MUNICIPALITY OF ANCHORAGE
Traffic Engineering Department

SPEED STUDY – SPENARD RD

Date: August 6, 2025

To: Distribution

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Traffic Engineering Director/Municipal Traffic Engineer

Subject: Spenard Rd (Minnesota Dr On-Ramp to Minnesota Dr) Speed Study

Introduction

Due to the opportunity provided by the Spenard Road Rehabilitation Project (Minnesota Dr to Benson Blvd) to update roadway design and traffic control elements, the Municipality of Anchorage (MOA) Traffic Engineering Department conducted a comprehensive speed study for multiple segments of Spenard Rd between the Minnesota Dr On-Ramp on the north and Minnesota Dr on the south. This document summarizes the findings and provides the Municipal Traffic Engineer's determination for changes to the posted speed limits.

This study is organized into the following sections:

- Determination Overview
- Responsibility and Procedure for Determining Maximum Speed
- Study Corridor and Existing Conditions
- Speed Limit Evaluation
- Additional Data and Analysis

Determination Overview

Based on this comprehensive speed study, the Municipal Traffic Engineer has determined speed limit changes for each of the four segments of Spenard Rd, as shown in Table 1.

Table 1: Speed Limit Changes

Street Segment			**Speed Limit**			**Notes**
Seg	*Northern Terminus*	*Southern Terminus*	*Current*	*Change?*	*New*	
1	Minnesota Dr On-Ramp	Hillcrest Dr	30 mph	No	-	
2	Hillcrest Dr	Northern Lights Blvd	35 mph	**Yes**	**25 mph**	
3	Northern Lights Blvd	Benson Blvd	35 mph	**Yes**	**25 mph**	Short segment (match adjacent section)
4	Benson Blvd	Minnesota Dr	35 mph	**Yes**	**30 mph**	Lower to 25 mph with upcoming construction project

The AMATS: Spenard Rd – Minnesota Dr to Benson Blvd project (which envisions a 3-lane cross section with bike lanes and multiple pedestrian refuge islands similar to the section between Hillcrest Dr and Northern Lights Blvd) should be designed and constructed based on a 25-mph speed limit, which should be posted as part of the project.

Additionally, the following and speed management strategies (e.g., education and enforcement) should be used to increase the effectiveness of the speed limit changes:

- Methods to notify the public as changes are occurring (such as changeable message boards or flags placed on new signs)
- Public service announcements
- Increase speed enforcement when new limits are posted to encourage compliance

Responsibility and Procedure for Determining Maximum Speed

For MOA streets, the Municipal Traffic Engineer has the responsibility for determining the maximum speed based on a comprehensive speed study, as outlined in Title 9 of Municipal Code (see 9.26.030, with **bold** added for emphasis),

9.26.030 – Alteration of maximum limits

*A. When, **as a result of a comprehensive speed study, the traffic engineer determines the maximum speed** permitted under this chapter is greater or less than is reasonable and prudent under the conditions existing upon a public street or part thereof, the traffic engineer may declare a reasonable and safe maximum speed limit on it which:*

1. Increases the limit, but not to more than 65 miles per hour; or

2. Decreases the limit, but not to less than 20 miles per hour except as otherwise posted by the traffic engineer or the State of Alaska.

B. A limit altered as authorized in this section is effective when an appropriate sign giving notice thereof is erected. The maximum speed limit may be declared effective at all times or at the times indicated upon the sign; and a different limit may be established for different times of day, different types of vehicles, varying weather conditions or other factors bearing on safe speed, which limits are effective when posted upon an appropriate sign.

C. It is unlawful for a person to drive a motor vehicle in excess of the speed limits established by signs lawfully erected by the traffic engineer or by the State of Alaska.

Municipal code does not specify what a “comprehensive speed study” should include, which allows for MOA Traffic Engineering Department interpretation. A valuable reference for this study is Alaska Statute (A.S.) 19.10.072, which specifies how the Alaska State Department of Transportation and Public Facilities (DOT&PF) determines speed limits:

19.10.072 (Procedures for Determination of Speed Limits and Zones)

(a) In determining safe speed limits and safe speed zones, the department shall consider the following factors in the order of priority listed:

(1) neighborhood safety, including the presence of children and pedestrian traffic;

(2) the presence of schools, houses, parks, and crosswalks;

(3) the presence of driveways, parked vehicles, and multiple turn locations;

(4) that speed at which safe and prudent drivers could pass through the speed zone; and

(5) the effectiveness of local enforcement of the speed zone.

(b) In determining safe speed limits and safe speed zones within a municipality, the department shall consult with that municipality. In determining safe speed limits and safe speed zones on highways and other roadways under its jurisdiction, the department shall also consult with community councils or other community organizations in the affected area if the community councils or other

community organizations request in writing to participate in the determination. The department shall provide notice and opportunity for a hearing before establishing a speed limit or speed zone other than as recommended by a municipality, community council, or other community organization.

Other helpful references include the updated Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition, and the recently published Federal Highway Administration (FHWA) Speed Limit Setting Handbook. The MUTCD states "Setting appropriate speed limits is especially important to ensure safety for all road users in varying types of contexts, particularly on roadways where adjacent land use suggests that trips could be served by varied modes. These situations include urban and suburban non-freeway arterials."

Study Corridor and Existing Conditions

While this study only considers the northern 1.5-mile portion of Spenard Rd, it is helpful to understand basic characteristics of the entire road. Spenard Rd is a 3-mile-long facility that connects from International Airport Rd on the south to Minnesota Dr on the north near Westchester Lagoon. It follows a north-south alignment north of 36th Ave and a northeast-southwest alignment south of 36th Ave that connects residential and commercial areas, though the southern segment is also popular for traveling to/from the airport. It is primarily a three or four lane cross section with two-way traffic, except for the one-lane one-way section north of Hillcrest Dr.

The MOA's Official Streets and Highways Plan (OS&HP) classifies Spenard Rd as a Minor Arterial, and the street has a 35-mph posted speed limit (except for the one-lane section north of Hillcrest Dr that is 30 mph). Historical Average Annual Daily Traffic (AADT) volumes reported by DOT&PF range from 2,500 to 16,600 vehicles, with the higher volumes occurring on the southern section. Minnesota Dr is a key parallel route that has seven lanes and carries approximately 35,000 vehicles. The Spenard Rd corridor accommodates varied traffic patterns, including commuter vehicular traffic, access to nearby schools (West Anchorage High School and Romig Middle School located one-quarter mile west on Hillcrest Dr), transit, and non-motorized activity.

According to the 2040 Anchorage Land Use Plan (LUP), the corridor is within both Traditional Neighborhood Development and Transit-Supportive Development areas. It also serves a Town Center between Fireweed Ln and 31st Ave and a mix of primarily Commercial Corridor and medium/high urban residential.

This study focuses on the following four segments of Spenard Rd:

- Hillcrest Dr to Minnesota Dr On-Ramp (Segment 1)
- Hillcrest Dr to Northern Lights Blvd (Segment 2) – *Reconstructed in 2017*
- Northern Lights Blvd to Benson Blvd (Segment 3) – *Reconstructed in 2017*
- Benson Blvd to Minnesota Dr (Segment 4) – *Currently under Design*

Images of sample roadway sections for each segment are provided below, followed by Table 2, which lists various road segment characteristics considered in this analysis. Additionally, Attachment A provides various transportation and land use maps of the study corridor.

Segment 1 – Spenard Rd, North of Hillcrest Dr (1-Lane Northbound with Separate Multiuse Path on West Side) – Looking South towards 19th Ave

Segment 2 – Spenard Rd, Hillcrest Dr to Northern Lights Blvd (3-Lane with Two-Way Center Left-Turn Lane, Pedestrian Crossings with Refuge Islands, Bike Lanes, and Wide Sidewalks) – Reconstructed in 2017 (Converted from 4-Lane Section) – Looking South towards 26th Ave

Segment 3 – Spenard Rd, Northern Lights Blvd to Benson Blvd (4-Lane with Continuous Center Median, Narrow Bike Lanes, and Wide Sidewalks) – Reconstructed in 2017 – Looking South towards Benson Blvd

Segment 4 – Spenard Rd, Benson Blvd to Minnesota Dr (4-Lane with Narrow and Deteriorating Sidewalks) – Currently Under Design – Looking South towards 33rd Ave

Table 2: Road Segment Characteristics

Description		Segment 1	Segment 2		Segment 3	Segment 4	
		Hillcrest Dr to Minnesota Dr On-Ramp	*Hillcrest Dr to Northern Lights Blvd*		*Northern Lights Blvd to Benson Blvd*	*Benson Blvd to Minnesota Dr*	
Segment Length, miles		0.4	0.4		0.1	0.6	
Travel Lanes: (NB = Northbound) (SB = Southbound)		1 NB	1 SB / 1 NB 1 Center Turn Lane		2 SB / 2 NB	2 SB / 2 NB	
Existing Lane / Shoulder Widths (to edge of pavement)		12' lane, 4' shoulder	11' lanes, 13' center turn lane, 3.5' bike lanes		11' lanes, 3.5' bike lanes	11' lanes	
Traffic Control		All-way Stop at Hillcrest	All-way Stop at Hillcrest, Signals at Fireweed and Northern Lights		Signals at Northern Lights and Benson	Signals at Benson, 36th Ave, and Minnesota	
Non-Motorized Facilities	Along Street	Multiuse Path (west side, separated by barrier)	Bike Lanes, Sidewalks (both sides, no buffer)		Bike Lanes, Sidewalks (both sides, no buffer)	Sidewalks (both sides, no buffer, most in poor condition)	
	Marked Signalized Crosswalks	None	All legs at Fireweed Ln and Northern Lights Blvd signals		All legs at Northern Lights Blvd and Benson Blvd signals	All legs at Benson Blvd, 36th Ave, and Minnesota Dr signals	
	Marked Unsignalized Crosswalks	With colored pavement at 19th Ave	With pedestrian refuge islands at north legs of 26th Ave and 27th Ave		None	None	
	Unmarked Crosswalks	None	North and south legs at 23rd Ave (restricted at other unsignalized intersections)		None (restricted at Photo Ave)	North and south legs at 30th Ave, 31st Ave, 32nd Ave, 33rd Ave, 34th Ave, and 35th Ave (restricted at 29th Pl)	
Adjacent Land Uses		Natural Area (west side), Residential (east side)	Commercial with nearby Residential		Commercial	Commercial with nearby Residential	
Transit Facilities		Yes, with Pullout	Yes, with and without Pullouts		Yes, with Pullout	Yes, no Pullouts	
Presence of Raised Median		N/A	At marked crosswalks and approaches to signals		Continuous (full length)	At approaches to signals	
Pedestrian/Bicyclist Activity		Moderate	Moderate		Moderate	Moderate	
Roadway Curvature		Curved street, with 25-mph Curve Warning Sign at on-ramp	One curve at north, but mostly straight		Straight street segment	Numerous curves, includes 25-mph Curve Warning Sign	
Segment Volumes		***N/A***	***N of Fireweed***	***S of Fireweed***	***N/A***	***N of 36th Ave***	***S of 36th Ave***
Average Annual Daily Traffic (AADT), vehicles per day (vpd)	2024	2,490	3,470	6,660	7,520	7,990	9,700
	2023	2,440	3,480	6,600	7,510	7,720	9,670
	2022	2,430	3,460	6,570	7,220	7,690	9,630
	Average	**2,450**	**3,470**	**6,610**	**7,420**	**7,800**	**9,670**

The MOA reconstructed the section of Spenard Rd between Hillcrest Dr and Benson Blvd in 2017 and included a conversion from 4-lanes to 3-lanes for the section north of Northern Lights Blvd. DOT&PF—in conjunction with the MOA and through the local metropolitan planning organization Anchorage Metropolitan Area Transportation Solutions (AMATS)—is now leading a similar conversion for the section from Benson Blvd to Minnesota Dr. This speed study will help provide direction to the project team regarding the future speed limit for this section of Spenard Rd following completion of the project.

Speed Limit Evaluation

As listed previously, Alaska Statute lists the following factors in priority order to be considered when setting speed limits. While these apply primarily to State roads, they are helpful to follow for consistency of our integrated network.

- (a)(1) neighborhood safety, including the presence of children and pedestrian traffic
- (a)(2) the presence of schools, houses, parks, and crosswalks
- (a)(3) the presence of driveways, parked vehicles, and multiple turn locations
- (a)(4) that speed at which safe and prudent drivers could pass through the speed zone
- (a)(5) the effectiveness of local enforcement of the speed zone

Table 3 summarizes an analysis of each of these factors for each roadway segment, along with the department's judgement of what speed limits are considered most appropriate. The sections that follow provide additional explanations.

Table 3: Determination of Reasonable and Safe Speed Limits

Priority	Description	Segment 1	Segment 2	Segment 3	Segment 4
		Hillcrest Dr to Minnesota Dr On-Ramp	*Hillcrest Dr to Northern Lights Blvd*	*Northern Lights Blvd to Benson Blvd*	*Benson Blvd to Minnesota Dr*
(a)(1)	Neighborhoods	Nearby	Nearby	Nearby	Nearby
	Pedestrians	Separated	Yes	Yes	Yes
(a)(2)	Schools	Within Romig Middle School walking boundary (school is 1/4 mile west of north section of corridor)			
	Houses	Yes	No	No	No
	Parks	Yes	No	No	No
	Crosswalks	Yes	Yes	Yes	Yes
(a)(3)	Driveways	Yes	Yes	No	Yes
	Parked Vehicles	No	No	No	No
	Multiple Turn Locations	Limited (with Right Turn Pocket)	Yes (Center Turn Lane)	No (Raised Center Median)	Yes (Must Turn from Travel Lanes)
(a)(4)	Safe and Prudent Speeds	≤ 30 mph (separated from other users)	≤ 25-29 mph (curves, signals, crossings, bike lanes)	≤ 25-29 mph (short segment, signals prioritize intersecting streets)	≤ 30-34 mph (multiple curves, medium distance between signals)
(a)(5)	Local Enforcement	Some Targeted Enforcement Can Be Expected Immediately Following Speed Limit Chage but Otherwise Unlikely to Be Significant Priority Area			
Reasonable and Safe Speed Limit		**Leave at 30 mph**	**Lower to 25 mph**	**Lower to 25 mph** (Short Segment, Keep Same as Adjacent)	**Lower to 30 mph** (lower to 25 mph with construction project)

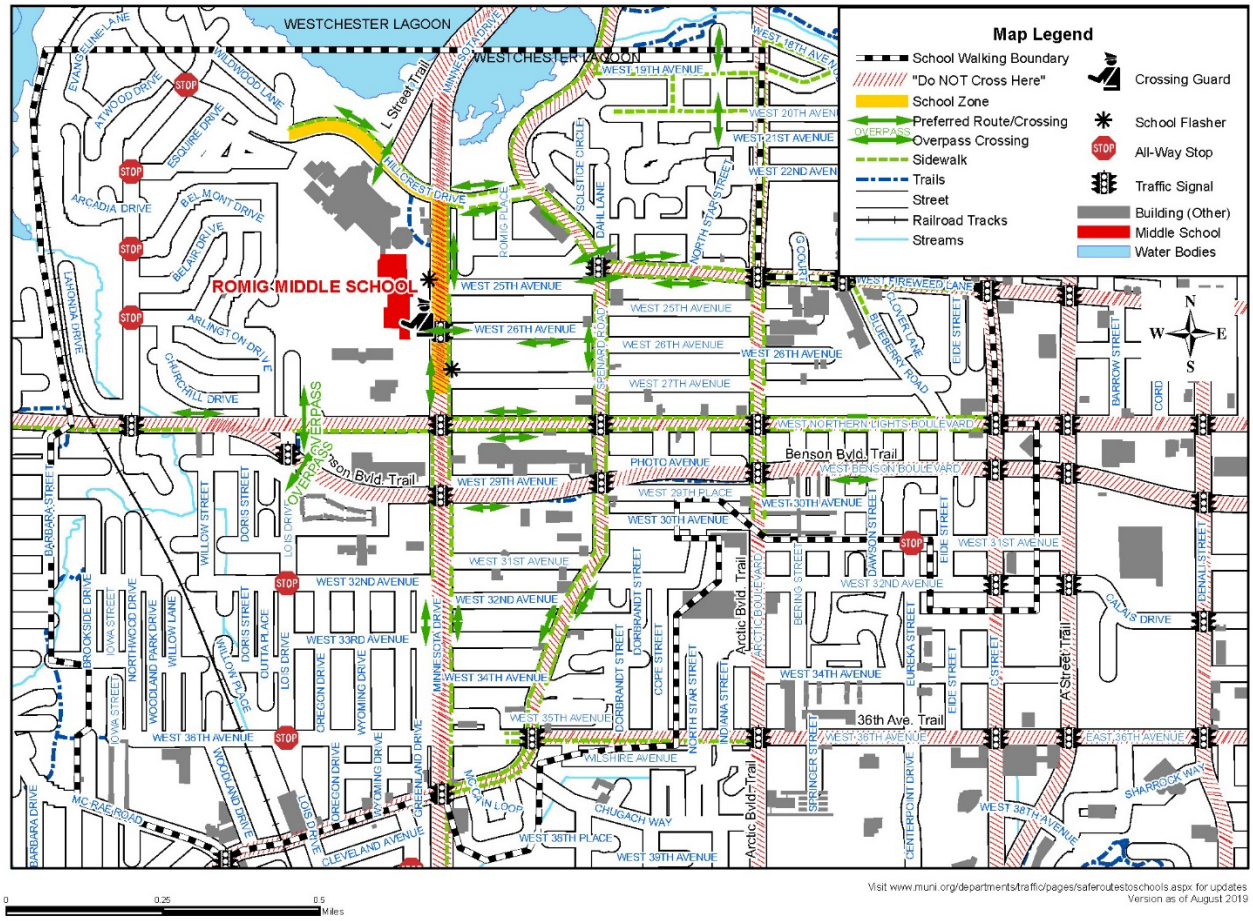
(a)(1) Neighborhood safety, including the presence of children and pedestrian traffic

Land use adjacent to Spenard Rd is primarily Commercial with nearby Residential, with residences primarily having access from side streets. It is in an area of town with regular and consistent pedestrian traffic.

(a)(2) The Presence of Schools, Houses, Parks, and Crosswalks

Spenard Rd does not provide direct access to schools but is in close proximity to West Anchorage High School and Romig Middle School, which are located one-quarter mile west on Hillcrest Dr. In fact, the section of Spenard Rd under consideration is fully within Romig Middle School's walking boundary.

Romig Middle School Safe Routes to School Walking Route Map



Many residences are nearby but most are not directly along Spenard Rd. The only park along these sections of Spenard Rd is to the north near Westchester Lagoon.

Marked crosswalks are provided at all traffic signals along the corridor. Additionally, on the northern section near the park is a marked crosswalk using colored pavement, and between Northern Lights Blvd and Fireweed Ln there are two marked crosswalks with pedestrian refuge islands near unsignalized intersections.

Unmarked crosswalks are mostly limited to the section south of Benson Blvd because the unsignalized intersections north of Northern Lights Blvd have posted signs indicating crossing restrictions.

(a)(3) The presence of driveways, parked vehicles, and multiple turn locations

Table 4 lists the numbers of intersections and driveways along the four corridor segments, along with driveway densities. These numbers also roughly correspond to the number of turn locations (though some of the driveways have turn restrictions due to center median treatments, particularly immediately adjacent to the signalized intersections). Additionally, the study corridor does not have any on-street parking.

Table 4: Driveway Density

Description	Segment 1	Segment 2	Segment 3	Segment 4
	Hillcrest Dr to Minnesota Dr On-Ramp	*Hillcrest Dr to Northern Lights Blvd*	*Northern Lights Blvd to Benson Blvd*	*Benson Blvd to Minnesota Dr*
Miles	0.40	0.41	0.09	0.61
Approach Intersections	1	7	1	12
Residential Driveways	6	0	0	3
Commercial Driveways	0	18	2	36
Other Driveways	1	0	0	0
Total Driveways	8	25	3	51
Residential Density (Driveways per Mile)	15.1	0.0	0.0	4.9
Non-residential Density (Driveways/Intersections per Mile)	5.0	60.4	32.7	78.5

(a)(4) That speed at which safe and prudent drivers could pass through the speed zone

Two traffic engineers from the MOA Traffic Engineering Department (Brad Coy and Zak Hartman) performed multiple trips along the length of the study corridor traveling at various travel speeds to assess which speeds they considered safe and prudent for the corridor. These included: natural speed where the driver did not look at the speedometer, 25 mph, 30 mph, and 35 mph (currently posted speed limit). Table 3 lists the safe and prudent speeds the MOA Traffic Engineering Department determined from this assessment, as the engineers accounted for an awareness of all the various users of different modes along the corridor (other drivers including those turning or going straight, transit buses, bikes and pedestrians traveling along the corridor in the bike lane and/or sidewalk and also crossing the corridor, etc.).

The following bullets explain key factors the MOA Traffic Engineering Department considered for each corridor segment when making its engineering judgement of the speed at which safe and prudent drivers would travel the corridor:

- **Segment 1 (Hillcrest Dr to Minnesota Dr On-Ramp)** – This section of Spenard Rd is a one-lane road northbound that goes downhill around a curve with a jersey barrier on the left and a retaining wall on the right, with striped shoulders on either side of the street. The constricted area and reduced sight distance encourages slower speeds, while the small number of low volume residential driveways and separation from other users allows for higher speeds. Towards the bottom of the hill there is a colored marked crosswalk and intersection. The curve prior to the Minnesota Dr on-ramp and merge point has a 25-mph curve warning sign. These factors considered together contributed to the existing 30 mph speed limit being judged as appropriate for this section of the corridor.

- **Segment 2 (Hillcrest Dr to Northern Lights Blvd)** – This section of Spenard Rd is three lanes (i.e., one lane in each direction plus a center turn lane). It has some curvature towards the north, as well as an all-way stop. Along the corridor are two marked crosswalks with pedestrian refuge islands and a signalized intersection at Fireweed Ln. These traffic control devices are each spaced about 400 feet apart and particularly contribute to encouraging lower speeds. Traveling at 35 mph was uncomfortable, and a reduction of the speed limit to 25 mph is judged appropriate for this segment. This reduction is not expected to have any significant effect on current travel times due to current travel speeds and traffic signal spacing and timing.
- **Segment 3 (Northern Lights Blvd to Benson Blvd)** – This short section of Spenard Rd has two travel lanes in each direction. Because it is located between two signals that prioritize movement along the cross streets (i.e., Northern Lights Blvd and Benson Blvd), it typically results in drivers on Spenard Rd stopping at least once if not at both signals. Therefore, this segment is conducive to a much-reduced speed limit, and it is judged most appropriate to match the adjacent segment at 25 mph. This reduction is not expected to have any significant effect on current travel times due to traffic signal spacing and timing.
- **Segment 4 (Benson Blvd to Minnesota Dr)** – This section of Spenard Rd consists of two travel lanes in each direction. It includes some curvature, especially at the south end where a curve warning sign advises a 25-mph speed. It also serves numerous driveways and cross streets, with a signal at 36th Ave. For the short portion along the straighter sections of the corridor, it was reasonable—though not necessary—to increase travel speed almost to 35 mph, but for the majority of this section the curvature encouraged a lower speed. Therefore, it is judged most appropriate to reduce the speed limit to 30 mph, with the plan to further reduce it to 25 mph following the completion of the current AMATS Spenard Rd: Benson to Minnesota project, which is planned to include a 3-lane cross section with multiple marked crosswalks supported by pedestrian refuge islands (which will match the northern segment and is expected to contribute to naturally slower traffic speeds). These reductions are not expected to have any significant effect on current travel times due to traffic signal spacing and timing, including the prioritization of traffic flow on Minnesota Dr and Benson Blvd.

(a)(5) The effectiveness of local enforcement of the speed zone

Enforcement will be provided by the Anchorage Police Department (APD), who has reviewed the speed limit change proposals and does not anticipate any challenges in enforcing speed limits in these areas. (see Attachment B).

Additional Data and Analysis

Additional data and analysis were performed to better understand the implications of changing and/or maintaining speed limits. These include a review of crash history, speed data, INRIX's big data, and letters or resolutions from the community.

Crash History

During the five years between 2020 and 2024, the project corridor experienced 149 crashes, categorized as follows:

- 142 intersection-related crashes

- 7 non-intersection segment-related crashes

Some useful crash statistics based on the police reports include:

- 70 occurred on snowy/icy roadways
- 9 included unsafe speed
- 13 were operating under the influence
- 13 involved pedestrians
- 7 involved pedalcyclists

The majority of crashes (88) were property damage only (PDO). Additionally, 57 crashes resulted in a minor injury, 4 resulted in a serious injury, and 0 resulted in a fatality. Table 5 provides the distribution of these crashes by segment.

Table 5: Crash History (2020 to 2024)

Description	Segment 1	Segment 2	Segment 3	Segment 4	Total
	Hillcrest Dr to Minnesota Dr On-Ramp	*Hillcrest Dr to Northern Lights Blvd*	*Northern Lights Blvd to Benson Blvd*	*Benson Blvd to Minnesota Dr*	
Miles	0.40	0.41	0.09	0.61	1.51
Crashes	5	47	34	63	149
Crash Density (Crashes per Mile)	12.5	114.6	377.8	103.3	98.7

Speed Studies

MOA Traffic Engineering staff collected speed data on a midweek day in July 2025 for study corridor Segments 1 and 2. These data sets show summer data for a day of collection, when road conditions are optimal (long daylight, clear pavement conditions, clear weather, and school not in session). Table 6 provides key speed data metrics.

Table 6: Speed Data (Midweek Day in July 2025)

Location	85th Percentile Speed (mph)	50th Percentile Speed (mph)
	SB, NB	***SB, NB***
Segment 1: Hillcrest Dr to Minnesota Dr On-Ramp		
Downhill curve north of Hillcrest *(south of 19th Ave)*	N/A, 35	N/A, 31
Segment 2: Hillcrest Dr to Northern Lights Blvd		
Near 23rd Ave *(203' north)*	32, 35	28, 31
Near 26th Ave *(10' south)*	33, 34	29, 29

INRIX "Big Data" Methods

MOA obtained segment speed data from Safety View, a tool developed by GM Future Roads & INRIX that collects and provides analysis of speeds, hard breaking, and other related data aggregated quarterly from connected vehicles. The FHWA Speed Limit Setting Handbook discusses such "big data" methods in section 3.5.2 Data Collection, noting that they may be appropriate for estimating roadway speeds provided the practitioners are familiar with the limitations of the data.

INRIX data is used to observe driving behavior aggregated by quarter. This study selected Quarter 1 (2025) and Quarter 3 (2024) data to analyze each of the study corridor segments to capture both winter conditions (which are lower than optimal for lighting, pavement condition, and adverse weather) and summer conditions, respectively. This data provides greater understanding of the speeds traveled by drivers during most driving conditions.

The INRIX speed data is summarized in Table 7 below.

Table 7: INRIX Speed Data

Location	85th Percentile Speed (mph)		50th Percentile Speed (mph)	
	2025 Q1	**2024 Q3**	**2025 Q1**	**2024 Q3**
	SB, NB	***SB, NB***	***SB, NB***	***SB, NB***
Segment 1: Hillcrest Dr to Minnesota Dr On-Ramp				
Downhill curve north of Hillcrest	N/A, 30	N/A, 32	N/A, 26	N/A, 29
Segment 2: Hillcrest Dr to Northern Lights Blvd				
Near 26th Ave (halfway between signals)	31, 32	32, 33	26, 25	26, 27
Segment 3: Northern Lights Blvd to Benson Blvd				
Between signals	24, 25	25, 26	20, 21	21, 21
Segment 4: Benson Blvd to Minnesota Dr				
Near 33rd Ave (center of straight section)	37, 36	38, 38	30, 30	32, 32
Curve south of 36th Ave	31, 29	32, 31	24, 22	24, 24

Notes: Q1 = January-March
Q3 = July-September

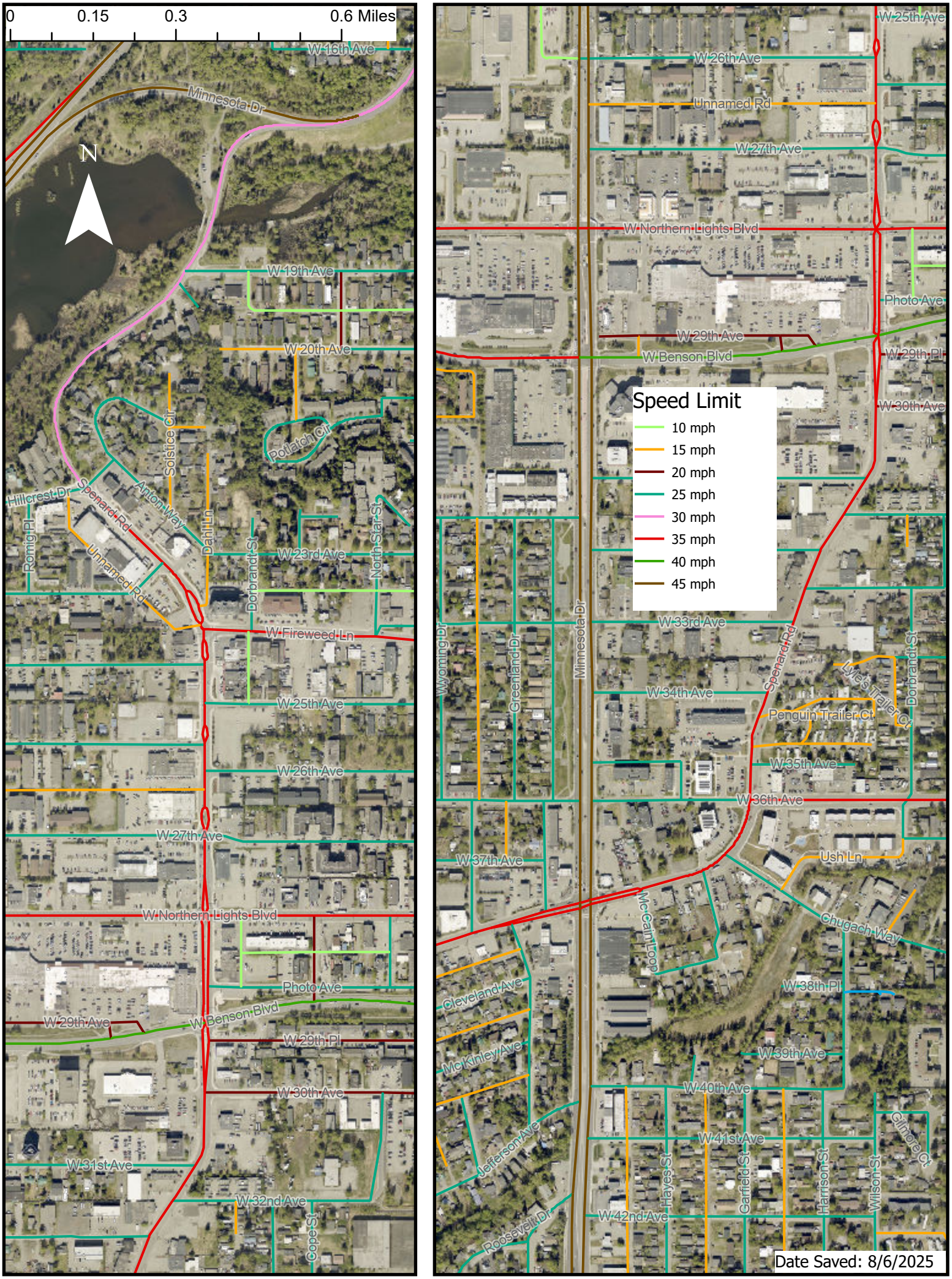
ATTACHMENTS:

Attachment A – Study Corridor Transportation and Land Use Maps

Attachment B – Law Enforcement Agency Feedback

Attachment A – Study Corridor Transportation and Land Use Maps

- Speed Limits
- Land Use
- Transit Routes and Stops
- Aerial Imagery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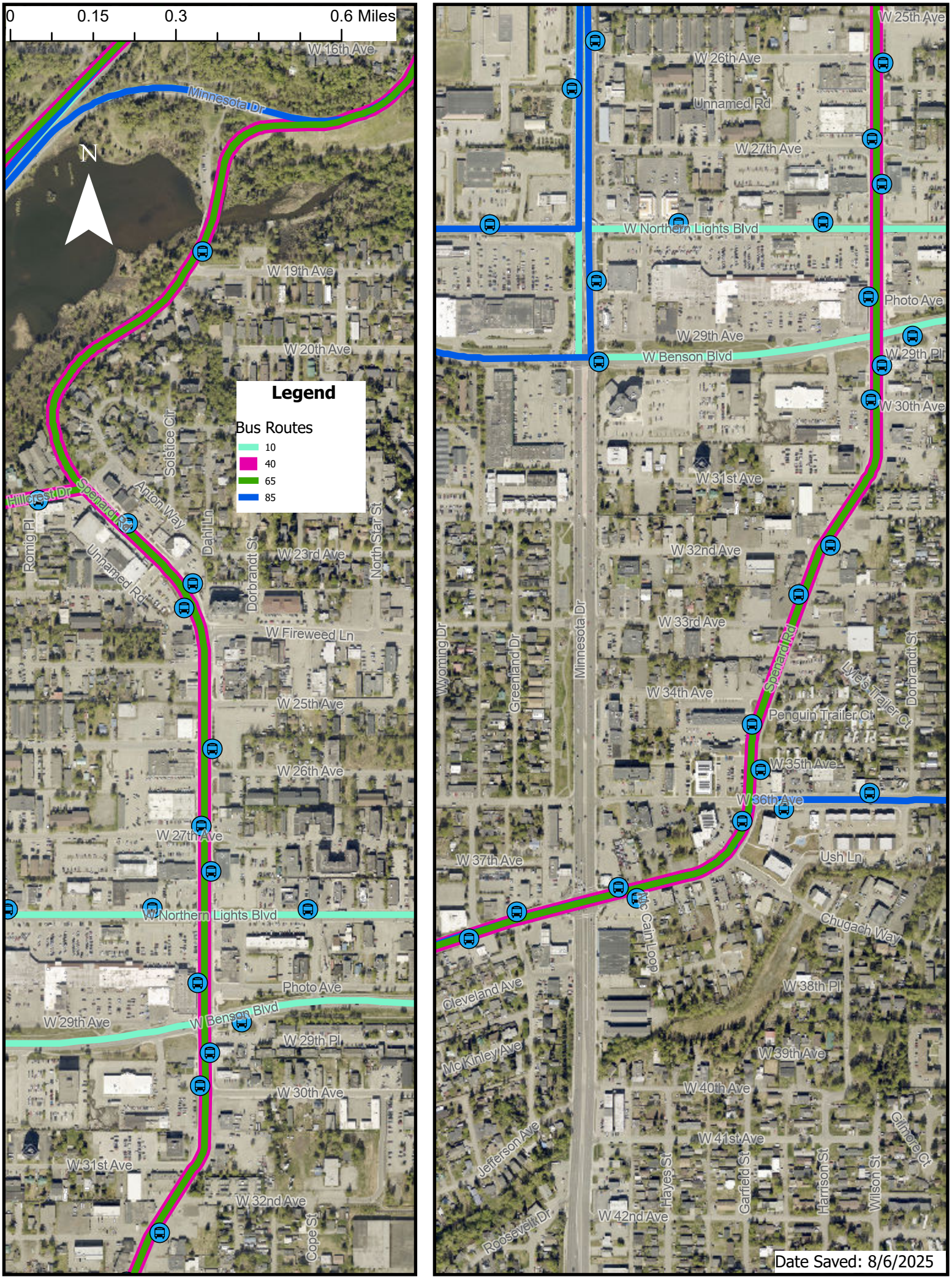
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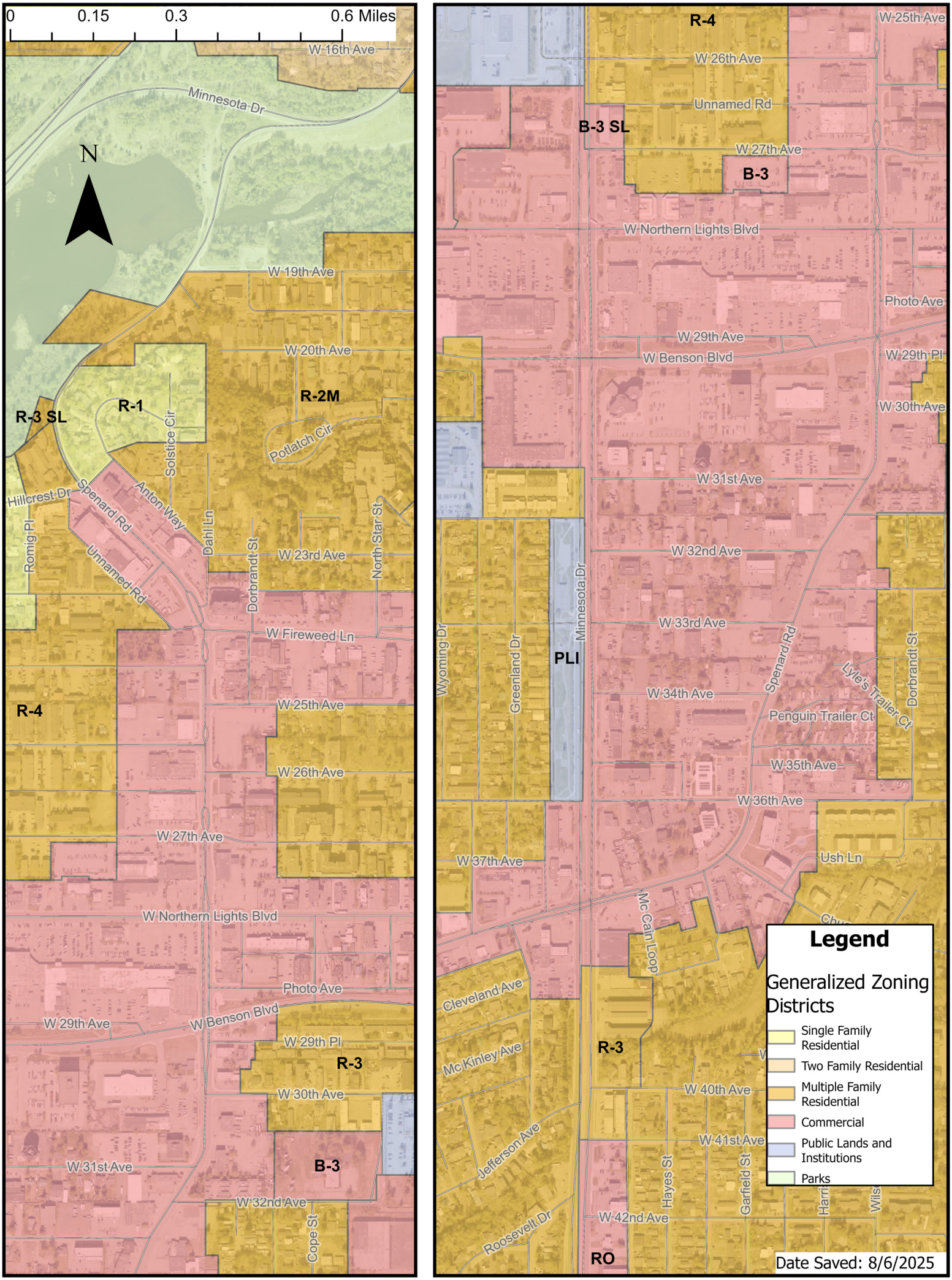
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Hillcrest Dr
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Romig Pl
Dahl Ln
Dorbrandt St
North Star St
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W 30th Ave
W 31st Ave
W 32nd Ave
W 33rd Ave
W 34th Ave
W 35th Ave
W 36th Ave
W 37th Ave
Wyoming Dr
Greenland Dr
PLI
Minnesota Dr
Spenard Rd
Lyle's Trailer Ct
Penguin Trailer Ct
Dorbrandt St
Ush Ln
Mc Cain Loop
Cleveland Ave
Mc Kinley Ave
R-3
W 40th Ave
W 41st Ave
Jefferson Ave
Hayes St
Garfield St
W 42nd Ave
Roosevelt Dr
RO
Legend
Generalized Zoning Districts
Single Family Residential
Two Family Residential
Multiple Family Residential
Commercial
Public Lands and Institutions
Parks
Date Saved: 8/6/2025


0 0.15 0.3 0.6 Miles
N
2024 Aerial Imagery


0 0.15 0.3 0.6 Miles
N
2024 Aerial Imagery


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2024 Aerial Imagery


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2024 Aerial Imagery


0 0.15 0.3 0.6 Miles
N
2024 Aerial Imagery

Attachment B – Law Enforcement Agency Feedback

Law Enforcement Agency Feedback on Proposed Speed Limit Change

Street	**Spenard Rd**		
Law Enforcement Agency	Anchorage Police Department		
Contact Person	David Noll		
Title	Sergeant		
Date	8-5-2025		
Segment	**Posted Speed Limit**		**Segment Specific Feedback**
	Current	*Proposed*	
Hillcrest Dr to Minnesota Dr On-Ramp (one-way NB)	30 mph	No Change	No opposition to this change
Hillcrest Dr to Northern Lights Blvd	35 mph	25 mph	No opposition to this change
Northern Lights Blvd to Benson Blvd	35 mph	25 mph	No opposition to this change
Benson Blvd to Minnesota Dr	35 mph	30 mph	No opposition to this change
		25 mph (following redesign)	No opposition to this change

Any anticipated challenges with enforcing proposed speed limit changes?

The APD Traffic Unit has reviewed the speed limit change proposals and accompanying documentation. There are no anticipated challenges in enforcing speed limits in these areas.

Other comments, concerns, or insights regarding proposed speed limit changes