

Seward to Glenn Connection PEL Study

Preliminary Alternatives

Agencies & Tribes Committee
March 6, 2024

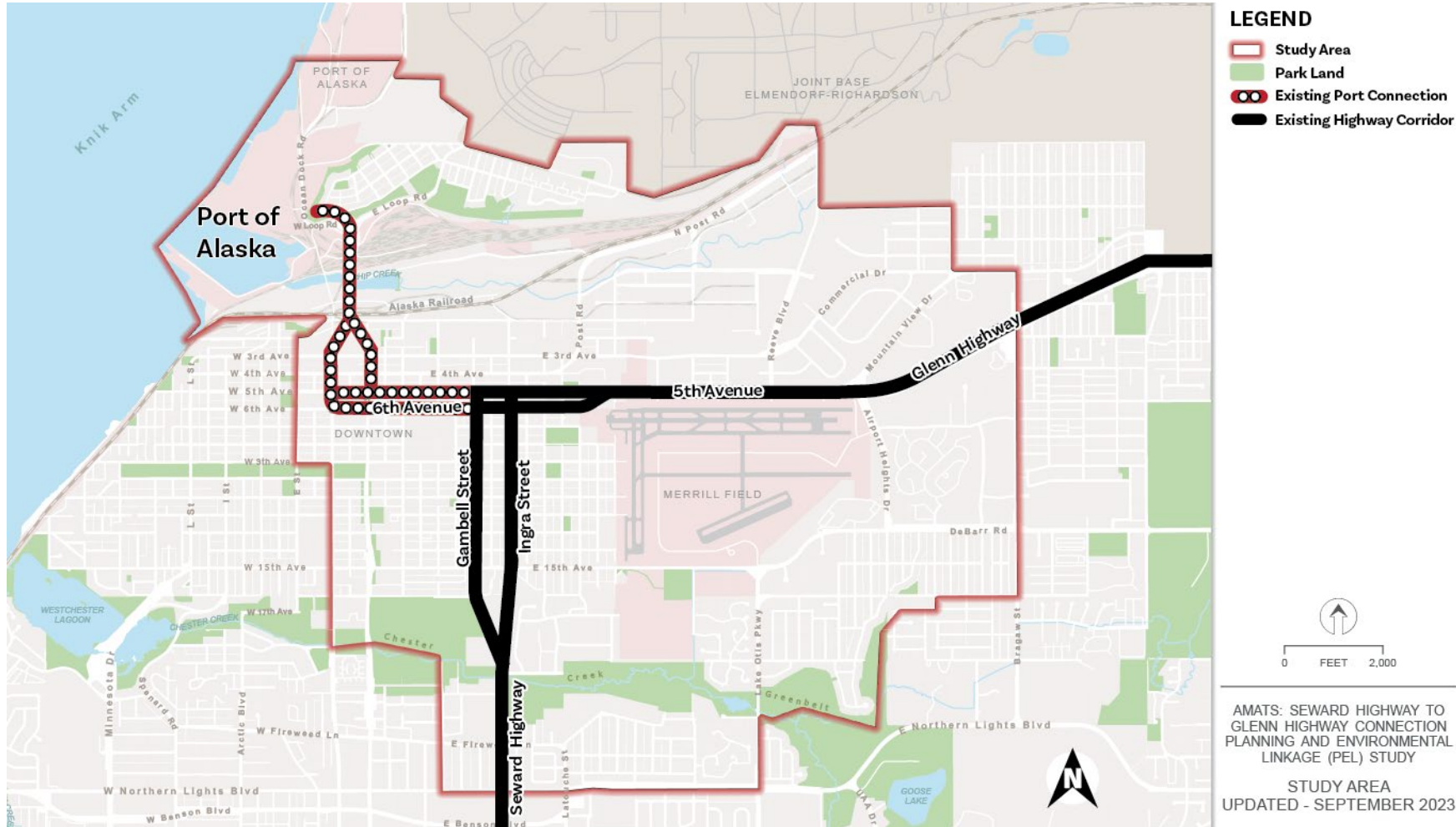
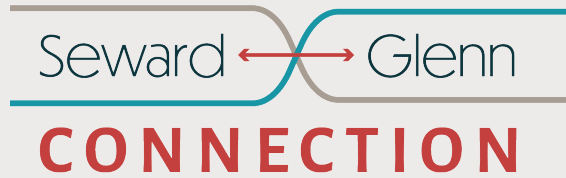


Welcome, Introductions, Agenda

1. Welcome and land acknowledgement – Galen Jones
2. Introductions
3. Study overview, approach, and alternatives
4. Discussion and feedback



Seward Glenn Connection PEL Study



Study Description

“...identify and evaluate options to improve transportation **safety, livability, and regional travel** between the **Seward and Glenn Highways**, and local travel within the **surrounding neighborhoods**. The project will also identify ways to **improve access between the Port of Alaska and the highway network.**”

Balanced Design Approach

We incorporated the following ideas into every alternative:



Improve Local Travel, Livability, and Economic Development

- A main street design on Gambell Street
- Complete street or woonerf design on Ingra Street and/or Hyder Street
- Reduce lanes on 5th and 6th Avenues and Gambell and Ingra Streets as described in the MTP 2050
- Pedestrian bridge (over depressed freeway alternatives) or nonmotorized upgrade on 10th Avenue



Improve Nonmotorized Travel and Livability

- Regional trail connecting Chester Creek Trail to Ship Creek Trail to form a loop around Anchorage's urban core (via proposed Fairview greenway connection, Ship Creek Trail, Coastal Trail, and Chester Creek Trail)
- Pedestrian bridges or tunnels across major roadways
- Roadway bridge over Chester Creek at Seward Highway to improve pedestrian undercrossing and return creek to natural conditions for fish passage
- Trail connections from Bragaw Street to Reeve Boulevard



Improve Freight Movement, Reduce Conflicts, and Improve Safety

- Reduce truck traffic on local streets by connecting the Port of Alaska directly to a highway interchange
- Increase freight mobility by keeping trucks on freeways and rerouting them to industrial streets without stop lights



Reduce Travel Conflicts and Improve Safety

- Reduce local and regional travel conflicts by depressing the highway or routing it to bypass neighborhoods
- Remove Port traffic from neighborhoods



Improve Regional Travel

- A free-flow highway connection from the Seward Highway to the Glenn Highway
- Fill in the gap between existing controlled-access freeways, improving connectivity for regional travelers

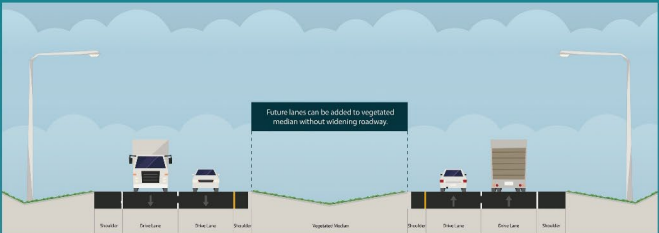


Consistency with Adopted Plans

- Accommodation/promotion of planned improvements from:
 - Metropolitan Transportation Plan 2050
 - Anchorage Land Use Plan Map
 - Fairview Neighborhood Plan
 - Gambell Street Redevelopment and Implementation Plan

Regional Roadway Examples

At-Grade



Vegetated Median (Initial Build-Out)

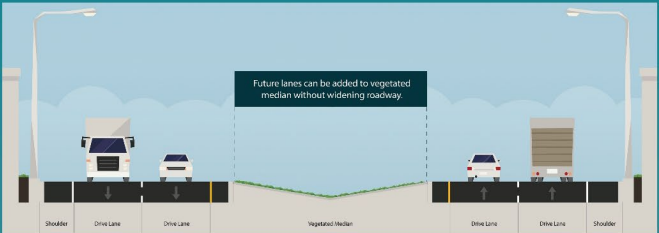


Concrete Barrier Median (Potential Future Build-Out)



Glenn Highway, Anchorage

Depressed



Vegetated Median (Initial Build-Out)



Concrete Barrier Median (Potential Future Build-Out)



Minnesota Boulevard, Anchorage

Viaduct (Bridge)



Elevated Section with 4 Lanes



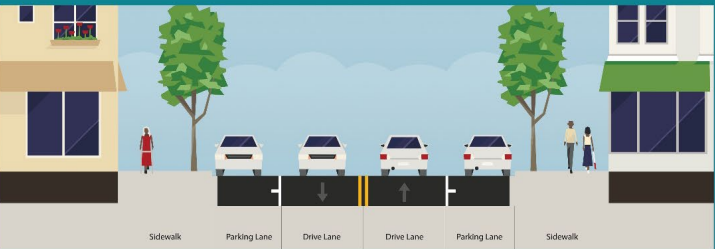
Viaduct Example



Viaduct Example

Local Roadway Examples

Main Street (Gambell)



Main Street Example



Main Street Example

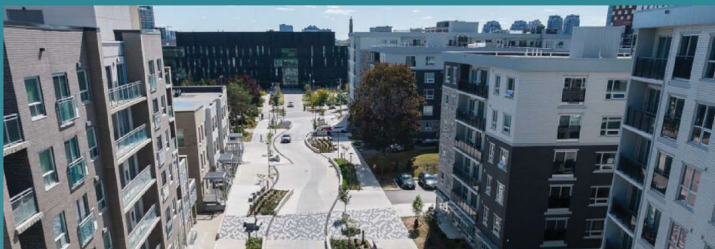


West Fourth Avenue, Anchorage

Woonerf (Hyder)



Woonerf Example



Modern Woonerf Example



F Street, Anchorage

Complete Street (Ingra)



Complete Street Center Turn Lane Example



Complete Street Greenway Example

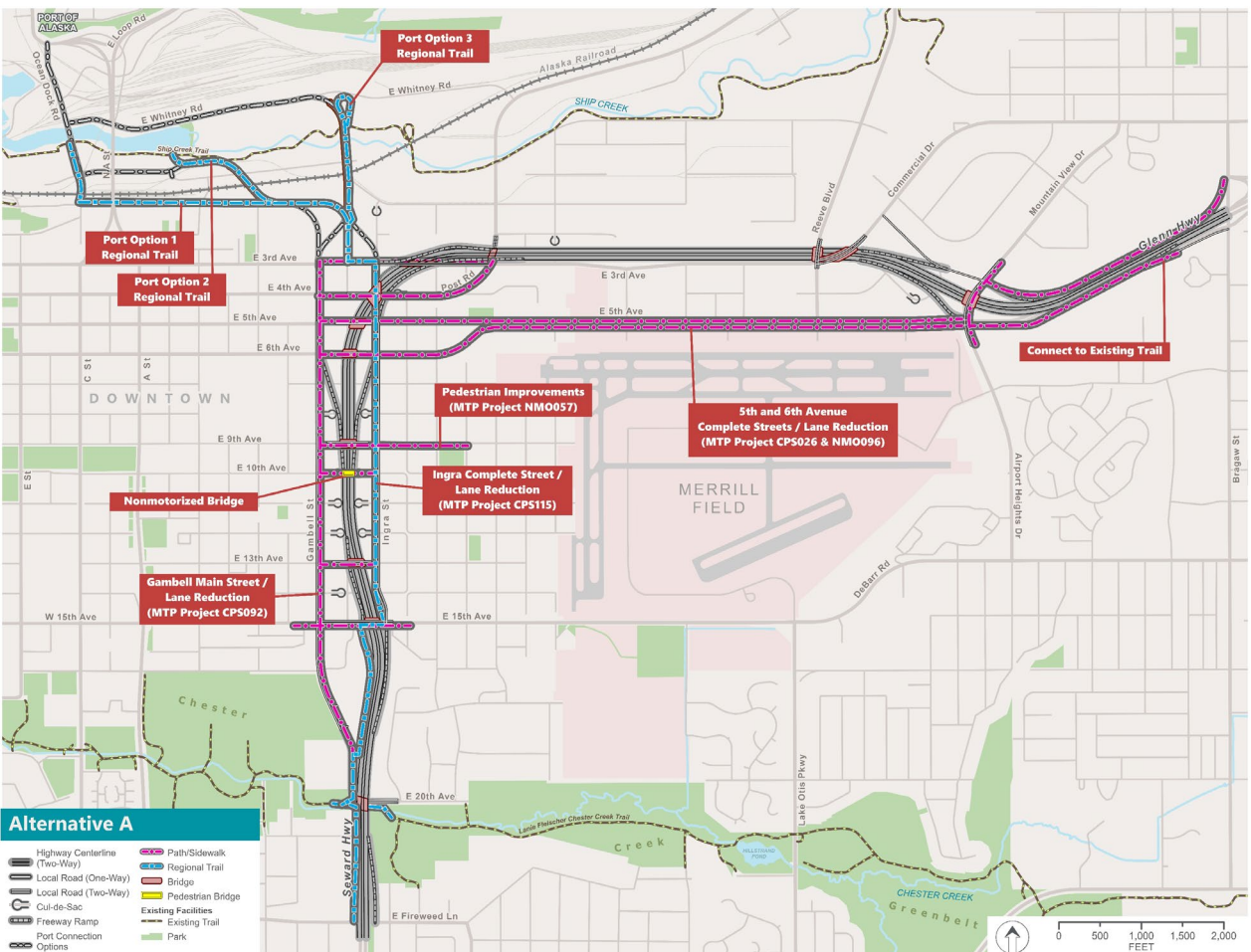


Spenard Road, Anchorage Example

Motorized

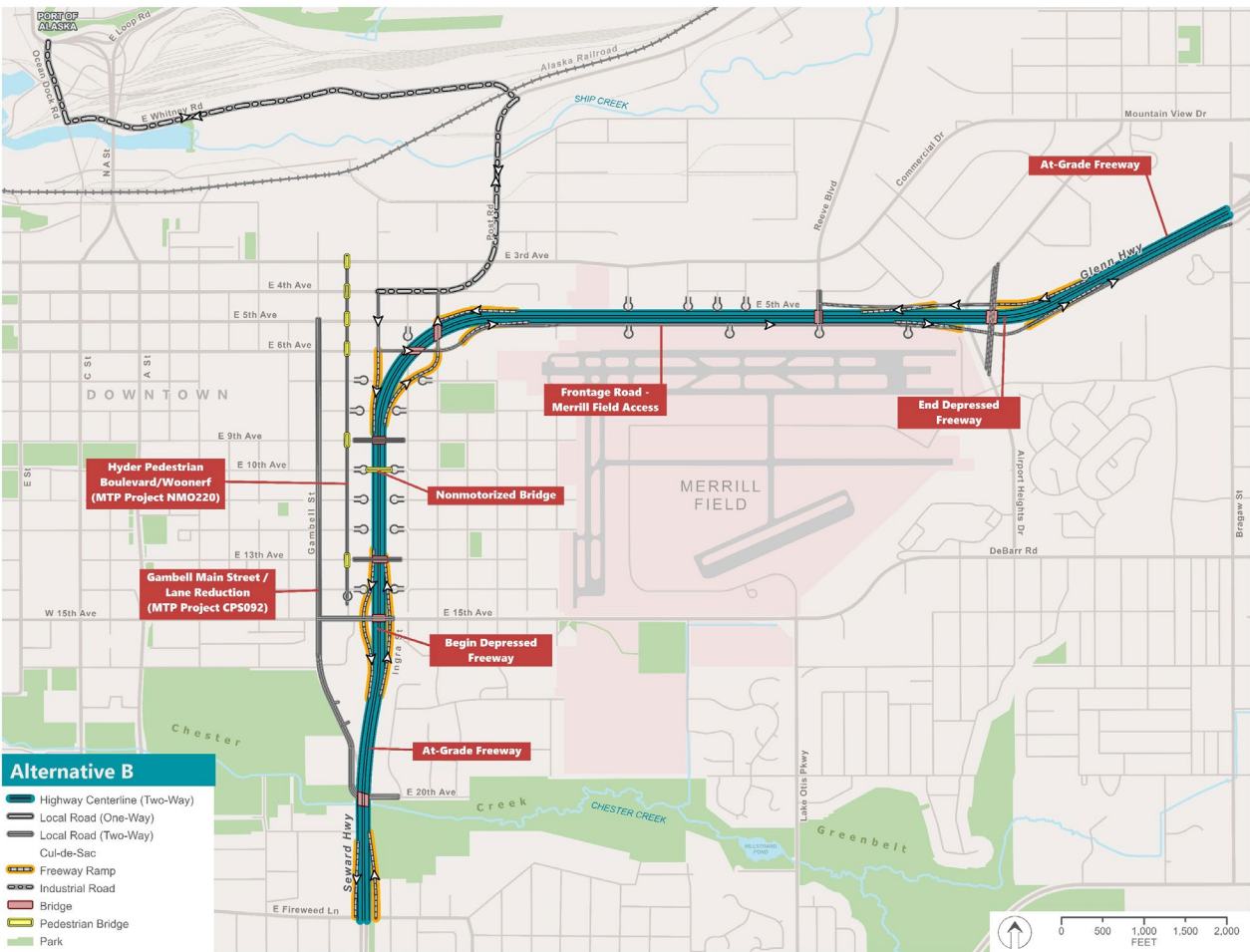


Non-Motorized

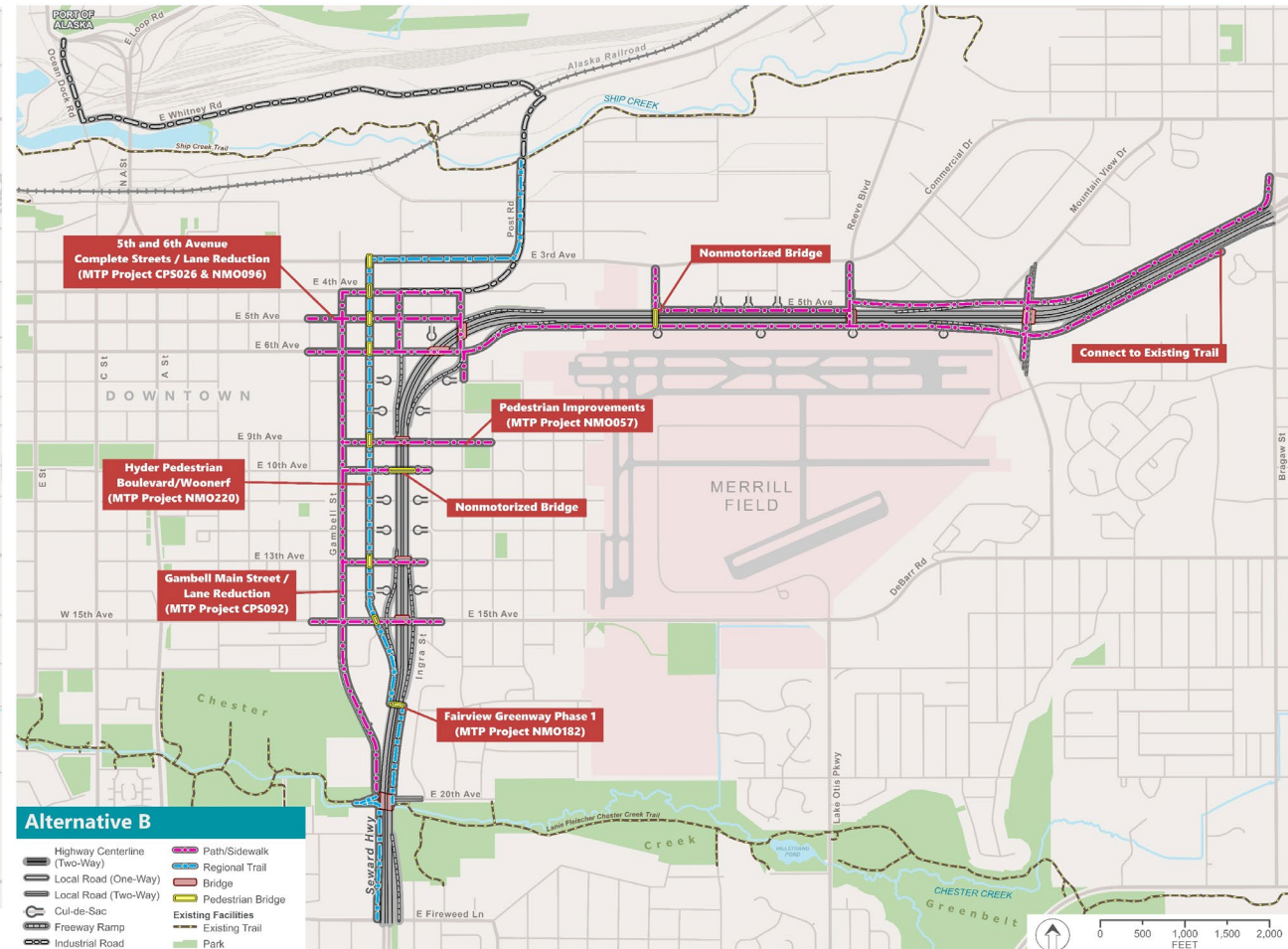


Alt B

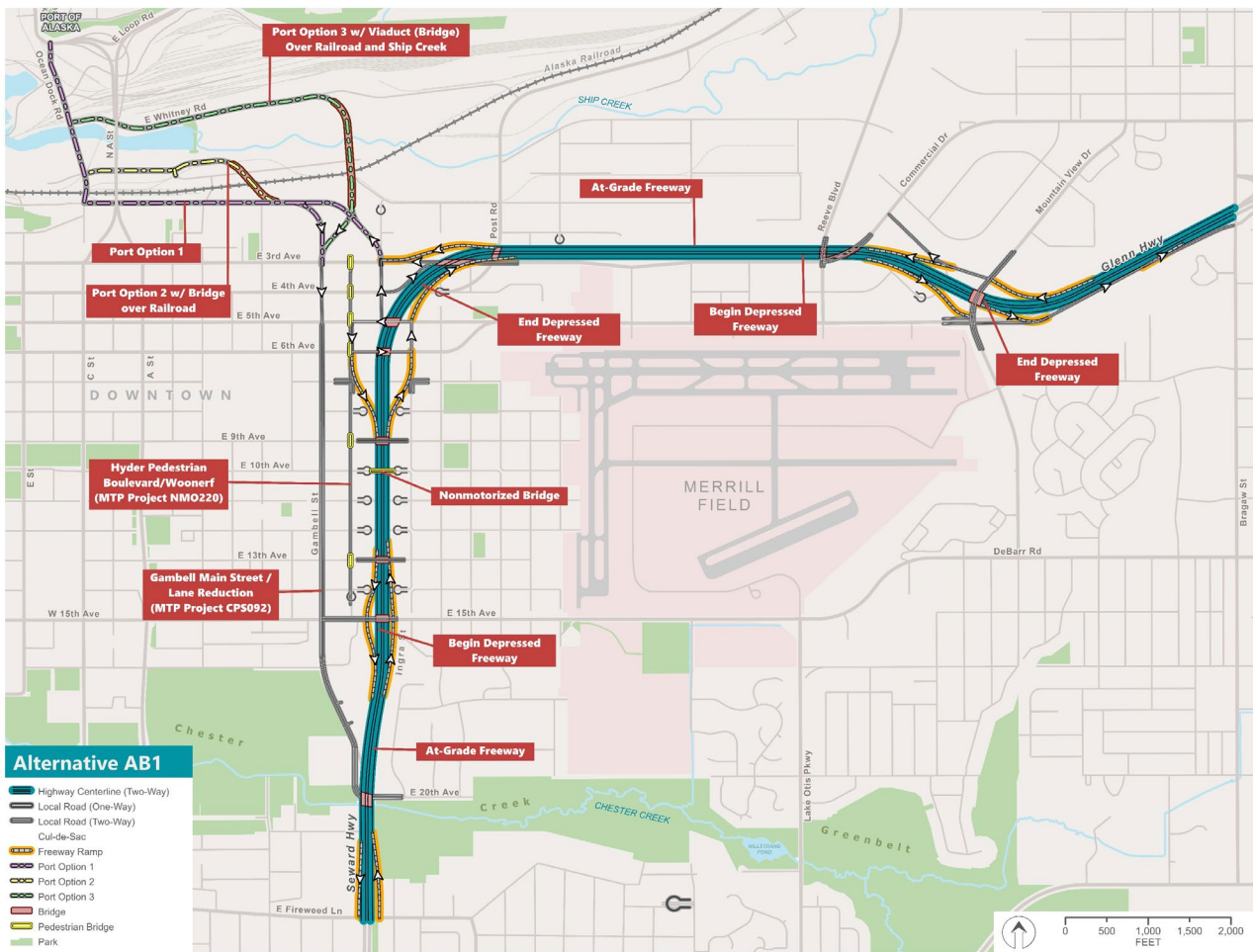
Motorized



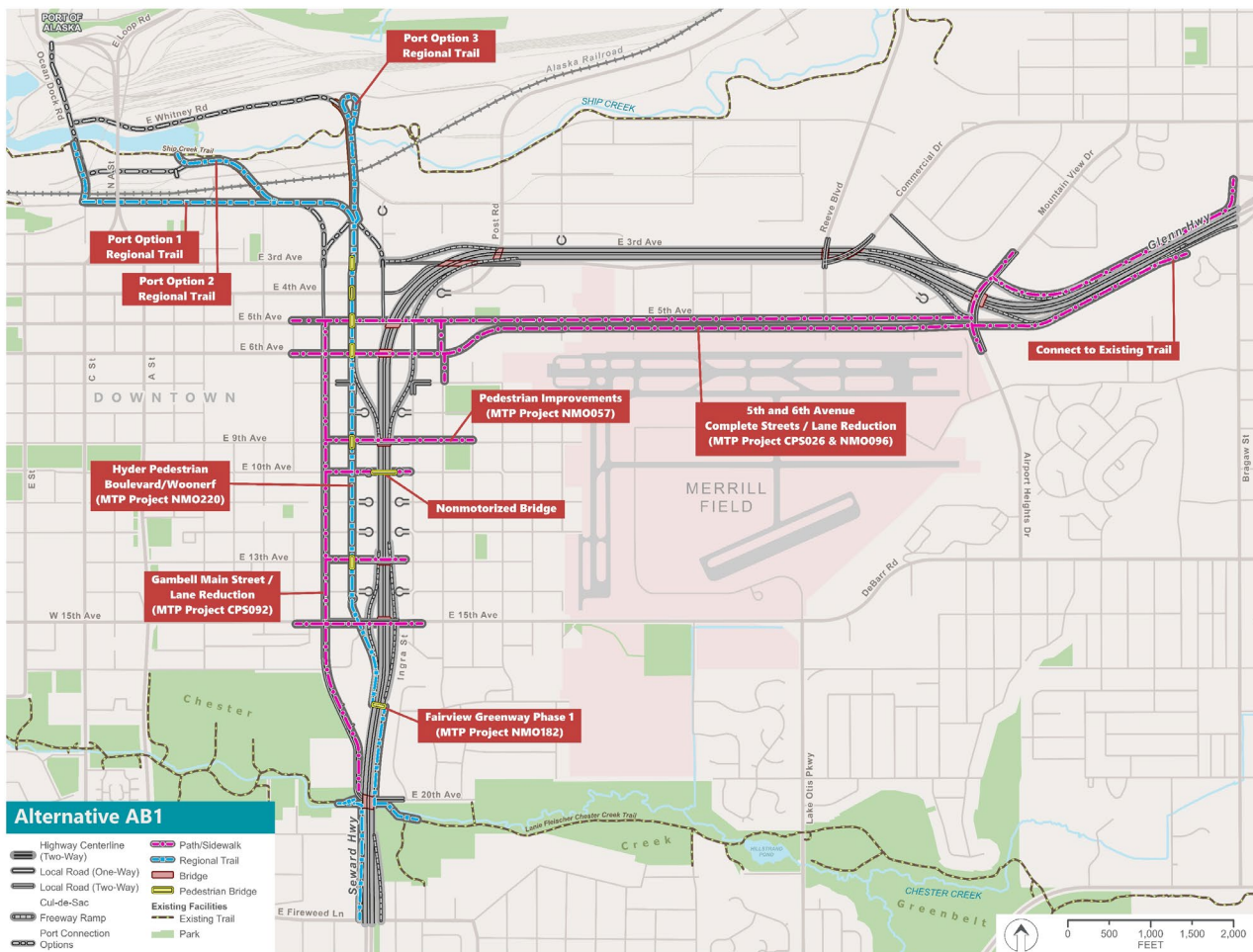
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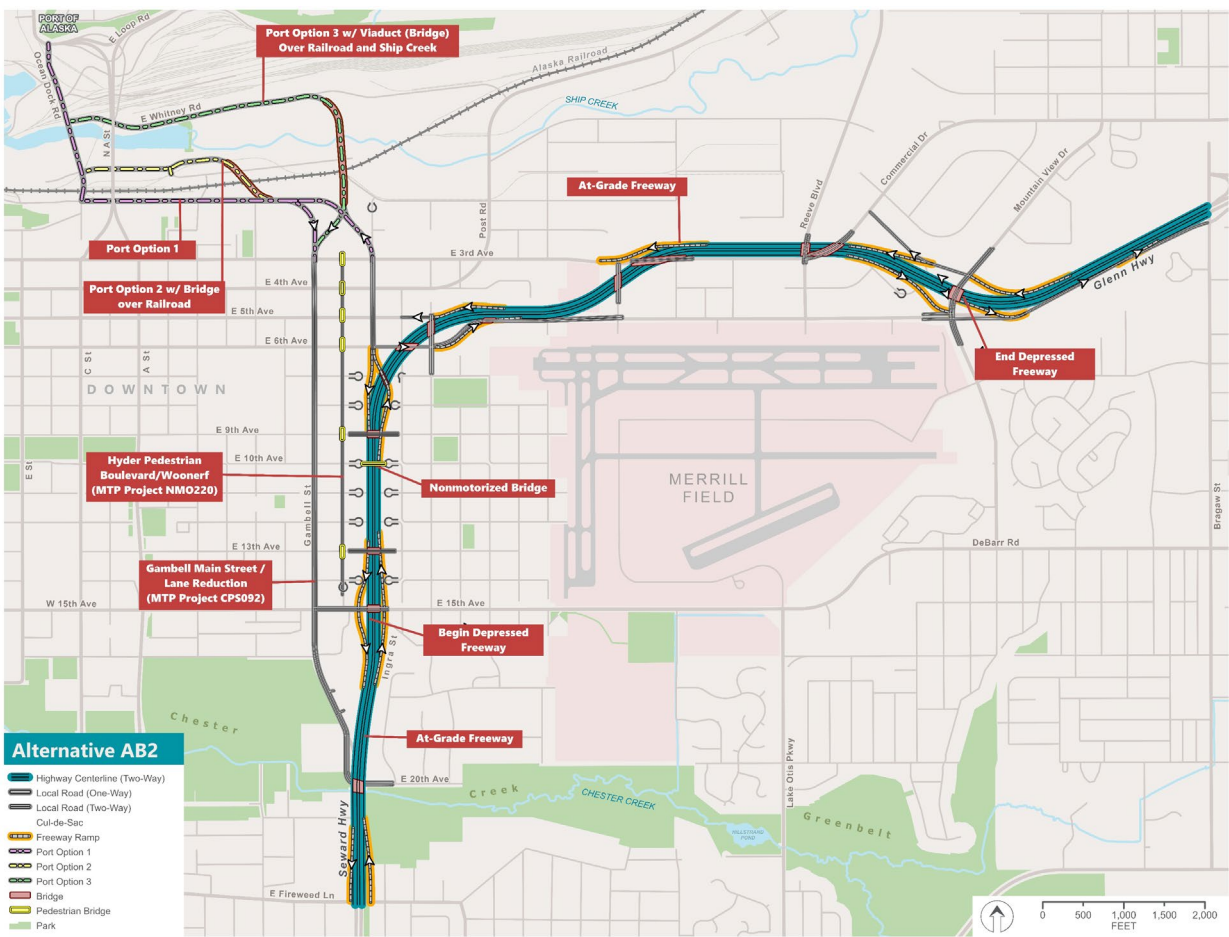
Motorized



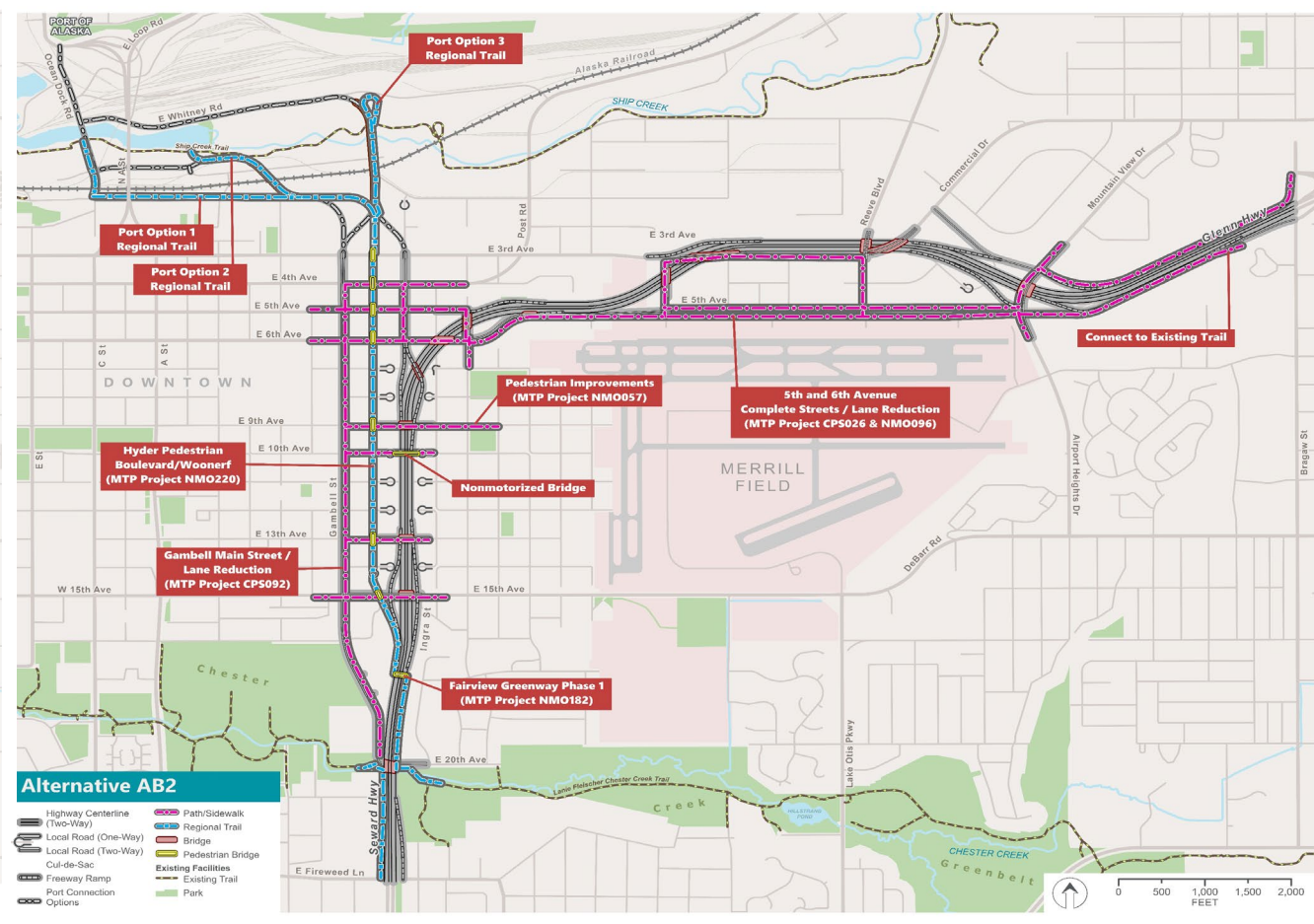
Non-Motorized



Motorized

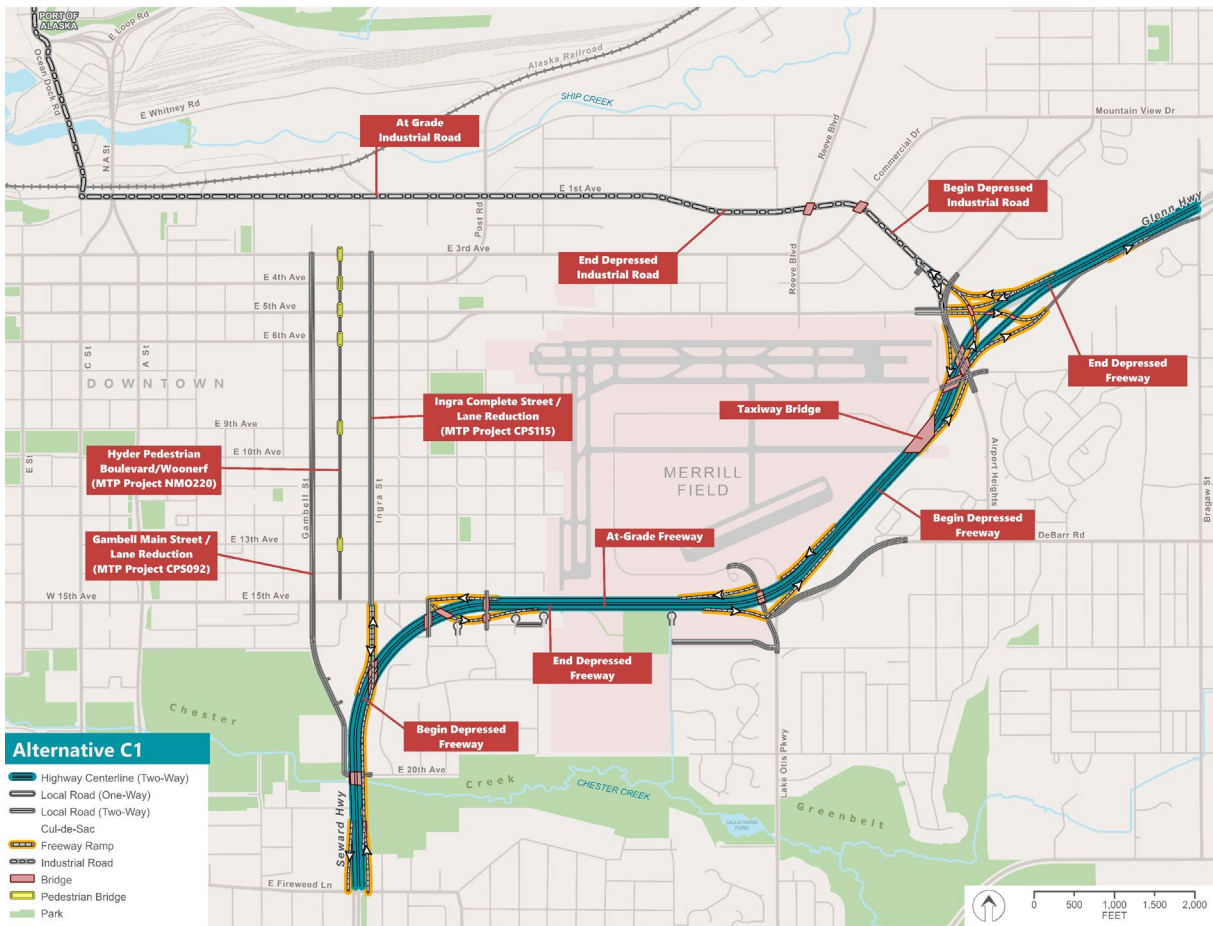


Non-Motorized

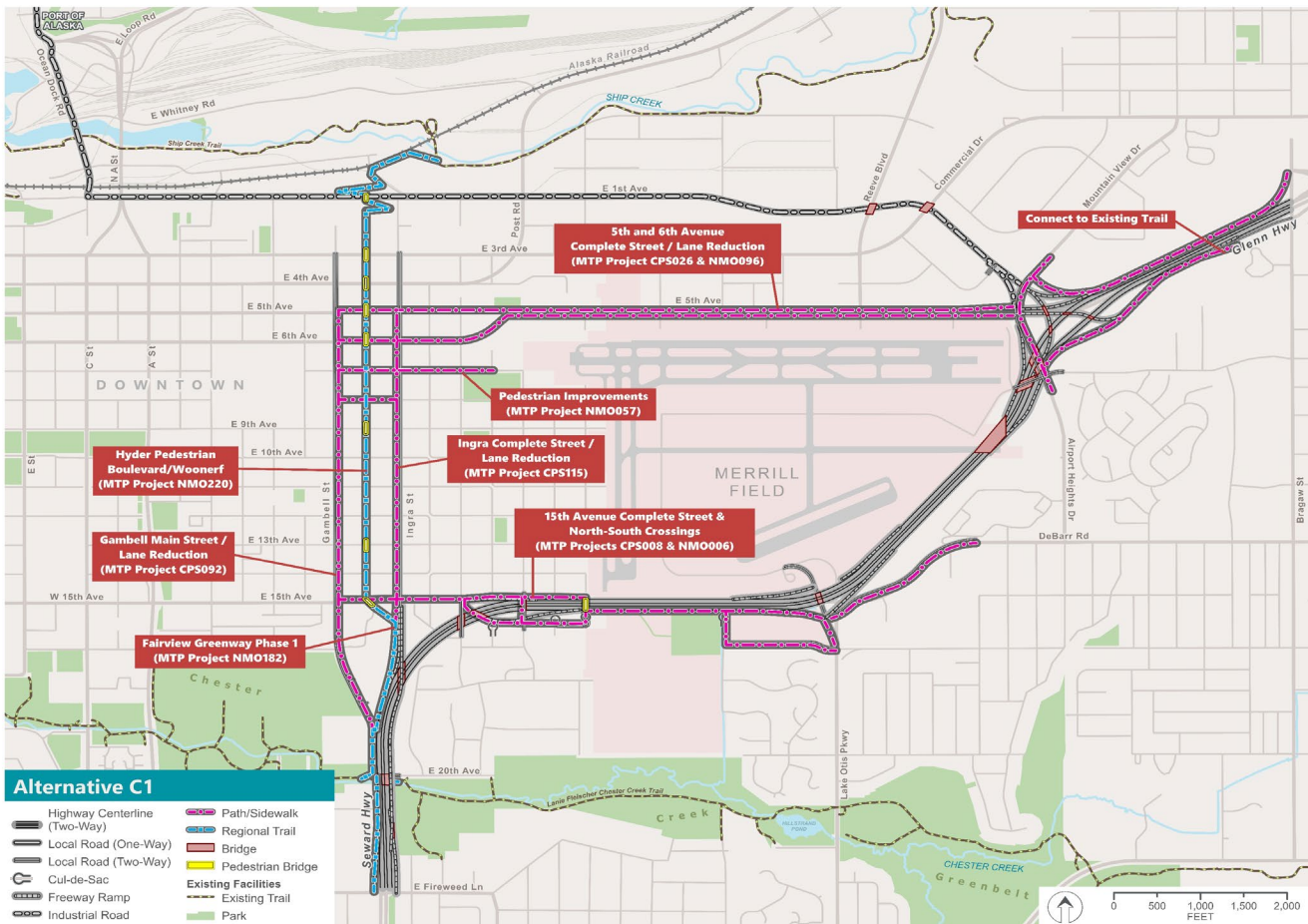


Alt C1

Motorized

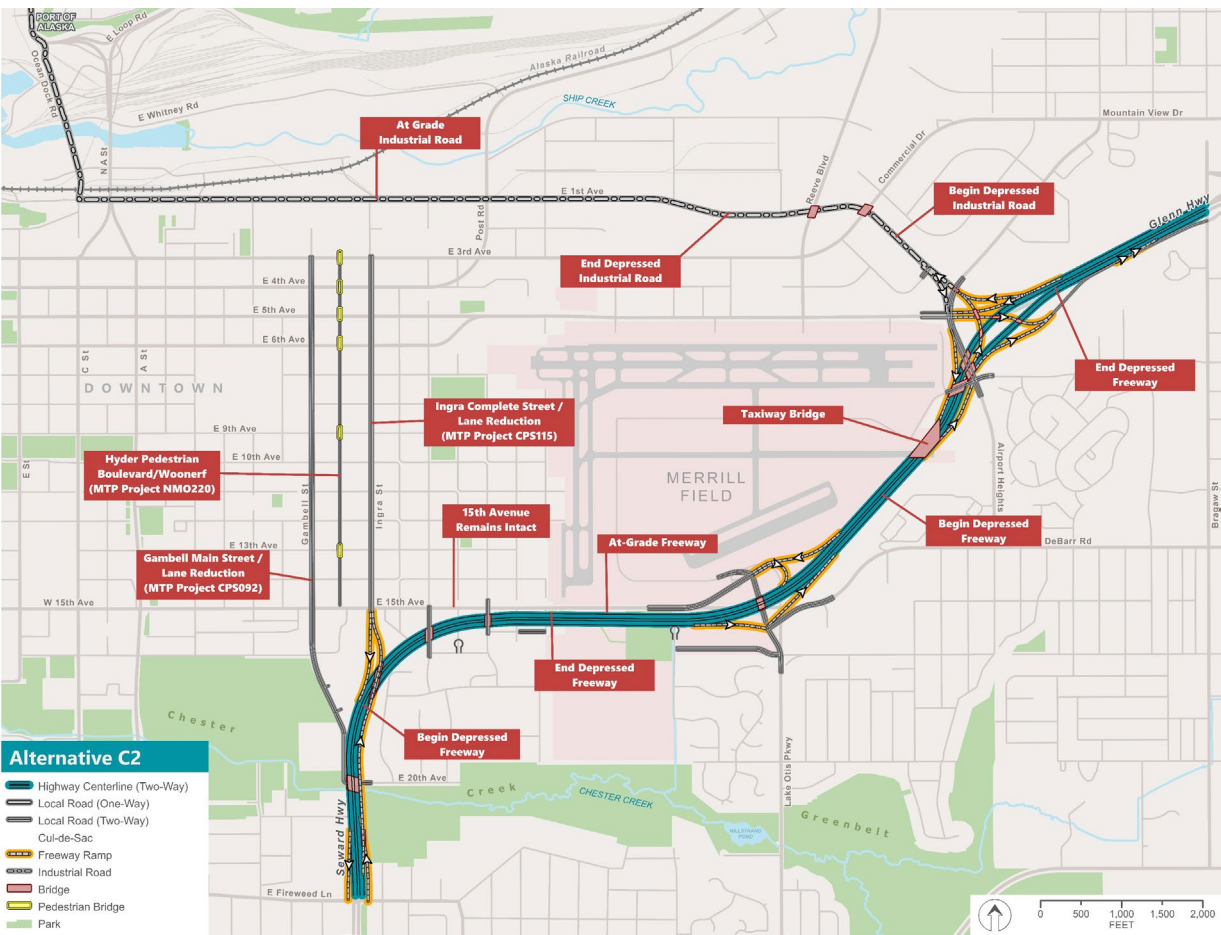


Non-Motorized

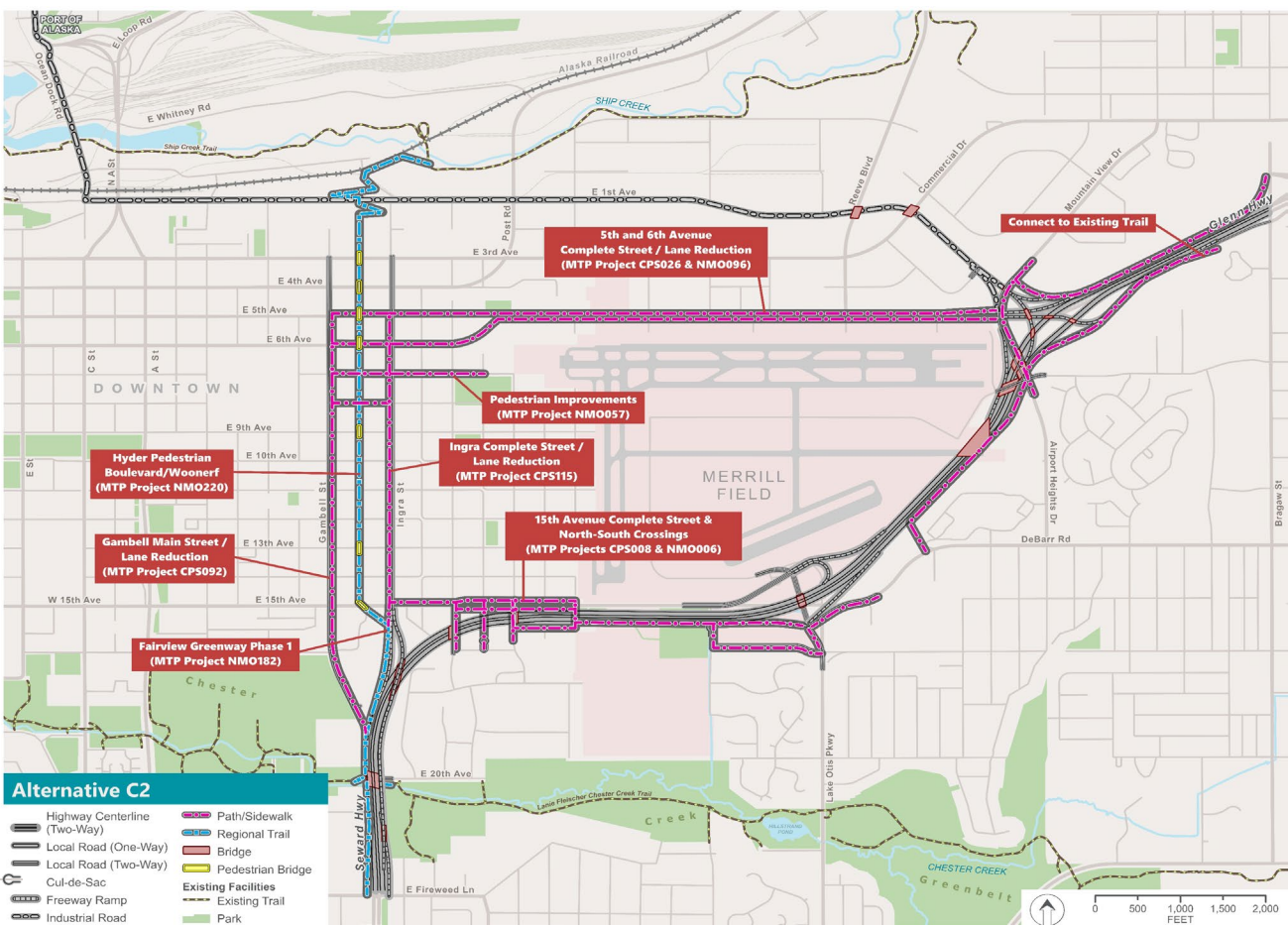


Alt C2

Motorized

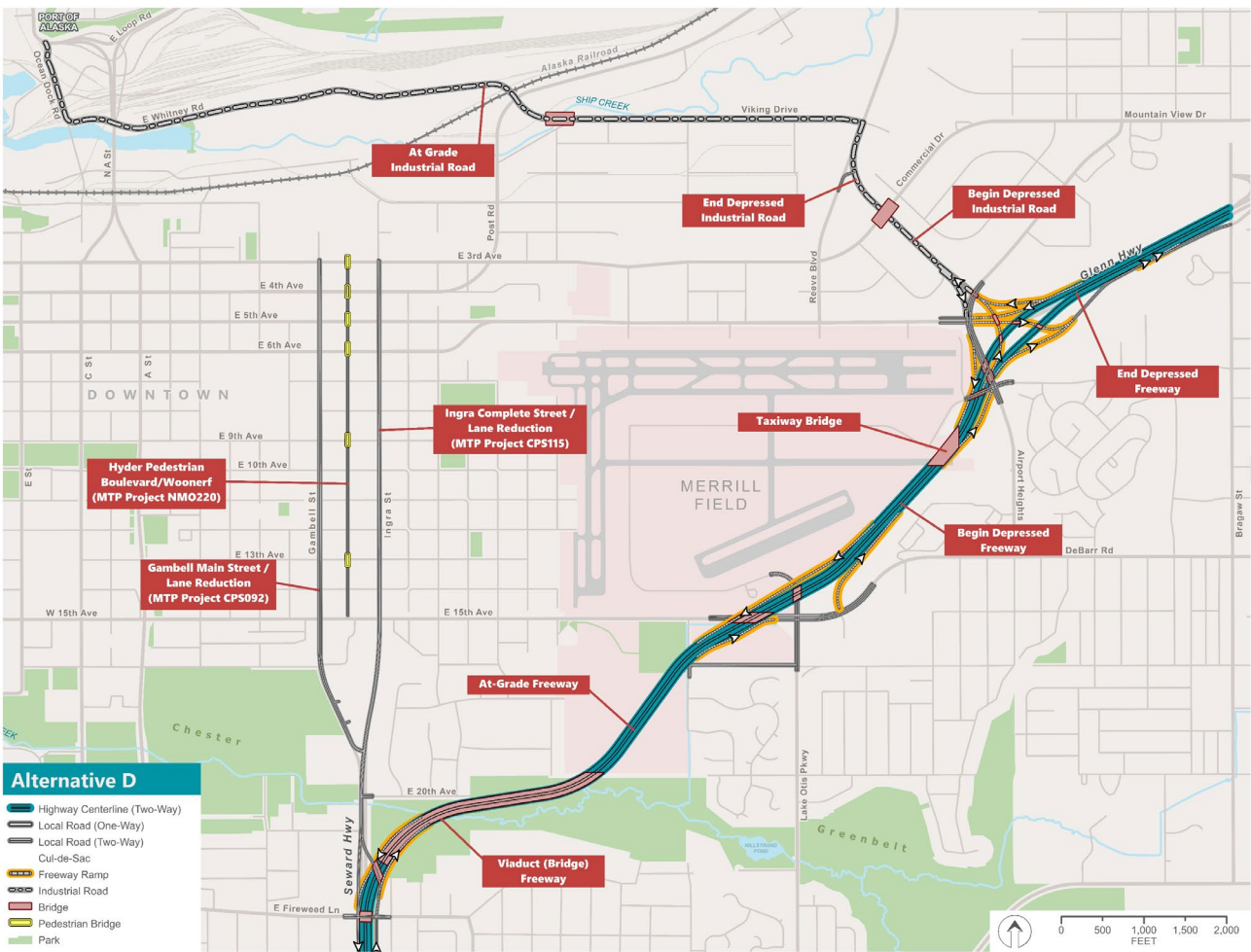


Non-Motorized

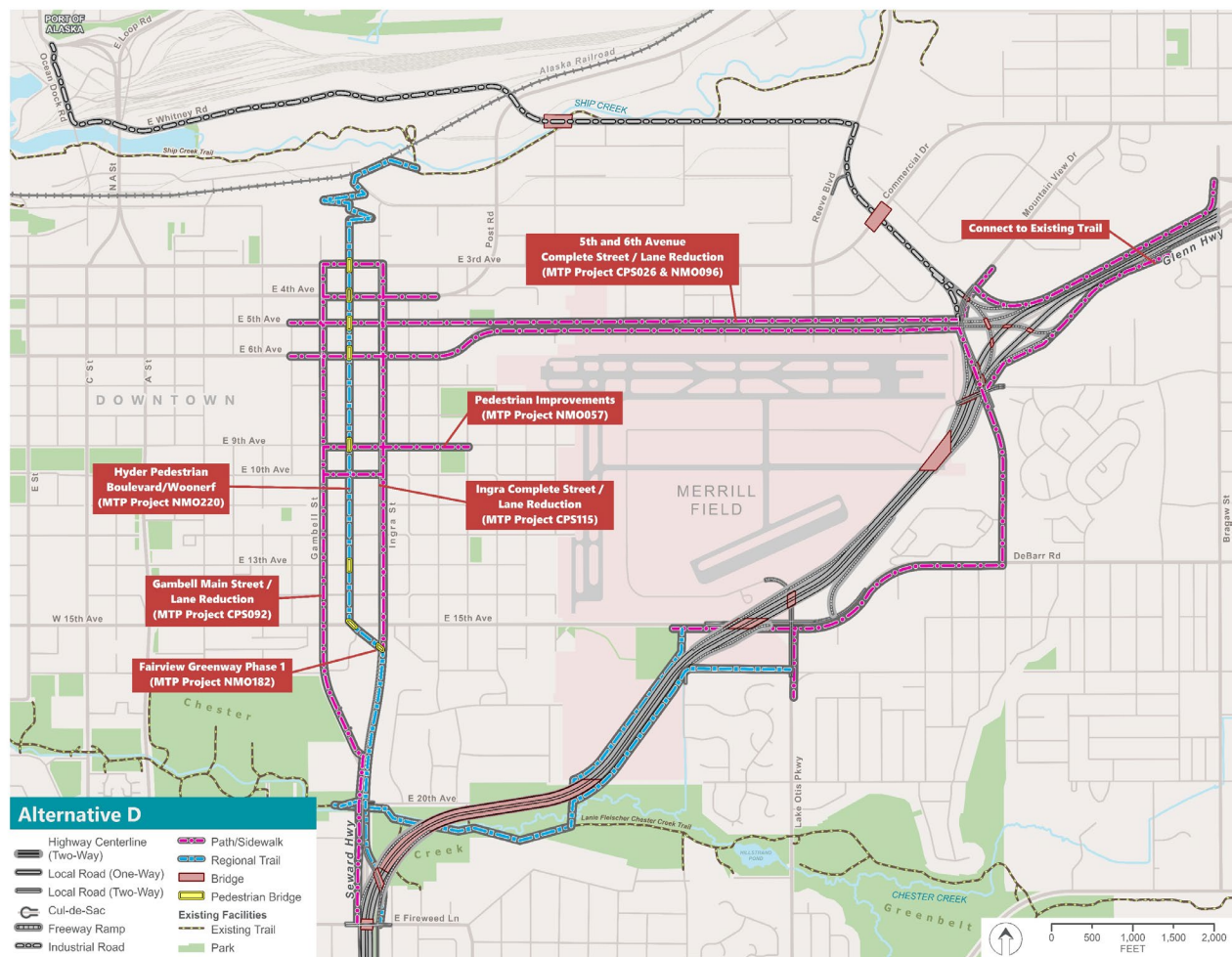


Alt D

Motorized



Non-Motorized



We want your input!



PUBLIC COMMENT PERIOD:

February 7, 2024 –
April 7, 2024

60 DAYS



VISIT OUR ONLINE OPEN HOUSE AND COMMENT USING THE INTERACTIVE MAP

*Draft Alts and Ped Study Reports
Available Online



ONLINE *

sewardglennconnection.com

BY EMAIL

info@sewardglennconnection.com

BY PHONE

(907) 206-2289

Benefits of PEL Process for Projects



Include input from agencies and stakeholders throughout process



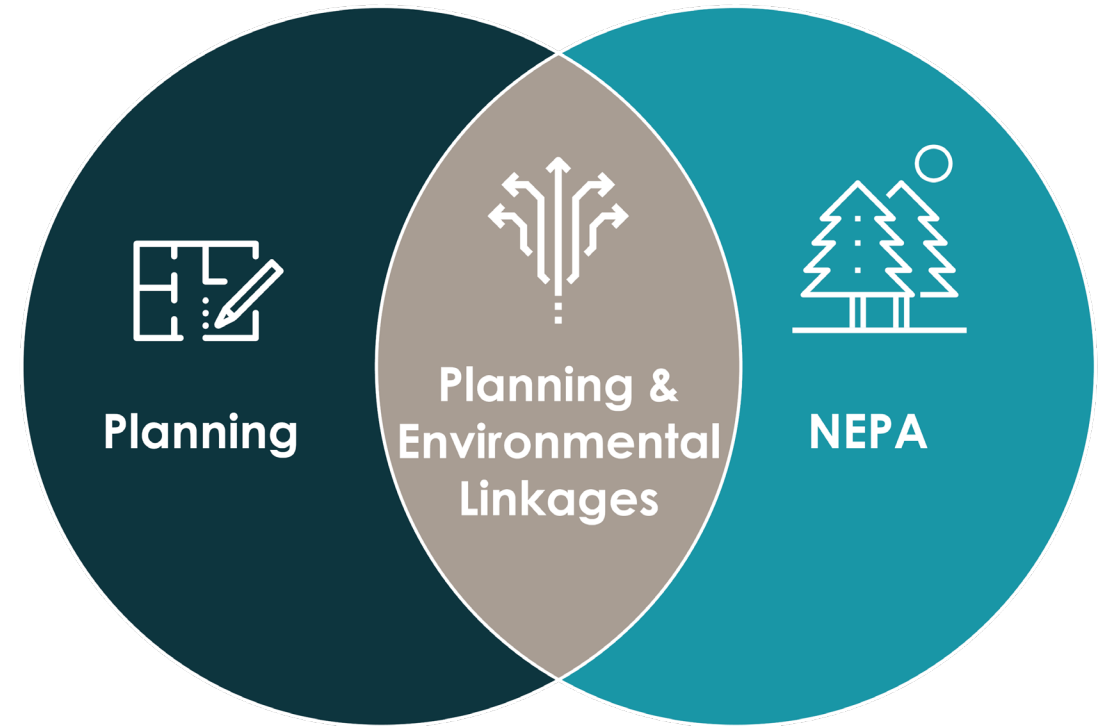
Accelerate project delivery

- Carry work and decisions forward
- Fewer re-do's



Flexibility

- Size & type of solutions
- Implementation planning



Purpose & Need

Purpose The proposed 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, and 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 and quality of life and accommodate adopted plans as practicable.

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



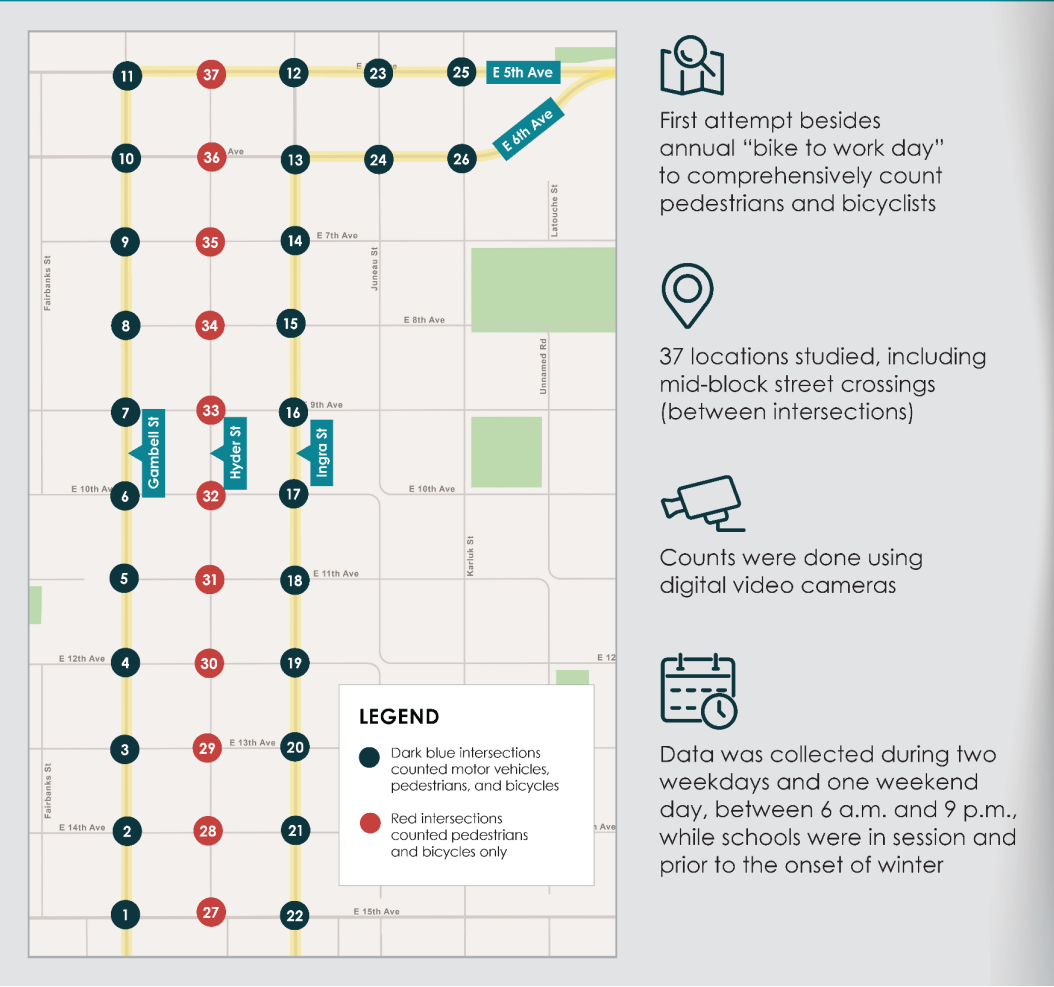
Current highway and arterial design on the Seward/ Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.

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

N

Pedestrian and Bicycle Study

Pedestrian and Bicycle Count Locations



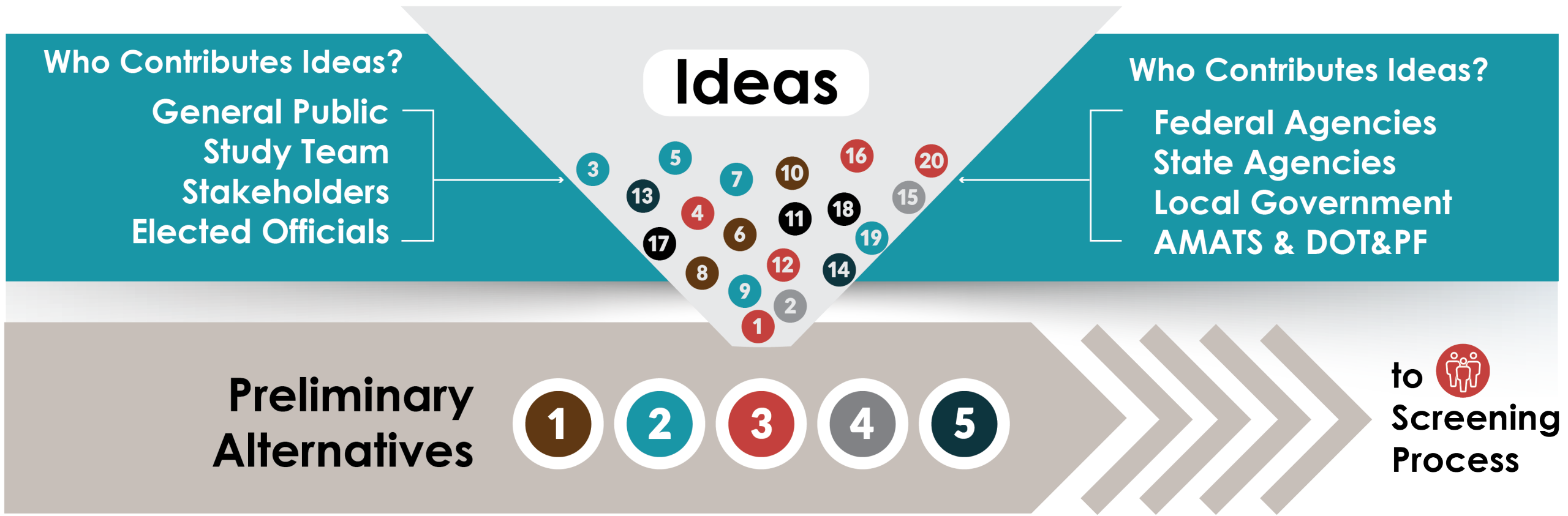
Average Activity Per Hour



Draft Alternatives Available!

Described in the Draft Recommended Alternative Selection Criteria Memorandum

Universe of Alternatives



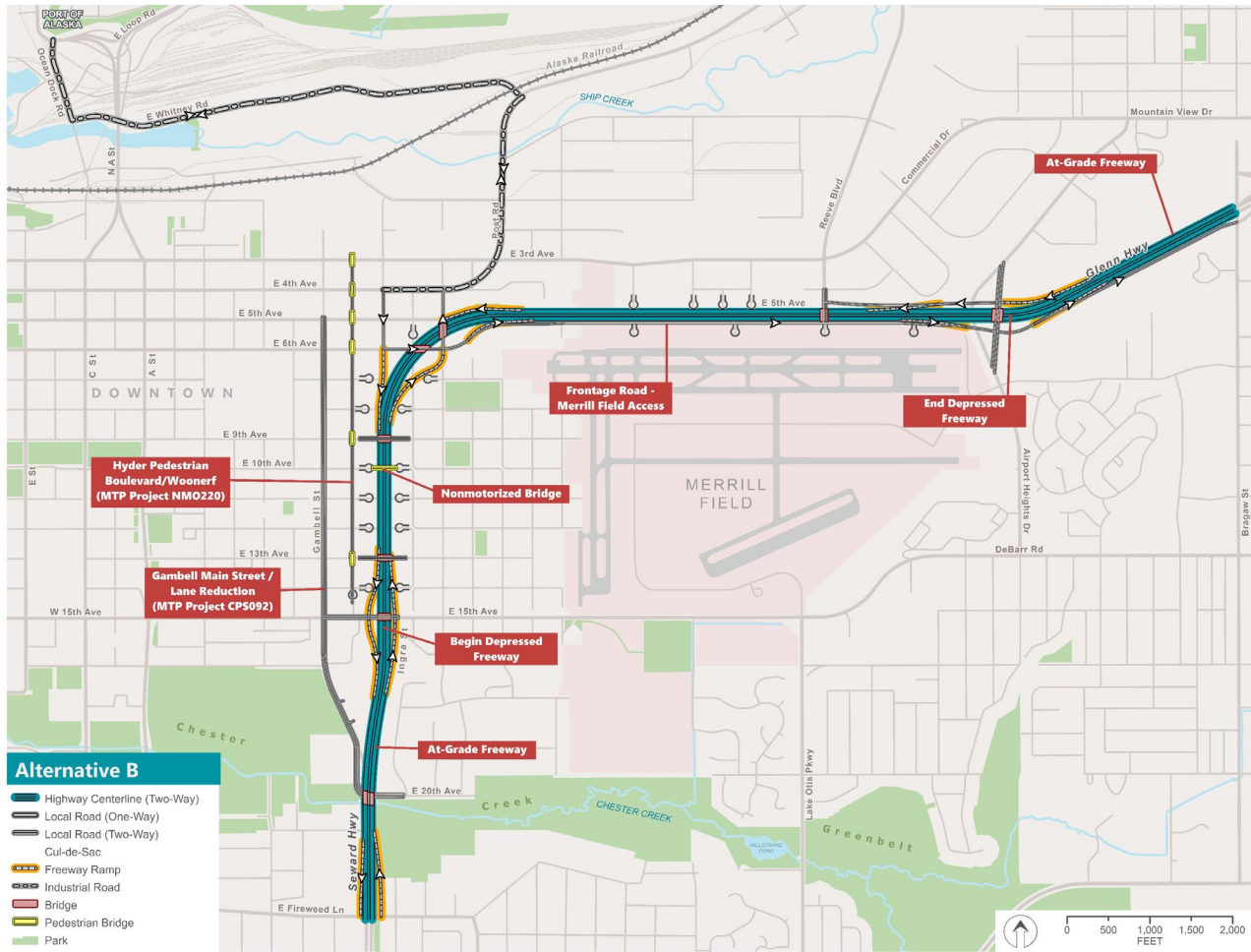
Our Approach...

Grade separation

Alternative A



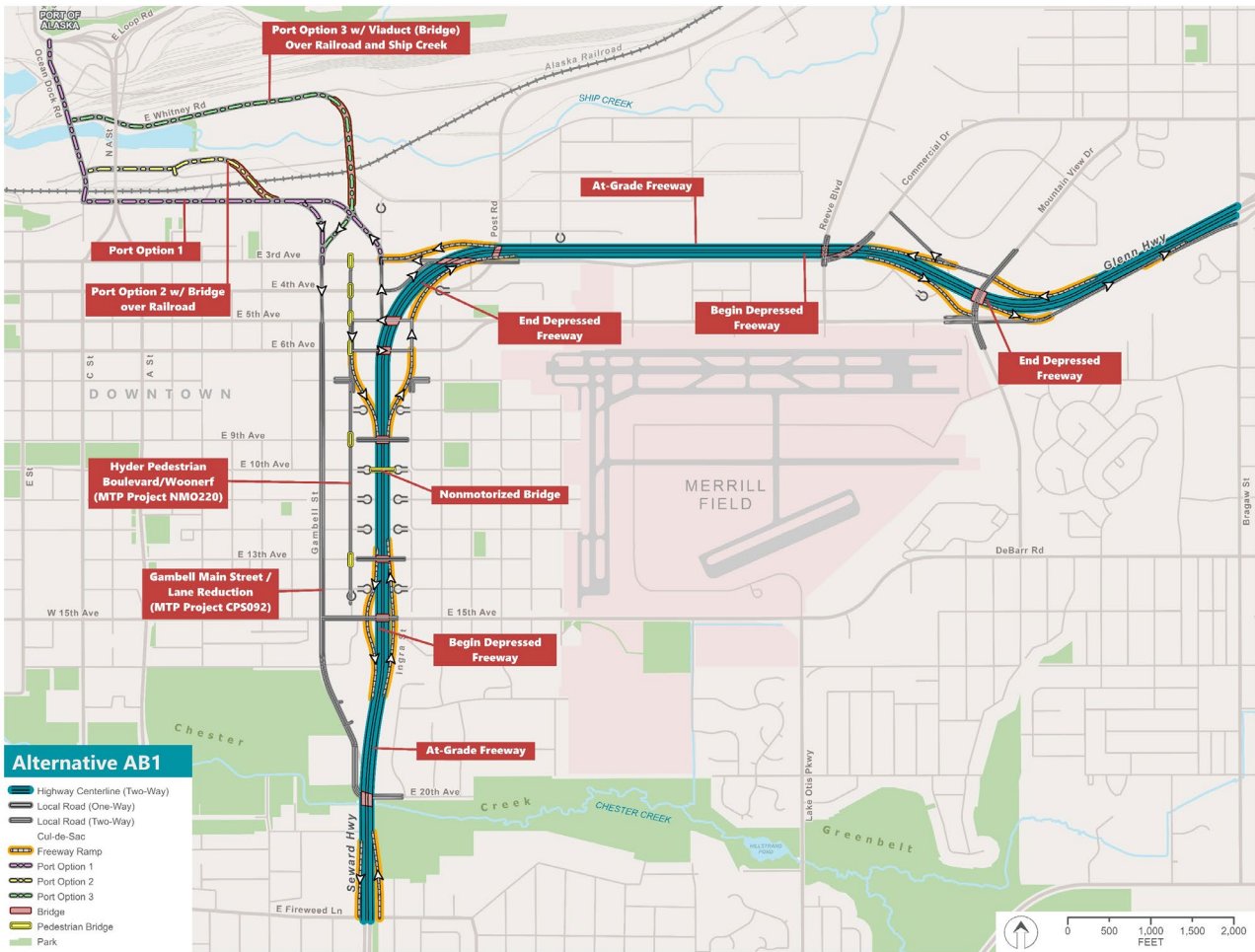
Alternative B



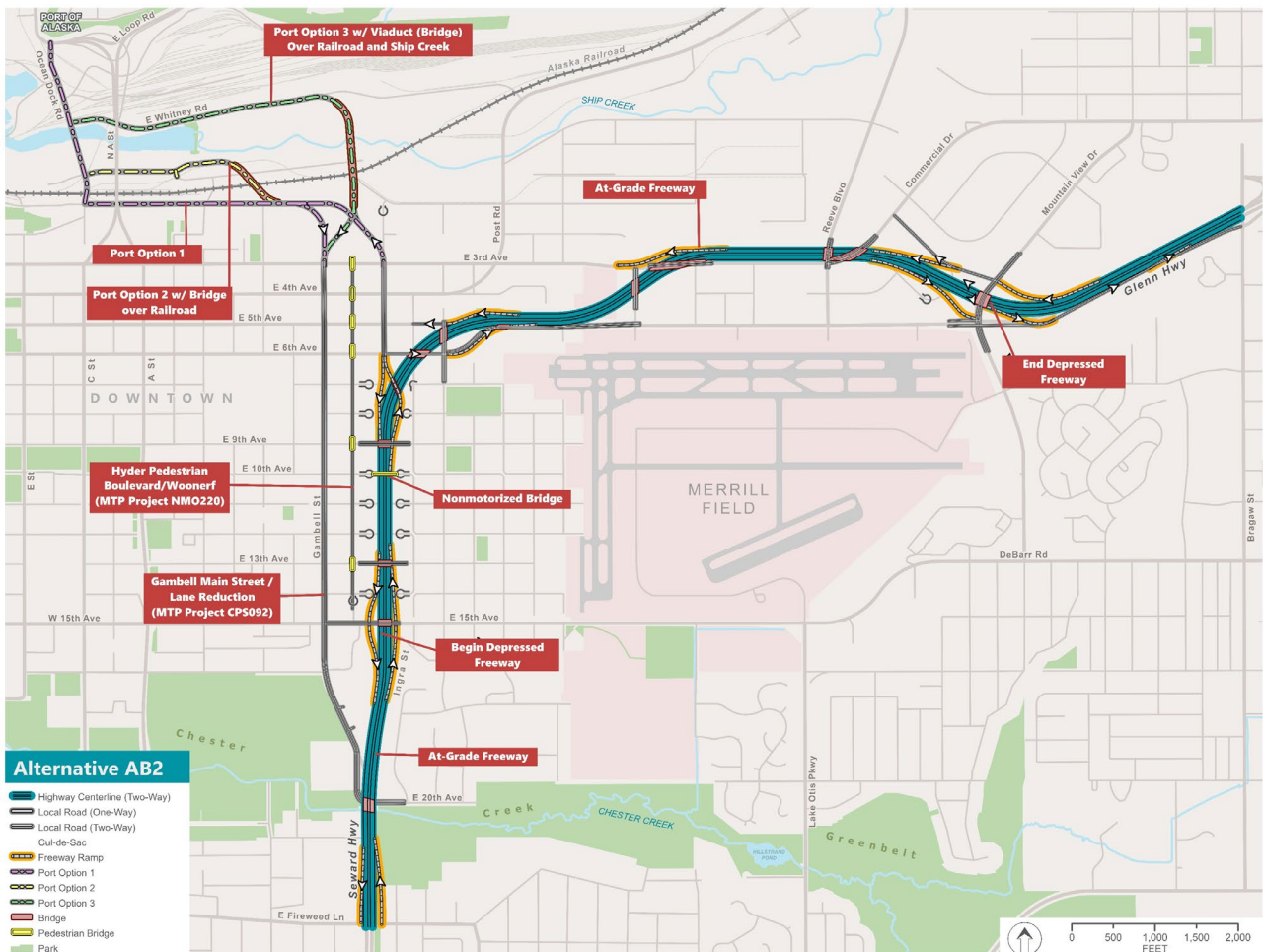
Our Approach...

Grade separation

Alternative AB1

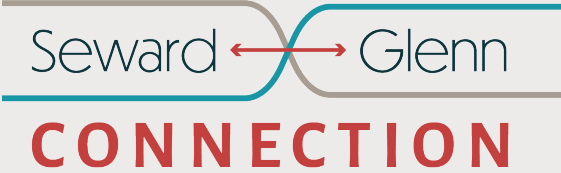


Alternative AB2

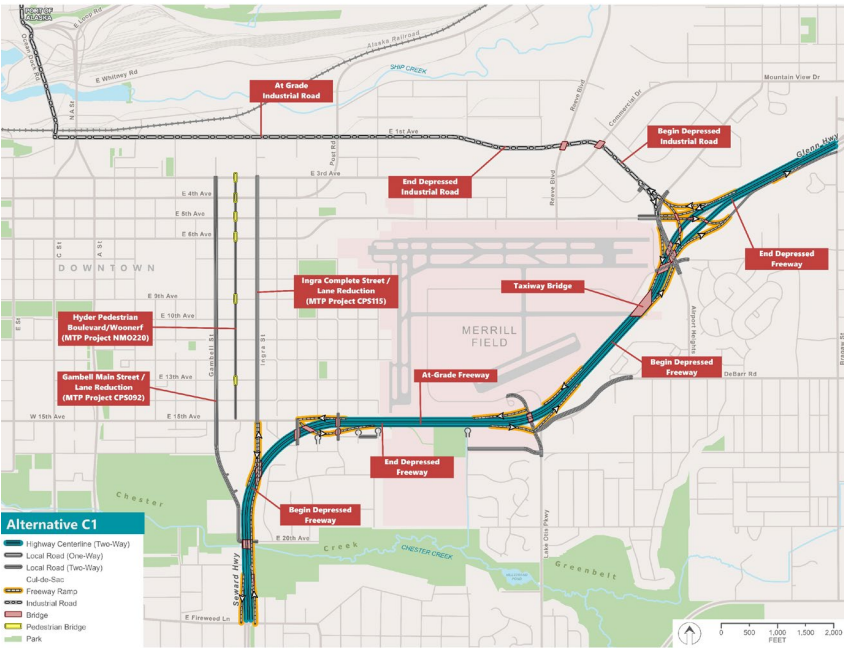


Our Approach...

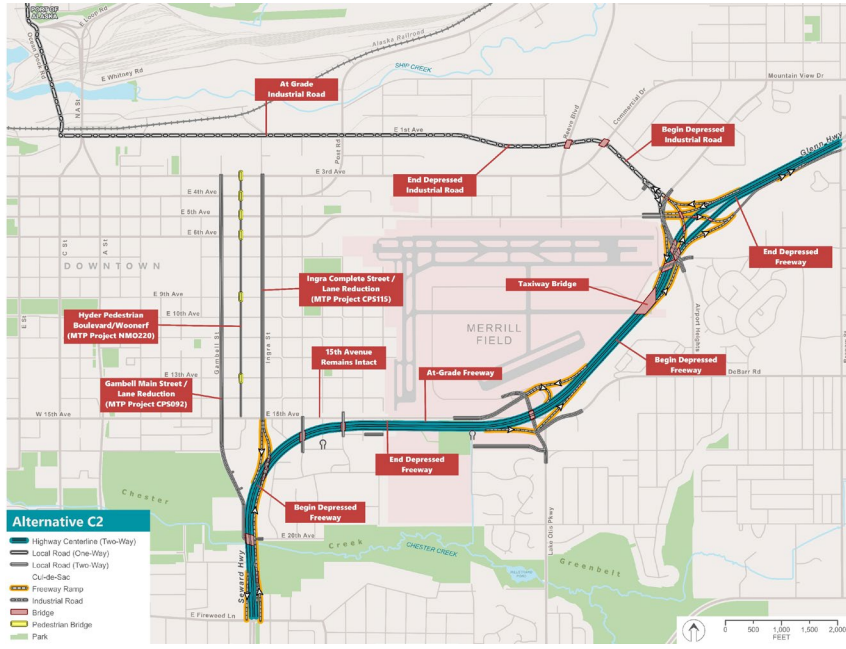
Bypass south of Merrill Field



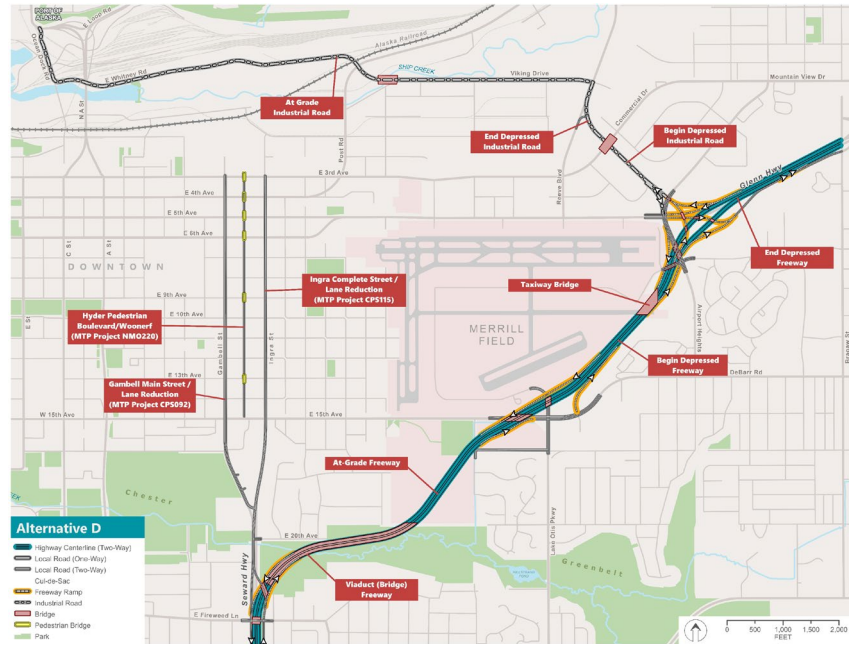
Alternative C1



Alternative C2

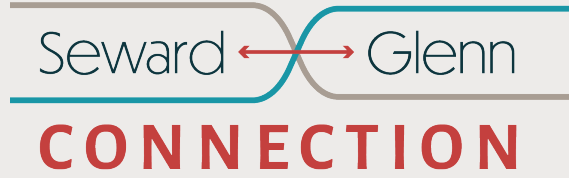


Alternative D

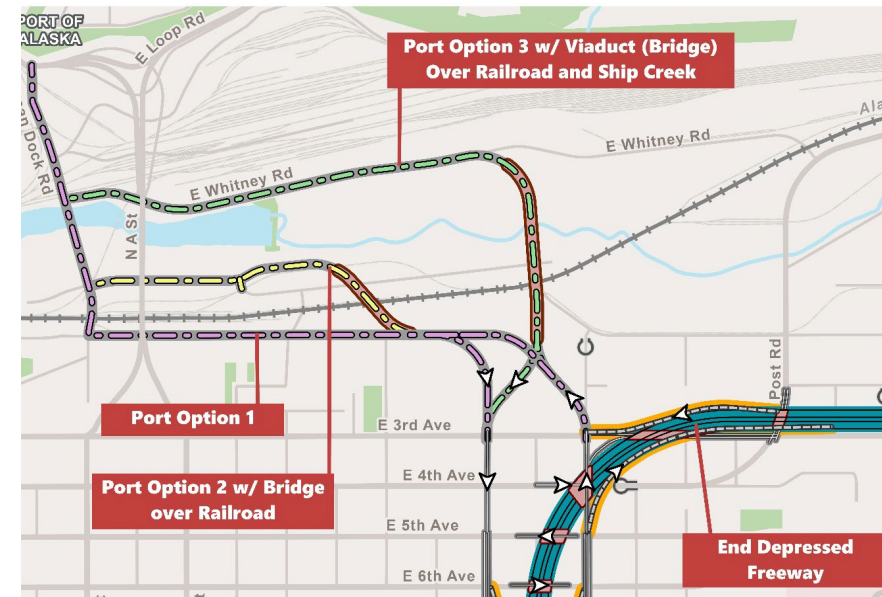
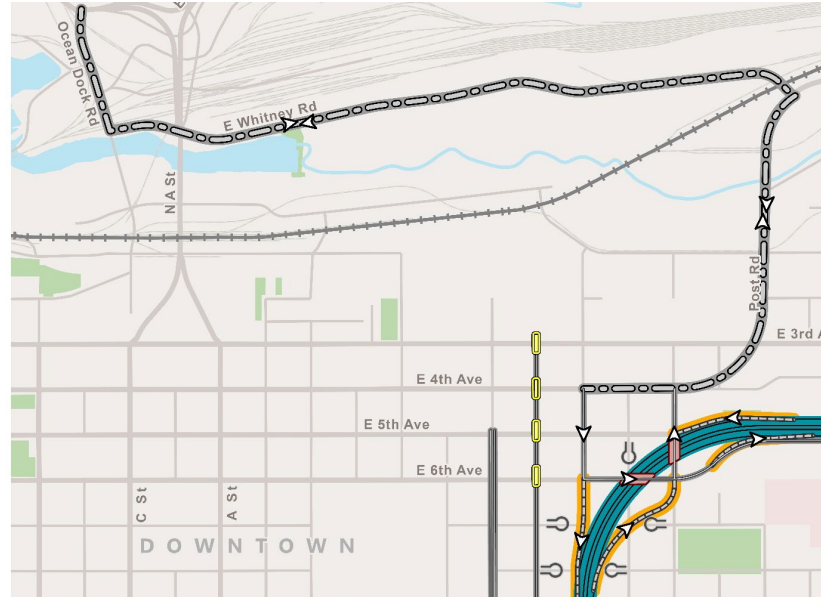
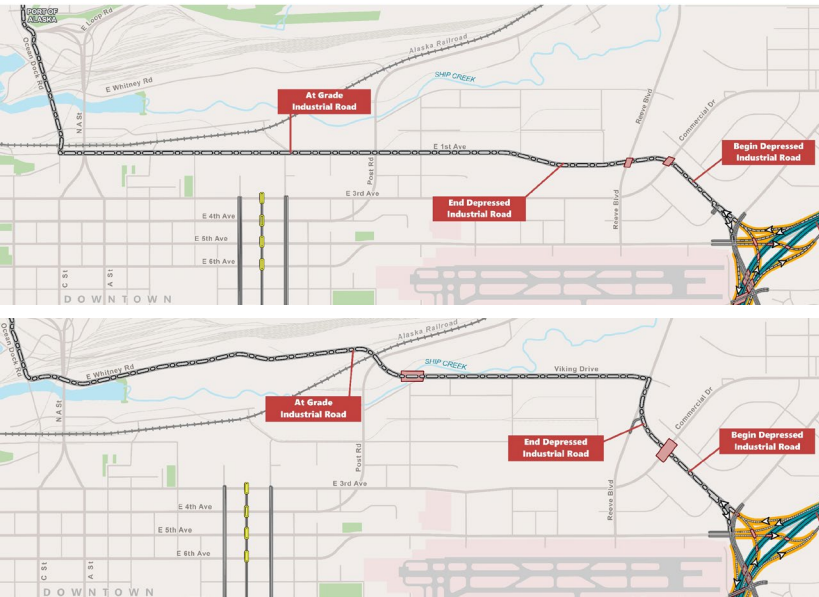


Our Approach...

Diverting port traffic to a highway interchange

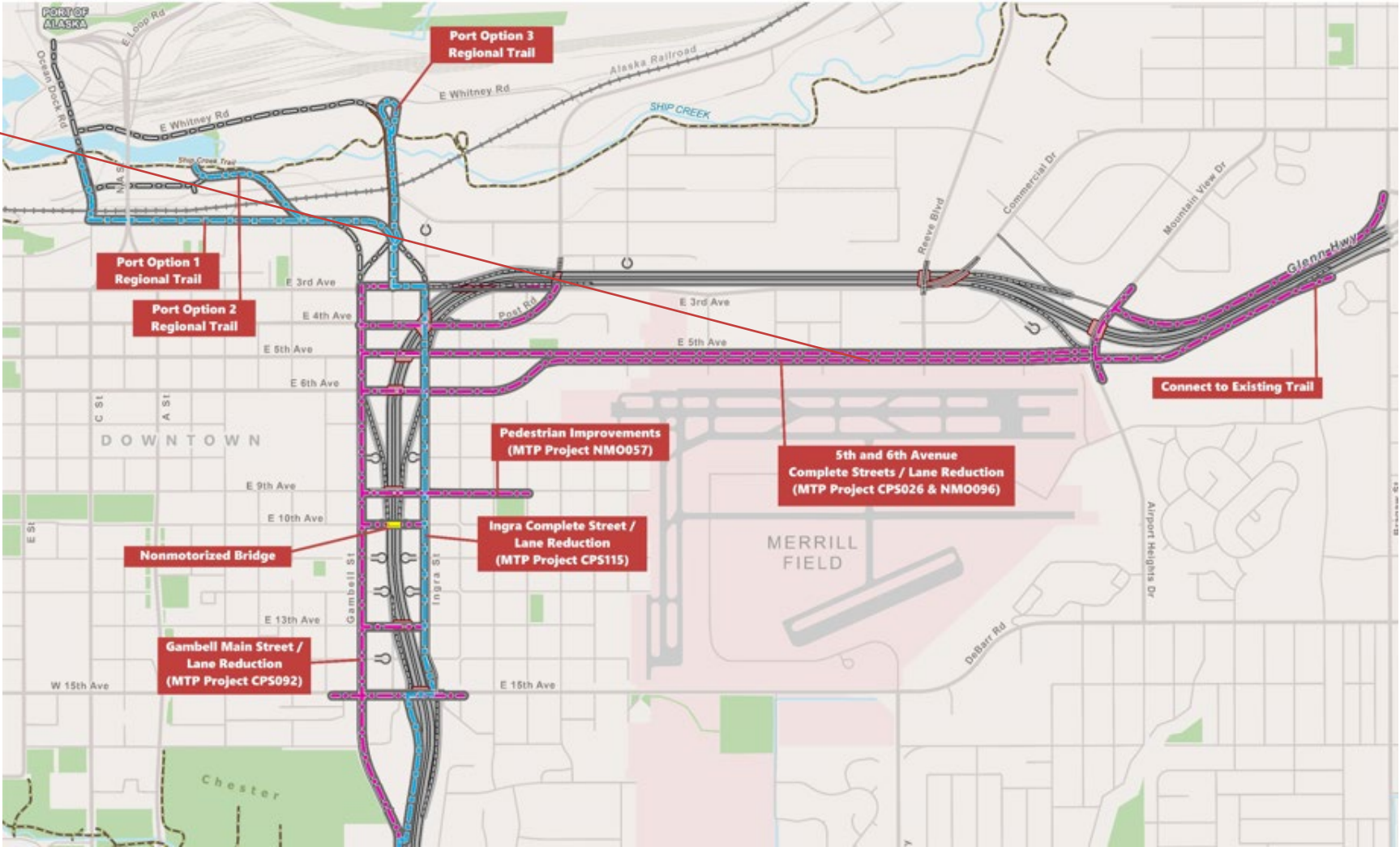
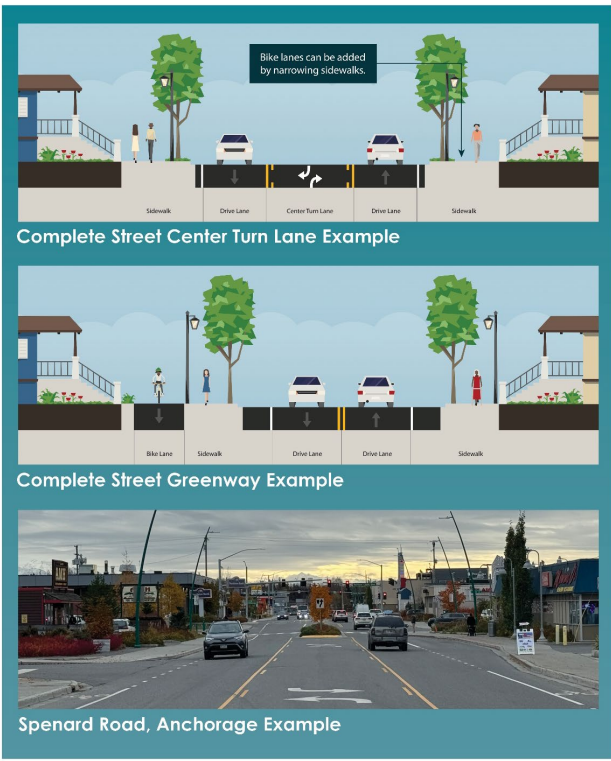


Port connection ideas...



Improve Local Street and Nonmotorized Connections

Make room for complete street projects



Improve Local Street and Nonmotorized Connections

Seward ← → Glenn
CONNECTION

Make room for a Gambell Main Street



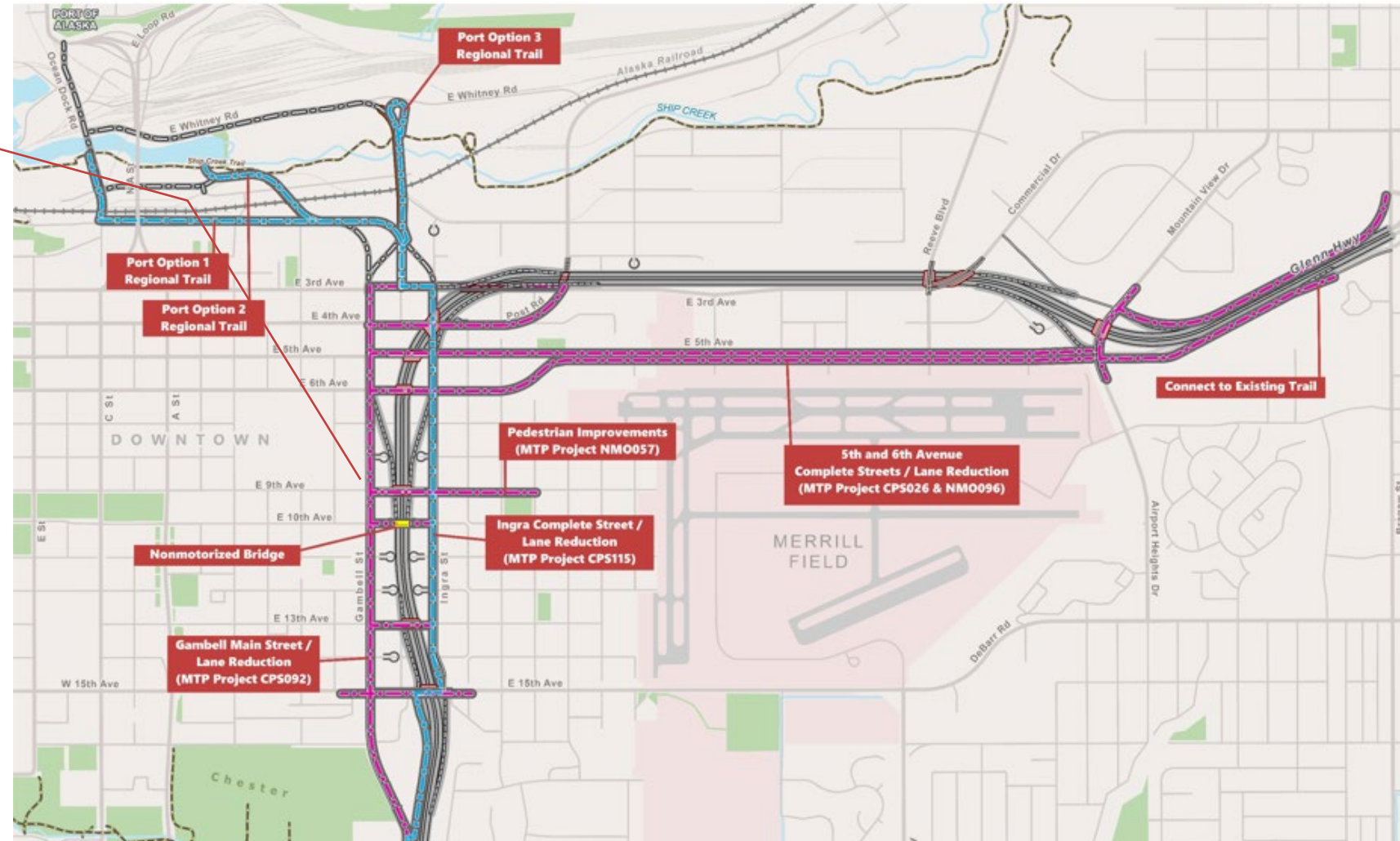
Main Street Example



Main Street Example



West Fourth Avenue, Anchorage



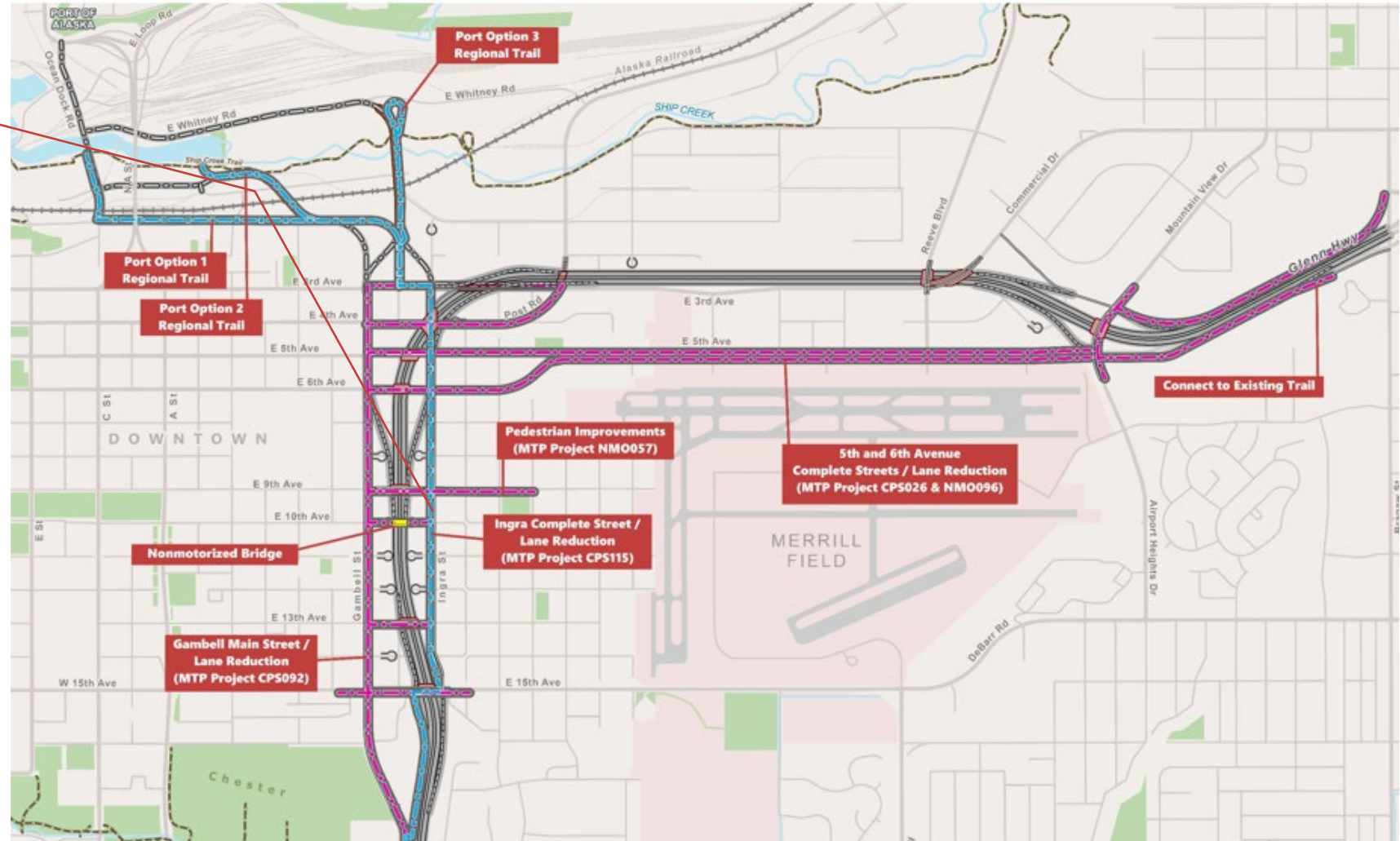
Improve Local Street and Nonmotorized Connections

Seward ← → Glenn
CONNECTION

Create a regional trail connection

Regional Trail Connections

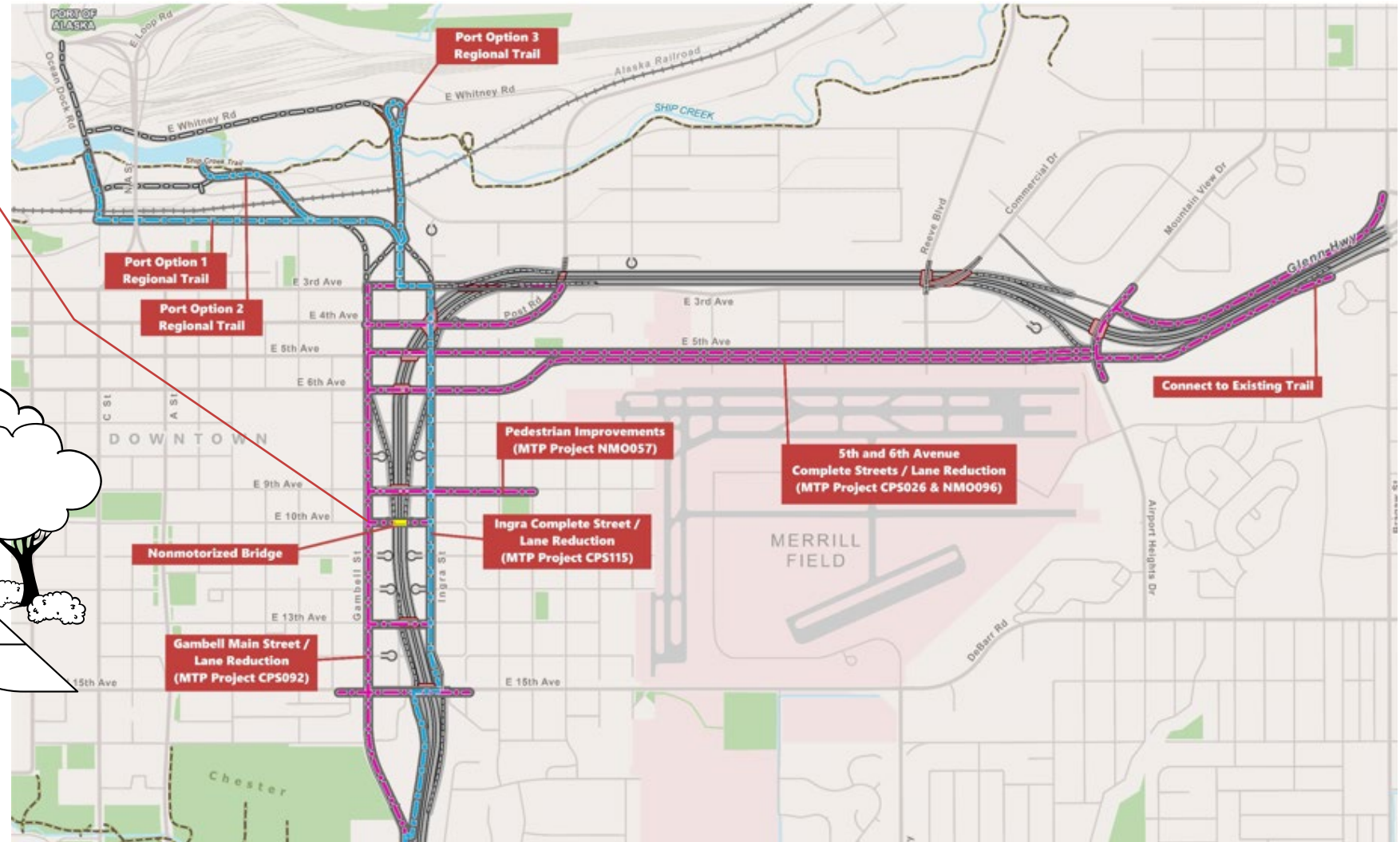
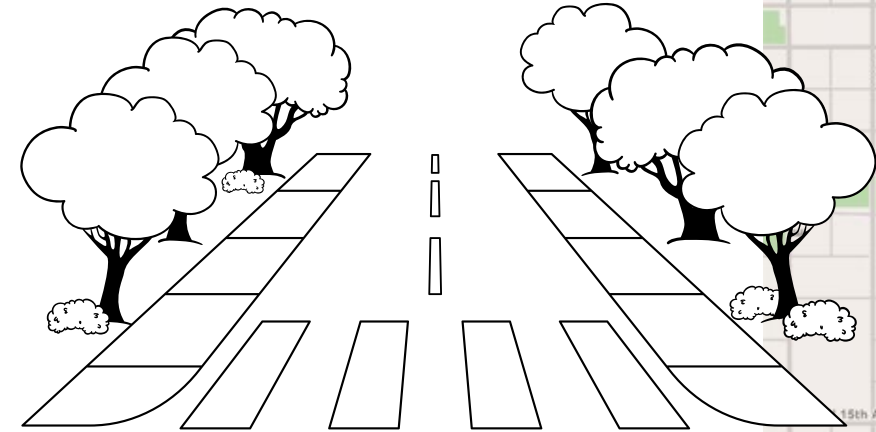
- All recommended alternatives will align with the Municipality of Anchorage recommendations for greenway-supported development.
- Alternatives will incorporate natural open spaces, creek corridors, and pedestrian routes.
- Every Seward to Glenn Connection PEL alternative includes connections to the regional trail system.



Improve Local Street and Nonmotorized Connections

Seward ← → Glenn
CONNECTION

Make safer local street connections



Improve Local Street and Nonmotorized Connections

Explore woonerf ideas and create other connections

