

TECHNICAL MEMORANDUM

November 25, 2025

Project# 18409

To: Julee Trudeau, PE, Project Manager, Jacobs
From: Andrew Ooms, PE, PTOE, RSP
RE: Seward Highway: O'Malley to Dimond Traffic and Safety Summary

Introduction

This memorandum summarizes key findings of the Seward Highway: O'Malley to Dimond project to date as well as a preliminary safety assessment.

2018 Design Study Report Traffic & Safety Summary

2008-2012 CRASH SUMMARY

- Dimond/Old Seward intersection: 1+ reported crash per week
- No fatalities at study intersections (Old Seward to O'Malley to Abott/Vanguard to Dimond)

FIELD SAFETY AND OPERATIONS ASSESSMENT (FROM 2016-18)

OLD SEWARD HIGHWAY / DIMOND BOULEVARD

- Pedestrians using the crosswalks must cross as many as nine vehicle lanes resulting in pedestrian crossing times of over 30 seconds.
- Conflicts with drivers turning (including right on red) not yielding to pedestrians in the crosswalk.

SEWARD HIGHWAY SOUTHBOUND RAMP TERMINUS / DIMOND BOULEVARD

- Southbound right-turn add lane encourages faster turns including right-turn-on-red.
- Bicyclists cross the west leg of this intersection to access the Seward Highway multiuse path.

SEWARD HIGHWAY NORTHBOUND RAMP TERMINUS / BRAYTON DRIVE / DIMOND BOULEVARD

- The westbound right turn radius is large, contributing to higher turning speeds and longer pedestrian crossings.

BRAYTON DRIVE / ABBOTT ROAD / SANDLEWOOD PLACE/DIMOND BOULEVARD

- The path along Brayton Drive ends just south of the intersection, reducing nonmotorized connectivity along Brayton.

SEWARD HIGHWAY SOUTHBOUND RAMP TERMINUS / O'MALLEY ROAD

- The Seward Highway path does not directly connect to this intersection which creates out of direction travel.

SEWARD HIGHWAY NORTHBOUND RAMP TERMINUS / O'MALLEY ROAD

- Permissive eastbound left-turns were observed to be difficult during peak periods, which is consistent with the delay shown in the existing conditions analysis.

SEWARD HIGHWAY MAINLINE

- Barrier fences are routinely damaged by those seeking to cross the Seward Highway at grade. Pedestrians crossing the mainline Seward Highway near Scooter Avenue and Academy Drive were reported by DOT&PF.

CONGESTION SUMMARY (2016 TRAFFIC COUNTS)

- Several study intersections operate at Level of Service D or E during the 2018 p.m. peak hour, but all intersections are under capacity except unsignalized Commodore at O'Malley.
- The Eastbound left turn 95th percentile queues onto the northbound Seward Highway at O'Malley exceed storage.
- Peak hour conditions are limited to few hours of the day. The Figure 1 documents Dimond Boulevard daily traffic volumes between Seward Highway and Old Seward (DOT&PF data¹):

¹ https://alaskatraficdata.drakewell.com/sitedashboard.asp?node=AKDOT_ST&cosit=000053367000

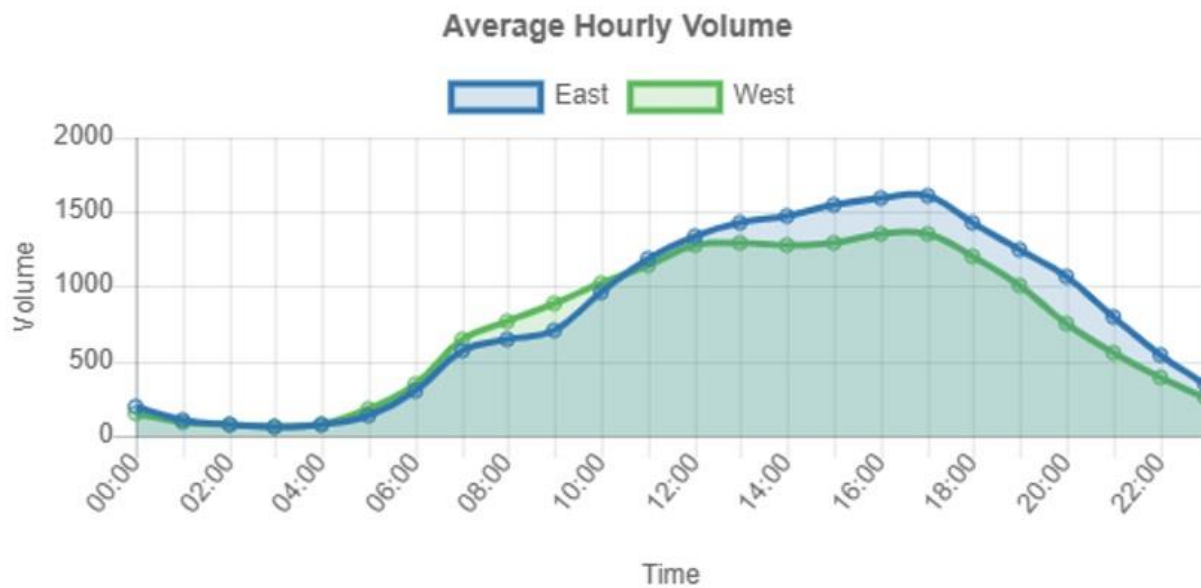


Figure 1 2025 Dimond Blvd Directional Hourly Traffic Volumes

2020 O2D DSR Addendum (2008-2018 data)

From 2008 to 2018, there were 14 vehicle-bicycle crashes at the southbound Seward Highway Ramps/Dimond Boulevard intersection, of which **at least 10 involved southbound vehicles failing to yield to eastbound cyclists**. This crash pattern and supporting data in the crash reports strongly points to **right-turn on red crashes** where drivers are looking left while driving through the crosswalk, leading to collisions with eastbound cyclists crossing with the WALK indication. Most crashes resulted in injury.

2020-2024 Safety Review

A preliminary crash data summary was conducted to capture more recent conditions in the study area. Municipality of Anchorage crash data was summarized via their web portal² for 2020 through 2024.

- 32 pedestrian- or bicycle-involved crashes in study area (see attached map for locations)
- 5 fatality crashes
 - 4 pedestrians
 - 1 cyclist
- 23 major injury crashes
 - 5 pedestrians
 - 1 cyclist
 - 17 vehicle-vehicle
- Key locations for severe crashes:
 - Old Seward: Dimond to Lakewood
 - Dimond/Seward Interchange ramps
 - O'Malley/Seward Interchange ramps
 - Pedestrian and Bicycle crash locations:
 - Old Seward: Dimond to O'Malley
 - Brayton: Heather Meadows to Helgelien
 - Abbott: Brayton to Vanguard

² <https://traffic.muni.org/TSReports.aspx>

Note: MOA mapping only to nearest intersection.

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1 fatality

2 crashes
1 fatality

3 crashes
2 major injury

4 crashes



All Fatal and Serious Injury Crashes: 2020-2024

Note: MOA mapping only to nearest intersection.

4 crashes

2 crashes

2 crashes

2 crashes

2 crashes

Fatal/Serious Injury Crash

