

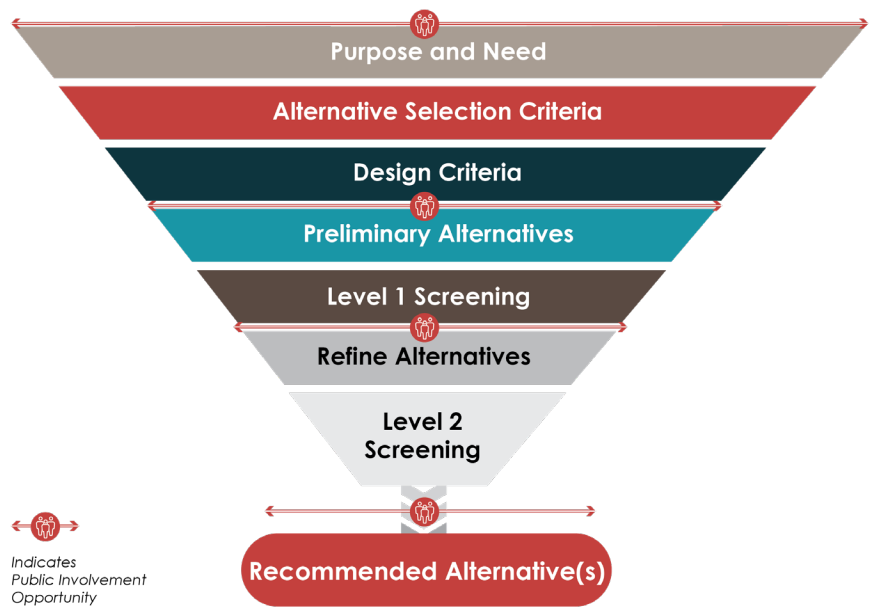
Purpose & Need and Evaluation Criteria

Overview

The Seward-Glenn Planning and Environmental Linkages (PEL) Study is beginning Step 3 of the PEL Study process. Step 3 includes developing a draft Purpose and Need Statement and identifying potential criteria for evaluating and selecting alternatives that will be developed in the next step of the Study.

The draft Purpose and Need Statement defines what DOT&PF hopes to accomplish and identifies the problems that need to be solved. It will be used to inform the development of alternatives and criteria and the process for deciding which alternatives to study.

The final recommendation(s) in the PEL Study must satisfy this Purpose and Need Statement. The proposed screening criteria are used to measure the extent to which an alternative will meet the Purpose and Need. The figure above presents an overview of the screening process.



Purpose

The purpose of the PEL Study is to improve mobility, accessibility, and safety for people and goods traveling by all modes on or across the roadway system connecting the Seward Highway, the Glenn Highway, and the Port of Alaska. The intent is (1) to maintain the functionality of the national highway system, (2) to meet the local travel needs of residents who must safely travel across or along those roadways and (3) to improve neighborhood connections.

Need

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.

Safety

Crashes for vehicles and people walking and biking are elevated at several study area intersections.

Social Demands and Economic Development

Current street design on the Seward/Glenn corridor in the study area is inconsistent with the vision expressed in recently adopted plans and is adversely affecting neighborhood redevelopment efforts, community cohesion, and quality of life.

Purpose & Need and Evaluation Criteria

Alternative Selection Criteria

The preliminary factors for evaluating and screening alternatives* include:

Safety

- Number of crashes with the Build Condition compared to the No Action condition
- Number of conflict points (intersections) between vehicles and non-motorized users
- Number of vehicle conflict points with the Build Condition compared to the No Build Condition.

Conflicting Functions

- Peak period freight travel time
- Peak period travel time
- Miles of roadway in study area that have a peak period volume-to-capacity ratio above 0.8
- Peak period delay
- Miles of road with an average peak period travel within 20% of design speed.

Social Demands and Economic Development

- Consistency with Anchorage 2020, 2040 Land Use Plan, Fairview Neighborhood Plan and other land use plans
- Regional Vehicle Miles Traveled (VMT)
- Regional VMT per capita
- Impacts to parks and historic resources (Section 4(f))

*For detailed information and explanations about the screening criteria, please see the "DRAFT Recommended Alternative Selection Criteria Memorandum" available on the website at sewardglennmobility.com on the Project Library page.

Your Feedback!

The project team would like to hear from you! Please share your thoughts on the draft Purpose and Need Statement and the preliminary criteria for evaluating and screening alternatives. You can use the QR code to be directed to the online comment form or visit the website at sewardglennmobility.com to connect to the online comment form and provide your comments.



Scan me with your smartphone to complete the online comment form – or visit the website!



Questions or comments?

If you have questions on the project or need additional assistance, you can reach out to the project team anytime by calling (907) 206-2289 or emailing info@sewardglennmobility.com.

¿Habla español? | Koj hais lus hmoob?
E te tautala samoa? (907) 206-2289
info@sewardglennmobility.com