



# OPEN HOUSE #2

June 2, 2026

1

Welcome to the second open house for the AMATS: Fireweed Lane Rehabilitation project.

# Project Team



## **DOT&PF**

Connor Eshleman, PE  
*Project Manager*



## **MOA**

Tanya Hong, PE  
*Project Manager*

Rob Kinnaird  
*Project Administrator*



## **AMATS**

Aaron Jongenelen  
*Transportation Planning Manager*

## **Lounsbury & Associates**

- Lead Consultant
- Project Management
- Civil Engineering
- Hydraulic Engineering

## **DOWL**

- Traffic Engineering
- Public Involvement

## **Kittelson & Associates**

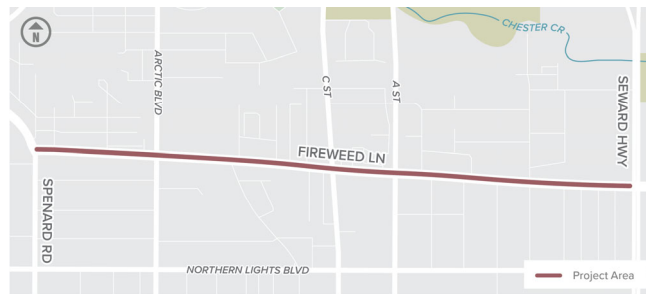
- Non-motorized Transportation
- Traffic & Safety

This is a federally funded project, and the DOT&PF is working in coordination with the MOA. The engineering consultant team is led by Lounsbury & Associates and includes DOWL and Kittelson & Associates.

## Project Overview



- Rehabilitate Fireweed Lane from Spenard Road to the Seward Highway
- Improve safety for all users
- Bring the roadway and non-motorized facilities up to current design standards
- Improve corridor circulation and access



3

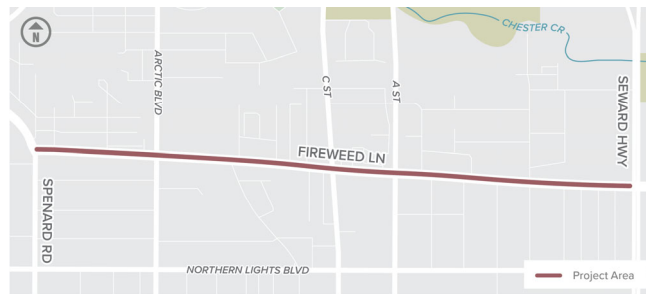
This project proposes to rehabilitate Fireweed Lane from Spenard Road to the Seward Highway to improve safety and bring the roadway and non-motorized facilities up to current design standards. This project is intended to address motorized and active transportation needs as well as corridor circulation and access.

# Project Overview



## Project Funded Through AMATS

- Project will follow federal aid funding requirements:
  - NEPA
  - Federal ROW process (Uniform Act)
  - AMATS Complete Streets Policy
- MOA Context Sensitive Solutions Process



4

Federal funding for this project comes through AMATS, which means the project must follow federal aid funding requirements such as:

- The National Environmental Policy Act, or NEPA;
- The Uniform Act; and
- The AMATS Complete Streets Policy.

Additionally, this project will adhere to the MOA's Context Sensitive Solutions Process.

# Project Overview



## Road Ownership

- Jointly owned by DOT&PF (Seward Highway to Arctic Boulevard) and MOA (Arctic Boulevard to Spenard Road)



5

The MOA owns and maintains Fireweed Lane from Spenard Road to Arctic Boulevard. DOT&PF owns and maintains Fireweed Lane from Arctic Boulevard to the Seward Highway.

# Project Overview



## Road Ownership

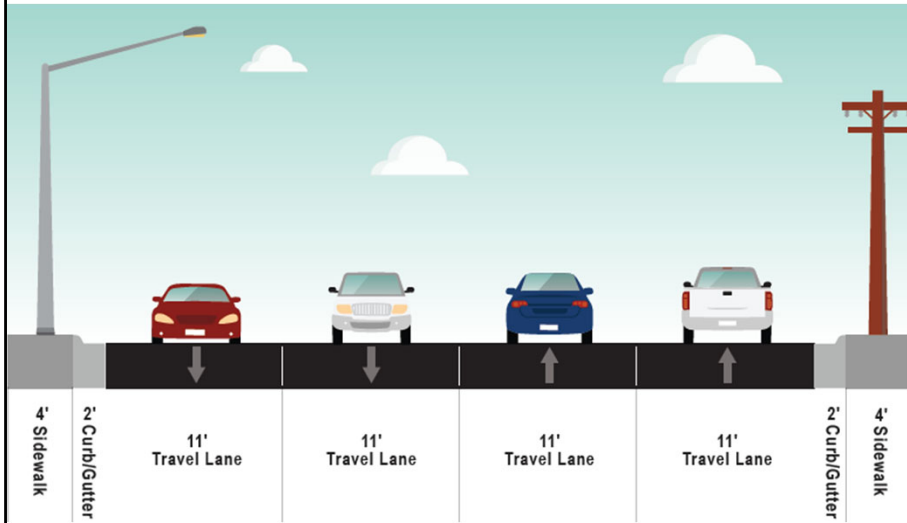
- Post-construction: MOA will assume ownership and maintenance
- Design will follow MOA standards



6

At the conclusion of this project, the MOA will assume full ownership and maintenance responsibilities for Fireweed Lane. As a result, the project team is following MOA standards for design.

# Existing Conditions



## Fireweed Lane

### Details

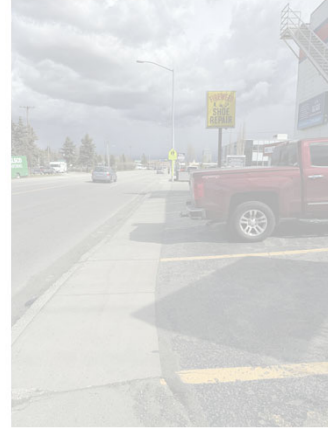
- 1.25 Miles long
- 35 MPH speed limit
- Right-of-way (ROW) ranges from 60' to 70+'

Fireweed Lane has four 11-foot vehicle lanes, two in each direction, 2 feet of curb and gutter, and 4-foot sidewalks. The existing right of way ranges from 60 to 70 feet.

## Existing Conditions



### Dense driveways, narrow sidewalks, and utility pole conflicts



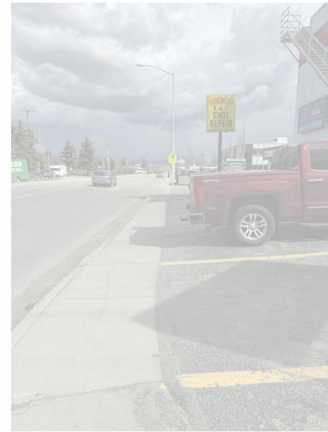
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There are more than 100 driveways, narrow and aging sidewalks that are not ADA compliant, and utility pole conflicts throughout the corridor.

## Existing Conditions



### Wide/challenging non-motorized crossings



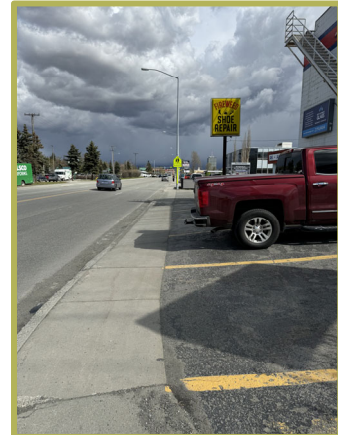
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Non-motorized crossings are wide and challenging.

## Existing Conditions



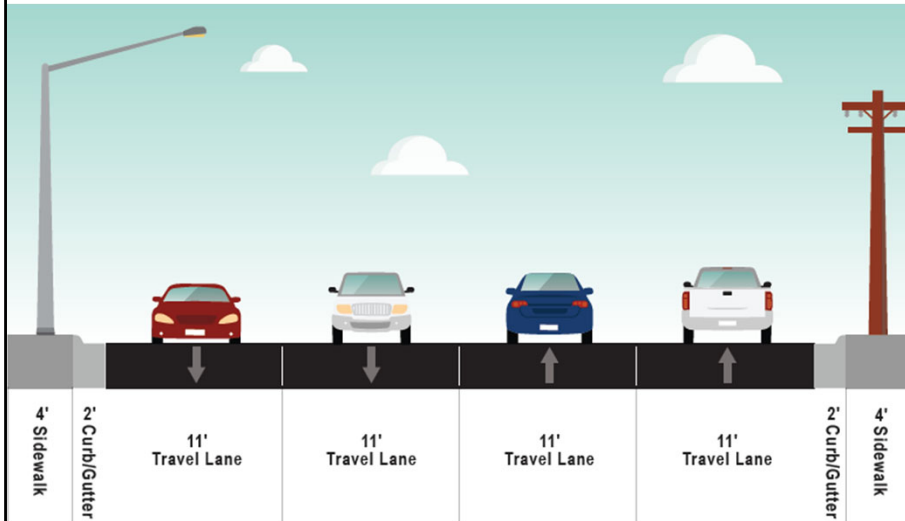
### Buildings and parking lots abutting the ROW



10

And many buildings and parking lots abut the right-of-way.

# Existing Conditions



## Fireweed Lane

### Traffic Volumes

- Spenard Rd to Arctic Blvd: 5,000 vehicles/day
- Arctic Blvd to Seward Hwy: 6,500 vehicles/day

The average annual daily traffic on the segment between Spenard Road and Arctic Boulevard is about 5,000 vehicles per day. Between Arctic Boulevard and the Seward Highway, there are approximately 6,500 vehicles per day.

# What is the Vision for Fireweed Lane?

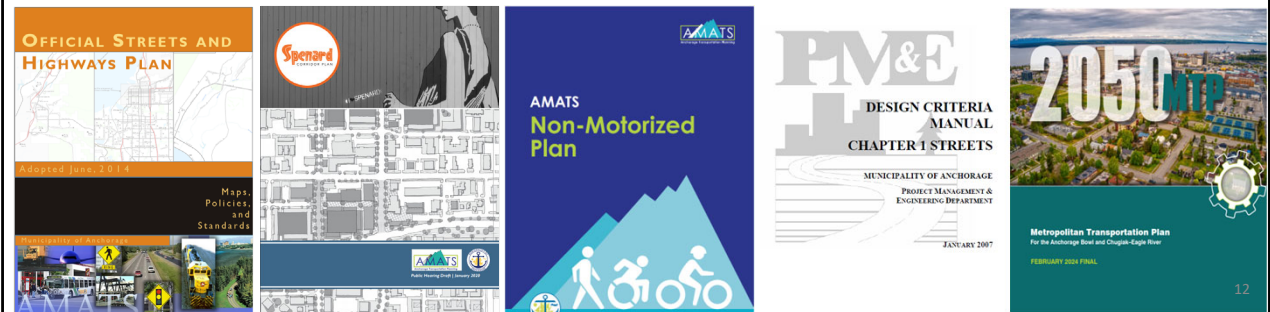
## Guiding Documents

### AMATS

- Complete Streets Policy
- Non-Motorized Plan
- 2050 Metropolitan Transportation Plan
- Official Streets and Highways Plan

### MOA

- Spenard Corridor Plan
- MOA Design Criteria Manual
- 2040 Land Use Plan



Guiding documents for this project include the AMATS Complete Streets Policy and Non-Motorized Plan, the Spenard Corridor Plan, the MOA Design Criteria Manual, and the 2040 Land Use Plan.

## What is the Vision for Fireweed Lane?

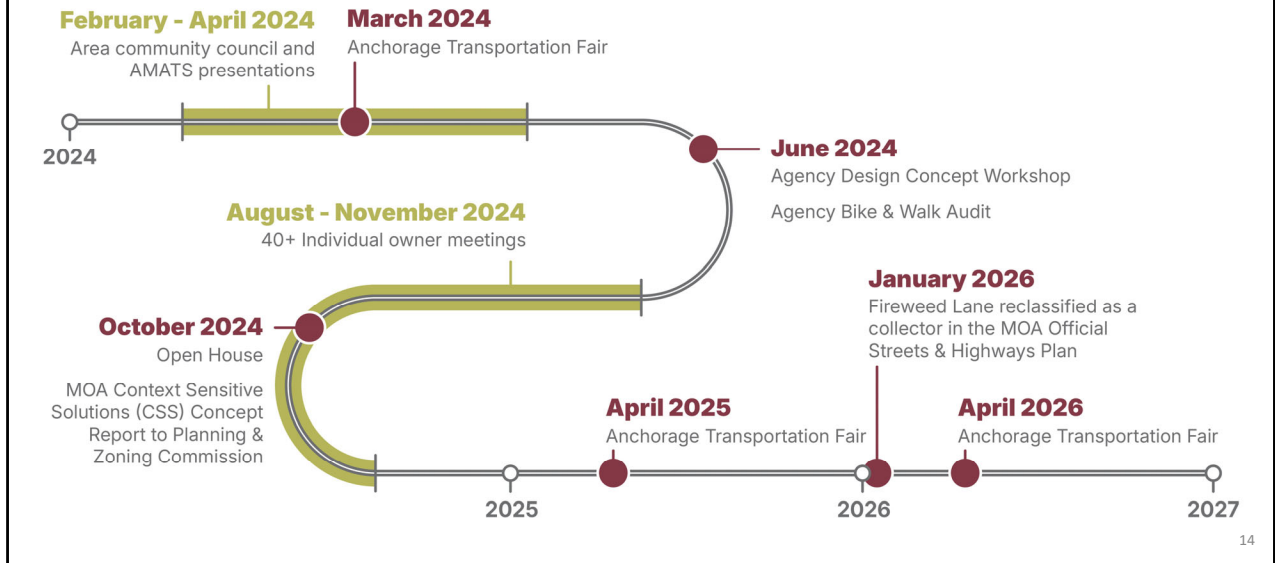


Local and regional plans identify Fireweed Lane as a corridor intended to support a mix of uses while prioritizing safe and accessible options for walking, biking, transit, and driving.

Anchorage 2040 Land Use Plan	AMATS Non-Motorized & Spenard Corridor Plans	Long-Range Transportation Strategy (LRTS) of MOA's Comprehensive Plan
<ul style="list-style-type: none"> <li>▪ Identifies Fireweed Lane as a main street corridor</li> <li>▪ Supports commercial and mixed-use, pedestrian-oriented development:                             <ul style="list-style-type: none"> <li>▪ Transit access</li> <li>▪ Wider sidewalks</li> <li>▪ Pedestrian amenities</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Identifies Fireweed Lane as a multimodal corridor</li> <li>▪ Emphasizes pedestrian, bicycle, and transit improvements</li> <li>▪ Calls for walkability and safety</li> </ul>	<ul style="list-style-type: none"> <li>▪ Sets goals for safety, maintenance, and transportation choices</li> <li>▪ Seeks to avoid right-of-way acquisition</li> <li>▪ Guides design decisions to align with municipal priorities and measurable targets</li> </ul>

Many of these plans identify Fireweed Lane as a corridor that should support a mix of uses while prioritizing safe, accessible travel for pedestrians, bicyclists, transit users, and drivers. This is often referred to as a Main Street Corridor; a street that balances mobility with access and supports commercial and mixed-use development. This approach emphasizes improved non-motorized amenities, accommodates all modes of travel, and minimizes the need for additional right-of-way acquisition.

# Public Involvement Background



In the two years since the project kicked off, we've:

- Presented to area community councils;
- Conducted an agency bike and walk audit;
- Participated annually in the Anchorage Transportation Fair;
- Met with more than 40 property owners along the corridor;
- Held an Open House; and
- Completed the first step in the MOA Context Sensitive Solutions Process.

In January 2026, this road was reclassified from a minor arterial to a collector in the MOA Official Streets and Highways Plan, reflecting its intended role as a street that prioritizes local access and multimodal travel over high-speed through traffic. As part of that reclassification, the four-lane alternative has been eliminated.

## What We've Heard



- **Concerns about:**
  - Right-of-way impacts (especially to businesses)
  - Construction impacts
  - School access/crossings and school-related traffic
  - Lack of parking
  - Aging utilities (desire to underground)
  - Drainage issues
  - Snow removal
- **Desire for improved non-motorized facilities and ADA-compliant sidewalks**



15

In meetings with stakeholders we've heard a range of concerns about:

- Potential right-of-way and construction impacts to businesses;
- School-related traffic and access;
- Need for safe and comfortable walking and biking facilities; and
- Snow removal.

## Where Are We Now?



### Preliminary Design

- **2024:**
  - Agency and public review of 4, 3, and 2 lane concepts
  - Concept Report to Planning & Zoning Commission
- **2025:**
  - Concept refinement
- **2026:**
  - Road reclassified to collector, 4-lane concept eliminated
  - New 3 and 2 lane concepts

### Environmental Review

- National Environmental Policy Act (NEPA)
  - Project has been identified as a Categorical Exclusion; potential project impacts are still evaluated
- Section 106
  - Historic property survey of corridor; 74 buildings documented
  - Consultation with State Historic Preservation Officer and consulting parties

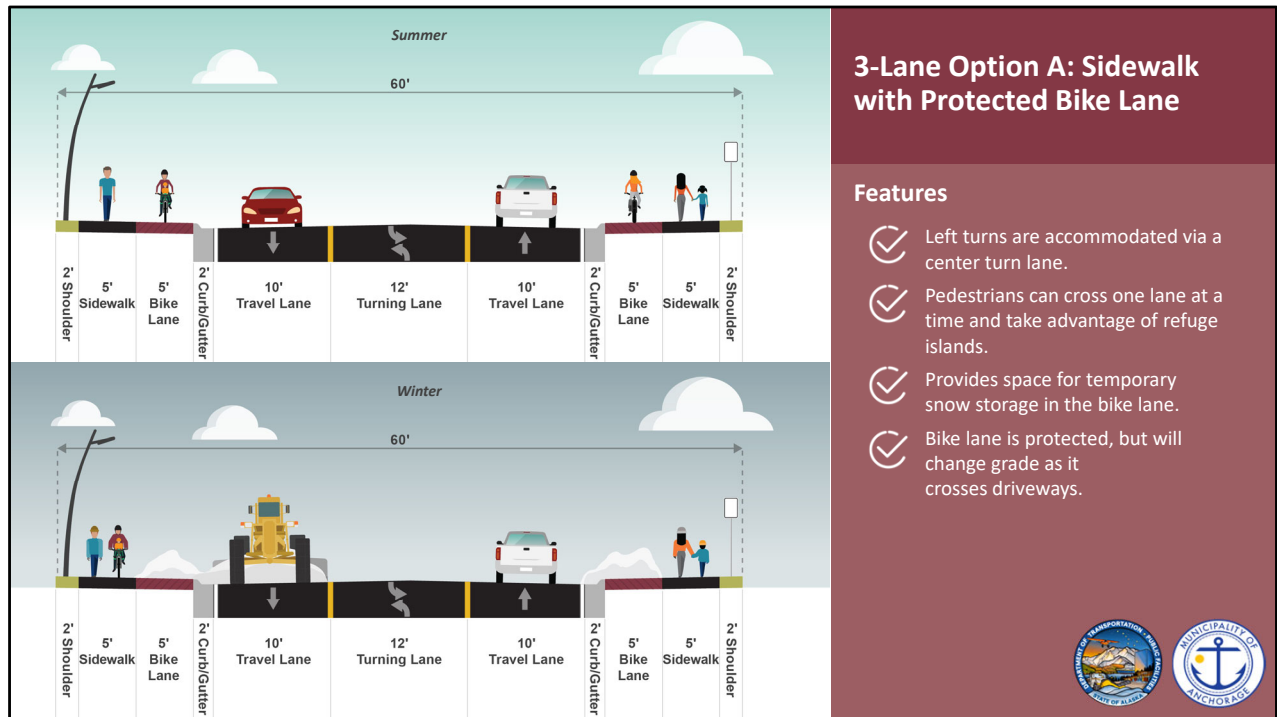
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In October 2024, the project team presented 4, 3, and 2 lane concepts, developed from existing publicly adopted plans, to agencies, the public, and the Planning and Zoning Commission. Since then, they have been further refining those alternatives based on extensive agency and stakeholder input.

Alongside the preliminary evaluation, the project team is conducting environmental review and historic property studies as required by federal law. Section 106 compliance, which requires the identification and evaluation of historic properties, started in 2024.

The project is still in the preliminary design and environmental review phase, and this open house is to present new 3 and 2 lane concepts. Once a preferred alternative is selected, the environmental review process assessing potential impacts will be finalized.

Let's take a look at the 3-lane options first.

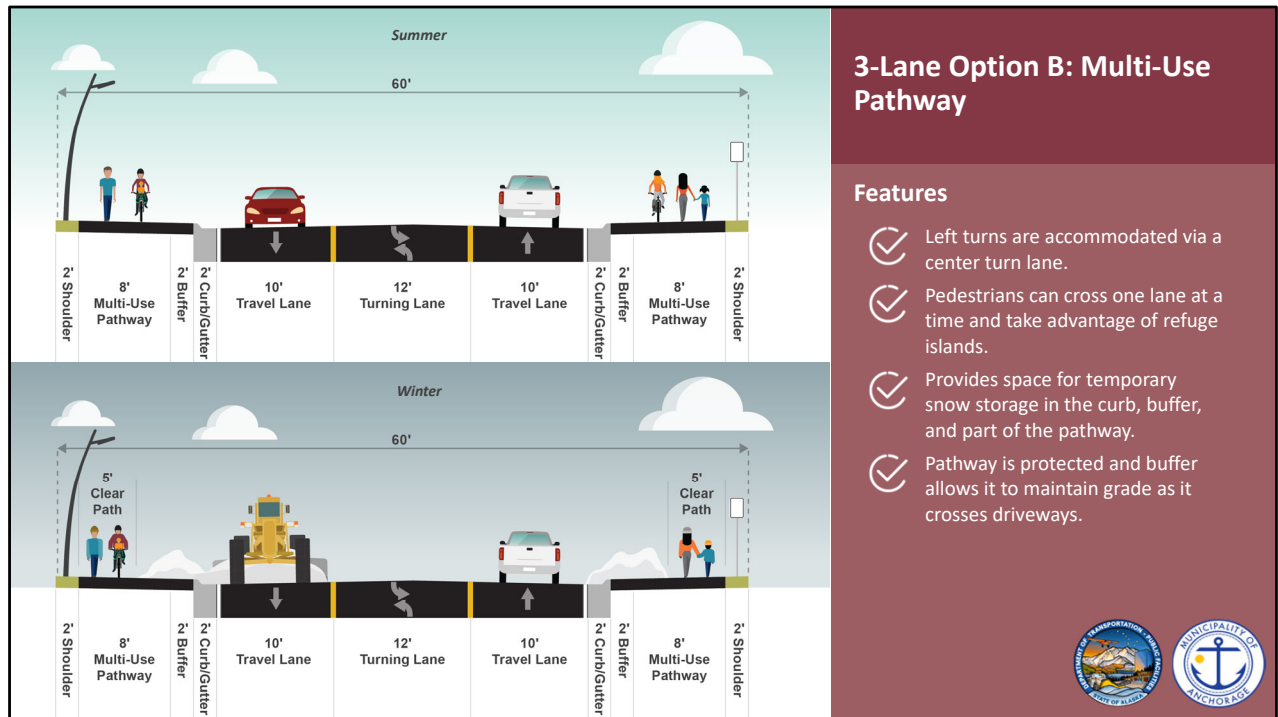


The project is considering three 3-lane alternatives using a technique called a road diet. All 3-lane options have 10-foot vehicle travel lanes and a 12-foot center turn lane. Center turn lanes can also be used for median refuge islands that shorten and simplify pedestrian crossings.

Road diets are recognized as a way to reduce the average speed of traffic and rear end and angle crashes without reducing the number of vehicles using the roadway. Three-lane roadways can accommodate annual average daily traffic of up to 20,000 vehicles, far exceeding the traffic volumes on Fireweed Lane now and in the future.

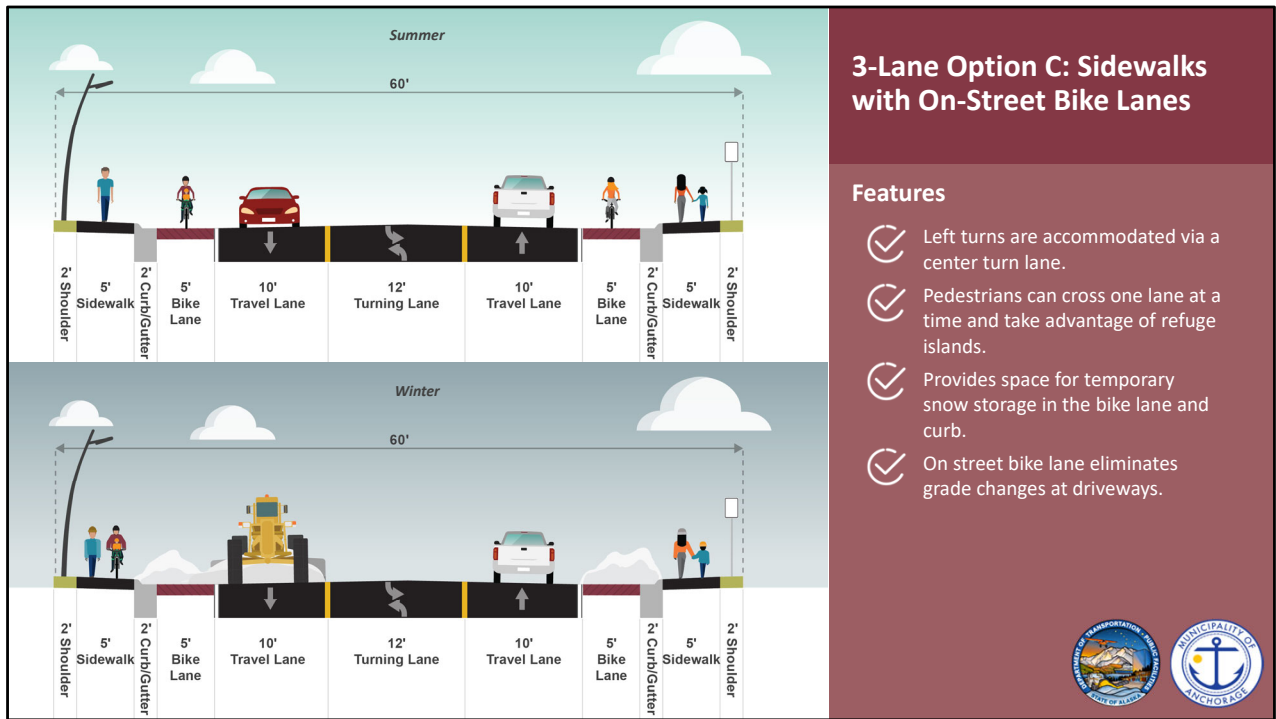
Three lane option A emulates the raised cycle track alternative recommended for Fireweed Lane in the Anchorage Non-Motorized Plan. It accommodates non-motorized users with a five-foot bike lane and five-foot sidewalk. The bike lane is protected behind the curb, but it will change grade as it crosses driveways.

In winter, portions of the non-motorized space would be used for temporary snow storage and the remainder would be preserved for non-motorized users.



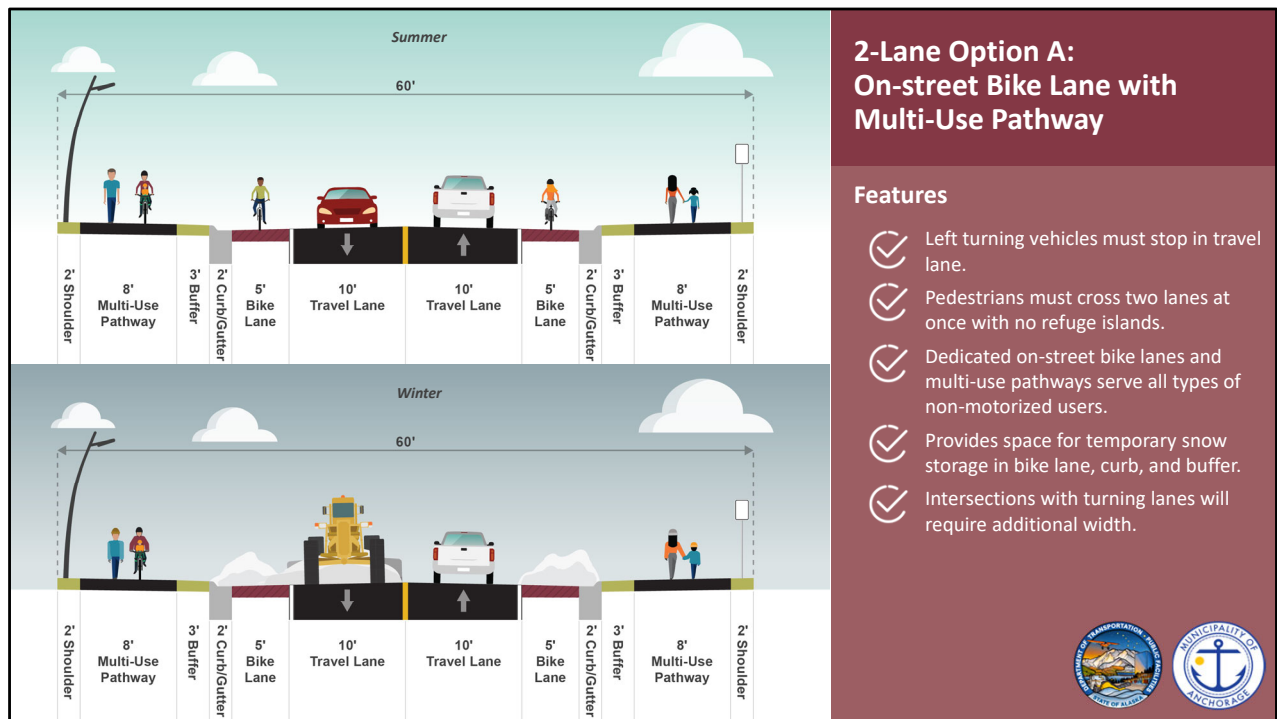
Three-lane Option B features an 8-foot multi-use pathway behind the curb and gutter and a minimum two-foot buffer. The pathway is protected and the buffer allows it to maintain grade as it crosses driveways.

In winter, snow would temporarily be stored in the buffer and on part of the multi-use pathway, leaving some of the multi-use pathway cleared for non-motorized users.



Three-lane Option C is the On-Road Bike Lane Alternative described for Fireweed Lane in the Anchorage Non-Motorized Plan. It has 5-foot on-street bike lanes on each side of the road. Five-foot sidewalks are located behind the curb and gutter.

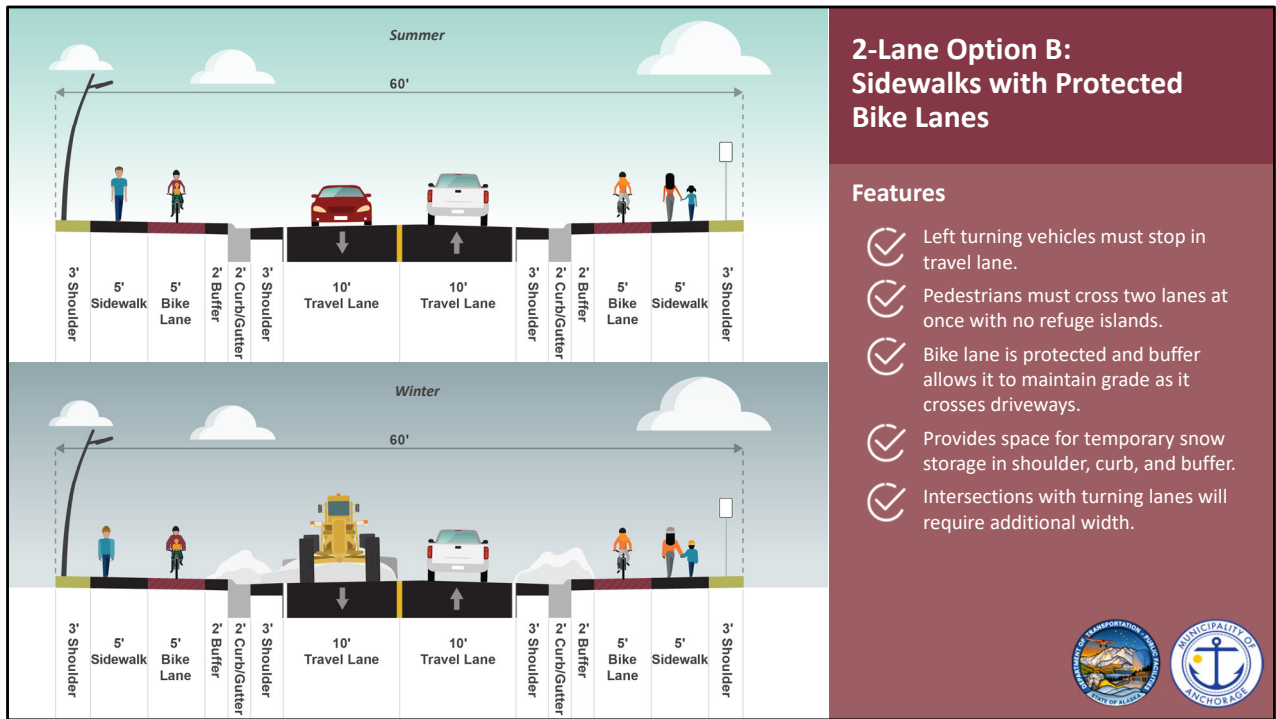
In winter, the on-street bike lanes would be used for temporary snow storage.



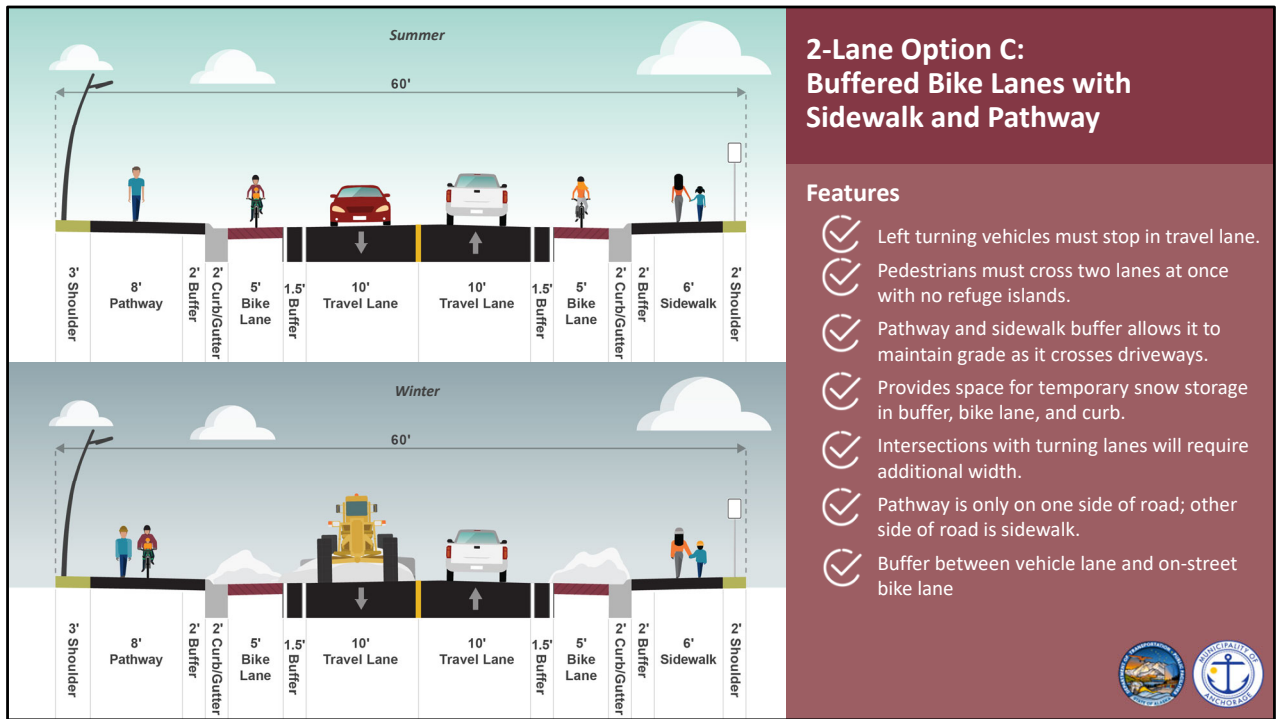
Now let's look at the 2-lane options. In general, traffic along Fireweed Lane can be accommodated by two through lanes, but the lack of dedicated turn lanes means that a 2-lane option may not work in highly congested areas such as the Steller/NorthStar school zone, between A and C Streets, or at the approach to the Seward Highway. For pedestrians, navigating a two-lane roadway can be challenging. They must cross two lanes and two directions of traffic at once as there is not space for pedestrian refuge islands. Maintaining the typical sections at intersections that require turning lanes requires additional space.

Two-lane Option A has a 5-foot on-street bike lane, a 3-foot buffer, and 8-foot multi-use pathways on each side of the road.

In winter, the bike lane and buffer would provide space for temporary snow storage.



Two-lane Option B has a 5-foot sidewalk and 5-foot protected bike lane behind a 3-foot shoulder, 2-foot curb and gutter, and a 2-foot buffer. The buffer allows the bike lane to maintain grade as it crosses driveways. In winter, the shoulder, curb and gutter, and buffer would be used for temporary snow storage.



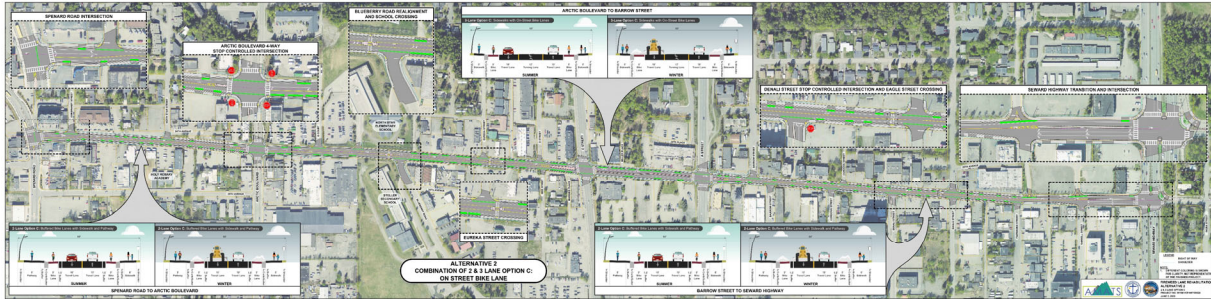
Two-lane Option C features an 8-foot multi-use pathway on one side of the road and a 6-foot sidewalk on the other side. Five-foot bike lanes are separated from vehicles by a 1.5-foot buffer on each side of the street.

In winter, the buffer and bike lane would be used for temporary snow storage.

## What Would This Actually Look Like?



View alternatives featuring different combinations of these options overlaid on the project corridor



Concepts posted on [www.fireweedlane.com](http://www.fireweedlane.com)

Go to the project website, [www.fireweedlane.com](http://www.fireweedlane.com) to view four alternatives featuring different combinations of these options overlaid on the project corridor.

## Intersections



### Examine Intersections Along Corridor:

- Spenard Road
- Arctic Boulevard
- Blueberry Road
- Eureka Street
- C Street
- A Street
- Denali Street
- Eagle Street
- Seward Highway

### Evaluate Ways to:

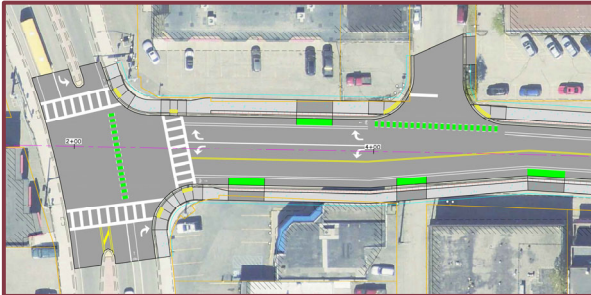
- Improve safety
- Improve maintainability
- Enhance non-motorized user crossings

The project team has been asked to look at intersections along the corridor to evaluate ways to improve safety, improve maintainability, and enhance non-motorized user crossings.

# Intersections

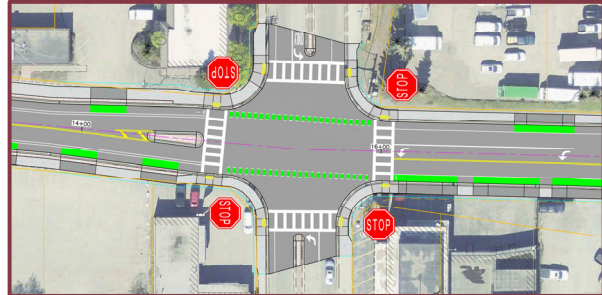


## Spenard Road



- Team is considering removal of northbound right turn lane from Spenard Road to Fireweed Lane

## Arctic Boulevard



- Traffic signal conversion to 4-way, stop controlled intersection

25

The Spenard Road connection to Fireweed Lane will be developed in detail once the project advances to the design stage. The current vision is to maintain the connection much like it is today, although the team will be considering removing the right turn lane from Spenard Road onto Fireweed Lane.

At Arctic Boulevard, traffic analysis indicates that the intersection can be converted from signalized control to a four way, stop-controlled intersection.

# Intersections

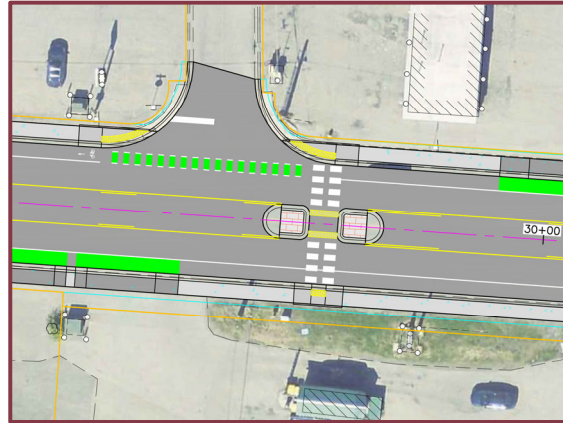


## Blueberry Road



- Median pedestrian crossing and realignment for all concepts

## Eureka Street



- Median pedestrian crossing for all concepts

26

Blueberry Road would be realigned to remove the skewed approach angle that currently exists. A median refuge crossing would create a pedestrian connection between Steller Secondary School and Northstar Elementary.

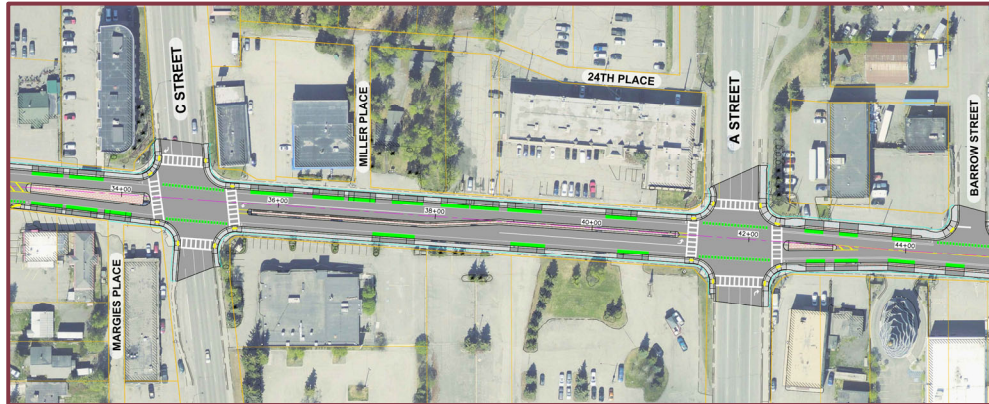
At Eureka Street, a median refuge crossing is proposed for all concepts.

# Intersections



## A and C Streets

- Remove dedicated right turn lanes from Fireweed Lane on to A and C Streets
- Pedestrian crossings would be shorter and easier to navigate



27

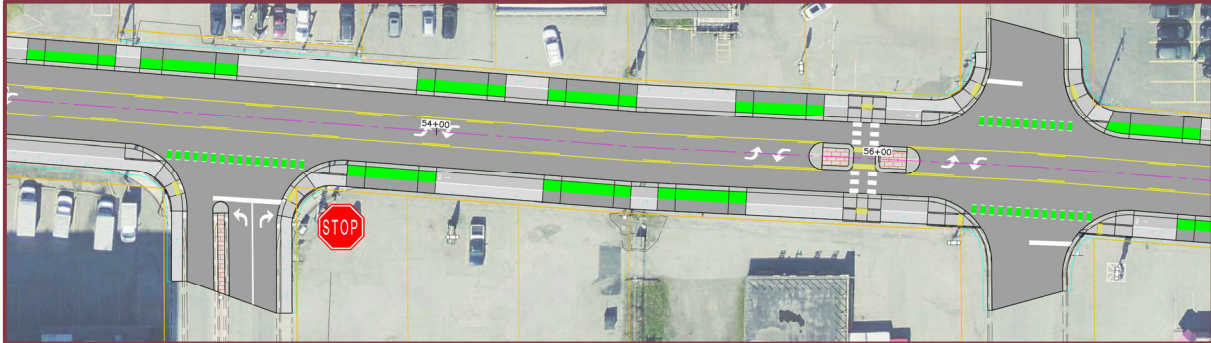
At the A and C Street intersections, all options would remove the dedicated right-turn lanes from Fireweed Lane, making pedestrian crossings shorter and easier to navigate.

# Intersections



Denali Street

Eagle Street



- Traffic signal conversion to stop controlled intersection

- Median refuge crossing for all three-lane concepts
- Raised crosswalk for all two-lane concepts

28

At Denali Street, analysis shows the signal can be converted to a stop-controlled intersection.

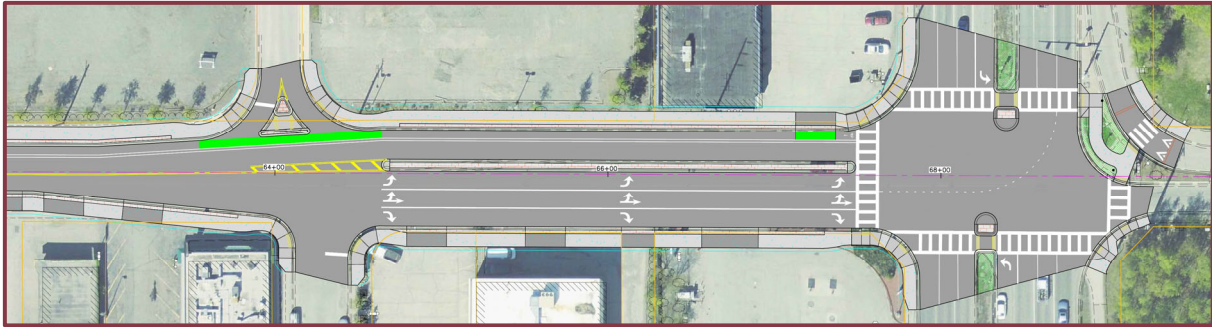
All 3-lane concepts would have a median refuge crossing at Eagle Street.

# Intersections



## Seward Highway

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



29

Improvements at the Seward Highway could include a pedestrian crosswalk on the north side of the intersection and changes to simplify and enhance the existing crossing on the east side of the intersection.



# We Want Your Feedback!

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

[fireweedlane@dowl.com](mailto:fireweedlane@dowl.com)

[www.fireweedlane.com](http://www.fireweedlane.com)

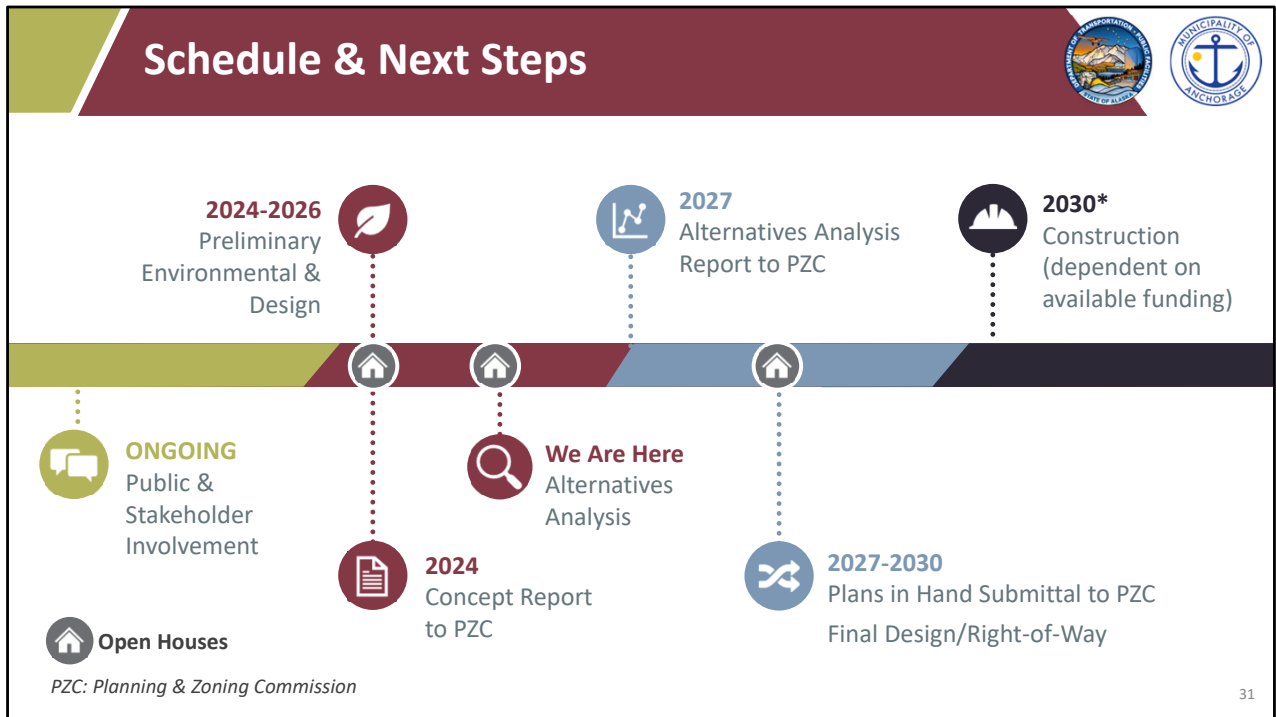
Your feedback will be considered as the project team continues to evaluate the alternatives.



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30

It is important to note that there is probably not a perfect one-size fits all solution for this corridor. A combination of these configurations could be used for the project. Tell us what you think about the 2 and 3 lane concepts. Which alternatives do you prefer? Why?



The Municipality of Anchorage will select the preferred alternative after evaluating stakeholder input from this open house. An Alternatives Analysis Report identifying the preferred alternative will be submitted to the Planning and Zoning Commission in early 2027.

Final design and right-of-way acquisitions will likely occur between 2027 and 2029, and construction would start sometime after 2030, pending funding availability.



# THANK YOU

Questions or comments?

 [fireweedlane@dowl.com](mailto:fireweedlane@dowl.com)

 [www.fireweedlane.com](http://www.fireweedlane.com)

32

Stay informed by visiting [www.FireweedLane.com](http://www.FireweedLane.com). Submit questions and comments via email at [FireweedLane@DOWL.com](mailto:FireweedLane@DOWL.com) or by using the comment form on the project website. Thank you.