

# Seward to Glenn Connection PEL Study

Preliminary Alternatives

Technical Advisory Committee  
March 8, 2024

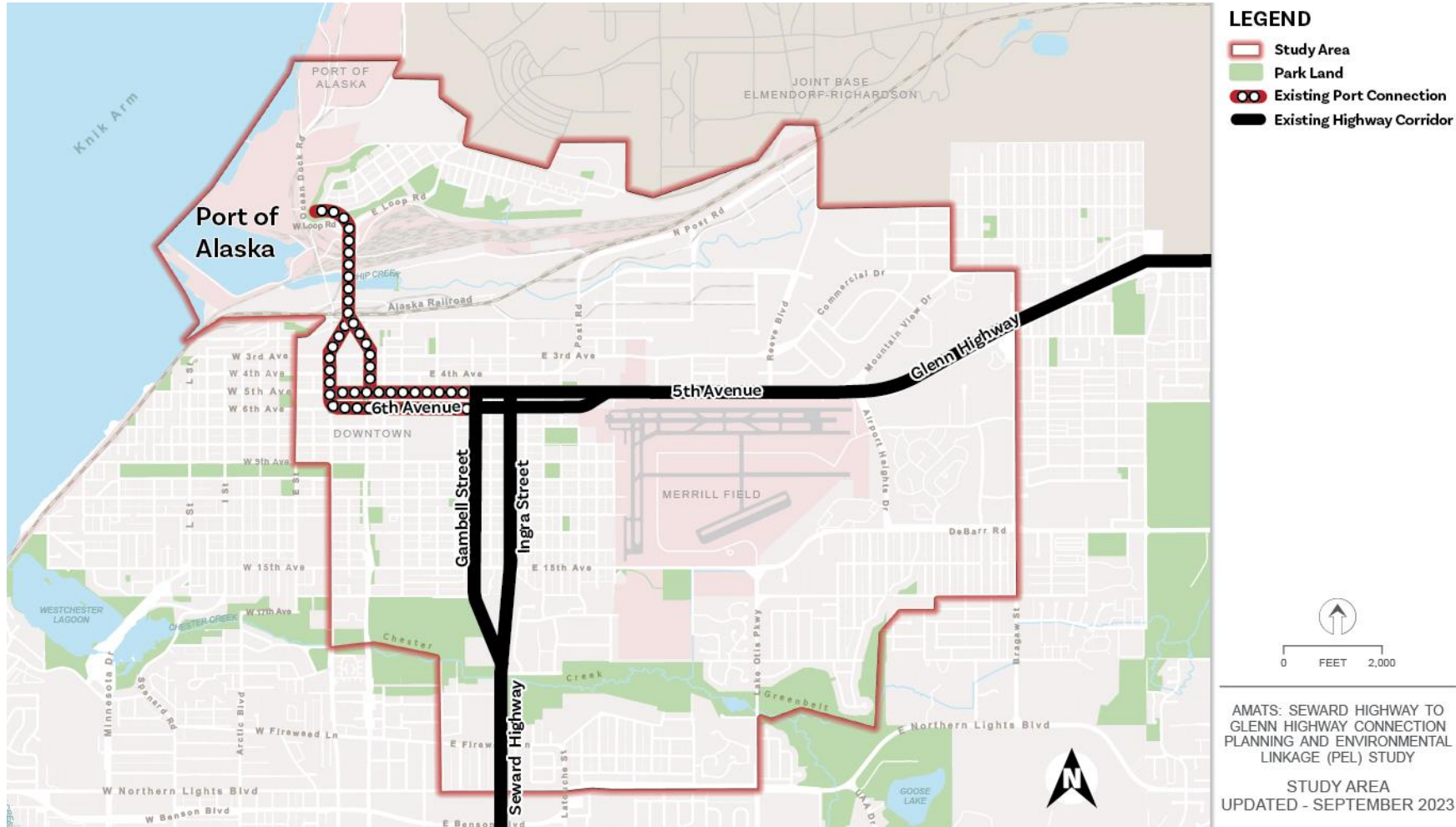


# Welcome, Introductions, Agenda

1. Welcome – 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)

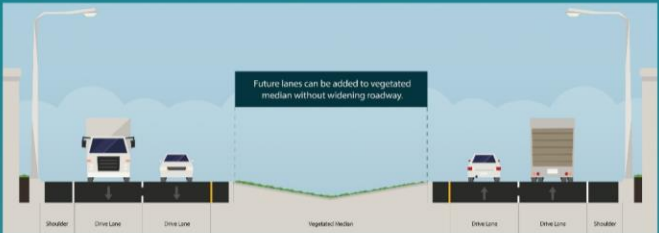


Concrete Barrier Median (Potential Future Build-Out)



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

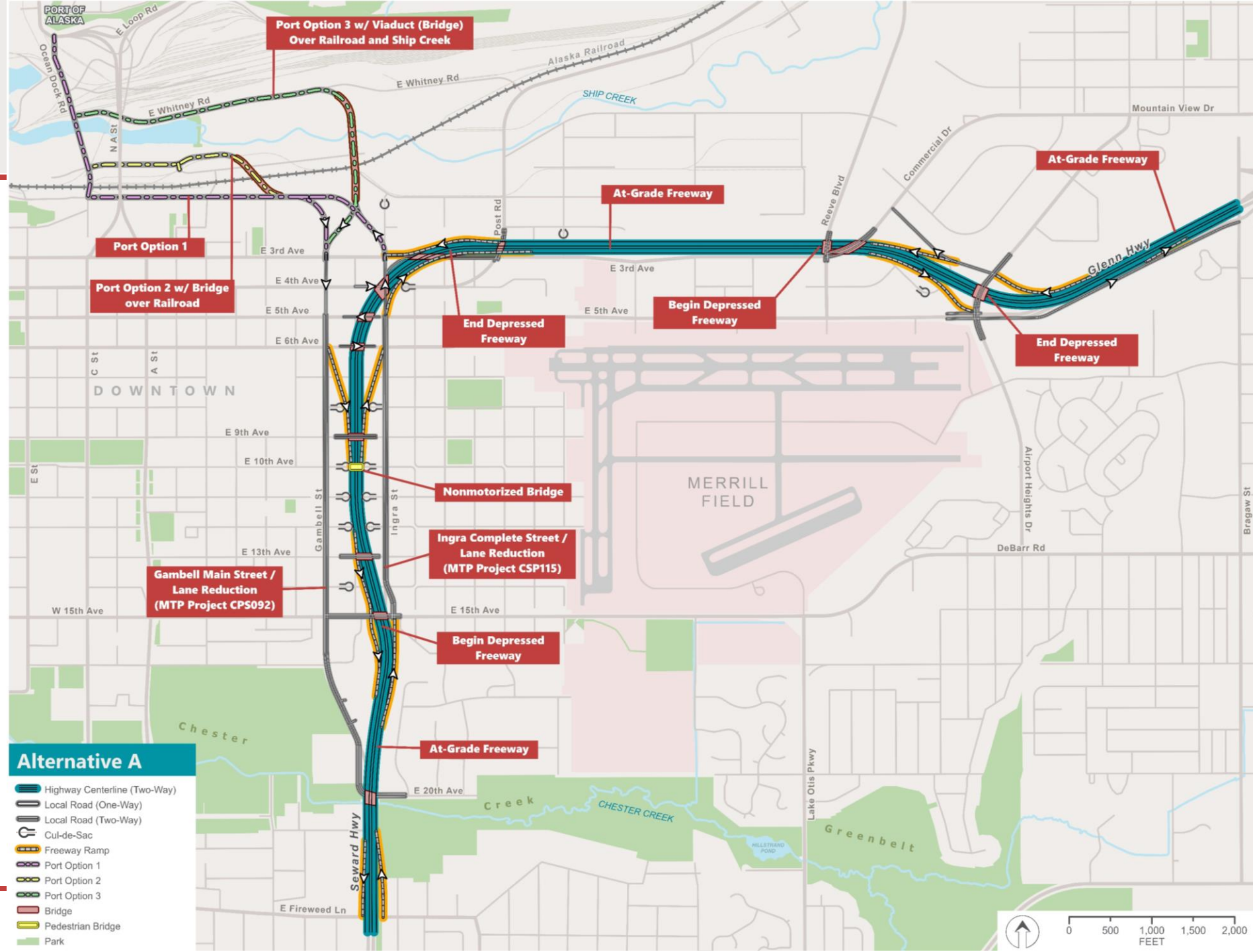
# Alt A

## Design Approach

- Test MTP 2040 highway connection alignment
- Ingra St as a collector road to accommodate local traffic in Fairview

## Features

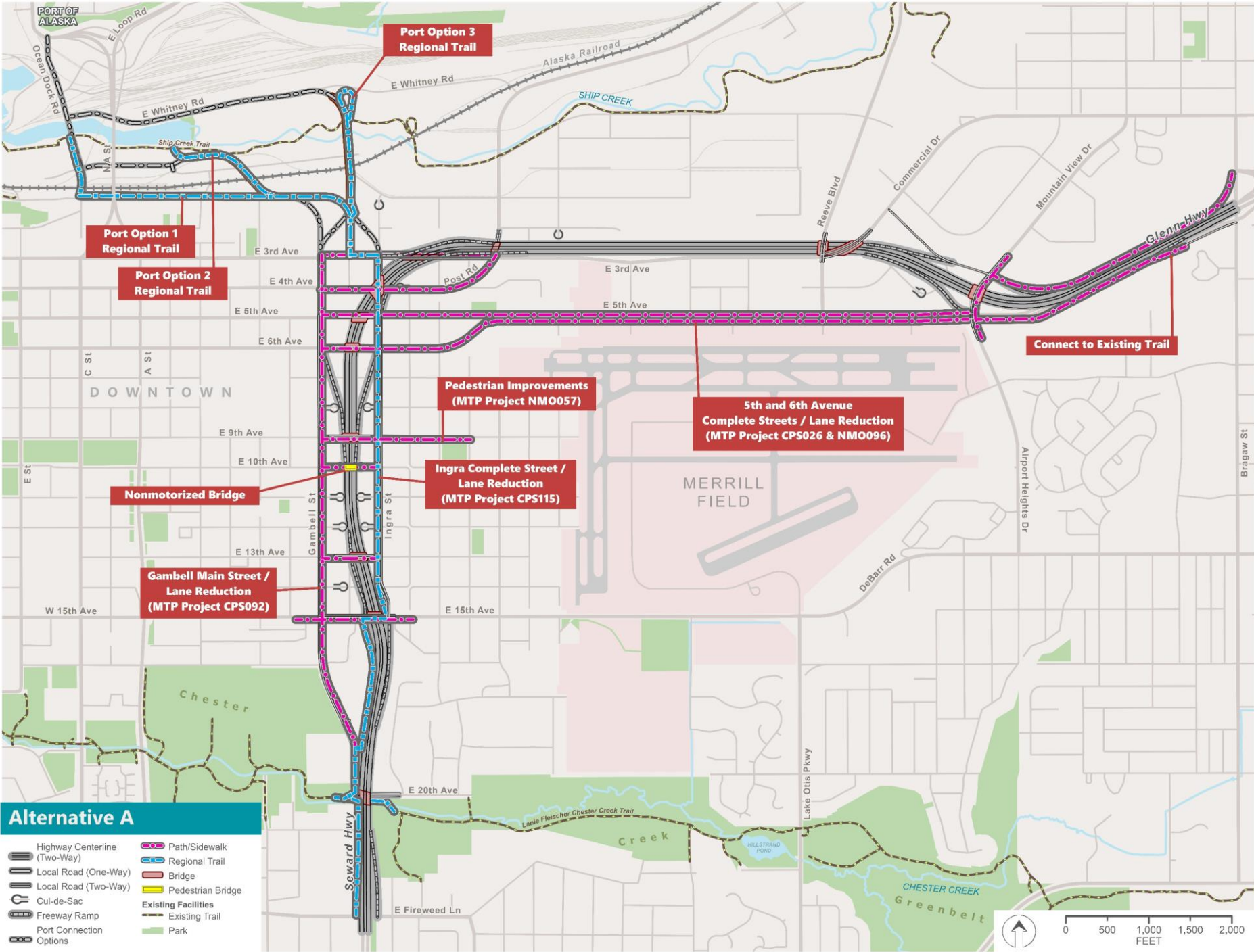
- Depressed on Hyder St to separate regional and local traffic
- Direct access to Downtown
- Multiple options for Port access using an extension of Gambell St and Ingra St
- Uses alignment ideas from past adopted plan
- Greenway trail connection along Ingra St





# Alt A

## Non-Motorized





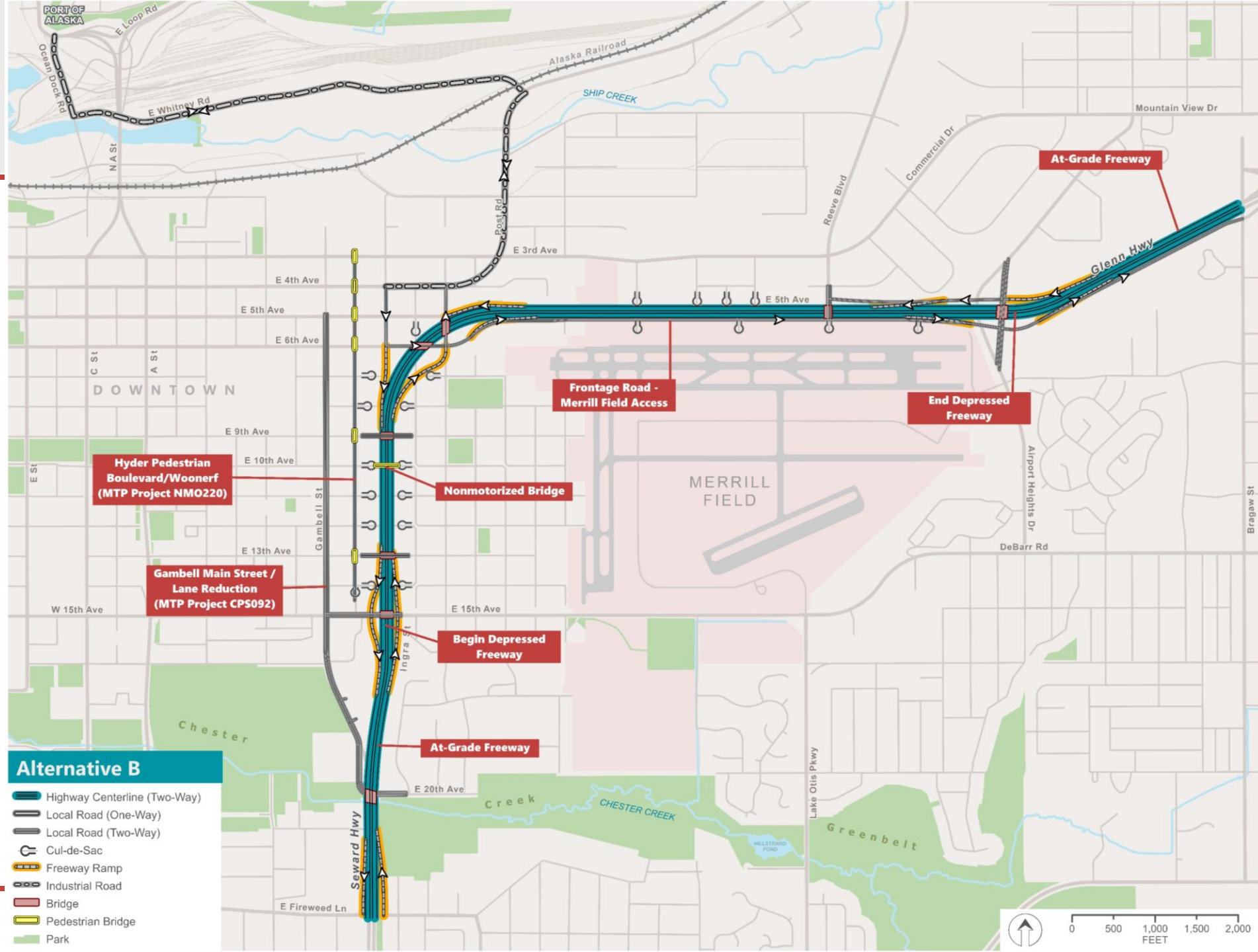
# Alt B

## Design Approach

- Maximize use of existing DOT&PF right-of-way
- Hyder utilized as a woonerf and greenway connection
- Shorter hwy through Fairview; reduced business relocations

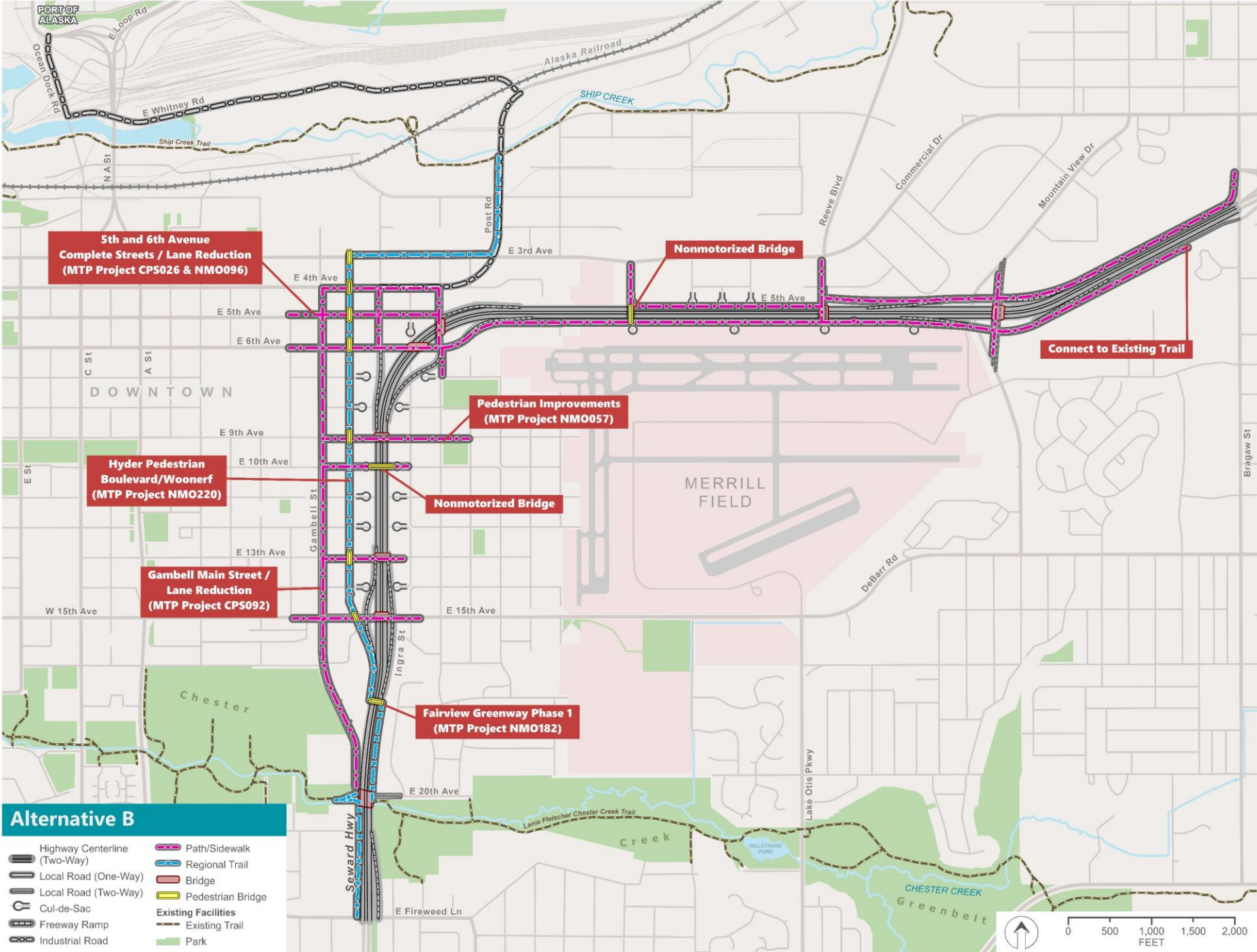
## Features

- Depressed alignment on Ingra; separate regional and local traffic
- Direct access Downtown
- Frontage road for Merrill Field
- Port connection upgrade via Post Rd to Whitney Rd to a new interchange
- Trail connection and woonerf on Hyder St



# Alt B

## Non-Motorized





# Alt AB1

## Design Approach

- Utilize DOT&PF right-of-way
- Use parts of Alts A and B to reduce commercial impacts
- Eliminate Merrill Field north access & RSA impacts

## Features

- Direct access to Downtown
- Airport Heights interchange and routing from Alt A; reduce commercial impacts along 5th
- Depressed on Ingra; separate regional and local traffic
- Frontage road for Merrill Field
- Port connection upgrade
- Greenway trail connection and woonerf on Hyder St

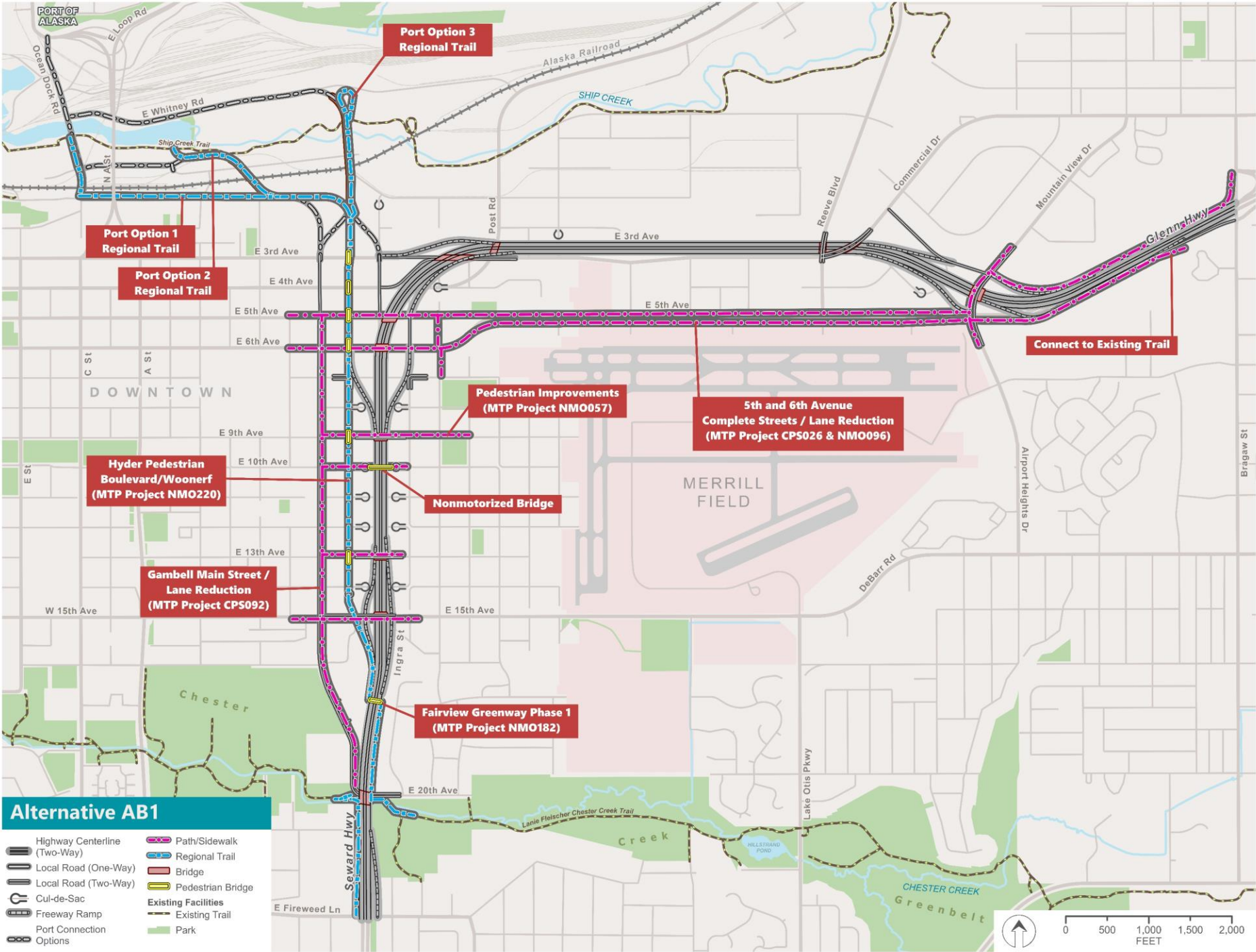


Alternative AB1

- Highway Centerline (Two-Way)
- Local Road (One-Way)
- Local Road (Two-Way)
- Cul-de-Sac
- Freeway Ramp
- Port Option 1
- Port Option 2
- Port Option 3
- Bridge
- Pedestrian Bridge
- Park

# Alt AB1

## Non-Motorized





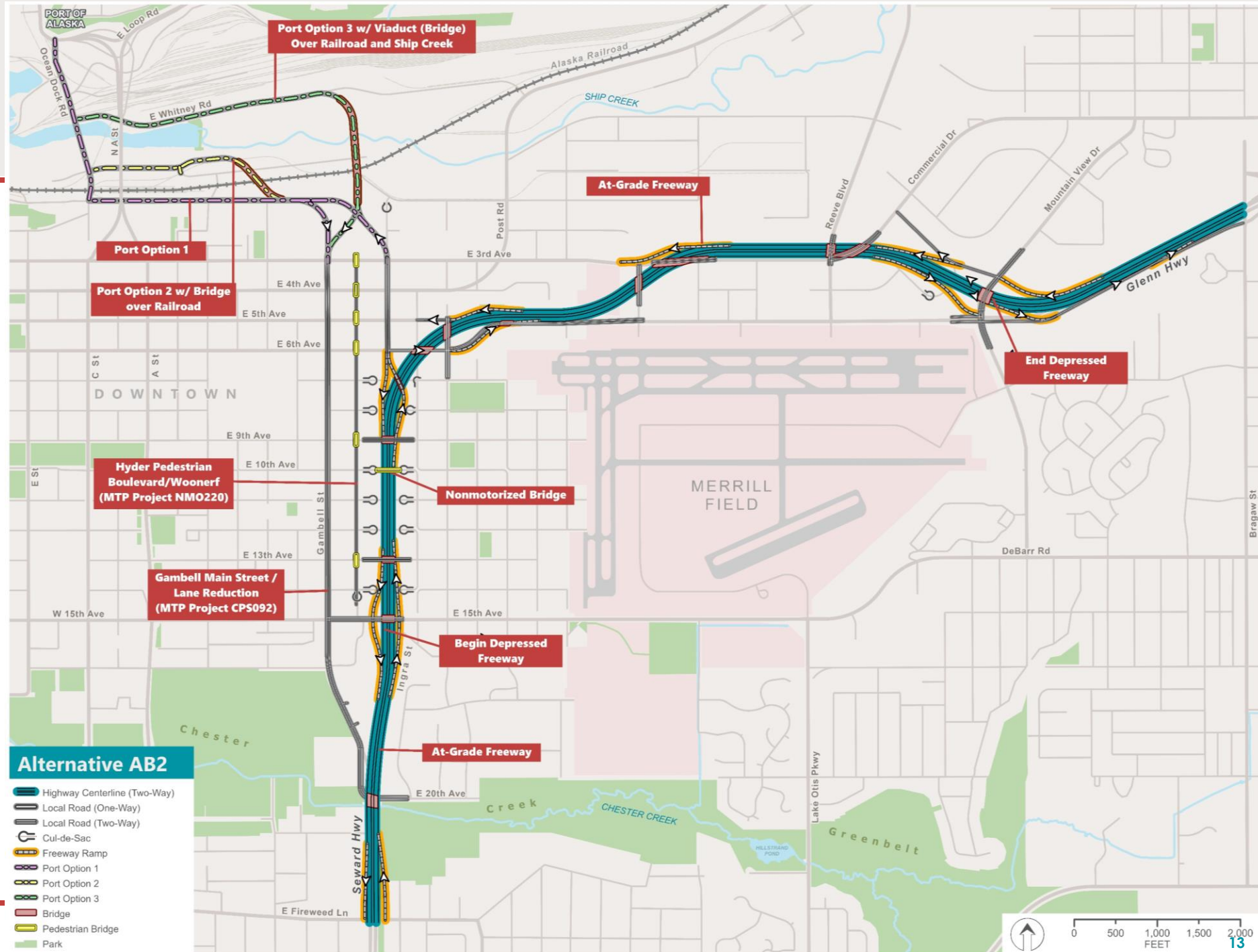
# Alt AB2

## Design Approach

- Utilize DOT&PF right-of-way
- Use parts of Alts A and B to reduce commercial impacts
- Eliminate Merrill Field north access & RSA impacts

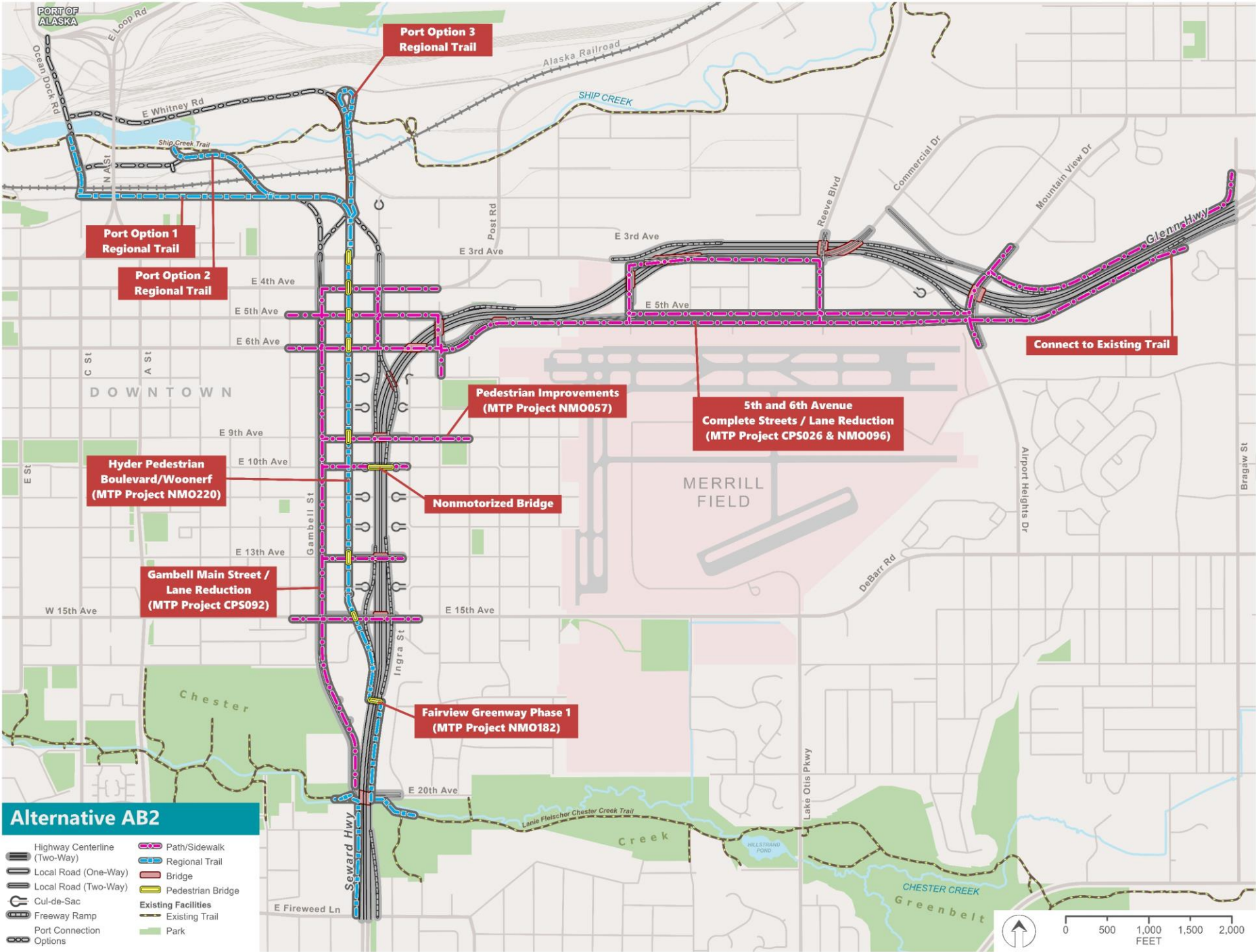
## Features

- Airport Heights interchange and routing from Alt A; reduce commercial impacts along 5th
- Cross through Merrill Field runway protection zone to connect Alts A and B
- Direct access to Downtown
- Depressed on Ingra; separate regional and local traffic
- Port connection upgrade
- Trail connection and woonerf on Hyder St



# Alt AB2

## Non-Motorized





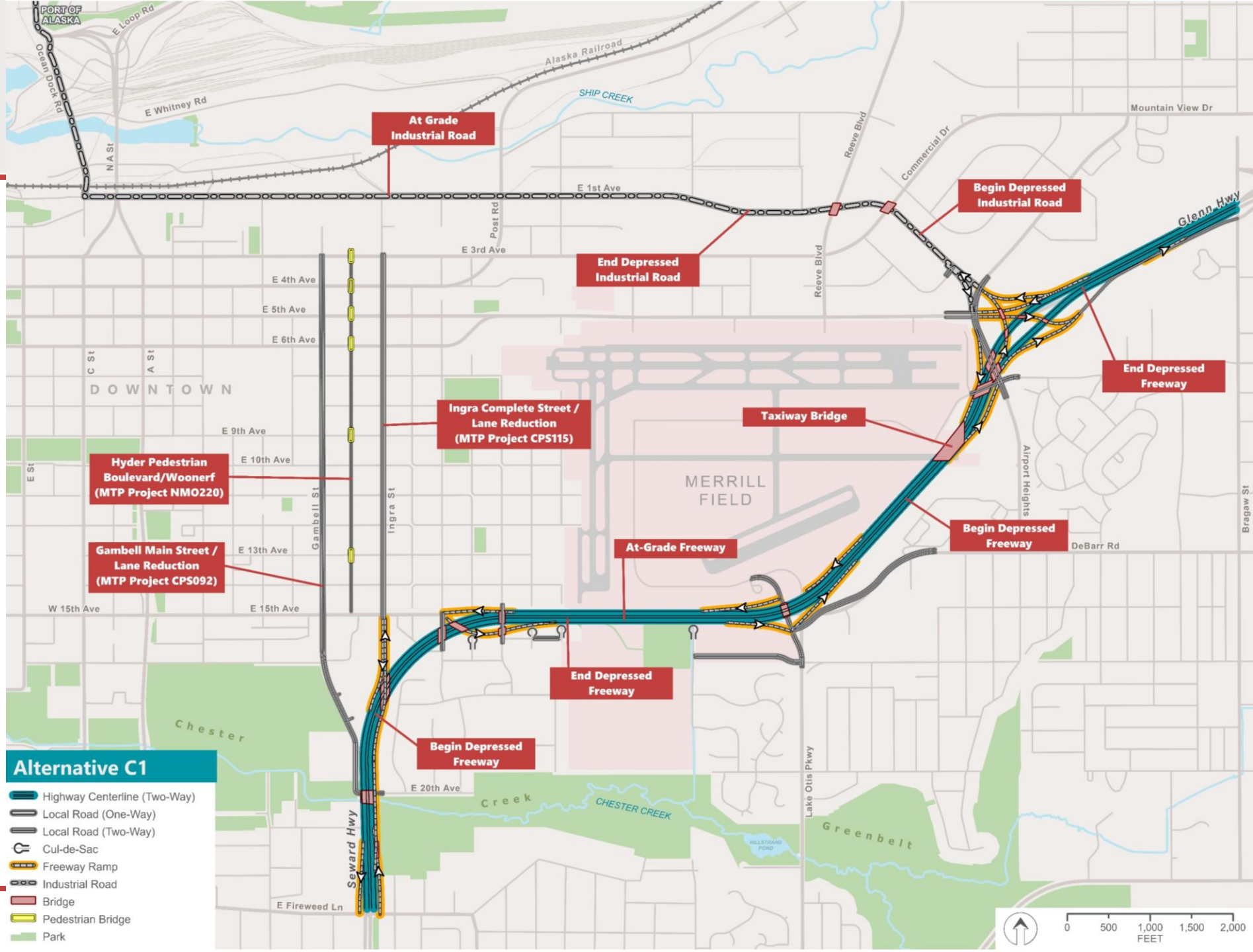
# Alt C1

## Design Approach

- Reduce relocation impacts; underutilized land and public right-of-way
- Reduce length of physical barrier through Fairview
- Largely bypass Fairview and Downtown; reduce trip lengths

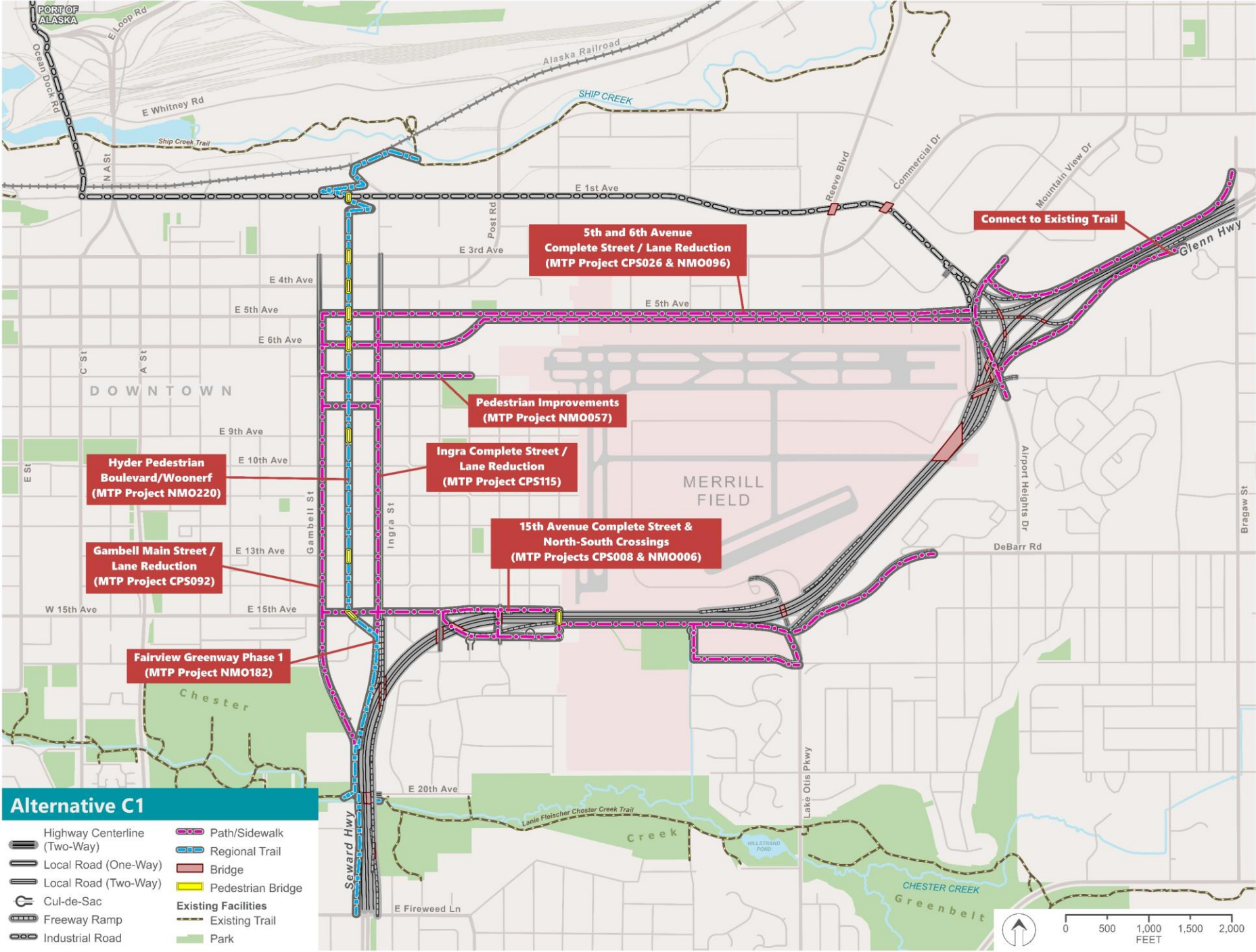
## Features

- Use right-of-way south of Merrill Field and on 15th Ave
- Use vacant Northway Mall
- Interchange access to U-Med via Lake Otis Pkwy
- Depressed on 15th to separate regional and local traffic
- Port connection upgrade via 1st Ave, under Reeve & Commercial
- Greenway trail connection and woonerf on Hyder St



# Alt C1

## Non-Motorized





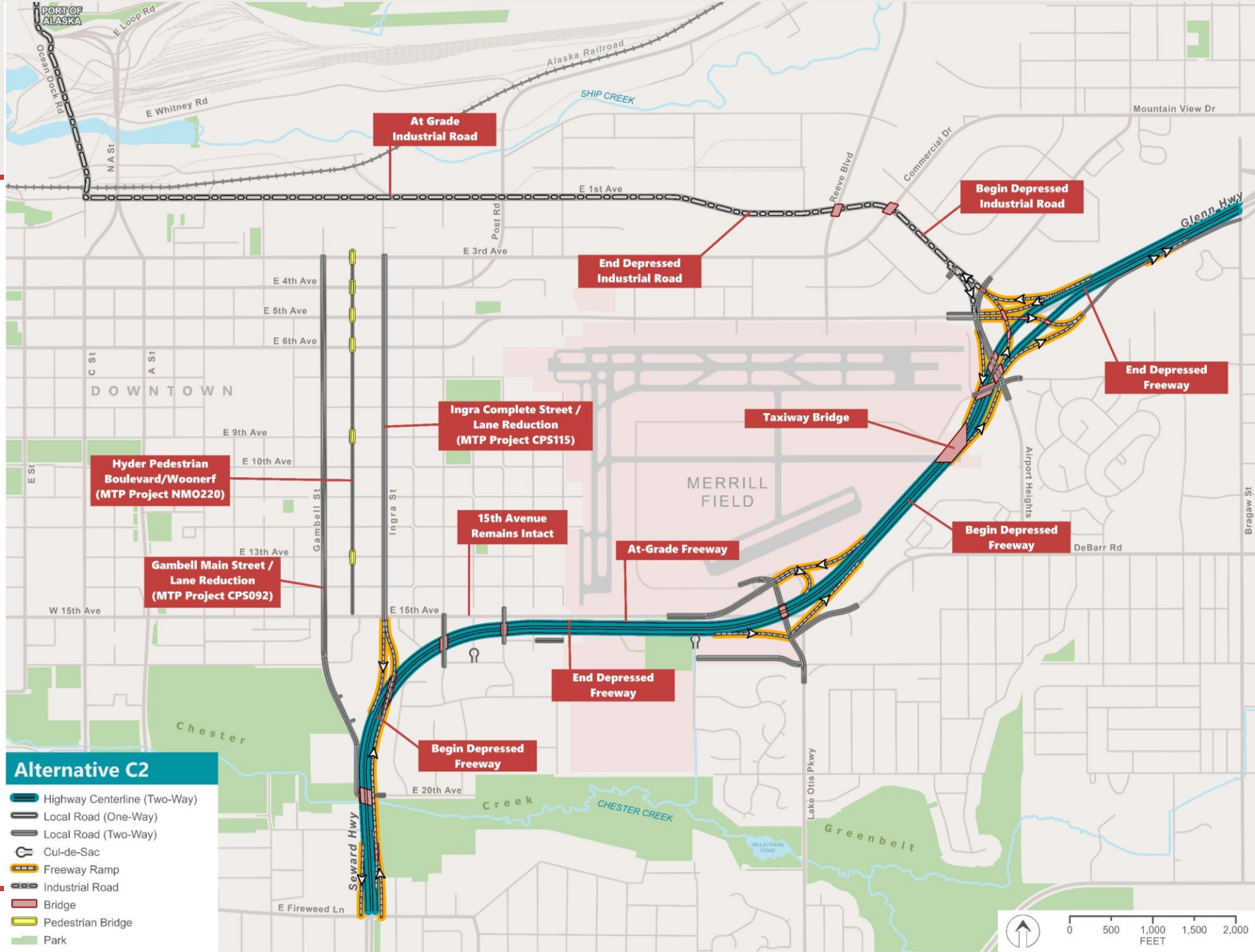
# Alt C2

## Design Approach

- Same as C1, but shifted south to keep 15<sup>th</sup> Ave. continuous
- Eliminate impacts to existing 15th Ave complete street
- Traffic to utilize east-west connect on 15<sup>th</sup>; not required to utilize freeway for short trips

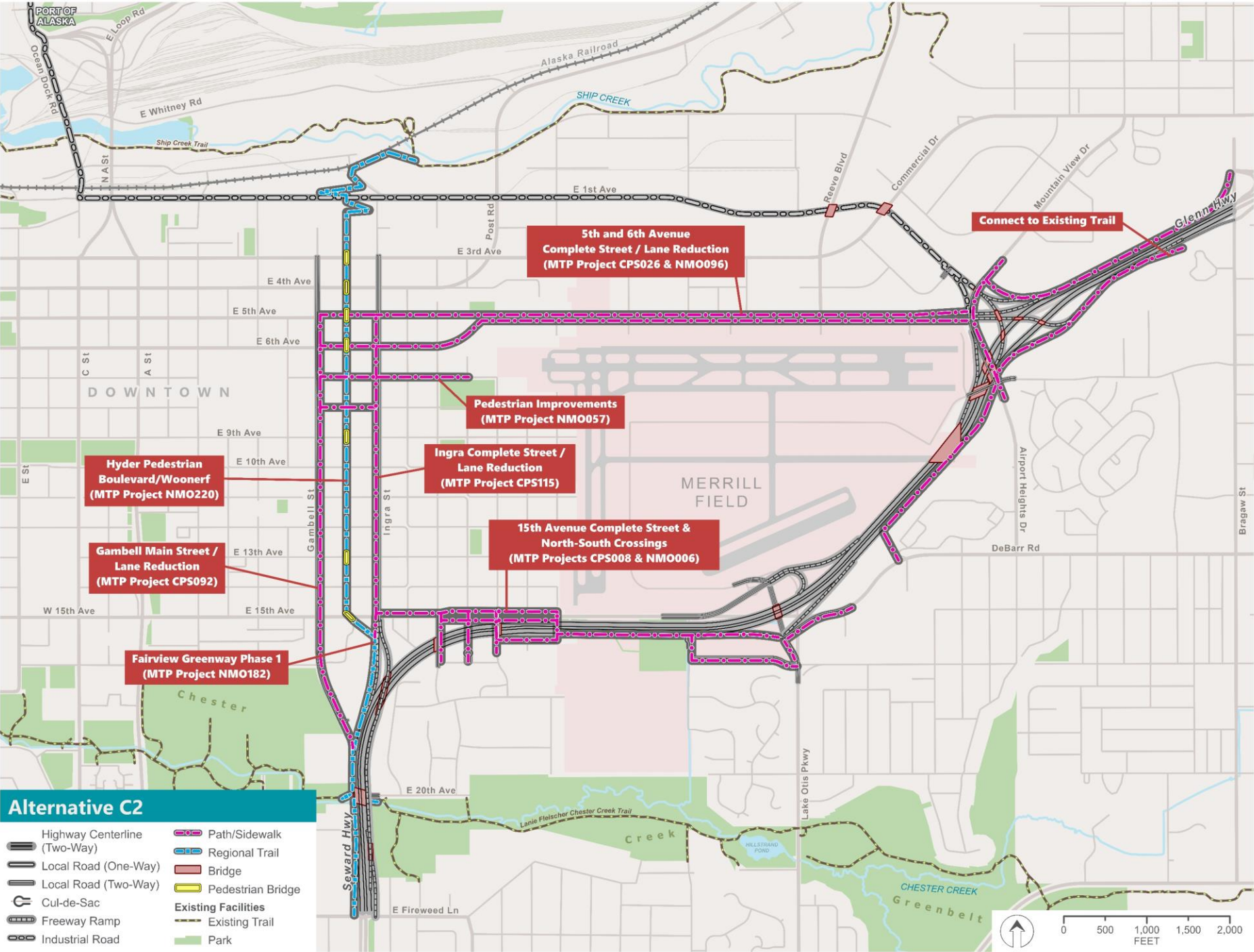
## Features

- Depressed along 15<sup>th</sup>; separate regional and local traffic
- Use public right-of-way south of Merrill Field and on 15th Ave
- Use vacant Northway Mall
- Interchange access to U-Med via Lake Otis Pkwy
- Port connection upgrade via 1st under Reeve & Commercial
- Greenway trail connection and woonerf on Hyder St



# Alt C2

## Non-Motorized





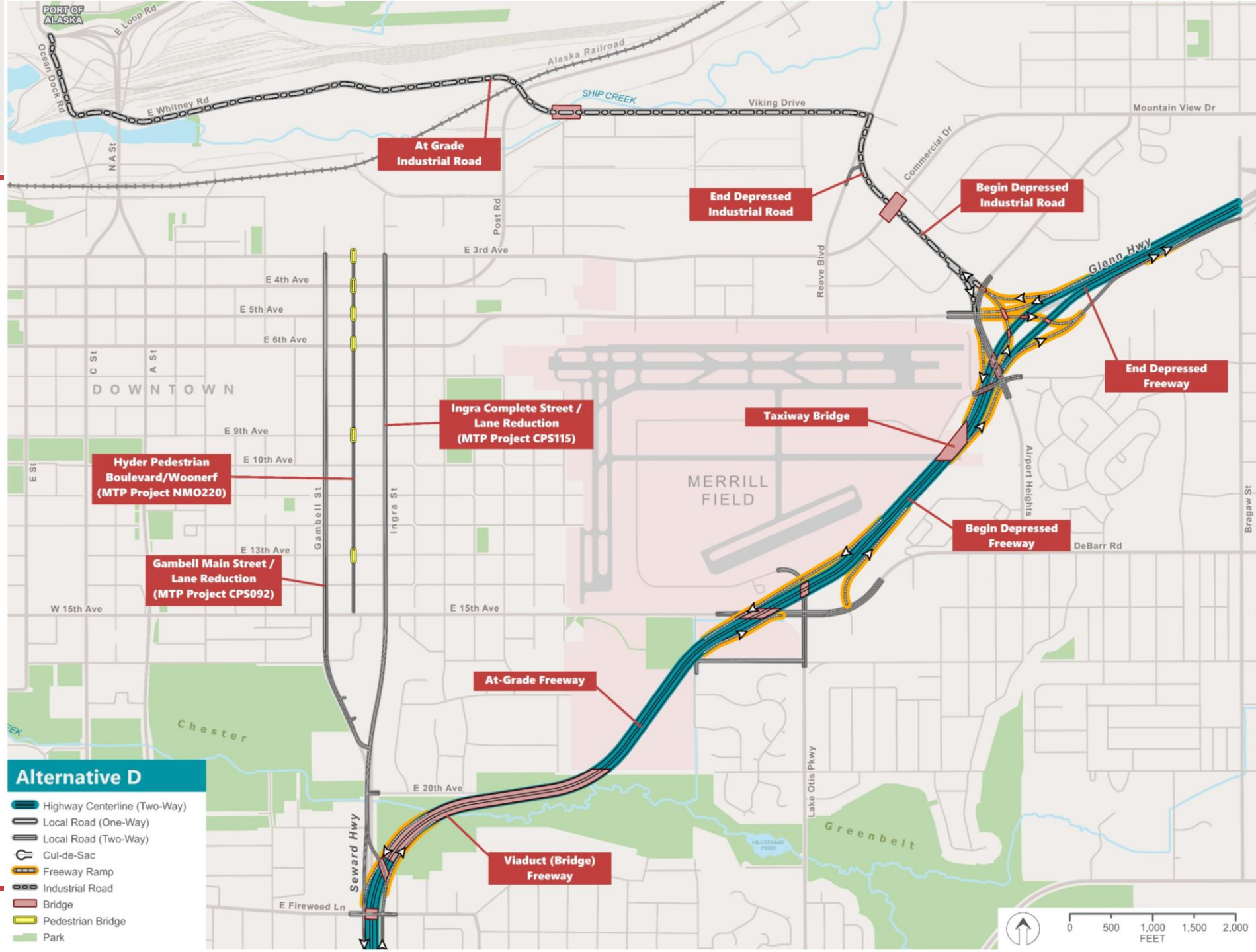
# Alt D

## Design Approach

- Maximize use of public land to minimize relocation impacts
- Bypass Fairview and downtown
- Eliminate barrier through Fairview neighborhood

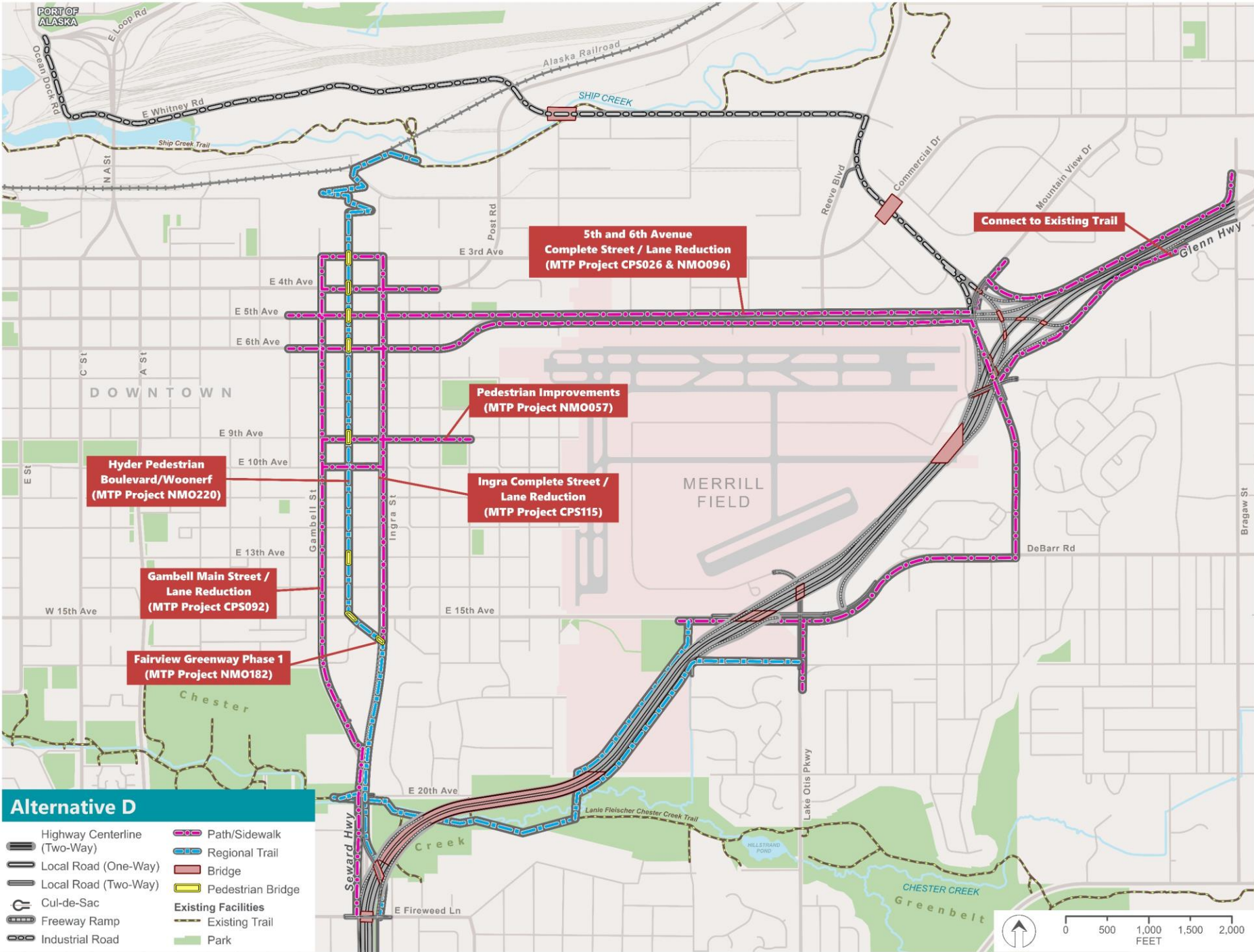
## Features

- Use vacant Northway Mall
- Use public land south of Merrill Field and south of 15th Avenue
- Over Chester Creek Greenbelt; reduce park/trail impacts
- Interchange to access U-Med via Lake Otis Pkwy
- Port connection upgrade via Whitney to Viking then under Commercial Drive
- Trail connection and woonerf on Hyder Street; trail connection from Chester Creek to DeBarr



# Alt D

## 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](http://sewardglennconnection.com)

## BY EMAIL

[info@sewardglennconnection.com](mailto:info@sewardglennconnection.com)

## BY PHONE

(907) 206-2289

# Purpose & Need

**P**urpose 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.

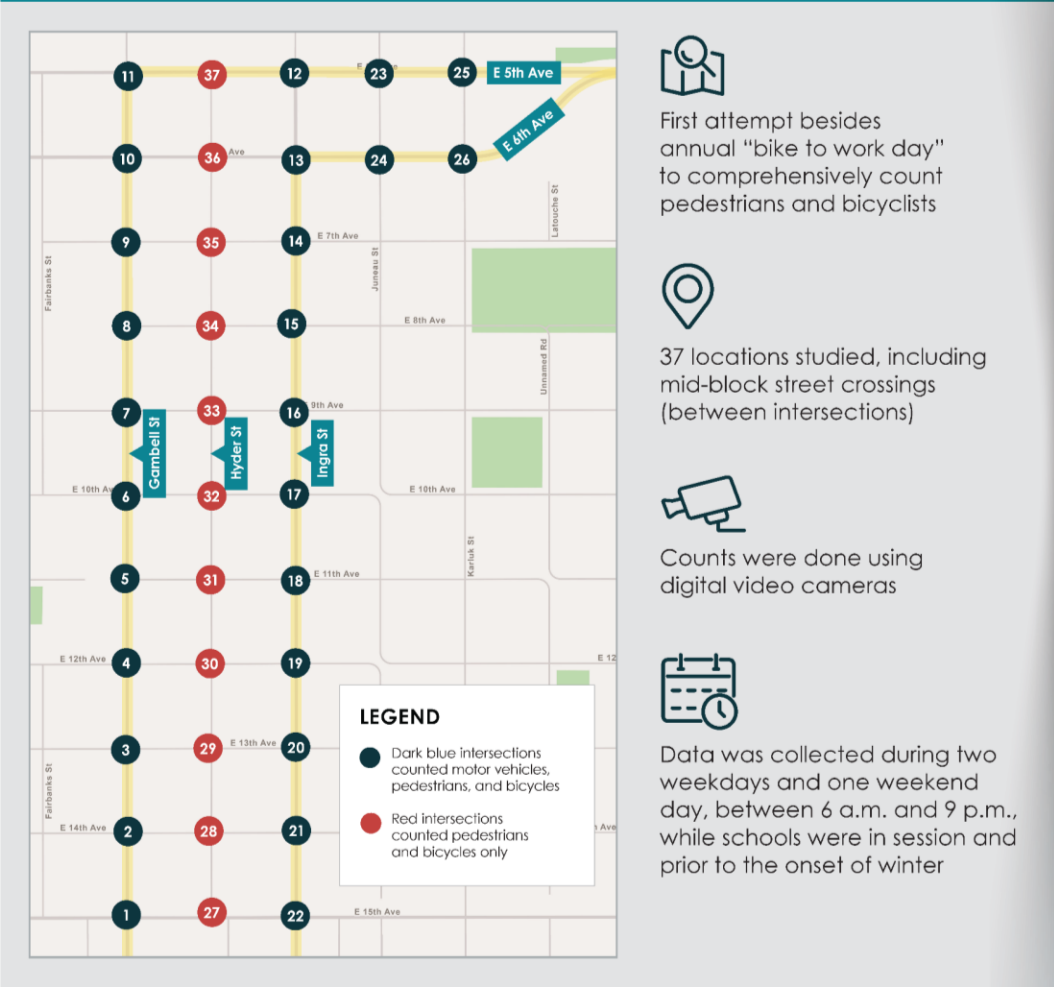
These needs are presented in neither order of importance nor order of priority.

**N**eed



# 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

