

Welcome to the Alaska Department of Transportation and Public Facilities, or DOT&PF, third open house for the AMATS: Spenard Road Rehabilitation Minnesota Drive to Benson Boulevard project. This prerecorded presentation is approximately 12 minutes long.

At the last open house, the project team shared 35% design plans with the selected alternative and gathered public input. The project is now at 65% design and the project team is sharing the current design with the public for input.

PROJECT TEAM



State of Alaska Department of Transportation and Public Facilities

Alex Read, PE
Project Manager



Municipality of Anchorage

Melinda Kohlhaas, PE
Project Manager
Jennifer Noffke
Project Administrator

Lounsbury & Associates

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

DOWL

- Traffic Engineering
- Public Involvement
- Environmental

Kittelson & Associates

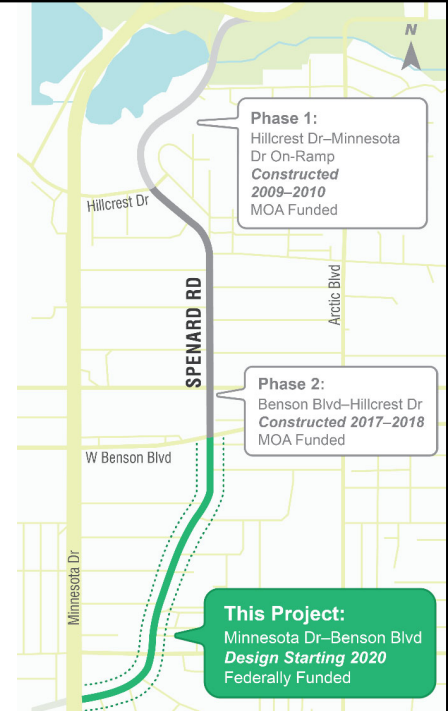
- Non-Motorized Transportation
- Traffic and Safety

This is a federally funded project, and the DOT&PF is working in close coordination with the Municipality of Anchorage, or MOA.

The engineering consultant team is led by Lounsbury & Associates and includes DOWL and Kittelson & Associates.

PROJECT HISTORY & BACKGROUND

- Third phase of a longer-term effort to improve safety on the northern segment of Spenard Road
- First two phases funded by the Municipality of Anchorage (MOA)
- This phase (slightly over ½ mile) is federally funded and led by DOT&PF, in collaboration with MOA
- Project is currently at 65% design
- The environmental document (Categorical Exclusion) has been approved



This project has been in the works for two decades.

Construction of Phase 1, Hillcrest Drive to the Minnesota on-ramp, was completed in 2010.

Phase 2 construction, Benson Boulevard to Hillcrest Drive, was completed in 2018.

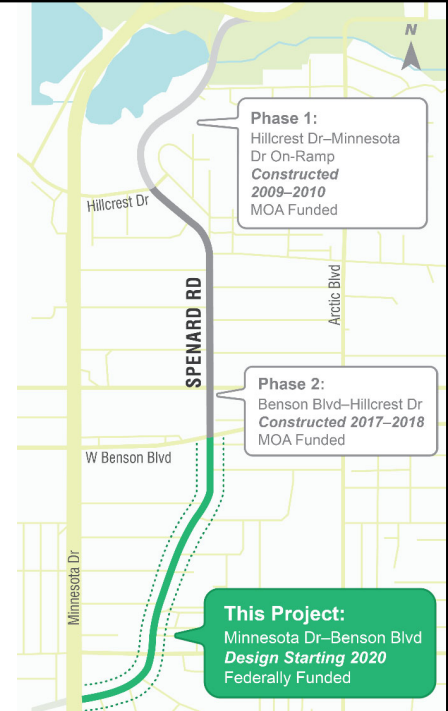
Both of those projects were funded and managed by the MOA.

This project, which is DOT&PF managed and federally funded, kicked off in late 2020 and is focused on the approximately ½-mile segment of Spenard Road between Minnesota Drive and Benson Boulevard.

PROJECT PURPOSE

Meet current design standards and improve safety for all users by rehabilitating Spenard Road between Minnesota Drive and Benson Boulevard.

- Inadequate pedestrian, bicycle, and transit facilities within the corridor, especially given the high level of these uses
- Concerns about crashes at intersections along the corridor
- Infrastructure is now past its usable life and due for replacement



DOT&PF is proposing to rehabilitate this section of Spenard Road to improve safety for all users and bring the roadway and non-motorized facilities up to current design standards. This project will address operational and safety issues including:

- Pedestrian and transit facilities that are minimal or non-existent
- Concerns about crashes at intersections along the corridor, and
- Aging infrastructure

PUBLIC INVOLVEMENT OVERVIEW

Building off public involvement efforts from the previous phase

When	Event
2021	<ul style="list-style-type: none"> ▪ January, Open House #1 ▪ February, MOA Context Sensitive Solutions (CSS) process: Concept Report heard by PZC ▪ May, Stakeholder site walk and survey ▪ September, Open House #2 ▪ Fall, Property owner meetings
2022	<ul style="list-style-type: none"> ▪ MOA CSS process: Alt. Analysis/DSR approved by PZC
2023	<ul style="list-style-type: none"> ▪ June, Streetscape Work Session
2024	<ul style="list-style-type: none"> ▪ January, Open House #3 ▪ MOA CSS process: 75% design to UDC (anticipated)
Monthly/ Annual	<ul style="list-style-type: none"> ▪ AMATS Committee presentations: BPAC, TAC and Policy Committee ▪ Anchorage Transportation Fair ▪ Updates to Spenard Community Council (SCC), Bike Anchorage, Cook Inlet Housing Authority (CIHA), elected officials, and property owners.

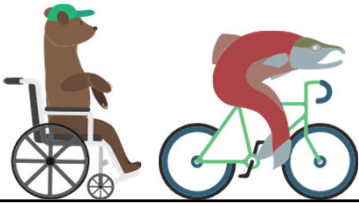
Public involvement conducted on previous phases of this project has provided a strong foundation for this phase of work.

In the three years since project kick off, the project team has held two open houses, conducted a stakeholder site walk and survey, presented numerous times to the Spenard Community Council and AMATS, and participated annually in the Anchorage Transportation Fair.

In addition, the project team is following the MOA's Context Sensitive Solutions process, and referencing local planning documents, including the Spenard Corridor Plan, for guidance.

WHAT WE'VE HEARD FROM THE PUBLIC

- Inadequate bicycle, pedestrian, transit, and ADA-compliant infrastructure
- Potential right-of-way impacts
- Design for coordination with adjacent projects
- Underground utility infrastructure
- Safety concerns with parking at some businesses, which overhangs the sidewalks or requires reversing into the traffic lanes
- Consider mitigation measures for homelessness and vagrancy in the area
- Support neighborhood revitalization efforts
- Minimize construction disruptions to businesses and residents



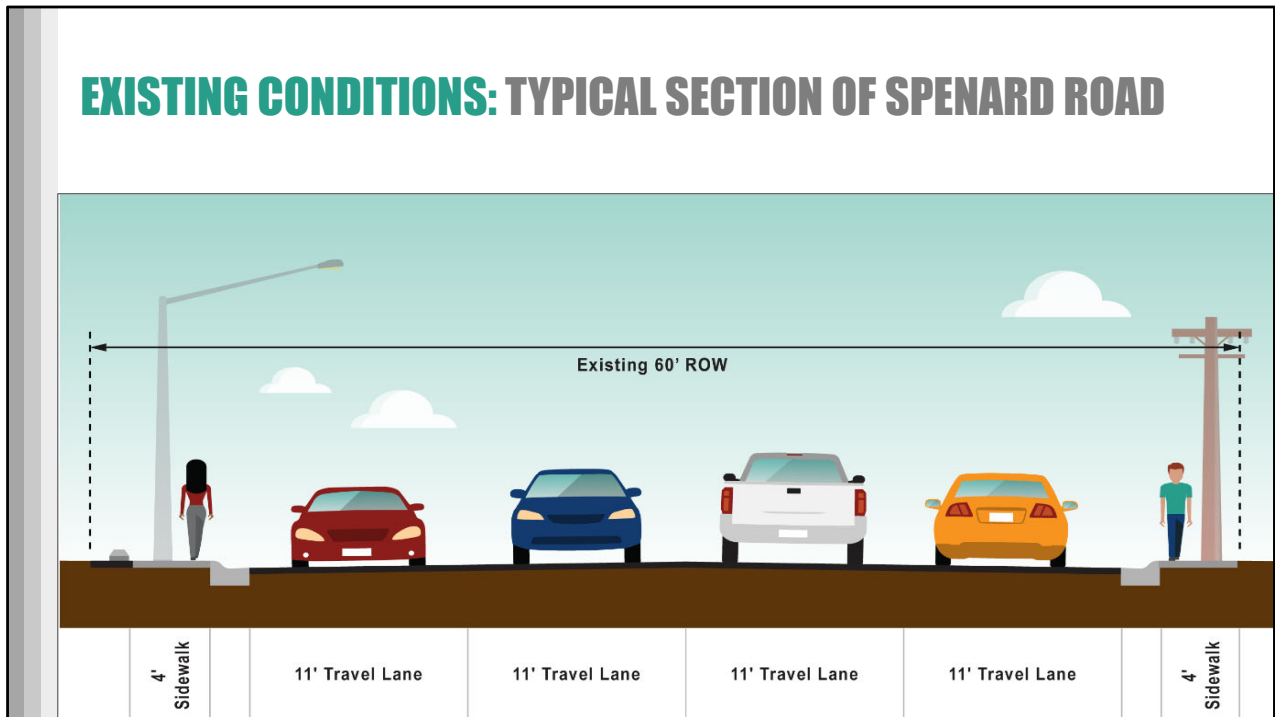
Outreach heard since the project began indicates people are concerned with inadequate bicycle, pedestrian, and transit facilities, and a lack of ADA compliant infrastructure.

Businesses and residents are also concerned about potential right-of-way impacts.

Other comments include requests for:

- Coordination with other projects in the corridor
- Moving utility infrastructure underground
- Support of neighborhood revitalization efforts, and
- Minimized construction impacts

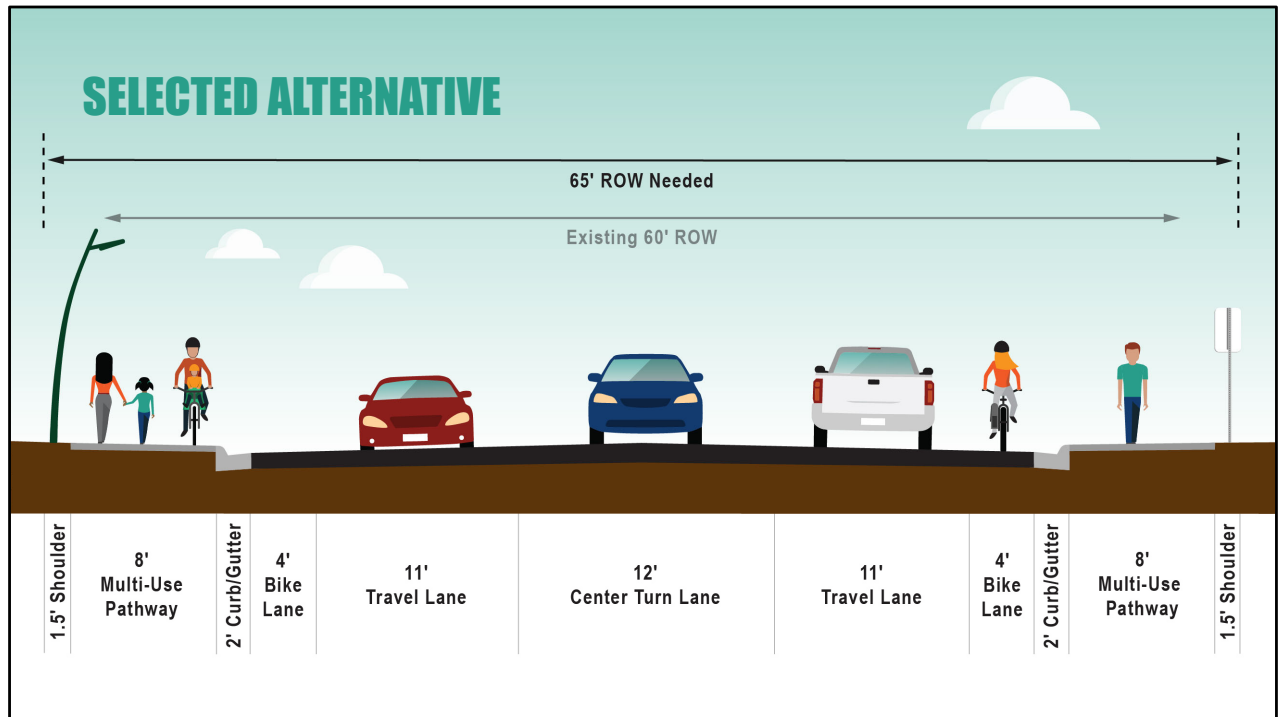
EXISTING CONDITIONS: TYPICAL SECTION OF SPENARD ROAD



Spenard Road is a minor arterial roadway as classified in the MOA Official Streets and Highways Plan. In 2018, there were an average of 8,000 to 10,000 cars per day on this segment. Between Minnesota Drive and Benson Boulevard, Spenard Road has four 11-foot travel lanes - two in each direction - and an additional left-turn lane at the approach to Minnesota Drive.

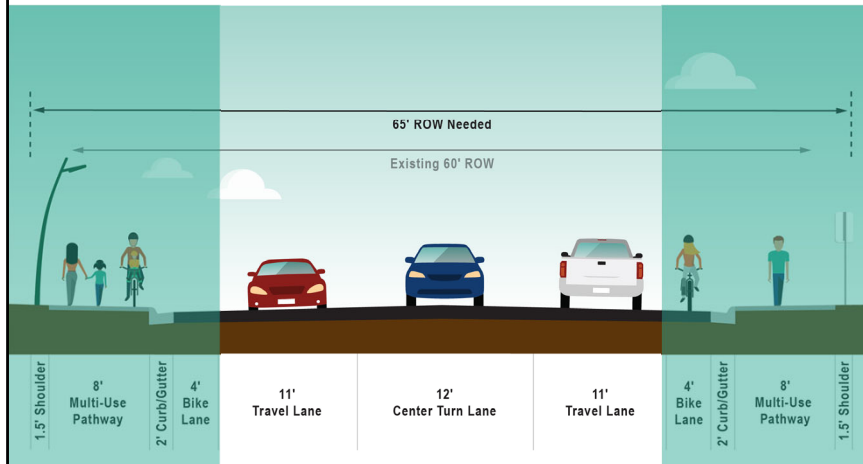
The speed limit on this segment is 35 miles per hour, and inconsistent bicycle and pedestrian facilities are squeezed into a right-of-way that ranges from 60 to 70 feet. Bicyclists have no dedicated lane and are forced to travel on the narrow pedestrian pathway or in the road.

This limited right-of-way allows little room for adjacent driveways, parking lots, and transit facilities, creating safety issues for all modes of travel. The project team is focused on designing improvements that balance the needs of all users while minimizing impacts to property owners.



Based on design criteria standards and public input, the project team has based its design on this selected alternative.

SELECTED ALTERNATIVE - VEHICLES



PROS

- Meets MOA standards for motorized facilities and aligns with previous phases
- Three-lane roadways handle similar traffic volumes to four-lanes and increase safety
- Accommodates vehicle movements such as turning, acceleration, and deceleration
- Reduces rear-end, head-on, and turning related crashes compared with two-lane roads

CONS

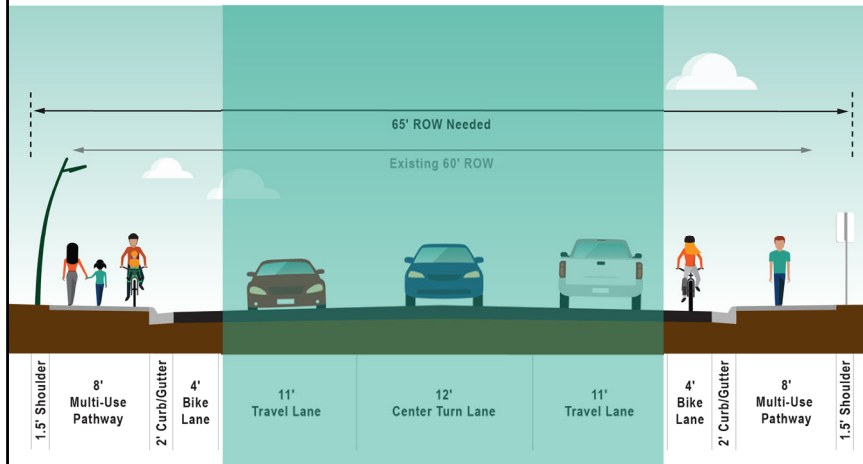
- Requires right-of-way

The selected alternative has 11-foot travel lanes surrounding a 12-foot center turn lane. The MOA has approved a variance from the design standard of 14 feet to provide more space for bicycle and pedestrian facilities.

Research indicates a three-lane roadway can handle similar traffic volumes to a four-lane roadway with a comparable or even improved level of service. This design seeks to improve safety by creating more space for non-motorized travel and to accommodate vehicular movements such as turning, acceleration, and deceleration.

The design speed for this class of roadway is typically 45 miles per hour. MOA Traffic is considering potential speed limit options of 25 to 30 miles per hour in the project corridor.

SELECTED ALTERNATIVE - NONMOTORIZED



PROS

- Meets MOA standards for nonmotorized and ADA-compliant facilities
- Provides similar bicycle and pedestrian facilities as previous phase
- Cyclists have on-street and multi-use pathway options
- Buffer provided for bicyclists who use multi-use pathway
- Accommodates lighting and signage outside of pathways

CONS

- Requires right-of-way

The selected alternative includes an 8-foot multi-use pathway, 2 feet of curb and gutter, and 4 feet of pavement for the bike lane on both sides of the roadway. Including both a multi-use pathway and a bike lane gives cyclists options. Faster moving and confident cyclists can opt for the bike lane, while slower moving or less confident cyclists can opt for the multi-use pathway.

The existing overhead electrical line will be moved underground. Improved lighting and signage would be accommodated outside of the pathway.

This configuration meets MOA standards for nonmotorized facilities, provides continuity along the corridor from the previous phases, and is consistent with the framework of the Spenard Corridor Plan.

JUNE 2023 - STREETScape WORK SESSIONS

- Project team met with MOA Landscape Architect, representatives from Spenard Corridor Plan (SCP) Task Force and Cook Inlet Housing Authority (CIHA) to gather input on potential landscape opportunities in the project corridor.
- Feedback from the workshops is being incorporated as the project team considers additional streetscape features.
- Project team is coordinating with the MOA 1% for Art program director.
- Art themes, locations, and treatments will be determined after design is complete as part of a separate process.



In June 2023, members of the Spenard Corridor Plan Task Force and representatives from Cook Inlet Housing Authority met with the project team for a work session to gather input on potential landscape and streetscape opportunities in the project corridor.

Feedback from the work session was incorporated into current design concepts, including unsignalized pedestrian crossings, lighting, utility undergrounding, and locations and themes for public art.

The work session also helped identify areas of opportunity to maintain and enhance the character of Spenard. Participants made suggestions about the iconic nature of the Spenard area using a wide variety of colors and textures, adding a gateway to the Minnesota Drive project boundary, banners and art, and furnishings to provide community spaces to meet outside.

SPENARD STREETScape



This streetscape view depicts a south facing bird's eye view of the 65% design at the intersection of Spenard Road and 36th Avenue. Landscaping treatments similar to those used on Phases 1 and 2, north of Benson Boulevard, are expected to be used.

STREETSCAPE CONCEPTS



The vision for the streetscape in this concept rendering shows trees, plantings, pedestrian refuge islands, unsignalized pedestrian crossing locations, and furnishings, in addition to roadway and pathway design features.

PROPOSED GATEWAY FEATURE

SITE FURNISHINGS



Gateway Monument



Bench & Trash Receptacle



Decorative Fencing



Corner of Spenard & Chugach Way



View from McCain Loop

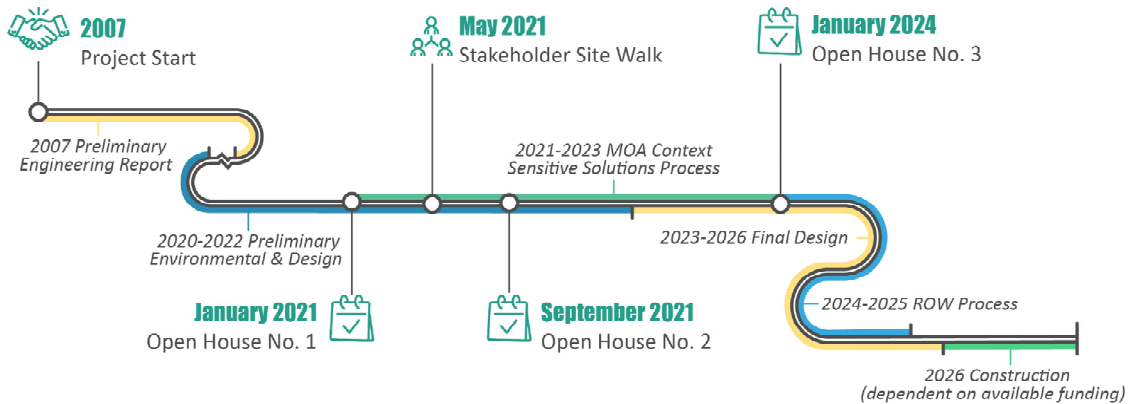


View from Chugach Way

A Gateway feature at Spenard Road and Chugach Way is proposed as part of this design project, and the project team is looking for input on the proposed site furnishings and planting treatments,

Separate from this project, the MOA will fund a 1% for Art program to add visual interest and maintain the iconic nature of the Spenard Area. The project team is coordinating with the MOA Public Works on this effort. Art themes, locations, and treatments affiliated with the 1% for Art program will be determined after design is complete and will be part of a separate process.

PROJECT SCHEDULE & NEXT STEPS



PUBLIC & STAKEHOLDER INVOLVEMENT THROUGHOUT PROJECT DEVELOPMENT

Following this open house, the project team will continue to provide regular updates to the Spenard Community Council, individuals and organizations, and via the project website. The project is currently at 65% design, and the right-of-way process is about to begin. The ROW process features negotiations between private property owners and the DOT&PF to acquire easements, property, and access necessary to construct the project. The process will take approximately 18 to 24 months and will follow the Uniform Relocation Assistance and Real Property Acquisition Act.

Next steps include incorporating public feedback heard from the open house, both at the in-person event and from those who submit email comments, and presenting 75% design to the MOA Urban Design Commission, or UDC. Although comments are welcome continuously throughout the design process, to ensure timely consideration prior to the UDC submittal, comments should be submitted to the project team by February 16, 2024.

The project design will be finalized in 2026, and right-of-way acquisitions will occur between 2024 and 2025, with construction starting sometime after 2026, pending funding availability.



WE WANT YOUR FEEDBACK!

PROJECT CONTACTS:

- Alex Read, PE, DOT&PF Project Manager
- Melinda Kohlhaas, PE, MOA Project Manager
- Joe Taylor, PE, Lounsbury Project Manager
- Rachel Steer, DOWL Public Involvement Lead

✉ Email: SpenardRoad@DOWL.com



Scan this code with your
smartphone to visit the website:
www.SpenardRoad.com



That concludes our presentation.

Stay informed by scanning the QR code with your smartphone or by visiting www.SpenardRoad.com.

Submit questions and comments about the ideas and concepts presented on design, streetscape features, and landscaping, via email at SpenardRoad@dowl.com by February 16, 2024.

Thank you.