



State of Alaska Project No. CFHWY00528/Federal No. 0001661

AMATS: FIREWEED LANE REHABILITATION OPEN HOUSE #1 SUMMARY

Event Date and Location:

Wednesday, October 30, 2024, 5-7 p.m.

Steller Secondary School Multipurpose Room

Staff Present: DOT&PF: Kristina Busch, Connor Eshleman, Sean Baski, Anna Bosin, Mark Eisenman
 MOA: Brad Coy, Karlie Lamothe, Donovan Camp
 Lounsbury & Associates: Joe Taylor, Susan Acheson, Anh Huynh
 DOWL: Rachel Steer, Morgan McCammon

Total Participants: Seventy people, including members of the project team

Advertising and Public Notices

- State of Alaska online public notice
- Project website
- Postcard mailer
- Print notice in the Anchorage Daily News
- DOT&PF Facebook post
- Constant Contact email notices (2)

Meeting Purpose

The purpose of this meeting was to share preliminary design concepts with interested stakeholders, answer questions, and learn more about how stakeholders use the project corridor.

Open House Summary

The Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with the Municipality of Anchorage, hosted the first open house for the AMATS: Fireweed Lane Rehabilitation project on Wednesday, October 30, 2024, from 5-7 p.m. in the Multipurpose Room at Steller Secondary School. The meeting format was open house style, without a formal presentation. Project team members were available to share information and respond to stakeholder comments and questions.

Meeting materials and a pre-recorded presentation were posted to the project website prior to the open house.



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Comments Summary

- Non-motorized facilities:
 - Existing conditions along the corridor, with narrow and broken sidewalks, are unsafe for pedestrians and bicyclists.
 - Request to prioritize pedestrian and bicycle facilities.
 - Concern with perception of prioritizing bicycle facilities over other uses.
 - Prefer an elevated cycle track as a safer option.
 - Prefer on-street bicycle lanes on both sides of the roadway as a safer option.
 - Prefer bicycle lanes separated from the roadway.
 - Prefer separated bicycle and pedestrian facilities.
 - Request to widen sidewalks and bicycle facilities.
 - Support for pedestrian crossing improvements at the Seward Highway intersection.
 - Comment that the pedestrian crossing improvements at the Seward Highway intersection were unimportant.
 - Concerns with expanding non-motorized facilities when some do not currently see pedestrians and bicyclists using the corridor.
 - Suggestions for lighted and raised pedestrian crossings.
 - Request to include People Mover in considerations.
 - Concerns about pedestrians with limited mobility in the corridor.
 - Suggestion for concrete sidewalks rather than asphalt for durability and longevity.
 - Comment to avoid curb bulbs that impede bicycle lanes.
 - Request for green paint and other specialized markings for bikes at intersections.
- Design:
 - Concerns with safety and necessity of on-street parking.
 - Concerns with safety and improper use of two-way left turn lane (TWLTL) concepts.
 - Support for TWLTL concepts.
 - Request to narrow driving lane width.
 - Request to narrow TWLTL width.
 - Request for a center median along the entire corridor.
 - Support for roundabouts at:
 - Denali Street
 - Arctic Boulevard
 - Spenard Road
 - Concerns that removing the right turn lane from C Street to Fireweed Lane would cause accidents with people slowing to turn in a travel lane.
 - Support for and opposition of 3-lane options.
 - Support for and opposition of 2-lane options.
 - Concerns that buffers may be wasted space.
 - Support for improved lighting in the corridor placed in the shoulders outside of non-motorized facilities.



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- Concerns with designing for peak congestion related to school access when peak time durations are limited.
 - Support for undergrounding utilities.
 - Suggestion to change the functional classification of the roadway.
 - Concern design concepts give preference to business community perceptions rather than pedestrian safety.
 - Concern that pedestrians are being over accommodated with design concepts.
 - Support for different solutions for different sections of the corridor.
- Safety and congestion:
 - Support for the project to improve safety along the corridor.
 - Concerns with crash rates at Fireweed Lane and C Street.
 - Suggestion to lower the speed limit along the corridor.
 - Comments regarding congestion along the corridor between Denali Street and Seward Highway.
- Property access and use:
 - Requests to limit and consolidate driveways along the corridor.
 - Support for concepts providing business access with TWLTL.
 - Concerns the project will impact business access by removing driveways or limiting left turns.
 - Concerns with business access during construction.
 - Concerns improvements will impact parking on properties.
 - Request to clearly define the ROW and how using that ROW could potentially impact property owners.
 - Support for concepts not requiring additional right-of-way acquisition.
- Maintenance:
 - Concerns with winter maintenance for concepts with on-street parking.
 - Support for buffers for snow storage.
 - Support for increased funding of winter maintenance.
 - Request to include landscaping, similar to Spenard Road between Benson Boulevard and Hillcrest Drive.
- General and other comments:
 - Appreciation for the format of the meeting and opportunities to speak with the project team and ask questions.
 - Appreciation for showing winter cross sections with temporary snow storage.
 - Request to improve Arctic Boulevard configuration.
 - Concerns with project duration being too long.
 - Request to present more developed design concepts and the preferred alternative.
 - Comment that the typical sections do not represent the reality along the corridor.

Meeting Photos

