

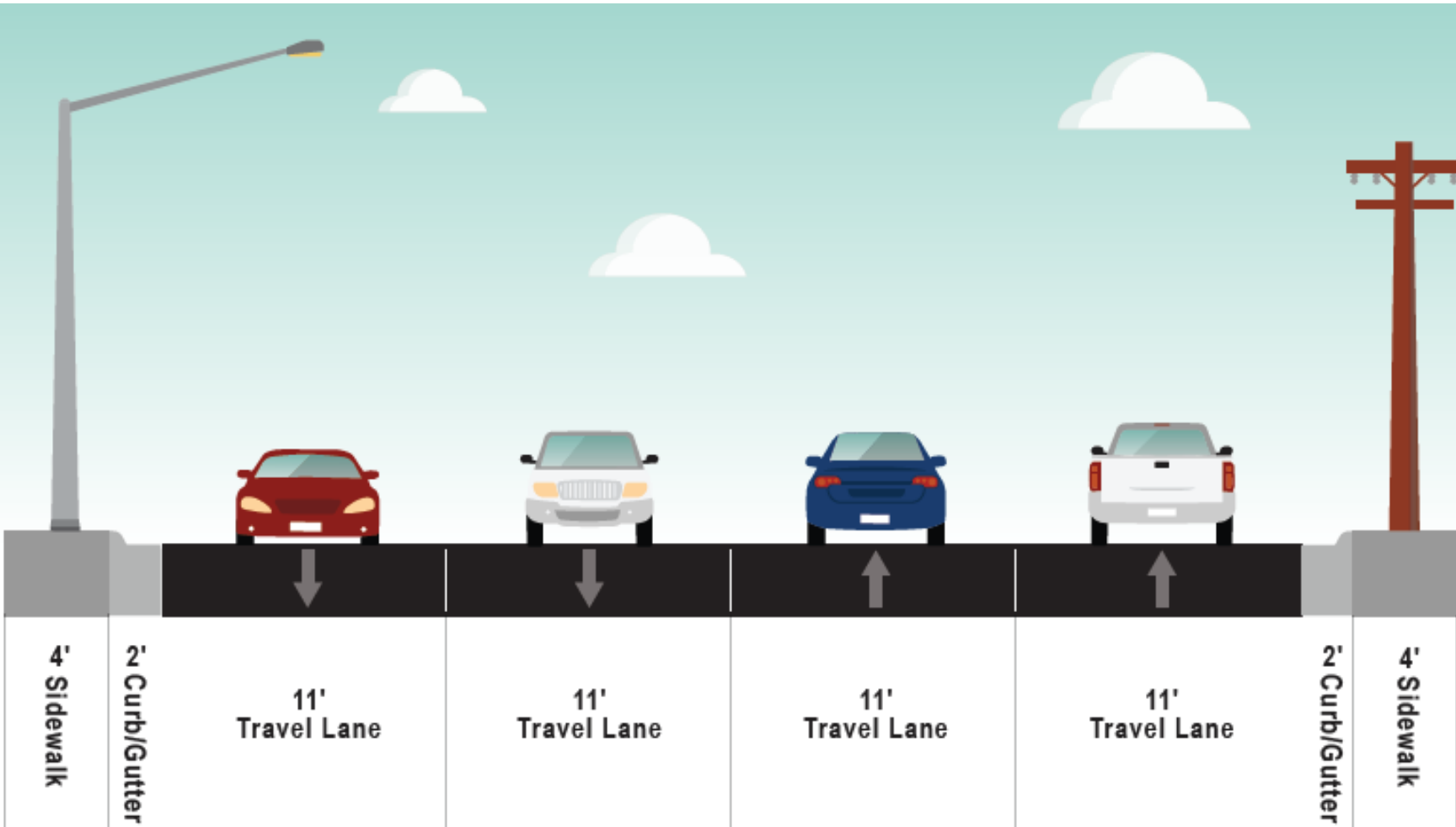


WELCOME OPEN HOUSE #1

October 30, 2024

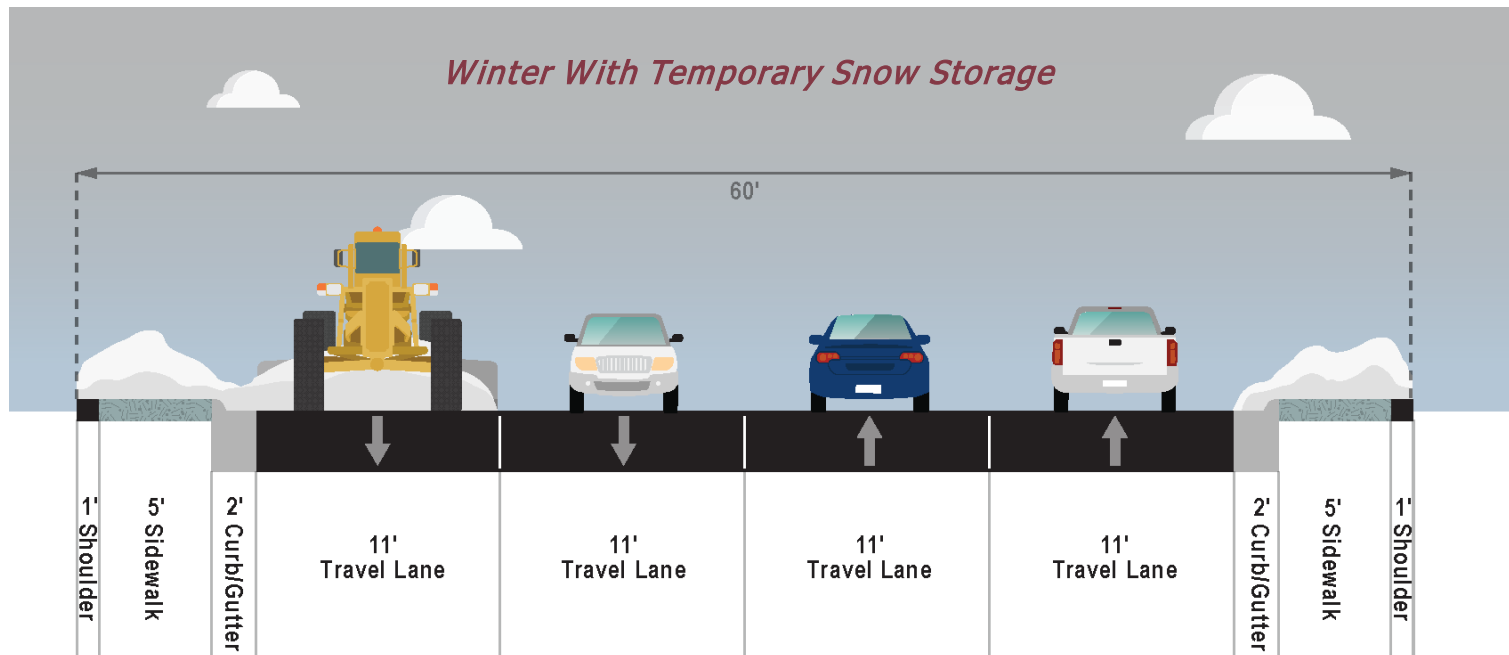
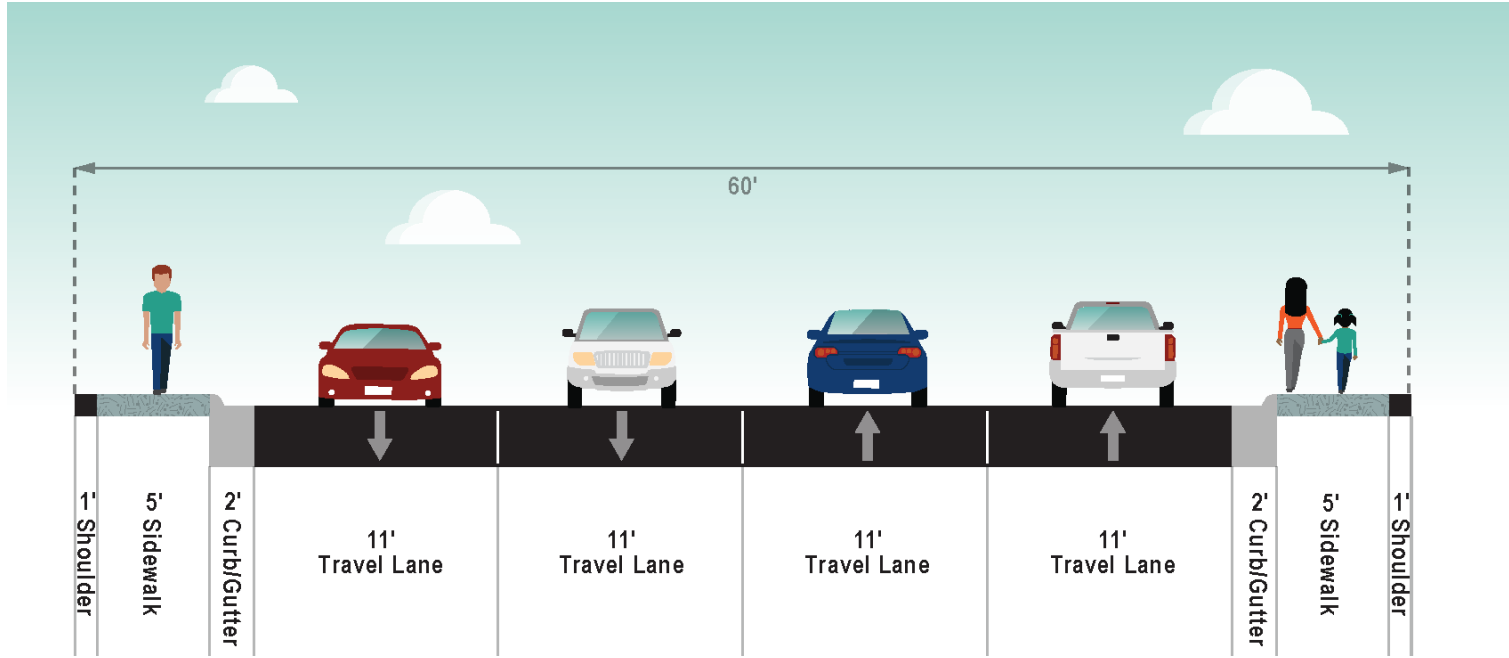
Existing Conditions

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

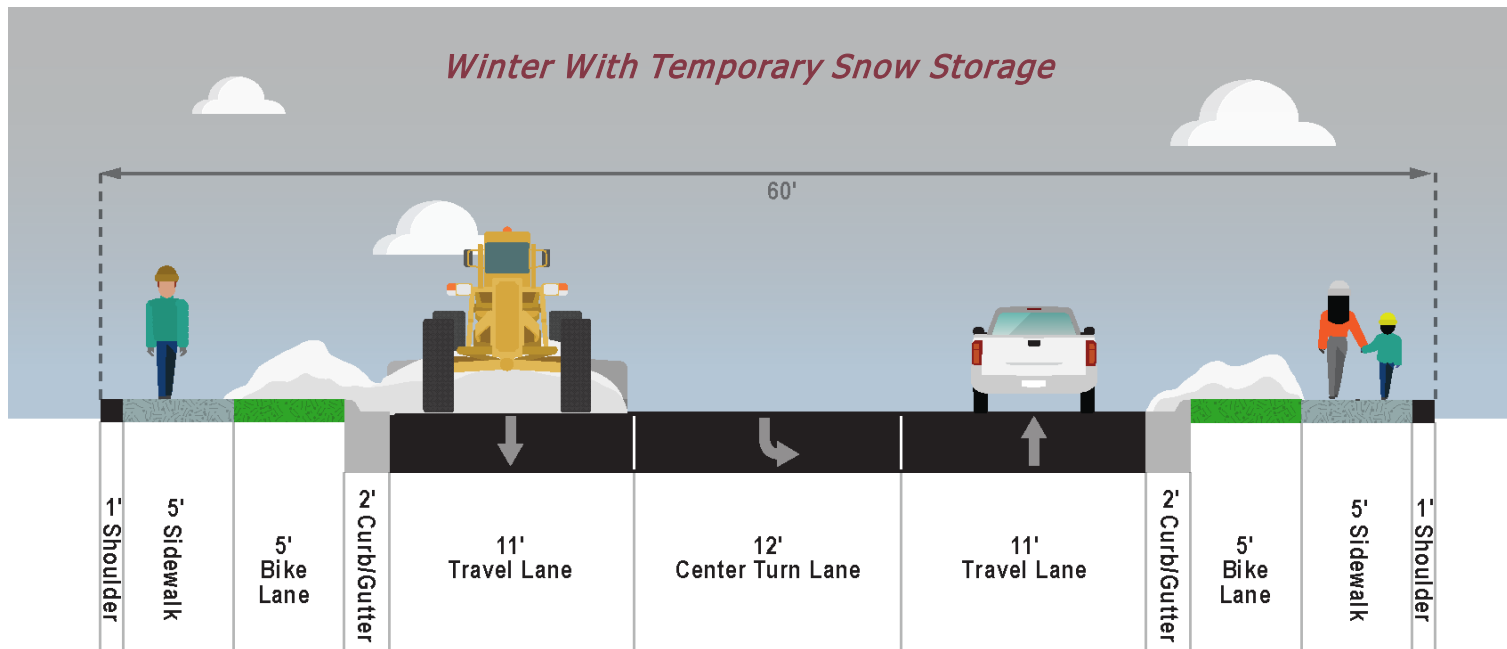
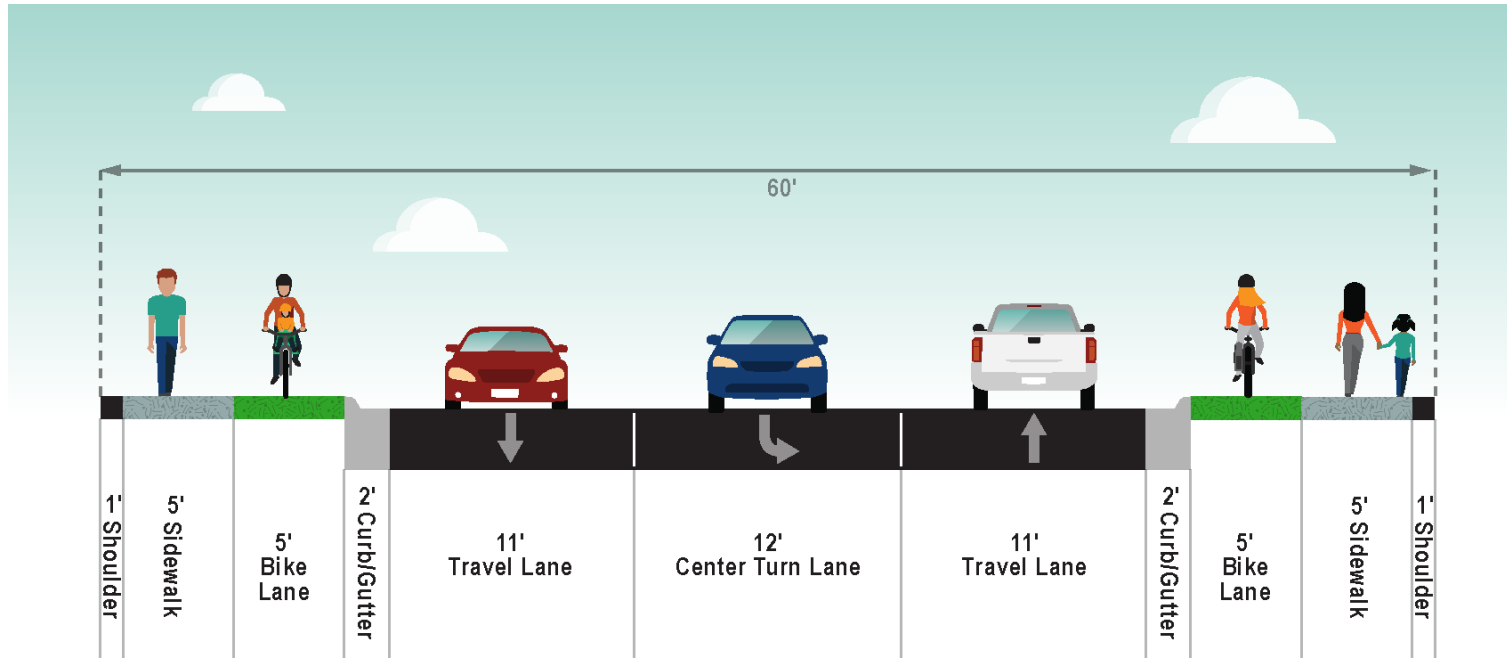
- ✓ No impacts to existing ROW
- ✓ Extends life of infrastructure and reduces future maintenance
- ✓ More than enough capacity for current and future vehicle traffic
- ✓ Existing access to adjacent properties is maintained

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

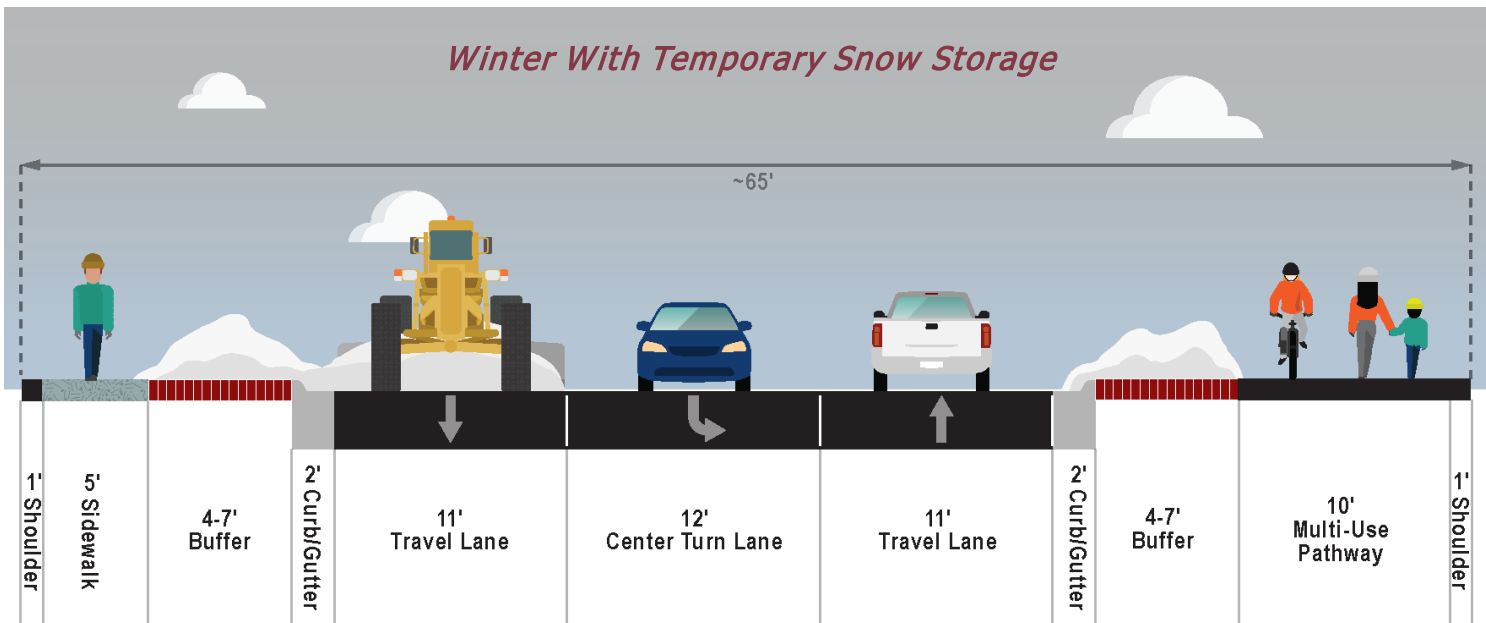
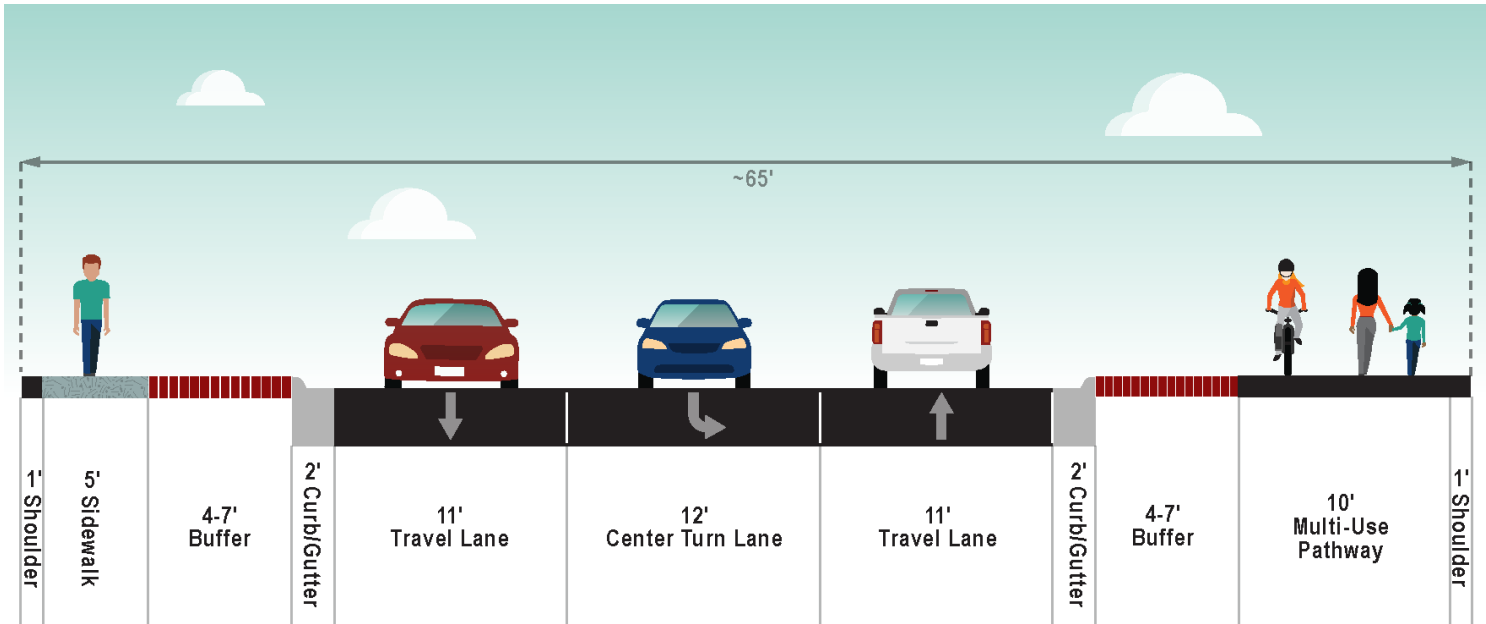
- ✓ Reallocation of space to serve all users
- ✓ Expected reduction in crash rates
- ✓ Expected reduced average speeds & right-angle crashes
- ✓ Fewer lanes for pedestrians to cross; opportunity for refuge islands
- ✓ Provides space for temporary snow storage in the bike lane
- ✓ Option fits within existing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

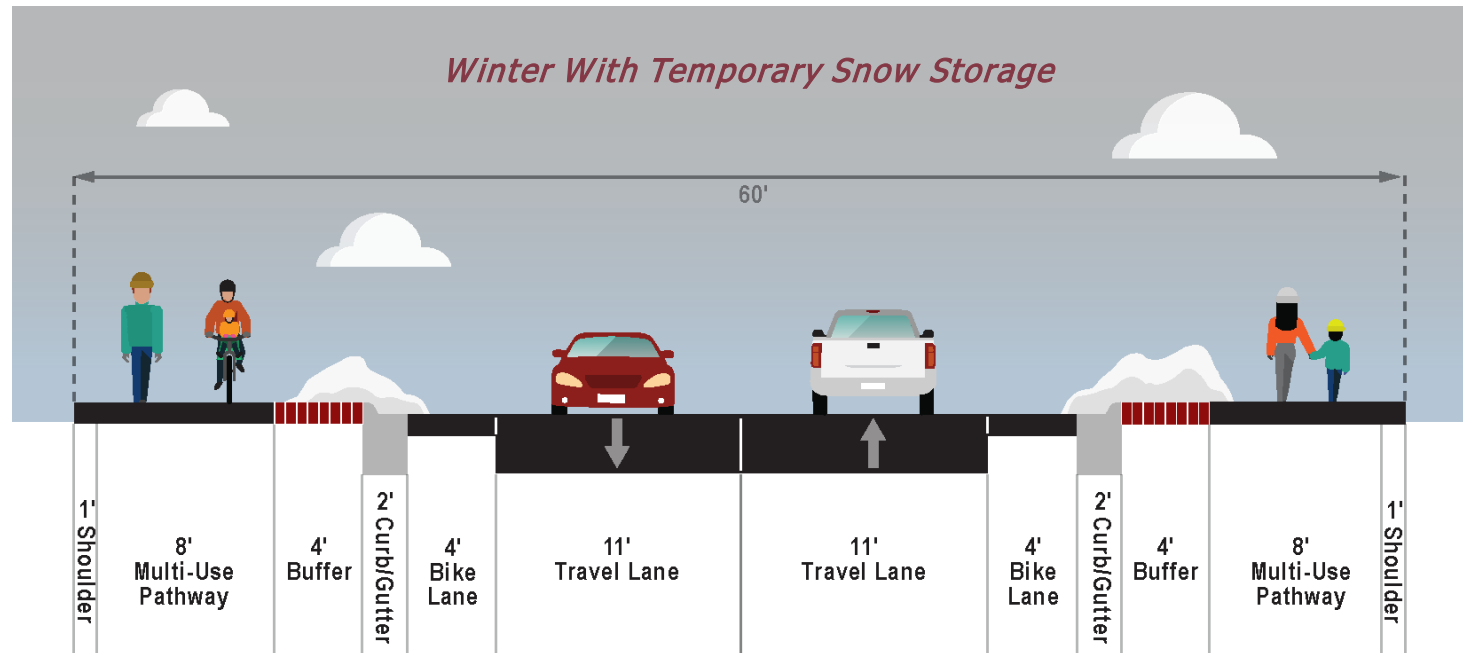
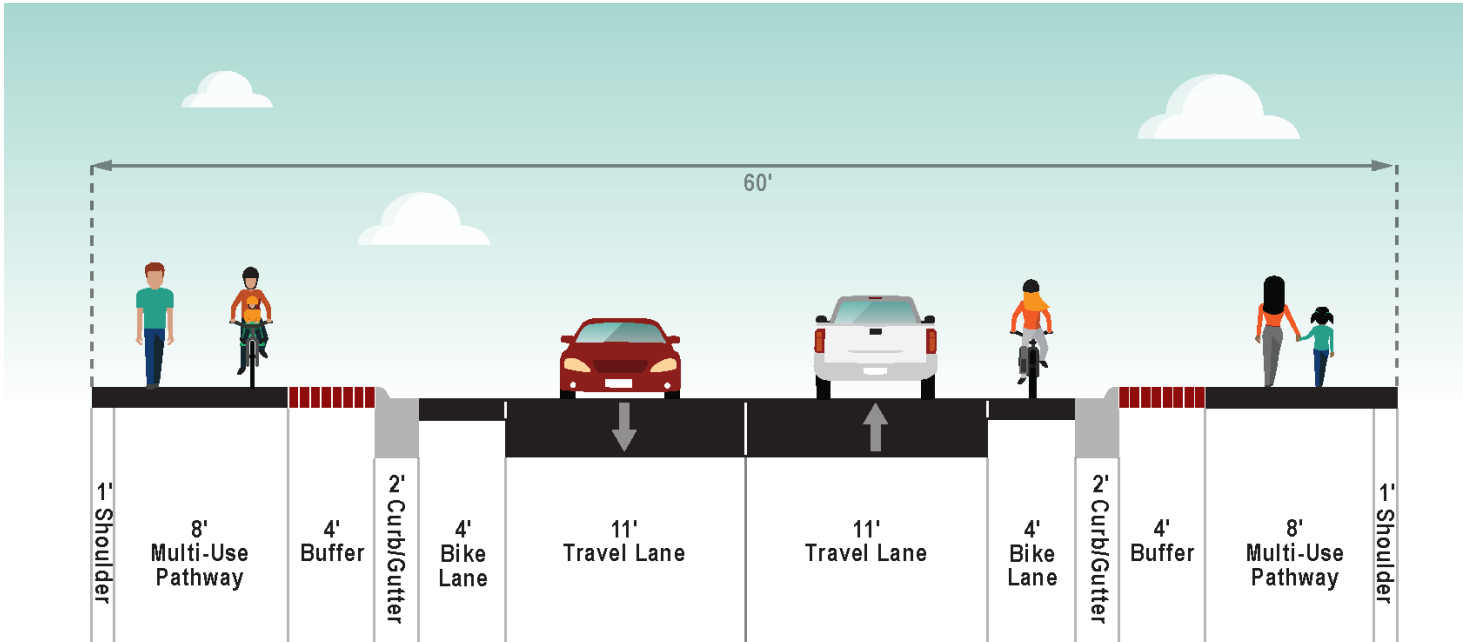
Source: Spenard Corridor Plan

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

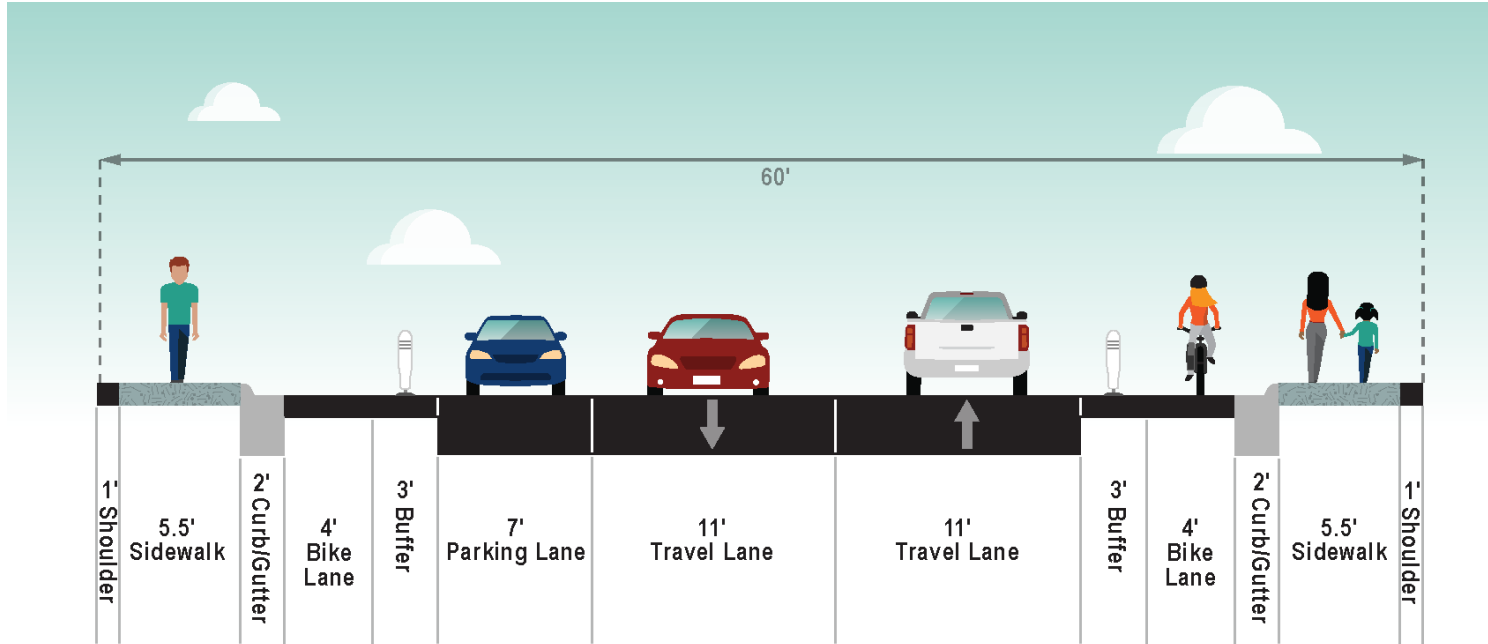
Source: Spenard Corridor Plan

PROS

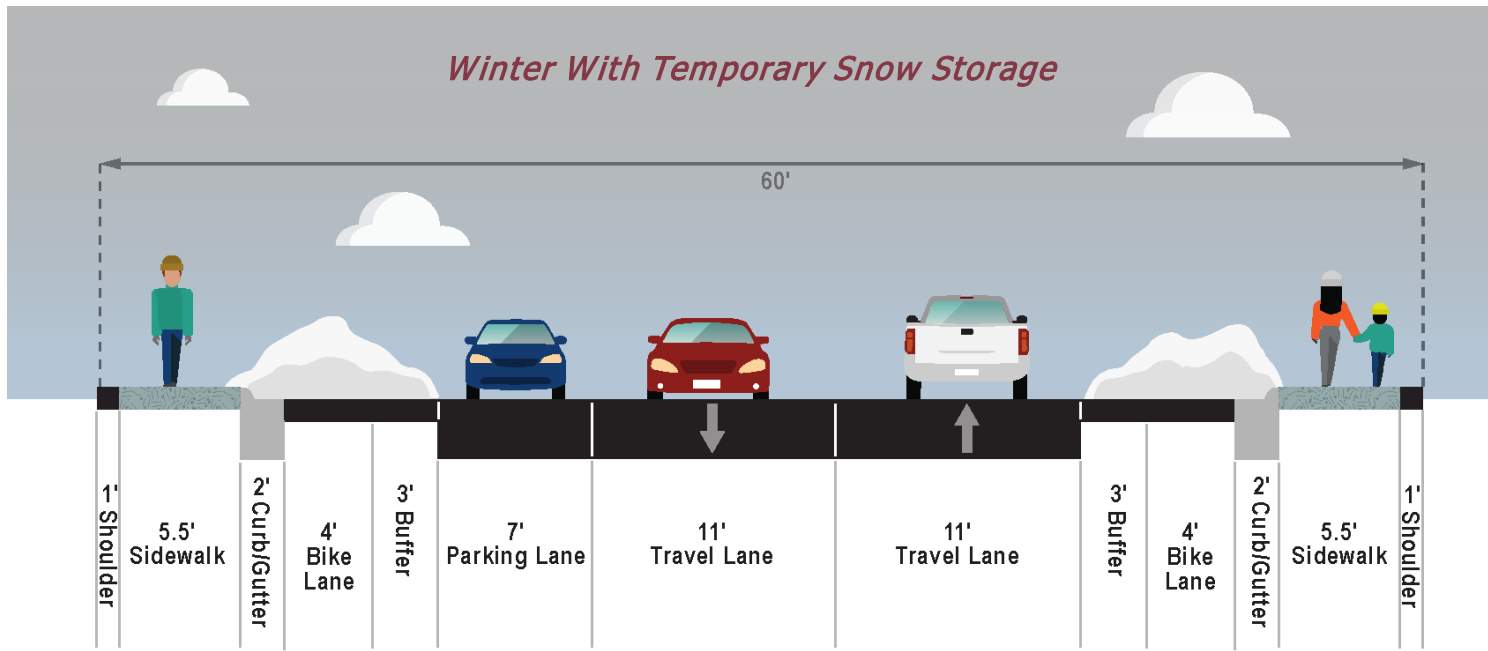
- ✓ Space is available for seasonal on-street bike lanes on both sides
- ✓ Some on-street parking is provided
- ✓ Additional space available for buffer/temporary snow storage
- ✓ Option fits within existing ROW

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

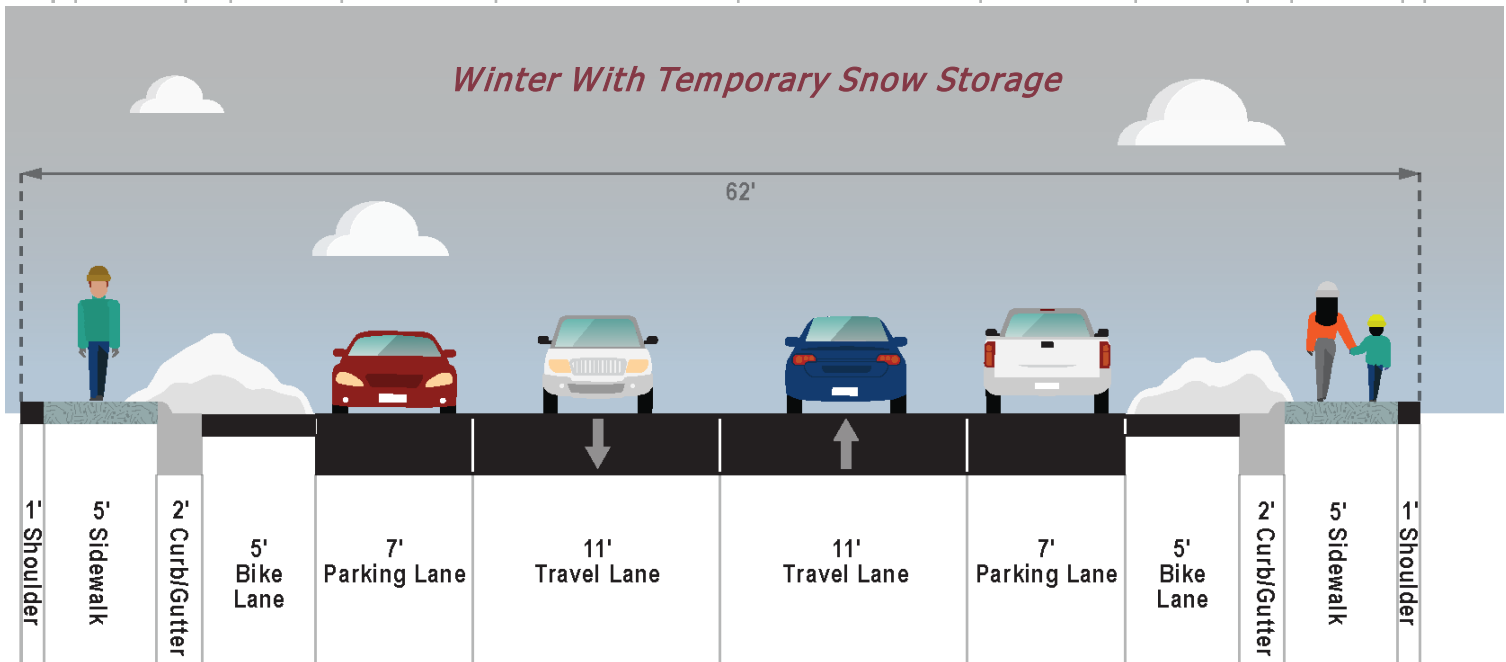
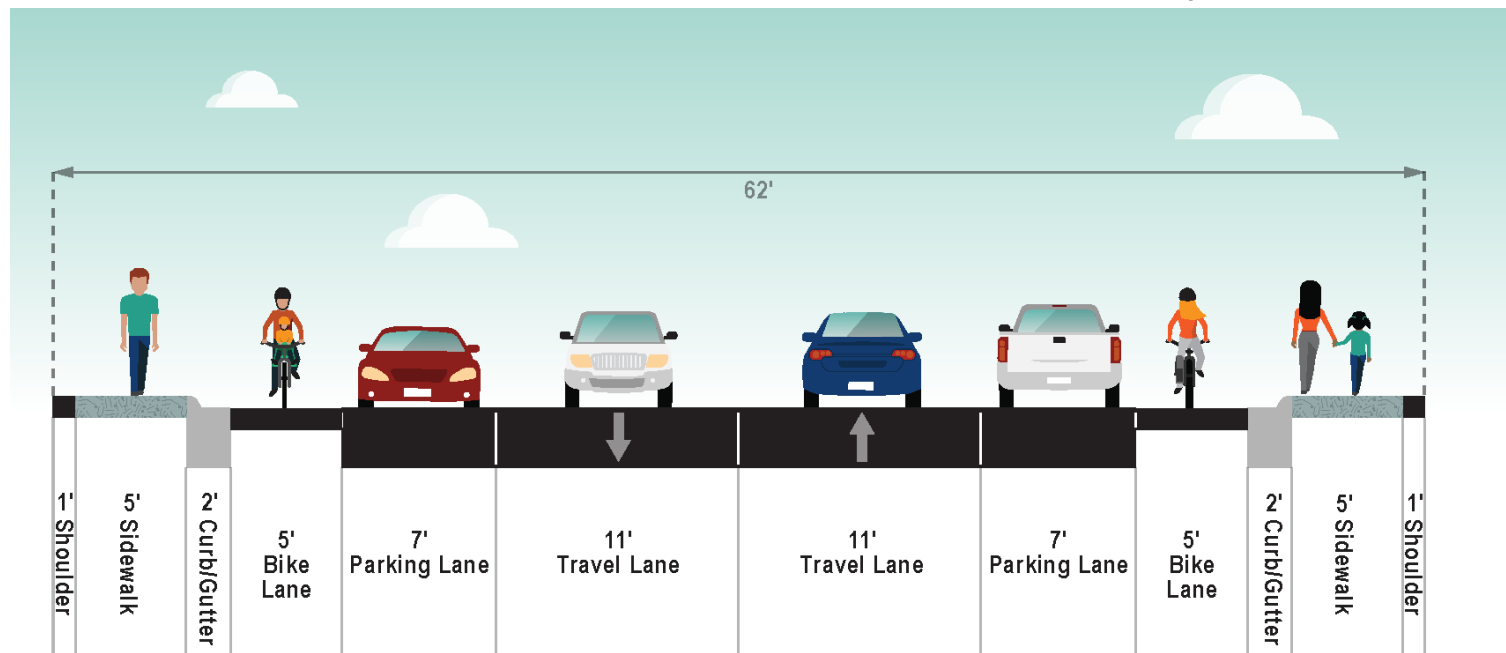


Winter With Temporary Snow Storage



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

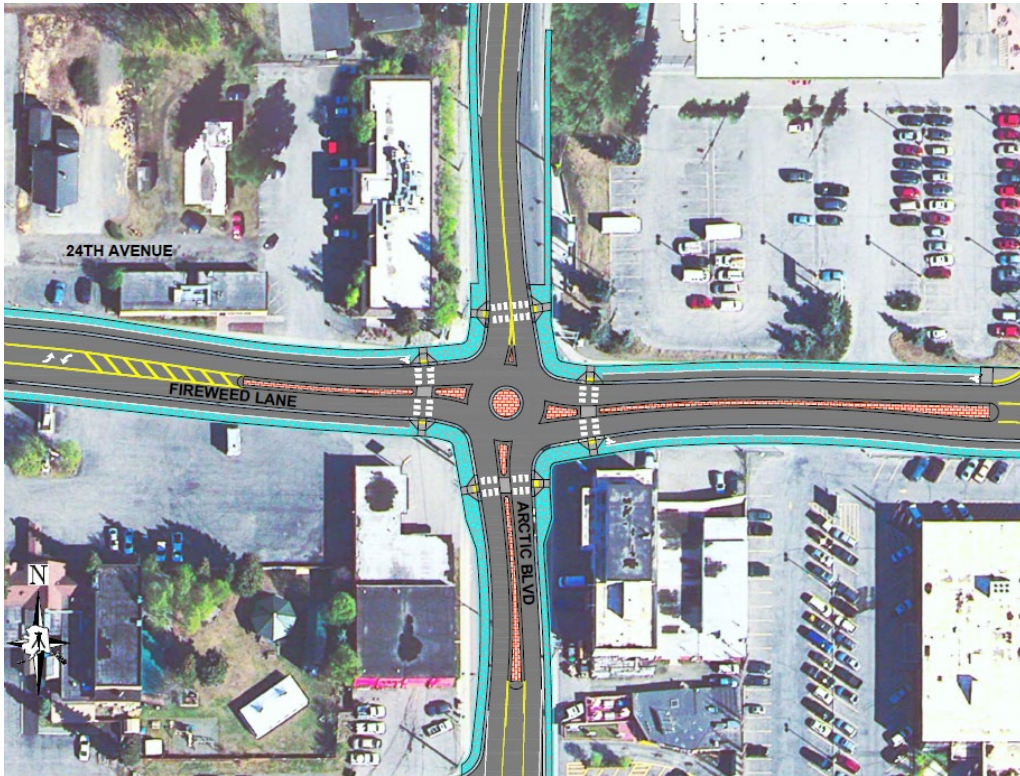
CONS

- ✗ 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
- ✗ Option requires ROW

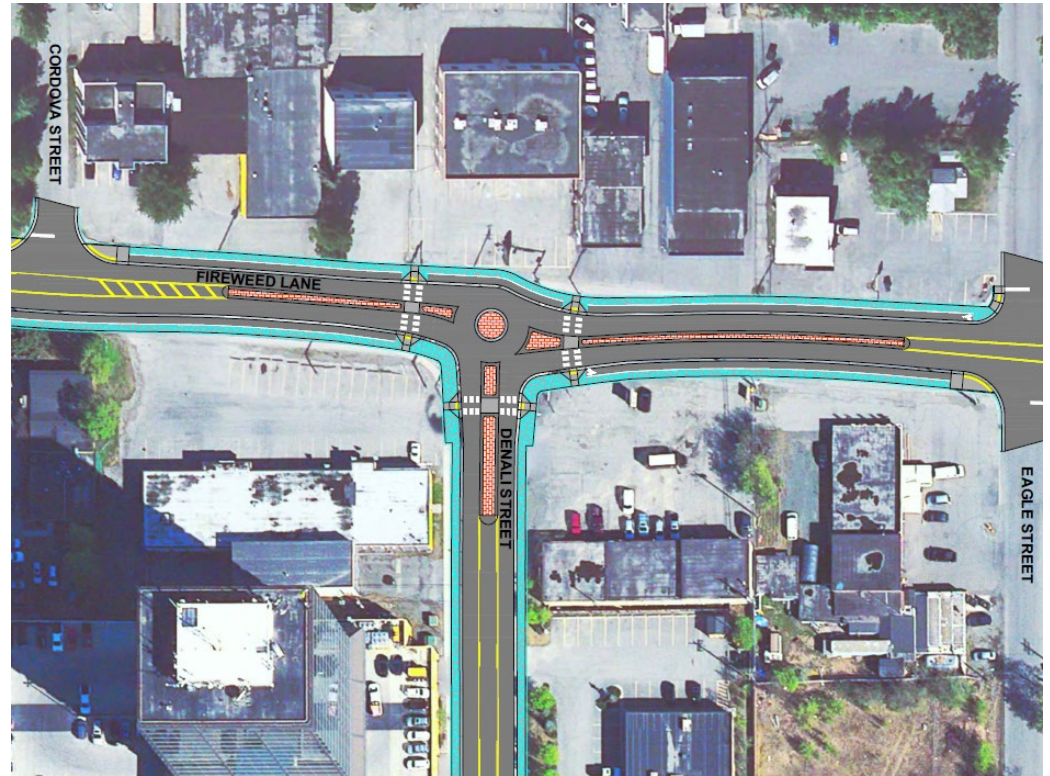
Intersection Alternatives

Single Lane Mini Roundabouts

Arctic Boulevard



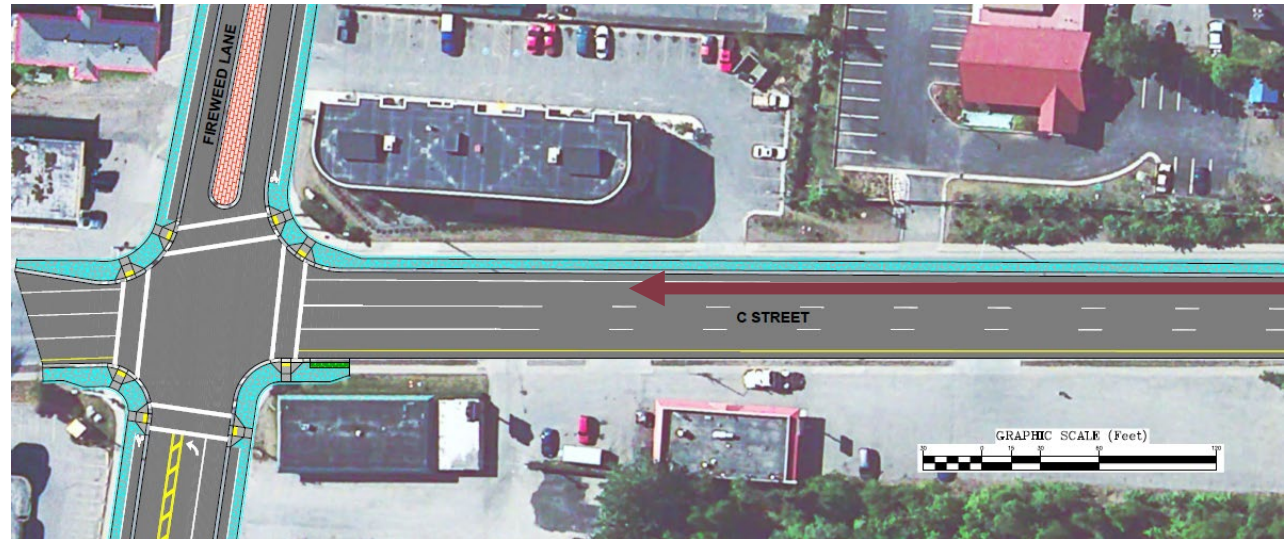
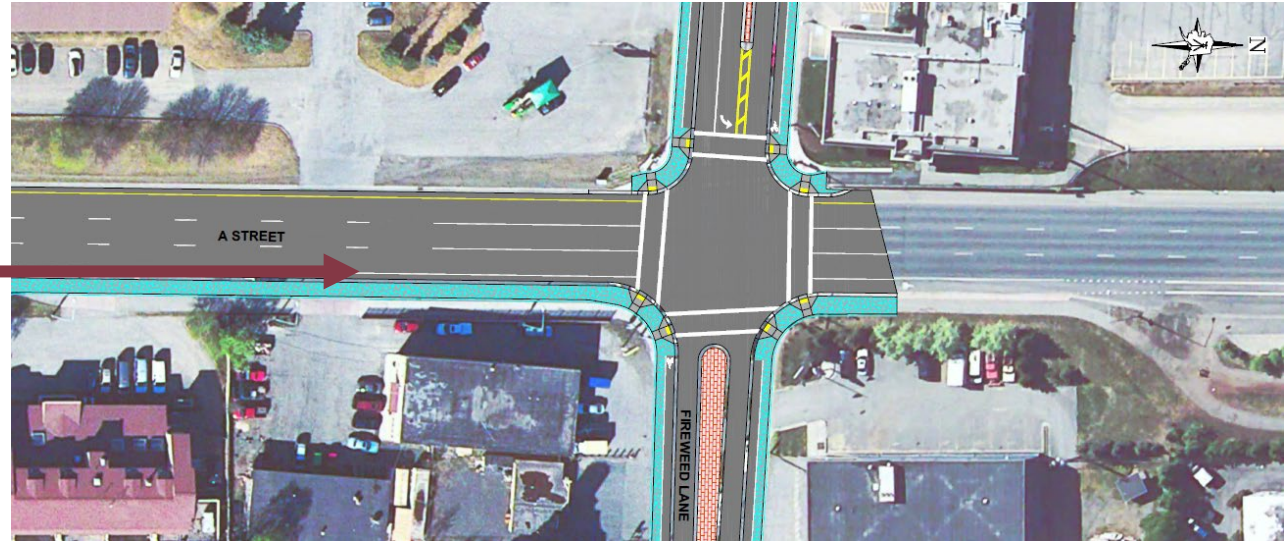
Denali Street



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



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?

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www.fireweedlane.com

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

