



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

AMATS: FIREWEED LANE REHABILITATION OPEN HOUSE #2 SUMMARY

Event Date and Location

Tuesday, June 2, 2026, 5-7 p.m.

The Nave, 3205 Spenard Road, Anchorage, AK

Staff Present: DOT&PF: Connor Eshleman
 MOA: Tanya Hong, Rob Kinnaird
 Lounsbury & Associates: Joe Taylor, Susan Acheson, Scott Pulice
 DOWL: Rachel Steer, Morgan McCammon, Jenna Lowry

Total Seventy-four attendees, including members of the project team
Participants:

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 design alternatives with interested members of the public, answer questions, and learn more about how members of the public 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 second open house for the AMATS: Fireweed Lane Rehabilitation project on Tuesday, June 2, 2026, from 5-7 p.m. at The Nave. The meeting format was open house style, without a formal presentation. Project team members were available to share information and respond to comments and questions.

Meeting materials included four roll plots displaying alternatives under consideration and 10 presentation boards focused on different cross-section alternatives. Attendees were able to submit comments written directly on the materials or by using the provided comment forms.

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



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Comments Summary

Roll Plots

The following is a summary of the comments and questions shared on roll plots.

- Alternative 1: 3-Lane Option B (Multi-Use Pathway)
 - Support for Alternative 1
 - Question about whether a signal is needed at Spenard Road
 - Add marked crosswalks at all minor intersections
 - Comment that the transition between bike lane and sidewalk crosses the turn lane at Spenard Road
 - Concern with curb ramps shown at intersections would be difficult to navigate for visually-impaired pedestrians
 - 3-lane alternative would have too much capacity west of Arctic Boulevard
 - Three lanes not needed west of Arctic Boulevard and east of A Street
 - Support for bike safety on the multi-use pathway
 - Snow storage is likely to crowd the pathway
 - Consider four-way stop signs in the neighborhood north of Fireweed Lane
 - Add signage in the buffer as a barrier between the road and pathway
 - Add a signalized pedestrian crossing in front of Steller Secondary and North Star Elementary Schools with widened sidewalks
 - Concern left turns out of Steller Secondary School will conflict with the crosswalk
 - Suggestion for an east-west transit route along Fireweed Lane
 - Comment that the proposed median west of C Street would be inconvenient for property owners and drivers
 - Support for building out corners at intersections
 - Suggestion to add landscaping on medians
 - Support for separated pathway
 - Add marked crosswalks at all intersections
 - Support for adding the crossing to the northern leg at the Seward Highway intersection
- Alternative 2: Combination of 2-Lane Option C (Buffered Bike Lanes with Sidewalk and Pathway) and 3-Lane Option C (Sidewalks with On-street Bike Lanes)
 - Support for the 2-lane configuration west of Arctic Boulevard
 - Add a signalized pedestrian crossing in front of Steller Secondary and North Star Elementary Schools with widened sidewalks
 - Delineate between bike lane and pathway
 - Comment the proposed median west of C Street would be challenging for drivers
 - Support for 3-lane Option C (Sidewalks with On-street Bike Lanes) east of Arctic Boulevard
 - Widen the proposed buffer between roadway and on-street bike lane
 - Preference for an on-street bike lane
 - Preference for a separated bike lane



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- Concern improved non-motorized facilities will increase problems with homeless population
- Add corridor-wide lighting
- Improve snow maintenance on non-motorized facilities
- Request to minimize impacts to business parking with new non-motorized facilities
- Comment the 2-lane configuration near Denali Street would negatively impact businesses
- Add marked crosswalks at all intersections
- Avoid slip lanes
- Question the need for expanded non-motorized facilities
- Alternative 3: Combination of 2-Lane Option B (Sidewalk with Protected Bike Lanes) and 3-Lane Option A (Sidewalk with Protected Bike Lanes)
 - Support for Alternative 3
 - Support for marked pedestrian crossings at Spenard Road
 - Narrow the corner radius at Dorbrandt Street and Arctic Boulevard
 - Add marked crosswalks at all intersections
 - Support for protected bike lanes at grade with sidewalk
 - Comment many eastbound vehicles turn northbound to access property off Arctic Boulevard
 - Support for the Arctic Boulevard 4-way stop controlled intersection
 - Add pedestrian crosswalk lights at Arctic Boulevard and Eureka Street
 - Add on-demand pedestrian signals at Arctic Boulevard
 - Add a marked crosswalk at North Star Street
 - Support for more pedestrian crossings
 - Suggestion to add signalized pedestrian crossings and widened sidewalks in front of Steller Secondary and North Star Elementary Schools
 - Suggestion to add signalized pedestrian crossings at Eureka Street and Eagle Street
 - Support for 10-foot vehicle travel lanes
 - Support for protected bike lanes, like 2-lane Option B (Sidewalk with Protected Bike Lanes)
 - More level bike lanes set back from driveway ramps
 - Snow storage in roadway shoulder, curb and gutter, and buffer allows open bike lane and sidewalk
 - Question about how bike lanes are routed through the A Street intersection
 - Add bike-specific trail signage
 - Request to minimize impacts to business parking with new non-motorized facilities
 - Add a marked crosswalk at Denali Street for connection to Chester Creek Trail
 - Support for removal of traffic signal at Denali Street
 - Avoid slip lanes in the corridor



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- Comment transitioning from one to three lanes eastbound at the Seward Highway intersection will cause confusion in winter
 - Question if three eastbound traffic lanes at the Seward Highway intersection are needed
 - Reduce or combine westbound (correction: should be eastbound) turning lanes onto Seward Highway to eliminate right-of-way conflict and reduce crossing distance
 - Add art and greenery in a wider buffer
- Alternative 4: Combination of 2-Lane Option A (On-street Bike Lane with Multi-use Pathway) and 3-Lane Option A (Sidewalk with Protected Bike Lanes)
 - Support for Alternative 4
 - Add bump outs at the Spenard Road intersection to slow traffic near crosswalks and narrow crossings
 - Add marked crosswalks at all intersections
 - Question about how cyclists and vehicles can turn simultaneously from Spenard Road and Arctic Boulevard
 - Comment that a 2-lane roadway is not realistic for turning traffic
 - Suggestion to consolidate driveways
 - Support for the Arctic Boulevard four-way stop controlled intersection as a way to slow traffic
 - Question about why a traffic light is not proposed at the Arctic Boulevard intersection
 - Add snow storage buffer space
 - Support for marking bike lanes through intersections
 - Support for bike lanes at grade with sidewalks
 - Add a signalized pedestrian crossing in front of Steller Secondary and North Star Elementary Schools with widened sidewalks
 - Add a barrier between bike lane and sidewalk
 - Comment that the proposed median west of C Street would be inconvenient for property owners and drivers
 - Add bike lane signage at the C Street intersection for turning drivers
 - Question about whether the A Street intersection sidewalk will match the existing multi-use path

Written and Verbal Comments

The following is a summary of comments and questions shared on comment forms and verbally with members of the project team.

- Alternatives and options
 - General support for the project
 - Any alternative would be an improvement to the existing conditions
 - Support for increased safety for all users



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- Support for 2-lane Option B (Sidewalk with Protected Bike Lanes) throughout the corridor as much as possible
- Support for the three-lane options
- Support for 3-lane Option A (Sidewalk with Protected Bike Lanes)
- Support for 3-lane Option C (Sidewalks with On-street Bike Lanes)
- Support for 3-lane Option C (Sidewalks with On-street Bike Lanes) throughout the corridor
- Concern 3-lane alternatives overbuild vehicle infrastructure
- Support for Alternative 1: 3-Lane Option B (Multi-Use Pathway)
- Support for Alternative 3: Combination of 2-Lane Option B (Sidewalk with Protected Bike Lanes) and 3-Lane Option A (Sidewalk with Protected Bike Lanes)
- Non-motorized facilities
 - Add flashing pedestrian crossing signals at Arctic Boulevard and near schools
 - Support for separated bike lanes at grade with sidewalk
 - Bike lanes need to be protected (behind curb) to be inclusive for all ages and abilities
 - Support for bike lanes at grade with the roadway, like Spenard Road from Benson Boulevard to Hillcrest Drive
 - Ideas to maintain the grade of bike lanes that do not rise and fall at driveways and intersections
 - Cyclists feel unsafe using the road with existing conditions
 - Existing sidewalk is very narrow
 - Improved non-motorized facilities can stimulate investment in areas
 - Request for non-motorized facilities not impact existing business' parking
 - Separate bike facilities from pedestrian facilities
 - Add more bump outs at corners to slow drivers and shorten crossings
 - Concern on-street bike lanes become obstructed with gravel in spring prior to street sweeping
- Design
 - Consolidate driveways as much as possible
 - Consider a roundabout at Arctic Boulevard
 - Support for removal of traffic signals at Arctic Boulevard
 - Narrow left turn lanes to 10 feet
 - Remove one eastbound turn lane at the Seward Highway intersection
 - Concern ROW acquisition would cause construction delays
 - Design for snow storage that does not block non-motorized facilities
 - Include placemaking, landscaping, trees, and art along the corridor
 - Add a dedicated right-turn lane at the Fireweed Lane and C Street intersection
 - Support for design similar to Spenard Road from Benson Boulevard to Hillcrest Drive, which slows traffic
 - Support for a center turn lane along the east side of Fireweed Lane



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- Questions and comments about specific properties and driveways along the corridor
- Public Involvement
 - Appreciation for the opportunity to comment

Meeting Photos

