

Seward to Glenn Connection PEL Study



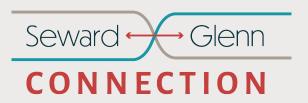
Open House #5

Refined Alternatives December 10, 2024





Meeting Agenda



Orientation

- Why are we here?
- Why the Seward to Glenn PEL study?
 - The problems we're trying to solve
- What we learned from you
- Refined Alternatives

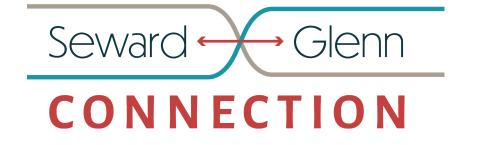
Breakout/Poster Session

- Independent poster tour
- Alternatives & Key Topics stations:
 - One-on-one with the project team
 - ✓ Q&A
 - ✓ Share your feedback!





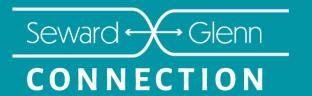
WELCOME!



Why Are We Here?



Meeting Purpose & Next Steps







- ✓ Update on what we learned
- ✓ How we used that information to refine our process and the alternatives
- ✓ Share and introduce the updated (i.e., refined) alternatives



Results and Next Steps:

- The project team will use all feedback to further refine or rule-out alternatives
- Next public open house and comment period:
 - 1st quarter of 2025
 - Last round of refined alternatives
 - Recommended alternative based on public input, traffic analysis, cost, & impacts

How We Work Together

Seward Glenn
CONNECTION

- During the presentation...
 - ✓ Think of topics you'd like to discuss during the poster session



- During the poster session...
 - ✓ Ask questions of the project team
 - Collaborate to help deliver the best outcome for the community



- Before you leave...
 - ✓ Provide detailed WRITTEN comments about each alternative & ideas for changes



Compromise is Key





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.

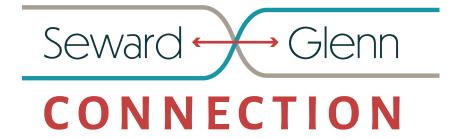


Livability: Help reconnect the neighborhood (physically and socially) by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.

Accommodate ideas from adopted plans:

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



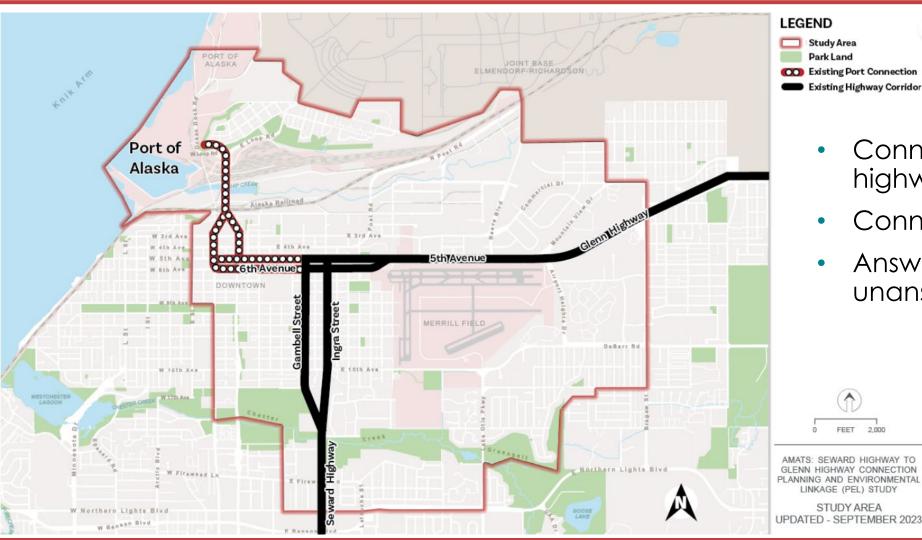


Why Seward to Glenn Connection PEL?



The Study Area & Drivers





LEGEND Study Area Park Land CO Existing Port Connection

- Connection between the highways
- Connection to the port
- Answer the questions left unanswered by H2H

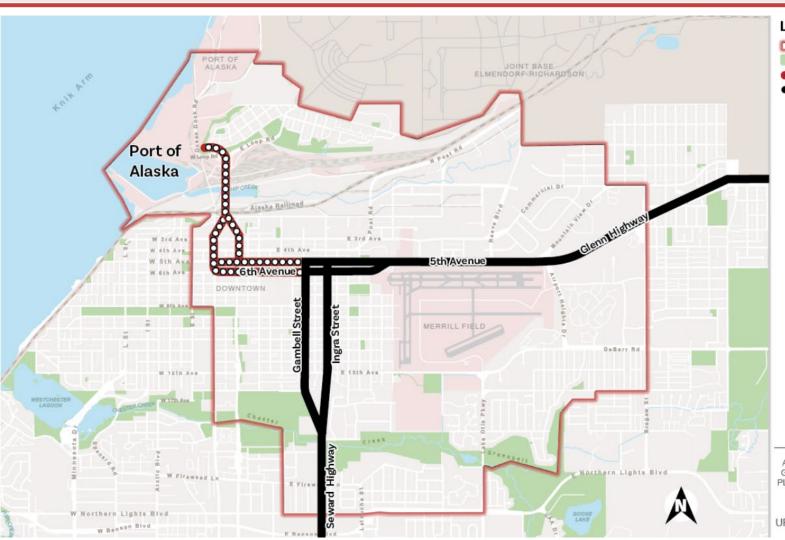


AMATS: SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

STUDY AREA UPDATED - SEPTEMBER 2023

NHS Definition & Purpose





LEGEND

Study Area
Park Land

Existing Port Connection

Existing Highway Corridor

National Highway System (NHS)

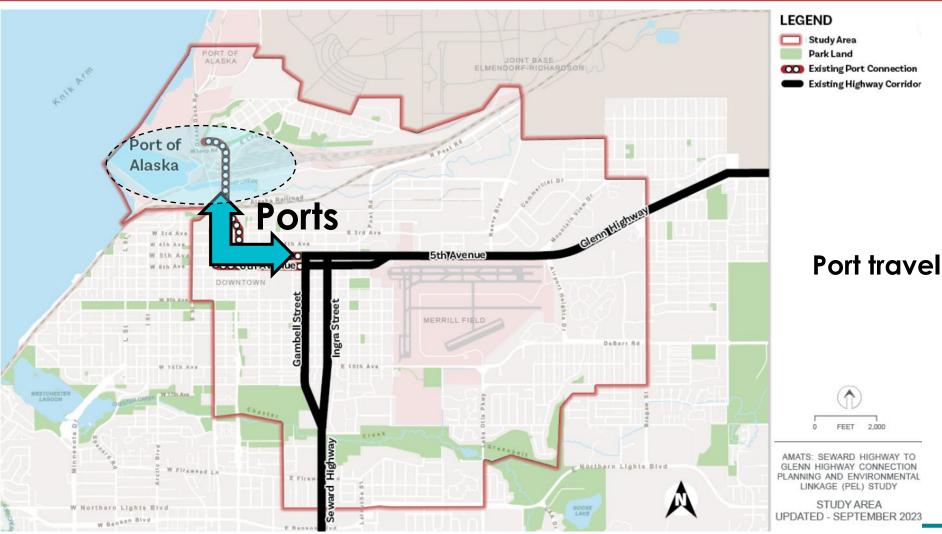
- High volumes
- Heavy truck volumes
- Regional, longer distance trip-making
- State and national importance



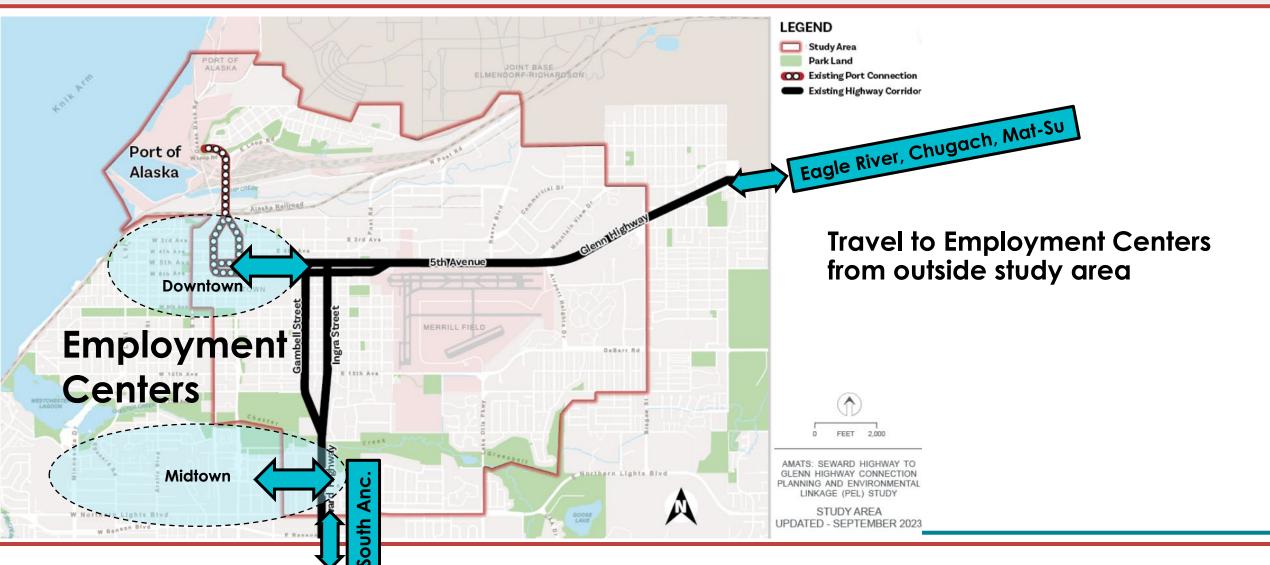
AMATS: SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

STUDY AREA UPDATED - SEPTEMBER 2023

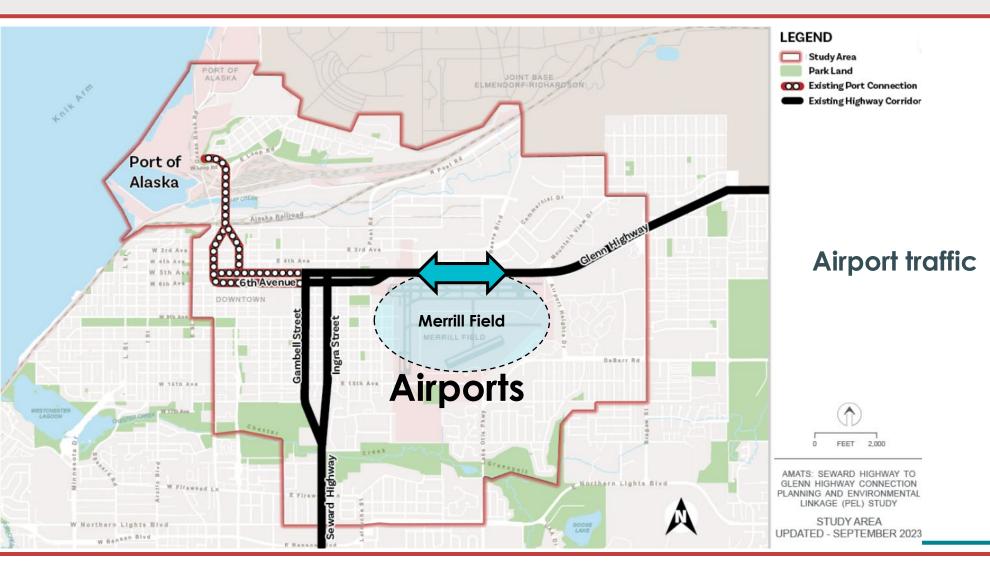
















LEGEND

Study Area
Park Land

Existing Port Connection

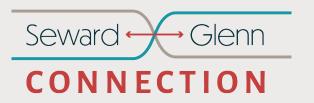
Existing Highway Corridor

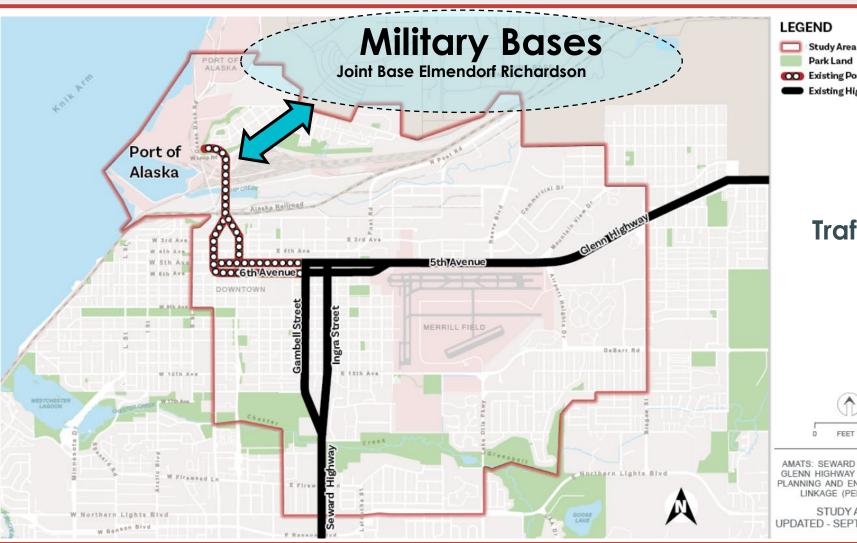
Rail and other intermodal facilities



AMATS: SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

STUDY AREA UPDATED - SEPTEMBER 2023





CO Existing Port Connection

Existing Highway Corridor

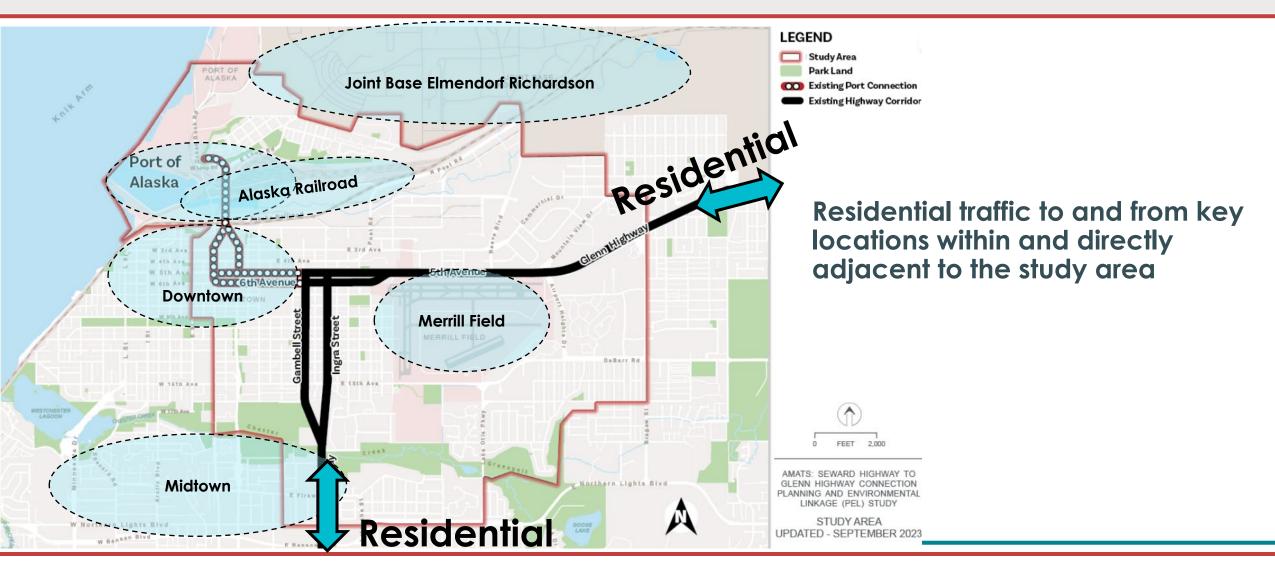
Traffic associated with JBER



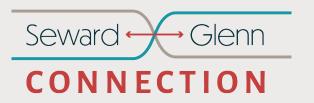
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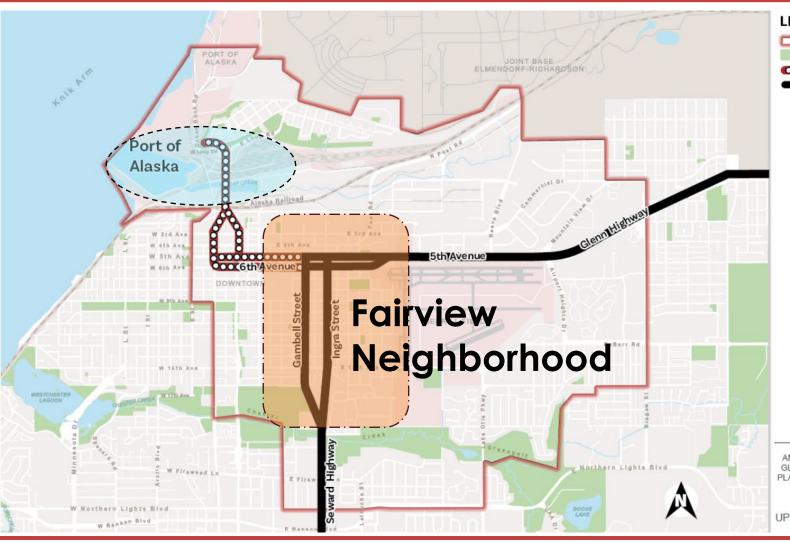
STUDY AREA UPDATED - SEPTEMBER 2023





Neighborhood Impacts – NHS





LEGEND

Study Area
Park Land

Existing Port Connection

Existing Highway Corridor

The NHS bisects Fairview



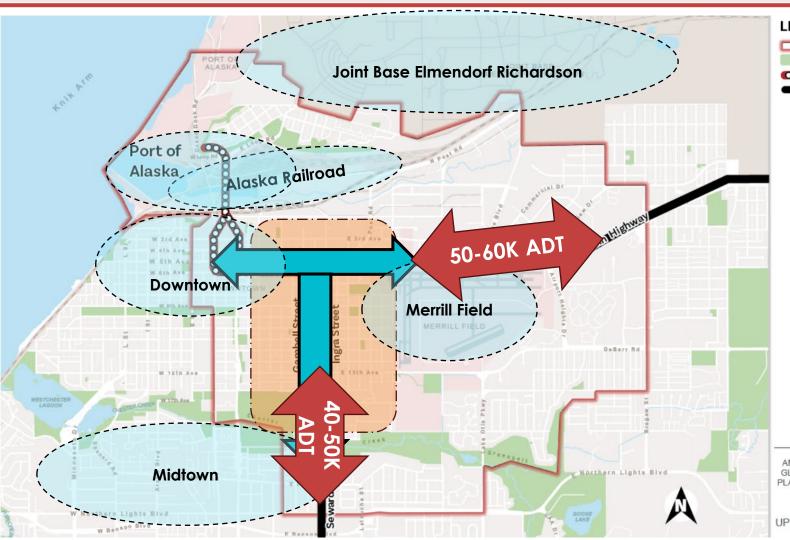
AMATS: SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION

PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

STUDY AREA UPDATED - SEPTEMBER 2023

Impacts to Fairview (and Downtown)





Study Area Park Land Existing Port Connection Existing Highway Corridor

Heavy fast-moving traffic and wide streets

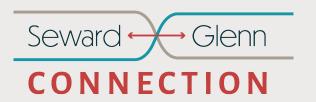
- Bisects the neighborhood
- Development challenges
- Pedestrians
- Safety
- Neighborhood impacts
- Vulnerable population



AMATS: SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

STUDY AREA UPDATED - SEPTEMBER 2023

Balancing Issues & Challenges



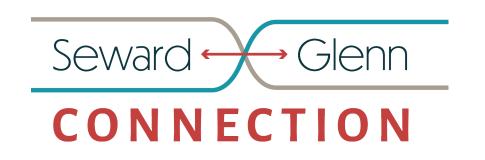
- Improve safety
- Reduce regional and local (intra-neighborhood) travel conflicts
- Consider needs of <u>all</u> users
- Maintain national highway system (NHS) functionality
 - Improve port access to the NHS
 - Improve livability
 - Accommodate adopted plans
 - Gambell main street
 - Ingra greenway supportive development corridor
 - Fairview greenway/woonerf
 - Promote investment in neighborhood











What We Learned from You Last Round...

And What We're Doing About It!



Alternatives Development

Study Status Update

200

Alternatives

Workshop

Feb 2023



Alternatives Public Meeting

May 2023



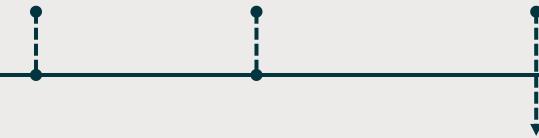
Alternatives Public Meeting

Feb 2024

Initial Alternatives Screening

May-Sept 2024





- Project Committees
- **AMATS** Committees
- Community and 1 on 1 meetings

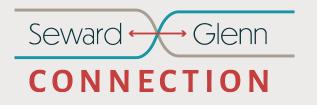
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Why Study Freeway Connections?

People questioned why we were studying a freeway connection



1

- Long-standing question
- H2H EIS discontinued without an answer – resulting in uncertainty
- Freeway connection was in the 2040 MTP (when we started)
- Previously, very high traffic was forecast

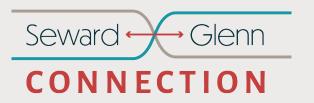
2

- Freeway connection was the recommended solution in the current Fairview plan
- Fairview lobbied to get the PEL – to get certainty

3

- Fairview indicated that:
 - Uncertainty left development in limbo
 - Uncertainty had economic impacts
- At workshop 1, Fairview indicated their preferred solution continued to be the depressed freeway

We Heard You!



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

We Heard You!

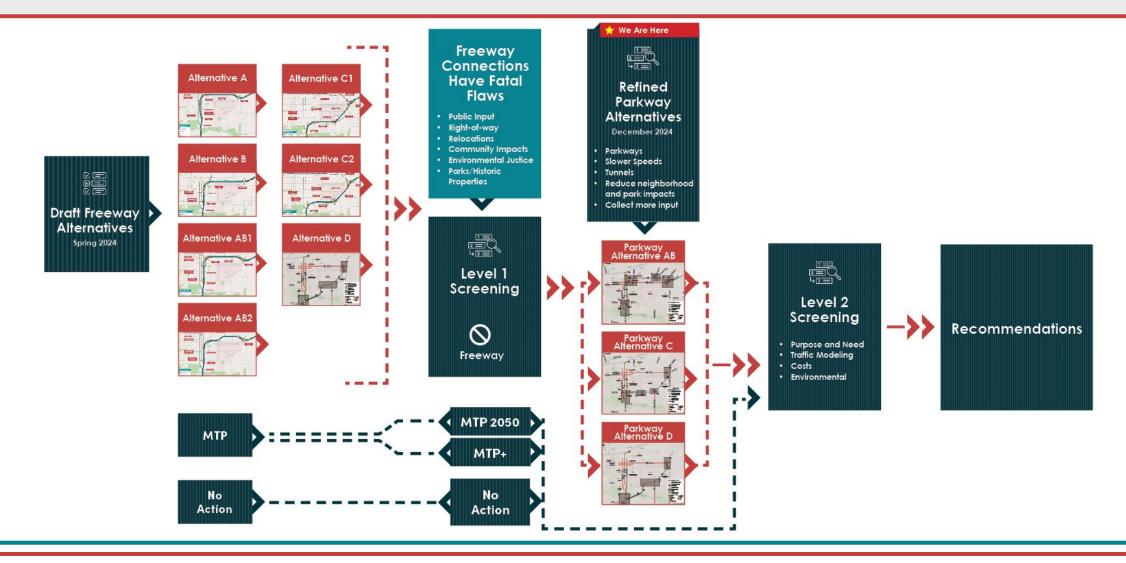




We reprioritized the screening criteria to reflect your input

Screening Processes







Screening Data for Alternatives

CRITERIA	NO ACTION	ION & MTP ALTE	ERNATIVES	HIGHWAY ALTERNATIVES													PAR	RKWAY ALTERNAT	TIVES	PORT CONNECTION ALTERNATIVES					
				А		AB 1		AB 2		В		C1		C2		D		AB: PARKWAY	C: PARKWAY	D: PARKWAY			PORT OPTIONS		
	NO ACTION	MTP 2050	MTP +	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	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						
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	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	High	Low	None	High	High	None	None	None	None	None								

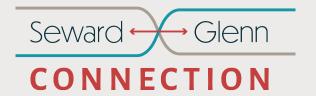
We Heard You!





So, are we recommending a freeway connection?

No! Freeway Connections are Out









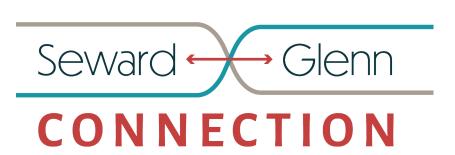








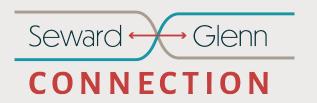




Refined Alternatives!



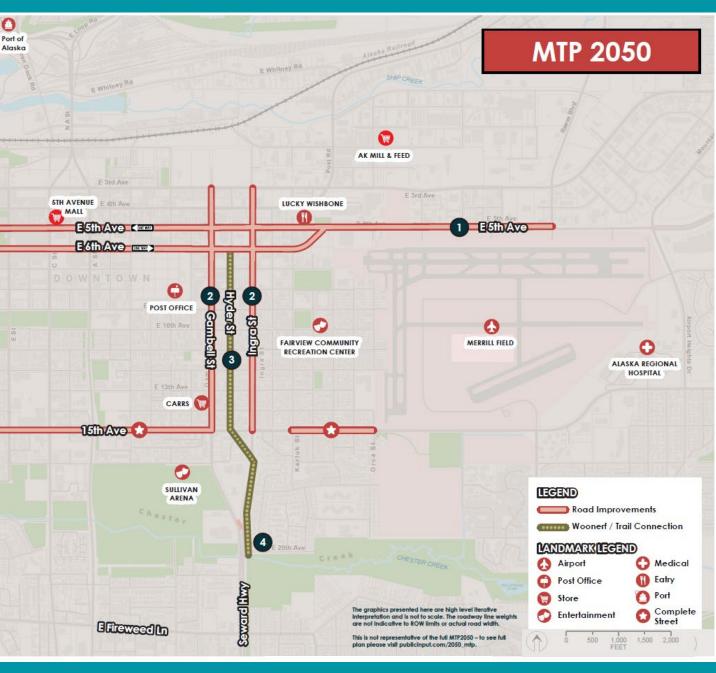
We Heard You!





You said..."We don't want a freeway, we support the MTP!"

Does it solve the problem?









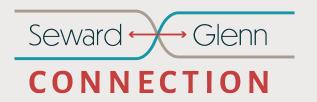




Seward Glenn CONNECTION

- Lane reductions 5th, 6th, Gambell, Ingra, 15th
- 6-Lane couplet (Gambell-Ingra)
- Complete streets
- No Glenn-Seward Highway connection

Does the MTP 2050 Solve the Problem?



Our questions?

- Is a 6-lane couplet the "Mainstreet" envisioned by the community?
- Will the MTP reduce neighborhood traffic impacts while maintaining the functionality of the National Highway System?
 - If not, can we enhance the MTP with other ideas to make it work



We workshopped the questions...

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Is a 6-lane Couplet the "Mainstreet" Envisioned by the Community?



Gambell Street

Ingra Street

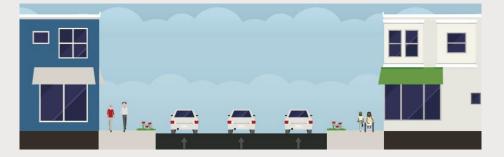
No Action (4-Lane, 1-way)





MTP 2050 (3-Lane, 1-way)



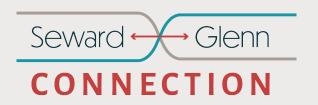


Main Streets (2-lane, 2-way)





What About the Traffic?



- Will it reduce neighborhood traffic impacts and maintain the functionality of the National Highway System?
- Where will the traffic go?
- Will it create new problems in different neighborhoods?





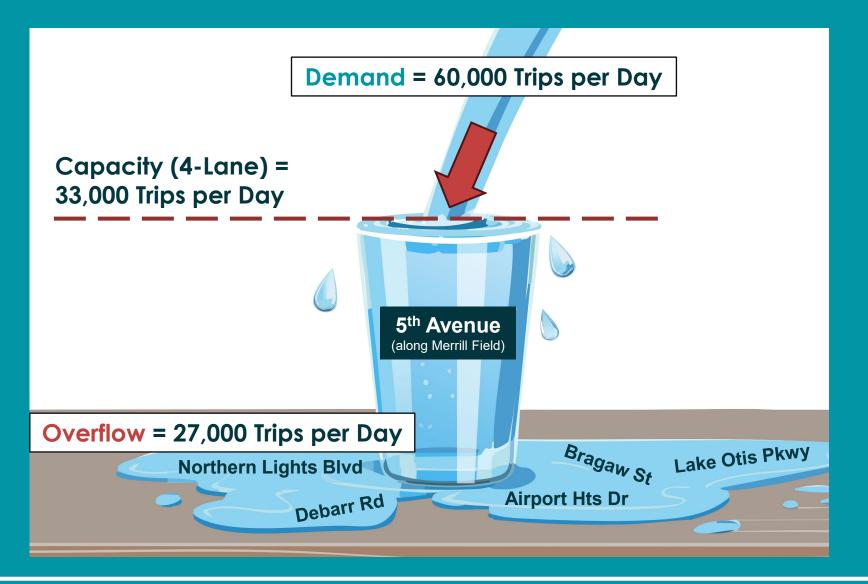






5th Avenue 4-Lane Capacity





27,000
Trips Over
Capacity
Every Day





Where does that traffic go?

When you pull lanes off the NHS (Ingra, Gambell, & 5th Ave)

Legend

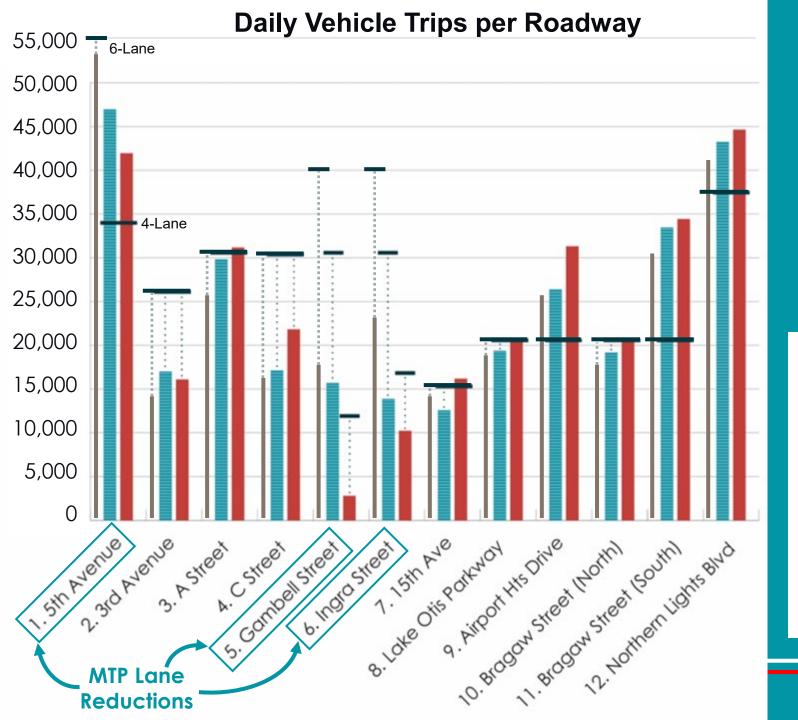
- 5th Ave
- 3rd Ave
- A St
- Gambell St
- Ingra St
- C St
- Lake Otis Pkwy

15th Ave

- - Bragaw St (S) Airport Hts Dr N. Lights Blvd

Bragaw St (N)

- Traffic expected to decrease
- Traffic expected to increase



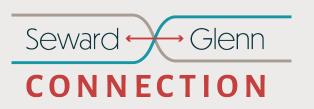


Are those other roads congested?

Legend	Ingra & Gambell Streets	5th Ave (along Merrill Field)
2050 No Action	4 Lanes, One-Way (each)	6 Lanes, Two-Way
MTP 2050	3 Lanes, One-Way (each)	4 Lanes, Two-Way
MTP 2050	2 Lanes, Two-Way (each)	4 Lanes, Two-Way

Roadway Daily Capacity

You Asked: "Can We Enhance the MTP to Solve the S-G PEL Problems?"



What about:

- Transit improvements?
- Reducing demand with prices or incentives
- What about policy changes?



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MTP Plus Alternative



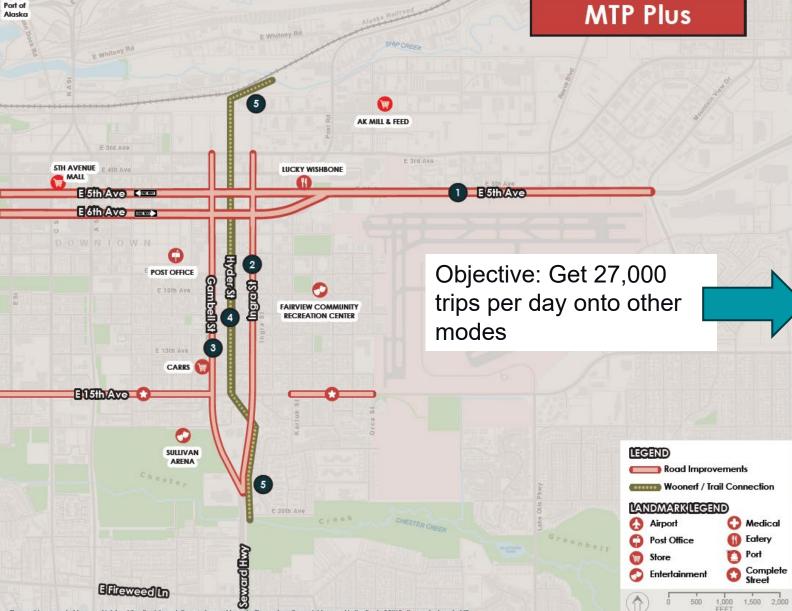


Port of









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.

We Heard You; You Said...

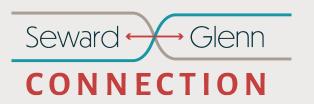


- We don't want a freeway connection
 - We want slower speeds
 - We want fewer neighborhood and park impacts
 - We want to enhance livability
- Can you use tunnels?



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Strategies



- Slower speeds
- Go under to avoid surface impacts
- Divert trucks to and from the port away from

neighborhoods

- Reroute to avoid important features
- Improve streetscapes

Freeway vs. Parkway





- **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

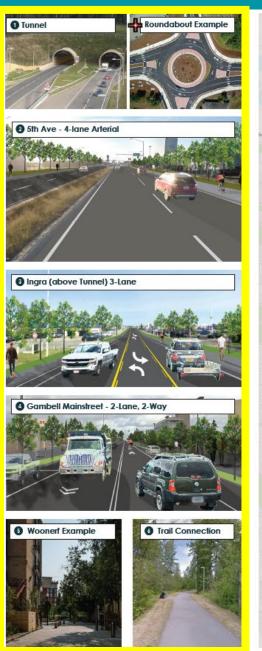


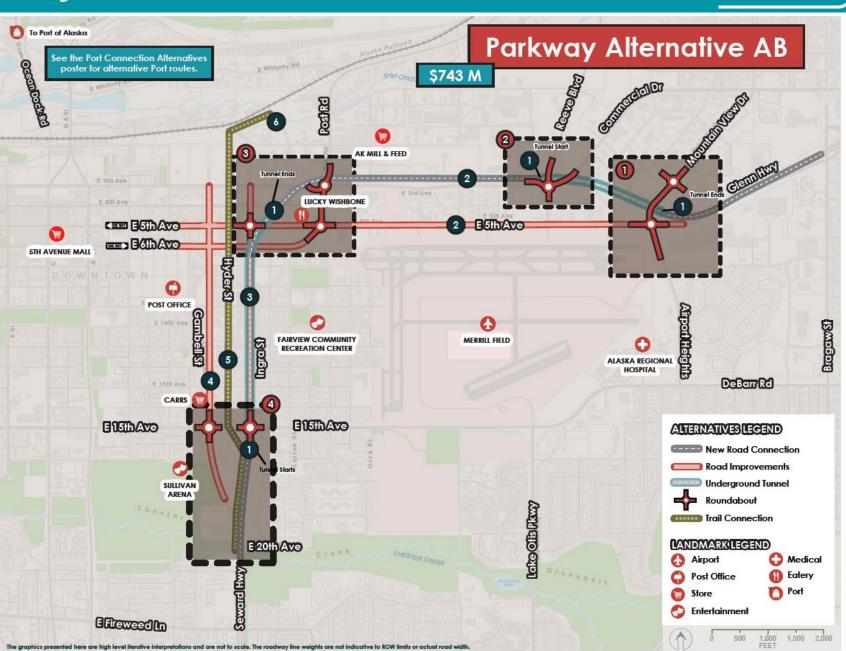
- Four 11-foot Parkway Lanes
- 40-45 MPH
- Usable Right-of-Way
- Roundabouts or signals
- Sidewalks or separated paths
- Robust landscaping
- **100-125 foot** Right-of-Way

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Parkway Alternative AB









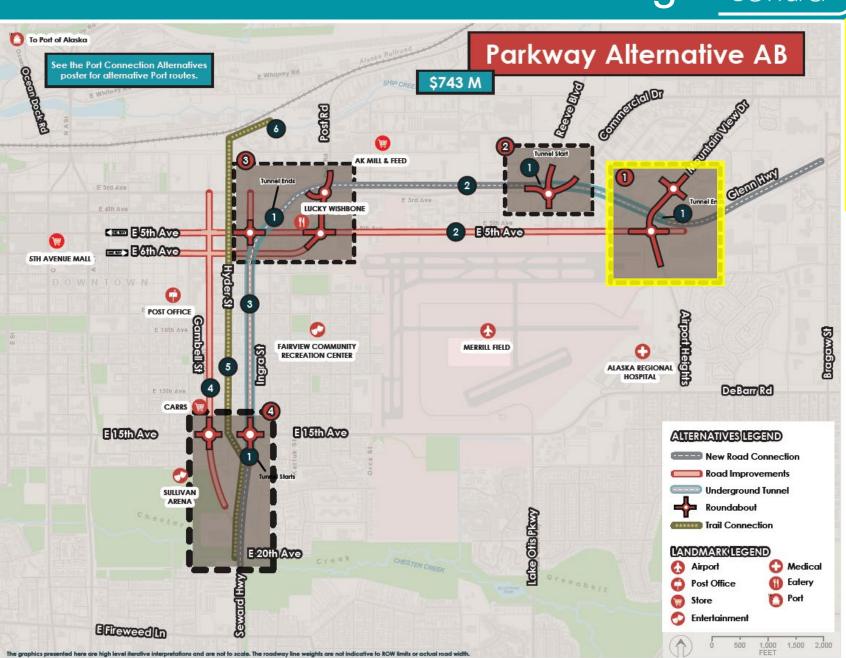




Airport Hts Dr / Mtn View Dr Interchange Seward Glenn















Tunnels Avoid Surface Impacts



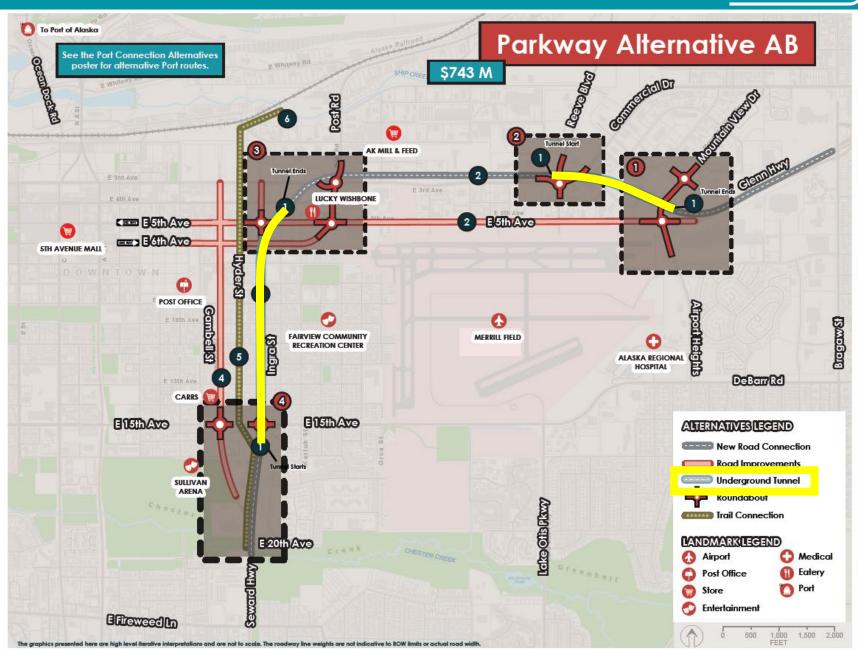














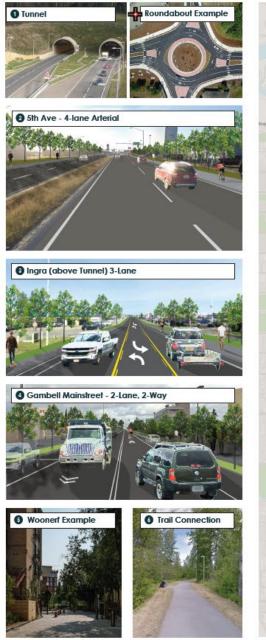


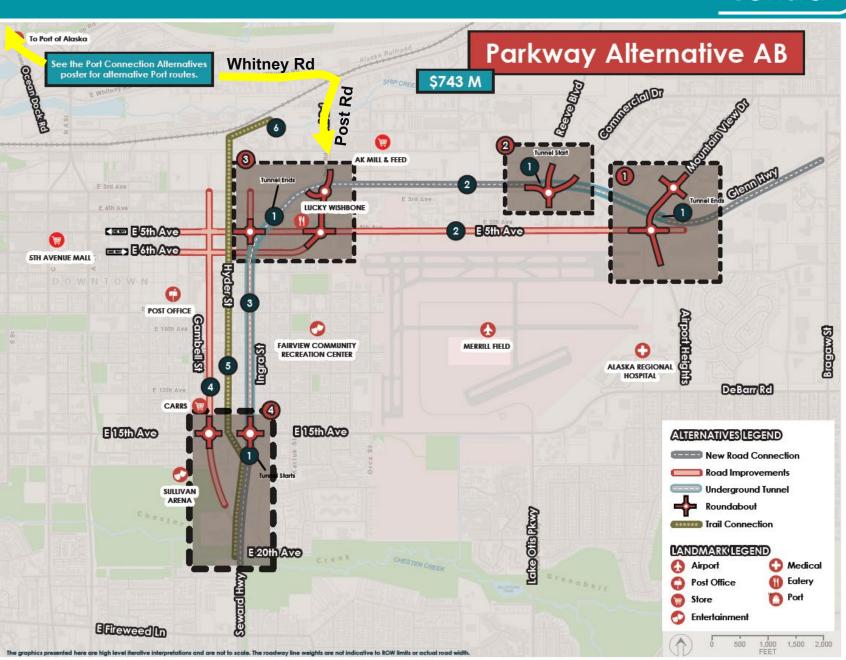




Port Connection Diverts Trucks













Connected to an interchange



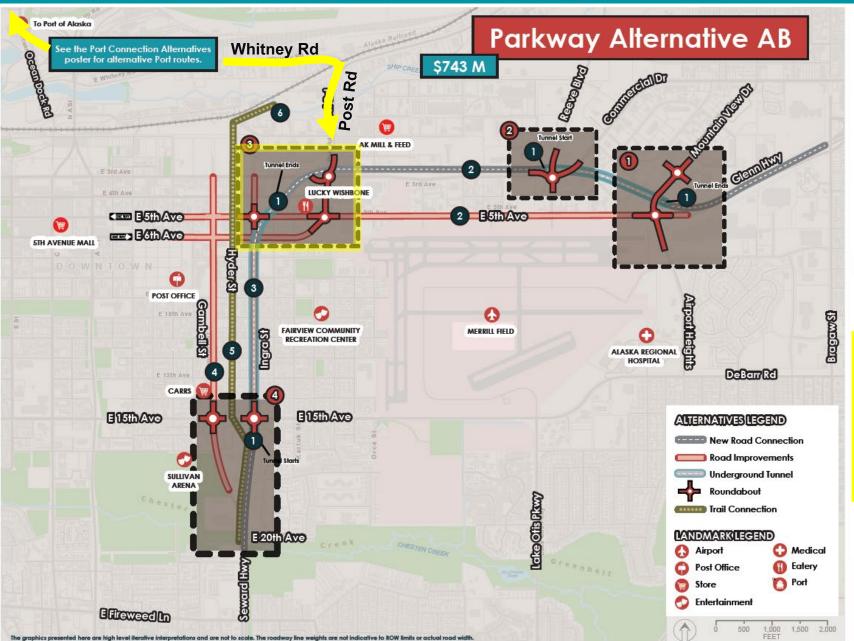




















Connection to Fairview & Downtown Seward Glenn





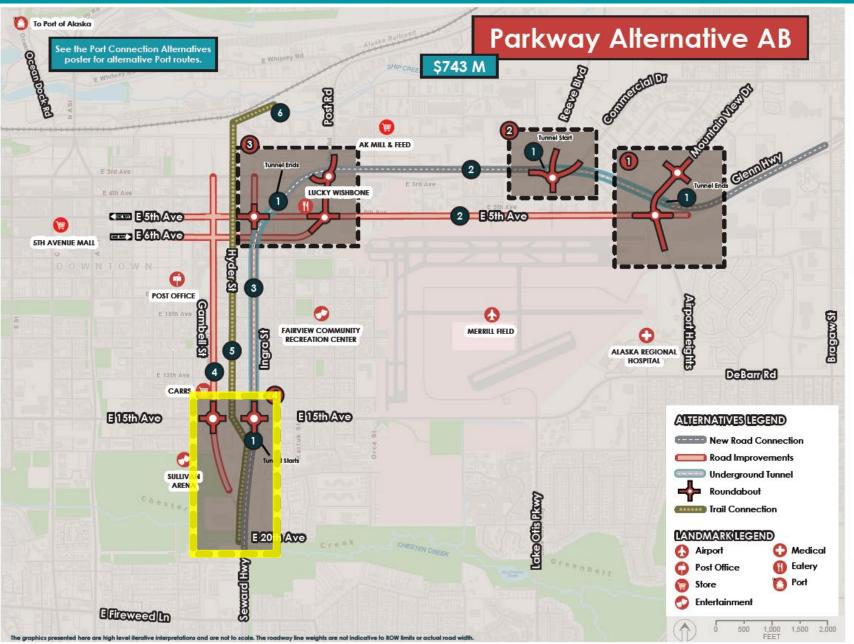
















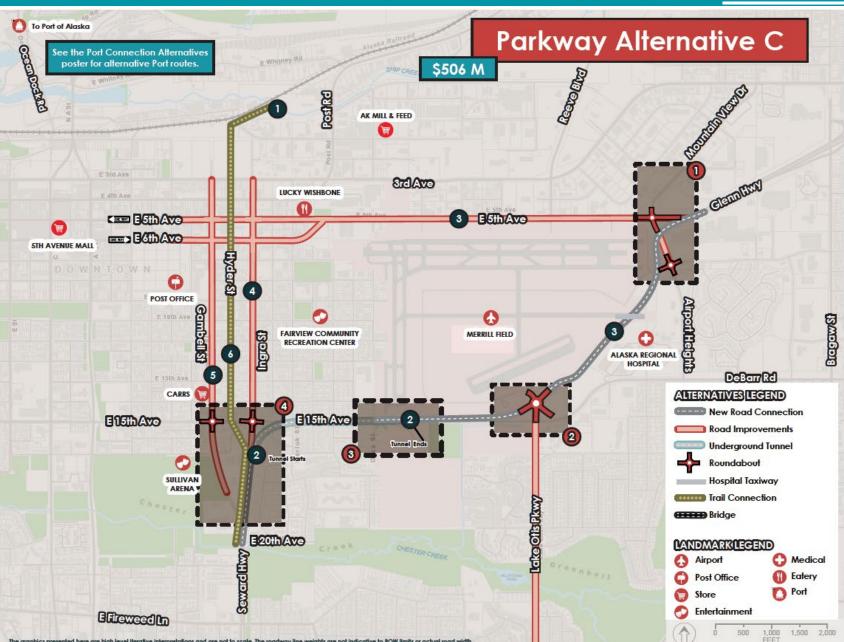




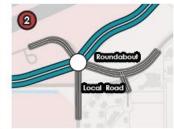
Parkway Alternative C















Airport Hts Dr / Mtn View Dr Interchange



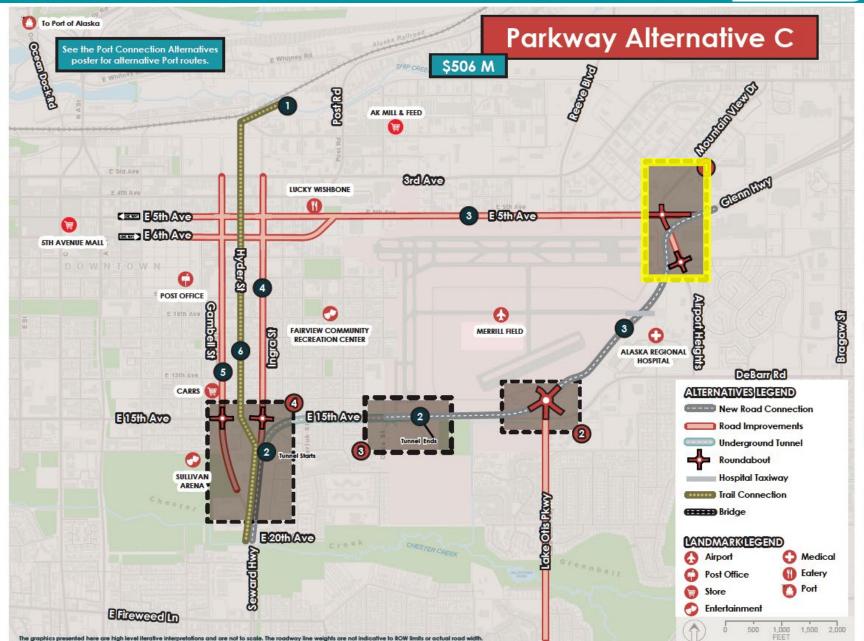




















Port Connection Diverts Trucks



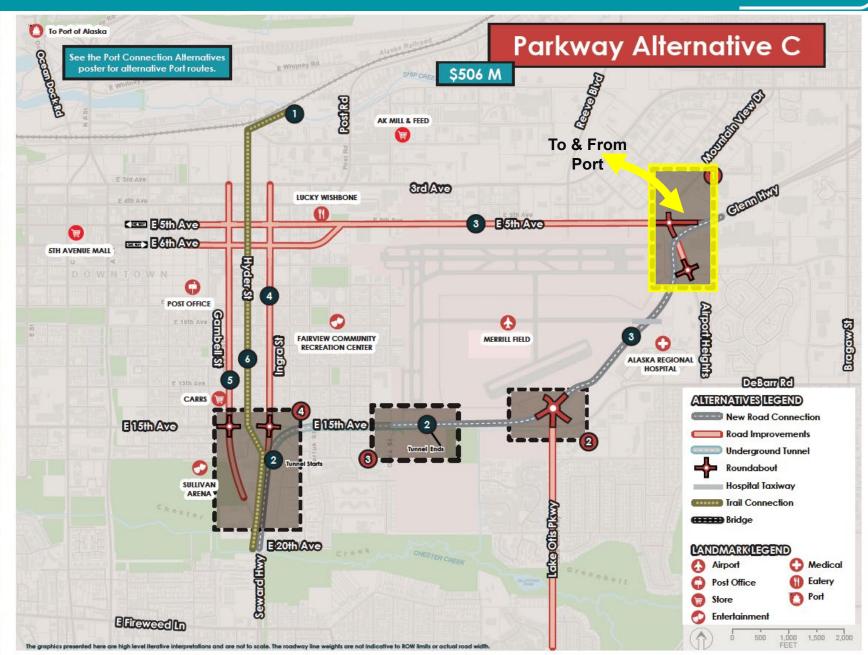




















Improved U-Med Access via Roundabout Seward Glenn









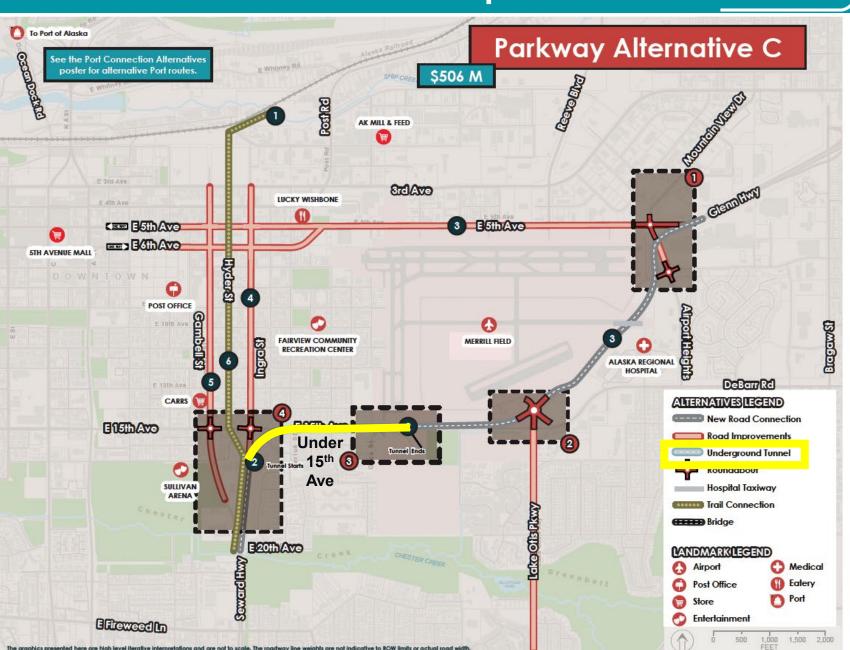




Tunnel Avoids Surface Impacts











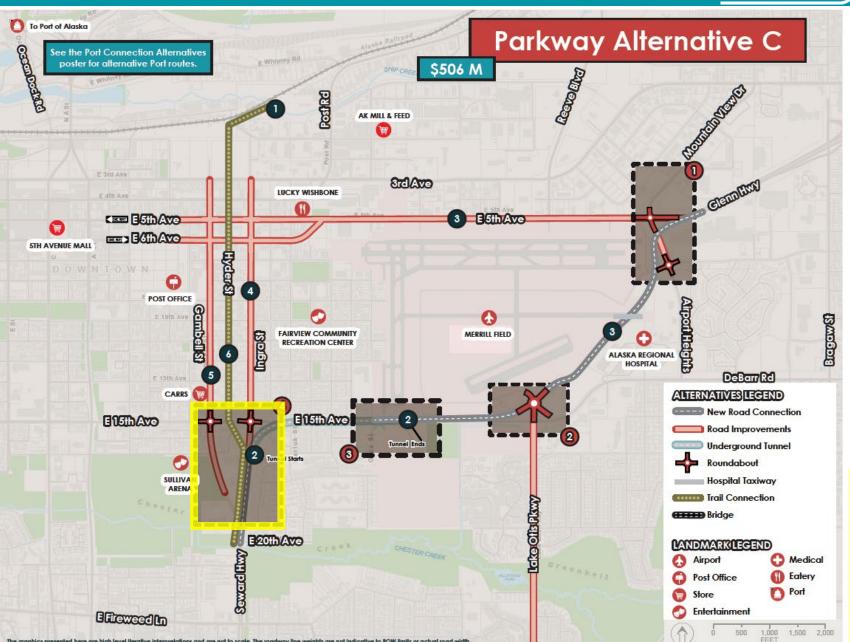




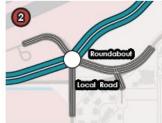
Connection to Fairview & Downtown Seward Glenn

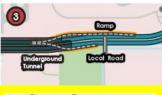








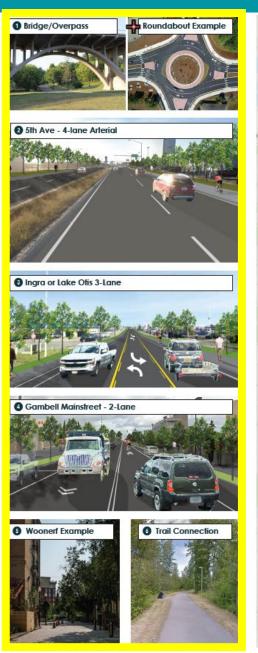






Parkway Alternative D















Airport Hts Dr / Mtn View Dr Interchange Seward Glenn

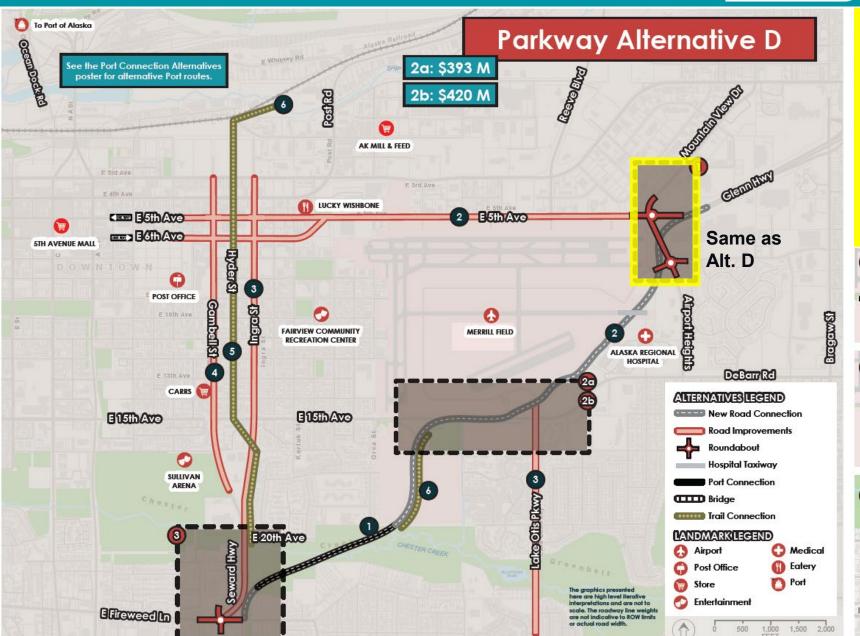




















Port Connections Diverts Trucks























Improved U-Med Access via Roundabout Seward Glenn



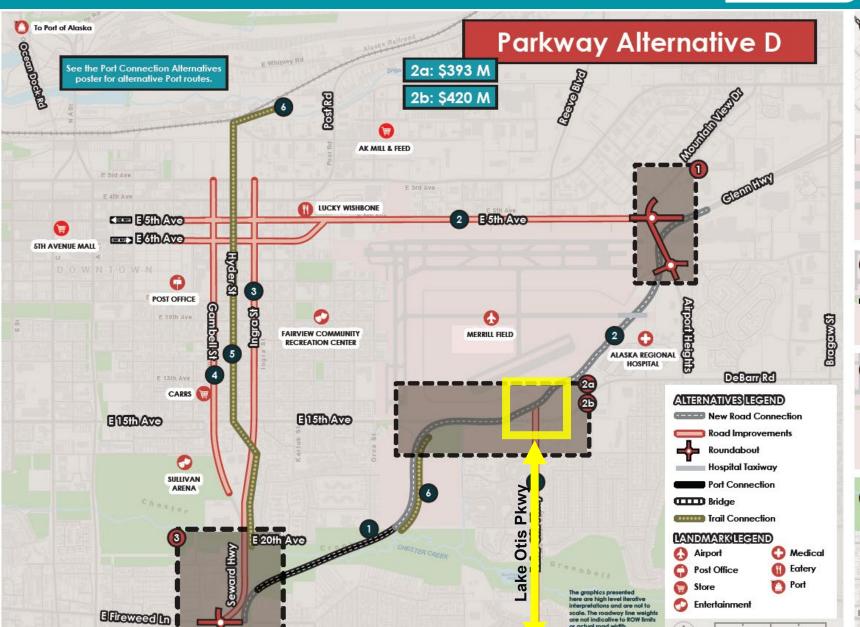


















Two Options to Connect to 15th Ave Seward Glenn



















Bridge Over Park to Reduce Impacts Seward Glenn



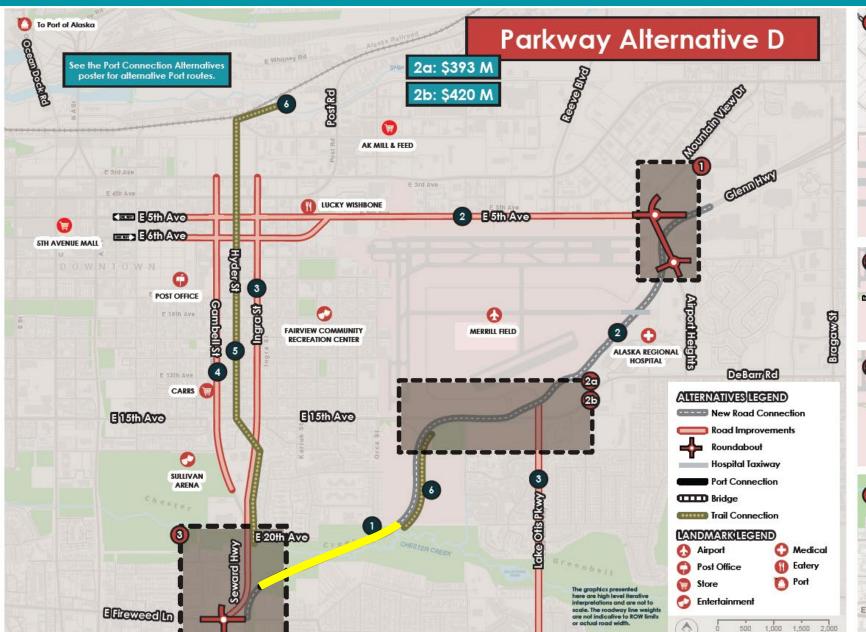












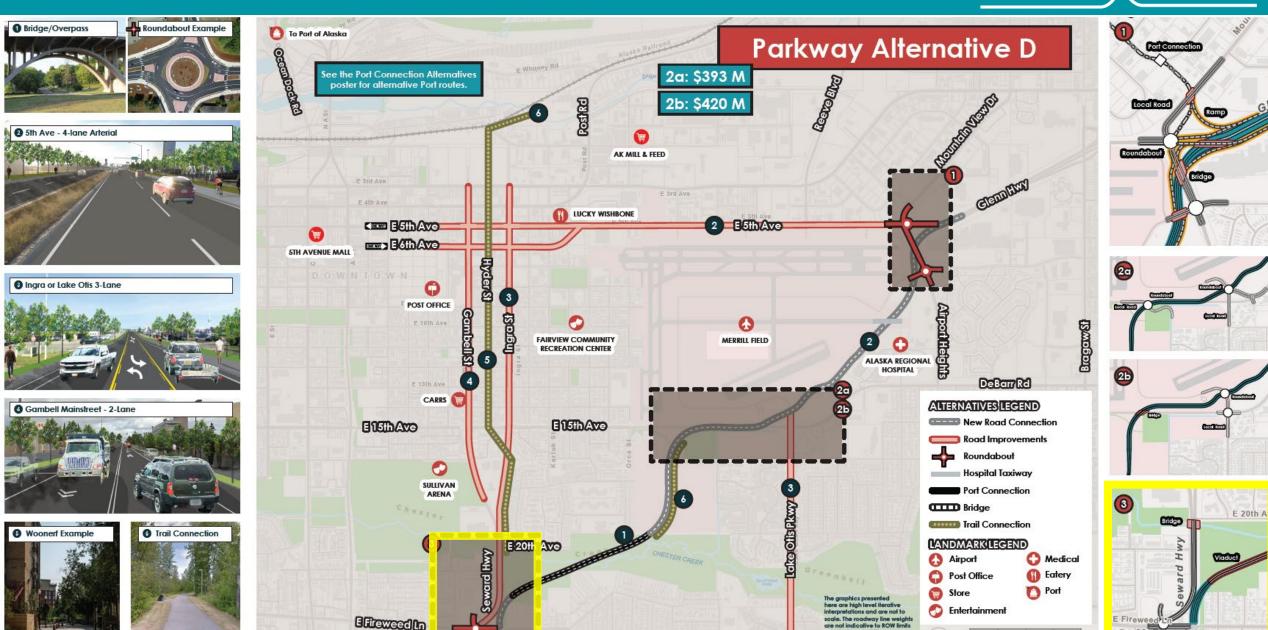




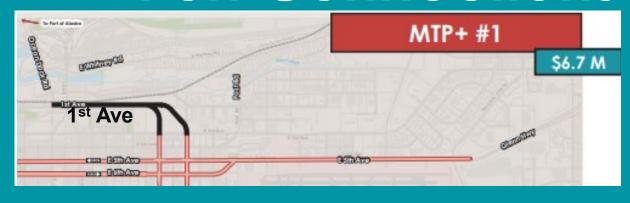




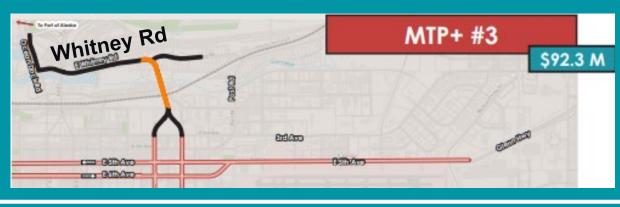
Connection to Fairview & Downtown Seward Glenn



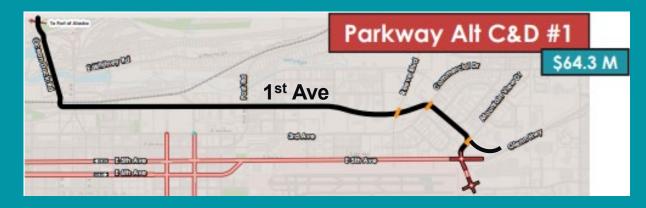
Port Connections

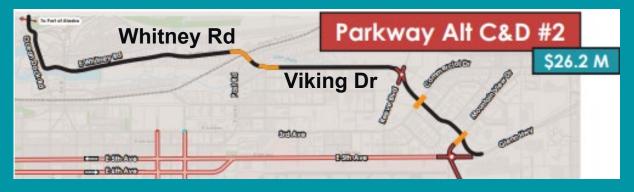












Legend

- Port Connection Route
- Bridge

Lane Balance





Extra Capacity

CARRS

0

SULLIVAN ARENA

E15th Ave

EffeweedIn



LEGEND

Airport

Road Improvements Woonerf / Trail Connection

Medical

Eatery

1,000 1,500 2,000 FEET

Port Complete Street

LANDMARKILEGEND

Post Office



Costs & Funding (MTP Alts)

- Seward
 - CONNECTION



- MTP 2050 = \$139 M
 - 5th & 6th Aves (Gambell St to Reeve Blvd)
 - Ingra & Gambell Streets (3rd to 15th Aves)
- MTP Plus = \$442 M
 - \$192 M (roads & non-motorized infrastructure)
 - 5th & 6th Aves (Gambell to Airport Hts Dr)
 - Ingra & Gambell Streets (3rd to 20th Aves)
 - \$250 M+ (Transit, etc. @ \$10+ M per year over 25 years)
- Possible Funding Sources
 - NHPP National Highway Performance Program (FHWA), formula funds
 - AMATS TIP (FHWA), formula funds
 - Reconnecting Communities Capital Grant (USDOT)
 - Tribal Transportation Funds (FHWA)
 - Capital Grants from Federal Transit Authority
 - Bus Fares
 - Property taxes (and/or Sales Tax if approved by vote)

Costs & Funding (Parkways + Port)

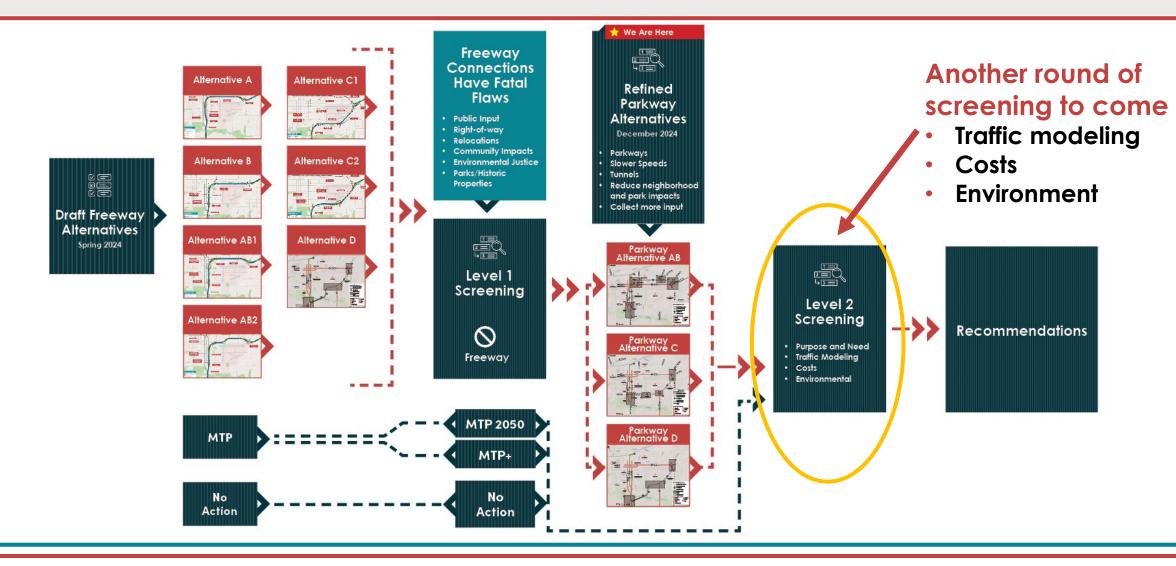


- AB = \$743 M
 - (incl. port)
- C = \$532 \$570 M
 - \$506 M (pkwy) + \$26-\$64 M (port)
- D = \$419-\$484 M
 - \$393-\$420 M (pkwy) + \$26-\$64 M (port)
- Possible Funding Sources
 - NHPP National Highway Performance Program (FHWA), formula funds
 - Reconnecting Communities Capital Grant (USDOT)
 - TIFIA Loan Large-scale hwy, transit, rail, intermodal freight, & port access (USDOT)
 - INFRA Grant Nationally significant multimodal freight & hwy projects (USDOT)
 - Tribal Transportation Funds (FHWA)
 - Safe Streets for All (SS4A) Grant Program (USDOT)
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program (USDOT)

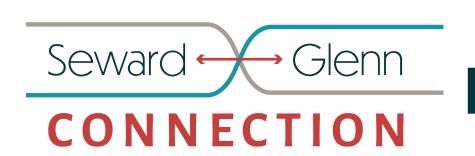


Screening Processes





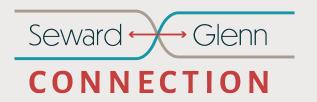
12/10/2024



Breakout/Poster Session



Project Team & Meeting Support









Taylor Horne



Edith McKee



John McPherson



Laurie Cummings



Pearl-Grace Pantaleone



Garrett Rutherford



Greg Hartman



Alice Horazdovsky



Amy Burnett

12/10/2024

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



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