



WELCOME

Seward ↔ Glenn
CONNECTION

Seward to Glenn Connection PEL Study



The Study

What is the purpose of the PEL Study?

Its purpose is to “identify and evaluate options to improve **livability, safety, access, and connectivity** between the **Seward Highway**, near **20th Avenue** and the **Glenn Highway**, east of **Airport Heights** and **Mountain View Drives**. The project will also identify ways to improve **access to and from the Port of Alaska** to the interstate highway network.”



What is a Planning and Environmental Linkages (PEL) Study?

A PEL Study considers environmental, community, and economic goals during planning so that the information and analysis can be used in the environmental process.



Purpose & Need

The project's purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port of Alaska by all modes (including people on foot, bicycles, or buses) while improving community cohesion. The intent is to (1) maintain the functionality of the National Highway System while meeting the local travel needs of residents who live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections, enhance quality of life, and accommodate adopted plans, as practicable.

The needs are presented below (in no specific order):

N

Reduce Conflicting Travel Functions



Serving competing regional and local travel functions on the highway network in the study area leads to conflicts that reduce mobility, safety, and accessibility for all users.

Improve Safety



Crashes between vehicles and people walking or bicycling are elevated at several study area intersections.

Promote Social Equity and Economic Development



Current highway and parkway design on the Seward/Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.

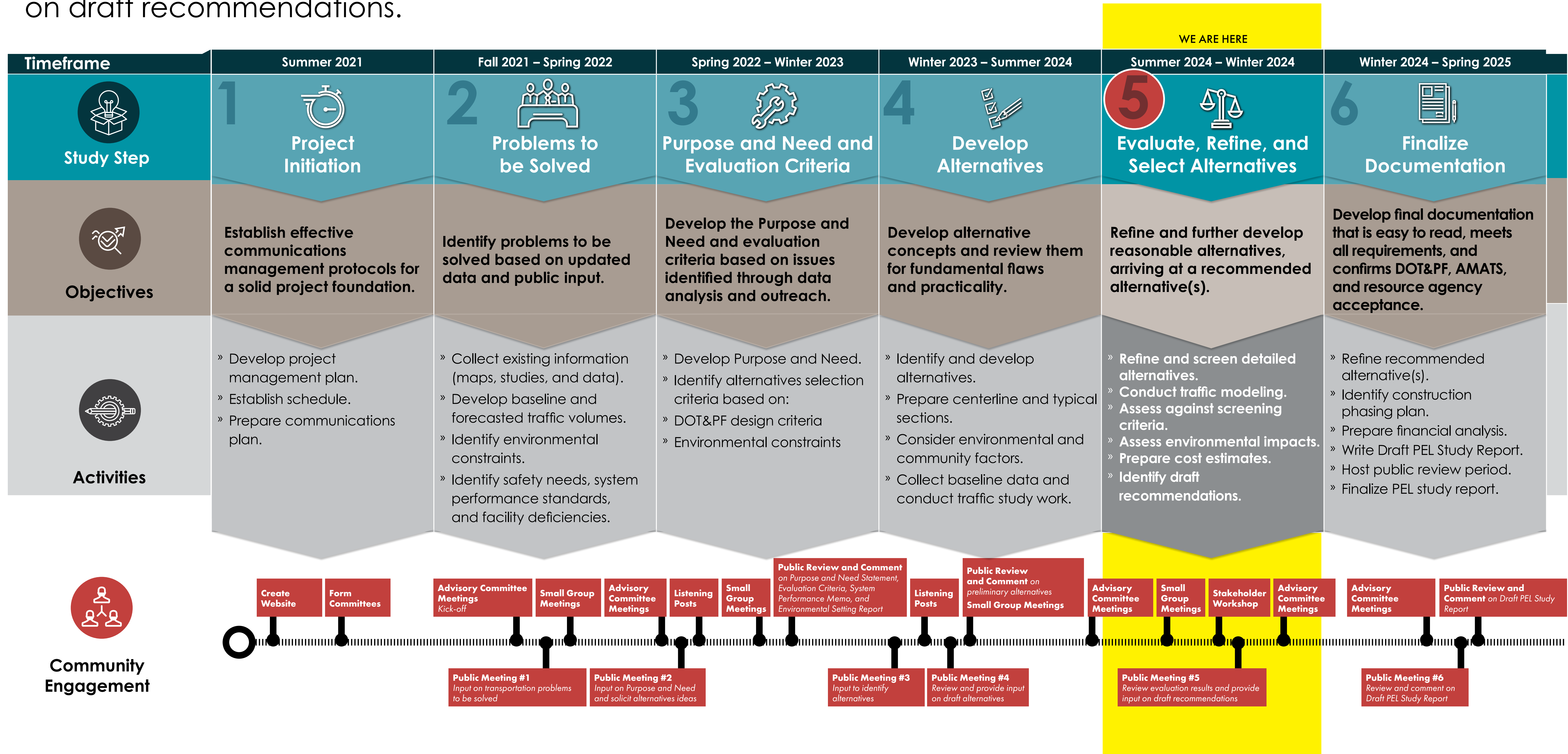
These needs are presented in neither order of importance nor order of priority.

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168, Integration of Planning and Environmental Review. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 USC 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.



Project Schedule

We are now in Phase 5 of the PEL Study. During this phase, we will review the evaluation results from the public meetings, Advisory Committee Meetings, Small Group Meetings and Stakeholder Workshops and provide input on draft recommendations.



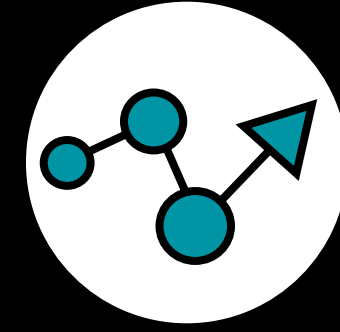
Balancing the Issues & Challenges



The study team is looking for solutions to solve and balance the corridor's transportation issues and challenges:



Improve safety.



Reduce regional and local travel conflicts.



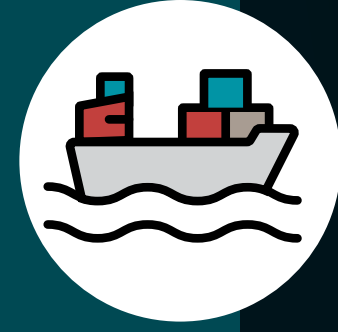
Consider the needs of all users (pedestrians, bicyclists, vehicles, and freight).



Maintain National Highway System (regional) functionality.



Improve the ability to move safely and efficiently when accessing key destinations.



Port access routing: Improve access between the Port and the Highway while also reducing neighborhood impacts.



Livability: Help reconnect the neighborhood (physically and socially) by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.

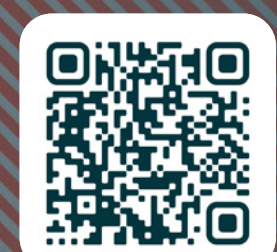


Accommodate ideas from adopted plans:

- Gambell Main Street Redevelopment
- Ingra Greenway Supportive Development Corridor
- Improvements for pedestrians and bicyclists
- Reconnecting Communities Grant (forthcoming)



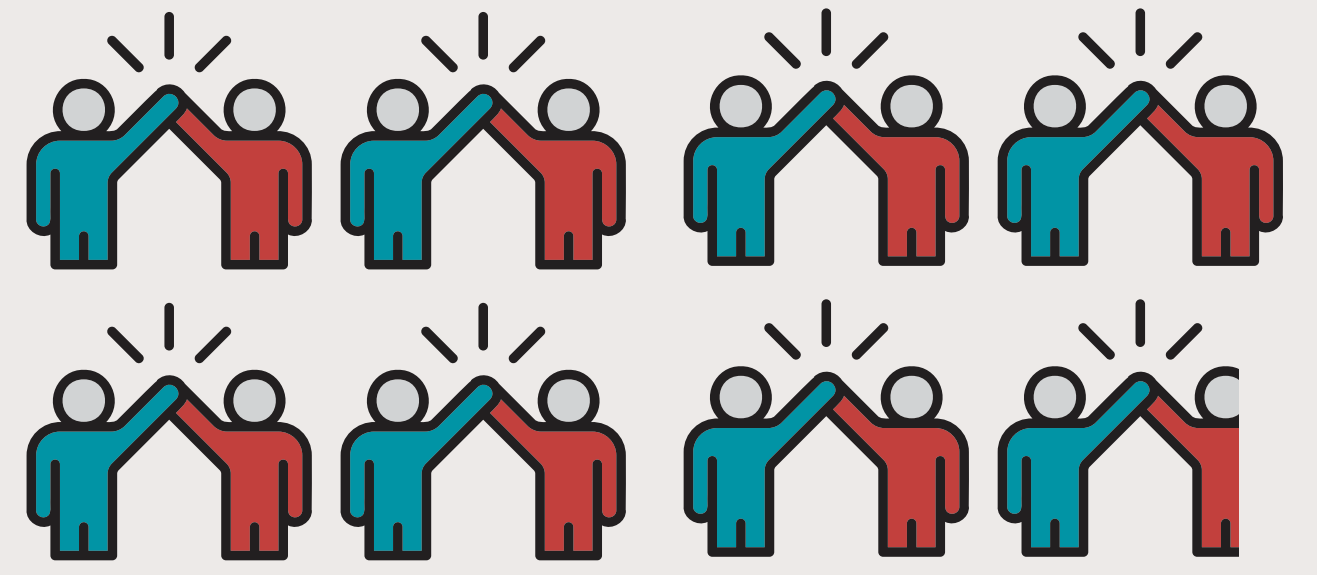
Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).



Public Meeting & Comment Period #4 Summary

Participation

79 Meeting Attendees



Additional Meetings

12 Meetings with local stakeholders



5 Meetings with local community councils

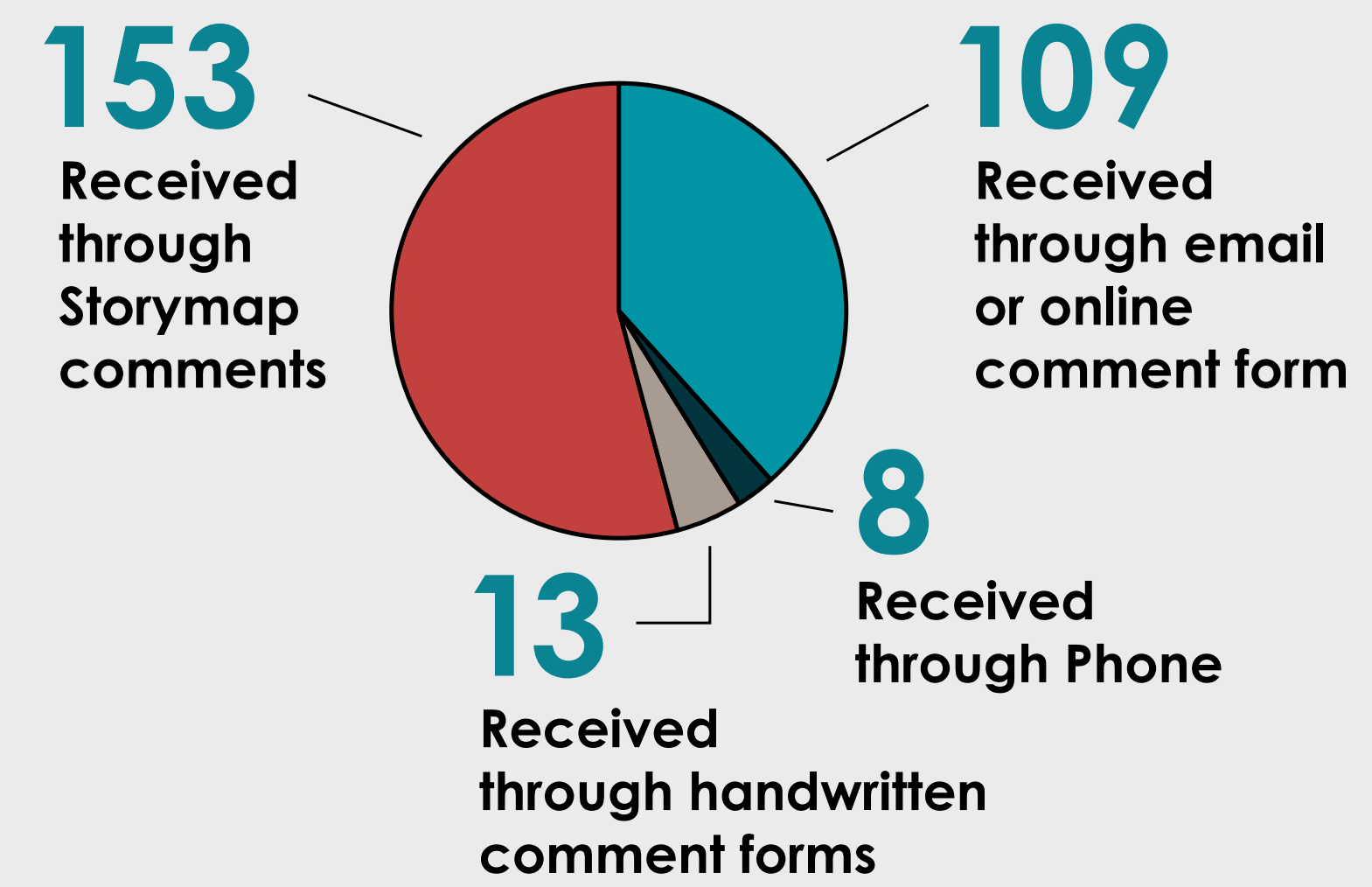
8 Meetings with AMATS Committees

3 Meetings with project committees

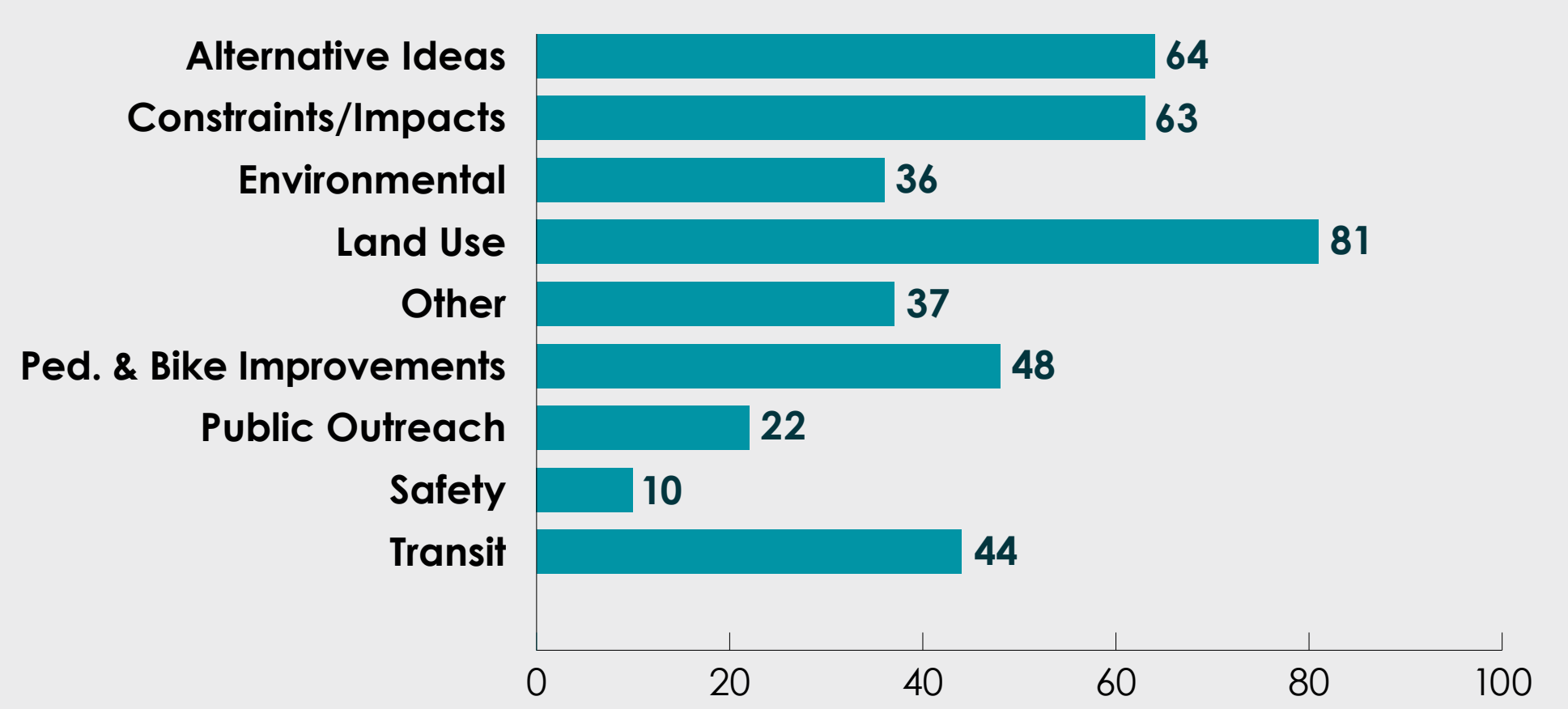
Comment Breakdown

283 Comments received

Commenting Methods



Comment Topic Summary



Advertising & Public Outreach

6 E-Blasts sent to 419 recipients

11 Facebook Posts

90 Flyers posted in locations like

- The Anchorage Senior Activity Center
- Midtown Mall
- Loussac Library
- Fire Island Bake Shop
- Merrill Field, Mountain View Library
- teacher mailboxes of 4 schools in the study area

2 Ads placed in ADN

30 study area churches received outreach letters

41+ theatre screen ads

60 digital People Mover ads

5 postings in community calendars and listservs

10,044 postcards



“This long-discussed project is essential for enhancing safety by separating vehicles from pedestrians and cyclists, reducing accidents, and providing a safer alternative during heavy snowfalls.”

“Reduced traffic between Fairview and Downtown could facilitate housing construction in that neighborhood.”

“The project needs to be creative about right of way acquisition... housing shortage in Anchorage will worsen with any alternative selected.”

“They (Alts) all still go through the community and the overpass (Alt D) would do a lot of damage to our world-class trail system ... What about a tunnel to put all the cars underground?”

“Go around Fairview, not through it (Alts C & D)!”

“Alternative A (through Fairview) is an excellent option and provides the most balanced approach...”

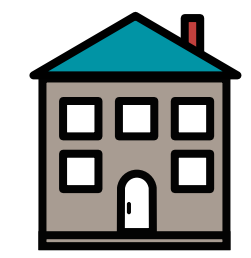
“We support the 2050 MTP (No Highway) Alternative described in the draft PEL report, because none of the other alternatives appear to be needed within the PEL’s time horizon and they would be considerably more expensive...”

“A freeway alignment along 15th (Alts C) has the most potential: It can minimize the expense of trenching, use what is already a difficult-to-cross section of 15th, and it...increases connections between North and South Fairview.”

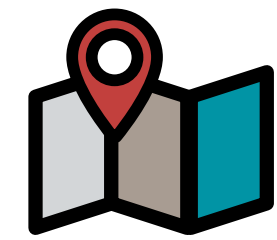


What We Learned & Changes We Implemented

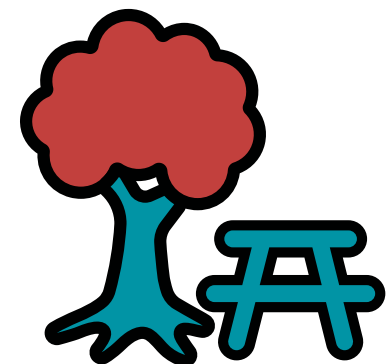
What We Heard



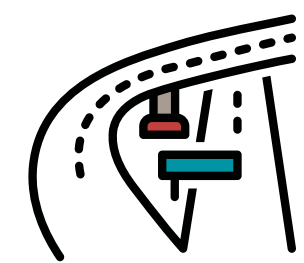
Concerns for neighborhood impacts: noise, air, environmental justice, right-of-way (ROW), and property values



Concerns about ROW impacts (residential and commercial)

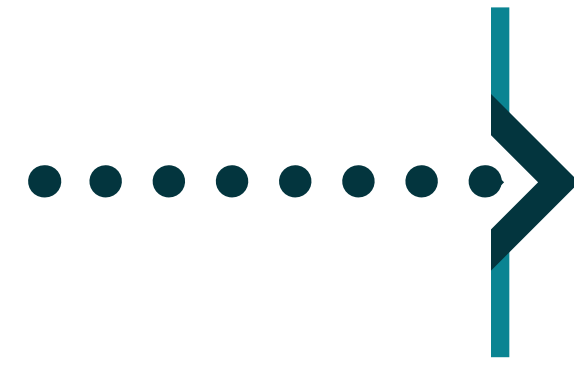


Concern for park impacts/ support for Alt D

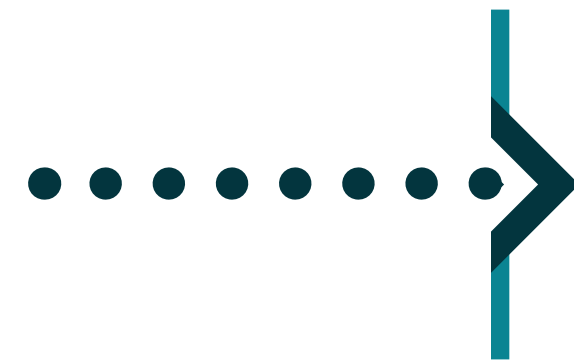


General sentiment against freeway options; questioning whether a freeway is needed

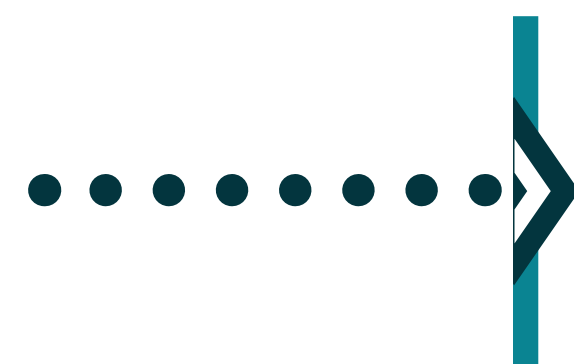
What We Did About It



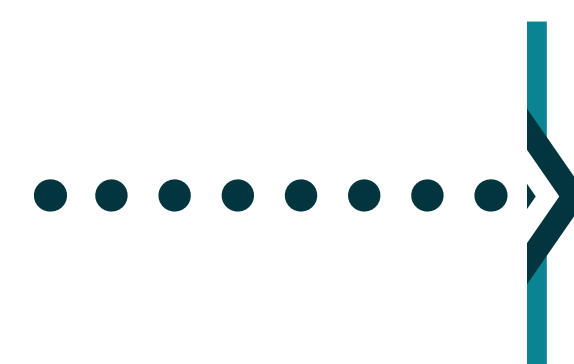
» Screened-out/eliminated high-impact freeways



» Reduce ROW impacts with tunnels, parkways, and at-grade intersections



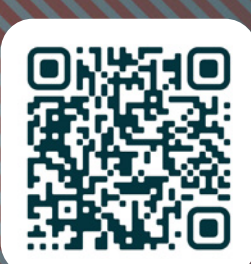
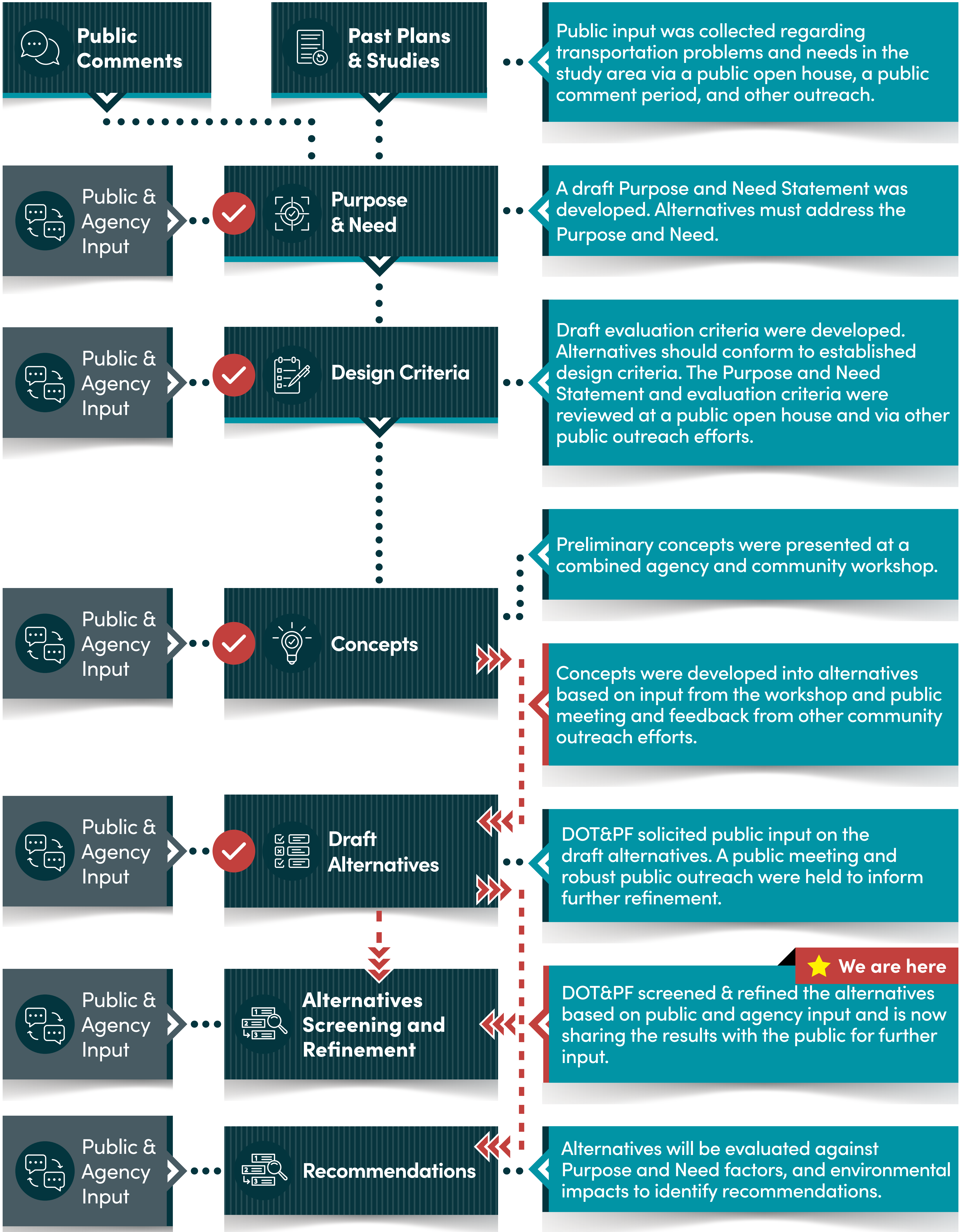
» Reduce footprint
» Slower speed allows better park avoidance and reduces noise
» Shift road farther away from green spaces and homes



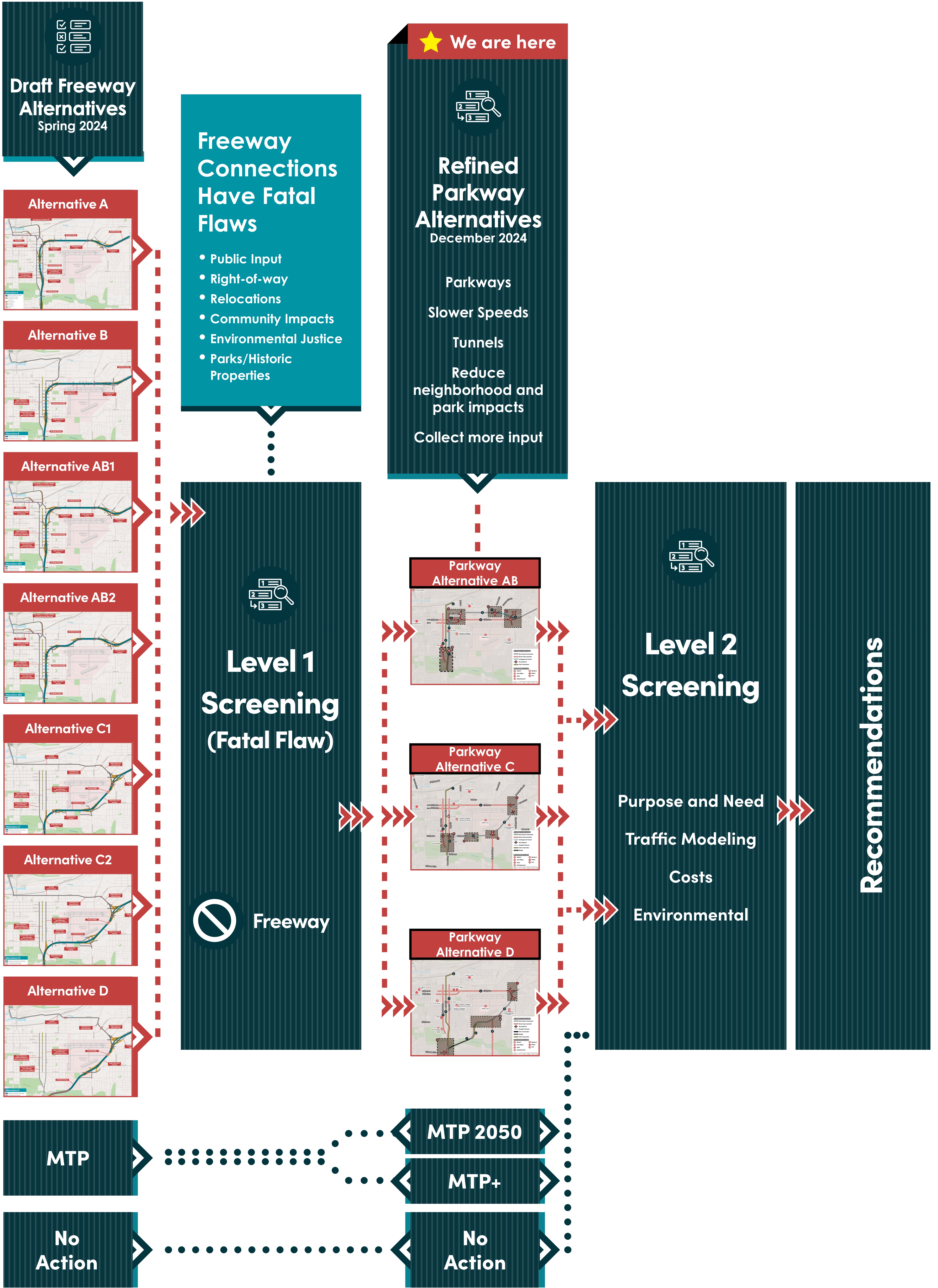
» Created a parkway connection for regional traffic
» Created at-grade intersections
» Reduced speeds and number of lanes
» Reduced ROW impacts with tunnels
» Added MTP+ alternative



Alternatives Development Process



PEL Screening Process



Screening Data for Alternatives

CRITERIA	NO ACTION & MTP ALTERNATIVES			HIGHWAY ALTERNATIVES												PARKWAY ALTERNATIVES			PORT CONNECTION ALTERNATIVES						
	NO ACTION	MTP 2050	MTP +	A		AB 1		AB 2		B		C1		C2		D		AB: PARKWAY	C: PARKWAY	D: PARKWAY	PORT OPTIONS				
				4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	4 LANE	4 LANE	MTP+ #1	MTP+ #2	MTP+ #3	C&D #1	C&D #2
Relocations																									
Number of residential parcels impacted	None	None	None	High	High	High	High	High	High	High	High	High	High	High	High	Low	Low	Low	Low	Low	None	None	None	None	None
Number of residential parcels fully acquired	None	None	None	High	High	High	High	High	High	High	High	High	High	High	Low	Low	None	None	None	None	None	None	None	None	
Potential residential relocations (# of housing units)	None	None	None	Medium	Medium	Medium	Medium	High	High	Medium	High	Low	Low	Low	Medium	Low	Low	None	None	Low	None	None	None	None	None
Residential relocations in disadvantaged census tract	None	None	None	Low	Low	Low	Medium	High	High	High	High	None	Low	None	None	None	None	None	None	None	None	None	None	None	None
Residential relocations in census tracts with a housing burden	None	None	None	High	High	Low	Low	Low	Low	Low	Low	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Number of non-residential parcels impacted	None	None	None	High	High	High	High	High	High	High	High	Medium	Medium	Low	Low	Low	Low	Medium	Medium	Medium	Low	Low	Low	Low	Low
Number of non-residential parcels to be acquired	None	None	None	High	High	High	High	High	High	High	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	None	Low	Low	Low	Low
Section 4(f) Impacts																									
Number of parks impacted	None	None	None	Medium	Medium	Medium	Medium	High	High	Medium	High	High	High	High	High	Medium	Medium	Medium	Medium	High	None	None	None	None	None
Section 4(f) park impacts (acres)	None	None	None	Low	Low	Low	Low	Medium	Medium	Low	Low	Medium	High	High	High	High	High	Low	Low	Medium	None	None	None	None	None
Known historic properties directly impacted	None	None	None	High	High	High	High	High	High	High	High	High	Medium	Medium	Medium	None	None	Low	Low	Low	Low	Medium	Low	None	Medium
Potential historic properties (structure older than 1980) impacted	None	None	None	High	High	High	High	High	High	High	High	High	High	High	High	Low	Low	Low	Low	Low	None	None	Low	Low	Low
Community Facilities																									
Community facility impacted	None	None	None	Medium	Medium	High	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	High	Low	None	High	High	None	None	None	None	None





1 New Road and 5th Ave - 4-lane Arterial



2 Ingra 3-Lane



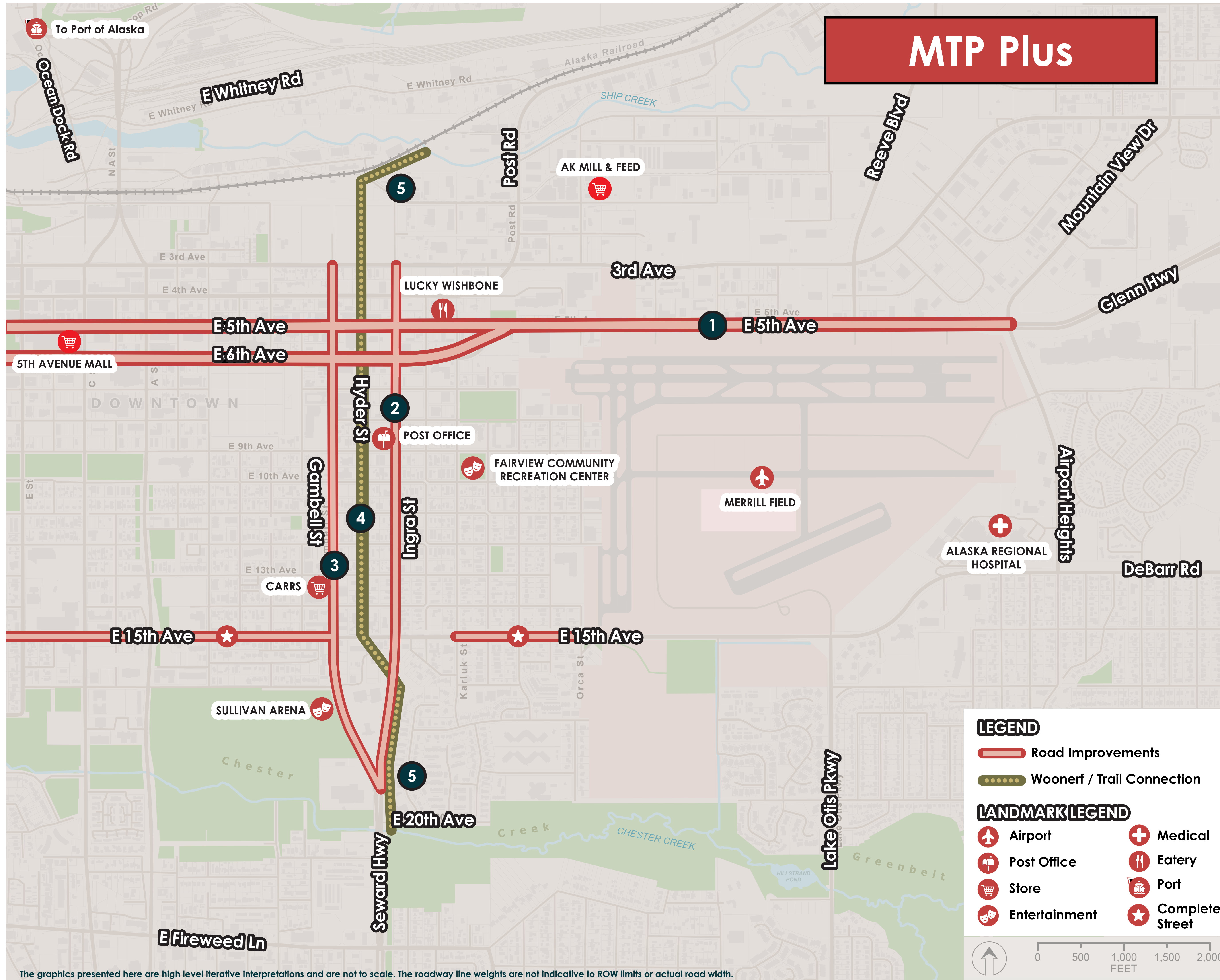
3 Gambell Mainstreet - 2-Lane



4 Woonerf Example



5 Trail Connection



The graphics presented here are high level iterative interpretations and are not to scale. The roadway line weights are not indicative to ROW limits or actual road width.

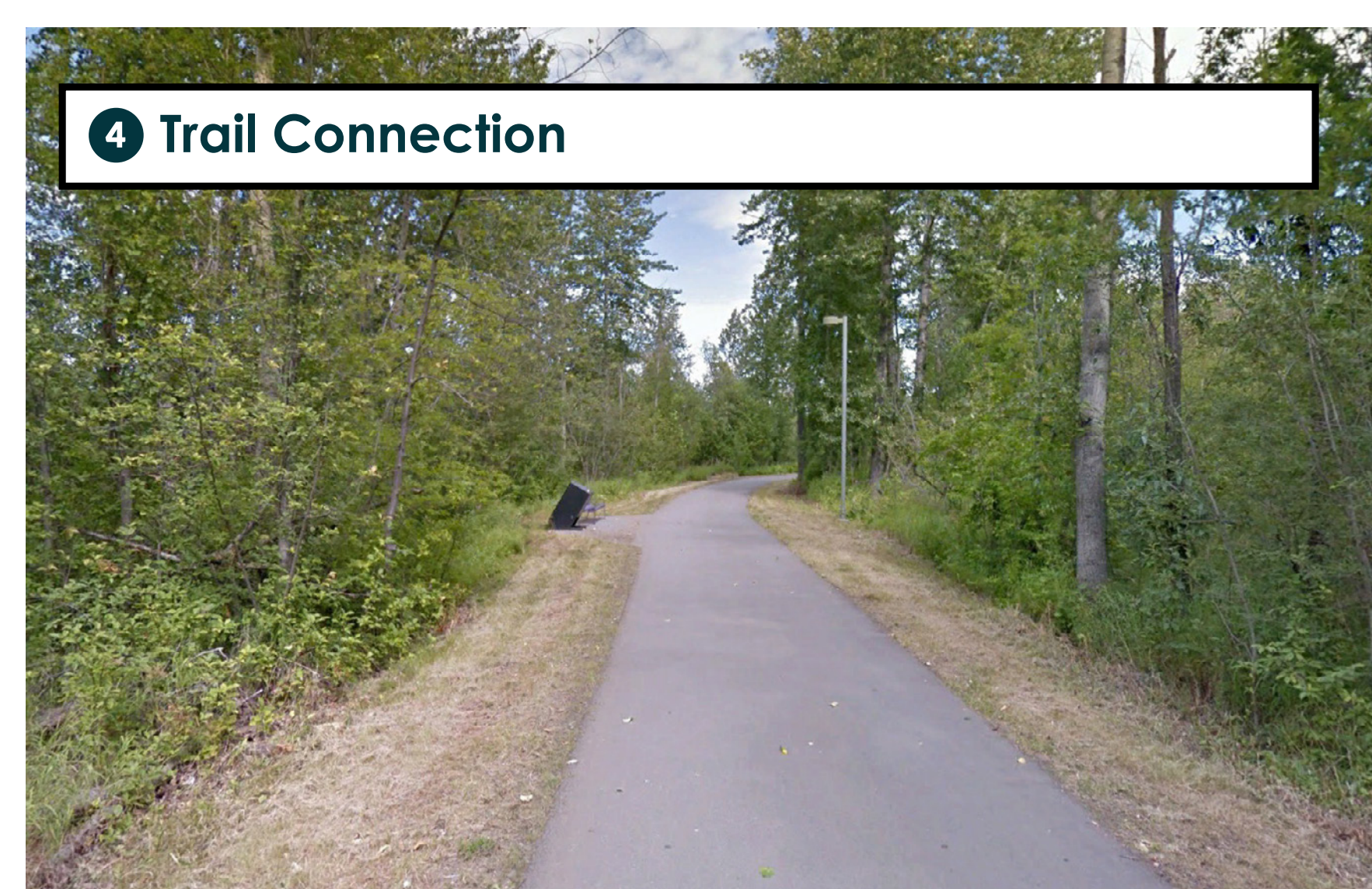
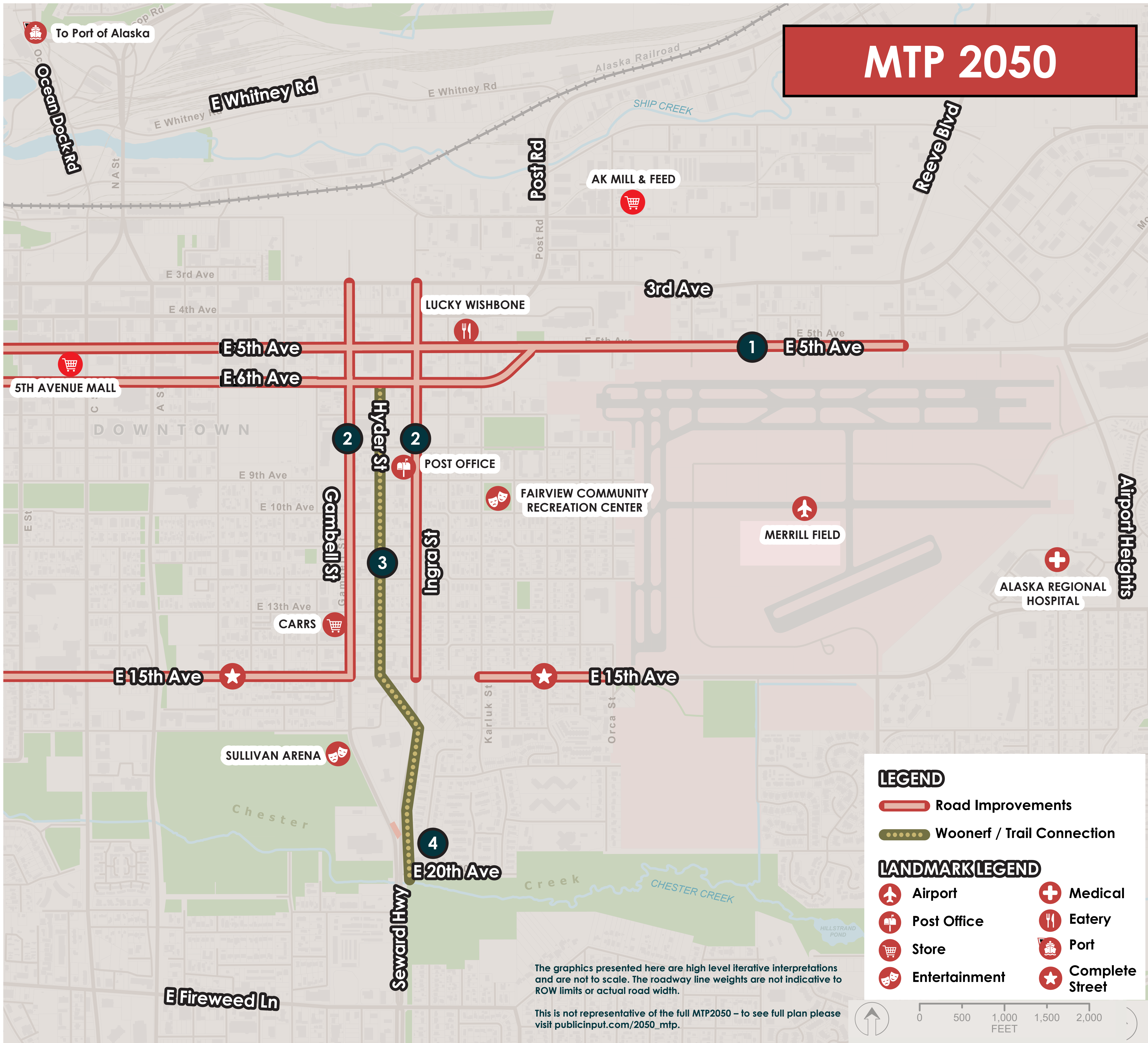
The MTP Plus alternative is intended to:

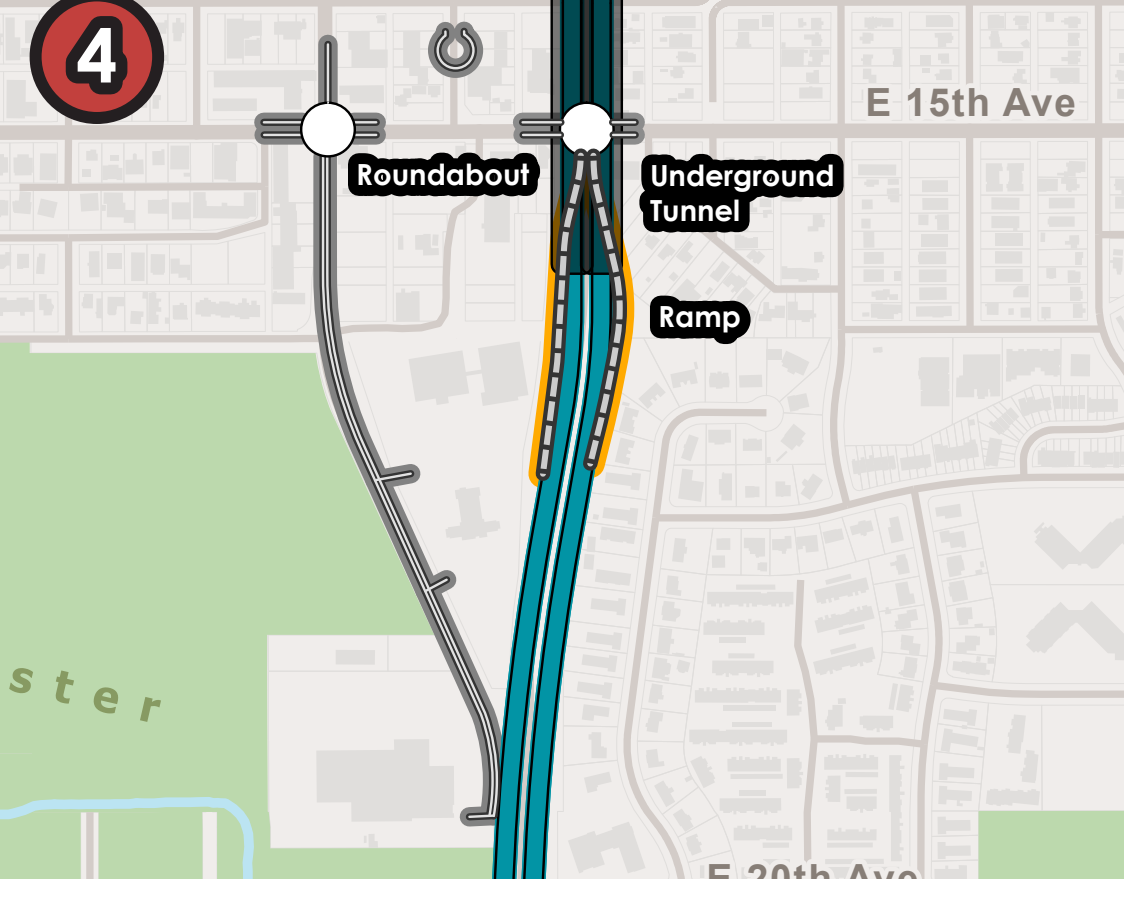
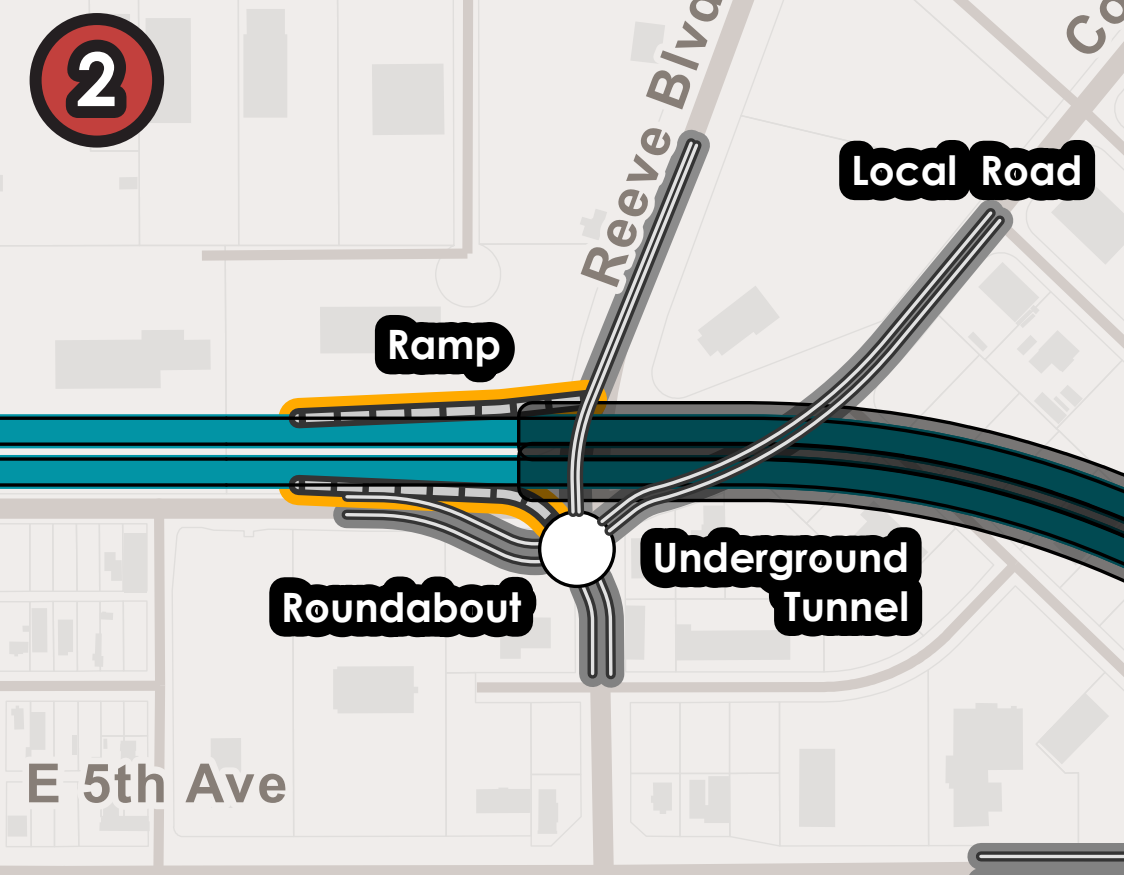
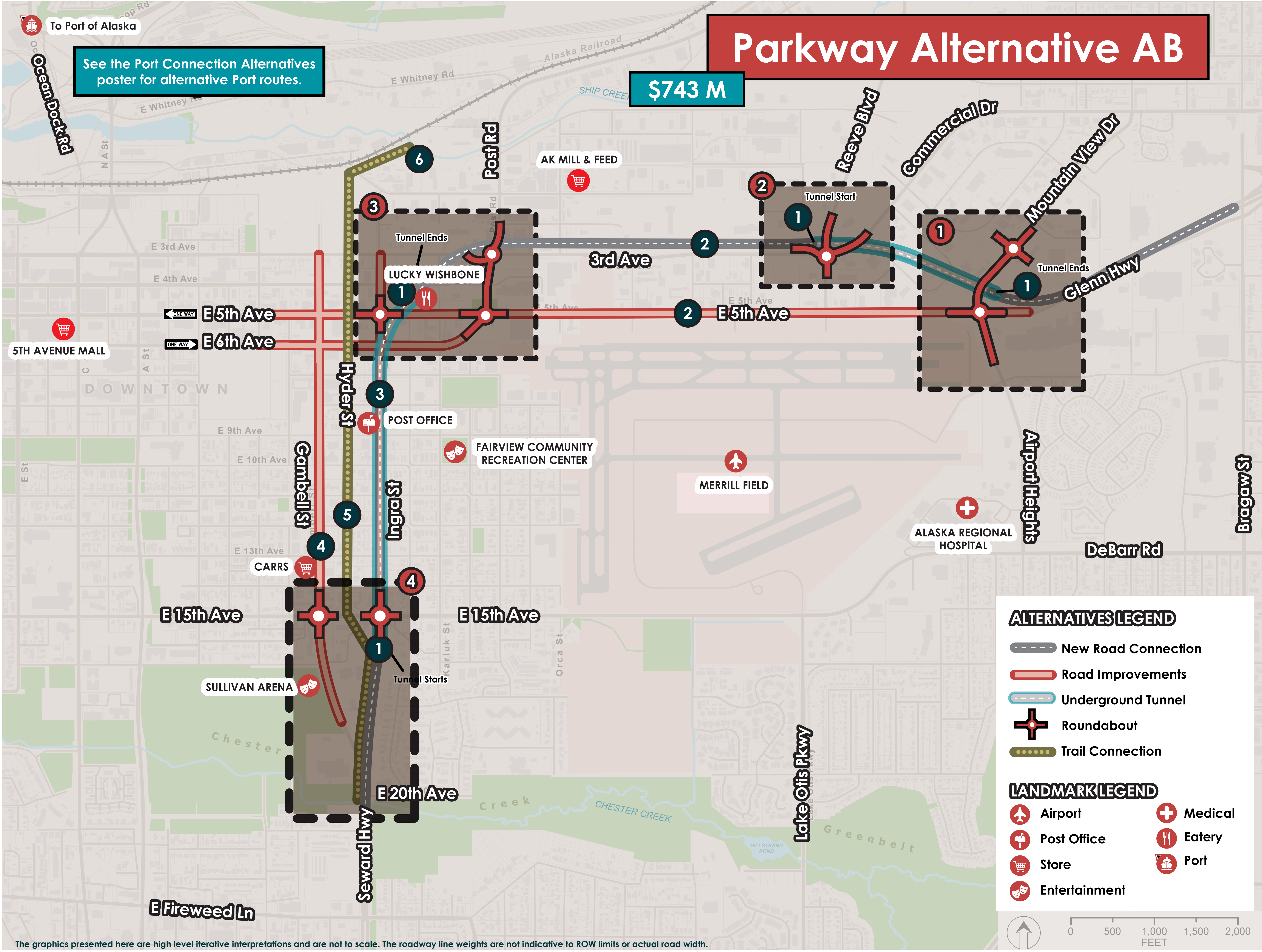
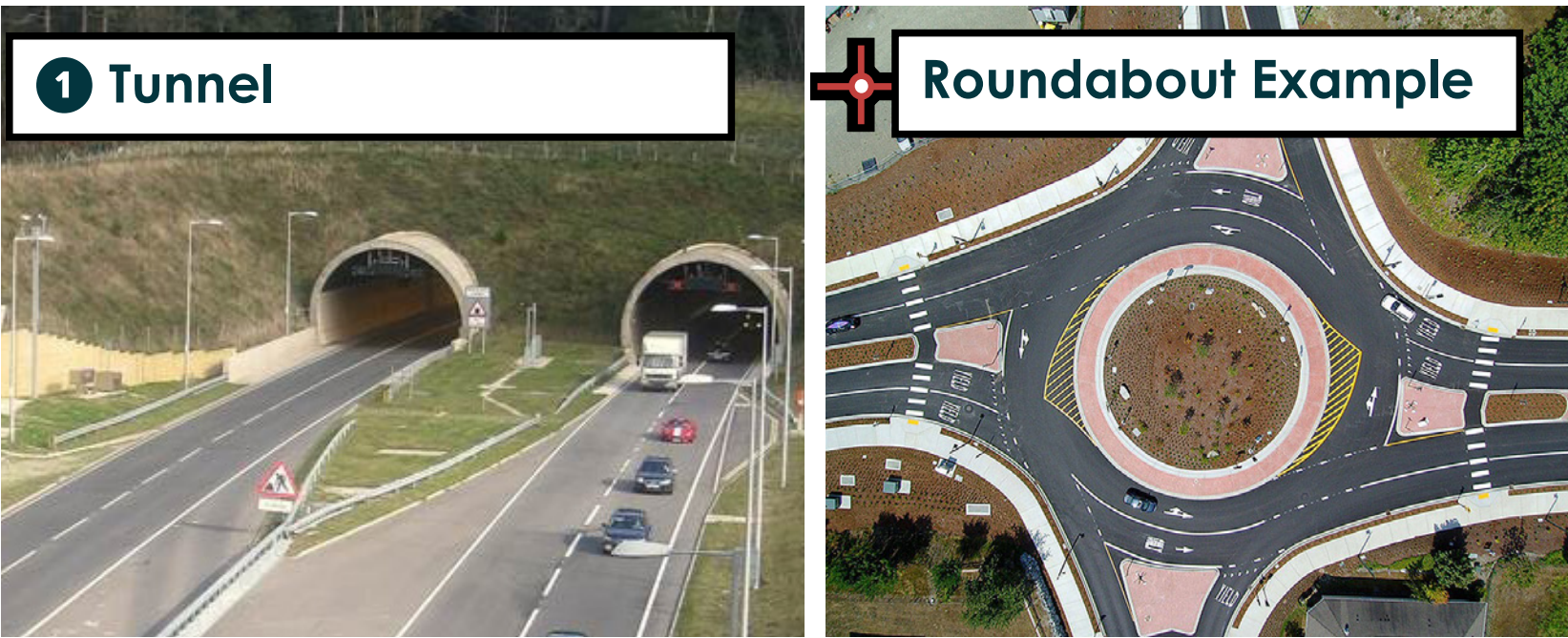
- Enhance the MTP 2050 within the study area
- Support the desired Fairview main street concept on Gambell Street without building a new parkway

Traffic Reduction Ideas:

- Frequent express bus service from Mat-Su Borough to downtown and midtown Anchorage
- Upgrade transit service from Eagle River to downtown
- New express transit service from Dimond Center to downtown and midtown via C Street
- Upgrade transit route from Huffman to downtown
- New downtown, midtown, and U-Med transit service via Ingra/ Gambell and 36th
- Eliminate transit fares system wide
- Double rideshare program in project corridor
- Additional non-motorized and transit amenities
- Increase telework, telemedicine, e-learning, etc.
- Incentivize increased density to match or exceed the 2040 Land Use Plan

NOTE: The vehicular traffic demand reduction strategies would also add value to a recommended alternative that includes a new "Parkway" road connection between the Seward and Glenn Highways.





1 Trail Connection



2 Tunnel



3 5th Ave - 4-lane Arterial



3 Ingra or Lake Otis 3-Lane



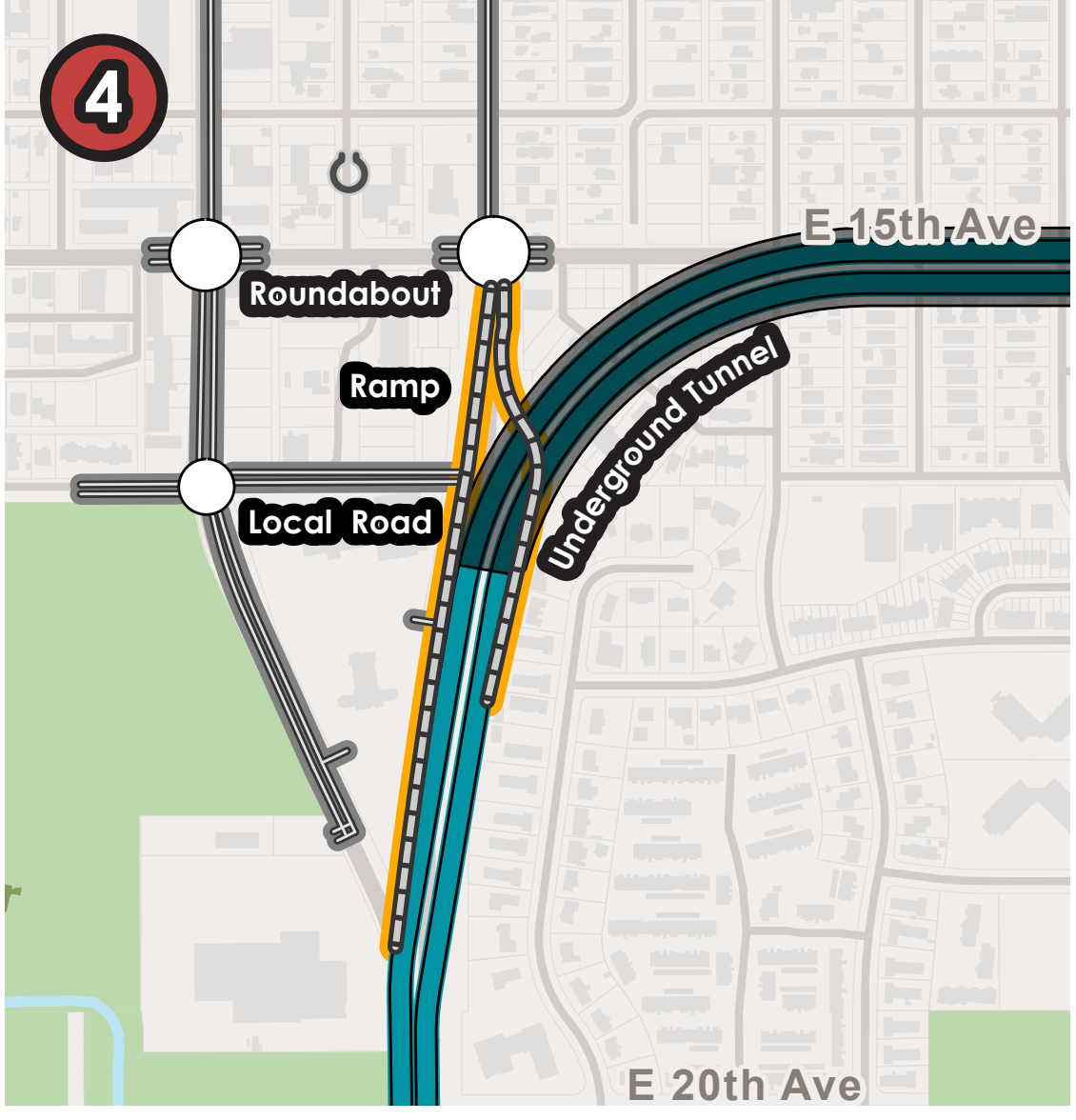
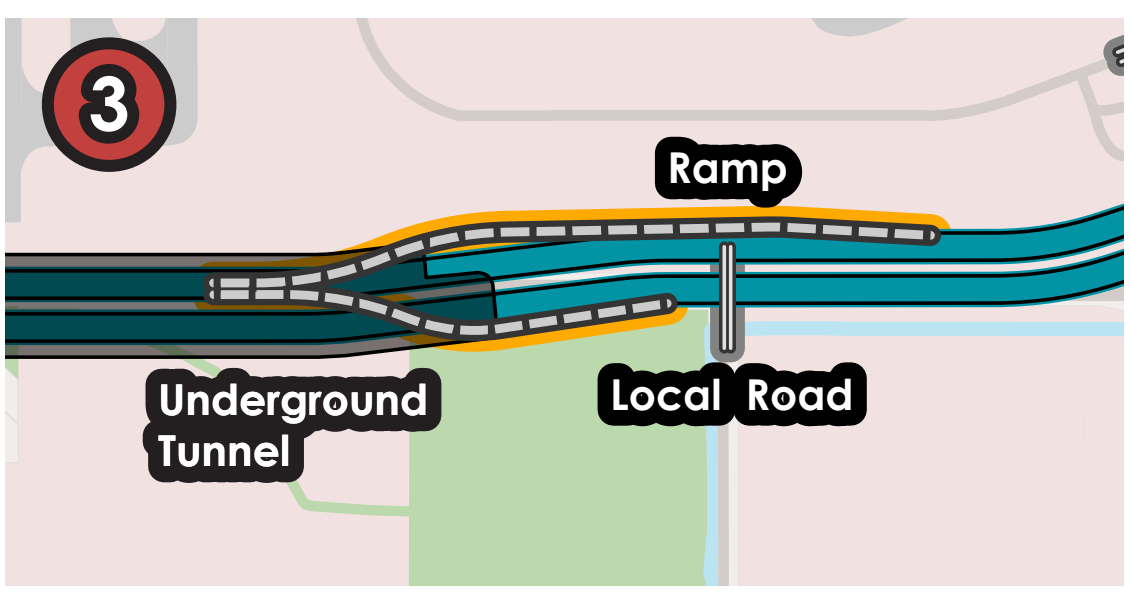
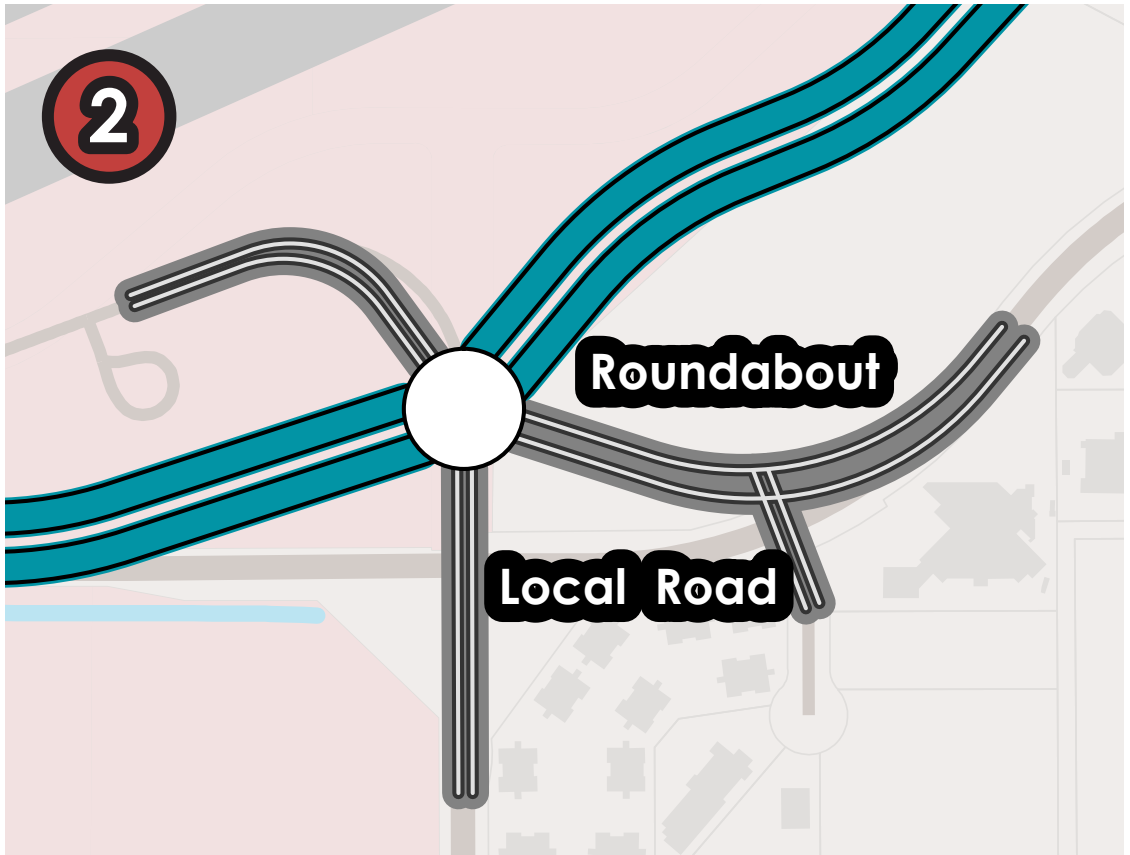
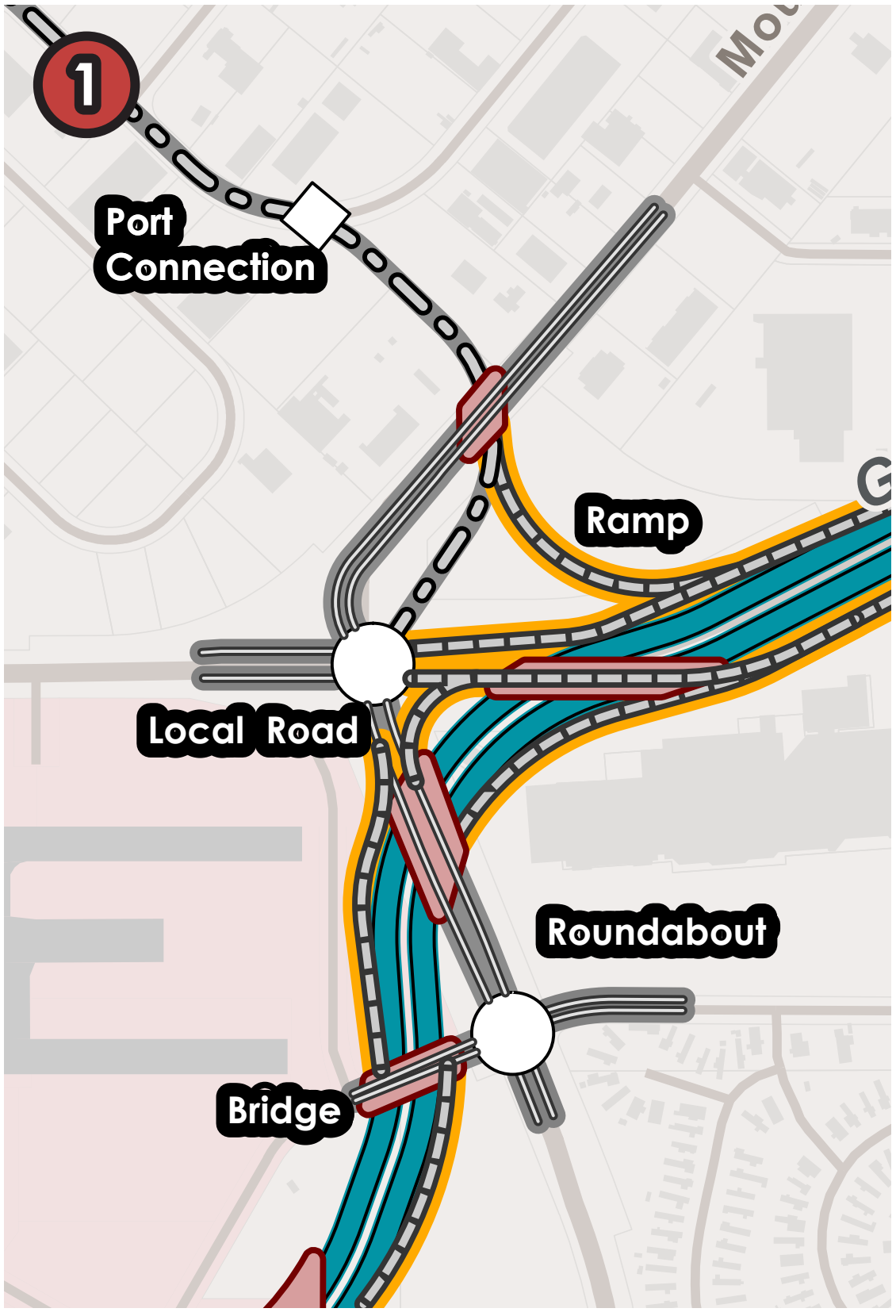
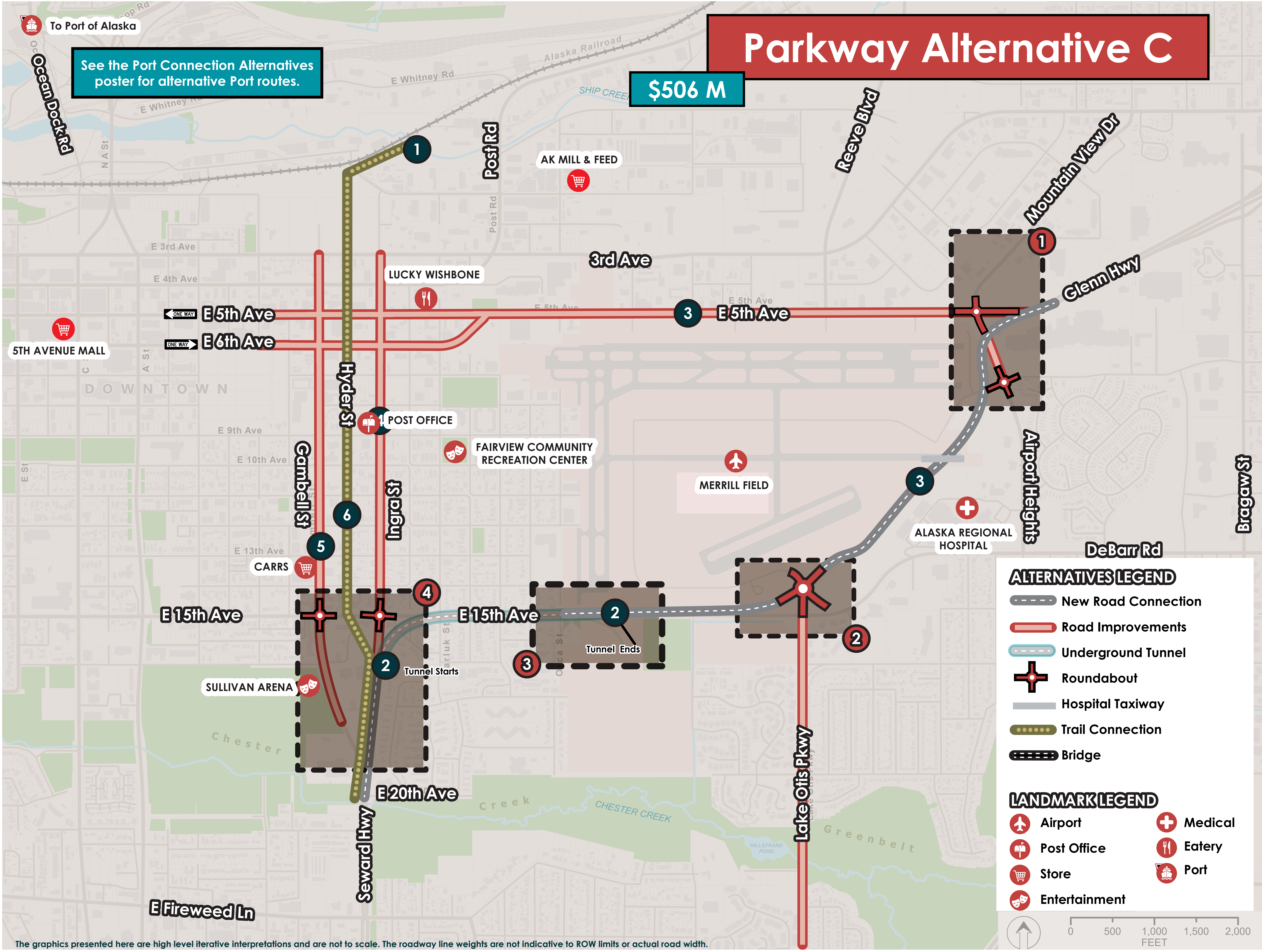
5 Gambell Mainstreet - 2-Lane, 2-Way



6 Woonerf (Living Street) Example



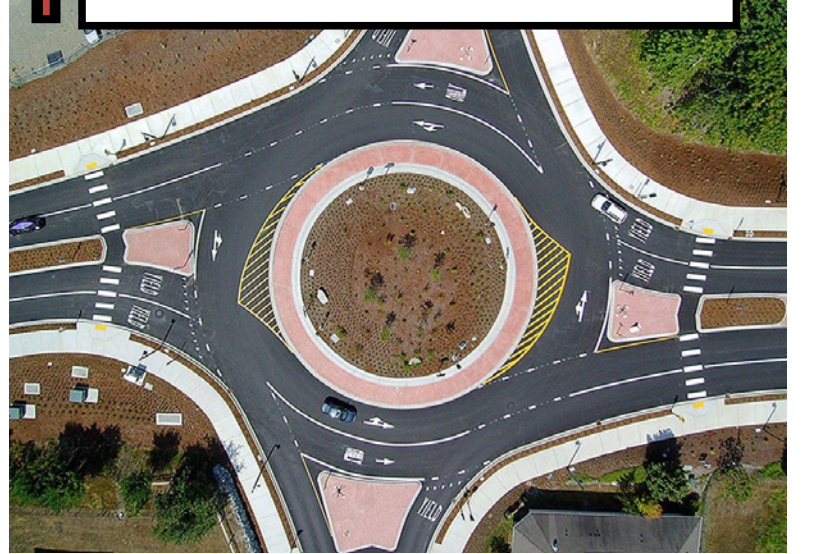
Roundabout Example



1 Bridge/Overpass



Roundabout Example



2 5th Ave - 4-lane Arterial



3 Ingra or Lake Otis 3-Lane



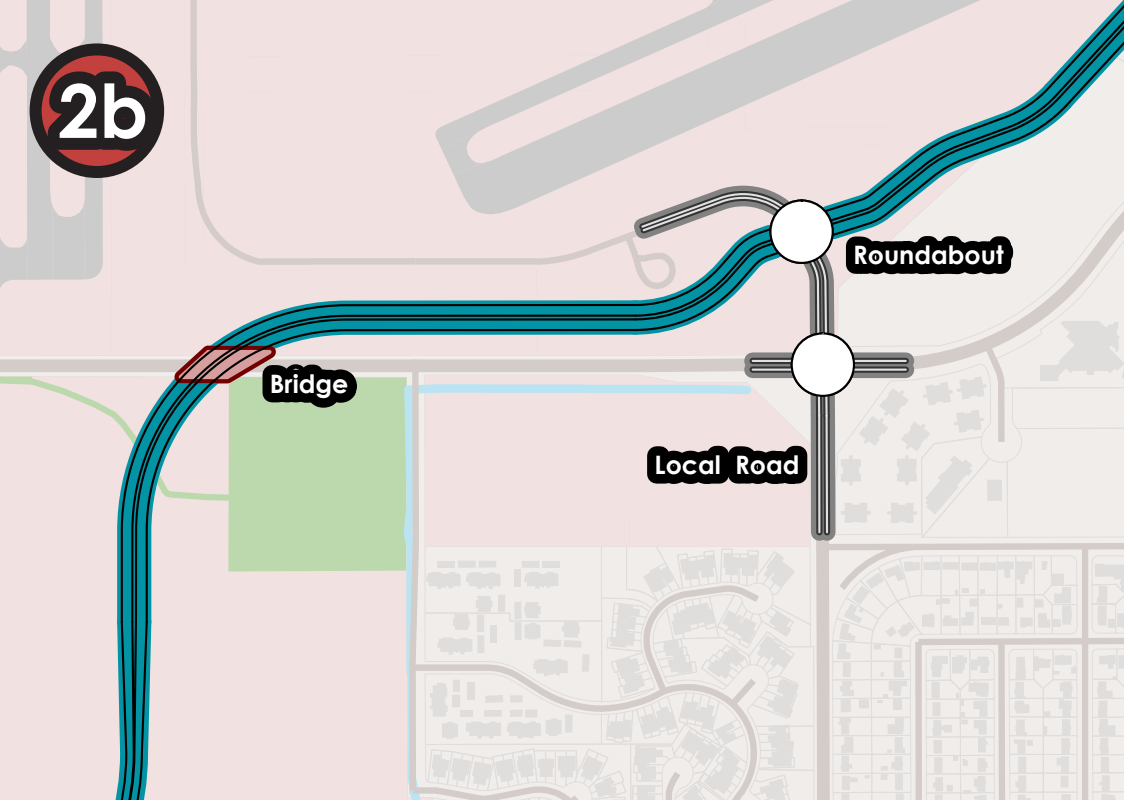
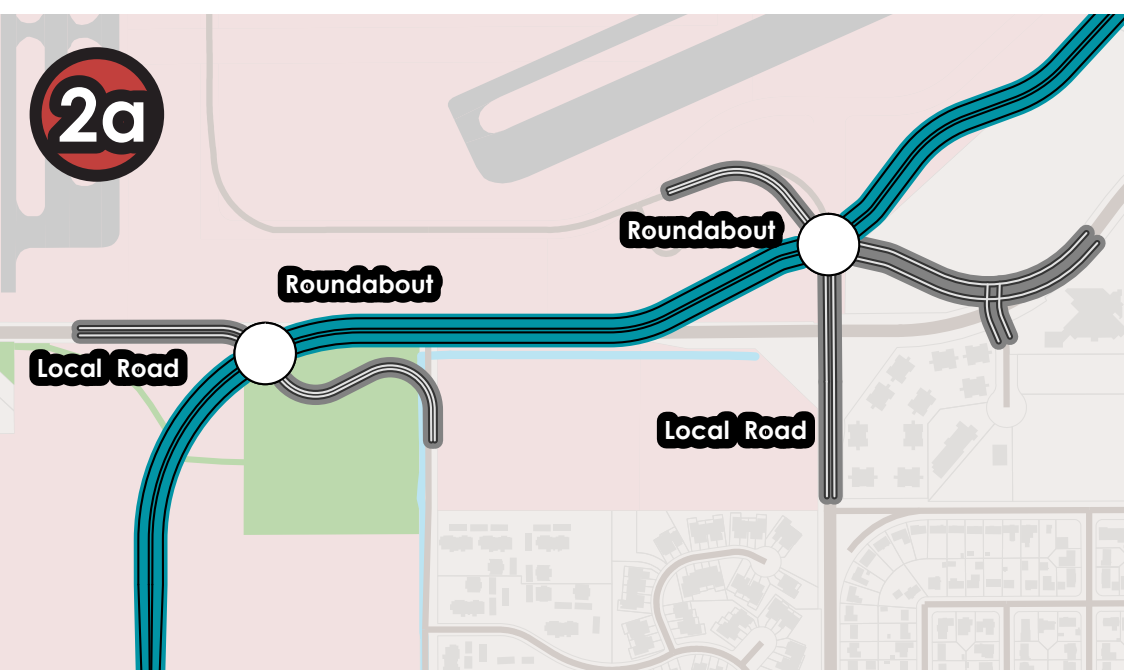
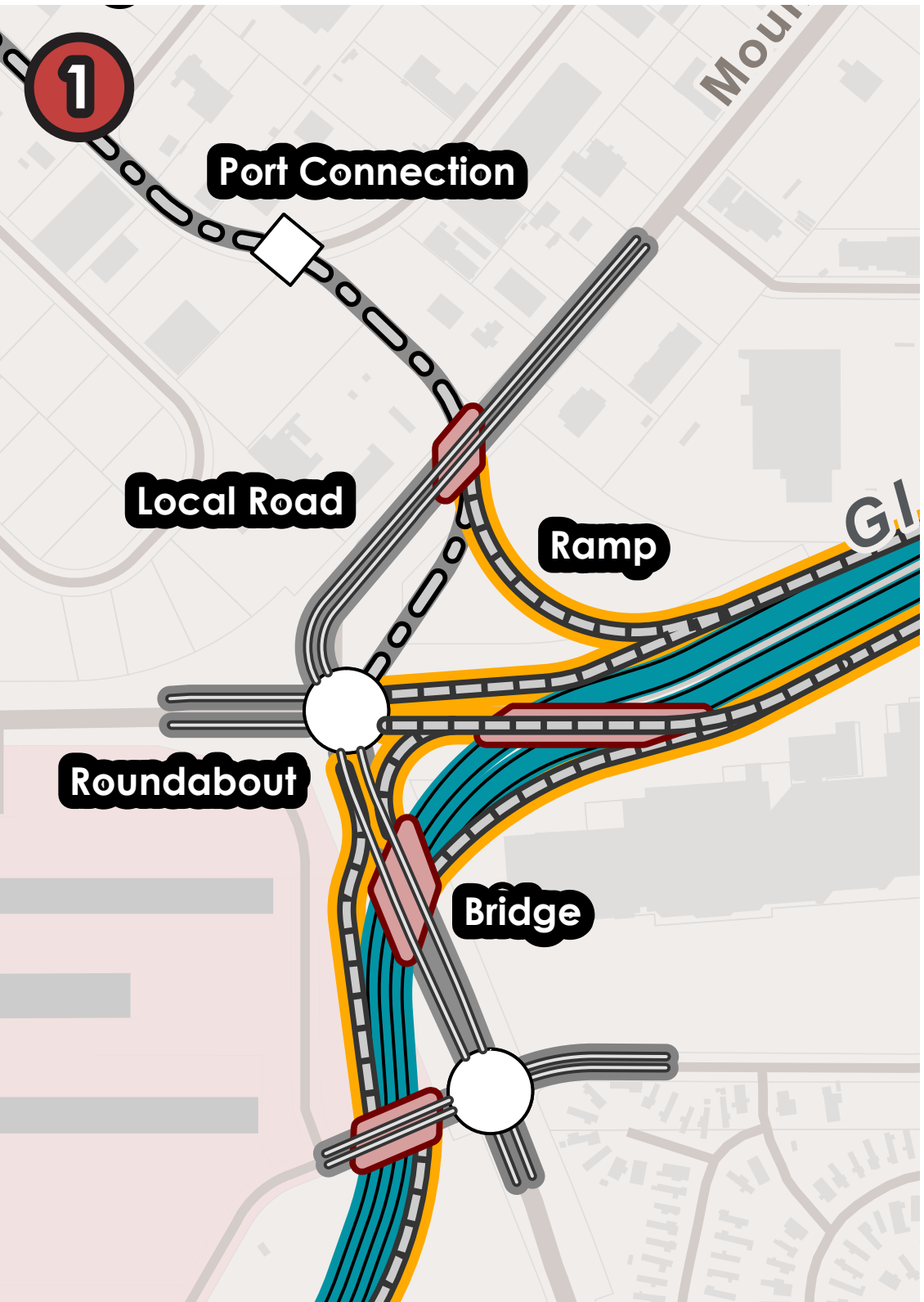
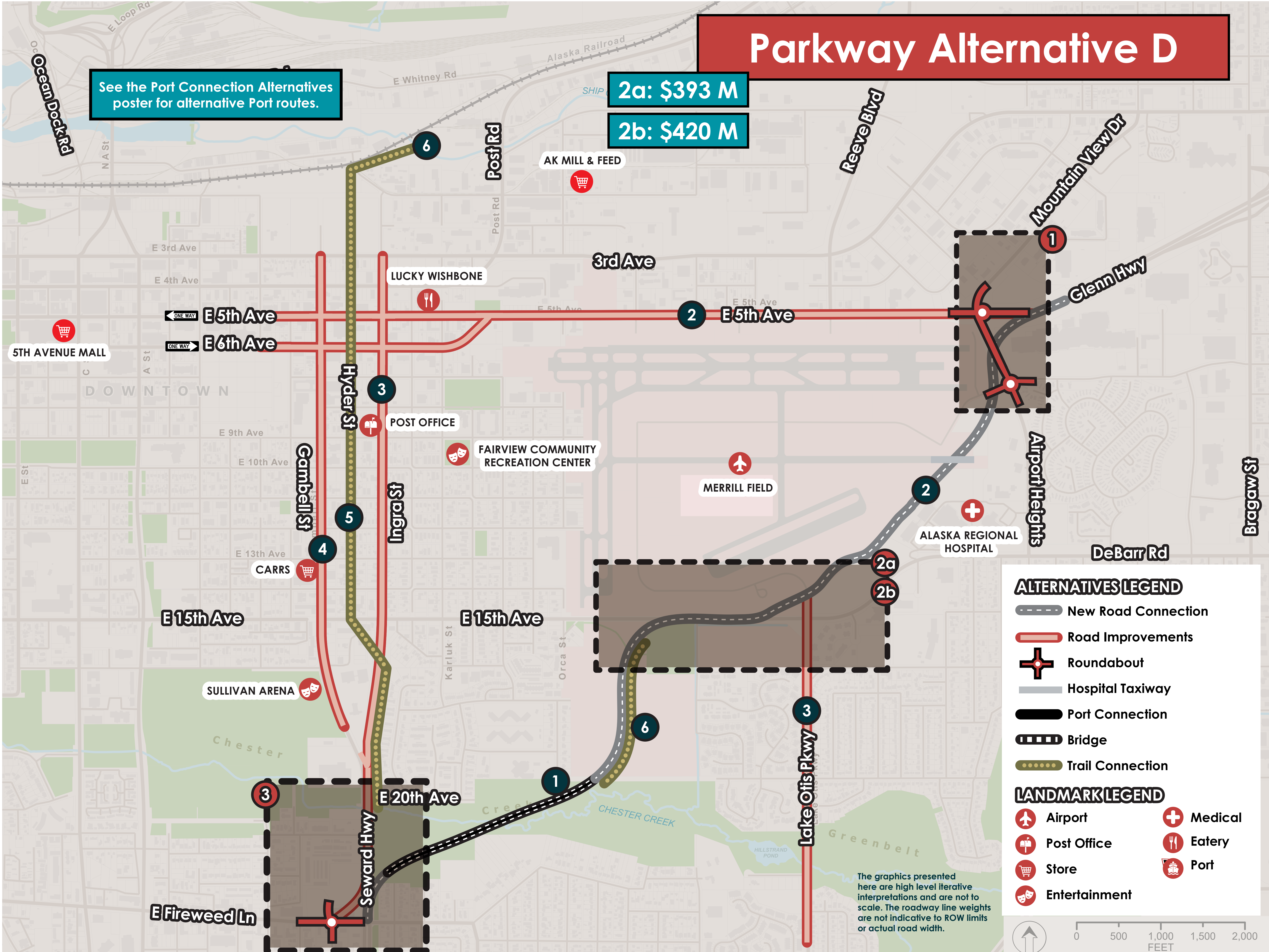
4 Gambell Mainstreet - 2-Lane



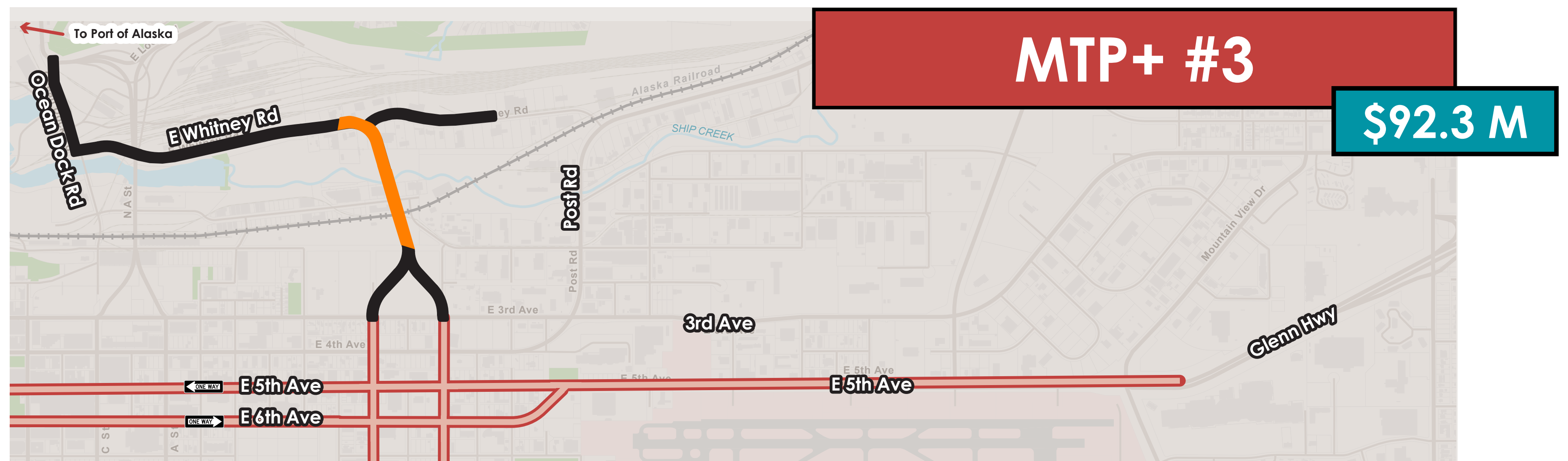
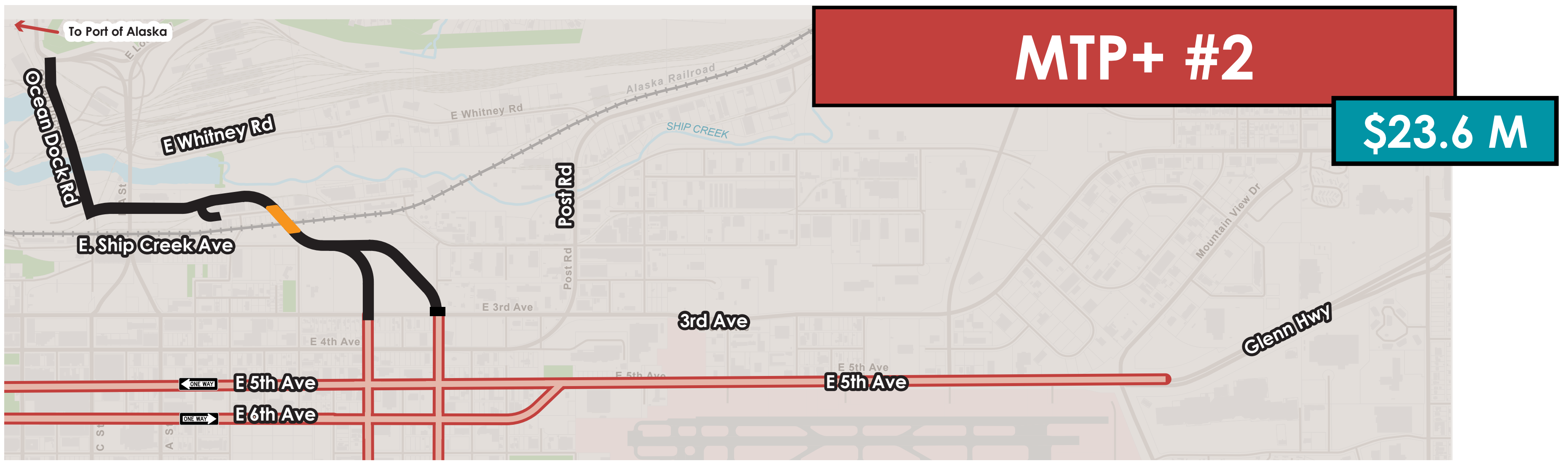
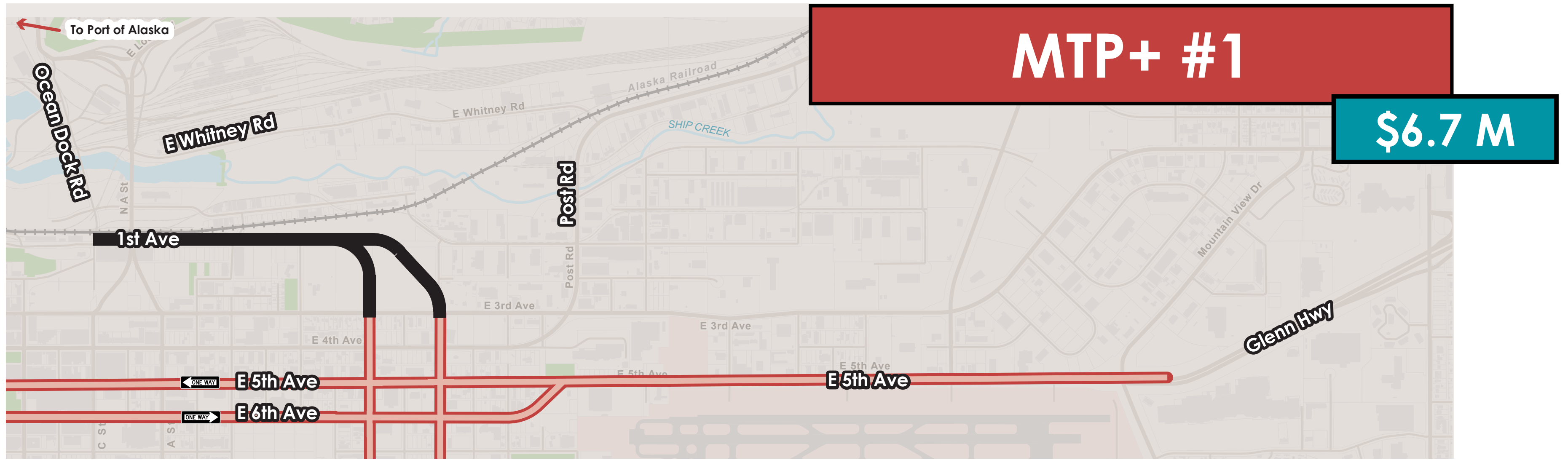
5 Woonerf Example



6 Trail Connection



Port Connection Alternatives



 Roundabout
  Bridge
  Port Connection



MTP 2050 and MTP+ Traffic Sensitivity Tests

Traffic Modeling

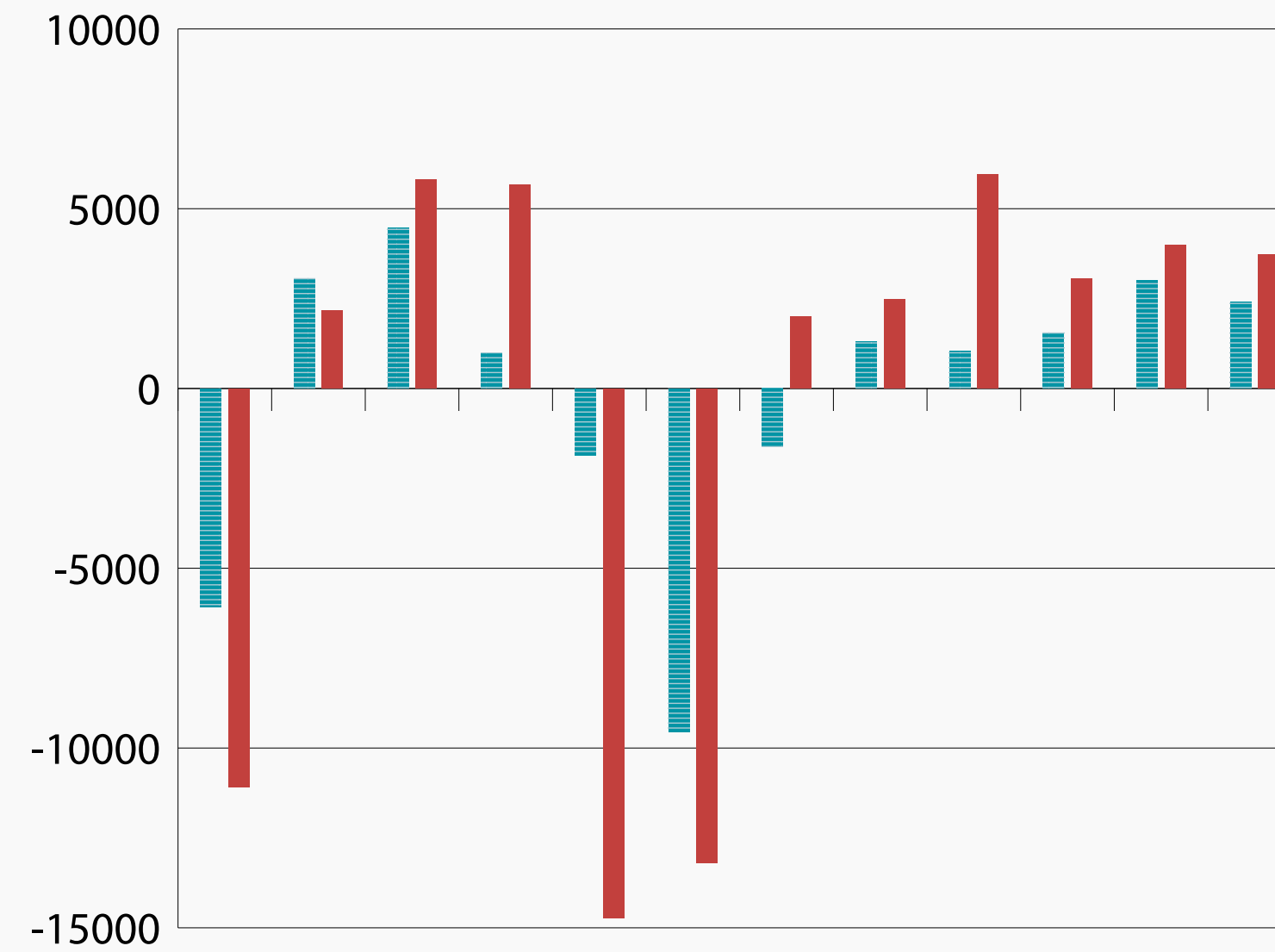
The PEL Study is using this traffic modeling to help establish changes associated with the MTP 2050 and the community's preferred Gambell Main Street.

Traffic Modeling Highlights

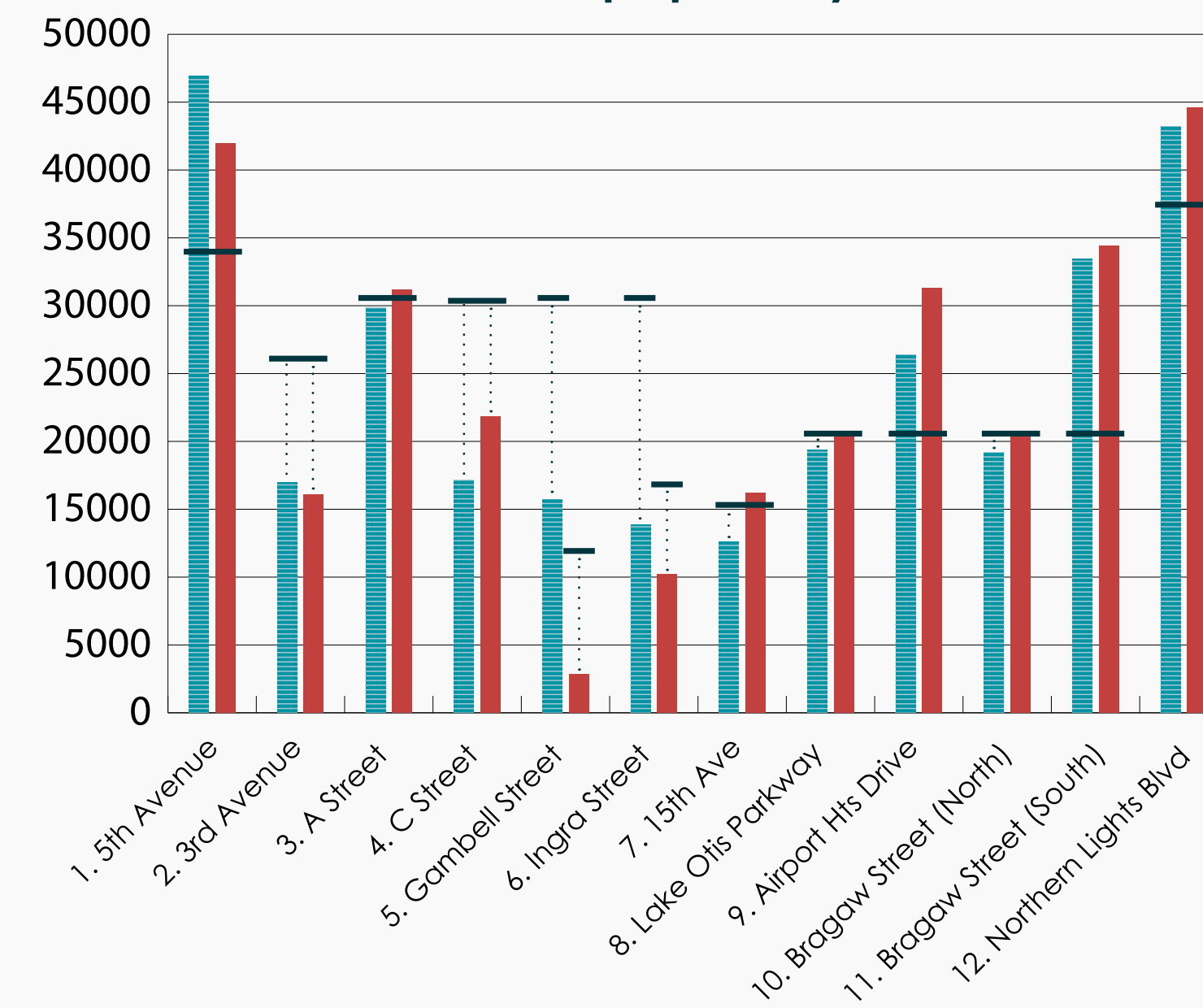
- » The current system has ample capacity
- » As lanes are removed, travelers are likely to divert to other roads to avoid a slow trip through Fairview
- » The diversion starts with the MTP which takes lanes off of 5th and 6th Avenues and Gambell and Ingra Streets
- » The diversion is expected to get more pronounced as additional lanes are removed, as with the 2-lane, 2-way Gambell Main Street in the MTP+
- » Lane reductions are expected to impact the efficiency of the National Highway System, increase traffic in project area neighborhoods outside of Fairview, and create safety concerns in some areas

Volume Changes on Key Streets

Change in Traffic from No Action



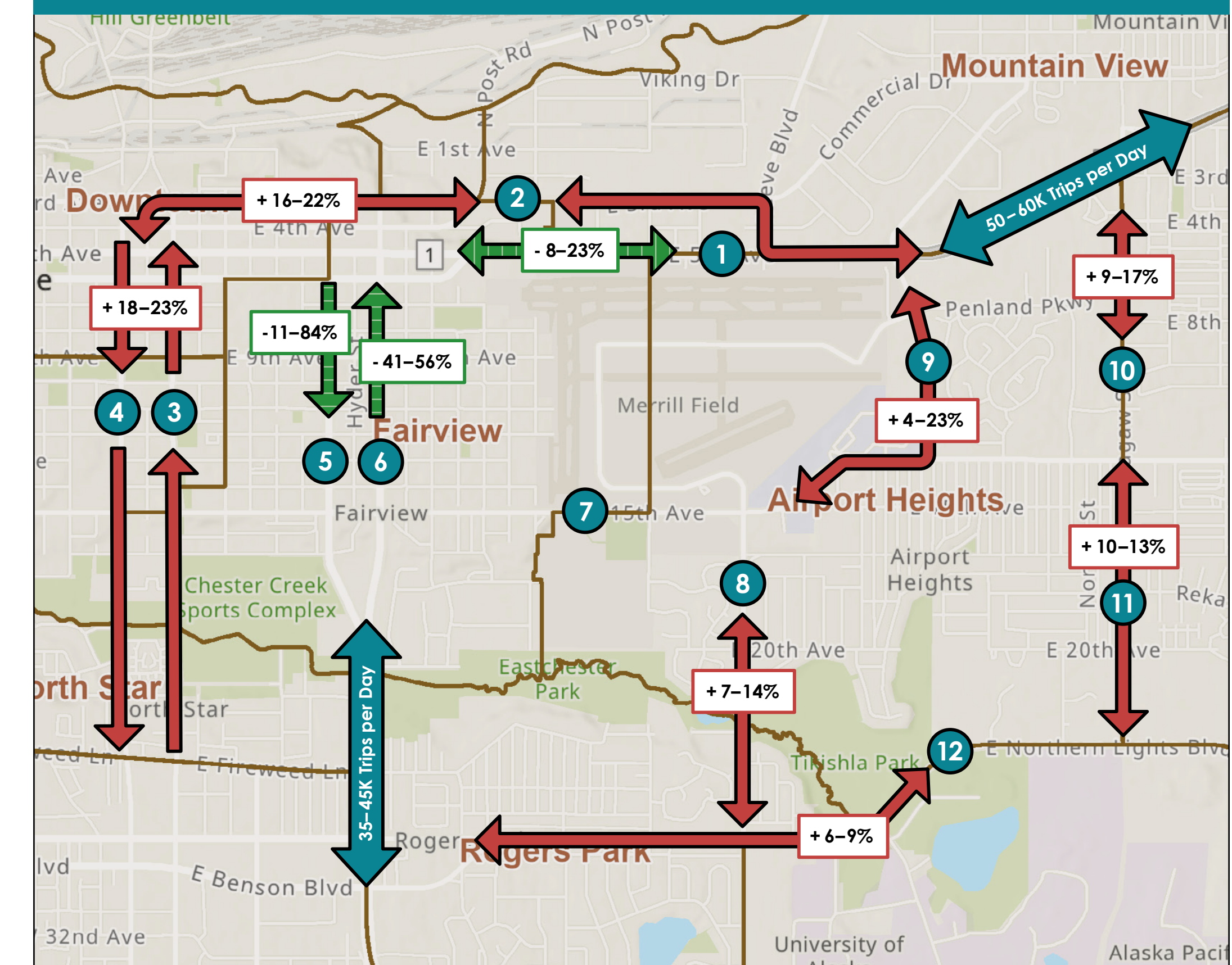
Trips per Day



Legend

- MTP 2050 – From 4 lanes to 3 lanes each on Ingra/Gambell
- Main Streets – From 4 lanes to 2 lanes/2-way Gambell and 2 lanes with center turn lane Ingra
- Roadway Daily Capacity

Traffic Patterns



Legend

- 1 Glenn Hwy
- 2 5th Ave
- 3 3rd Ave
- 4 A street
- 5 C street
- 6 Gambell
- 7 Ingra
- 8 Seward Hwy
- 9 15th Ave
- 10 Lake Otis Pkwy
- 11 Airport Heights
- 12 Bragaw Street
- Traffic expected to decrease
- Traffic expected to increase

Why Traffic Modeling?

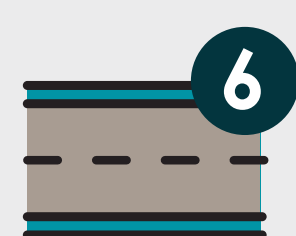
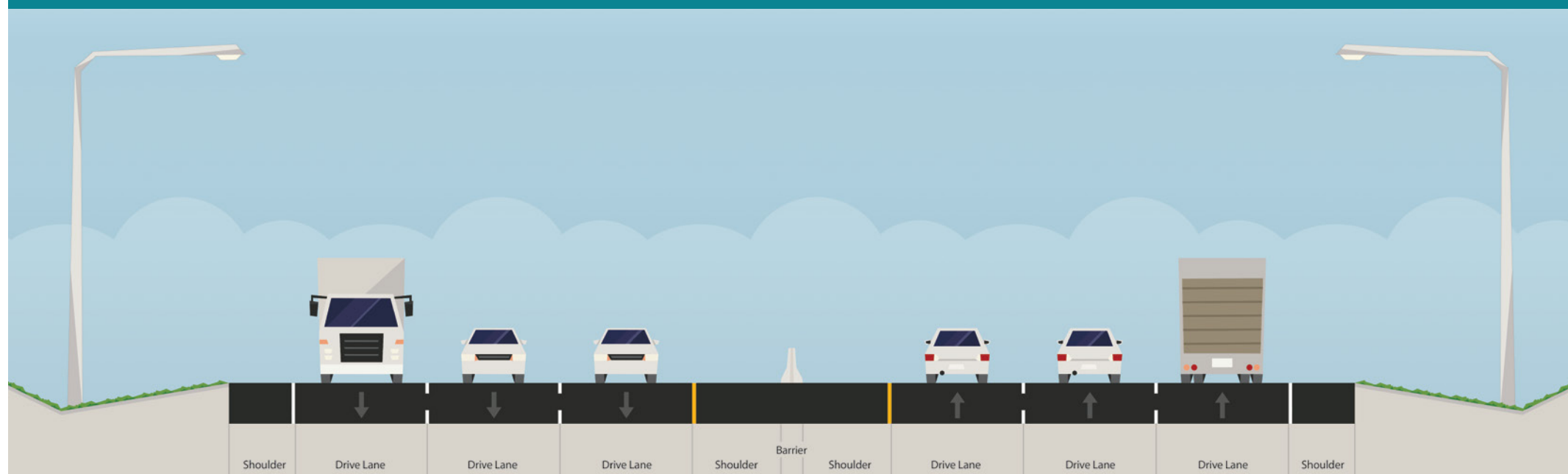
The data will help determine how many cars might need to be removed from the roadways to maintain functionality of the National Highway System and safety on our local streets.

Additional traffic analysis is needed for the various PEL Study alternatives and will be shared during the next public comment period.



Outdated Freeway Alternatives V. New Parkway Design

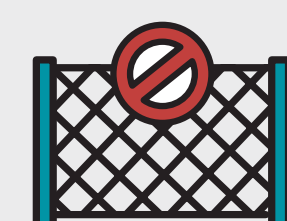
Outdated Freeway Alternatives



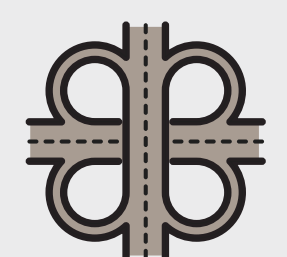
Six 12-foot
Freeway Lanes



55 MPH



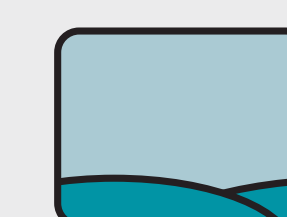
Fenced Right-of-Way



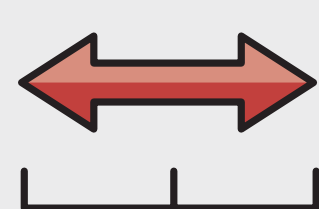
Interchanges



No sidewalks or bike paths

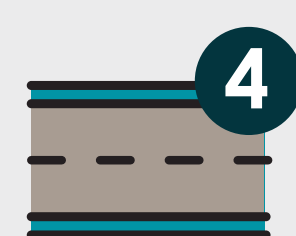


Minimal landscaping



150–200 foot
Right-of-Way

New Parkway Design



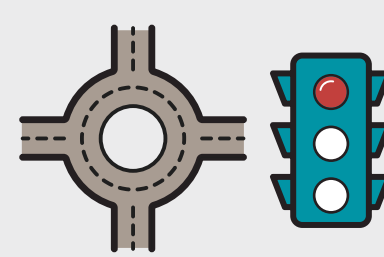
Four 11-foot
Parkway Lanes



40–45 MPH



Usable Right-of-Way



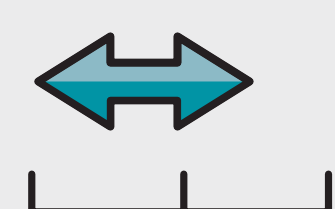
Roundabouts or signals



Sidewalks or separated paths



Robust landscaping



100–125 foot
Right-of-Way



We Want Your Input!



PUBLIC COMMENT PERIOD:

**December 10, 2024 –
January 23, 2025**



VISIT OUR ONLINE OPEN HOUSE

**sewardglennconnectiononline.com
December 11, 2024 –
January 23, 2025**



ONLINE

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BY EMAIL

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This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 168 Integration of Planning and Environmental Review. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

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