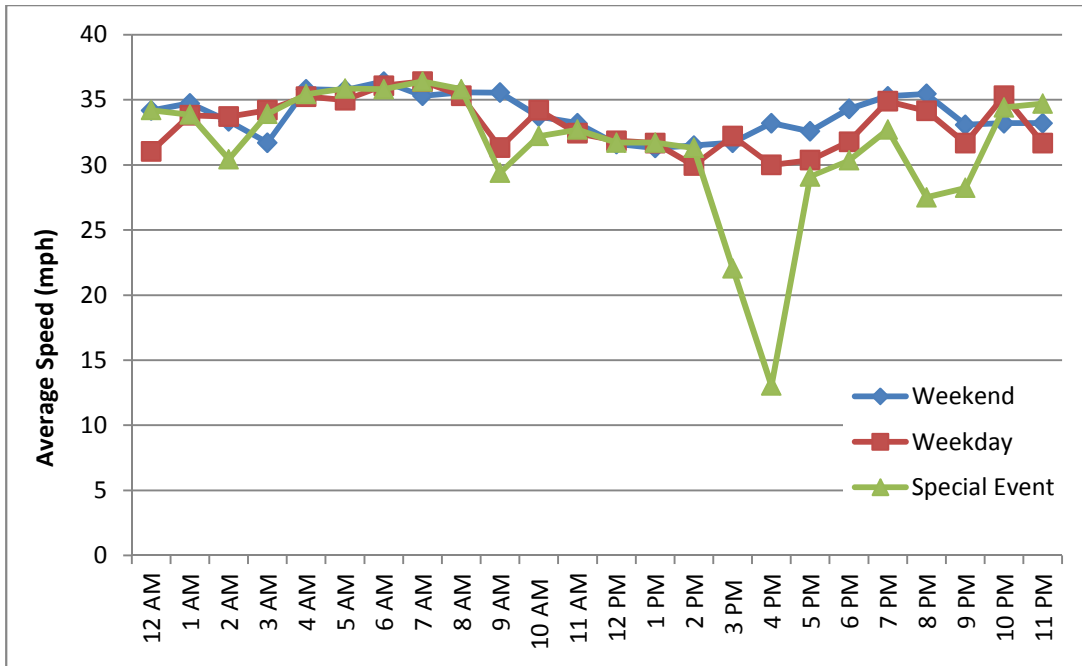
Exhibit 7: Utility Poles on Gambell Street



- **Transit Facilities:** Several transit lines service the area and cross Gambell Street, although there are no bus routes that run along Gambell Street (apart from route 8, which runs between 3rd Avenue and 5th Avenue).
- **Average Daily Traffic:** Traffic volumes increase along the corridor traveling southbound. Daily traffic volumes rise steadily from January to July, stay relatively constant through October, and drop slightly in November and December.
- **Intersection Operations:** A variety of data was utilized for the operations analysis, including existing traffic counts at several intersections on the corridor (at 4th, 6th, and 9th), as well as turning movement counts conducted during the PM peak hour on a typical mid-week day in early May 2013. Based on this data, all intersections are currently operating at LOS C or better during the weekday PM peak hour, with the exception of the intersection of Gambell Street/12th Avenue, where the westbound stop-controlled approach is operating at a LOS D. It should also be noted that some congestion is experienced on the corridor between approximately 11th and 16th Avenues during special events at the Chester Creek Sports Complex.
- **Speeds:** In general, 85th percentile speeds on the corridor are between 30 and 35 miles per hour, which is consistent with the posted speed limit on the corridor of 35 miles per hour. Slower speeds were observed following special events at the Sullivan Arena. Exhibit 8 illustrates the 85th percentile speeds on the corridor during a typical weekend, weekday, and day with special events. The “Special Event” speed data shown was

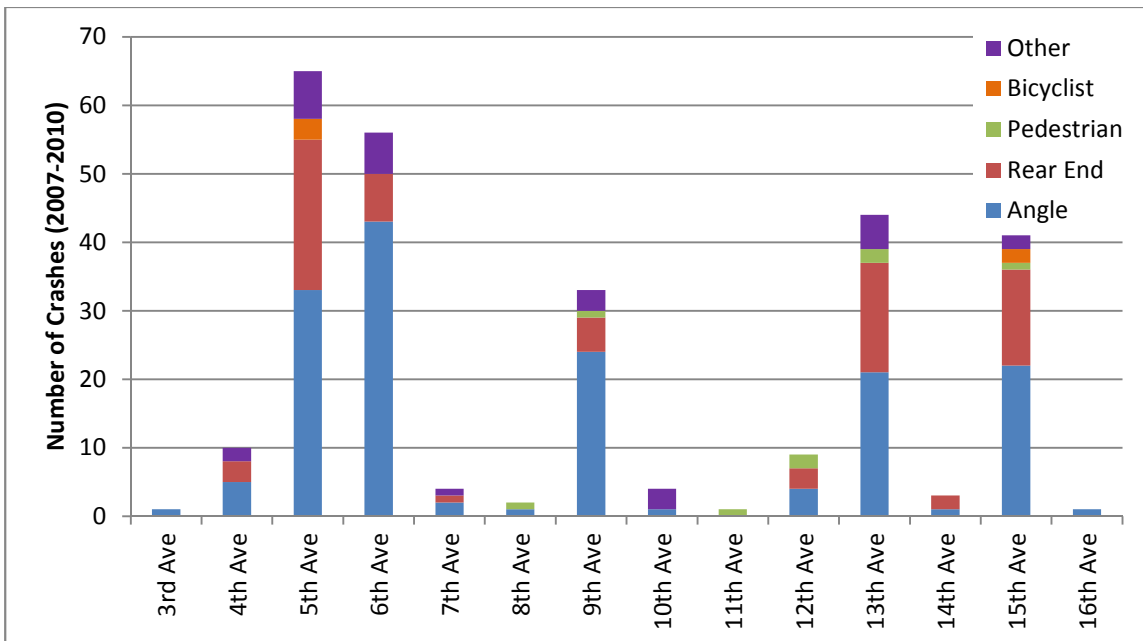
collected during the graduation week of May 13th. Graduation ceremonies were held at the arena at 2:00 PM and 7:00 PM.

Exhibit 8: 85th Percentile Speeds on the Corridor



- Crash History:** There were no fatal reported crashes on the corridor between 2007 and 2011. The most common crash types are angle and rear-end, and the most crashes were observed at the intersections of 5th, 6th, 9th, 13th, and 15th. The most prevalent human contributing causes were driver inattention, unsafe speed, and red-light violation.

Exhibit 9: Crashes by Location and Type (2007-2010)



FUTURE CONDITIONS

- Planned Improvements:** The 2035 Metropolitan Transportation Plan (MTP) includes several improvements in the study area in both the short and long term, including the Knik Arm Crossing and Seward Highway to Glenn Highway Connection Project. Table 4 includes the projects in the MTP near the study area. The Seward Highway to Glenn Highway Connection project would significantly change the character of the Gambell Street corridor, but is not planned for construction until almost 2035.

Table 1 Projects in the 2035 Metropolitan Transportation Plan (MTP)

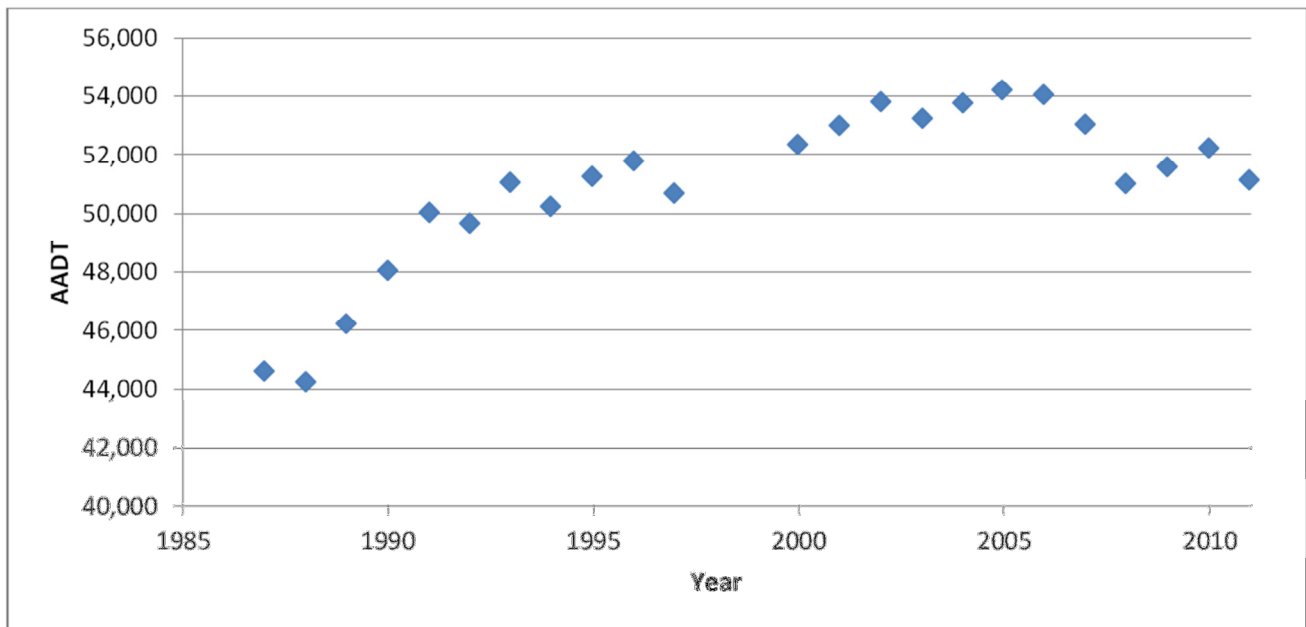
Project Number	Project Name	Project Location	2010 Cost Estimate (\$ mil)	Project Purpose and Description	Time-Frame
136	3rd Ave,6th Ave Couplet/E St Conversion Reconnaissance Study	L St to Ingra-Gambell Couplet/3rd Ave to 4th Ave	\$0.5	Evaluate converting the 5th/6th Couplet to a 3rd/6th Couplet. 3rd Ave would become one-way westbound traffic. 5th Ave would become converted to two-way traffic contingent on the 3rd Ave conversion. Purpose: circulation, access, and freight.	Short-Term (2011-2023)
201	Seward Hwy to Glenn Hwy Connection –Phase III	Chester Creek to Airport Heights Drive	Phases A-C total \$595	Construct freeway connection between Seward Hwy/20th Ave and Glenn Hwy/Airport Heights Drive; includes an interchange at Airport Heights Rd freeway access and egress ramps elsewhere along the alignment, depressed sections of freeway that include the construction of bridges and decking above the freeway for cross streets, community amenities, and redevelopment over highway airspace. Purpose: Circulation, access, and freight. Projects 201 A, B, & C are segments of a potential alignment. The preferred and chosen alignment will be evaluated and selected as part of project 141. Projects 201 A, B, & C are subject to change and not listed in priority order.	Long-Term (2024-2035)
213	Ingra-Gambell Couplet Extension - 3rd Ave to Whitney Rd	3rd Ave to Whitney Rd	\$26.0	Add new facility—extend Ingra St/Gambell St to Ship Creek Ave and Whitney Rd. Purpose: Access, circulation, and freight. Linked project(s): 201, 315.	Long Term (2024-2035)
217	Knik Arm Crossing – Phase II	Ingra-Gambell Couplet Connection	\$230.0	Add new connection from Government Hill tunnel to Ingra-Gambell Couplet over Ship Creek. Purpose: Access, circulation, and freight. Linked project(s): 213.	Long Term (2024-2035)
541	Ingra-Gambell Couplet	Reconnaissance study	\$0.05	Study (Area F) – investigate pedestrian safety study	Short-Term (2011-2023)

Project Number	Project Name	Project Location	2010 Cost Estimate (\$ mil)	Project Purpose and Description	Time-Frame
576	Fairview Pedestrian Safety Study	Fairview Community Council Boundary	\$0.20	Investigate pedestrian safety improvement needs within the Ingra-Gambell streets couplet corridor	Short-Term (2011-2023)

Source: Municipality of Anchorage, [2035 Metropolitan Transportation Plan](#), 2012.

- Projected Growth:** The 2035 MTP includes growth near the study area in the northwest Anchorage Bowl. Based on historical growth on the corridor (shown in Exhibit 10) and the 2035 MTP model projections, 1% annual growth was assumed for the corridor. It should be noted that recent system improvements (e.g., C Street and Lake Otis Improvements) have actually resulted in an interim drop in traffic on the corridor. This trend will reverse in the future as those new improvements begin to approach capacity and motorists redistribute back onto the corridor with continue regional and local population and employment growth.

Exhibit 10: Historical AADT data at Gambell St/Ingra St/15th



Source: Alaska Department of Transportation & Public Facilities. *Annual Traffic Volume Report*. 2011.

- Intersection Operations:** Without the Seward Highway to Glenn Highway Connection Project and annual growth of 1% on the corridor, all intersections operate at a LOS C or better with the exception of Gambell Street/12th Avenue (LOS E on the westbound stop-controlled approach) and Gambell Street/15th Avenue (LOS D).