



Fireweed Lane Rehabilitation

State/Federal Project Number: CFHWY00528/0001661

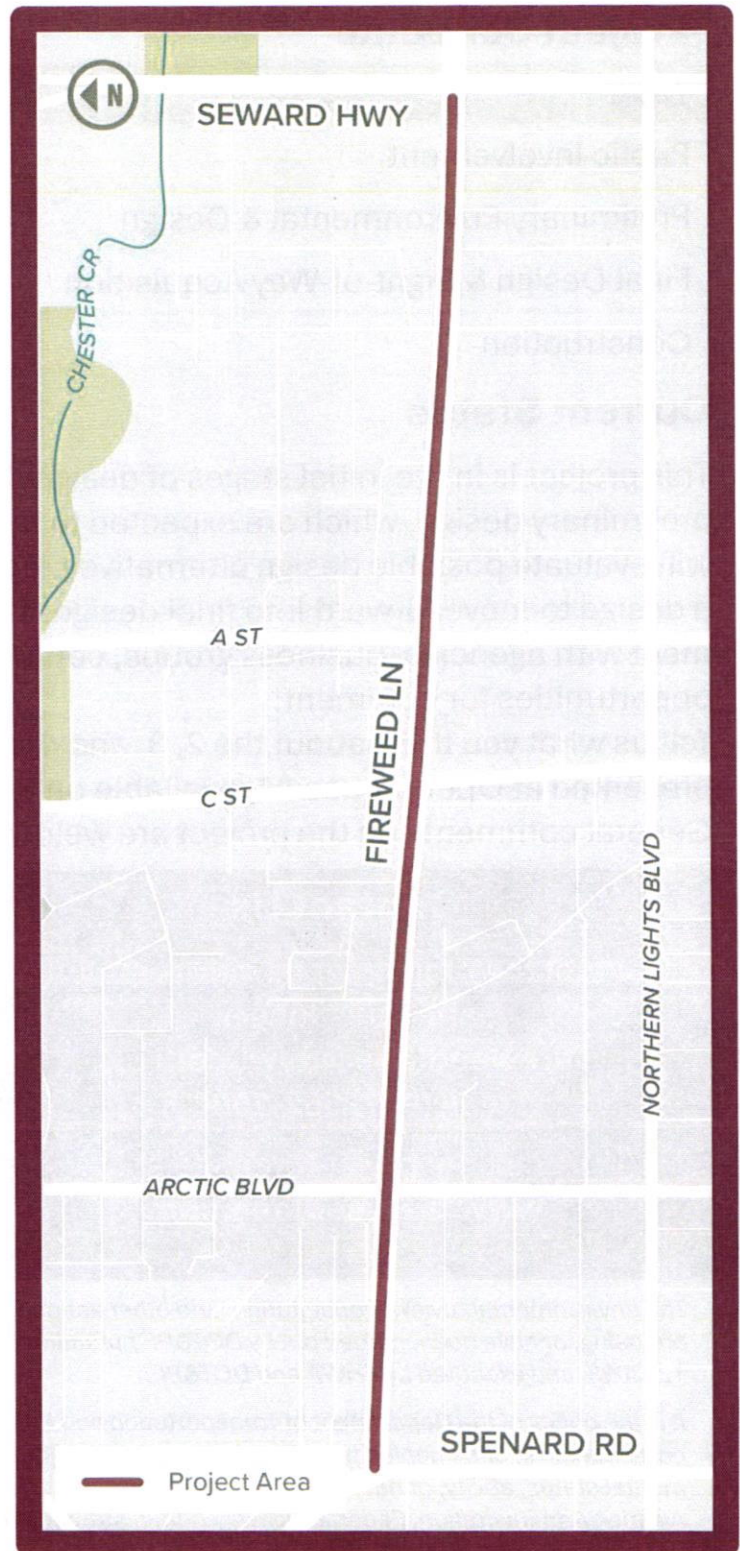


Project Description

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Municipality of Anchorage (MOA), proposes to rehabilitate Fireweed Lane from Spenard Road to the Seward Highway, to improve safety and to bring the roadway and non-motorized facilities up to current design standards. This road is jointly owned and maintained by the MOA and DOT&PF, and the project is funded through the Anchorage Metropolitan Area Transportation Solutions (AMATS) program. Design will be led by DOT&PF with support from the MOA. It is anticipated that at the conclusion of this project, the MOA will assume full ownership and maintenance responsibilities.

The project team will analyze and design alternative roadway configurations to rehabilitate Fireweed Lane to improve motorized and active transportation needs, as well as business circulation and access along the corridor.

The project will follow federal aid funding constraints including compliance with the National Environmental Policy Act (NEPA), the federal right-of-way (ROW) process outlined in the Uniform Act, and the MOA's Context Sensitive Solutions approach.





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Project Schedule

Task	Date
Public Involvement	Ongoing
Preliminary Environmental & Design	2024 – 2025
Final Design & Right-of-Way Acquisition	2025 - 2028
Construction	2028* <i>Dependent on available funding</i>

Current Status

This project is in the initial stages of design. First steps involve environmental permitting and preliminary design, which are expected to take approximately two years. The project team will evaluate possible design alternatives required under the NEPA process before selecting a design to move forward into final design. Throughout this process, the project team will meet with agencies, business groups, community organizations, and the public to provide opportunities for comment.

Tell us what you think about the 2, 3, and 4-lane options and the intersection alternatives presented at Open House #1, available on the project website at www.FireweedLane.com. General comments on the project are welcome as well.

Contact Us

Contact the project team with comments and questions at fireweedlane@dowl.com or call (907) 562-2000

Visit the project website at www.fireweedlane.com

Kristina Busch, P.E.
DOT&PF Project Manager
(907) 269-0567

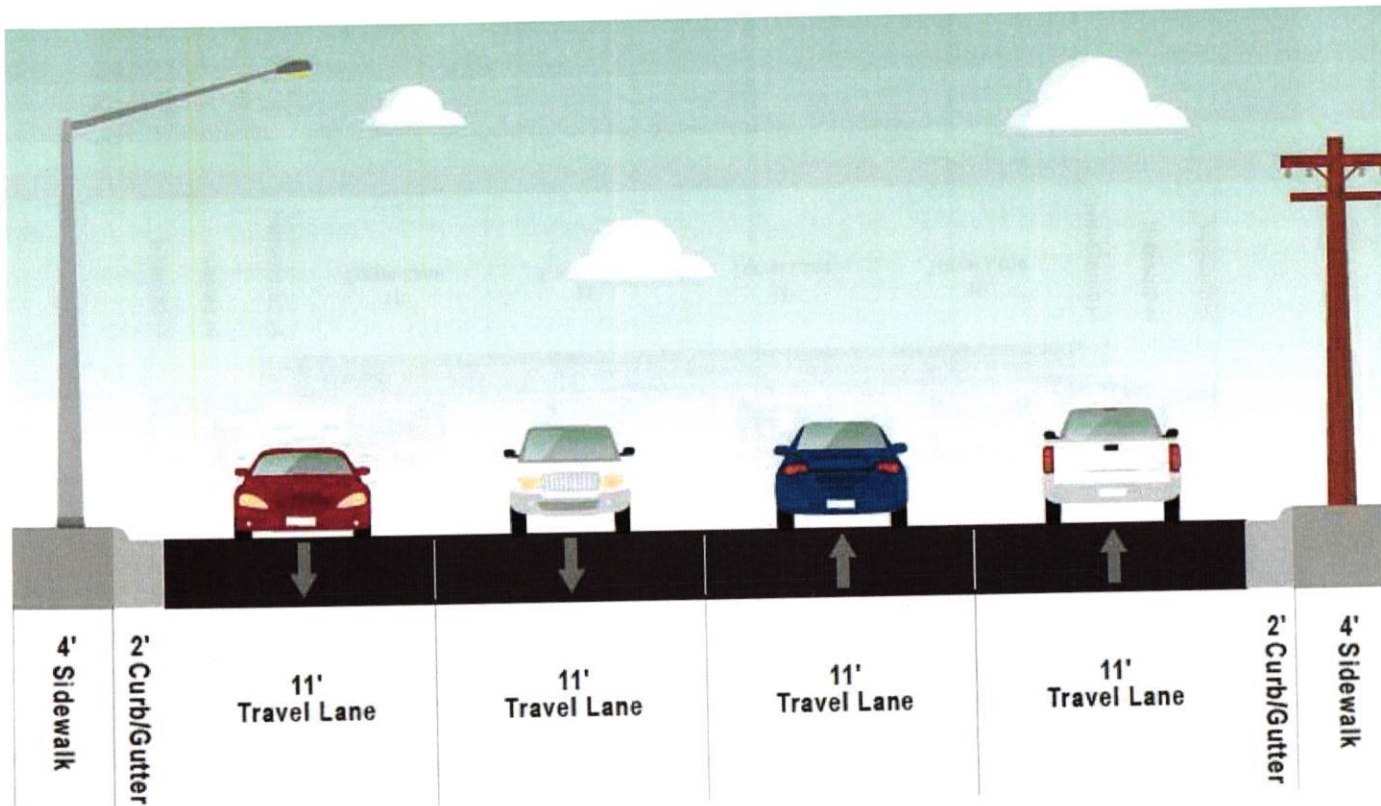
Rachel Steer
DOWL Public Involvement
(907) 562-2000

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

It is the policy of the Department of Transportation and Public Facilities (DOT&PF) that no person shall be excluded from participation in or be denied benefits of any and all programs or activities we provide based on race, religion, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml

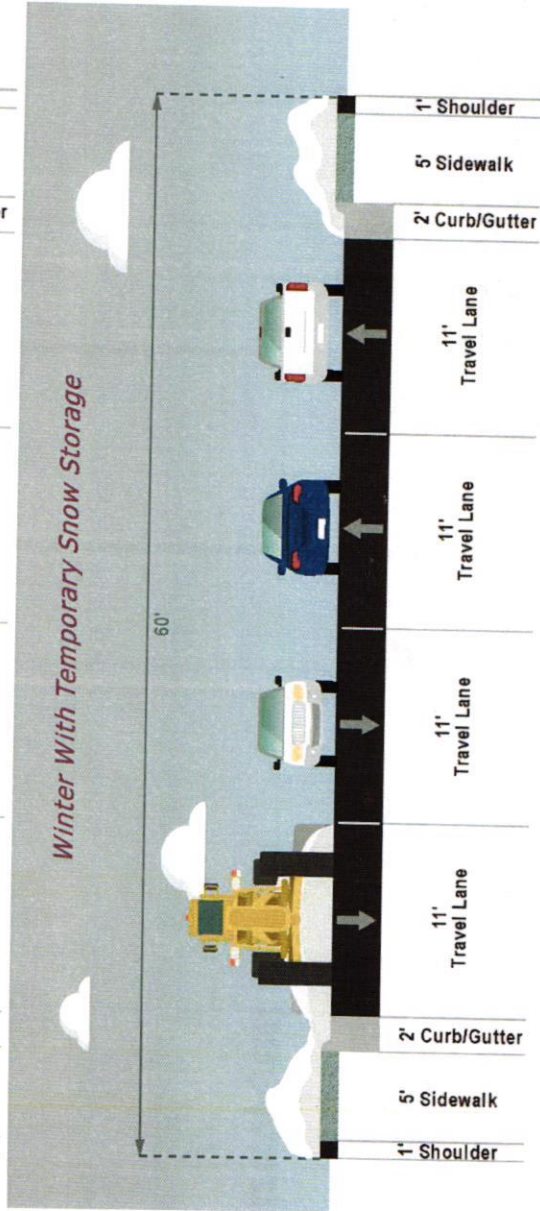
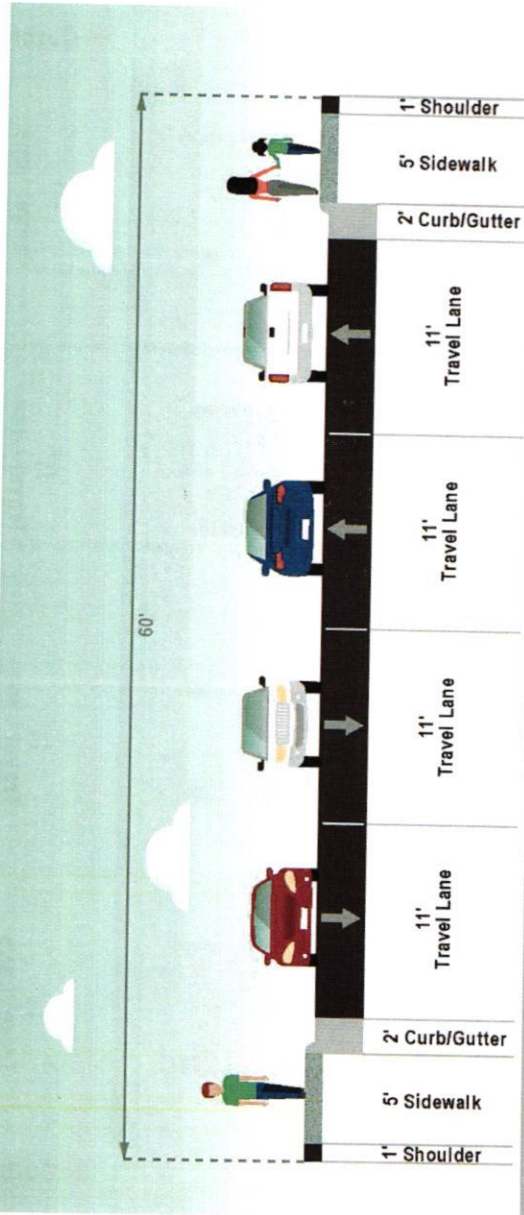
Existing Conditions

Fireweed Lane



- 1.25 Miles long
- 35 MPH speed limit
- Right-of-way (ROW) ranges from 60' to 70+'
- Spenard Rd to Arctic Blvd: 5,000 vehicles/day
- Arctic Blvd to Seward Hwy: 6,500 vehicles/day

4-Lane



PROS

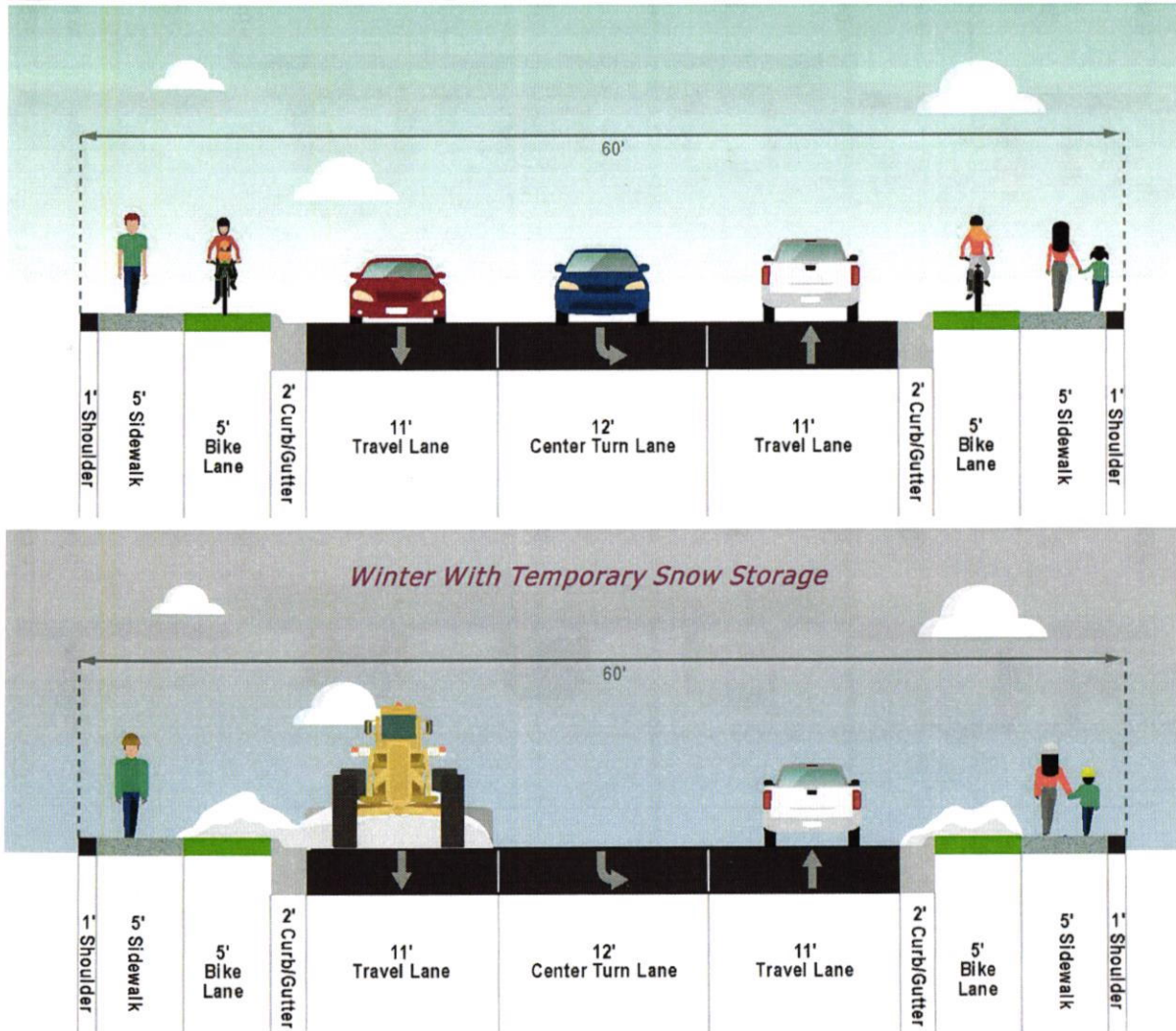
- ✓ No impacts to existing ROW
- ✓ Extends life of infrastructure and reduces future maintenance
- ✓ More than enough capacity for current and future vehicle traffic
- ✓ Existing access to adjacent properties is maintained

CONS

- ✗ Non-motorized users are not well-served
- ✗ No space for temporary snow storage
- ✗ More travel lanes than needed for current or future vehicle traffic
- ✗ Contributes to higher-than-expected angle crashes

3-Lane Option 1

Source: AMATS Non-Motorized Plan



PROS

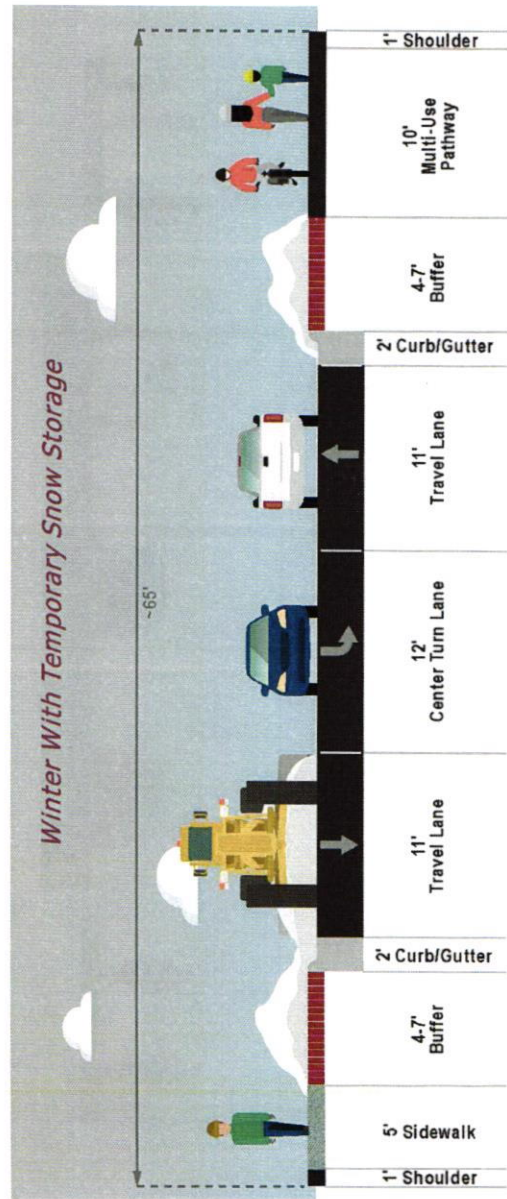
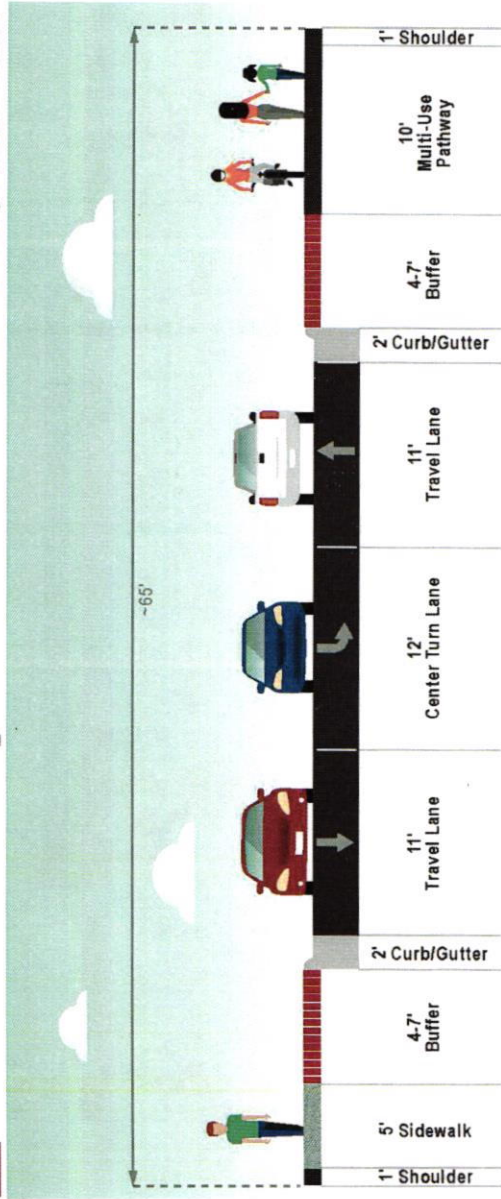
- ✓ Reallocation of space to serve all users
- ✓ Expected reduction in crash rates
- ✓ Expected reduced average speeds & right-angle crashes
- ✓ Fewer lanes for pedestrians to cross; opportunity for refuge islands
- ✓ Provides space for temporary snow storage in the bike lane
- ✓ Option fits within existing ROW

CONS

- ✗ Perception that traffic volumes are decreased, impacting businesses
- ✗ No space available for on-street bike lanes

3-Lane Option 2

Source: MOA Design Criteria Manual



PROS

- ✓ Reallocation of space to serve all users
- ✓ Expected reduction in crash rates
- ✓ Expected reduced average speeds & right-angle crashes
- ✓ Fewer lanes for pedestrians to cross; opportunity for refuge islands
- ✓ Provides space for temporary snow storage in the buffer space
- ✓ Buffer space width can vary

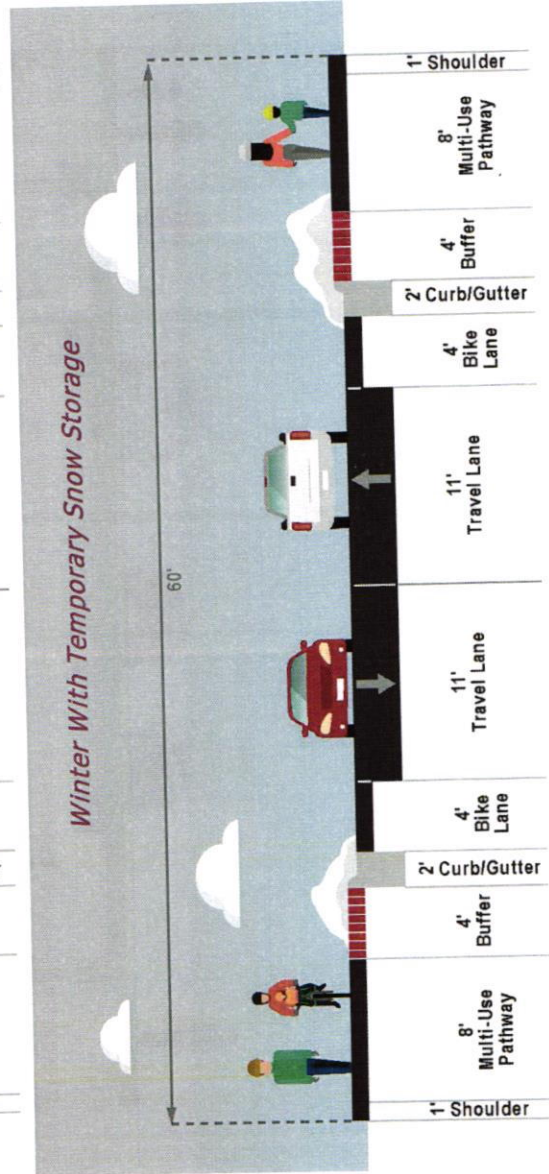
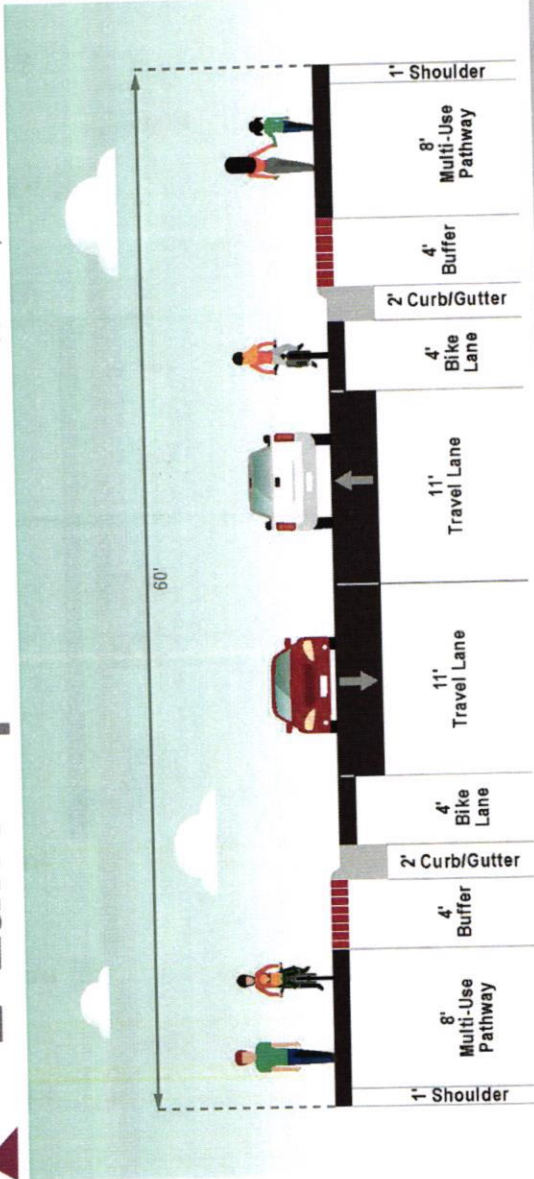
CONS

- ✗ Perception that traffic volumes are decreased, impacting businesses
- ✗ Option requires additional ROW
- ✗ Bike facilities are only provided on one side of the corridor



2-Lane Option 1

Source: Spenard Corridor Plan



PROS

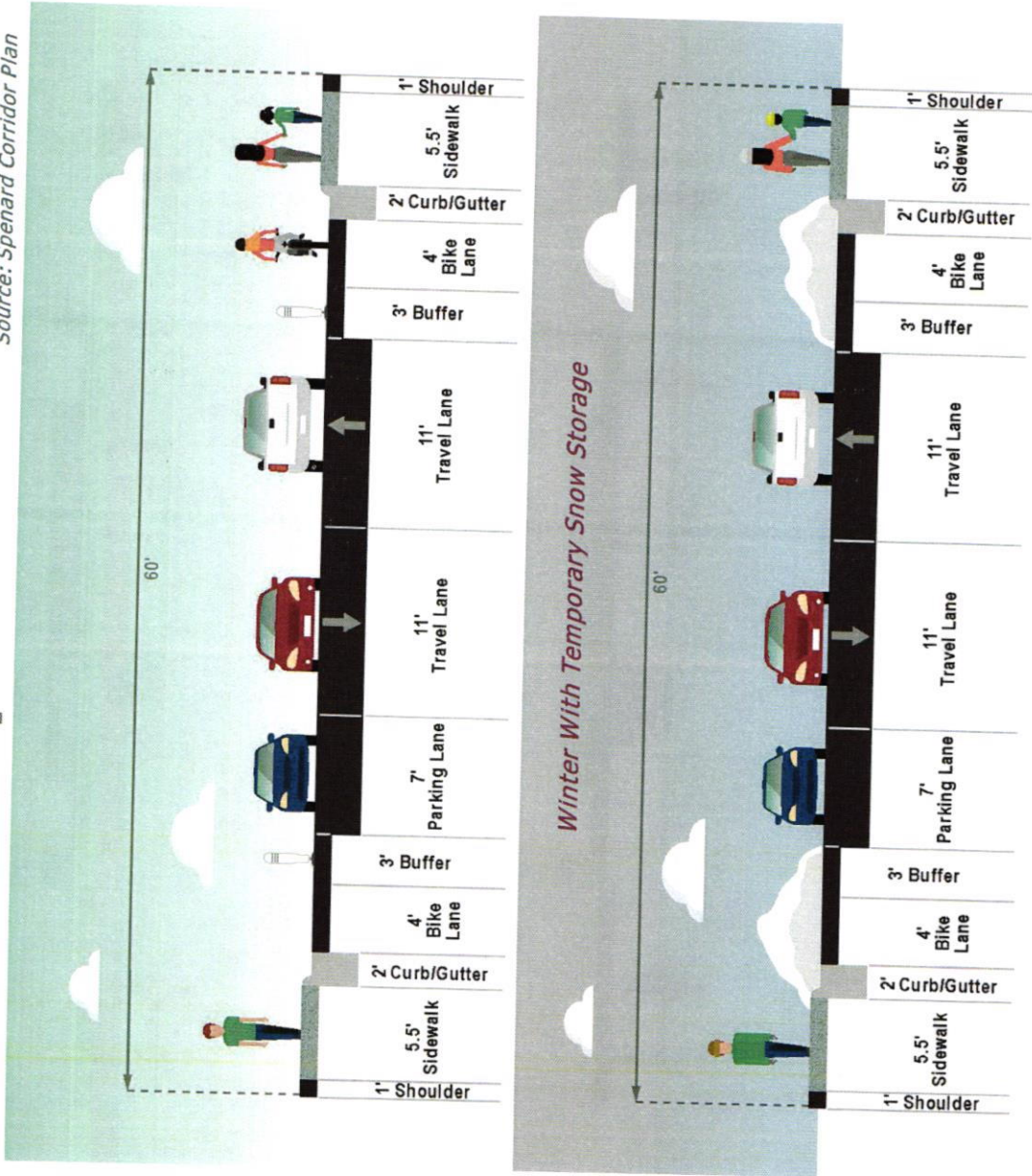
- ✓ Space is available for on-street bike lanes on both sides
- ✓ Additional space available for buffer/temporary snow storage
- ✓ Option fits within existing ROW

CONS

- ✗ Does not address congestion around schools during peak periods
- ✗ Pedestrians must cross two lanes at once with no refuge islands
- ✗ No storage for vehicles waiting to turn left, concern about queues blocking driveways and intersections
- ✗ Strong opposition from business community

2-Lane Option 2

Source: Spenard Corridor Plan



PROS

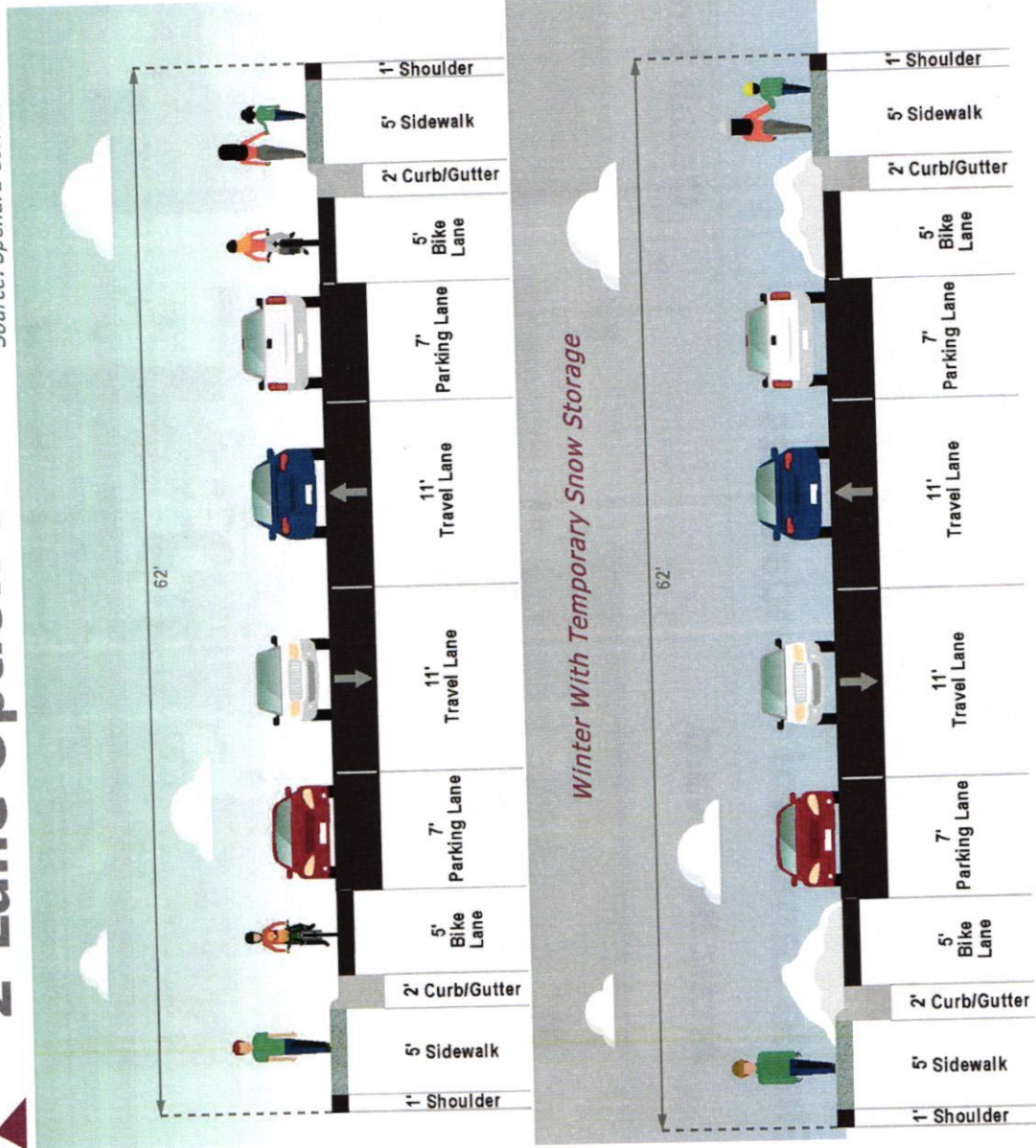
- ✓ Space is available for seasonal on-street bike lanes on both sides
- ✓ Some on-street parking is provided
- ✓ Additional space available for buffer/temporary snow storage
- ✓ Option fits within existing ROW

CONS

- ✗ On-street parking is difficult to plow and maintain
- ✗ Does not address congestion around schools during peak periods
- ✗ Pedestrians must cross two lanes at once
- ✗ No storage for vehicles waiting to turn left, concern about queues blocking driveways and intersections
- ✗ Strong opposition from business community

2-Lane Option 3

Source: Spenard Corridor Plan



PROS

- ✓ Space is available for on-street parking on both sides
- ✓ Additional space available for on-street bike lanes on both sides
- ✓ Option requires ROW

CONS

- ✗ On-street parking is difficult to plow and maintain
- ✗ Does not address congestion around schools during peak periods
- ✗ Pedestrians must cross two lanes at once
- ✗ No storage for vehicles waiting to turn left
- ✗ Strong opposition from business community

Intersection Alternatives

Single Lane Mini Roundabouts

Arctic Boulevard



Denali Street



Intersection Alternatives

New Lane Configurations

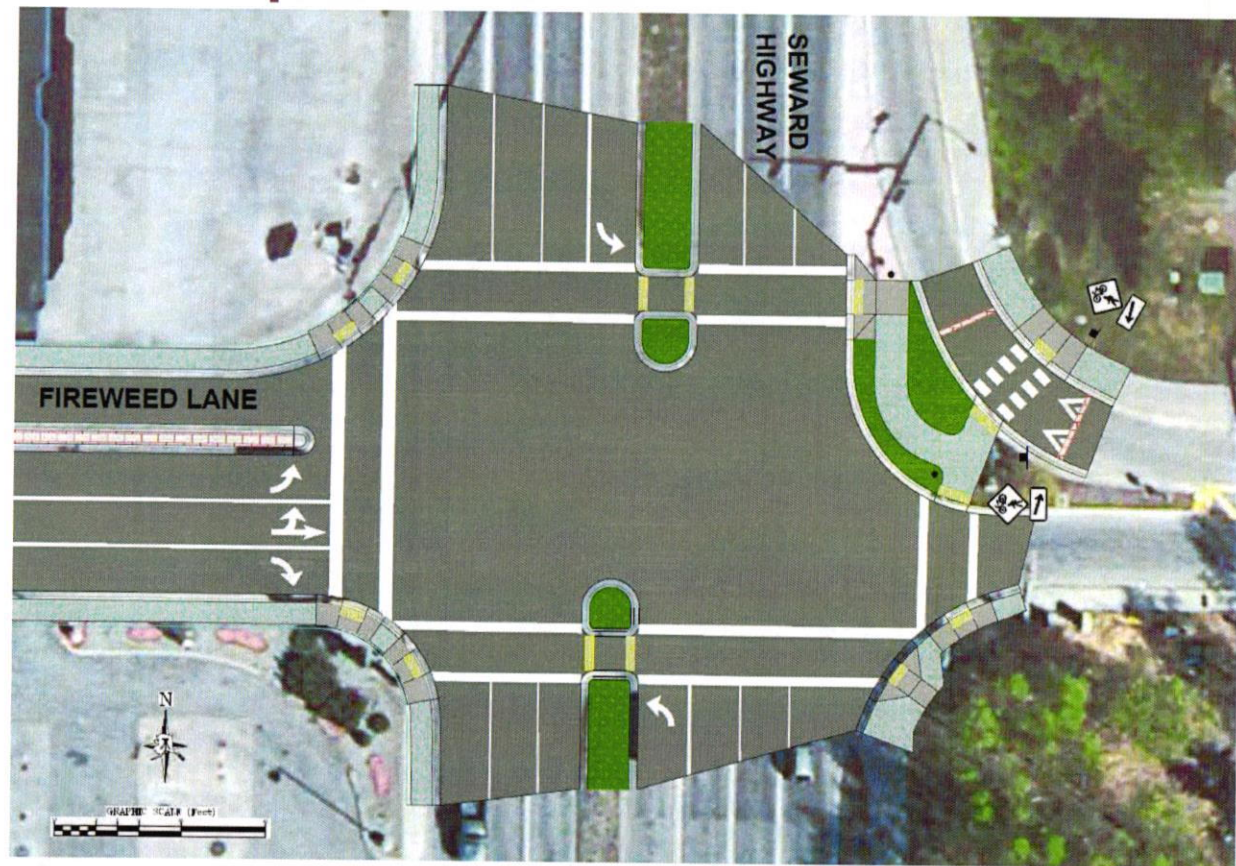
- Remove dedicated right turn lanes onto Fireweed Lane from A Street and C Street
- Shorten pedestrian crossing distances and simplify crossings



Intersection Alternatives

Seward Highway Pedestrian Improvements

- Add a pedestrian crosswalk on the north side of the intersection
- Simplify the crossing on the east side



Schedule & Next Steps



2024-2025
Preliminary
Environmental
& Design



2028*
Construction
(dependent on
available funding)



ONGOING
Public & Stakeholder
Involvement



2025-2028
Final Design/Right-of-Way



We Are Here
Alternatives Analysis



We Need Your Feedback!

- Which alternative(s) do you prefer?
- Why?

fireweedlane@dowl.com

www.fireweedlane.com

Your feedback will be considered as the project team continues to evaluate the alternatives.

