

# Soldotna: Redoubt Avenue to Smith Way Rehabilitation



Project No.: CFHWY00800

## Welcome!

The Soldotna: Redoubt Avenue to Smith Way Rehabilitation project will rebuild the roadway foundation and create a safer and more accessible environment for all users. Here is what you can expect.

Alaska Department of Transportation & Public Facilities (DOT&PF), in collaboration with the City of Soldotna and the Federal Highway Administration (FHWA), is proposing to rehabilitate Redoubt Avenue (east of N Binkley Street) and Smith Way to improve the overall experience and safety for all users including pedestrians, bicyclists, and motorists of all ages and abilities. The project will create a more modern transportation network and continue to serve as an alternate route in case of an emergency blockage at the Kenai Spur Highway and Sterling Highway intersection.



## We are here

Right now, we are at the public open house (6/2/25). This is an opportunity to learn what is planned and how upcoming improvements to the roadway might affect you or the community.

## What happens next

After the open house, the project team will continue working through design, coordinate right-of-way discussions, and facilitate utility coordination before finalizing design and beginning construction.



## Join our mailing list to stay informed!



Scan me with your smart phone!



[comments@redoubtsmithrehab.com](mailto:comments@redoubtsmithrehab.com)



[redoubtsmithrehab.com](http://redoubtsmithrehab.com)

*It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability. Persons who believe they may have experienced discrimination in the delivery of these federally assisted programs or activities may file a complaint with: Alaska DOT&PF Civil Rights Office, 2200 East 42nd Avenue, Room 310 Anchorage, AK 99508 Phone: 907-269-0851 Alaska Relay 7-1-1 or 1 (800) 676-3777; Fax: 907-269-0847.*



## Pedestrian and Bicycle Facilities

### *Existing Conditions:*

#### **Redoubt Avenue**

4-foot bike lanes and 4-foot concrete sidewalks without any separation from the roadway.

#### **Smith Way**

4-foot concrete sidewalk on the west side of the roadway with no shoulders nor separation.

### *Proposed Updates:*

- 5-foot paved bike lanes and 6-foot concrete sidewalks on both sides of Redoubt Avenue and Smith Way.
- ADA curb ramps installed at intersections and at certain midblock locations to provide convenient accessible unmarked crossings.
- An accessible pedestrian connection to the multi-use pathway abutting the Kenai Spur Highway will be provided near the Soldotna Avenue intersection.



## Safety Improvements

Reduced lane width from 16 feet to 10 feet, in accordance with guidelines from the Policy on Geometric Design of Highways and Streets. The 2023 National Investigation of the Impacts of Lane Width on Traffic Safety Report suggests that narrowing travel lanes to 10 feet in urban locations in the 20-25 and 30-35 mph speed classes corresponds with a lower crash rate.

### *Additional safety improvements include:*

- The widening of bike lanes from 4 feet to 5 feet.
- The addition of safety buffers between the roadway shoulders and sidewalks.
- Adding mid-block pedestrian crossings and pedestrian warning signs.
- Replace the existing yield sign at Frontage Road with a stop sign and add a median to reduce vehicle speeds entering Smith Way.
- The proposed median was tested with emergency vehicle and school bus turning templates to ensure they could pass through the intersection.



## Access Control Features

- In general, access modifications aim to better meet standards for the number of approaches to a given parcel, the minimum distance between approaches, and the proximity of an approach to an intersection or property line.
- Approaches were evaluated for conformance with state and local design standards to improve safety by reducing potential conflicts between vehicles and non-motorized users while still maintaining adequate circulation and access to parcels.
- Approaches that do not meet these standards were proposed for removal. One example includes more than one driveway without adequate distance between them on a single parcel.
- Access management techniques proposed in this project include removing, relocating, and adjusting widths to meet standards while minimizing impacts to the existing property.



## Traffic Analysis

- An intersection capacity analysis was conducted using vehicular and pedestrian turning movements counts at the Frontage Road intersection and is described below:
- The analysis of a proposed two-way stop-controlled intersection at Frontage Road and Smith Way found that replacing the three-lane configuration with a two-lane configuration (one southbound and one northbound) on Smith Way would not significantly impact the intersection level of service (LOS) and the annual average daily traffic flows are low enough that southbound drivers waiting to turn left onto Frontage Road would not queue, experience a significant delay, or cause southbound through vehicles to experience a significant delay.



# Reach Out!

**Have a question or comment  
about the Soldotna:  
Redoubt Ave to Smith Way  
Rehabilitation Project?**



## We want to hear from you!

**Share your feedback, ideas, and concerns by using the contact information below.**



### **Send us an Email:**

[comments@redoubtsmithrehab.com](mailto:comments@redoubtsmithrehab.com)



### **Join our email List:**

Soldotna: Redoubt Ave & Smith Way Rehabilitation



### **Visit our website for more information:**

[www.redoubtsmithrehab.com](http://www.redoubtsmithrehab.com)