



# Alaska Department of Transportation & Public Facilities

## AMATS: Northern Lights Blvd – Minnesota Dr to Seward Hwy Sidewalk Repairs

September 14<sup>th</sup>, 2022

# Project Origin

## AMATS: Northern Lights Blvd / Benson Blvd Pedestrian Safety Study (Minnesota Dr to Arctic Blvd) – 2013-2015

- Study was initiated by recommendations of the MOA's Non-motorized Transportation Plan, Pedestrian Plan, and Bicycle Plan.
  - *The Pedestrian Plan and Bicycle Plan identified several issues regarding pedestrian and bicycle safety and connectivity along the corridor, and recommended the Pedestrian Safety Study.*
- The study documented the methodologies, findings, conclusions, and recommendations related to increasing non-motorized traffic safety within the study corridor.
- Capital Improvement Recommendations for Northern Lights Blvd (within existing ROW):
  - *Reconstructing sidewalks and driveways*
  - *Removing obstructions in the sidewalk*



# Project Purpose & Background

## Improve the Northern Lights Boulevard sidewalk from Minnesota Drive to Seward Highway

Originally constructed in 1975 with 4-5' wide concrete sidewalk

Serves as westbound leg of Benson/Northern Lights Couplet

- *Class III, Principal Arterial*
- *Retail Shops, Restaurants, and Local Businesses*
- *Transit Stops – Route 10*



# AMATS Funded Project

- Federally Funded through AMATS Pathway Replacement Program
- AMATS Project Goals include (MTP 2040):
  - Preserve the existing system
  - Improve safety
  - Improve travel conditions
- Meetings with AMATS Committees to define scope
  - Bicycle & Pedestrian Advisory Committee
  - Technical Advisory Committee
  - Policy Committee
- ADA Compliant Routes





# Deficiencies Identified



## Sidewalks

Damaged/Non-ADA  
Compliant Sidewalk

- *Cross-slopes in excess of 2%*
- *Damaged sidewalk*
- *Non-ADA Compliant bus stops*



# Primary Deficiencies Identified

## Driveways

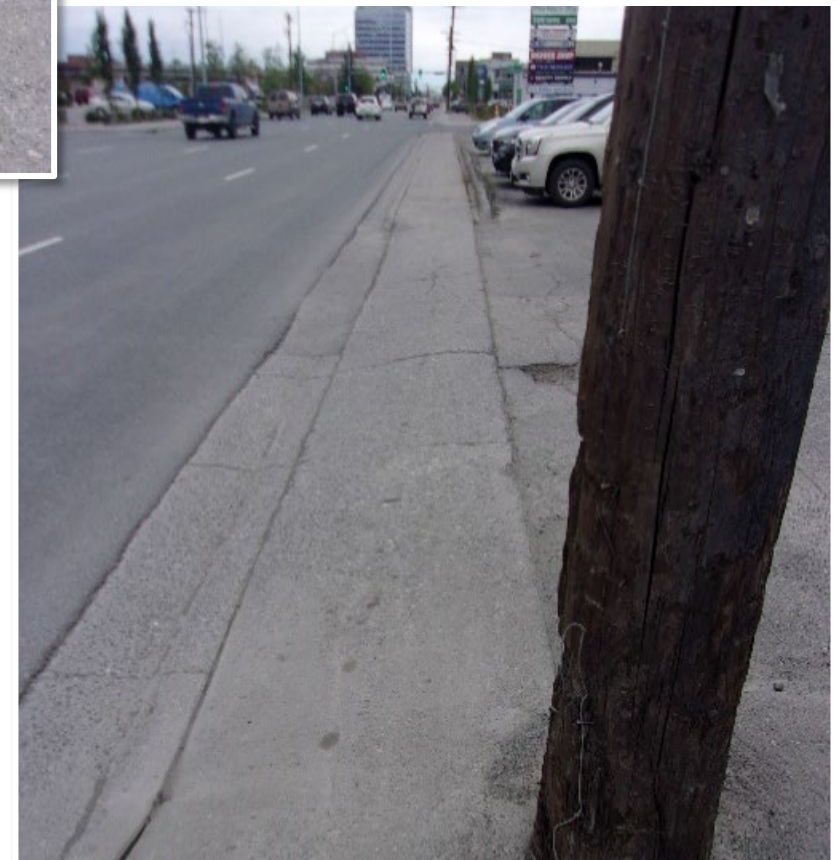
### Non-ADA Compliant/ Non-Standard Driveways

- *Steep Cross-Slopes*
- *Steep Curb Cuts*
- *Driveway widths in excess of standard*



## Degree of Access

- *Numerous driveways create additional conflict points between vehicles and pedestrians/cyclists*
- *Driveway proximity to intersections*





# Primary Deficiencies Identified



## Utilities

### Utilities in Sidewalk

- *Poles/hydrants limiting sidewalk widths*
- *Utility lids need adjusting – causing trip hazard*

# Proposed Improvements

## Sidewalks

### Construct ADA Compliant Sidewalks

- *Replace sidewalk in excess of 2% cross-slope*
- *Replace damaged sidewalk sections*
- *Widen sidewalks where Right-of-Way width allows*
- *Provide ADA compliant bus stop pads*
- *Relocate utilities or provide ADA compliant routes around them*

## Driveways

### Construct ADA Compliant Driveways

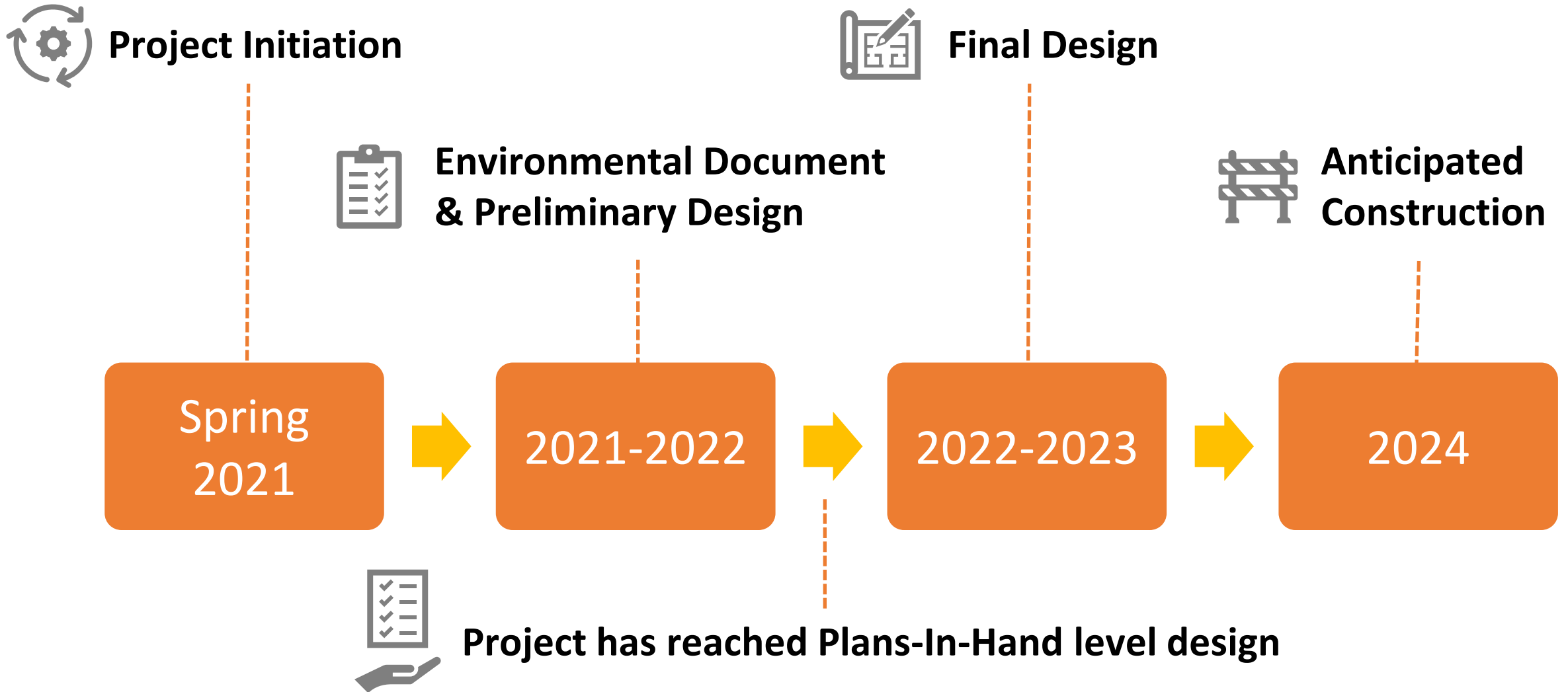
- *Reconstruct driveways to meet ADA standards*
- *Construct driveway types and widths to current DOT&PF and Title 21 standard*

### Manage Driveway Accesses

- *Where possible, limit direct access to Northern Lights Blvd*



# Project Schedule



← **Public & Stakeholder Involvement** →



## Questions or Comments

### Christina Huber, P.E.

*DOT&PF Project Manager*

☎ 907.265.0572

✉ [sean.baski@alaska.gov](mailto:sean.baski@alaska.gov)

### Travis Holmes, P.E.

*DOT&PF Project Engineer*

☎ 907.269.0568

✉ [travis.holmes@alaska.gov](mailto:travis.holmes@alaska.gov)

### Dave Gamez, P.E.

*Lounsbury, Inc. Project Manager*

☎ 907.743.2130

✉ [d.gamez@lounsburyinc.com](mailto:d.gamez@lounsburyinc.com)

### Morgan McCammon

*DOWL Public Involvement*

☎ 907.562.2000

✉ [mmccammon@dowl.com](mailto:mmccammon@dowl.com)