

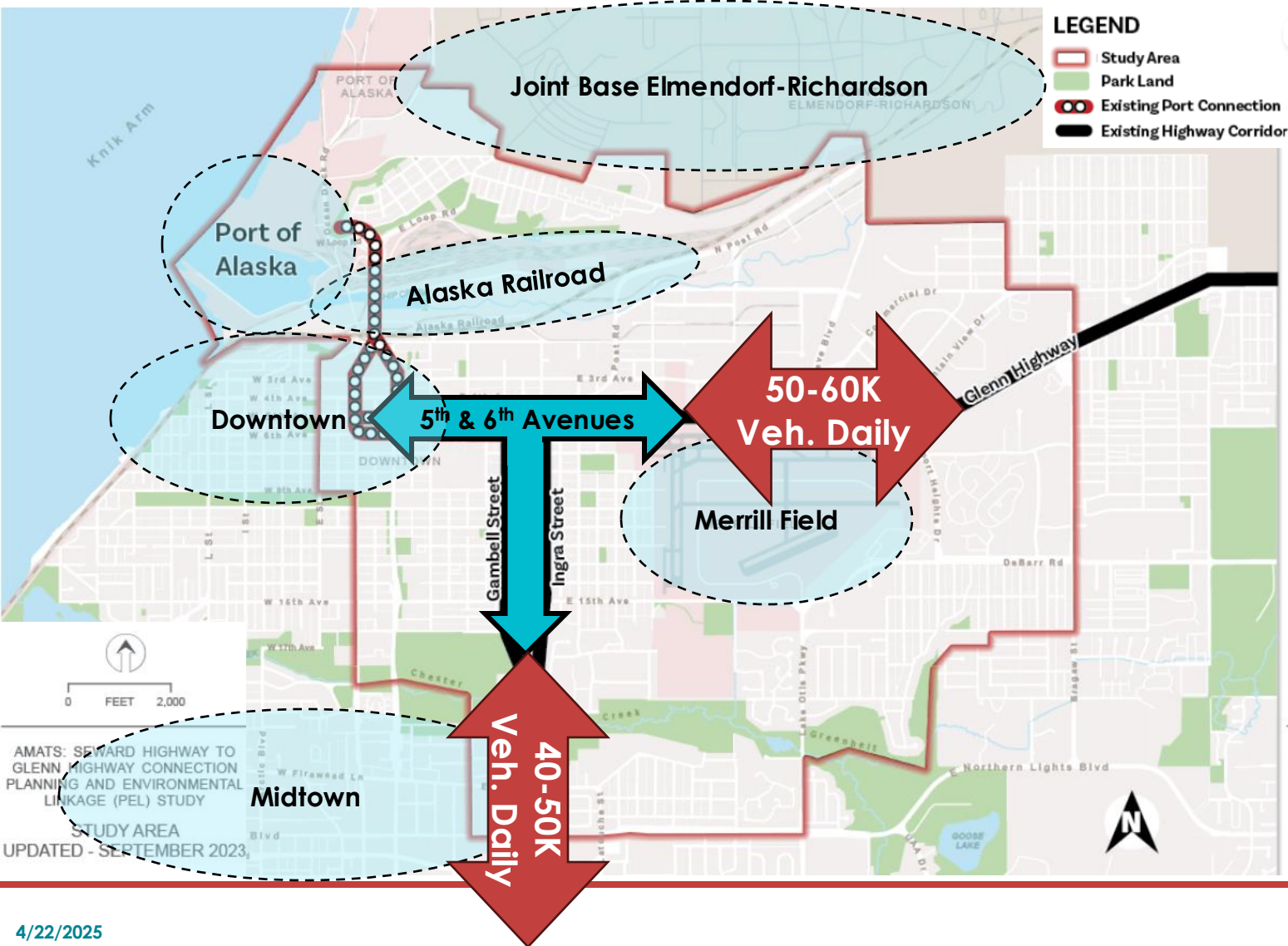
# Seward to Glenn Connection PEL Study

## AMATS Community Advisory Committee

April 22, 2025



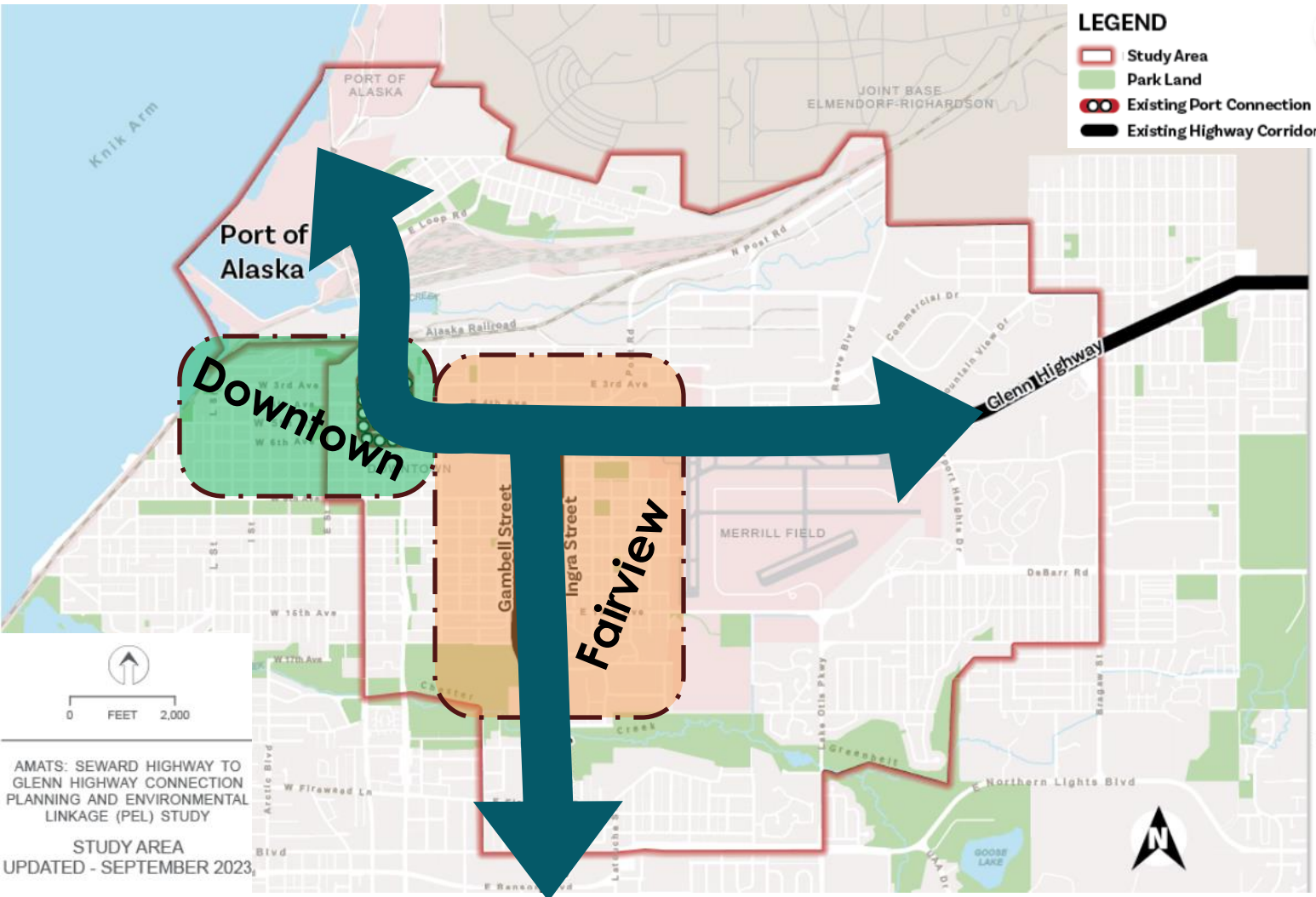
# Get People Where They Need to Go



## National Highway System (NHS): Functions

- Provides efficient movement of goods & services within the region
- Connects people to key employment centers
- Supports longer distance (regional) trips
- State, national, & defense importance
- Significant vehicle & large truck traffic

# Get Freight Where it Needs to Go



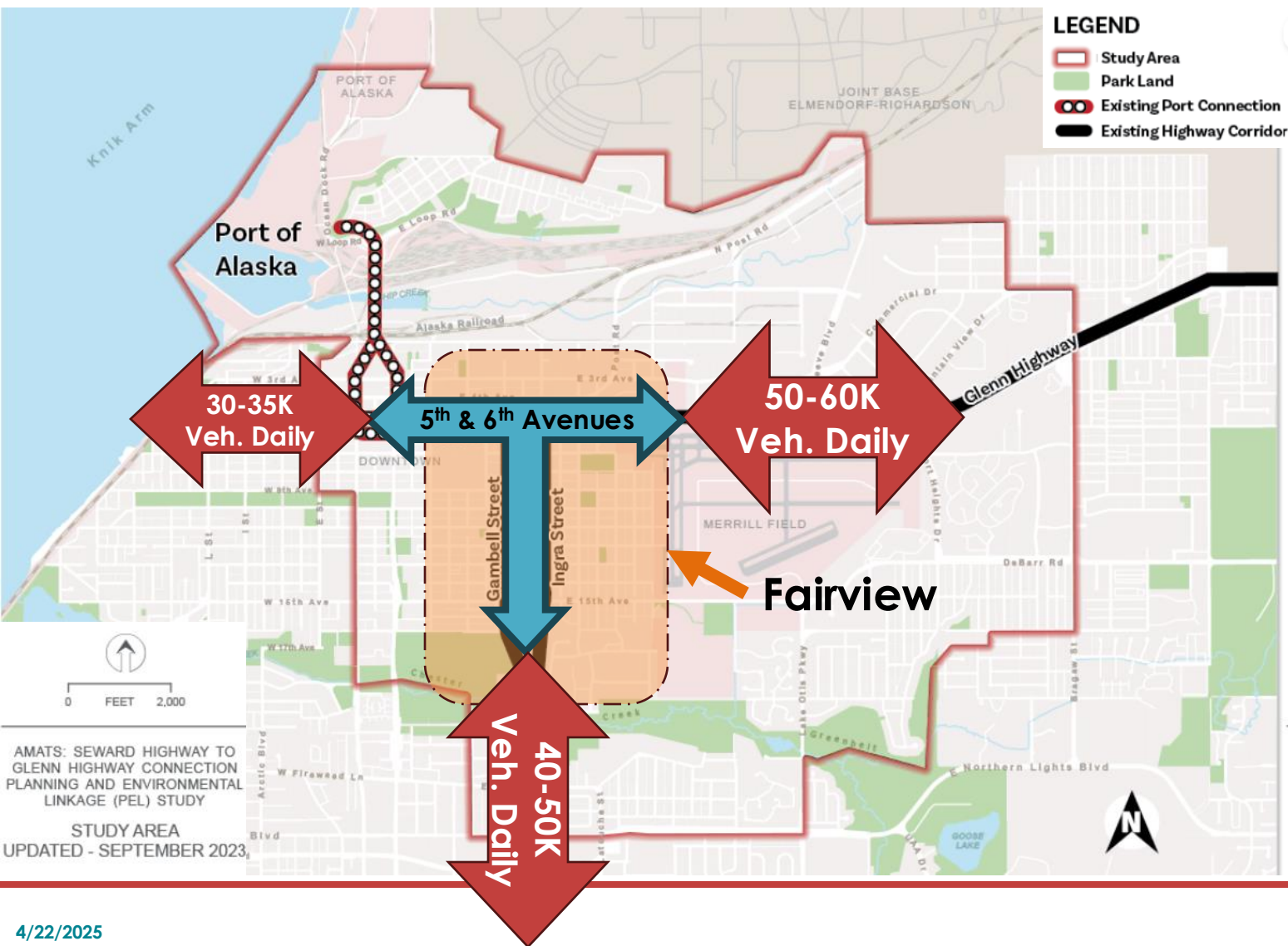
## Freight Routes:

Impacts to commercial & residential uses

- Noise
- Community cohesion
- Nonmotorized user safety
- Economic growth
- Inefficient
  - Tight corners
  - Stop lights
  - High vehicle volumes
- Truck operator safety



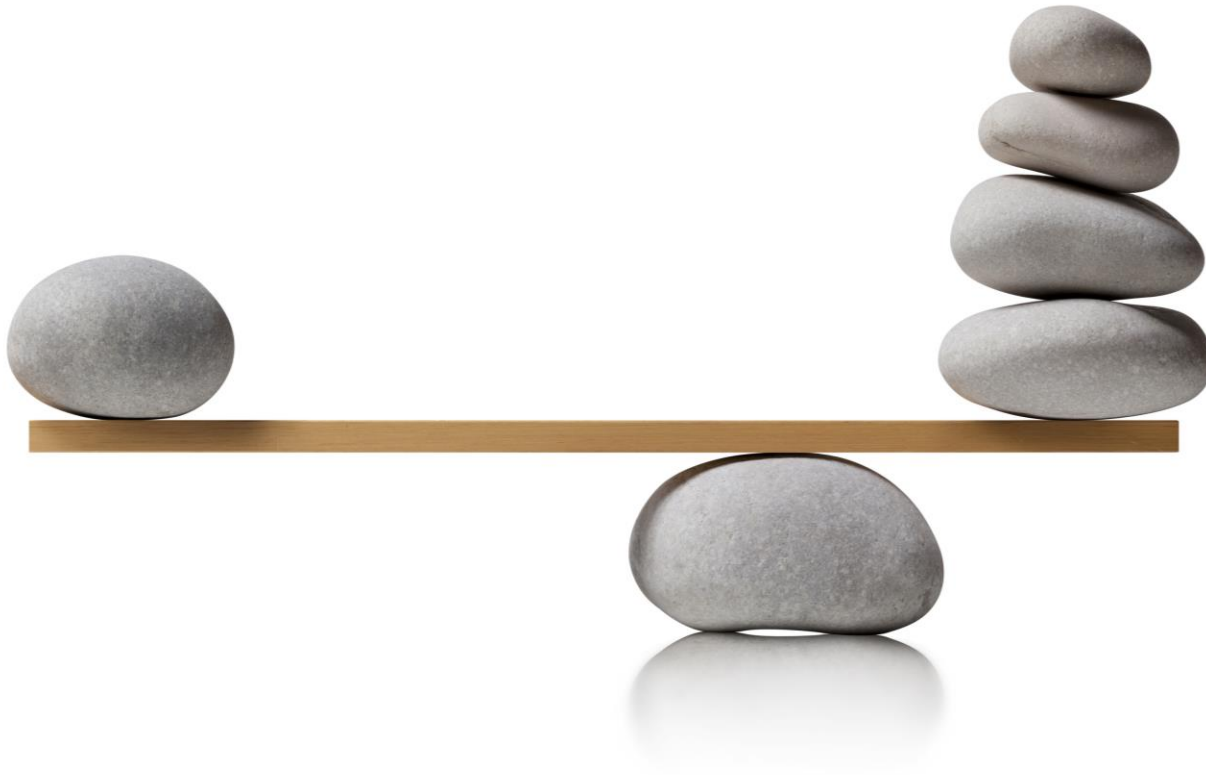
# Address Impacts to Fairview



## NHS + Freight: a Burden on Fairview for Decades

- Bisects this vulnerable neighborhood
- Heavy, fast-moving traffic & wide streets
- Not pedestrian-friendly
- Safety issues
- Economic development challenges
- Neighborhood cohesion impacts

# Balancing Issues & Challenges

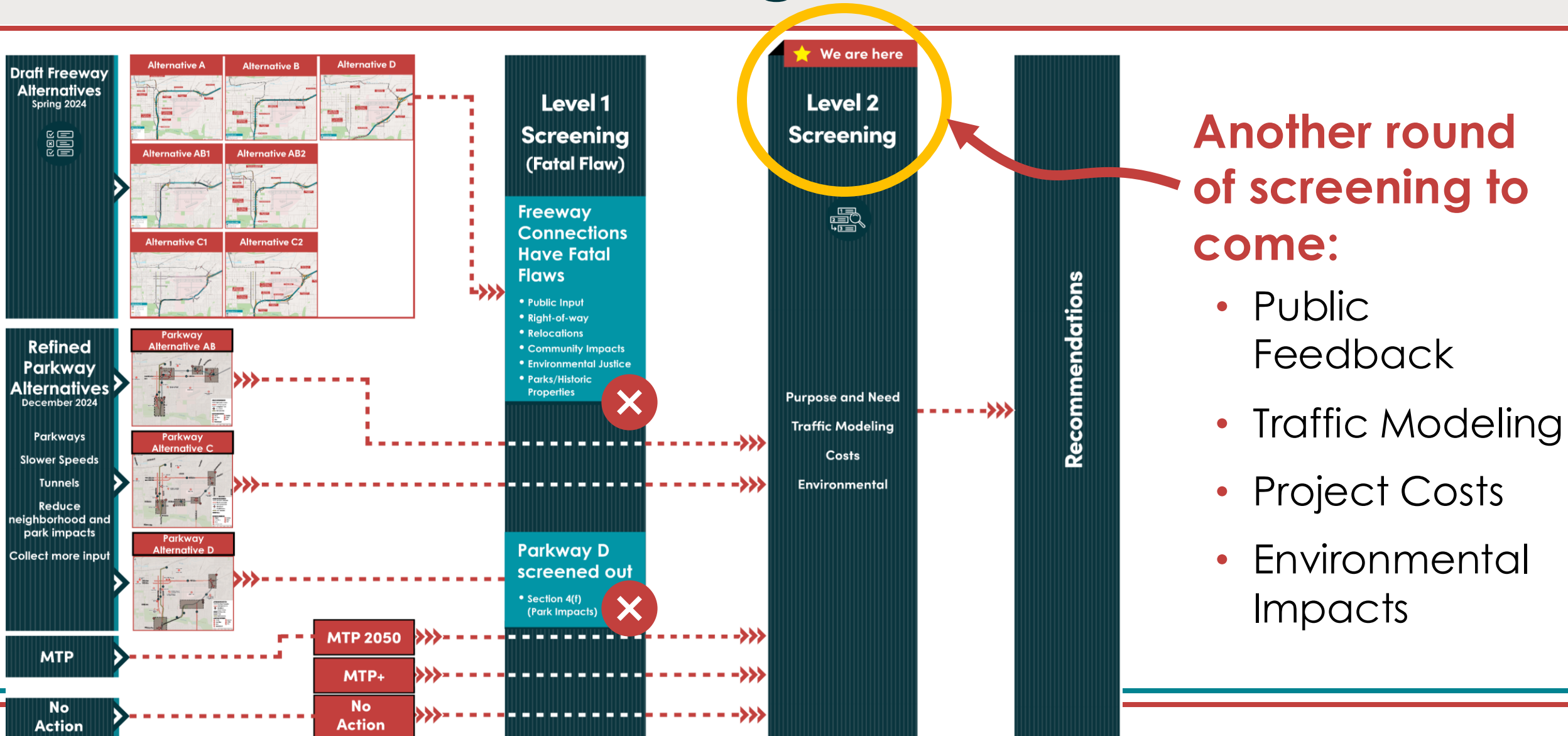


- **Improve Safety** for all users
- **Reduce Travel Conflicts** between regional and local user groups
- **Maintain National Highway System** (NHS) functionality
- **Improve Port Access** to the NHS
- **Improve Livability** in neighborhoods
- **Spread the Burden** from regional traffic
- **Minimize New Impacts** to other neighborhoods

# Compromise is Key to Success!

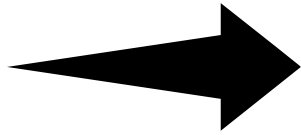


# Alternatives Screening Processes



# Freeways Out! Parkways to Refine...

ALL freeway alternatives have been screened out...



Freeways are no longer under consideration as part of the study

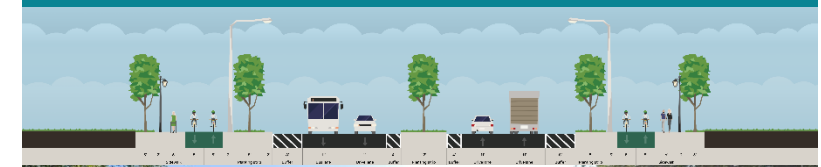
## Outdated Freeway Alternative



**SCREENED OUT** X

- Six 12-foot Freeway Lanes
- 55 MPH
- Fenced Right-of-Way
- Interchanges
- No sidewalks or bike paths
- Minimal landscaping
- 150-200 foot Right-of-Way

## AB & C Parkways Being Refined

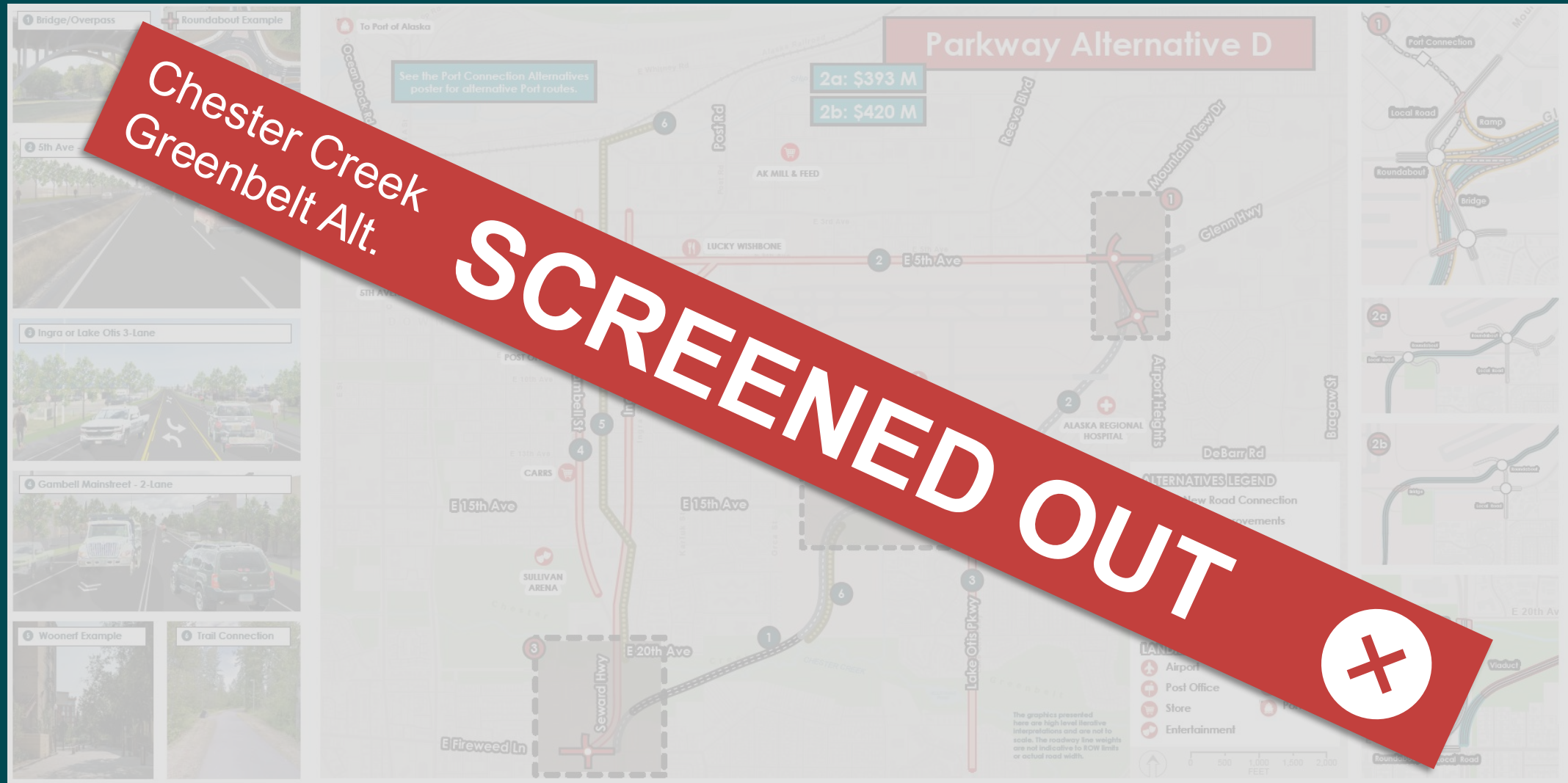


*Providence Drive*

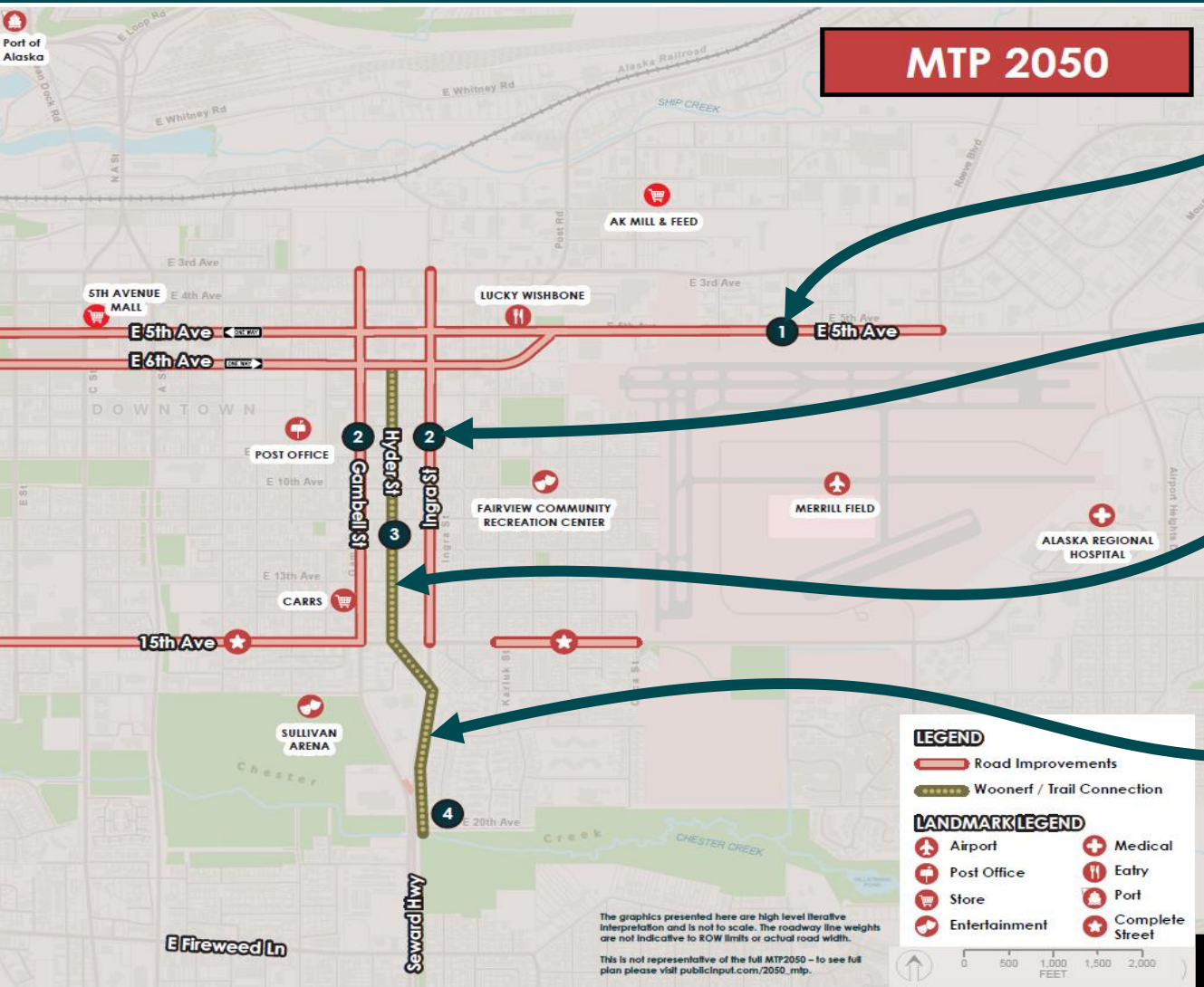
- **Four 11-foot** Parkway Lanes
- **40** MPH Speed Limit
- Usable Right-of-Way
- Roundabouts or signals
- Sidewalks or separated multi-use paths
- Robust landscaping
- **100-125 foot** Right-of-Way



# Parkway Alternative D - ELIMINATED



# MTP 2050 Alternative – Stays the Same



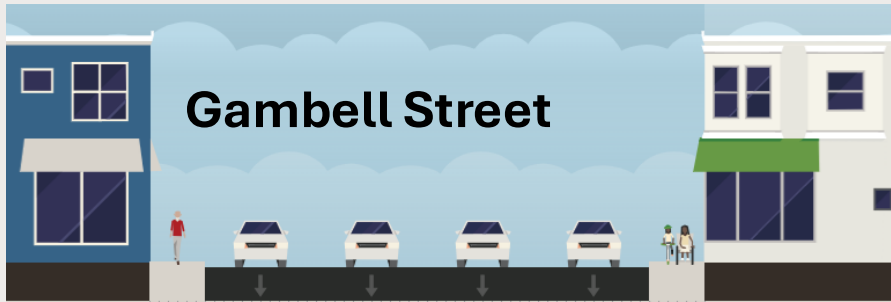
- Lane reductions: 5<sup>th</sup>, 6<sup>th</sup>, Gambell, Ingra, 15<sup>th</sup>
- 4 Lanes on 5<sup>th</sup> Ave along Merrill Field
- Gambell & Ingra:
  - 6-Lane couplet through Fairview
  - Reduce posted speed from 35 to 30 mph
- No new Glenn Highway-to- Seward Highway connection



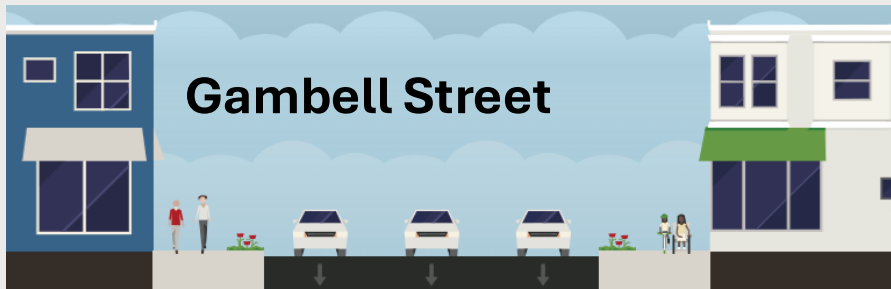
MOVING FORWARD

# Is a 6-lane Couplet the “Mainstreet” Envisioned by the Community? No.

**No Action:**  
**8-lane Couplet**  
(4-Lanes each, 1-way)



**MTP 2050:**  
**6-Lane Couplet**  
(3-Lanes each, 1-way)

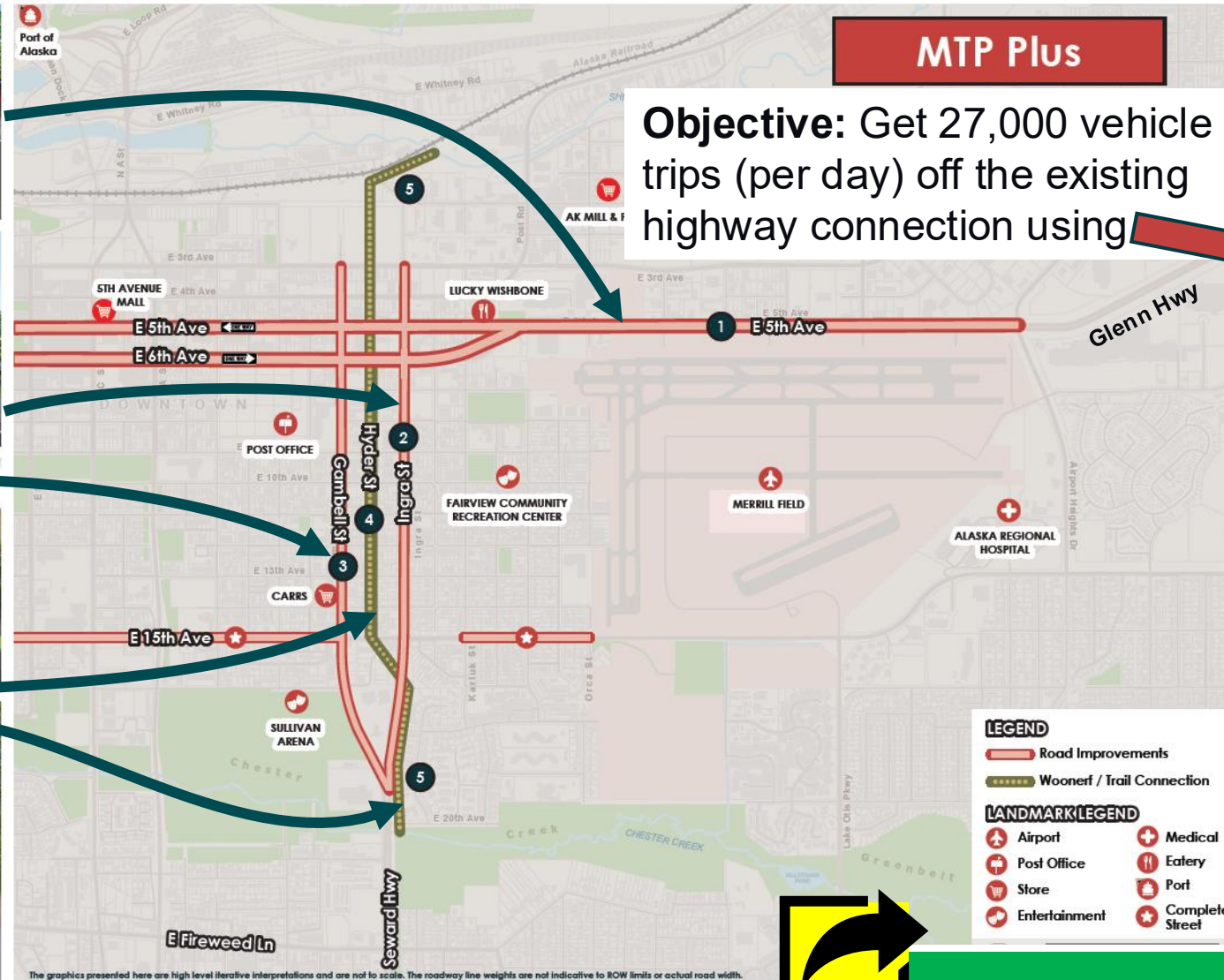


**MTP Plus:**  
**Main Streets**  
(2-lanes each, 2-way)





# MTP Plus Alternative – To Refine



The MTP Plus alternative is intended to:

- Enhance the MTP 2050 within the study area
- Support the desired Fairview main street concept on Gambell Street without building a new parkway

**Traffic Reduction Ideas:**

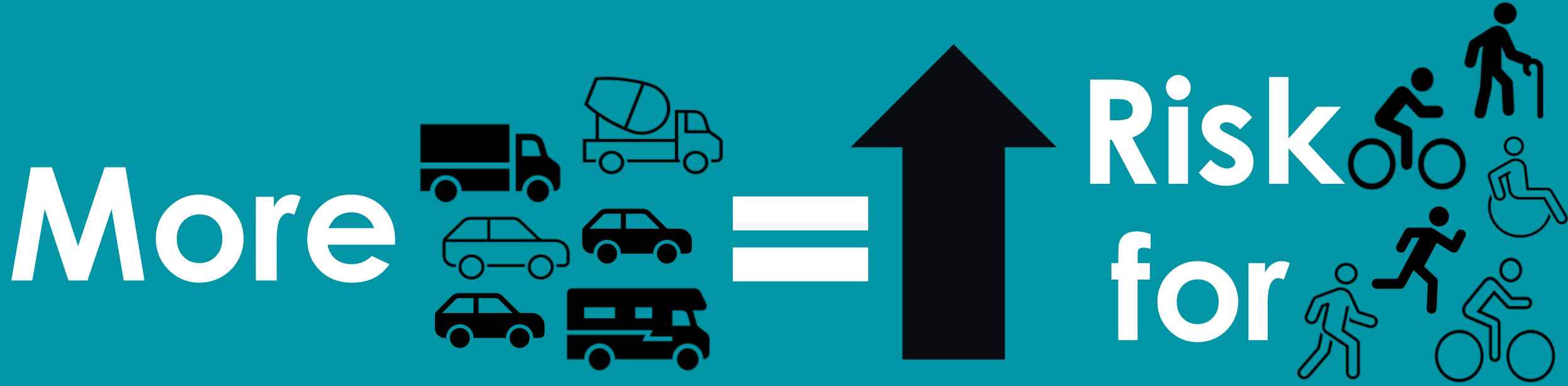
- Frequent express bus service from Mat-Su Borough to downtown and midtown Anchorage
- Upgrade transit service from Eagle River to downtown
- New express transit service from Dimond Center to downtown and midtown via C Street
- Upgrade transit route from Huffman to downtown
- New downtown, midtown, and U-Med transit service via Ingra/ Gambell and 36th
- Eliminate transit fares system wide
- Double rideshare program in project corridor
- Additional non-motorized and transit amenities
- Increase telework, telemedicine, e-learning, etc.
- Incentivize increased density to match or exceed the 2040 Land Use Plan

NOTE: The vehicular traffic demand reduction strategies would also add value to a recommended alternative that includes a new



**MOVING FORWARD**





The PEL Study is exploring how to *meaningfully*  
reduce risk for non-motorized users

# What is a Parkway? Anchorage Examples:



W. Northern Lights Blvd



C Street & Klatt Road



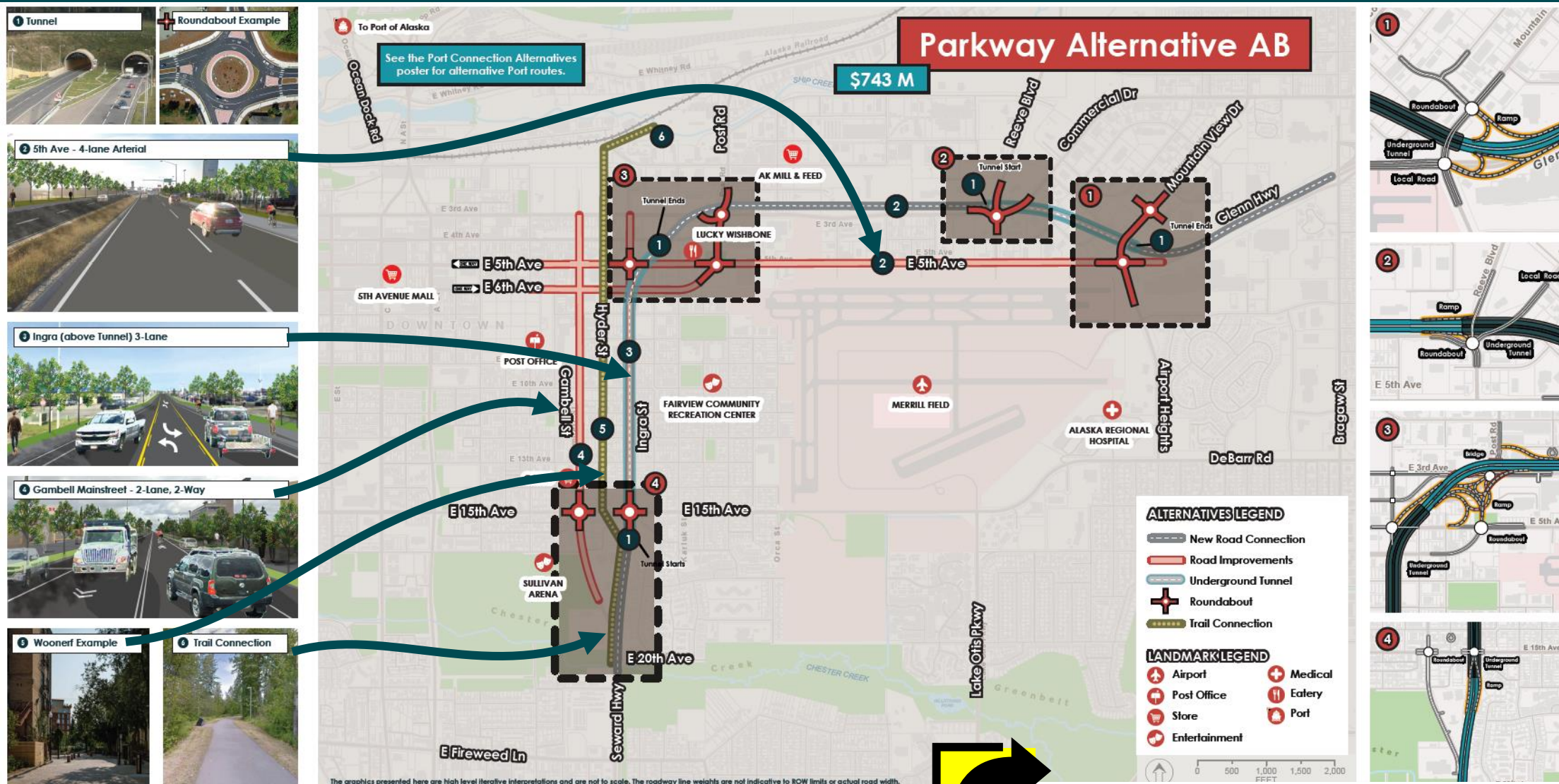
Lake Otis Parkway



Martin Luther King Jr. Drive



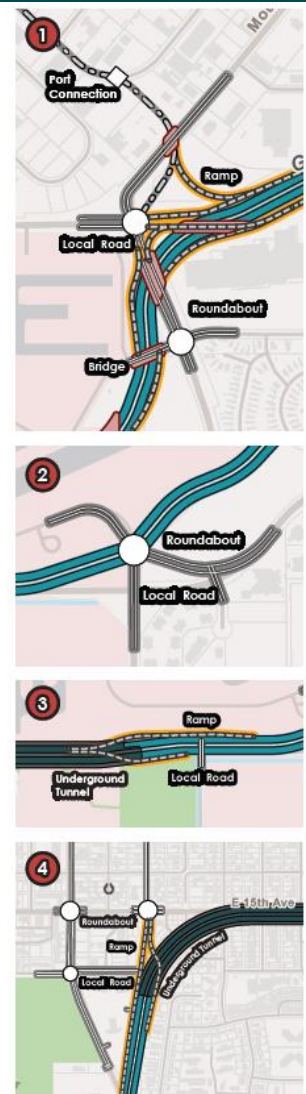
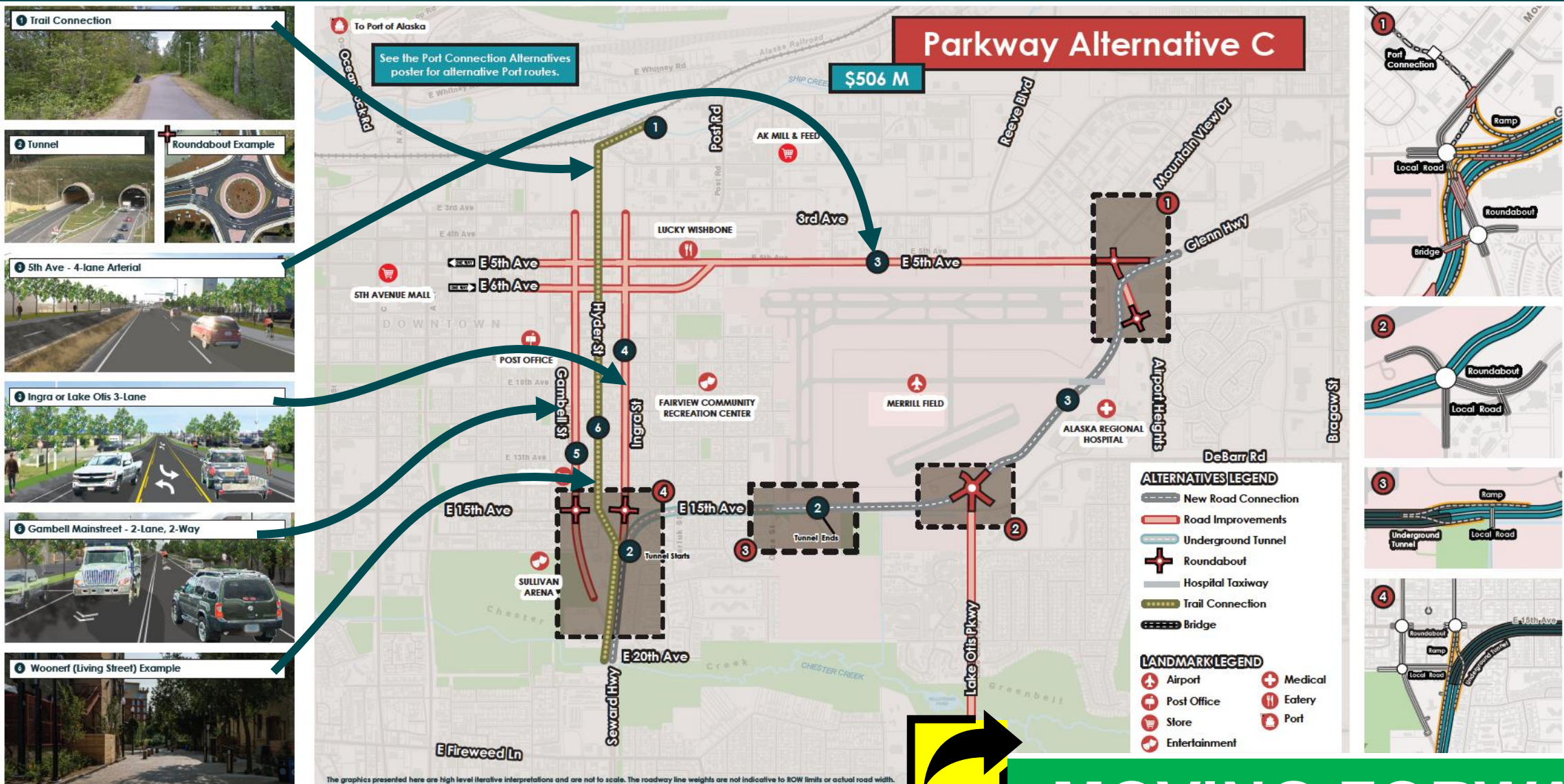
# Parkway Alternative AB – To Refine



**MOVING FORWARD**



# Parkway Alternative C – To Refine

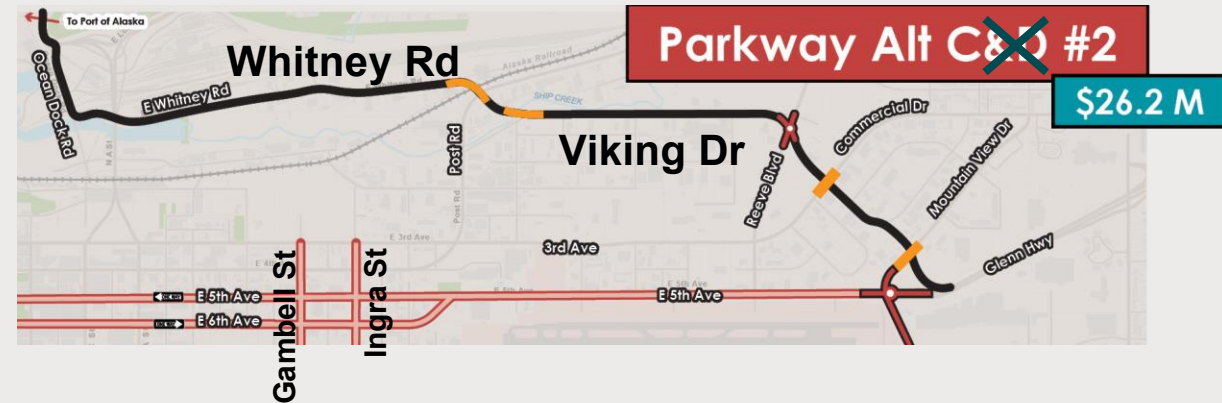
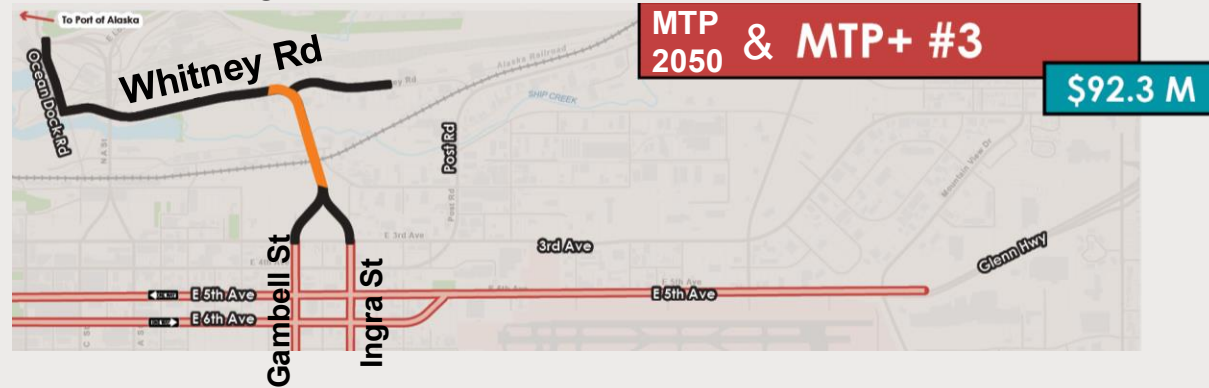
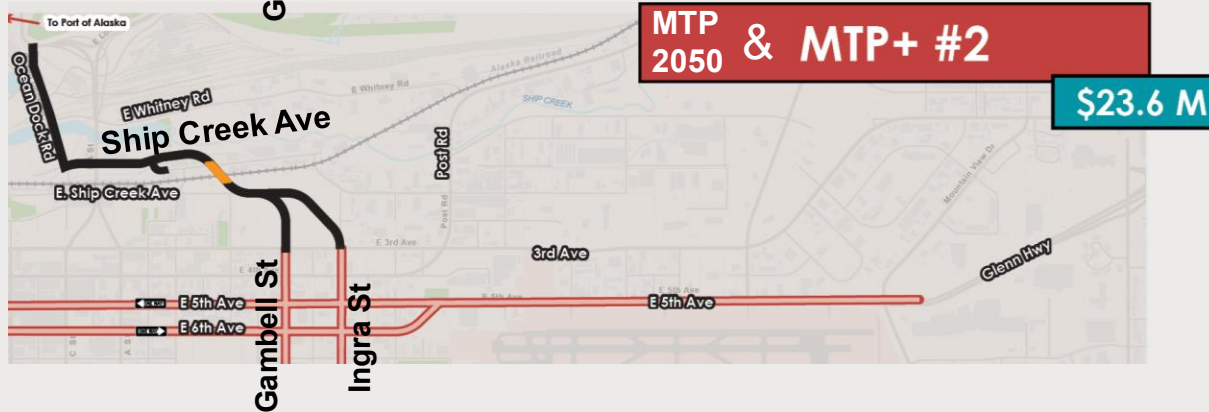
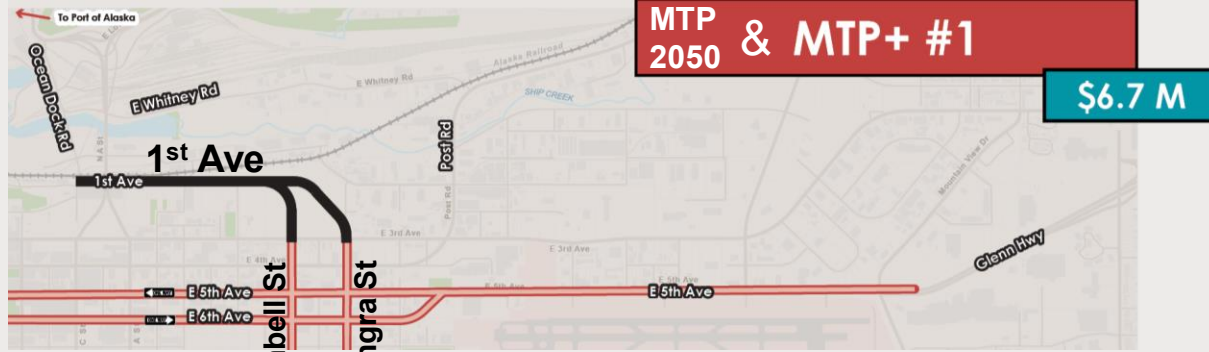


**MOVING FORWARD**



# Port Connections – To Refine

Seward ↔ Glenn  
**CONNECTION**



# What's Happening RIGHT NOW?!

- More alternatives refinement
- Cost estimating
- Travel trip modeling
- Level 2 screening
  - Travel Trip Modeling
  - Project Costs
  - Environmental Impacts
  - Purpose & Need



# What's Next? Finalizing the PEL!



## May-August

- Level 2 screening
- Identify projects in recommended sub-area plan(s)
- Recommended projects phasing plan

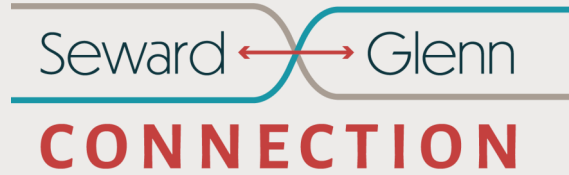
## September

- Identify recommended alternative(s)
- Draft PEL published
- Host public meeting & comment period

## October 2025

- Release FINAL PEL Study

# Stay in Touch!



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