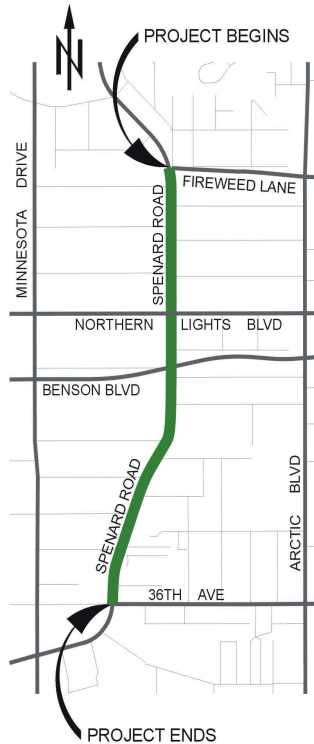


# Spenard Road

## Fireweed Lane to 36<sup>th</sup> Avenue • Safety Improvement Project

An Alaska Department of Transportation and Public Facilities Project  
Project Number: 53986/HRO-0001(172)

October 2001



*If you live, work, or operate a business on or near Spenard Road, we invite you to participate in the Spenard Road Safety Improvement Project!*

Spenard Road between Hillcrest Drive and 36<sup>th</sup> Avenue has a high rate of traffic collisions (392 between 1996 and 1998) and has been identified by the Alaska Department of Transportation and Public Facilities (DOT&PF) as a highway safety project. The purpose of the project (between Fireweed Lane and 36<sup>th</sup> Avenue) is to evaluate accident patterns, traffic volumes, and recommend safety improvements to the roadway. The project also reviewed pedestrian/bicycle and transit facilities and identified opportunities to enhance the pedestrian environment with street amenities such as landscaping, benches, or decorative light fixtures.

### Who is doing the project?

The Alaska DOT&PF is working with their consultant, Lounsbury and Associates. This project team has been working with a Project Advisory Group recruited from business and property owners, residents, and Spenard Community Council members. These groups have helped by reviewing the project and giving feedback on solutions to the safety problems.

### Where is the project now?

Lounsbury and Associates has completed a Traffic and Safety Analysis and has developed alternatives for road and sidewalk changes that could improve traffic safety for this section of Spenard Road. Your feedback on these alternatives is now required in order to select a preferred alternative.

### What needs to be done to the roadway?

The Engineering Analysis Report recommends conversion of Spenard Road from its current 4-lane configuration to a 3-lane configuration (similar to Spenard Road between Jewel Lake and Northwood). Research and application have shown this to result in a safer roadway and the application will work well with current and projected traffic volumes. More details on the recommendations follow:

The report also identified several other safety improvement measures, in addition to reducing the number of lanes, including the following.

- Realign intersections to eliminate offset
- Evaluate opportunities for improving sight distance at driveways and intersections
- Reconfigure Northern Lights Boulevard and Benson Boulevard intersections at Spenard Road

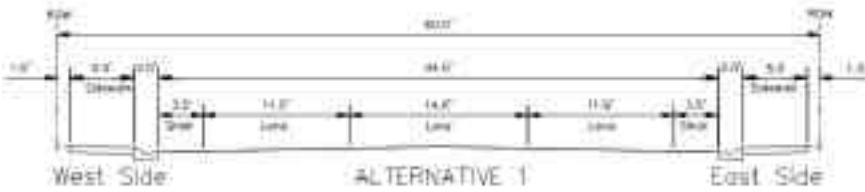
The alternatives are shown on the following page as cross sections. The "east side" and "west side" of the street is labeled to orient you and the differences between alternatives are bulleted. Please take some

time to review the alternatives and respond to our questionnaire or come to the project meeting held with the Spenard Community Council meeting on November 7<sup>th</sup> and give us your feedback in person.

We will use your input to determine the "preferred alternative" which will move into the next project phase—design of improvements.

### What about enhancements -- landscaping, fencing and benches?

Although the focus of this project is a safer Spenard Road, it also includes a modest budget for street enhancements to be made at the same time as the roadway improvements. These could be fencing, landscaping, lights or other items. Because this amenity budget, if used in its entirety, could buy fencing for half of the length of the street or 15 new ornamental lights, but not both, it is important for concerned members of the public to let their preferences be known. Local businesses and residents may also wish to plan their own improvements that coordinate with the changes to the street.

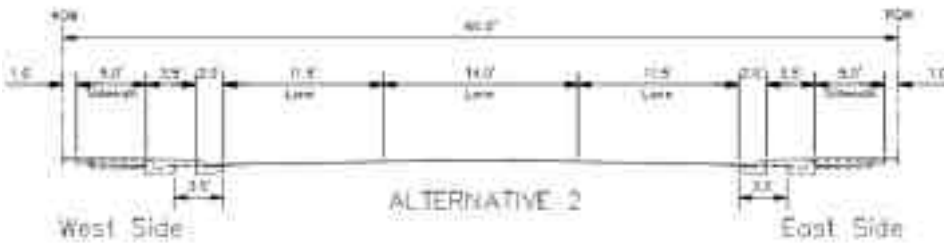
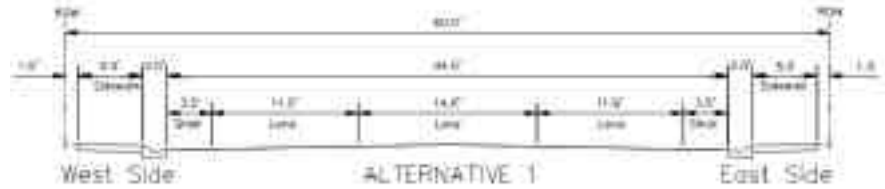


**Existing Street –**  
**No Action**

- Two lanes each direction
- Discontinuous sidewalk both sides
- No Shoulders

**Alternative 1 –**

- One lane each direction
- Center Two-Way Left Turn Lane
- Five-foot sidewalk on one side of the roadway
- Three and one-half foot roadway shoulders on each side of roadway

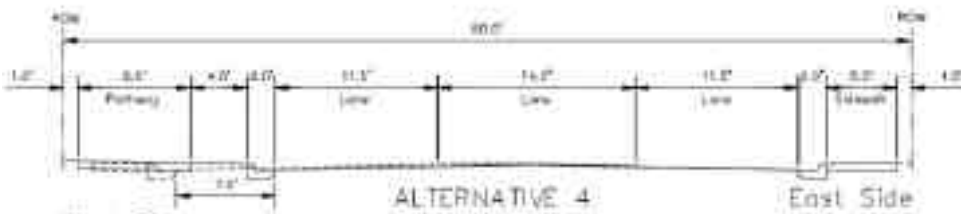
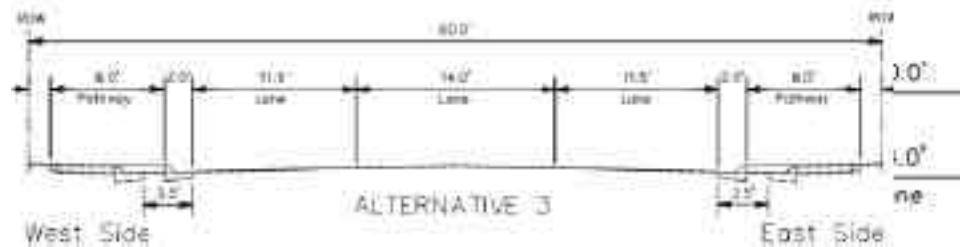


**Alternative 2 –**

- One lane each direction
- Move the curb and gutter 3.5-feet towards center of roadway
- Center Two-Way Left Turn Lane
- Five-foot sidewalk on each side with 3.5-feet of separation from curb
- No roadway shoulders

**Alternative 3 –**

- One travel lane in each direction
- Move the curb and gutter 3.5-feet towards center of roadway
- Center Two-Way Left Turn Lane
- Eight-foot pathway on each side with no separation from curb
- No roadway shoulders

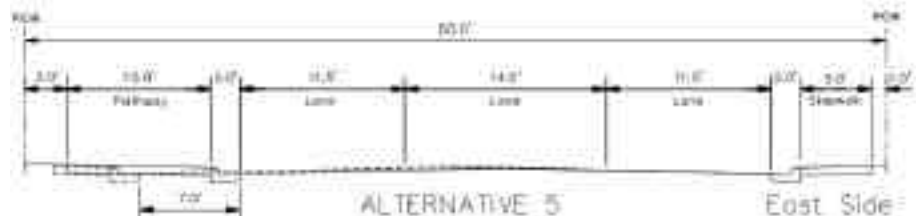


**Alternative 4 –**

- One travel lane in each direction
- Center Two-Way Left Turn Lane
- Shifts the curb and gutter 7-feet to the east, leaving east curb in place
- Eight-foot pathway on west side with four-foot separation from curb
- Five-foot sidewalk on east side with no separation from curb
- No roadway shoulders

**Alternative 5 –**



- One travel lane in each direction
- Center Two-Way Left Turn Lane
- Shifts the curb and gutter 7-feet to the east, leaving east curb in place
- Ten-foot Pathway on west side with no separation from curb
- Five-foot sidewalk on east side with no separation from curb
- No roadway shoulders



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## **Tell Us What You Think About the Alternatives**

Send us your comments on the alternatives by answering the following questions. You can fax or mail your responses to the following address.

 907-272-9065  
 Spenard Road Safety Project  
Lounsbury & Associates  
723 W. 6<sup>th</sup> Avenue  
Anchorage, AK 99501

**Do the alternatives balance the needs of the pedestrian, motorist and bicyclist; and requirements of winter snow removal, sidewalk maintenance and business parking?**

Yes No If no, why?

### ***Existing Street – No Action***

What is the best thing about the existing street?

### ***Alternative 1***

What is the best thing about Alternative 1?

What is the worst thing about Alternative 1?

### ***Alternative 2***

What is the best thing about Alternative 2?

What is the worst thing about Alternative 2?

### ***Alternative 3***

What is the best thing about Alternative 3?

What is the worst thing about Alternative 3?

### ***Alternative 4***

What is the best thing about Alternative 4?

What is the worst thing about Alternative 4?

### ***Alternative 5***

What is the best thing about Alternative 5?

What is the worst thing about Alternative 5?

Lounsbury & Associates  
Spenard Road Safety Project  
723 W. 6<sup>th</sup> Avenue  
Anchorage, AK 99501

BULK RATE  
U.S. POSTAGE  
PAID  
ANCHORAGE, AK  
PERMIT NO. 1058

*Mark your Calendars!*

*PROJECT OPEN HOUSE at  
SPENARD COMMUNITY  
COUNCIL MEETING*

**Wednesday, November 7<sup>th</sup> at  
Spenard Recreation Center**

Doors open at 6:00 p.m., a  
presentation will be given during  
the council meeting followed by a  
question and answer session.

***WE WANT TO HEAR FROM YOU—IDEAS, ISSUES, CONCERNS. GIVE US A CALL!***

Anne Brooks, P.E., Public Participation, Brooks & Assoc., Tel: 272-1877, Fax: 272-7194, email: [annebrooks@ak.net](mailto:annebrooks@ak.net)  
Jim Sawhill, P.E., Project Engineer, Lounsbury & Assoc., Tel: 272-5451, Fax: 272-9065, email: [jsawhill@lounsburyinc.com](mailto:jsawhill@lounsburyinc.com)  
Judy Dougherty, P.E., Project Manager, ADOT&PF, Tel: 269-0566, Fax: 243-4409, Email: [Judy\\_Dougherty@dot.state.ak.us](mailto:Judy_Dougherty@dot.state.ak.us)

## **Spenard Road Business and Property Owners--We want your input!**

The project team invites all Spenard Road business and property owners to attend the meeting on the Spenard Road Safety Project. You are likely to be impacted directly by this safety improvement project and the project team wants to address your concerns. If you will be unable to attend the meeting on November 7<sup>th</sup>, we would be happy to

meet with you individually. If we have lots of interest from the business community, we will schedule a special meeting with you. Call our Public Involvement Coordinator, Anne Brooks for more information or to express your concerns about the project at 272-1877.

## **NEXT STEPS**

Lounsbury will complete the Preliminary Engineering Report (PER) for the project by identifying the preferred alternative after a review of public input. With the public's input Lounsbury will also identify ways to enhance the aesthetics of the roadway and improve the environment for the pedestrian and bicyclist. The report will be published in early 2002.

**We thank you for you interest in improving the safety of Spenard Road!**

### **Just the facts. . . . .**

**Roadway type:** 4-lane, undivided two-way minor arterial

**Right-of-way width:** varies from 60 feet to 120 feet

**Owner:** Municipality of Anchorage

**Speed Limit:** 35 miles per hour

**Land Use:** Commercial, General Business District and Multi-Family Residential