

## 2050 MTP – comments regarding impacts to Midtown Community Council

The following projects that are included in the draft MTP are likely to have an impact (positive and/or negative) on the MCC:

- Fireweed Lane Rehabilitation - will change Fireweed from 4 lanes to 3 or possibly 2 and improved bike/ped facilities
- Spenard Road Rehabilitation, Benson to Minnesota – converts Spenard from 4 lanes to 3 and enhanced non-motorized facilities
- Spenard Road Rehabilitation, Minnesota to Northwood – improved pathways and road rehabilitation
- Chugach Way Rehabilitation, Spenard to Arctic – repave Chugach Way and improve pedestrian facilities
- AMATS Minnesota Drive and I/L Street Corridor Plan from International to 3<sup>rd</sup> Ave – study of Minnesota Drive – Complete Street rehabilitation
- AMATS Tudor Road Corridor Plan Muldoon to Minnesota – comprehensive plan for future improvements
- AMATS Northern Lights Blvd and Benson Blvd Corridor Plan, Latouche to Minnesota – comprehensive plan for future improvements
- Northern Lights Sidewalk/Pathway – Minnesota to Seward Highway
- Benson Boulevard Pathway Rehabilitation
- Seward Highway/Tudor Rd Interchange Reconstruction – likely to be similar configuration with wider bridge and improved pedestrian facilities
- 36<sup>th</sup> Avenue Interchange – builds a new interchange at 36<sup>th</sup> Ave/New Seward with new pathways connecting to Tudor Road and improved frontage road access to adjacent properties
- Seward Highway Pedestrian Tunnel at 33<sup>rd</sup> Ave
- 36<sup>th</sup> Ave Corridor Study – Spenard to Denali
- 36<sup>th</sup> Avenue Spenard to Lake Otis Parkway – convert from 4 lanes to 3 with improved pedestrian facilities
- 32<sup>nd</sup> and 33<sup>rd</sup> Ave Upgrade, Arctic to Old Seward – upgrade the roads and convert this corridor to prioritize non-motorized facilities
- A/C Couplet Complete Streets – reduce speeds, encourage residential development, safer non-motorized facilities
- 48<sup>th</sup> Ave Upgrade Cordova to Old Seward – upgrade to urban collector, new ped facilities
- Cordova Street Recon, Brayton to Lake Otis - upgrade to urban collector, new ped facilities
- Denali Street Complete Streets, Fireweed to Tudor, reconstruct and include non-motorized facilities
- 40<sup>th</sup> Ave/Wilson Street, Old Seward to Chugach Way – enhance shared roadway
- Transit – increase all 60 minute headways to be 30 minute headways, pending available funding

## Observations –

- Lots of work planned for Midtown --
- Big emphasis on non-motorized access particularly on the east/west streets

- If Benson and Northern Lights are reduced to create better pedestrian facilities, it will impact traffic capacity; that question will need to be answered for the overall Midtown area - particularly since they also have plans to reduce Fireweed and 36<sup>th</sup> Aves to be 3 lane roads.
- Big emphasis on the western part of midtown in the near term – Spenard, Minnesota, Chugach – much needed improvements in this area –
- Trend toward complete streets – several of these studies will lead toward streets with greater non-motorized access, landscape amenities, fewer/narrower lanes, slower speeds; this could mean greater need for improved maintenance in MCC
- Several corridor studies are planned and all of them could impact MCC - you need to be prepared to provide comment on those plans
- 36<sup>th</sup> Ave Interchange/ 33<sup>rd</sup>/ Tudor Road projects will all improve Seward Highway to be less of a barrier for east/west non-motorized travel --
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