

# Seward to Glenn Connection PEL Study

## Refined Alternatives

Agencies & Tribes Committee  
January 13, 2025

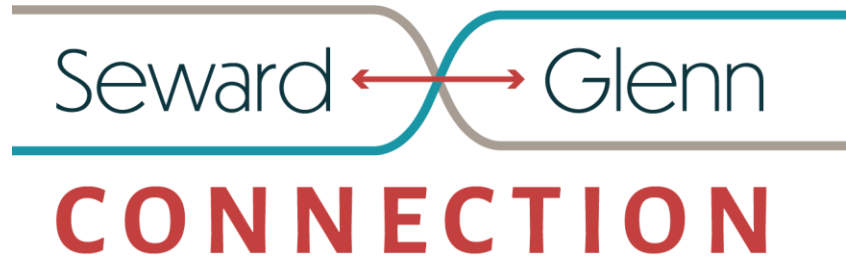


# WELCOME!

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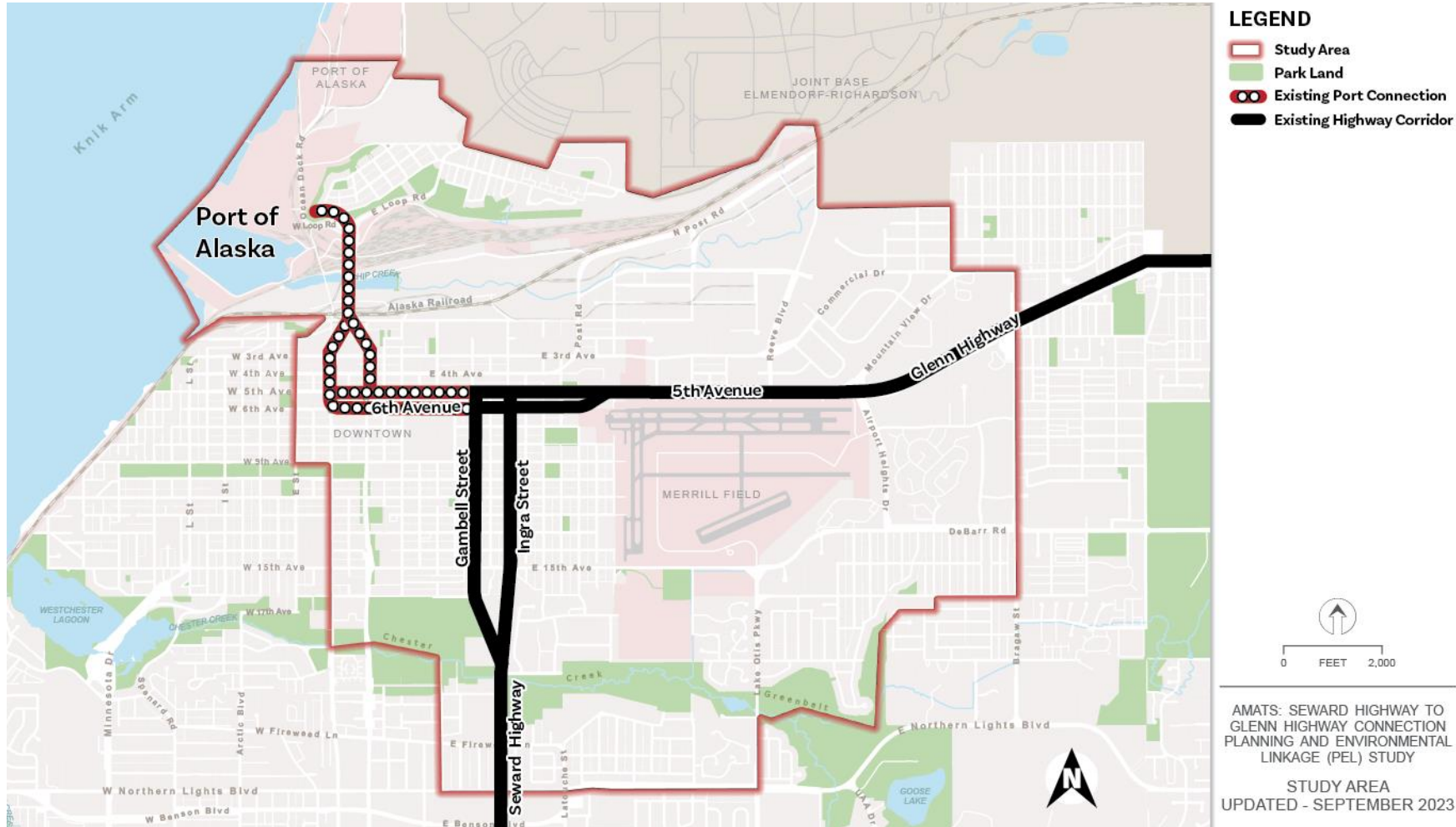


# Study Refresher





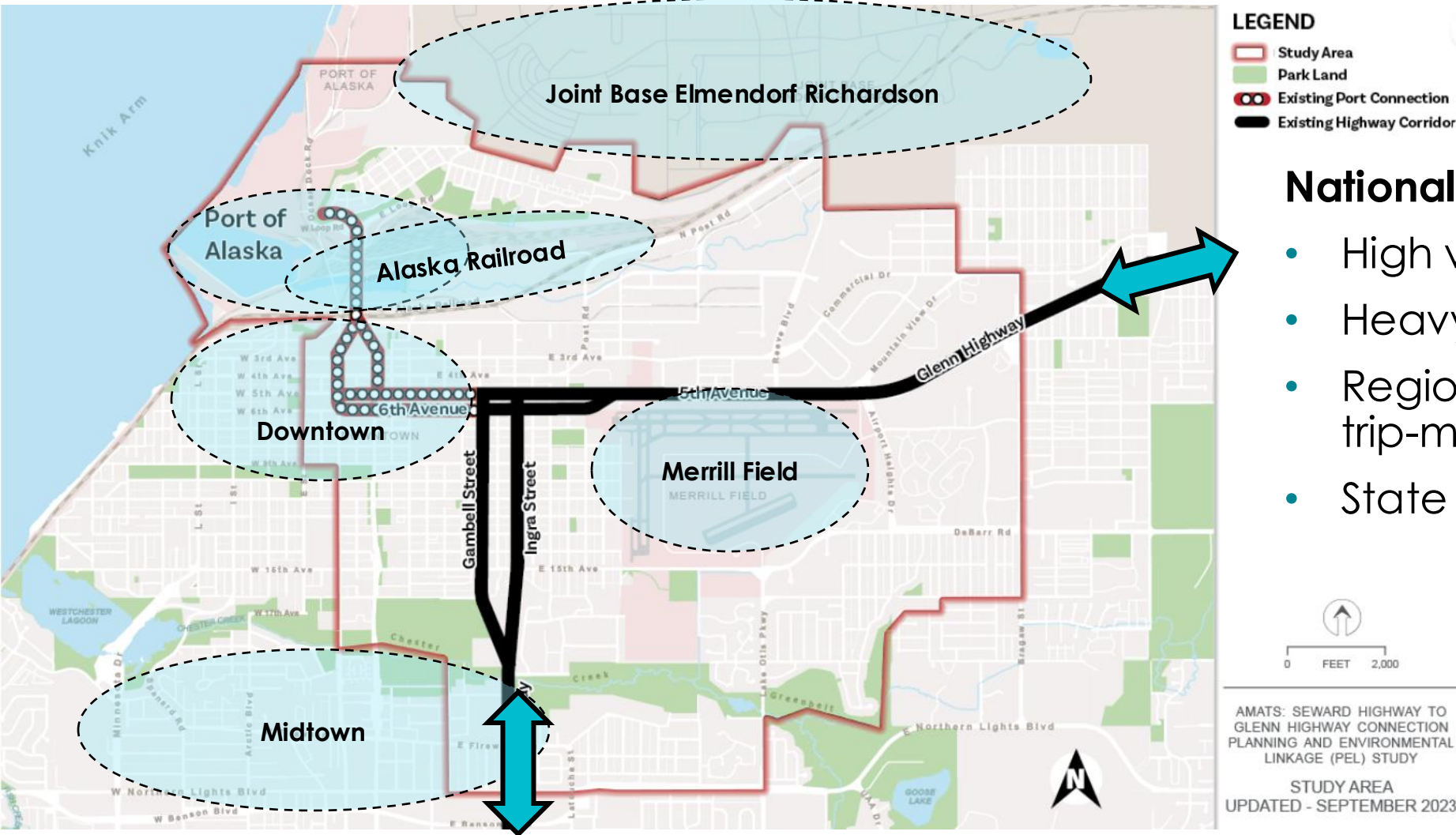
# Seward Glenn Connection PEL Study



## Study Description

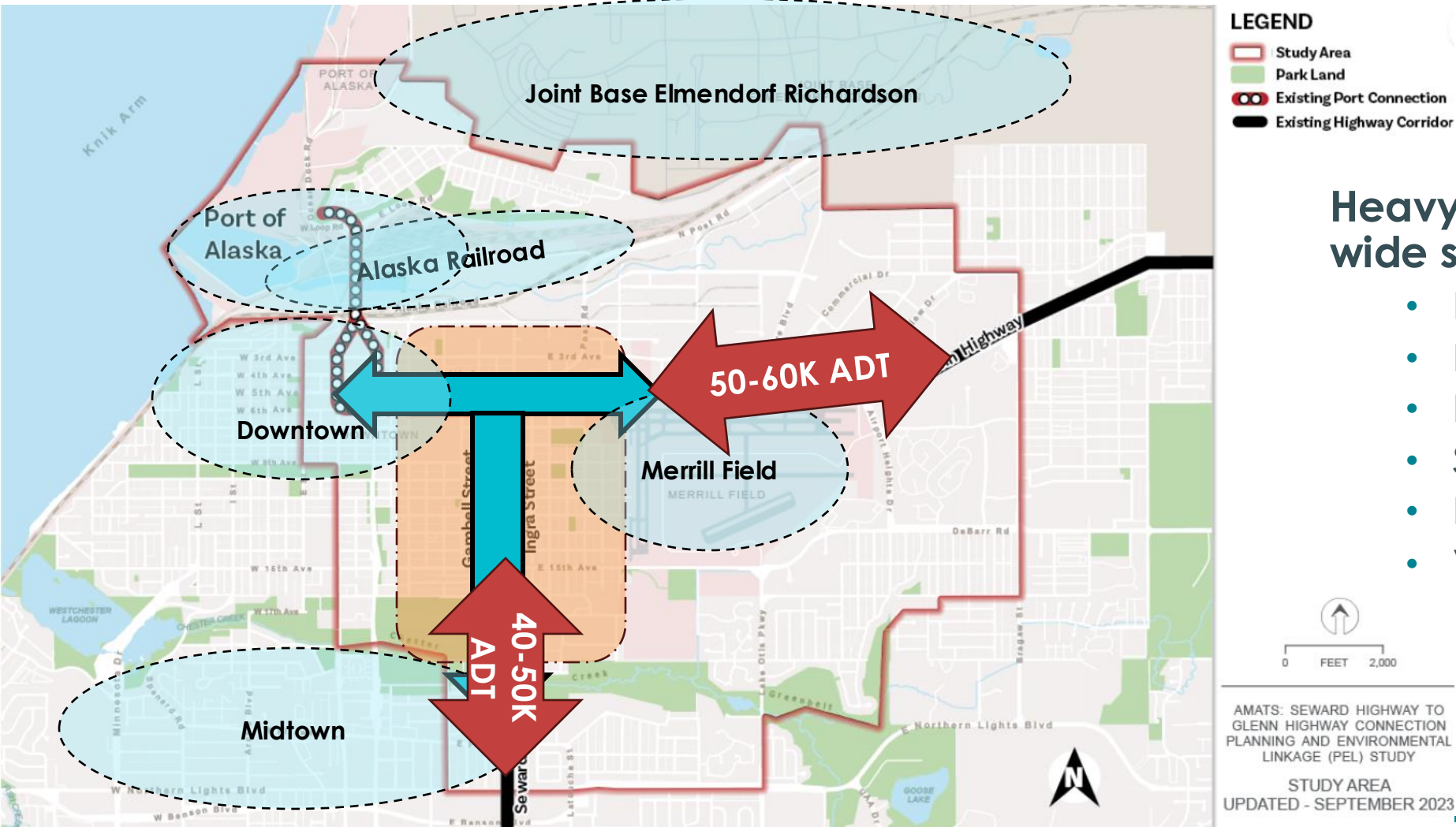
“...identify and evaluate options to improve transportation **safety**, **livability**, and **regional travel** between the **Seward** and **Glenn Highways**, and local travel within the **surrounding neighborhoods**. The project will also identify ways to **improve access between the Port of Alaska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

# Regional Connections - NHS



# Impacts to Fairview (and Downtown)

Seward ← → Glenn  
**CONNECTION**





# 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.



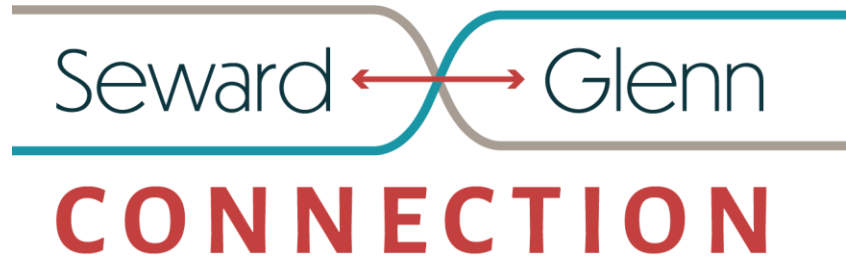
Livability: Help reconnect the neighborhood (*physically and socially*) by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.



Accommodate ideas from adopted plans:

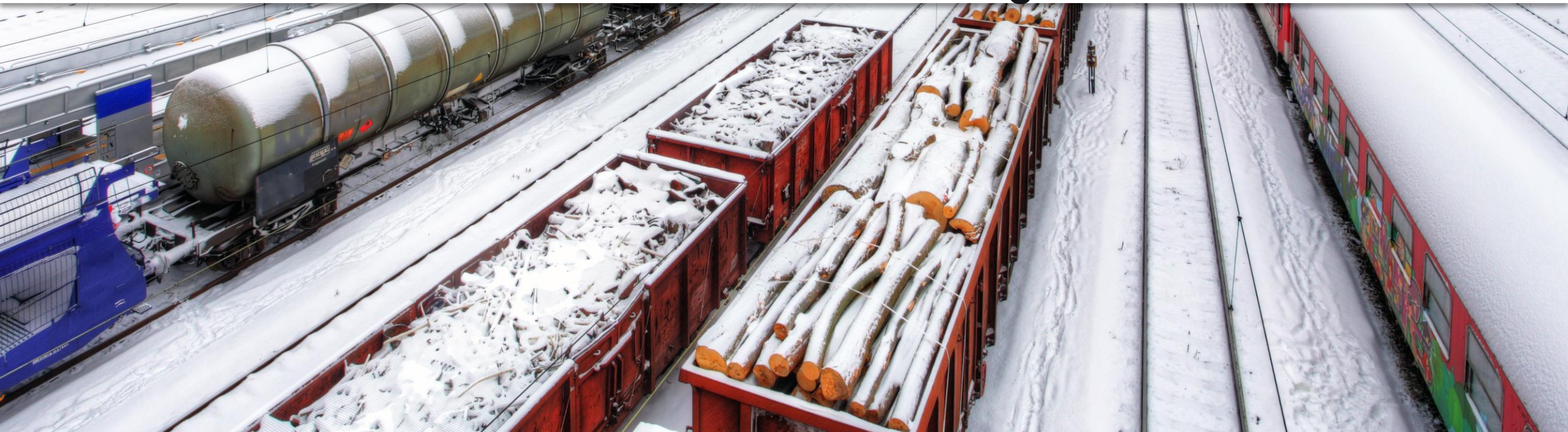
- Gambell Main Street Redevelopment
- Ingra Greenway Supportive Development Corridor
- Improvements for pedestrians and bicyclists
- Reconnecting Communities Grant (*forthcoming*)





# 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

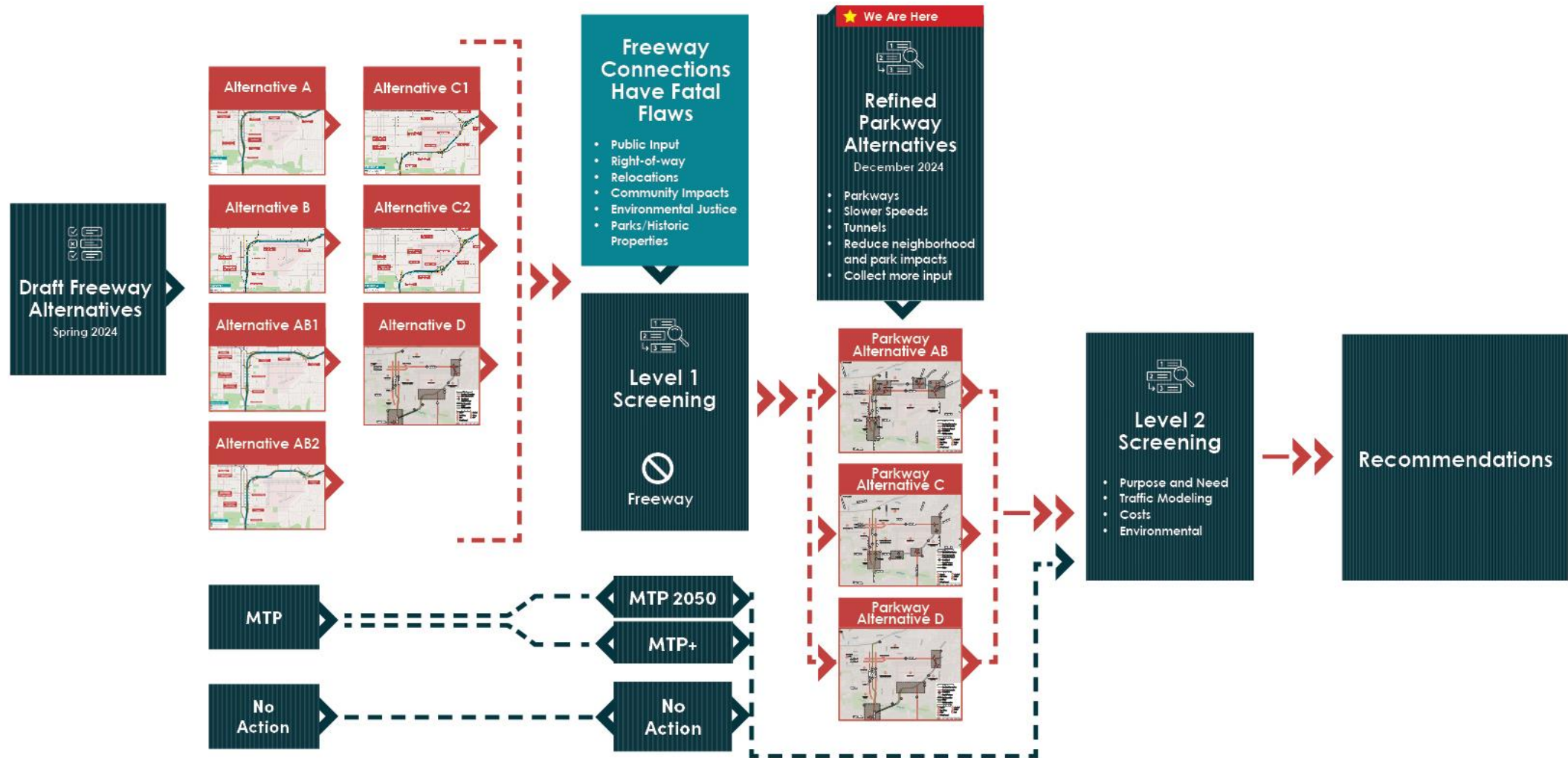


- » Reduce footprint
- » Slower speed allows better park avoidance and reduces noise
- » Shift road farther away from green spaces and homes



- » 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

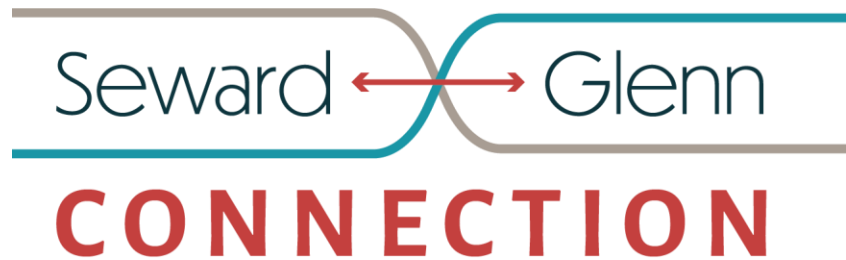




# Screening Data for Alternatives

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

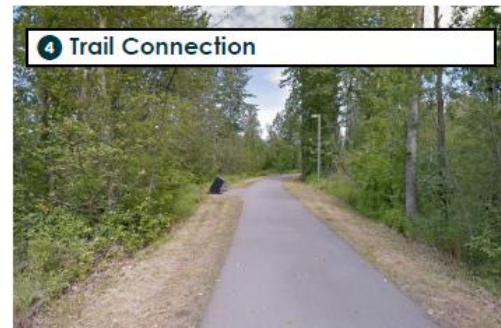
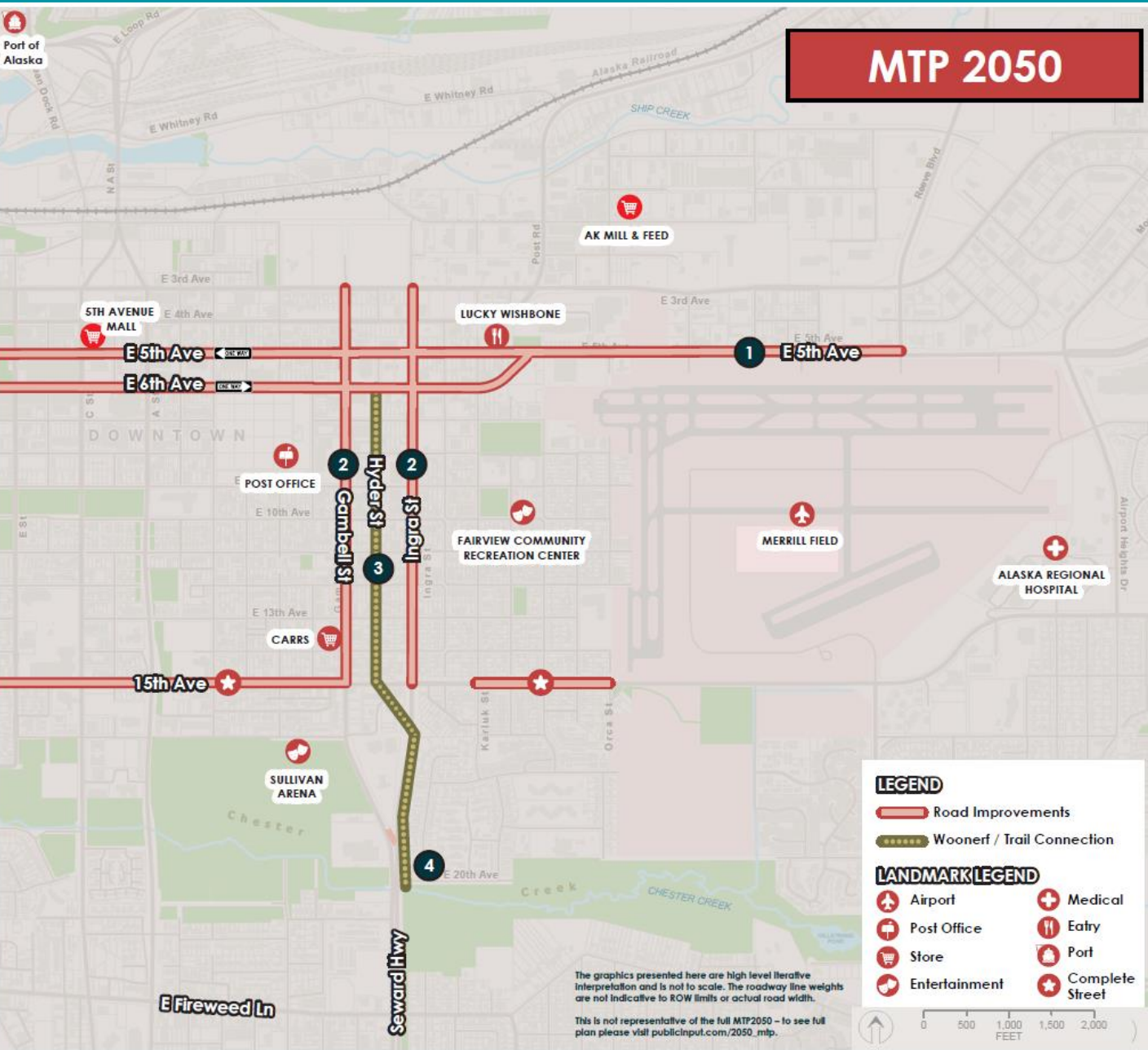




# Refined Alternatives







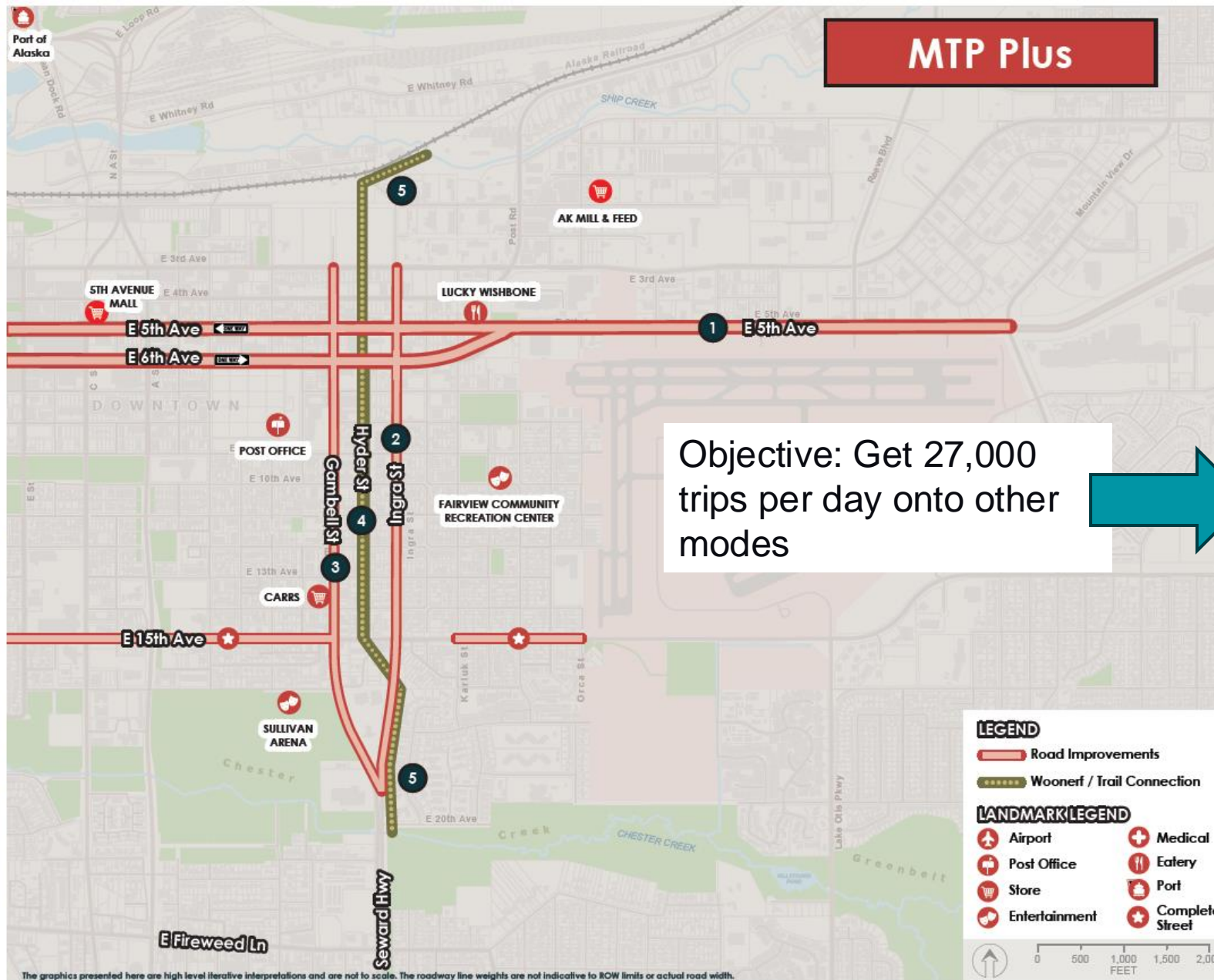
# Seward ↔ Glenn CONNECTION

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



# MTP Plus Alternative

Seward ↔ Glenn



The MTP Plus alternative is intended to:

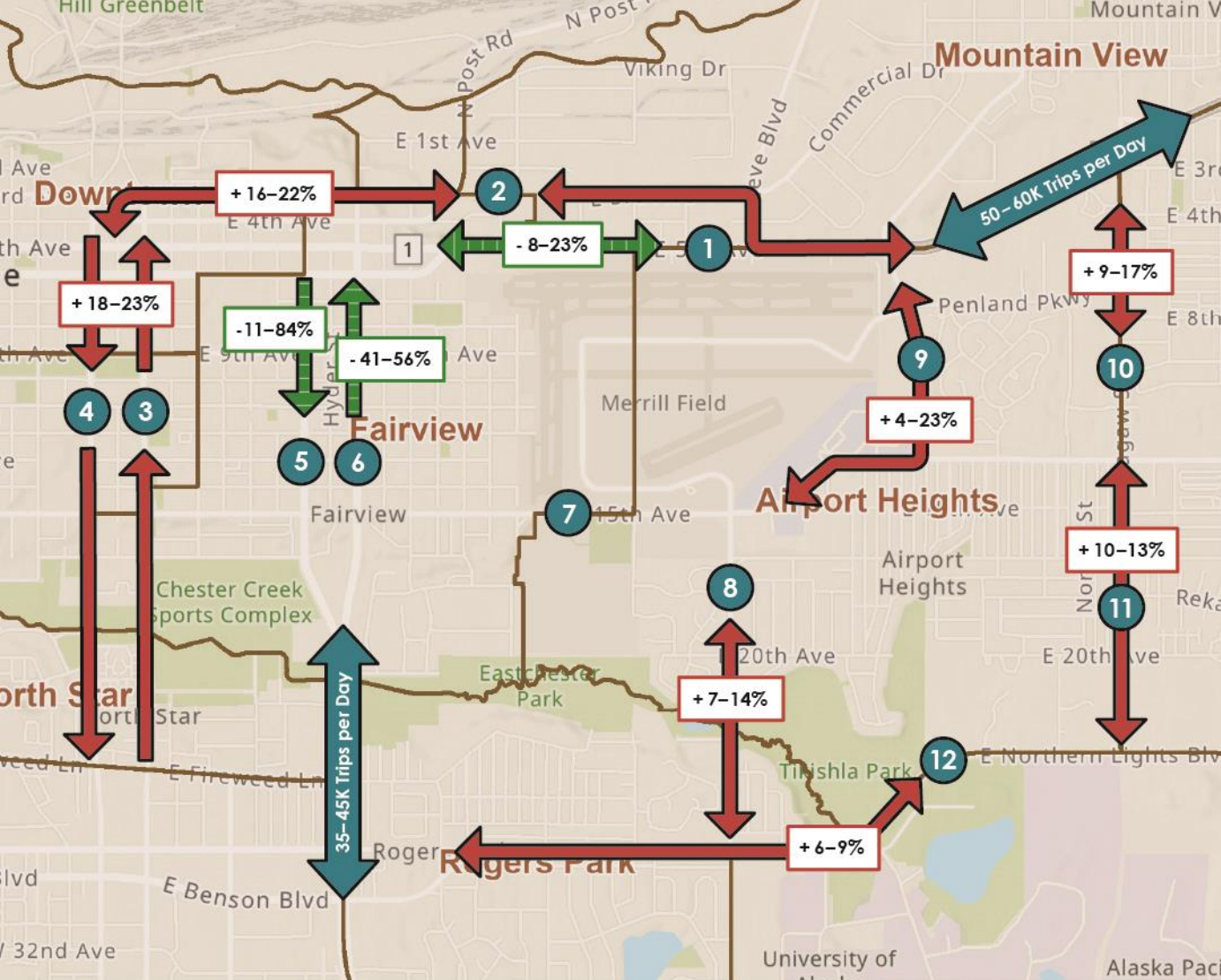
- Enhance the MTP 2050 within the study area
- Support the desired Fairview main street concept on Gambell Street without building a new parkway

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, & 5<sup>th</sup> Ave)*

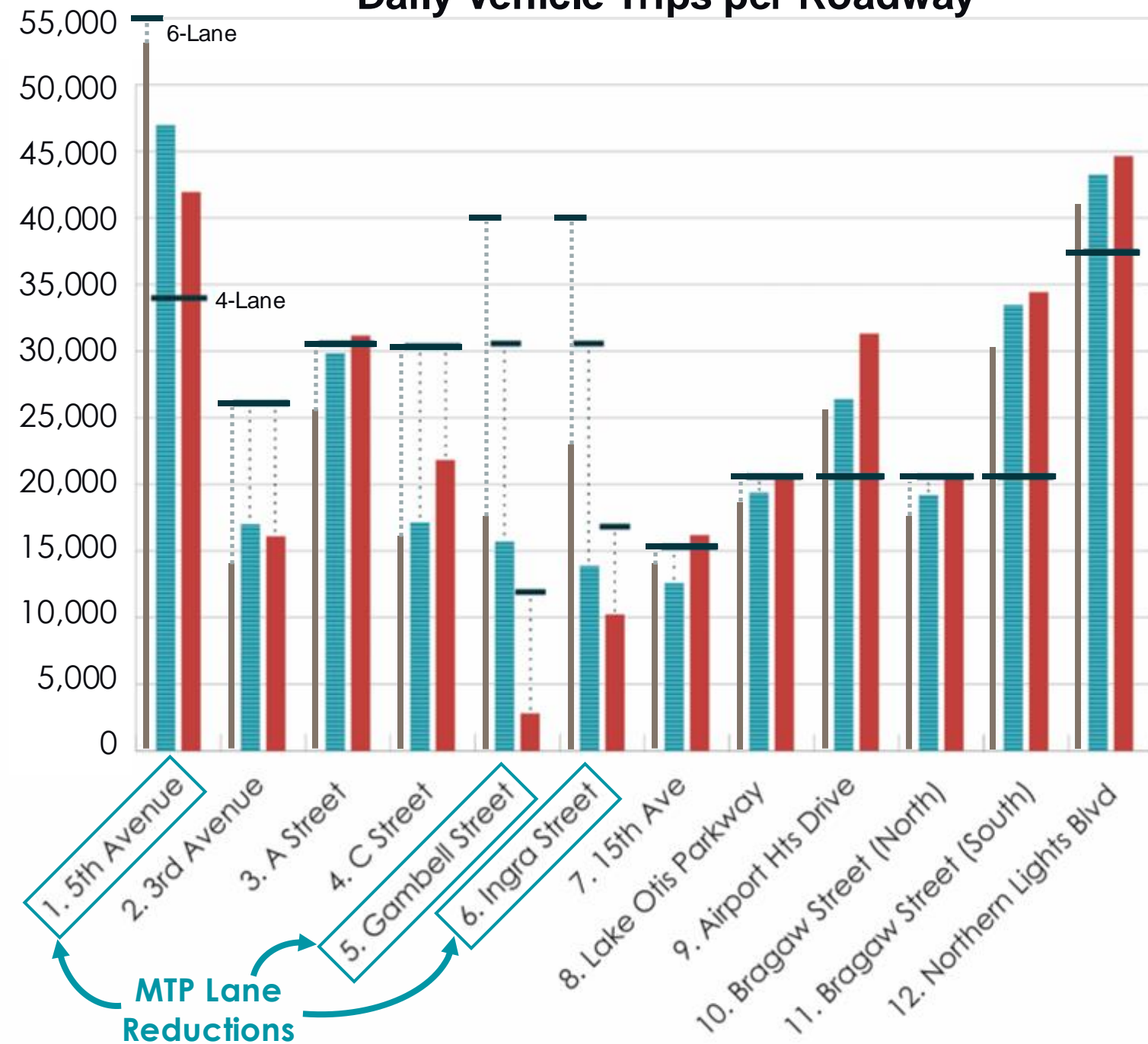
## Legend

- |                       |              |                        |                  |                                |
|-----------------------|--------------|------------------------|------------------|--------------------------------|
| ① 5 <sup>th</sup> Ave | ④ C St       | ⑦ 15 <sup>th</sup> Ave | ⑩ Bragaw St (N)  | ➡ Traffic expected to decrease |
| ② 3 <sup>rd</sup> Ave | ⑤ Gambell St | ⑧ Lake Otis Pkwy       | ⑪ Bragaw St (S)  | ➡ Traffic expected to increase |
| ③ A St                | ⑥ Ingra St   | ⑨ Airport Hts Dr       | ⑫ N. Lights Blvd |                                |

Daily Vehicle Trips per Roadway

# Lane capacity versus vehicle trips

~ 27,000 trips per day need to be managed if 2-lane/2-way Gambell and Ingra Streets are implemented



## Legend

2050 No Action

MTP 2050

MTP+ 2050  
Sans traffic-reduction strategies

Roadway Daily Capacity

Ingra & Gambell Streets

4 Lanes, One-Way (each)

3 Lanes, One-Way (each)

2 Lanes, Two-Way (each)

5<sup>th</sup> Ave

(along Merrill Field)

6 Lanes, Two-Way

4 Lanes, Two-Way

4 Lanes, Two-Way

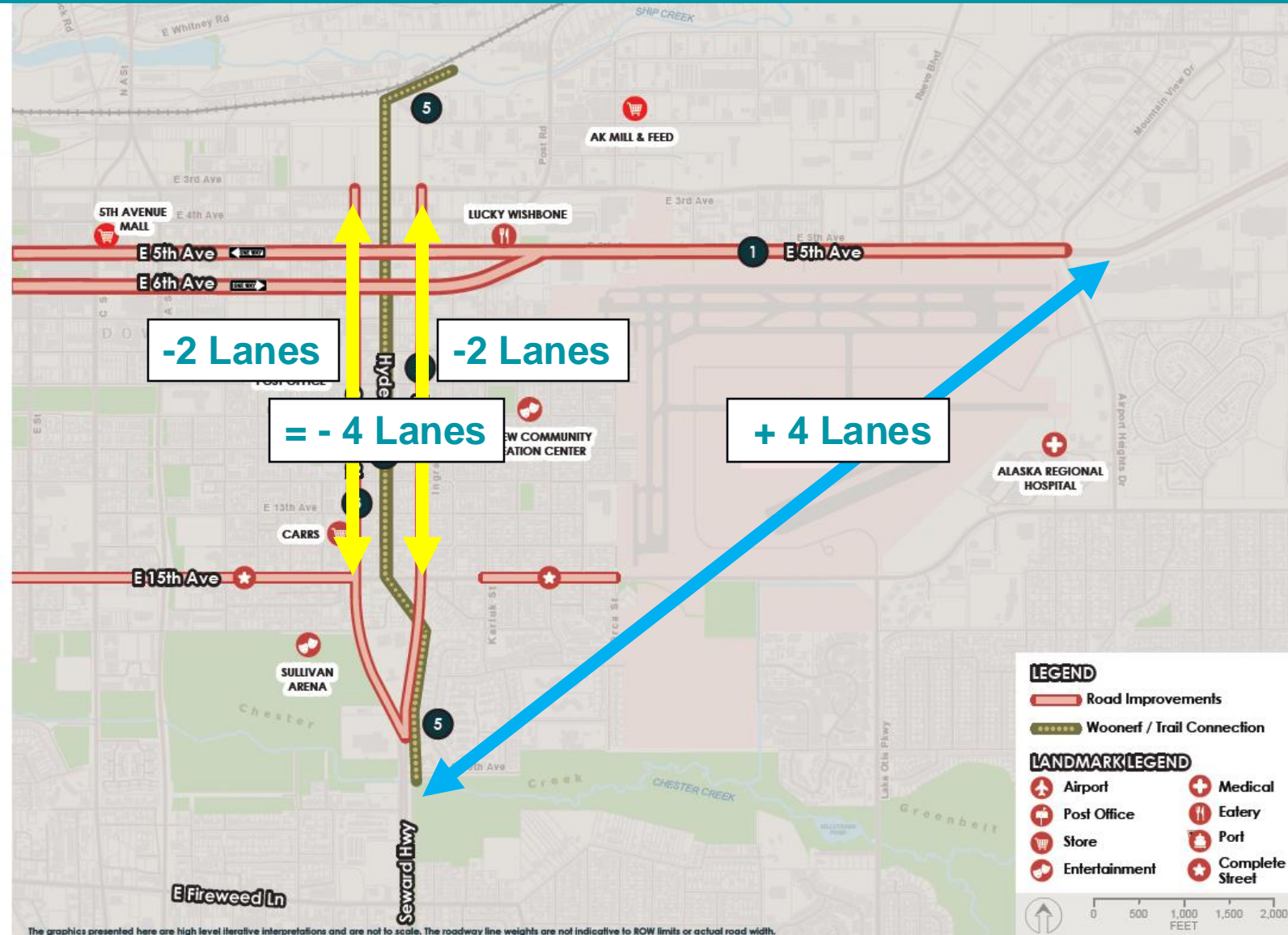


# Parkway Strategies

- 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



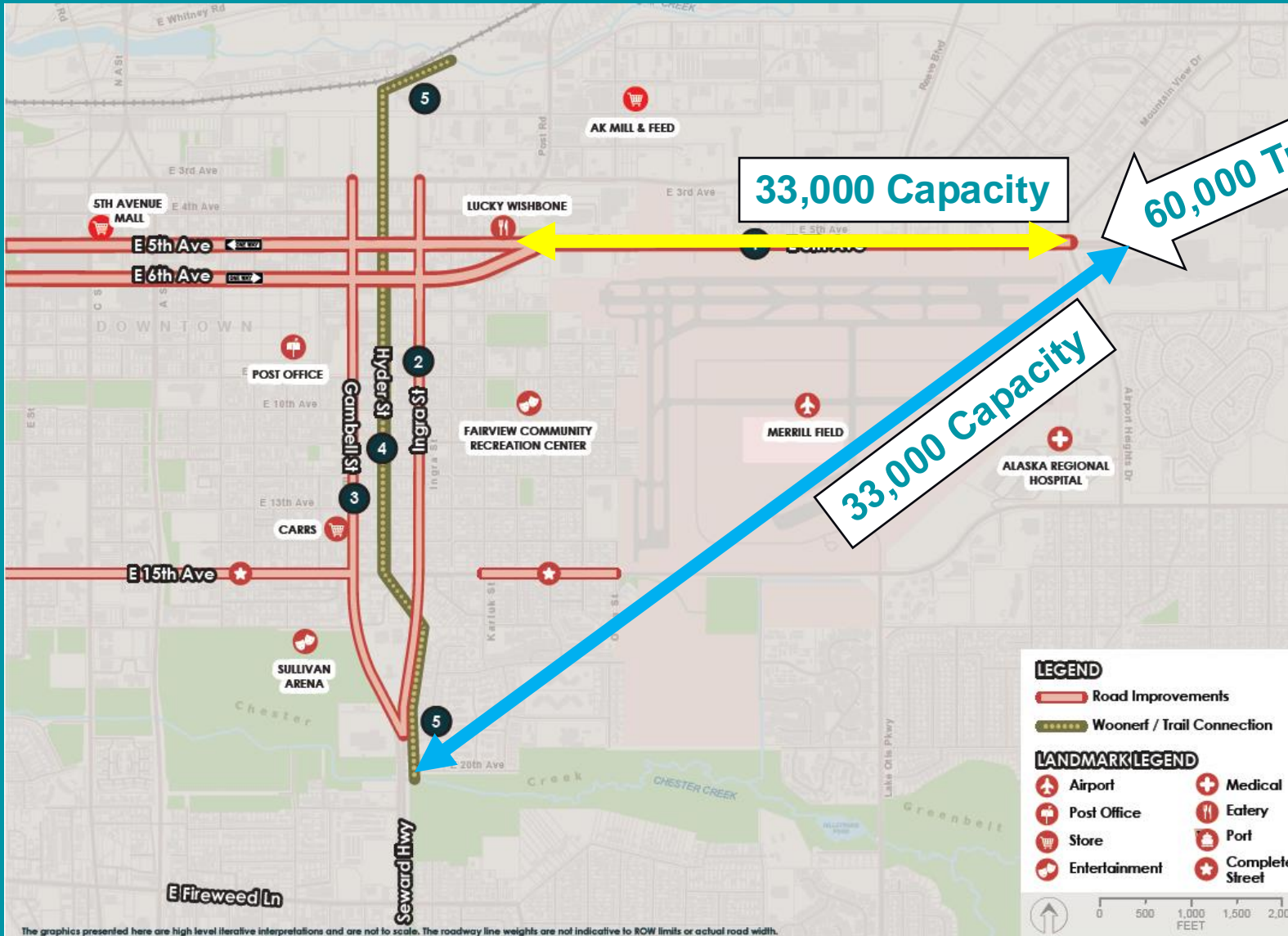
# Lane Balance





# 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

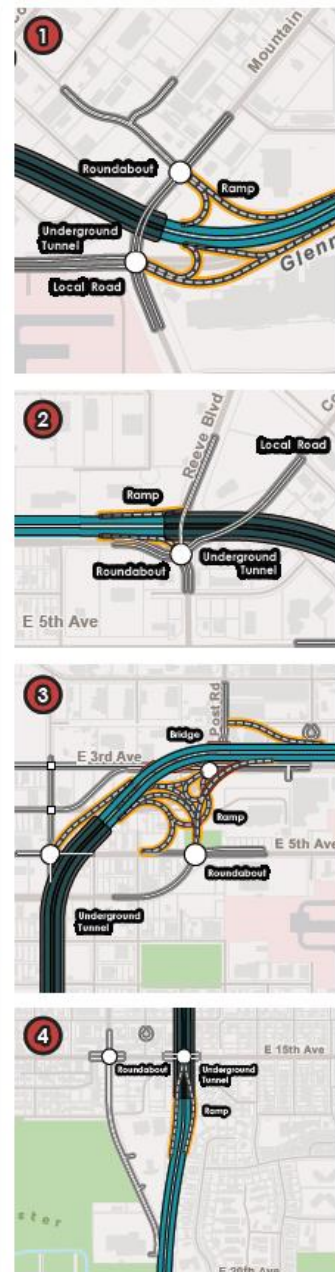
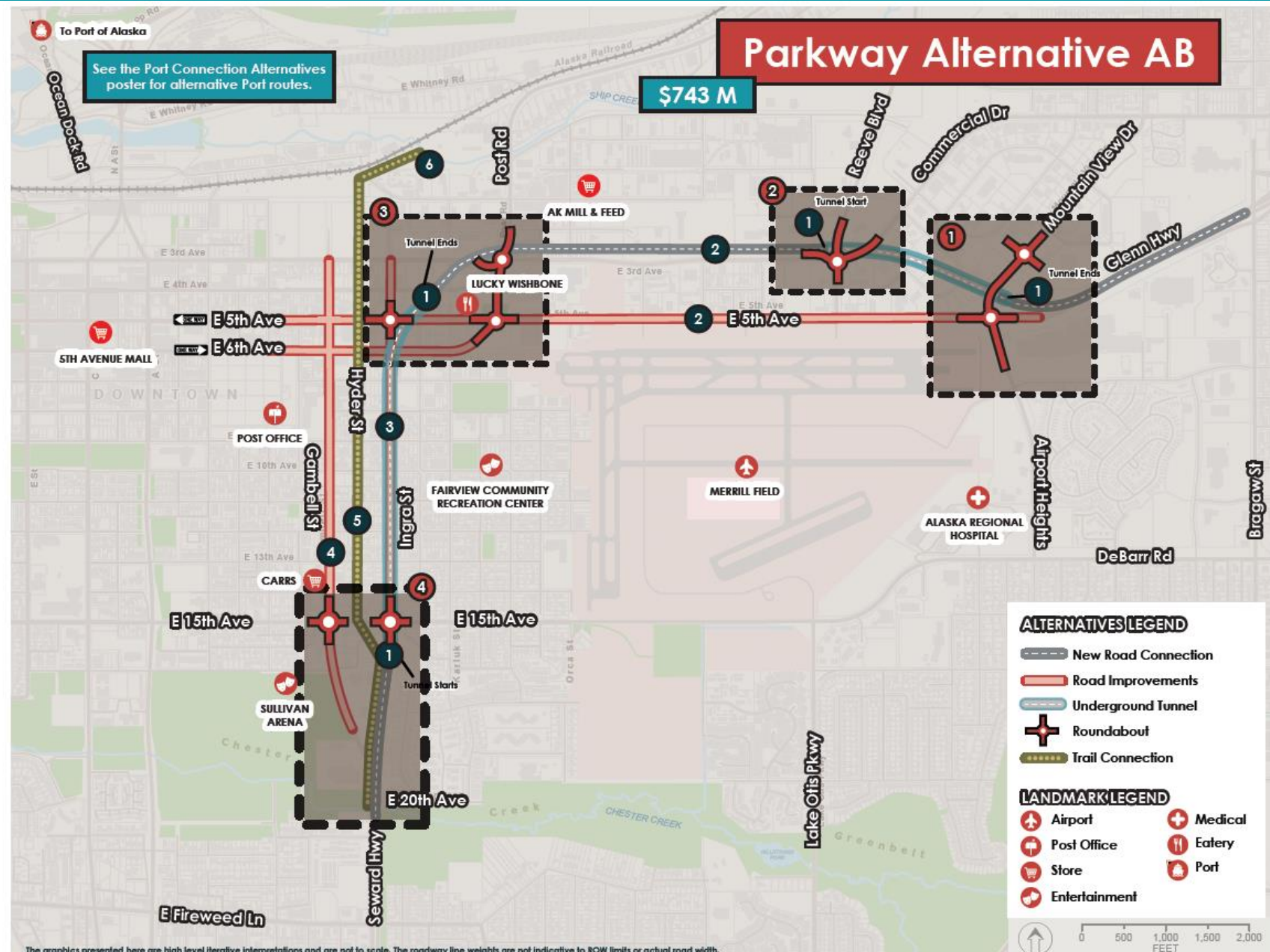
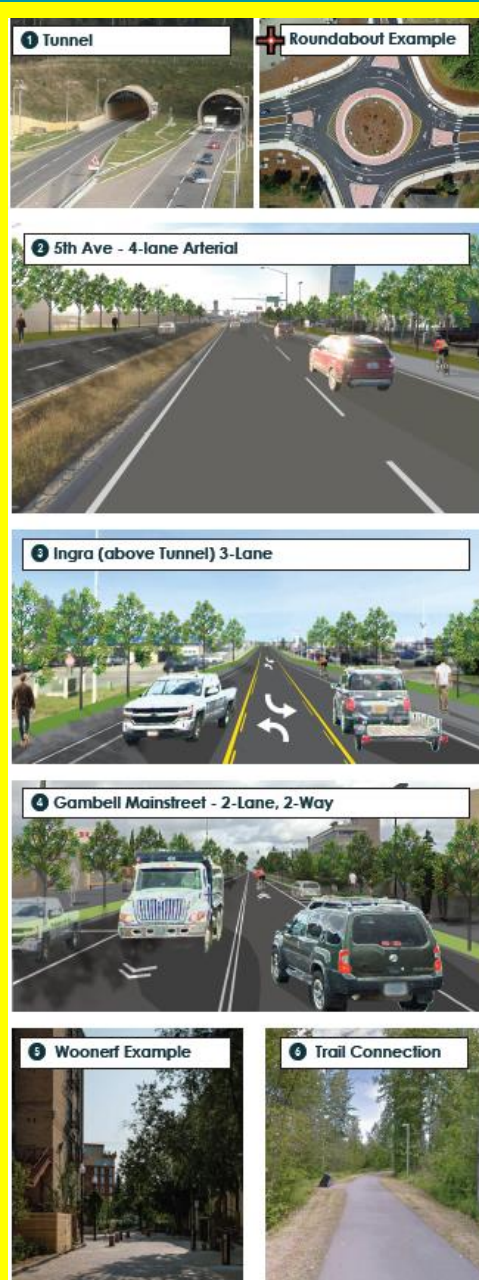


- **Four 11-foot** Parkway Lanes
- **40-45** MPH
- Usable Right-of-Way
- Roundabouts or signals
- Sidewalks or separated paths
- Robust landscaping
- **100-125 foot** Right-of-Way



# Parkway Alternative AB

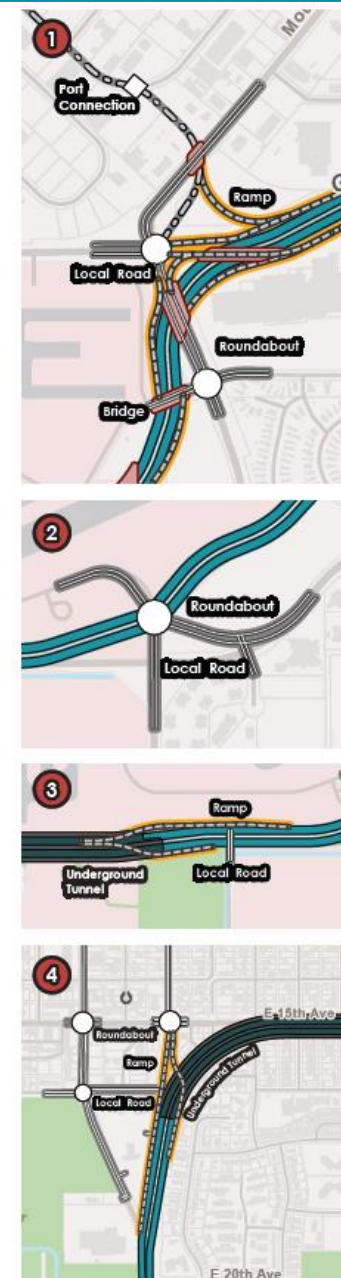
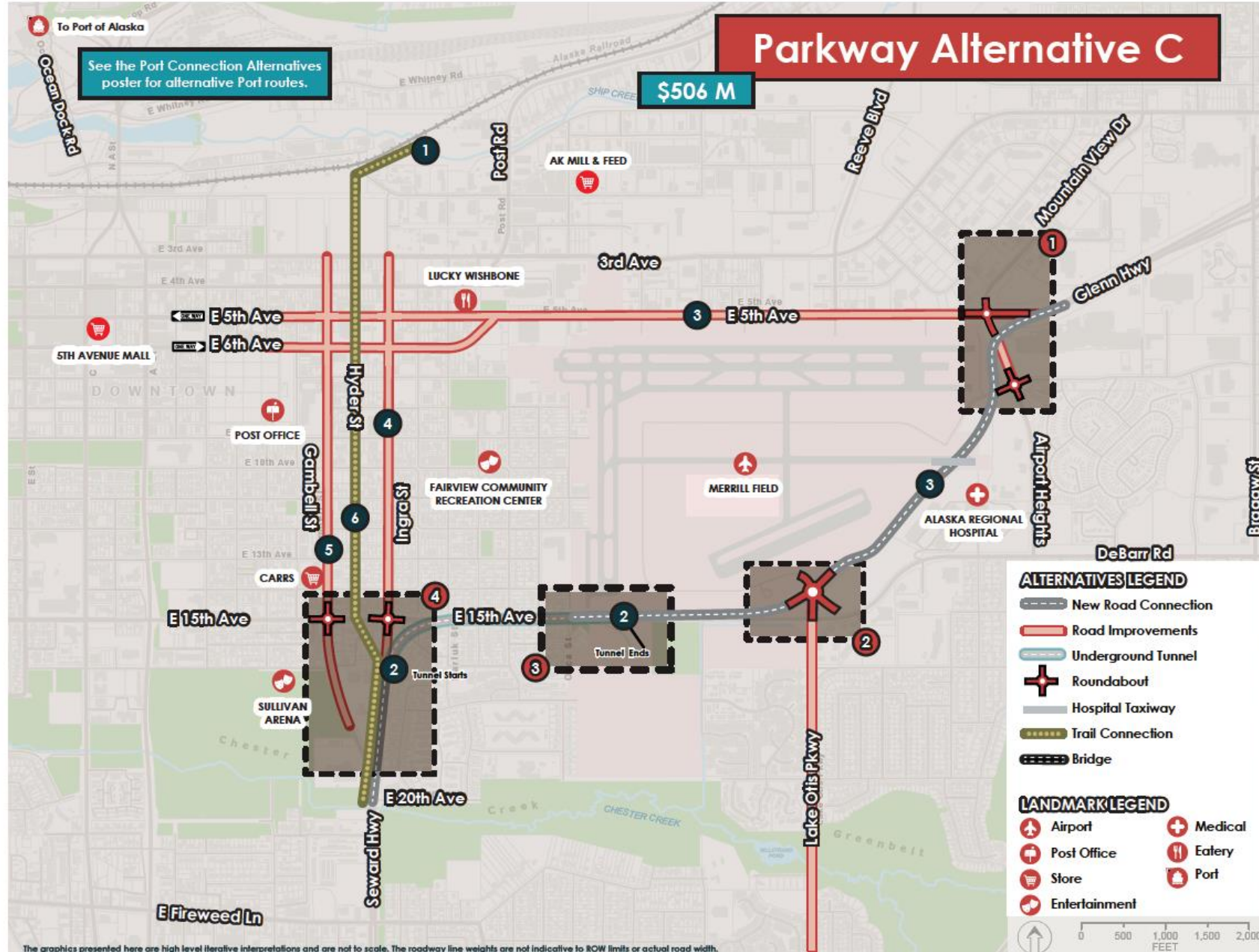
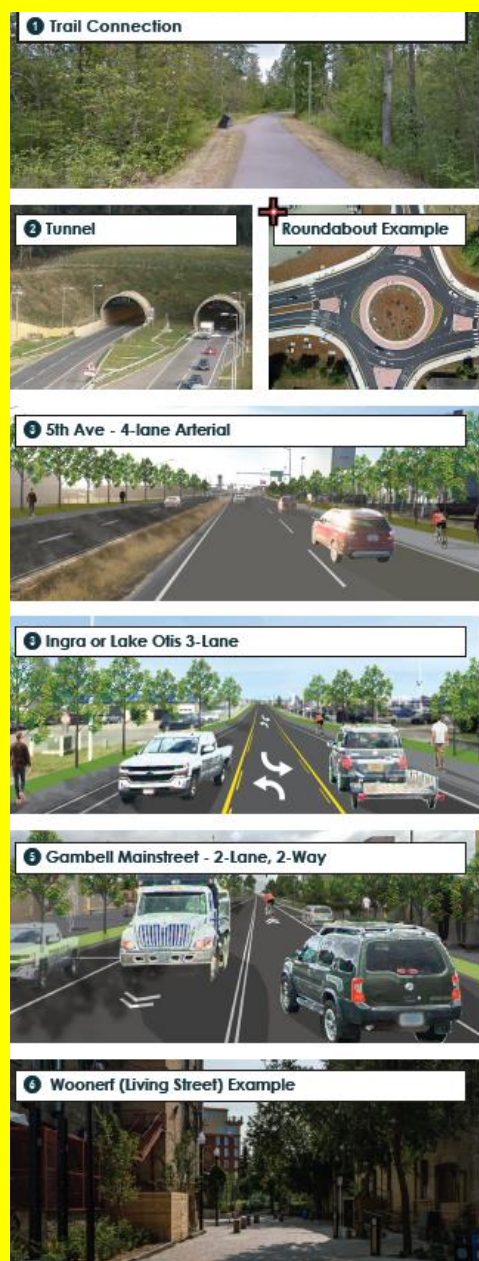
Seward ← → Glenn





# Parkway Alternative C

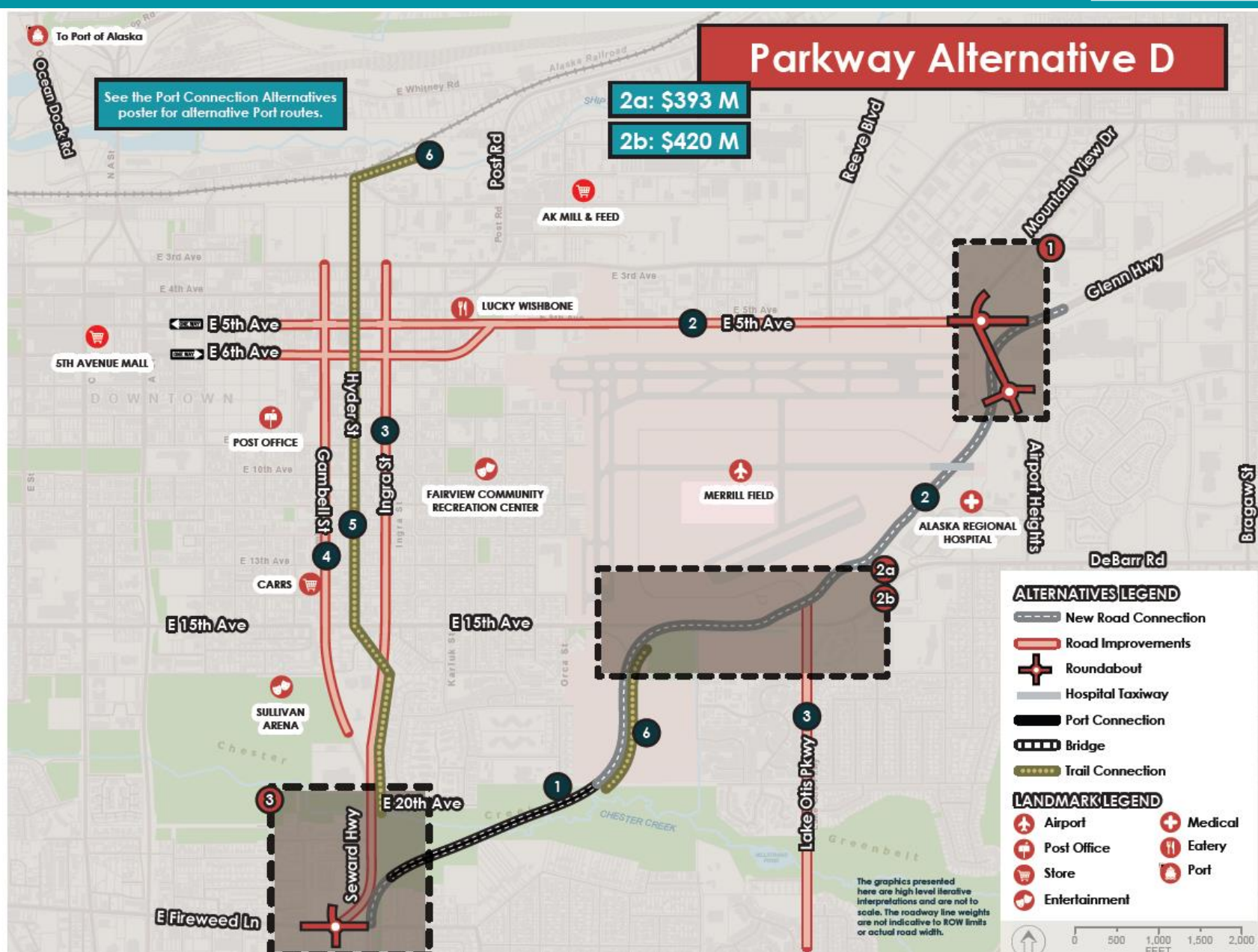
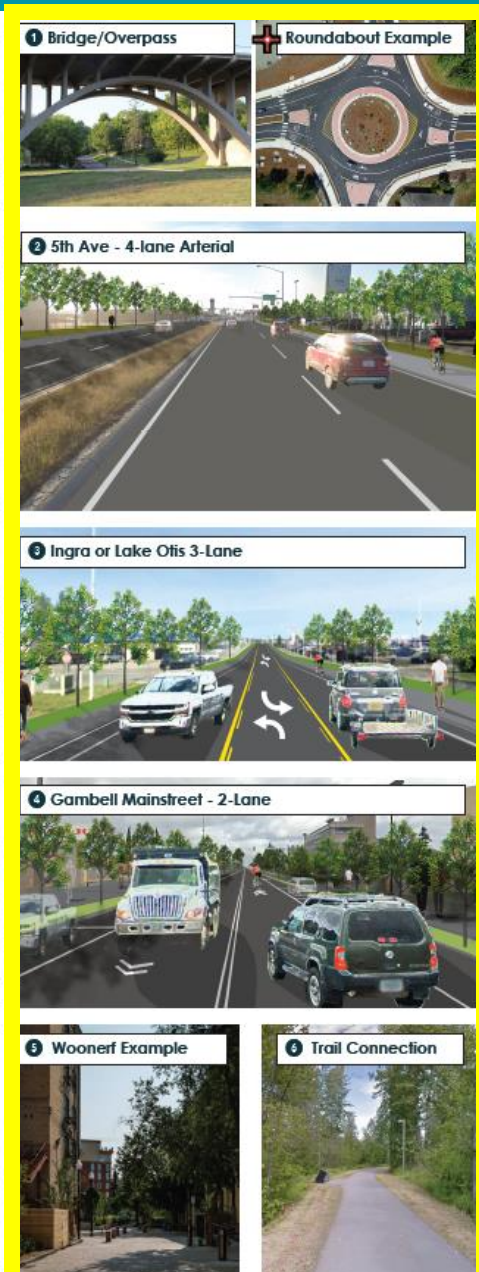
Seward ← → Glenn





# Parkway Alternative D

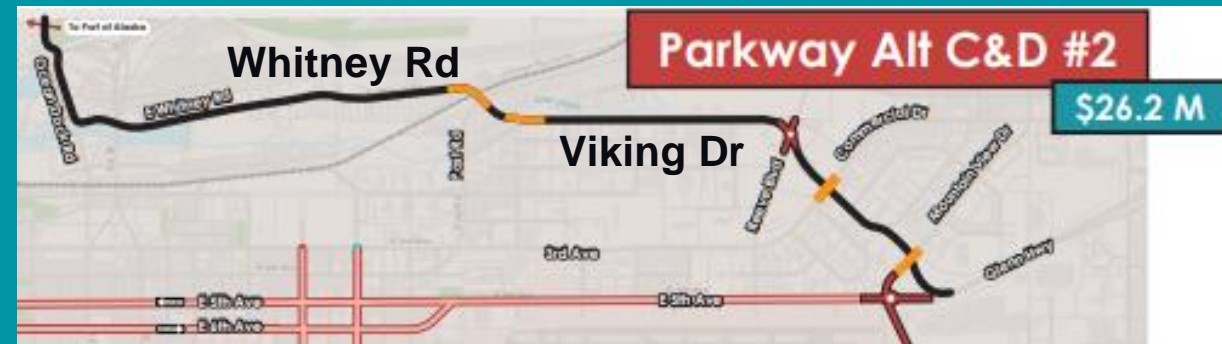
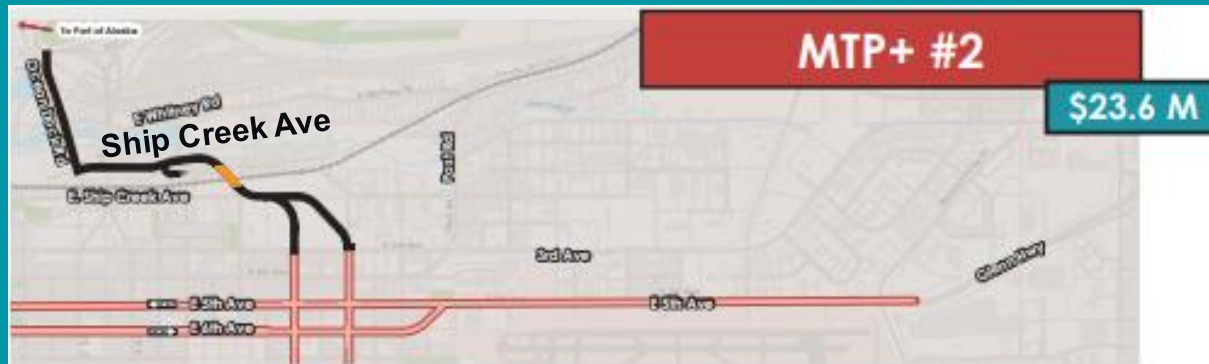
Seward ← → Glenn





# Port Connections

Seward ↔ Glenn  
**CONNECTION**

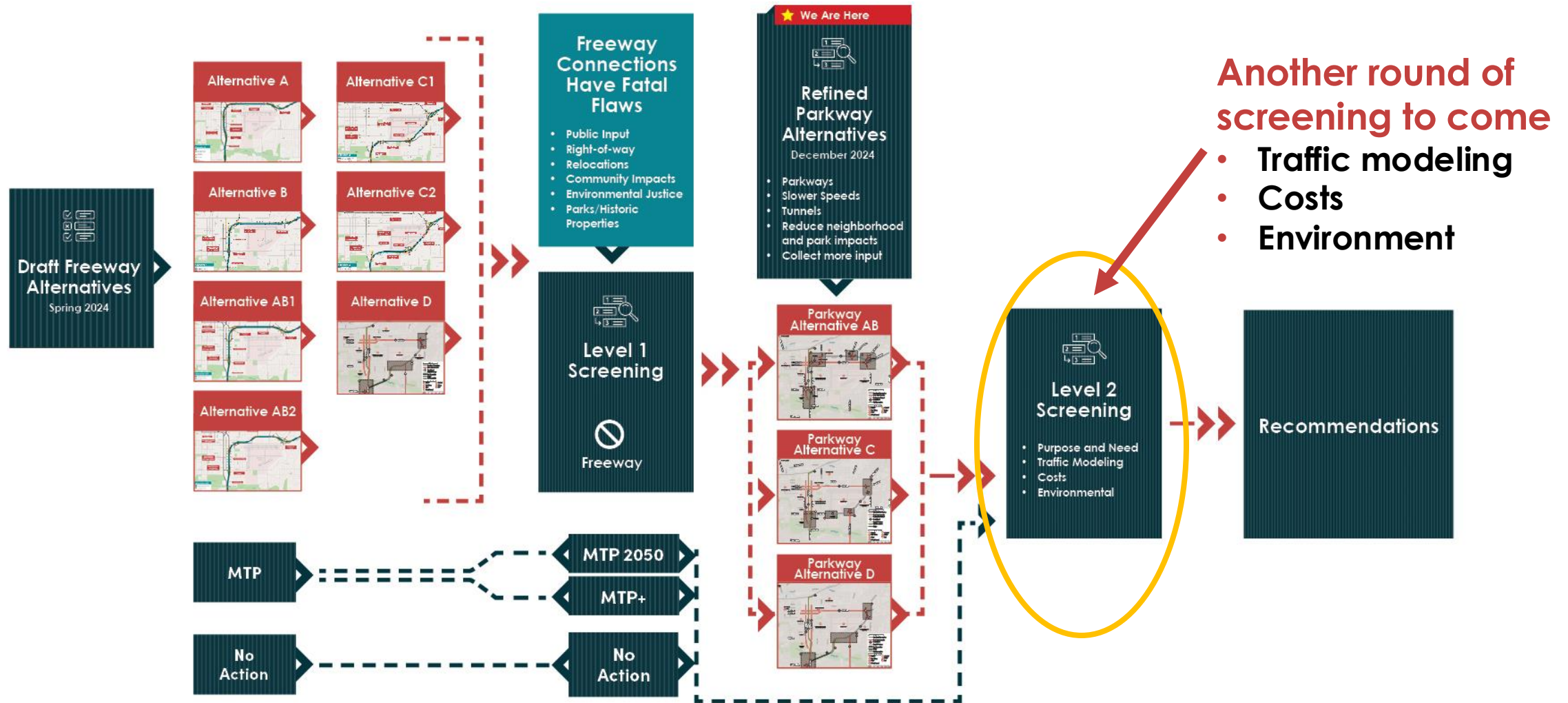


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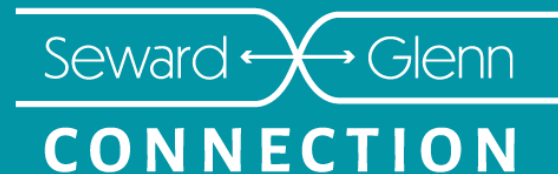
- Port Connection Route
- Bridge



# Screening Processes



# Costs & Funding (MTP Alts)



- **MTP 2050 = \$139 M**
  - 5<sup>th</sup> & 6<sup>th</sup> Aves (Gambell St to Reeve Blvd)
  - Ingra & Gambell Streets (3<sup>rd</sup> to 15<sup>th</sup> Aves)
- **MTP Plus = \$442 M**
  - \$192 M (roads & non-motorized infrastructure)
    - 5<sup>th</sup> & 6<sup>th</sup> Aves (Gambell to Airport Hts Dr)
    - Ingra & Gambell Streets (3<sup>rd</sup> to 20<sup>th</sup> 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](http://sewardglennconnectiononline.com)  
December 11, 2024 –  
January 23, 2025



## ONLINE

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

## BY EMAIL

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

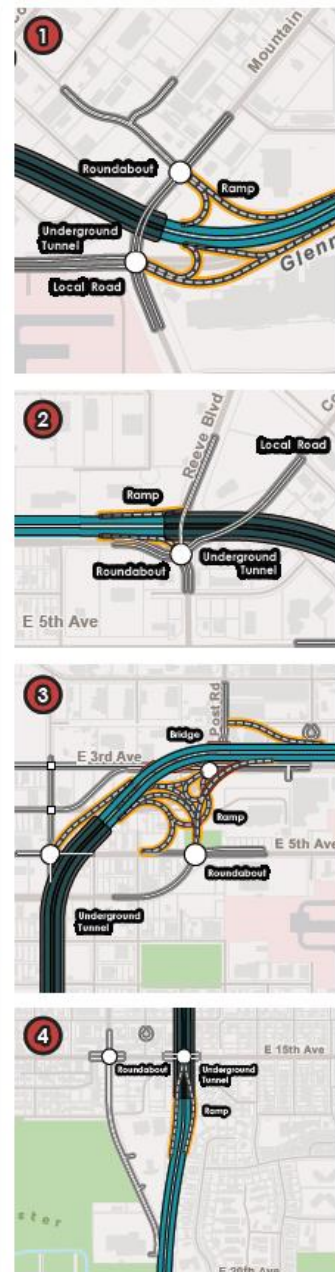
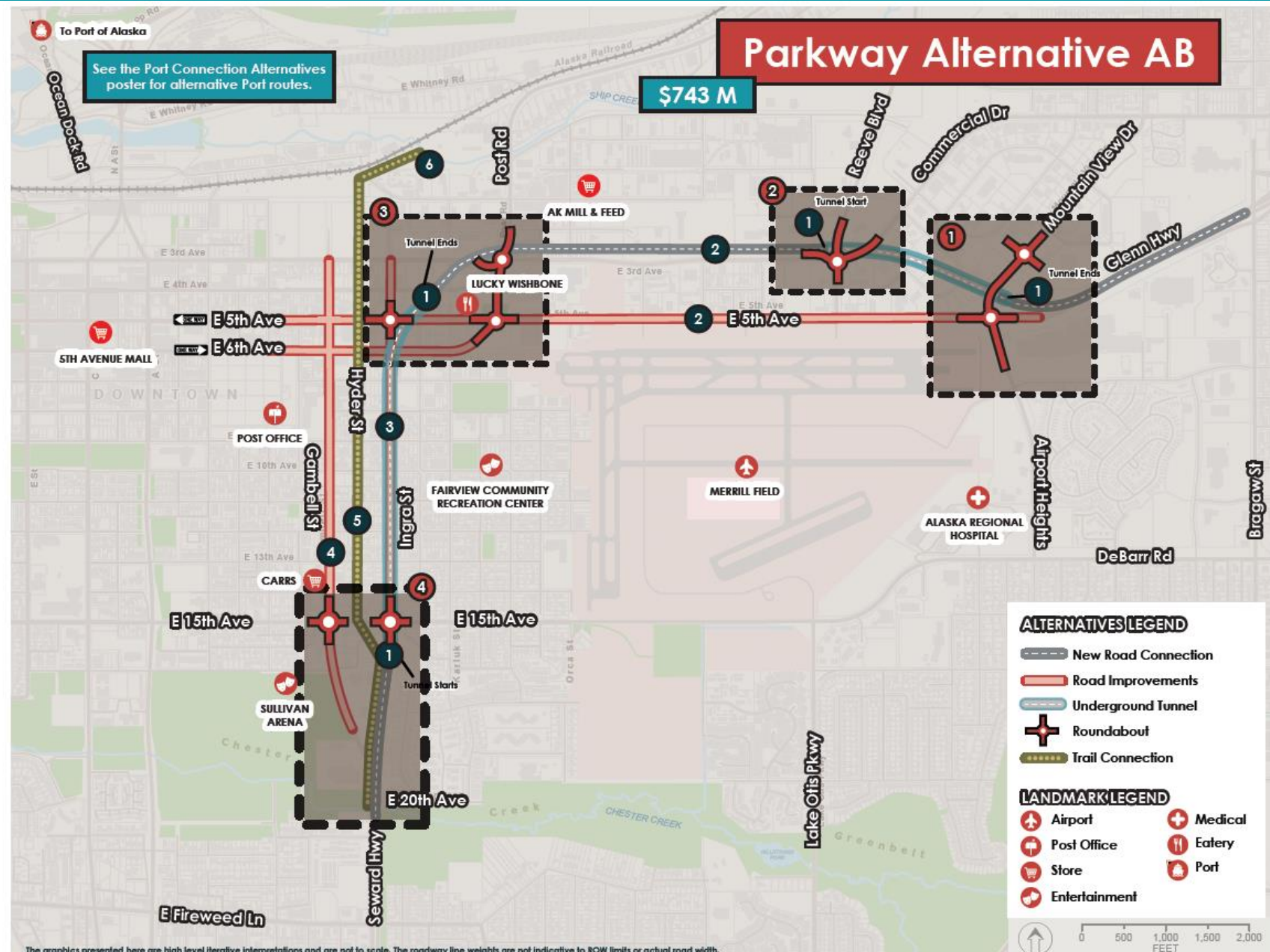
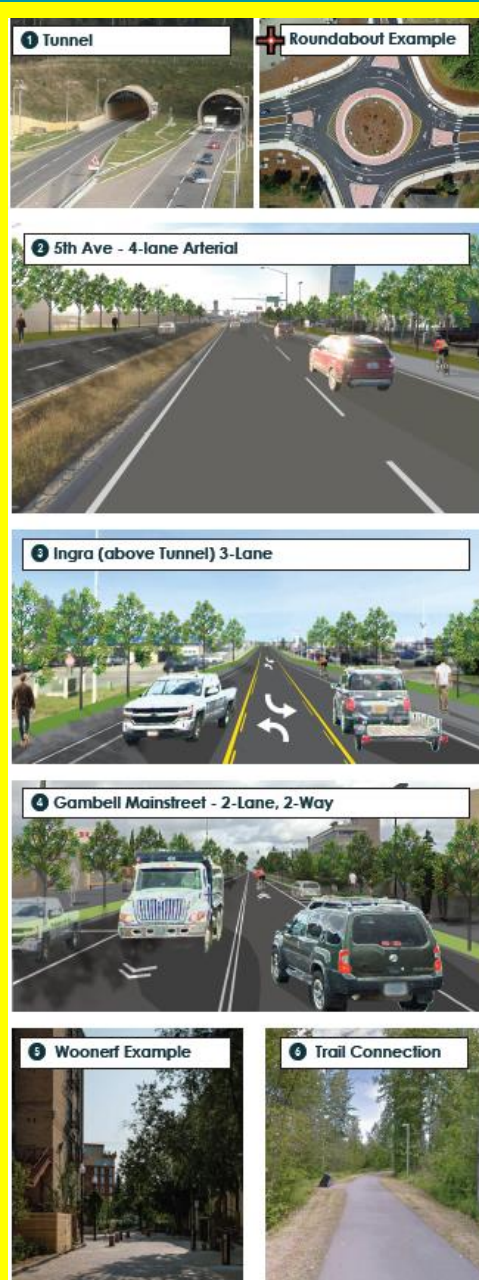
## BY PHONE

(907) 206-2289



# Parkway Alternative AB

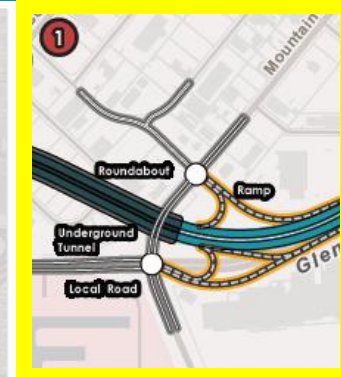
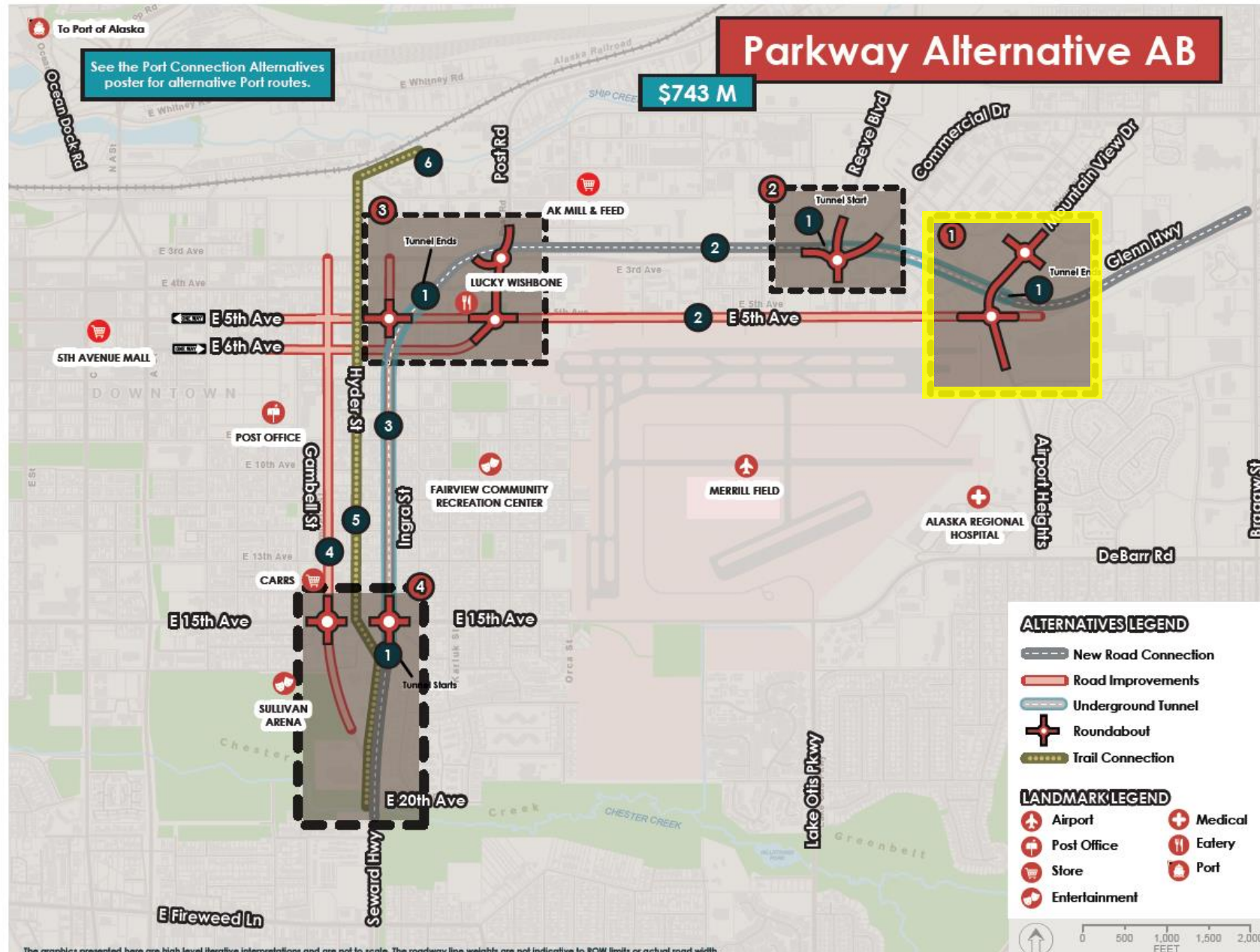
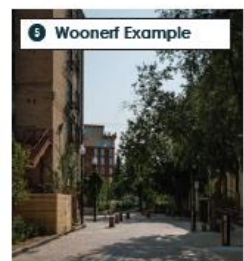
Seward ← → Glenn





# Airport Hts Dr / Mtn View Dr Interchange

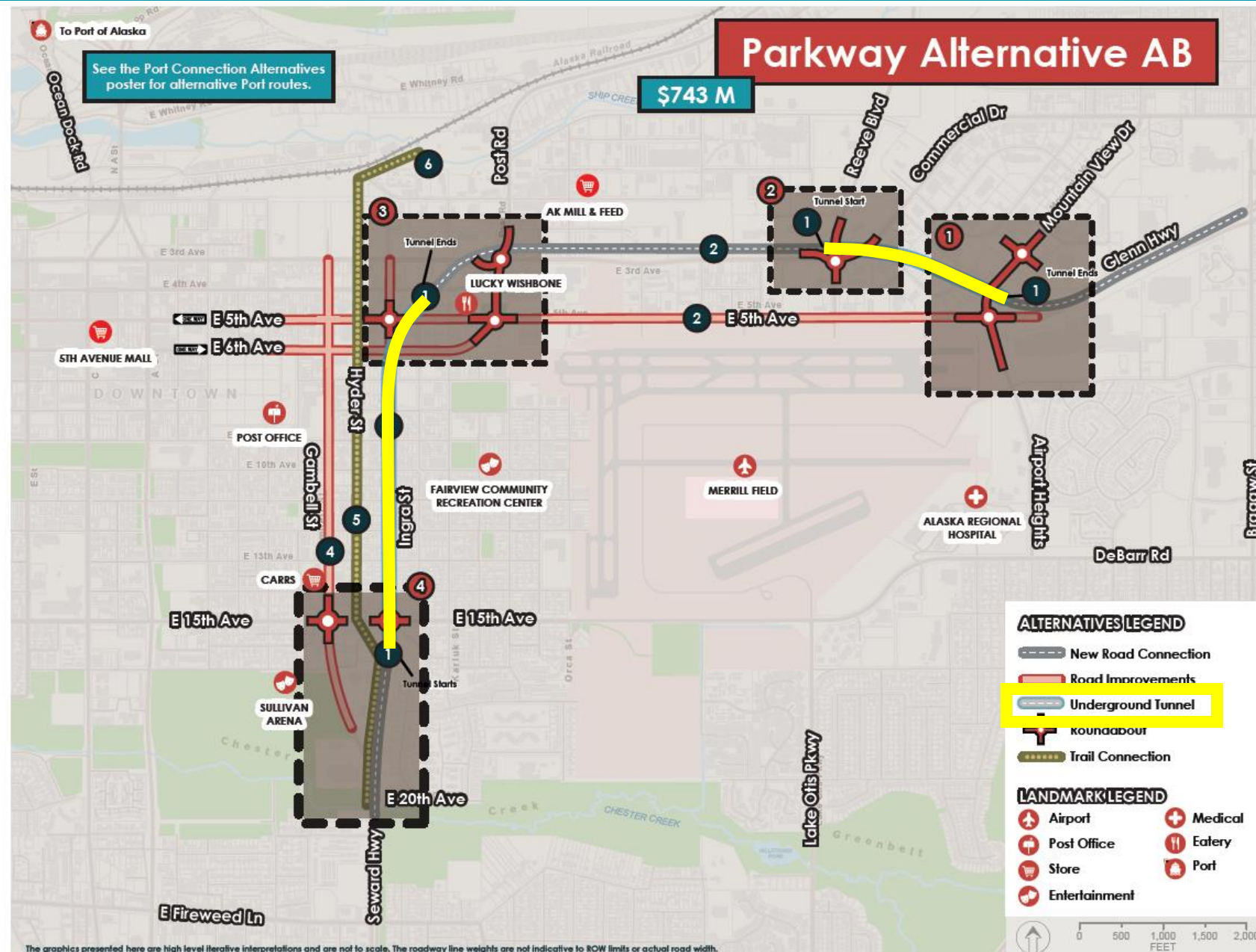
Seward ← → Glenn





# Tunnels Avoid Surface Impacts

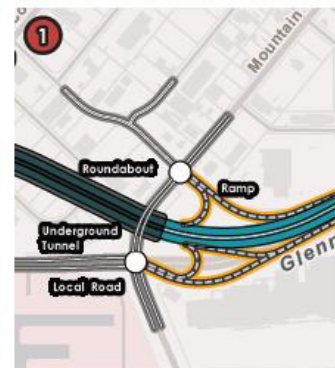
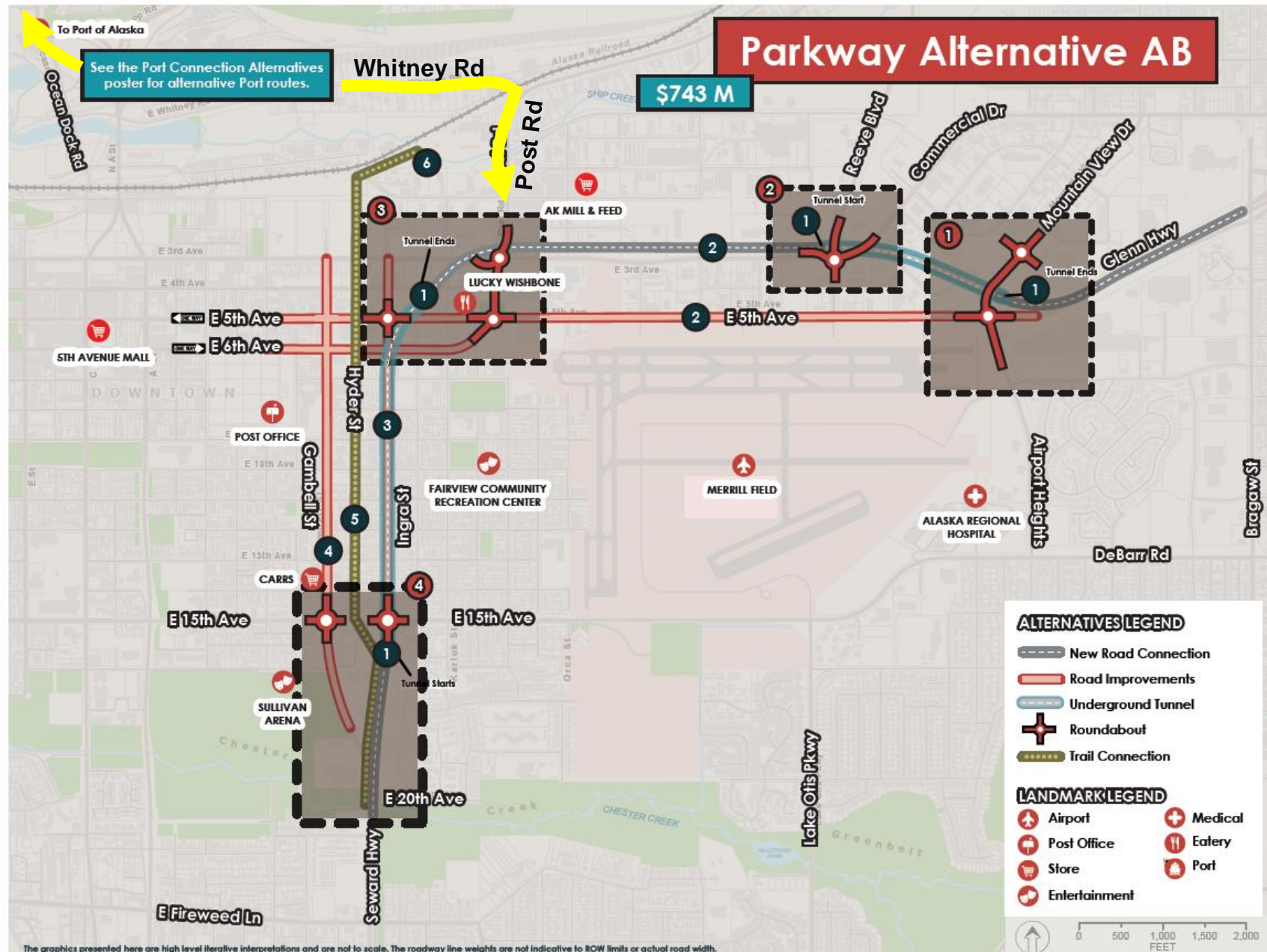
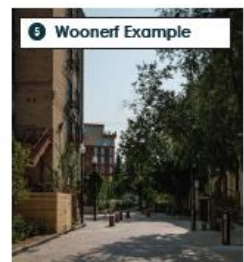
Seward ← → Glenn





# Port Connection Diverts Trucks

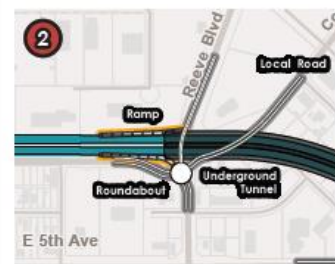
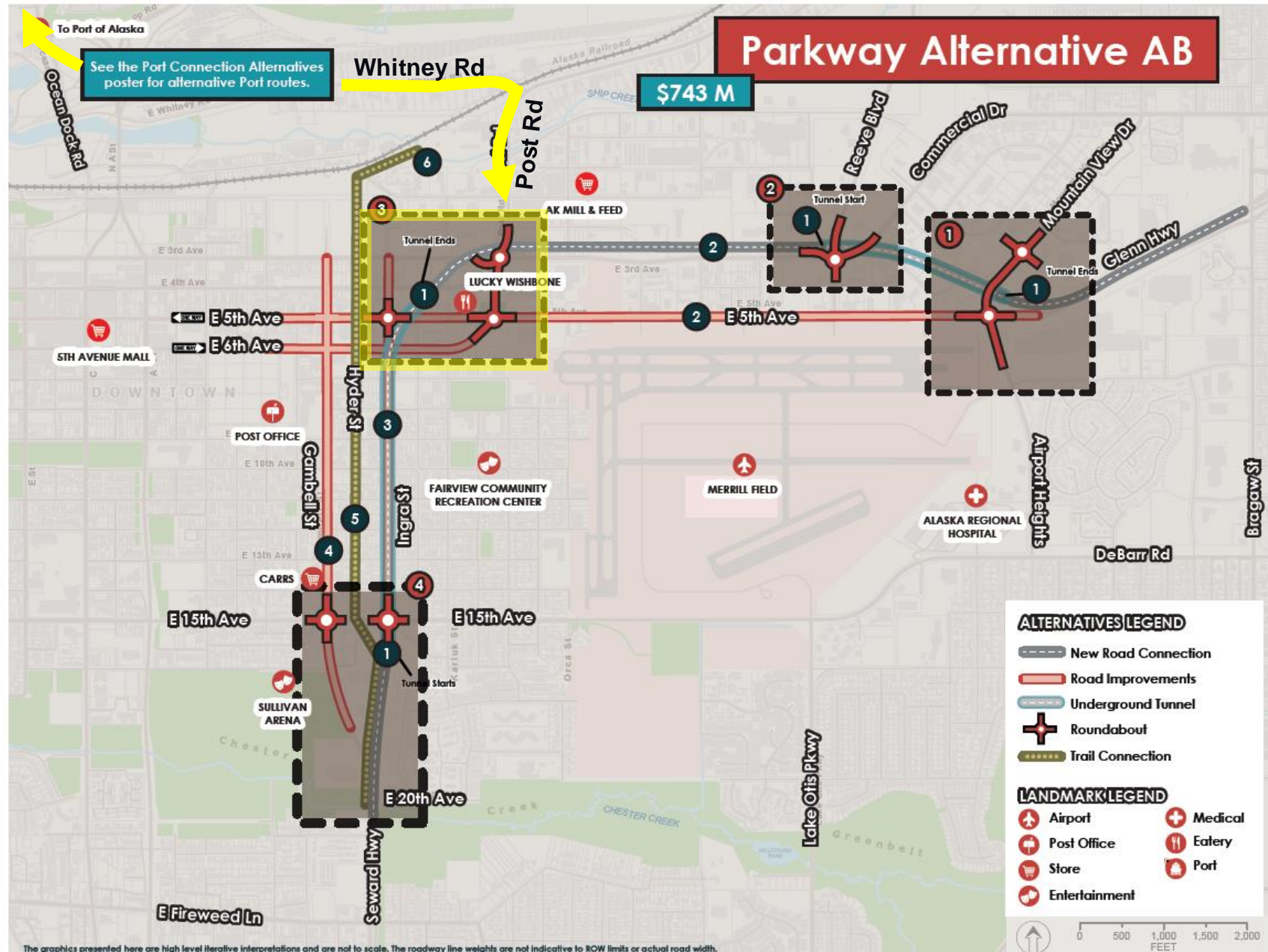
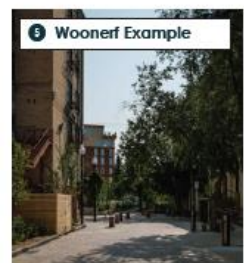
Seward ← → Glenn





# Connected to an interchange

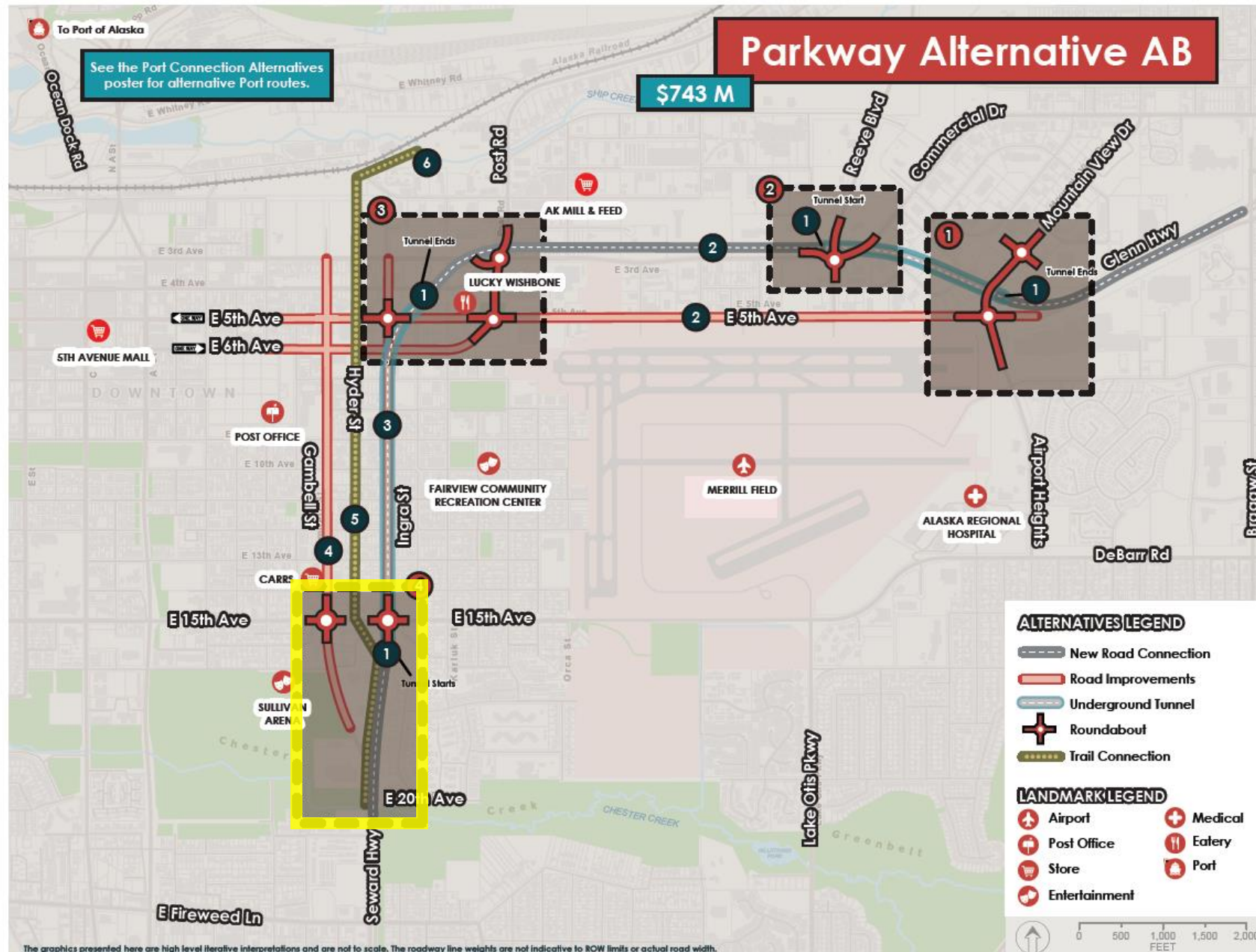
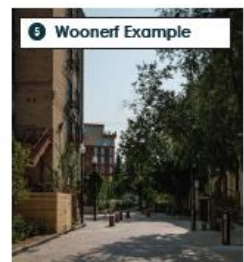
Seward ← → Glenn





# Connection to Fairview & Downtown

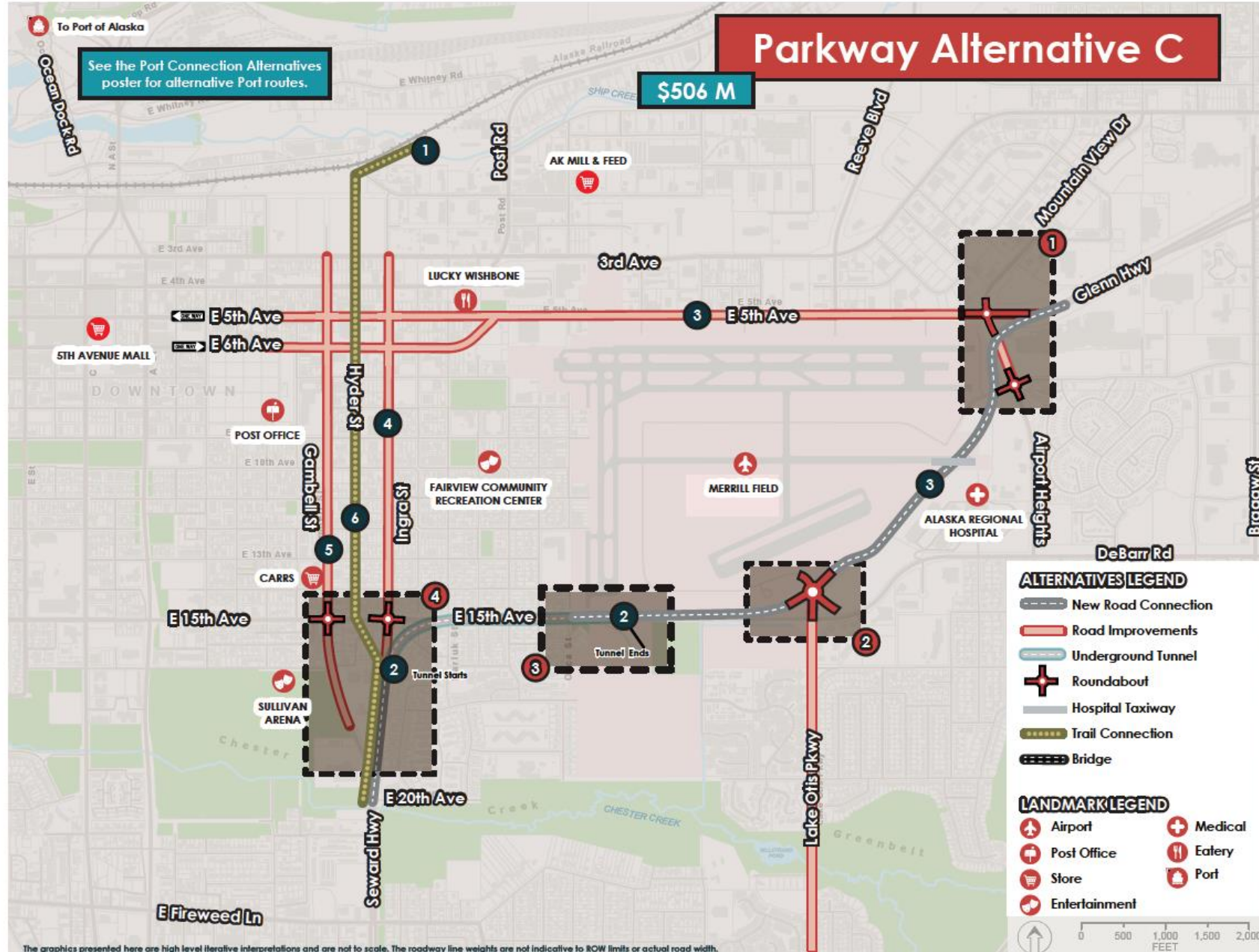
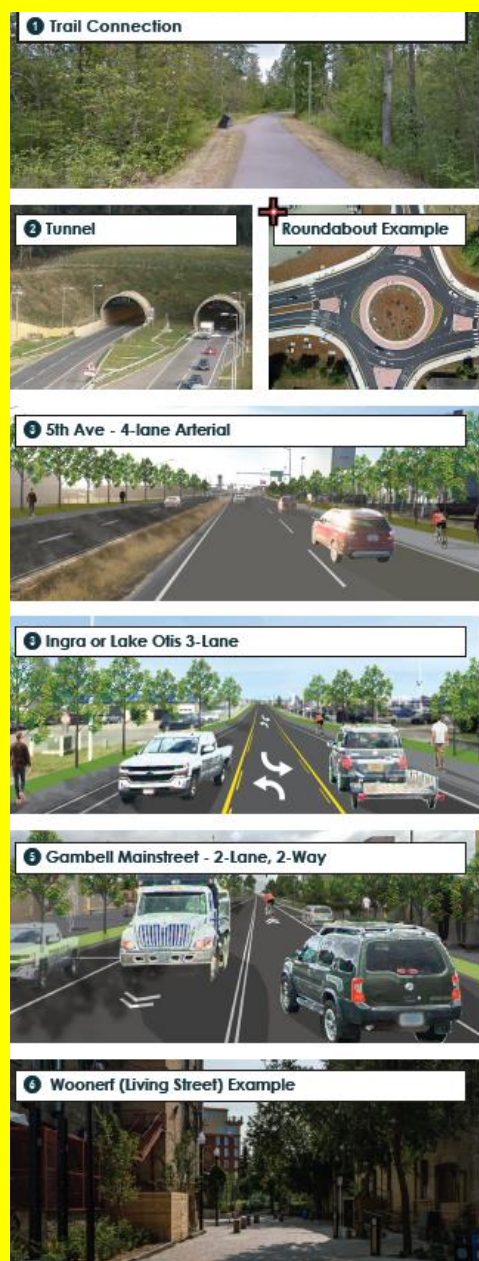
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# Parkway Alternative C

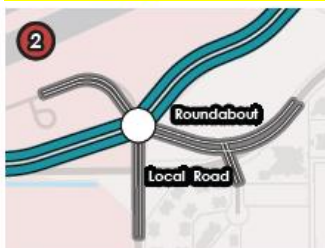
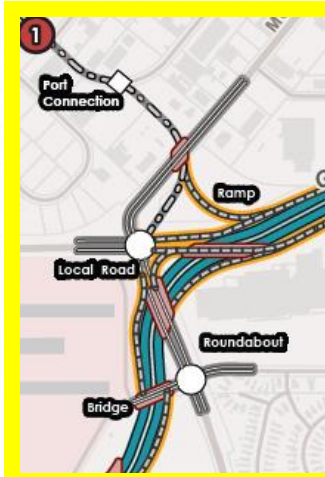
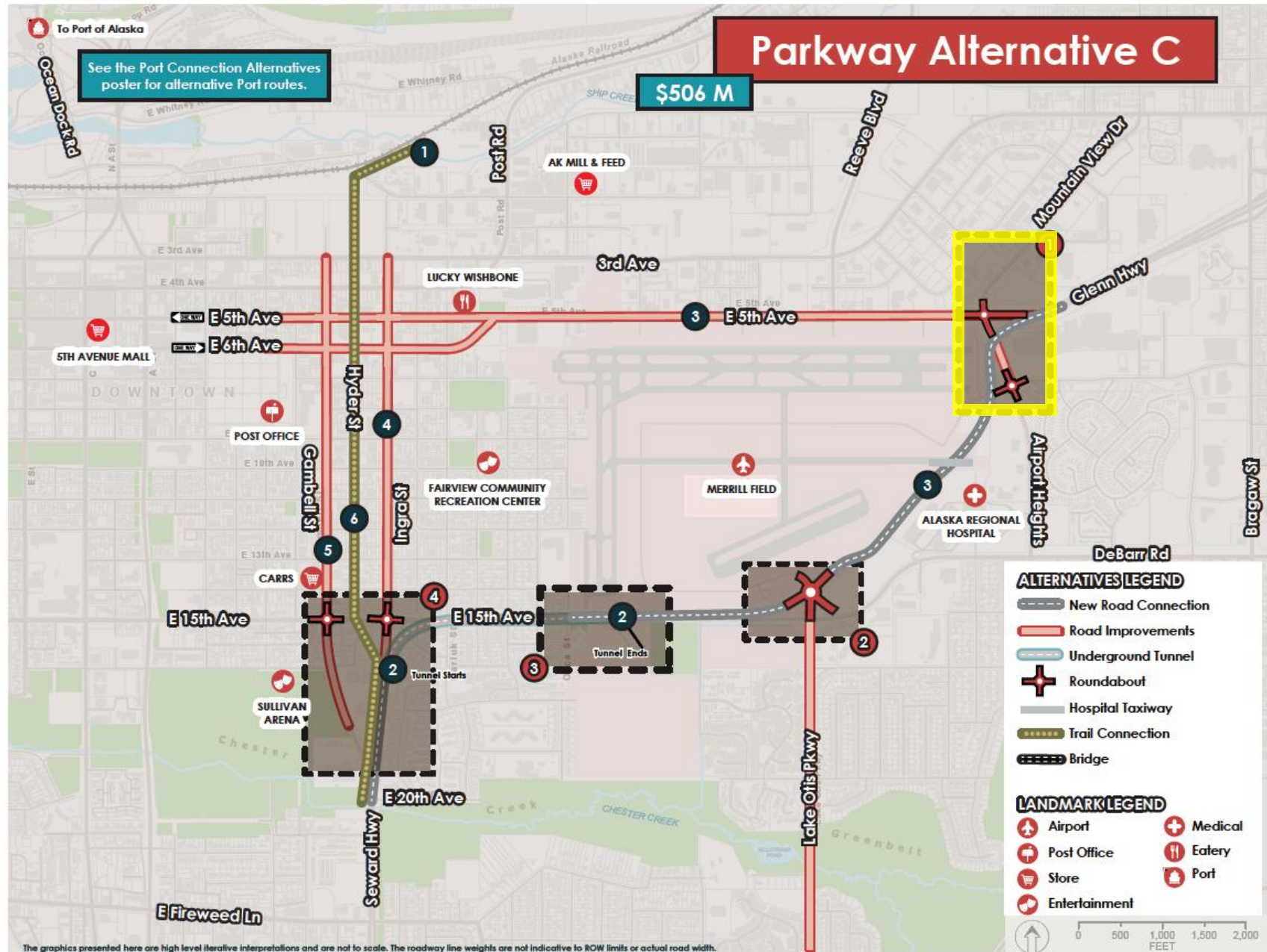
Seward ← → Glenn





# Airport Hts Dr / Mtn View Dr Interchange

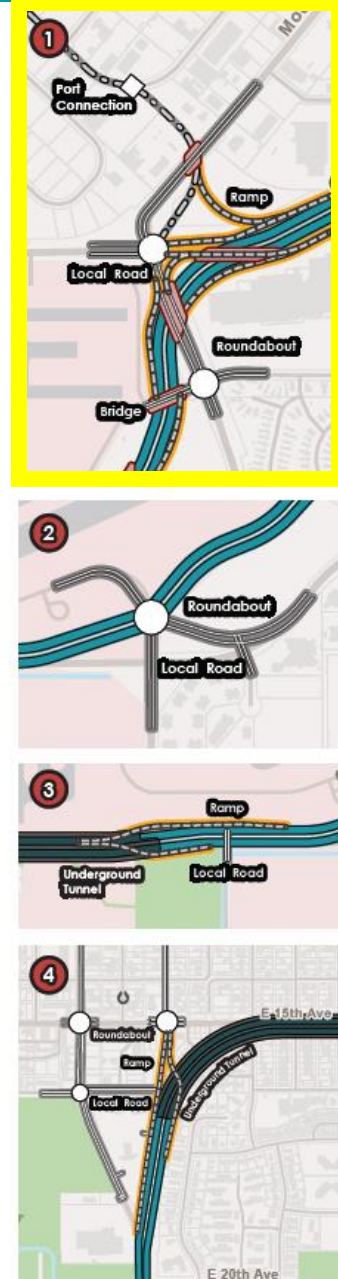
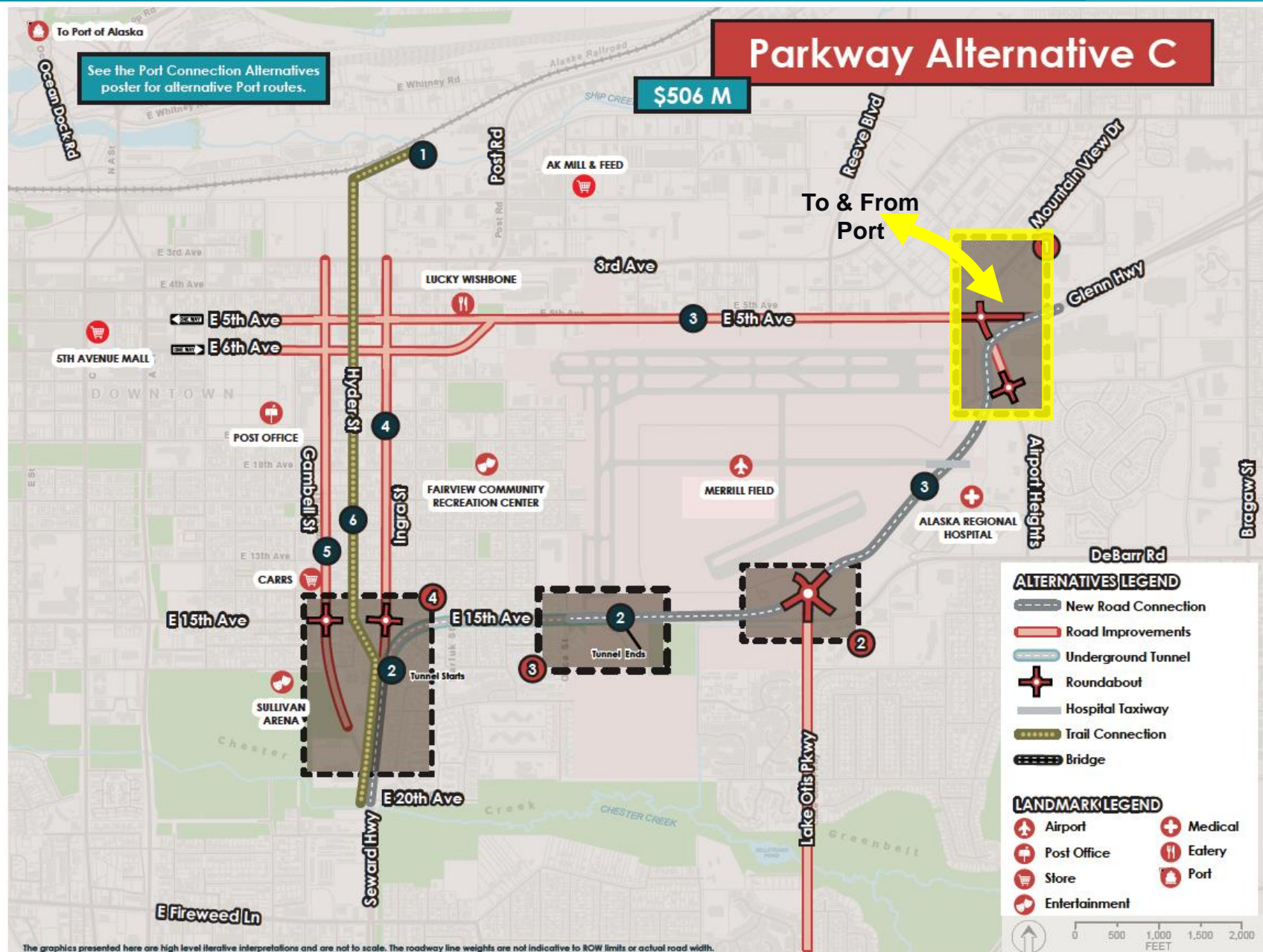
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# Port Connection Diverts Trucks

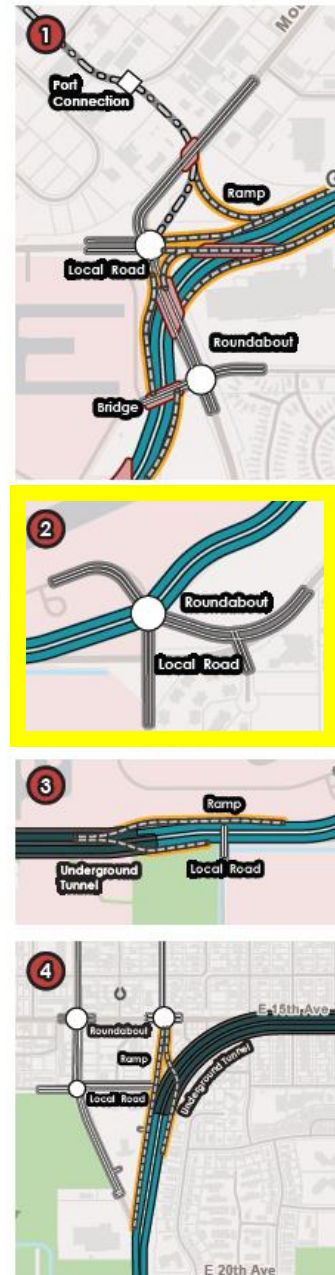
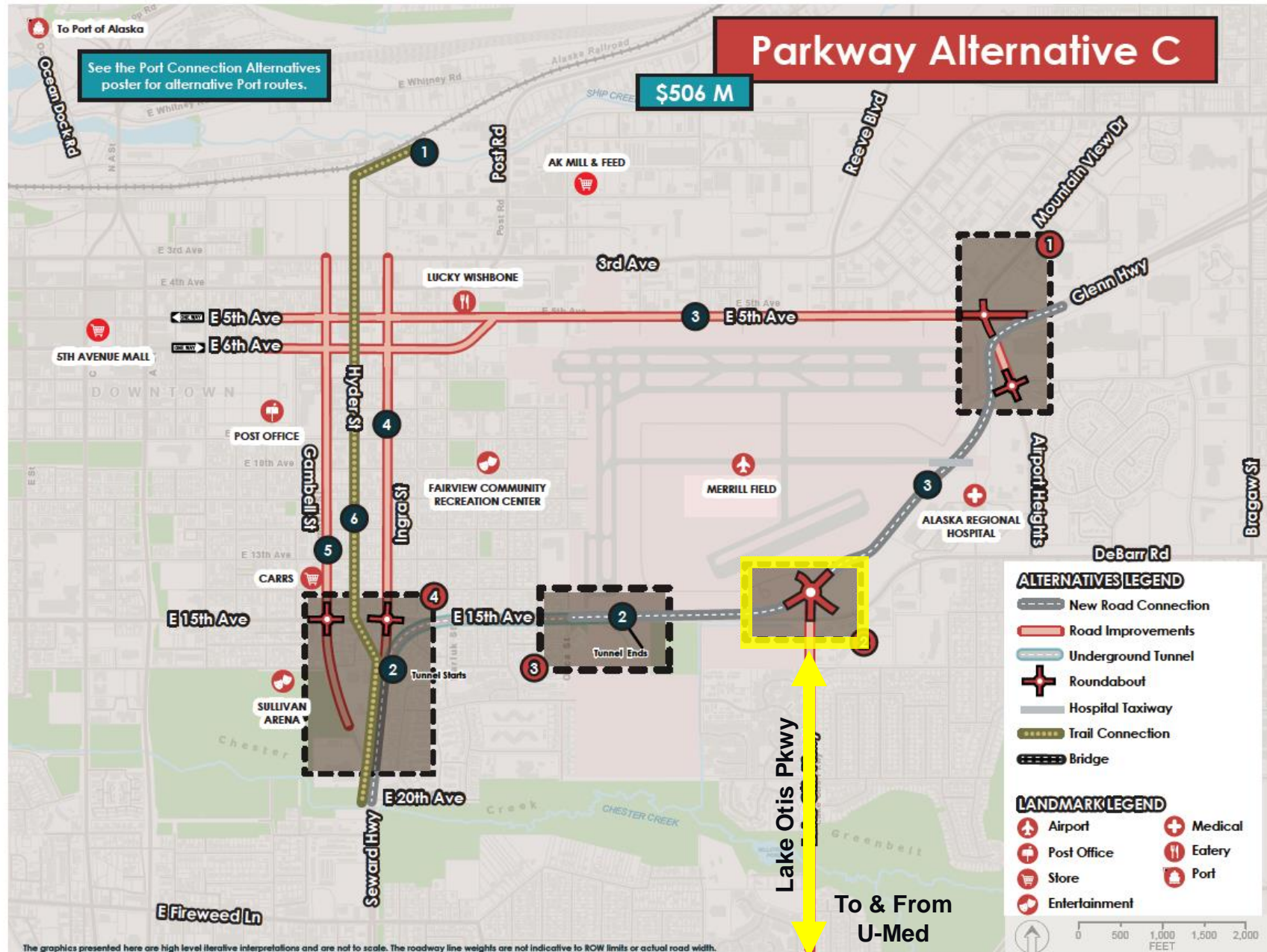
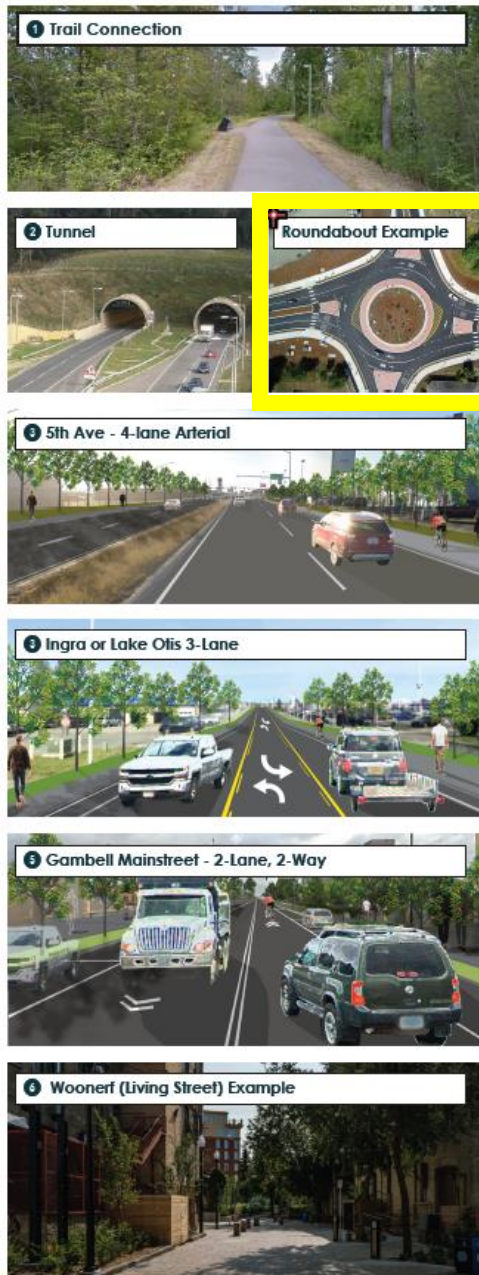
Seward ← → Glenn





# Improved U-Med Access via Roundabout

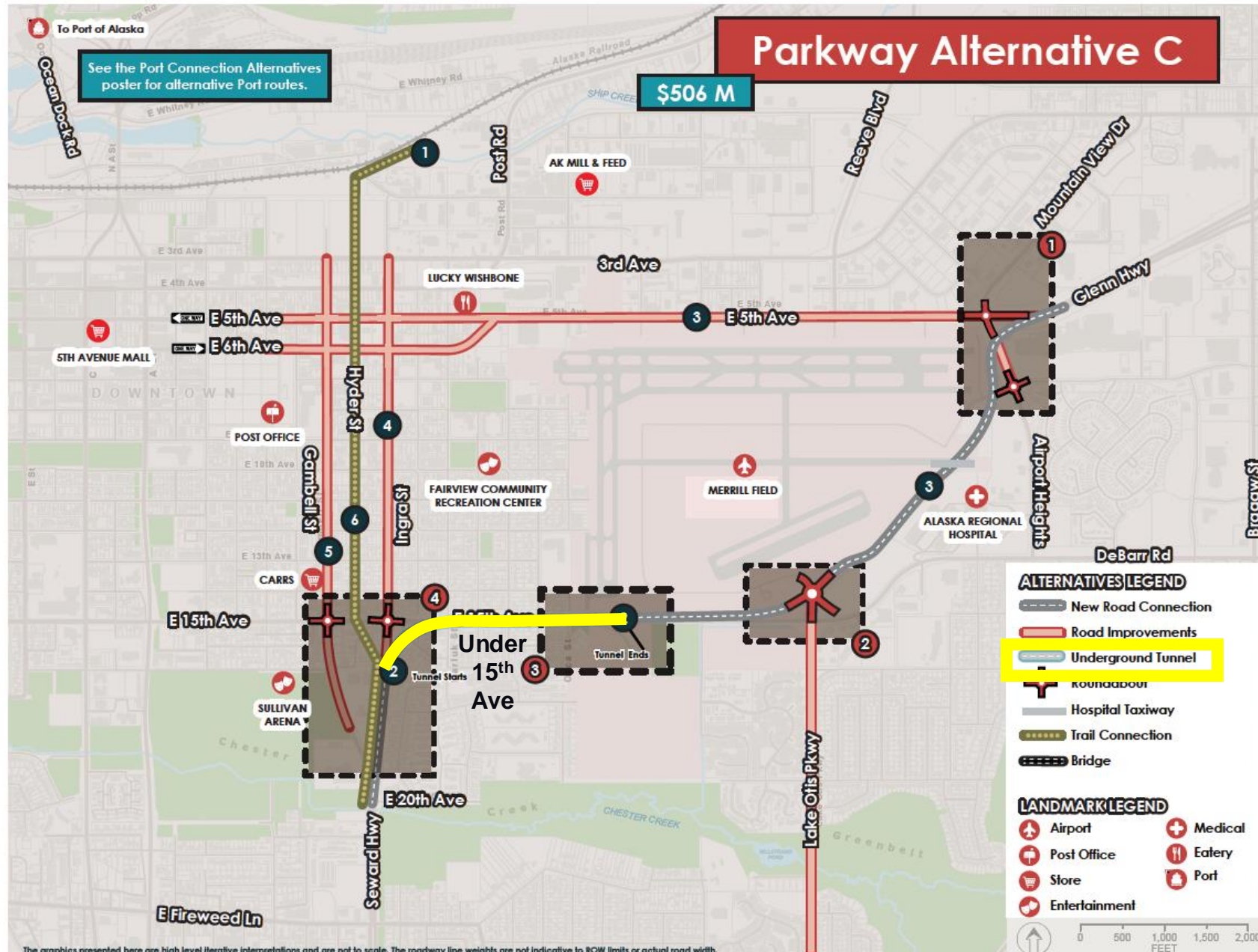
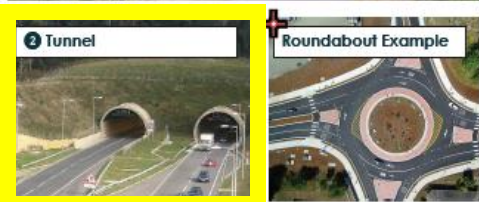
Seward ← → Glenn





# Tunnel Avoids Surface Impacts

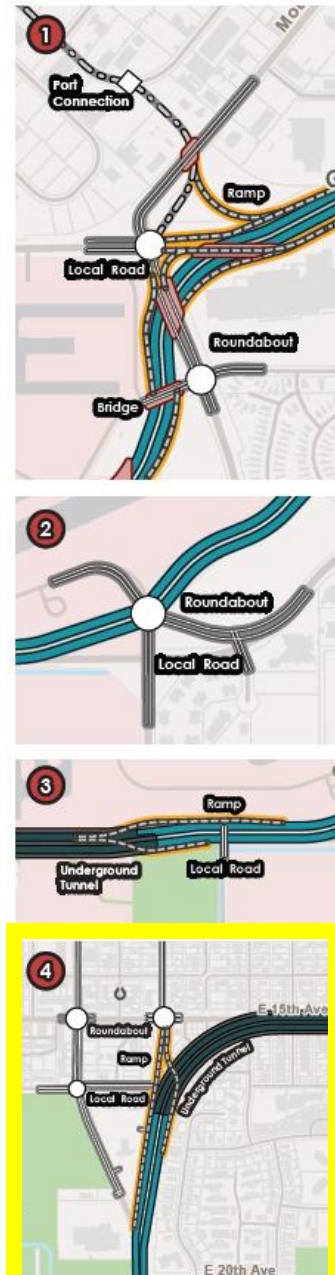
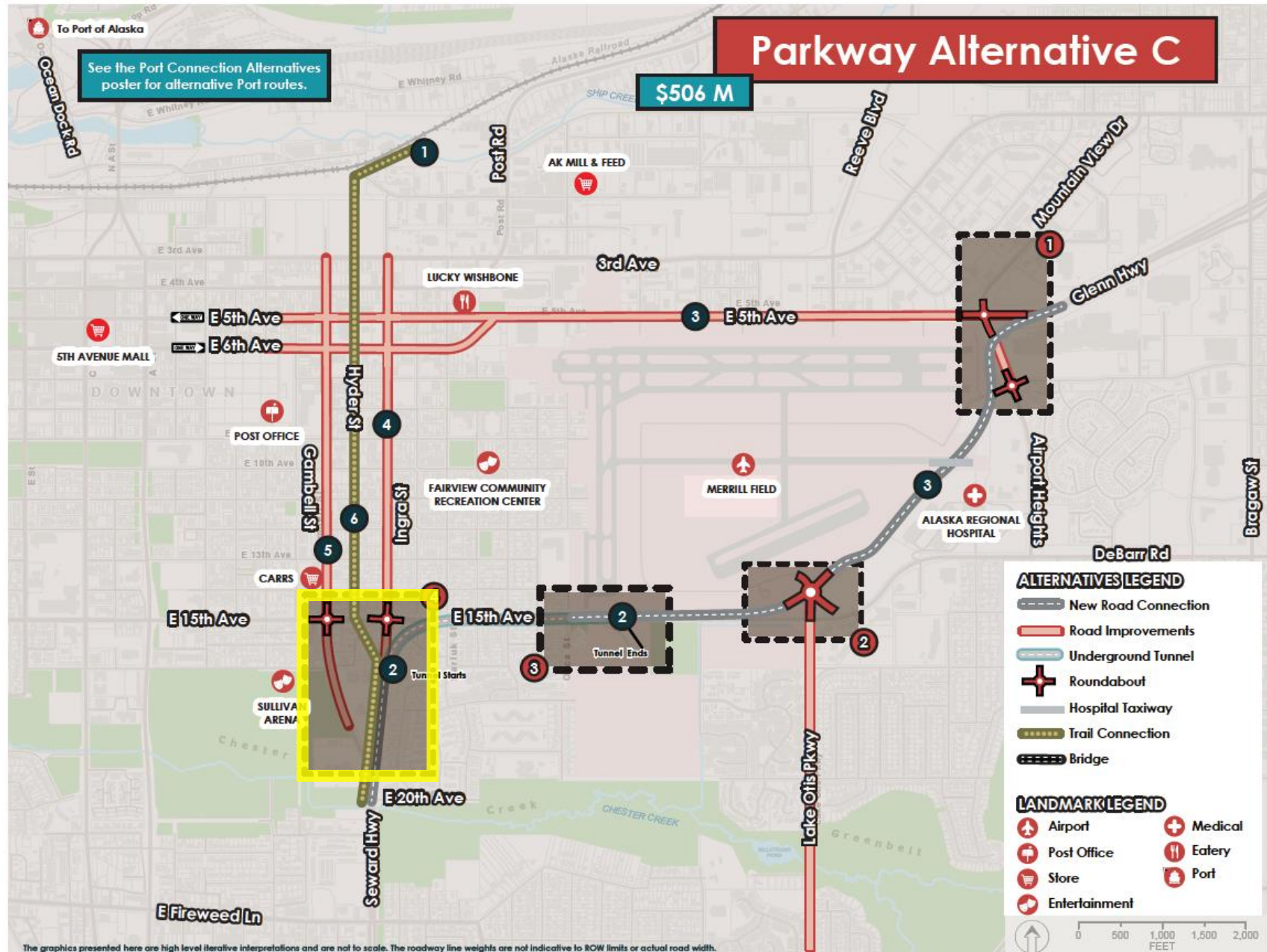
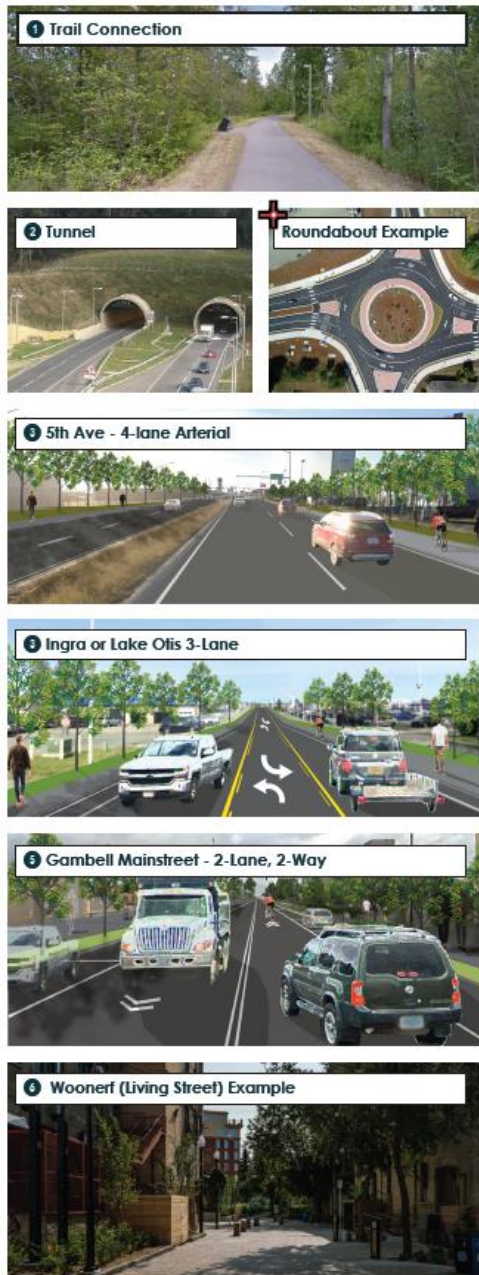
Seward ← → Glenn





# Connection to Fairview & Downtown

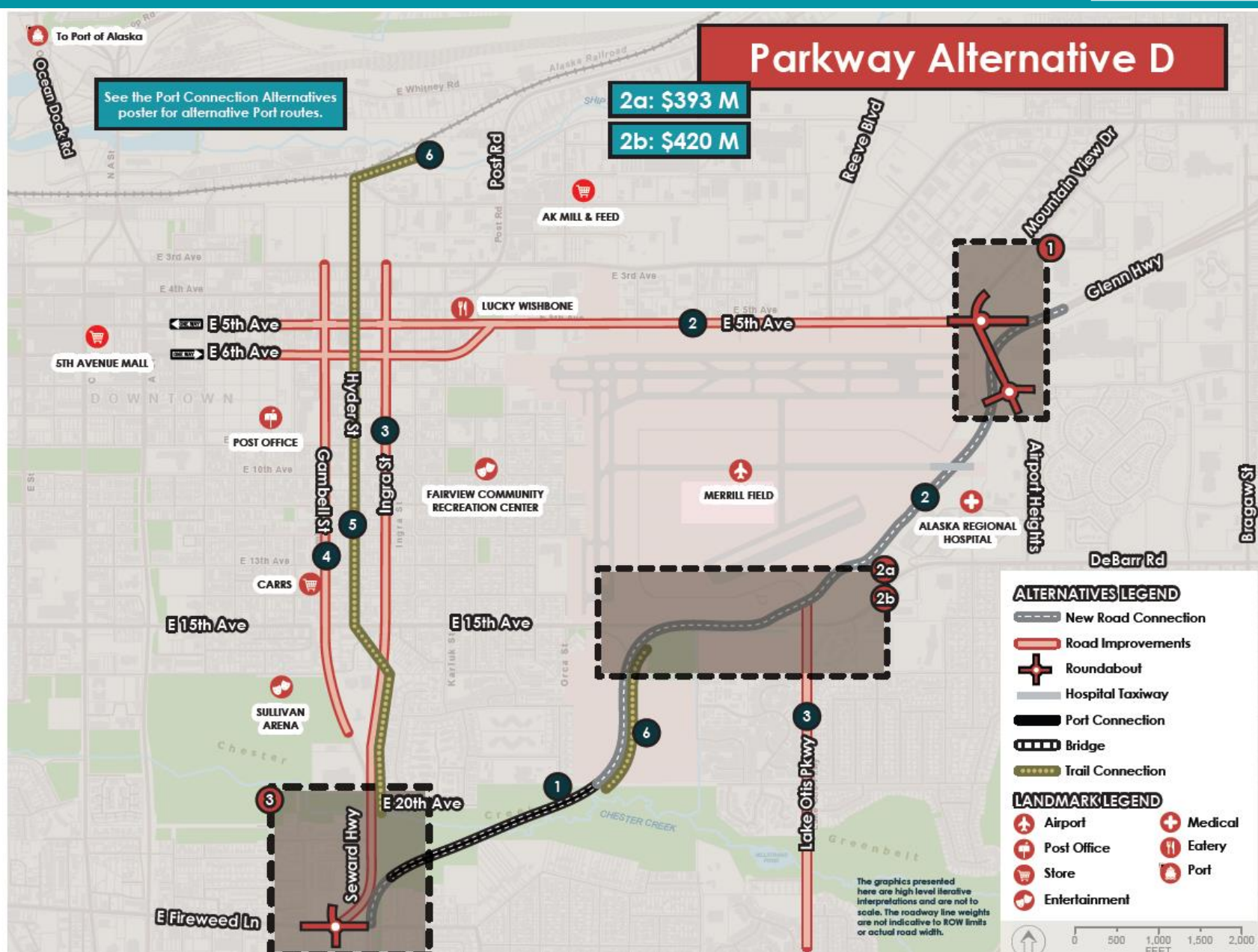
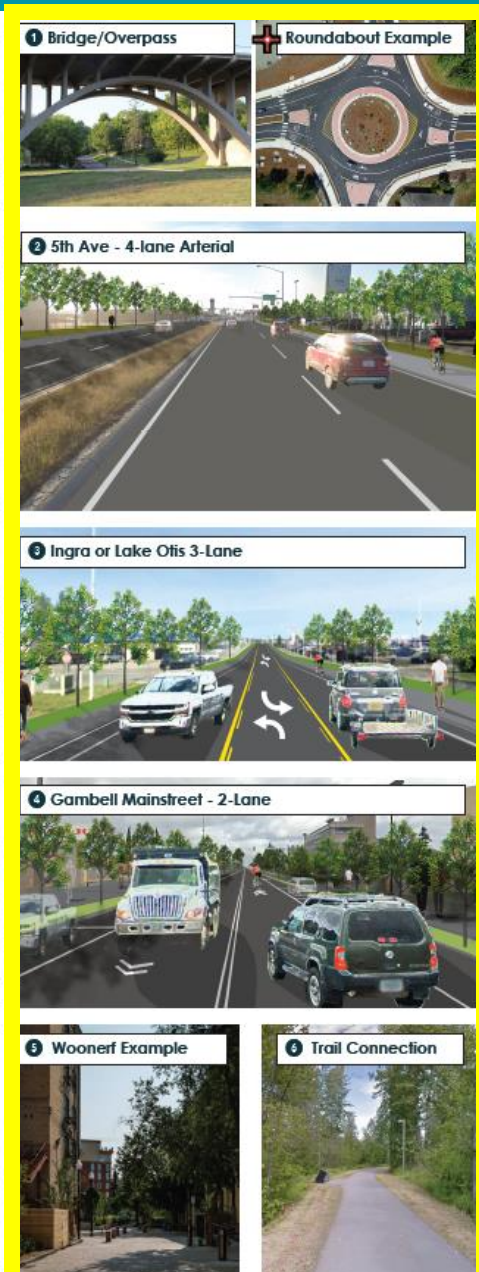
Seward ← → Glenn





# Parkway Alternative D

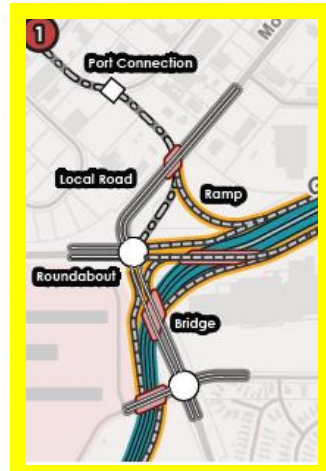
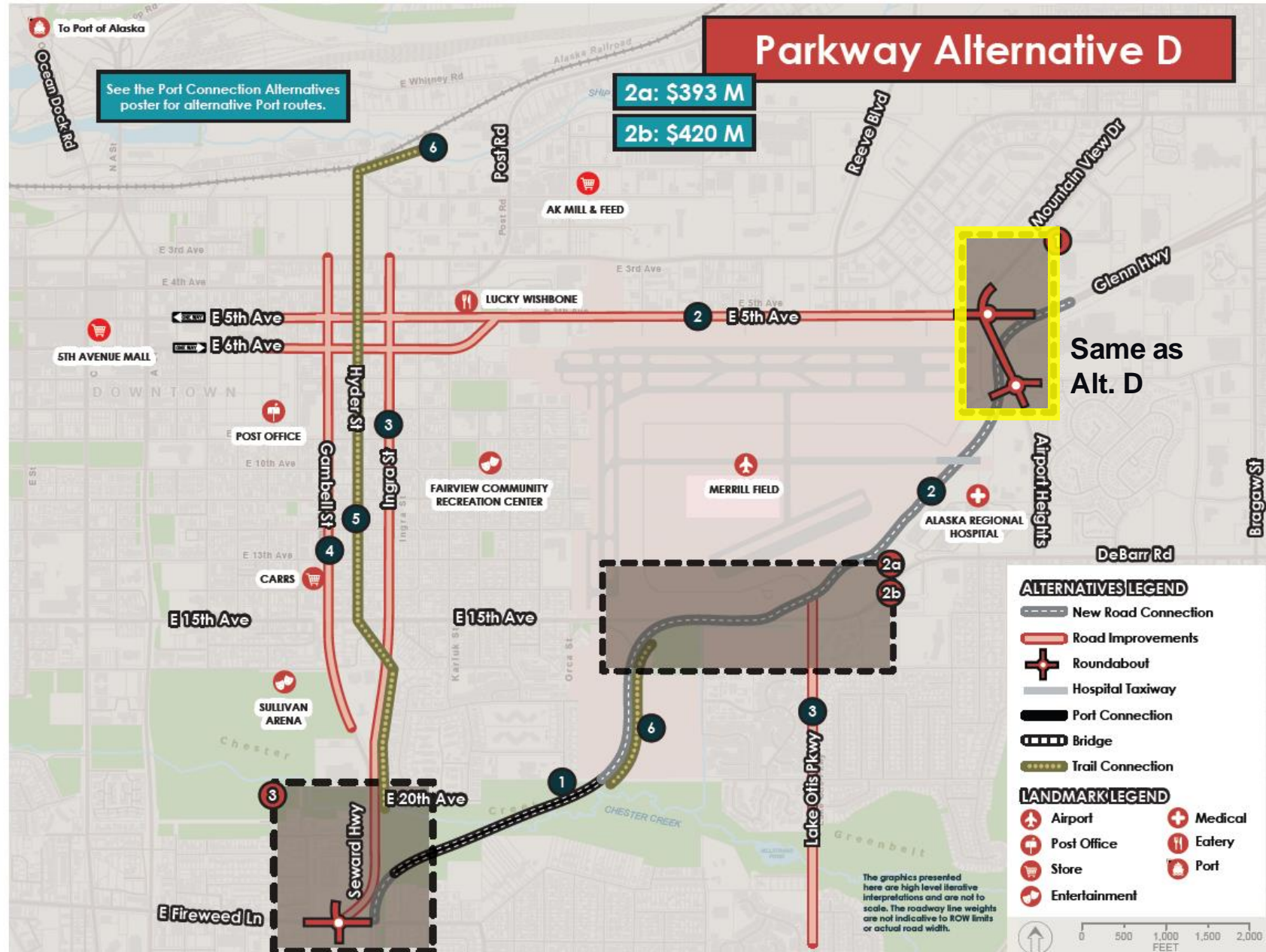
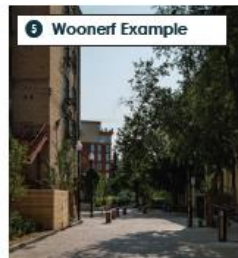
Seward ← → Glenn





# Airport Hts Dr / Mtn View Dr Interchange

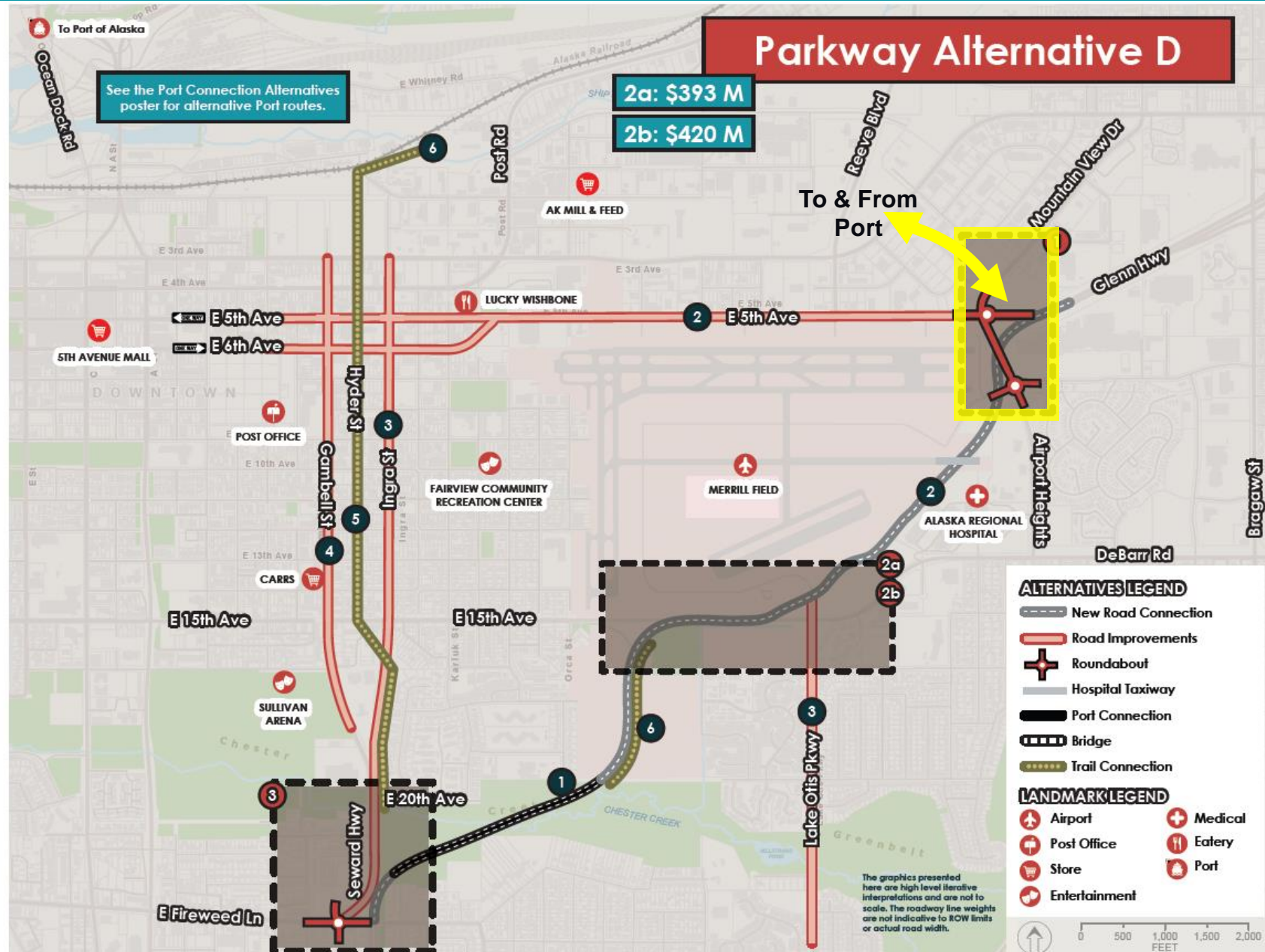
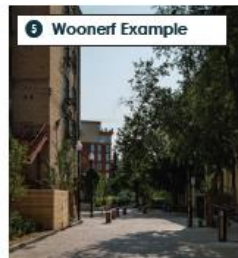
Seward ← → Glenn





# Port Connections Diverts Trucks

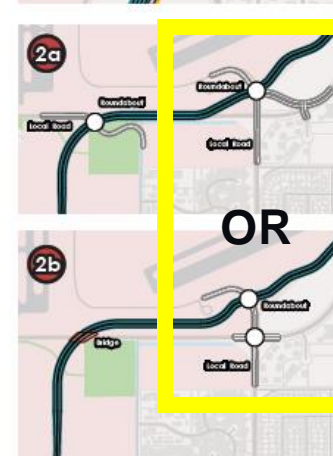
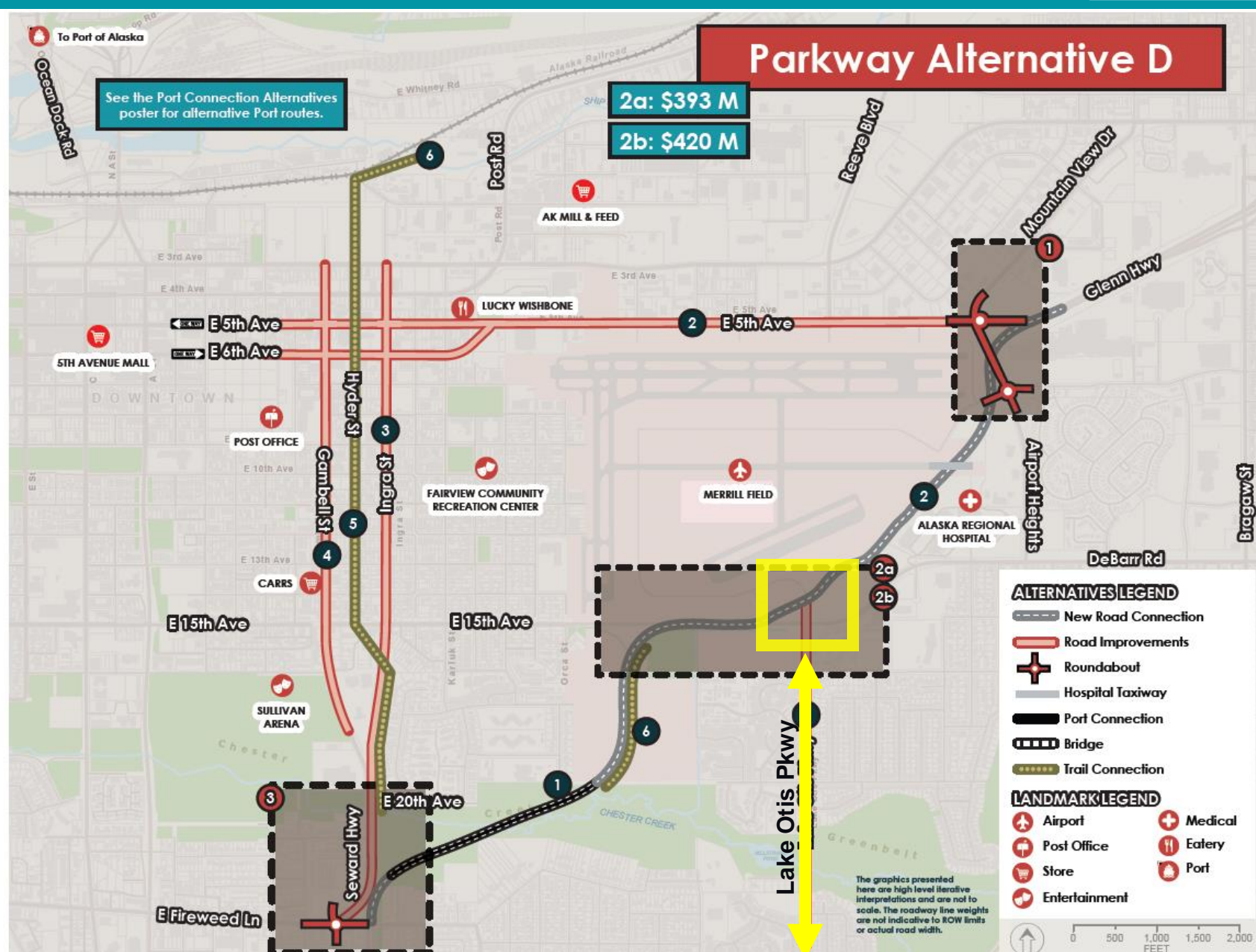
Seward ← → Glenn





# Improved U-Med Access via Roundabout

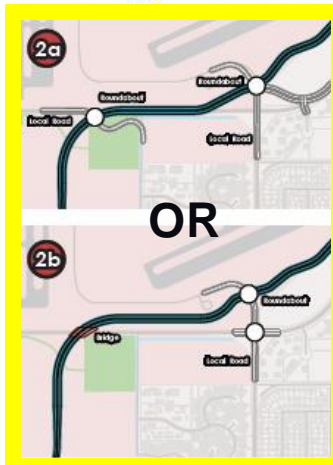
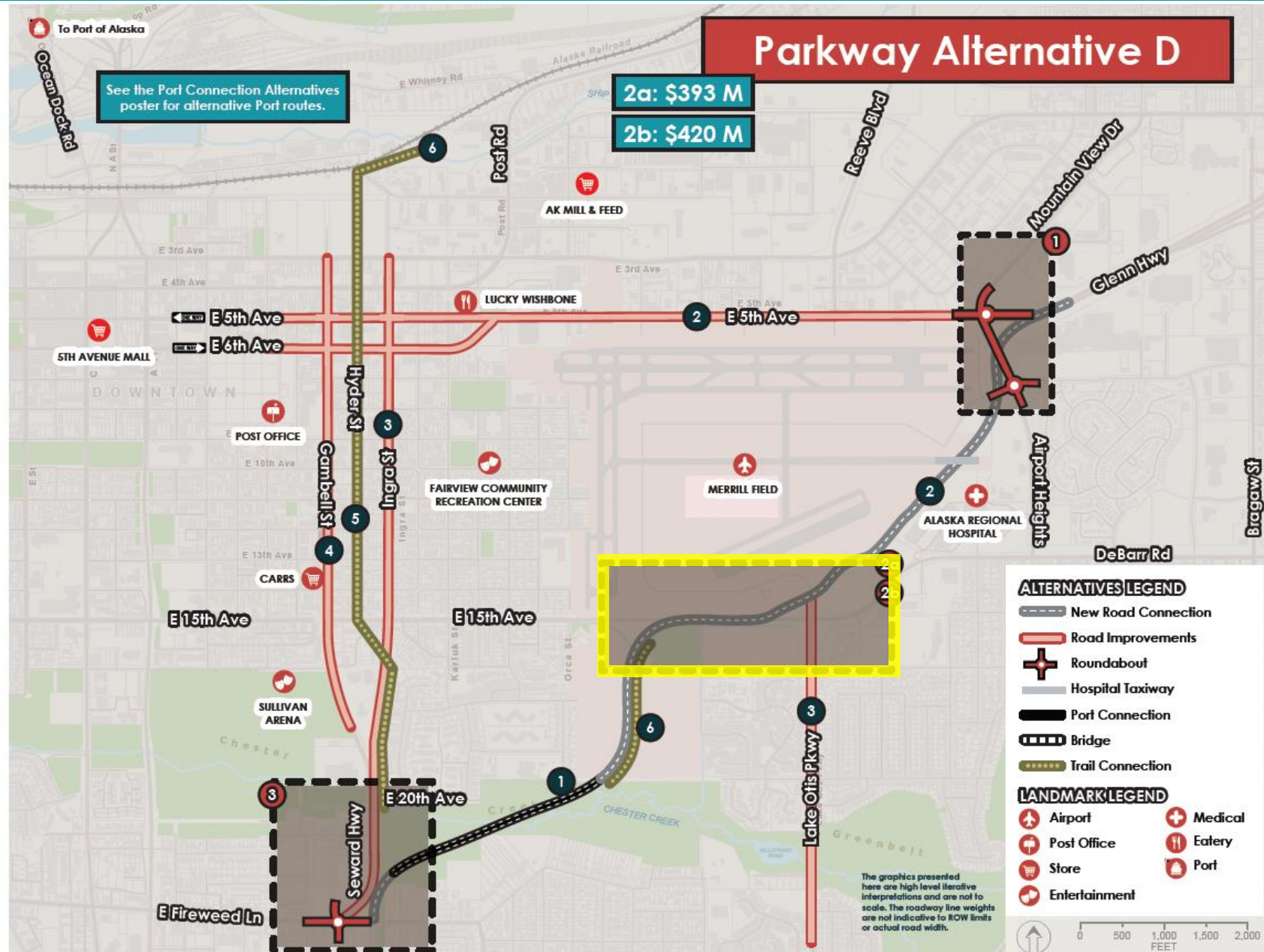
Seward ← → Glenn





# Two Options to Connect to 15<sup>th</sup> Ave

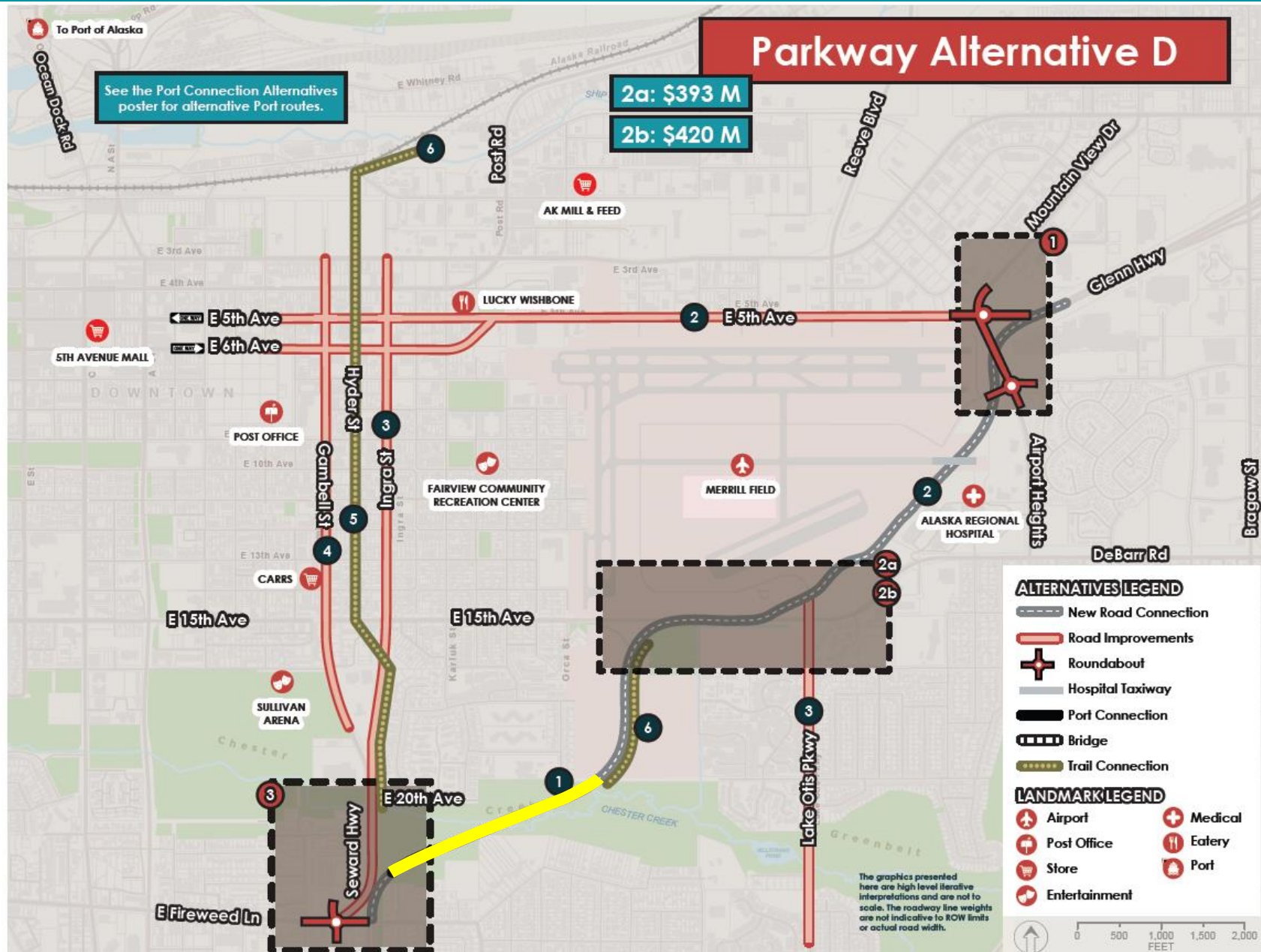
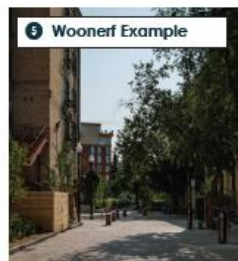
Seward ← → Glenn





# Bridge Over Park to Reduce Impacts

Seward ← → Glenn





# Connection to Fairview & Downtown

Seward ← → Glenn

