

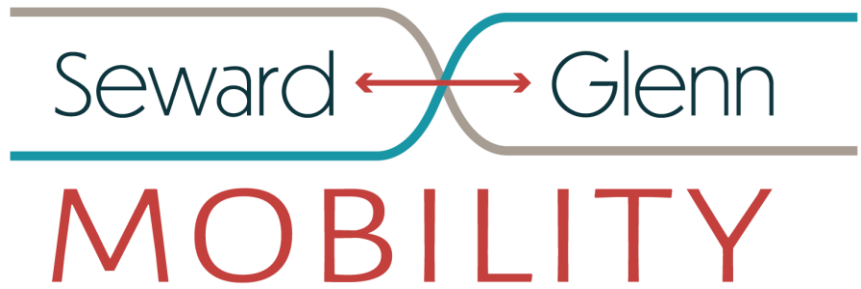
Seward Glenn Mobility PEL Study



June 15, 2022

Technical Advisory Committee

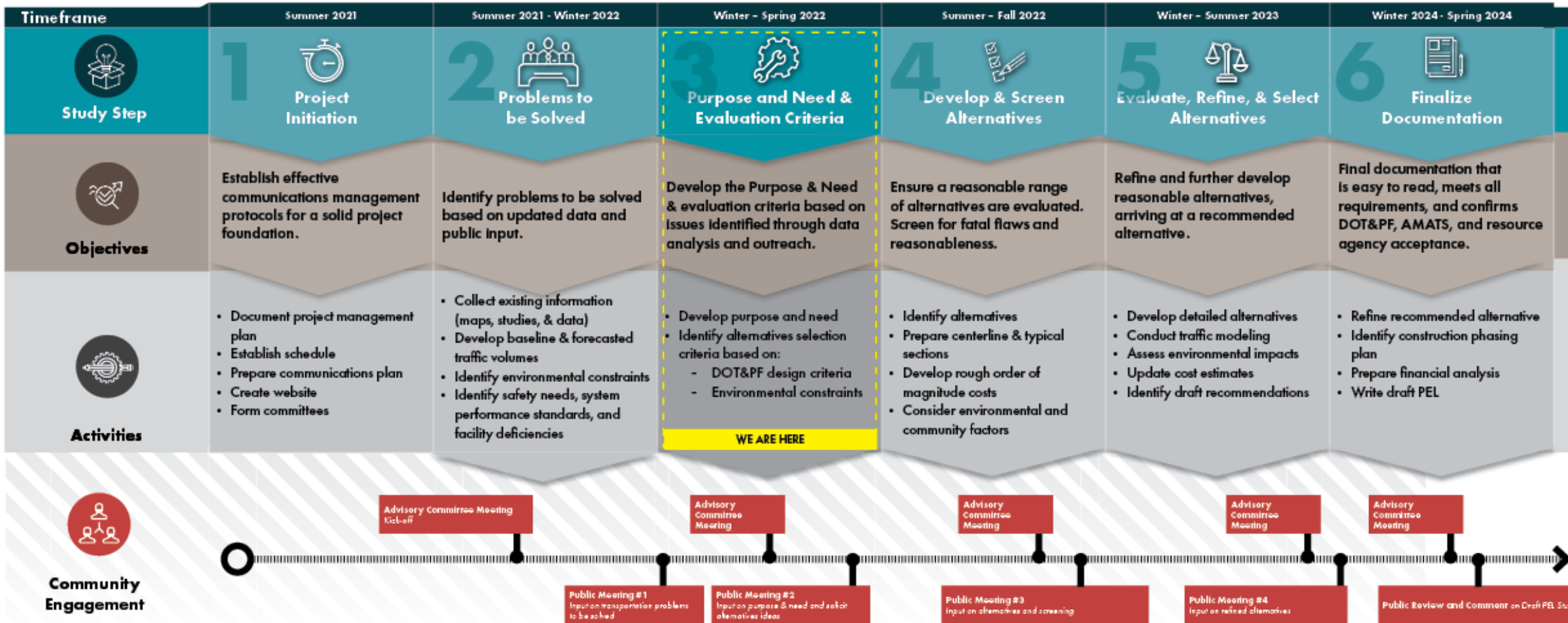




Welcome & Opening Remarks



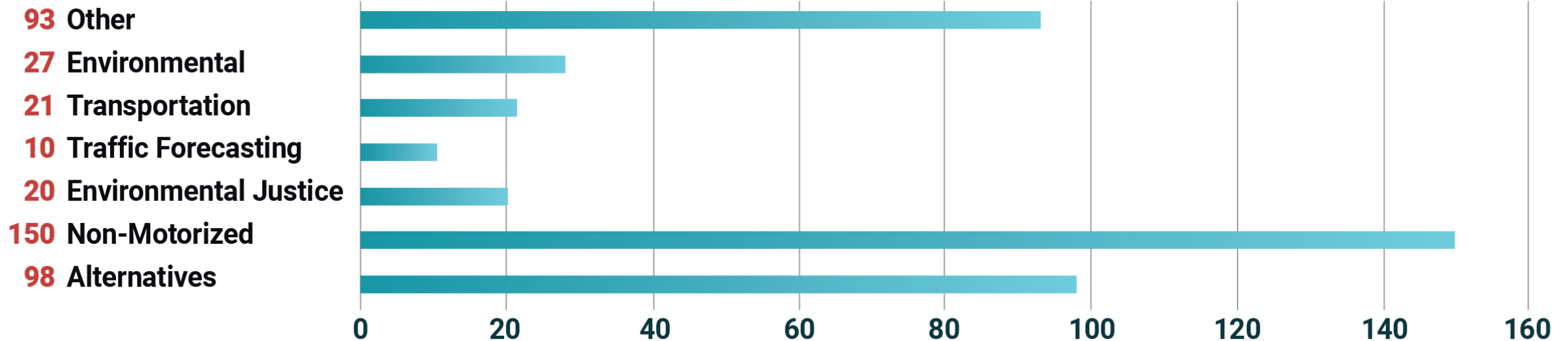
Schedule



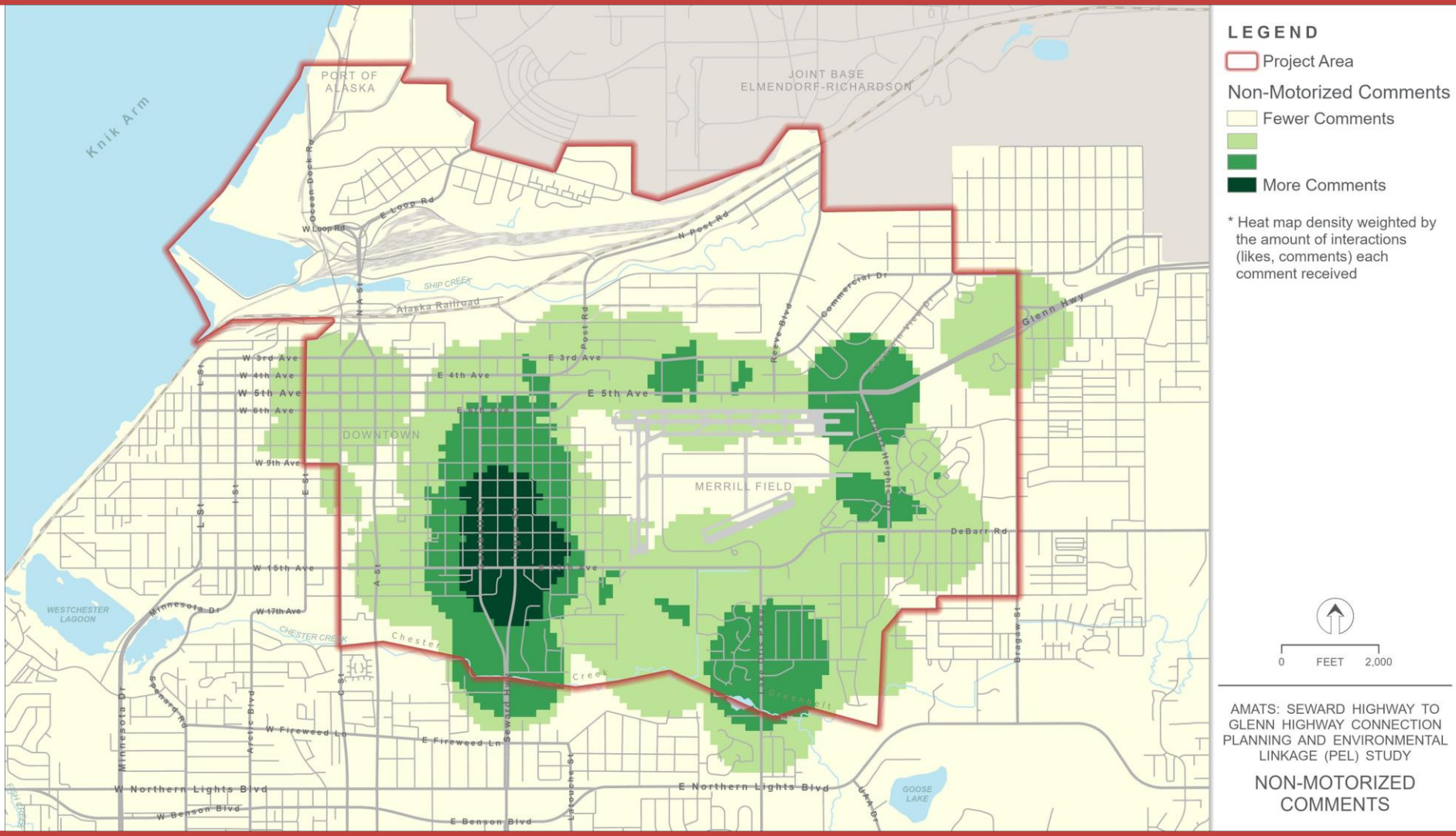
Public Comments

Comment Period: January 24 – February 28, 2022

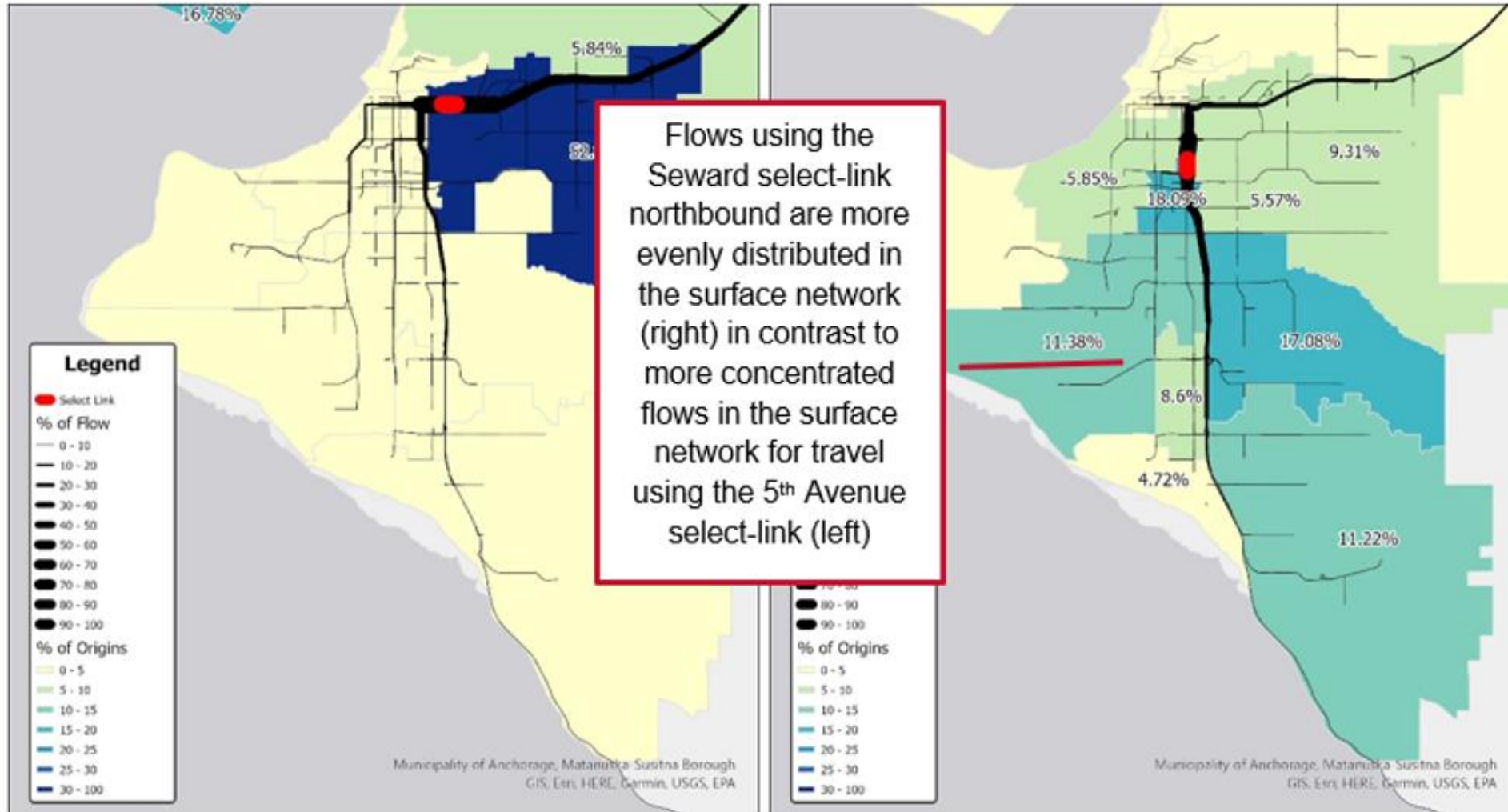
The public submitted a grand total of 419 comments focused on the following themes:



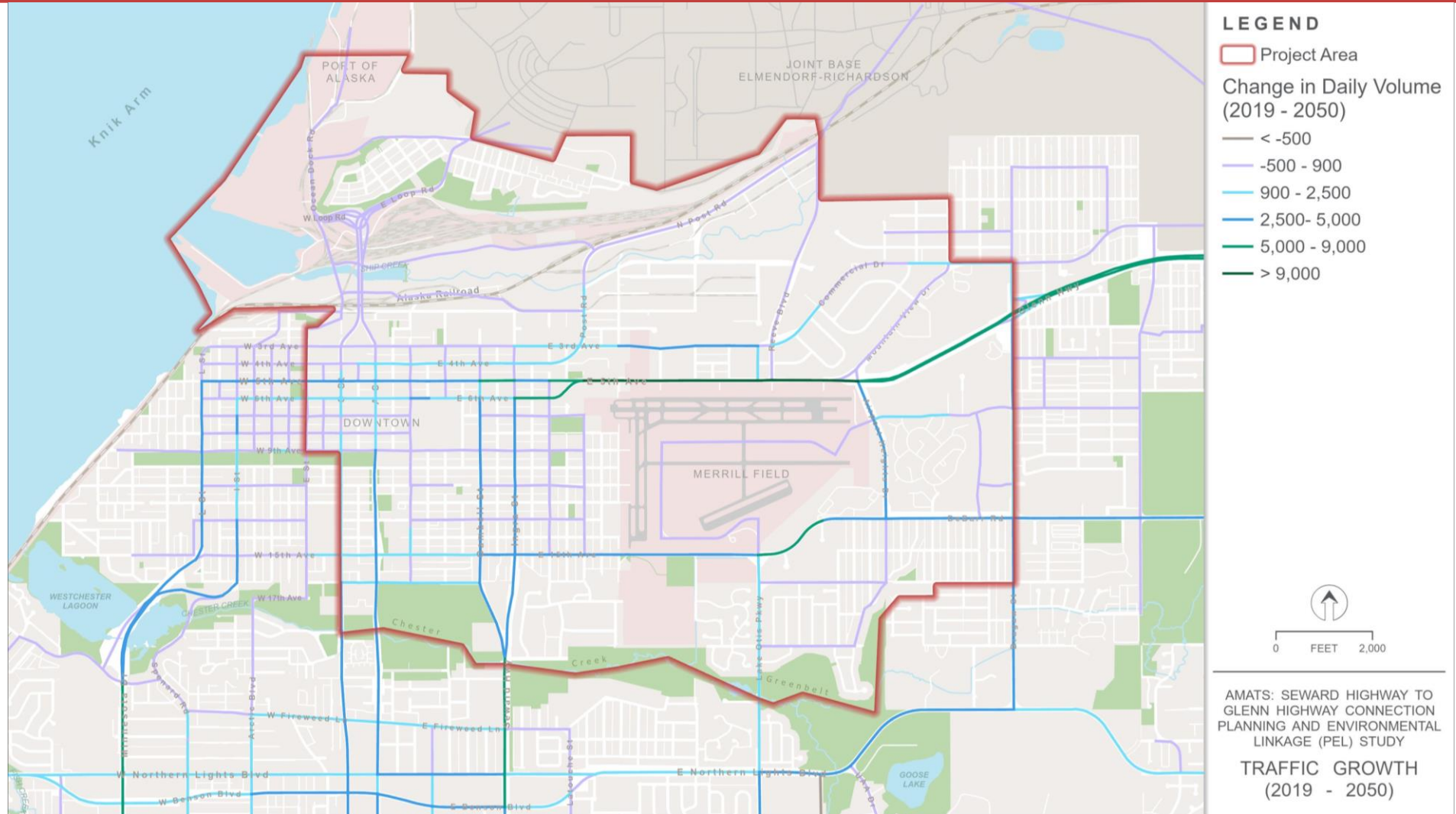
Non-motorized Issues/Needs Heat Map



Origin and Destination Study



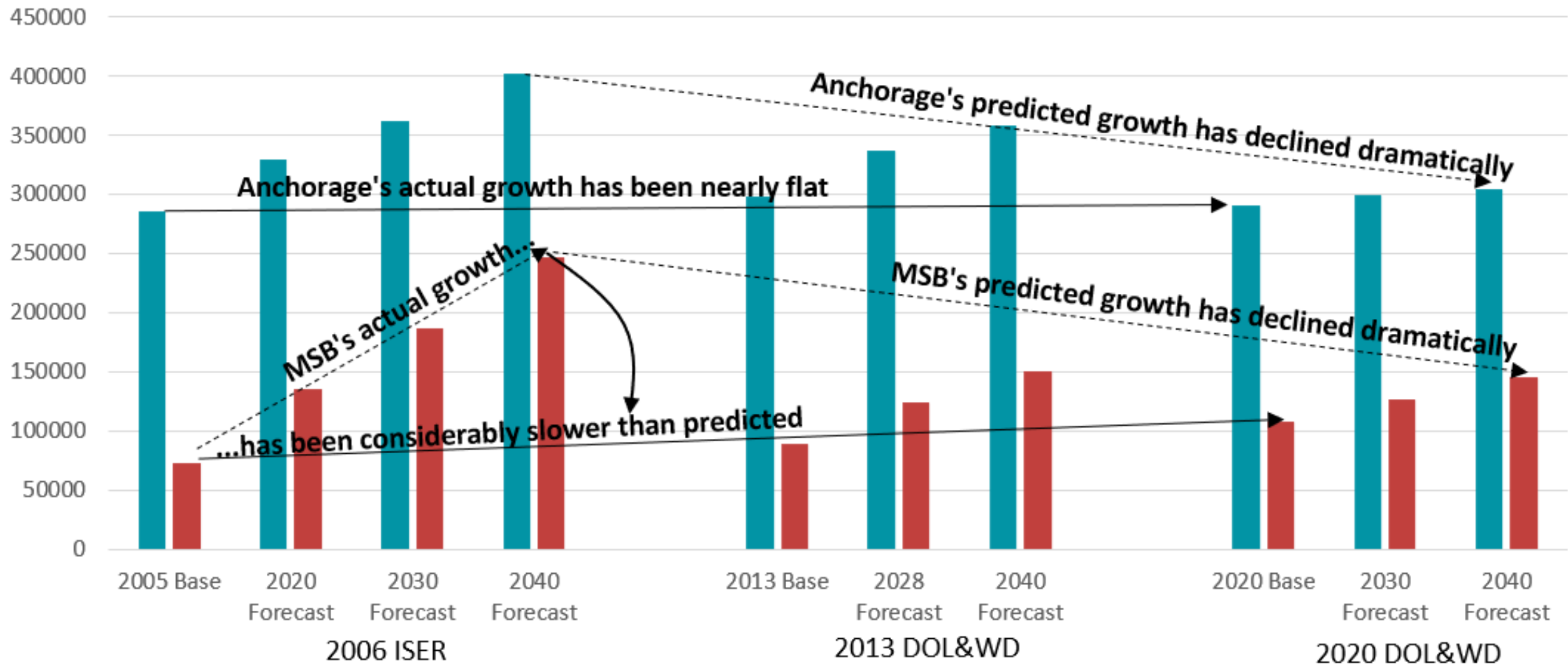
Traffic Growth



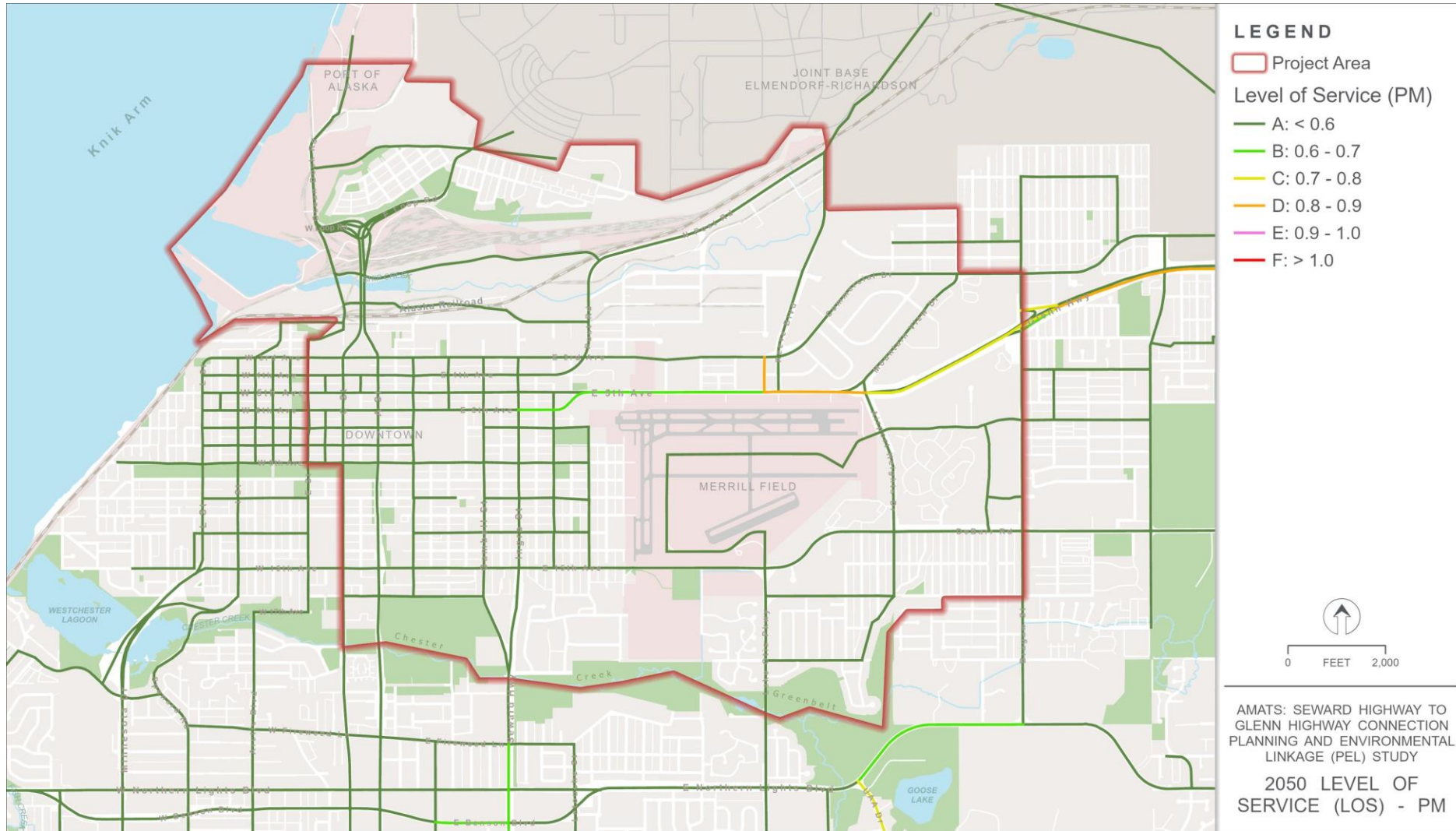
Population Forecast Changes

Population Forecast Changes over Time

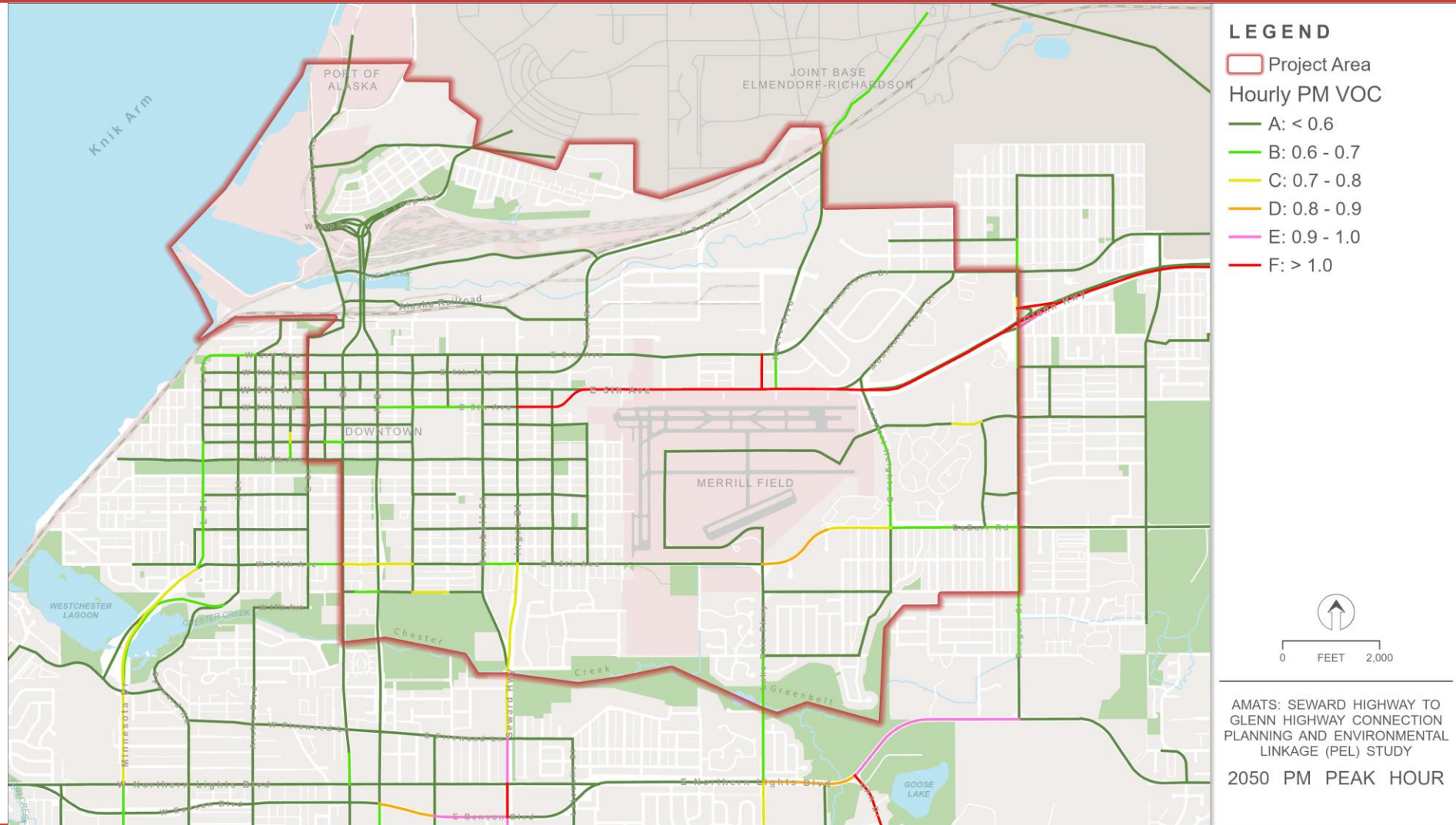
■ Anchorage ■ MSB



2050 PM Peak Period Congestion




2050 PM Peak Hour Congestion



Draft System Performance Report

1  Legislation


2  Project Status

3  System Linkage

4  Capacity

5  Transportation Demand

6  Social Demand or Economic Development

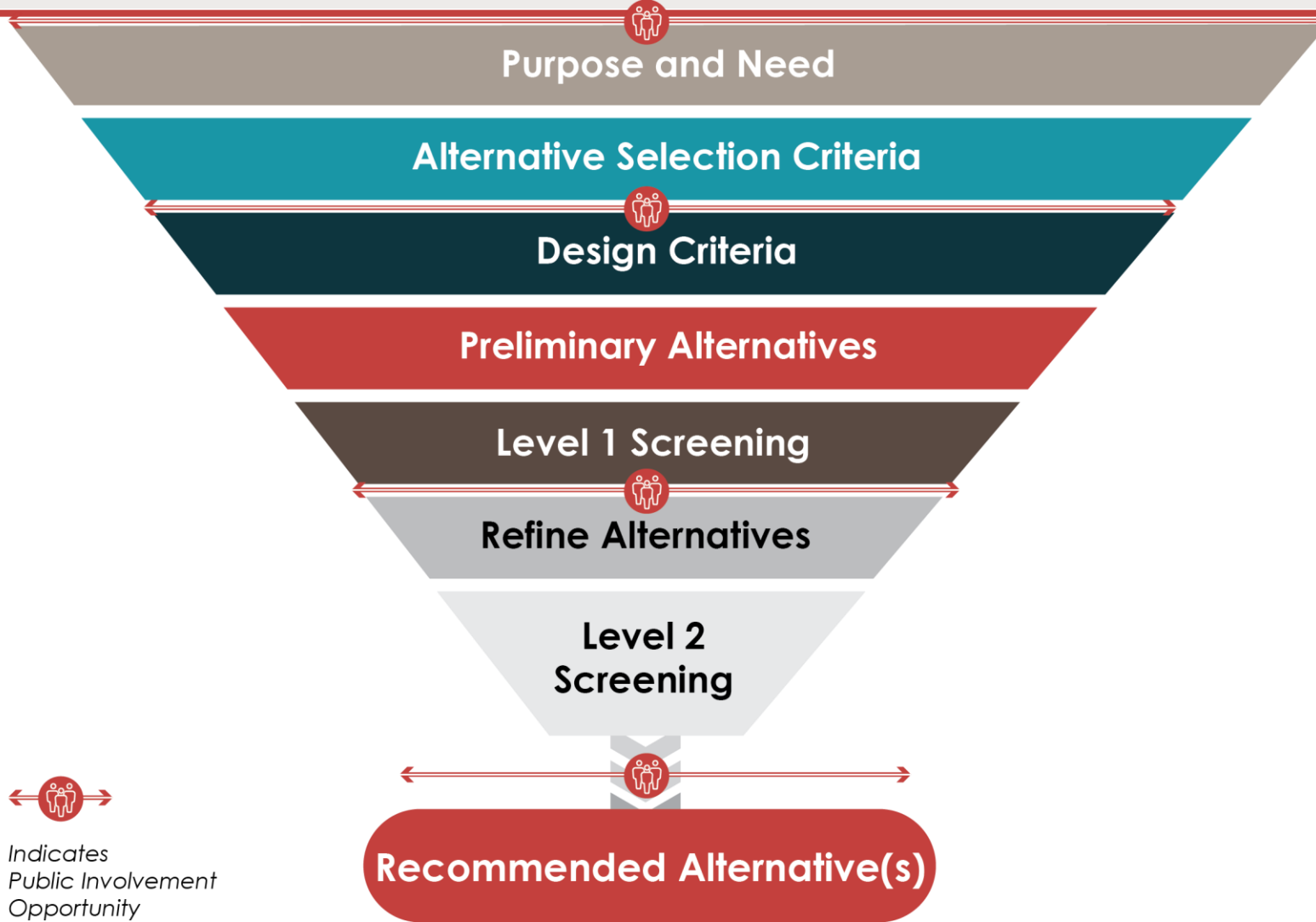
7  Modal Interrelationships

8  Safety

9  Roadway Deficiencies

Alternative Screening Process

Described in the Draft Recommended Alternative Selection Criteria Memorandum



Indicates
Public Involvement
Opportunity

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.

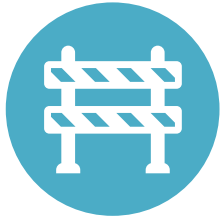
The intent is (1) to maintain the functionality of the National Highway System, (2) meet the local travel needs of residents who must safely travel across or along those roadways, and (3) improve neighborhood connections.

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

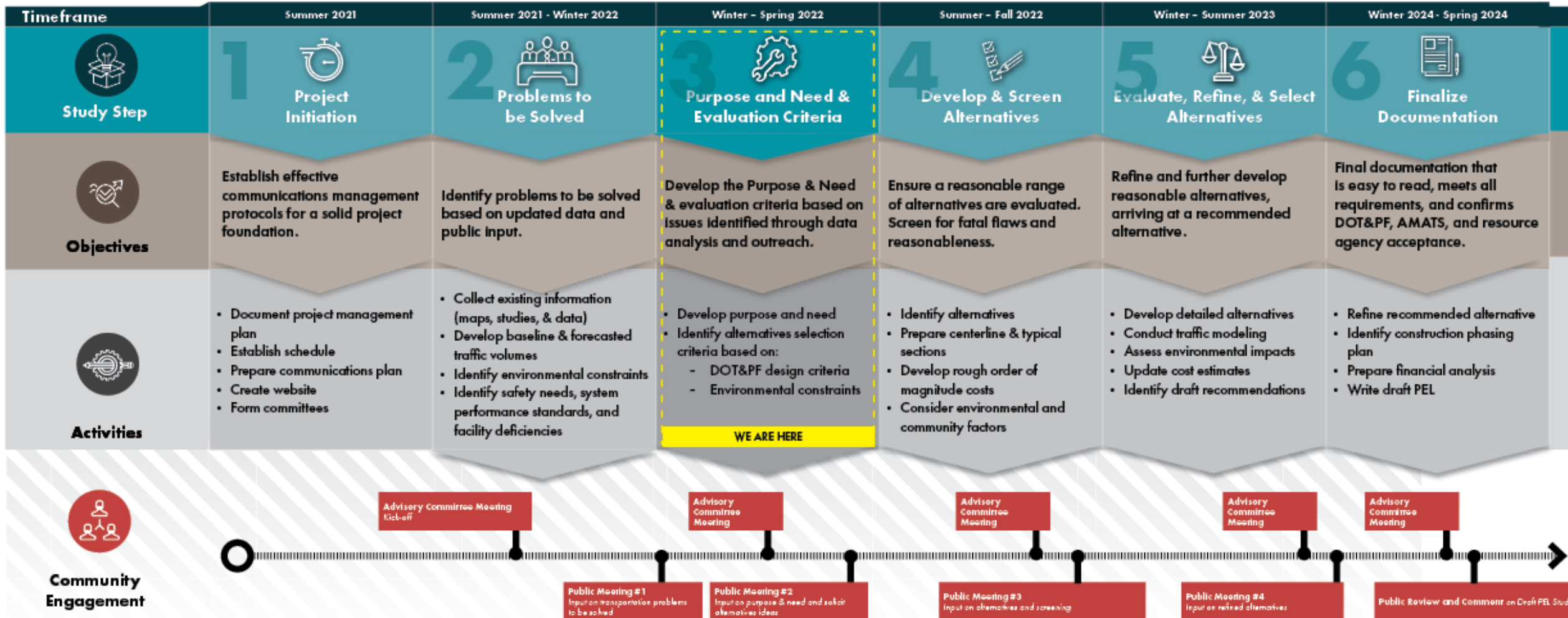
Current street design on the Seward/ Glenn corridor in the study area is inconsistent with the vision expressed in recently adopted development plans and is adversely affecting neighborhood redevelopment efforts, community cohesion, and quality of life.

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 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 speed within 20% of design speed
Social Demands and Economic Development 	Consistency with Anchorage 2020, 2040 Land Use Plan, Fairview Neighborhood Plan, and other land uses plans
	Regional VMT
	Regional VMT per capita
	Impacts to Section 4(f) resources

Schedule




WE ARE HERE

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!

 **(907) 206-2289**



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

