

# Seward to Glenn Connection PEL Study



**Open House #4**  
Preliminary Alternatives  
February 2024

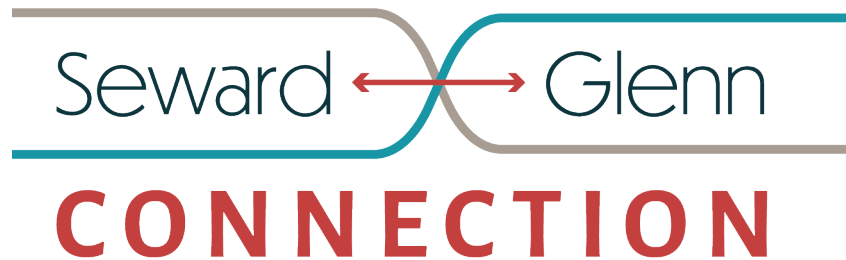


# Meeting Format

- **Orientation**
  - Alternatives Overview
- **Breakout**
  - Independent poster tour
  - Alternatives stations:
    - ✓ Workshop-style review of alternatives
    - ✓ One-on-one with the project team
    - ✓ Share your feedback!

**We want to hear from you!**  
**Visit the Online**  
**Interactive Open House**  
**[sewardglennconnection.com](https://sewardglennconnection.com)**

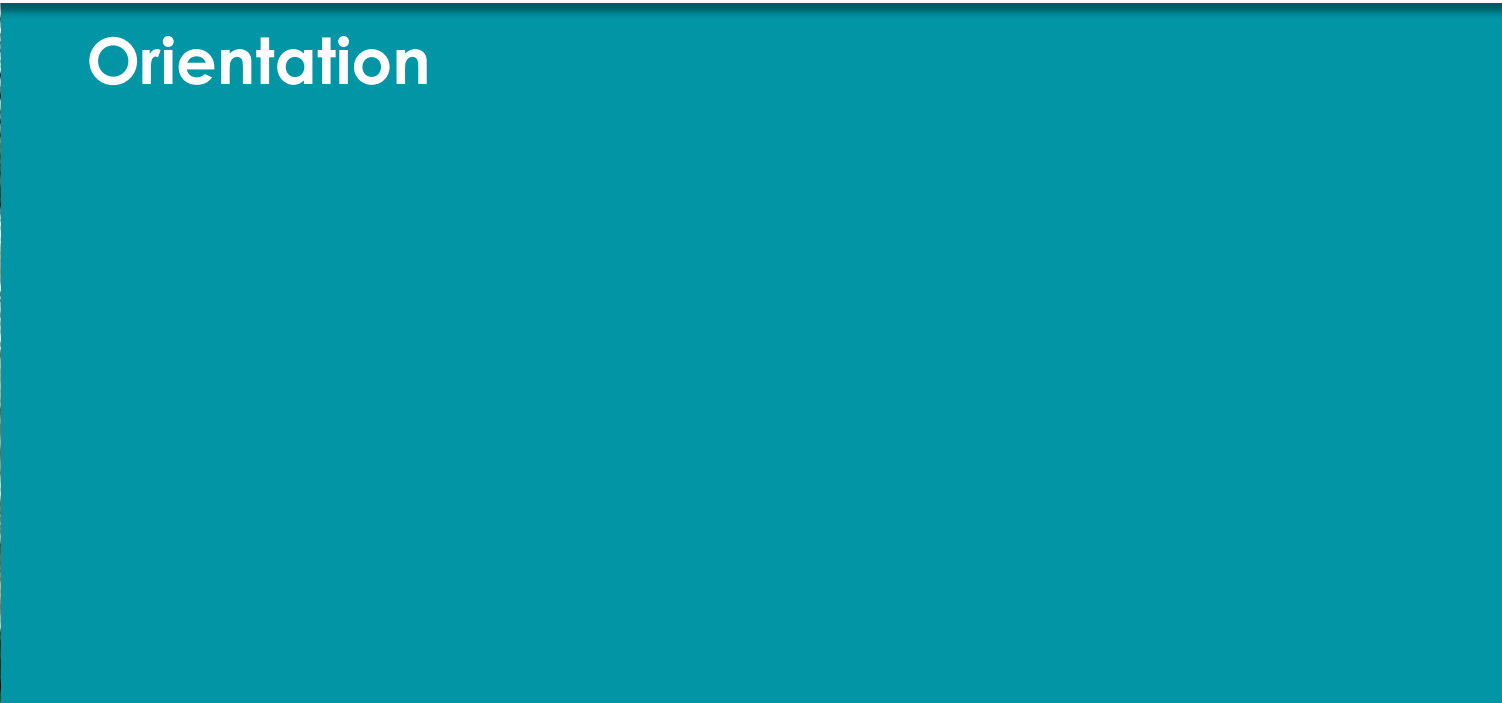




# Preliminary Alternatives



## Orientation



# Balancing Issues & 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 (*physically and socially*) by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.



Accommodate ideas from adopted plans:

- Gambell Main Street Redevelopment
- Ingra Greenway Supportive Development Corridor
- Improvements for pedestrians and bicyclists
- Reconnecting Communities Grant (*forthcoming*)



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

# Overall Design Approach

We incorporated the following ideas into every alternative:



## Improve Local Travel, Livability, and Economic Development

- A main street design on Gambell Street
- Complete street or woonerf design on Ingra Street and/or Hyder Street
- Reduce lanes on 5th and 6th Avenues and Gambell and Ingra Streets as described in the MTP 2050
- Pedestrian bridge (over depressed freeway alternatives) or nonmotorized upgrade on 10th Avenue



## Improve Nonmotorized Travel and Livability

- Regional trail connecting Chester Creek Trail to Ship Creek Trail to form a loop around Anchorage's urban core (via proposed Fairview greenway connection, Ship Creek Trail, Coastal Trail, and Chester Creek Trail)
- Pedestrian bridges or tunnels across major roadways
- Roadway bridge over Chester Creek at Seward Highway to improve pedestrian undercrossing and return creek to natural conditions for fish passage
- Trail connections from Bragaw Street to Reeve Boulevard



## Improve Freight Movement, Reduce Conflicts, and Improve Safety

- Reduce truck traffic on local streets by connecting the Port of Alaska directly to a highway interchange
- Increase freight mobility by keeping trucks on freeways and rerouting them to industrial streets without stop lights



## Reduce Travel Conflicts and Improve Safety

- Reduce local and regional travel conflicts by depressing the highway or routing it to bypass neighborhoods
- Remove Port traffic from neighborhoods



## Improve Regional Travel

- A free-flow highway connection from the Seward Highway to the Glenn Highway
- Fill in the gap between existing controlled-access freeways, improving connectivity for regional travelers



## Consistency with Adopted Plans

- Accommodation/promotion of planned improvements from:
  - Metropolitan Transportation Plan 2050
  - Anchorage Land Use Plan Map
  - Fairview Neighborhood Plan
  - Gambell Street Redevelopment and Implementation Plan

# Regional Roadway Examples

### At-Grade

Vegetated Median (Initial Build-Out)

Concrete Barrier Median (Potential Future Build-Out)

Glenn Highway, Anchorage

### Depressed

Vegetated Median (Initial Build-Out)

Concrete Barrier Median (Potential Future Build-Out)

Minnesota Boulevard, Anchorage

### Viaduct (Bridge)

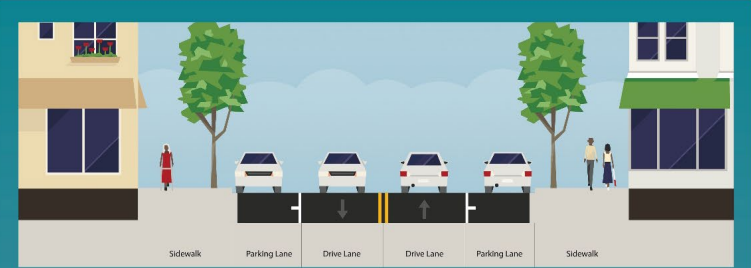
Elevated Section with 4 Lanes

Viaduct Example

Viaduct Example

# Local Roadway Examples

## Main Street (Gambell)



Main Street Example

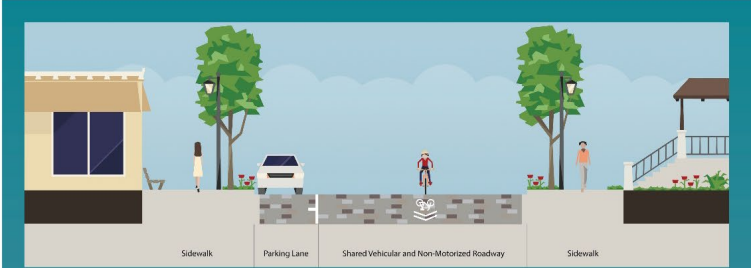


Main Street Example



West Fourth Avenue, Anchorage

## Woonerf (Hyder)



Woonerf Example



Modern Woonerf Example



F Street, Anchorage

## Complete Street (Ingra)



Complete Street Center Turn Lane Example



Complete Street Greenway Example



Spenard Road, Anchorage Example

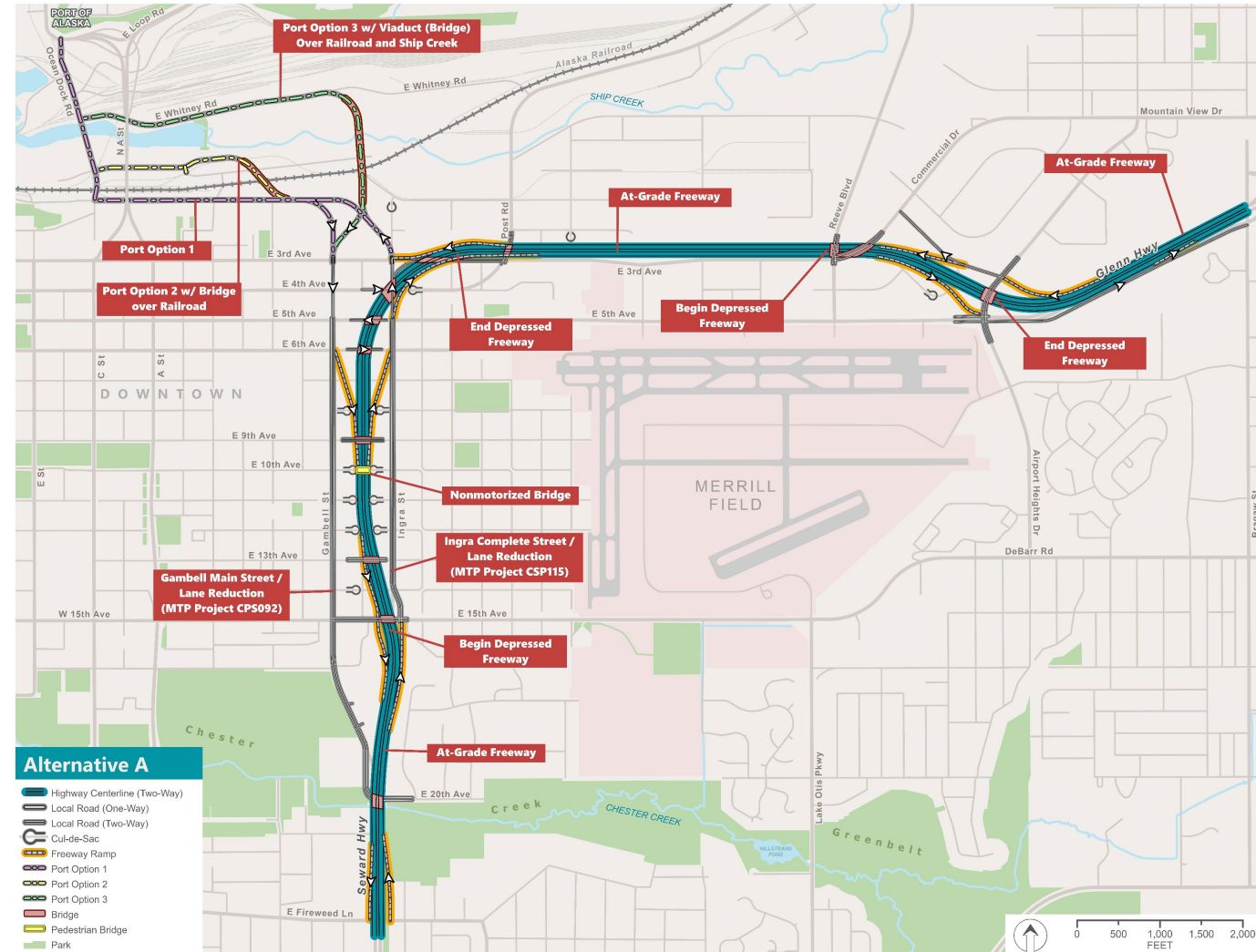
# Alternative A

## Design Approach

- Test Metropolitan Transportation Plan 2040 highway connection alignment
- Allow Ingra St to be utilized as a collector road to accommodate local traffic circulation in Fairview

## Features

- Depressed alignment on Hyder St to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Multiple options for Port access using an extension of Gambell St and Ingra St
- Uses alignment ideas from past adopted plan
- Greenway trail connection along Ingra St





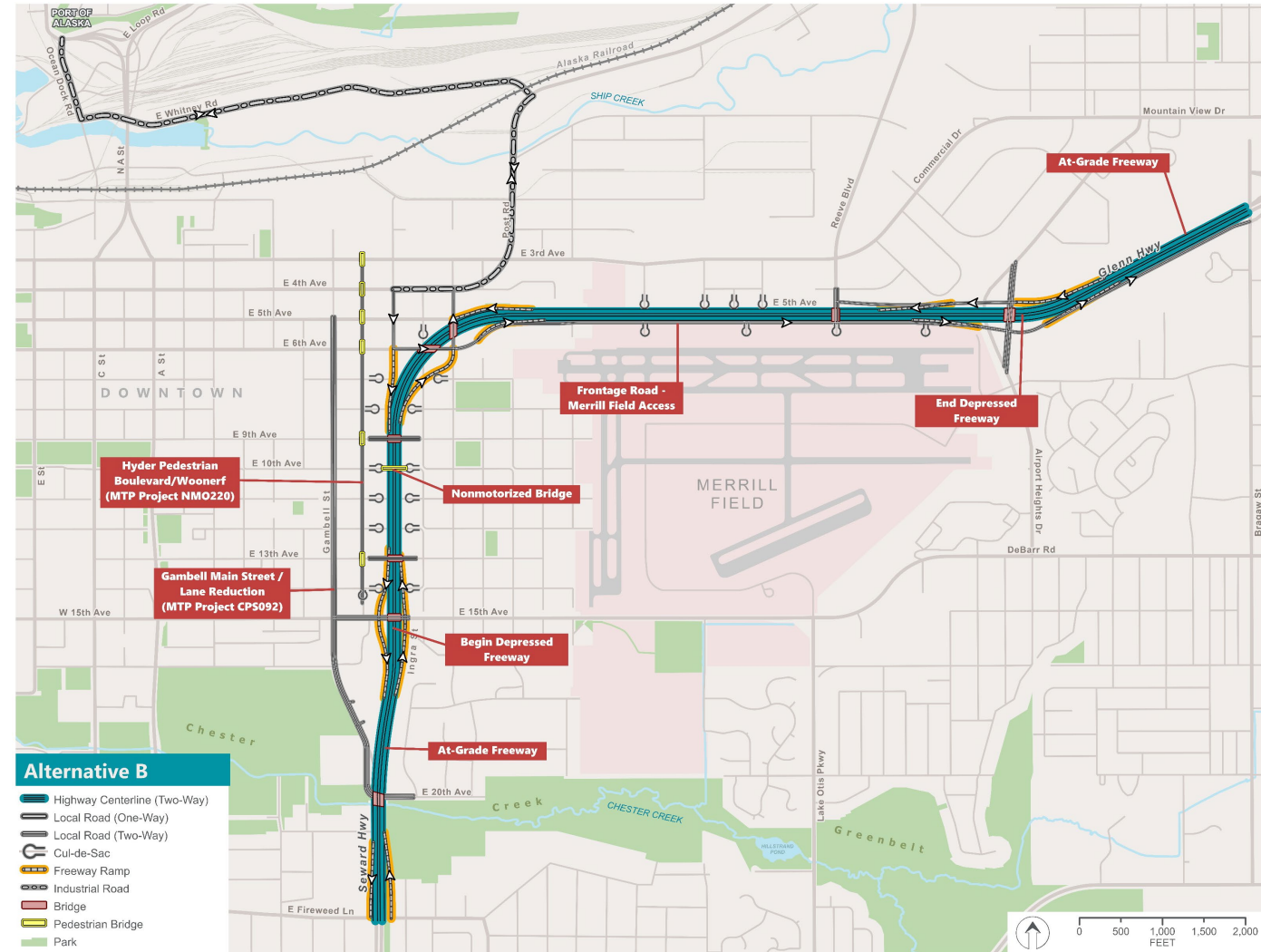
# Alternative B

## Design Approach

- Maximize use of existing DOT&PF right-of-way (on 5th Ave and Ingra St)
- Allow Hyder St to be utilized as a woonerf and greenway connection between Ship Creek and Chester Creek Trails
- Shorter version of a highway connection through Fairview with reduced business relocations at the north end

## Features

- Depressed alignment on Ingra St to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Frontage road for Merrill Field access
- Port connection upgrade via Post Rd to Whitney Rd to a new interchange
- Greenway trail connection and woonerf on Hyder St



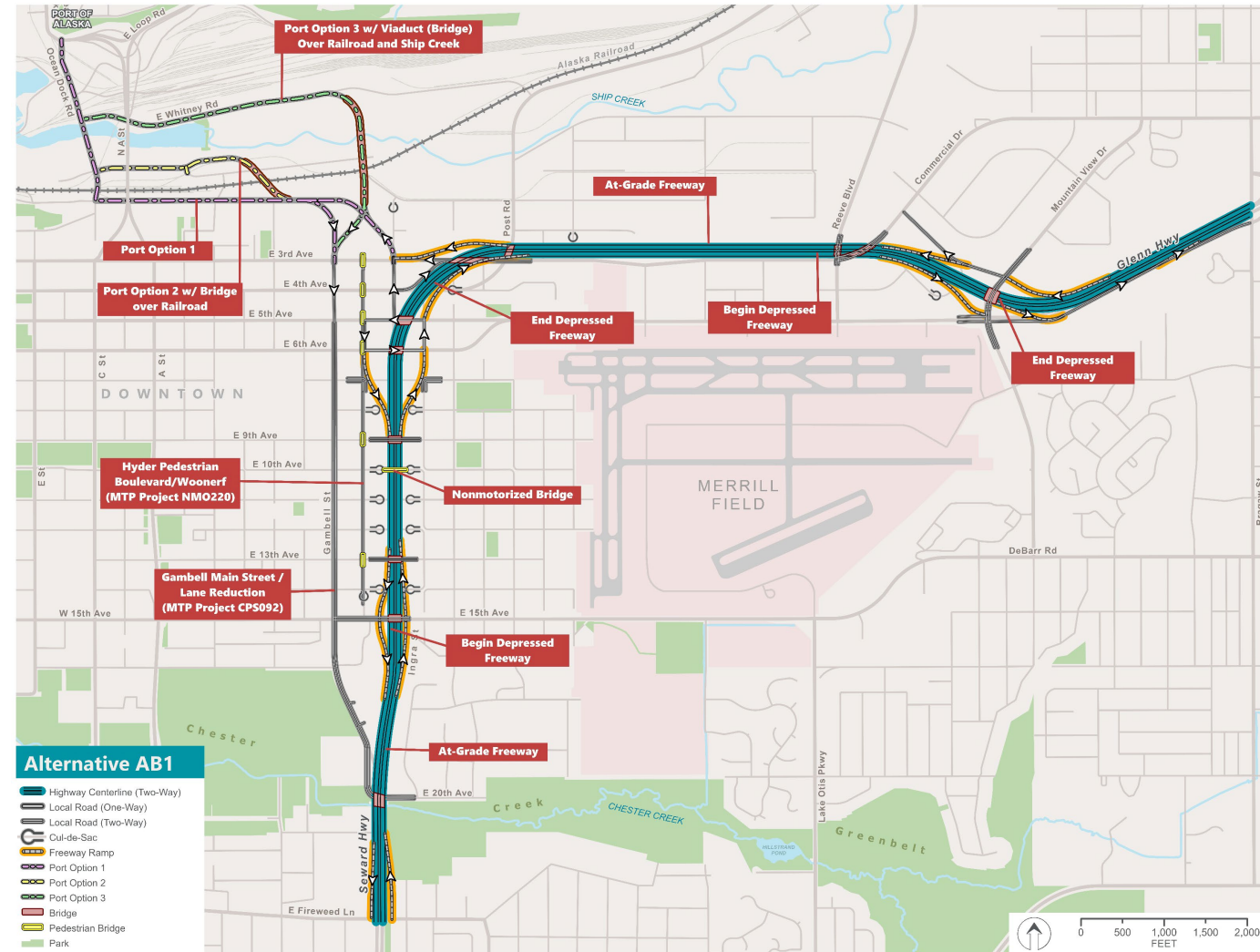
# Alternative AB1

## Design Approach

- Utilize existing DOT&PF right-of-way (on Ingra St)
- Use parts of Alternatives A and B to try to reduce commercial impacts
- Eliminate Merrill Field north access impacts
- Eliminate Merrill Field north RSA impacts

## Features

- Interchange to directly access Downtown
- Airport Heights interchange and routing from Alternative A to reduce commercial impacts along 5th Ave
- Depressed alignment on Ingra St to separate regional and local traffic to reduce conflicts
- Frontage road for Merrill Field access
- Port connection upgrade
- Greenway trail connection and woonerf on Hyder St



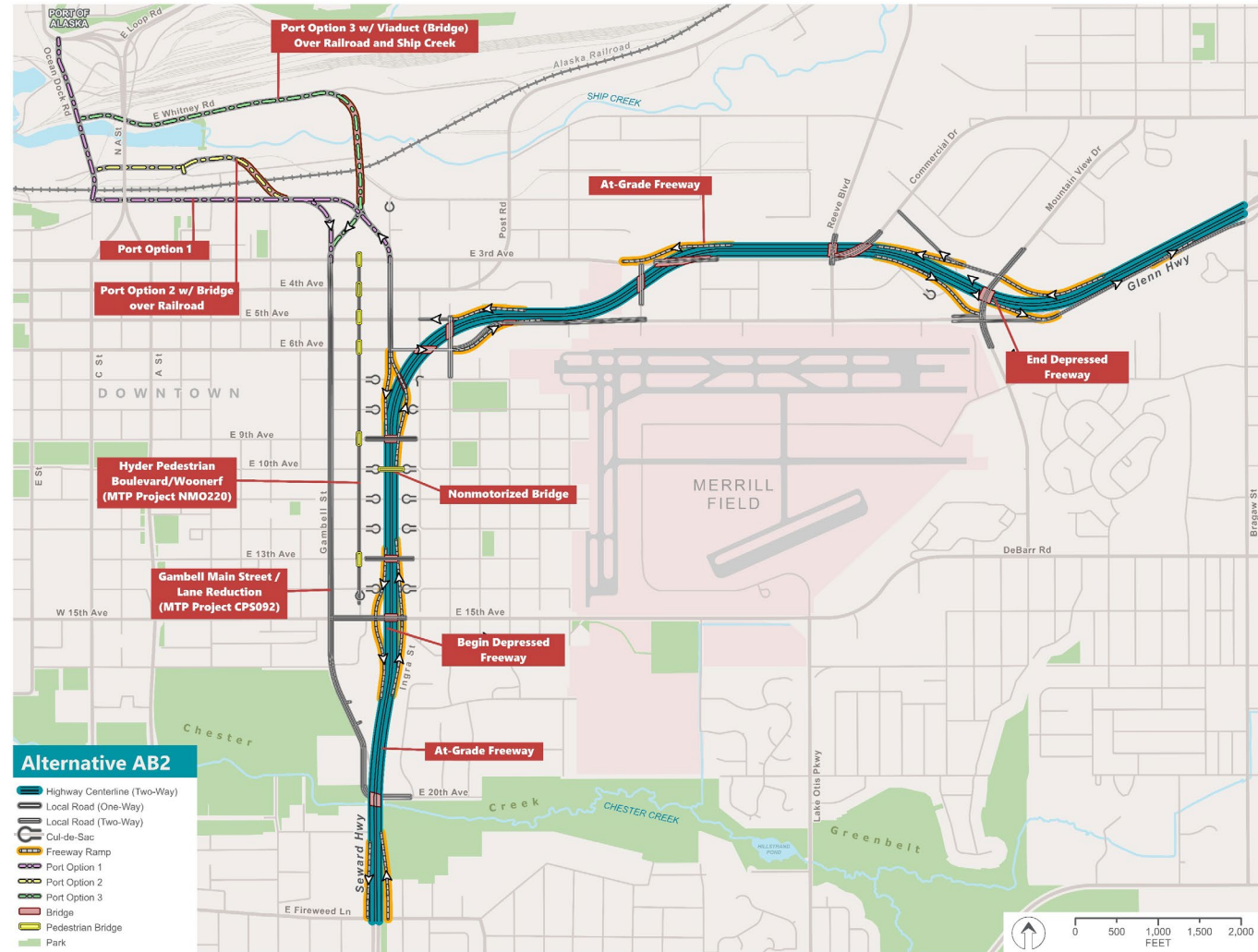
# Alternative AB2

## Design Approach

- Utilize existing DOT&PF right-of-way (on Ingra St)
- Use parts of Alternatives A and B to try to reduce commercial impacts
- Eliminate Merrill Field north access impacts
- Utilize Merrill Field north RSA to reduce commercial impacts along 3rd Ave

## Features

- Airport Heights interchange and routing from Alternative A to reduce commercial impacts along 5th Ave
- Cross through Merrill Field runway protection zone to connect Alternatives A and B
- Interchange to directly access Downtown
- Depressed alignment on Ingra St to separate regional and local traffic to reduce conflicts
- Port connection upgrade
- Greenway trail connection and woonerf on Hyder St



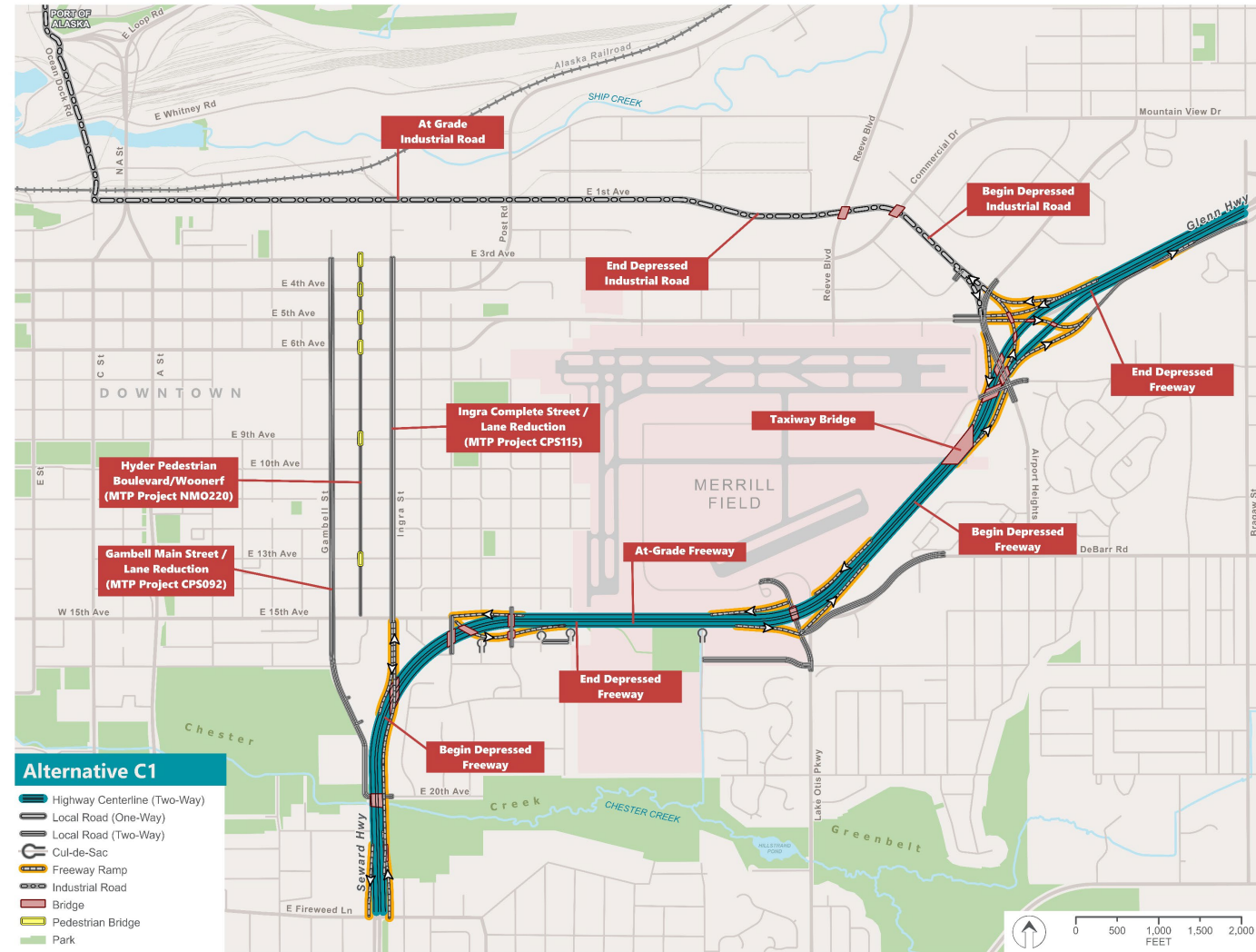
# Alternative C1

## Design Approach

- Reduce relocation impacts by using underutilized land and public right-of-way south and southwest of Merrill Field
- Reduce length of physical barrier (depressed freeway) through Fairview neighborhood
- Largely bypass Fairview and Downtown to reduce regional trip lengths

## Features

- Make use of public right-of-way south of Merrill Field and on 15th Ave
- Make use of vacant Northway Mall
- Interchange to access U-Med via Lake Otis Pkwy
- Depressed alignment on 15th Ave to separate regional and local traffic to reduce conflicts
- Port connection upgrade via 1st Ave, under Reeve Blvd and Commercial Dr to a new interchange
- Greenway trail connection and woonerf on Hyder St



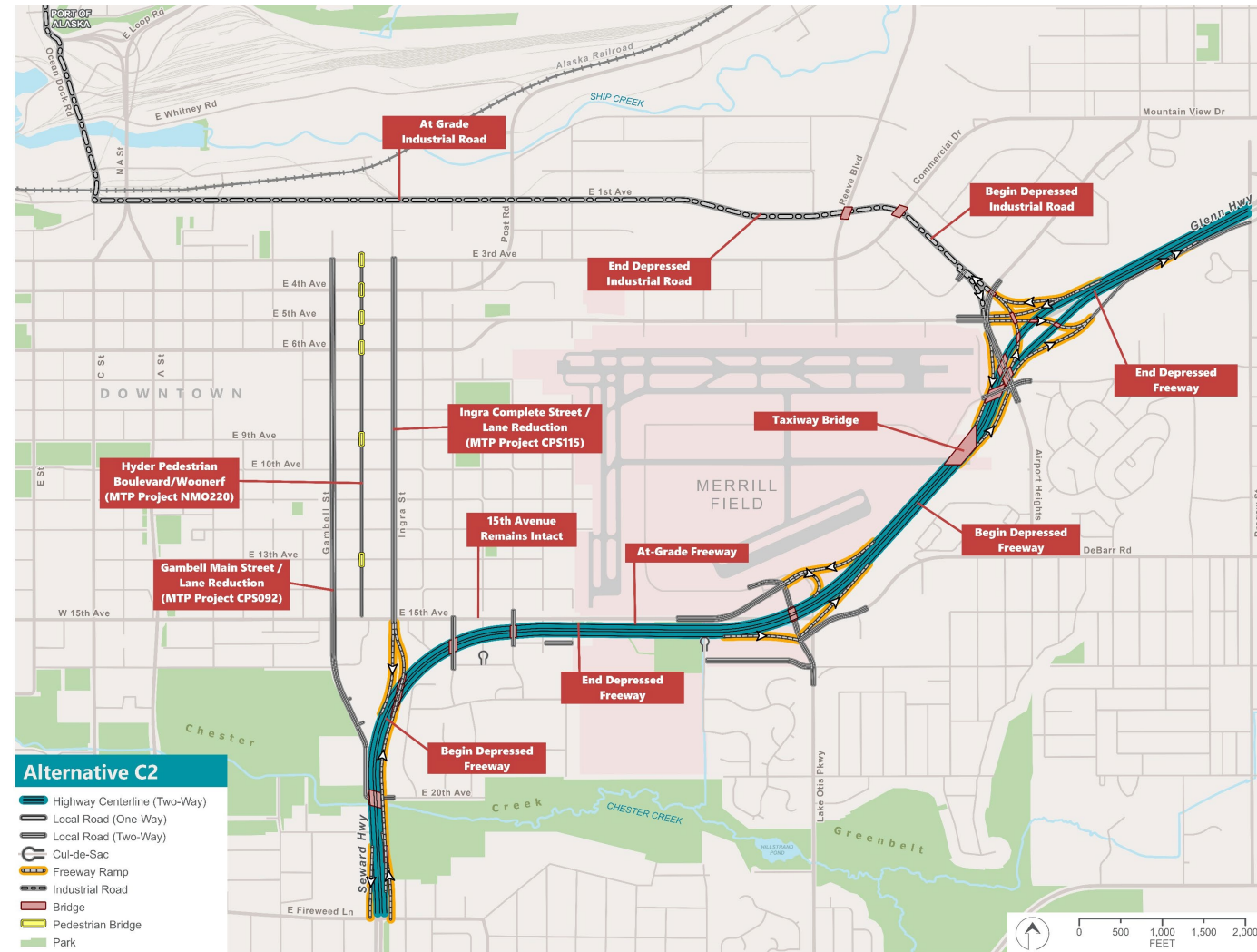
# Alternative C2

## Design Approach

- Same as C1, but alignment shifted south of 15th Ave to keep 15th Ave continuous
- Eliminate impacts to existing 15th Ave complete street
- Allow local traffic to utilize the existing east-west connection on 15th Ave and not be required to utilize the proposed freeway for short trips

## Features

- Depressed alignment along 15th Ave to separate regional and local traffic to reduce conflicts
- Make use of public right-of-way south of Merrill Field and on 15th Ave
- Make use of vacant Northway Mall
- Interchange to access U-Med via Lake Otis Pkwy
- Port connection upgrade via 1st Avenue, under Reeve Blvd and Commercial Dr to a new interchange
- Greenway trail connection and woonerf on Hyder St



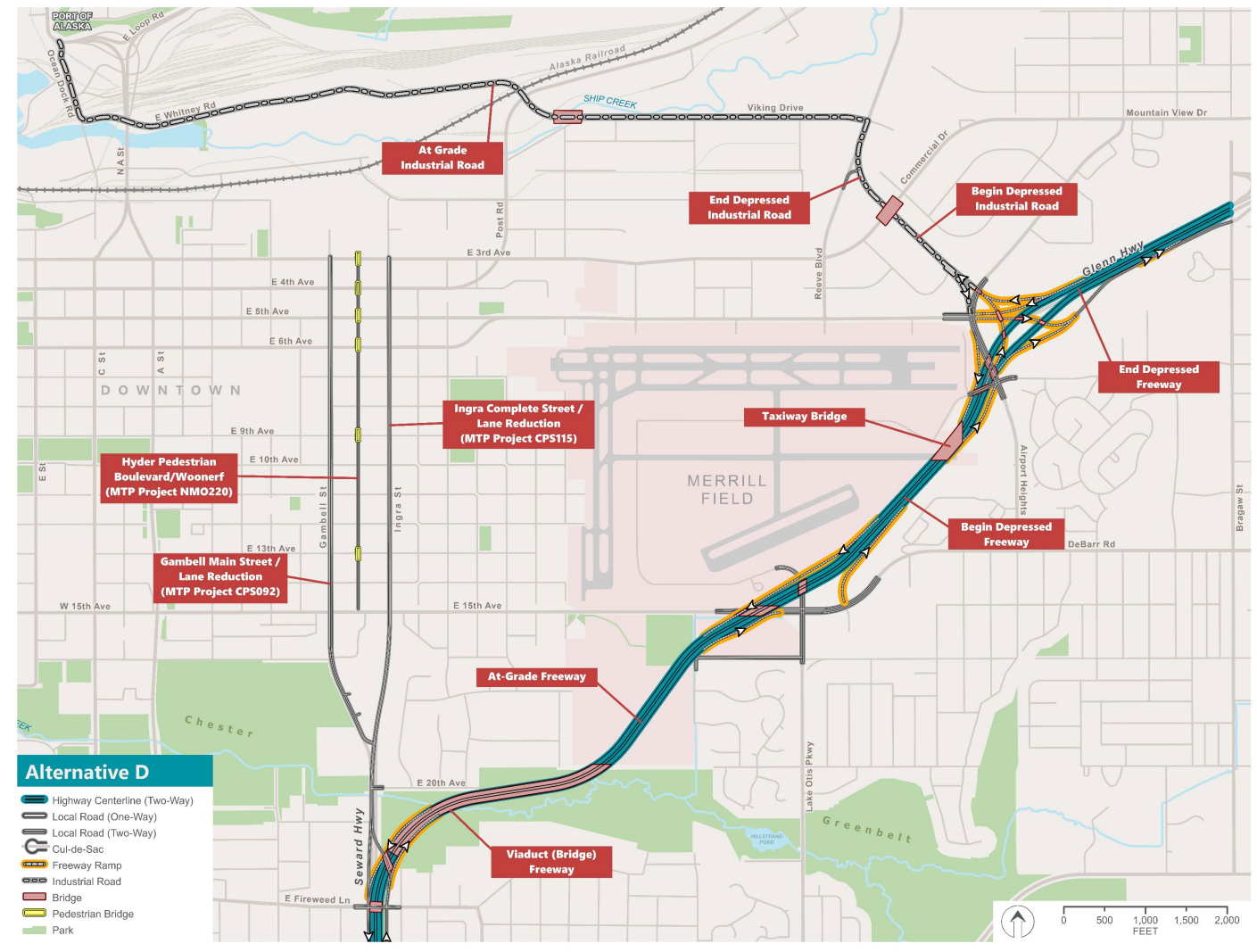
# Alternative D

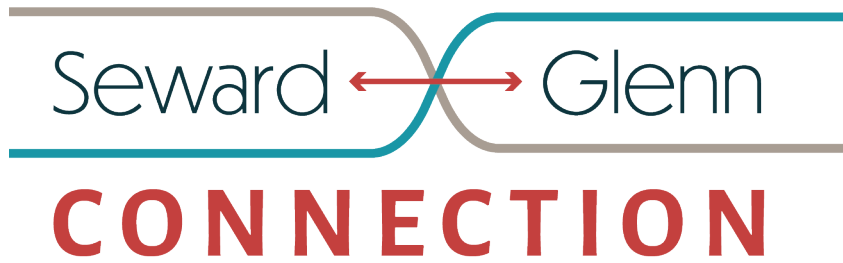
## Design Approach

- Maximize use of public land to minimize relocation impacts
- Completely bypass Fairview and downtown to minimize Regional travel impacts to trip lengths
- Eliminate physical barrier (depressed freeway) through Fairview neighborhood

## Features

- Make use of vacant Northway Mall
- Make use of public land south of Merrill Field and south of 15th Avenue
- Cross over Chester Creek Greenbelt on a viaduct (long bridge) to reduce park/trail impacts
- Interchange to access U-Med via Lake Otis Pkwy
- Port connection upgrade via Whitney Road to Viking Drive then under Commercial Drive to a new interchange
- Greenway trail connection and woonerf on Hyder Street
- Adds trail connection from Chester Creek to DeBarr Road





# Breakout/Workshop



# Your Project Team



Galen Jones



Taylor Horne



Edith McKee



Amy Burnett



Chris Croft



John McPherson



Garrett Rutherford



Alice Horazdovsky



Laurie Cummings



# We want your input!



## PUBLIC COMMENT PERIOD:

February 7, 2024 –  
April 7, 2024

**60 DAYS**



## VISIT OUR ONLINE OPEN HOUSE AND COMMENT USING THE INTERACTIVE MAP

\*Draft Alts and Ped Study Reports Available Online



## ONLINE \*

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