



Public Outreach Summary

Public Meeting #3

Alaska Department of Transportation and
Public Facilities in partnership with
Anchorage Metropolitan Area
Transportation Solutions

Seward to Glenn Connection PEL Study

Anchorage, Alaska
May 18, 2023

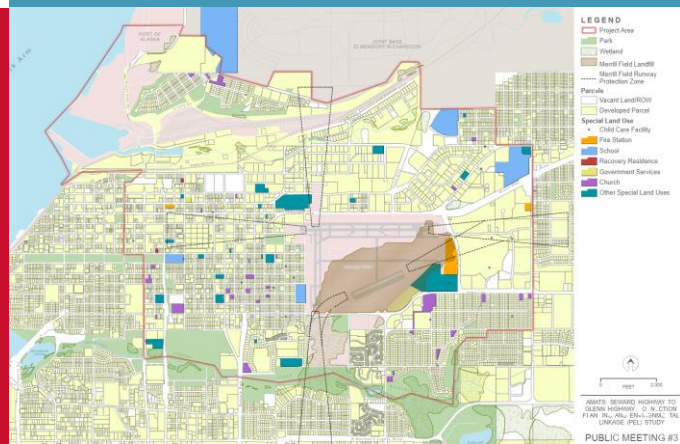


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Attachments

- Attachment A: Project Area Constraints Map
- Attachment B: Constraints Map Packet
- Attachment C: Public Meeting Posters
- Attachment D: Postcard
- Attachment E: Advertisements in the *Anchorage Daily News*
- Attachment F: E-Blasts
- Attachment G: Social Media Posts
- Attachment H: Public Meeting Summary Infographic

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. The PEL Study is a collaborative effort between the Alaska Department of Transportation and Public Facilities (DOT&PF) and Anchorage Metropolitan Area Transportation Solutions (AMATS). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach efforts, and the feedback collected during the May 18, 2023, Public Meeting and Interactive Workshop.

Overview of Public Involvement Activities

The project team conducted a variety of public outreach tactics to engage and inform the public on the Seward-Glenn Connection PEL Study. This summary covers the preparation for and activities of Public Meeting #3.

Public Meeting #3

On Thursday, May 18, 2023, from 4:30 to 6:30 P.M., the Seward-Glenn Connection PEL Study team hosted a public meeting and interactive workshop at the Fairview Recreation Center. The purpose of Public Meeting #3 was to inform the public about the project status and to request input to help develop the best possible preliminary alternatives for solving the issues identified in the purpose and need technical memo that are caused by the existing transportation infrastructure configuration between the Seward and Glenn Highways.

Meeting Summary

The meeting setup enabled attendees to choose between interactive and independent experiences.

INTERACTIVE EXPERIENCE

Three tables were set up for participants to work in groups to actively create and draw out design alternatives. A project team member was stationed at each table to help foster collaboration, answer questions, and collect feedback throughout the meeting. Participants were encouraged to actively draw out design alternatives by working together to balance competing interests and constraints.

Interactive materials available at each table included the following:

- Project Area Constraints Map for drawing/notetaking (Attachment A)
- Color-coded pens
- Constraints Map Packet (Attachment B)
- Copies (11 x 17 inches) of the Meeting Posters (Attachment C)

Participants could also join the staff at the technology station. The staff facilitator used computer software (Streetmix) to help attendees brainstorm and draw streetscape cross-sections in real

time. This allowed meeting attendees to explore ideas for how to fit travel lanes, landscaping, bike facilities, pedestrian facilities, and other features within the project area while considering right-of-way constraints. Attendees were then able to print and display the ideas generated during the meeting.

INDEPENDENT EXPERIENCE

Meeting attendees could do an independent tour of posters, draw ideas on an 11- x 17-inch project area constraints map, and fill out a comment form.

Attendance

Public Meeting #3 had a total of 68 attendees and 11 project team members (1 DOT&PF, 1 AMATS, 9 HDR). Table 1 lists the project team attendees.

Table 1: Project Team Members

DOT&PF	AMATS	HDR
Galen Jones	Aaron Jongenelen	John McPherson Laurie Cummings Taylor Horne Amy Burnett Alice Rademacher Rory McAllister Edith McKee Aziz Atallah Chris Croft

Advertising

Public Meeting #3 was advertised in the following ways:

- Meeting information on the project website: www.sewardglennmobility.com
- Meeting information distributed on area listservs including What’s Up and the Federation of Community Councils
- Postcard mailer to residents near the project area (total of 3,713 recipients; Attachment D)
- Two advertisements in the *Anchorage Daily News* (Attachment E)
- Two E-Blasts sent to the Project’s distribution list (total of 288 recipients; Attachment F)
- Social media posts of the meeting announcement and reminder of the public comment period (Attachment G).
- A Public Meeting #3 infographic that summarizes the meeting advertising and public outreach for the meeting and provides a summary of the comments received during the comment period (Attachment H)

Summary of Comments

The project team received a total of 75 comments (73 during the public meeting) that provided feedback to help develop the best possible preliminary alternatives.

Interactive Table Feedback

Many comments were submitted verbally at the interactive tables. The topics listed below were captured by the table hosts:

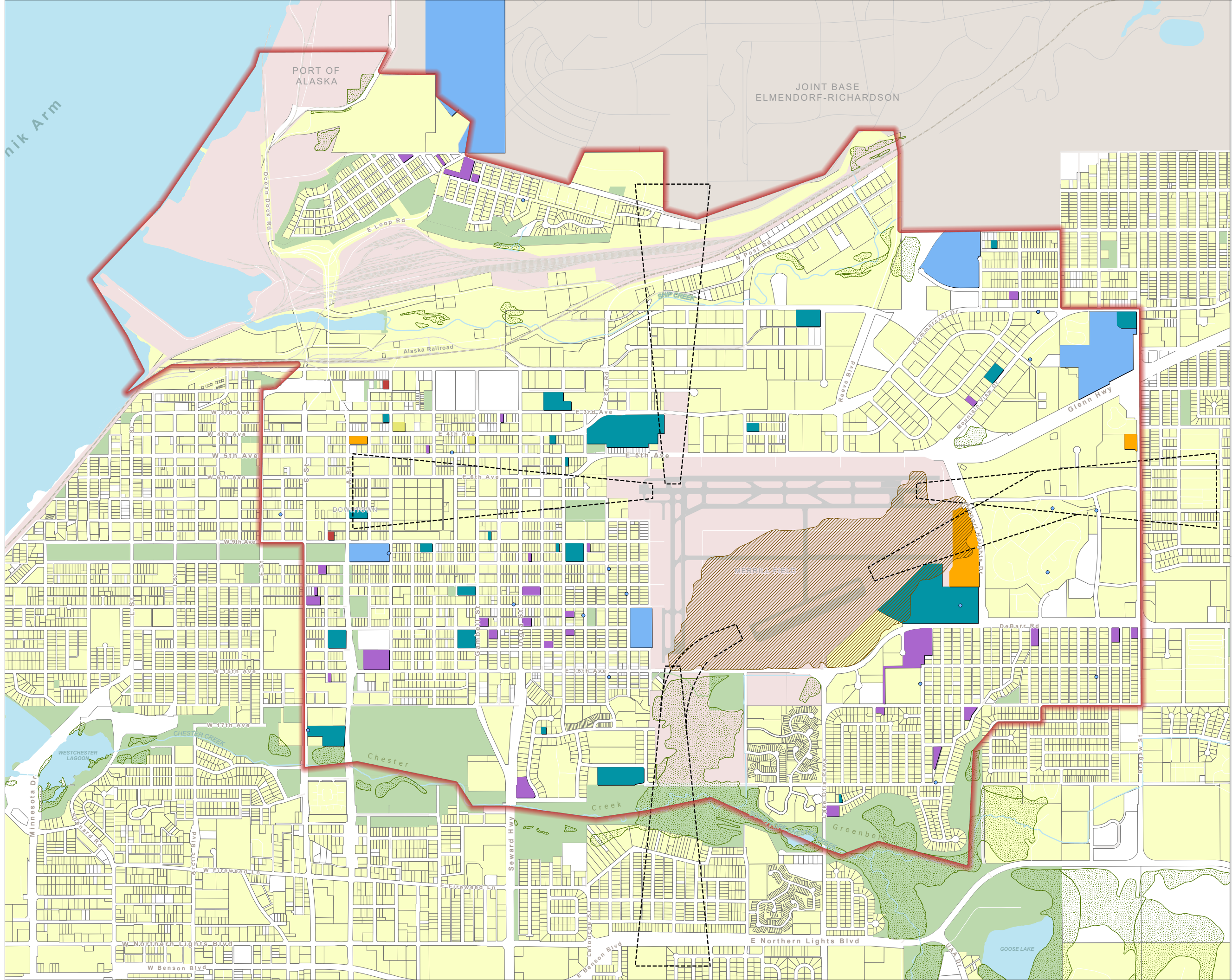
- Support for a greenway/bike/pedestrian connection between Chester and Ship Creek Trails.
- Requests for some cross streets to be designated as bike corridors.
- Support for the cut and cover with the recognition that it is a very expensive project. Requests for the Municipality of Anchorage and the project need to include Americans with Disabilities Act accommodations in all seasons. In the winter, the current sidewalks are not properly maintained and prevent pedestrians, with or without disabilities, from using them.
- The wish for protected bike lanes and access routes for the neighborhoods in the project area. Several meeting attendees noted that they use transit, walk, or bike due to income.
- Support for cut/cover but are concerned about seismic activity and how it would hold up in an earthquake.
- General support for safety improvements and smaller fixes that need to happen now (wider/fixed sidewalks, traffic calming, snow storage improvements, painted crosswalks, bike routes) that are compatible with whatever options happen in the future.
- Request for Carrs grocery store to not be impacted since it's the only grocery store for miles.
- Requests to build the project in phases so that all items are not being constructed at once. The wish to reduce the number of lanes on Ingra and Gamble to three lanes with buffered sidewalks/pathways as an interim solution.
- Support for more east/west bike connections.

Summary

The project team will utilize the information received from the public in the next stage of the PEL Study, which is the development of alternatives.

Attachment A

Project Area Constraints Map



LEGEND

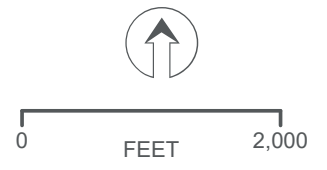
- Project Area
- Park
- Wetland
- Merrill Field Landfill
- Merrill Field Runway Protection Zone

Parcels

- Vacant Land/ROW
- Developed Parcel

Special Land Use

- Child Care Facility
- Fire Station
- School
- Recovery Residence
- Government Services
- Church
- Other Special Land Uses

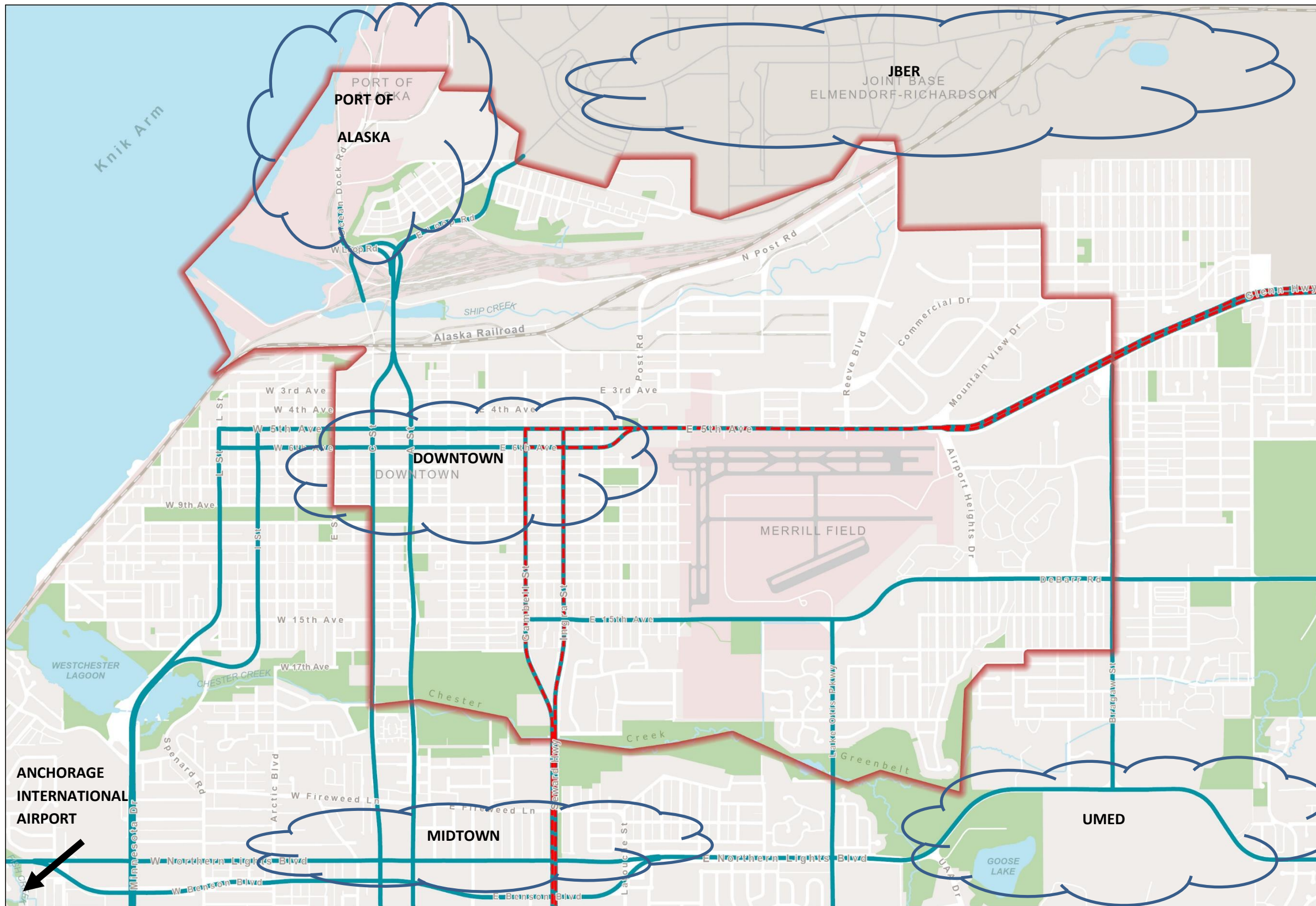


AMATS: SEWARD HIGHWAY TO
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PLANNING AND ENVIRONMENTAL
LINKAGE (PEL) STUDY

PUBLIC MEETING #3

Attachment B

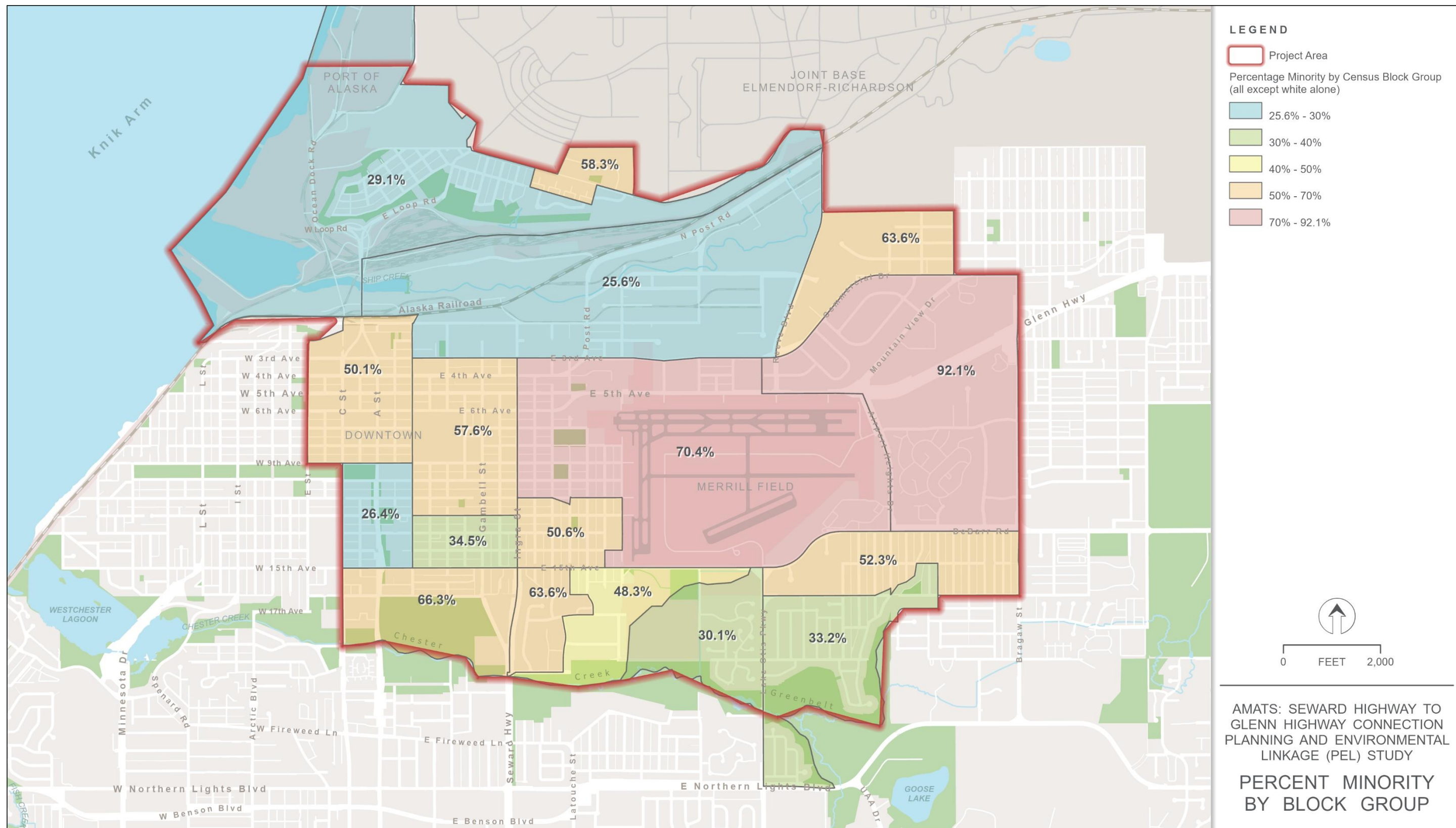
Constraints Map Packet

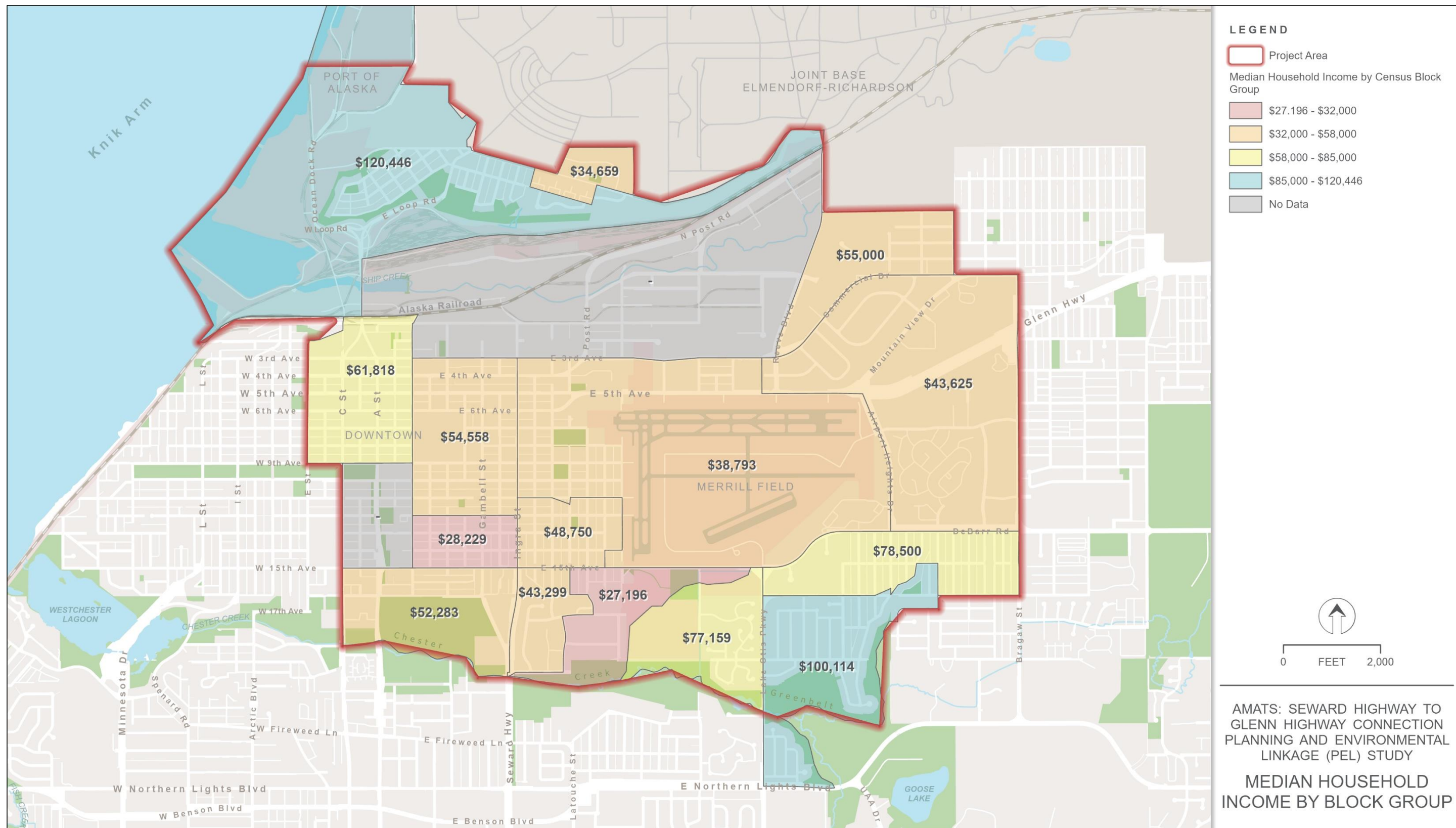


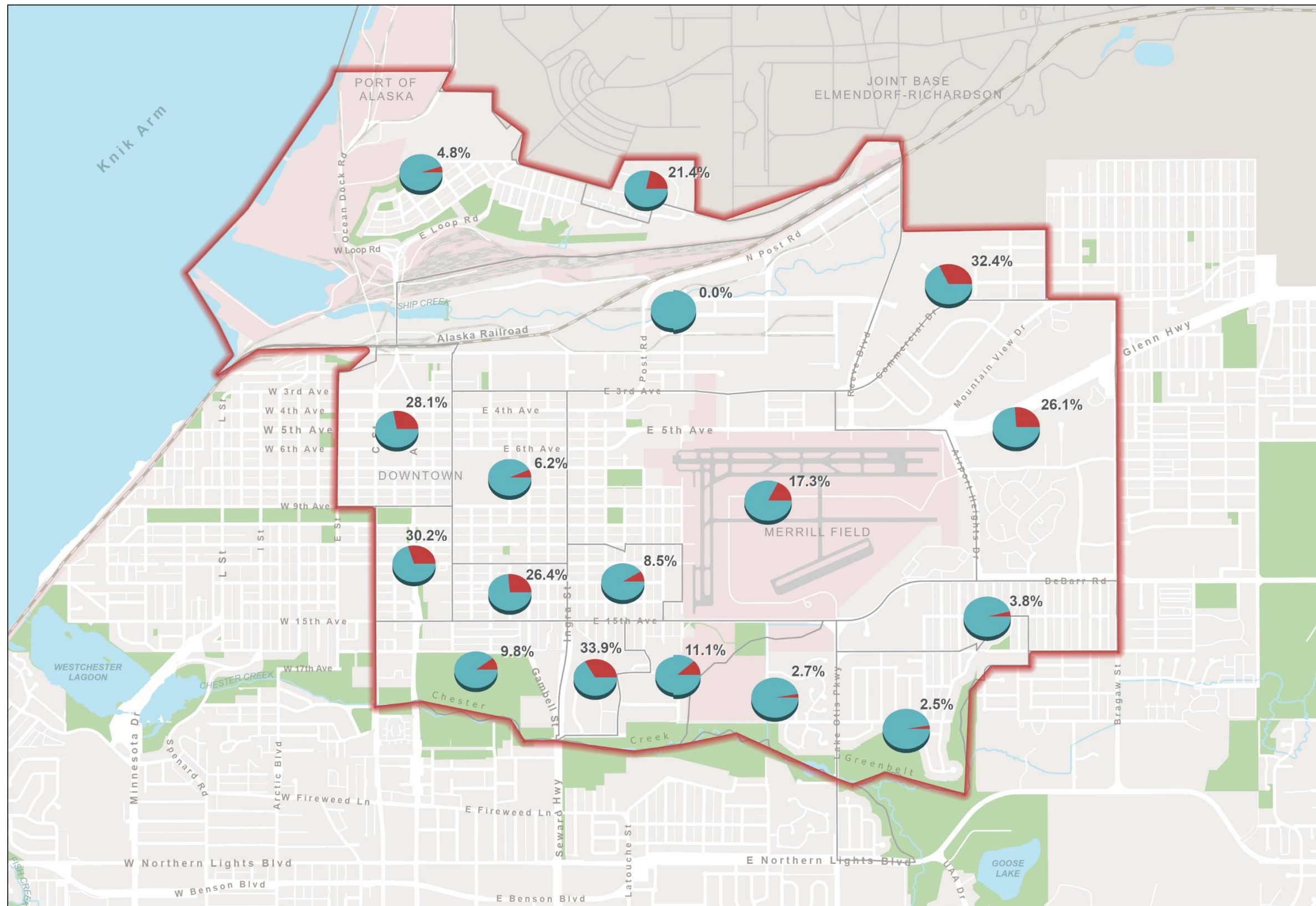
- LEGEND**
- Project Area
 - National Highway System
 - Interstate







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LINKAGE (PEL) STUDY
**NATIONAL HIGHWAY
SYSTEM**







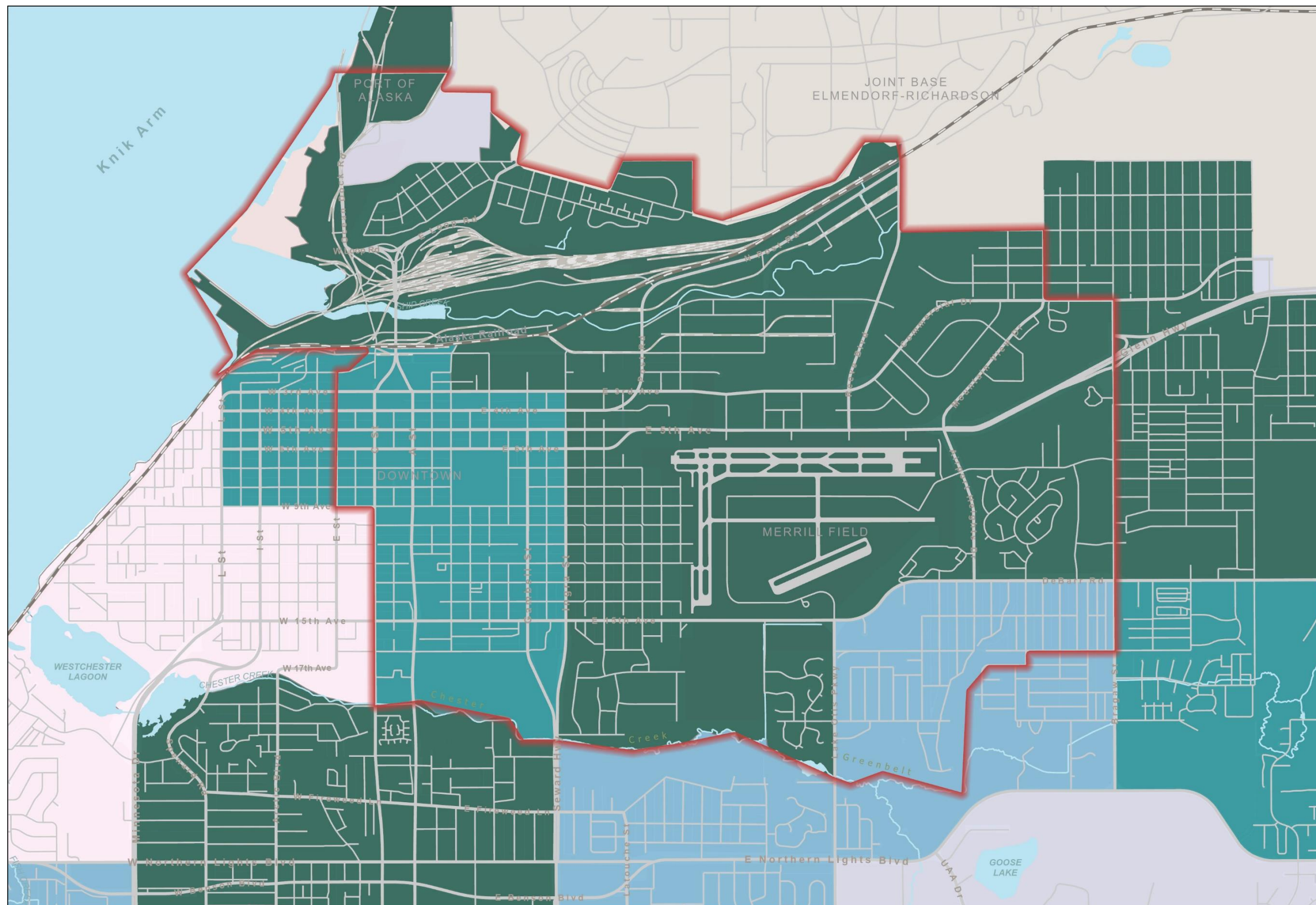
LEGEND

-  Project Area
- Percentage of Households in Poverty by Census Block Group
-  Percent in Poverty
-  Percent not in Poverty
-  Census Block Group Boundaries Intersecting Study Area



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**PERCENT IN POVERTY
BY BLOCK GROUP**



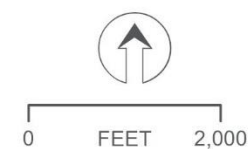
LEGEND

- Project Area
- Historically Vulnerable Populations**
- Lower Concentration
-
-
- Higher Concentration

Historically vulnerable populations delineated by the following demographic factors:

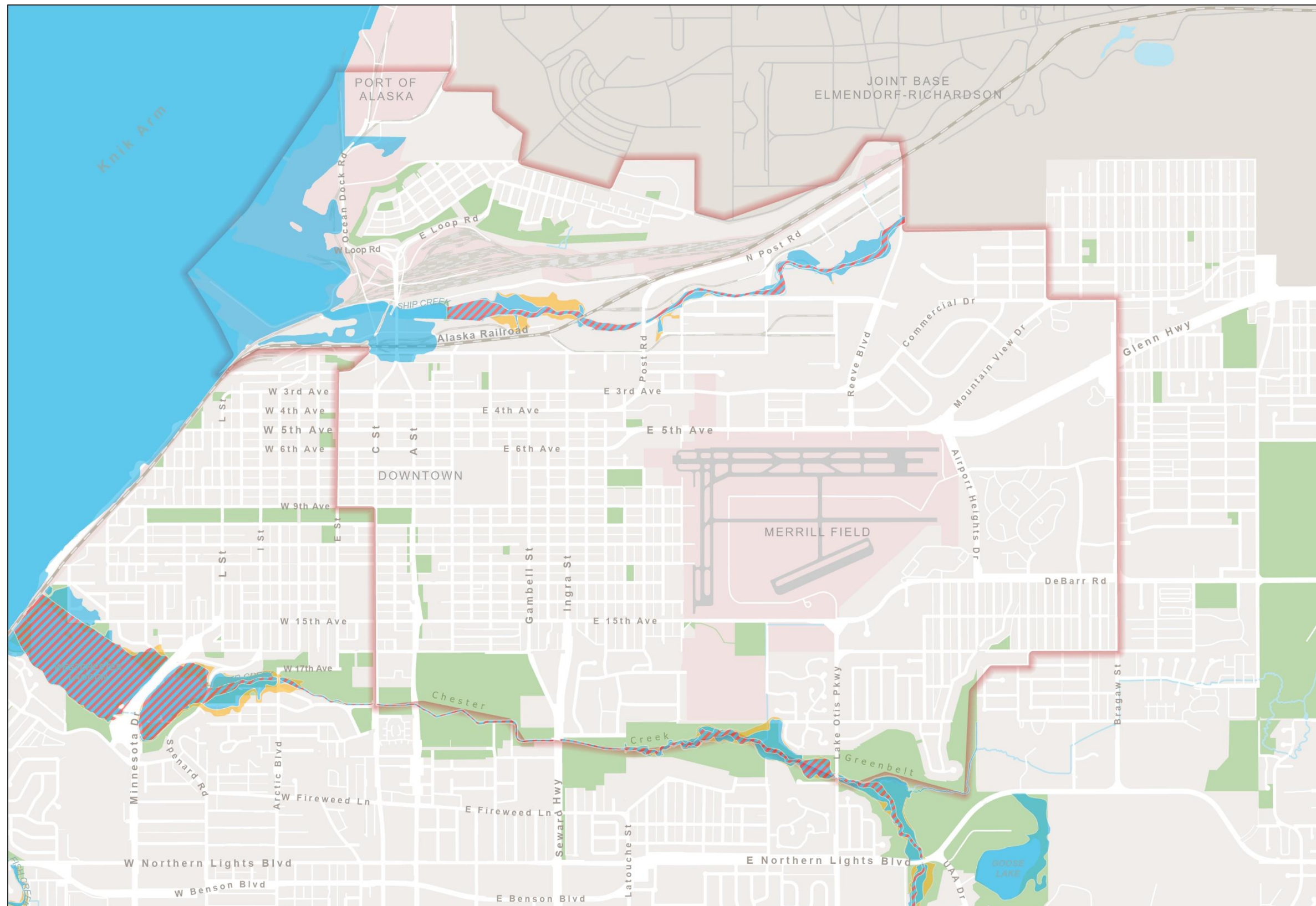
- Age
- Race,
- Income
- Educational attainment
- Limited English proficiency
- Access to a vehicle

Data Source: AMATS Non-Motorized Plan, U.S. Census Bureau, 2013 - 2017 American Community Survey 5-Year Estimates



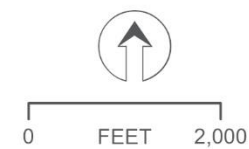
AMATS: SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

EQUITY ANALYSIS



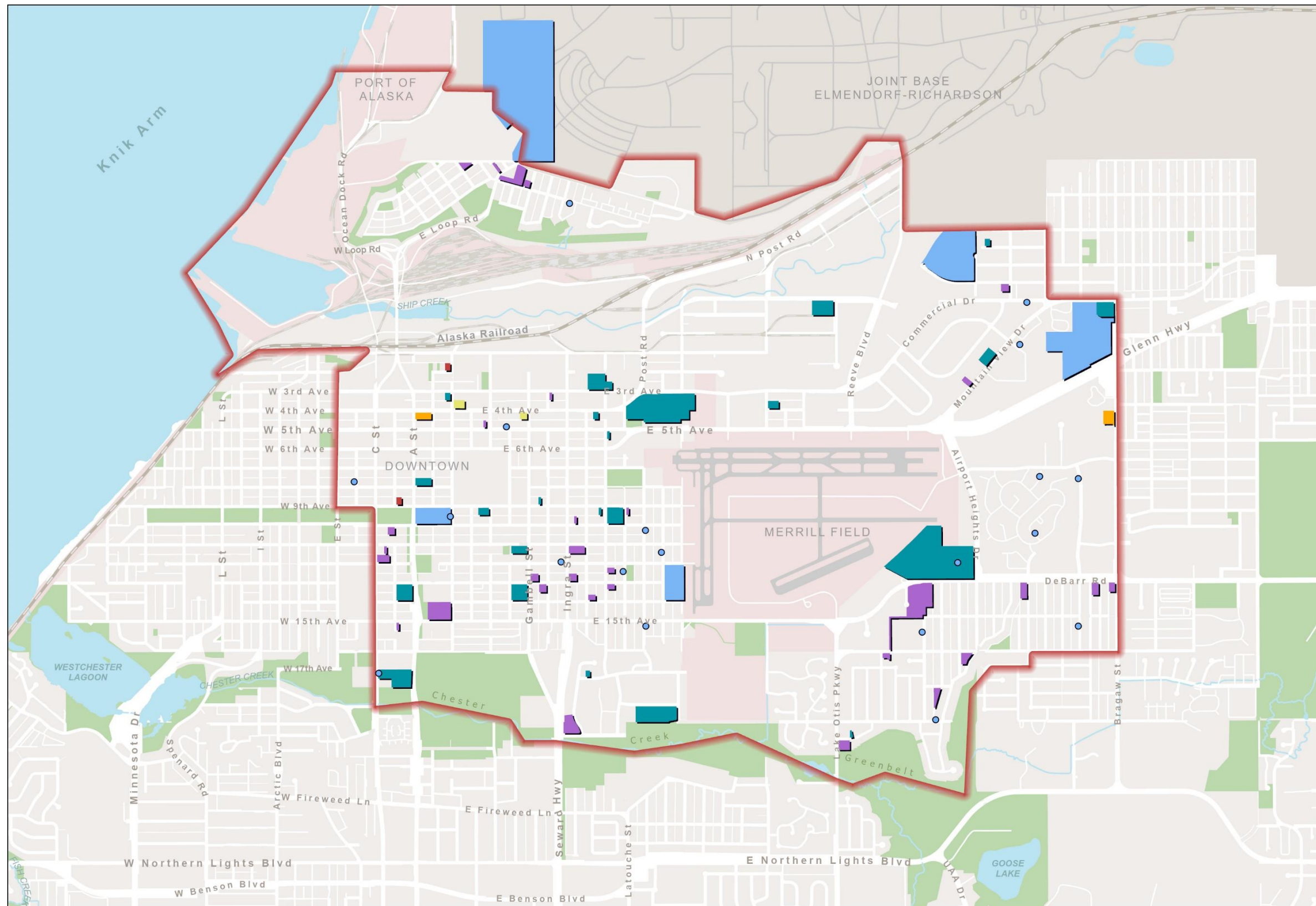
LEGEND

- Project Area
- FEMA Flood Hazard Zones
- Regulatory Floodway
- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard



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FLOODPLAINS



LEGEND

- Project Area
- Child Care Facilities
- Schools
- Recovery Residences
- Fire Stations
- Government Services
- Churches
- Other Special Land Uses

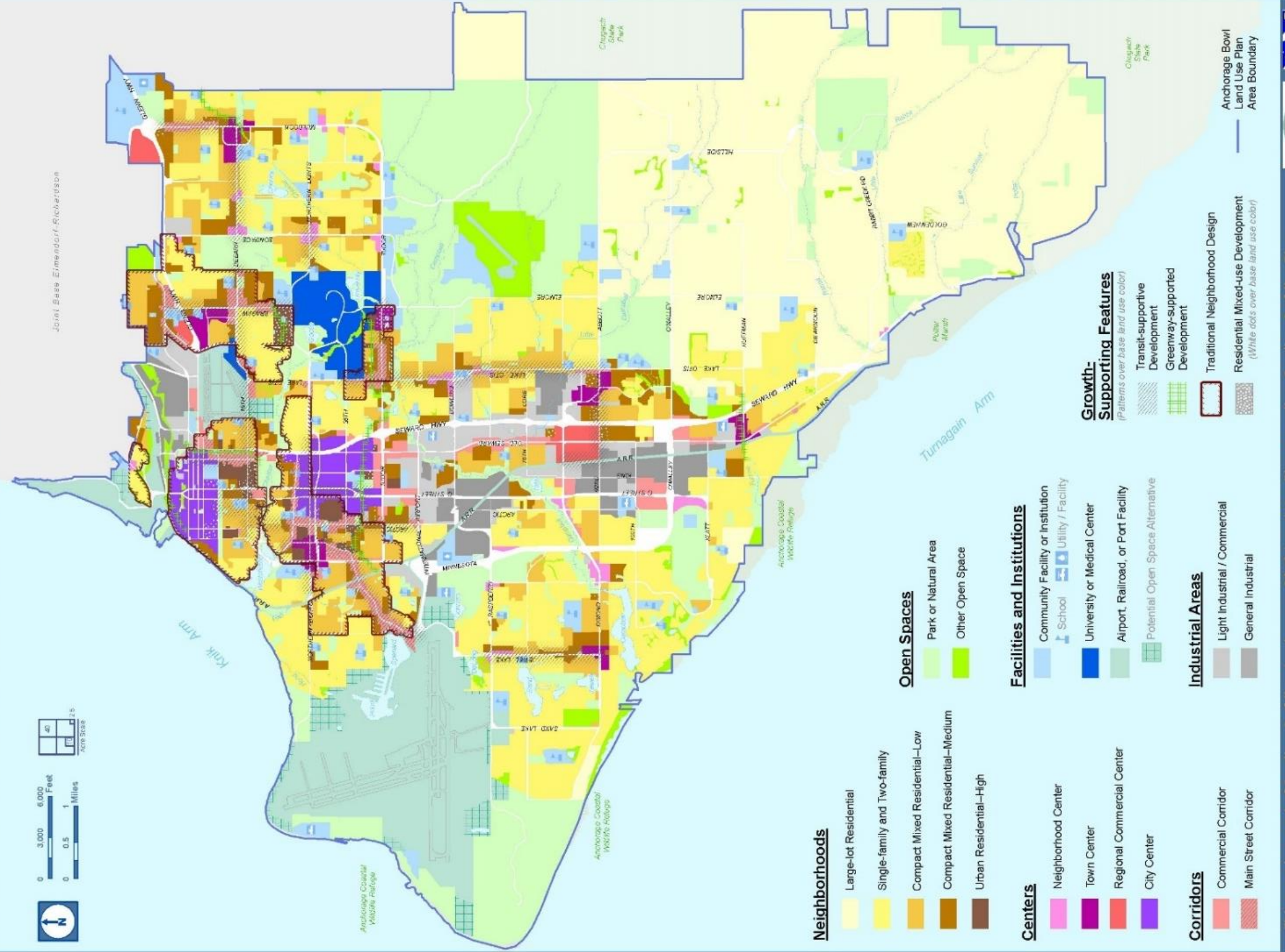
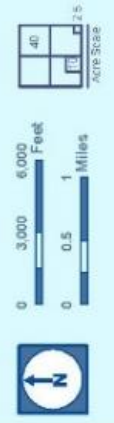


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LINKAGE (PEL) STUDY
SPECIAL LAND USES WITH
PARTICULAR SOCIAL
IMPORTANCE



Anchorage 2040 Land Use Plan Map

A Supplement to the Anchorage 2020 Comprehensive Plan



Neighborhoods

- Large-lot Residential
- Single-family and Two-family
- Compact Mixed Residential—Low
- Compact Mixed Residential—Medium
- Urban Residential—High

Open Spaces

- Park or Natural Area
- Other Open Space

Centers

- Neighborhood Center
- Town Center
- Regional Commercial Center
- City Center

Facilities and Institutions

- Community Facility or Institution
- School
- Utility / Facility
- University or Medical Center
- Airport, Railroad, or Port Facility
- Potential Open Space Alternative

Corridors

- Commercial Corridor
- Main Street Corridor

Industrial Areas

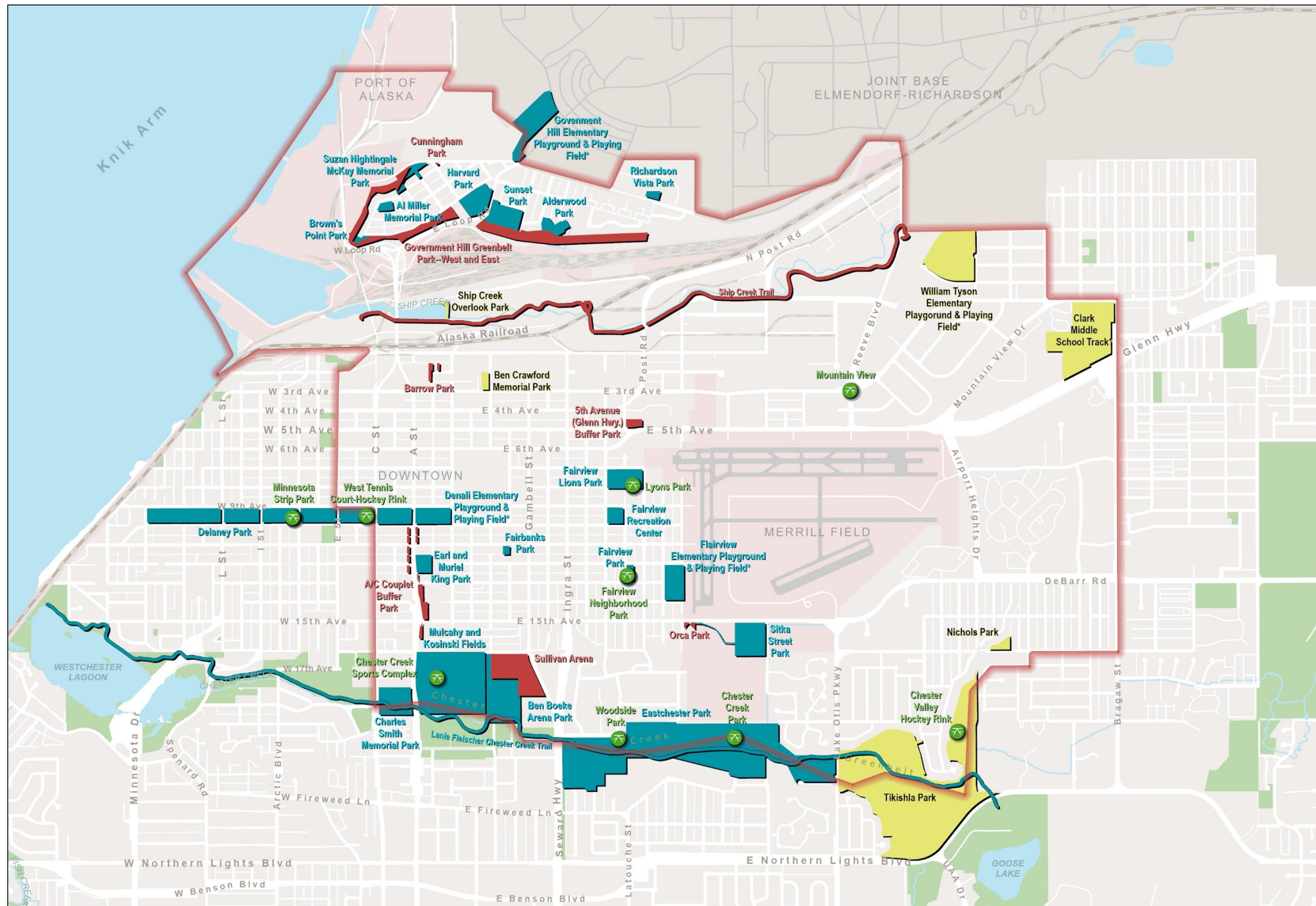
- Light Industrial / Commercial
- General Industrial

Growth-Supporting Features

- Transit-supportive Development
- Greenway-supported Development
- Traditional Neighborhood Design
- Residential Mixed-use Development (White dots over base land use color)

This map is a part of Section 2 of the Anchorage 2040 Land Use Plan narrative. Section 2 of the Plan provides definitions and guidance regarding the land use designations and other features on this map.





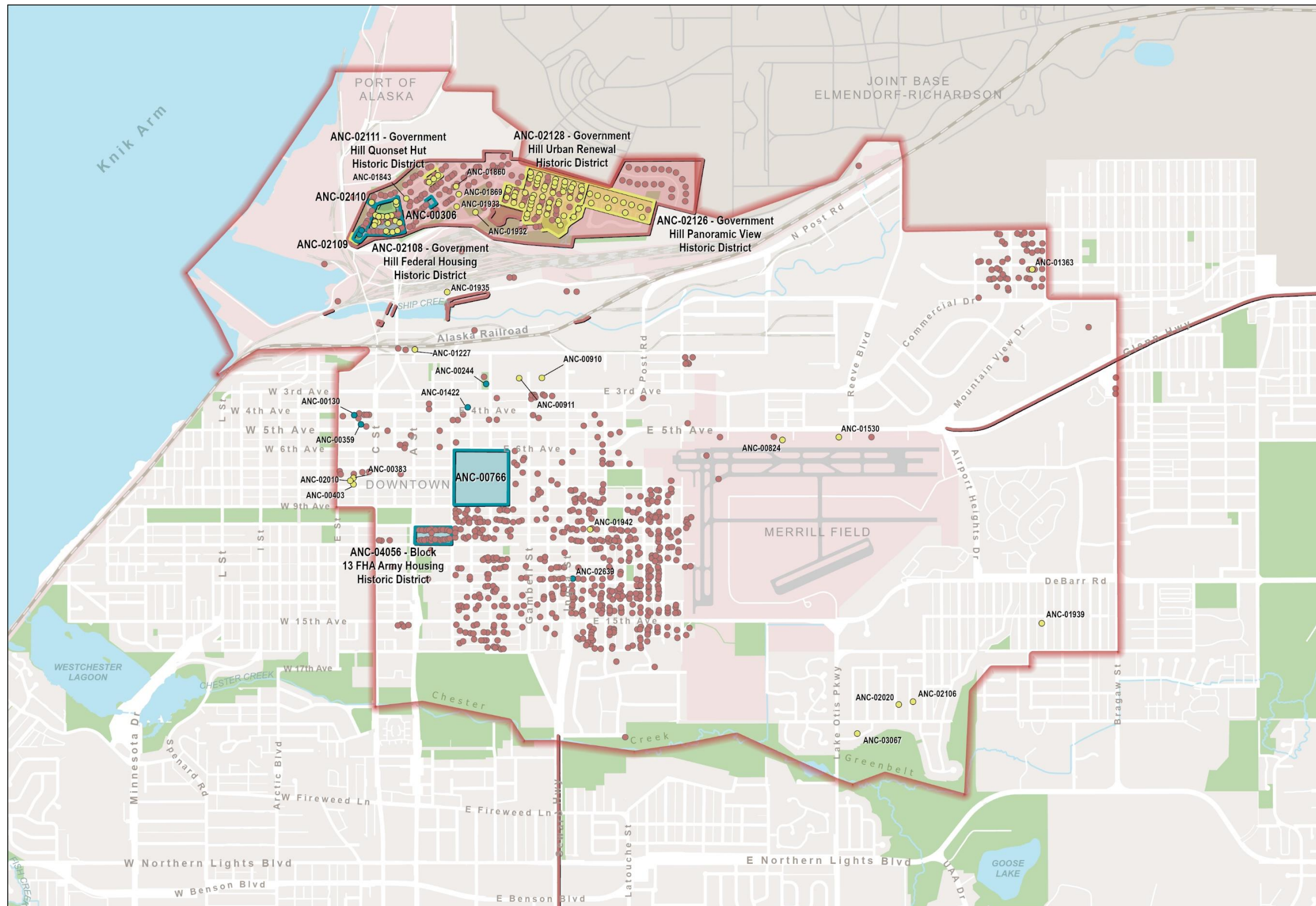
- LEGEND**
- Project Area
 - Likely Section 4(f) Park or Recreation Area
 - Suspected Section 4(f) Park or Recreation Area
 - Unlikely Section 4(f) Park or Recreation Area
 - 🌳 Section 6(f) Sites

* Note: The entire school property is not subject to Section 4(f) protection. Publicly owned recreational facilities open to school children and to the broad public outside school hours, such as playgrounds and playing fields, may be significant pending a determination by DOT&PF.



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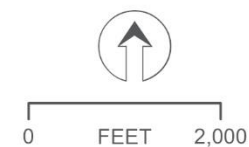
**SECTION 4(f) AND
SECTION 6(f)
RECREATIONAL RESOURCES**



LEGEND

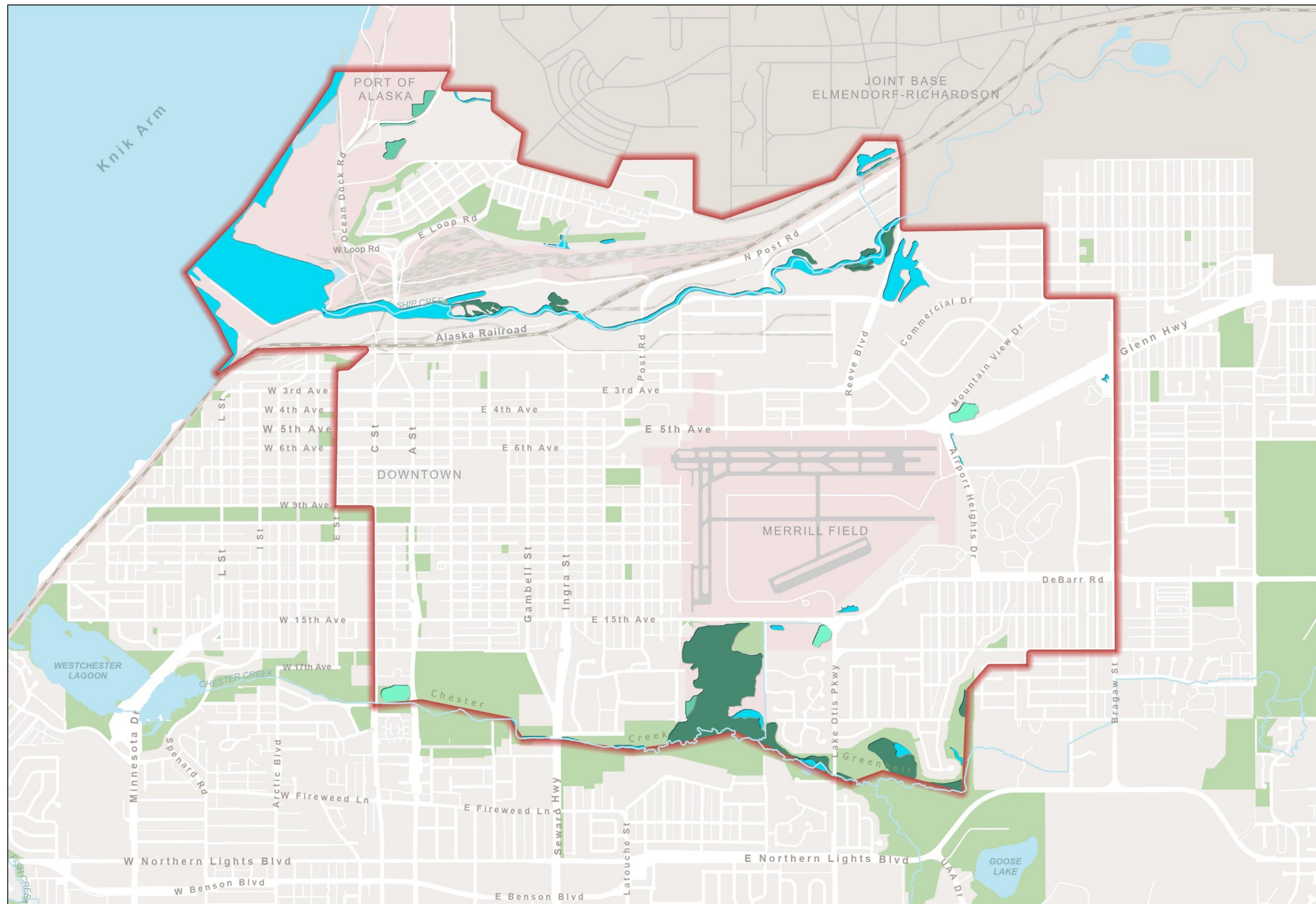
- Project Area
- AHRs Point*
- Determined Eligible for NRHP
- Nominated for and/or Formally Listed on the NRHP
- AHRs Line*
- AHRs Polygon*
- Determined Eligible for NRHP
- Nominated for and/or Formally Listed on the NRHP

*AHRs points, lines, and polygons refer to documented cultural resources that have not gone through the DOE process nor been listed on the NRHP.



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**CULTURAL
RESOURCES**



LEGEND

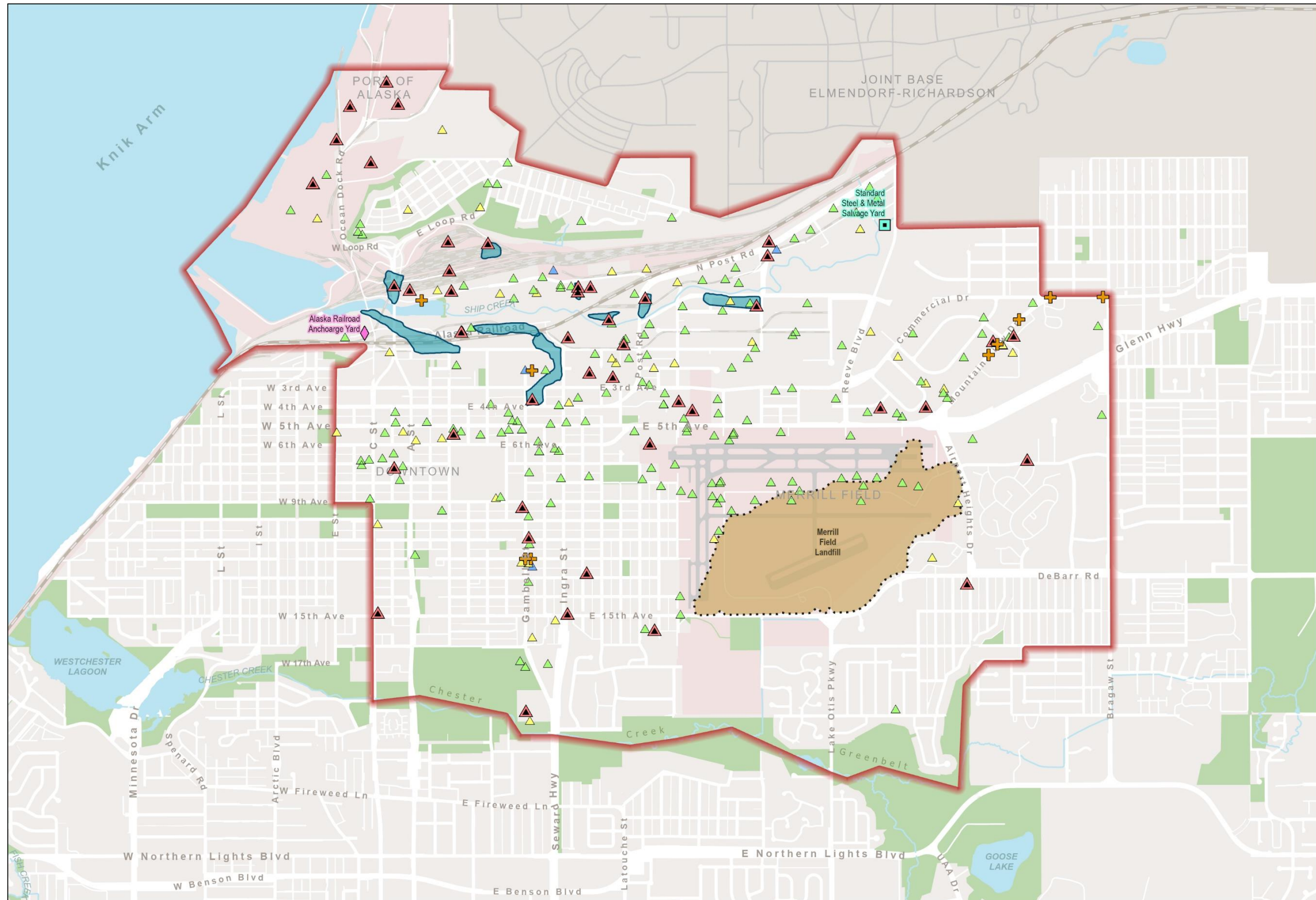
- Project Area
- MOA Wetlands
- By Designation*
- A
- B
- C
- Additional Aquatic Resources Not Mapped or Categorized by AWMP
- Waterbodies

*Wetland Mapping Data Source: AKWMP augmented by HDR using 2015 MOA color aerial imagery and LiDAR datasets mapped at an approximate scale of 1:3000. The mapping is intended to be used for initial planning purposes only.

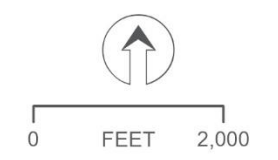


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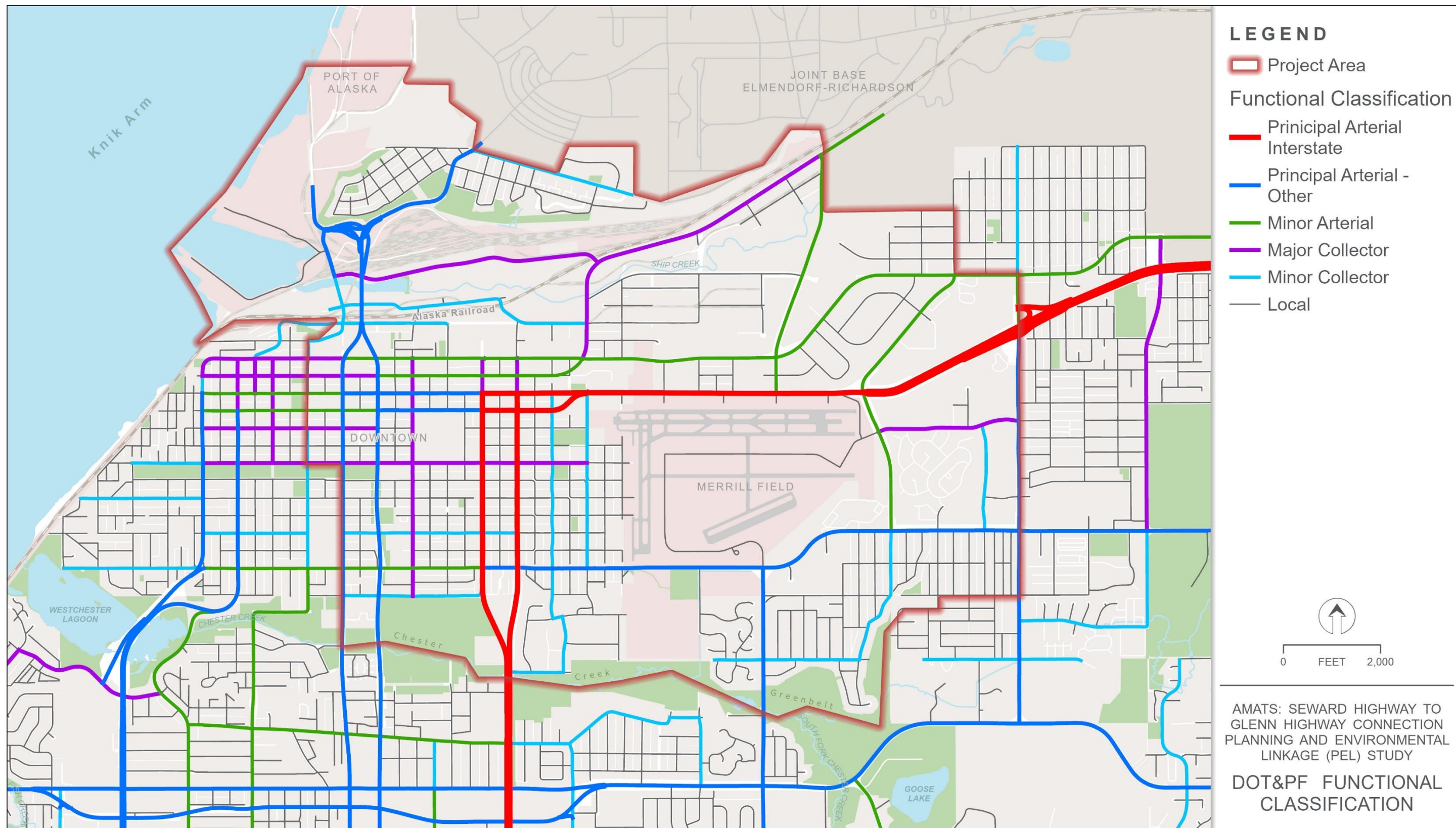
WETLANDS

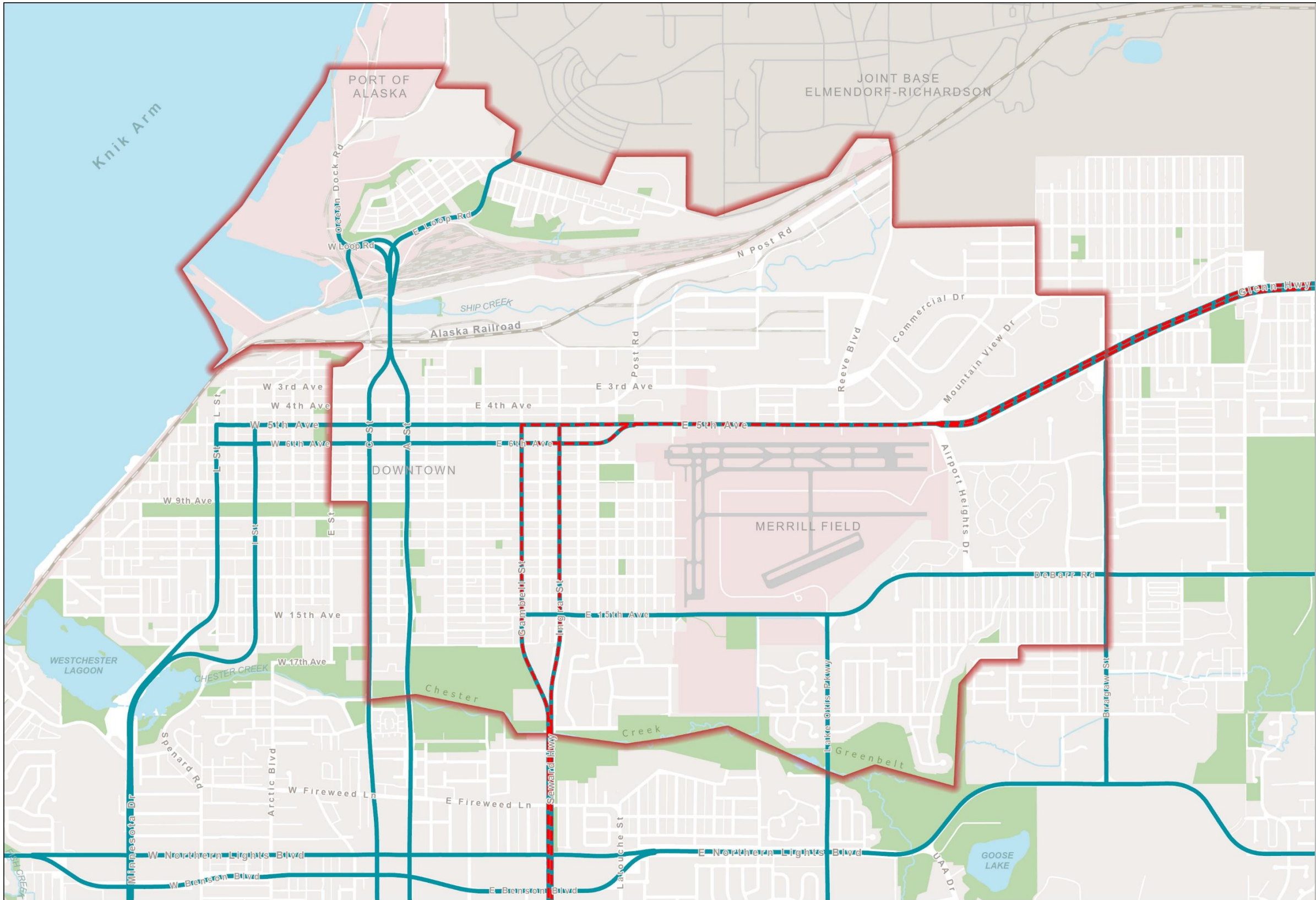


- LEGEND**
- Project Area
 - Contaminated Site Status
 - ▲ Open
 - ▲ Cleanup Complete
 - ▲ Cleanup Complete - Institutional Controls
 - ▲ Informational
 - + Brownfields Properties
 - ◆ Superfund Alternative Approach Site
 - National Priorities List Site (closed)
 - ~ Groundwater Plumes
 - ~ Merrill Field Landfill



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LINKAGE (PEL) STUDY
HAZARDOUS MATERIALS





LEGEND

-  Project Area
-  National Highway System
-  Interstate



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PLANNING AND ENVIRONMENTAL
LINKAGE (PEL) STUDY

**NATIONAL HIGHWAY
SYSTEM**



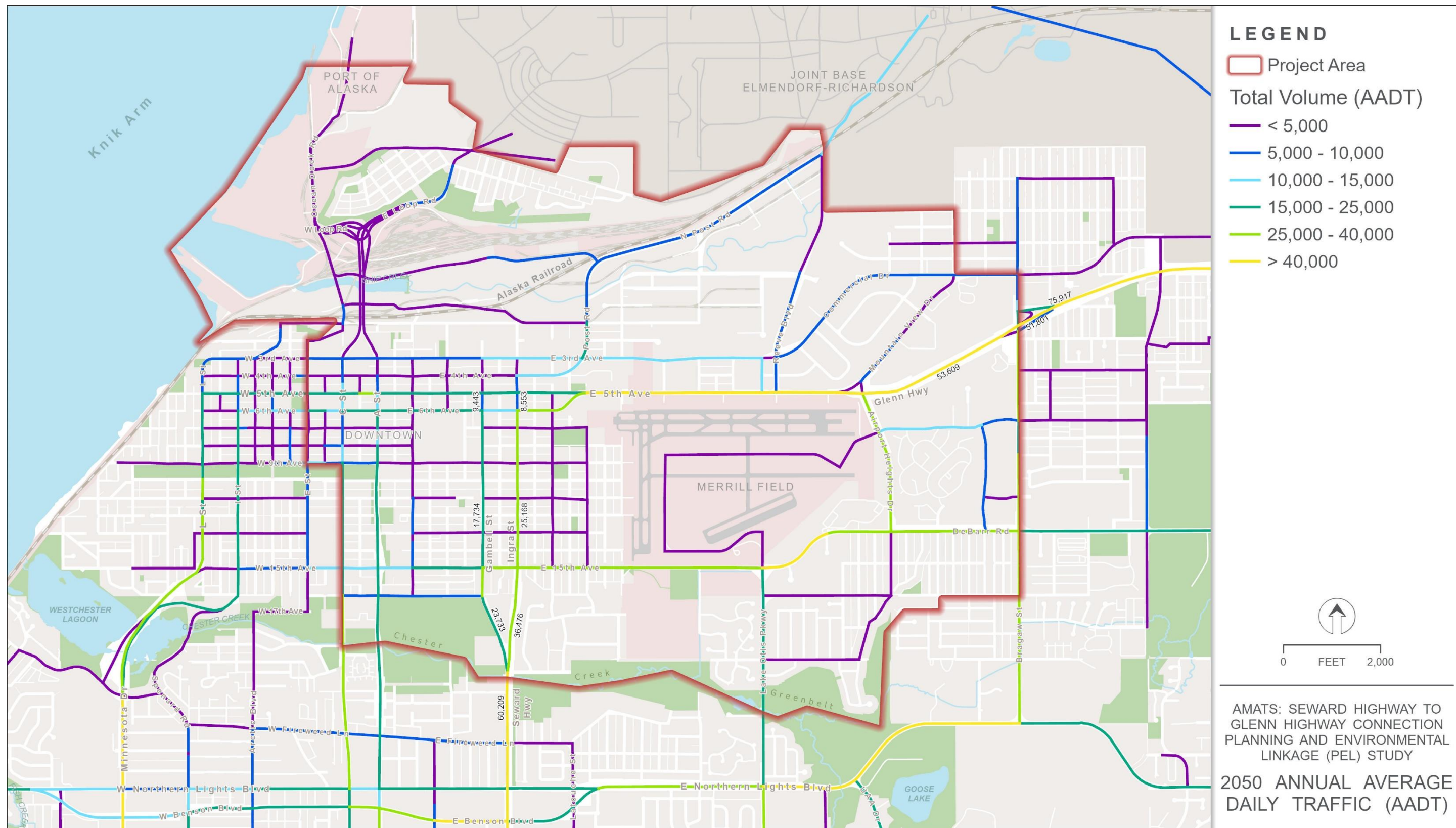
LEGEND

- City
- Interstate
- Segment Not Designed to NHS Standards



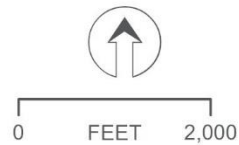
AMATS: SEWARD HIGHWAY TO
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PLANNING AND ENVIRONMENTAL
LINKAGE (PEL) STUDY

**HIGHWAY SYSTEM
OVERVIEW**



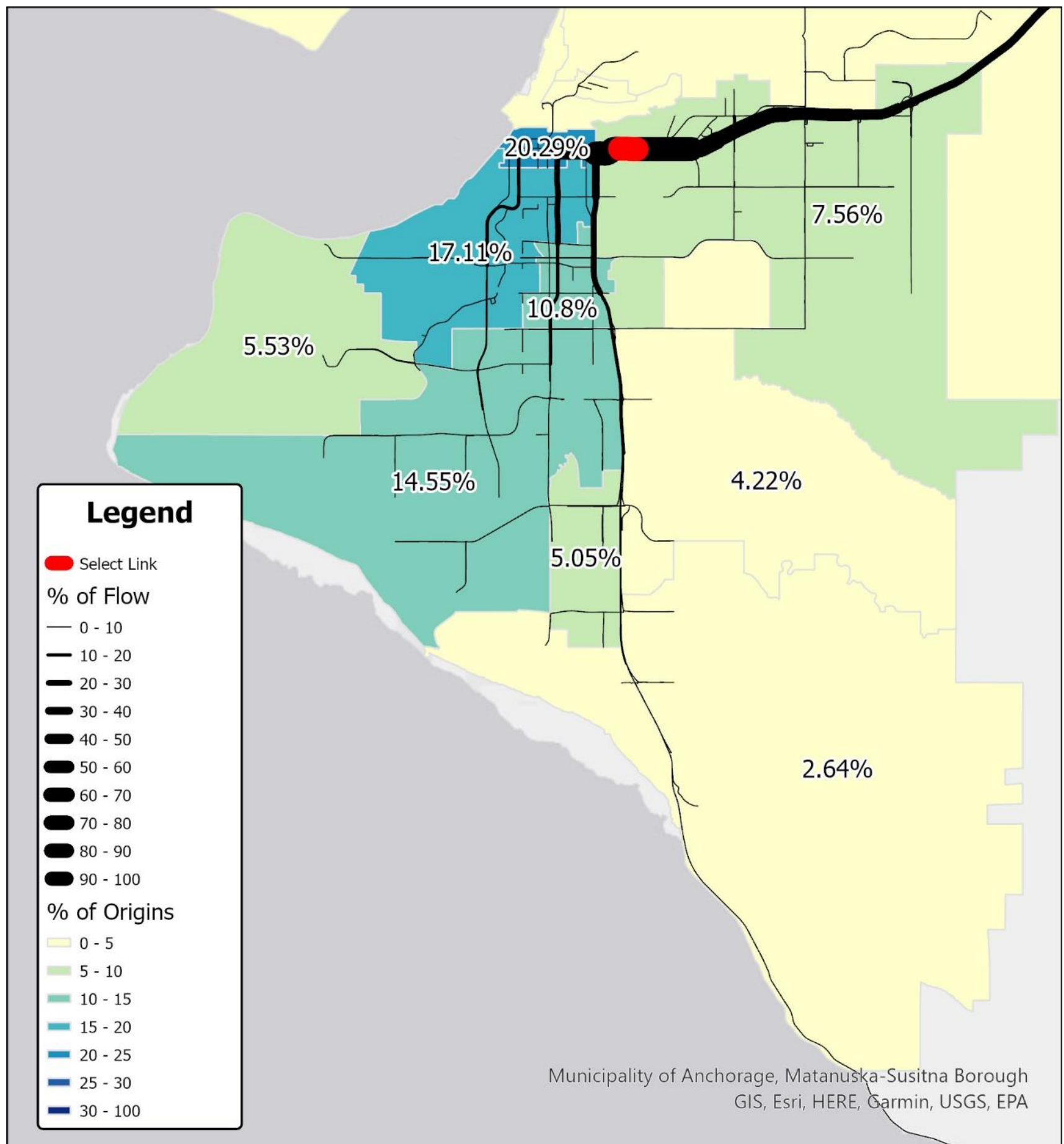
LEGEND

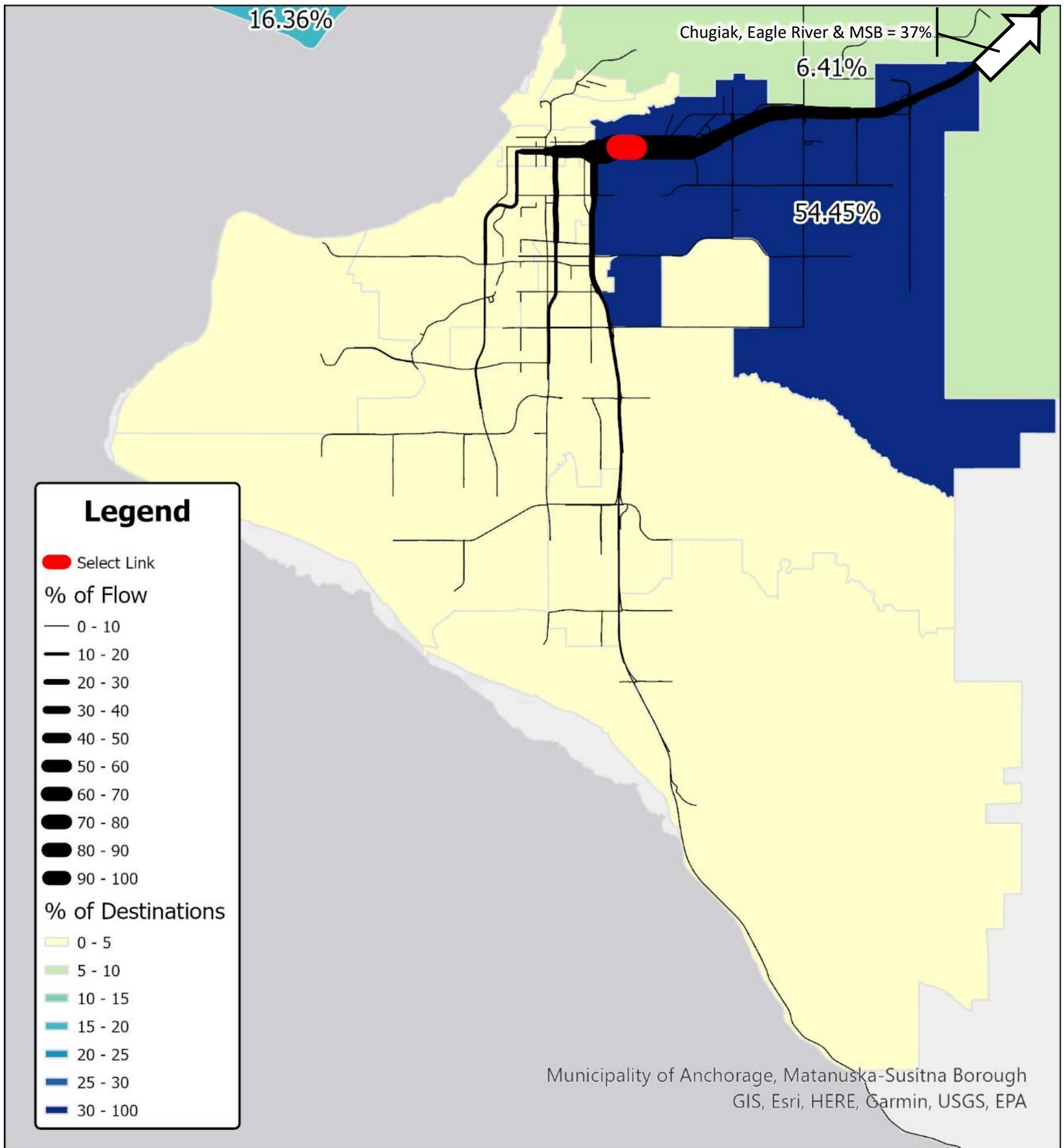
- Project Area
- Total Volume (AADT)**
- < 5,000
- 5,000 - 10,000
- 10,000 - 15,000
- 15,000 - 25,000
- 25,000 - 40,000
- > 40,000

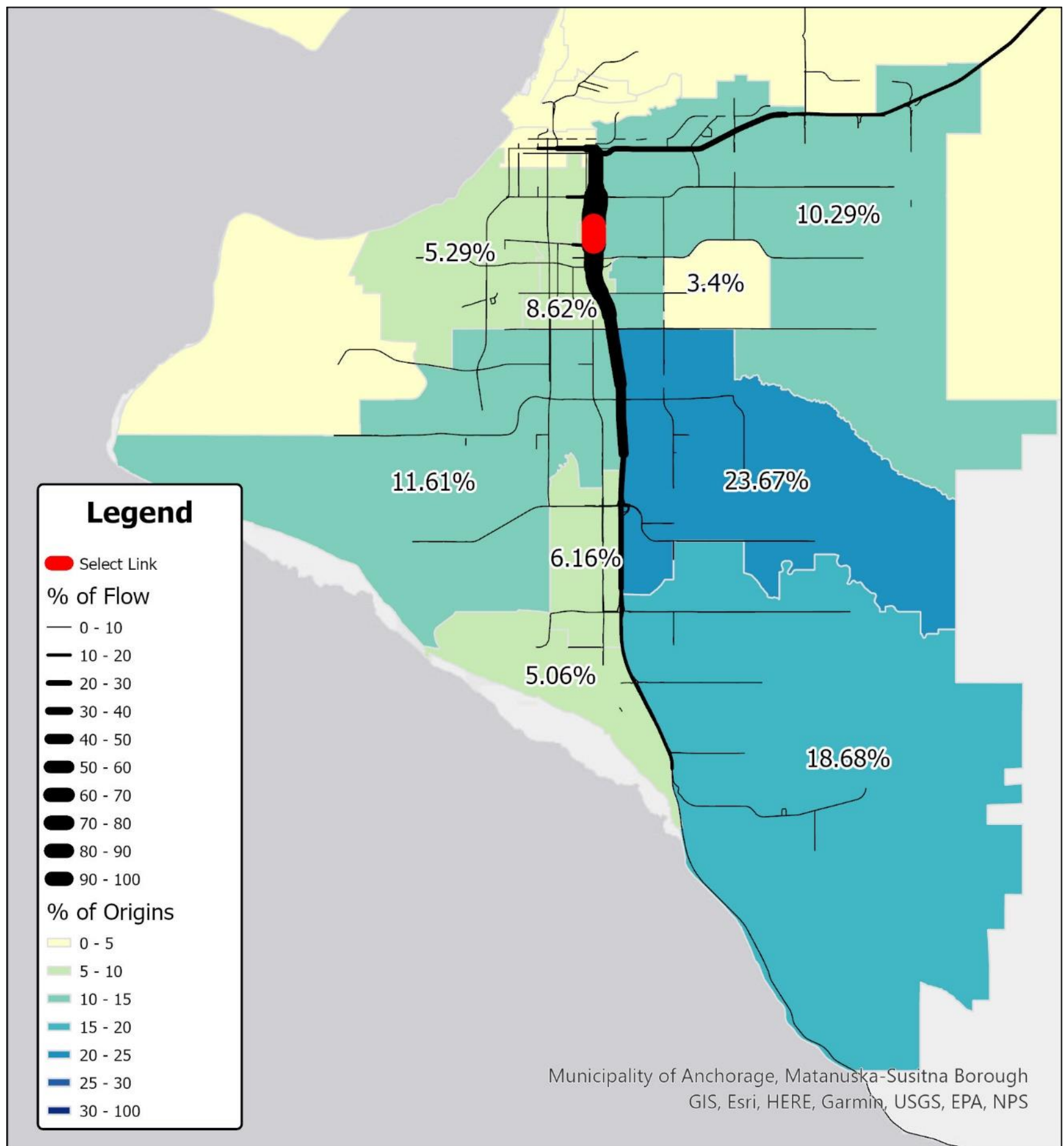


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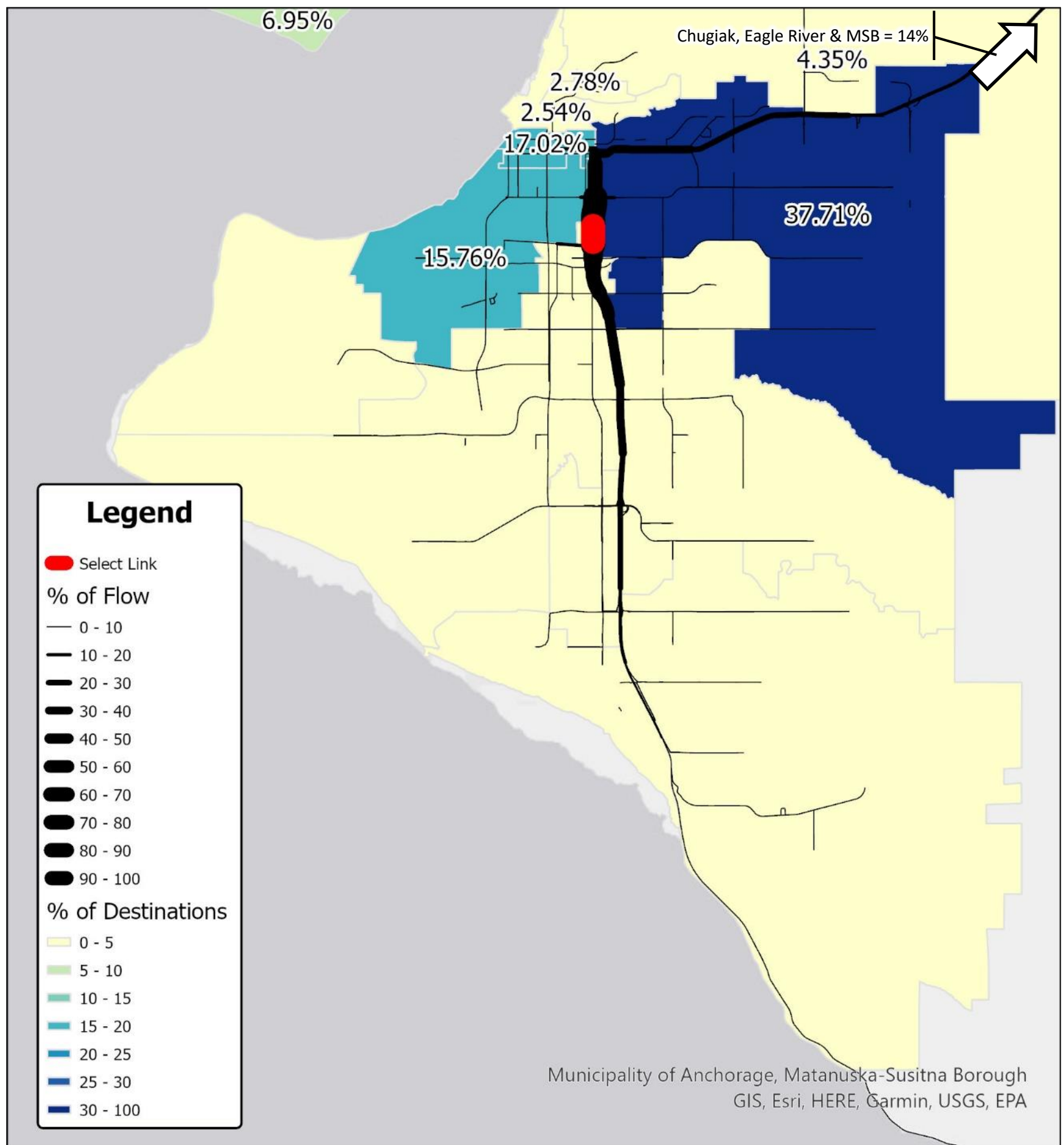
2050 ANNUAL AVERAGE
DAILY TRAFFIC (AADT)

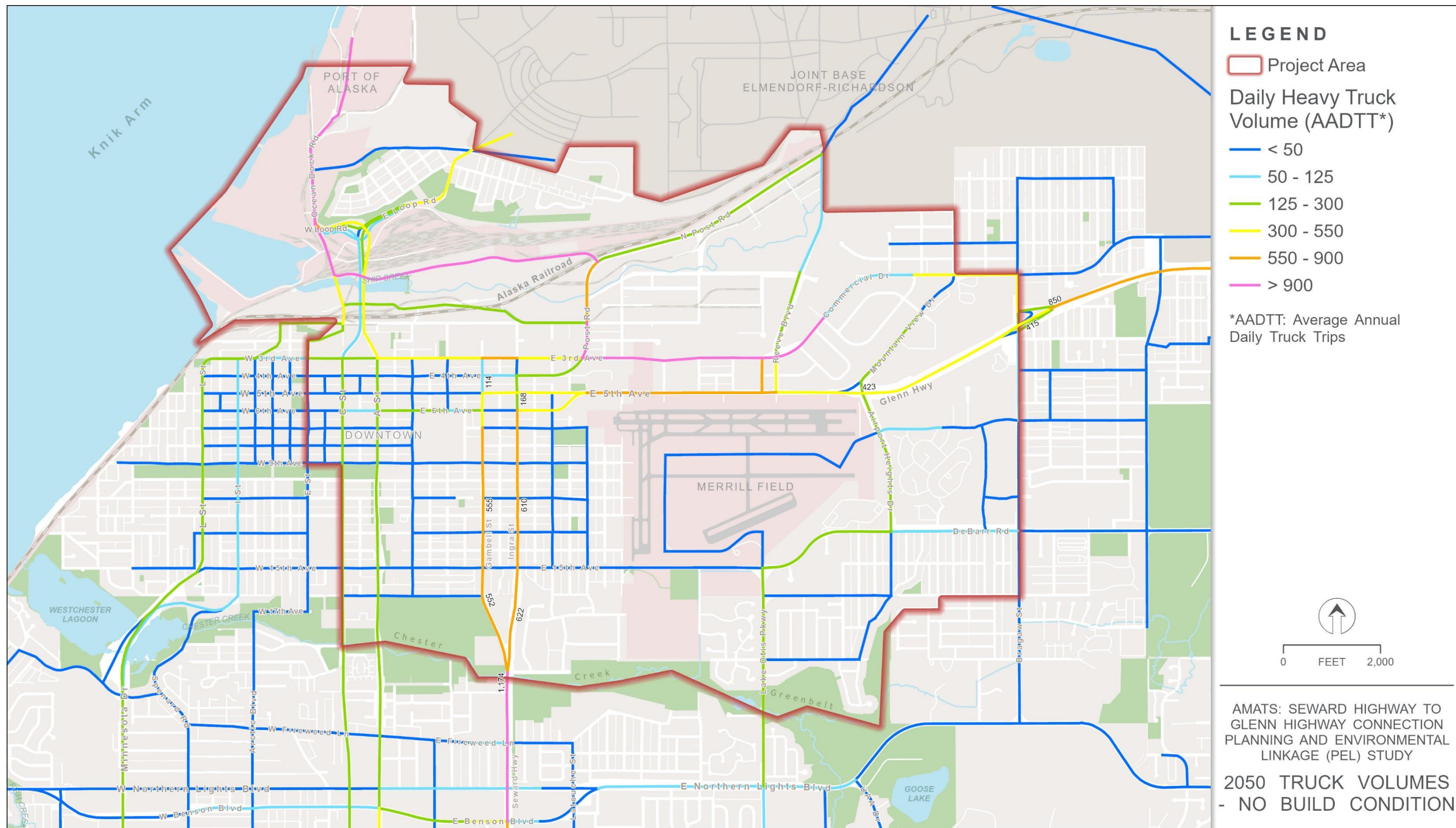






2019 DAILY OBSERVED NORTHBOUND DESTINATIONS AND VEHICLE FLOWS USING THE SEWARD SELECT-LINK LOCATION (IN Red)





Knik Arm

PORT OF ALASKA

JOINT BASE ELMENDORF-RICHARDSON

W Loop Rd

E Loop Rd

Alaska Railroad

W 3rd Ave

W 4th Ave

W 5th Ave

W 6th Ave

W 9th Ave

W 11th Ave

W 13th Ave

W 15th Ave

W 17th Ave

W Fairweather Ln

W Northern Lights Blvd

W Breckinridge Blvd

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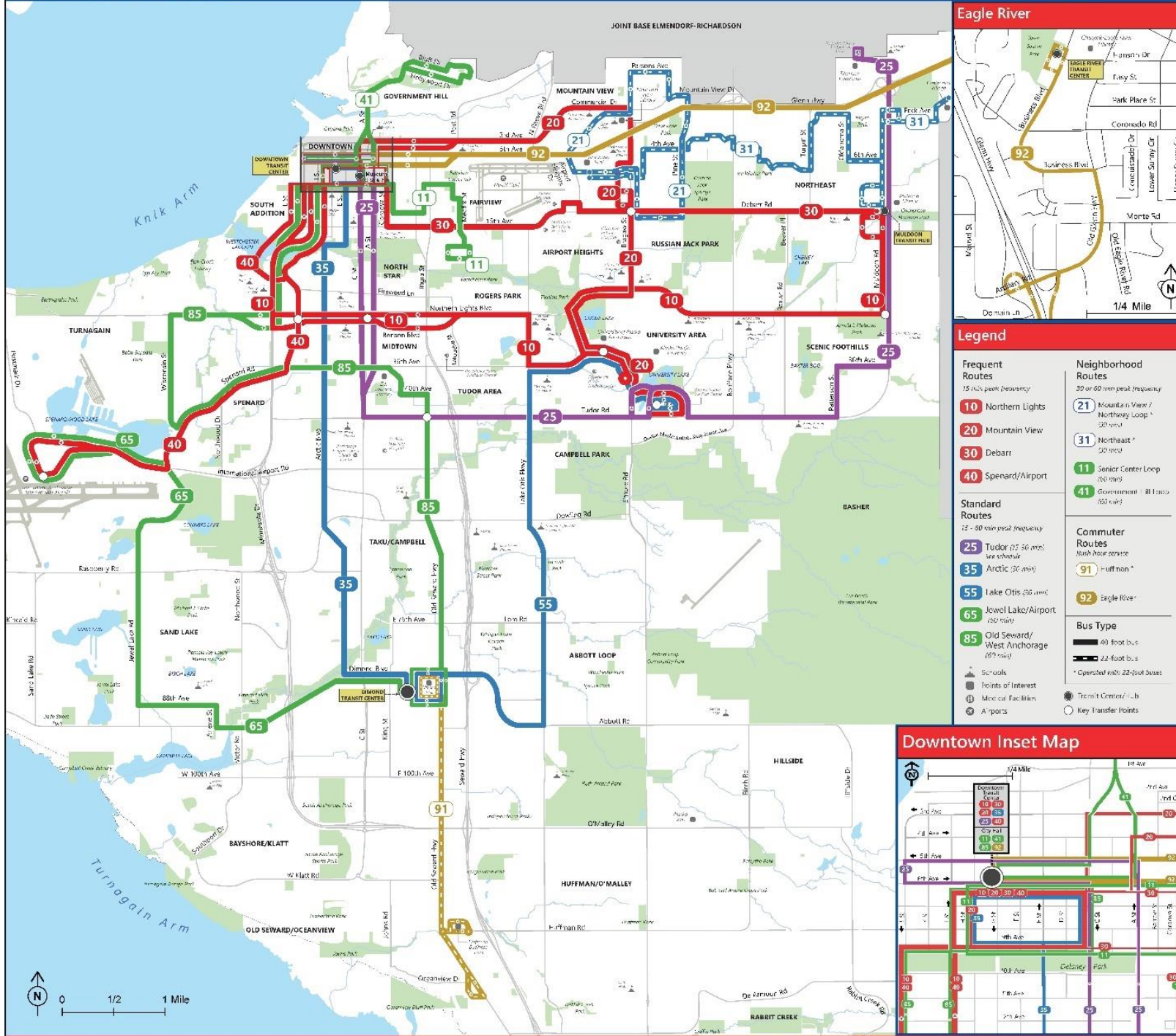
E Fairweather Ln

E Fairweather Ln

E Fairweather Ln</

Anchorage Transit Map

Effective Date: September 20, 2021



Legend

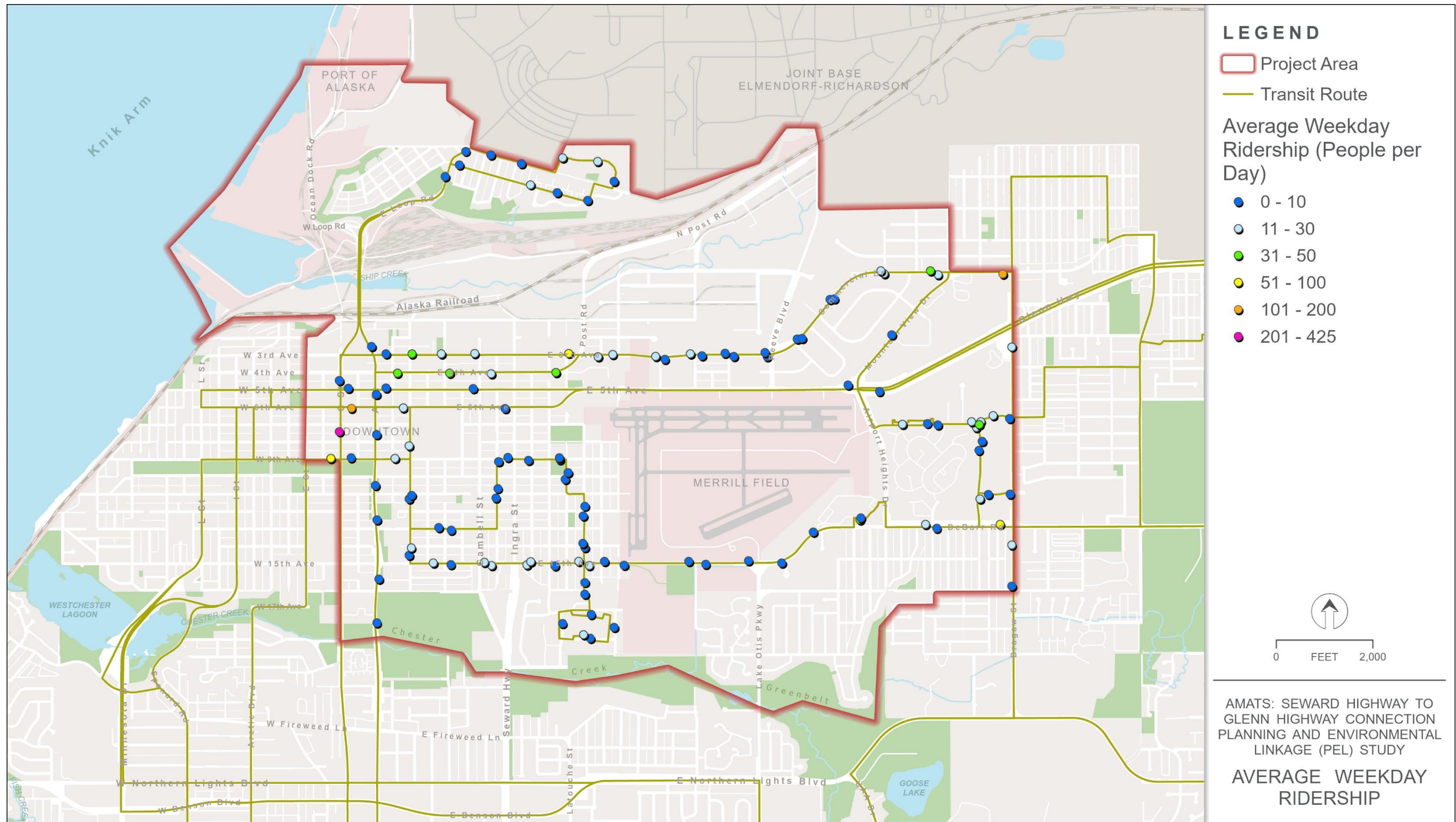
Frequent Routes 15 min peak frequency	Neighborhood Routes 30 or 60 min peak frequency
10 Northern Lights	21 Mountain View / Northway Loop
20 Mountain View	31 Northeast
30 Debarr	11 Senior Center Loop
40 Spenard/Airport	41 Government Hill Loop
Standard Routes 15 - 90 min peak frequency	Commuter Routes Week hour service
25 Tudor (15-30 min)	91 Huff non
35 Arctic (30 min)	92 Eagle River
55 Lake Otis (30 min)	Bus Type
65 Jewel Lake/Airport (30 min)	40 foot bus
85 Old Seward/West Anchorage (30 min)	22 foot bus
91 Huff non	Operated with 22-foot buses
92 Eagle River	Transit Center / Hub
Schools	Key Transfer Points
Points of Interest	
Mixed-Use Facilities	
Airports	



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Knik Arm

PORT OF ALASKA

JOINT BASE ELMENDORF-RICHARDSON

Ocean Dock Rd

W Loop Rd

SHIP CREEK

Alaska Railroad

N Post Rd

W 3rd Ave

W 4th Ave

W 5th Ave

W 6th Ave

DOWNTOWN

W 15th Ave

W 17th Ave

W Fireweed Ln

W Northern Lights Blvd

W Benson Blvd

Chester Creek

E Fireweed Ln

Seward Hwy

E Benson Blvd

MERRILL FIELD

Greenbelt

E Northern Lights Blvd

GOOSE LAKE

Cambell St

Ingra St

La Touche St

Gregory St

Post Rd

Reeve Blvd

Mountain View Dr

W 21st Ave

W 22nd Ave

W 23rd Ave

W 24th Ave

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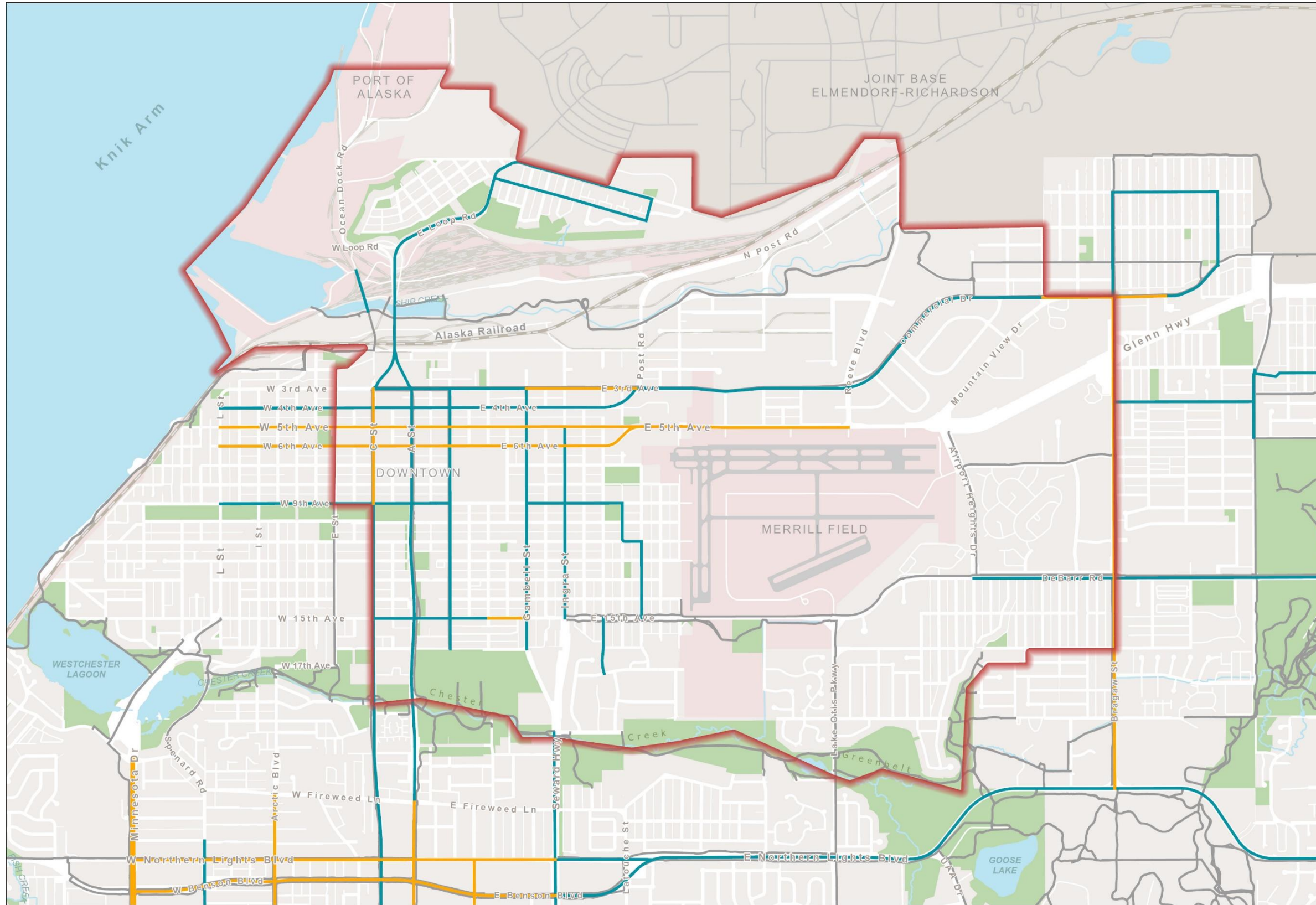
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LEGEND

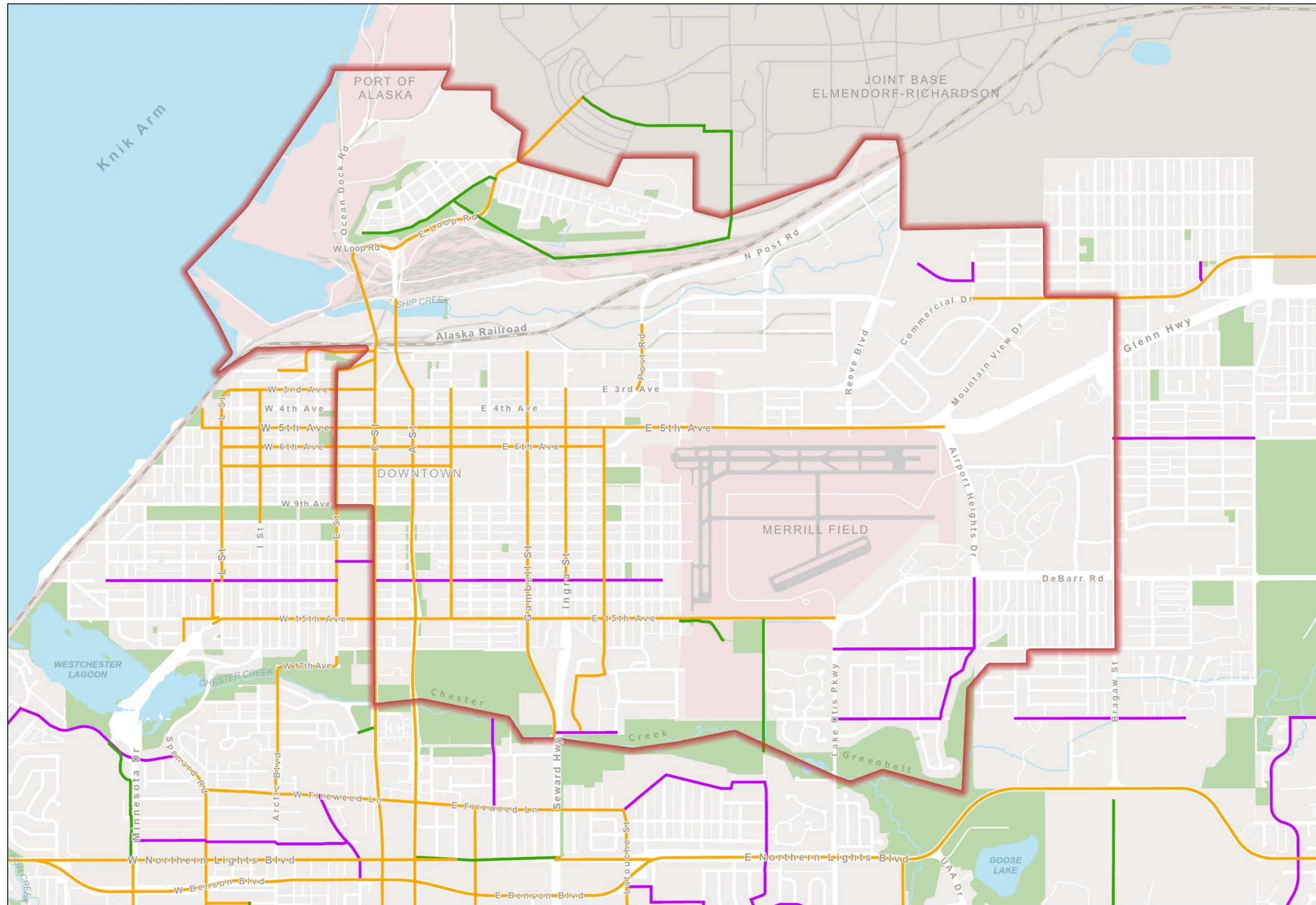
- Project Area
- AMATS Proposed Pedestrian Network***
- Primary Corridor
- Secondary Corridor
- Existing Sidewalk or Shared Use Pathway

*Proposed network is from the Nonmotorized Plan



AMATS: SEWARD HIGHWAY TO
GLENN HIGHWAY CONNECTION
PLANNING AND ENVIRONMENTAL
LINKAGE (PEL) STUDY

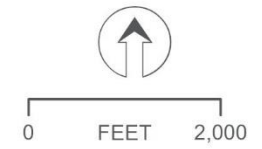
**AMATS PROPOSED
PEDESTRIAN
NETWORK**



LEGEND

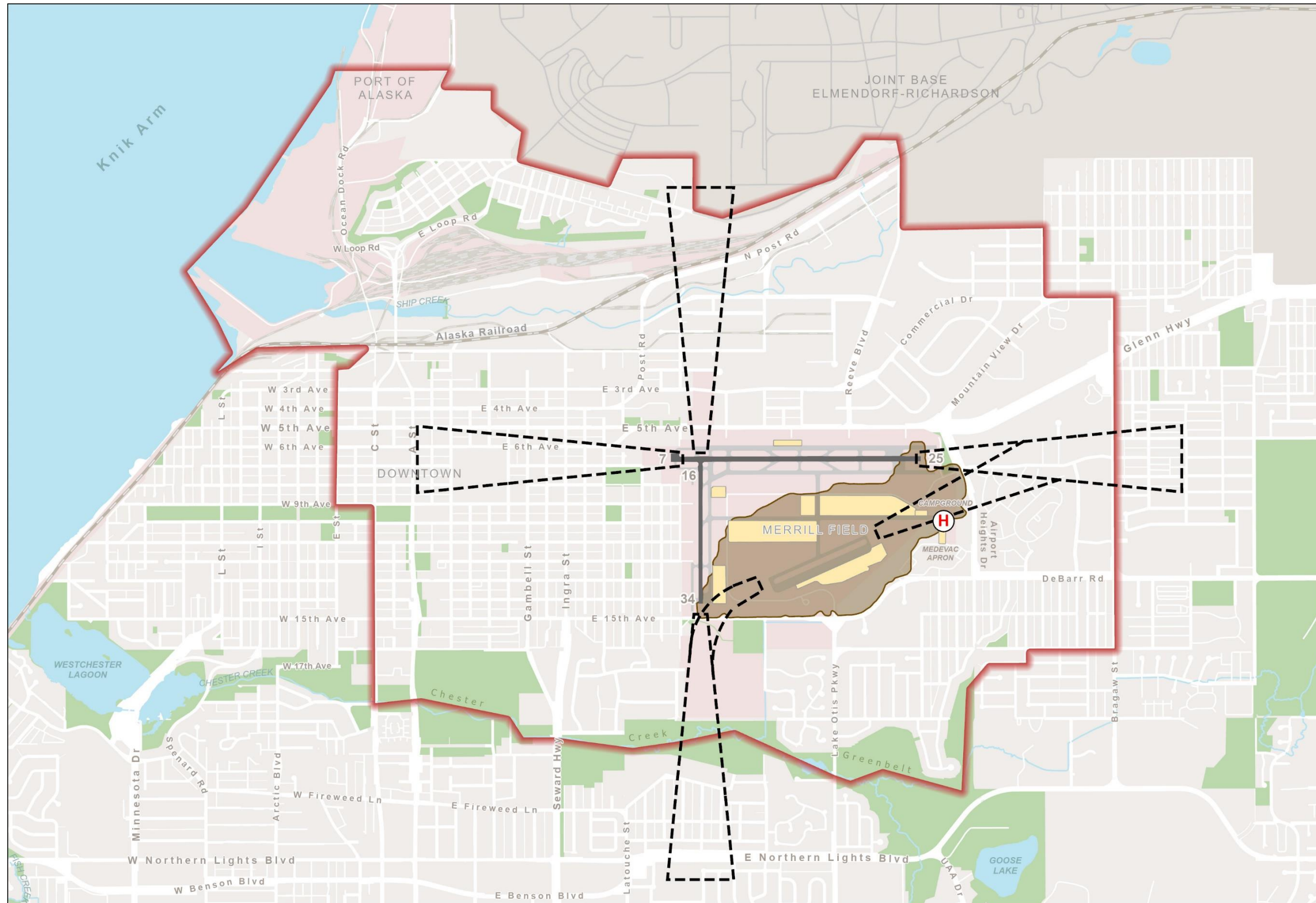
- Project Area
- AMATS Proposed Bicycle Network***
- Enhanced Shared Roadway
- Shared Use Pathway
- Separated Bikeway

*Proposed network is from the Nonmotorized Plan



AMATS: SEWARD HIGHWAY TO
GLENN HIGHWAY CONNECTION
PLANNING AND ENVIRONMENTAL
LINKAGE (PEL) STUDY

**AMATS PROPOSED
BICYCLE NETWORK**



- LEGEND**
- Project Area
 - H Helipad
 - Runway Approach
 - Apron
 - Paved Runway
 - Merrill Field Landfill

AMATS: SEWARD HIGHWAY TO
GLENN HIGHWAY CONNECTION
PLANNING AND ENVIRONMENTAL
LINKAGE (PEL) STUDY
MERRILL FIELD

MULTI-INTERCHANGE CONCEPT: VARIANT 1

Seward Highway Widening Between Benson Boulevard and 20th Avenue



LEGEND

- Roadway
- Pedestrian Facilities
- Structure

* Lighter shaded areas represent construction from other projects within this concept



Attachment C

Public Meeting Posters

An aerial photograph of a coastal town, likely Seward, Alaska, showing residential areas, commercial buildings, and an airport with several aircraft on the tarmac. The town is situated on a peninsula or near a large body of water, with mountains visible in the distance under a cloudy sky.

WELCOME

Seward to Glenn Connection PEL Study

The logo for the Seward to Glenn Mobility study. It features the words 'Seward' and 'Glenn' in a dark teal font, connected by a double-headed red arrow. The arrow is part of a stylized graphic that resembles a road or a connection line, with a teal and brown color scheme. Below this graphic, the word 'MOBILITY' is written in a large, bold, red, sans-serif font.

Seward ↔ Glenn

MOBILITY

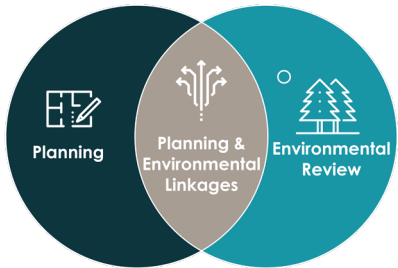
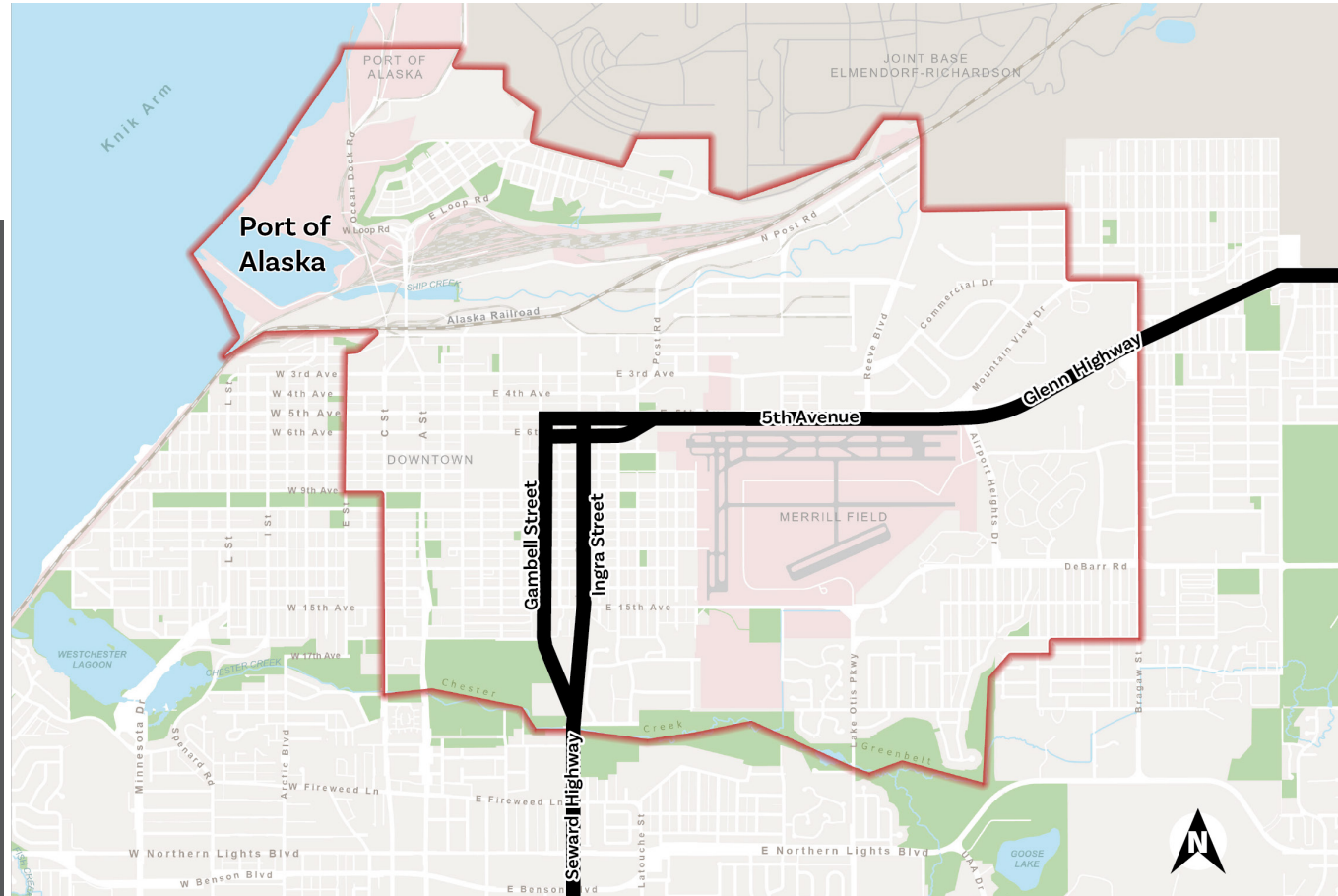
**Public Meeting #3 and
Interactive Workshop**

May 18, 2023

The Study

What is the purpose of the PEL Study?

“...identify and evaluate options to improve transportation **mobility, safety, access, and connectivity** between the **Seward Highway, near 20th Avenue and the Glenn Highway, east of Airport Heights**. The project will also identify ways to **improve access to and from the Port of Alaska** to the highway network.”



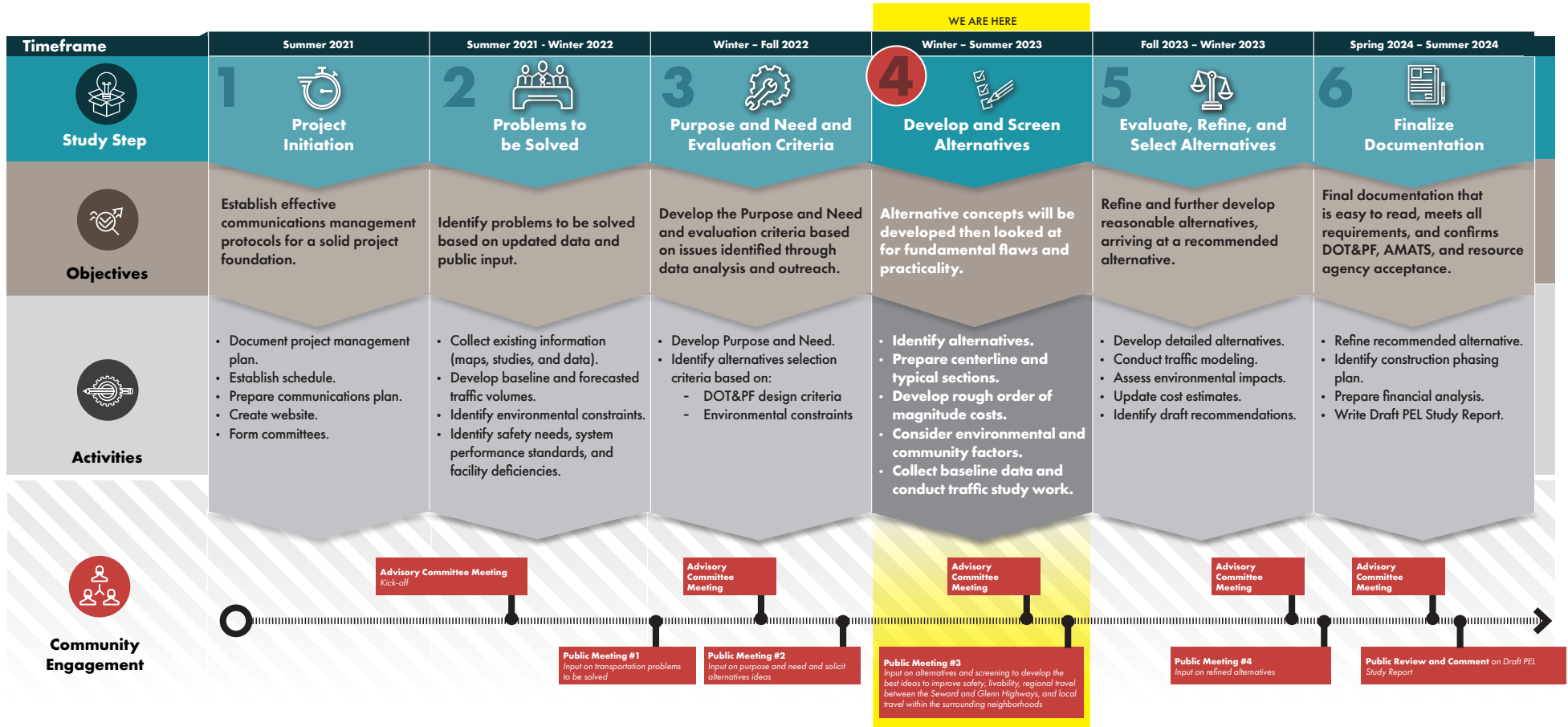
What is a Planning and Environmental Linkage (PEL) Study?

A study that considers environmental, community, and economic goals during planning, so the information and analysis can be used in the environmental process.



Project Schedule

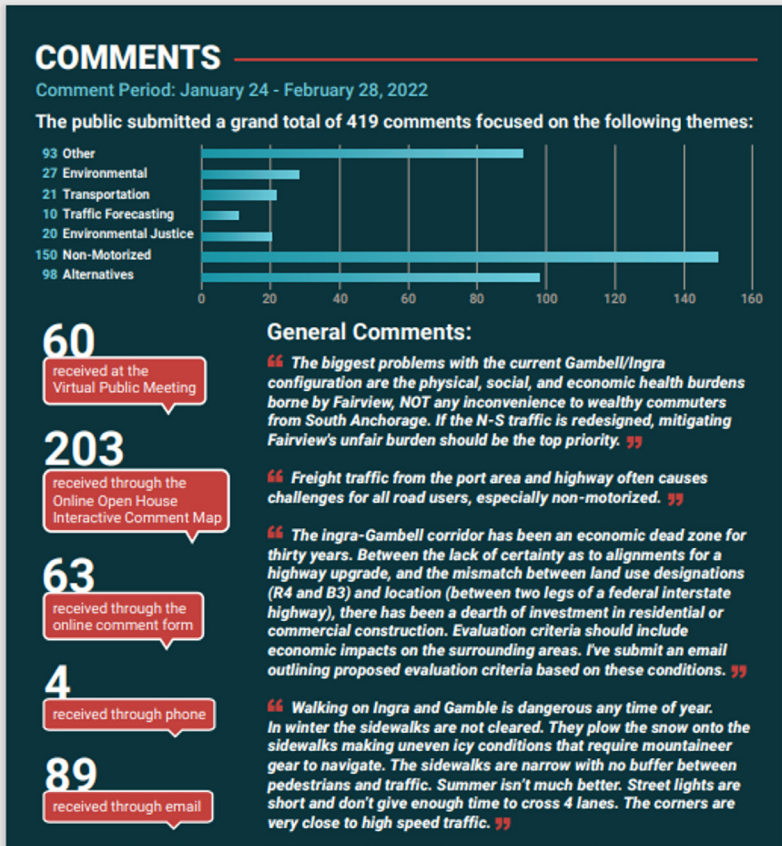
We are now in Phase 4 of the PEL Study. During this phase, a range of alternatives will be developed and screened for fatal flaws and reasonableness.



Public Input

Meeting #1: Problems to be Solved

A study that considers environmental, community, and economic goals during planning, so the information and analysis can be used in the environmental process.



Comments are not edited - and copied verbatim.

Meeting #2: Purpose and Need

DOT&PF in collaboration with AMATS, hosted an In-person and Virtual Public Meeting on May 25, 2022.

COMMENTS

May 25, 2022 In-person and Virtual Public Meeting

- 4 - Want Pedestrian Data
- 4 - Administrative Questions
- 7 - Traffic Forecast/Model Questions
- 7 - Environmental Concerns
- 8 - System Performance Report
- 12 - Stakeholder Engagement
- 24 - Process/Scope of Study Questions
- 28 - Evaluation Criteria
- 34 - Suggestions for Alternatives
- 61 - Purpose and Need



“I would like to believe that this time we can leverage the political will to create a piece of design and engineering that will be a source of pride instead of embarrassment for all Alaskans. This piece of highway is arguably the most important and yet probably the most neglected and undervalued in our state. Many like myself feel it is a vestige of the kind of engineering that puts the convenience and needs of stakeholders living in the shadow of these pieces of infrastructure. Almost with a certainty causing harm to those most vulnerable - to the detriment to us all eventually.”
- Anchorage Resident

Example public comments from previous Seward-Glenn PEL Public Involvement efforts:

“Already suggested 3 lanes of traffic NOT 4 going through Ingra and Gamble Streets. Wider separation of traffic from the sidewalks.”

“The only solution that allows Fairview to recover from the blight of this highway is the cut and cover plan. It allows pedestrians to move safely and the highway traffic trying to move through the area can go fast. I don’t see any other equitable or safe solutions.”

“This project should really be more about quality of life, other than level of service. Level of service being how efficiently we move vehicles through this corridor. And so, when you mentioned what we want to see, and what we don’t want to see people said, we want to see the cut and cover project, we want to see the quality of life be restored to this area not be severed by this this massive roadway.”

“Commuting from south Anchorage to base or from the valley into Anchorage is slowed significantly by the fact the Seward and Glen are not connected. By creating a thoroughfare, bypassing the Merrill Field corridor, straight to 20th Ave (eventually bypassing 36th, Benson, Northern Lights, and Fireweed would be nice too), commute times would be significantly decreased, allowing not only for a speedier, but safer commute.”

“I don’t care about cars. Let’s get rid of cars and trucks in the center of valuable part of our city and make it more accessible for people across town to bike from southside to downtown or vice versa, or for walking or for people who use mobility it’s like wheelchair or crutches, make this a walking infrastructure.”



Public Input Meeting #1

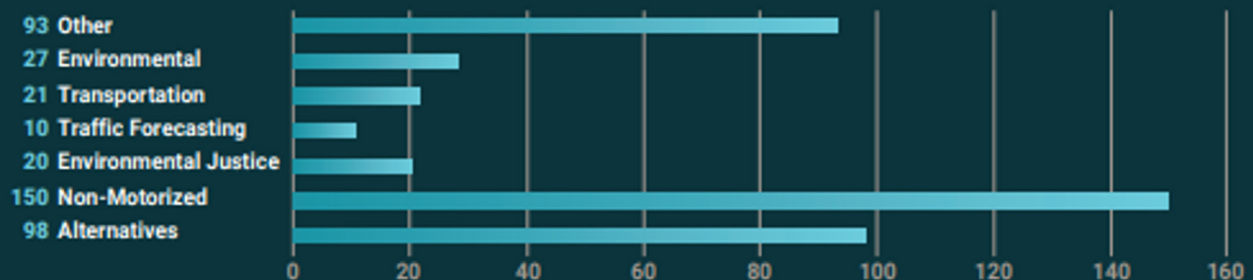
Meeting #1: Problems to be Solved

A study that considers environmental, community, and economic goals during planning, so the information and analysis can be used in the environmental process.

COMMENTS

Comment Period: January 24 - February 28, 2022

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



60

received at the
Virtual Public Meeting

203

received through the
Online Open House
Interactive Comment Map

63

received through the
online comment form

4

received through phone

89

received through email

General Comments:

“ The biggest problems with the current Gambell/Ingra configuration are the physical, social, and economic health burdens borne by Fairview, NOT any inconvenience to wealthy commuters from South Anchorage. If the N-S traffic is redesigned, mitigating Fairview's unfair burden should be the top priority. ”

“ Freight traffic from the port area and highway often causes challenges for all road users, especially non-motorized. ”

“ The Ingra-Gambell corridor has been an economic dead zone for thirty years. Between the lack of certainty as to alignments for a highway upgrade, and the mismatch between land use designations (R4 and B3) and location (between two legs of a federal interstate highway), there has been a dearth of investment in residential or commercial construction. Evaluation criteria should include economic impacts on the surrounding areas. I've submit an email outlining proposed evaluation criteria based on these conditions. ”

“ Walking on Ingra and Gamble is dangerous any time of year. In winter the sidewalks are not cleared. They plow the snow onto the sidewalks making uneven icy conditions that require mountaineer gear to navigate. The sidewalks are narrow with no buffer between pedestrians and traffic. Summer isn't much better. Street lights are short and don't give enough time to cross 4 lanes. The corners are very close to high speed traffic. ”

Comments are not edited - and copied verbatim.

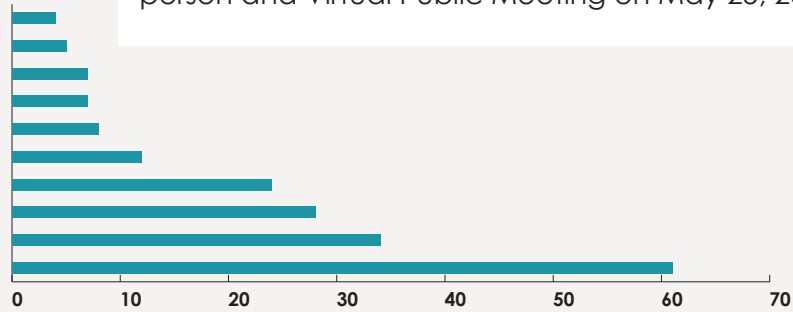


Public Input Meeting #2

COMMENTS

May 25, 2022 In-person and Virtual Public Meeting

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Meeting #2: Purpose and Need

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I would like to believe that this time we can leverage the political will to create a piece of design and engineering that will be a source of pride instead of embarrassment for all Alaskans. This piece of highway is arguably the most important and yet probably the most neglected and undervalued in our state. Many like myself feel it is a vestige of the kind of engineering that puts the convenience and needs of stakeholders living in the shadow of these pieces of infrastructure. Almost with a certainty causing harm to those most vulnerable - to the detriment to us all eventually.

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Purpose & Need

PThe proposed purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and the Port of Alaska by all modes (including people on foot, bicycles, or buses) while improving community cohesion. The intent is to (1) maintain the functionality of the National Highway System while meeting the local travel needs of residents that live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections, quality of life, and accommodate adopted plans, as practicable.

NThese needs are neither presented in order of importance nor order of priority.

Reduce 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.

Improve Safety



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

Promote Social Equity and Economic Development



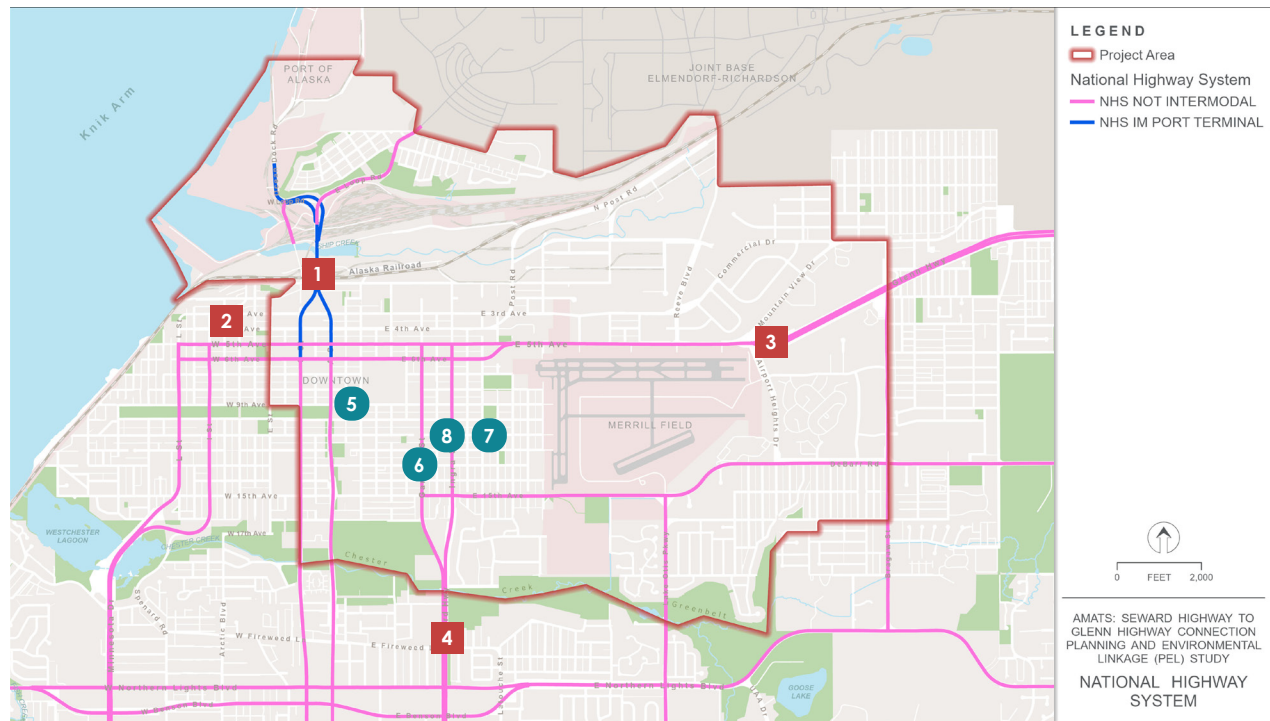
Current highway and arterial design on the Seward/ Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 USC 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.



Reduce 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, livability, and accessibility for all users.



National Highway System Functions

- 1.** The National Highway System (NHS) is important to the nation's economy, defense, and mobility. Connecting the Port of Alaska to the Seward & Glenn Highways satisfies this function by eliminating freight vehicles' need to traverse commercial and residential areas.
- 2.** The NHS is intended to connect major destinations like employment centers, airports, and ports, and to support efficient regional travel.
- 3.** The Glenn Highway enters the study area carrying heavy, regional traffic headed to major destinations like downtown, midtown, U-Med, the Port of Alaska, and Anchorage International Airport.
- 4.** Heavy traffic from south Anchorage and the Kenai Peninsula is headed to downtown, the Port of Alaska, military bases, Chugiak-Eagle River, Mat-Su Valley, Fairbanks, and the Alaska Highway.

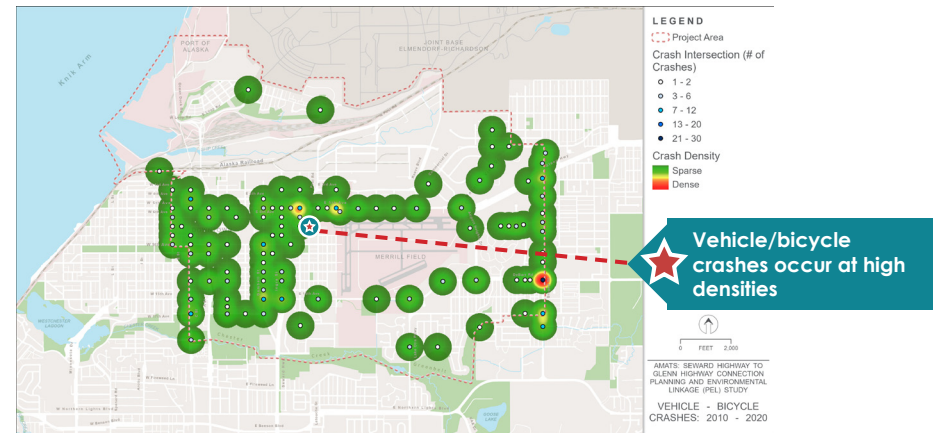
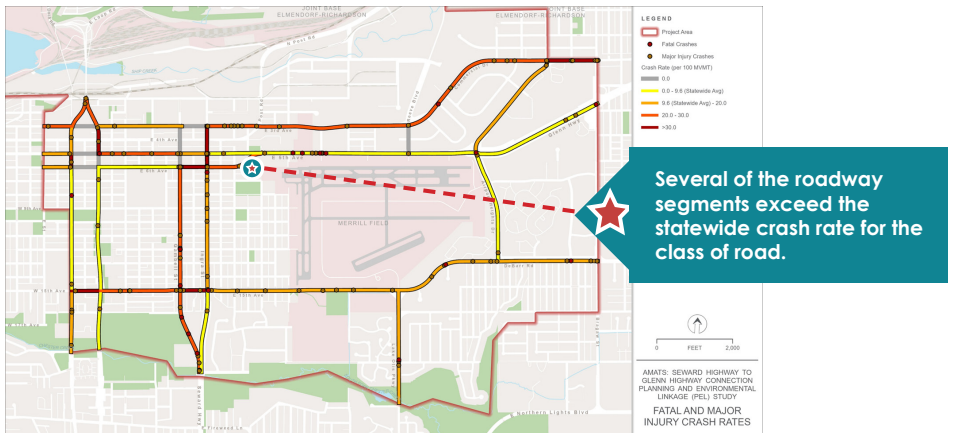
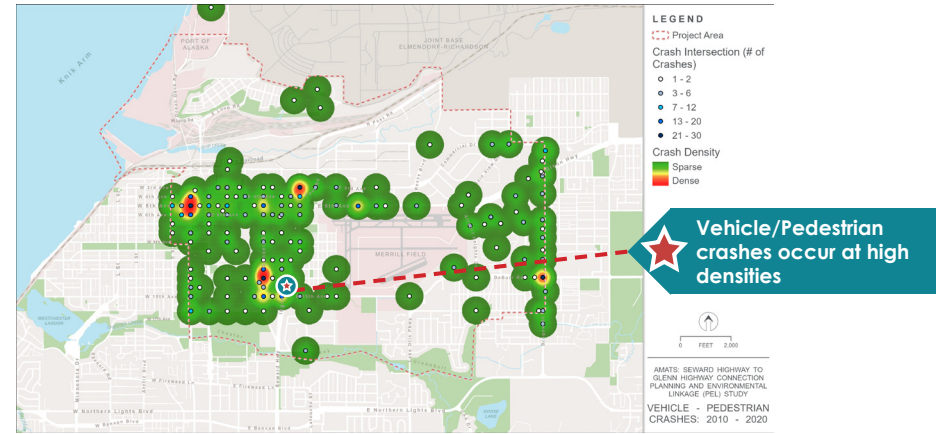
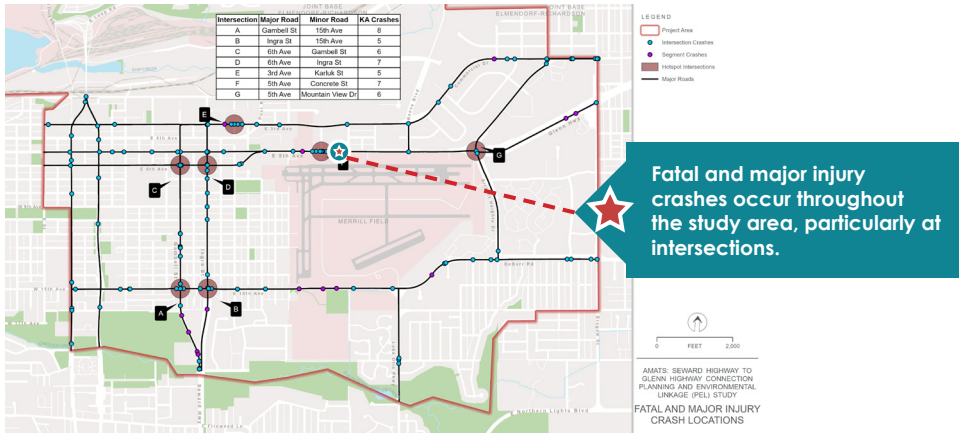
Local Needs and Existing Conflicts

- 5.** Freight traffic to/from the Port of Alaska is routed through downtown (on A and C Streets) and Fairview (on 5th, 6th, Gambell, and Ingra).
- 6.** Adopted plans for downtown and Fairview envision streets better designed for people walking and biking and with improved streetscapes that will promote redevelopment and improve quality of life. The current road design and regional travel needs conflict with this vision.
- 7.** Fairview is (on average) a low-income neighborhood with an extremely high proportion of residents who walk as their primary form of transportation. Crossing the regional roads and heavy traffic is a problem.
- 8.** The NHS bisects the neighborhood, impacting the community, quality of life, and capital investment.



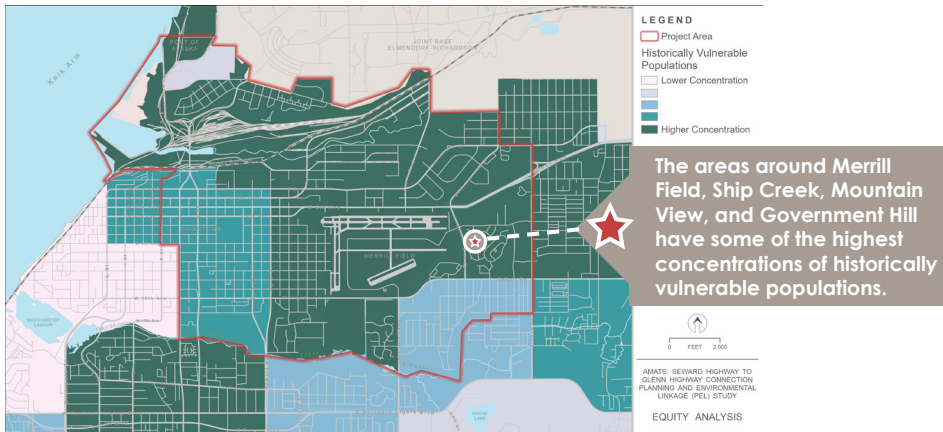
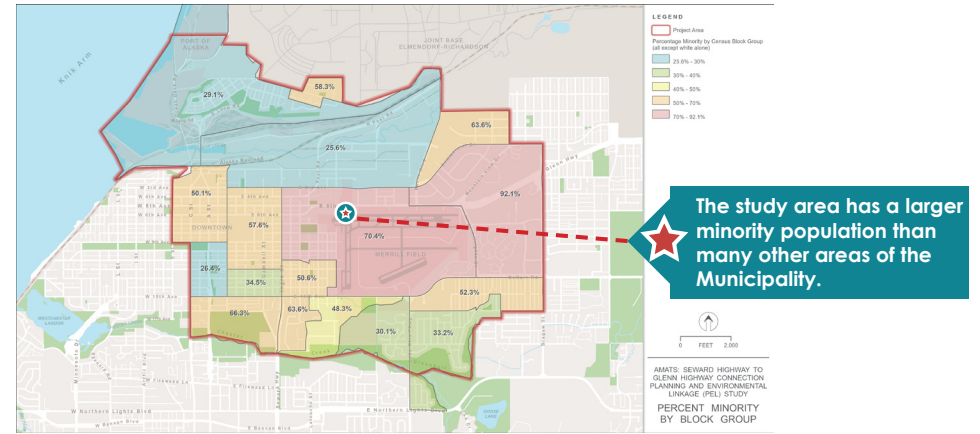
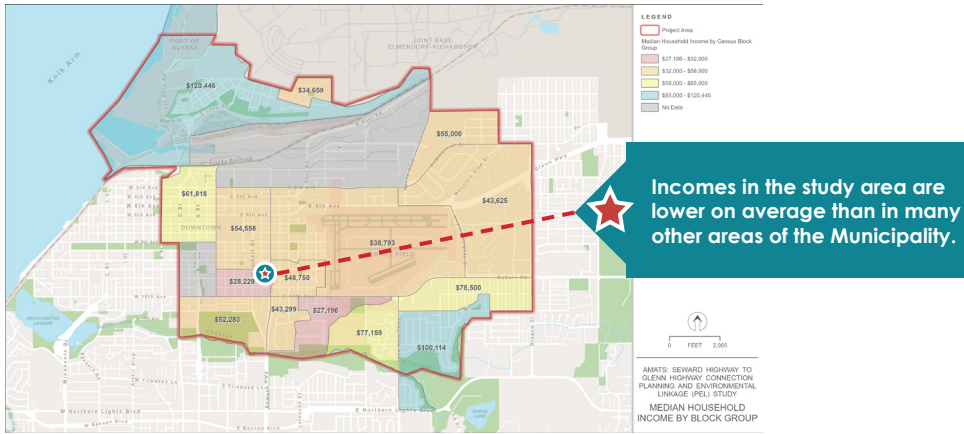
Improve Safety

Crashes for vehicles and people walking and bicycling are elevated at several study area intersections. High rates of pedestrian fatalities have also been recorded between intersections on Ingra and Gambell Streets.



Promote Social Equity and Economic Development

Social Equity. The current, eight-lane Ingra-Gambell couplet bisects a low-income and minority neighborhood, which adversely affects local development, livability, and quality of life.

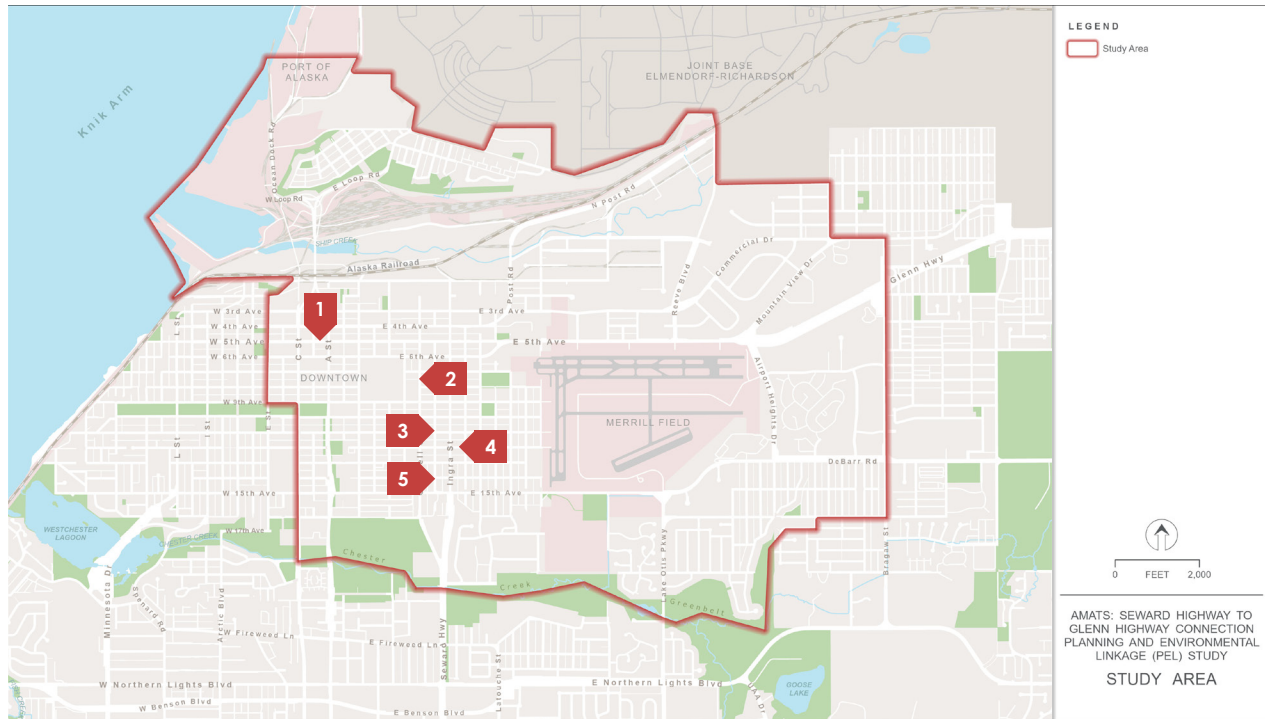


FHWA guidance recommends that social equity and economic development should be investigated when identifying a project's purpose and need and that a transportation improvement can foster new employment and benefit schools, land use plans, recreation facilities, and similar things.



Vision from Adopted Plans and On-Going Efforts

Current highway and road design on the Seward/Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.



- 1. Downtown Plan.** This draft plan calls for making 5th and 6th Avenues two-way in downtown and promotes higher density residential development with improved non-motorized access.
- 2. Gambell Main Street.** The 2040 Land Use Plan and Fairview Neighborhood Plan identify a Main Street Corridor designation along Gambell Street in the study area.
- 3. Fairview Neighborhood Plan.** “Maintain the integrity of Fairview, by following a cut and cover approach, creating a greenway connection between Ship and Chester Creeks with a Hyder Street alignment or alternatives that reduce impact on the neighborhood, while providing needed neighborhood street and pedestrian improvements that support mixed-use and other land-use redevelopment and development identified on the approved land-use plan map”.

- 4. Anchorage 2040 Land Use Plan (LUP).** The 2040 LUP includes a “Greenway-Supported Development” (GSD) overlay along the Ingra Street corridor, from 3rd to 15th Avenue, that connects to the Chester Creek Greenbelt on the southern end. Public input suggests connecting to Ship Creek Trail on the northern end.
- 5. Metropolitan Transportation Plan 2040.** The plan envisions separating regional traffic from local traffic by depressing the freeway as a means of reducing the conflicting travel functions. As envisioned, the depressed freeway would have lidded sections where parks or other community-enhancing features could be developed to help revitalize neighborhood development and provide improved connectivity and cohesion across the mainline.

Ongoing Plans: In partnership with Fairview Community Council, NeighborWorks Alaska recently received a USDOT Reconnecting Communities grant and an EPA Environmental Justice Small GRANT to continue ongoing planning to revitalize the Fairview neighborhood.



Balancing the Issues & Challenges



Help us brainstorm ideas for alternatives (routes and roadway classifications) that solve and balance the corridor's transportation issues and challenges.



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, improve quality of life, and promote economic development.



Accommodate ideas from adopted plans:

- Gambell Main Street Redevelopment
- Ingra Greenway Supportive Development Corridor
- Improvements for people walking and biking



Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).



Potential Roadway Classifications

Freeway



According to the MOA's (2014) OSHP, freeways are limited access, high-speed roadways with grade-separated interchanges. These streets provide a potential solution where more than 40,000 trips per day need to be served. They should be built to freeway design standards, with full grade separations at intersecting streets and a minimum right-of-way width of 150 feet.

Expressway



According to the OSHP (MOA 2014), expressways are divided arterial highways that primarily serve through traffic; they differ from freeways by the degree to which access is controlled. The OSHP (MOA 2014) indicates that expressways may have either full or partial control of access and may have either at-grade or grade-separated intersections. Expressways typically serve more than 20,000 trips per day and require a minimum right-of-way width of 130 feet.

Major Arterial



According to the OSHP (MOA 2014), arterials are intended to move large volumes of vehicles and goods on longer inter-area trips and move traffic to and from the freeway/expressway system. A secondary function of major arterials is to provide land access. Traffic volumes on these streets will typically be more than 20,000 trips per day, and should have at least four travel lanes, paved shoulders (for emergency parking), and a divider wherever possible. Access should be carefully controlled, and residential development should be served from side streets. Recommended minimum right-of-way width varies between 60 and 130 feet.

Industrial Street



The access improvements to/from the POA evaluated in the PEL Study should be developed in accordance with the "Industrial Street" typology. The OSHP (MOA 2014) indicates that "industrial streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles." The plan suggests that industrial streets typically consist of two to four travel lanes, which are generally wider to accommodate movement of larger vehicles. Bicycle and pedestrian travel is often less frequent but still should be accommodated.

Minor Arterial



Minor arterial streets are intended primarily to move through traffic, but they also provide an important land access function. Access should be at block intervals wherever possible. Minor arterials serve less concentrated traffic-generating areas such as neighborhood shopping areas and schools. They distribute traffic from neighborhood collector streets to major arterials as well as between major arterials. Direct access is controlled to a lesser degree on minor arterials than on major arterials. These streets typically carry 10,000 to 20,000 vehicles per day. They should have two to four moving lanes and paved shoulders for emergency parking. Recommended minimum right-of-way width varies between 60 and 80 feet, depending on the street class.

Main Street Corridor



The 2040 LUP (MOA 2017) identifies a Main Street Corridor designation along Gambell Street. The plan envisions that this land use designation will provide "for commercial and mixed-uses within urban neighborhoods that can evolve as pedestrian-oriented, transit-served 'main street' development" (MOA 2017). Such a street would feature "transit access, wider sidewalks, pedestrian amenities, street tree landscaping, and relocation of utility poles and boxes and other impediments to a safe, comfortable pedestrian environment" (MOA 2017).

Greenway-Supported Development



The 2040 LUP (MOA 2017) identified a Greenway-supported Development (GSD) corridor along Ingra Street in the study area. A GSD is intended to be a corridor where new development will "incorporate natural open spaces, creek corridors, and pedestrian routes" (MOA 2017). The plan indicates that GSDs are a development concept that focuses on catalyzing new infill and redevelopment projects, based on a creek or greenway restoration. The plan hopes that future redevelopment projects would interface with revitalized urban creeks, wetlands, wildlife habitats, public spaces, or multi-use trails. The plan indicates that "for GSDs to most effectively catalyze redevelopment and alternative access modes, they should connect to existing pedestrian corridors and trails" (MOA 2017).

Woonerf



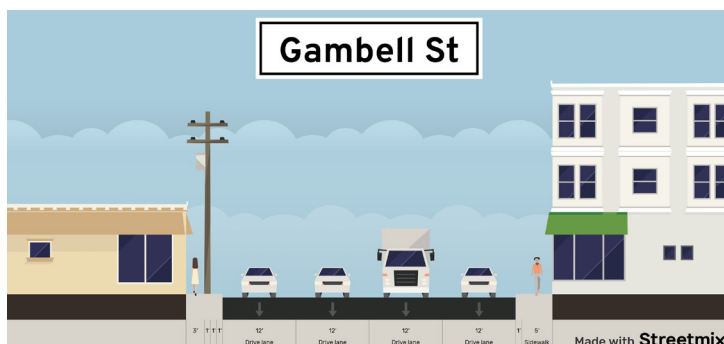
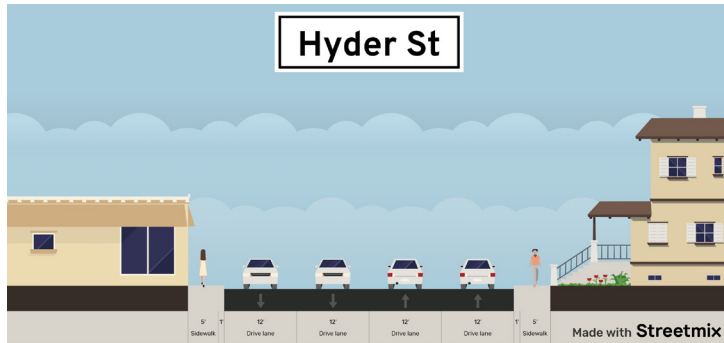
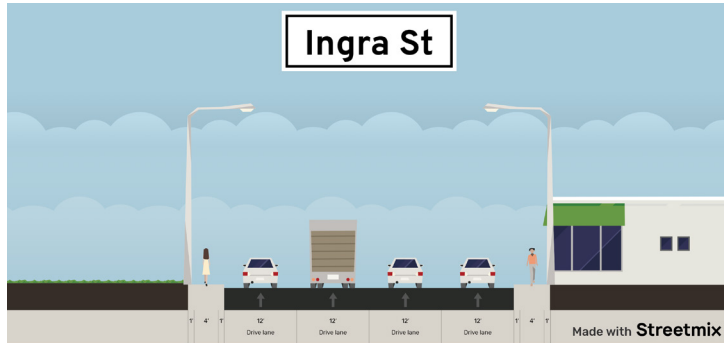
A woonerf, sometimes called a living street, allows drivers, bicyclists, pedestrians, and others to share the same space simultaneously. These are typically viewed more as social spaces instead of purely vehicle spaces. The four vital elements of a woonerf are: (1) well-defined entrances, (2) a shared and well-marked space, (3) physical barriers to slow traffic, and (4) landscaping and street furniture (Reardon 2016).



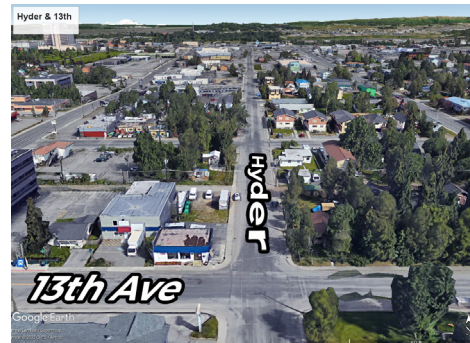
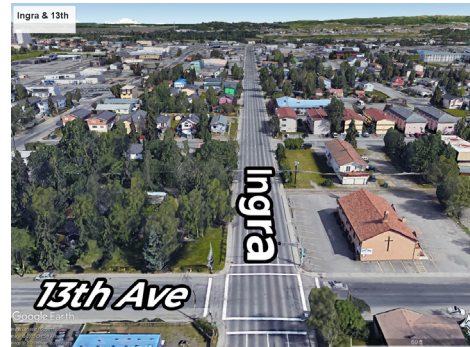
Existing Corridor

60 feet of Right-of-Way for Ingra Street, Hyder Street, and Gambell Street

Typical Sections



Google View



Attachment D

Postcard

Seward ↔ Glenn

MOBILITY

Seward to Glenn Connection PEL Study Public Meeting #3

**Thursday, May 18, 2023
4:30 – 6:30 P.M.**

**In-person at the
Fairview Recreation
Center**



This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 168 Integration of Planning and Environmental Review.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Seward to Glenn Connection PEL Study
C/O HDR
582 E 36th Avenue, Suite 500
Anchorage, AK 99503

Seward to Glenn Connection Planning and Environmental Linkage (PEL) Study Public Meeting #3 and Interactive Workshop

Join us! We want to hear from you to shape alternatives for the Seward to Glenn Connection Planning and Environmental Linkage (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods.



For project information, scan the QR code with your smart phone or visit the website below.

Questions or comments?

PHONE: (907) 206-2289

EMAIL: info@sewardglennmobility.com

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

JOIN US

Public Meeting #3

When:

Thursday

May 18, 2023

4:30 – 6:30 P.M.

Where:

**Fairview Recreation
Center**

**1121 E 10th Avenue
Anchorage, AK 99501**

sewardglennmobility.com

Attachment E

Advertisements in the *Anchorage Daily News*

Seward Glenn Connection PEL Study Public Meeting #3



Thursday, May 18, 2023
4:30 – 6:30 P.M.
Fairview Recreation Center
1121 E 10th Avenue, Anchorage, AK 99501

Join us! We want to hear from you to shape alternatives for the Seward to Glenn Connection Planning and Environmental Linkage (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods.



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Attachment F

E-Blasts



Seward to Glenn Connection Planning and Environmental Linkage (PEL) Study Public Meeting #3 and Interactive Workshop

*Join us for an interactive open house to shape alternatives for the
Seward to Glenn Connection (PEL) Study.*

Public Meeting #3

Thursday, May 18, 2023

4:30PM - 6:30PM

Fairview Recreation Center

1121 E 10th Avenue

Anchorage, AK, 99501

We need your insights to help develop the best ideas to improve safety, livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods.

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Our mailing address is:

Seward Glenn Mobility
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Grow your business with  **mailchimp**

Attachment G

Social Media Posts

Seward Glenn Connection PEL Study

Facebook Post #1

May 5, 2023



Alaska Department of Transportation & Public Facilities

2h · 🌐



📍 We want to hear from you to shape alternatives for the Seward to Glenn Connection Planning and Environmental Linkage (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods.

Questions or comments? CALL: (907) 206-2289 EMAIL: info@sewardglennmobility.com

Join Us!
Date: Thursday, May 18, 2023
Time: 4:30 - 6:30pm
In-person Location:
Fairview Recreation Center
1121 E 10th Ave. Anchorage, AK 99501
Visit sewardglennmobility.com
for project information.

👍 1

1 share

👍 Like

💬 Comment

➦ Share



Write a comment...



Facebook Post #2

May 18, 2023



Alaska Department of Transportation & Public Facilities

2h · 🌐



📍 We want to hear from you to shape alternatives for the Seward to Glenn Connection Planning and Environmental Linkage (PEL) Study. We need your insights to help develop the best ideas to improve safety, livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods.

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for project information.

👍 1

1 share

👍 Like

💬 Comment

➦ Share



Write a comment...



Attachment H

Public Meeting Summary Infographic

Seward to Glenn Connection Planning & Environmental Linkages (PEL) Study



Public Meeting and Interactive Workshop Summary

On Thursday, May 18, 2022, from 4:30 to 6:30 P.M., the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study team hosted a Public Meeting and Interactive Workshop at the Fairview Recreation Center as part of the Seward-Glenn Connection PEL Study. The meeting offered varying levels of engagement. Attendees could choose to collaborate at interactive tables hosted by project team members, or take a self-guided tour of the posters and submit comments independently. Comments were submitted via sticky notes placed on maps, drawings, flip chart notes, written comment forms, and more.

76 Public Meeting attendees



ADVERTISING & PUBLIC OUTREACH



3,713 postcards mailed



2 ads placed in the Anchorage Daily News



2 E-Blasts sent to **228** recipients



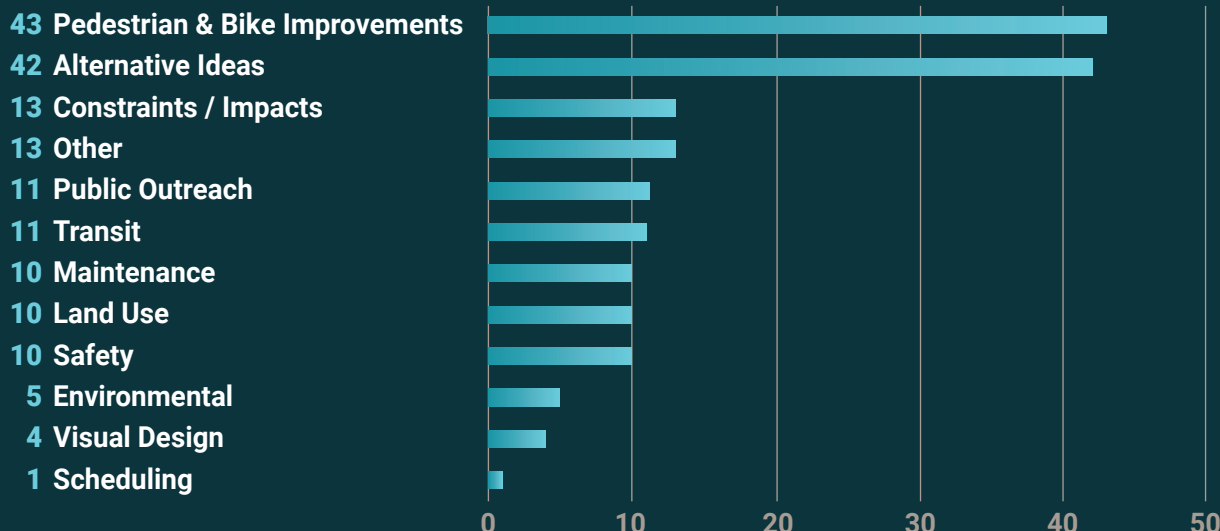
Meeting information distributed to the What's Up and Federation of Community Council Listservs



2 DOT&PF Facebook posts

COMMENTS

The public submitted comments focused on the following themes:



Sample Comments:

“ *Bike traffic is an issue in the area. Please make it safer for bikes and cars.* ”

“ *Will we have access to businesses during construction?* ”

“ *Suggested solutions for industrial traffic without impacting Fairview and Mountain View.* ”

“ *Pedestrian access at Sullivan Arena* ”

“ *Freight and truck traffic should route through the industrial port area. To bypass downtown entirely, east to approximately Merrill Field (i.e., Airport Heights).* ”

“ *These issues can't wait. There is a real life-safety issue along Ingra and Gambell that can't be put off for another 20-50 years. Wider sidewalks need to happen now. The facilities can support less lanes as they currently exist. This should be a high priority, low cost, high impact project high in the TIP [Transportation Improvement Program].* ”

“ *For realignment, taking of housing and businesses is inevitable, but not having a final plan for the alignment has been devastating for the neighborhood. Let's get it done, decided, and give people the security to invest in their property.* ”

“ *Restore sidewalks between Ingra and Gambell.* ”