

Seward -

Seward Glenn Glenn **Mobility PEL Study** MOBILITY



June 15, 2022 **Agencies and Tribes Committee**









Seward \leftarrow Glenn

MOBILITY

Welcome & Opening Remarks





Schedule

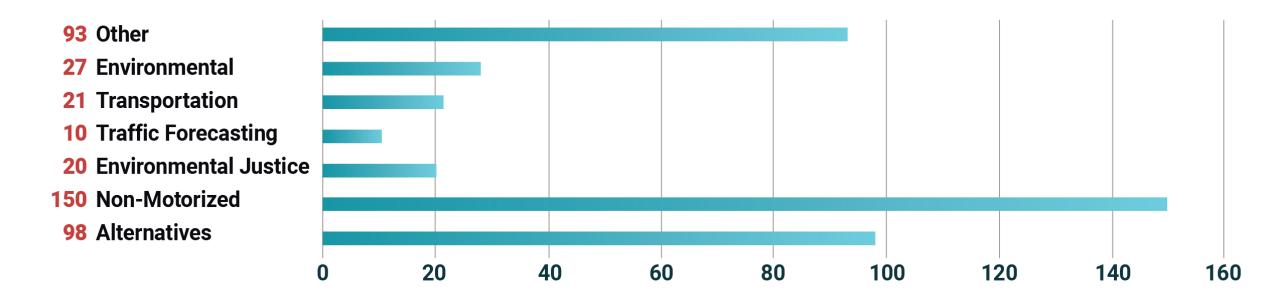


| Timeframe | Summer 2021 | Summer 2021 - Winter 2022 | Winter - Spring 2022 | Summer – Fall 2022 | Winter – Summer 2023 | Winter 2024 - Spring 2024 |
|-------------------------|--|---|--|--|--|---|
| Study Step | Project Initiation | Problems to be Solved | Purpose and Need & Evaluation Criteria | Develop & Screen Alternatives | Evaluate, Refine, & Select Alternatives | Finalize Documentation |
| Objectives | Establish effective communications management protocols for a solid project foundation. | Identify problems to be solved based on updated data and public input. | Develop the Purpose & Need & evaluation criteria based on issues identified through data analysis and outreach. | Ensure a reasonable range of alternatives are evaluated. Screen for fatal flaws and reasonableness. | Refine and further develop reasonable alternatives, arriving at a recommended alternative. | Final documentation that is easy to read, meets all requirements, and confirms DOT&PF, AMATS, and resource agency acceptance. |
| Activities | Document project management plan Establish schedule Prepare communications plan Create website Form committees | Collect existing information (maps, studies, & data) Develop baseline & forecasted traffic volumes Identify environmental constraints Identify safety needs, system performance standards, and facility deficiencies | Develop purpose and need Identify alternatives selection criteria based on: DOT&PF design criteria Environmental constraints WE ARE HERE | Identify alternatives Prepare centerline & typical sections Develop rough order of magnitude costs Consider environmental and community factors | Develop detailed alternatives Conduct traffic modeling Assess environmental impacts Update cost estimates Identify draft recommendations | Refine recommended alternative Identify construction phasing plan Prepare financial analysis Write draft PEL |
| Community Engagement | Advisory C Kickoff | emmirree Meeting Public Meeting #1 Input on Paragentation to be ached | Advisory Committee Meeting Public Meeting #2 Insuran purpose & need and solicit elemetives ideas | Advisory Committee Meeting Public Meeting #3 Input on alternatives and screening | Advisory Commirse Meeting Public Meeting #4 isput or refired cliematives | Advisory Committee Mooting Public Review and Commont on Draft PEL Study |

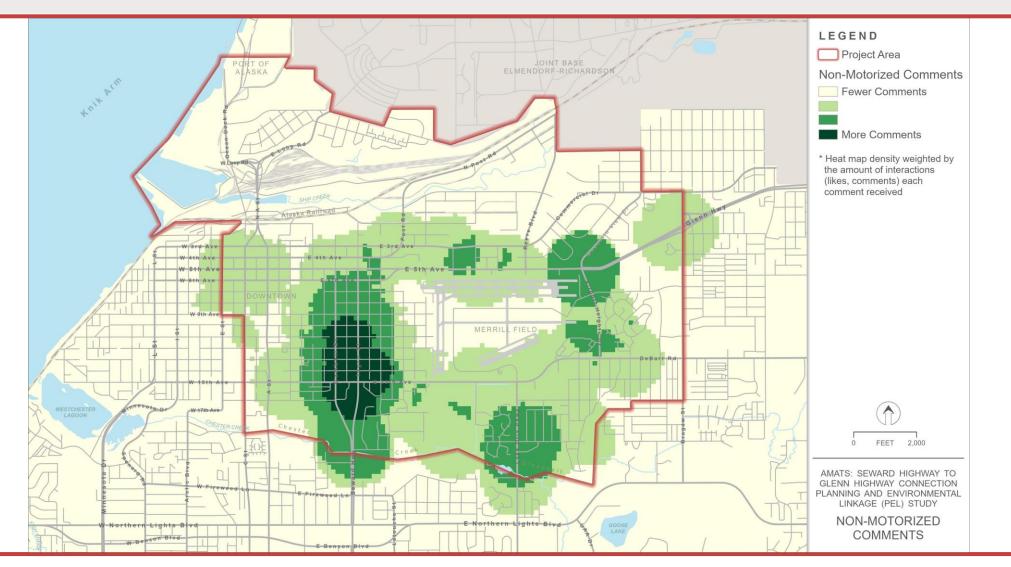


Comment Period: January 24 – February 28, 2022

The public submitted a grand total of 419 comments focused on the following themes:

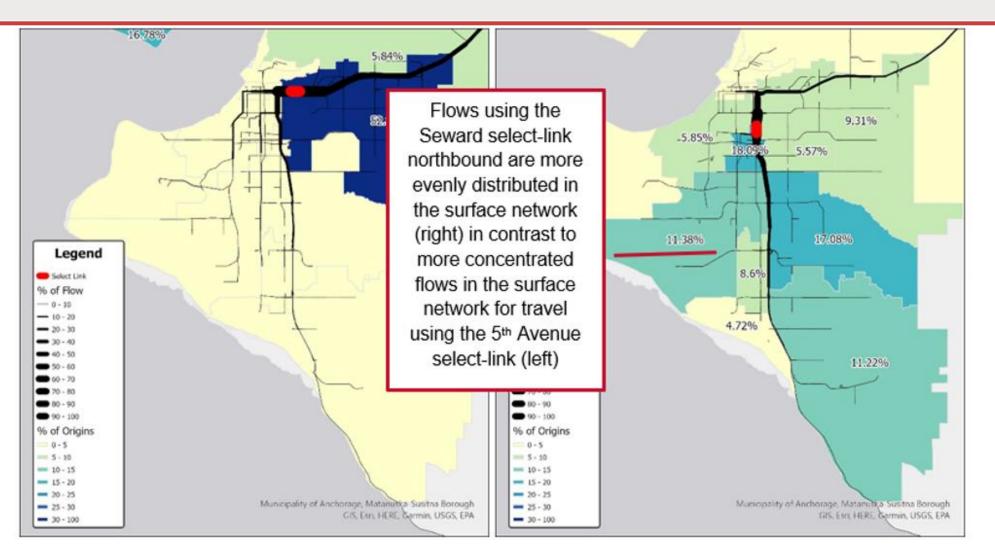


Non-motorized Issues/Needs Heat Map MOBILITY



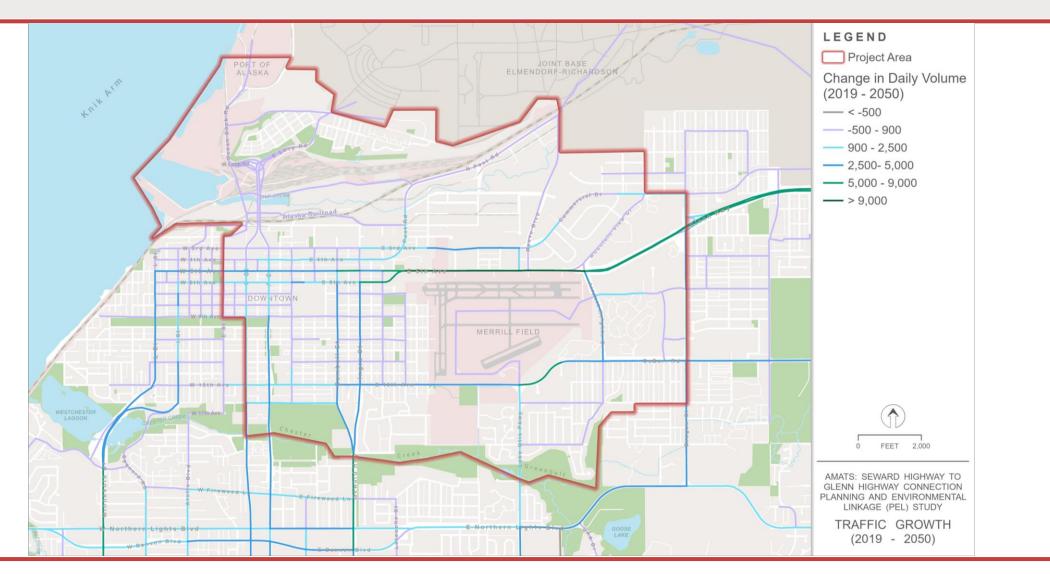
Origin and Destination Study





Traffic Growth





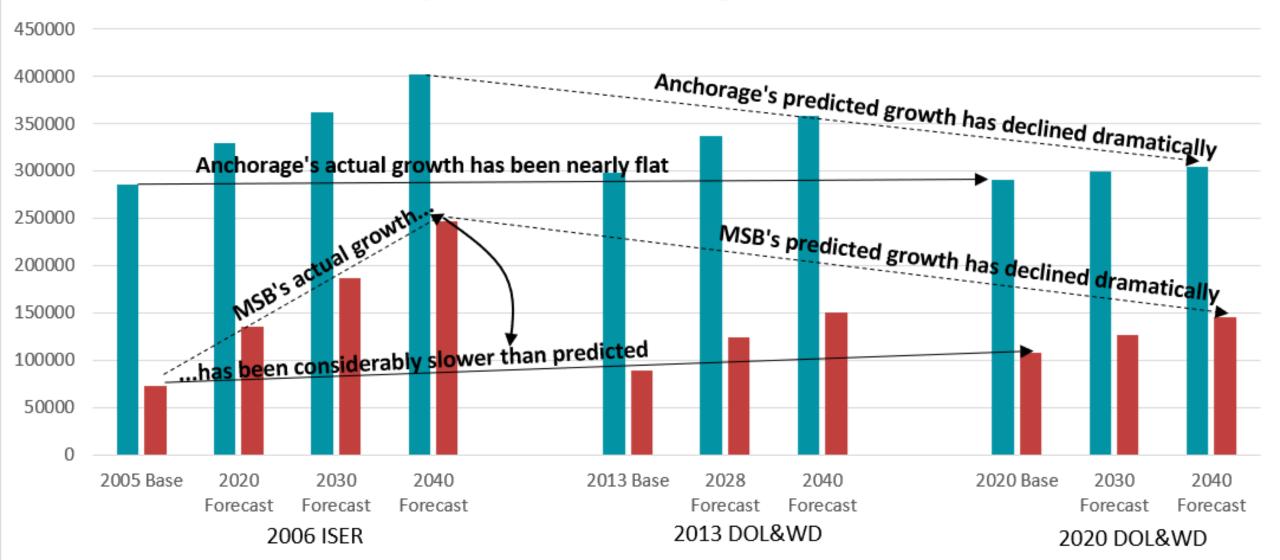
Population Forecast Changes



MSB

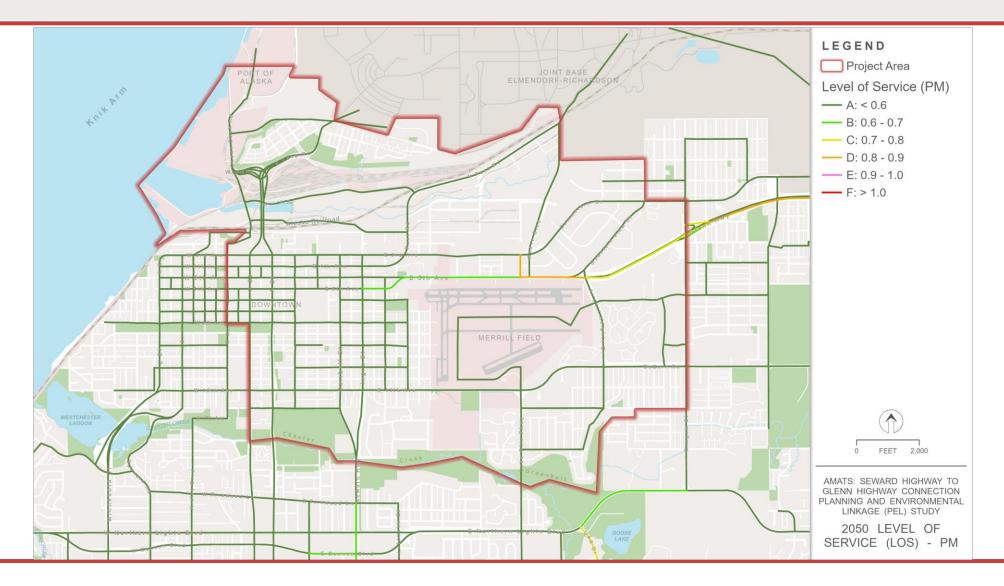
Anchorage

Population Forecast Changes over Time



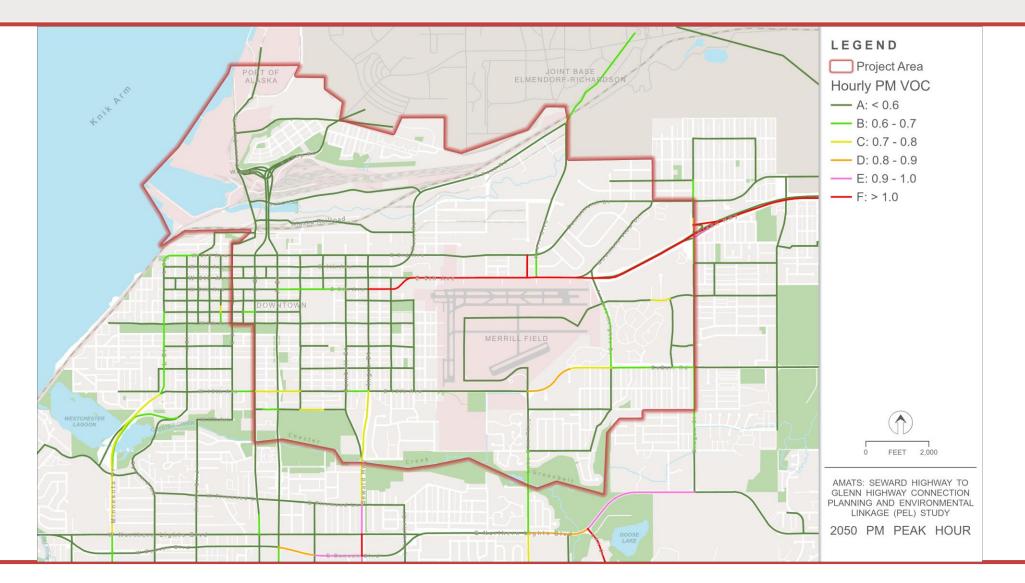
2050 PM Peak Period Congestion





2050 PM Peak Hour Congestion





Draft System Performance Report

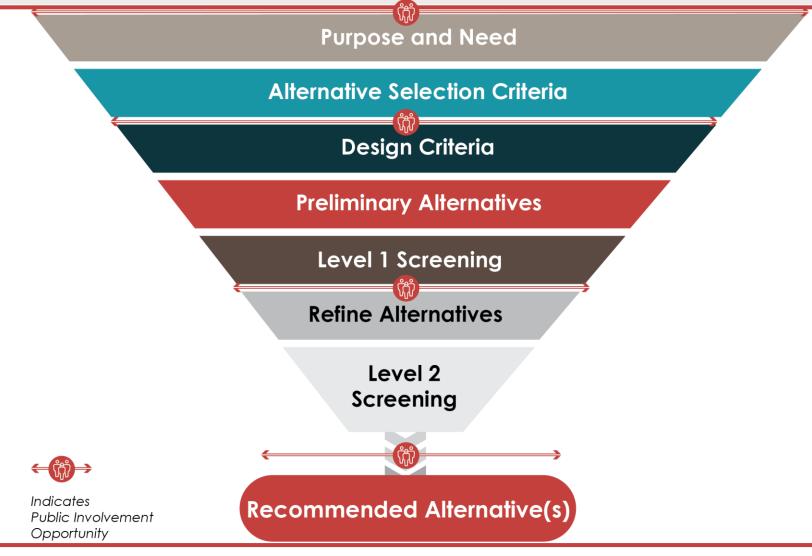






Alternative Screening Process Described in the Draft Recommended Alternative Selection Criteria Memorandum





Draft Purpose Statement



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) meet the local travel needs of residents who must safely travel across or along those roadways, and (3) improve neighborhood connections.

Draft Needs Statement





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 bicycling 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 development plans and is adversely affecting neighborhood redevelopment efforts, community cohesion, and quality of life.

Draft Level 1 Evaluation Criteria

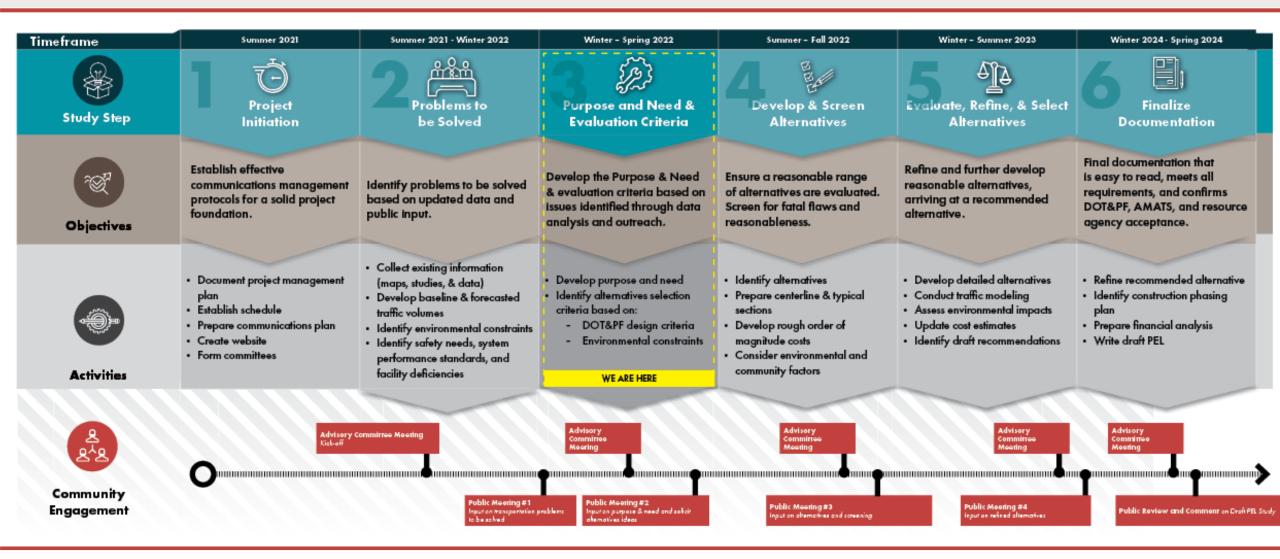


Described in the Draft Recommended Alternative Selection Criteria Memorandum

| Need | Measure |
|----------------|--|
| Safety 🙀 | Number of crashes with the Build Condition compared to the No Action condition |
| | Number of conflict points between vehicles and non-motorized users |
| | Number of vehicle conflict points with the Build Condition compared to the No Action condition |
| Conflicting | Peak period freight travel time |
| Functions | Peak period travel time |
| 下 | 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 speed within 20% of design speed |
| Social Demands | Consistency with Anchorage 2020, 2040 Land Use Plan, Fairview Neighborhood Plan, and |
| and Economic | other land uses plans |
| Development | Regional VMT |
| | Regional VMT per capita |
| | Impacts to Section 4(f) resources |

Schedule





We want your input!



- Draft Documents:
 - Purpose and Need Statement
 - System Performance Memorandum
 - Recommended Alternatives Selection Criteria Memorandum
- Alternatives and Solutions
 - What are ways to solve the problems and meet the corridor needs?

We want your input!







info@sewardglennmobility.com



Scan me with your smart phone to leave a comment and provide your input!

