

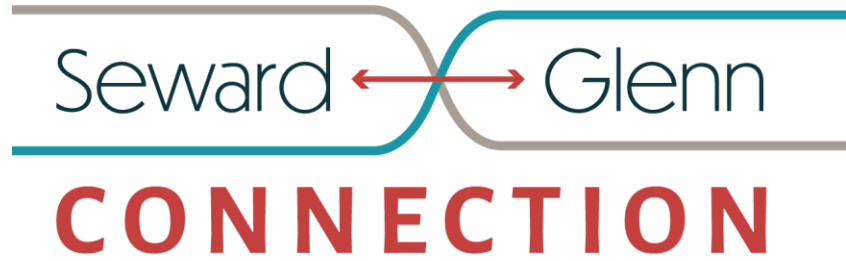
Seward to Glenn Connection PEL Study

Refined Alternatives

Technical Advisory Committee
January 9, 2025



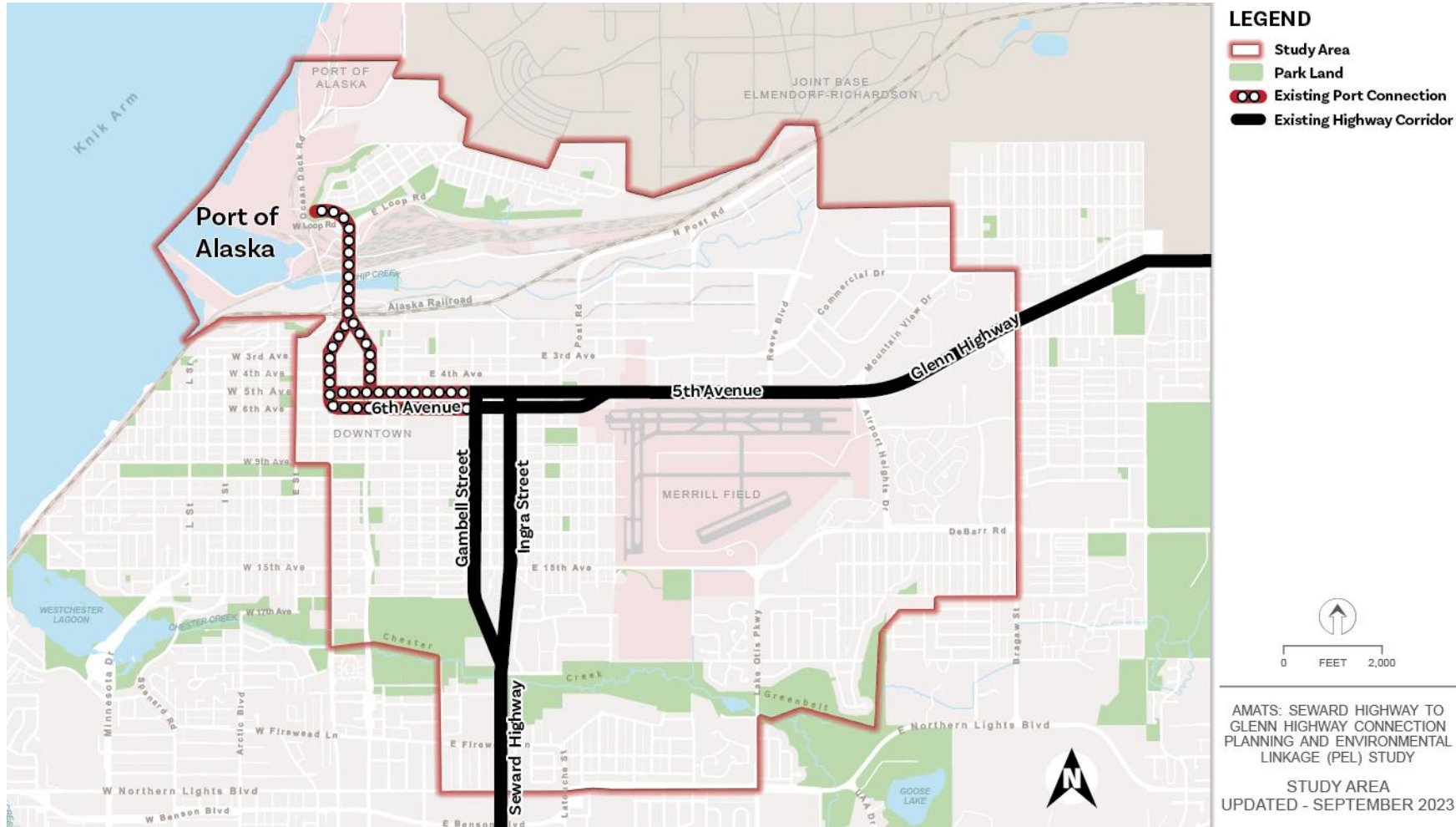
WELCOME!



Study Refresher



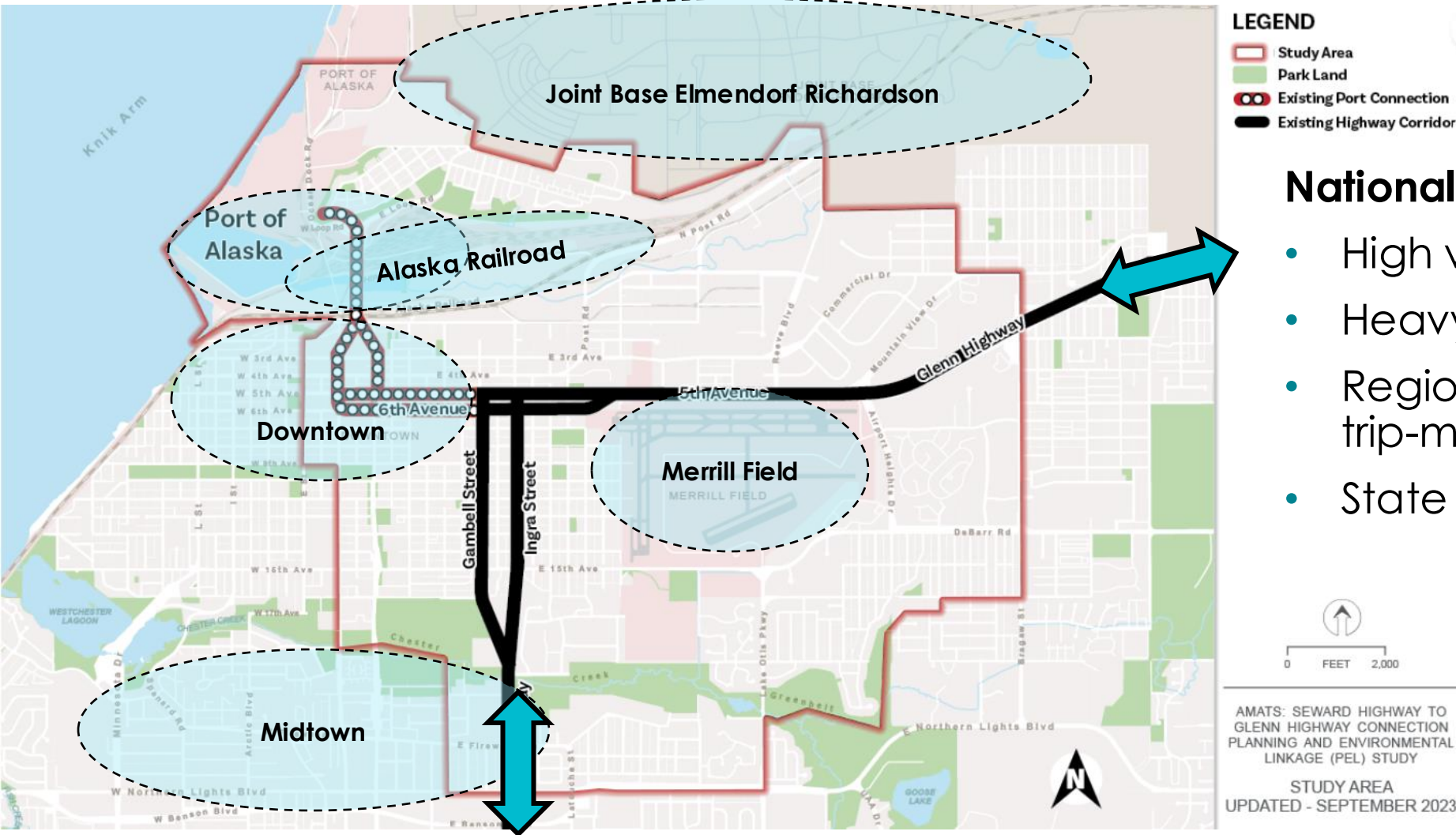
Seward Glenn Connection PEL Study



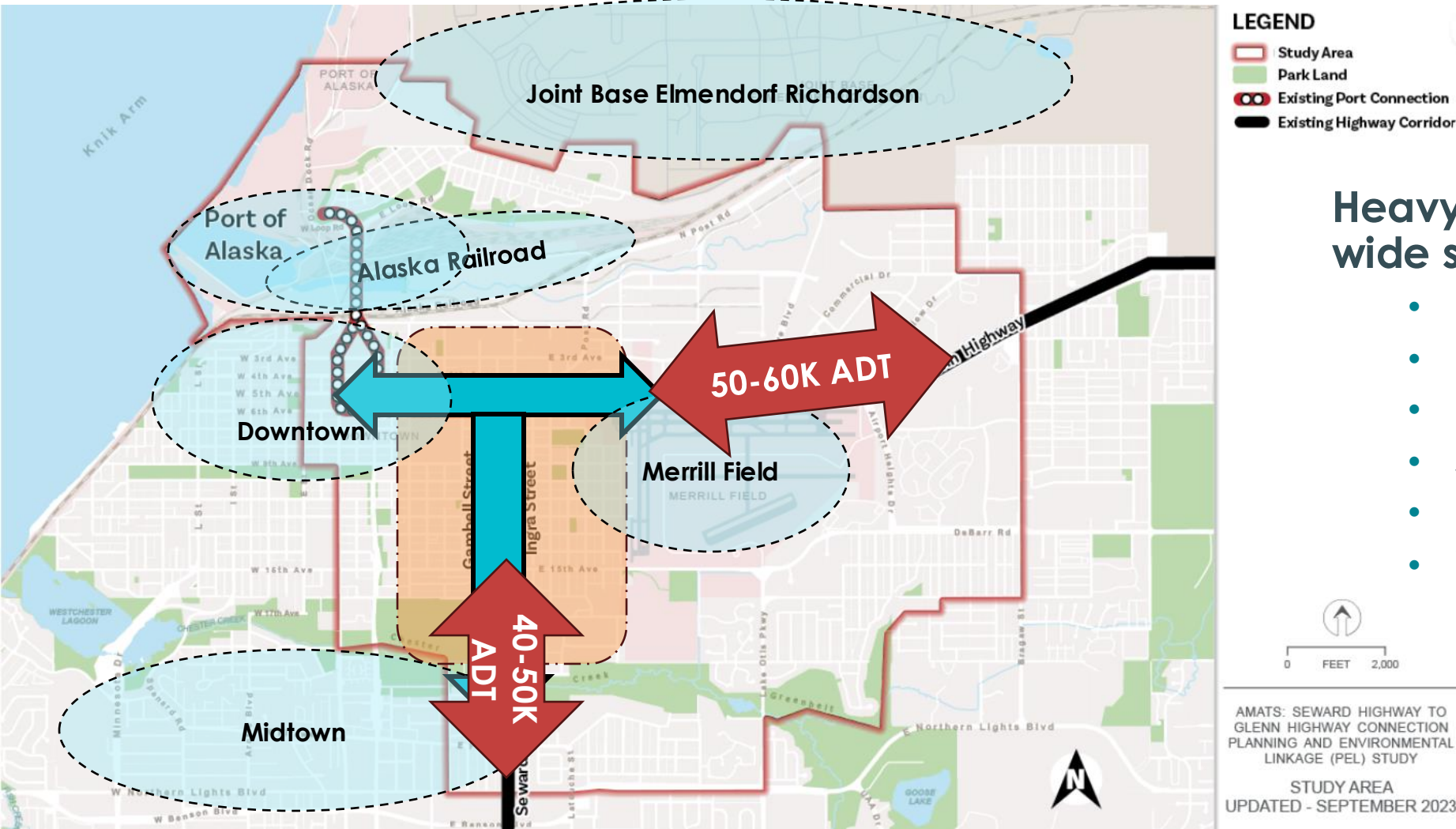
Study Description

“...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.**”

Regional Connections - NHS



Impacts to Fairview (and Downtown)



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.

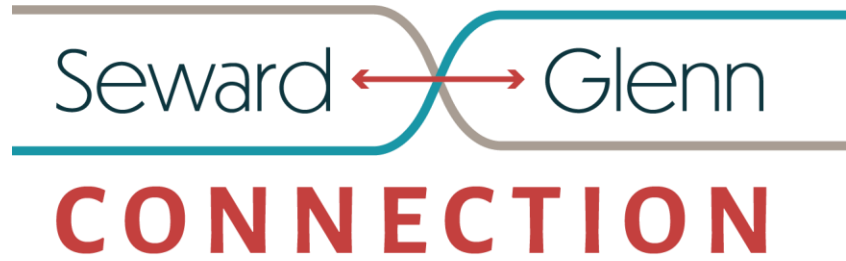


Livability: Help reconnect the neighborhood (*physically and socially*) by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.



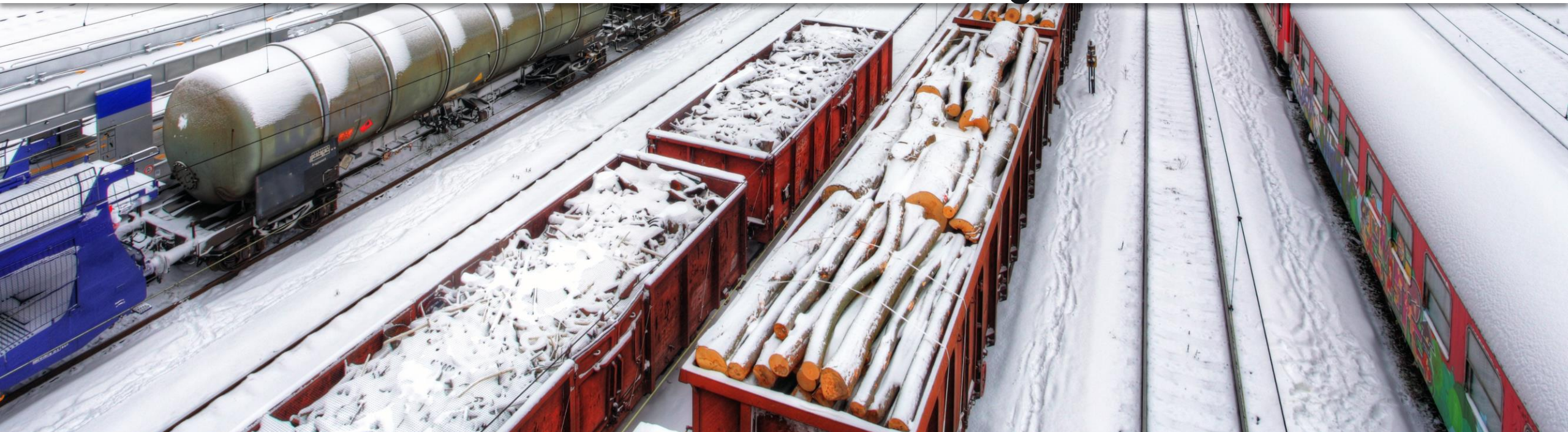
Accommodate ideas from adopted plans:

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



What We Learned from Last Round...

And What We're Doing About It!



Comment Period Highlights

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

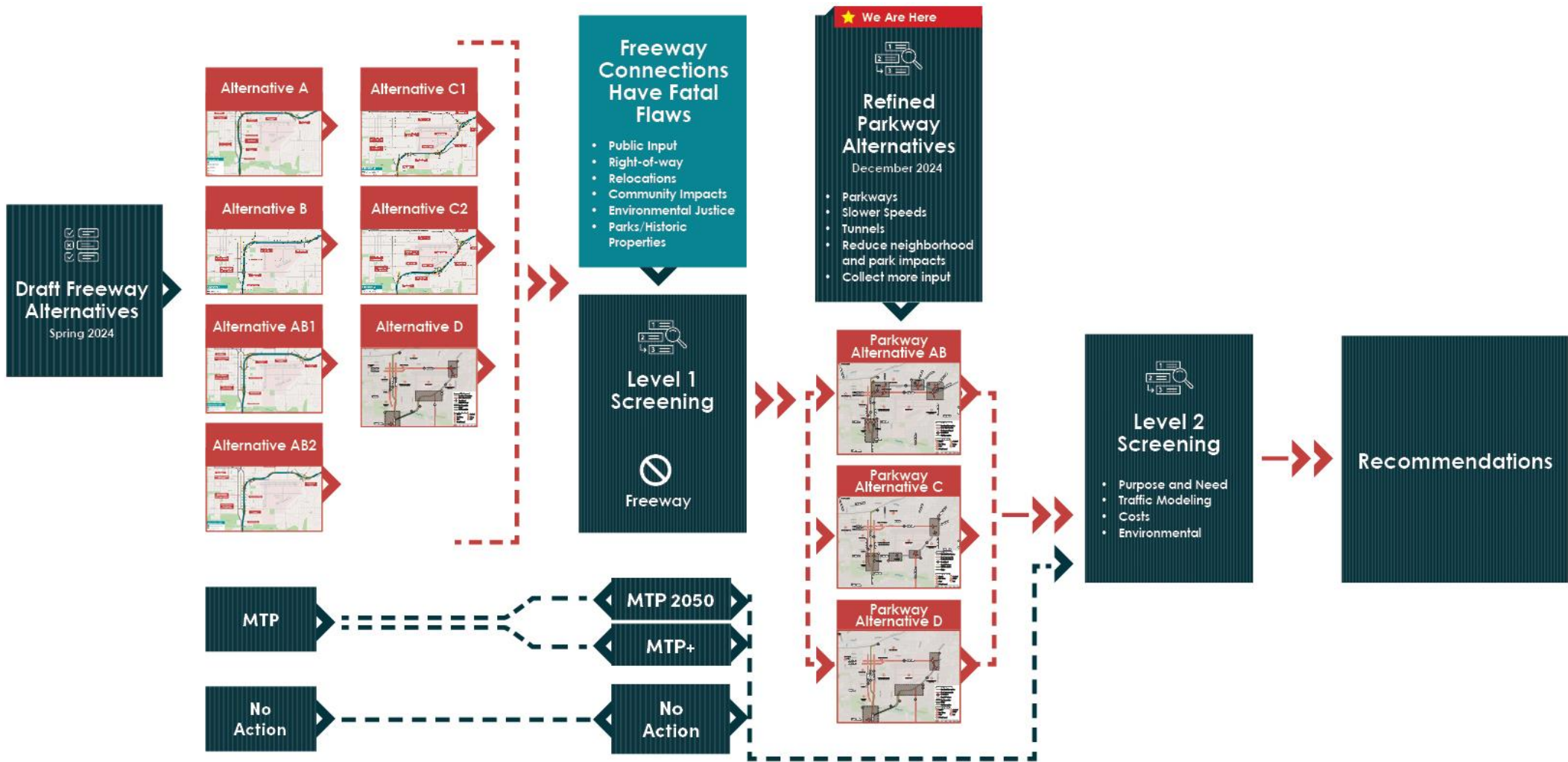


- » Reduce footprint
- » Slower speed allows better park avoidance and reduces noise
- » Shift road farther away from green spaces and homes



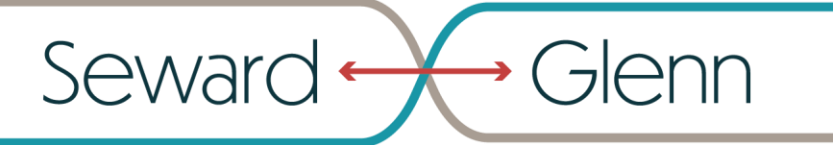
- » Created a parkway connection for regional traffic
- » Created at-grade intersections
- » Reduced speeds and number of lanes
- » Reduced ROW impacts with tunnels
- » Added MTP+ alternative

Screening Processes



Screening Data for Alternatives

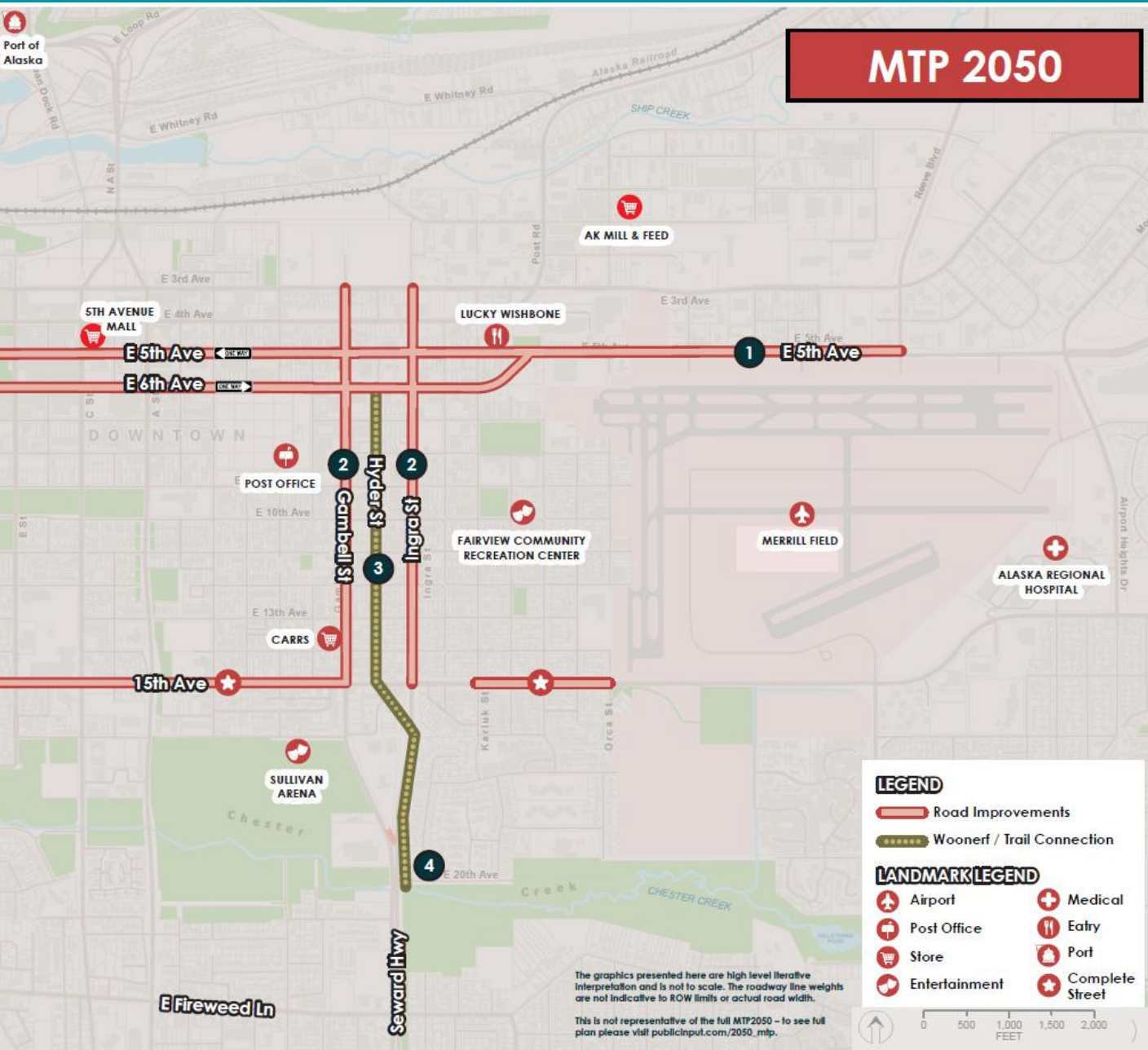
CRITERIA	NO ACTION & MTP ALTERNATIVES			HIGHWAY ALTERNATIVES														PARKWAY ALTERNATIVES			PORT CONNECTION ALTERNATIVES				
	NO ACTION	MTP 2050	MTP +	A		AB 1		AB 2		B		C1		C2		D		AB: PARKWAY	C: PARKWAY	D: PARKWAY	PORT OPTIONS				
				4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	6 LANE	4 LANE	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	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



Seward ↔ Glenn
CONNECTION

Refined Alternatives



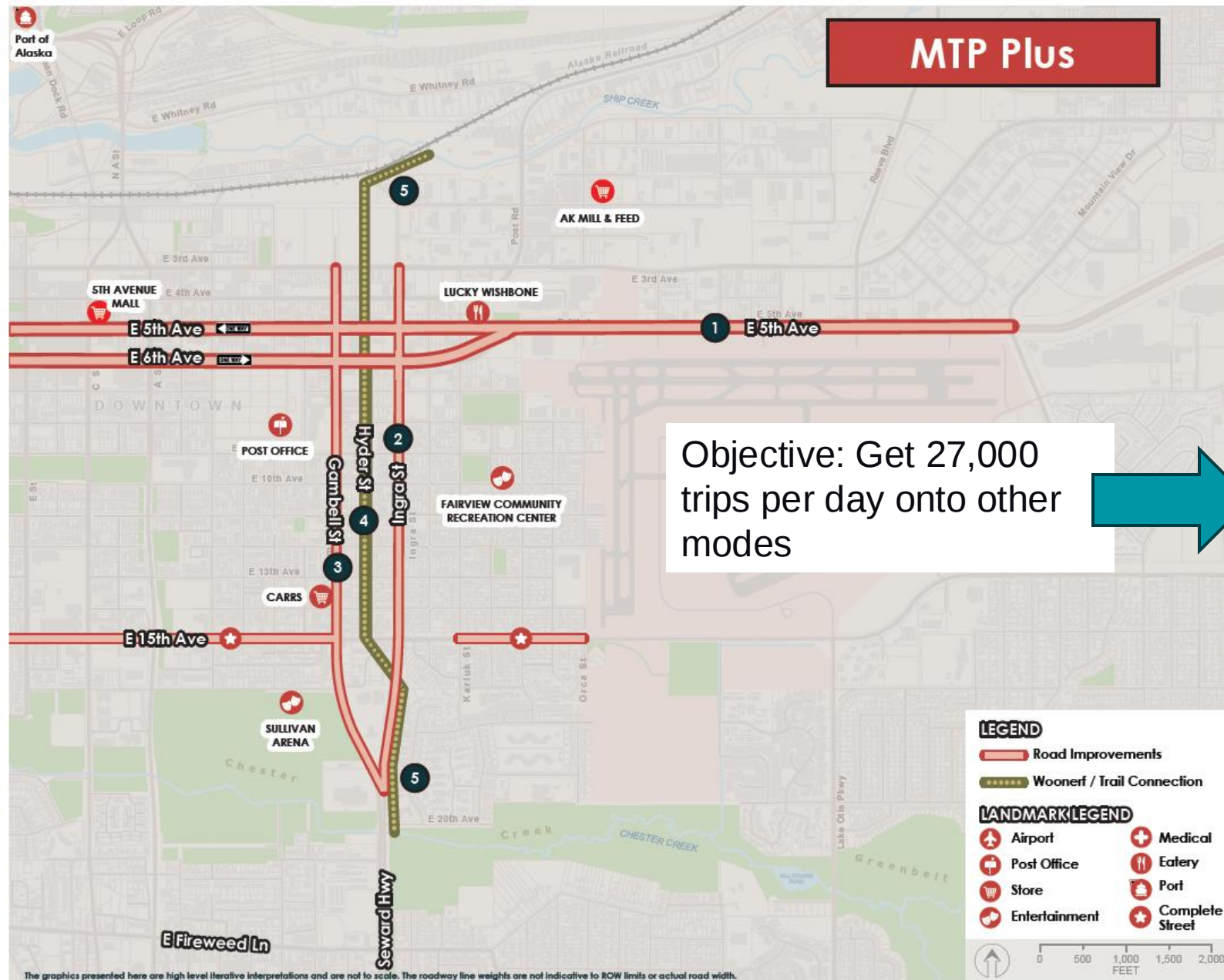


Seward ↔ Glenn CONNECTION

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

MTP Plus Alternative

Seward ↔ Glenn



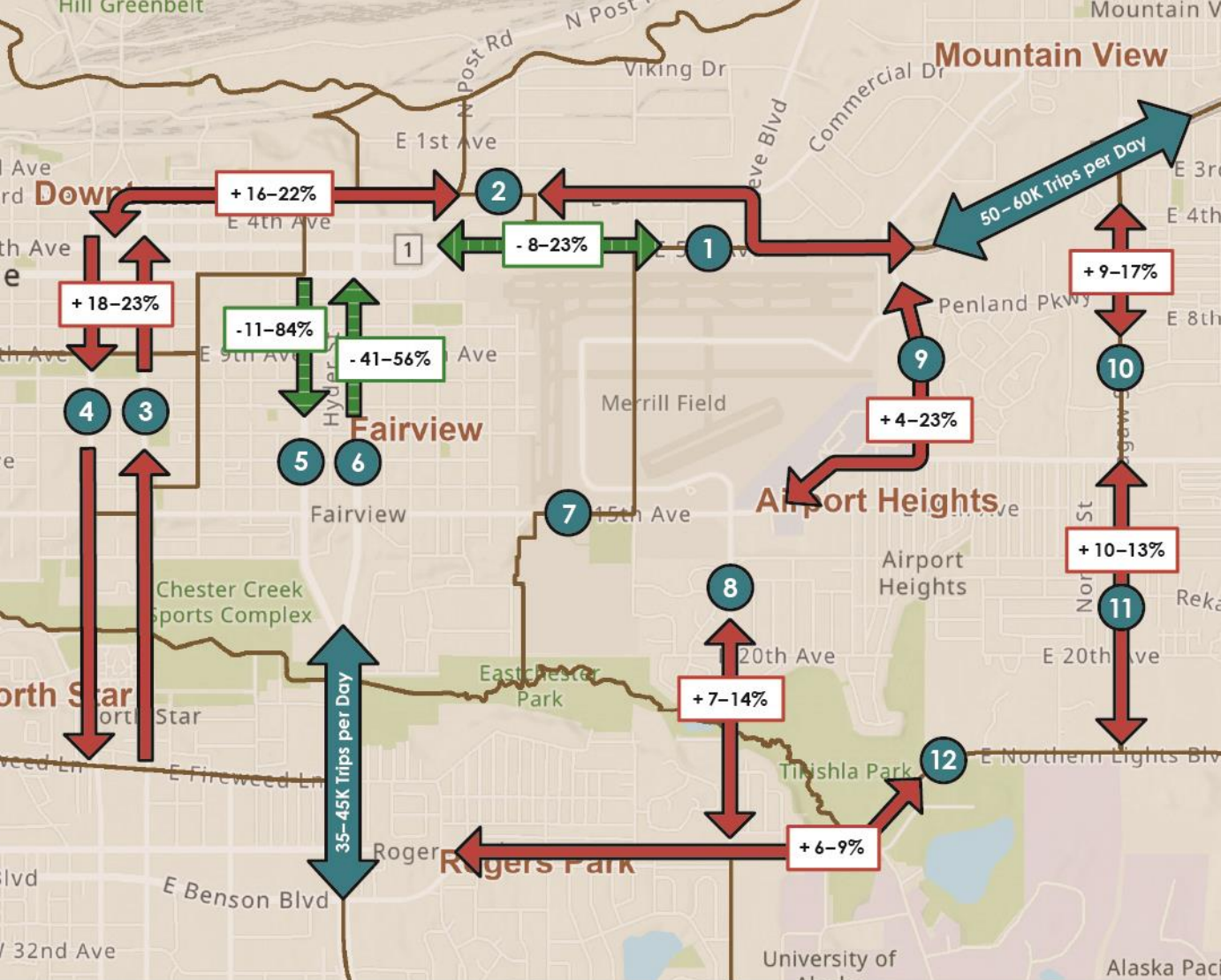
The MTP Plus alternative is intended to:

- 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.



Where does that traffic go?

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

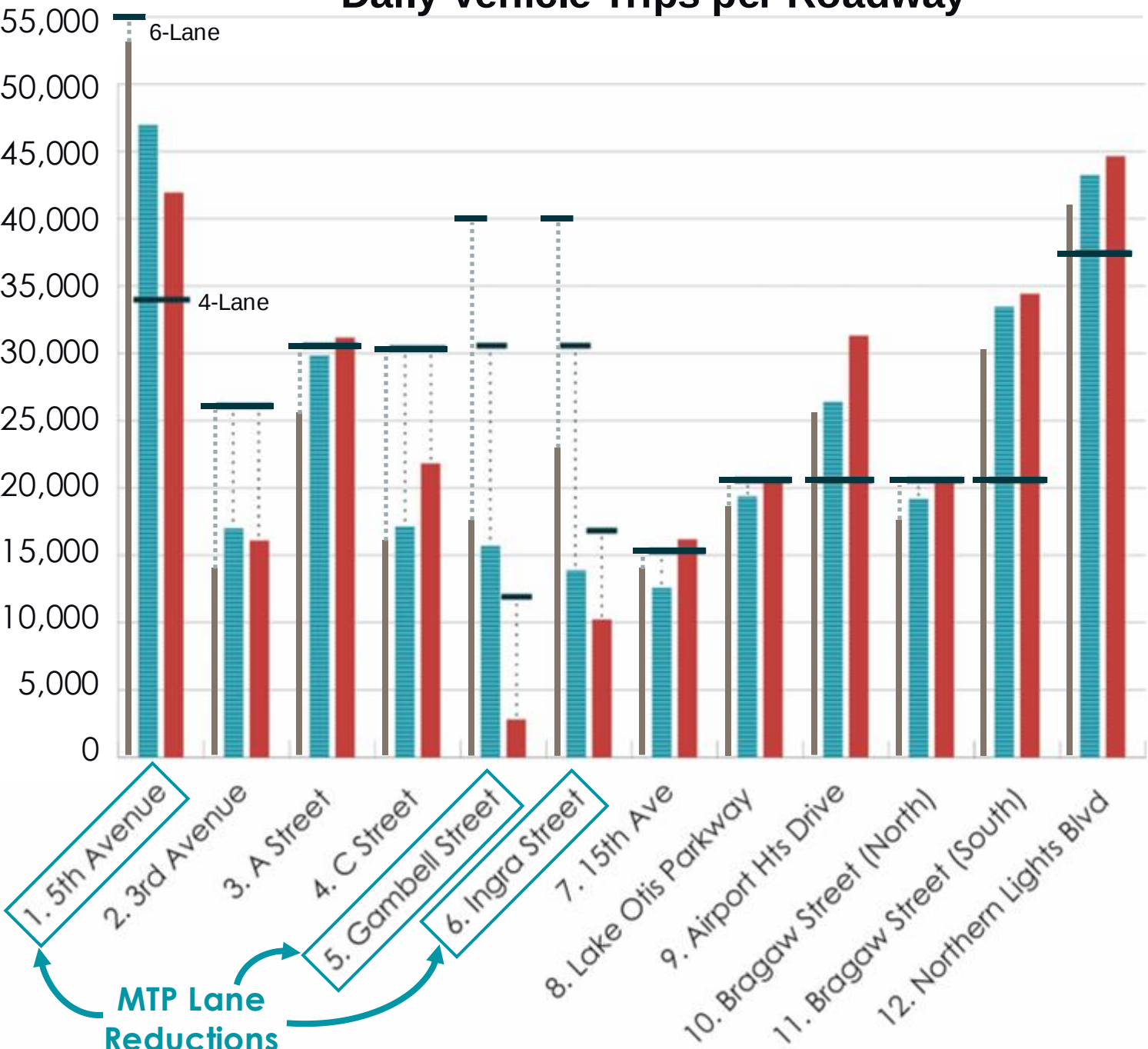
Legend

- | | | | |
|-----------------------|--------------|------------------------|------------------|
| ① 5 th Ave | ④ C St | ⑦ 15 th Ave | ⑩ Bragaw St (N) |
| ② 3 rd Ave | ⑤ Gambell St | ⑧ Lake Otis Pkwy | ⑪ Bragaw St (S) |
| ③ A St | ⑥ Ingra St | ⑨ Airport Hts Dr | ⑫ N. Lights Blvd |

- ➡ Traffic expected to decrease
- ➡ Traffic expected to increase

Daily Vehicle Trips per Roadway

Are those
other roads
congested?



Legend

2050 No Action

MTP 2050

MTP 2050

Roadway Daily Capacity

Ingra & Gambell Streets

4 Lanes, One-Way (each)

3 Lanes, One-Way (each)

2 Lanes, Two-Way (each)

5th Ave (along Merrill Field)

6 Lanes, Two-Way

4 Lanes, Two-Way

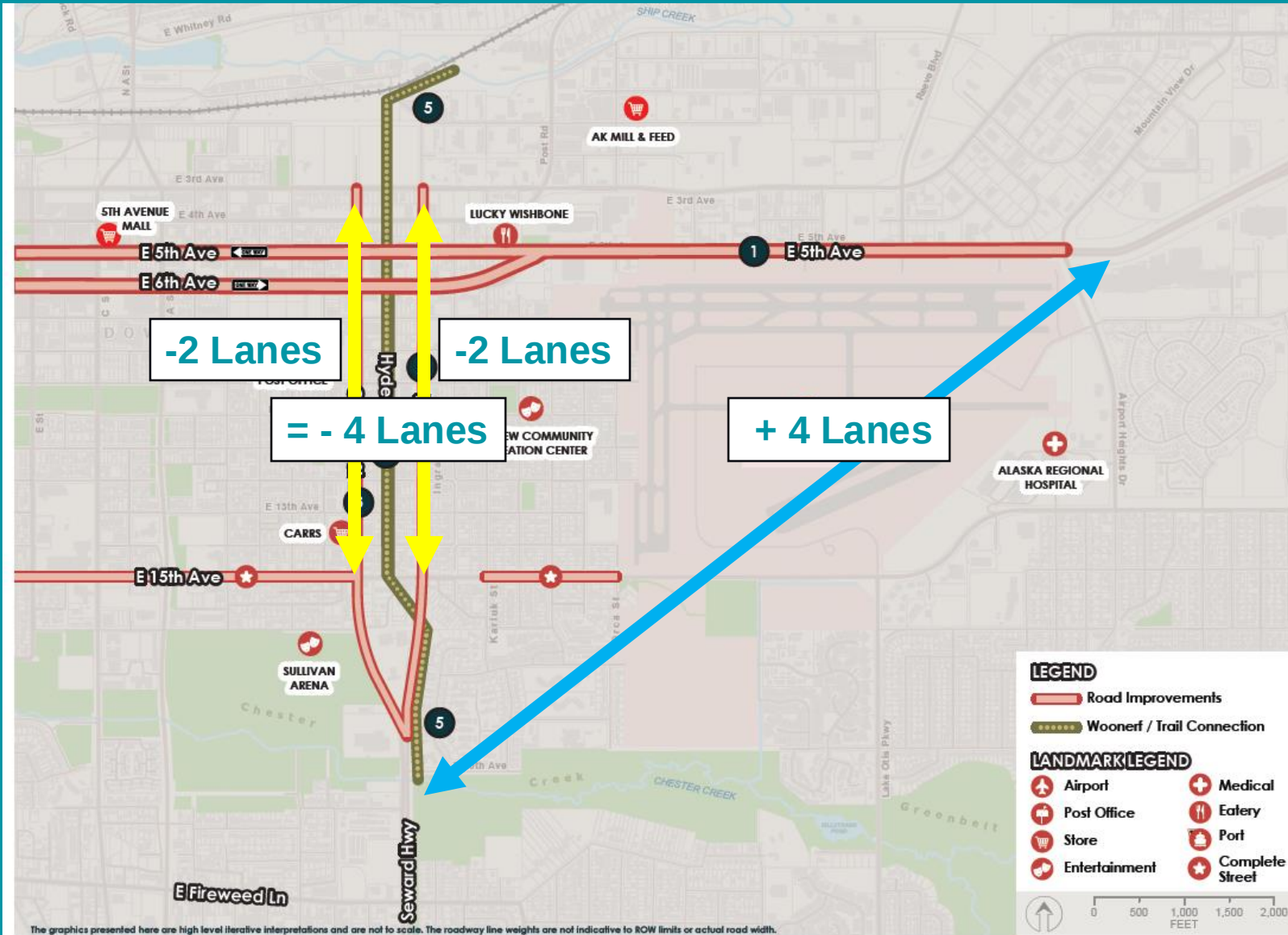
4 Lanes, Two-Way

Parkway 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

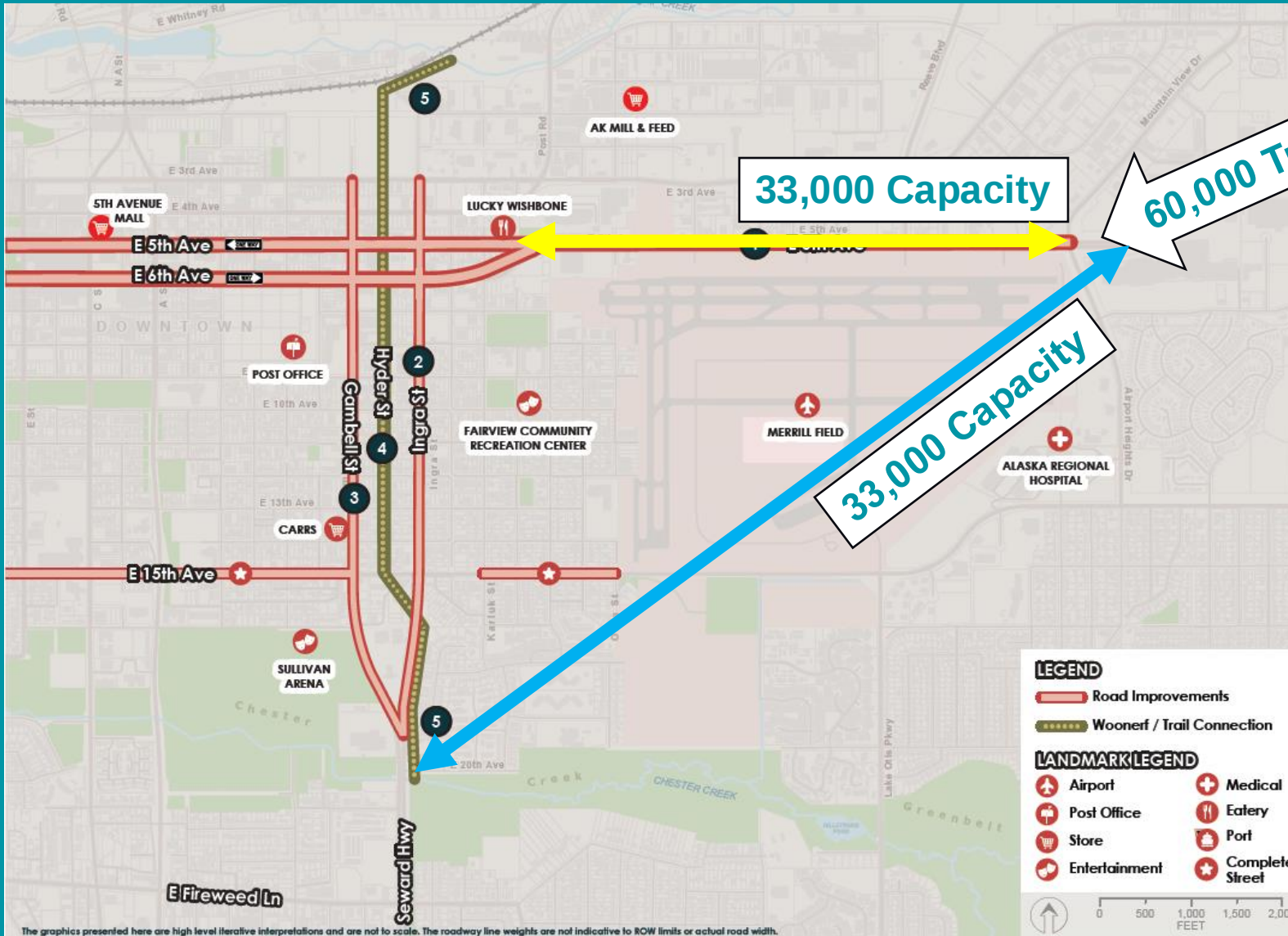


Lane Balance



Extra Capacity

Seward ↔ Glenn
CONNECTION



Freeway vs. Parkway

Outdated Freeway Alternative



- **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

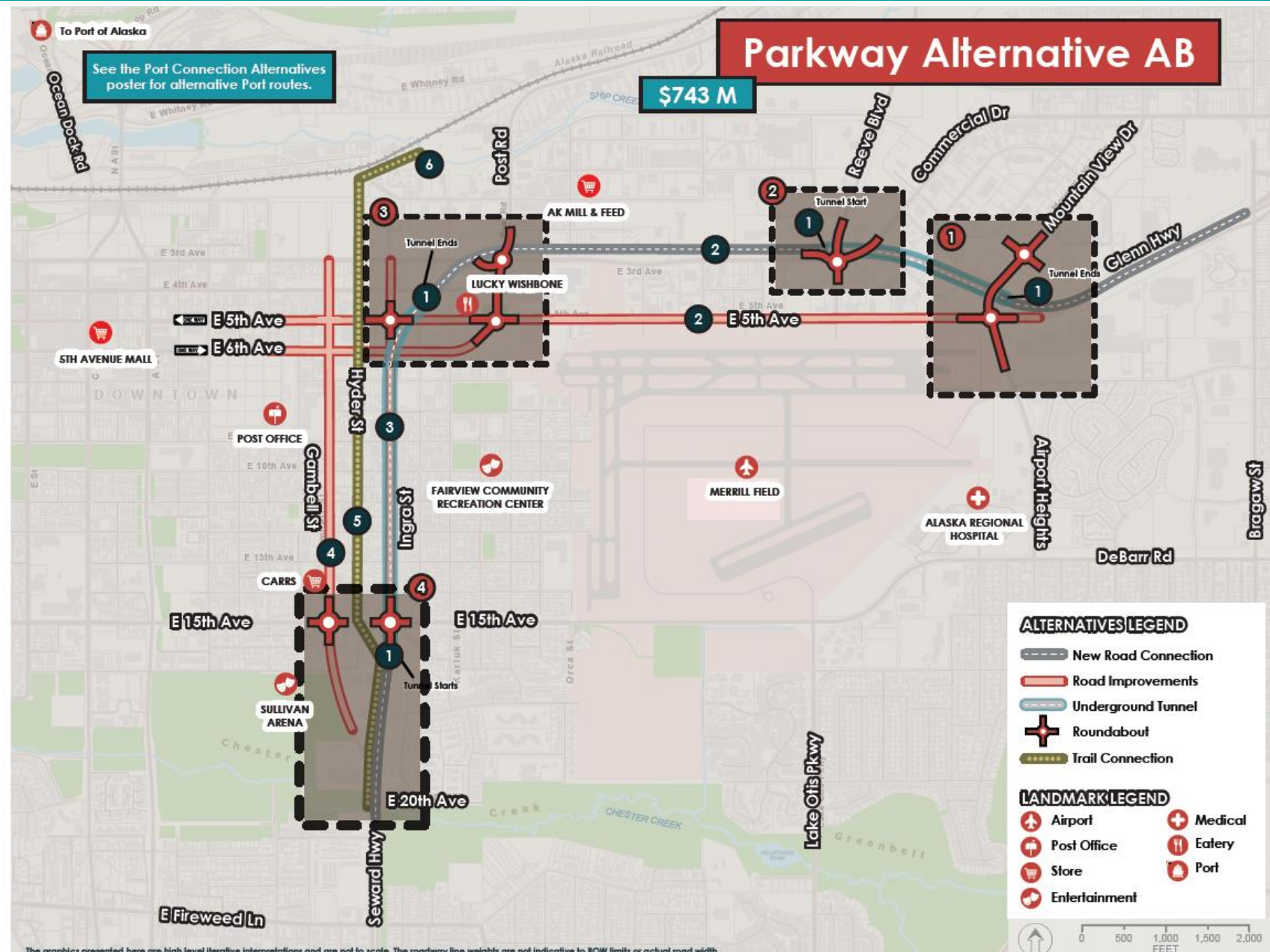
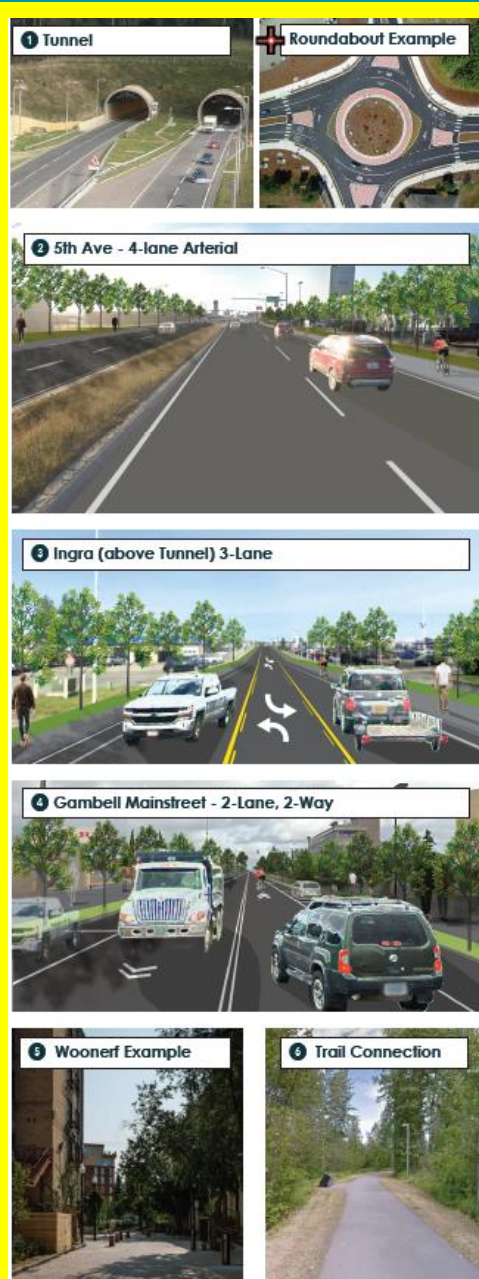
New Parkway Design



- **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

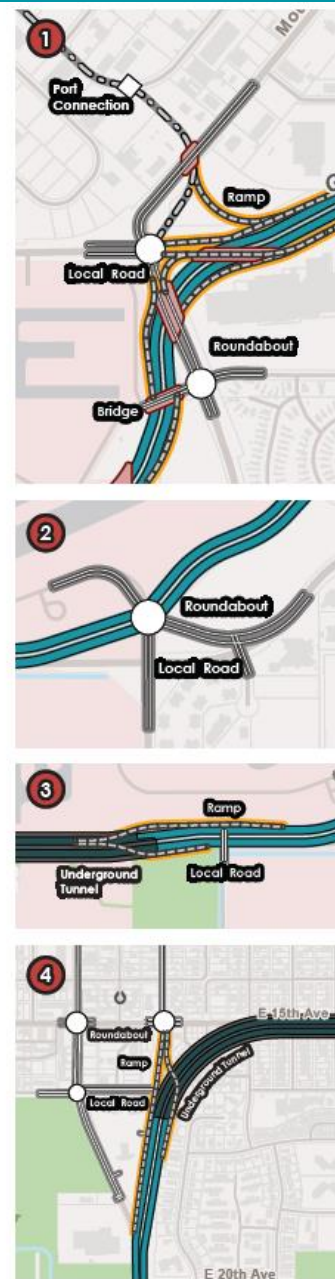
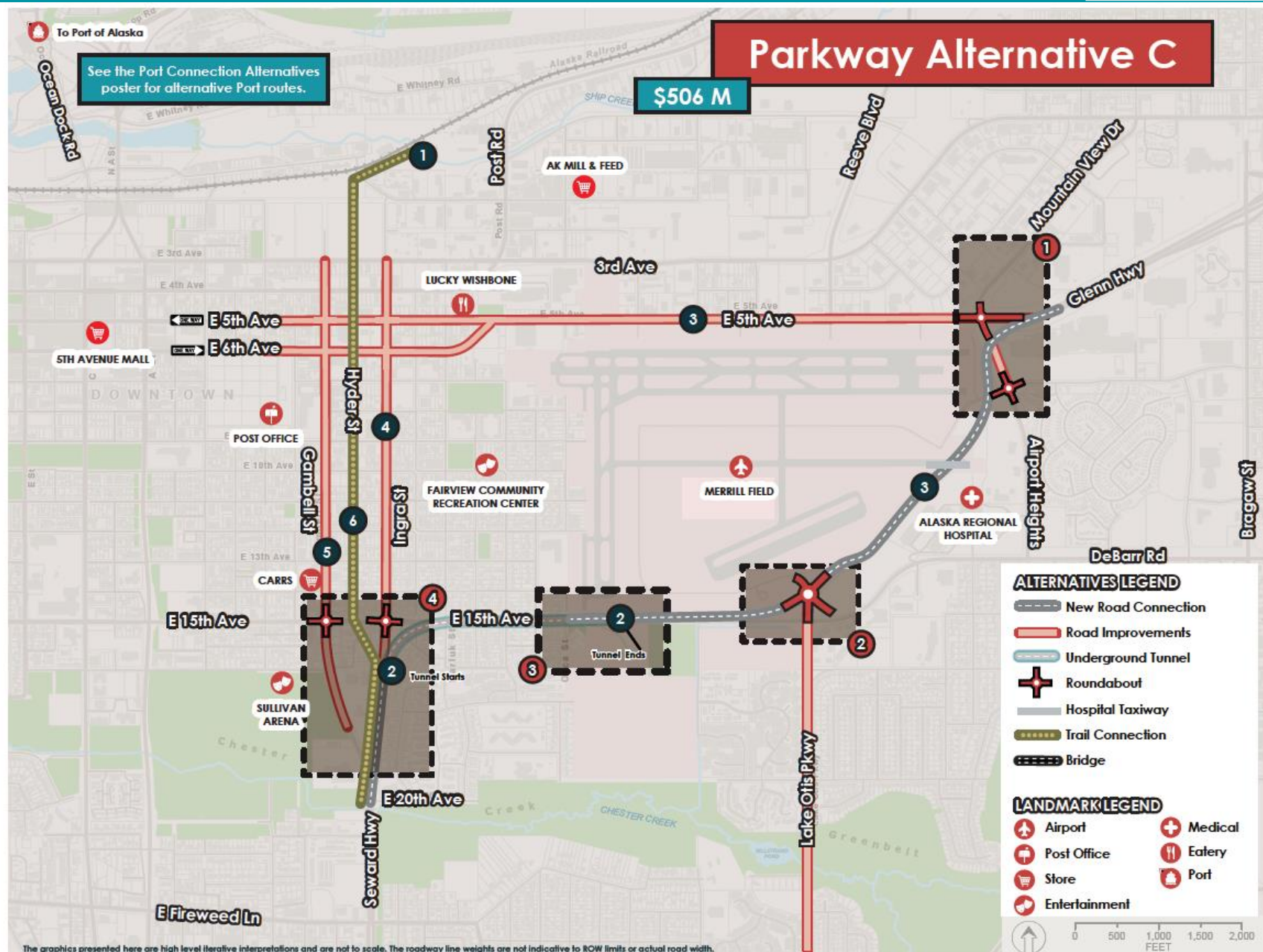
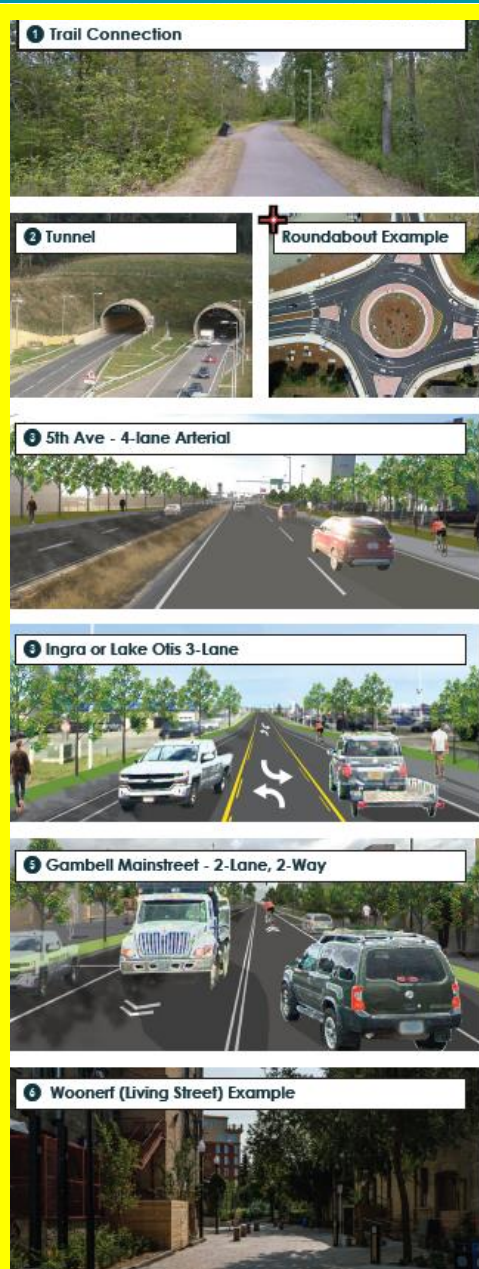
Parkway Alternative AB

Seward ← → Glenn



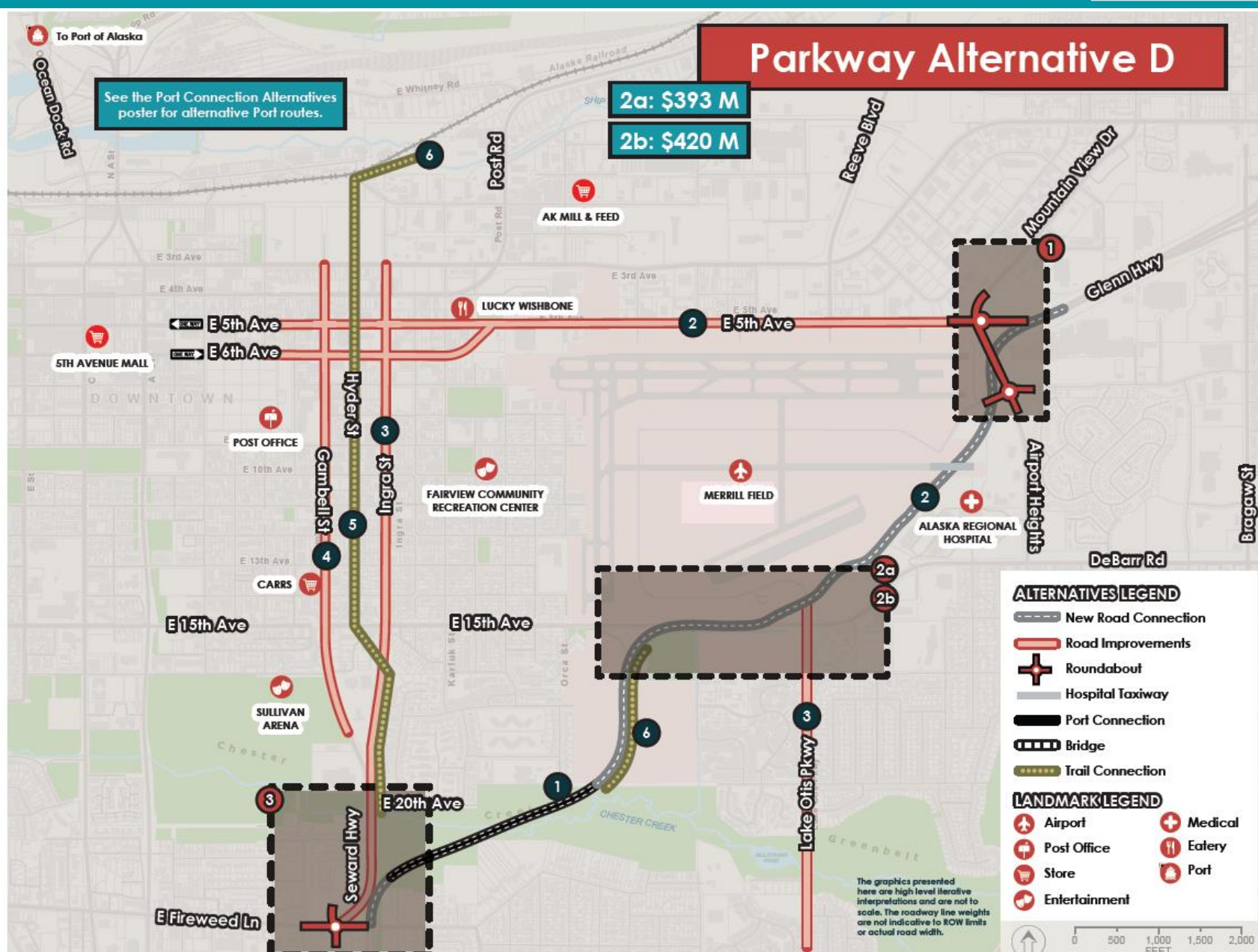
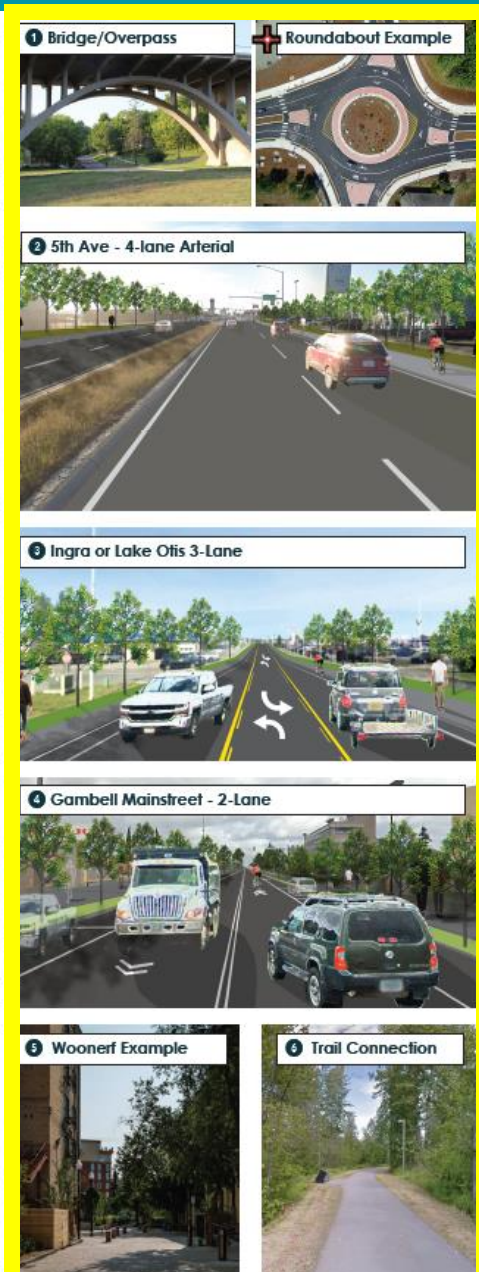
Parkway Alternative C

Seward ← → Glenn

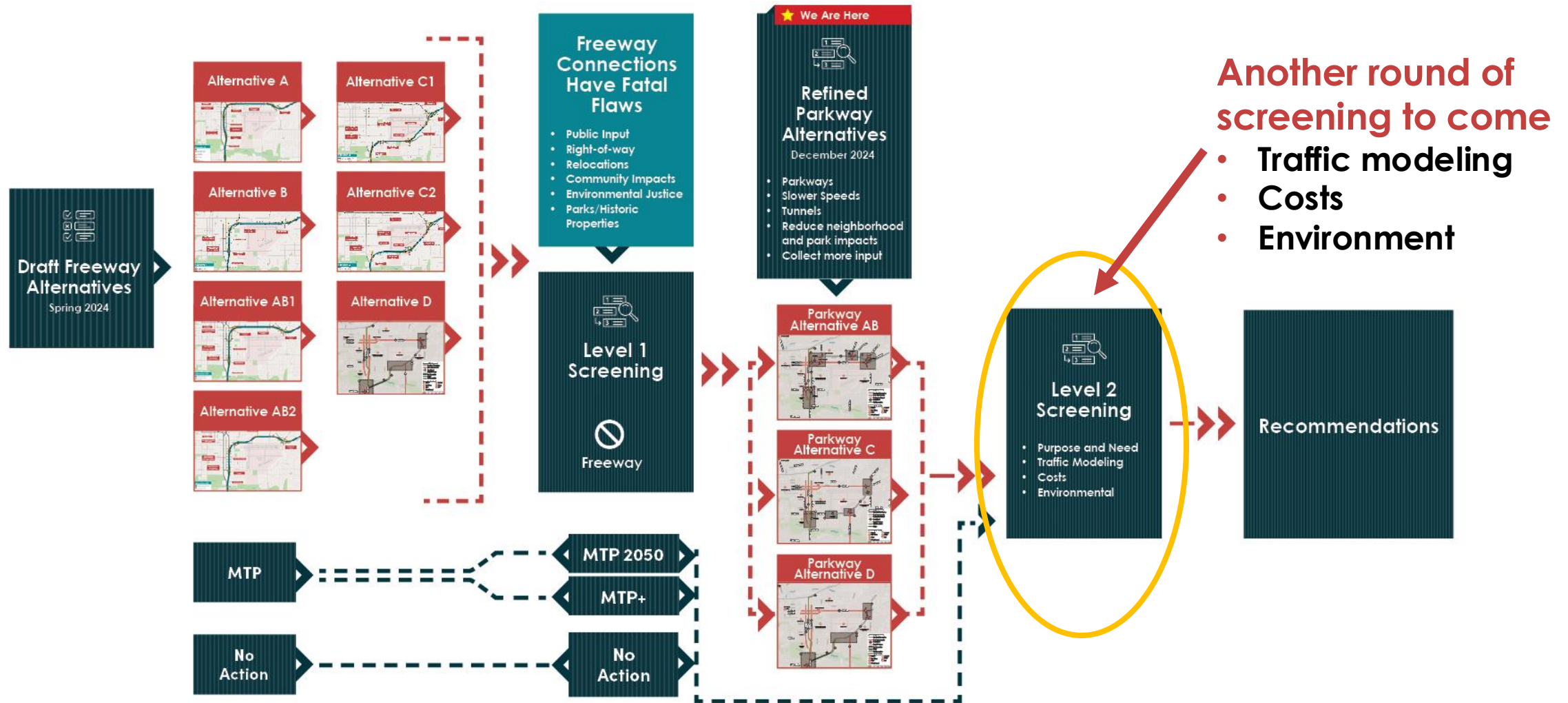


Parkway Alternative D

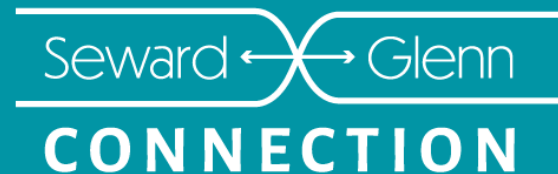
Seward ← → Glenn



Screening Processes



Costs & Funding (MTP Alts)



- **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)



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

sewardglennconnection.com

BY EMAIL

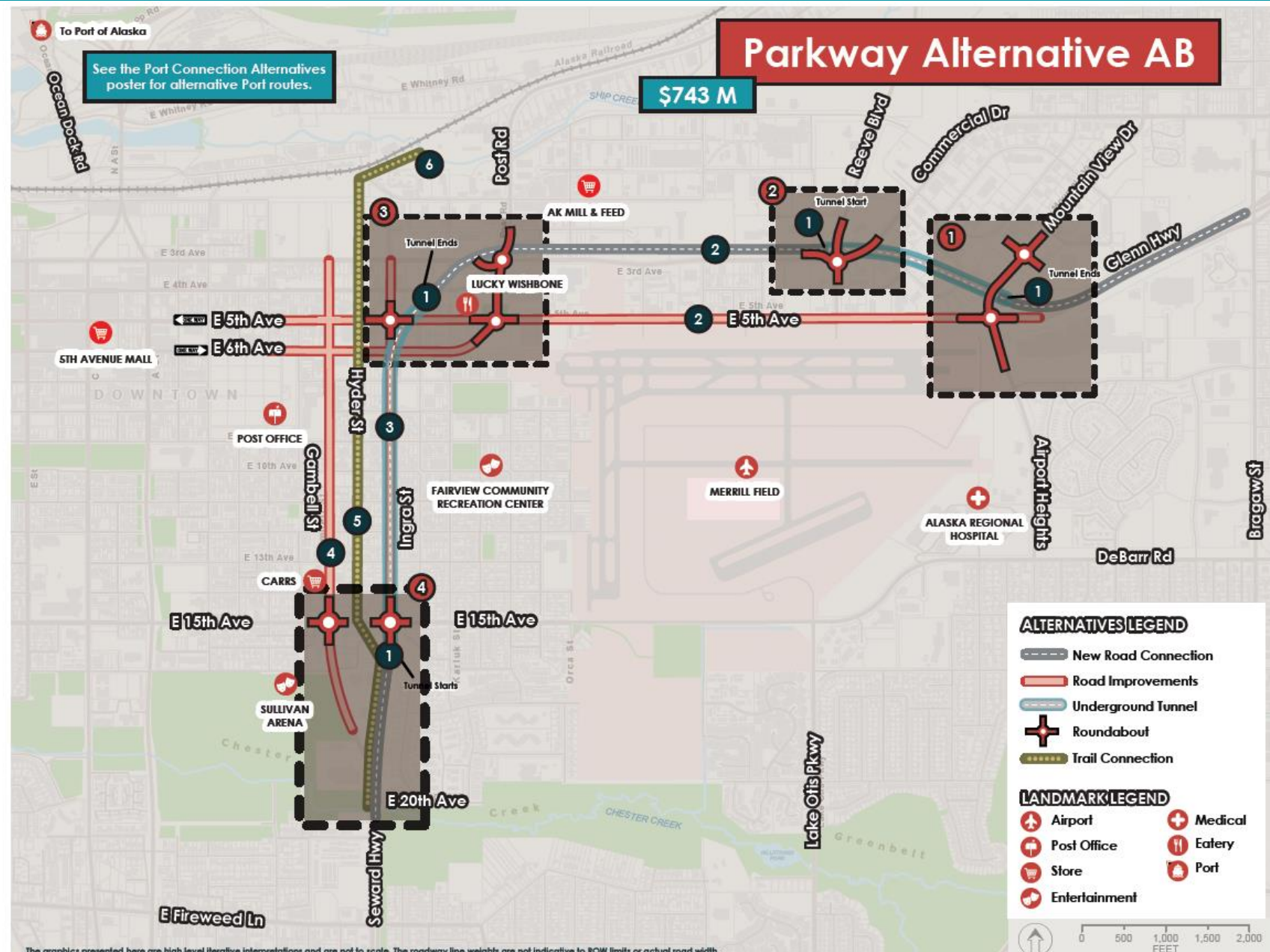
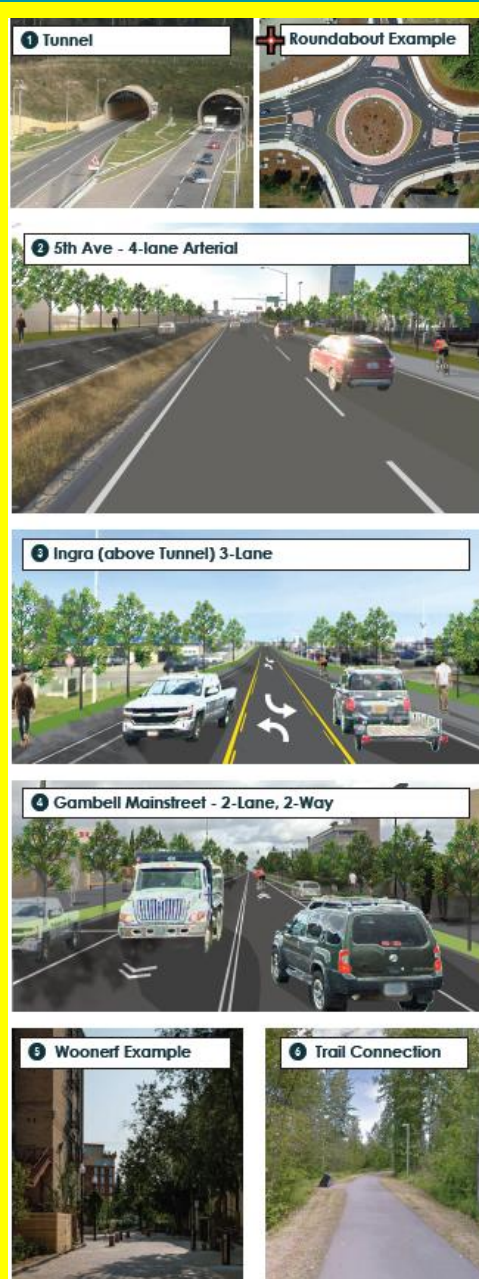
info@sewardglennconnection.com

BY PHONE

(907) 206-2289

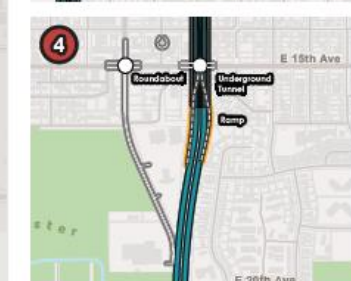
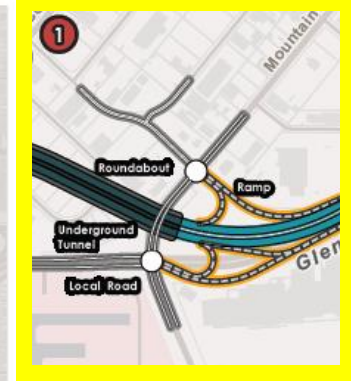
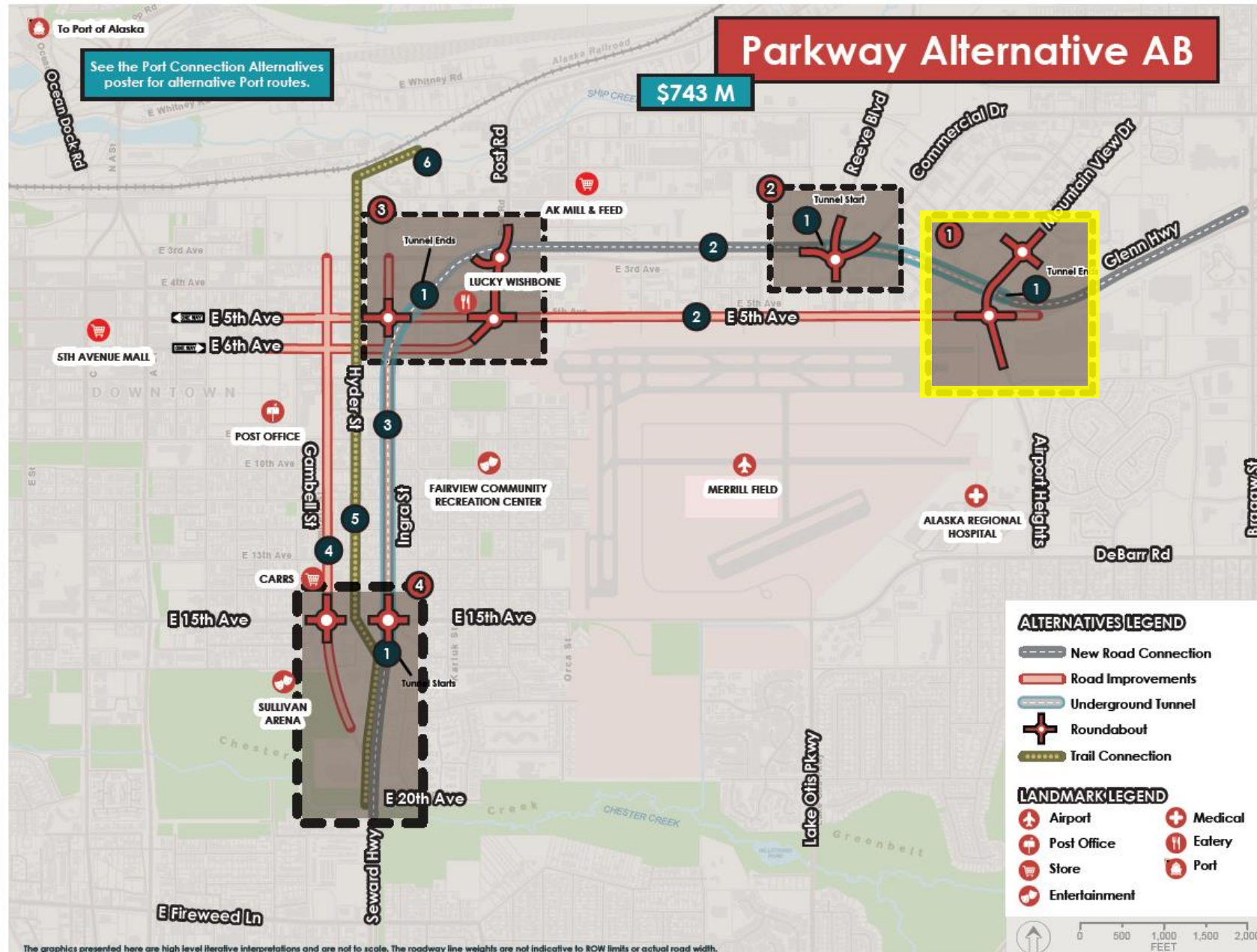
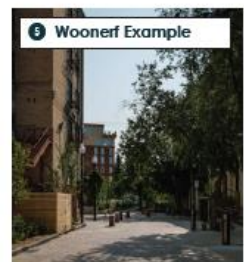
Parkway Alternative AB

Seward ← → Glenn



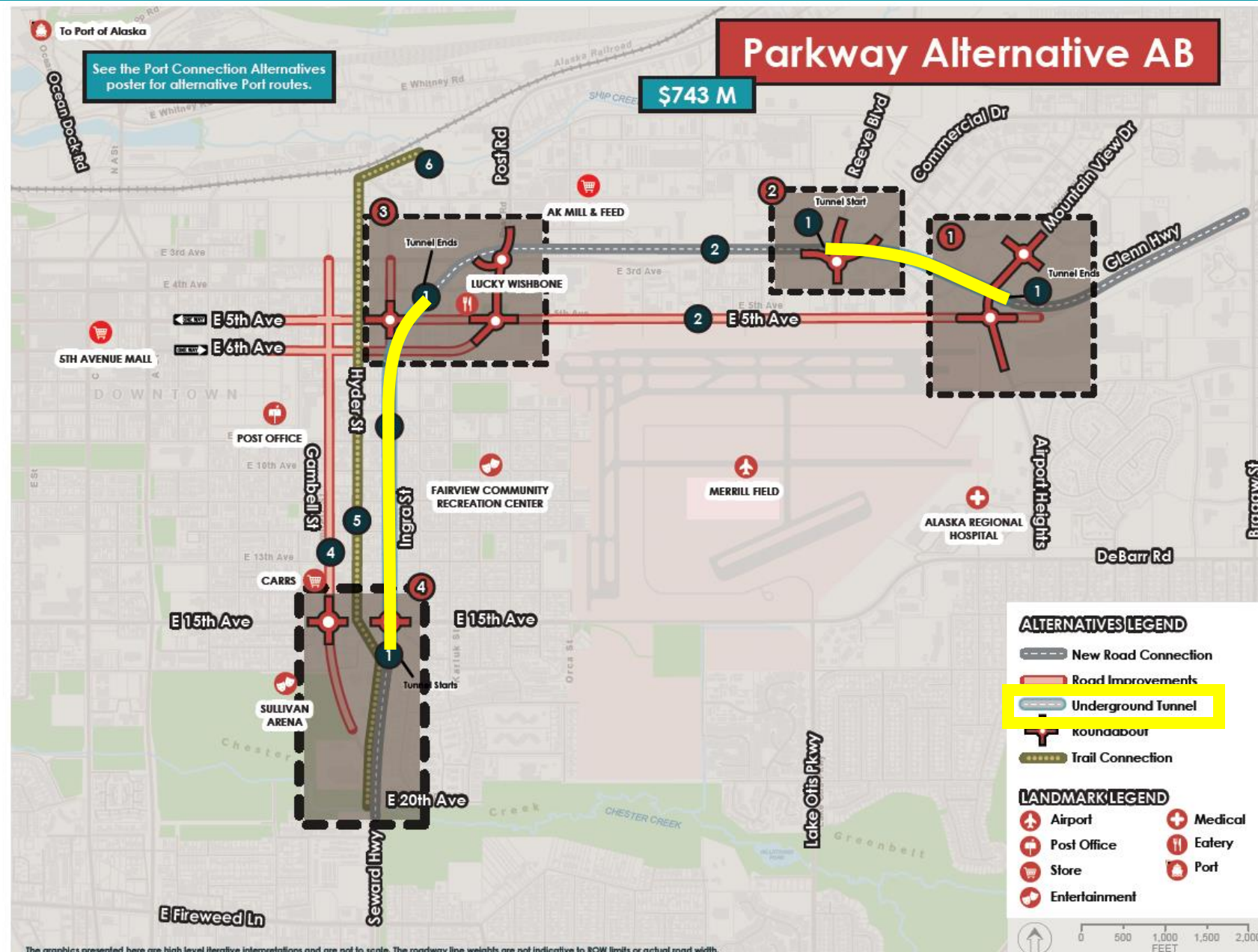
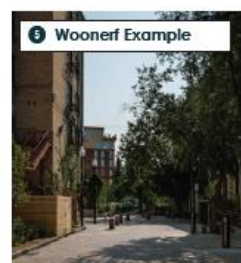
Airport Hts Dr / Mtn View Dr Interchange

Seward ← → Glenn



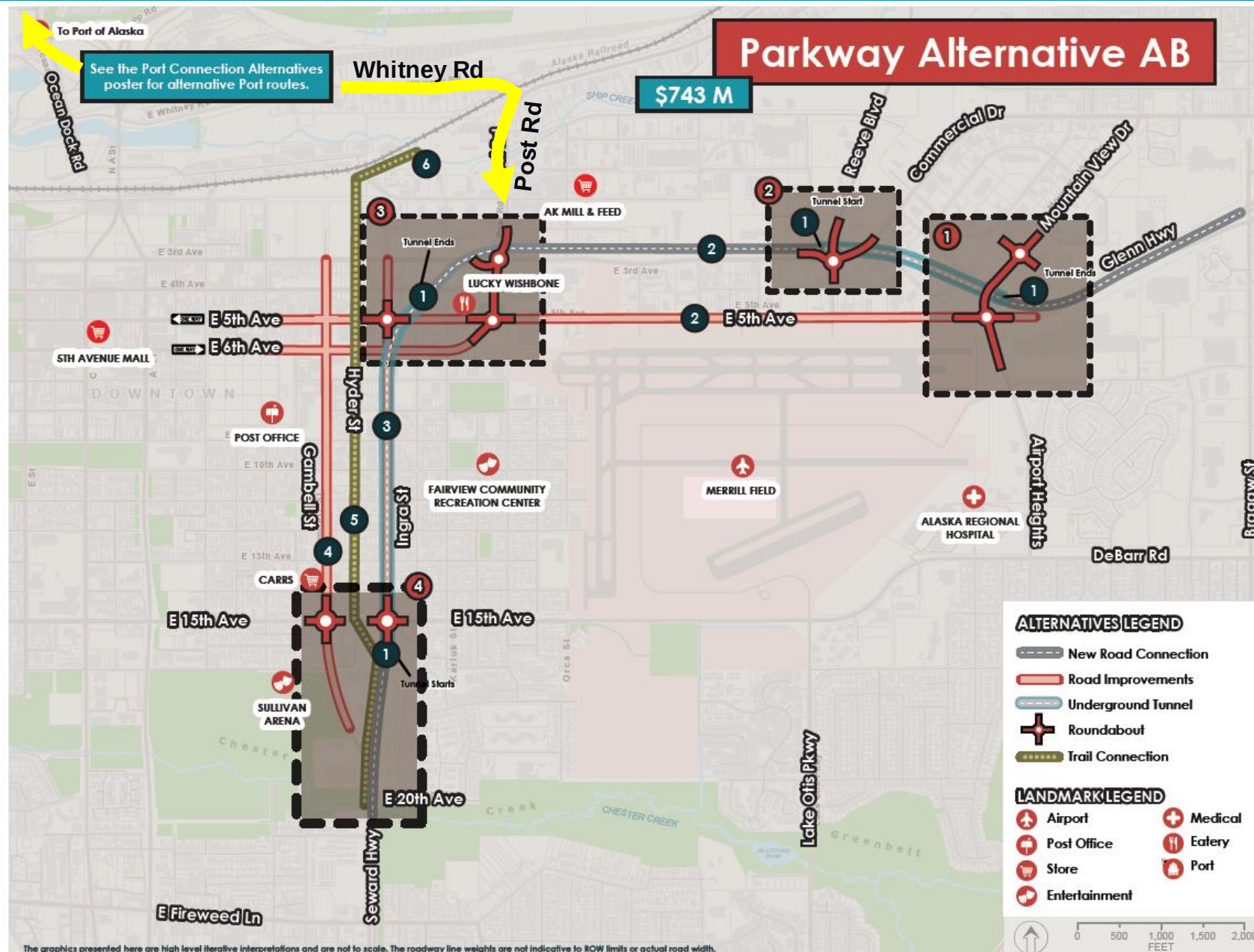
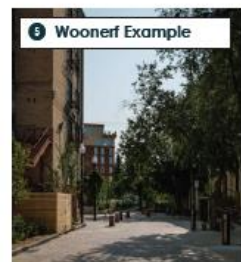
Tunnels Avoid Surface Impacts

Seward ← → Glenn



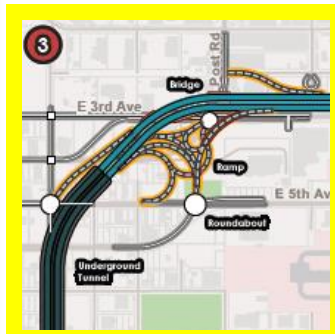
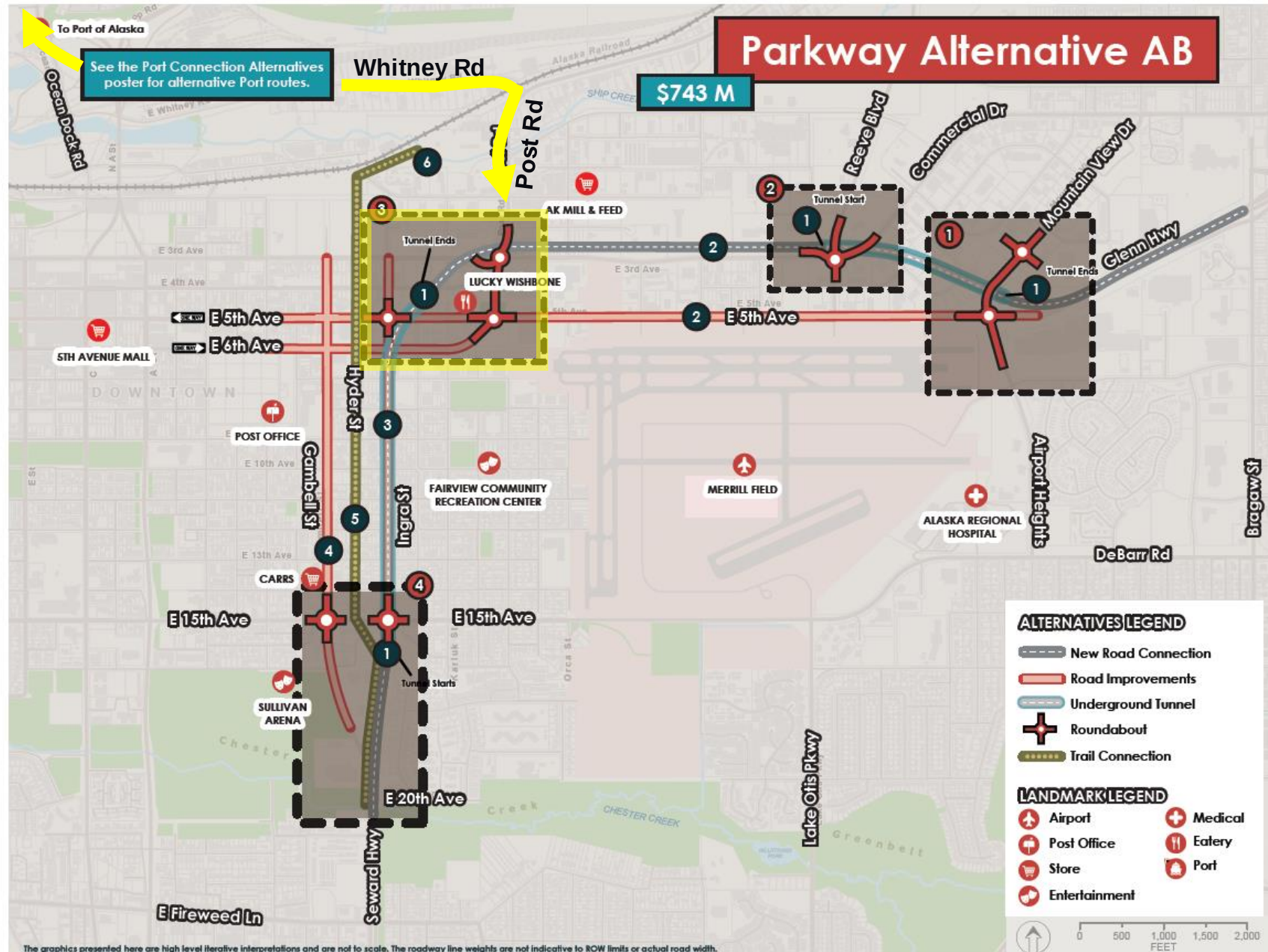
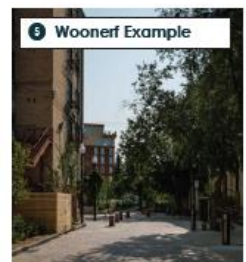
Port Connection Diverts Trucks

Seward ← → Glenn



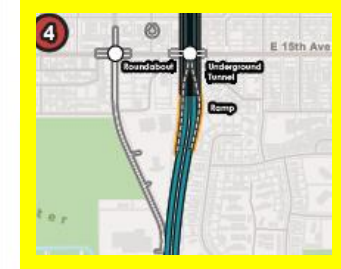
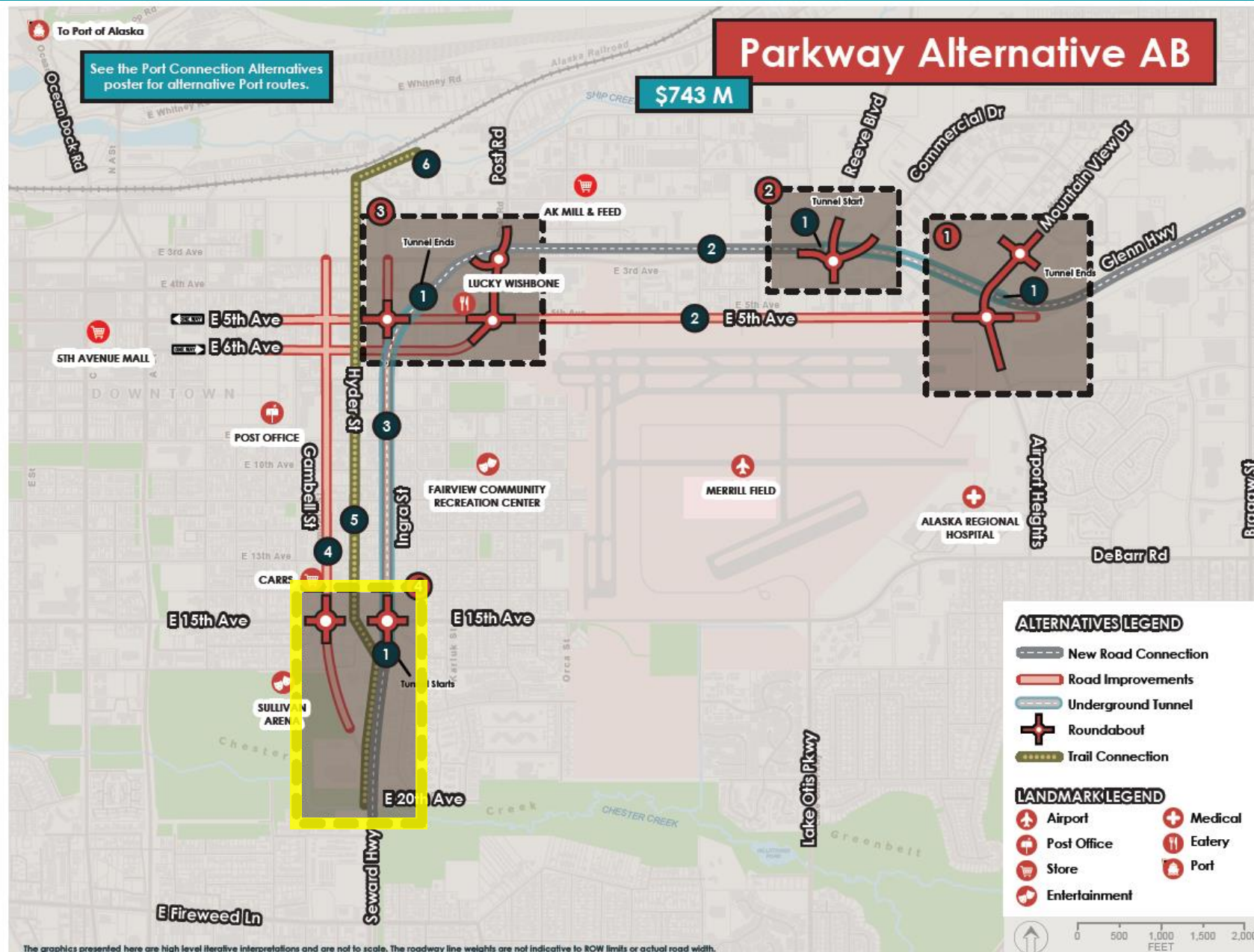
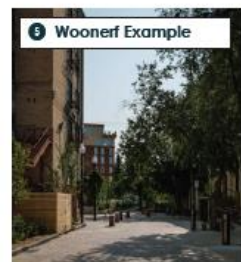
Connected to an interchange

Seward ← → Glenn



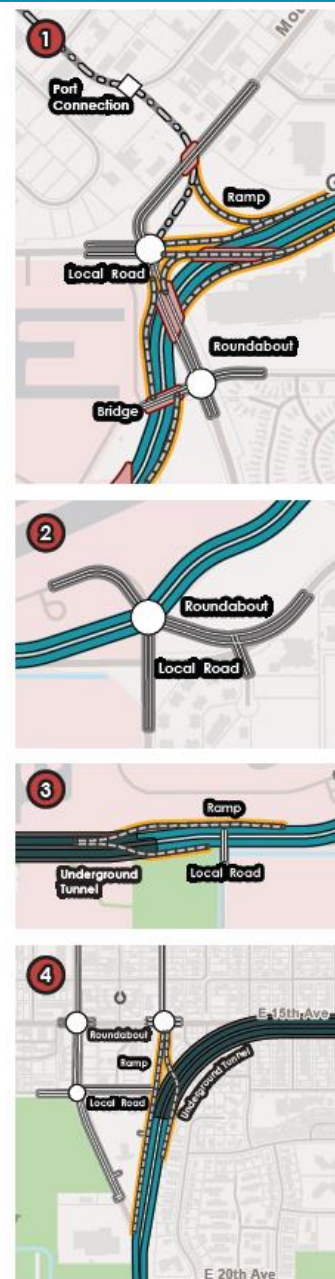
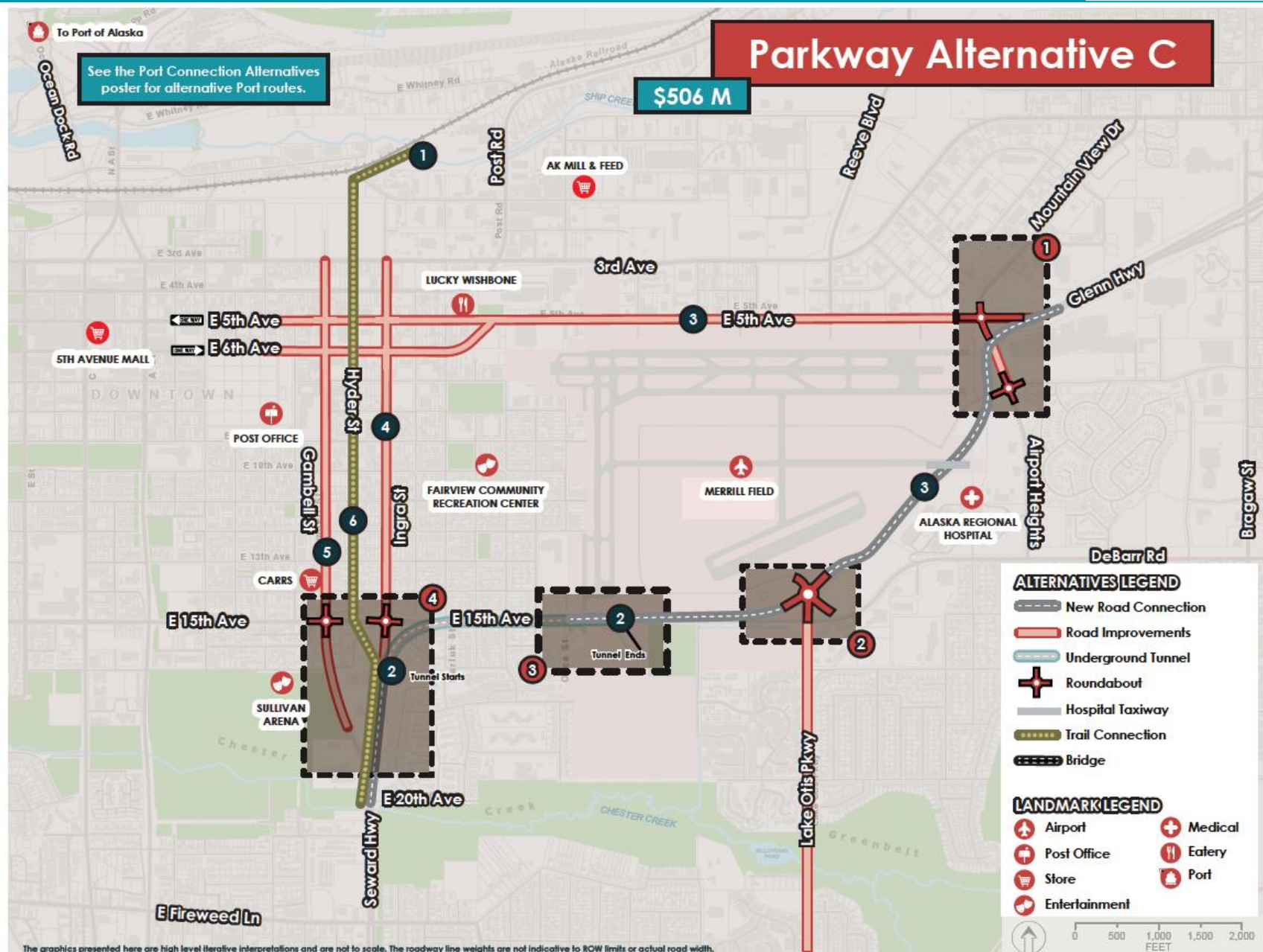
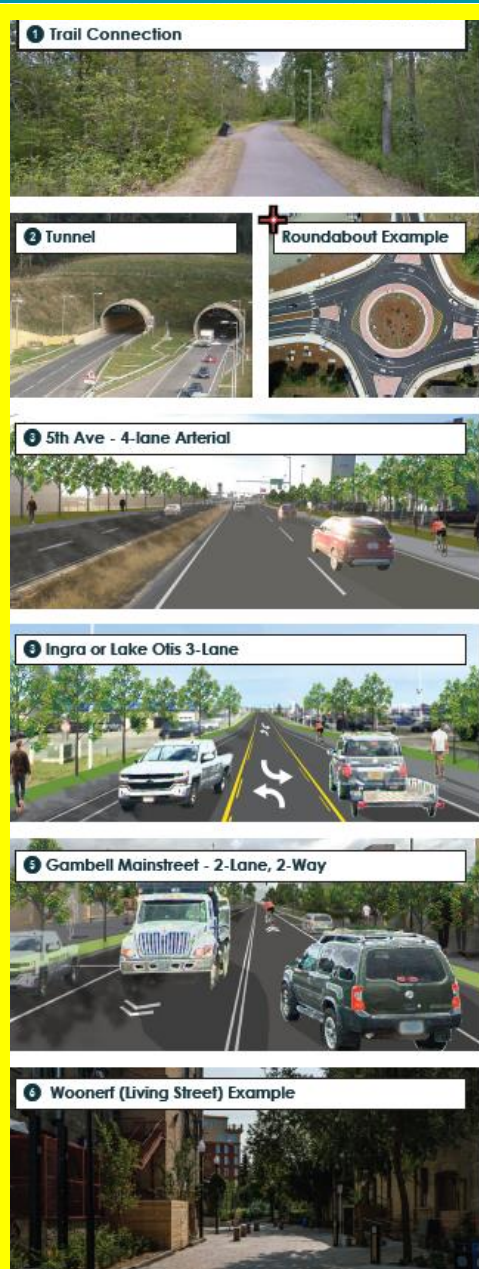
Connection to Fairview & Downtown

Seward ← → Glenn



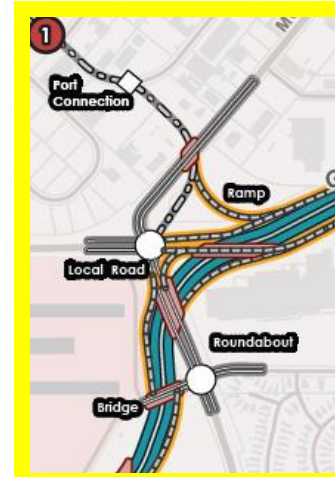
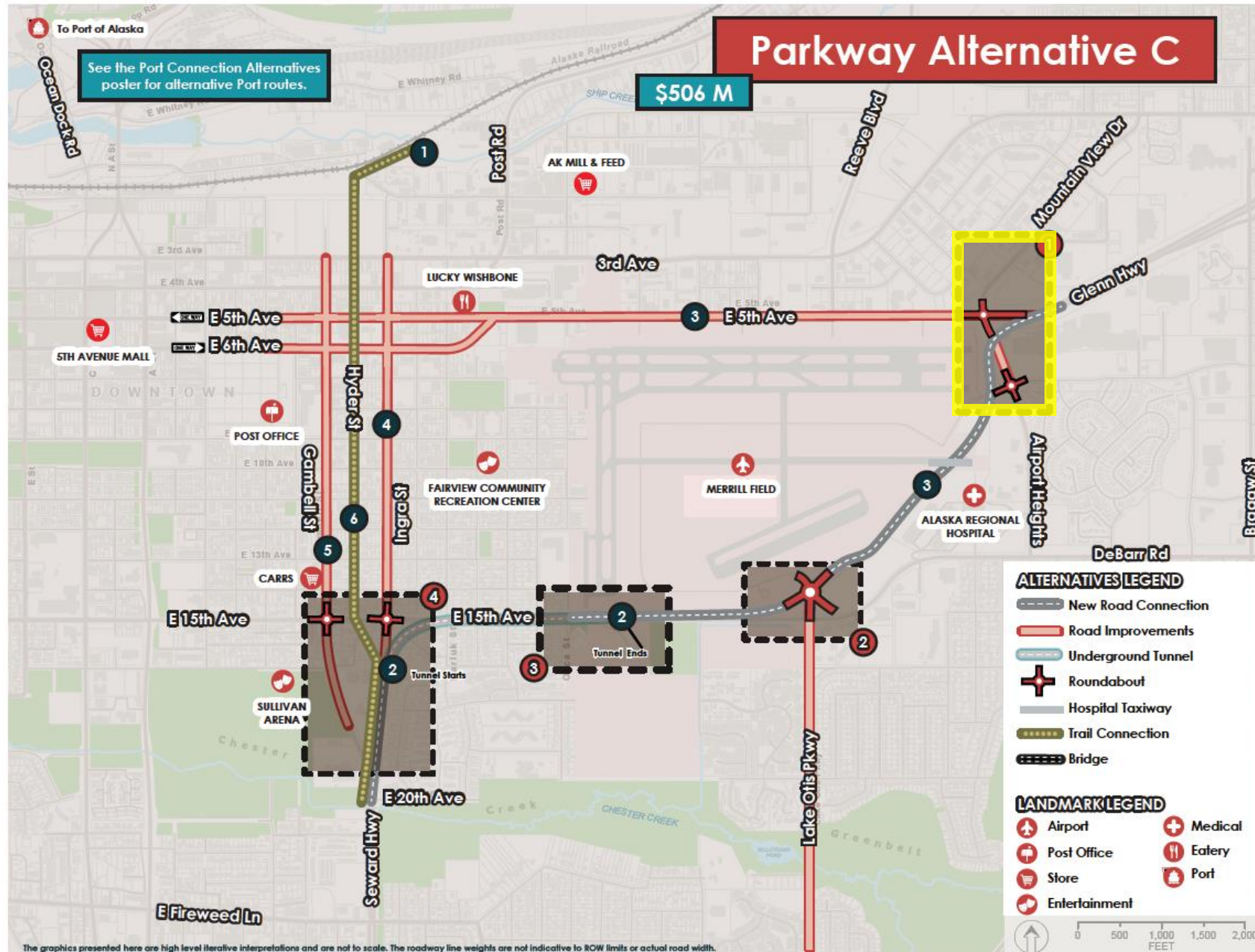
Parkway Alternative C

Seward ← → Glenn



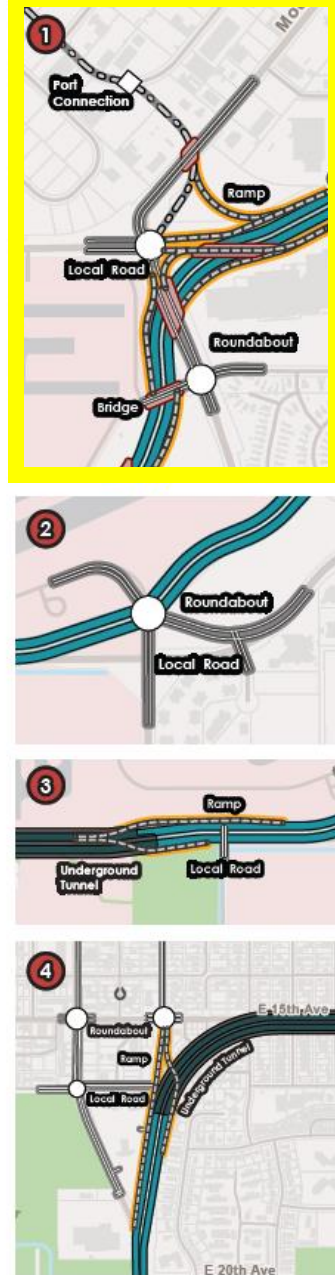
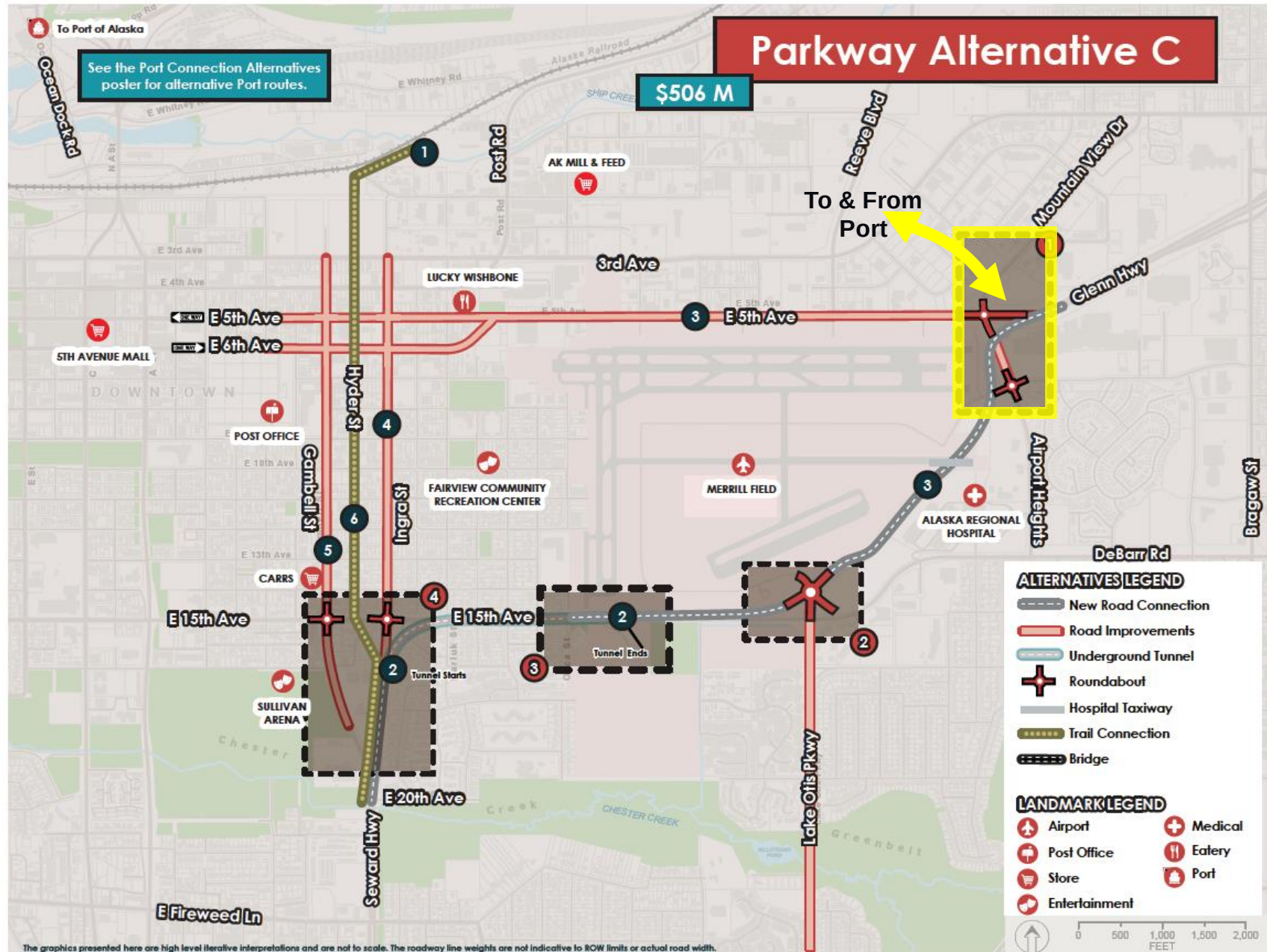
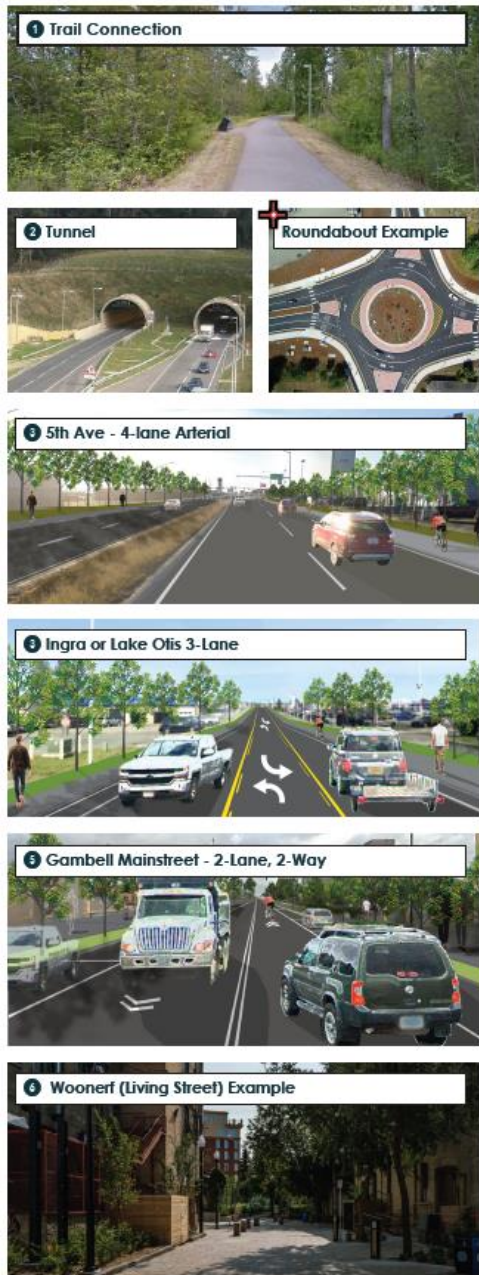
Airport Hts Dr / Mtn View Dr Interchange

Seward ← → Glenn



Port Connection Diverts Trucks

Seward ← → Glenn

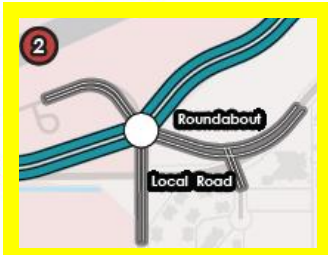
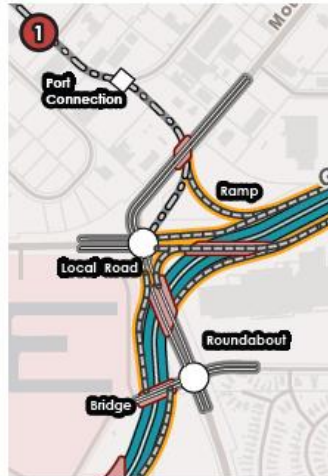
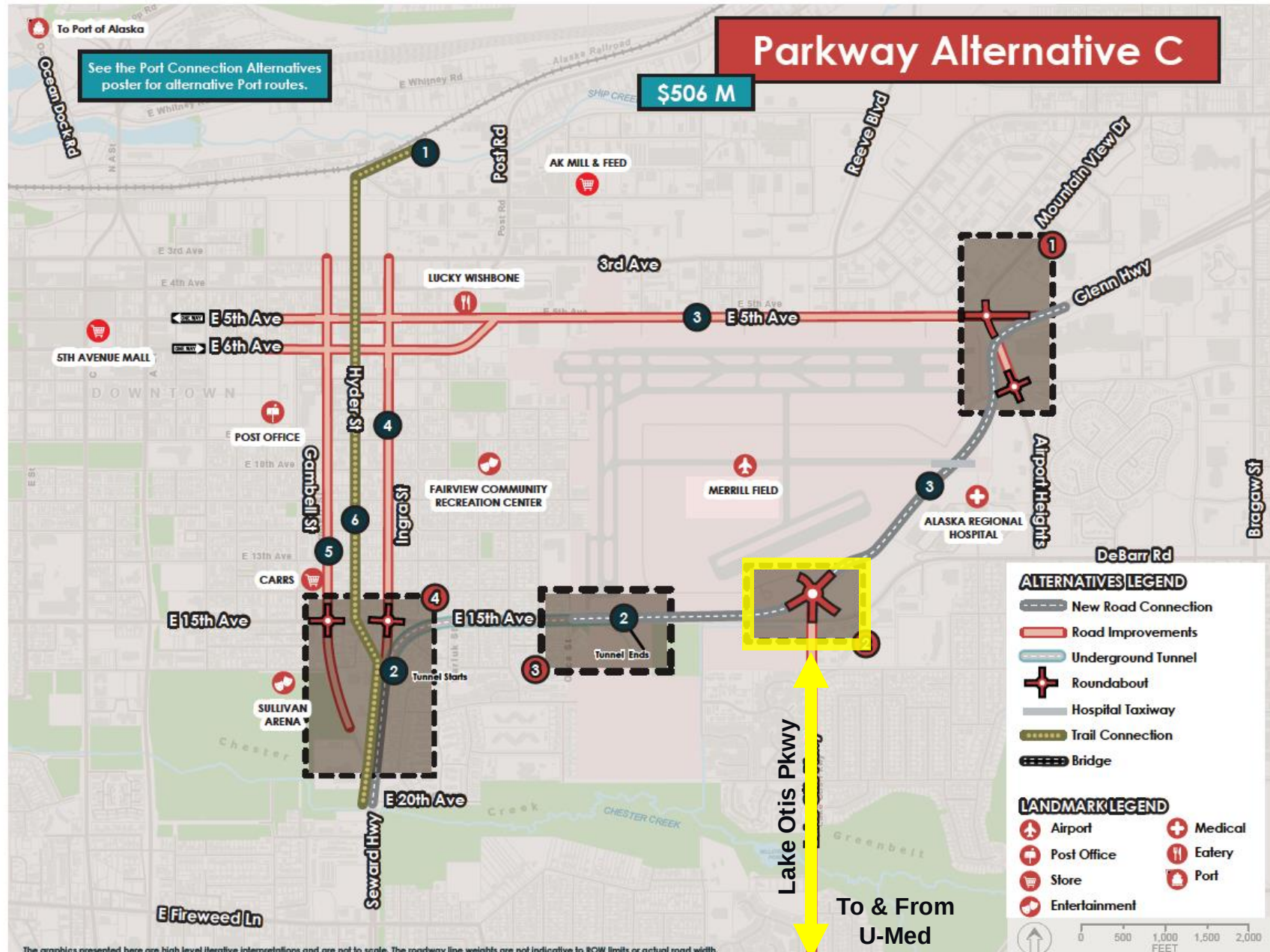


Improved U-Med Access via Roundabout

Seward ← → Glenn

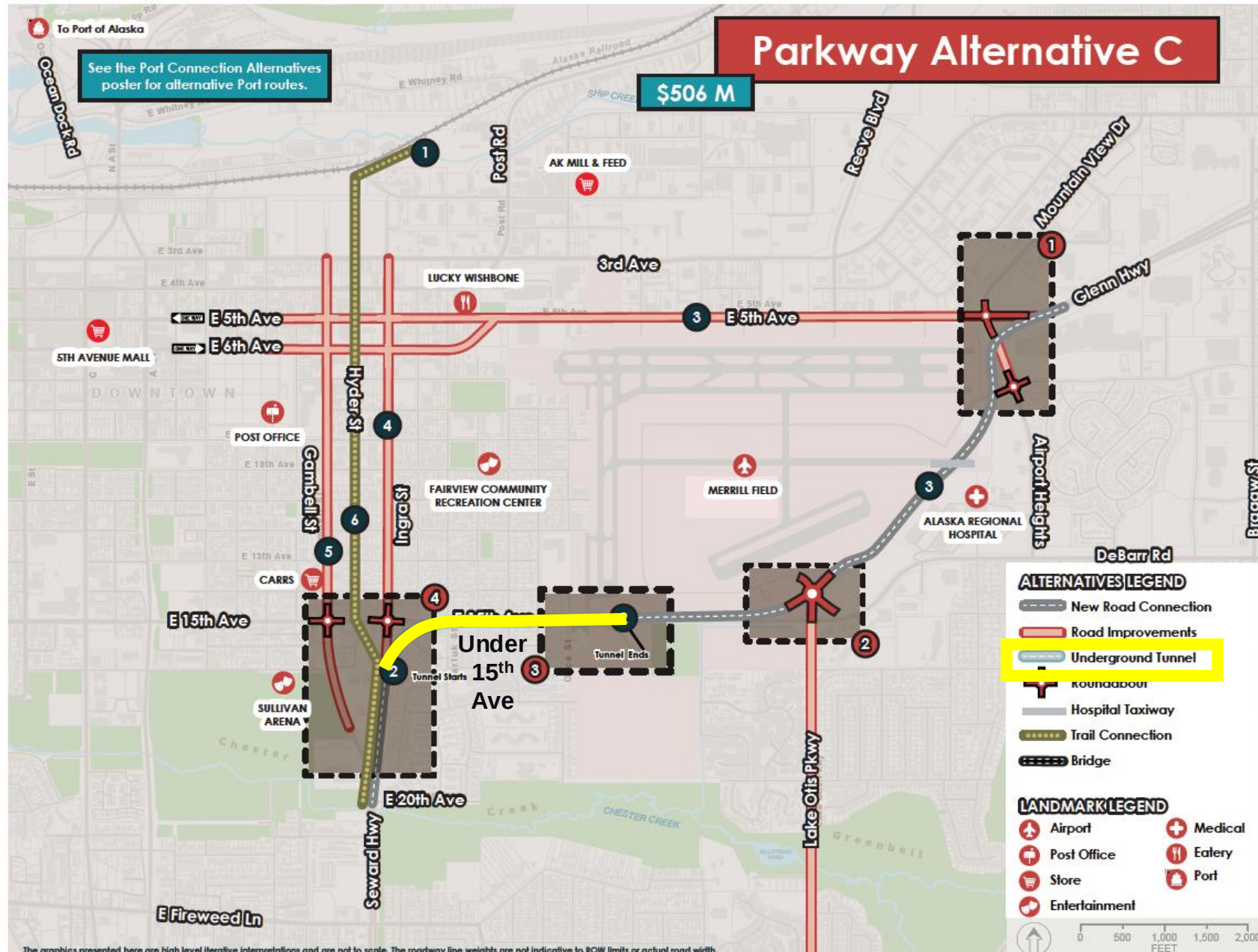
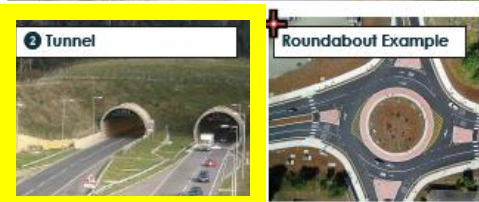


Roundabout Example



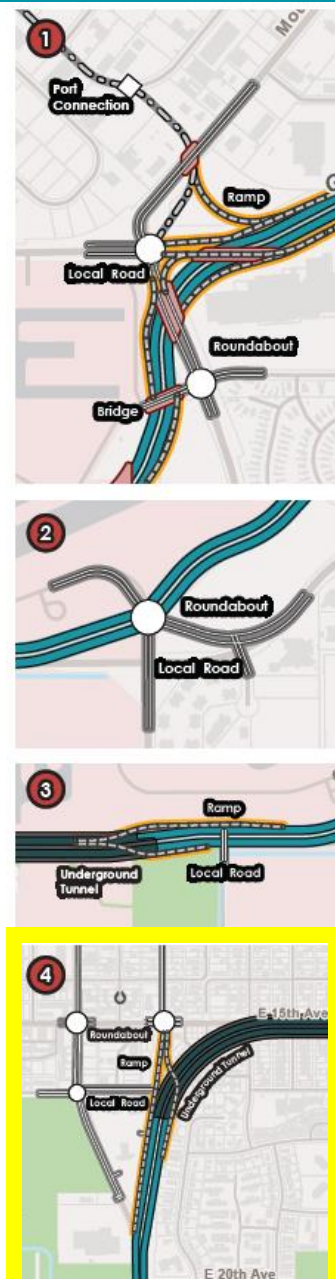
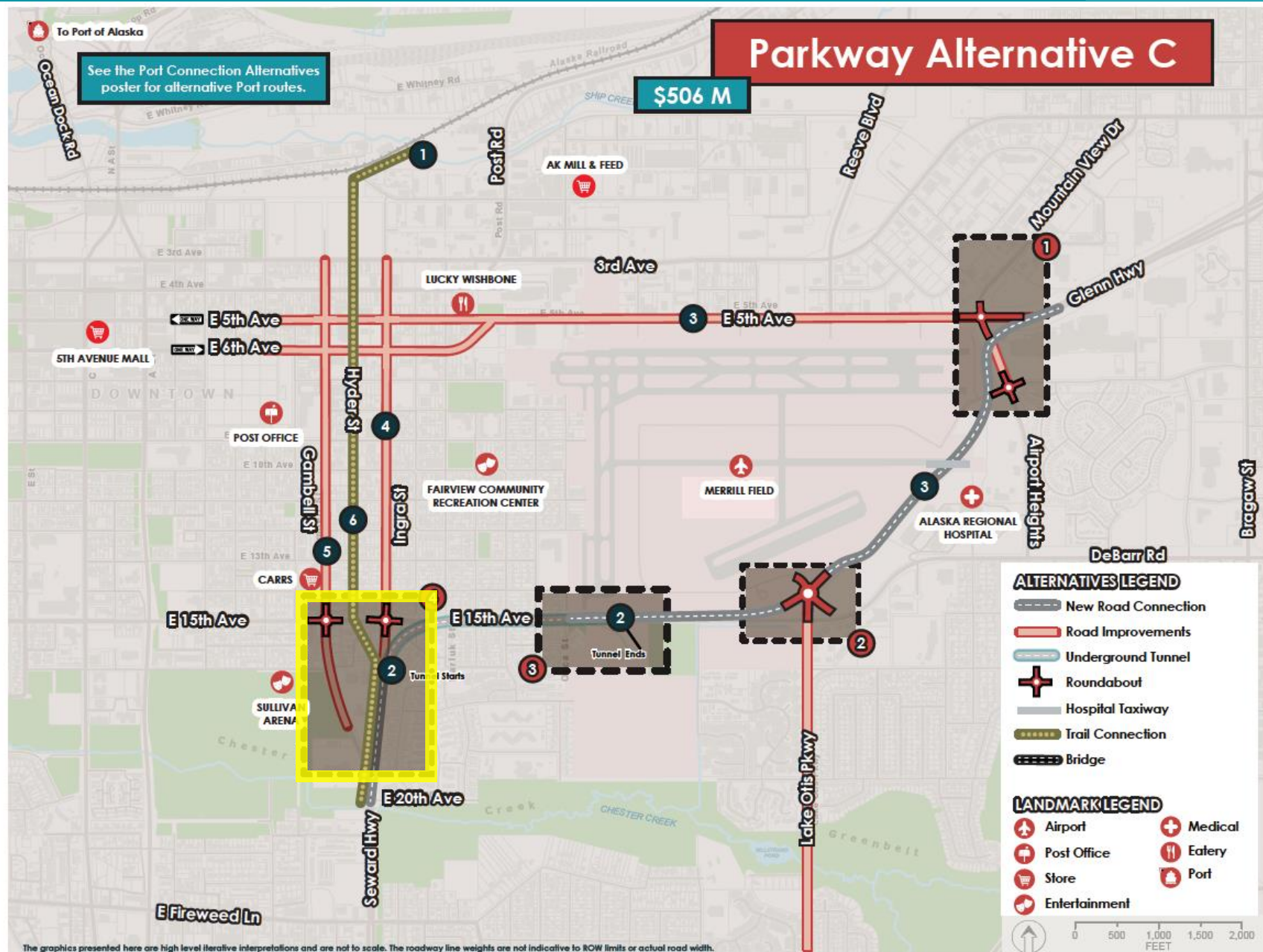
Tunnel Avoids Surface Impacts

Seward ← → Glenn



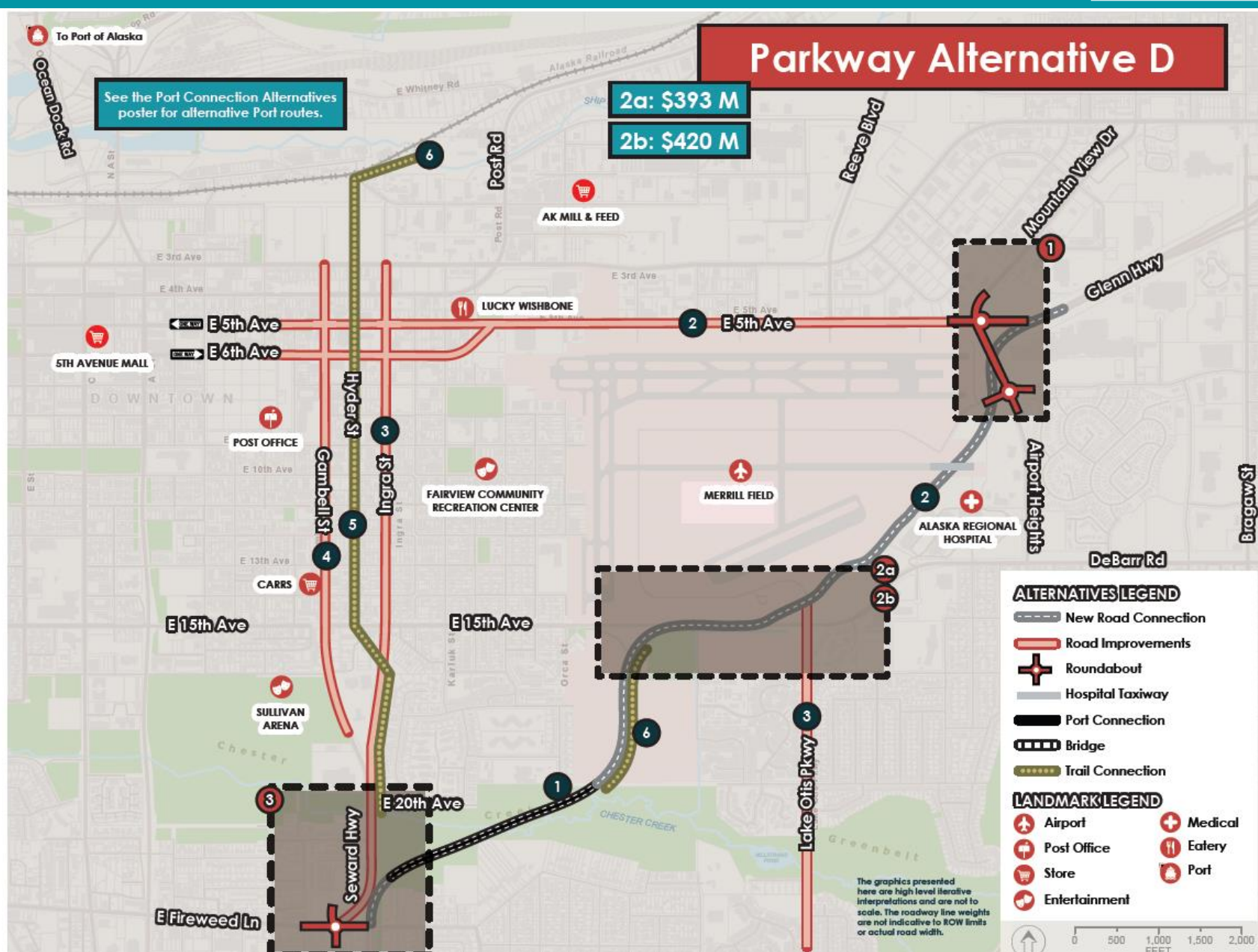
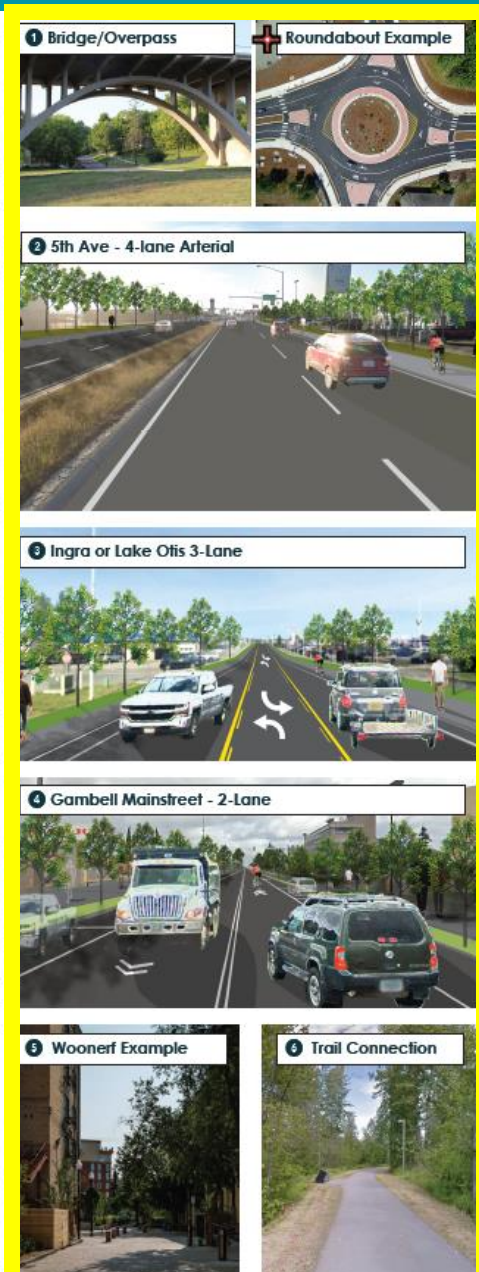
Connection to Fairview & Downtown

Seward ← → Glenn



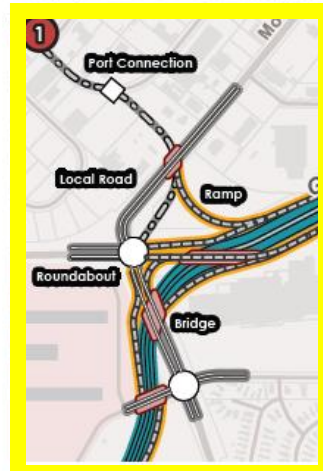
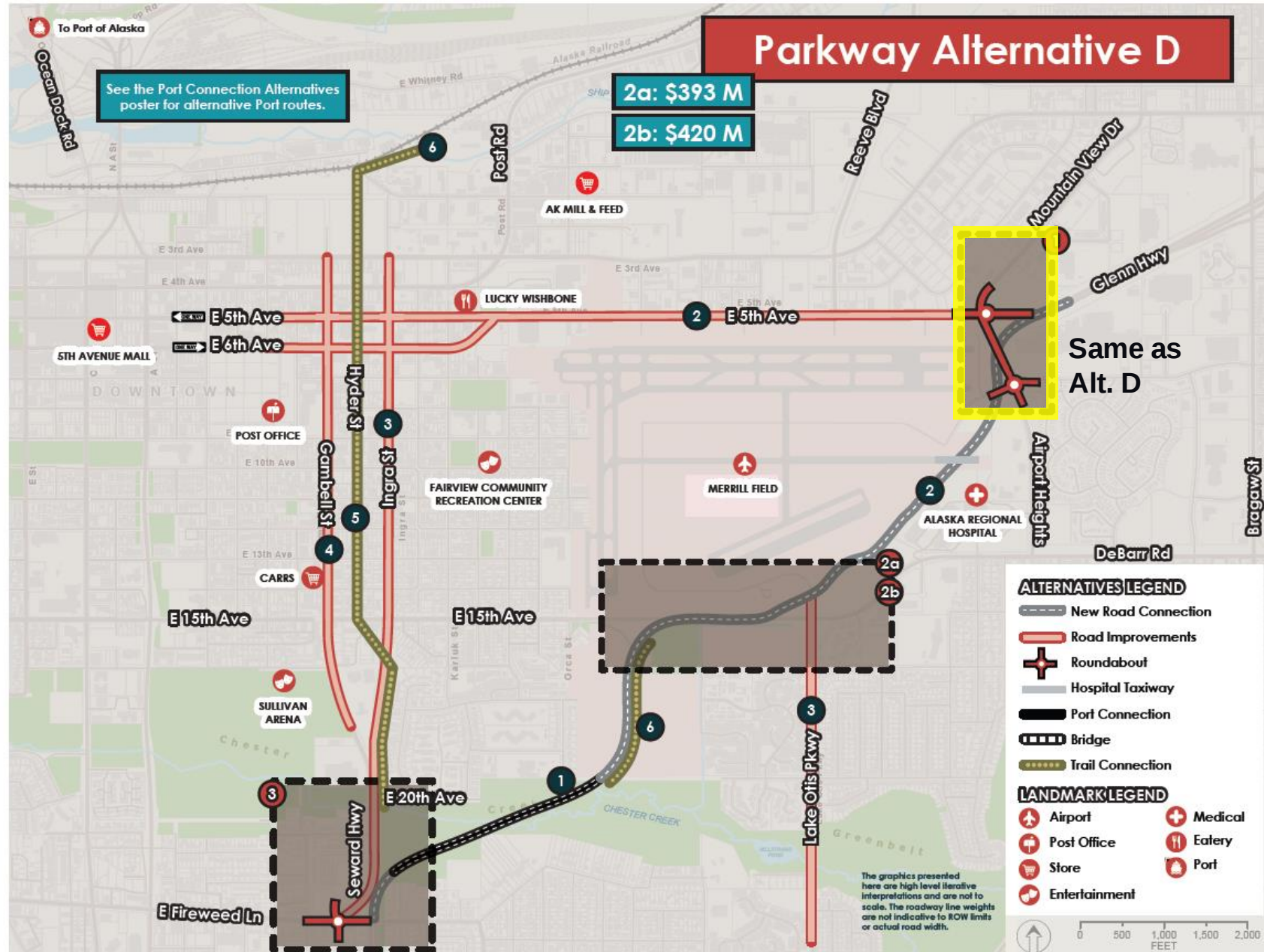
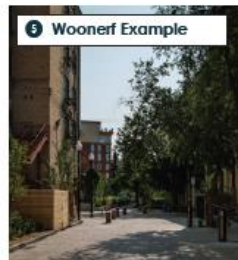
Parkway Alternative D

Seward ← → Glenn



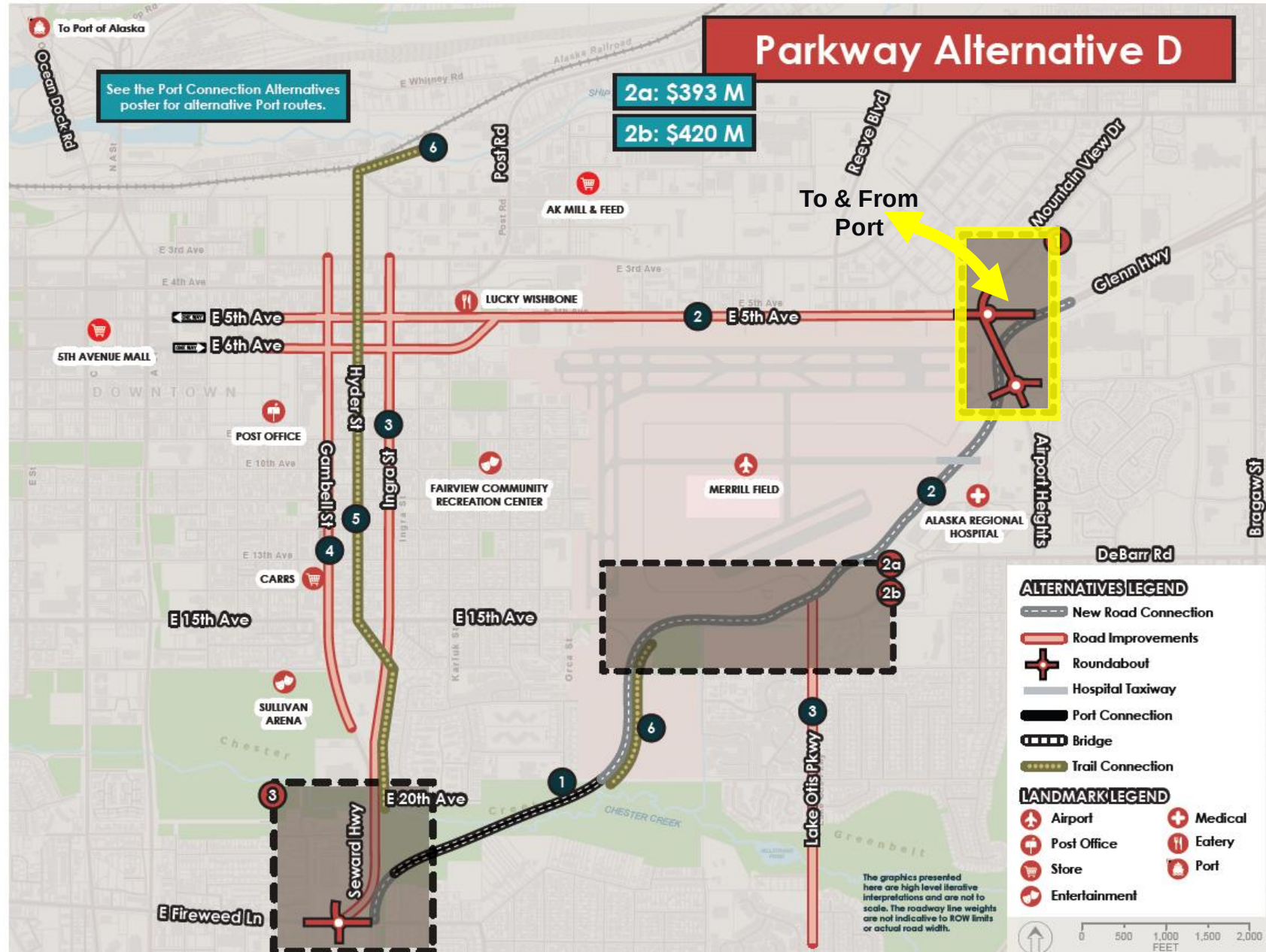
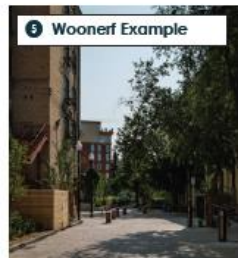
Airport Hts Dr / Mtn View Dr Interchange

Seward ← → Glenn



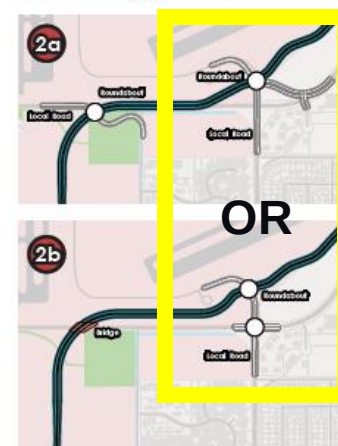
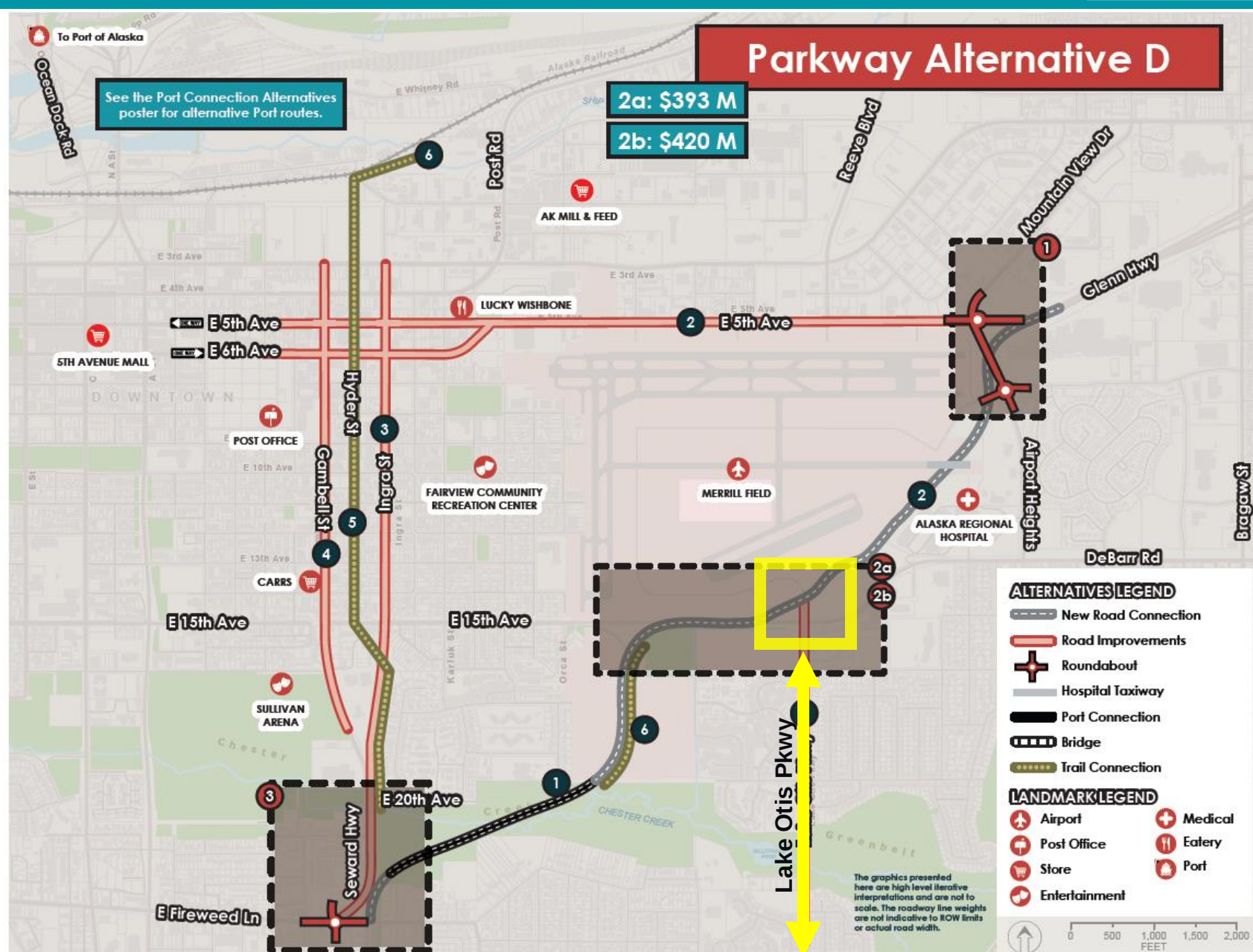
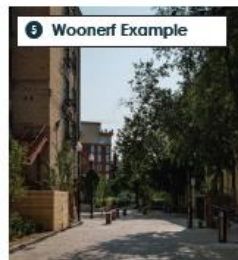
Port Connections Diverts Trucks

Seward ← → Glenn



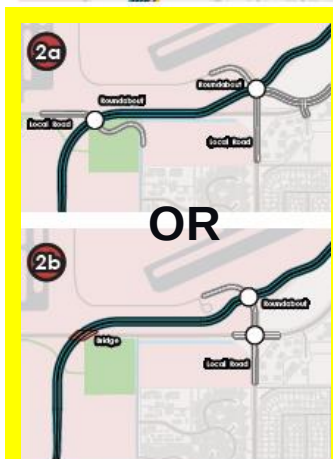
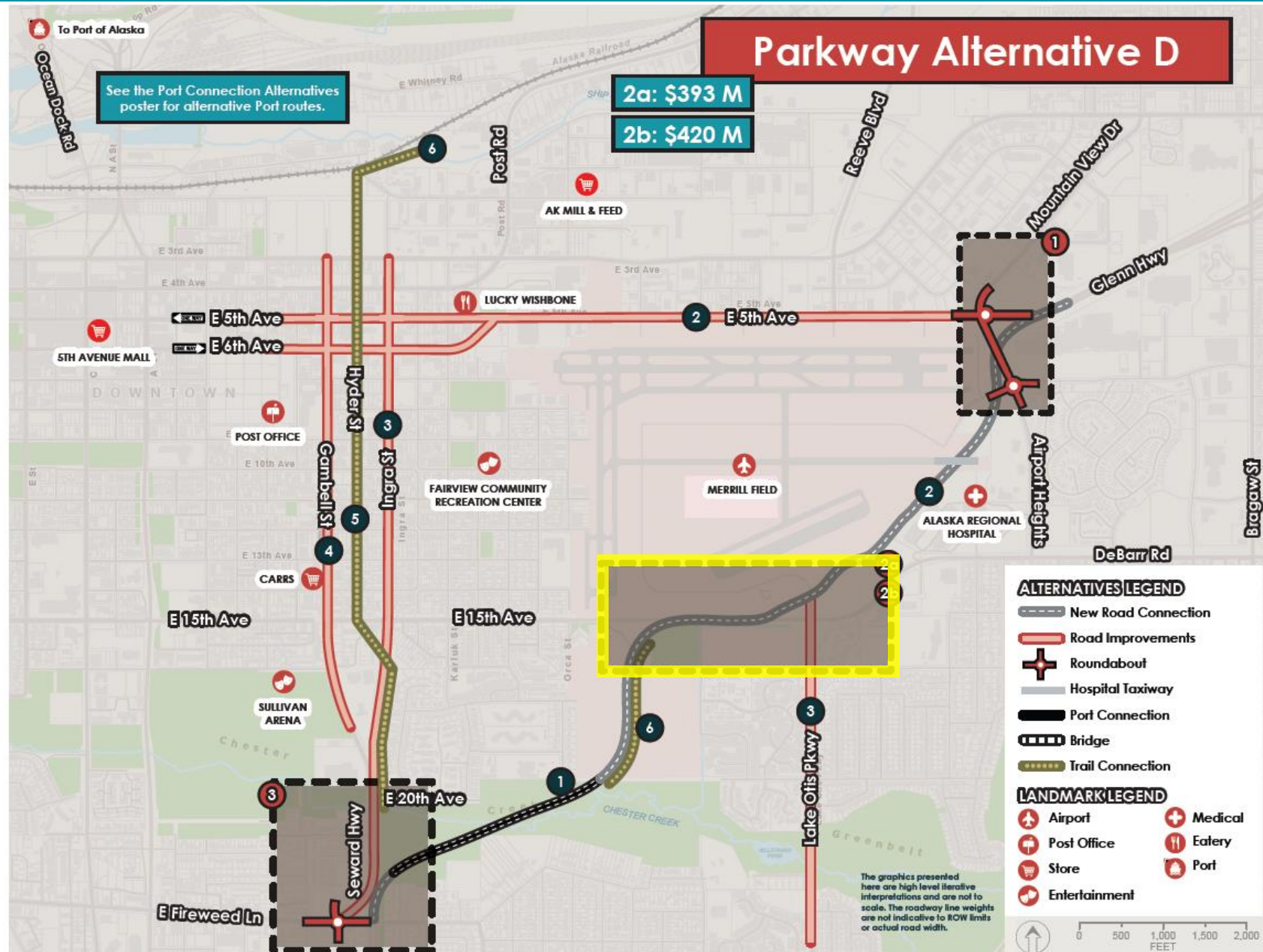
Improved U-Med Access via Roundabout

Seward ← → Glenn



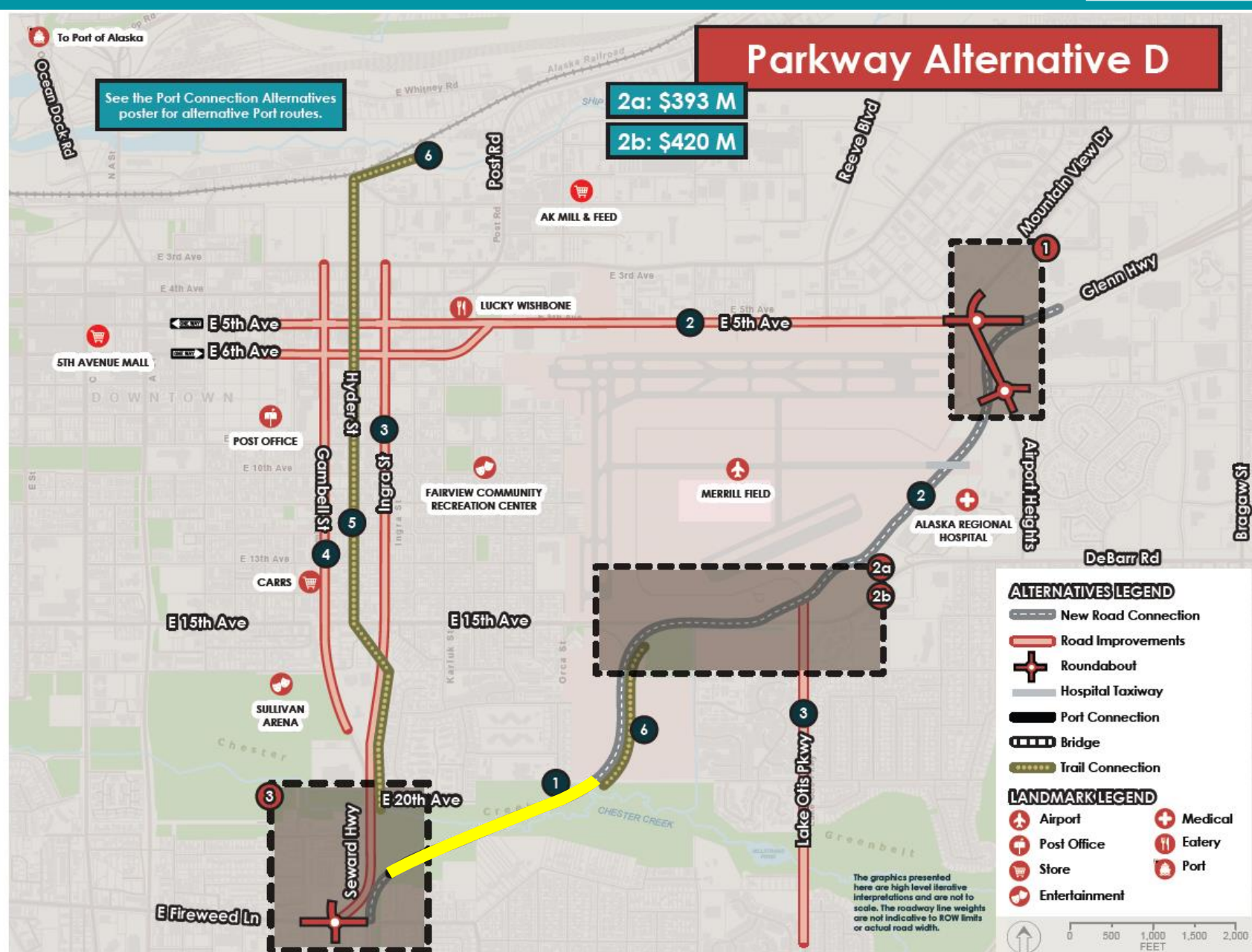
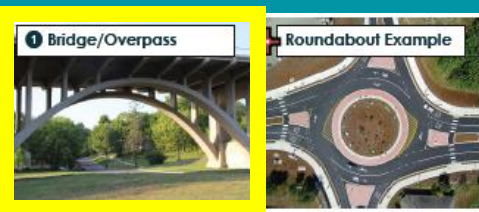
Two Options to Connect to 15th Ave

Seward ← → Glenn



Bridge Over Park to Reduce Impacts

Seward ← → Glenn



Connection to Fairview & Downtown

Seward ← → Glenn

