

Seward -

### **Seward Glenn** Glenn **Mobility PEL Study** MOBILITY



### June 15, 2022 **Technical Advisory Committee**









Seward  $\leftarrow$  Glenn

MOBILITY

### Welcome & Opening Remarks





## Schedule

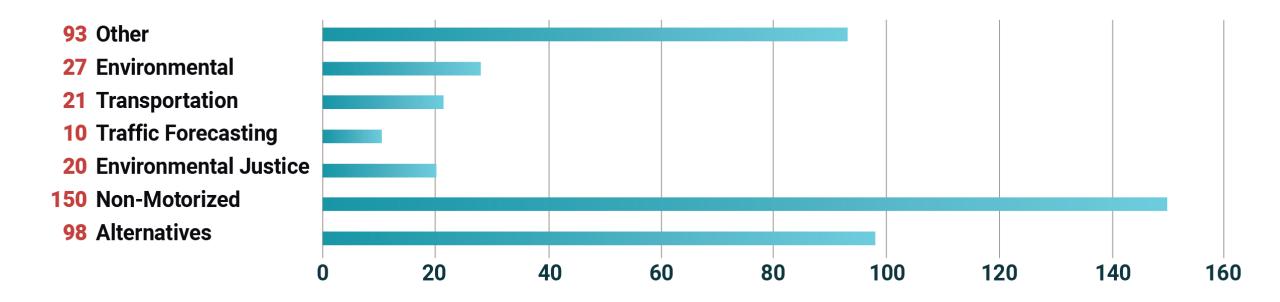


Timeframe	Summer 2021	Summer 2021 - Winter 2022	Winter - Spring 2022	Summer – Fall 2022	Winter – Summer 2023	Winter 2024 - Spring 2024
Study Step	Project Initiation	Problems to be Solved	Purpose and Need & Evaluation Criteria	Develop & Screen Alternatives	Evaluate, Refine, & Select Alternatives	Finalize 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.
<b>Activities</b>	<ul> <li>Document project management plan</li> <li>Establish schedule</li> <li>Prepare communications plan</li> <li>Create website</li> <li>Form committees</li> </ul>	<ul> <li>Collect existing information (maps, studies, &amp; data)</li> <li>Develop baseline &amp; forecasted traffic volumes</li> <li>Identify environmental constraints</li> <li>Identify safety needs, system performance standards, and facility deficiencies</li> </ul>	<ul> <li>Develop purpose and need</li> <li>Identify alternatives selection criteria based on:         <ul> <li>DOT&amp;PF design criteria</li> <li>Environmental constraints</li> </ul> </li> <li>WE ARE HERE</li> </ul>	<ul> <li>Identify alternatives</li> <li>Prepare centerline &amp; typical sections</li> <li>Develop rough order of magnitude costs</li> <li>Consider environmental and community factors</li> </ul>	<ul> <li>Develop detailed alternatives</li> <li>Conduct traffic modeling</li> <li>Assess environmental impacts</li> <li>Update cost estimates</li> <li>Identify draft recommendations</li> </ul>	<ul> <li>Refine recommended alternative</li> <li>Identify construction phasing plan</li> <li>Prepare financial analysis</li> <li>Write draft PEL</li> </ul>
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

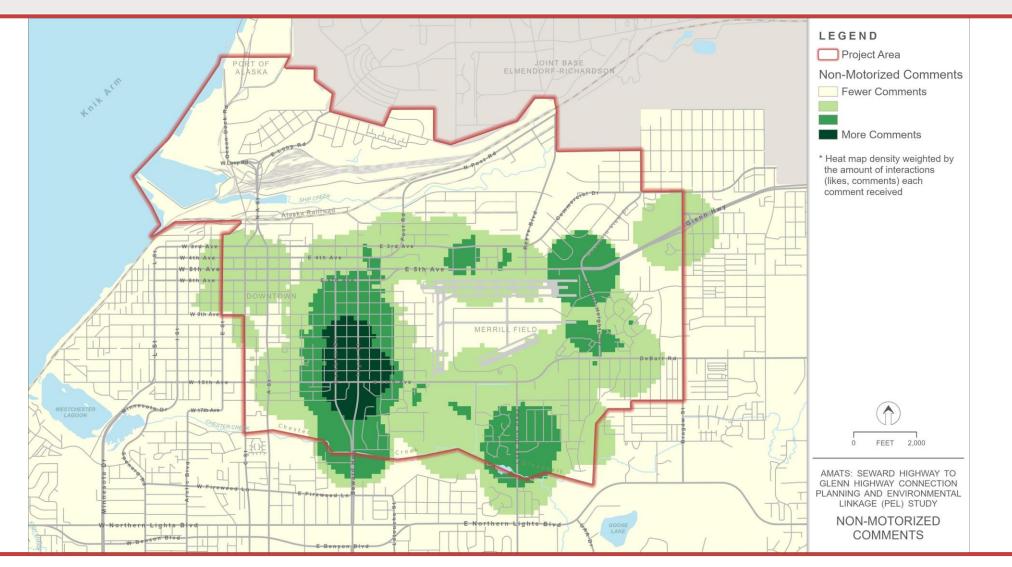


### Comment Period: January 24 – February 28, 2022

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

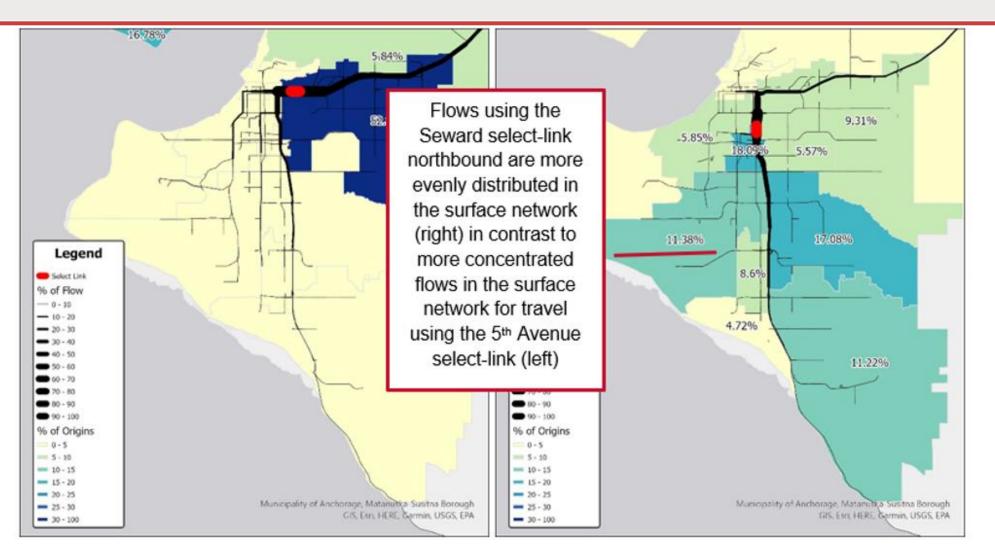


## Non-motorized Issues/Needs Heat Map



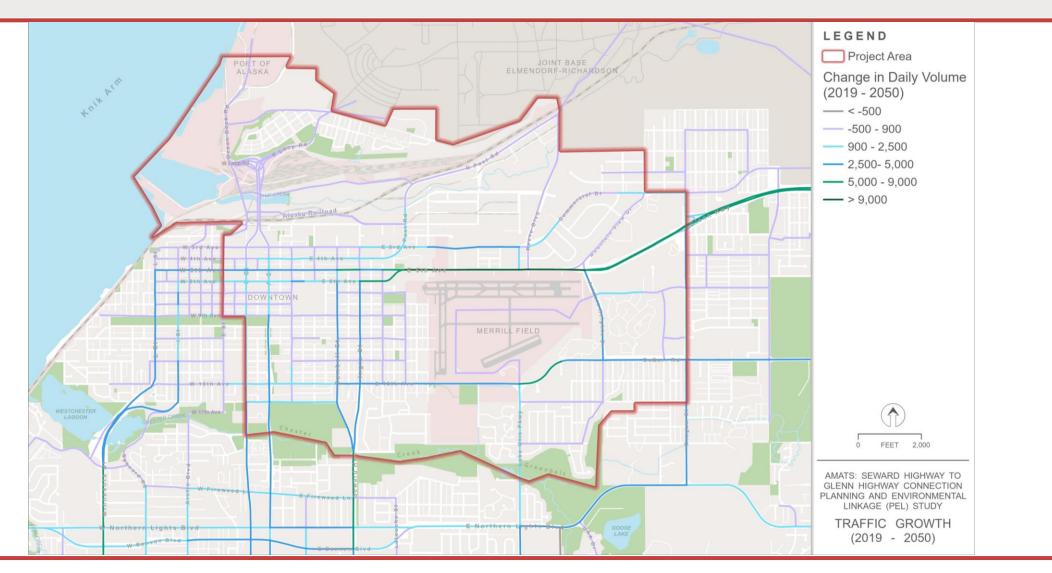
## **Origin and Destination Study**





## **Traffic Growth**





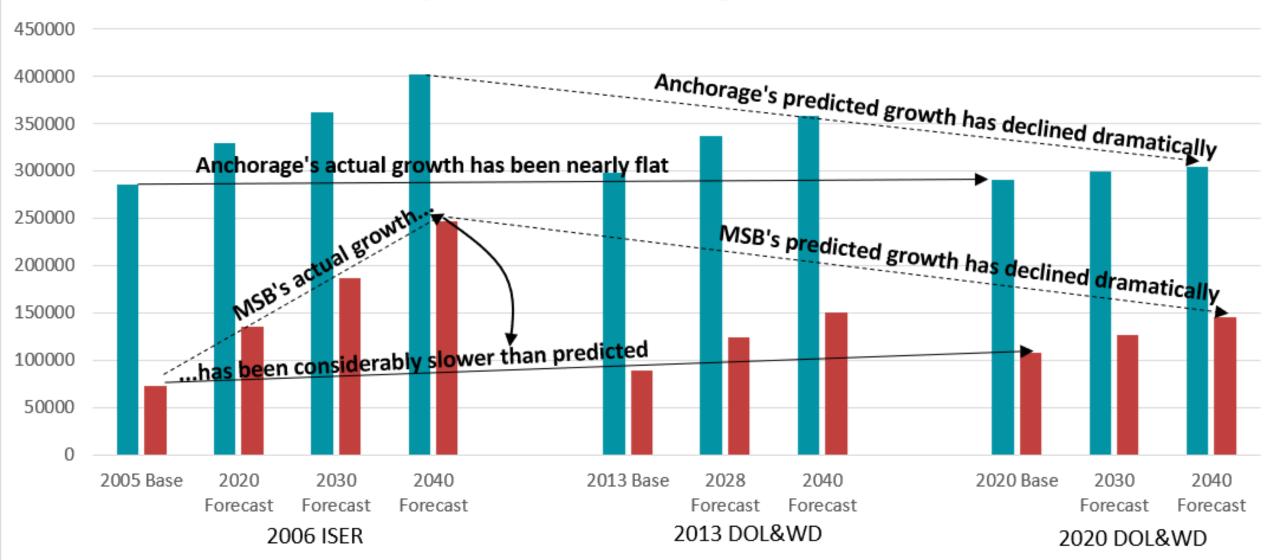
## **Population Forecast Changes**



MSB

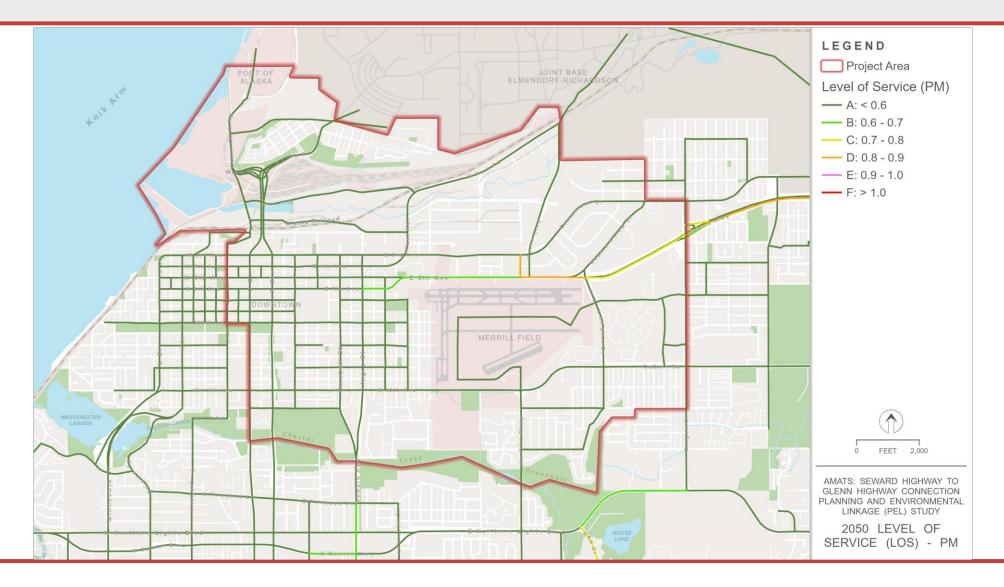
Anchorage

**Population Forecast Changes over Time** 



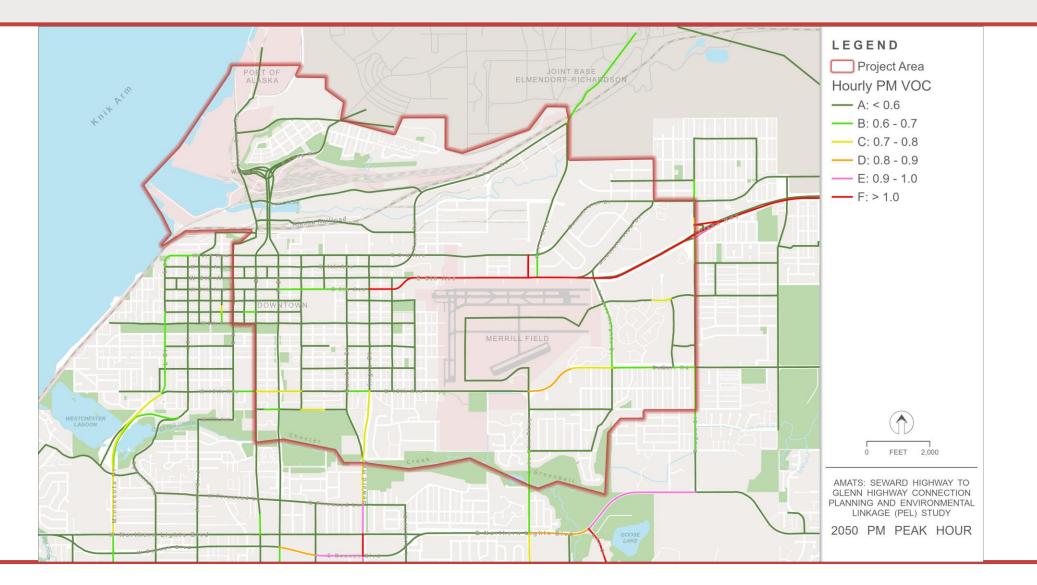
## **2050 PM Peak Period Congestion**





## 2050 PM Peak Hour Congestion





## **Draft System Performance Report**

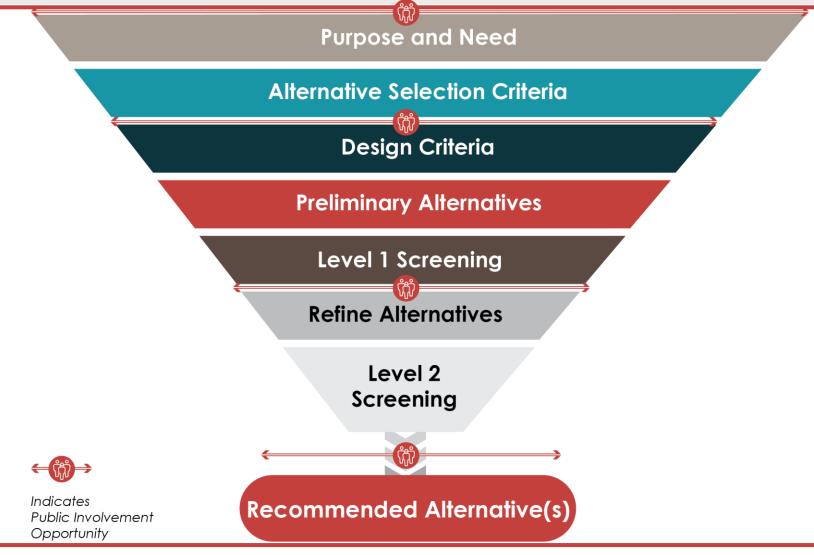






# Alternative Screening Process Described in the Draft Recommended Alternative Selection Criteria Memorandum





## **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**

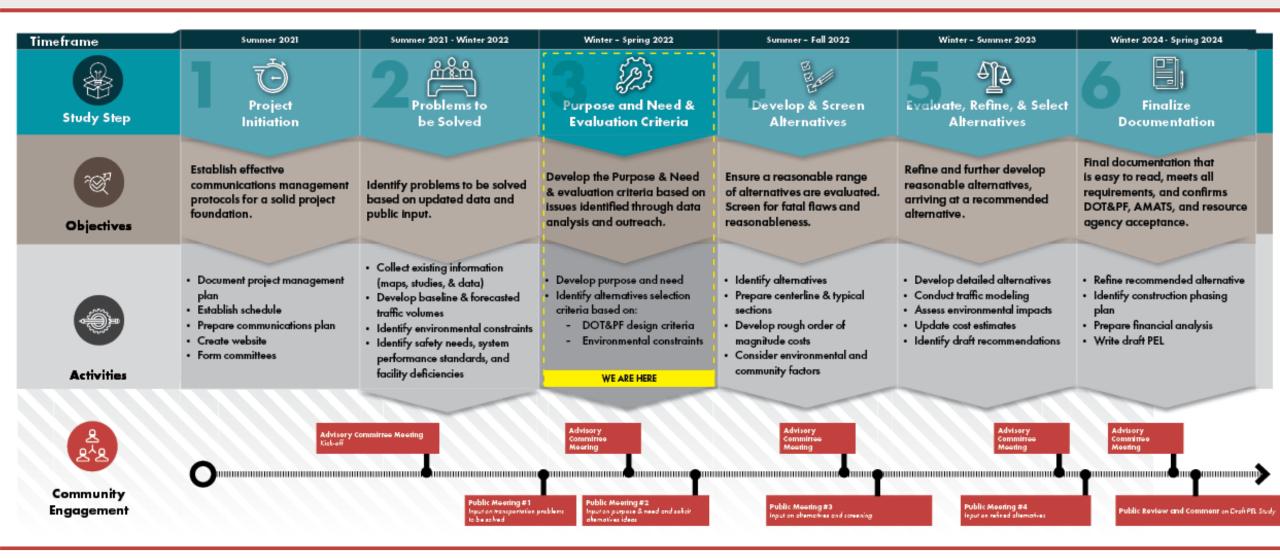


Described in the Draft Recommended Alternative Selection Criteria Memorandum

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!

