

APPENDIX 3

Public and Agency Involvement Summary



PUBLIC AND AGENCY INVOLVEMENT SUMMARY

- Public and Agency Involvement Plan.....4**
 - Public and Agency Involvement Plan – November, 2017.....5

- Agency Involvement.....19**
 - Agency Scoping Meeting – January 22, 2018.....20
 - Concept Development Workshop – April 30-May 1, 2018.....33
 - Agency Advisory Group Meeting 2 – July 24, 2018.....94
 - Check-In Meeting – November 27, 2018
 - Agency Advisory Group Meeting 3 – January 23, 2019.....106
 - Agency Advisory Group Meeting 4 – May 21, 2019.....116
 - Agency Advisory Group Meeting 5 – September 9, 2019.....131

- Citizens Advisory Group.....146**
 - Citizens Advisory Group Meeting 1 – June 20, 2018.....147
 - Citizens Advisory Group Meeting 2 – August 16, 2018.....157
 - Check-In Meeting – November 27, 2018.....178
 - Citizens Advisory Group Meeting 3 – February 4, 2019.....182
 - Citizens Advisory Group Meeting 4 – May 22, 2019.....197
 - Citizens Advisory Group Meeting 5 – September 10, 2019.....241

- Business Advisory Group.....259**
 - Information Meeting – March 29, 2018.....260
 - Business Advisory Group Meeting 1 – June 18, 2018.....269
 - Business Advisory Group Meeting 2 – August 15, 2018.....279
 - Check-In Meeting – November 27, 2018.....289
 - Business Advisory Group Meeting 3 – February 4, 2019.....290
 - Business Advisory Group Meeting 4 – May 22, 2019.....304
 - Business Advisory Group Meeting 5 – September 10, 2019.....347

Public Open House Meetings.....	362
▪ Public Open House Meeting 1 – January 30, 2018.....	363
▪ Public Open House Meeting 2 – February 28, 2019.....	425
▪ Public Open House Meeting 3 – November 12, 2019.....	499
Other Stakeholder and Community Involvement.....	560
▪ Community Council Meetings (When project presentations were made).....	561
▪ Landscape Vision Ideas Discussion.....	584
▪ Anchorage Assembly – November 1, 2019 and February 28, 2020.....	594
▪ AMATS – Technical Committee: December 7, 2017; Policy Committee: December 21, 2017; Freight Advisory Committee: May 9, 2018; Joint Work Session: January 22, 2019.....	605
▪ Anchorage Transportation Fair: February 2018; February 2019.....	619
▪ Ingra Street Gathering – October 30, 2019.....	628
▪ Ingra Street Pop-Up Open House – March 3, 2020.....	636
▪ Interactive Map Comments	650
▪ Comment/Response Log.....	663
Feedback on Draft PEL Study Report.....	700
▪ Comment and Response Summary.....	701
▪ Municipality of Anchorage Letter.....	720
▪ Private Resident Comments.....	726
▪ Airport Heights Community Council Resolution.....	734
▪ Fairview Community Council Resolution.....	738
▪ Rogers Park Community Council Resolution.....	741
▪ Tudor Area Community Council Resolution.....	746
▪ Anchorage Assembly Resolution.....	749

PUBLIC AND AGENCY INVOLVEMENT SUMMARY

Public and Agency Involvement Plan

- Public and Agency Involvement Plan – November, 2017



Public and Agency Involvement Plan

October 2017

Midtown Congestion Relief Public and Agency Involvement Plan

State Project No: CSHWY00298



Prepared for:

State of Alaska
Department of Transportation and Public Facilities
Central Region
4111 Aviation Avenue
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October 2017

TABLE OF CONTENTS

- 1.0 Study Team 1
- 2.0 General Information..... 1
 - 2.1 Overview and History..... 1
 - 2.2 Purpose of the Public and Agency Involvement Plan 2
- 3.0 Regulatory Compliance and Guiding Principles 2
- 4.0 Identification of Stakeholders..... 3
 - 4.1 Public and Other..... 3
 - 4.2 Utility Companies 3
 - 4.3 Government, Regulatory, and Resource Agencies 3
- 5.0 STAKEHOLDER ISSUES AND CONCERNS 4
- 6.0 PUBLIC INVOLVEMENT METHODS..... 5
 - 6.1 Mailing List and Email 5
 - 6.2 Website and Interactive Map 5
 - 6.3 Social Media 5
 - 6.4 Internal and External Stakeholder Coordination 5
 - 6.5 Public Open Houses 6
 - 6.6 Postcards/E-Newsletters..... 6
 - 6.7 Advertising..... 6
 - 6.8 Media Communications 6
- 7.0 COMMENT RESPONSE AND DOCUMENTATION 6

FIGURES

- Figure 1: Study Location 1
- Figure 2: Public Involvement Schedule..... 7

TABLES

- Table 1: Stakeholder Issues and Concerns 4

APPENDICES

Appendix A: Project Mailing Area

LIST OF ACRONYMS

ADF&G	Alaska Department of Fish and Game
AMATS	Anchorage Metropolitan Area Transportation Solutions
AST	Alaska State Troopers
CSS	Context Sensitive Solutions
DEC.....	Alaska Department of Environmental Conservation
DOT&PF	State of Alaska Department of Transportation and Public Facilities
DNR.....	Alaska Department of Natural Resources
EPA.....	Environmental Protection Agency
FHWA.....	Federal Highway Administration
MOA.....	Municipality of Anchorage
MOU.....	Memorandum of Understanding
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkage
PAIP.....	Public and Agency Involvement Plan
SHPO	State Historic Preservation Office
TAC.....	Technical Advisory Committee
UAA.....	University of Alaska Anchorage
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

1.0 STUDY TEAM

State of Alaska Department of Transportation and Public Facilities (DOT&PF) – Central Region
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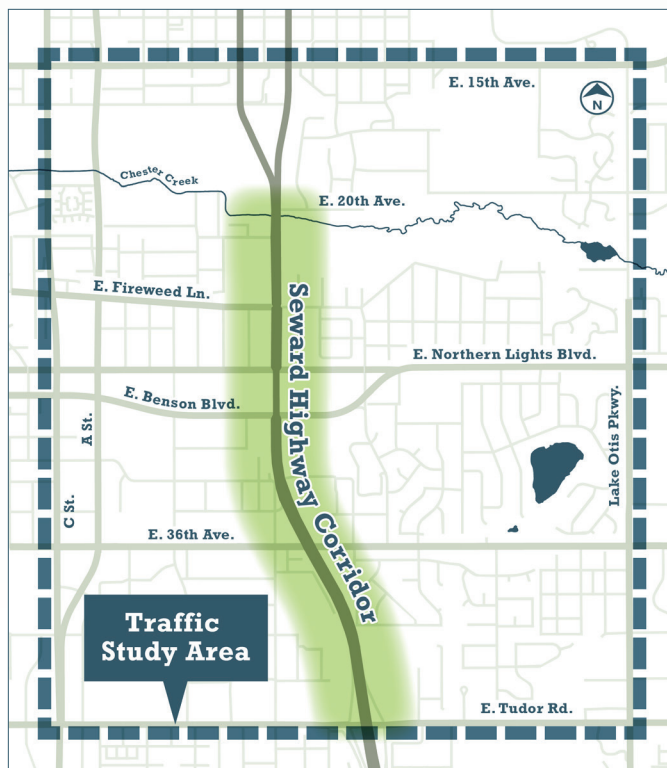
Rachel Steer, Public Involvement Lead, (907) 562-2000, rsteer@dowl.com

2.0 GENERAL INFORMATION

2.1 Overview and History

The Midtown Congestion Relief project is focused on the area surrounding the Seward Highway corridor from the Tudor Road interchange to approximately the 20th Avenue intersection through Midtown Anchorage (see Figure 1). The intersections in this corridor have some of the longest delays and highest crash rates in the State and the parallel routes such as the A Street/C Street couplet and Lake Otis Parkway are used as by-pass routes for commuter traffic. For example, congestion at 36th Avenue creates approximately 250 driver hours of delay every weekday during the evening rush hour. Traffic along this corridor is expected to roughly double in the next 20 to 30 years and, without significant improvements, congestion will increase dramatically in the Midtown region.

Figure 1: Study Location



This study has been preceded by several projects that sought to address traffic congestion issues on the Seward Highway where it transitions from a controlled access freeway south of Tudor Road to a slower speed major arterial road north of 36th Avenue. This PEL Study will evaluate the inter-related issues surrounding the closely-spaced, signalized intersections between 20th and 36th Avenues with a focus on congestion relief in the Midtown area. The PEL Study will establish a corridor vision and develop a realistic implementation plan.

The study team recognizes that extensive public involvement has been conducted through previous efforts. Information gathered as part of those projects will be evaluated at the beginning of the PEL Study to better understand stakeholder concerns.

This effort will contain two distinct phases. During the first phase, DOT&PF will conduct a PEL study to establish a shared vision for Seward Highway and Midtown traffic circulation, garner public and agency concurrence on the scope of the proposed improvement concepts and identify environmental concerns in anticipation of future environmental documentation efforts. The outcome of the PEL Study will be a planning document that identifies a prioritized plan with several distinct projects that will work in concert to achieve the shared vision for motorized and non-motorized traffic circulation in Midtown Anchorage.

After the PEL study is complete and pending the availability of construction funding, the second phase will begin by implementing the highest priority project(s). The PEL study (phase I) is state-funded but all work will follow the federal process in anticipation of federal funding for plan implementation.

2.2 Purpose of the Public and Agency Involvement Plan

This Public and Agency Involvement Plan (PAIP) details the proposed methods for communicating information with agencies, organizations, and the public for the Midtown Congestion Relief PEL Study. The objective of this effort is to work directly with the interested public and regulatory/resource agencies to communicate the goals of the study and gather input. These methods will be used throughout the study duration. Involvement opportunities for projects resulting from the PEL Study will be detailed in future project specific plans.

3.0 REGULATORY COMPLIANCE AND GUIDING PRINCIPLES

As part of preparing this PAIP, consideration has been given to the guidance set out in the Alaska Highway Preconstruction Manual. In addition, the study team will incorporate public involvement guidelines and recommendations of Section 168 (23 U.S. Code 168), which defines the process for integrating planning and environmental review. This includes adequate notice of opportunities for review of planning documents, ability to comment, and notification that this planning document may be adopted during subsequent environmental review. Public involvement methods and techniques used during the PEL study will be crafted with consideration for regulatory laws and orders (National Environmental Policy Act [NEPA], environmental justice) so as to streamline future project implementation (environmental documentation, design, and construction).

The study team will comply with Title VI of the Civil Rights Act of 1964. Title VI documents will be displayed at public meetings and documented in the meeting record.

4.0 IDENTIFICATION OF STAKEHOLDERS

Below is an initial list of stakeholders. When possible, these entities will be included in the study mailing list. This list will expand throughout the study.

4.1 Public and Other

- Property owners and residents in adjacent neighborhoods
- Business owners in adjacent areas
- Non-profit organizations
- Commuters
- Anchorage Chamber of Commerce
- Anchorage School District
- University of Alaska Anchorage (UAA)
- Federation of Community Councils
 - Rogers Park Community
 - Tudor Area Community
 - Midtown Community
 - North Star Community
 - Fairview Community
 - Campbell Park Community
- Alaska Trucking Association
- Recreation trail users
- Bicyclists and pedestrians
- Access Alaska

4.2 Utility Companies

- Alaska Communications
- Anchorage Water and Wastewater Utility
- Chugach Electric Association, Inc.
- ENSTAR Natural Gas Company
- General Communications Incorporated
- Anchorage Municipal Light and Power

4.3 Government, Regulatory, and Resource Agencies

- Federal Highway Administration (FHWA)
- United States Fish and Wildlife Service (USFWS)
- State Senators and Representatives
- State of Alaska Department of Environmental Conservation (DEC)
- Alaska Department of Fish and Game (ADF&G)
- Alaska Department of Natural Resources (DNR)
- State Historic Preservation Office (SHPO)
- United States Army Corps of Engineers (USACE)
- Alaska State Troopers (AST)
- Environmental Protection Agency (EPA)
- Municipality of Anchorage (MOA)
 - Mayor's Office
 - Anchorage Assembly
 - Parks and Recreation
 - MOA Department of Public Transportation – People Mover, AnchorRIDES

- Anchorage Fire Department
- Anchorage Police Department
- Department of Economic and Community Development
- Planning and Zoning Commission
- Project Management and Engineering
- Maintenance and Operations
- Anchorage Metropolitan Area Transportation Solutions (AMATS)
 - Technical Committee
 - Policy Committee
 - Bicycle and Pedestrian Advisory Committee
 - Freight Advisory Committee

5.0 STAKEHOLDER ISSUES AND CONCERNS

Based on information gathered from previous projects in the study area, the team has identified the following stakeholder concerns related to the PEL process, current corridor conditions, and potential impacts associated with future projects.

Table 1: Anticipated Stakeholder Issues and Concerns

Topic	Concern
<p>PEL Study/Public and Agency Involvement</p>	<ul style="list-style-type: none"> • This is the first PEL Study in Anchorage. How will the study team communicate the PEL process, its purpose, outcomes, and next steps to the public and agencies? • This area is used by a broad range of stakeholders (residents, businesses, freight, transit, commuting public). How will the PEL study team gather and prioritize input?
<p>Current Corridor Conditions</p>	<ul style="list-style-type: none"> • Agencies and the public are concerned about safety, access, and congestion. • Stakeholders experience challenges with access along and across the Seward Highway, because of congestion levels, and traffic conflicts at intersections and driveways. • Without improvements, delays from congestion, and access conflicts, are forecast to increase over time. • Both motorized and non-motorized users experience issues associated with poor connectivity across the Seward Highway corridor.
<p>Impacts Related to Future Projects</p>	<ul style="list-style-type: none"> • Right-of-way impacts are likely with any proposed solution. • Construction will result in impacts to businesses and commuters. • Area residents are concerned about noise, light/illumination, and visual impacts related to future projects. • Improvements in Midtown will just push the problem down the road. How will this project impact the Fairview neighborhood?

6.0 PUBLIC INVOLVEMENT METHODS

The following subsections identify the methods proposed to reach agencies and stakeholders during the PEL Study. The study team will discuss outreach efforts and select other tools for involving the public and agencies if feedback is considered insufficient. See Figure 2 for an overview of public involvement activities throughout the PEL study process.

6.1 Mailing List and Email

DOWL will develop and maintain a mailing list of interested agencies, organizations, and individuals, including all residents, business owners, organizations and property owners adjacent to the study corridor (see Appendix A). This list will include both postal and email addresses to provide meeting and milestone notices to stakeholders.

6.2 Website and Interactive Map

A website will be set up at www.midtowncongestionrelief.com. The website will contain background information on the study as well as a schedule, meeting information, links and documents, and contact information for the study team. In addition, the study team will use Social Pinpoint, an interactive mapping tool to engage stakeholders and gather input. The Social Pinpoint site will be accessible via the website.

The email address MCR@dowl.com will be listed on all communication materials. This email address will be linked to a distribution list that includes the DOT&PF and DOWL Project Managers.

6.3 Social Media

DOWL will work with the DOT&PF public information team to craft and schedule study-specific content for the DOT&PF Facebook page, Twitter feed, and Instagram accounts. Social media advertising campaigns will be initiated in advance of the public open house meetings.

6.4 Internal and External Stakeholder Coordination

Initially, the study team will conduct workshops with key internal and external stakeholders to establish a shared message of the study objective and goals, review steps in the PEL process, and confirm a shared approach and study vision. The outcome of these discussions will be a signed Memorandum of Understanding (MOU) between DOT&PF, select regulatory agencies, and the MOA affirming their commitment to the PEL process.

A Technical Advisory Committee (TAC), composed of agency representatives, will be formed to provide ongoing input to the study team. In addition, a community council/business working group consisting of representatives from key stakeholders will be established so the study team can provide regular updates, workshop ideas, and gather feedback.

Presentations will be made to the AMATS Technical and Policy Committees as well as the AMATS Bicycle and Pedestrian Advisory Committee and AMATS Freight Advisory Committee at relevant milestones. If requested, additional small group, government, or agency presentations will be scheduled.

The study will follow the MOA Context Sensitive Solutions (CSS) process which will include submittals to the MOA Planning and Zoning Commission and MOA Urban Design Commission at appropriate stages.

6.5 Public Open Houses

The study team will host at least three open house style public meetings. The first meeting will be held in the first quarter of 2018, during the data collection and improvement analysis activities. The second meeting will be held following improvement identification and evaluation. The final meeting will be held at completion of the PEL study to present information on the corridor vision, individual projects and their limits, and preliminary environmental data that will be used for the initial class of action. Open house materials will be made available on the website after each public meeting. Additionally, the team will participate in the annual Anchorage Transportation Fair throughout the study.

Meeting notes will be prepared as documentation for project records. The records will show attendance, meeting materials, presentations, and a summary of verbal and written comments.

6.6 Postcards/E-Newsletters

A postcard will be distributed to announce each public meeting at least two weeks in advance. The postcard will be mailed and an electronic version will be emailed to the contact list and will contain graphics and text explaining the study and asking for public input. Additionally, up to six e-newsletters will be distributed at relevant study milestones.

6.7 Advertising

Public meetings will be advertised in the Alaska Dispatch News, on the statewide DOT&PF Facebook page, through email notices to the contact list, and on the State of Alaska Online Public Notice system. Meeting advertisements will be prepared in advance to allow for DOT&PF approval.

6.8 Media Communications

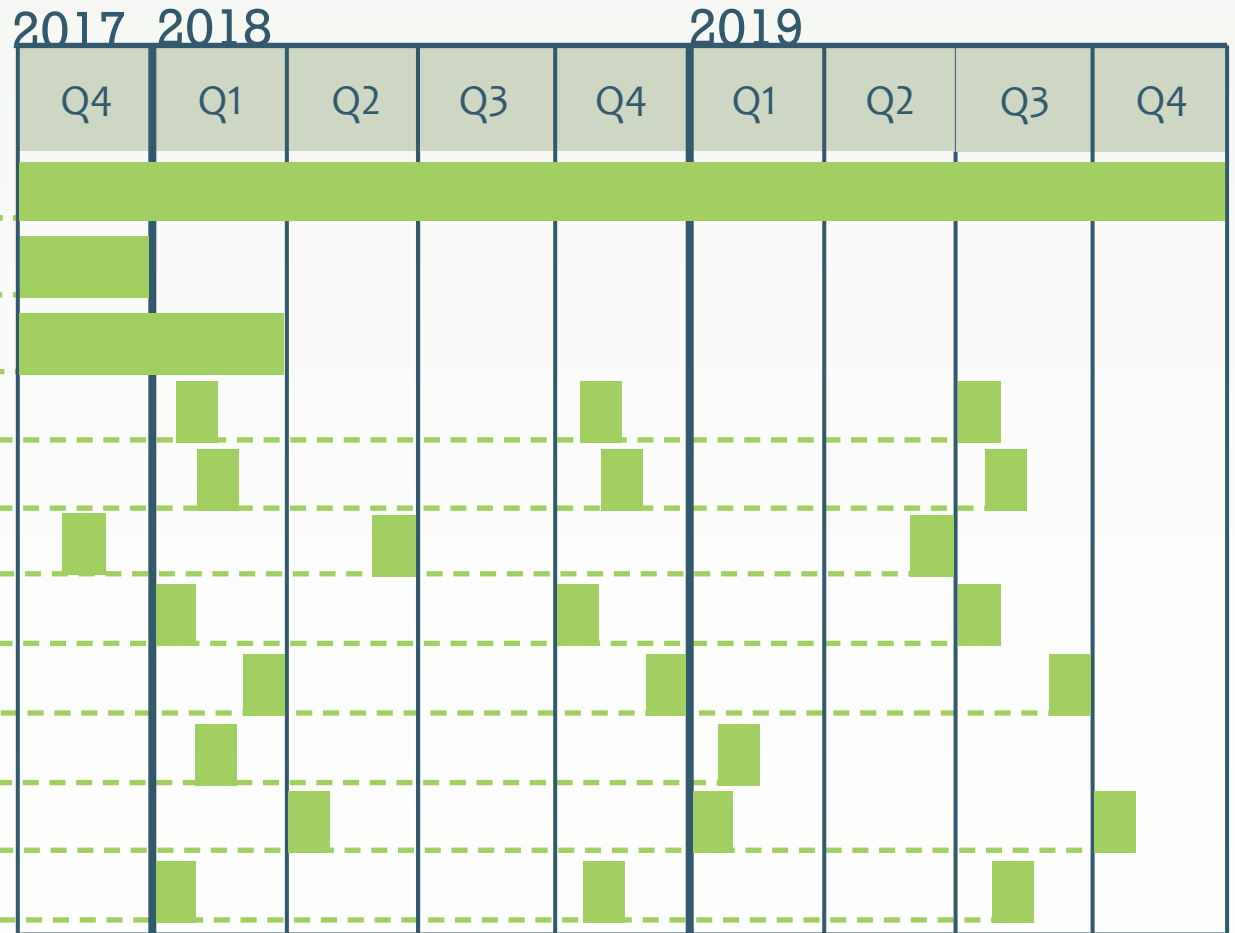
Communication with the media may be one of the most powerful tools for keeping and informing a broad public audience and encouraging continued input throughout the study. The study team will consult with the DOT&PF Project Manager and Public Information Officers prior to any media communications. Media communications may include press releases, media briefings, telephone interviews, and communication with elected officials.

7.0 COMMENT RESPONSE AND DOCUMENTATION

Comments received via email, mail, phone, or in written form will be distributed to the study team and archived in a comment database managed by DOWL. The project team will respond to all comments and questions within two business days.

Figure 2: Public Involvement Schedule

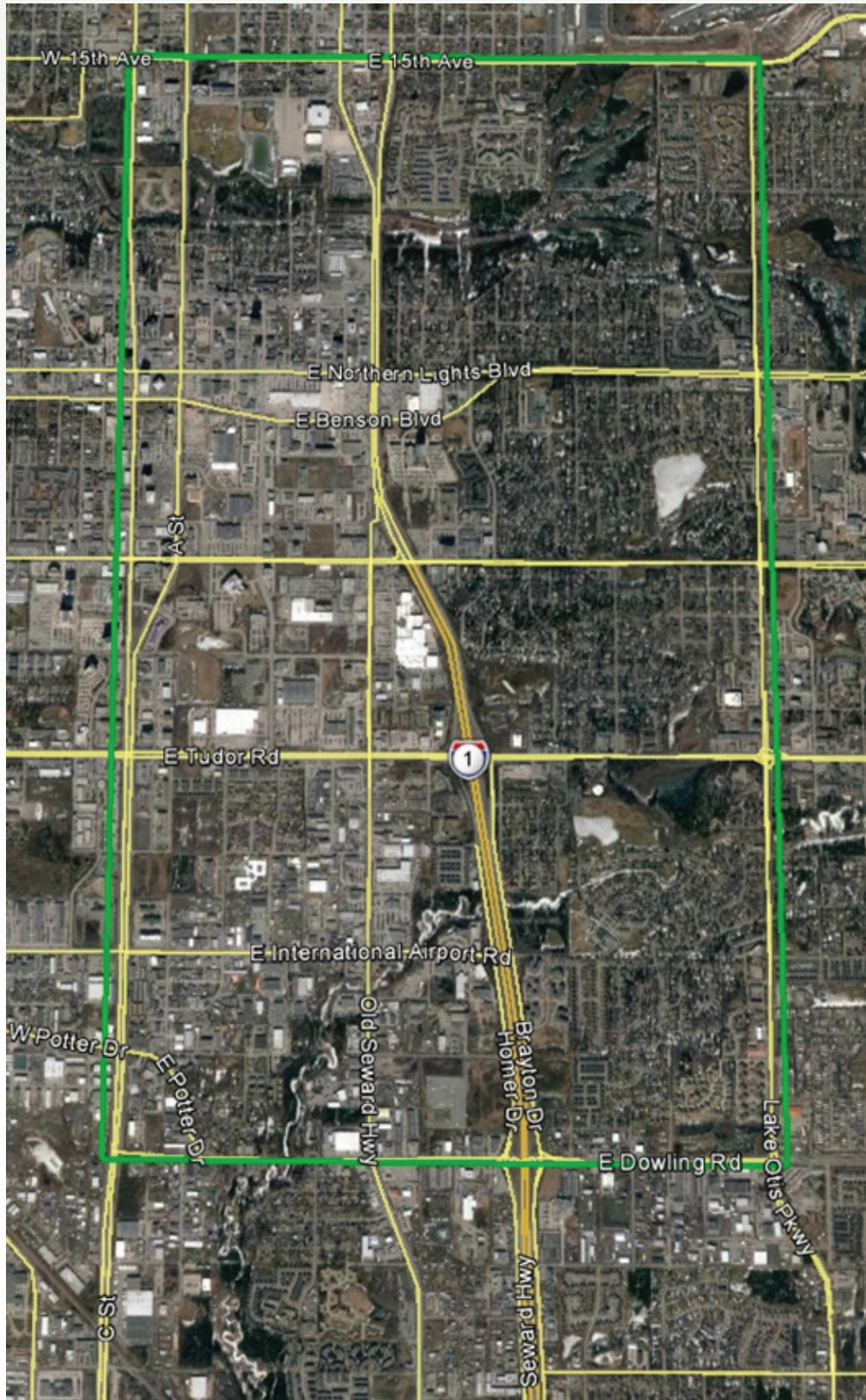
Public Involvement Activities



Appendix A:

Project Mailing Area

Project Mailing Area



It is the policy of the Department of Transportation and Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in public outreach activities should contact the Study Team at mcr@dowl.com or 907-562-2000. Individuals with a hearing impairment can contact DOT&PF via Telephone Device for the Deaf (TDD) at (907) 269-0473

PUBLIC AND AGENCY INVOLVEMENT SUMMARY

Agency Involvement

- Agency Scoping Meeting – January 22, 2018
- Concept Development Workshop – April 30-May 1, 2018
- Agency Advisory Group Meeting 2 – July 24, 2018
- Check-In Meeting – November 27, 2018
- Agency Advisory Group Meeting 3 – January 23, 2019
- Agency Advisory Group Meeting 4 – May 21, 2019
- Agency Advisory Group Meeting 5 – September 9, 2019

Agency Scoping Meeting

January 22, 2018



AGENCY MEETING
January 22, 2018 at 1:30 p.m.

PROJECT OVERVIEW AND GOALS

The Midtown Congestion Relief (MCR) corridor is defined as the Seward Highway from the Tudor Road interchange to the 20th Avenue intersection through Midtown Anchorage. Traffic along this corridor is expected to roughly double in the next 20 to 30 years, congestion will increase dramatically in the Midtown region. This effort will use Planning and Environmental Linkages (PEL) to establish a shared corridor vision, garner public and agency concurrence on the scope of individual projects, and identify environmental concerns in anticipation of environmental documentation efforts. The outcome of the PEL will identify a logical corridor build-out plan with several distinct projects having independent purpose and need, logical termini, and independent utility.



AGENDA

- **Welcome and introductions**
- **What Is a PEL?**
 - **Public and Agency Involvement**
 - **Goals and Expectations**
- **Midtown Congestion Relief (MCR) Overview**
 - **Study Area**
 - **Existing Conditions and Environmental Issues**
 - **Plans for Additional Data Collection**
 - **Feedback on Scope of Environmental Effort**
 - **Public and Agency Involvement**
- **Agency MOU**




- **Schedule**

WHEN	WHAT
Fall 2017 – Winter 2018	<ul style="list-style-type: none">• Existing Conditions Summary and Data Collection
Fall 2017 – Winter 2018	<ul style="list-style-type: none">• Community Council Meetings, AMATS, Municipality of Anchorage outreach
Winter 2018	<ul style="list-style-type: none">• Agency Stakeholder Meeting (1/22/18)
Winter 2018	<ul style="list-style-type: none">• Public Open House Meeting #1 (1/30/18)
Winter 2018	<ul style="list-style-type: none">• Traffic and Mobility Data Collection and Analysis, Model Development
Spring 2018 – Fall 2019	<ul style="list-style-type: none">• Improvement Options Development and Evaluation
Ongoing	<ul style="list-style-type: none">• Agency and Stakeholder Meetings (as needed)
Fall 2018	<ul style="list-style-type: none">• Public Open House Meeting #2
Fall 2018 – Fall 2019	<ul style="list-style-type: none">• Planning and Environmental Linkages Study Report
Fall 2019	<ul style="list-style-type: none">• Public Open House Meeting #3

- **Questions**

Agency	Contact Person	Role	
Alaska Department of Transportation and Public Facilities	Jim Amundsen		
	Wolfgang Junge		
	Todd Vanhove	Transportation Planner	DAVE POST ATTENDED IN PLACE OF
	Aaron Jongenelen	Transportation Planner	
	Scott Thomas	Traffic Engineer	
	Brian Elliott	Environmental Impact Analysis Manager (Anchorage)	ATTENDED
	Matthew Dietrick	Environmental Program Manager	DID NOT ATTEND
Federal Highway Administration	Amy Sumner	Environmental Impact Analysis Manager (Juneau)	DID NOT ATTEND
	John Lohrey	Transportation Planner	ATTENDED
Municipality of Anchorage	Hank Rettinger	CR Area Engineer	ATTENDED
	Chris Schutte	Economic and Community Development Director	ATTENDED
	Hal Hart	Planning Director	ATTENDED
	Jerry Hansen	Director of Engineering	DID NOT ATTEND
	Stephanie Mormilo	Municipal Traffic Engineer	ATTENDED
	Kris Langley	MOA Head of Safety	ATTENDED
	John Crapps	MOA Head of Signals	ATTENDED
	Thede Tobish	Senior Planner	
	Abul Hassan	Public Transportation Director	ANDREW WATT AND BRIAN WEIGAND ATTENDED IN PLACE OF
	AMATS	Craig Lyon	Transportation Planning Manager, MPO Coordinator
Vivian Underwood		Senior Transportation Planner, ITS Coordinator	ATTENDED
United States Army Corps of Engineers	Shane McCoy		
United States Environmental Protection Agency	Marsha Coombes		
Alaska Department of Fish and Game	Megan Marie	Acting Regional Supervisor--ANC	ATTENDED
Alaska Department of Environmental Conservation	Cindy Heil	Air Quality Non-Point/ Mobile Sources	ATTENDED
	Robert Weimer	Contaminated Sites	ATTENDED
State Historic Preservation Office	Mark Rollins	Archaeologist/Review and Compliance	ATTENDED



Planning and Environmental Linkages (PEL)

Agency Meeting

January 22, 2018

1

Purpose of Today's Meeting



- Discuss the Midtown Congestion Relief (MCR) corridor, the scope of work, and PEL approach
- Share draft goals and objectives, definition of success, and project schedule
- Discuss agency engagement and obtain your input



2

Agenda

What Is a PEL?

- Public and Agency Involvement
- Goals and Expectations

Midtown Congestion Relief (MCR) Overview

- Study Area
- Existing Conditions and Environmental Issues
- Feedback on Scope of Environmental Effort
- Public and Agency Involvement

Agency MOU
Questions




3

A New Approach

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process





4

PEL Process Outline

Broader vision, better coordination, better decisions


Evaluation of a corridor enables a well-planned project approach with greater agreement from public/stakeholders

PLANNING				
Scoping Process	Goals & Objectives	Range of Options	Selected Option	Adopt Plan
	Purpose & Need	Alternatives Screening	Environmental Analysis	
ENVIRONMENTAL				
Scoping Process	Purpose & Need	Range of Alternatives	Selected Alternative	Implement Project




5

MCR PEL Area and Key Issues




- Safety
- Seward Highway is a multi-modal barrier
- Congestion
- Transition from freeway to signals
- Midtown mobility, not just Seward Highway mobility
- Prior project starts



6

Draft MCR PEL Goals

- Fresh look at area concepts and vision for mobility
- Connect commerce and community
- Improve multi-modal transportation efficiency
- Improve safety
- Align with city and state planning documents
- Avoid and minimize impacts
- Flexibility to fund recommended improvements in response to needs



7

7

MCR Outcomes

- Develop shared corridor vision, goals, and objectives
- Identify and implement improvements that have:
 - Concurrence from public and agencies
 - Clear purpose and need
 - Logical termini
 - Independent utility



8


8

PEL Outline

A PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY IS:
 "A collaborative and integrated approach to transportation decision-making that considers benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process. PEL uses the information, analysis, or products developed during planning to inform the environmental review process, including the National Environmental Policy Act of 1969 (NEPA)."

The PEL process:

- Facilitates seamless decision making between planning and project development
- Minimizes duplication of effort
- Promotes environmental stewardship
- Streamlines project delivery




9

9

MCR PEL Success

- Model for future planning efforts
- Success will mean:
 - 3 years (August 2020)
 - PEL study finished
 - Broadly accepted corridor plan
 - First project in design
 - 5 years (August 2022)
 - First project under construction
 - Plan still broadly accepted and additional projects in design phase
 - 10 years (August 2027)
 - Plan implementation complete




10

10

Existing Conditions


- Safety
- Multi-modal mobility
- Seward Highway operations
- Right-of-way
- Utilities
- Environmental issues
 - Societal – environmental justice and private property
 - Air and noise
 - Cultural and historic resources
 - Wetlands and fish habitat




11

11

Traffic Operations

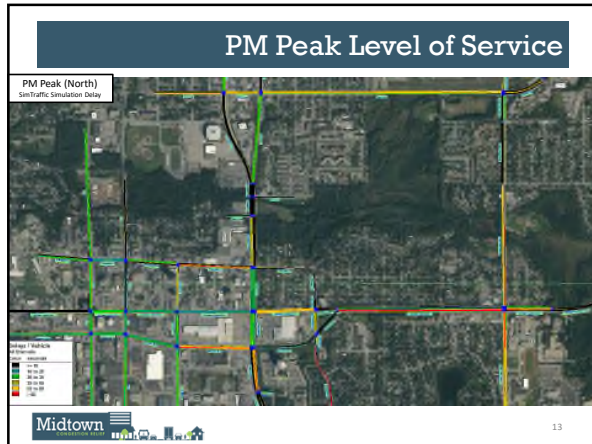


- PM Peak
- Balancing of operational performance
- Corridor operates deceptively well because of high N/S traffic volumes given the priority over E/W movements

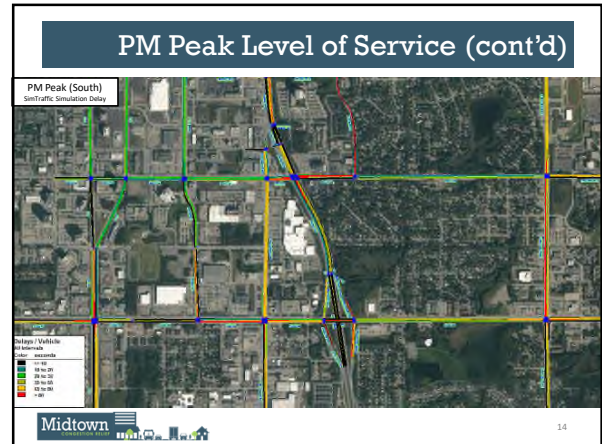


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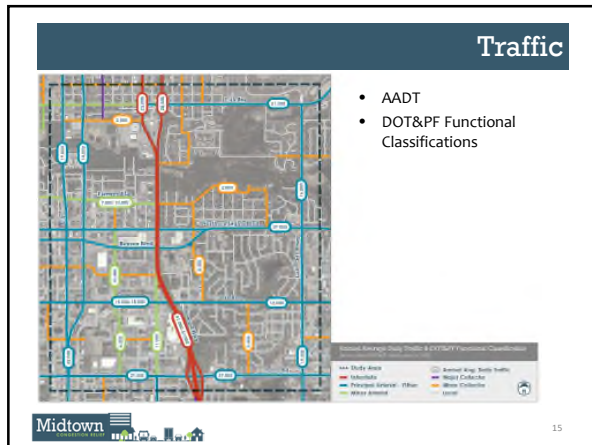
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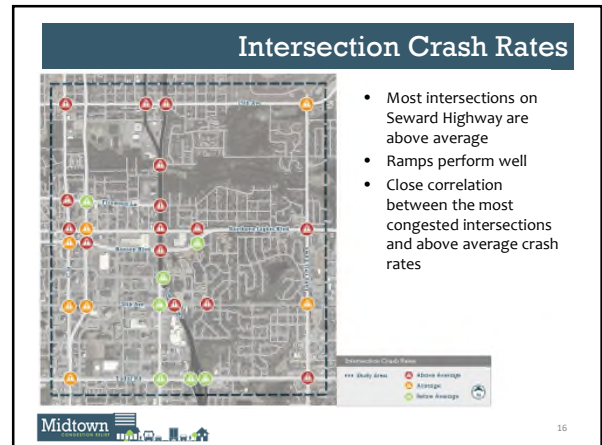
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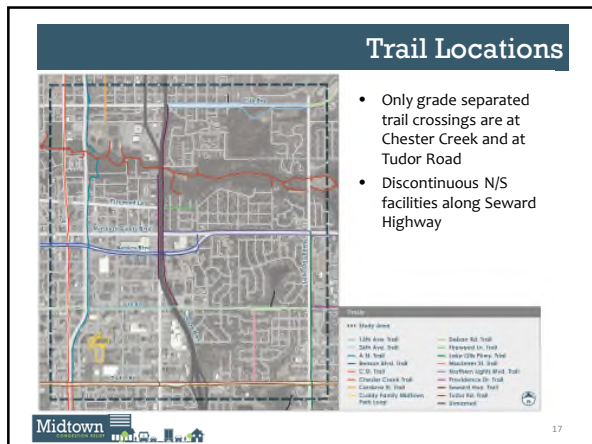
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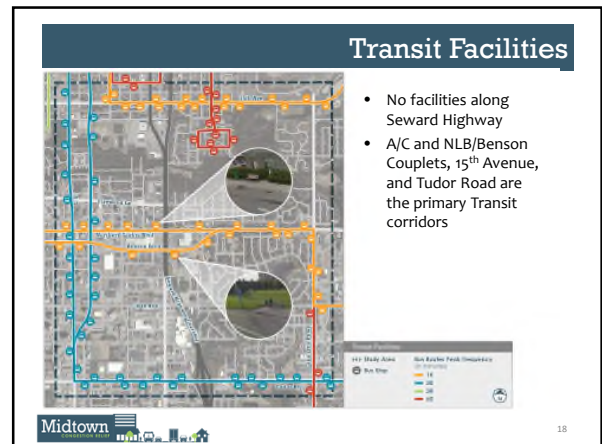
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16




17



18

Right-of-Way



- Land Use
 - ROW map to be completed
 - Some prior acquisitions in the vicinity of 36th Avenue

Land Use

Study Area	Park
Commercial	Single Family
Industrial	Fish/Water
Multi-Family	Transportation
Low Family	Vacant

19

19

Utilities

- Telecommunications
- Water
- Wastewater
- Electrical
- Natural gas
- Storm drain
- Street lighting
- Traffic signalization

Midtown

20

20

Environmental Justice

Population Metric (percentage of total population)	Study Area Average	MOA	State Average	U.S. Average
EJ Indicator: Minority	43	40	38	38
EJ Indicator: Low Income	27	22	26	34

EJ populations are adjacent to the corridor and will have to be evaluated in the environmental studies

Midtown

21

21

Noise/Air Quality

- Noise Analysis

Will likely be required for improvements recommended, which will involve measuring ambient noise levels at selected receivers and modeling design year noise levels using projected traffic volumes
- Air Quality Conformity Analysis

Will likely be required, involving data collection from CO monitoring sites


Timing of the analysis

Midtown

22

22

Cultural/Historical Resources



- Most mapped resources are in Fairview area
- Minimal impacts expected

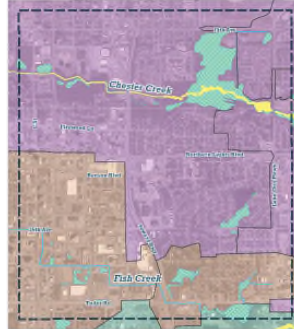
Map Legend

Study Area	Note: This map depicts only those structures documented in the CHRE. Further research will be necessary to determine the type of undocumented buildings in the study area.
Single	
Multi-Family	
Midwest Age	
Not Eligible for Designation	

23

23

Wetlands/Hydrology



- Two major drainages
- Fish Creek is predominantly urbanized/piped
- Chester Creek is a sensitive, high-value corridor with anadromous fish habitat
- Limited mapped wetlands in the corridor

Aquatic Resources

Study Area	Drainage
Wetlands	Channel Creek
Wetlands	Chester Creek
Wetlands	Fish Creek

24

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Public and Agency Involvement

- Community Council Briefings/Updates
- 3 Open Houses during the PEL
- Periodic Agency/Stakeholder Meetings
- Citizens Advisory Group
- Business and Property Owners Advisory Group
- One-on-One and Small Group Meetings
- Transportation Fair
- Interactive Website




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PEL Policy and Agency Engagement

- No statewide policy or broad understanding of the PEL process in AK
- Many other States have statewide MOU/policy statements
- Project specific MOU:
 - Commitment to participate in the PEL
 - Agreement to use this PEL as a means to streamline future projects
 - Consider using as a template for state or region application




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Why have an MOU?

- Benefits
 - Early understanding of critical needs and issues
 - Integration of planning products in NEPA reviews
 - Enhanced decision making
 - Improved consistency in transportation improvements
 - Save time / repetitive reviews on projects that proceed out of the PEL study
 - More efficient use of time/resources




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Key Points of the MOU

- Commitments
 - Designate one or more representatives to participate in a Technical Advisory Committee
 - Agree to share relevant data
 - Representative will have the opportunity to review and comment on draft documents
 - Representative will have the opportunity to communicate their agency needs and priorities pertaining to future transportation project decisions
 - Work together collaboratively to develop supportable planning products for future NEPA project reviews
 - Use the final planning products to inform environmental review process




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Schedule

WHEN	WHAT
2017-2019	PEL Study
2019-2020	Environmental/Design/ROW
2020/2021+	Construction of Project #1
TBD	Initiate additional projects recommended in PEL when funding becomes available




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Next Steps

- Data collection/research
- Public/agency involvement


WHEN	WHAT
January 30	Open House #1
February 8	Anchorage Transportation Fair
March - October 2018	Citizen and Business/Property Owners Working Groups Meetings; Corridor Visioning; Screening Criteria; Concept Development; Data Collection



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Questions?



Keep Alaska Moving Through
Services and Infrastructure

Thank you!

Midtown 

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PROJECT OVERVIEW AND GOALS

The Midtown Congestion Relief (MCR) corridor is defined as the Seward Highway from the Tudor Road interchange to the 20th Avenue intersection through Midtown Anchorage. Traffic along this corridor is expected to roughly double in the next 20 to 30 years, congestion will increase dramatically in the Midtown region. This effort will use Planning and Environmental Linkages (PEL) to establish a shared corridor vision, garner public and agency concurrence on the scope of individual projects, and identify environmental concerns in anticipation of environmental documentation efforts. The outcome of the PEL will identify a logical corridor build-out plan with several distinct projects having independent purpose and need, logical termini, and independent utility.



AGENDA

- **Welcome and introductions**

Dave Post (on behalf of Todd Vanhove)

Brian Elliott (DOT&PF)

Phone:

- *Cindy Heil (ADEC)*
- *John Lohrey, Hank Rettinger (FHwy)*
- *Brian Weigand, MOA Transit*
- *Xx xx MOA Transit*
- *Vivian Underwood (AMATS)*

- **What Is a PEL?**

- **Public and Agency Involvement**
- **Goals and Expectations**

17 mins: Question: Chris Shutte – Everyone is here that is committed to being here. With the govt closing. Steve – we would have liked EPA and USACE (didn't respond or declined).



- **Midtown Congestion Relief (MCR) Overview**
 - **Study Area**
 - **Existing Conditions and Environmental Issues**
 - **Plans for Additional Data Collection**
- *Slide 12: Traffic Operations*
- *23 mins: Telephone questions: It's 2017-18 traffic data*
- *Slide 17 Trail Locations: 29mins – Chris Shutte, Jim Admunson*
- *Slide 18 – 33 mins – We are providing couplets on Tudor Rd – should be yellow.*
- *Slide 20 – 35 mins – Utility impacts, Chris: What is the current condition of the utilities of the project area. Steve – we have reviewed the area, but have not approached the utilities.*
- *Slide 22- Noise/Air Quality Analysis' – 40 mins- Cindy (ADEC) projects or whole level on project area (conformity analysis) ... Brian Elliott*
- *44 mins – There will be an update of cultural/historial resources (slide 23)*
- *46 mins – Mark Rollins (SHPO) the study area extends to 15th av.*
 - **Feedback on Scope of Environmental Effort**
 - **Public and Agency Involvement (48 mins)**
- *Slide 25: Extensive public outreach.*
- **Agency MOU (52 mins)**
- *Slide 26 – PEL Policy and Agency Engagement – There is no statewide policy or broad understanding of the PEL process in AK. We will develop a project specific MOU.*
- *Slide 27: 54 mins, Chris Schutte – change language around agreement to use this PEL as a means to streamline future projects.*
- *58 mins – Timeline for MOU comments back, two weeks from 1/22/2018. Feedback to be send*
- *First technical advisory committee meeting: Late Feb (Steve) April 2018 (Renee). We are envisioning 3-4 meetings from now to end of project.*
- **Schedule**
Action: Insert TAC Meetings into schedule

WHEN	WHAT
Fall 2017 – Winter 2018	• Existing Conditions Summary and Data Collection
Fall 2017 – Winter 2018	• Community Council Meetings, AMATS, Municipality of Anchorage outreach
Winter 2018	• Agency Stakeholder Meeting (1/22/18)
Winter 2018	• Public Open House Meeting #1 (1/30/18)
Winter 2018	• Traffic and Mobility Data Collection and Analysis, Model Development
Spring 2018 – Fall 2019	• Improvement Options Development and Evaluation
Ongoing	• Agency and Stakeholder Meetings (as needed)
Fall 2018	• Public Open House Meeting #2
Fall 2018 – Fall 2019	• Planning and Environmental Linkages Study Report
Fall 2019	• Public Open House Meeting #3

- **Questions**

(1.04 hrs) Slide 13 – Dave Post: Traffic Operations, N/S mobility

1.05 – John Crapps

1.08 – Stephanie – Suggest using ‘bikers’, ‘walkers’ instead of bike and peds.

1.13 – Mark Rollins – Is the MCR-PEL one last project, or broken down into phases or multiple projects. It’s a planning study for midtown area.

1.17 – Mark Rollins – change project or study – there was confusion

1.19 – Chris Schutte – Once the study ends, will the study be like a master plan, reviewed and updated after 5-10 years, similar or master plan.

Concept Development Workshop

April 30 – May 1, 2018



Corridor Concept Development Workshop Agenda

Monday, April 30 – Tuesday, May 1, 2018

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

To collaborate and develop a refined set of potential concepts and screening criteria that will guide the Midtown Congestion Relief project team. Garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Refined concept list
- Draft concept screening criteria
- Agency consensus and engagement

Agenda: Monday, April 30th

Morning 8:30 am-12:00 pm (DOWL Kobuk Room)

- Opening remarks
- Introductions
- Agenda review/ Safety minute
- Project history and description
 - Past projects
 - PEL approach and project schedule
 - Existing conditions findings
 - Draft corridor vision and goals
- Traffic forecast and analysis
 - Analysis overview and safety summary
 - Regional modeling
 - Operational analysis
- Concurrent projects in Midtown
- Environmental conditions
- Land use
- Utilities

Break (10:30 -10:40)

- Midtown Anchorage network
- Corridor fundamentals





Lunch Workshop 12:00 pm – 1:00 pm

Screening criteria discussion – Lunch provided

Afternoon 1:00 pm – 4:00 pm (DOWL Various Conference Rooms)

- Developing new concepts
- Applying fundamentals
- Group sketch planning session (separate working groups)
 - Access
 - Multi-modal
 - Corridor layout/circulation
- Discussion by each group of alternatives/ideas developed

Agenda: Tuesday, May 1st

Morning 9:00 am-11:30 am (DOWL Kobuk Room)

- Welcome and summary from Monday afternoon
- Review of corridor concepts
- Interchange fundamentals
- Construction phasing and logical termini
- Continuation of group sketch planning session
 - Interchange configurations
 - Multi-modal routes
 - Construction phasing
 - Project definition

Lunch Workshop 11:30 am – 1:00 pm

Group presentations – Lunch provided

Afternoon 1:00pm-2:00pm (DOWL Kobuk Room)

- Discussion/Q&A
- Next steps/Expectations





MIDTOWN CONGESTION RELIEF – CORRIDOR CONCEPT DEVELOPMENT WORKSHOP
DAY 1 – SIGN IN SHEET
Monday, April 30, 2018

PLEASE PRINT:

NAME	ORGANIZATION	TELEPHONE	E-MAIL
Miao Guo	Kirtelson		
James Stone	DOTPF Planning		
Gary Conner	Jacobs		
Devil Rearden	ADOT		
GALAN JONES	DOTPF		
JTM A	DOTPF		
Mike Frum	Jacobs		
Vivian Underwood	AMATIS		
Sean Hillard	DOT		
Emily Creely	Down		
Melinda JSU	PM&E		
Scott Thomas	DOTPF		
Tony Sprague	DOT		
Steve Noble	Down		
Stephanie Mormilo	MOA-Traffic		
John Crapps	MOA-Traffic		
Tim Potter	Down		
Val Rader	DOT		
David Post	DOT		
Irene Malto	Down		
Stewart Ogden	Down		



Concept Development Workshop: Day 1

April 30 – May 1, 2018

1



Concept Development Workshop

- Introductions
- Safety Minute
- Agenda
- Workshop Purpose




2


MCR PEL Study Area

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Expected Workshop Outcomes


- Develop and refine concept list
- Draft concept screening criteria
- Agency consensus and engagement





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Past Projects

Seward Highway to Glenn Highway



MULTIMODAL SOLUTIONS
moving people and goods

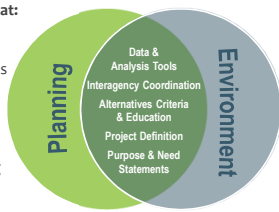




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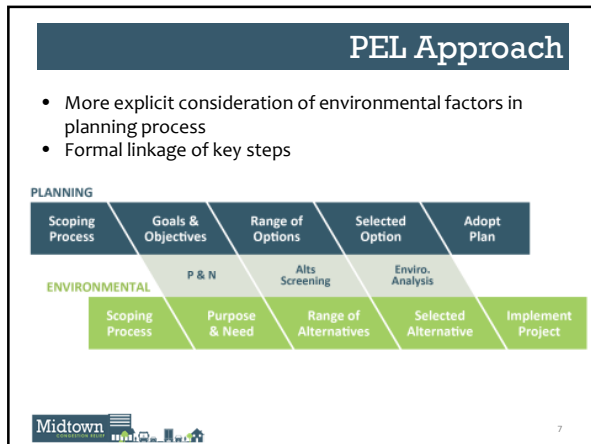
Planning and Environmental Linkages

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

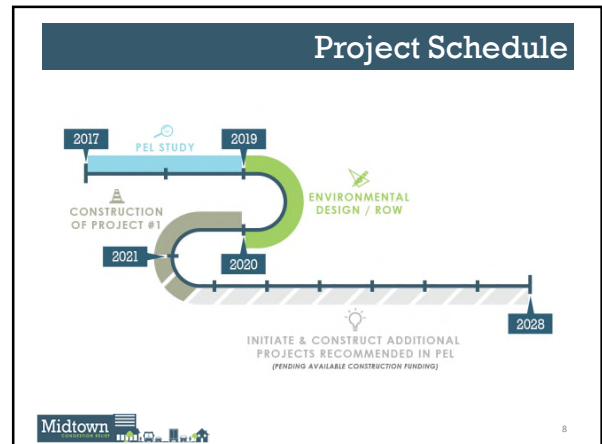
1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process

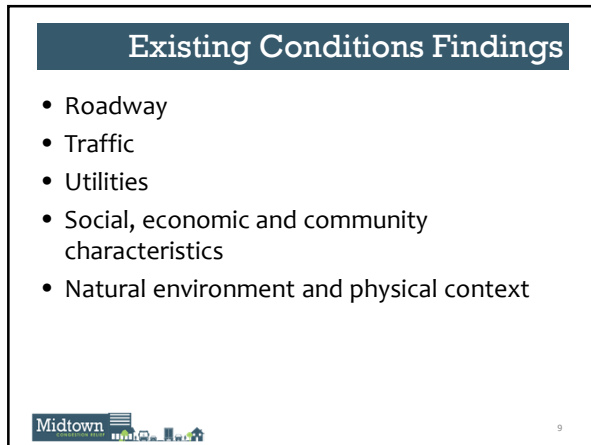
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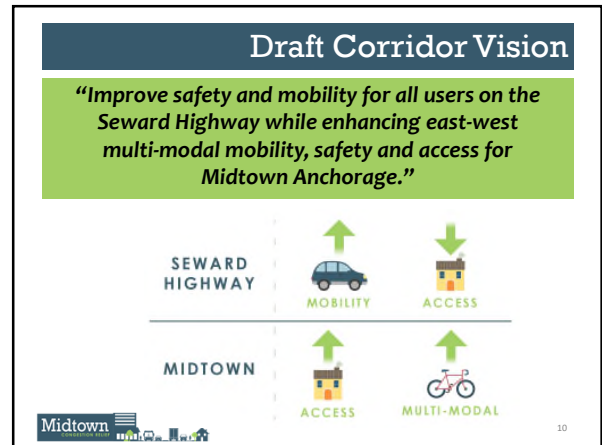
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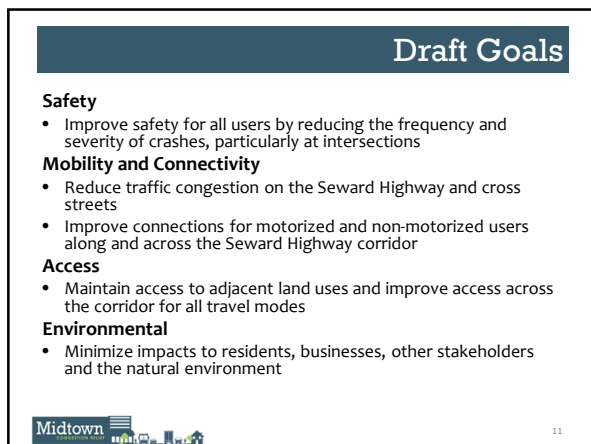
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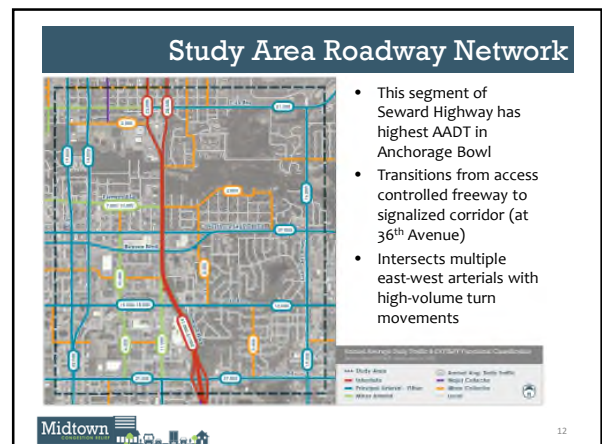
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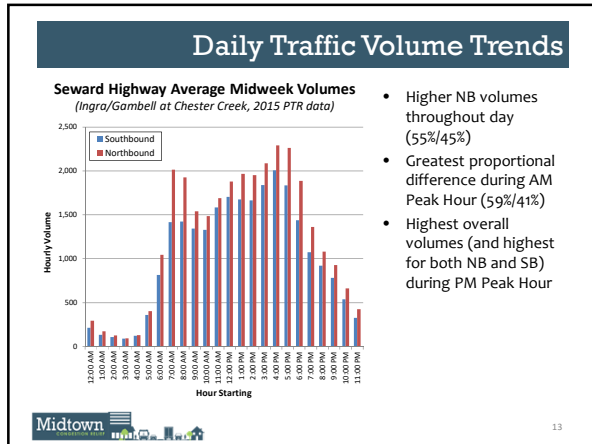
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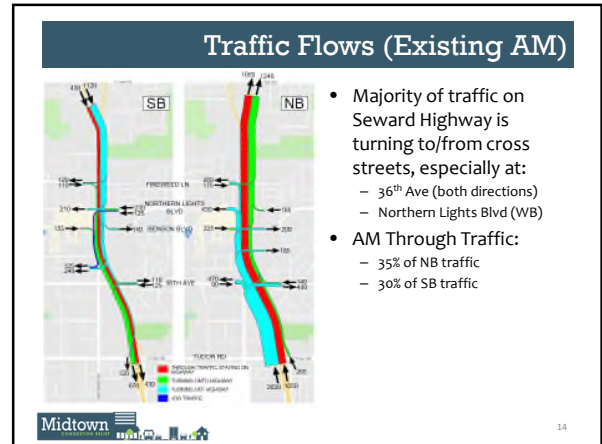
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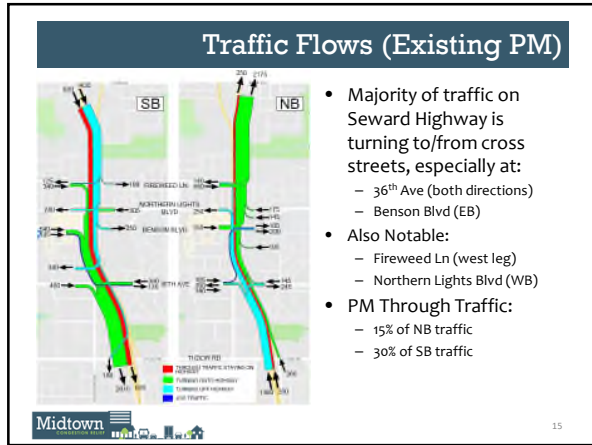
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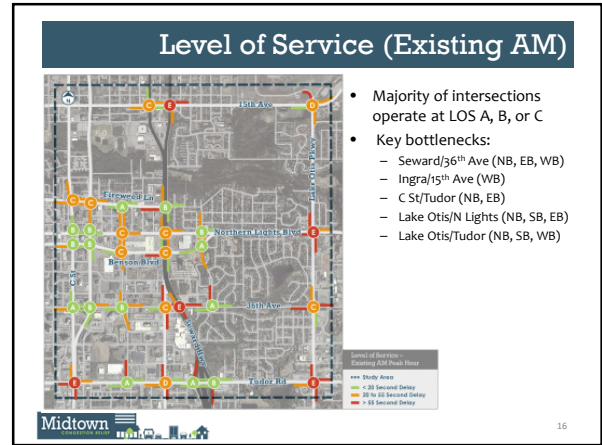
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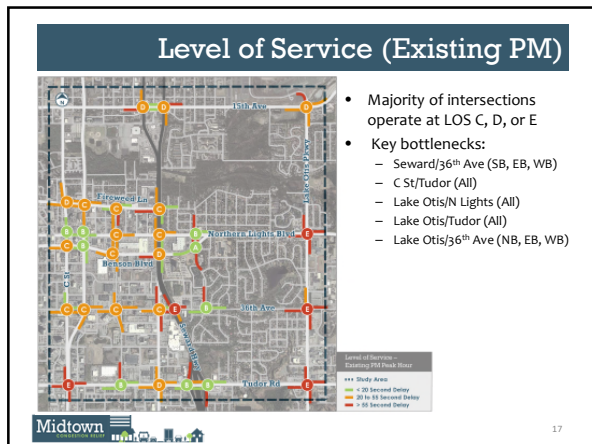
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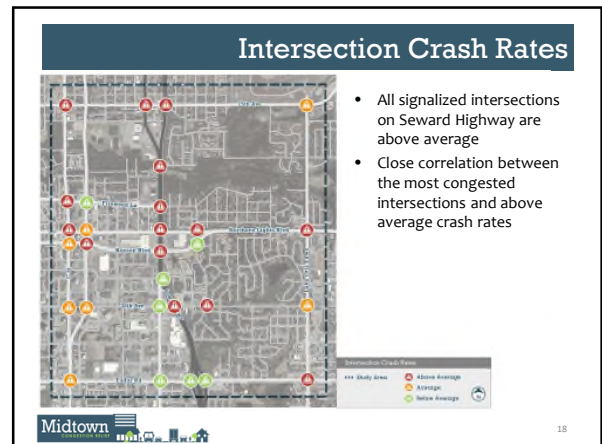
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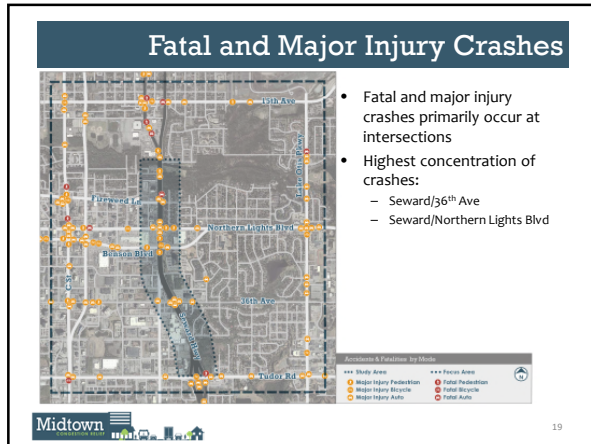
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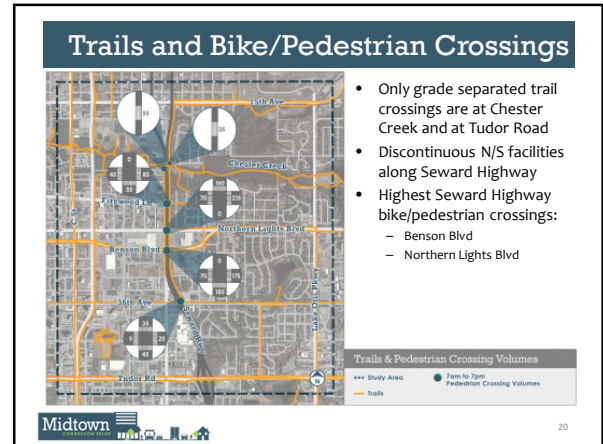
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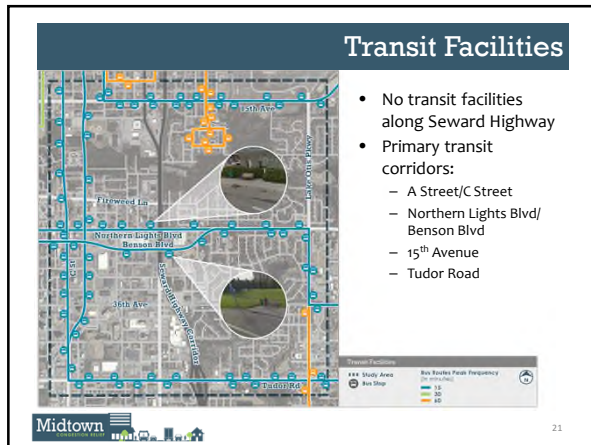
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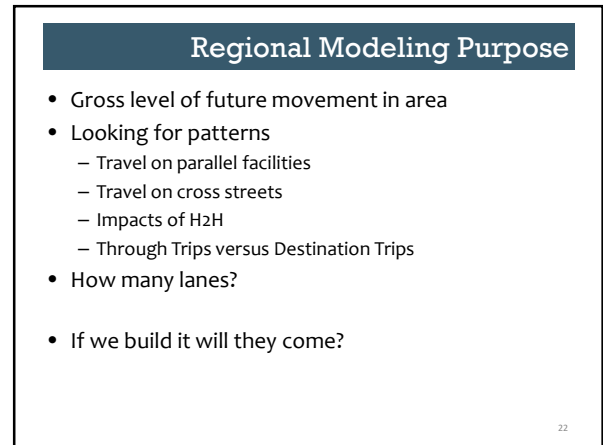
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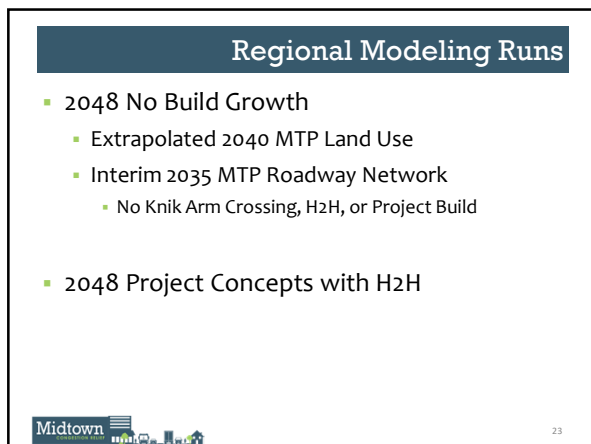
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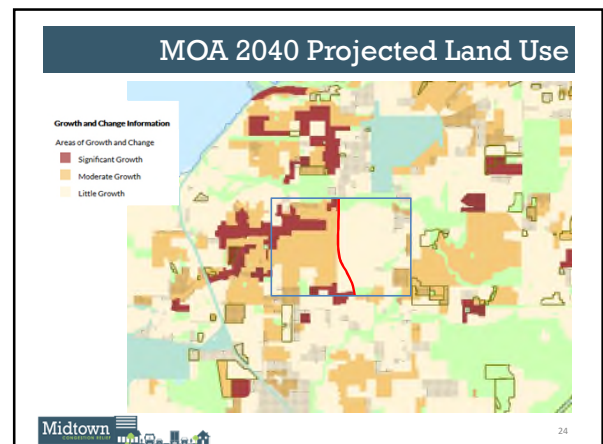
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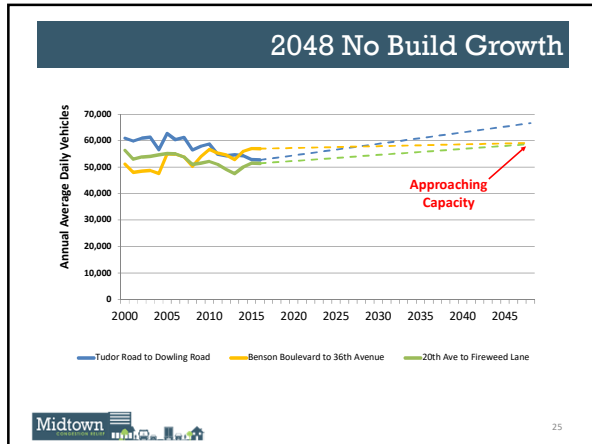
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2048 No-Build Traffic Volumes

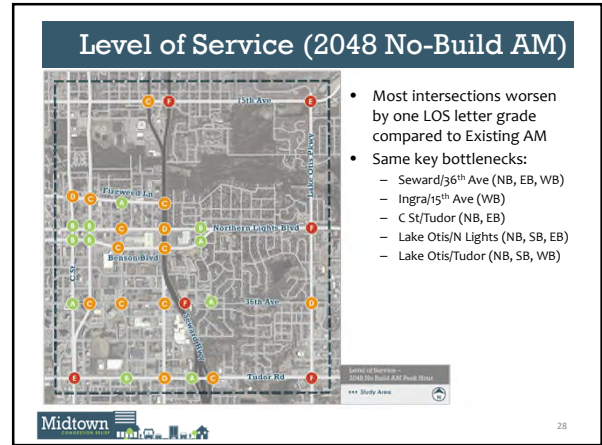
North-South Roadway	Segment	Existing ADT	Annual Growth Rate	2048 No-Build ADT
Seward Hwy	Between E 22nd Ave and E 20th Ave	48,000	0.4%	55,000
	Between E Benson Blvd and E 36th Ave	53,000	0.1%	55,000
	Between E Tudor Rd and E International Airport Rd	55,000	0.8%	71,000
C St	Between W 16th Ave and W 22nd Ave	19,000	1.0%	25,000
	Between W 32nd Ave and W 34th Ave	17,000	0.7%	22,000
A St	Between W Tudor Rd and W 46th Ave	29,000	1.2%	41,000
	Between W 16th Ave and W 22nd Ave	15,000	0.7%	19,000
Lake Otis Pkwy	Between W 32nd Ave and W 34th Ave	17,000	0.7%	21,000
	Between E 20th Ave and E 24th Ave	15,000	0.9%	20,000
	Between E Northern Lights Blvd and E 36th Ave	20,000	1.2%	28,000
	Between E Tudor Rd and Waldron Dr	22,000	0.8%	28,000

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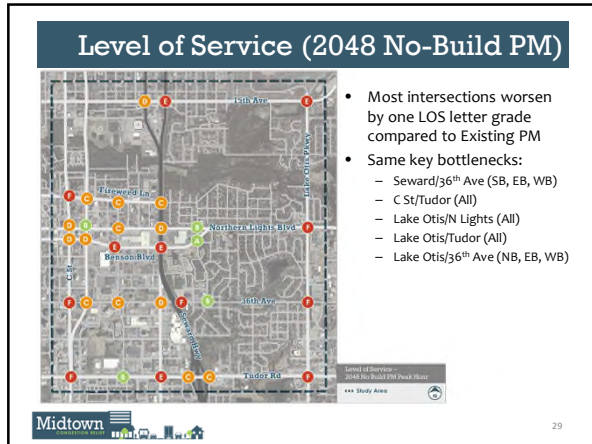
2048 No-Build Traffic Volumes

East-West Roadway	Segment	Existing ADT	Annual Growth Rate	2048 No-Build ADT
E Northern Lights	Between Arctic Blvd and C St	21,000	0.4%	24,000
	Between Denali St and Seward Hwy	23,000	0.3%	30,000
	Between Seward Hwy and Latouche St	21,000	0.1%	22,000
	Between UAA Dr and Bragaw St	37,000	-0.1%	36,000
E Benson Blvd	Between Arctic Blvd and C St	20,000	0.2%	22,000
	Between Denali St and Seward Hwy	28,000	0.5%	31,000
	Between Seward Hwy and Latouche St	20,000	0.3%	22,000
E 36th Ave	Between Arctic Blvd and C St	12,000	0.6%	15,000
	Between Denali St and Old Seward Hwy	16,000	0.7%	20,000
	Between Seward Hwy and Latouche St	14,000	0.7%	17,000
	Between Lake Otis Pkwy and UAA Dr	17,000	0.5%	20,000
Tudor Rd	Between Arctic Blvd and C St	24,000	0.2%	26,000
	Between Old Seward Hwy and Seward Hwy	37,000	0.6%	44,000
	Between Seward Hwy and MacInnes St	38,000	0.8%	49,000
	Between Lake Otis Pkwy and Piper St	33,000	0.7%	42,000

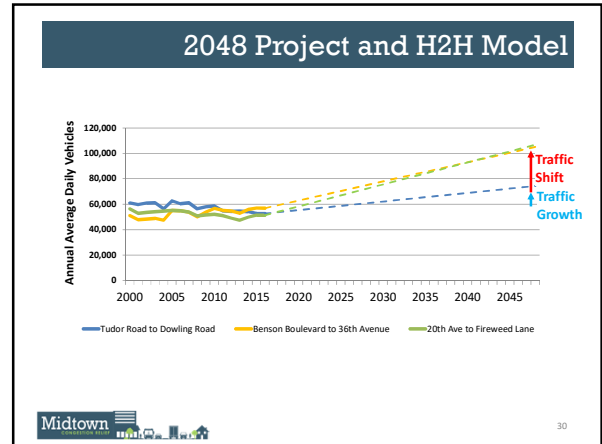
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Through Trips vs. Destinations

- 2048 Project and H2H Seward Highway volumes
 - 60% on mainline
 - 40% on frontage roads
- Increasing access -> More mainline traffic
- 2048 Project frontage roads volumes reduced from existing Seward Highway volumes
- Model indicates drivers willing to shift travel across north/south routes




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Concurrent Projects in Midtown

Midtown Anchorage AREA PROJECTS



LEGEND

- Midtown Congestion Relief FSL Study
- Other Area Projects
 - Chester Creek Signalized Trail
 - W 35th Ave. & Seward Ave. Signalized
 - Midtown Corridor Improvements—Signal Street Area
 - Seward Area Roadwork—New Seward Highway to Lake City Parkway
 - Tudor Rd./Machines II Signalization
 - S. Northern Lights to 40th Ave. Permanent Reservation
 - Anchorage Accessible Trail Extension—C St. Pathway
 - SRP, C St. & Tudor Rd.




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Environmental Conditions


- Environmental considerations:
 - Parks and trails
 - Cultural resources
 - Aquatic resources
 - Water Quality
 - Noise
 - Community and social characteristics



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Parks and Trails



- Many Parks and Trails
- Potential Section 4(f)
- Conservation Easement (*Helen Louise McDowell Sanctuary*)

Parks

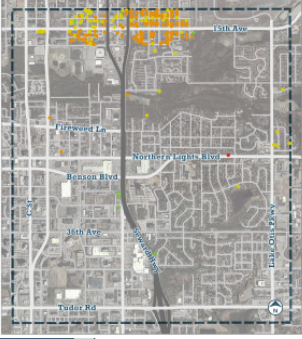
- Study Area
- Chester Creek Greenbelt
- Parks



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Cultural and Historic Resources




- No properties on the National Register of Historic Places or known buried archaeological resources
- Potentially Historic Resources
 - 1 property currently eligible for registry
 - ~89 properties potentially eligible

Historic Properties

- Study Area
- Eligible
- >45 Years
- Unknown Age
- Not Eligible or Destroyed

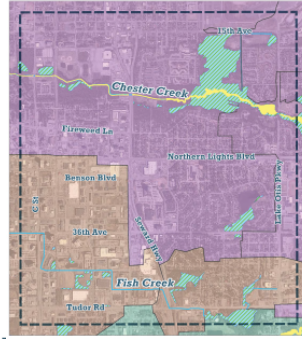
Note: This map depicts only those structures documented in the SHSIS. Further research will be necessary to determine the age of undocumented buildings in the study area.



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Aquatic Resources



- Chester Creek
 - Free-flowing
 - Anadromous
 - Floodplains
 - Associated wetlands
- Fish Creek
 - Mostly piped
 - Not anadromous within study area
 - No associated 100-year floodplain
 - Some associated wetlands

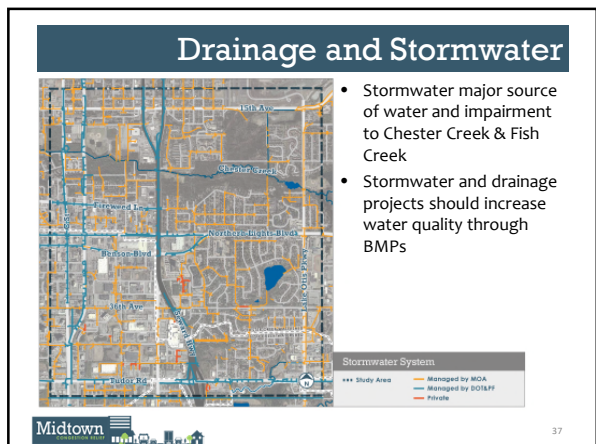
Aquatic Resources

- Floodplain
- Wetlands
- MOA Wetlands
- SRP
- Drainage
- Campbell Creek
- Chester Creek
- Fish Creek

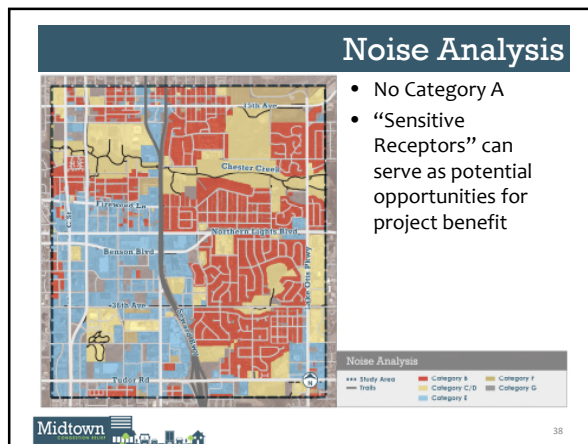


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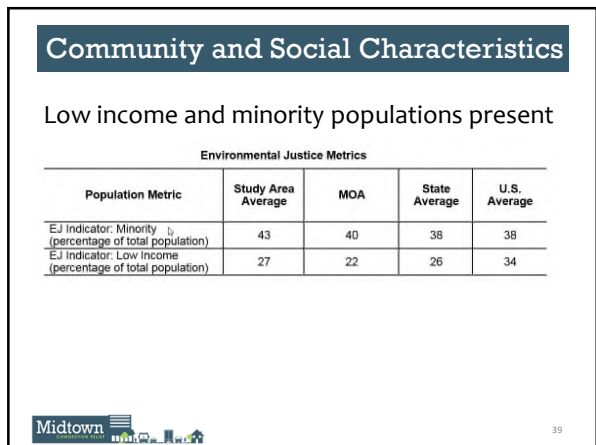
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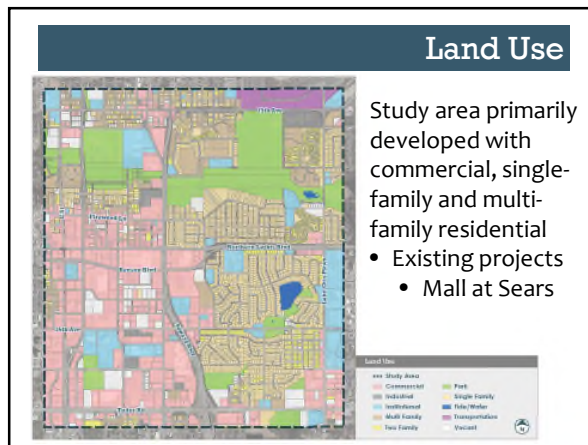
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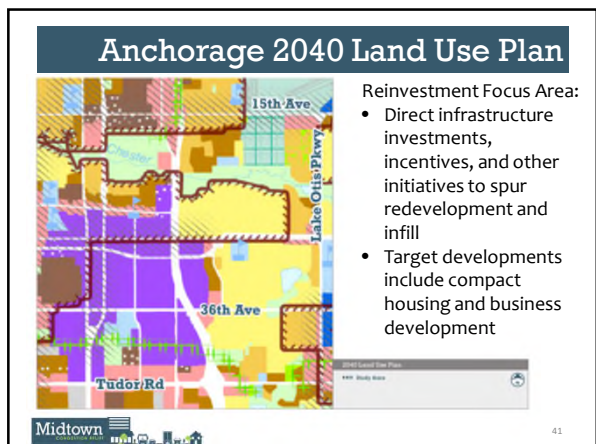
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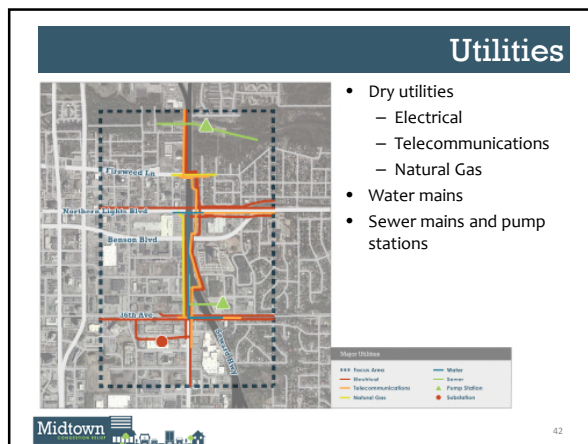
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Utilities

Major utilities of concern:

- 115 kv and 35 kv overhead transmission lines
- Free-standing electrical moment tower at Seward Highway/Northern Lights Blvd
- Fiber optic servicing JBER and Mat-Su
- 6-inch cast iron water mains
- 12-inch asbestos concrete sewer line
- 24-inch reinforced concrete sewer line



43

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Break





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Midtown Anchorage Network

- Roadway Network Hierarchy
 - Seward Highway north and south
 - Arterial network (N-S)
 - Access and circulation



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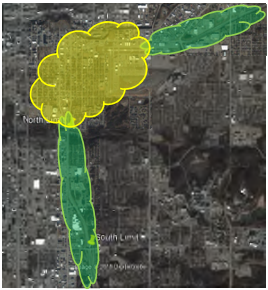

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Midtown Anchorage Network

Seward Highway North and South

- Freeway gap closure
 - Free flow connections to Glenn Highway
 - Continuity to Seward Highway freeway section

To be covered in more detail later...

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Midtown Anchorage Network

- Arterial Network (E-W)
 - 15th Ave
 - Northern Lights/Benson Blvd
 - 36th Ave
 - Tudor Rd
- Arterial Network (N-S)
 - Lake Otis Pkwy
 - Old Seward Hwy
 - A/C Street

Limited North-South connectivity to serve Midtown land uses

MCR concepts must assess local access and circulation



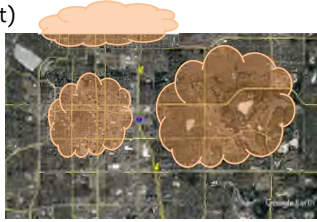

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Midtown Anchorage Network

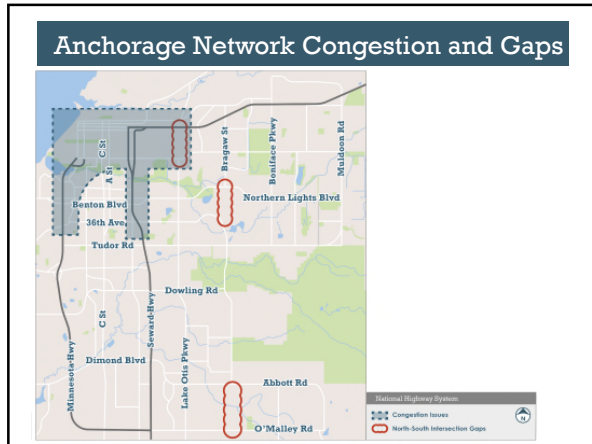
Access and Circulation

- Downtown (North)
- Residential & U-Med district (East)
- Midtown core (West)

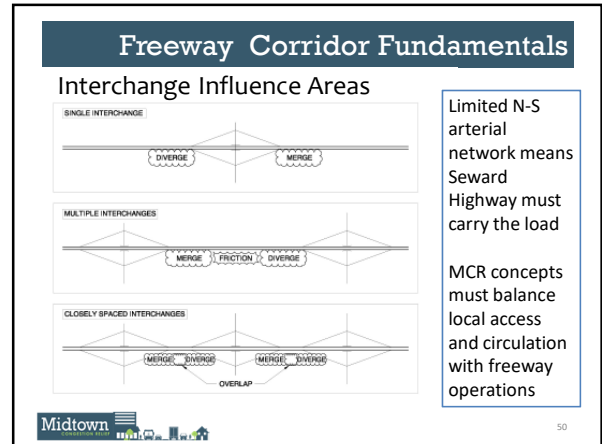



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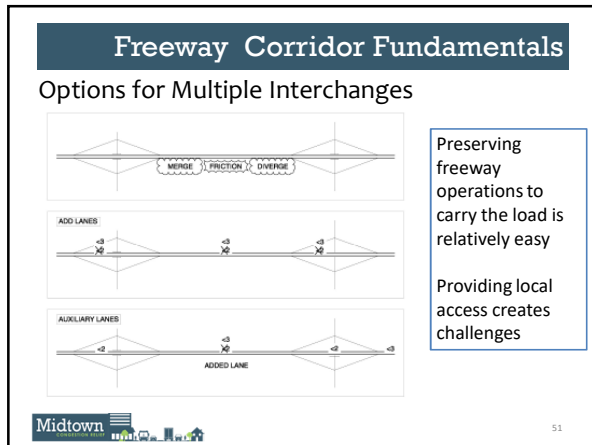
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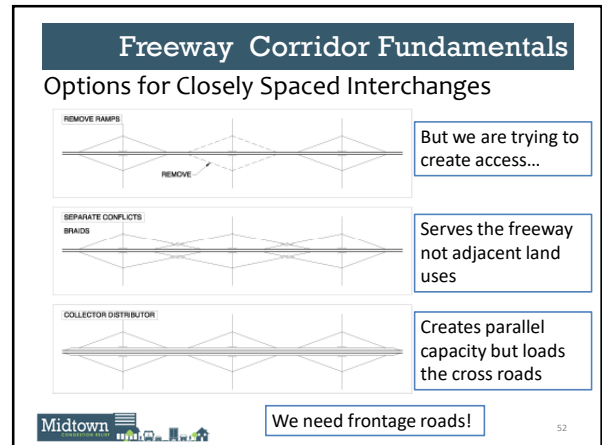
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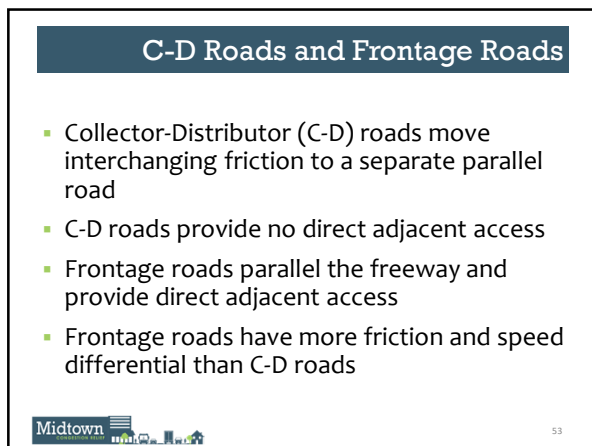
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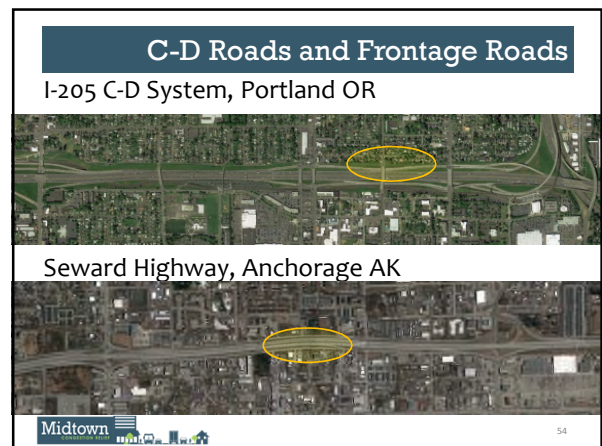
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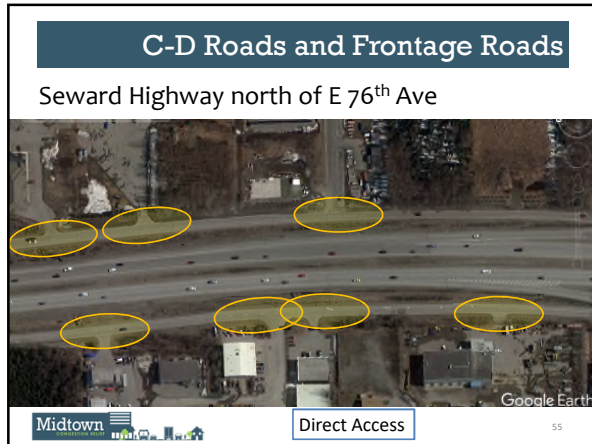
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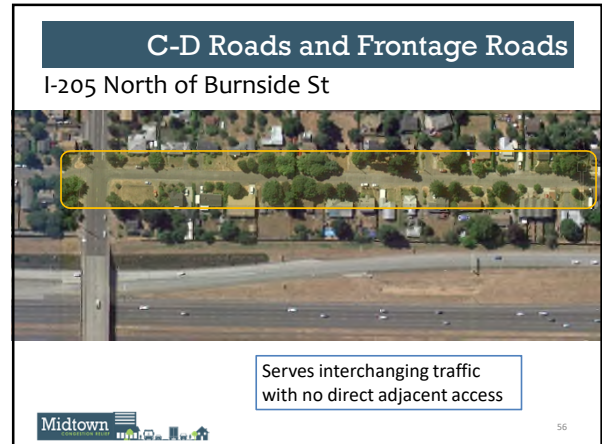
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56

Organizing the Concepts

- Establishing a naming framework will sort and group like concepts
- Aggregate fundamental concepts in categories allows a simplified sorting
- There are many variations and permutations of any concept; stakeholders can be overwhelmed by the sheer quantity. An organizational framework helps others sort and process
- We can save time and money by understanding how to sort out and order groups

57

Possible Framework

- Families
 - I: One-way Frontage Road
 - II: Two-way Frontage Road
 - III: C-D Roadways
 - IV: Other

58

Highway to Highway (H2H)

- Study of various corridors to connect the Seward and Glenn Highways
- Three primary routes investigated
- The Ingra-Gambell route is the corridor identified in the MTP

59

Highway to Highway (H2H)

60

Highway to Highway (H2H)

Gambell - Ingra Alternative Center Creek Variant 4

Midtown 61

61

Highway to Highway (H2H)

- New developments in the project area since H2H

Midtown 62

62

Highway to Highway (H2H)

- Analysis of travel patterns noted that less than 10 percent of drivers travel from the Seward Highway to the Glenn Highway
- H2H is a good concept for free flow highway movements
- It is still what is included in the Anchorage MTP
- Enough work was completed with H2H to give us confidence of the study area for MCR (i.e., improvements made south of 20th Avenue will be able to support future improvements north of 20th Avenue, regardless of route choice)

Midtown 63

63

36th and Seward

- Limited study area to proximity of 36th Avenue and Seward Highway
- Primary objectives:
 - Improve traffic operations and safety in the corridor area
 - Improve access to/from U-Med district
 - Improve mobility for all modes

Midtown 64

64

36th and Seward

- Limited study area
 - Only 36th Avenue intersection was studied, limited system analysis
- Key constraints
 - Spacing to Old Seward Highway intersection and adjacent intersections on Seward Highway
- Recommended solutions
 - Hybrid SPUI with left side ramps
 - Half SPUI (Diamond) with CD roads also scored well

Midtown 65

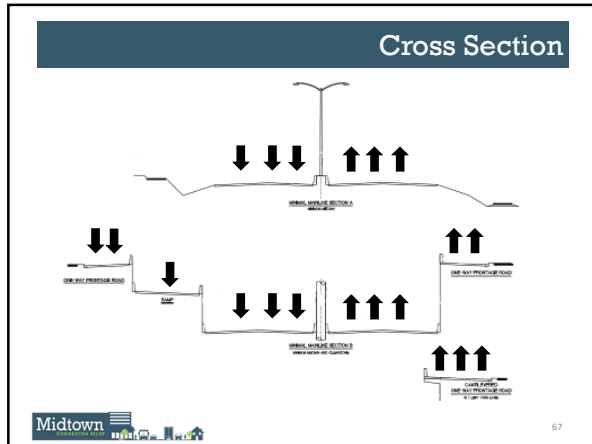
65

Profile

Midtown Profile

Midtown 66

66



67

- ### Project Constraints
- Limited right-of-way
 - Access to businesses
 - Closely spaced intersections/cross-streets
 - Neighborhoods
 - Poor geotechnical conditions
 - High groundwater/poor soils
 - Chester Creek/East Chester Park
 - Helen Louise McDowell Sanctuary
 - Extensive utilities

68

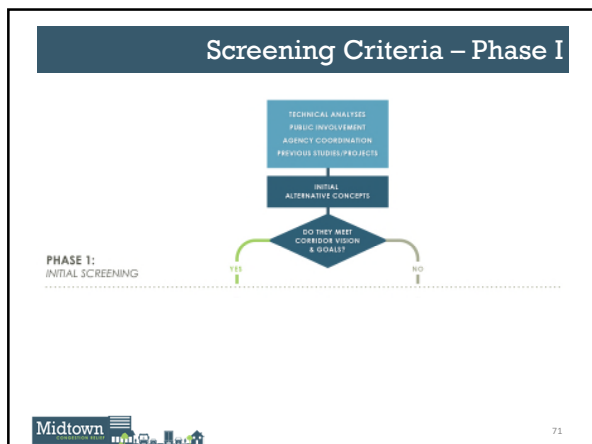
- ### Project Opportunities
- Maintain arterial grid across Seward Highway corridor
 - Provide efficient connections to retail, employment, and medical centers
 - Improve travel across and to/from the Seward Highway to the U-Med district
 - Complete planned multi-use trail along Seward Highway
 - Enhance non-motorized connections to the Chester Creek trail
 - Support high-frequency bus service on Northern Lights/Benson Boulevards and Tudor Road
 - Opportunities to implement 2040 Land Use Plan

69

Lunch Workshop

Screening Criteria Discussion

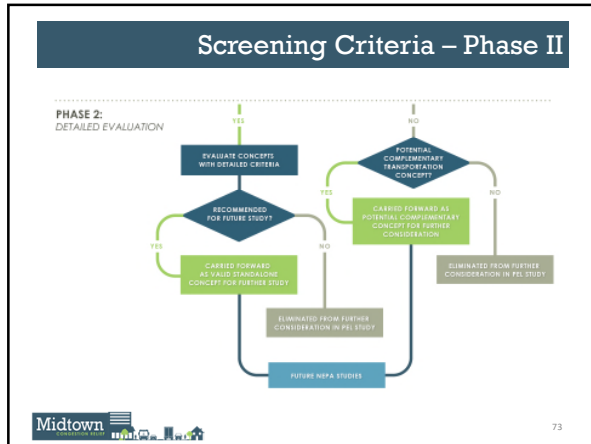
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71

- ### Phase I: Broad Concept Screening - Criteria
- Improve mobility and safety on Seward Highway in a manner that will manage vehicle congestion?
 - Improve access to land uses from roadways other than Seward Highway?
 - Encourage multi-modal connectivity?
 - Compatible with land uses and zoning in Midtown?
 - Address the projected transportation needs over the 20-year planning horizon?

72



73

Phase II: Potential Metrics

Safety

- Intersection crash rate
- Bicycle crash rate
- Pedestrian crash rate
- Crash severity
- Grade separated crossings
- Average crossing width

Midtown 74

74

Phase II: Potential Metrics (cont'd)

Mobility/Connectivity

- Average speed on Seward Highway
- Average travel time (network or specific routes)
- Peak hour capacity
- Secondary road lane miles
- Emergency response times/contours

Midtown 75

75

Phase II: Potential Metrics (cont'd)

Access

- Access controlled facility with driveways on frontage/secondary roads
- Total number of business preserved
- Travel time
- Emergency response times/contours
- Non-motorized transportation access to properties
- Direct non-motorized roadway crossings/grade-separated

Midtown 76

76

Phase II: Potential Metrics (cont'd)

Environmental

- Number of residences/business acquired/relocated
- Acres of property acquisition
- Number of cultural/historic properties impacted
- Length of noise wall
- Air quality – tons of emissions
- Hours of delay/productivity restored
- Acres of wetlands fill
- Consistency with other area plans

Midtown 77

77

Phase II: Potential Metrics (cont'd)

Cost


- Total project cost
- Maintenance cost variance
- Construction phasing
- Construction duration
- Number of parcel/business acquisitions/relocations

Midtown 78

78

Afternoon Session

Break



79

79

Developing New Concepts

- Seward Intersection Spacing
 - Tudor to 36th – ½ mile
 - 36th to Benson – 2000 feet
 - Benson to Northern Lights – 700 feet
 - Northern Lights to Fireweed – 900 feet
 - Fireweed to 20th – 1500 feet




80


80

Developing New Concepts

One-way frontage roads



Google Earth



81

81

Developing New Concepts

Two-way frontage roads





82

82

Developing New Concepts

- Access Guidelines
 - Intersection and interchange spacing
 - Traffic signal spacing
 - Driveway spacing
 - Safe turning lanes
 - Street connections



83

83

Ramp Spacing

- Geometrics
- Signing
- Traffic Operations
- Safety Performance



Google Earth




84

84

Ramp Weaving Treatments

- Closely spaced interchanges create weaving issues on the freeway
- Options:
 - ✓ Conventional
 - ✓ Auxiliary lanes
 - ✓ C/D roads
 - ✓ Frontage Roads
 - ✓ Braided ramps
 - ✓ Split interchanges



85

85

Conventional Weaving Section

- Ramps merge/diverge
- No lane additions in weaving section






86

86

Auxiliary Lanes

- On ramp adds auxiliary lane to exit ramp
- Multiple-weave section
- 2-lane choice exit ramp option






87

87

Collector-Distributor Roads

- C-D roadway handles weaving movements
- Lower speeds on C-D roadway help short weaving operations






88

88

Weaving Section Moved to Frontage Road

- Ramp weaving is handled on frontage road
- Improves mainline operations
- Lower speeds on frontage road help weaving operations






89

89

Braided Ramps

- Eliminates weaving completely
- Requires extra cost for bridges
- Local access compromised





90

90

Split Diamond Interchange

- One-way frontage roads link interchanges
- Eliminates short weaving sections



Google Earth
Trenton, NJ, USA - 11/2/2015, 38°51'50.36"N, 104°49'18.84"W, elev. 6242 ft., eye alt. 11173 ft. ©

Midtown

91

Group Break-out

Group Sketch Planning Session

- Access
- Multi-modal
- Corridor layout/configuration

Discussion by each group of alternatives/ideas developed

Midtown

92



Concept Development Workshop: Day 2

April 30 – May 1, 2018

1

Concept Development Workshop


- Welcome Back
- Summary of Day 1




2

Review of Corridor Concepts

- Concepts focused on Seward Highway corridor
- 7 one-way and 3 two-way frontage road concepts
- 1 other – no-build
- Common themes
 - Close through access on Fireweed Lane
 - Mostly going over 36th and under other streets
 - Improved pedestrian connectivity at 33rd
 - 2-3 grade separated multi-modal crossings of the highway
 - Improvements to the secondary road network




3


Interchange Fundamentals


- Service vs. System

Service: Signalized or stop/yield control movements at Arterial



System: Free-flow movements between controlled access freeways






4

Service Interchanges



<p>Diamond Forms</p> <ul style="list-style-type: none"> Single Point Diverging Diamond Roundabout Diamond 	<p>Loop Forms</p> <ul style="list-style-type: none"> Cloverleaf Partial Cloverleaf Single Loop
--	--



5

Single Point (SPDI)


- Opposing left-turn movements operate simultaneously
- 3-phase traffic signal
- One intersection

6

SPDI with Frontage Road Movement


- Add 4th signal phase to accommodate frontage road through movement
- Comparable operations to tight diamond interchange
- Bridge cost higher than tight diamond interchange



7

Diverging Diamond (DDI)


- Traffic crossing on opposite side
- Simple 2-phase, 2-traffic signal design
- Application does not provide frontage road through movement



8

Roundabout

- No traffic signals
- Limited capacity
- Frontage road through movement is possible



9

Tight Diamond


- Multiple signal phases
- Frontage road through movement is possible



10

Diamond with One-way Frontage Roads


- Example includes Texas U-turns
 - ✓ Helps circulation of traffic
 - ✓ No signal required for U-turn



11

Cloverleaf

- Full cloverleaf-system interchange
- Weaving issues between loops
- Large footprint



12

Partial Cloverleaf Interchange(Par-Clo)

- Larger footprint than diamond interchange types
- 2-phase, 2-traffic signal operation
- Frontage road through movement is possible



13

Single Loop

- Designed to accommodate one congested left-turn movement
- Larger footprint than diamond types
- Frontage road through movement is possible



14

Single Loop with channelization

- Channelization eliminates signal delay
- Creates free movement to ramp
- Eliminates through movement to frontage road



15

Logical Termini and Segmentation

To ensure meaningful evaluation and avoid commitments to transportation improvements before they are fully evaluated, an action shall:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- Have independent utility or independent significance i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

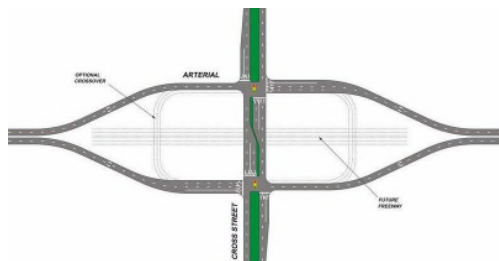
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Logical Termini and Segmentation Example



17

17

Group Break-out

Group Sketch Planning Session Continues

- 5 Corridor Concepts – 2 two-way, 3 one-way
- Present your two “best” to the group at lunch
- Focus on:
 - Interchange configurations
 - Multi-modal routes
 - Project definition and priority
 - Construction phasing



18

18

Lunch Workshop


Group Presentations



19


19

Questions?



**Keep Alaska Moving Through
Services and Infrastructure**

Thank you!



20

20



Concept Development Workshop: Summary

May 2, 2018

1



Concept Development Workshop

- Introductions
- Safety Minute
- Purpose/Attendees
- Information presented
- Expertise
- Workshop sessions
- Observations
- Path forward




2


MCR PEL Study Area

3

Purpose


- Develop and refine concept list
- Draft concept screening criteria
- Agency consensus and engagement



4

Attendees


DOT&PF	Municipality of Anchorage	Consultant Team
• Project Team	• Project Management and Engineering	• Transportation Engineering
• Traffic	• AMATS	• Traffic
• Utilities	• Traffic	• Planning
• Projects	• Planning	• ROW
• Construction		• Environmental
• Planning		• Utilities
		• Public involvement



5

Information Presented

- Past, present and future of Corridor
- PEL approach
- Draft vision and goals



6

Past Projects

Seward Highway to Glenn Highway

MULTIMODAL SOLUTIONS
moving people and goods

Midtown

7

Planning and Environmental Linkages

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process

Midtown

8

Draft Corridor Vision

“Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.”

Midtown

9

Draft Goals

Safety

- Improve safety for all users by reducing the frequency and severity of crashes, particularly at intersections

Mobility and Connectivity

- Reduce traffic congestion on the Seward Highway and cross streets
- Improve connections for motorized and non-motorized users along and across the Seward Highway corridor

Access

- Maintain access to adjacent land uses and improve access across the corridor for all travel modes

Environmental

- Minimize impacts to residents, businesses, other stakeholders and the natural environment

Midtown

10

Existing Conditions Findings

- Roadway
- Traffic
- Utilities
- Social, economic and community characteristics
- Natural environment and physical context

Midtown

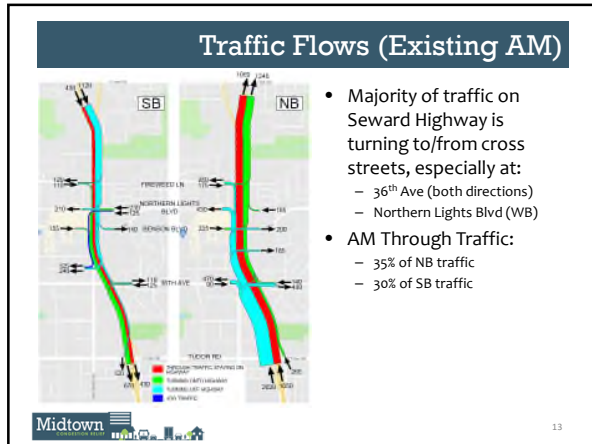
11

Study Area Roadway Network

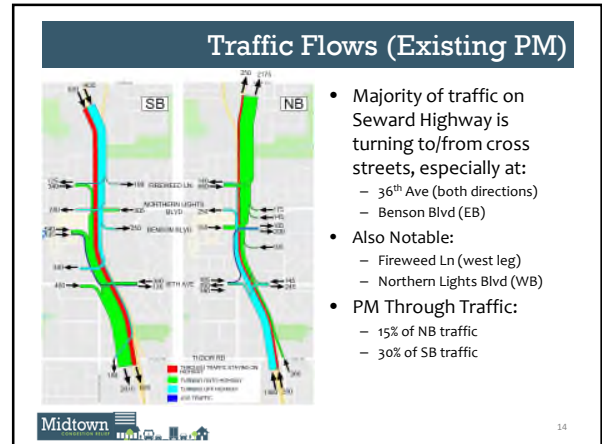
- This segment of Seward Highway has highest AADT in Anchorage Bowl
- Transitions from access controlled freeway to signalized corridor (at 36th Avenue)
- Intersects multiple east-west arterials with high-volume turn movements

Midtown

12



13



14

Regional Modeling Purpose

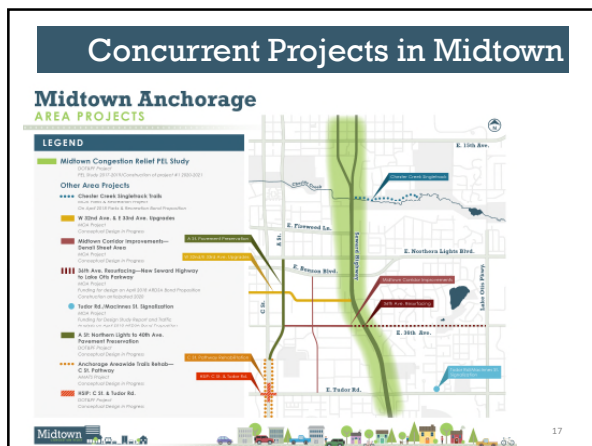
- Gross level of future movement in area
- Looking for patterns
 - Travel on parallel facilities
 - Travel on cross streets
 - Impacts of H2H
 - Through Trips versus Destination Trips
- How many lanes?
- If we build it will they come?

15

Regional Modeling Runs

- 2048 No Build Growth
 - Extrapolated 2040 MTP Land Use
 - Interim 2035 MTP Roadway Network
 - No Knik Arm Crossing, H2H, or Project Build
- 2048 Project Concepts with H2H

16




17

Environmental Conditions

- Environmental considerations:
 - Parks and trails
 - Cultural resources
 - Aquatic resources
 - Water Quality
 - Noise
 - Community and social characteristics

18

Land Use



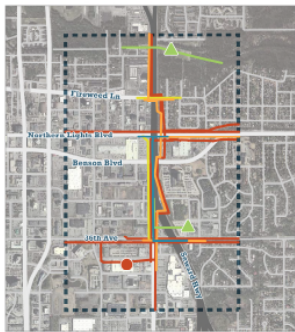
Study area primarily developed with commercial, single-family and multi-family residential

- Existing projects
 - Mall at Sears

Land Use Legend:
 Study Area, Commercial, Industrial, Institutional, Multi Family, Town Family, Park, Single Family, Multi-Water, Transportation, Vacant

19

Utilities




- Dry utilities
 - Electrical
 - Telecommunications
 - Natural Gas
- Water mains
- Sewer mains and pump stations

Map/Utility Legend:
 Water, Sewer, Electrical, Telecommunications, Sewer Station, Substation, Natural Gas

20

Anchorage Network Congestion and Gaps

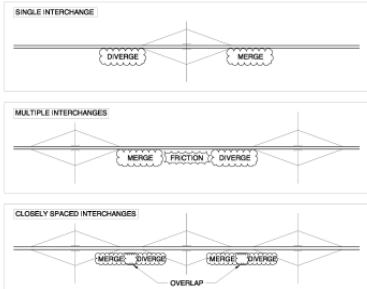


Map Legend:
 Congestion Issues, North-South Intersection Gaps

21

Freeway Corridor Fundamentals

Interchange Influence Areas



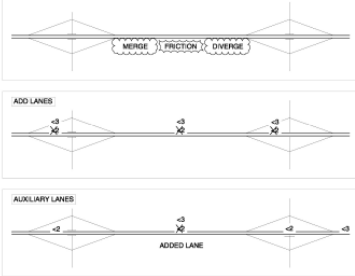
Limited N-S arterial network means Seward Highway must carry the load

MCR concepts must balance local access and circulation with freeway operations

22

Freeway Corridor Fundamentals

Options for Multiple Interchanges



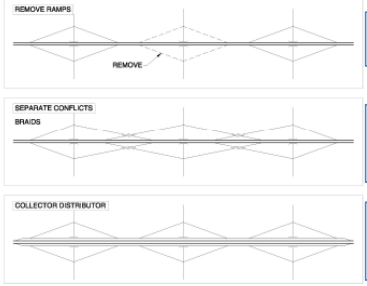
Preserving freeway operations to carry the load is relatively easy

Providing local access creates challenges

23

Freeway Corridor Fundamentals

Options for Closely Spaced Interchanges



But we are trying to create access...

Serves the freeway not adjacent land uses


Creates parallel capacity but loads the cross roads

We need frontage roads!

24

Spacing

- Seward Intersection Spacing
 - Tudor to 36th – ½ mile
 - 36th to Benson – 2000 feet
 - Benson to Northern Lights – 700 feet
 - Northern Lights to Fireweed – 900 feet
 - Fireweed to 20th – 1500 feet




25

25

Organizing the Concepts

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26

26

Possible Framework

- Families
 - I: One-way Frontage Road
 - II: Two-way Frontage Road
 - III: C-D Roadways
 - IV: Other



27


27

Workshop 1

Group Sketch Planning Session

- Access
- Multi-modal
- Corridor layout/configuration

Discussion by each group of alternatives/ideas developed




28

28

Review of Corridor Concepts

- Concepts focused on Seward Highway corridor
- 7 one-way and 3 two-way frontage road concepts
- 1 other – no-build
- Common themes
 - Close through access on Fireweed Lane
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Workshop 2

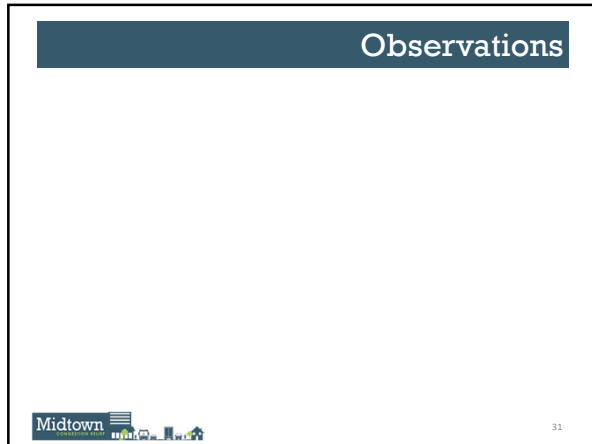
Group Sketch Planning Session Continues

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- Focus on:
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 - Multi-modal routes
 - Project definition and priority
 - Construction phasing

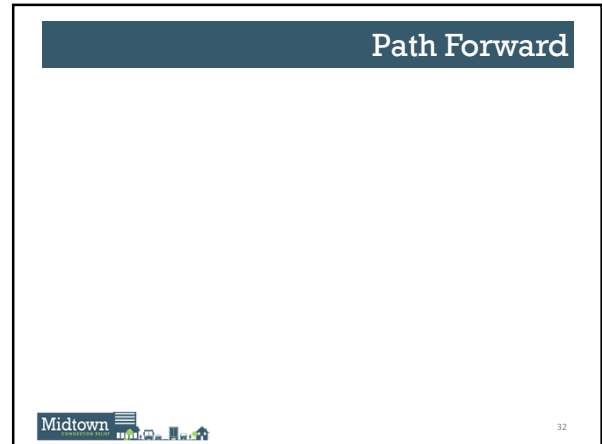


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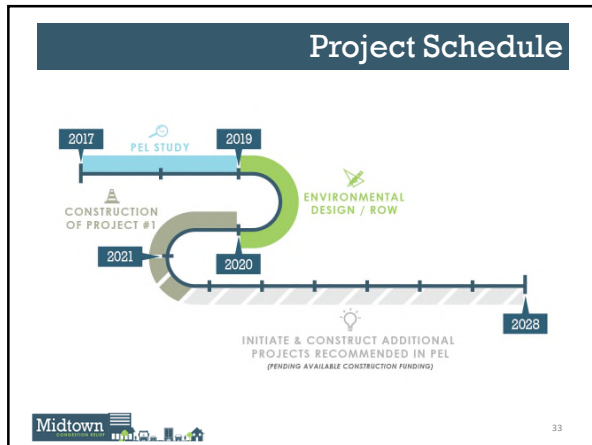
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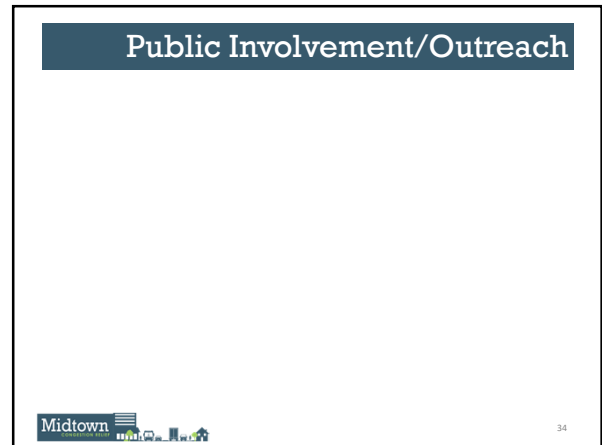
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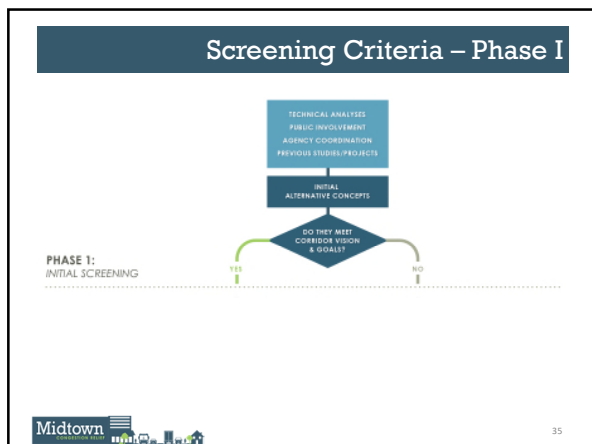
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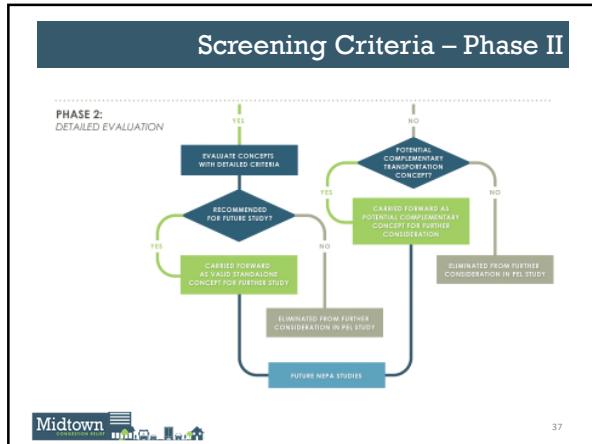
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-
- Phase I: Broad Concept Screening - Criteria
- Improve mobility and safety on Seward Highway in a manner that will manage vehicle congestion?
 - Improve access to land uses from roadways other than Seward Highway?
 - Encourage multi-modal connectivity?
 - Compatible with land uses and zoning in Midtown?
 - Address the projected transportation needs over the 20-year planning horizon?
- Midtown
- 36

36



37

- ### Phase II: Potential Metrics
- Safety
 - Mobility/Connectivity
 - Access
 - Environmental
 - Cost
- Midtown 38

38



Corridor Concept Development Workshop Summary Report

Monday, April 30 – Tuesday, May 1, 2018

Workshop Purpose:

To collaborate and develop a refined set of potential concepts and screening criteria that will guide the Midtown Congestion Relief project team. Garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

- Opening remarks
 - Sean Holland welcomed everyone and gave a brief description of the project team and PEL study area.
- Introductions
 - Attendees introduced themselves. A record of attendance is attached as Attachment 1.
- Safety minute
 - Steve Noble ran through restroom locations, snacks and food, and protocol in case of a fire.
- Purpose
 - Steve explained the purpose of the concept workshop. We are not anticipating an exhaustive list of potential concepts and projects. The workshop will jumpstart development of concepts.
- Project history and description
 - Past projects
 - H2H and 36th/Seward projects.
 - PEL approach and project schedule
 - Purpose of the planning and environmental linkages (PEL) approach to speed up project delivery.
 - Existing conditions
 - Renee Whitesell summarized existing conditions in the corridor.
 - Draft corridor vision and goals
 - The draft corridor vision and goals were presented. Feedback included providing multimodal connectivity along the Seward Highway, providing for mobility and access in Midtown, and using a graphical image of a person walking (not just biking) to illustrate multimodal connectivity.
- Traffic forecast and analysis
 - Analysis overview and safety summary
 - Brad Coy and Steve presented the study area AADT (annual average daily traffic), daily traffic volume trends, traffic flows for both the am and pm peak periods, level of service





(LOS) for the am and pm peaks, intersection crash rates, fatal and major injury crashes by modes, trails and bike/pedestrian crossing volumes, and transit facilities.

- **Regional modeling**

Andrew Ooms presented the purpose of the regional modeling, the various runs, projected land use, and no build growth. He also presented the future model runs, which use a forecast year of 2048. Brad explained the 2048 No-build traffic volumes along with the LOS for the am and pm peaks, with most of the intersections deteriorating by one LOS compared to the current, example is E to F.

One attendee suggested the continuous line shown for the traffic growth on Seward Highway should be a stepped function as projects are built. Another attendee sought clarification whether 15th Avenue will be included in the study. The study's analysis concludes at approximately 20th Avenue, and therefore 15th Avenue will be part of a future study that evaluates the Fairview neighborhood and not part of this PEL.

- **Operational analysis**

One attendee inquired that 60 percent of traffic accessing Midtown via the Seward Highway and 40 percent being direct through traffic, how much of the 60 percent is actually through traffic that was attempting to avoid congestion on the Seward Highway? Using counts, we cannot identify which traffic is using other arterial roads such as A and C Street for north-south travel after leaving the Seward Highway. It is notable that even though percentages are approximate north/south traffic on the Seward Highway has a good LOS since the signals prioritize green time to the north-south traffic movement. We are supplementing the model with blue tooth data but numbers will remain an estimate.

- **Concurrent projects in Midtown**

Renee detailed other projects in the study area including:

- Chester Creek single track trails
- W 32nd and E 33rd Avenue upgrades
- Midtown corridor improvements comprising 36th Avenue between New Seward Highway and C Street, and Denali Street between Benson Boulevard and Tudor Road
- 36th Avenue Resurfacing between New Seward Highway to Lake Otis Parkway
- Tudor Road and MacInnes Street intersection study
- A Street pavement preservation between Northern Lights Boulevard and 40th Avenue
- Anchorage Areawide Trails Rehabilitation, incorporating a C Street pathway
- C Street and Tudor Road intersection improvements as part of the Highway Safety Improvement Program (HSIP)

Additional projects identified by attendees included:

- Denali Street Improvements may extend from Benson Boulevard through to Fireweed Lane
- HSIP pedestrian lighting improvements along the New Seward Highway
- Resurfacing Fireweed Lane from Seward Highway to Arctic Boulevard

The project team is sharing comments with other teams where relevant to support each other as we move forward with transportation improvements in Midtown.





- **Environmental conditions**

Emily Creely presented the environmental conditions for parks and trails, cultural resources, aquatic resources, water quality, noise and community and social characteristics. Discussion focused on the Seward Highway Buffer Park along Seward Highway that is owned by Municipality of Anchorage. Analysis will be needed to determine whether the area is a section 4(f) resource. One property is currently eligible for inclusion in the NRHP, and several neighborhoods are reaching an age where they will require consideration as historic areas.
- **Land use**

Claire Mueller presented an overview of the land uses in the study area and ROW widths. Consideration of the 2040 Land Use Plan will be required to understand the impact of investment initiatives. The land use in the traffic model uses the current AMATS model, which uses the 2040 Land Use Plan. Feedback from the Business and Citizens Advisory Groups will be a key consideration as part of concept development.
- **Utilities**

Irene Malto presented the major utilities along the study area. One attendee recommended considering storm drainage improvements as part of utilities. Utilities will be a key consideration for concept development. It will be beneficial to obtain long term plans to underground utilities from utility companies.
- **Midtown Anchorage network**

Brian Ray an overview of the Midtown Anchorage network. This project considers fundamentally changing the major roadway infrastructure that goes through the heart of Anchorage. We are setting the transportation framework for the next 100 years or more, and therefore it is worth considering the broader transportation network. Pay attention to congestion issues and gaps, and where access challenges are created because of gaps in the network.
- **Corridor fundamentals**

Brian Ray reviewed freeway corridor fundamentals, interchange influence areas, multiple interchanges and options for closely spaced interchanges. The concept of Collector-Distributor (C-D) roads was introduced, which take traffic off mainline and mixes (weaves) it with other traffic that is getting back on or off. This saves travel time on the mainline by moving friction off the mainline. C-D roads do not provide direct access to properties. Frontage roads were also discussed, as these provide direct access to adjoining land uses, but have more conflict with speed differentials, and more friction. The idea of concept “families” was introduced for communicating concepts to the public and other stakeholders. An attendee noted from the existing conditions that this study should be focused less on north-south traffic movements, and more on addressing the larger number of vehicles wanting to access the Midtown area. Brian highlighted that there will be tradeoffs for any of the concepts and that is the point of being able to work through the different options identified in our framework.





Mike Falini provided an overview of the prior Seward Highway to Glenn Highway connection project known as H2H. Steve pointed out that DOT&PF is trying to “right size” the MCR project to avoid pitfalls associated with the H2H mega-project and the 36th Avenue intersection project that was not able to address public comments about how it “fit” into the Midtown network. MCR will be compatible with whatever might happen north of the study because the prior concepts didn’t vary significantly south of 20th Avenue. H2H is still in the current Anchorage MTP. It is divided into two-three phases, including 36th Avenue-Midtown and 20th Avenue-Airport Heights Drive).

Sean presented the Seward/36th Avenue project, which was prioritized after H2H ended because of high congestion and delay. The design of the proposed interchange was perceived by the public to create access impediments, and the tie-in with the wider Midtown area was not well explained nor fully understood. The MCR study includes extensive public involvement to better support and define how projects identified in the study will tie in with the overall transportation network.

Lunch Workshop 12:00 pm – 1:00 pm

Screening criteria discussion.

- Safety
 - Exact predictions will be difficult, but bracketed crash rates could be considered. It was suggested that we consider the quantity and locations of conflict points under this criterion.
 - Consider safety during construction – we need to be aware of how busy the corridor is, and the impact on safety during construction.
- Mobility/Connectivity
 - Average speed and average travel time can conceal some poor alternatives. Consider marginal speed to understand the value of added seconds. This may be an appropriate part of cost analysis.
 - Consider east-west delay to understand the barrier effect of Seward Highway.
 - Through traffic needs evaluation. Operational uniformity/uniform levels of congestion could be considered.
 - Measures appear to focus on motorized travel. Consider measures for non-motorized transportation.
 - Consider measuring enhancements to parallel facilities (redistribution).
 - Consider decreased delay on other facilities.
 - Consider a measure of the most direct route through the study area.
 - Consider transit opportunities.
- Access
 - Square foot value of businesses/land uses relocated
 - Should the cost of business acquisition be part of access cost?
- Environmental
 - If an elevated option is being considered, be aware the Comprehensive Plan talks about preserving the viewshed.
 - Noise issues associated with building elevated structures.
 - Class of action is key in a PEL Study – perhaps class of action could be a criterion.
 - Consider MS 4 for storm drainage
 - Consider a criterion evaluating where there is no other feasible alternative.
- Cost





- Concern that business acquisition cost/access is being measured in multiple/different ways, leading to double or triple counting. Consider simplifying this, especially for large concepts.
- Consider measurement of infrastructure redundancy
- Consider benefit/cost analysis as an approach as this may help justify funding, explain which project is the most cost effective.
- Consider presenting both capital costs and maintenance costs.
- Utility costs will be significant.
- Benefit/cost analysis should not be the whole decision. Consider the net area impacts, not just the linear corridor.

Afternoon 1:00 pm – 4:00 pm (DOWL Various Conference Rooms)

- Developing new concepts
Intersection spacing, one-way frontage roads, two-way frontage roads, and access guidelines.
- Applying fundamentals
Ramp spacing, weaving treatments, auxiliary lanes, C-D roads, braided ramps, and split diamond interchange.
- Group sketch planning session
See Attachment 2 for Day 1 Team concepts.

Tuesday, May 1st

Morning 9:00 am-11:30 am (DOWL Kobuk Room)

- Welcome and summary from Monday afternoon
Steve welcomed everyone and reviewed the agenda for the day.
- Review of corridor concepts
An overview of the concepts was provided, which divided them into several families including one-way and two-way frontage road concepts and a no-build concept.
- Interchange fundamentals
Interchange configurations, including several diamond configurations and loop forms.
- Construction phasing and logical termini
Definition and example of logical termini and segmentation.
- Continuation of group sketch planning session
 - Interchange configurations
 - Multi-modal routes
 - Construction phasing
 - Project definition

Lunch Workshop 11:30 am – 1:00 pm

Group presentations – Lunch provided
See Attachment 3 for Day 2 Team concepts.





Attachment 1





MIDTOWN CONGESTION RELIEF – CORRIDOR CONCEPT DEVELOPMENT WORKSHOP
 DAY 1 – SIGN IN SHEET
 Monday, April 30, 2018

PLEASE PRINT:

NAME	ORGANIZATION	TELEPHONE	E-MAIL
Melina Guo	Kirtelson		
Jane Stacey	DOT/F A Planning		
Gary Conner	Jacobs		
Devli Rearden	AADOT		
GALAN JONES	DOT/PPF		
Jm A	DOT/PPF		
Mike Fridin	Jacobs		
Vivian Underwood	AMATS		
Sean Holland	DOT		
Emily Creely	DOWL		
Melinda Tsui	PM&E		
Scott Thomas	DOT/PPF		
Tony Sprague	DOT		
Steve Noble	Dowl		
Stephanie Mormilo	MOA-Traffic		
John Crapps	MOA-Traffic		
Tim Potter	Dowl		
Val Rader	DOT		
David Post	DOT		
Irene Malto	Dowl		
Stewart Diggard	Dowl		



**MIDTOWN CONGESTION RELIEF – CORRIDOR CONCEPT DEVELOPMENT WORKSHOP
 DAY 1 – SIGN IN SHEET
 Monday, April 30, 2018**

PLEASE PRINT:

NAME	ORGANIZATION	TELEPHONE	E-MAIL
Carol Wang	MOA LR PLANNING		
BRIAN Ray	KITTELSON		



MIDTOWN CONGESTION RELIEF – CORRIDOR CONCEPT DEVELOPMENT WORKSHOP
 DAY 2 – SIGN IN SHEET
 Tuesday, May 1, 2018

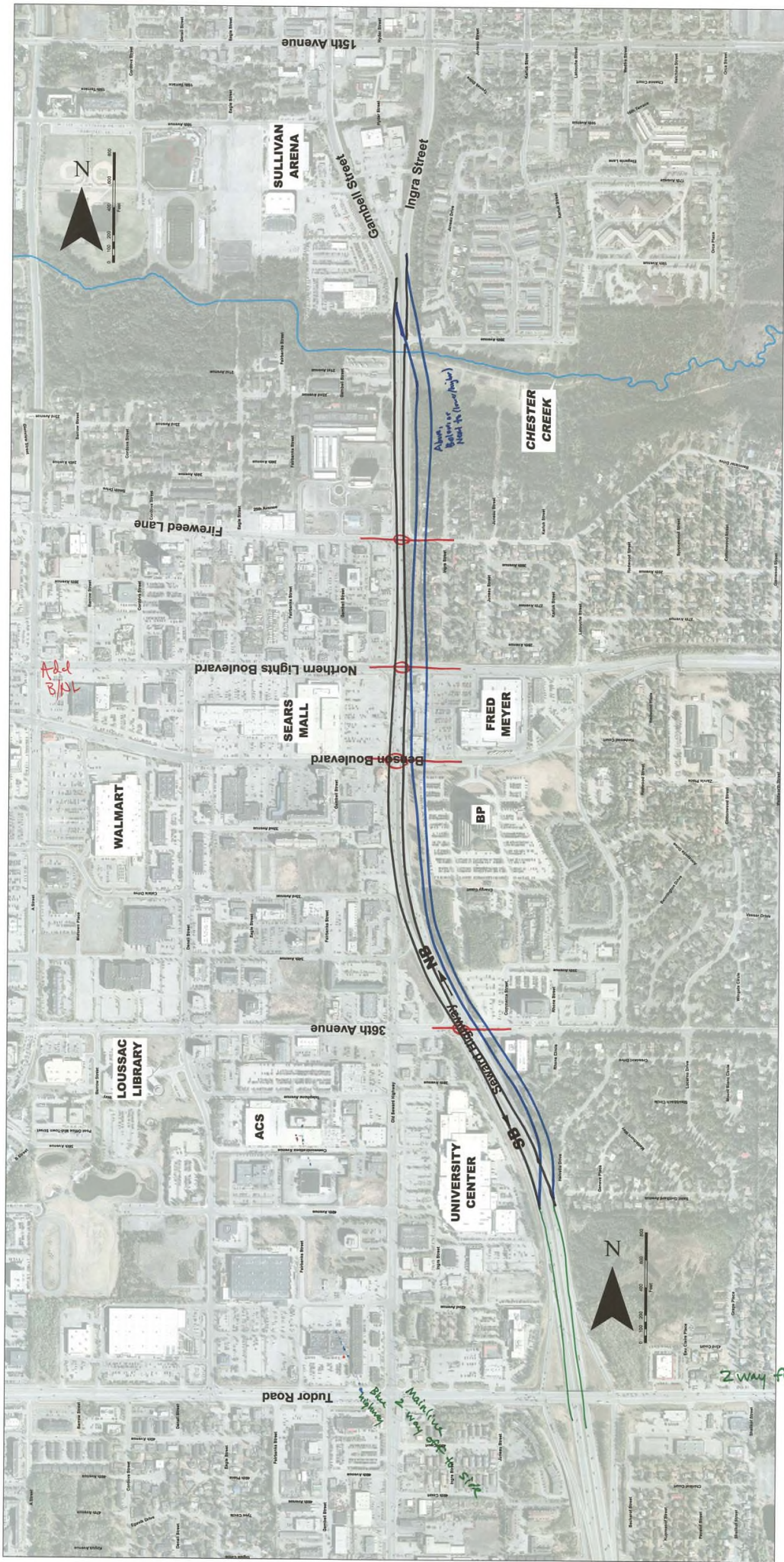
PLEASE PRINT:

NAME	ORGANIZATION	TELEPHONE	E-MAIL
Carol Wong Sean Hilling	MOA LR PLANNING DOT		
GALEN JONES	DOT		
Gary Conner	Jacobs		
Stephanie Mormilo	MOA-Traffic		
Scott Thomas James Stacey	DOT Traffic DOT-PP Planning		
Val Radler	DOT		
Melinda Tsu Anthony Spence	MOA PM&E ADOT		
Wolfgang Torja	"		



Attachment 2





7

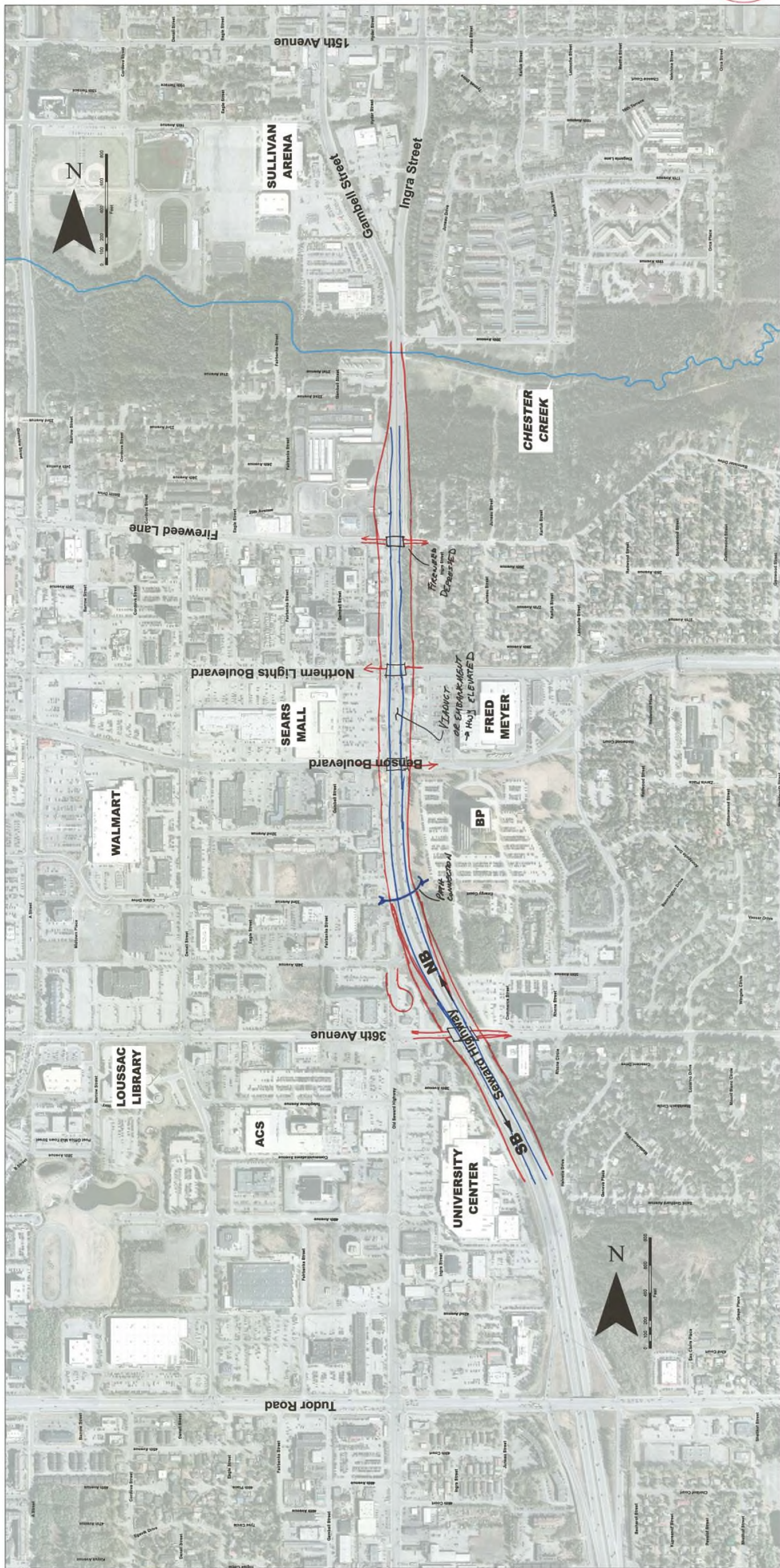
2 way frontage

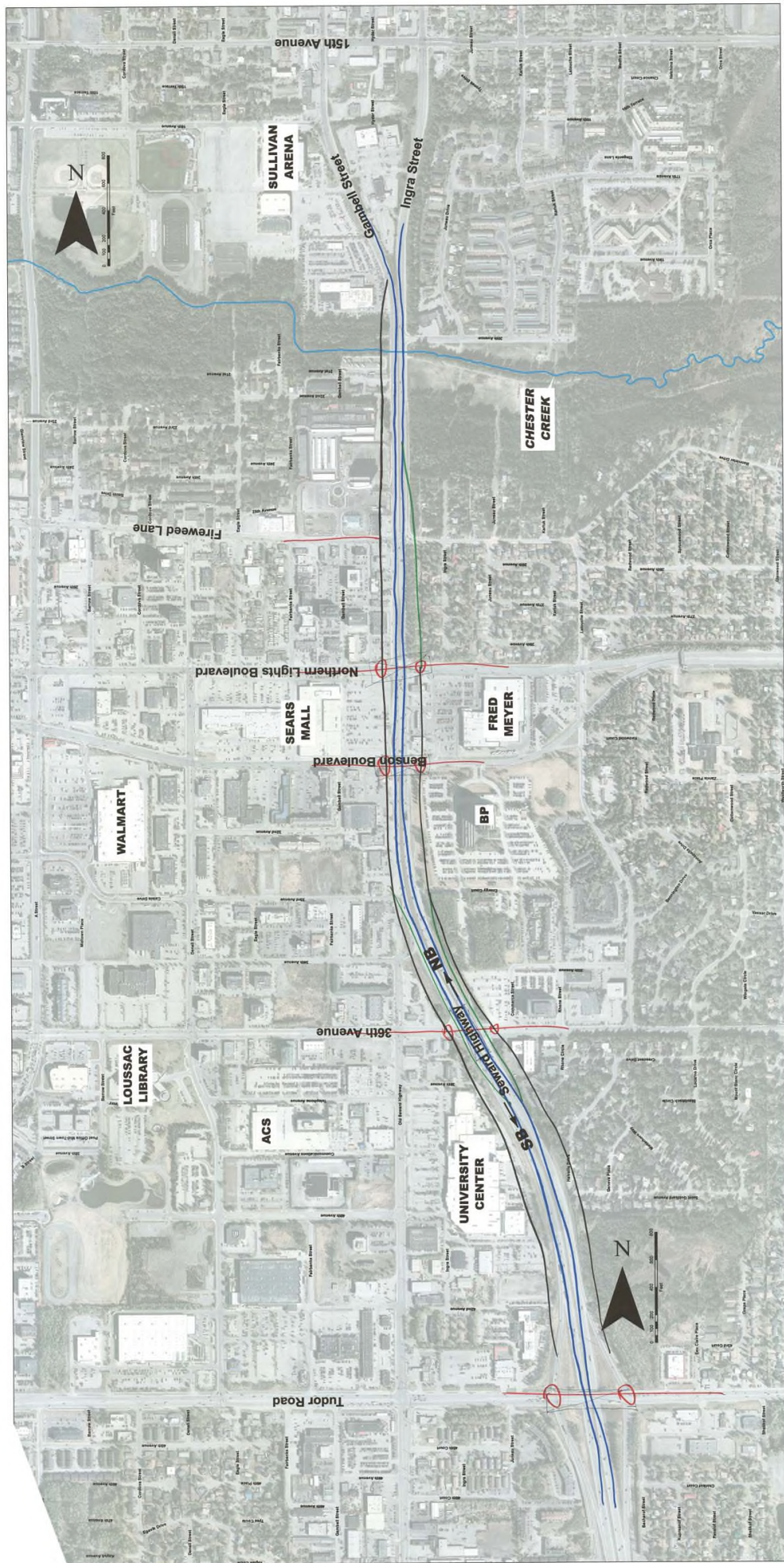
Blue
Main (Red)
2 way frontage
BN

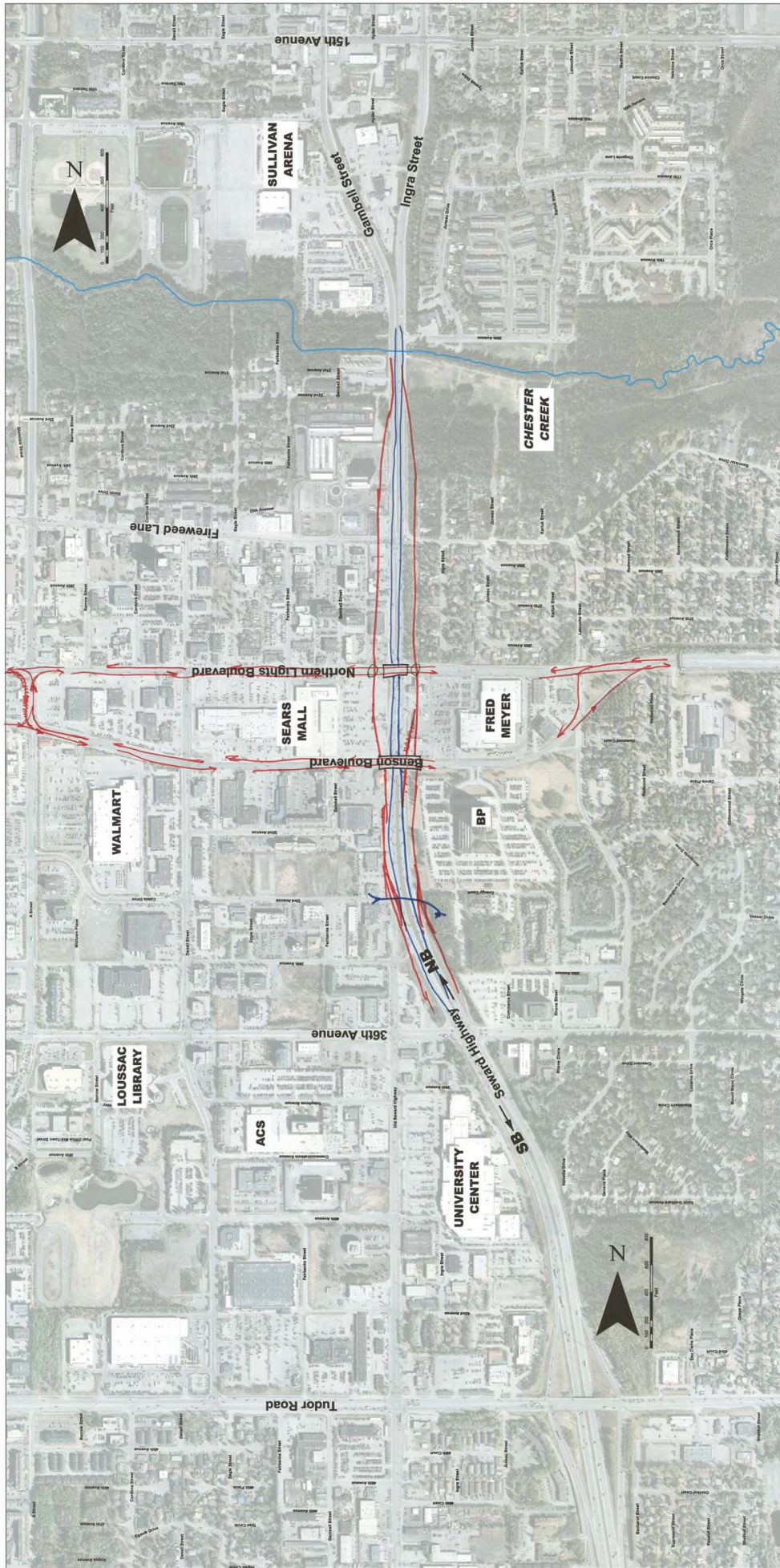
Add
B/L

Align
with the
North to
(New) High

12

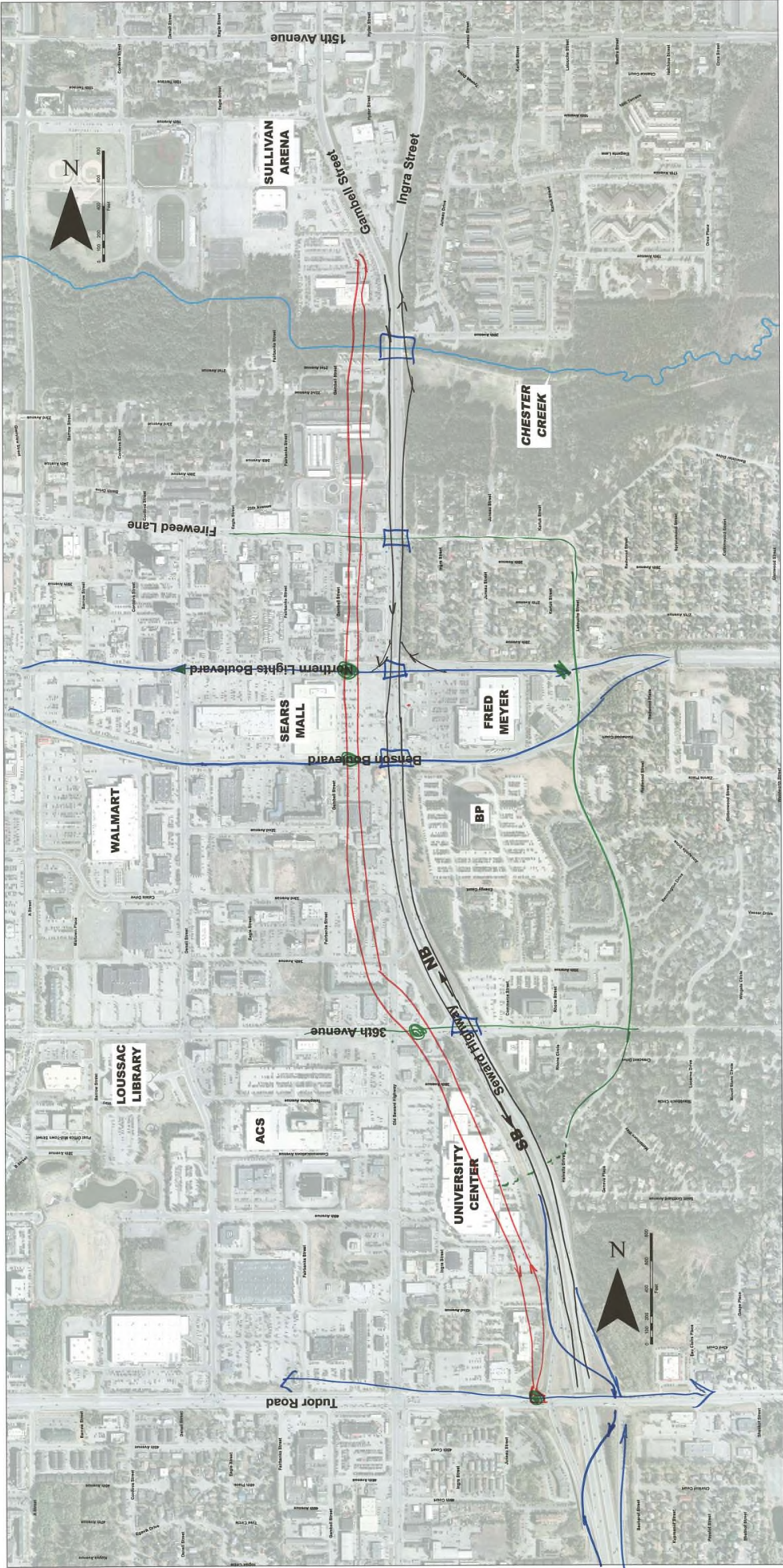


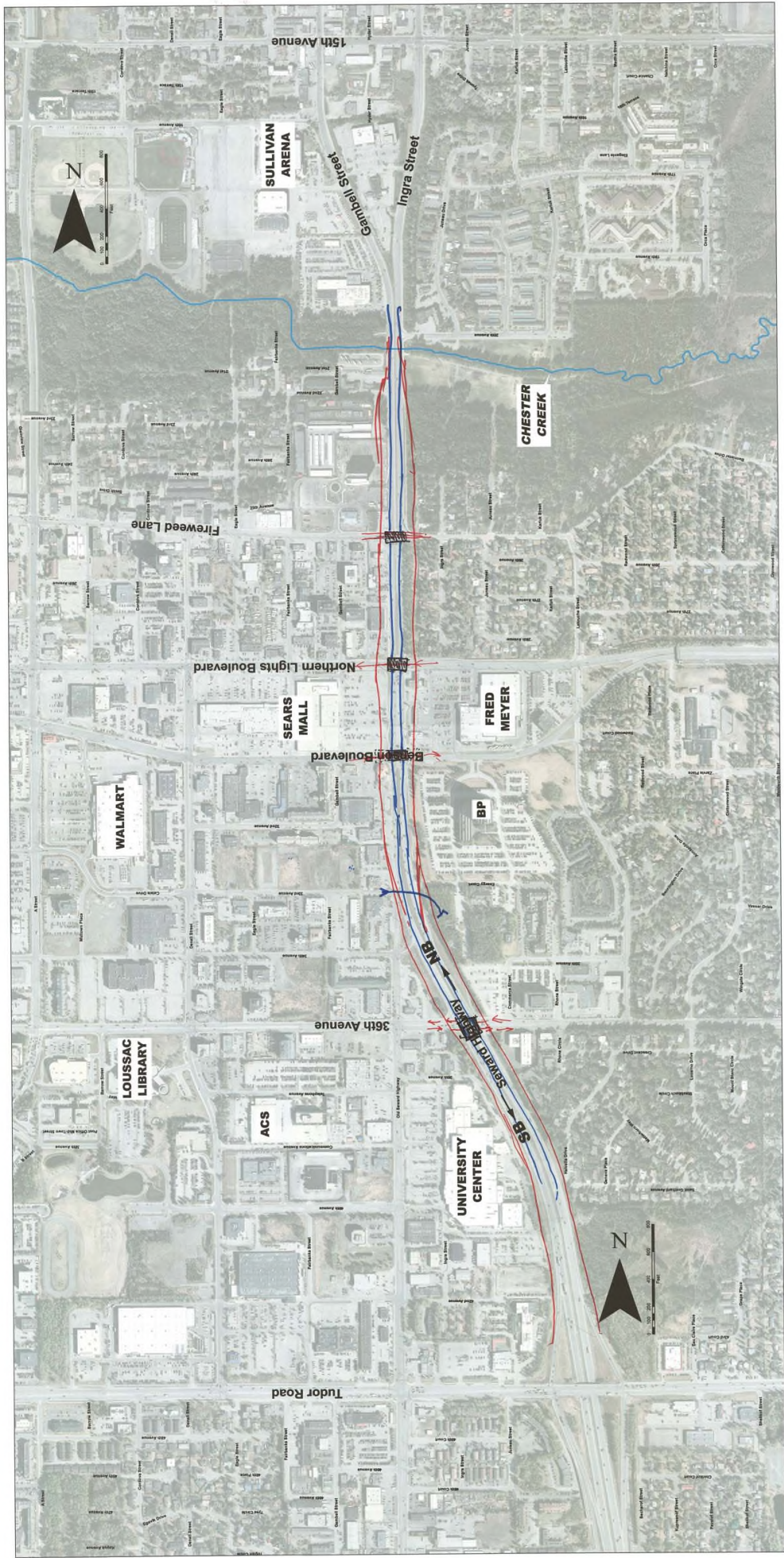


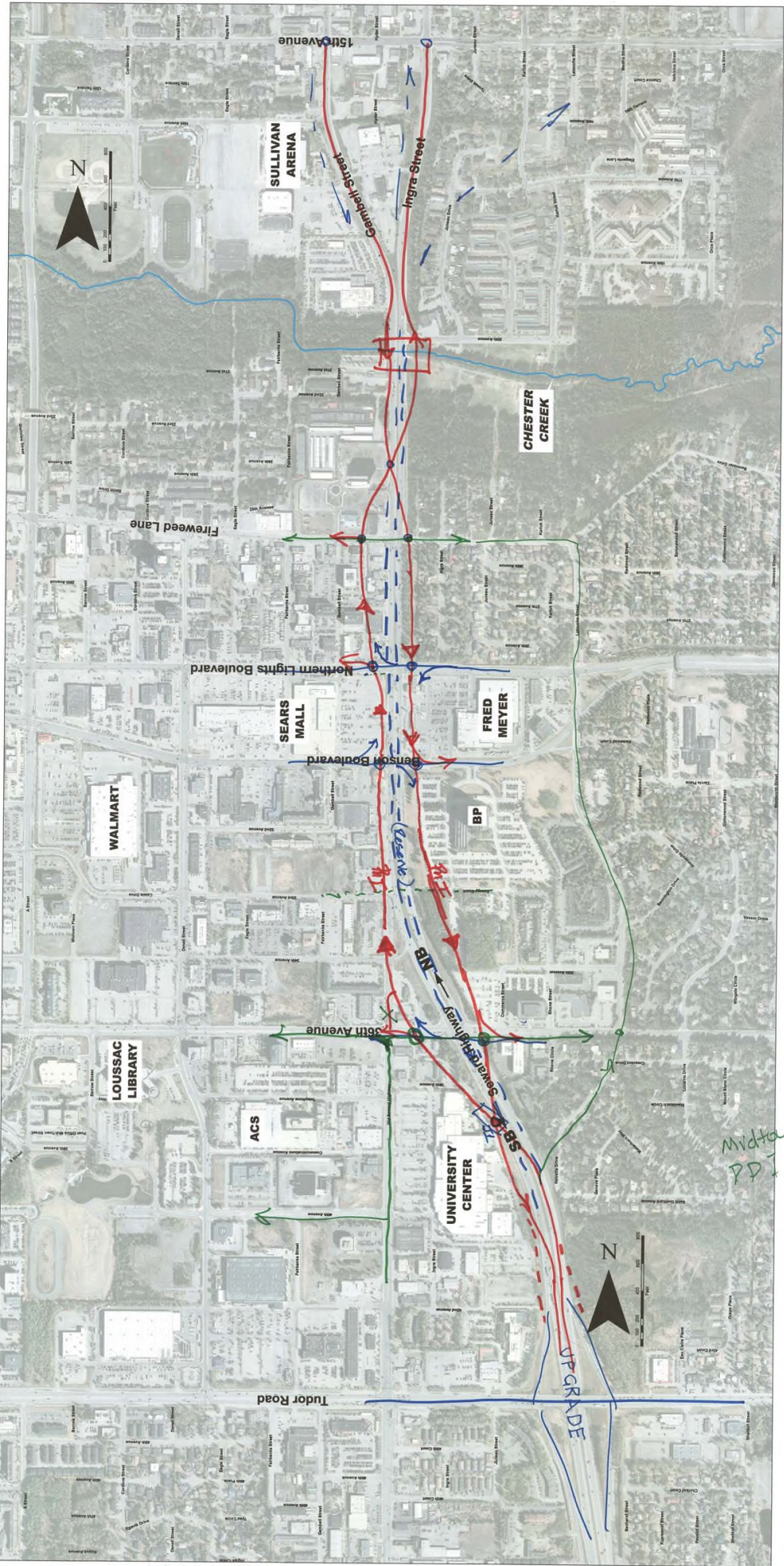


2 Way
Frontage
Road

173







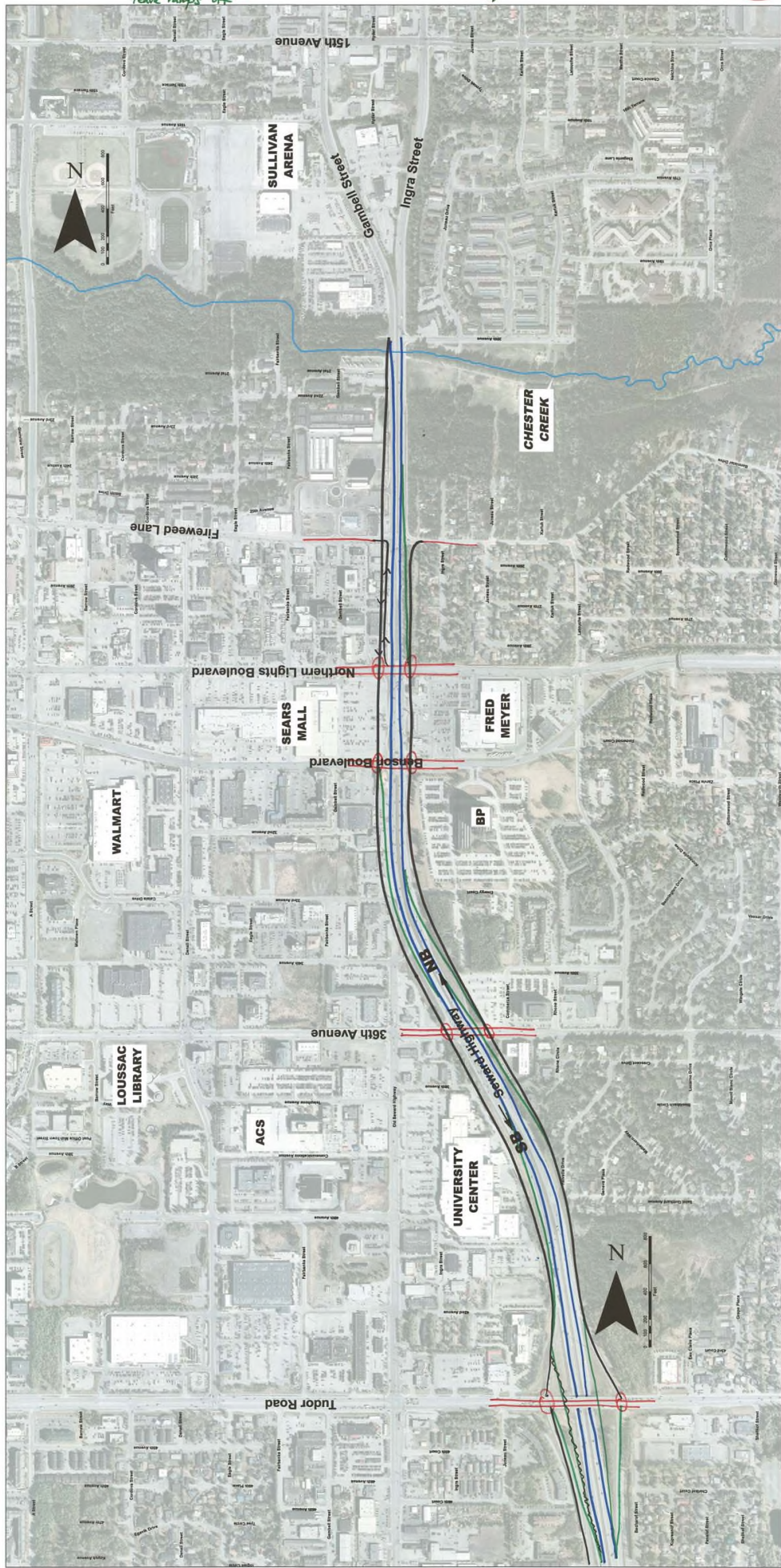
Double carpool 1-way for large road

Midtown PD

split driveway
one way from top
leave ramps off

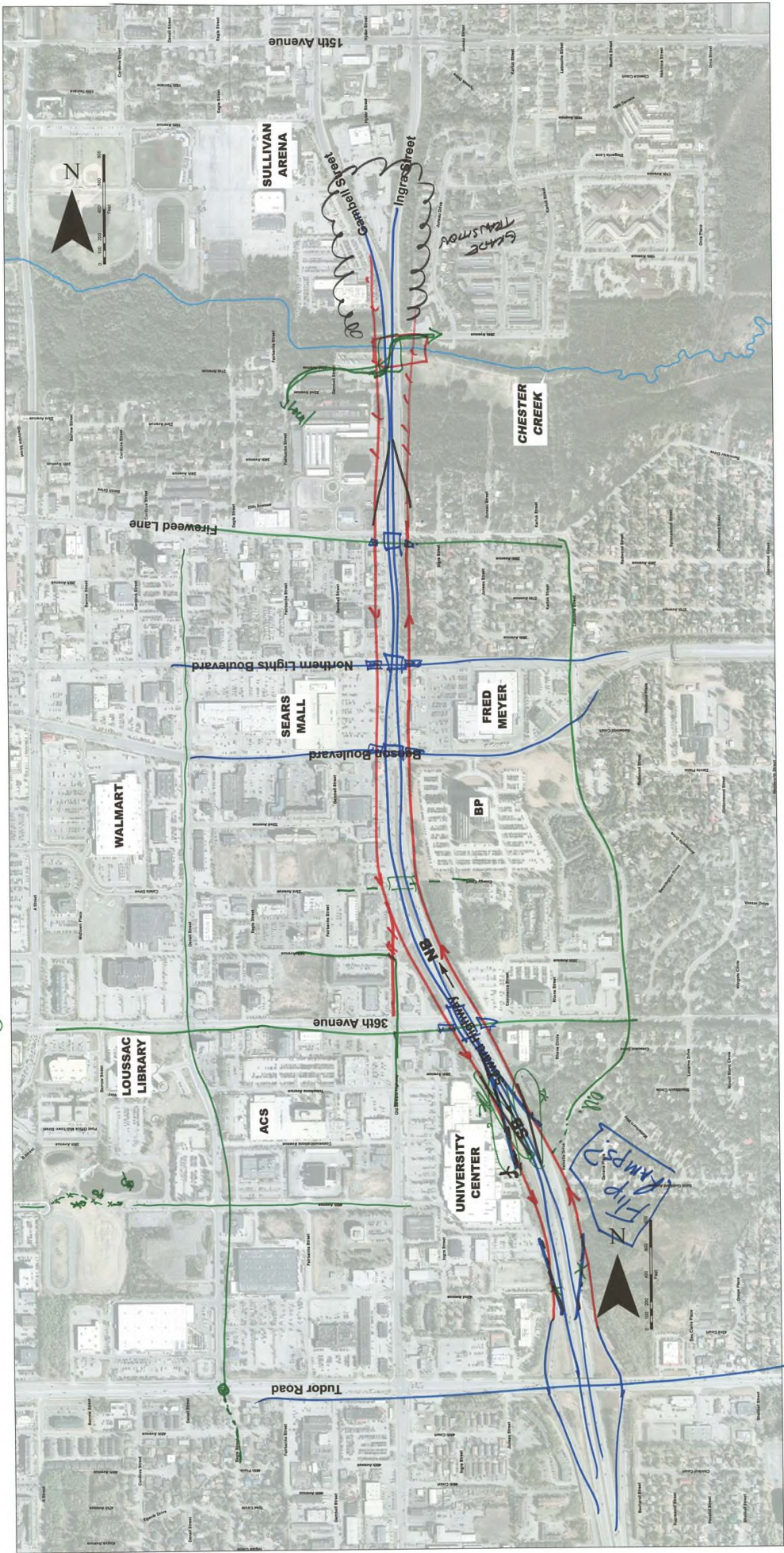
Access

T1



32

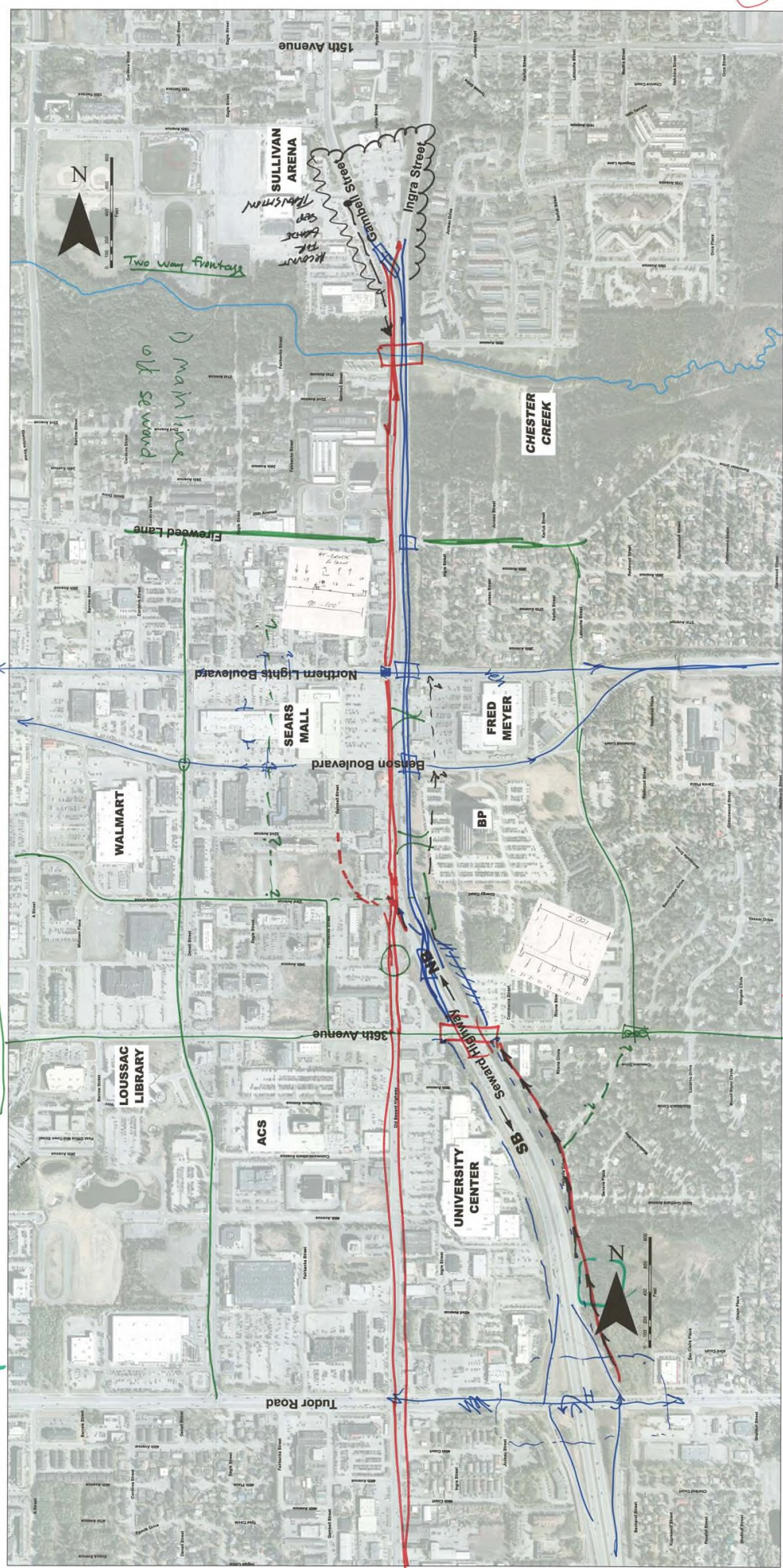
ONE WAY FRONTAGE ROAD



9

41A

W N



SPENNARD



North 7th
North 10th

(1) main line
down Spennard

Two way frontage

Keenan
at
Sullivan
Arena
Handwritten

TWO-WAY FRONTAGE RD

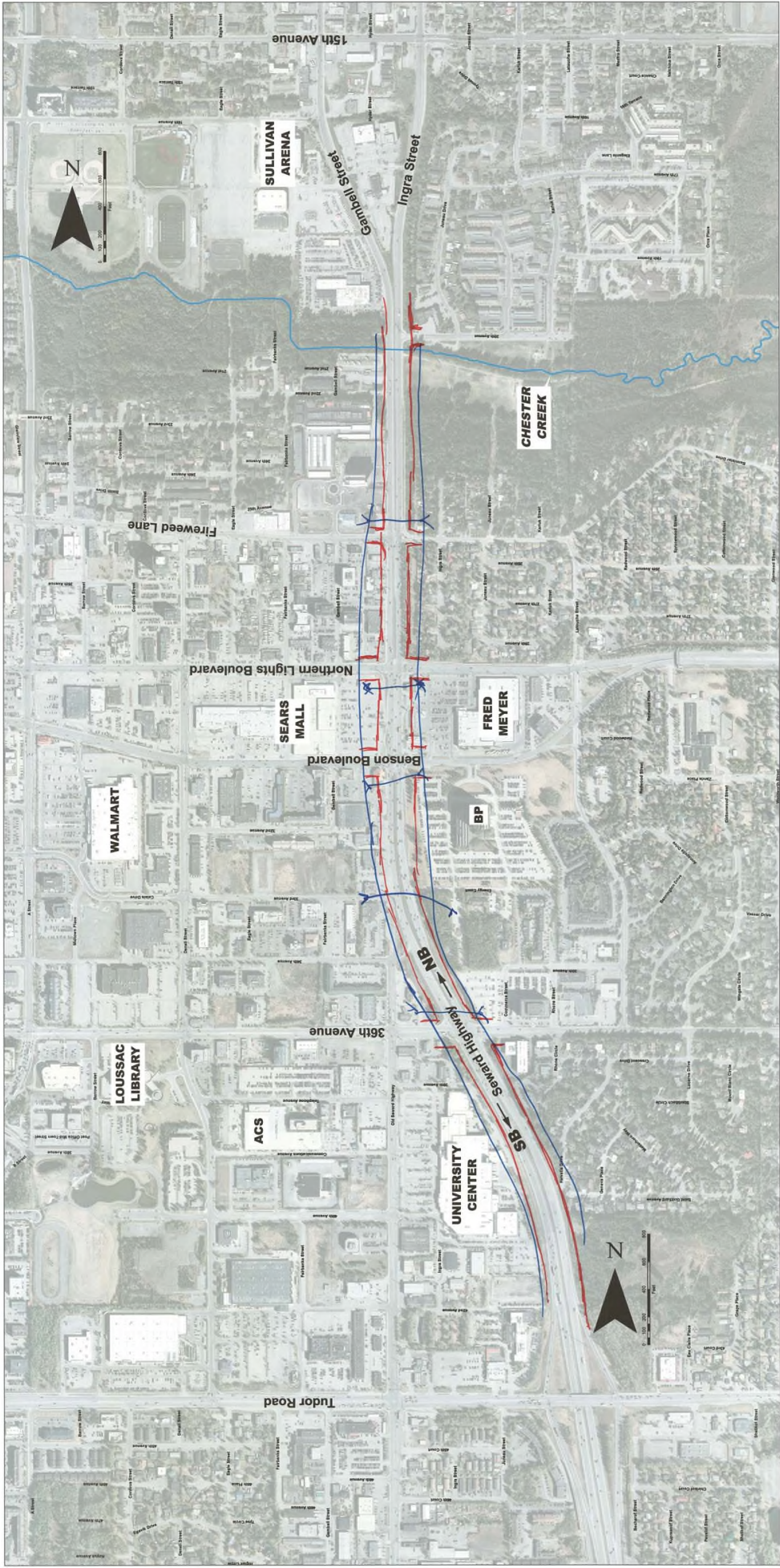
restore old
Spennard
option

Number 416

UAA

PROV. HOSP.

Upgrade
Tulsa
I/U

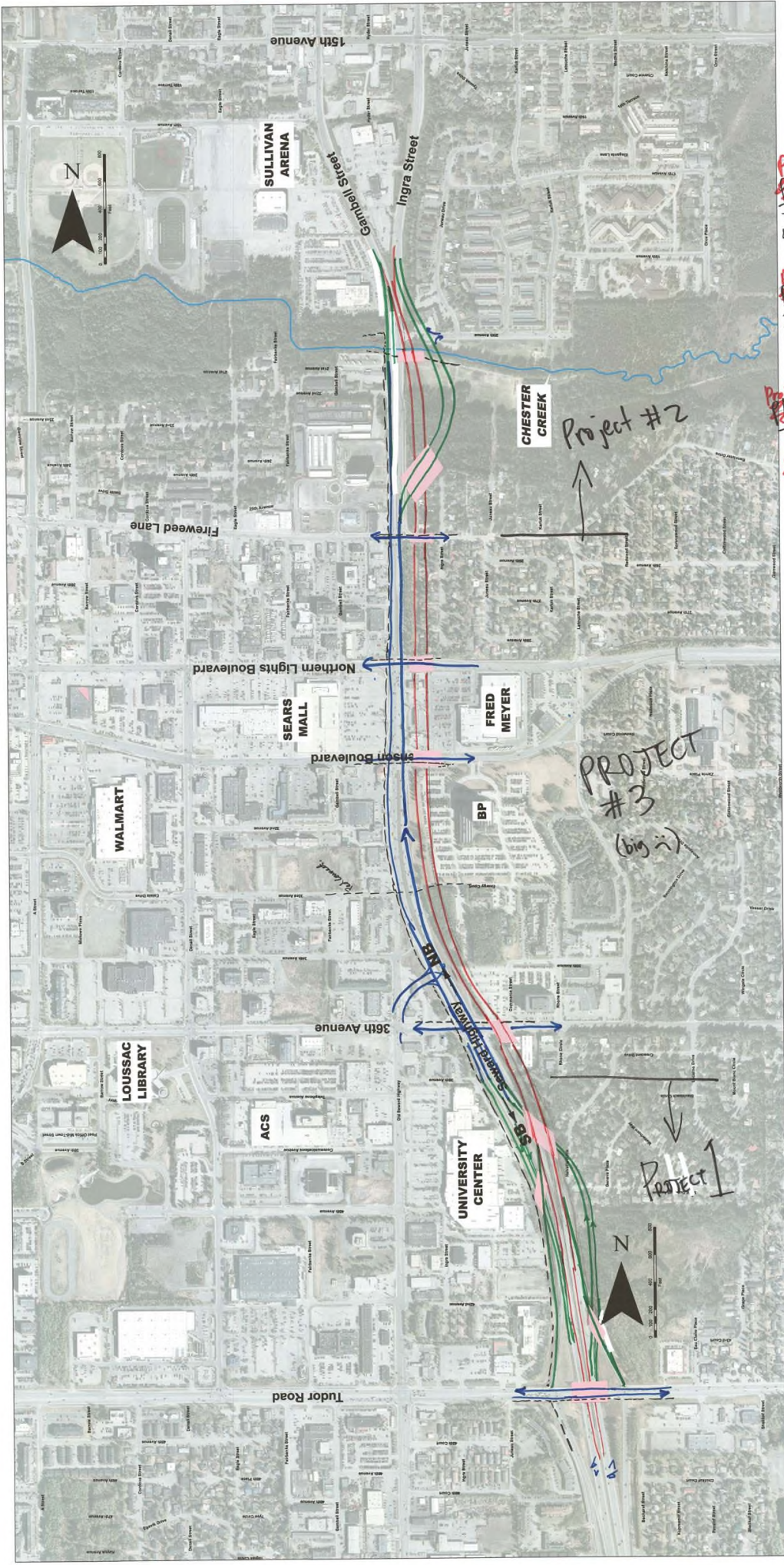




Attachment 3



TEAM 1



Project #1
 Two INT. & SOUTH FRONTAGE CONNECTION

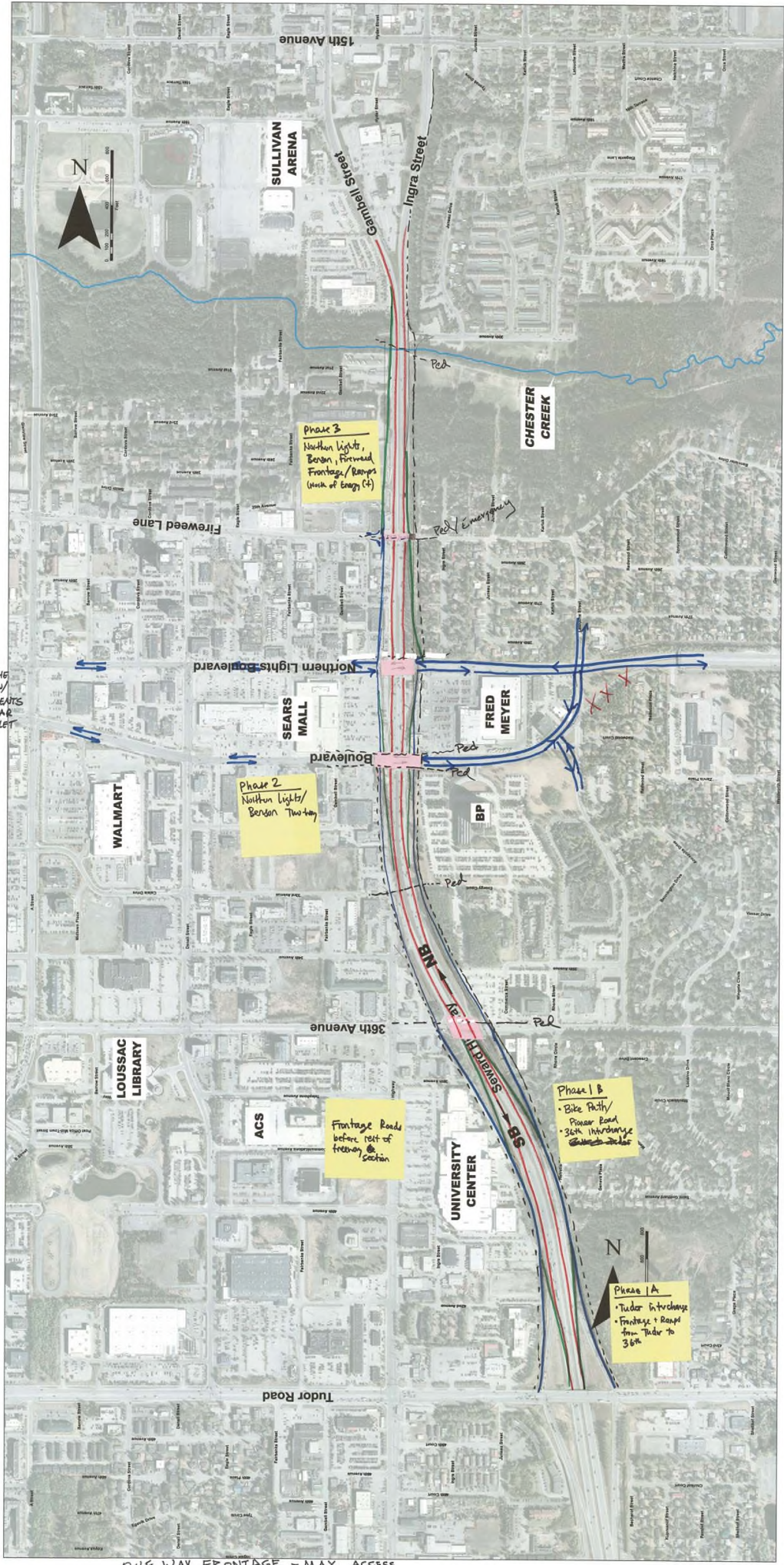
Project #2
 North Frontage Connection

Project #3
 BYPASS & BRIDGES

Project #2

PROJECT #3 (big i)

Project 1



2-WAY THE COUPLET w/ ENHANCEMENTS - SPLIT NEAR A/C COUPLET

Phase 3
Northon Lights, Benson, Forward Frontage/Ramps (back of bridge, etc)

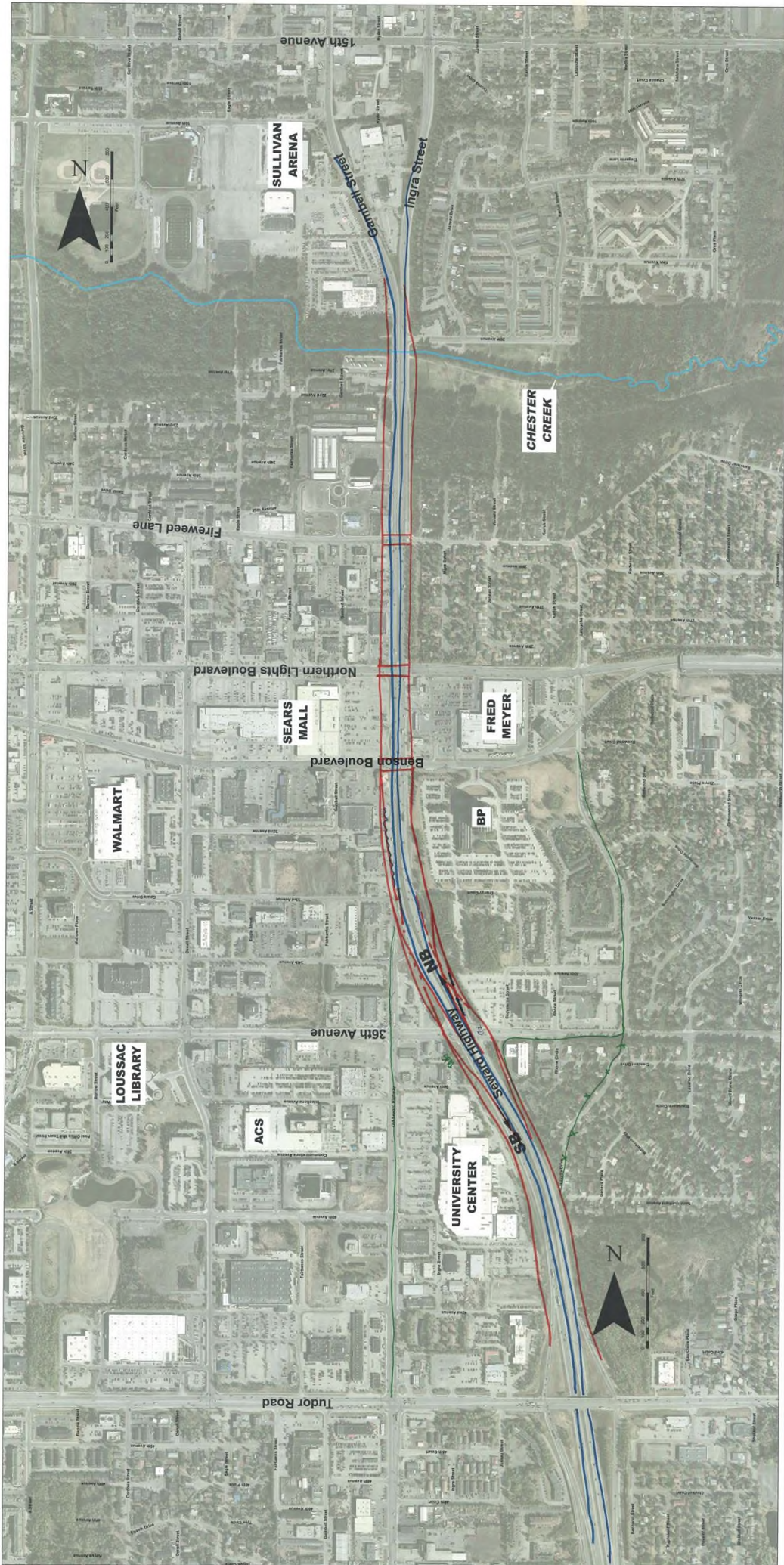
Phase 2
Northon Lights/Benson Two-way

Frontage Road before rest of freeway section

Phase 1 B
• Bike Path/
Pioneer Road
• 36th Interchange

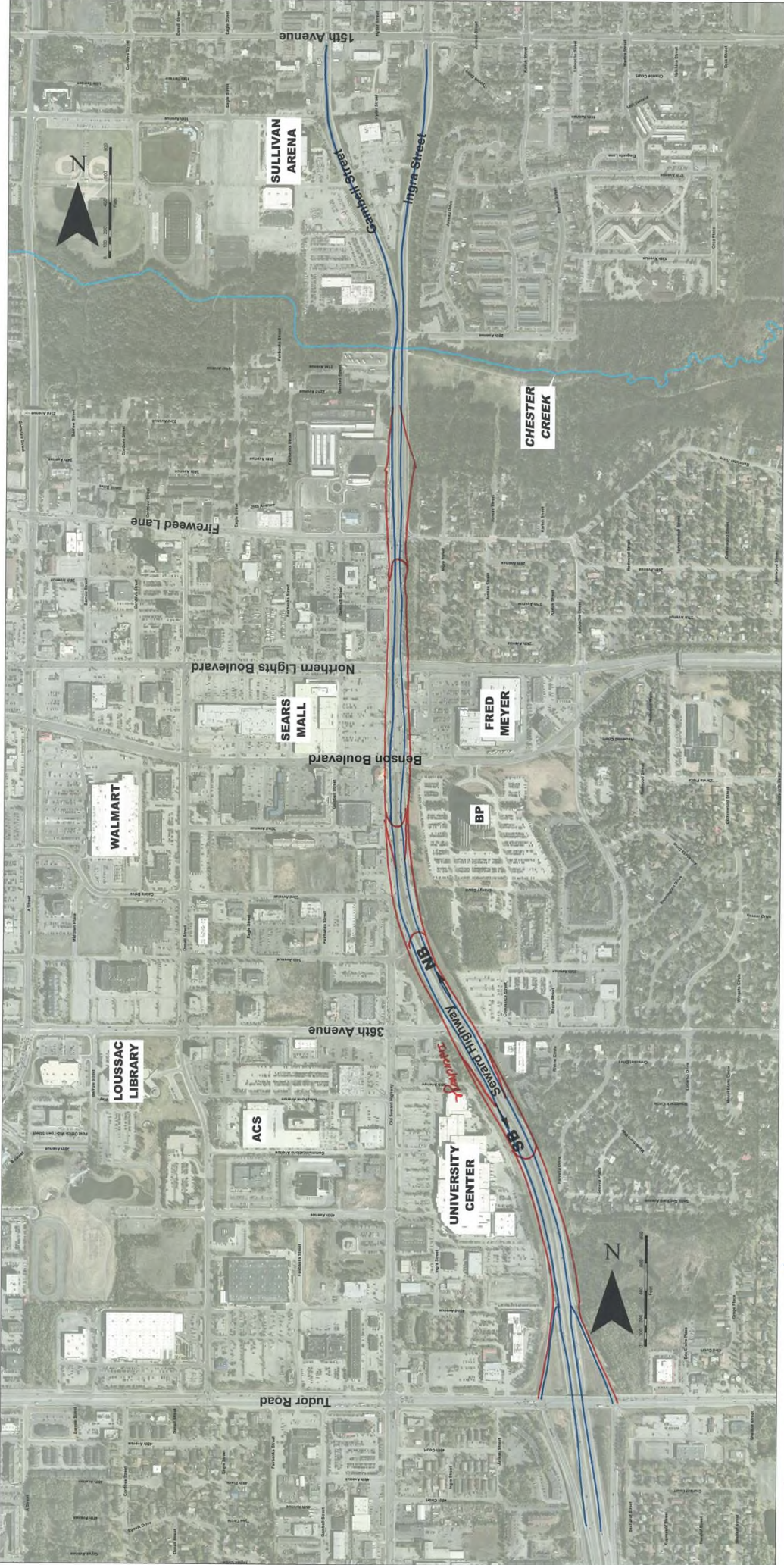
Phase 1 A
• Tudor Interchange
• Frontage + Ramp from Tudor to 36th

ONE WAY FRONTAGE - MAX. ACCESS



*T2

Max Access



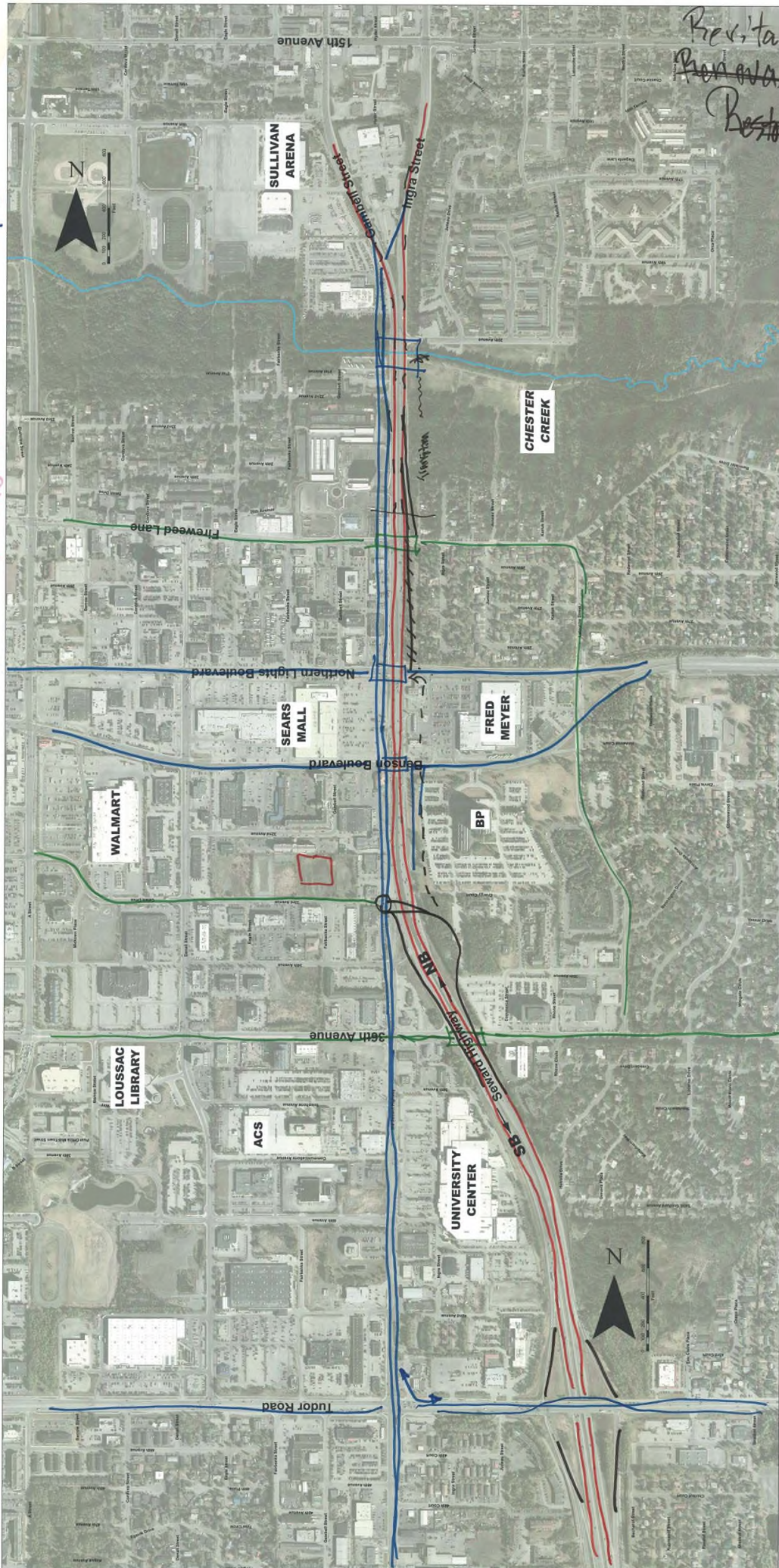
*T2 "SPLIT DIAMOND"

Exit to Midtown

OSH PARK 2

Exit to OSH (Midtown)

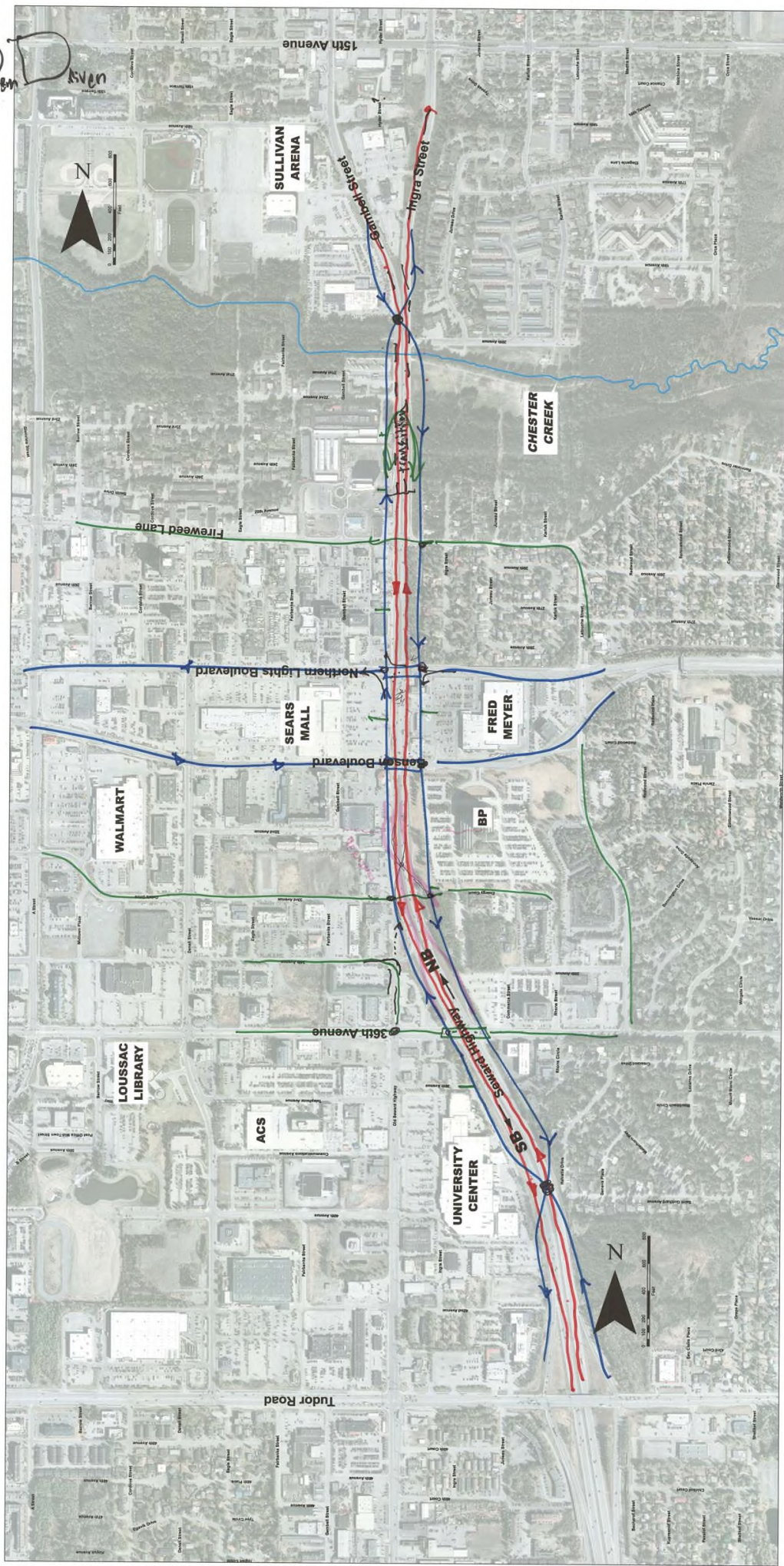
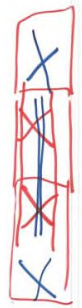
DDI



Revitalize
~~Plan~~ ~~make~~?
 Best use
 OS
 (73)

DD
Sven

73



Agency Advisory Group Meeting 2

July 24, 2018



Corridor Concept Update Workshop Agenda

Tuesday July 24, 2018

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

To update and continue to refine potential concepts and screening criteria that will guide the Midtown Congestion Relief project team. Garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Traffic and concept development update
- Refined concept list
- Refined concept screening criteria
- Agency consensus and engagement

Agenda

Morning 8:30 am-12:00 pm (DOWL Kobuk Room)

- Opening remarks
- Introductions
- Agenda review/ Safety minute
- Citizens Advisory Group and Business Advisory Group update
- Traffic Model update
- Concept update
 - One-way Frontage Road Concepts
 - Two-way Frontage Road Concepts
- Specific considerations
 - Ramping
 - Access locations (which cross-streets get full access, partial access, etc.)
 - Multimodal access and locations
 - High level traffic volumes to support facility sizing, fatal flaws, etc.)
 - Discussion/Q&A
- Screening criteria update
 - Discussion/Q&A
- Next Steps/Next Workshop





**MIDTOWN CONGESTION RELIEF – CORRIDOR CONCEPT UPDATE WORKSHOP
SIGN IN SHEET
Tuesday, July 23, 2018**

PLEASE PRINT:

NAME	ORGANIZATION	TELEPHONE	E-MAIL
CHRIS SCHUTTE	MOA - O&E-D		
GALEN JONES	DOT&PF		
Vivian UNDERWOOD	MOA/AMATS		
Jim A			
Stephanie Mornilo	MOA - Traffic		
James Starzec	Dot&P-Planning		
Scott Thomas	DOT - I&A P&C		
Dexter Dearborn	POT Utilities		
Bin Al-Jith	DOT - Env		
CRAIG LYON	MOA - AMATS		
CAROL WONG	MOA - LR PLANNING		
Jim Roth	Jacobs		
Rachael Steer	DOWL		
Melinda Tsu	MOA - PM&E		
David Poz	DOT		
Matt Hampden	Jacobs		
Nichole McNulty	MOA		
Bern Tomgren	DOT		
Sam Hwang	DOT		
Renee Whitesell (DOWL)	Brad Coy (DOWL)	Sam Tyler (DOWL)	Steve Noble (DOWL)
Wende Wilber (KAI)	Andrew Ooms (KAI)	Ly Nguyen (KAI)	




Agency Concept Development Meeting 2

July 24, 2018

1

Corridor Vision

“Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety, connectivity, and access for Midtown Anchorage.”



SEWARD HIGHWAY MOBILITY ACCESS

MIDTOWN ACCESS/CONNECTIVITY MULTI-MODAL

2

Goals

Safety

- Improve safety for all users by reducing the frequency and severity of crashes, particularly at intersections

Mobility and Connectivity

- Reduce traffic congestion on the Seward Highway and cross streets
- Improve connections for motorized and non-motorized users along and across the Seward Highway corridor

Access

- Maintain access to adjacent land uses and improve access across the corridor for all travel modes

Environmental

- Minimize impacts to residents, businesses, other stakeholders and the natural environment


3

Today's Goals

- Traffic and concept development update
- Refined concept list
- Refined concept screening criteria
- Agency consensus and engagement

4

MCR PEL Study Area



5

Citizens/Business Advisory Groups Update


- **March 2018 Kick-off meeting:** Study overview with Midtown businesses, confirm participation in Business Advisory Group
- **April 2018 Community Councils Visits:** Request participation in Citizens Advisory Group
- **June 2018:** Business Advisory and Citizens Advisory Group meetings - same materials presented

6

Citizens/Business Advisory Groups Cont'd


Feedback from First Meeting:

- Concerns about noise
- Right-of-way take (request to minimize)
- Ensure non-motorized connections are provided
- Changes in vehicular traffic mix over time (i.e. ride share, autonomous vehicles)
- Where is the growth in traffic volumes in the model coming from?
- Further detail sought regarding ramps, concept details to enable informed comment
- Are we considering a concept that adds capacity without interchanges ('No Build' option)




7

Traffic Model




- 2048 forecast traffic volume changes have two sources:
 - 2040 Land Use Plan growth
 - City-wide traffic shifts
 - Seward to Glenn Connection
 - MCR project removes constraint on Seward Highway
- Increase in volumes primarily accesses Midtown




8

Traffic Flows (PM Northbound)




- Largest increase is for traffic leaving Midtown to travel north (largest movement in PM)
- Minor increase in through volumes and traffic traveling to Midtown from the south




9

Traffic Flows (PM Southbound)



- Traffic traveling to Midtown from the north also experiences a large increase (2nd largest movement in PM)
- Minor increase in traffic leaving Midtown to travel south (3rd largest movement in PM) and through volumes




10

Active Transportation

Non-motorized facilities (see map):

- More grade separated crossings
- More convenient and shorter crossings
- Connect Campbell Creek and Chester Creek Trails
- Overcrossing at 33rd Avenue
- ADA compliance




11

Concepts

Refer to rollplots:

- One-Way Frontage Road concepts (4)
- Two-Way Frontage Road concepts (3)
- Median U-Turn Concept (1)



12

Concept Key

KEY:

- FREEWAY - MAINLINE
- FREEWAY - RAMP
- STREET/FRONTAGE NETWORK
- - - FUTURE RAMP
- - - OPTIONAL SECONDARY ROAD IMPROVEMENT
- XX/XX RAMP PEAK HOUR VOLUME AM/PM
- XX/XX MAINLINE PEAK HOUR VOLUME AM/PM
- NUMBER OF LANES AND DIRECTION OF TRAFFIC
- STRUCTURE

*Active transportation facilities not shown for clarity
*Alignment/ footprint to be determined

13

13

Phase 1: Alignment with Corridor Vision

**PHASE 1:
INITIAL SCREENING**

14

14

Phase 2: Evaluation Using Screening Criteria

**PHASE 2:
DETAILED EVALUATION**

15

15

Screening Criteria

Refer to Handout:

- Safety
- Mobility/Connectivity
- Access
- Environmental
- Cost

16

16

Next Steps

Date	Activity
Ongoing	Planning level design of concepts
August – September	Concept costs, phasing, analysis
August – September	Concept evaluation using traffic model and screening criteria
August	Second Business and Citizens Advisory Group Meetings
September	Third Business and Citizens Advisory Group Meetings
November	Next Open House
Following Open House	Identify preferred concept

17

17

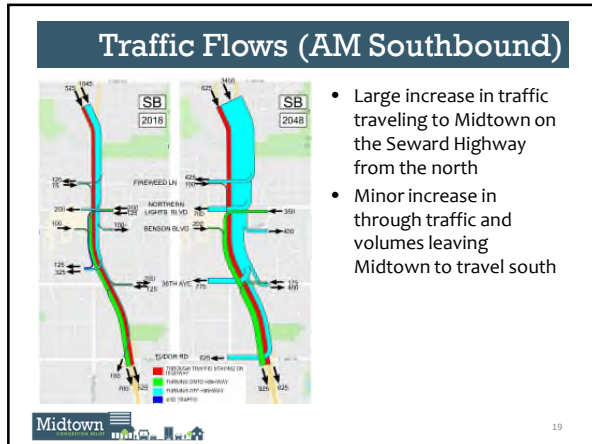
Questions?

Keep Alaska Moving Through Services and Infrastructure

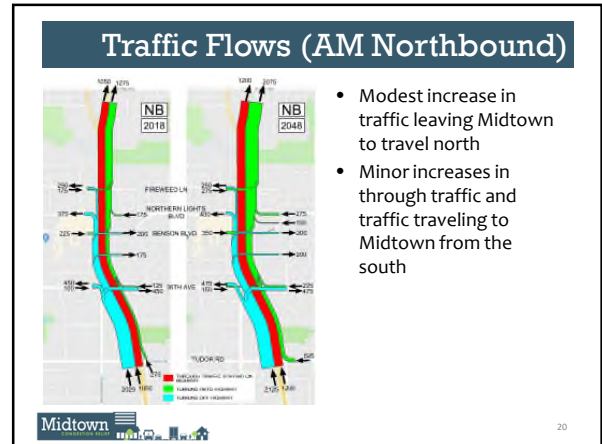
Thank you!

18

18



19



20



Corridor Concept Update Workshop Summary Report

Tuesday July 24, 2018

Workshop Purpose:

To update and continue to refine potential concepts and screening criteria that will guide the Midtown Congestion Relief project team. Garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

- Opening remarks
Steve Noble welcomed everyone and gave a brief run through activities since the last workshop.
- Introductions
Attendees introduced themselves. A record of attendance is attached as Attachment 1.
- Citizens Advisory Group and Business Advisory Group update
Renee Whitesell provided an update on the Citizens and Business Advisory Groups. Every business in the study area corridor was invited to attend a kick-off meeting and approximately 20 business owners volunteered to participate in the Business Advisory Group. Steve and Renee visited with all the Community Councils adjoining the corridor, and approximately 15-20 representatives volunteered to form the Citizen's Advisory Group. The volunteers are representing the interests of the broader community as well as their individual/business views. One meeting has been held with each group, and early concept sketches have been presented. Feedback received to date includes concerns about noise, right-of-way take, and a desire to provide further and more detailed comments once the concepts are more fully developed.
- Traffic Model update
Andrew Ooms provided an update on the traffic volumes, and the anticipated traffic volumes through the study area in the 2048 forecast year. The 2048 model assumes the construction of the Seward-Glenn connection, with most of population growth and additional traffic originating at the northern end of the study area corridor. Additionally, the construction of the Seward-Glenn connection will divert traffic from other routes, particularly in the eastern part of Anchorage, causing several arterial roads to have similar or lower volumes than currently. Most of the traffic is moving to Midtown as a destination, causing through flows (the north-south traffic movement) to grow at a lower rate than traffic going to Midtown. Brad Coy provided an update on traffic flow forecast using the 2048 traffic model. The flow figures demonstrate that much of the existing traffic and forecast growth is going to or from Midtown, which needs to be factored in the design of concepts.





The project team was made aware that Fireweed Lane is proposed to be road dieted in the AMATS TIP and the character altered to a Complete Street. This project is not included in the 2048 model but has high community support and will need to be considered with concepts forwarded as part of the PEL Study.

The 2040 MTP is also considering removing a lane from Northern Lights Boulevard and Benson Boulevard to create space for non-motorized transportation improvements. This will need to be considered if it is incorporated into the final plan.

The 2048 traffic model is predicated on free flow access between the Seward and Glenn Highways. The interim 2028 model will not have free flow, which is likely to change traffic volumes predicted throughout the network and result in less traffic being diverted to the Seward-Glenn corridor.

- **Concept update**

Steve ran through the recommended active transportation network and each of the concepts (labelled Concept A through Concept H). General feedback is captured below. Decisions about whether the highway will go over or under cross streets will be confirmed as the concepts are further developed.

- **Active Transportation**

Concern was communicated that conflict points for walking and bicycling need to be clearly understood and considered for each concept.

Active transportation mobility and connectivity are project goals and the active transportation routes are similar for all concepts. The team has removed active transportation facilities from each concept to simplify graphics and avoid clutter and confusion.

- **One-way Frontage Road Concepts**

- **Concept A:**

- One of the key challenges of this concept is the high volumes expected on ramps and frontage roads. Care will be needed to consider the impacts on arterial roads such as Northern Lights Boulevard, which is already expected to experience high levels of growth in traffic volumes.
 - Consider whether this concept will increase traffic on Fireweed Lane because of the proposed ramp locations.
 - There will be a significant turn movement at Benson/Northern Lights Boulevard. The impact on Northern Lights Boulevard in particular will need to be evaluated.
 - The extension of the two-way concept through to A Street will be challenging to make work.
 - Two-way concept will also result in the narrowing of the arterial road network, and consideration of the left-turn storage on A and C streets will need to be evaluated. This is likely to be a significant queue length.
 - Consider the phasing and constructability of this option. The profile of the freeway will create some challenges with this proposed configuration.
 - Several concepts will result in grade separation of multiple intersections which will impact project phasing
 - Elements of numerous concepts are interchangeable (like building blocks). We can consider how elements of more than one concept can piece together to create an alternate concept.





- Concept A will be significant in terms of both infrastructure and cost, but it will help future-proof the road network in the area.
- Concept A generates challenges in terms of balancing out volumes between the freeway and the frontage road.

Concept B:

- Braided ramps are unlikely to reduce the amount of right-of-way needed, but they will generate access to balance volumes through the study area.
- The concept is being designed to be conservative for traffic volumes, and the mainline is on the margin of comfort (for two-three lanes)
- If an east-west connection on Fireweed is removed (as proposed in this concept) then the traffic will need to be accommodated elsewhere on the network.
- The elegance of the 'split diamond' on Benson Boulevard/Northern Lights Boulevard is desirable, but shifting left hand turns south from Fireweed will need additional turn lanes due to volumes, which adds challenges.

Concept C:

- Northbound traffic from Tudor Road would need to get on a frontage road and use the braided ramp North of 36th Avenue to access the freeway
- This concept provides full freeway access at 36th Avenue. Other concepts provide northbound freeway access from 36th Avenue, but some use the frontage road network and are not direct.
- A variation suggested at the first workshop took advantage of the additional right-of-way on the west side of 36th Avenue to provide for a braided on-ramp/loop ramp. This balances volumes even further but is against what is generally acceptable from a functional hierarchy perspective. It could create challenges for adjacent properties.
- There will still be challenges associated with creating sufficient width for braided ramps. The further they can be separated, then the less need for long bridge structures.
- We have received feedback from the community that they would like to know whether properties will be taken, and to avoid partial takes that will render a property challenging or without value/viability.
- If braided ramps are used, then it is beneficial for the freeway to have grade separation from the cross-streets (i.e. over 36th Avenue and under Benson Boulevard).
- Although braiding ramps adds a lot of cost and complexity, it enables the team to provide access and balance across accesses. Braided ramps provide space for weaves to safely access to/from the freeway.
- Cost savings could potentially be impacted in the construction of braids, but they can also generate other benefits such as the preservation of businesses.
- Purchasing parking and building parking structures to keep adjacent businesses at code will also be a significant cost.

Concept D:

- One positive element of this concept is that all signals could be two-phase and could all be run at grade.
- One negative element is that this concept will pose significant challenges for non-motorized traffic.





- This concept heavily concentrates traffic volumes north and south of the corridor and will require significant cross-over structures.
 - Significant concerns about multimodal crossing were raised about this concept. The example of Glenn-Muldoon as providing a safe pedestrian crossing was given, but the intuitiveness of using and crossing the network will be challenging.
 - This concept appears to work well schematically, but when constructed it is likely to be counter-intuitive to drivers.
 -
- o Two-way Frontage Road Concepts
- Concept E:**
- Steve noted a loop ramp was dismissed from the 36th and Seward project as too expensive. It is being reconsidered here as it functions well and we should keep an open mind about how we can avoid the high cost of infrastructure relocation that will be required through creating this option. The loop ramp also potentially reduces environmental impacts on the east side of the Highway between Tudor and 36th Avenue and will reduce the volumes of merging traffic at the northern end of the study area.
 - Consideration has been given to eliminating access to the freeway from 36th Avenue. It hasn't been run through the traffic model and from a residents and business perspective it would be very unpopular. Alternative access could be provided with frontage roads, but this will generate high traffic volumes. Eliminating direct freeway access at 36th Avenue has been politically unpalatable in the past.
 - Consider an optional secondary road network such as what is shown on Concept A, or frontage road access.
 - Also consider improving Old Seward Highway between 36th Avenue and Tudor.

Concepts F and G:

- Concept G creates a business loop.
- Consider the hierarchy of access for all concepts: Benson Boulevard/Northern Lights Boulevard and Tudor Road are Tier A access, and 36th Avenue and Fireweed Lane are Tier B access. Providing a priority for how to provide access will help guide design solutions.
- These concepts may not be compatible from a vision and goals perspective and they are good for through traffic along the Seward Highway but generate challenges for improving access.
- Several reservations were expressed about the two-way frontage road options generally. They create an unusual road network through Midtown with two parallel mainlines. This will increase uncertainty, especially for unfamiliar users trying to get to Fred Meyer and other locations near the highway as they will require an early exit and more circuitous road. Additionally, the two-humped road network is likely to give the impression of more traffic rather than less.
- If the two-way frontage roads are busy, they would still need two-way frontage control and result in poor access from adjacent properties. The frontage roads would look very much like the highway today.
- Some intersections in Midtown are not able to have crosswalks because of high turning volumes. This may be the situation with these concepts as well.





- This area has the highest non-motorized crash volumes in the state for non-motorized traffic, and these concepts may not resolve this.
 - The workshop helped identify Midtown as a destination rather than just traffic going through Midtown.
 - Even though through traffic is not the dominant demand, the concepts from this PEL study will improve performance throughout the system and move through traffic from many of the roads currently surrounding the highway. This will increase their appeal as multimodal corridors.
 - Some form of northern access on the east side of Anchorage is still necessary to support traffic in Midtown. Improvements through this section have the potential to change the direction of UMED traffic and generate negative effects along Tudor that are currently carefully managed through signal timing, and overload left turns.
 - Improvements can occur to the network surrounding the Seward Highway to improve flows and these need to be considered as part of the study as well.
- o **Median U-Turn Concept**
- Concept H:**
- Although there will be some disruption, this concept will enable the construction of the future freeway while this concept is in operation.
 - Queueing or weaving issues will need to be analyzed, but intersection loadings are fairly balanced, and signals can be designed to accommodate volumes. Work is still required to understand how well this concept operates.
 - This concept has been shown to the community and there was no immediate push-back.
 - Right-hand turn movements are viewed as a negative from the active transportation community and this concept provides for more right-hand turn movements than left-hand turn movements. There is a need to ensure the benefits are communicated and there is a good response to the perception of danger generated by right-hand turn movements.
 - This project has independent utility and logical termini and will not require interchanges.
 - Active transportation improvements can be addressed through the provision of refuges and islands and reducing the width of the right-hand turn lane.
 - This option enables the acquisition of the right-of-way, staging of construction and phasing of projects to ensure the rest of the system is not significantly disrupted during the construction of improvements. It will also minimize disruption to business owners as it will not take long to build, it can be staged, and it will ensure good access to businesses when the eventual freeway is constructed.
 - Signal phasing will be important to give sufficient time for the left-hand turn movement. The concept appears to be intuitive and will reduce confusion to users. There may be some pushback however during the initial acceptance period, but this type of concept has been well used elsewhere.
 - There is a need to ensure we accommodate freight vehicle turns, but the large median provides space for this accommodation.
 - Two lanes will be needed for each of the turns, and acceleration lanes should be considered.
 - Consider running the 2028 volumes for this concept as they will be more relevant given this solution is intermediate.





- An educational video could be developed to show people how to use this concept.
- Screening criteria update
 - Discussion/Q&A

A unique active transportation metric is recommended under safety and mobility to enable an independent look at active transportation. However, we need to ensure that all users are considered as part of an overall system rather than independently. Specific consideration of non-motorized facilities can be evaluated quantitatively. All the concepts will include a similar non-motorized network but there will be differences in the type and location of grade separated crossings, which will affect travel times and conflict points for each concept.

Ensure that when considering ROW there will be a need to add drainage, utilities, etc. Be conservative about space needs to ensure appropriate ROW is acquired, to avoid issues in the future when installing interchanges.
- Next Steps/Next Workshop

Next steps are:

 - Planning level design of concepts (ongoing)
 - Concept costs, phasing and analysis (August-September)
 - Concept evaluation using the traffic model and screening criteria (August-September)
 - Second Business and Citizen's Advisory Group Meetings (August)
 - Third Agency, Business and Citizens Advisory Group meetings (September)
 - Open House (November)
 - Identifying preferred concept will occur following the open house.



Agency Advisory Group Meeting 3

January 23, 2019



Corridor Concept Update Workshop #3 Agenda

Wednesday January 23, 2018

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

To update participants on the Planning and Environmental Linkages (PEL) Study process, planning context, where we are today and what our analysis of the concepts is telling us. We will also discuss Phase 1 screening criteria, preliminary results and what our next steps will be as we work toward identifying a preferred concept or concepts to be carried forward in the detailed planning and environmental analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Update on concept analysis
- Discussion and affirmation of Phase 1 concept screening criteria
- Preliminary evaluation of concepts and agreement on what concepts should be further evaluated
- Agency consensus and engagement

Agenda

Morning 9:00 am-11:30 am (DOWL Kobuk Room)

- Opening remarks
- Introductions
- Agenda review/ Safety minute
- PEL Study process and planning context
- PEL Study status – where we are today
- Concept review – what our analysis is telling us
- Phase 1 concept evaluation
 - Criteria discussion
 - Preliminary evaluation – recommendations for concepts to be “screened out”
- Next steps
 - Discussion/Q&A
- Staying Involved/Next Workshop





MIDTOWN CONGESTION RELIEF
 STATE OF ALASKA PROJECT NO.
 CSHWY00298

AGENCY MEETING #3
 January 23, 2019 at 9:00 AM

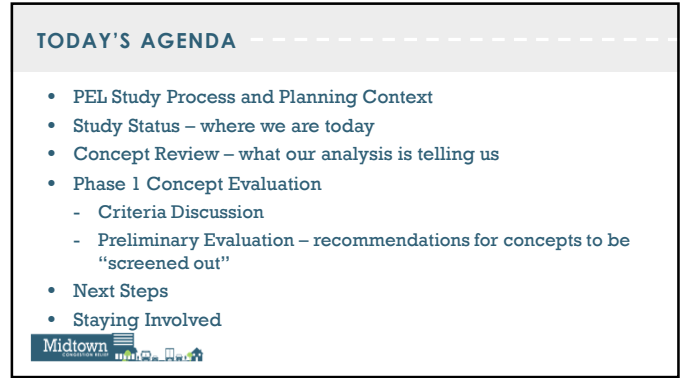
SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
Steve Noble	DOWL	
Bart Rudolph	Transit	
Andrew Ooms	K. Helson	
Jim B.	Jacobs	
Stephanie Mormilo	MOA	
CRALK LYON	MOA	
Sean Holland	DOT	
CHRIS SCHUTTE	MOA - OECD	
Sam Tyler	DOWL	
Renee Whitehall	DOWL	
Christina Huber	DOT/PF	
Rachel Steer	DOWL	
James Starzer	DOT/PF	

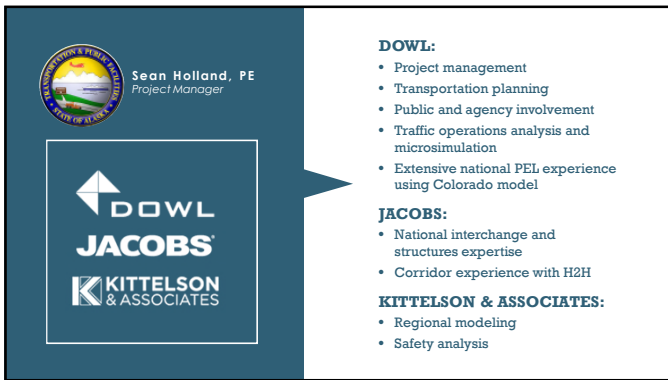




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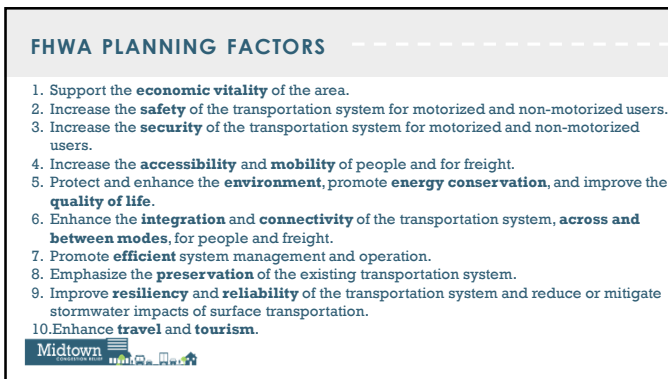
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3



4




5




6

PLANNING CONTEXT

- Anchorage Bowl Comprehensive Plan 2020
- Anchorage 2040 Land Use Plan
- Statewide Long-Range Transportation Plan
- Anchorage Metropolitan Transportation Plan 2035 and 2040
- Anchorage Bicycle and Pedestrian Plans
- Anchorage Municipal Code Title 21 Land Use Code



7



PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

8

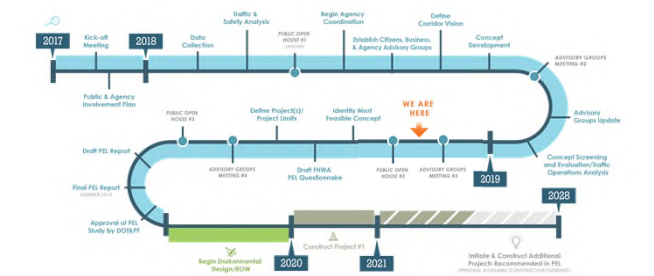


- Three Open Houses
- Interactive Map
- Citizen, Business, & Agency Advisory Groups
- Community Council Updates
- One-on-One Meetings

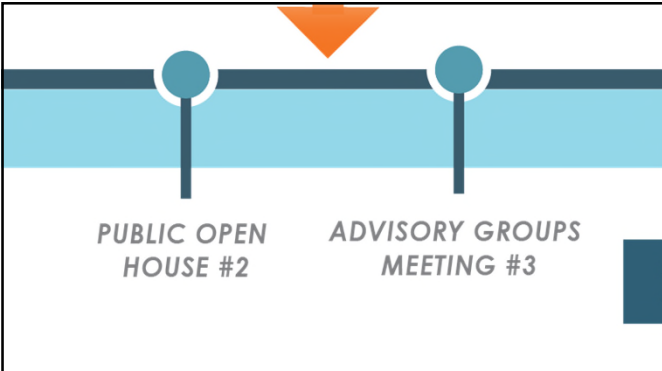
PUBLIC/AGENCY INVOLVEMENT

9

PEL STUDY STATUS



10




PUBLIC OPEN HOUSE #2 ADVISORY GROUPS MEETING #3

11


WHAT WE HAVE HEARD AND LEARNED . . .

- Seward Highway is a barrier
- Access to Midtown not Midtown by-pass
- Non-motorized access
- Secondary road network
- Property impacts
- Noise and visual impacts
- Aspirational project



12

CONCEPT REVIEW



- Traffic and Operations Analysis
- Typical Sections
- Right-of-Way Impacts
- Environmental Impacts
- Land Use Impacts
- Preliminary Concept Screening

Initial results, challenges and possible solutions are presented on the following slides...

13

PHASE 1 SCREENING CRITERIA

- Mobility:** Does the concept reasonably resolve congested areas or bottlenecks?
- Safety:** Will the concept reduce existing and future year crash rates?
- Access:** Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
- Nonmotorized Connections:** Will the concept improve connections and provide facilities for nonmotorized users?
- Land Use:** Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
- Implementation:** Can the concept be constructed and funded as a series of projects rather than one large project?

14

PHASE 1 SCREENING PRELIMINARY RESULTS

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?								
Safety: Will the concept reduce existing and future year crash rates?								
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?								
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?								
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?								
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?								
PROGRESS CONCEPT TO PHASE 2?	N	N	Y	Y	N	N	N	Y


Legend:
 ■ Performs Strongly
 ■ Performs Moderately
 ■ Neutral
 ■ Performs Weakly
 ■ Performs Poorly

15

PLANNING CONTEXT

Land Use Plan 2040 Map:

- City Center
- Neighborhoods (single family, two family, compact mixed residential - Low and Medium
- Fireweed Lane Main Street Corridor
- Several sites near 36th Avenue Commercial Corridor
- Two growth-supporting features (transportation related development corridors) – Northern Lights and Benson
- Greenway-supported Development Corridor between 40th Avenue and Tudor Road



16

PHASE 2 REFINE CONCEPTS

Continued Focus On:

- Alignment
- Specific property impacts
- Seward Highway up or down
- Planning context
- Public feedback
- Detailed concept screening
 - Broad analysis, including planning level costs and implementation phasing


17

POSSIBLE DEPRESSED MAINLINE IDEAS – DULUTH, MN

ETC18800.kmz Google Earth Link

Overhead View

Mainline View



18

**PHASE 2 SCREENING
DRAFT CRITERIA**

1. Traffic Mobility/Operations
2. Nonmotorized Connections
3. Safety
4. Connectivity and Access
5. Land Use
6. Environmental
7. Implementation
8. Community Support



19

STAYING INVOLVED

2019	JANUARY / FEBRUARY	Agency, Citizens and Business Advisory Group Meeting #3
	FEBRUARY 6	Anchorage Transportation Fair
	FEBRUARY 28	Public Open House #2, Concept Review and Screening
	LATE SPRING	Public Open House #3, Preferred Concept(s) Identified
	END OF SUMMER	Planning and Environmental Linkages Study Phase Concludes



20

NEXT STEPS



21



Agency Advisory Group Meeting 3 Summary Report

Wednesday January 23, 2019

Meeting Purpose:

To update on the progress made since meeting 2, provide an overview of what our analysis is telling us and present draft Phase 1 screening results. Receive feedback and garner consensus on the concepts that will be carried forward to Phase 2 screening analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

- Opening remarks
 - Steve Noble welcomed everyone and went through the agenda for the meeting.
- Feedback
 - Colorblind people will struggle to see the colors used in the concepts clearly
 - Consider adding some “out-of-the-box” concepts for consideration:
 - Forcing traffic to A Street and C Street and making no improvements to Seward Highway
 - Implementing light rail
 - No traffic is going to come, do nothing
 - We are open to suggestions about how to address these alternative concepts. However, they are not consistent with the MTP and should probably be considered on a network-wide basis.
 - For the public open house it would be worth explaining the thread between Anchorage area and Anchorage Bowl studies, and that this study is focusing specifically on Midtown. In this way, we can explain that other projects have been scrutinized but did not make it through to this level of study.
 - One attendee requested more detail on how the different alternatives have been thought through. It was suggested to use visualization of a course screen through to a finer screen to explain how the concept alternatives have been refined. We need to communicate that we are not just dismissing the public’s ideas.





- Ensure screening approach harks back to vision and goals, and note that screening has taken place in other plans. This will assist to offset feedback to members of the public such as a person who might want an Anchorage bypass. It will help that person at least acknowledge the process.
- One attendee commented that in looking at the broad study area, it is his opinion that non-motorized performs poorly in Concept A.
- From a transit perspective, crossings over the Seward Highway are important.
- If transit was to be implemented on the Seward Highway it would be focused on commuter traffic connecting downtown with UMED, connections to the Mat-Su Borough, etc. It would really be mobility focused.
- General concurrence to move forward with Concepts B and C2 (with intermediate Concept H).



Agency Advisory Group Meeting 4

May 21, 2019



Corridor Concept Update Workshop #4 Agenda

Tuesday May 21, 2019, 10 a.m. – 12 p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on developing concepts that have advanced beyond Phase 1 screening, preliminary Phase 2 screening, preliminary impacts, design elements and costs. We will then outline our next steps as we work toward identifying a preferred concept or concepts to be carried forward in the detailed planning and environmental analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Update on concepts
- Trenching discussion
- Right-of-way discussion
- Cost discussion
- Discussion and affirmation of Phase 2 concept screening criteria
- Preliminary Phase 2 screening update
- Agency consensus and engagement

Agenda

- Opening remarks, Introductions
- Agenda review/ Safety minute
- PEL Study process and planning context
- PEL Study status – where we are today
- Concept update
- Impacts discussion
 - Elevating vs. lowering the freeway
 - Right-of-way impact and road alignment
 - Utility relocations
 - Major cost considerations
 - Other impacts
- Phase 2 screening
 - Criteria
 - Preliminary screening update
- Next steps
 - Discussion/Q&A
- Staying Involved/Next Workshop





SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
CHRIS SCHUTTE	MOA - OECD	
SEAN HOLLAND	DOT	
James Skarred	DOT	
Andrew Ooms	KA	
Wende Wilber	KA	
Steve Noble	DOWL	
Renee Whitesell	DOWL	
Sam Tyler	DOWL	
Trina Stewart	DOWL	
CRAIG LYON	MOA - AMATS	
Aaron Tongue	MOA - AMATS	
John Linnell	DOT	
CAROL WANG	MOA - PLANNING	
Scott Thomas	DOT	
CINDY FERGUSON	DOT - TSU	
Dan Por	DOT	
John Crapps	MOA	





MIDTOWN CONGESTION RELIEF
STATE OF ALASKA PROJECT NO.
CSHWY00298

AGENCY MEETING #4
May 21, 2019 at 10:00 AM

SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
Stephanie Mornilo	MOA - Traffic	
Andrew Cans	Kithelson	
Vivian Underwood	AMATS	



05.21.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study Corridor Concept Update Workshop #4

1

TODAY'S AGENDA

- PEL Study process and planning context
- PEL Study status – where we are today
- Concept update
- Discussion
 - Elevating vs. lowering freeway
 - Right-of-way and road alignment
 - Context-sensitive design
 - Major cost implications
 - Utility relocations
 - Other issues
- Phase 2 screening criteria
- Next steps
- Staying involved

2

VISION

Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY

MOBILITY

ACCESS

MIDTOWN

ACCESS/
CONNECTIVITY

MULTI-MODAL

”

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

3

PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

4

PLANNING

ENVIRONMENT

Data & Analysis Tools

Public/Stakeholder Involvement

Vision & Goals

Concept Development & Evaluation

Project(s) Definition

5

FHWA PLANNING FACTORS

1. Support the **economic vitality** of the area.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility and mobility** of people and for freight.
5. Protect and enhance the **environment**, promote **energy conservation**, and improve the **quality of life**.
6. Enhance the **integration and connectivity** of the transportation system, **across and between modes**, for people and freight.
7. Promote **efficient** system management and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance **travel and tourism**.

6

PUBLIC/AGENCY INVOLVEMENT

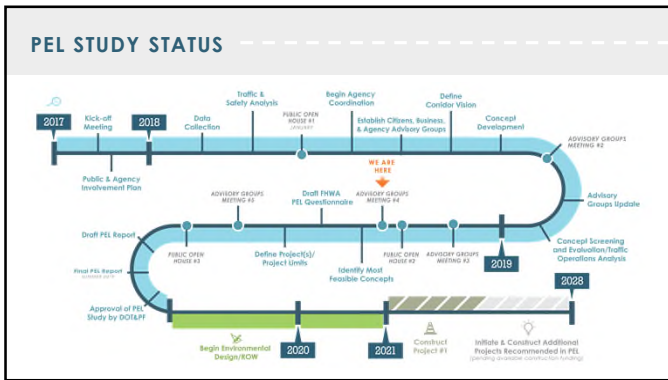
- Three Open Houses
- Interactive Map
- Citizen, Business, & Agency Advisory Groups
- Community Council Updates
- One-on-One Meetings

7

WHAT WE'VE HEARD RECENTLY

- Dismiss the two-way frontage road concepts
- Resolve congestion issues at 36th Ave
- Resolutions from three Community Councils – advance depressed highway concepts
- Consider greenways/covers over a depressed highway
- Active transportation connections remain important
- Give fair consideration of ROW acquisition from both sides of the corridor
- Consider Fish Creek restoration

8



9

CONCEPT UPDATE

- Concept C1 dismissed
- Revised Concepts B and C2
- New Concept J
- Intermediate Concept H

10

HOW HAS CONCEPT B CHANGED?

- Shifted Tudor Road to the south at Tudor Rd interchange
- Added median u-turns at 36th Ave and connected the northern u-turn with Old Seward Hwy
- Fireweed Ln ramping variation
- Mainline profile must go under 36th
- Road footprint is defined (eastern and western alignment)
- 50-foot wide utility easement to accommodate high voltage transmission lines (east or west side)

11

HOW HAS CONCEPT C2 CHANGED?

- Mainline profile options:
 - Over 36th Ave and under Benson Blvd
 - Under 36th Ave and over Benson Blvd
- Frontage road extended on west side between Benson Blvd and 36th Ave
- Road footprint is defined (eastern and western alignment)
- 50-foot wide utility easement to accommodate high voltage transmission lines (east or west side)

12

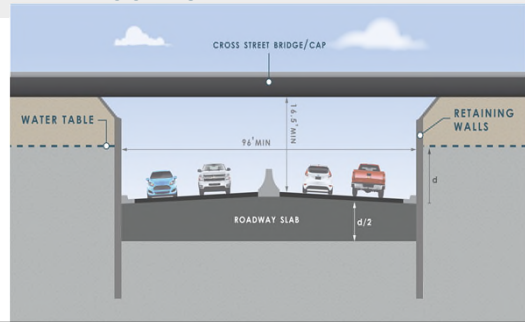
HOW HAS CONCEPT H CHANGED?

- Median U-turn -- Concept H-B
- Loop Ramp -- Concepts H-C2 and H-J
 - Loop ramp and frontage road elevated over 36th Ave, removing the southbound frontage road/36th Ave intersection
- Increases spacing between Old Seward Hwy/36th Ave intersection and northbound frontage road/36th Ave intersection



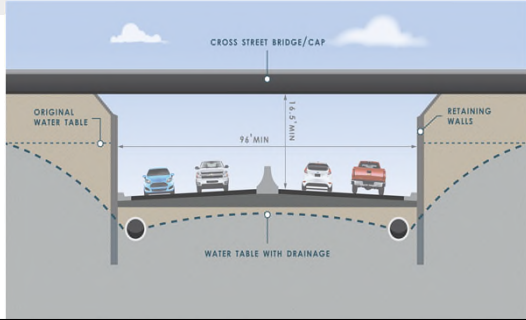
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LOWERED FREEWAY WITH WATERPROOFING



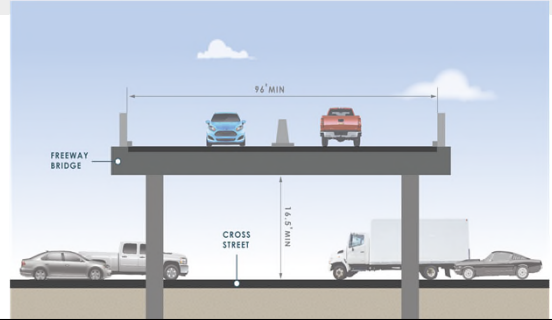
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LOWERED FREEWAY WITH DRAW DOWN



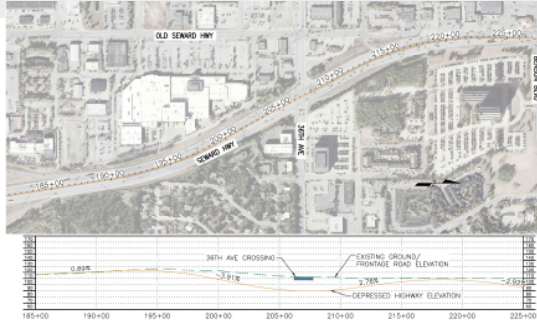
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ELEVATED FREEWAY



16

DEPRESSED FREEWAY PROFILE



17

POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT B


Approximate ROW COSTS — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	Concept B - EAST	Concept B - WEST
	\$24-29 Million	\$33-38 Million
Full Acquisitions	24	15
Partial Acquisitions	28	27
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, University Mall, Fred Meyer



18

POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT C2


Approximate ROW COSTS — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	Concept C2 - EAST	Concept C2 - WEST
	\$24-29 Million	\$43-48 Million
Full Acquisitions	24	15
Partial Acquisitions	29	22
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, University Mall, Fred Meyer



19

POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT J


Approximate ROW COSTS — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	Concept J - EAST	Concept J - WEST
	\$23-28 Million	\$36-41 Million
Full Acquisitions	24	16
Partial Acquisitions	20	20
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, Fred Meyer



20

UTILITY RELOCATIONS

- ML&P and CEA high voltage overhead transmission lines
 - 115 kV from 36th Ave to Northern Lights Blvd
 - 35 kV from 36th Ave to 20th Ave
- Fiber optics
 - East/West crossings: 36th Ave, Northern Lights Blvd, Fireweed Ln, and 20th Ave
 - North/South: 36th Ave to Northern Lights Blvd and Fireweed Ln to 20th Ave



21

UTILITY RELOCATIONS


- AWWU Sewer
 - Lift station at 36th Ave
 - Crossings at 36th Ave, 20th Ave
- AWWU Water
 - Crossings at Tudor, 36th Ave, Northern Lights Blvd, Fireweed Ln
 - North/South 36th Ave to Northern Lights Blvd
- Enstar gas
 - North/South 36th Ave to 20th Ave
 - East/West crossings at 36th Ave, Tudor Rd, Fireweed Ln



22

UTILITY RELOCATIONS


	Low Cost Estimate	High Cost Estimate
ACS	\$900,000	\$1,100,000
GCI	\$4,000,000	\$5,000,000
ENSTAR	\$2,000,000	\$3,000,000
ML&P AND CEA	\$10,200,000	\$16,100,000
AWWU SEWER	\$3,700,000	\$4,600,000
AWWU WATER	\$4,200,000	\$5,200,000
TOTAL:	\$25,000,000	\$35,000,000



23

ENVIRONMENTAL CONSIDERATIONS


- Historic Resources:** Inventory and evaluation of structures in areas of ROW acquisition will be necessary to determine adverse impacts. No impact on a property on National Register of Historic Places or known buried archaeological resources
- ROW Acquisition:** Varies depending on concept
- Noise:** Projects forwarded from the preferred concept(s) will require a noise analysis as part of the NEPA process
- Air quality:** Projects forwarded from preferred concept(s) will require evaluation in Regional TIP



24

ENVIRONMENTAL CONSIDERATIONS

- 5. **Visual impacts:** Dependent on whether preferred concept(s) is elevated or depressed
- 6. **Section 4(f) and 6(f) resources:** All concepts impact Helen Louise McDowell Sanctuary and Chester Creek Trail System Degree of impact and mitigation to be determined
- 7. **Environmental Justice populations:** How concepts have developed to avoid impacts on EJ populations



25

LAND USE CONSIDERATIONS

- Land Use Plan 2040 designations: City Center, Traditional Neighborhood Design, Main Street Corridor, Greenway-Supported Development Corridor, Commercial Corridor
- Some parcels have non-conforming rights (parking, landscaping, drive aisles, etc.)
- Several parcels with parking/access issues, shared parking with neighboring lots
- Some lots may require full acquisition as code required minimum lot size cannot be met
- Strategy for resolving issues at each lot will be identified




26

PHASE 2 SCREENING


Themes:

1. Community Impacts
2. Connectivity and Access
3. Safety
4. Environmental
5. Non-Motorized Connections
6. Traffic Mobility/Operations
7. Implementation
8. Support



27

NEXT STEPS




2017 PEL STUDY 2019

CONSTRUCTION OF PROJECT #1 2021

ENVIRONMENTAL DESIGN / ROW 2020

INITIATE & CONSTRUCT ADDITIONAL PROJECTS RECOMMENDED IN PEL (PENDING AVAILABLE CONSTRUCTION FUNDING) 2028



28

STAYING INVOLVED

2019	MAY 2019	Agency, Citizens and Business Advisory Group Meeting #4
	JULY / AUGUST 2019	Agency, Citizens and Business Advisory Group Meeting #5 – Detailed Screening and Preferred Concept(s)
	AUGUST / SEPTEMBER	Public Open House #3 – Detailed Screening and Preferred Concept(s)
	FALL 2019	Planning and Environmental Linkages Study Phase Concludes and Environmental/Design of Project #1 Begins



29



Corridor Concept Update Workshop #4 Agency Advisory Group Summary Report

Tuesday May 21, 2019, 10 a.m. – 12 p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. Update on progress on developing concepts that have advanced beyond Phase 1 screening, preliminary Phase 2 screening, preliminary impacts, design elements and costs. Detail next steps toward identifying a preferred concept(s) to be carried forward to detailed planning and environmental analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Update on concepts
- Trenching discussion
- Right-of-way discussion
- Cost discussion
- Discussion of Phase 2 concept screening criteria
- Agency consensus and engagement

Agenda

- Opening remarks, Introductions
Steve Noble and Sean Holland welcomed everyone and gave a brief run through of activities since the last workshop. Attendees introduced themselves.
- Agenda review
- PEL Study process and planning context
Steve provided an update of all the open houses and advisory meetings hosted to date. A final open house will be scheduled for late summer/early fall. The project team has had one-on-one meetings with local businesses and interest groups and are continuing to work with community councils.
- PEL Study status – where we are today
The most feasible concepts are now being identified. A draft PEL will be ready by end of July and a final advisory group meeting will be hosted in August. We are targeting transitioning to environmental/NEPA analysis and design on Project 1 in late 2019, with construction following dependent on funding.





- **Concept update**
We have dismissed the two-way frontage road concepts following Phase 1 screening. Concept C-1 was also dismissed because it provided no advantages over C-2 and did not solve congestion at 36th Avenue.
A lot of interest has been expressed in greenways, caps/cover, a depressed freeway, improved active transportation, fair ROW considerations, and protection of future potential restoration of Fish Creek.
Steve ran through the revised concepts B, C2, and a new concept, J. The Interim concept H was also discussed for each of the concepts. General feedback is captured below.

Concept B:

- Steve showed footprint of corridor, including east and west alignment options, and explained changes made since the last meeting.
- Tudor Road is pushed as far south as possible. However, there are still impacts to the Helen Louise McDowell sanctuary.
- To solve the 36th Avenue issues, we added permanent grade-separated median U-turns.
- This concept provides a depressed freeway under all the east/west cross-roads.
- Concept B variation adds on-ramps at Fireweed Lane which makes accessing Fireweed Lane easier.
- Concept H-B could facilitate early acquisition of all the ROW needed for the full build out.
- Steve talked about non-motorized transportation routes made available by this concept.
- One attendee asked if the non-motorized path through the sanctuary would be impacted and noted the MTP detailed a project intended to improve those pathways and would like this project to do so as well. Response: Yes. Our plan would be to route pedestrians through the sanctuary and link back with the other pathways.
- One attendee asked if this would cut off access to and from 36th Avenue to the highway. Response: No, the median u-turns provide access.
- One attendee asked what the ROW impact of the Concept B variant would be around Fireweed Lane. Response: It is not much different. It would remove an on-ramp and change the frontage road lanes slightly, but the two sides would essentially be even.
- One attendee asked if there is a row of houses that would need to be acquired. Response: Yes, under the East alignment, one row of homes in Rogers Park would require full or partial acquisition, in addition to the gas stations, Wendy's Restaurant and some parking at BP building. The Best Western Golden Lion Hotel and Geneva Woods Surgical Center parking may also be impacted. This concept may also have some impacts to University Mall.
- One attendee asked if there would be ROW impacts to Geneva Woods neighborhood. Response: Not with this concept. However, there would likely be a noise wall.
- The footprint of this concept is well defined, except for the 50' transmission line easement. There is consensus it can all be placed in one easement.
 - One attendee commented that when they are biking along a one-way two-lane frontage road, it feels like they are riding along a highway. He suggested making the active transportation pathways more comfortable. Response: The frontage



- roads would be 35 mph roads with driveways and friction. One attendee suggested emphasizing this point to the public.
- One attendee asked if the lids/covers needed to be decided at the onset of the project. Response: No, we are treating the lids as a separate project following construction.
 - One attendee commented that the H2H study incorporates transit elements to covers. A transit center between Northern Lights Blvd and Benson Blvd has been suggested.
 - One attendee noted that non-motorized improvements should occur across the east/west network.
 - A grade separated crossing is also being considered near 32nd and 33rd Avenue, but this may be challenging and expensive.
 - The trail crossing at Chester Creek would be improved.
 - The 20th Avenue connection to Seward Highway requires further consideration, but it would probably be a cul-de-sac. This is unlikely to be popular with the neighborhood. We also know that another PEL study is coming soon for 20th Avenue to the Airport Heights, which could consider how to tie in 20th Avenue.
 - One attendee asked how much closer together the 36th Avenue signals would be. Response: There are still three signals, but they are simplified, two-phased, with no left turns.
 - One attendee asked if the PEL for Fairview mandates the continuation of one-way frontage roads. Response: No.
 - Attendee also asked if it is possible whether the northern frontage roads could be transitioned to a two-way frontage road. Response: Yes, but whether there is enough room for a tie-in has not been predetermined. Another attendee noted that this will be an important point for the Fairview community.
 - The project team will add detail on an Old Seward Highway/34th Avenue connection.

Concept C-2:

- This concept elevates the highway over 36th Avenue, and trenches it beneath Benson Blvd, Northern Lights Blvd, and Fireweed Lane.
- One advantage is that this concept reduces the number of lanes on the frontage roads.
- For Concept H-C2 to work, we are proposing for the loop ramp at Old Seward Highway/36th Ave become part of Concept H.
- One attendee asked for clarification whether the loop ramp could accommodate the volume of traffic and ripple effect down 36th Avenue. Response: This has been modeled using Synchro and we can share this information.
- One attendee asked how tall these structures would be? Response: 22-23 feet above existing ground.
- One attendee asked if the ramp variant for Fireweed Lane (from Concept B) could be put on Concept C-2. Response: No. There is not adequate distance as recommended by AASHTO between the northbound entrance ramp from 36th Avenue and the northbound exit to Fireweed Lane. The ramping configurations north of Northern Lights Blvd from C-2 can be incorporated into Concept B, but Concept B ramping north of Northern Lights Blvd cannot be incorporated into Concept C-2.



- One attendee noted the overflow would shift traffic at the Tudor interchange. Response: This concept operates better than today at peak volumes.
- One attendee noted that this concept creates far less opportunity to cover highway through Midtown.

Concept H:

- This concept is may be the highest priority project recommendation in the PEL Study. It will acquire ROW early and deliver immediate transportation benefits by creating two-phase signals and pedestrian/bicycle facility improvements. Group consensus: It's a good plan.
- One attendee commented it is more financially feasible to have an interim step like this.
- One attendee asked whether environmental documentation completed with this interim concept, with no highway down the middle. Response: We need to demonstrate that this concept will function more effectively than the existing corridor and is necessary for creating enough width for storage at two-phase signal-controlled intersections.
- One attendee noted that this concept creates continuous facilities for non-motorized traffic with simplified crossing points.
- Separation minimizes the number of consecutive lanes to cross for non-motorized transportation, and movements are simplified.
- One attendee noted that improving accessibility to businesses could be a selling point.
- The speed limit would be 35 mph. There was discussion about whether this could work for an interim concept or whether it could be enforced. There is possibility the speed would be increased to 40 or 45 mph. Speed and access need to be thought about in the interim.

Concept J:

- This concept provides access to Midtown at either end of the study area, 15th Avenue and Tudor Road. Additionally, there is a 36th Avenue loop ramp solution to avoid having three signals right next to each other on 36th Avenue.
- This concept has fewer structures overall and is narrower to the south of the BP campus.
- The profile has several options. It can go over 36th Avenue and under Northern Lights Blvd, Benson Blvd, and Fireweed Lane, but has the flexibility to be all under or all over.
- There is an approximate 1.5-mile distance between access points to Midtown from the highway.
- There is a capacity issue. Our model shows that 4-5 lanes are needed on each frontage road, which would likely generate land use and non-motorized transportation impacts and may be unacceptable for the community. Therefore, we have deliberately introduced friction into the concept by providing a 3-4 lane facility. This will be a constraint in future years, that will attract less traffic to the frontage roads. One attendee noted the traffic model generally reroutes traffic to Seward Highway with capacity improvements, and constraining traffic on the frontage roads would result in less traffic re-routing.
- One attendee considered it is not realistic to reduce speeds to 35 mph for 10 or more years.





- One attendee noted that wider lanes would be needed to accommodate trucks.
- Ostensibly, the 35-mph condition would extend north to Ingra and Gambell. One attendee noted that realistically, people travel faster.
- One attendee noted opposition to cutting off 20th Avenue's access to the highway. A deeper discussion on access is needed. Cutting off access may have adverse impacts on emergency access and could generate adverse intersection impacts at 15th Avenue.
- One attendee suggested looking into a grade separation option for 20th Avenue. Response: the next PEL study north of our study area will likely work in concept to offer a solution to the 20th Avenue access.
- One attendee suggested a two-way frontage road concept with H-J. Response: This would re-create our existing large intersections and is not good for connecting non-motorized transportation. One attendee noted that this would cause us to have to build twice.
- One attendee asked what feedback we have received about non-motorized connectivity. Response: We've received a fairly positive response. The bridge crossing locations have been well-received.
- One attendee noted the greenspace shading could be misunderstood. It appears as if it could be available to the public when it would likely be a grassed area, reserved for future building. It was suggested to change the color of the shading to something less appealing to better set expectations with the community.

Profiles:

Lowering:

- We are designing the width of the freeway to fit two lanes in each direction, with capacity to expand to three lanes.
- The water table is 5-12' deep, which will need to be suppressed. There are two ways to do this, one is to build sufficient deadweight into the road to resist buoyancy or to divert the water table with drainage. Costs for depressing the freeway are approximately \$40-80,000/linear foot, but additional analysis will be undertaken to understand whether these costs can be reduced.
- To reduce costs, we will be undertaking further analysis to reduce the depth of the trench over its length, including potentially constructing the road with varying depths along the linear profile.

ROWs/Impact:

- Impacts discussion
 - Elevating vs. lowering the freeway
The cost of elevating the freeway would be \$20-30k per linear foot, while trenching the freeway would cost \$40-80k per linear foot
 - ROW impact and road alignment
Estimated ROW costs only include the tax assessed market value of the land and property, not the value of businesses or other costs to cure that may be incurred as part of ROW acquisition. Concept J ROW costs are a slightly lower than the other two concepts, but there are still some challenging ROW issues with this concept.





- Utility relocations
Costs will be \$25-35 million for utilities relocation efforts. Most of this would be completed as part of the implementation of Concept H.
- Major cost considerations
- Other impacts
Environmental considerations: Visual and noise analyses will be incorporated in the individual projects.
Land use considerations: We will come up with a plan for impacts to every property and known issues.
- Phase 2 screening
 - Criteria
The majority of our next meeting will cover these criteria. If you haven't reviewed the criteria and sent us feedback, please do so. Over the next two-three months, we will be applying these criteria to each concept.
 - Preliminary screening update
- Next steps
 - Discussion/Q&A
- Staying Involved/Next Workshop
Landscape workshop is scheduled for Thursday. Anyone is welcome to attend.



Agency Advisory Group Meeting 5

September 9, 2019



Agency Advisory Group Meeting #5 Agenda

Monday September 9, 2019, 1:30 – 3:30p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on concept refinement, Phase 2 screening, draft screening results and recommended preferred concept(s). We will present how the concept has been divided into separate projects with independent utility and logical termini, and associated draft purpose and need statements for future environmental efforts.

We will then outline our next steps as we work toward presenting the preferred concept(s) to the public and providing time for formal public comment on the draft PEL Study Report.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Sharing information about the concept refinement process, and which concepts have advanced to detailed screening
- Sharing information and receiving feedback on draft Phase 2 screening and results, and draft preferred concept(s)
- Updating on projects, draft purpose and need, independent utility, and logical termini, and receiving feedback
- Sharing upcoming dates, including the public comment period, third public Open House, and expected date for the final PEL Study Report
- Outlining how members of the Advisory Group can stay involved with the PEL Study and next steps beyond the study report.

Agenda:

- Opening remarks, Introductions
- Agenda review/ Safety minute
- Concept refinement process and overview
- Draft Phase 2 screening analysis and results
- Draft recommended preferred concept(s)
- Projects – draft Purpose and Need, Independent Utility, Logical Termini
- Upcoming Dates – Public Comment Period, Open House, Final PEL Study Report
- Staying Involved – Beyond the PEL Study Report





AGENCY MEETING #5
September 9, 2019 at 1:30 PM

SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
Jim Amundson	DOT+PF Hwy Des.	
Renee Whitefest	Dowl	
Steve Noble	Dowl	
Katie Conway	Dowl	
Andrew Dow	Kiteban	
Sean Holland	DOT & PF	
Carol Wang	MOA PLANNING	
CRAIG LYON	AMATS	
Barth Rudolph	Transit	
Stephanie Mormilo	Traffic (MOA)	
Wolfgang Jung	DOT	
Scott Thomas	DOT	
Brian Elliott	DOT	
James Stacey	DOT	
Todd VanHue	DOT	
Jim Potts	Jacobs	
Vincent Underwood	AMATS	
CHRIS SCHUTTE	MOA	
Tony Sprague	ADOT	
David Post	ADOT	
DEVI REARDEN	ADOT	Utilities UTIL
Sam Tyler	Dowl	





MIDTOWN CONGESTION RELIEF
STATE OF ALASKA PROJECT NO.
CSHWY00298

AGENCY MEETING #5
September 9, 2019 at 1:30 PM

SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
Wende Wilber	KM	
Aaron Jongeaken	ANATS	



06.21.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study Advisory Groups Meeting #5

1

TODAY'S AGENDA

- Concept Refinement Process and Overview
- Draft Phase 2 Screening Analysis and Results
- Draft Preferred Concept(s)
 - Overview, ROW
- Projects
 - Draft Purpose and Need, Independent Utility, Logical Termini
- Upcoming Dates
 - Public Comment Period, Open House, Final PEL Study Report
- Staying Involved – Beyond the PEL Study Report

2

VISION

Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY

- MOBILITY
- ACCESS

MIDTOWN

- ACCESS/CONNECTIVITY
- MULTI-MODAL

“
Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

3

PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

4

PEL STUDY STATUS

2017: Kick-off Meeting, Public & Agency Involvement Plan, Final PEL Report (Fall 2017), Approval of PEL Study by DOT/RTF

2018: Data Collection, Traffic & Safety Analysis, Draft PEL Report (Spring 2018), Public & Agency Involvement Plan

2019: Public Open House #1, ADVISORY GROUPS MEETING #1, Draft PHWA PEL Questionnaire, Define Project(s)/Project Limits, Identify Most Feasible Concept, Public Open House #2, ADVISORY GROUPS MEETING #2, Concept Development, ADVISORY GROUPS MEETING #3, ADVISORY GROUPS MEETING #4, ADVISORY GROUPS MEETING #5, ADVISORY GROUPS MEETING #6, ADVISORY GROUPS MEETING #7, ADVISORY GROUPS MEETING #8, ADVISORY GROUPS MEETING #9, ADVISORY GROUPS MEETING #10, ADVISORY GROUPS MEETING #11, ADVISORY GROUPS MEETING #12, ADVISORY GROUPS MEETING #13, ADVISORY GROUPS MEETING #14, ADVISORY GROUPS MEETING #15, ADVISORY GROUPS MEETING #16, ADVISORY GROUPS MEETING #17, ADVISORY GROUPS MEETING #18, ADVISORY GROUPS MEETING #19, ADVISORY GROUPS MEETING #20, ADVISORY GROUPS MEETING #21, ADVISORY GROUPS MEETING #22, ADVISORY GROUPS MEETING #23, ADVISORY GROUPS MEETING #24, ADVISORY GROUPS MEETING #25, ADVISORY GROUPS MEETING #26, ADVISORY GROUPS MEETING #27, ADVISORY GROUPS MEETING #28, ADVISORY GROUPS MEETING #29, ADVISORY GROUPS MEETING #30, ADVISORY GROUPS MEETING #31, ADVISORY GROUPS MEETING #32, ADVISORY GROUPS MEETING #33, ADVISORY GROUPS MEETING #34, ADVISORY GROUPS MEETING #35, ADVISORY GROUPS MEETING #36, ADVISORY GROUPS MEETING #37, ADVISORY GROUPS MEETING #38, ADVISORY GROUPS MEETING #39, ADVISORY GROUPS MEETING #40, ADVISORY GROUPS MEETING #41, ADVISORY GROUPS MEETING #42, ADVISORY GROUPS MEETING #43, ADVISORY GROUPS MEETING #44, ADVISORY GROUPS MEETING #45, ADVISORY GROUPS MEETING #46, ADVISORY GROUPS MEETING #47, ADVISORY GROUPS MEETING #48, ADVISORY GROUPS MEETING #49, ADVISORY GROUPS MEETING #50, ADVISORY GROUPS MEETING #51, ADVISORY GROUPS MEETING #52, ADVISORY GROUPS MEETING #53, ADVISORY GROUPS MEETING #54, ADVISORY GROUPS MEETING #55, ADVISORY GROUPS MEETING #56, ADVISORY GROUPS MEETING #57, ADVISORY GROUPS MEETING #58, ADVISORY GROUPS MEETING #59, ADVISORY GROUPS MEETING #60, ADVISORY GROUPS MEETING #61, ADVISORY GROUPS MEETING #62, ADVISORY GROUPS MEETING #63, ADVISORY GROUPS MEETING #64, ADVISORY GROUPS MEETING #65, ADVISORY GROUPS MEETING #66, ADVISORY GROUPS MEETING #67, ADVISORY GROUPS MEETING #68, ADVISORY GROUPS MEETING #69, ADVISORY GROUPS MEETING #70, ADVISORY GROUPS MEETING #71, ADVISORY GROUPS MEETING #72, ADVISORY GROUPS MEETING #73, ADVISORY GROUPS MEETING #74, ADVISORY GROUPS MEETING #75, ADVISORY GROUPS MEETING #76, ADVISORY GROUPS MEETING #77, ADVISORY GROUPS MEETING #78, ADVISORY GROUPS MEETING #79, ADVISORY GROUPS MEETING #80, ADVISORY GROUPS MEETING #81, ADVISORY GROUPS MEETING #82, ADVISORY GROUPS MEETING #83, ADVISORY GROUPS MEETING #84, ADVISORY GROUPS MEETING #85, ADVISORY GROUPS MEETING #86, ADVISORY GROUPS MEETING #87, ADVISORY GROUPS MEETING #88, ADVISORY GROUPS MEETING #89, ADVISORY GROUPS MEETING #90, ADVISORY GROUPS MEETING #91, ADVISORY GROUPS MEETING #92, ADVISORY GROUPS MEETING #93, ADVISORY GROUPS MEETING #94, ADVISORY GROUPS MEETING #95, ADVISORY GROUPS MEETING #96, ADVISORY GROUPS MEETING #97, ADVISORY GROUPS MEETING #98, ADVISORY GROUPS MEETING #99, ADVISORY GROUPS MEETING #100

2020: Begin Environmental Design/ROW

2021: Construct Project #1

2028: Initiate & Construct Additional Projects Recommended by PEL

5

CONCEPT DEVELOPMENT AND SCREENING

PUBLIC & AGENCY INVOLVEMENT/OUTREACH

PRELIMINARY CONCEPTS (A, B, C, D, E, F, G, H, I, J, C2)

PHASE 1 SCREENING

DETAILED EVALUATION

PHASE 2 SCREENING

MULTI-INTERCHANGE*

PREFERRED CONCEPTS

COLLECTOR-DISTRIBUTOR**

* Two variants (formerly Concepts B & C2)
** Formerly Concept J

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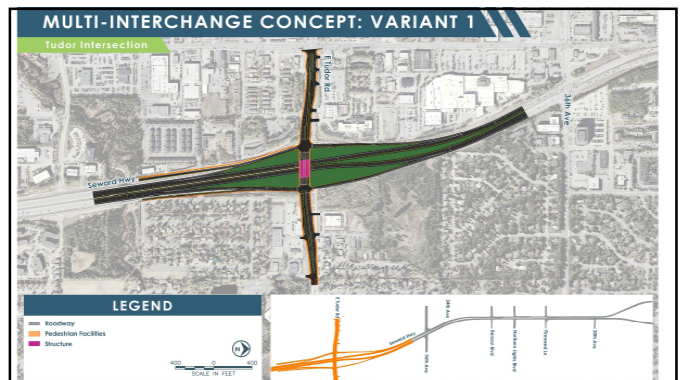
PROJECTS

Recommended Project	Implementation Timeframe
• Tudor Road Interchange Reconstruction	Short Term (1-3 years)
• Complete Streets, Aesthetic Improvements and Community Placemaking	Short Term (1-3 years)
• Seward Highway/ 36th Avenue Intersection Improvements	Short Term (1-3 years)
• Seward Highway/ Benson Boulevard, Northern Lights Boulevard and Fireweed Lane Intersection Improvements	Short Term (1-3 years)
• Seward Highway/ 36th Avenue Interchange	Medium Term (3-8 years)
• Seward Highway/ Benson Boulevard to 20th Avenue Access Improvements	Medium Term (3-8 years)

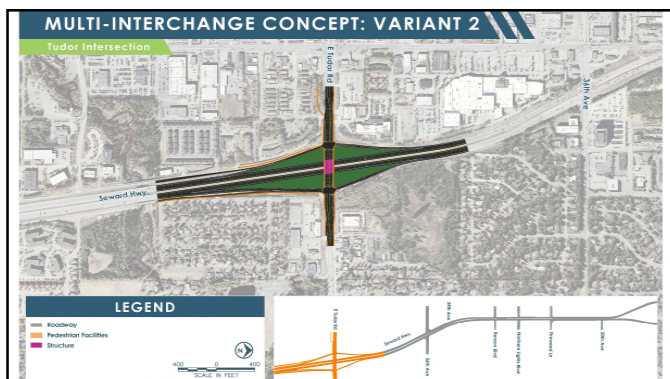
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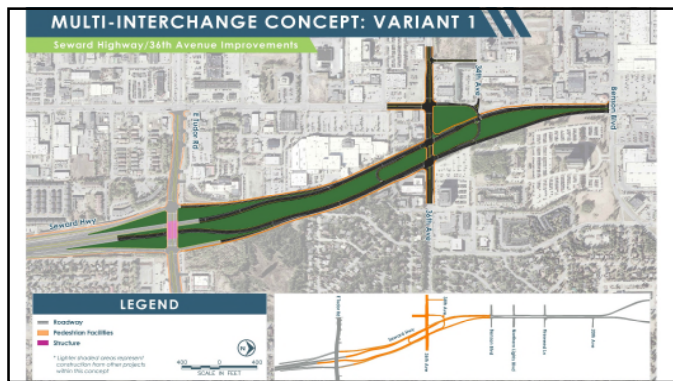
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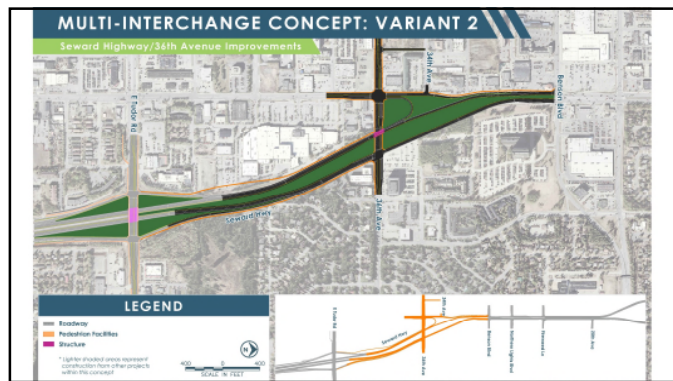
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- ### COMPLETE STREETS, AESTHETIC IMPROVEMENTS, AND COMMUNITY PLACEMAKING
- Support Anchorage Bowl 2040 Land Use Plan goal to create a City Center in Midtown that is a thriving mixed-use environment that enables business growth
 - Working with the community to identify improvements to support facilities that enable safe access for all users
 - Focus on pedestrians, bicyclists, motorists and transit riders of all ages and abilities
 - Include initiatives for stakeholders and the community to collectively identify and implement
 - Strengthen the connection between people and the public realm

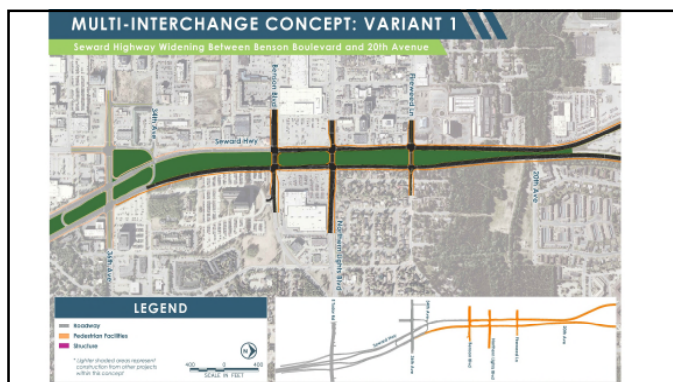
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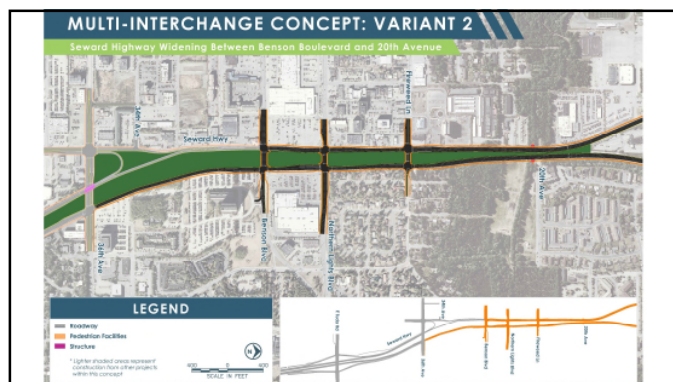
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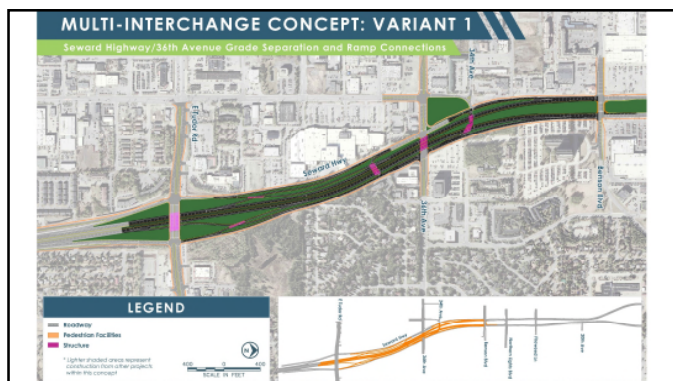
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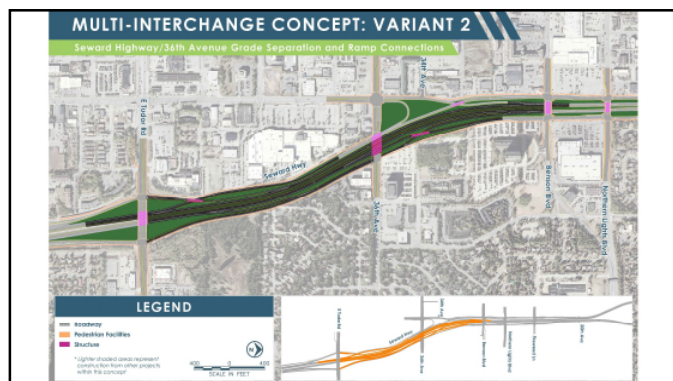
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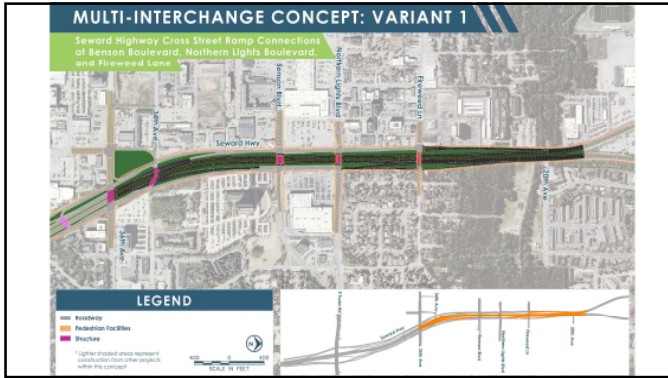
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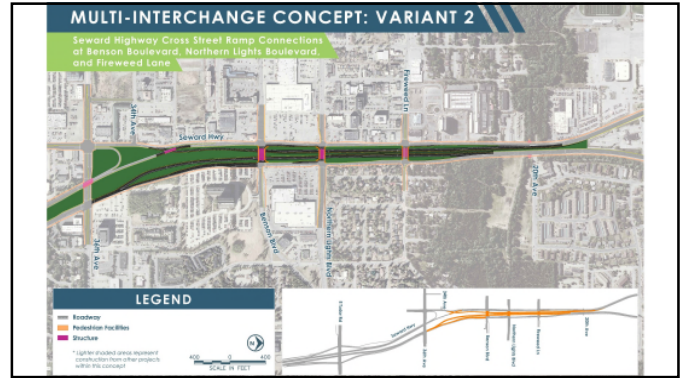
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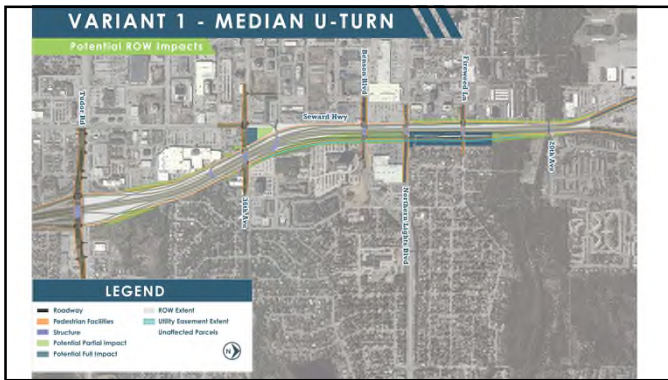
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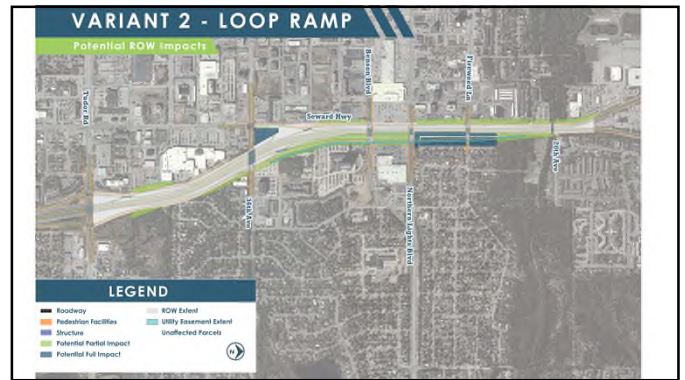
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KEY DATES

2019	SEPTEMBER 9 & 10	Agency, Business and Citizen's Advisory Group Meetings
	OCTOBER 7 - NOVEMBER 6	30-Day Public Comment Period on draft PEL Study Report
	OCTOBER 21	Public Open House #3
	NOVEMBER 2019	Final PEL and Environmental/Design of Highest Priority Projects Commence

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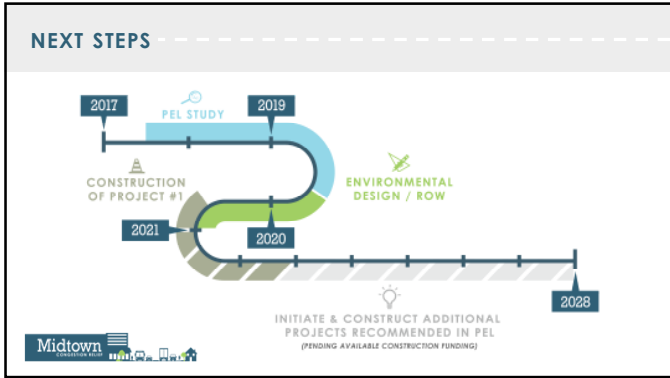
STAYING INVOLVED AFTER THE PEL STUDY

Complete Streets, Aesthetic Improvements and Community Placemaking

- Why:** To create a plan detailing projects to reinforce Midtown City Center, including Complete Streets Initiatives, Aesthetic Improvements and Community Placemaking.
- Who:** A collaborative Community Working Group comprised of volunteer representatives working with DOT&PF and DOWL
- How:** Initially one year, six meetings over the year and associated workshops and brainstorming sessions; may continue on to guide project development
- When:** October/November 2019

Interested? Please let us know if you'd like to be involved!

24



25



Agency Advisory Group Meeting #5 Agenda

Monday September 9, 2019, 1:30 – 3:30p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on concept refinement, Phase 2 screening, draft screening results and recommended preferred concept(s). We will present how the concept has been divided into separate projects with independent utility and logical termini, and associated draft purpose and need statements for future environmental efforts.

We will then outline our next steps as we work toward presenting the preferred concept(s) to the public and providing time for formal public comment on the draft PEL Study Report.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Notes:

Sean Holland welcomed attendees and provided a brief project summary.

- We have reached a major milestone with identifying the preferred concept. The PEL Study has been completed and the draft report is currently being reviewed by DOT&PF.
- The next steps include initiating the NEPA process for the highest priority project(s).
- The Midtown corridor has the worst traffic congestion in the state, so improvements here will impact a lot of people. This isn't a bypass project, it's a Midtown project.
- This project included extensive public involvement. The public supported the development of the corridor vision and goals, and improvement concepts.
- Some ideas that have come out of this process:
 1. Two-phased signals
 2. Options for active transportation that improve safety and efficiencyAn aesthetic improvement project to support the integration of the concepts into Midtown City center and the surrounding land uses.

Steve Noble provided a status summary and a more in-depth explanation of the preferred concept and how it was selected.

- The draft PEL study is currently being reviewed by DOT&PF. We're collecting feedback on the Executive Summary from all three advisory groups today and tomorrow. We anticipate it going out to the public for comment/review in early October. We will have a public open house during that 30-day window.
- We've been door knocking and meeting individually with the Ingra Street homeowners who are likely to be impacted by right-of-way acquisition associated with the projects recommended from the PEL study. We met with four homeowners, and none have read





a mailer, attended a public meeting or know much at all about the project. It's a challenge we all face to engage the public in a meaningful, relevant way.

- Our goals today:
 1. Update you on the last three months of effort. We've been trying to provide you with an over-the-shoulder review every three months. We're hoping the PEL Study reflects how we've adapted to incorporate your feedback along the way.
 2. Present how the concepts have been refined and the results of Phase 2 screening
 3. Outline the draft preferred concepts
- While the PEL Study considers how to improve mobility and access of the Seward Highway, it is also focused on access to Midtown, connectivity across the Seward Highway, and multi-modal access within Midtown. This project is about more than just traffic, it's about building a facility that meets the needs of the community, which is inclusive of all modes of transportation.

Steve explained the concept development process.

- When we started in 2017, we started with a fresh effort that recognized previous projects but considered the solutions with a blank slate. The project has moved forward on an iterative basis with the advisory groups providing feedback and reviewing concept revisions. Through this process two concepts emerged, a multi-interchange concept (with two variants), and a collector-distributor concept. These are the concepts that have been the subject of Phase 2 screening.

Steve gave an overview of the projects proposed in the PEL study report.

1. **Tudor Road Interchange.** This project already has an approved environmental assessment and will be incorporated into the upcoming Statewide Transportation Improvement Program. It is included as the interchange forms the southern terminus of the study area.
2. **Community Streets, Aesthetic Improvements and Community Placemaking.** Recommendations coming out of this would be incorporated into other projects on the list. This project does not have logical termini or independent utility. This would be a community working group, made up of some participants in the three existing advisory groups, to implement the city center concept for Midtown. What does it look like? How does it impact the other projects from the perspective of multi-modal access and transportation efficiency? How can it work toward the goals of the 2040 Land Use Plan to achieve a longer-term vision? We want to do more than just give lip service to the 2040 Land Use Plan. If we're going to be successful supporting a Midtown City Center, it will take the support of all the groups represented in the room today, their commitment, and the political will to make it happen.
3. **Seward Highway 36th Avenue Intersection Improvements**
4. **Seward Highway and Benson Boulevard/Northern Lights Boulevard Intersection Improvements.** Short term project.
5. Medium term projects (x2)

There are concepts – the Multi-Interchange concept, which has two different variants, and the Collector-Distributor concept. These have been screened against each other and a Do-Nothing alternative. Each variant of the Multi-Interchange concept provides a different treatment of 36th Avenue, and the final approach will be determined as part of the design process.





Question: Regarding traffic volumes, what's the rough ratio between the freeway and the frontage roads?

- **Answer:** using existing numbers to start with, there's about 55,000 cars on the Seward Highway per day. Depending on time of day, about 70 percent of traffic is originating from or destined for Midtown. The 2040 Land Use Plan population growth forecast will result in approximately a 20 percent increase in traffic, which will result in approximately 50,000 cars/day on the frontage roads.

Steve presented the draft Phase 2 screening results. (refer to handout):

- From a community impacts perspective, the "No Build" concept is neutral, and the Multi-Interchange Concept performed more strongly than the Collector-Distributor Concept. This is because fewer lanes are required on the frontage road network because of more frequent access points between the frontage roads and the freeway, which enables easier transition between the networks and lowers the number of vehicles that will be on the frontage road network through the entire length of Midtown.
- The Multi-Interchange Concept performs more strongly in nearly all categories.
- In rough cost, the Collector-Distributor Concept is lower cost than the Multi-Interchange Concept (this includes all five projects).
- Please look at this and give us your feedback. Overall, the Multi-Interchange Concept performs the most strongly.

Steve gave an overview of the Complete Streets, Aesthetic Improvements and Community Placemaking project.

Question: The biggest challenge I see here is how do we convey these esoteric concepts in a way the average citizen can understand and follow. Can you use something similar to the modeling fly-through that was used for the Diverging Diamond Interchange at Glenn/Muldoon to show what this project might look like? Cut and covers aren't new. The "big dig" project in Boston incorporated similar elements, and that has generated several valuable and important community spaces. How can someone unfamiliar with reading a plan set understand what you're recommending? Using 3D imagery might be something want to include.

Question: On page 5 of the Executive Summary, does short term 1-3 years mean all four of these projects will be completed, or simply started within that time?

- **Answer:** That's a good question. They're not all going to be started and finished within 1-3 years. We should reframe this to clarify the intention the projects will be started within 1-3 years.

Follow up question: I recommend you clarify for expectation management. This gives the impression that all projects will be done in eight years, which isn't possible.

Comment: Placemaking project should be renamed, doesn't have to use every planning "buzz word." Also, I don't think it's fair to say that crossing 36th Avenue would be easier or faster when the truth is that it will be a longer distance.

Question: I thought we needed to have stakeholder/agency buy in on the conclusions of the PEL. Is that still the goal of the PEL? Does that need to happen?

- **Answer:** Originally, we'd hoped to have an MOU in place but that didn't prove to be fruitful. At this point we don't intend to have any sort of signatory for this document. We





are going to finalize the report and there's not going to be any formal process as far as I know. I'm looking for advice though, if you feel there's something missing please let us know.

Follow up question: What do you see as the critical things to achieve from this point forward for this PEL study before we finish it up and move forward?

- **Answer:** Leaving the corridor without any improvement is not an option. The PEL is showing us there are possible, better ways for moving all users.

Comment: We need to get the design concepts that agencies will be responding to in the environment phase documented.

Comment: It might help to have more visuals. I like what was said about having a 3D flyover or perspective from a pedestrian or bicyclist. A barrier in the community is communicating what the concepts will look like on the ground.

- **Answer:** I agree. We're trying to break the barrier down. We're depressing the highway, putting the three big intersections at grade, so there will be no physical barrier. The public will see less than they do now, except at the 36th Avenue interchange because we plan to elevate the Seward Highway in this location. Based on feedback we've heard so far that's not where the public has been focused. Rather, folks have been focused on Benson Boulevard, Northern Lights Boulevard and Fireweed Lane, and making that area more of a community center.

Question: Do you have graphics for the Collector-Distributor concept like you do for Multi-Interchange concept? That would make it more balanced.

Comment: Do you have a limit of how much of the highway can be covered?

- **Answer:** Yes. Cost is a significant factor, as is the potential need to ventilate for extended covered areas. If other entities are willing to partner to cover costs, there may be the ability to cover a greater area.

Question: Would be good to let people know about the challenges associated with covering the freeway, as many would likely prefer to see as much of the freeway covered as possible.

- **Answer:** It all comes down to the volume. There are some ventilation requirements. But it's more than just capping the freeway and putting greenspace on it. We need to be working on a plan that takes a Midtown city center-wide perspective.

Comment: I haven't seen the actual Rogers Park Community Council resolution, so I don't know what the verbiage was, but it makes sense that what they're talking about is closer to their neighborhood. Would they really care about covering?

Comment: My takeaway from the comments I've heard is that residents care primarily about Northern Lights and Benson Boulevards to Fireweed Lane serving a functional shared space, similar to the downtown city park

Steve continued going through the PEL project list.

- Seward Highway and 36th Avenue improvements would have either a loop ramp or median U-turn. This is the third project on the list.





- Intersection improvements at Northern Lights Boulevard, Benson Boulevard and Fireweed Lane is the fourth project. These would have to be completed together because of the limited space between the intersections, which would also provide the opportunity to address ROW and utility requirements at the same time. We are currently recommending that ROW acquisition is to the east as this provides the greatest ability to address ROW impacts. The Wendy's restaurant and two gas stations in front of Fred Meyer would be required regardless of what direction ROW is aligned. There could be a need for additional parking waivers for Fred Meyer, but we could almost make their parking whole. The biggest issue is the need to acquire 19 homes in Rogers Park, or some businesses along the west side of the highway.

Comment: If you had to give the top three concerns about this project from the public's perspective what would you say?

- Answer: Funding – people are concerned about the current state of the economy, they don't know how funding comes from the federal government. Non-motorized facilities are a key issue and the public is concerned that we are adequately addressing east-west connections across the highway for more than just cars. Finally, ROW concerns. People are concerned about themselves their neighbors, and their businesses.

One participant enquired of another whether they are hearing things differently, or whether they are hearing the same concerns from the public?

- The participant noted the preferred concept does not at all get to what members of the AMATS policy committee were hoping to see. People are concerned about massive amounts of ROW and then an interim period extending in perpetuity, if the future projects never happen.

Comment: I felt there was some pushback on MCR during a recent AMATS Policy Committee meeting. You might try to talk with Mr. Lyons if you could get on the agenda for the next policy committee meeting.

Comment: What's the next PEL Study DOT&PF is proposing? There is a perception the public has no concerns about improvements to the Glenn Highway, but once the highway meets downtown and Fairview there are more concerns. Another concern we've heard was "what's to stop DOT from pushing this concept now and then coming back later and building an elevated freeway?"

Comment: We need to capture that at just about every meeting that has been held, elevating north of 36th Avenue is unacceptable from a community perspective. A depressed freeway is the only acceptable option, and this has been loudly and consistently repeated. We need to make sure that we've clearly and concisely documented the public's feedback.

Answer: This has been documented, and an elevated freeway has been dismissed from further consideration

Question: We won't have the existing highway and the frontage road running at the same time?

- **Answer:** The plan is to have the PEL study finalized by end of October/early November. We'll then begin the environmental phase for the 36th Avenue intersection improvements project. In addition, a continuation of the planning effort considering public space improvements and initiatives to support Midtown city center will be the first project moving forward.





Question: Have you heard anything from other agencies, any pushback?

- **Answer:** most agencies have chosen to not participate if they haven't come to these advisory group meetings. We had more at the beginning and then many chose not to participate as things have advanced. We've continued to invite them along the way, but it's the people in the room are the people who have participated throughout this process.

Question: Are you planning on doing one environmental document for the whole corridor or each separately?

- **Answer:** planning on one environmental document for each project on the list (four documents).

Question: At what point do you need to make a decision between Variant 1 or Variant 2?

- **Answer:** The only difference between the variants is the treatment of 36th Avenue. The final decision will be made in the project design phase.

Question: Is there an earlier point at which you need to decide between the Collector-Distributor concept and Multi-Interchange concept?

- **Answer:** The recommendation is being made through the PEL study and associated outreach. We are recommending the Multi-Interchange concept unless something changes. The Collector-Distributor concept does not perform as strongly against the screening criteria as the Multi-Interchange concept.

Comment: The bridges on Multi-Interchange seem to address the east west connectivity of non-motorized users, but they have the drawback of relying on signalized modal crossings. We're trying to build another network for nonmotorized users, and it would be good to look at opportunities to provide separate, dedicated non-motorized crossings.

Comment: One of the shortcomings of the current graphics is a lack of emphasis on east-west non-motorized crossings.

- **Answer:** They are present on all east-west cross streets. We are also looking for additional non-motorized crossing opportunities where they are practical. We will reconsider the colors on the graphics to better emphasize nonmotorized facilities.



PUBLIC AND AGENCY INVOLVEMENT SUMMARY

Citizens Advisory Group

- Citizens Advisory Group Meeting 1 – June 20, 2018
- Citizens Advisory Group Meeting 2 – August 16, 2018
- Check-In Meeting – November 27, 2018
- Citizens Advisory Group Meeting 3 – February 4, 2019
- Citizens Advisory Group Meeting 4 – May 22, 2019
- Citizens Advisory Group Meeting 5 – September 10, 2019

Citizens Advisory Group Meeting 1

June 20, 2018



**CITIZEN'S ADVISORY GROUP
MEETING 1
AGENDA
June 20, 2018 5:30 p.m.**

PROJECT OVERVIEW AND GOALS

The Midtown Congestion Relief (MCR) corridor is defined as the Seward Highway from the Tudor Road interchange to the 20th Avenue intersection through Midtown Anchorage. Traffic along this corridor is expected to roughly double in the next 20 to 30 years, congestion will increase dramatically in the Midtown region. This effort will use Planning and Environmental Linkages (PEL) to establish a shared corridor vision, garner public and agency concurrence on the scope of individual projects, and identify environmental concerns in anticipation of environmental documentation efforts. The outcome of the PEL will identify a logical corridor build-out plan with several distinct projects having independent purpose and need, logical termini, and independent utility.

- **Introductions**
- **Purpose of meeting**
 - **Project overview and progress presentation (30-40 mins)**
 - **Break-out session (30-40 mins)**
 - **Re-group and present findings (10-15 Mins)**
- **Next meeting topic and time discussion:**
 - Screening criteria discussion and concept development updates
- **Review Expectations**
- **Closing comments**





MIDTOWN CONGESTION RELIEF – CITIZENS ADVISORY GROUP MEETING
SIGN IN SHEET
Wednesday, June 20, 2018
5:30 P.M.

PLEASE PRINT:

NAME	
TERI PENN	
Candyn Kelly	
Peggy Robinson	
SEAN CARLSON	
Dawn Anne	
Dede Evans	
Melvin Fimon	
John Edwards	
Jim Wright	
Sandy Traini	
Hany Meed	

Citizen's Advisory Group Meeting 1

June 20, 2018

1

Today's Goals

- PEL Study update
- Understand existing conditions
- Provide feedback on preliminary concept ideas
- Identify additional opportunities

2

MCR PEL Study Area

3

Project Schedule

4

Planning and Environmental Linkages

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process

5


Draft Corridor Vision

“Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety, connectivity, and access for Midtown Anchorage.”

6

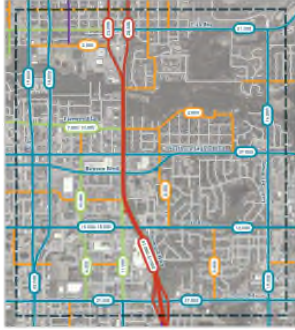
Draft Goals

- Safety**
 - Improve safety for all users by reducing the frequency and severity of crashes, particularly at intersections
- Mobility and Connectivity**
 - Reduce traffic congestion on the Seward Highway and cross streets
 - Improve connections for motorized and non-motorized users along and across the Seward Highway corridor
- Access**
 - Maintain access to adjacent land uses and improve access across the corridor for all travel modes
- Environmental**
 - Minimize impacts to residents, businesses, other stakeholders and the natural environment




7

Study Area Roadway Network




- This segment of Seward Highway has highest AADT in Anchorage Bowl
- Transitions from access controlled freeway to signalized corridor (at 36th Avenue)
- Intersects multiple east-west arterials with high-volume turn movements




8

Traffic Flows (Existing AM)

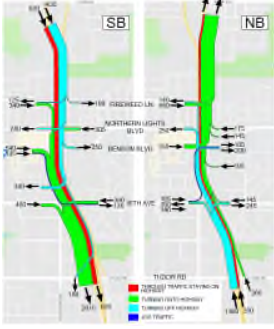


- Majority of traffic on Seward Highway is turning to/from cross streets, especially at:
 - 36th Ave (both directions)
 - Northern Lights Blvd (WB)
- AM Through Traffic:
 - 35% of NB traffic
 - 30% of SB traffic




9

Traffic Flows (Existing PM)




- Majority of traffic on Seward Highway is turning to/from cross streets, especially at:
 - 36th Ave (both directions)
 - Benson Blvd (EB)
- Also Notable:
 - Fireweed Ln (west leg)
 - Northern Lights Blvd (WB)
- PM Through Traffic:
 - 15% of NB traffic
 - 30% of SB traffic




10

Anchorage Network Congestion and Gaps




- Congestion issues at Downtown, Ingra/Gambell couplet
- Limited north-south connections pushes traffic east



11

Regional Modeling


- Future movement in area – modeling year is 2048
- Looking for patterns
 - Travel on parallel facilities
 - Travel on cross streets
 - Impacts of Glenn/Seward Highway connection
 - Through Trips versus Destination Trips
- How many lanes?
- If we build it will they come?



12

Constraints

- Limited right-of-way
- Access to businesses
- Closely spaced intersections/cross-streets
- Neighborhoods
- Geotechnical conditions
- High groundwater/poor soils
- Chester Creek/East Chester Park
- Helen Louise McDowell Sanctuary
- Extensive utilities




13

13

Opportunities

- Improve arterial grid crossings through Seward Highway corridor
- Improve connections between residential, retail, employment, and medical centers
- Enhance non-motorized facilities
- Opportunities to implement 2040 Land Use Plan




14

14

Preliminary Concept Development

- Kicked off with Concept Development Workshop
- Attendees from DOT&PF, Municipality of Anchorage and study team
- Similar format to today's meeting (but over two days!)
- Group Sketch Planning Session considering:
 - Access
 - Multi-modal
 - Corridor and interchange layout/configuration
 - Project definition and priority
 - Construction Phasing

Six concept ideas were presented, all with either one-way or two-way frontage roads




15

15

Common Elements

- Tudor Road interchange needs improvement
- Ramp access to at least two of the cross streets
- Frontage road access to most/all of the cross streets
- Improvements to the secondary road network
- Potential conversion of Northern Lights/Benson couplet to be two-way roads with one as local access
- Improve N-S and E-W multi-modal connections
 - Crossing at 33rd Avenue
 - Connecting Campbell and Chester Creek Trail networks




16

16

Break Out Session (40 mins)

- **Two Concept “Families”**
 - One way frontage roads
 - Two-way frontage roads
- **Think About:**
 - How you currently access your property
 - How this might change
 - How would you travel if traffic doubled
 - What areas/elements you currently avoid
 - Any suggestions for inclusion in the concepts?




17

17

Break Out Session

- **Feedback:**
 - How you currently access your property
 - How this might change
 - How would you travel if traffic doubled
 - What areas/elements you currently avoid
 - Any suggestions for inclusion in the concepts?




18

18

Public Involvement/Outreach

- Residents Advisory Group/Business Advisory Group
 - 2-3 meetings to review concepts, evaluation, provide feedback
 - Next meeting will be late summer
- Additional Agency Meetings
 - As needed to review concepts, evaluation, provide feedback
- Public Open Houses
 - **Late Summer:** Draft concepts and evaluations
 - **Early 2019:** Preferred concept

Midtown  19

19

Your Feedback is Important

- Website:
www.midtowncongestionrelief.com
- Sign up for our contact list and newsletter
- Contact the team:
Rachel Steer (907) 562-2000
MCR@dowl.com


LET YOUR VOICE BE HEARD. ”



Midtown  20


20

Questions?



Keep Alaska Moving Through
Services and Infrastructure

Thank you!

Midtown  21

21



Citizen's Advisory Group Meeting 1 – Notes and Break-Out Session Comments and Questions

Questions raised and answered during the presentation portion:

- Does DOT have any drawings of what they anticipate the project looking like?
 - o No – the other groups have come up with some ideas. In addition, there are previous projects where work has been done. This project is separate to and a fresh start from the 36th Avenue project. We don't have concepts/alternatives that we are proposing should happen, we are going to show you the ideas that the other groups have come up with and ask for your ideas as well. Information from previous projects is available for consideration.
- Question as to availability of comments made so far.
 - o We can provide a summary of public comments to date in a document. They are also available on the summary spatial map.
- Is there a summary guidance from federal agencies on the role of Citizens Advisory Groups in Planning and Environmental Linkages Studies?
 - o No – guidance is broad, Alaska will potentially develop its own PEL guidance which could include commentary on stakeholder involvement. This effort is particularly extensive, and has been tailored specifically for this project. The PEL approach with its associated larger focus is a good opportunity for community-centered involvement and feedback and give an ability to identify discreet projects that we can implement as funding comes available.
- Is DOT going to put in the quieter asphalt anywhere?
 - o We don't know yet. The PEL is a study stage prior to extensive design and materials decisions.
- Who is going to fund these projects?
 - o Funding for the construction of these projects is not finalized. Generally funding is Federal dollars for 90 percent and a State match at 10 percent.
- Does the process include noise studies?
 - o We are going to need to consider noise, including the appropriate amount of modeling for the inclusion in the study and for future projects.
- Where are we coming up with the predicted doubling of traffic over the next 20-years?
 - o The reason why the Seward Highway gets so much traffic is because a Glenn/Seward connection project is still in the LRTP as an improvement that is necessary to accommodate traffic growth. This is included in the traffic model. The LRTP allocates traffic growth to the traffic network and then determines what infrastructure is needed to meet the needs of traffic growth. Glenn/Seward has the most significant impact on the traffic network, and is considered to attract traffic from



- other roads in the network. If no Glenn/Seward connection, then the traffic will disperse to other routes.
- Have we measured the truck traffic data?
 - o It's cumbersome to count truck traffic specifically, but this has been captured in general traffic counts. We are aware of the heightened truck traffic.
 - Is the implication of stopping this study area where it does because a Glenn/Seward connection would start to the north of this study area?
 - o Not necessarily, 20th Avenue was identified as the logical termini because if you look at previous H2H projects traffic diverted at around 15th Avenue

General comments from group discussion:

- It is important to receive and consider citizen's feedback.
- We are bringing in the public earlier than we ordinarily do to develop concepts together.

Summary Comments:

- Appreciate volunteering time, additional suggestions/feedback appreciated. We will also look at what we can send in advance.
- We are going to give you copies of this presentation.

Break-Out session notes and take-aways:

One-way Frontage Road Concepts - Team 1:

Think about:

- ROW impacts – extent of ROW take
- One of the biggest issues as a driver is signals
 - o Would be good to not have signals on highway
 - o Consider a reversible lane system

Two-way Frontage Road Concepts - Team 1:

- Old Seward Highway as frontage road
- Land ownership of Old Seward Highway?
- Ramp side streets up over Highway
- Don't want increased traffic through Latouche Street and up through Fireweed Lane
- Consider traffic with Sears Mall improvements – REI and Carrs
- Sound barriers make people happy
- Consistency with South portion of Seward Highway is not a concern
- Conceptualize both ideas for two-way frontages

Concerns:

- Ped facilities
- Noise
- Latouche Street
- Homeless population



One-way Frontage Road Concepts - Team 2:

- Depressed freeway/cut-and-cover – consider covering certain sections rather than the whole thing to avoid need for ventilation system
- Rogers Park neighborhood extremely interested in noise and property acquisition
- Willingness to pay more upfront to get a better outcome long term – versus impacts to neighborhoods because of noise (particularly due to elevated freeway)
- Noise impacts – mitigation is important – needs to be quality
- Federal Funding – need to follow federal requirements for noise
- Leading causes of noise in corridor – signals, trucks, and motorcycles

Two-way Frontage Road Concepts - Team 2:

- Cut- and-cover seems to be preferred to elevated highway
- Liked idea of two-way Benson/Northern Lights Boulevard option
 - o Idea presented to make one of the roadways an urban 'park and walk' destination style area
- Pedestrian crossings suggested at:
 - o Mooses Tooth, Fred Meyer, Embassy Suites – tourists attempt to walk all over Benson/New Seward intersection to get to Fred Meyer
 - o Approved of a crossing at 33rd Avenue

Citizens Advisory Group Meeting 2

August 16, 2018



Citizens Advisory Group Meeting 2

Thursday August 16, 2018

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

To update and continue to refine potential concepts for the Midtown Congestion Relief Planning and Environmental Linkages Study. Garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Meeting Outcomes:

- Confirmed vision and goals
- Refined concept list
- Public and agency consensus and engagement

Agenda

- Opening remarks
- Introductions
- Agenda review/ Safety minute
- Vision and goals
- Concept update
 - One-way Frontage Road Concepts
 - Two-way Frontage Road Concepts
 - Discussion/Q&A
- Next Steps/Next Meeting





Citizen's Advisory Group Meeting 2 Summary Report

Thursday August 16, 2018

Meeting Purpose:

To update on the progress made since meeting 1 and present refined potential concepts. Receive feedback and garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

- Opening remarks
Steve Noble welcomed everyone and provided an overview of the agenda for the meeting.
- Introductions
Attendees introduced themselves. A record of attendance is attached as Attachment 1.
- Progress update:
Steve let the group know there is no formal presentation for this meeting and material covered is the same as the material covered in the Business Advisory Group (BAG) meeting held yesterday. He gave a brief overview of the public involvement process to date and noted this meeting concludes the second round of advisory group meetings.
 - Steve outlined the corridor vision and goals
 - He reiterated the concepts being presented today have had limited detailed analysis and he requested the group not be concerned by the location of the linework as no right of way impact analysis has been completed. The concepts being presented are still ideas and the goal of the meeting is to receive feedback on the ideas.
 - One participant noted considerations for multi-modal transportation on the Seward Highway need to be compiled. Response: This has occurred, and we will be presenting those ideas as part of the concepts shortly.

Steve reminded the group the traffic analysis shows that people are using the corridor to come to the Midtown area. This effort is focused on the following:

- Access to and from the Midtown area is a vital element of all the concepts
- Safety - There are elevated crash rates for both motorized and non-motorized traffic in the study area
- Mobility and Connectivity - Currently the east/west connections across the Seward Highway have been deprioritized and consequently there is congestion. The intersections at Benson Boulevard, Northern Lights Boulevard, and the Seward Highway are some of the busiest intersections in the state. This study is focused on how to provide the access and connectivity while improving safety and mobility.





- Environmental - Impacts are focused on noise, air quality, and ROW takes. There are relatively limited natural environmental issues along the corridor.
- One participant enquired whether these concepts are compatible with the Midtown District Plan? The Midtown District Plan was not finalized, and some elements have been incorporated into the 2040 Land Use Plan, we will ensure the relevant plans are considered as part of the study process.
- One participant requested we make the minutes from the Advisory Group meetings available. This will occur, and we also had a previous request to combine the groups. The challenge is finding a time of day that works for all. Also, this would make a much larger group and individual comments could get lost or not be expressed. We will consider combining if it continues to be a desire of the groups.

Steve then reviewed the next steps in the PEL process:

- This is the Citizen's Advisory Group's (CAG) second meeting of an anticipated total of four meetings
 - Next CAG meeting will focus on screening criteria development and feedback
 - Next public open house will be in November
 - This is the same presentation as yesterday's BAG meeting
 - Selection of the preferred alternative will be sometime in late winter early spring 2019
- **Traffic analysis**
Steve noted that due to time a detailed overview of traffic data would not be provided, but this can be made available.
 - **Concept update**
Steve ran through the recommended active transportation network and each of the concepts (labelled Concept A through Concept H). General feedback is captured below.
 - **Active Transportation**
 - The provision of a pedestrian overpass at 33rd Avenue will help BP employees cross the Seward Highway. One participant stated that they would use the pedestrian overpass.
 - There was some discussion regarding an underpass or an overpass. It was noted there are issues with underpasses unless there is good visibility. Steve mentioned that if an underpass was used they would be similar to the Glenn Muldoon interchange, which are angled to ensure the interiors can be seen from adjoining roadways. This approach increases safety and the likeliness the public will use them as intended.
 - Sean noted frontage roads would be at grade
 - One participant commented this area is supposed to be a 'city center', encouraging additional housing and mixed-use areas. These concepts appear to be taking housing. It appears the concepts are more focused on vehicle transportation rather than a true multi-modal transportation to a town center, and there appears to be less provision for non-motorized transportation. Response: Screening criteria will include an evaluation of the concepts multi-modal functionality.
 - One participant enquired about ROW impacts. Steve noted that we will better understand which properties are impacted by the next CAG meeting. This will depend on whether the freeway is elevated or depressed and will become clearer as the concepts are further developed.





- The active transportation concept is an overlay and is applicable to all concepts.
- o **One-way Frontage Road Concepts**
 - Concept A:**
 - Steve noted the frontage roads will be arterial in nature and will have a similar size to the current Seward Highway through Midtown. They will not have a rural road character like Brayton Drive or Homer Drive. The frontage roads will be 2-3 lanes each.
 - One participant enquired how access is gained to the Seward Highway from Midtown. Steve explained how access can be obtained from various locations. There are multiple variants within the concepts that can be thought of as “Lego” pieces that will fit together to form refined concepts. Steve then explained that for this concept the section between Northern Lights Boulevard and Benson Boulevard are treated like an elongated split diamond. This would be positive for pedestrian connectivity as it would allow for multiple crossing points.
 - The Rhone Street variant was described as a potential commercial access corridor.
 - For this concept anyone heading southbound along the Seward Highway would need to make the decision to exit onto the frontage road to Midtown early, around 20th Avenue.
 - One participant enquired how many lanes are being proposed over all, as this seems like a lot of infrastructure for cars, much like a super highway? Steve noted the number of lanes is determined by how much traffic is passing through as well as heading into the Midtown area. The data is showing us that the destination for a majority of the traffic is Midtown and there is limited amount of through traffic. Therefore, much of the focus of the concepts is access to Midtown. We are not building 3-4 lanes of freeway, as most traffic will be on the frontage system.
 - A participant requested explanation of the Rhone Street option. There is some existing ROW, but there will be ROW acquisitions necessary. One group member noted there is subsidized housing in the area that needs to be accommodated and care should be taken to not negatively impact the neighborhood road network. Steve commented that we have also heard a lot of feedback that LaTouche Street is another area that should not be negatively impacted.
 - Some participants suggested they would like to see a similar parallel option to the Rhone Street option on the other side of the Seward Highway in the commercial area.
 - Steve noted the design team is also focusing on enhancements to the secondary road network.
 - Steve noted that this concept creates high traffic volumes, particularly at the north end, which will result in wide frontage roads.
 - One participant enquired whether there is enough traffic flow to consider a reversible lane? The team is staying open minded to a possibility of a reversible lane.
 - One participant noted there appears to be a missing link in the active transportation network along LaTouche Street, please find a way to address this.
 - One participant noted they were concerned about the impact of cut-through traffic on the Rogers Park neighborhood.
 - Steve stated that we are hoping to have meaningful traffic data and analysis completed by the next round of meetings. Will definitely have Fireweed Lane and LaTouche Street. If the information isn't ready by that time, we will push the third meetings out until it is ready to present.





- One participant enquired whether the traffic model is sensitive and detailed enough to capture people who use Rogers Park as a cut-through route? Yes, and our Bluetooth counter has probably captured this data better than the model.
- One participant sought clarification of how the Bluetooth data is captured. How do we know whether there are multiple Bluetooth devices active in one car as compared to a car without a Bluetooth device? Steve explained that Bluetooth data collection only draws from a percentage of the population depending on if they have Bluetooth enabled devices on in vehicles, and data is evaluated using a statistical sampling approach to understand trends.
- One participant enquired whether the two-way street layout of Benson Boulevard and Northern Lights Boulevard will only form part of Concept A. This is not necessarily the case, but it works well with the other components in Concept A due to ramp access. The one-way couplet format would remain at A street. The two-way configuration proposed is needed to support ramp spacing.

Concept B:

- Steve described the braided ramps in this concept and how they would function.
- One participant asked how tall a typical braided ramp section is. The minimum separation would need to be 16 feet plus the 6 feet for the infrastructure. The lower ramp would be at grade. The braided ramp allows for an exit at Benson Boulevard. This concept enables the section between Benson Boulevard and Northern Lights Boulevard to function like an elongated split diamond interchange.
- One participant commented that if you don't live in Anchorage and understand how this works it could be difficult to maneuver. It will also be difficult for tourists to navigate. Steve acknowledged this and noted for the group that the closer/shorter the intersections are to each other in the split diamond interchange system the easier it is to navigate. For example, the elongated split diamond at Dimond Boulevard and 100th Avenue has extended travel distances between the two intersections, which makes it more complicated for travelers to use.
- One participant enquired whether this interchange will use weaving lanes? These seem to be dangerous in short sections because people are weaving back and forth trying to get to exits. There are national standards that must be met in designing weaving lanes. We are also assuming a 55 MPH zone instead of a 65 MPH zone as the increased speed would increase conflicts and potentially create safety concerns.
- A challenge with this concept is there is no ability to build another set of ramps beyond Fireweed Lane because of constraints associated with width, spacing, and clearance.

Concept C:

- One participant enquired why there isn't an earlier merge at the northern end of the study area, and why is a frontage road needed through to 20th Avenue. Steve confirmed that this element of the concept is illustrative, and we will likely be able to shorten the merge lanes at the northern end.
- This concept balances traffic volumes relatively well and it reduces the need for wide frontage roads.
- The variant gives the ability for additional access at 36th Avenue to the Old Seward Highway.
- There are some tight weaving issues on the freeway.
- The pedestrian crossing at 33rd Avenue is less likely to be viable with this variant.



- One participant raised concerns about the impact of the concept on Moose's Tooth.
- One participant enquired whether the concept will put more pressure on Tudor Road. Analysis completed to date has not indicated additional pressure on Tudor Road.
- A participant asked whether there will be a new bridge over the highway at Tudor Road. Steve confirmed all concepts assume and incorporate reconstruction of the Tudor interchange.
- A participant noted Concept B allows for future on/off ramps for Fireweed Lane, are we expecting these will be needed and built in the future? We're not sure if these will be needed in the future. A PEL study is planned to look at the Seward Highway north of 20th Avenue.
- There was a general comment raised by the group that there is no highway portion through Fairview and the frontage roads are considered the highway.
- A participant noted Rogers Park residents want to continue to travel east, especially on bicycles.
- Sean Holland noted that a significant amount of traffic wants to turn north at Fireweed and the challenge is being aware of the impact of this movement on the section of the highway that will be considered in a future PEL study.
- Sean enquired what the group thought about closing access to Rogers Park at Fireweed Lane, thereby eliminating cut-through traffic. One participant raised concern about how emergency vehicles would access Rogers Park at Fireweed if it were to be closed.

Concept D:

- Steve explained that this concept is like a diverging diamond and intended to create a free left turn movement.
- We're showing this concept to all the groups because it was shown at the first meeting. After initial traffic analysis, there are flaws being identified with this concept. Unless there is significant interest in this concept it will likely not move forward. The other groups have supported that decision.
- One participant noted this concept would be challenging for inexperienced drivers.
- A participant enquired whether there are any benefits that will be lost by eliminating this concept? This concept does provide efficient right-hand turns onto Benson and left-hand turns onto Northern Lights. However, there is some benefit in friction on arterial roads to slow traffic flows, particularly for non-motorized traffic.
- A concern was raised that once this infrastructure is built, it will be there long-term and difficult and costly to alter.
- One participant commented that they did not like the Muldoon diverging diamond and found it very confusing while it was being built.

o **Two-way Frontage Road Concepts**

Concept E:

- This concept would recreate Old Seward Highway as the main arterial through Midtown.
- One element that will need to be considered is the need for another opportunity to exit to Midtown other than Tudor Road, as this will overload the Tudor interchange. Traffic modeling is yet to be completed.
- Several participants enquired whether the frontage road would be on top of the freeway or vice versa. It was their opinion this would be a lot nicer than having ten lanes in a row. We have not looked at that option in detail. We appreciate the

feedback and want to understand what the public wants, so we know what ideas are appropriate and how to spend the transportation dollars. Sean noted that funding will be a challenge, and feedback is requested to demonstrate the public's desire for this approach.

- A participant asked whether we are valuing the ROW on assessed value, or are we considering the long-term loss of tax assessed lands to the MOA? This can be considered, but we are obligated to follow federally mandated ROW process for acquisitions.
- A participant asked whether the concept will expand Old Seward Highway from 5 to 7 lanes? Potentially, it will probably look like Dimond Boulevard. There are also significant challenges from a non-motorized traffic perspective.
- A participant sought clarification that this concept uses Old Seward Highway for access to Midtown.
- Steve explained that the goal of this variant was to provide additional access but highlighted existing issues with the closely spaced intersections and the potential for this to become more of a problem. This variant removes parking for the CH2MHill building.

Concepts F and G:

- Steve explained these two concepts are very similar and creates a Midtown 'business loop'.
- The concept maximizes access at 36th Avenue.
- Both concepts and variants will create a road system similar to today but looking more like Dimond Boulevard.

o **Median U-Turn Concept**

Concept H:

- Steve explained the Median U-Turn concept. This concept was liked by the business group as it would complete the ROW acquisition process in a single process rather than incrementally.
- This concept is compatible with all the one-way frontage road concepts, but not the two-way frontage roads concepts.
- The concept converts all intersections to two-three phase signals. Traffic won't have to wait for a 180 second signal cycle. It would be more like downtown where all the signals are 60 second cycles.
- A participant enquired whether large/long of vehicles can turn using the median U-turns. They are redesigned to accommodate WB-67 vehicles. The concept also minimizes disruption associated with construction projects.
- Sean noted that videos are available that illustrate how median U-turns work. A link can be posted on the website.
- One participant noted some experience of Texas U-turns and raised concerns about driver behavior. The participant would prefer to not see these used in Midtown.
- One participant noted some inconsistency in the illustrations of the frontage roads at intersections. These will be corrected to communicate that frontage roads are proposed at grade.
- This concept will provide temporary traffic control while interchange projects are constructed, which will minimize disruption. Support for this was expressed by the business group, which is likely why the one-way frontage road concepts were also preferred.





- Galen Jones noted this concept allows for future interchanges to be built one at a time.
 - One participant expressed support for a depressed freeway, as it will provide greater opportunity in the future for businesses and parks, etc. to build over the highway.
 - One participant raised concerns regarding left hand turn access to Geneva Woods. This needs to be considered as opportunities for alternative access to the neighborhood are limited.
 - A participant enquired how much consideration is being given to 20th Avenue. This is limited currently as we need to ensure there is independent utility and compatibility with the future Fairview PEL study.
 - A participant enquired whether we can avoid adding lanes. The freeway will probably have to stay 2-3 lanes to accommodate projected traffic volumes, and frontage roads will also need to be 2-3 lanes.
 - A participant asked whether Concept H was able to be developed independently, or whether a preferred full concept will need to be determined. Concept H is an intermediate step, and the future full build-out will need to be determined. There may be challenges using Concept H if a 'cut and cover' option is preferred for highway construction owing to width considerations.
 - Galen noted Concept H gives merit to the rest of the one-way concepts as it creates time to secure funding to build all the infrastructure, while also enabling all the ROW acquisition to happen once.
- Next Steps/Next Workshop and general discussion Q&A
 - One participant noted three lanes next to residential areas and removing trees is likely to generate concerns, but sound barriers will help. Commercial areas are unlikely to prefer sound barriers as it screens businesses and reduces their visibility to the traveling public.
 - Higher density housing increases the likelihood of noise walls. A survey is used to seek public opinion.
 - A participant noted that during the first meeting there was an impression that lowering the highway underground would be too expensive. We need to thoroughly consider a depressed freeway as there is likely to be significant public concern associated with the construction of an elevated freeway.
 - One participant noted that cut and cover freeway construction doesn't necessarily have to be an all or nothing, there can be some open sections.
 - Sean noted that a depressed freeway is likely to be expensive owing to construction cost, high water table, utilities and other infrastructure relocations.
 - A participant enquired about the timeline of the PEL study. It is expected to be complete by end of the summer in 2019 to enable the first project identified to move forward to design and permitting.
 - One participant enquired about Federal funding, and whether the study is really a PEL Study as it appears to be focused on the road and cars, and limited discussion about environmental issues. This certainly is a PEL. Environmental issues on this corridor are the built environment, human, ROW, land-use plans, transportation and modal plans. All of this is being considered in concept development and will be analyzed and evaluated through the screening criteria. The goal is to select a preferred concept knowing the issues, rather than avoiding them or not being aware of them. The PEL process speeds up the environmental process because we already understand the issues.





- One participant noted there seems to be a lot of infrastructure oriented toward cars. It is their opinion where we do not need 10 traffic lanes through Midtown even though they acknowledge the data suggests this.
- One participant enquired whether we have considered changes to the public transportation network, including stopping service on 36th Avenue and increased headways on other routes. We realize transit routes are dynamic, but we have included the transit agency in the process, and Transportation System Management is being considered as part of the evaluation criteria.
- A participant noted that winter bicycle and pedestrian use is increasing and requested that this be considered in the design process.
- A participant noted elevated bikeways are being sought in Fairview, as tunnels accumulate snow.
- One participant asked about the ranking and screening process, and whether this can be discussed further with the CAG. The evaluation criteria will be addressed in our next meeting.
- A participant noted interest in viewing the results of the evaluation process. The participant has been involved in past efforts and is interested in weighting factors and the influence they have. Steve noted we are currently attempting to develop evaluation criteria without weighting factors.
- The graphical representations of the concepts and meeting notes will be posted on the website, and comments and questions can be made available via the website. These will be distributed in the next one-two weeks.
- A participant requested clarification of what input is being sought from community councils? It was noted that participants are representing community councils, but they are not present to provide specific feedback on their behalf. The graphics and meeting notes will be posted on the website, and comments and questions can be made via the website.
- Rachel Steer commented that it took two hours to talk through the concepts and requested that representatives can help to explain the concepts to their community councils. The project team will be visiting community councils again shortly to provide an update.
- Rachel thanked everyone for attending and we appreciate the thoughts and feedback about the future of Midtown for the entire community, rather than being focused on the individual impacts to properties.





MIDTOWN CONGESTION RELIEF – CITIZENS ADVISORY GROUP MEETING
SIGN IN SHEET
Thursday, August 16, 2018
5:30 P. M.

PLEASE PRINT:

NAME	BUSINESS NAME	BUSINESS ADDRESS	TELEPHONE	E-MAIL
Jim Wright	Rogers Park Community Council			
Peggy Robinson	MidTown CC			
Terri Penn	Airport Heights CC			
John Edwards	Pettit Properties			
Harry Need	Fairview CC			
Sandy Train	CPCC			
PHIL ROGERS	GENOVA Woods HOA			
David Evans	Rogers Park CC			
Carlye Holley	Airport Heights CC			
Kevin F Finney	Campbell Park Comm Council			
Rachel Seer	DOWL			

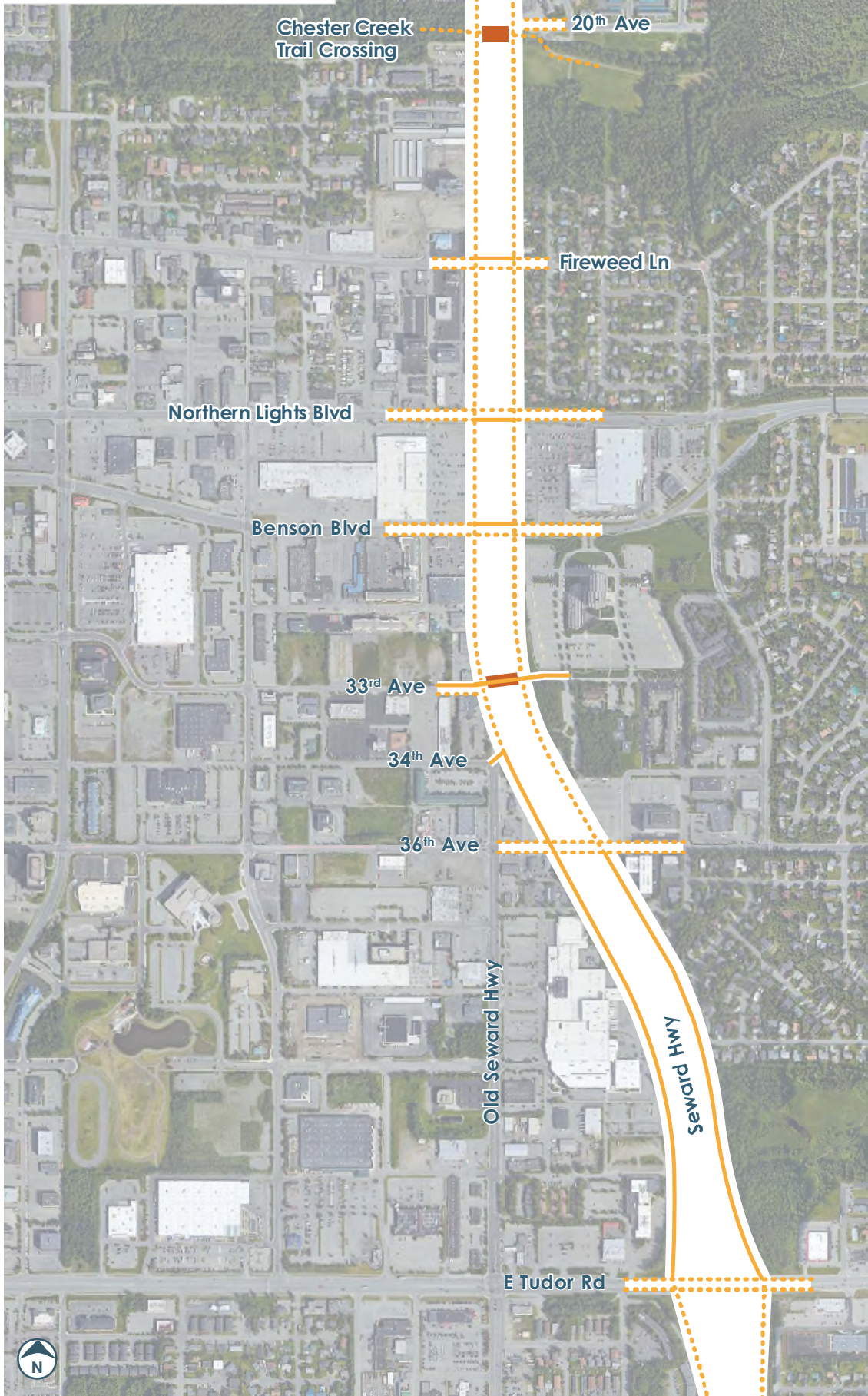
OBJECTIVES

- Provide east-west connection
- North-south mobility along Seward Highway
- Signalized crossings occur at each major intersection
- Grade separated crossings occur at Chester Creek and 33rd Ave
- Connection between Chester Creek and Campbell Creek trails

ACTIVE TRANSPORTATION

- New active transportation facility segments
- - - Existing active transportation facility to be Reconstructed or improved
- Structure

Active Transportation applies to all concepts



KEY FEATURES

- Mainline could be over or under cross streets
- Accommodates future southbound off and northbound north of Fireweed Lane
- Includes redesign of Benson Blvd/Northern Lights Blvd to be two-way roads east of A Street to accommodate ramp spacing
- Benson Blvd is free-flowing crossing with greater focus on commercial access
- Active transportation free-flow crossing at Benson Blvd

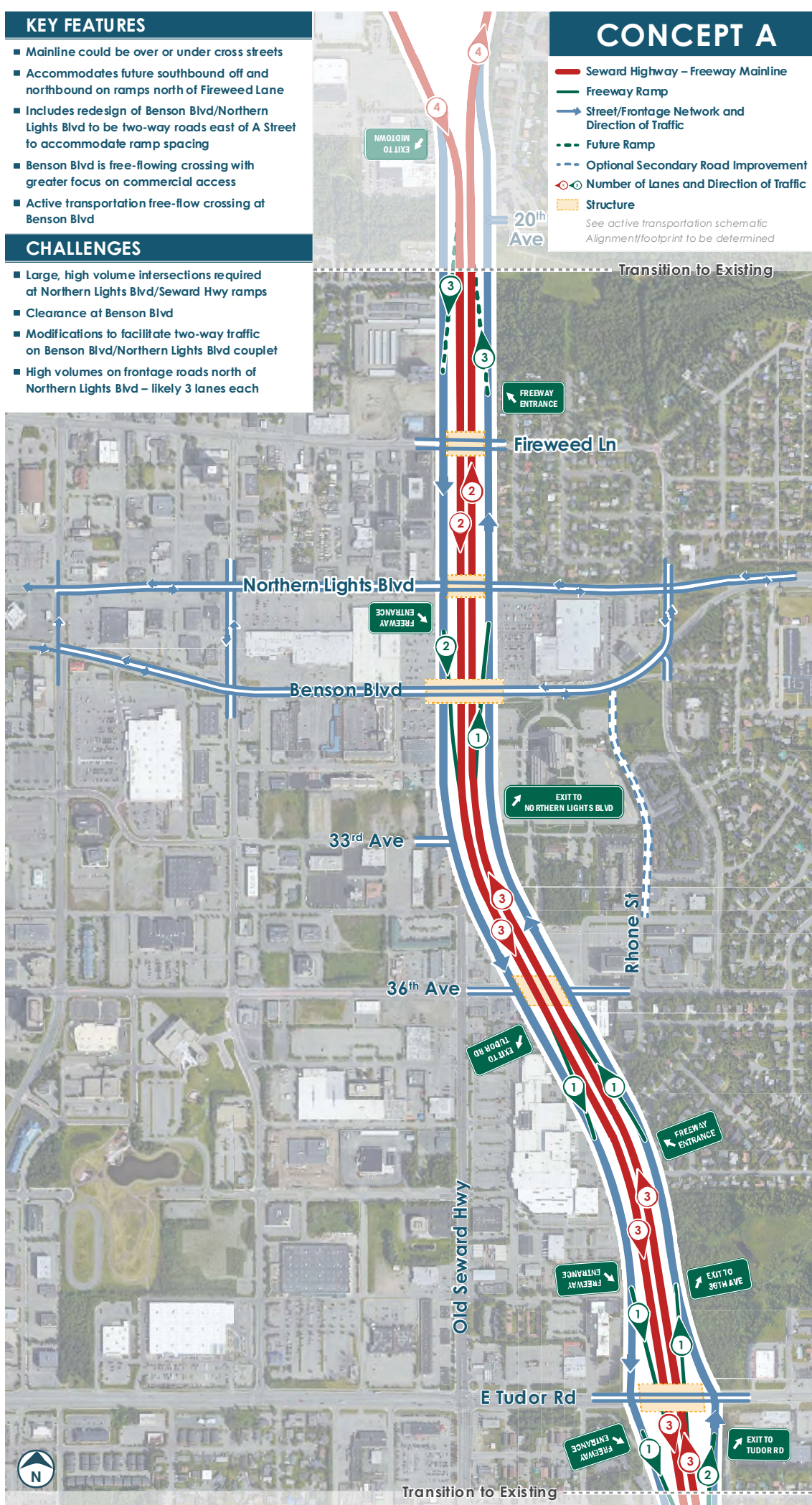
CHALLENGES

- Large, high volume intersections required at Northern Lights Blvd/Seward Hwy ramps
- Clearance at Benson Blvd
- Modifications to facilitate two-way traffic on Benson Blvd/Northern Lights Blvd couplet
- High volumes on frontage roads north of Northern Lights Blvd – likely 3 lanes each

CONCEPT A

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ①②③ Number of Lanes and Direction of Traffic
- ▭ Structure

See active transportation schematic
Alignment/footprint to be determined



KEY FEATURES

- Ramps north of Northern Lights Blvd avoid signalized intersection at Fireweed Lane and reduce frontage road volumes

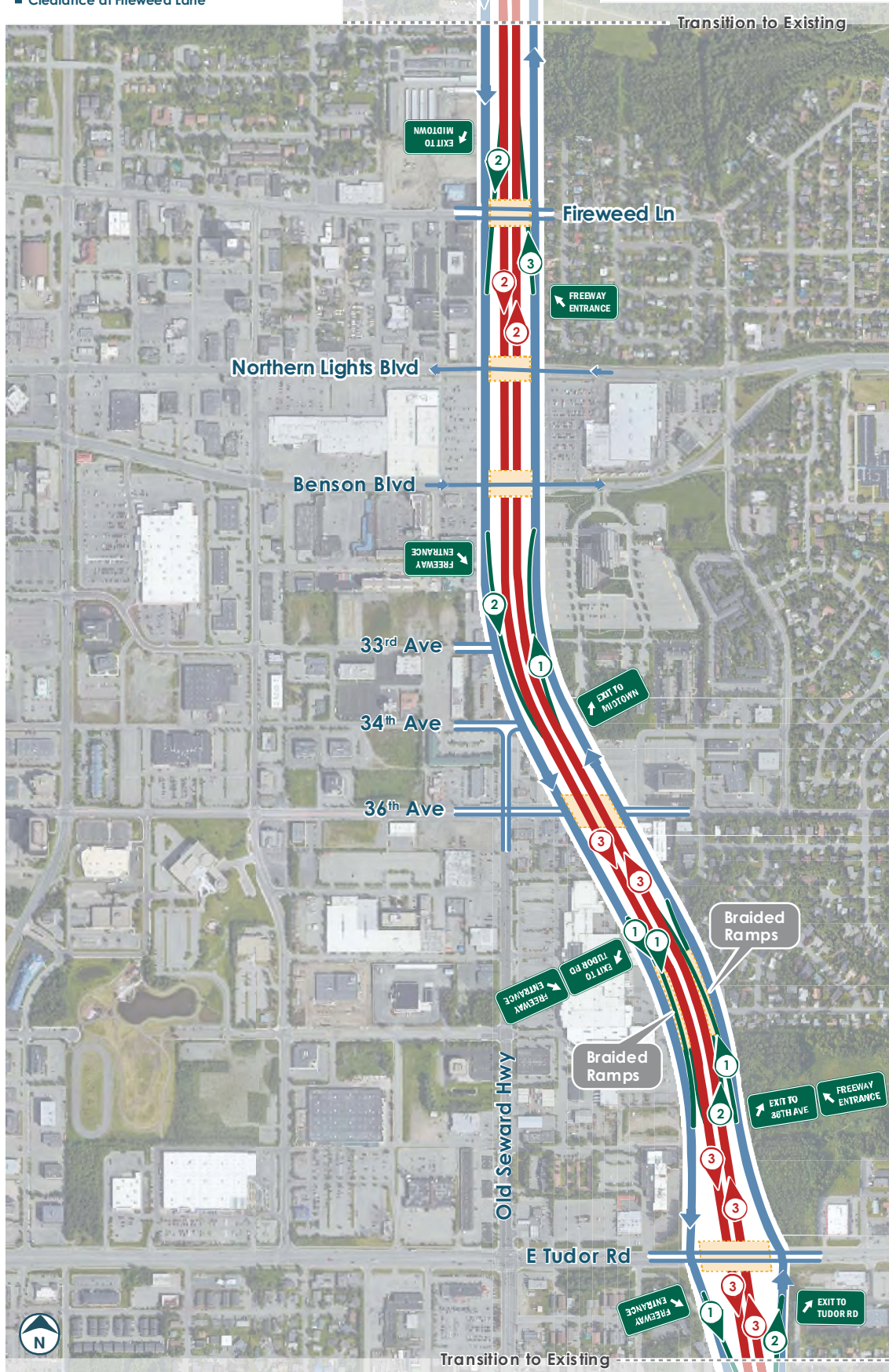
CHALLENGES

- Spacing of access likely precludes future on/off ramps at Fireweed Lane
- Braided ramp structures, grades and footprint
- Braided ramps likely require Seward Hwy to cross over 36th Ave and under Tudor Road
- Clearance at Fireweed Lane

CONCEPT B

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ⊙ Number of Lanes and Direction of Traffic
- ▭ Structure

See active transportation schematic
Alignment/footprint to be determined



KEY FEATURES

- Benson Blvd, Northern Lights Blvd, and Fireweed Lane operate as a split diamond
- Full access is provided to 36th Ave
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane
- Manages volume on frontage roads north of Northern Lights Blvd

CHALLENGES

- Braided ramp structures, grades and footprint
- Braided ramps likely require Seward Hwy to cross over 36th Ave and under Benson Blvd
- Active transportation connection across Seward Hwy to 33rd Ave would conflict with braided ramps

CONCEPT C

- Seward Highway – Freeway Mainline
 - Freeway Ramp
 - Street/Frontage Network and Direction of Traffic
 - - - Future Ramp
 - - - Optional Secondary Road Improvement
 - ①②③④ Number of Lanes and Direction of Traffic
 - Structure
- See active transportation schematic
Alignment/footprint to be determined*

VARIANT KEY FEATURES

- Reduces the number of intersections along 36th Ave
- Tight weaving and additional lane required along Seward Hwy between 36th Ave and Tudor Rd in southbound direction
- Braided exit ramp ties directly to arterial roadway

BRAIDED RAMP TO OLD SEWARD VARIANT



KEY FEATURES

- Frontage roads intersect at Fireweed Lane and 33rd Ave
- Heavily concentrates access to and from Seward Hwy
- Facilitates left turning traffic at Benson Blvd/ Northern Lights Blvd with no opposing traffic
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane

CHALLENGES

- Right turning traffic volume is comparable to left turning traffic volume
- Right turning movements not intuitive
- Additional intersection for frontage traffic
- Additional structures for crossover intersections
- Complicated geometry and structures at frontage road intersections
- High frontage road volumes
- No additional ramping within crossover configuration

CONCEPT D

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ④ Number of Lanes and Direction of Traffic
- ▭ Structure

See active transportation schematic
Alignment/footprint to be determined



VARIANT KEY FEATURES

- Crossover intersection shifted south of 36th Ave
- Eliminates entrance and exit ramp south of 36th Ave

CROSSOVER VARIANT



KEY FEATURES

- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to end frontage
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane

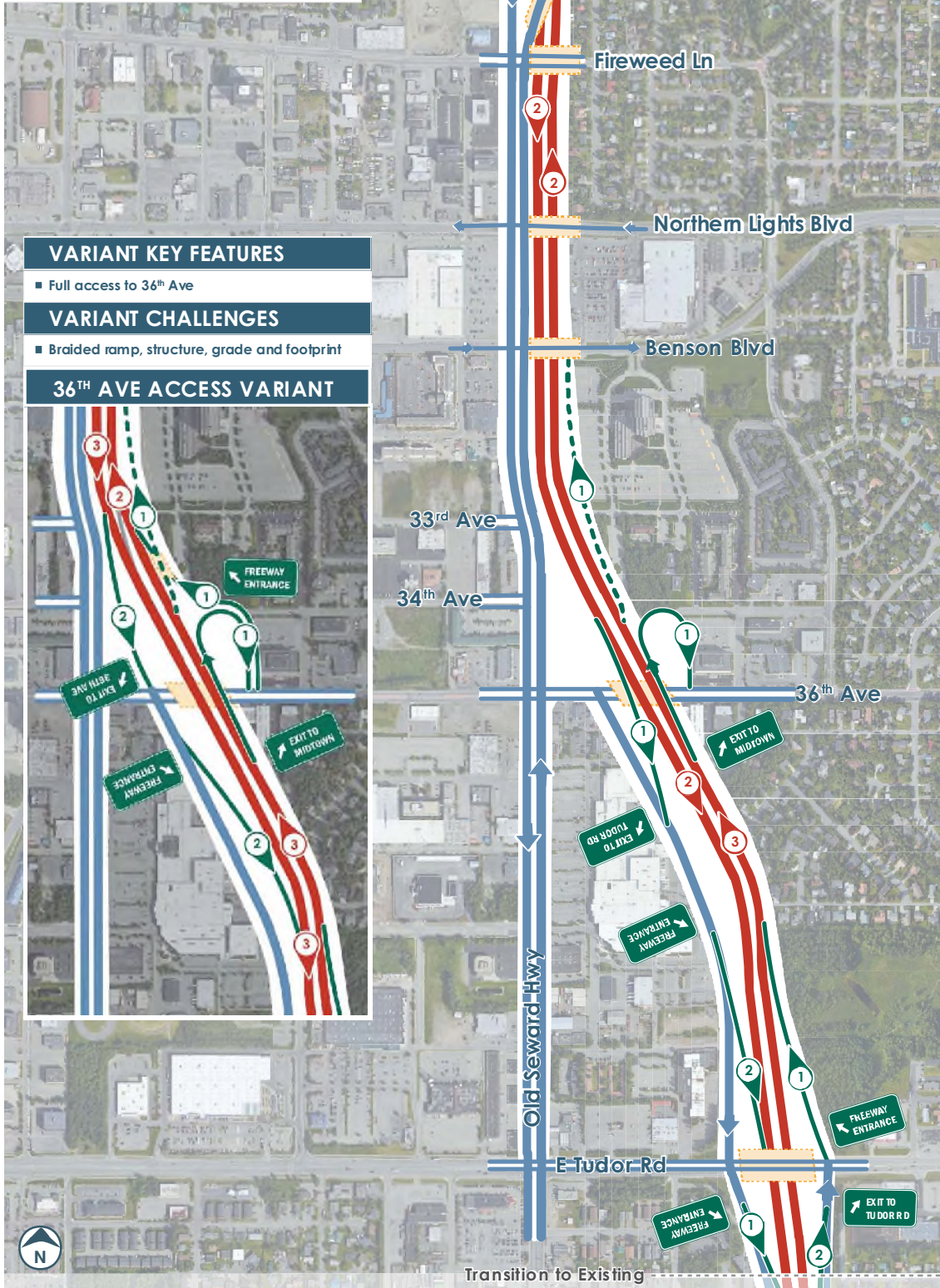
CHALLENGES

- High volumes on frontage roads – likely 3 lanes each direction
- Limits ability to add ramps
- Closely spaced intersections along 36th Ave
- Old Seward Hwy to Seward Hwy connection results in high signalized turning movements at Tudor Road and 36th Ave

CONCEPT E

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- Number of Lanes and Direction of Traffic
- Structure

See active transportation schematic
Alignment/footprint to be determined



VARIANT KEY FEATURES

- Full access to 36th Ave

VARIANT CHALLENGES

- Braided ramp, structure, grade and footprint

36TH AVE ACCESS VARIANT



KEY FEATURES

- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to begin and end frontage
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane

CHALLENGES

- High volumes on frontage roads – likely 3 lanes each direction
- Limits ability to add ramps
- Long structures required to cross the mainline

CONCEPT F

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ⊕ Number of Lanes and Direction of Traffic
- ▭ Structure

See active transportation schematic
Alignment/footprint to be determined



KEY FEATURES

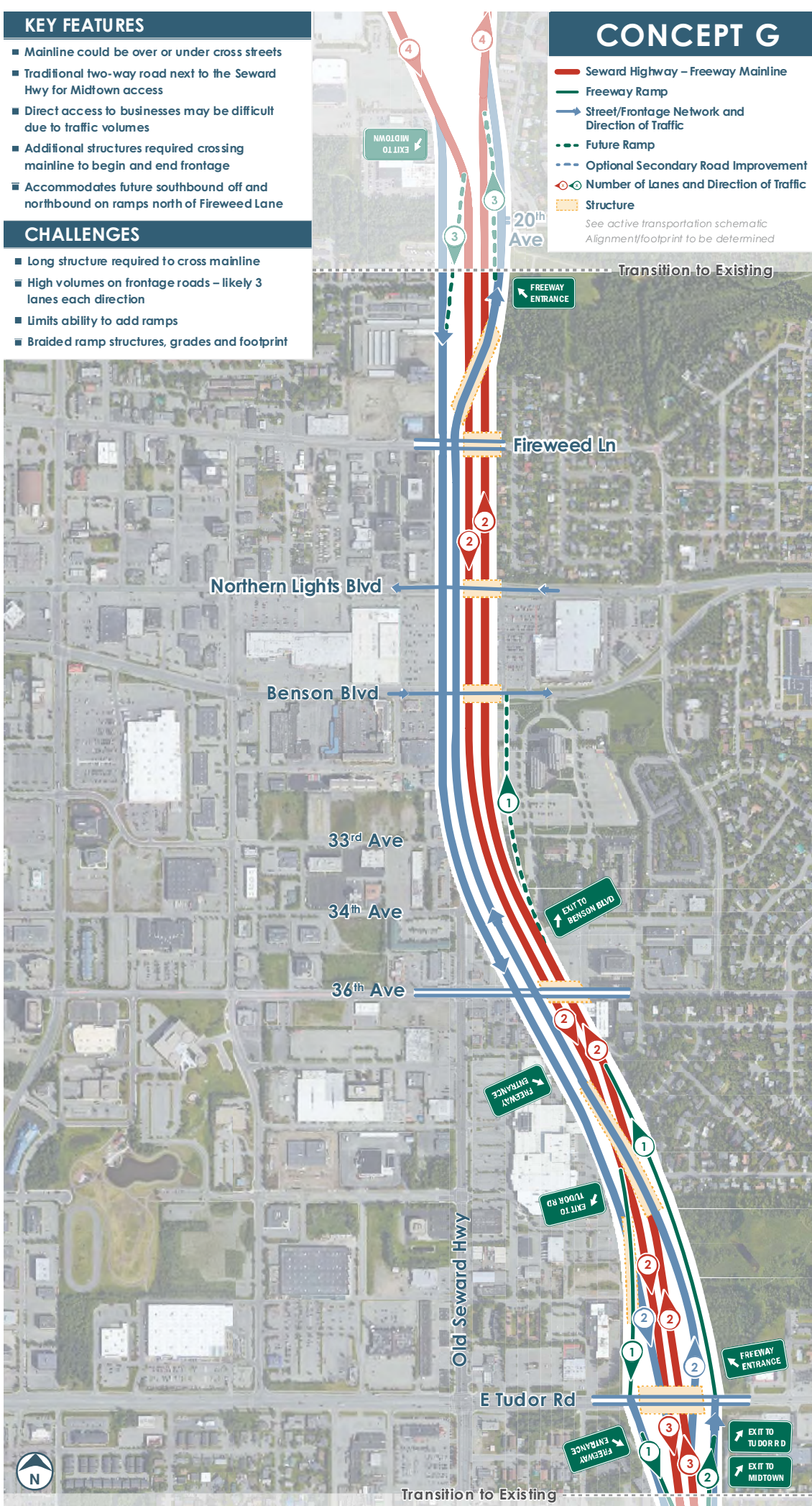
- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to begin and end frontage
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane

CHALLENGES

- Long structure required to cross mainline
- High volumes on frontage roads – likely 3 lanes each direction
- Limits ability to add ramps
- Braided ramp structures, grades and footprint

CONCEPT G

- Seward Highway – Freeway Mainline
 - Freeway Ramp
 - Street/Frontage Network and Direction of Traffic
 - - - Future Ramp
 - - - Optional Secondary Road Improvement
 - ② Number of Lanes and Direction of Traffic
 - Structure
- See active transportation schematic Alignment/footprint to be determined*



KEY FEATURES

- Maintains full access at all cross-streets
- Changes all northbound and southbound left turns to be median u-turns
- Converts all signals to be 2 or 3 phase signal
- High capacity corridor that would be compatible with future construction of any of the one-way frontage road options

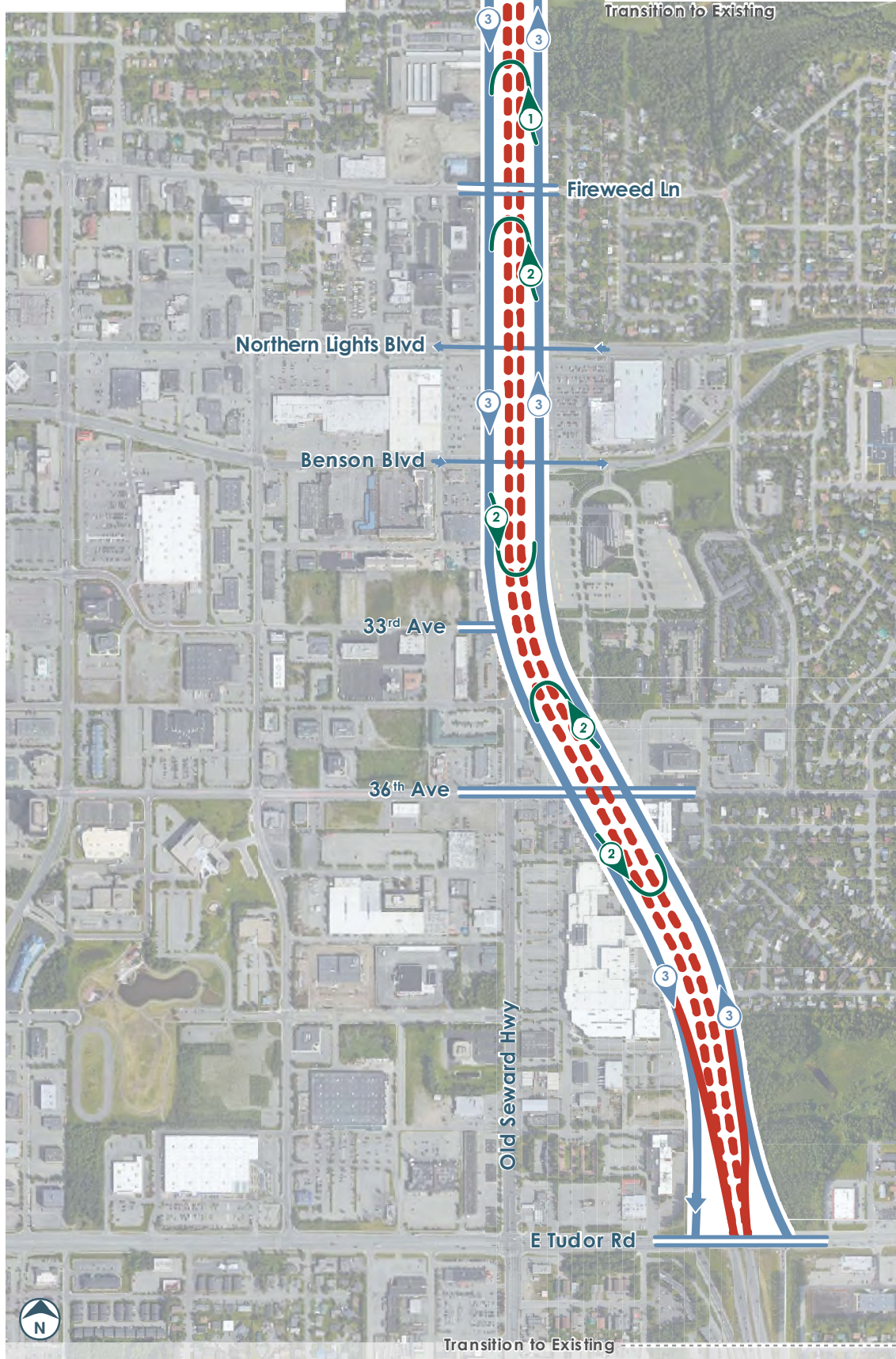
CHALLENGES

- Not as intuitive for motorists
- Complex signal timing to enable the u-turn movements to meet capacity requirements

CONCEPT H

- Seward Highway – Freeway Mainline
- Future Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- Number of Lanes and Direction of Traffic
- Structure

See active transportation schematic
Alignment/footprint to be determined



Check-In Meeting

November 27, 2018



MIDTOWN CONGESTION RELIEF -- CITIZENS ADVISORY GROUP CHECK-IN MEETING
SIGN IN SHEET
Tuesday, November 27, 2018
4:00 P.M. -- 6:00 P.M.

PLEASE PRINT:

NAME	BUSINESS NAME	BUSINESS ADDRESS	TELEPHONE	E-MAIL
Dave McCarroll				
Ned Hahn				
Cassie Simpson / Mount Carmel	TLC Pacific Frontier Building			
HEVA FIMORA	Campbell Park Comm. Council			
Paige Coatsy	Public			
Christina Remy	RAAC			
Ned Hahn	Guardian Security System			
Jay Stange	Spencer Community Council			
Chip Deavich	Yajlba			
Sharon Chapman	Fairview Comm. Comm.			
Karen Raud	citizen			
Sandra Christopher				
Jolee	RPCC			
Peter Mijos	RPCC			
TRIL ROGERS	GENEVA WOODS HOA			
AL FRANGANI	DANSON INC. INC			
Sandy TRAWI	CPCC			
Harry Need	FVCC			
★ SCOTT JONES	SAN ARCHITECTURE			
Dave Evans	RPCC			
Sam Moore	SLCC			



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

① Freeway should be below grade for noise and pollution reduction

② As early as possible in the process allow land acquisition from willing sellers. It is not fair if our property becomes not sellable because it will be in the right of way but you don't buy it from us.

To receive project information, provide your name and an e-mail or postal address:

Name: John Christopherson

Address: _____

E-mail: _____

Phone: _____

Citizens Advisory Group Meeting 3

February 4, 2019

02.04.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study

Business and Citizens Advisory Group Meetings #3

1

TODAY'S AGENDA

- PEL Study Process and Planning Context
- Study Status – where we are today
- Concept Review – what our analysis is telling us
- Phase 1 Concept Evaluation
 - Criteria Discussion
 - Preliminary Evaluation – recommendations for concepts to be “screened out”
- Next Steps
- Staying Involved

2

Sean Holland, PE
Project Manager

DOWL:

- Project management
- Transportation planning
- Public and agency involvement
- Traffic operations analysis and microsimulation
- Extensive national PEL experience using Colorado model

JACOBS:

- National interchange and structures expertise
- Corridor experience with H2H

KITTELSON & ASSOCIATES:

- Regional modeling
- Safety analysis

3



4

FHWA PLANNING FACTORS

1. Support the **economic vitality** of the area.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility** and **mobility** of people and for freight.
5. Protect and enhance the **environment**, promote **energy conservation**, and improve the **quality of life**.
6. Enhance the **integration** and **connectivity** of the transportation system, **across and between modes**, for people and freight.
7. Promote **efficient** system management and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance **travel** and **tourism**.

5

VISION


Guiding solutions. Reflecting public/agency input.

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.


6

PLANNING CONTEXT

- Statewide Long-Range Transportation Plan
- Vision Zero Anchorage
- Anchorage Bowl Comprehensive Plan 2020
- Anchorage 2040 Land Use Plan
- Anchorage Metropolitan Transportation Plan 2035 and 2040
- Anchorage Bicycle and Pedestrian Plans
- Municipality of Anchorage Complete Streets Policy
- Anchorage Municipal Code Title 21 Land Use Code



7



PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

8

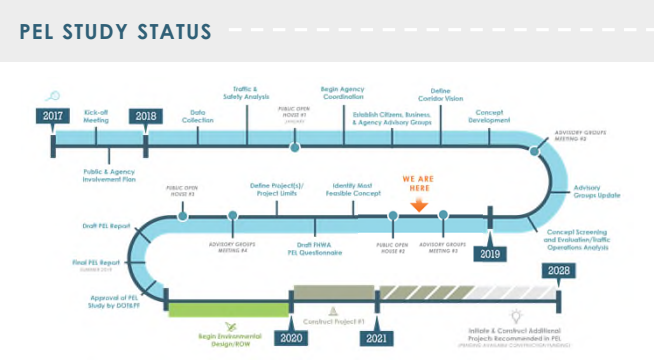


- Three Open Houses
- Interactive Map
- Citizen, Business, & Agency Advisory Groups
- Community Council Updates
- One-on-One Meetings

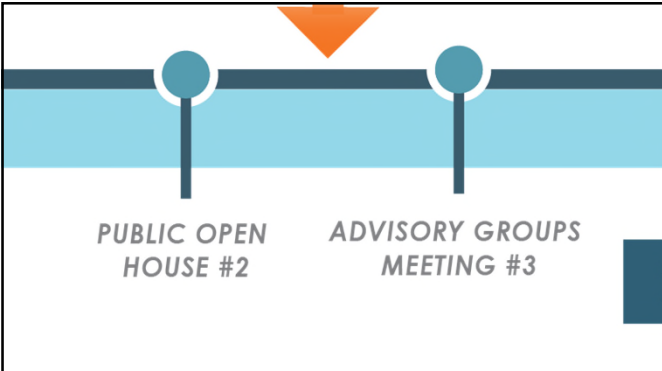
PUBLIC/AGENCY INVOLVEMENT

9

PEL STUDY STATUS



10



PUBLIC OPEN HOUSE #2 ADVISORY GROUPS MEETING #3

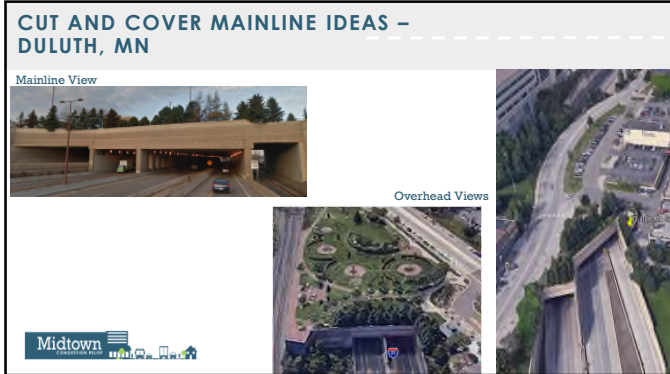
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WHAT WE HAVE HEARD AND LEARNED . . .

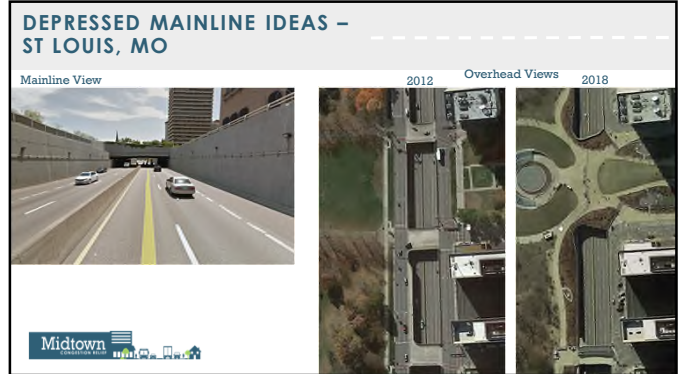
- Seward Highway is a barrier
- Access to Midtown not Midtown by-pass
- Non-motorized access
- Secondary road network
- Property impacts
- Noise and visual impacts
- Aspirational project



12



13



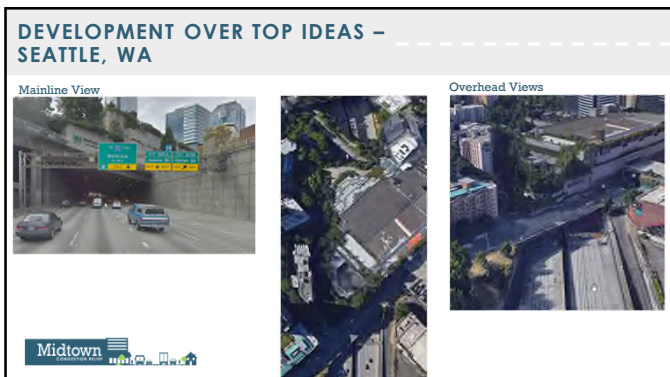
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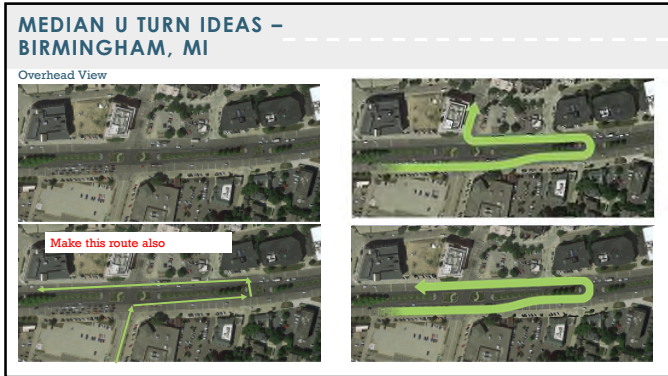
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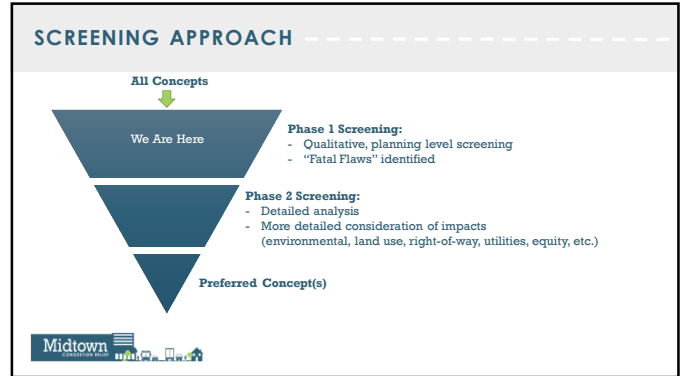
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19



20

PHASE 1 SCREENING CRITERIA

- **Mobility:** Does the concept reasonably resolve congested areas or bottlenecks?
- **Safety:** Will the concept reduce existing and future year crash rates?
- **Access:** Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
- **Nonmotorized Connections:** Will the concept improve connections and provide facilities for nonmotorized users?
- **Land Use:** Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
- **Implementation:** Can the concept be constructed and funded as a series of projects rather than one large project?

21

PHASE 1 SCREENING EXERCISE

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?								
Safety: Will the concept reduce existing and future year crash rates?								
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?								
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?								
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?								
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?								
PROGRESS CONCEPT TO PHASE 2?								

22

CONCEPT REVIEW

- Traffic and Operations Analysis
- Typical Sections
- Right-of-Way Impacts
- Environmental Impacts
- Land Use Impacts
- Preliminary Concept Screening

Initial results, challenges and possible solutions are presented on the following slides...

23

PHASE 1 SCREENING EXERCISE

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?	↑↑	↑	↑	↑	↑	↑	↑	↑
Safety: Will the concept reduce existing and future year crash rates?	←	←	↑	↑	↑	↑	↑	↑
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?	↑	↑	↑	↑	↑	↑	↑	↑
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?	↑	↑	↑	↑	↑	↑	↑	↑
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?	↑	↑	?	↑	↑	↑	↑	↑
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?	↑	↑	↑	↑	↑	↑	↑	↑
PROGRESS CONCEPT TO PHASE 2?								

24

**PHASE 2
REFINE CONCEPTS**

Continued Focus On:

- Alignment
- Specific property impacts
- Seward Highway up or down
- Planning context
- Public feedback
- Detailed concept screening
 - Broad analysis, including planning level costs and implementation phasing



25

**PHASE 2 SCREENING
DRAFT CRITERIA**

1. Traffic Mobility/Operations
2. Nonmotorized Connections
3. Safety
4. Connectivity and Access
5. Land Use
6. Environmental
7. Implementation
8. Community Support



26

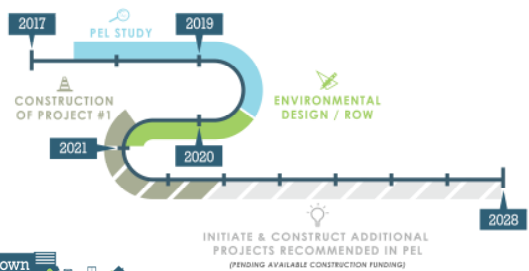
STAYING INVOLVED

2019	JANUARY / FEBRUARY	Agency, Citizens and Business Advisory Group Meeting #3
	FEBRUARY 6	Anchorage Transportation Fair
	FEBRUARY 28	Public Open House #2, Concept Review and Screening
	LATE SPRING	Public Open House #3, Preferred Concept(s) Identified
	END OF SUMMER	Planning and Environmental Linkages Study Phase Concludes



27

NEXT STEPS



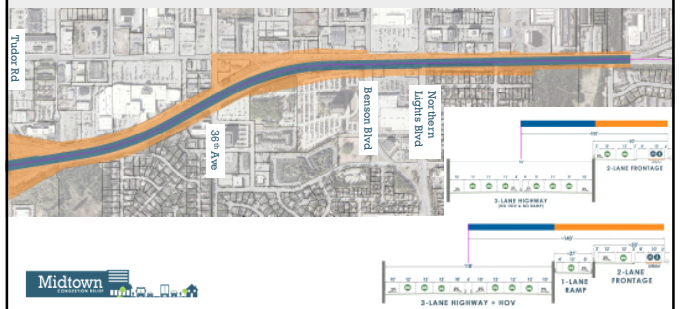
28

QUESTIONS/FEEDBACK

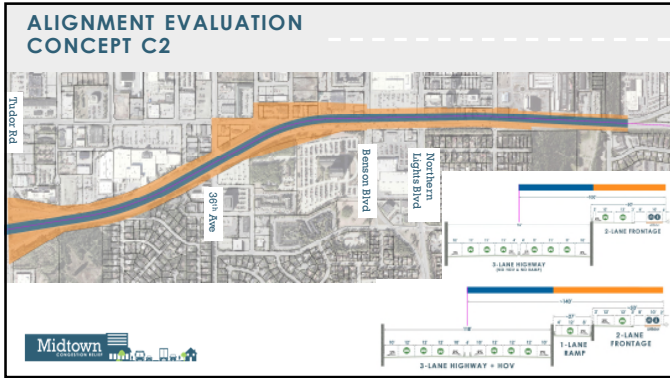


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**ALIGNMENT EVALUATION
CONCEPT C2**



30



31

Name: Kevin Fimon

Phase 1 Concept Screening Criteria (criteria consistent with PEL vision and goals)

Mobility	Does the concept reasonably resolve congested areas or bottlenecks?
Safety	Will the concept reduce existing and future year crash rates?
Access	Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
Nonmotorized Connections	Will the concept improve connections and provide facilities for non-motorized users?
Land Use	Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
Implementation	Can the concept be constructed and funded as a series of projects rather than one large project?

	SHOULD CONCEPT PROGRESS TO PHASE 2?			COMMENTS
		YES	NO	
One-Way Frontage Road Concepts	A		X	
	B	X		Some better outcomes @ 36 th !
	C1		X	Don't like pressure close to Tudor Rd
	C2	X		Pressure away from Tudor Road! Best handling of 36 th !
Two-Way Frontage Road Concepts	E		X	
	F		X	
	G		X	
Median U-Turn Concept	H	X		Forward phasing of projects

Name: Sandy Traini

Phase 1 Concept Screening Criteria (criteria consistent with PEL vision and goals)

Mobility	Does the concept reasonably resolve congested areas or bottlenecks?
Safety	Will the concept reduce existing and future year crash rates?
Access	Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
Nonmotorized Connections	Will the concept improve connections and provide facilities for non-motorized users?
Land Use	Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
Implementation	Can the concept be constructed and funded as a series of projects rather than one large project?

	SHOULD CONCEPT PROGRESS TO PHASE 2?	YES	NO	COMMENTS
One-Way Frontage Road Concepts	A		✓	
	B		✓	
	C1		✓	
	C2	✓		Best for traffic on Tudor Rd., see access/on/off.
Two-Way Frontage Road Concepts	E		✓	
	F		✓	
	G		✓	
Median U-Turn Concept	H	✓?		

Name: Rosen

Phase 1 Concept Screening Criteria (criteria consistent with PEL vision and goals)

Mobility	Does the concept reasonably resolve congested areas or bottlenecks?
Safety	Will the concept reduce existing and future year crash rates?
Access	Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
Nonmotorized Connections	Will the concept improve connections and provide facilities for non-motorized users?
Land Use	Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
Implementation	Can the concept be constructed and funded as a series of projects rather than one large project?

	SHOULD CONCEPT PROGRESS TO PHASE 2?	YES	NO	COMMENTS
One-Way Frontage Road Concepts	A		X	PUSHES VOLUME OUT TO SIDE STREETS
	B	X		THAT TAKES OUT MY BACKYARD
	C1		X	EARLY OFF RAMP TO TUDOR
	C2	X		
Two-Way Frontage Road Concepts	E 1 2	X		36 TH LOOP OK AS LONG AS WE CAN GET OUT - GENERAL
	F		X	FRONTAGE W/FLYWAYS
	G		X	MY BACKYARD NO TRAFFIC BENEFIT
Median U-Turn Concept	H	X		EASY SELL EXCEPT DRIVERS NEW BEHAVIORS FOR LEFT HAND TURNERS



Citizens Advisory Group Meeting 3 Summary Report

Monday February 4, 2019

Meeting Purpose:

To update on the progress made since meeting 2, provide an overview of what our analysis is telling us and present draft Phase 1 screening results. Receive feedback and garner consensus on the concepts that will be carried forward to Phase 2 screening analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

- Opening remarks
 - Steve Noble welcomed everyone and went through the agenda for the meeting.
- Study status
 - Renee Whitesell provided a brief overview of the planning and environmental linkages (PEL) Study process and how this relates to the transportation planning factors. She also provided an overview of the planning context in which the study is being completed, including relevant statewide, Anchorage, and local plans that will guide the transportation network and associated land use. She reminded the group of the project vision, and how this also guides concept development and evaluation.
 - Steve provided an overview of what has been completed to date for the PEL study and what will follow the advisory group meetings. He also provided an overview of public involvement to date, and a summary of what we have heard and learned from stakeholder and public involvement.
 - Steve presented examples of design elements that will be considered in the next stage of concept development, including ideas for cut and cover, grade separated freeway facilities with frontage roads, braded ramps and median u-turns.
 - Steve presented an overview of each of the concepts and the results of the analysis.





- Steve then provided an overview of the concept screening approach being used for the PEL study and provided details on what our analysis results are telling us on the concepts. Our analysis is suggesting that Concepts A and B raise concerns with regard to right-of-way and environmental impacts, and the two-way frontage road concepts (E/F/G) present concerns from a traffic and active transportation perspective.
- One attendee noted support for a concept(s) that would provide a depressed road with a cap on it.
- One attendee noted a long-time safety issue with the offramp to Old Seward Highway near Moose's Tooth (33rd Avenue). He noted it would be great to resolve this issue as part of the study and resulting projects.
- One attendee enquired whether a viaduct would be considered for the mainline. Steve noted that it will probably cost most to create a depressed freeway, and there was a need to consider both options and the associated costs prior to recommending projects.
- One attendee highlighted a recent *Washington Post* article (reproduced in the *Anchorage Daily News*) addressing the Alaska Highway removal in Seattle. She noted the importance of spending money upfront to complete improvements once and do them right. Steve noted the feedback and said there is an obligation to look at all options and their viability.
- One attendee noted the two-way concepts appear to be a duplication of the existing issues while actually reducing access, which is contrary to the project vision.
- One attendee noted that Concept H evaluation needs to use the Alaska definition of "temporary", which frequently ends up lasting many years.
- One attendee enquired how signing and striping of the median u-turn concept (Concept H) would work in the snow. This is detail that will need to be worked through in the next phase of concept development.
- One attendee noted the concerns with non-motorized provision on the two-way concepts and recommended we don't progress the two-way concepts.
- One attendee noted that Concept H enables the avoidance of "adverse condemnation", which is a key land use benefit of the concept.
- One attendee enquired whether Concept B should be discarded because of the potential for section 4(f) impacts. Another noted that he liked Concept B because it allows 36th Avenue to be over the freeway and thinks the 4(f) impacts should be further considered if we want Seward Highway to be in a trench the whole length of the study area.
- One attendee voiced support for Concept H because it will eventually enable the freeway to be constructed as a depressed freeway.





- One attendee noted he wants to see Fish Creek daylight from its headwaters. He enquired how the underground concepts will interact with the 50-inch pipe that contains Fish Creek. He noted that it is about 10-feet below grade currently. Steve noted that none of the current concepts will depress Tudor Road and the plan is to continue to have it at its current grade. There is the potential to bridge and daylight Fish Creek and the costs/details need to be looked into. The bigger challenge will be to cross between the Seward Highway and the Old Seward Highway. The attendee confirmed that all concepts appear to provide for under or over, but will Tudor Road remain the same? This was confirmed.
- Steve noted we will need a lot more community support on Fish Creek daylighting to make this a key project consideration. He further noted that Northwood Drive has a nice trail off Fish Creek.
- One attendee noted there is already significant pressure on Tudor Road. Steve confirmed the one-way concepts in particular look at how to interact with Tudor Road.
- One attendee asked whether we have extracted preliminary total delay numbers from our traffic analysis. Steve noted we have run the Synchro analysis and looked at Level of Service 25-years out. We have not simulated enough to get specific as yet, but we have undertaken sufficient modelling to understand the number of lanes needed.
- One attendee enquired about property impacts to Geneva Woods and the Helen Louse MacDowell Sanctuary – this was originally established to create a buffer from the commercial area. There is a desire to acquire another piece of land immediately to the south of the Sanctuary and we should consider using that to offset some of the impact on the Sanctuary.
- One attendee enquired whether Concept H would require additional lanes than the existing Seward Highway. Steve responded no, the number of lanes would actually reduce because the concept is more free-flowing.
- One attendee asked how long Concept H would operate effectively for. Steve noted it will operate better than today and will buy time in terms of reduction in delay. It will not deliver the amount of safety benefits a freeway will. It will also enable staging from a funding perspective.
- One attendee enquired whether we are looking at all of these changes for one-hour morning/evening congestion? Steve responded no. Right now, the Seward Highway gets priority so cross-streets are a big problem, particularly with crash rates. Also, non-motorized improvements are a significant element of the concepts.
- One attendee requested that the slides from the presentation be posted on the project website. This will occur following the meeting.





- One attendee asked whether particular issues would be created if Concept H was completed but the other projects to complete a full freeway and frontage road network were not advanced. Steve responded not necessarily but noted the freeway concepts would be needed to support future traffic demand. Traffic demand forecasting was based on a Seward-to-Glenn connection, as provided for in the Metropolitan Transportation Plan (MTP).
- One attendee clarified whether we are still assuming the Seward to Glenn connection. Steve confirmed yes, because it is included in the MTP and if Seward to Glenn does not happen we are pushing the congestion problem down the road.



Citizens Advisory Group Meeting 4

May 22, 2019



Corridor Concept Update Workshop #4 Agenda

Wednesday May 22, 2019, 5:15 – 7:15 p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on developing concepts that have advanced beyond Phase 1 screening, preliminary Phase 2 screening, preliminary impacts, design elements and costs. We will then outline our next steps as we work toward identifying a preferred concept or concepts to be carried forward in the detailed planning and environmental analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Update on concepts
- Trenching discussion
- Right-of-way discussion
- Cost discussion
- Discussion and affirmation of Phase 2 concept screening criteria
- Preliminary Phase 2 screening update
- Agency consensus and engagement

Agenda

- Opening remarks, Introductions
- Agenda review/ Safety minute
- PEL Study process and planning context
- PEL Study status – where we are today
- Concept update
- Impacts discussion
 - Elevating vs. lowering the freeway
 - Right-of-way impact and road alignment
 - Utility relocations
 - Major cost considerations
 - Other impacts
- Phase 2 screening
 - Criteria
 - Preliminary screening update
- Next steps
 - Discussion/Q&A
- Staying Involved/Next Workshop





MIDTOWN CONGESTION RELIEF
 STATE OF ALASKA PROJECT NO.
 CSHWY00298

CITIZENS ADVISORY MEETING #4
 May 22, 2019 at 5:15 PM

SIGN-IN SHEET

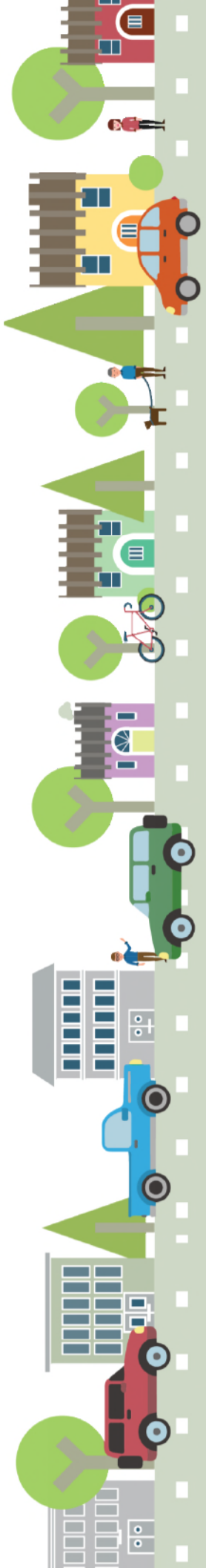
NAME		
Carolyn Kennedy		
Tara Cooney		
Sandy Traini		
John Edwards		
SEAN CARLSON		
Dave Evans		
Trina Stewart		
Sam Tyler		
Rachel Steel		
Kene White		
Steve Noble		
Sean Holland		
Jay Slange		
Bob Kuts		



05.21.2019



Planning & Environmental Linkages Study Corridor Concept Update Workshop #4



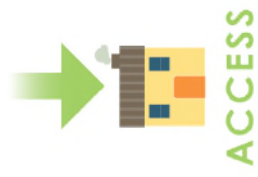
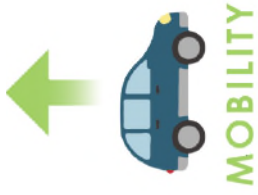
TODAY'S AGENDA

- PEL Study process and planning context
- PEL Study status – where we are today
- Concept update
- Discussion
 - Elevating vs. lowering freeway
 - Right-of-way and road alignment
 - Context-sensitive design
 - Major cost implications
 - Utility relocations
 - Other issues
- Phase 2 screening criteria
- Next steps
- Staying involved

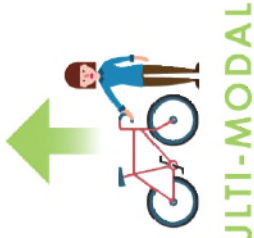
VISION

Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY



MIDTOWN



Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.



PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

 Have Independent Utility

 Are Fundable

 Can Be Constructed in Logical Sequence

 Have Minimized Impacts



Data &
Analysis Tools



Public/Stakeholder
Involvement



Vision & Goals



Concept Development
& Evaluation



Project(s)
Definition

FHWA PLANNING FACTORS

1. Support the **economic vitality** of the area.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility** and **mobility** of people and for freight.
5. Protect and enhance the **environment**, promote **energy conservation**, and improve the **quality of life**.
6. Enhance the **integration** and **connectivity** of the transportation system, **across and between modes**, for people and freight.
7. Promote **efficient** system management and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance **travel** and **tourism**.



Three Open Houses



Interactive Map



Citizen, Business, & Agency Advisory Groups



Community Council Updates



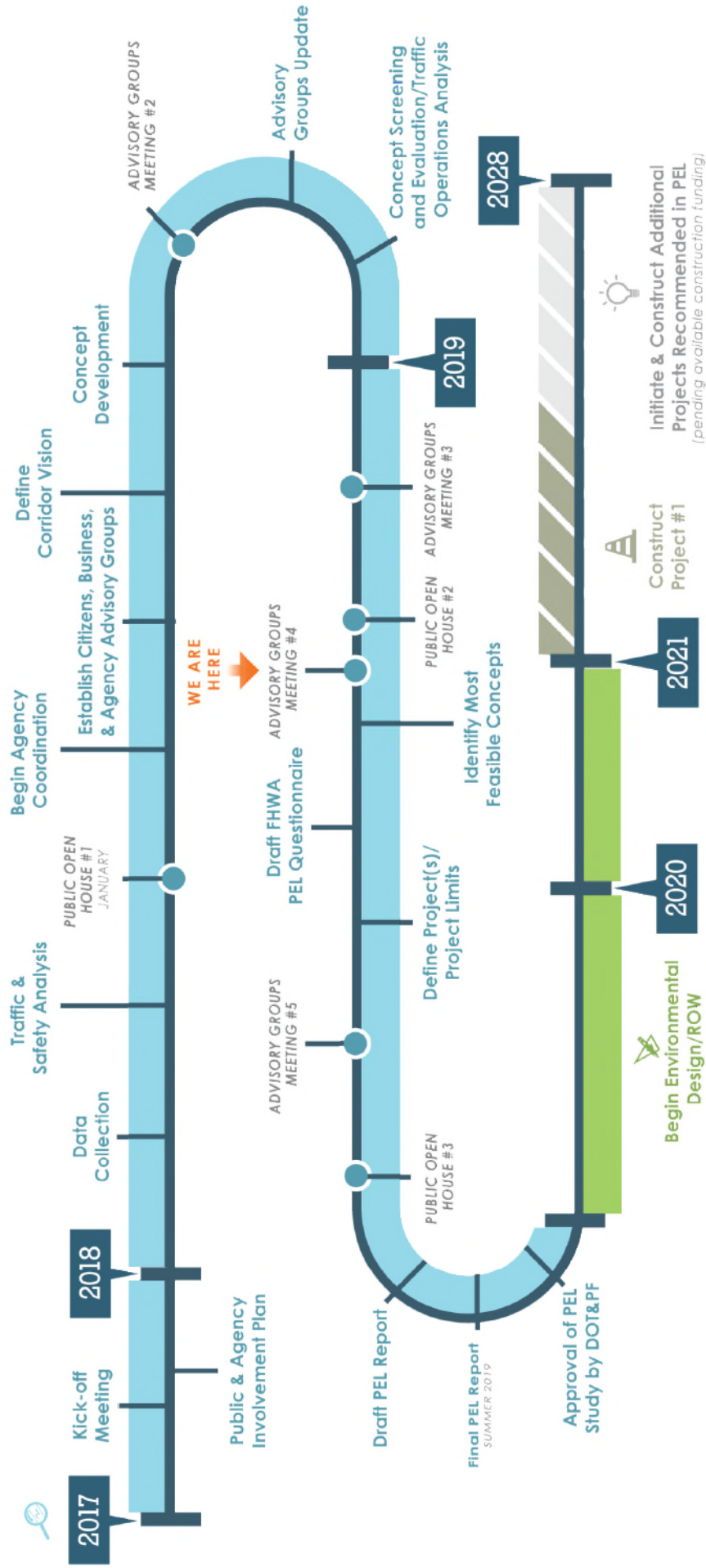
One-on-One Meetings

PUBLIC/AGENCY INVOLVEMENT

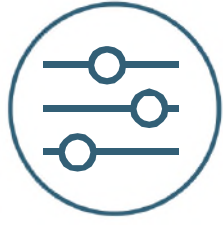
WHAT WE'VE HEARD RECENTLY

- Dismiss the two-way frontage road concepts
- Resolve congestion issues at 36th Ave
- Resolutions from three Community Councils – advance depressed highway concepts
- Consider greenways/covers over a depressed highway
- Active transportation connections remain important
- Give fair consideration of ROW acquisition from both sides of the corridor
- Consider Fish Creek restoration

PEL STUDY STATUS



CONCEPT UPDATE



Concept C1 dismissed
Revised Concepts B and C2
New Concept J



Intermediate Concept H

HOW HAS CONCEPT B CHANGED?

- Shifted Tudor Road to the south at Tudor Rd interchange
- Added median u-turns at 36th Ave and connected the northern u-turn with Old Seward Hwy
- Fireweed Ln ramping variation
- Mainline profile must go under 36th
- Road footprint is defined (eastern and western alignment)
- 50-foot wide utility easement to accommodate high voltage transmission lines (east or west side)

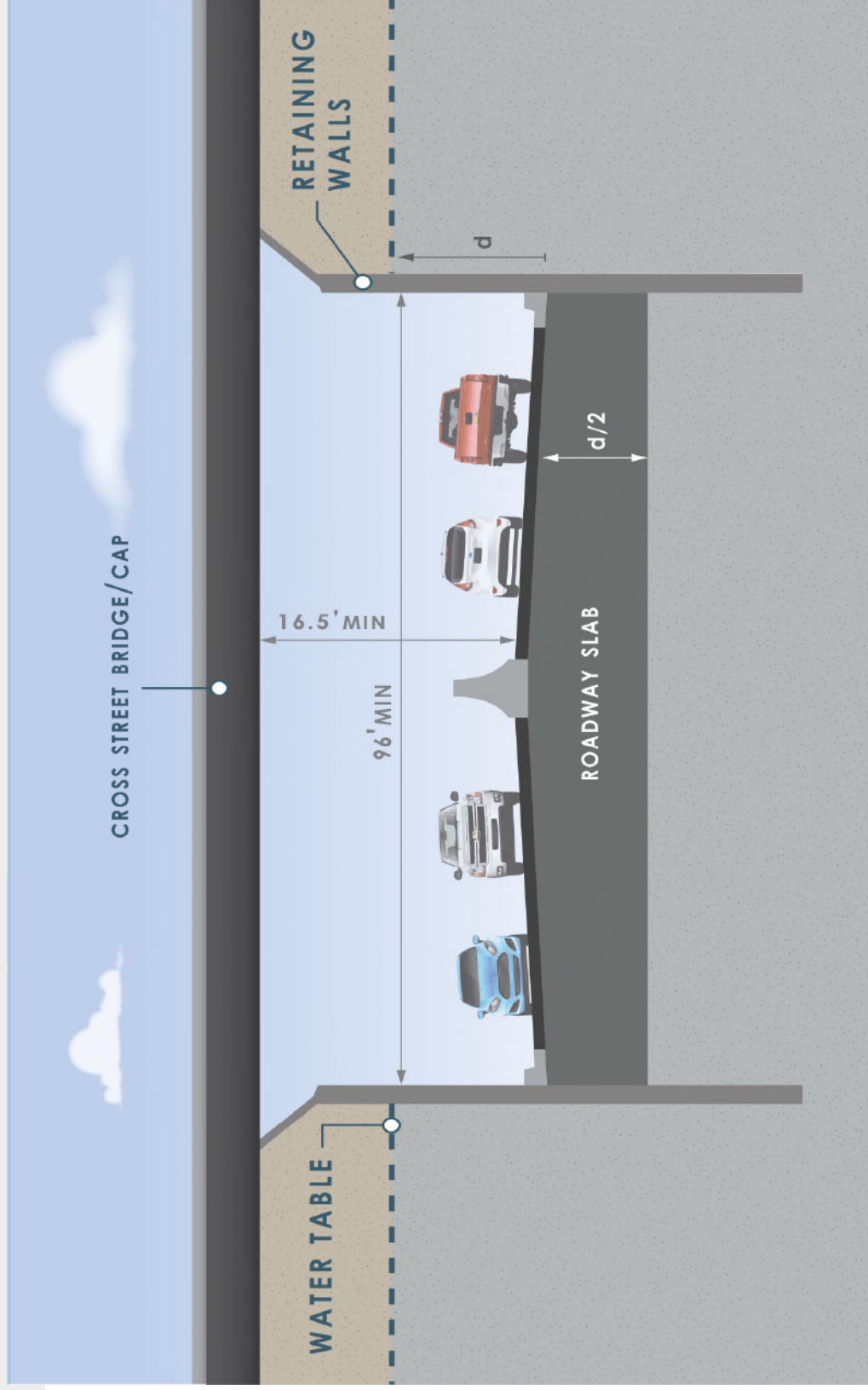
HOW HAS CONCEPT C2 CHANGED?

- Mainline profile options:
 - Over 36th Ave and under Benson Blvd
 - Under 36th Ave and over Benson Blvd
- Frontage road extended on west side between Benson Blvd and 36th Ave
- Road footprint is defined (eastern and western alignment)
- 50-foot wide utility easement to accommodate high voltage transmission lines (east or west side)

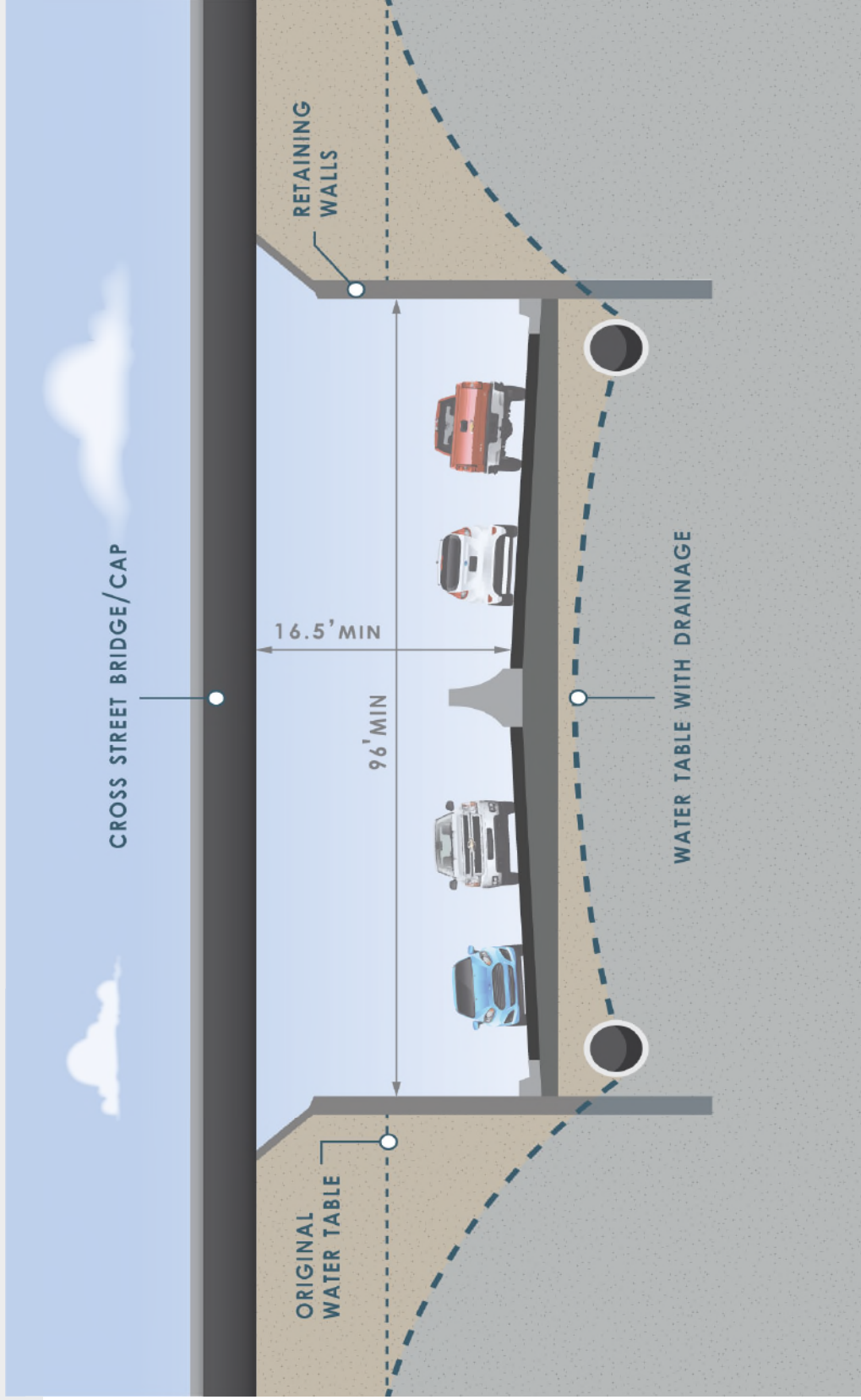
HOW HAS CONCEPT H CHANGED?

- Median U-turn -- Concept H-B
- Loop Ramp -- Concepts H-C2 and H-J
- Loop ramp and frontage road elevated over 36th Ave, removing the southbound frontage road/36th Ave intersection
- Increases spacing between Old Seward Hwy/36th Ave intersection and northbound frontage road/36th Ave intersection

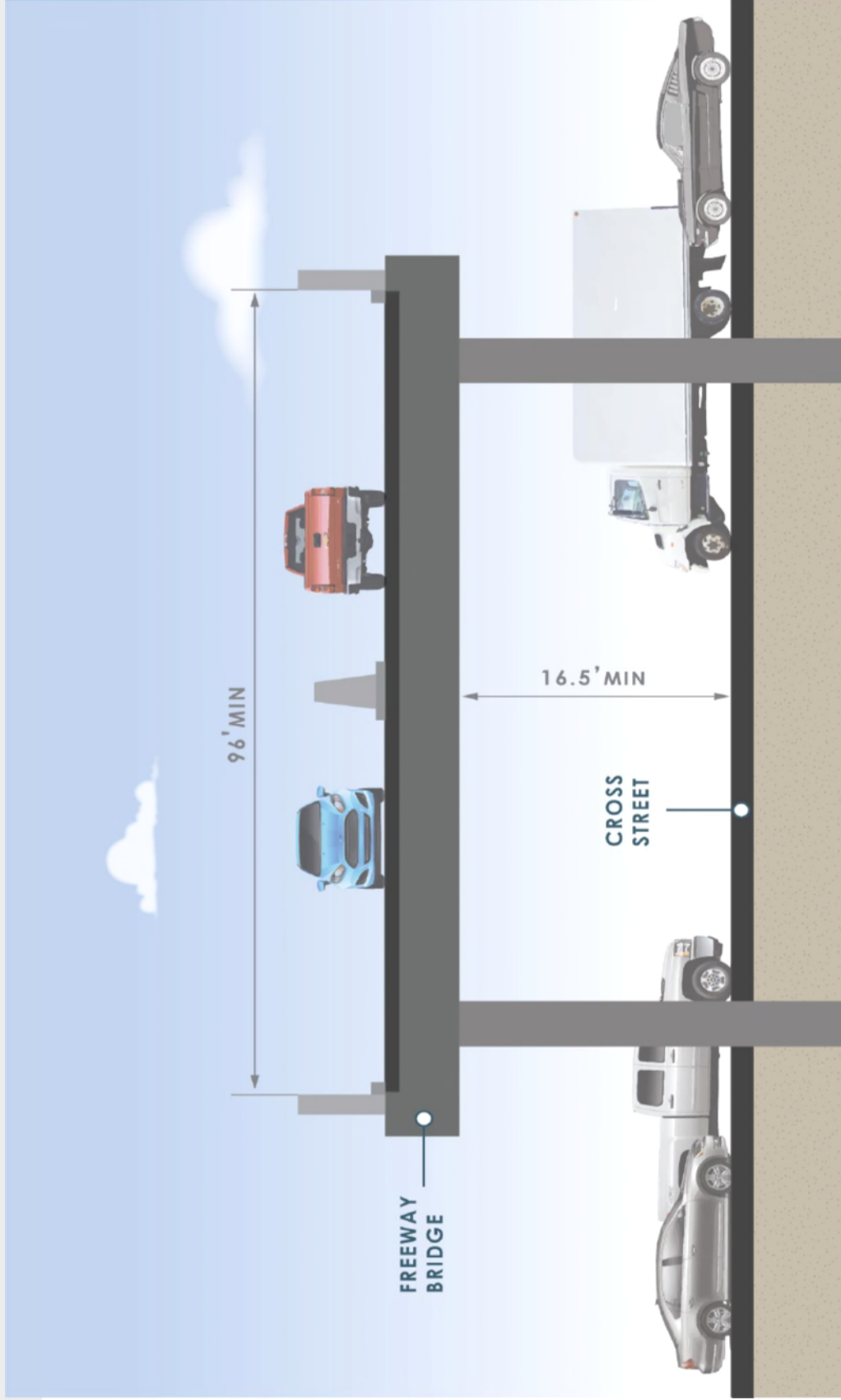
LOWERED FREEWAY WITH WATERPROOFING



LOWERED FREEWAY WITH DRAW DOWN



ELEVATED FREEWAY



DEPRESSED FREEWAY PROFILE



Station	Existing Ground / Frontage Road Elevation	Depressed Highway Elevation
185+00	110	110
190+00	110	110
195+00	110	110
200+00	110	110
205+00	110	110
210+00	110	110
215+00	110	110
220+00	110	110
225+00	110	110

170
160
150
140
130
120
110
100
90
80
70
60

185+00 190+00 195+00 200+00 205+00 210+00 215+00 220+00 225+00

0.89%
-3.91%
2.76%
-2.92%

EXISTING GROUND/
FRONTAGE ROAD ELEVATION

DEPRESSED HIGHWAY ELEVATION

36TH AVE CROSSING

SEWARD HWY

36TH AVE

BENSON BLVD

OLD SEWARD HWY

2115+00
2110+00
2105+00
2100+00
2095+00
2090+00
2085+00
2080+00
2075+00
2070+00
2065+00
2060+00
2055+00
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190+00
185+00

POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT B

Approximate ROW	Concept B - EAST	Concept B - WEST
Costs — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	\$24-29 Million	\$33-38 Million
Full Acquisitions	24	15
Partial Acquisitions	28	27
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, University Mall Fred Meyer

POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT C2

Approximate ROW	Concept C2 - EAST	Concept C2 - WEST
Costs — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	\$24-29 Million	\$43-48 Million
Full Acquisitions	24	15
Partial Acquisitions	29	22
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, University Mall Fred Meyer

POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT J

Approximate ROW Costs — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	Concept J - EAST	Concept J - WEST
Full Acquisitions	\$23-28 Million 24	\$36-41 Million 16
Partial Acquisitions	20	20
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, Fred Meyer

UTILITY RELOCATIONS

1. ML&P and CEA high voltage overhead transmission lines
 - 115 kV from 36th Ave to Northern Lights Blvd
 - 35 kV from 36th Ave to 20th Ave
2. Fiber optics
 - East/West crossings: 36th Ave, Northern Lights Blvd, Fireweed Ln, and 20th Ave
 - North/South: 36th Ave to Northern Lights Blvd and Fireweed Ln to 20th Ave

UTILITY RELOCATIONS

3. AWWU Sewer
 - Lift station at 36th Ave
 - Crossings at 36th Ave, 20th Ave
4. AWWU Water
 - Crossings at Tudor, 36th Ave, Northern Lights Blvd, Fireweed Ln
 - North/South 36th Ave to Northern Lights Blvd
5. Enstar gas
 - North/South 36th Ave to 20th Ave
 - East/West crossings at 36th Ave, Tudor Rd, Fireweed Ln

UTILITY RELOCATIONS

	Low Cost Estimate	High Cost Estimate
ACS	\$900,000	\$1,100,000
GCI	\$4,000,000	\$5,000,000
ENSTAR	\$2,000,000	\$3,000,000
ML&P AND CEA	\$10,200,000	\$16,100,000
AWWU SEWER	\$3,700,000	\$4,600,000
AWWU WATER	\$4,200,000	\$5,200,000
TOTAL:	\$25,000,000	\$35,000,000

ENVIRONMENTAL CONSIDERATIONS

- 1. Historic Resources:** Inventory and evaluation of structures in areas of ROW acquisition will be necessary to determine adverse impacts. No impact on a property on National Register of Historic Places or known buried archaeological resources
- 2. ROW Acquisition:** Varies depending on concept
- 3. Noise:** Projects forwarded from the preferred concept(s) will require a noise analysis as part of the NEPA process
- 4. Air quality:** Projects forwarded from preferred concept(s) will require evaluation in Regional TIP

ENVIRONMENTAL CONSIDERATIONS

- 5. Visual impacts:** Dependent on whether preferred concept(s) is elevated or depressed
- 6. Section 4(f) and 6(f) resources:** All concepts impact Helen Louise McDowell Sanctuary and Chester Creek Trail System
Degree of impact and mitigation to be determined
- 7. Environmental Justice populations:** How concepts have developed to avoid impacts on EJ populations

LAND USE CONSIDERATIONS

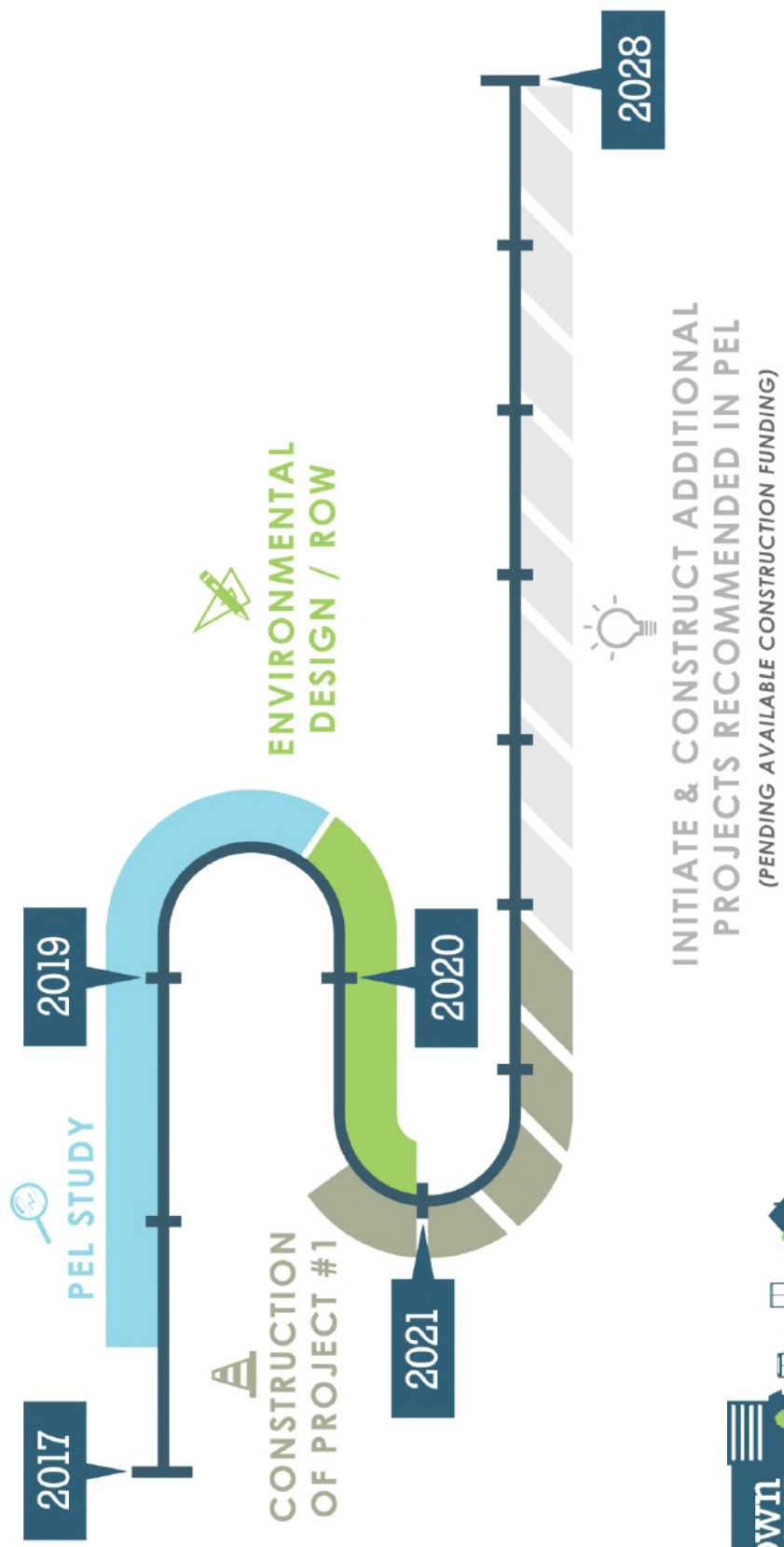
- Land Use Plan 2040 designations: City Center, Traditional Neighborhood Design, Main Street Corridor, Greenway-Supported Development Corridor, Commercial Corridor
- Some parcels have non-conforming rights (parking, landscaping, drive aisles, etc.)
- Several parcels with parking/access issues, shared parking with neighboring lots
- Some lots may require full acquisition as code required minimum lot size cannot be met
- Strategy for resolving issues at each lot will be identified

PHASE 2 SCREENING

Themes:

1. Community Impacts
2. Connectivity and Access
3. Safety
4. Environmental
5. Non-Motorized Connections
6. Traffic Mobility/Operations
7. Implementation
8. Support

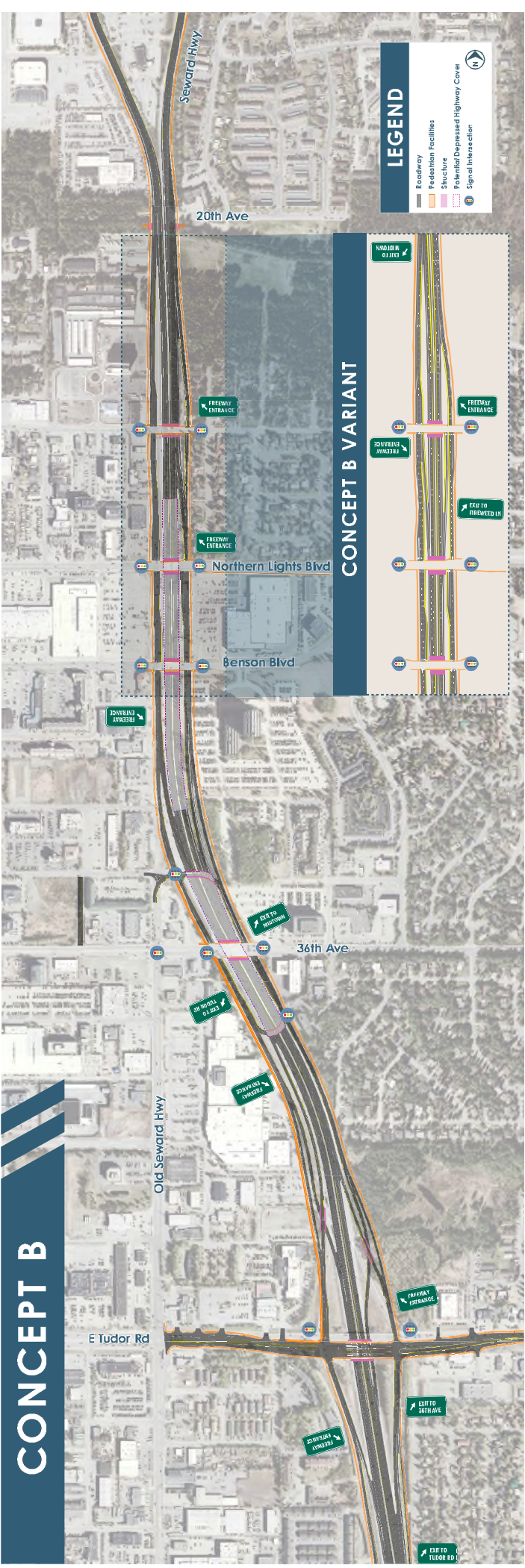
NEXT STEPS



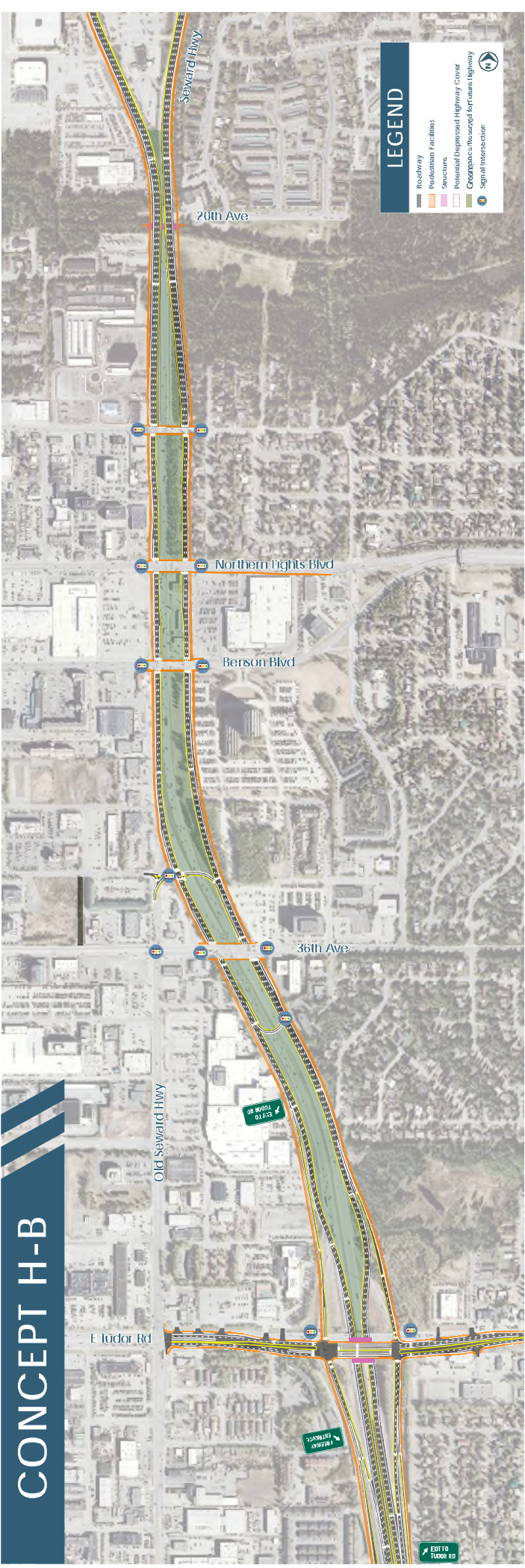
STAYING INVOLVED

2019	
MAY 2019	Agency, Citizens and Business Advisory Group Meeting #4
JULY / AUGUST 2019	Agency, Citizens and Business Advisory Group Meeting #5 – Detailed Screening and Preferred Concept(s)
AUGUST / SEPTEMBER	Public Open House #3 – Detailed Screening and Preferred Concept(s)
FALL 2019	Planning and Environmental Linkages Study Phase Concludes and Environmental/Design of Project #1 Begins

CONCEPT B



CONCEPT H-B



CONCEPT C2



LEGEND

- Roadway
- Pedestrian Facilities
- Structures
- Potential Depressed Highway Cover
- Signal Intersection



Seward Hwy

20th Ave

EXIT TO Seward Hwy

Northern Lights Blvd

Benson Blvd

EXIT TO Old Seward Hwy

36th Ave

EXIT TO Old Seward Hwy

Old Seward Hwy

EXIT TO 36th Ave

E Tudor Rd

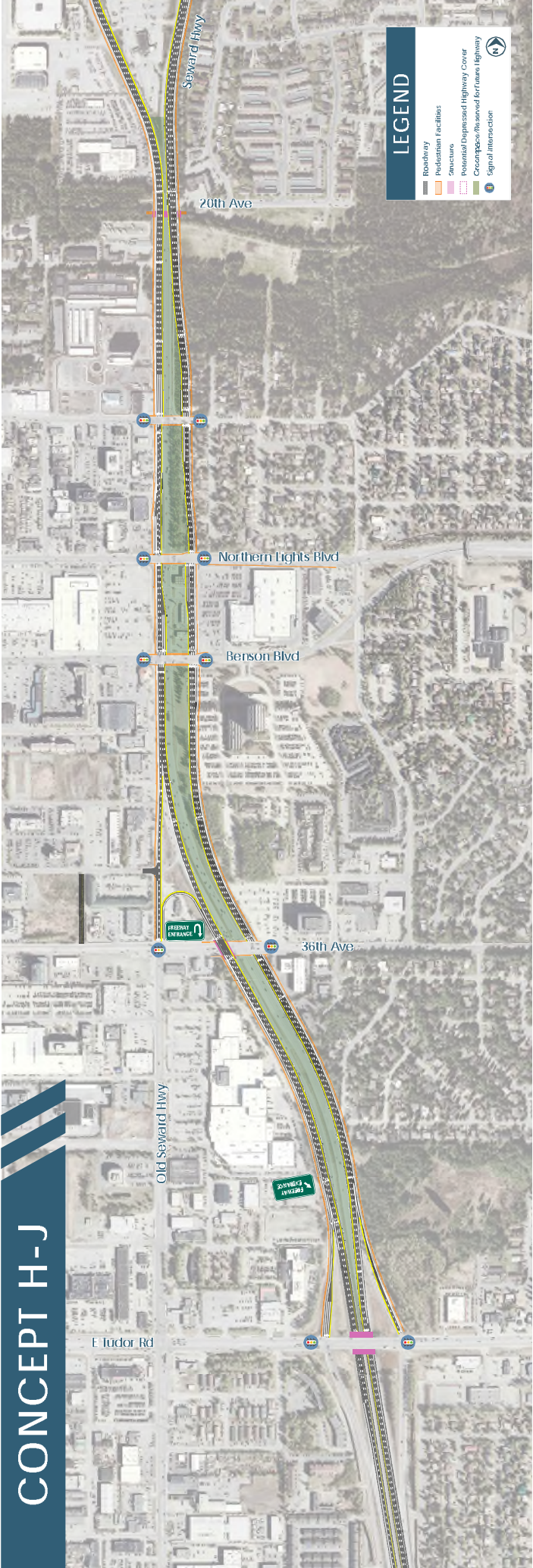
CONCEPT H-C2



CONCEPT J



CONCEPT H-J





Corridor Concept Update Workshop #4 Citizens Advisory Group Summary Report

Wednesday May 22, 2019, 5:15 – 7:15 p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. Update on progress on developing concepts that have advanced beyond Phase 1 screening, preliminary Phase 2 screening, preliminary impacts, design elements and costs. Detail next steps toward identifying a preferred concept(s) to be carried forward to detailed planning and environmental analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Update on concepts
- Trenching discussion
- Right-of-way discussion
- Cost discussion
- Discussion and affirmation of Phase 2 concept screening criteria
- Preliminary Phase 2 screening update
- Agency consensus and engagement

Agenda

- Opening remarks, Introductions
Steve Noble and Sean Holland welcomed everyone and attendees introduced themselves.
- Agenda review/ Safety minute

PEL Study process and planning context

Steve provided an update of the open houses and advisory meetings hosted to date. A final round of advisory group meetings will be held in early August and an open house will be scheduled for late summer/early fall. The project team has had one-on-one meetings with local businesses and interest groups and are continuing to work with community councils. One attendee commented that they would like to bring funding and ideas to the table from other groups (native corporations, tribal, and city) that could create community ownership, especially with covers over the highway.





- **PEL Study status – where we are today**
The most feasible concepts are now being identified. A draft PEL will be ready by end of July and a final advisory group meeting will be hosted in August. Environmental design tasks will begin in 2019, with construction starting in 2021, dependent on funding. One attendee asked whether there be a no-action impacts study included? Response: Yes, when we get into the NEPA phase (at the beginning of the Environmental Design work in 2019). It is not included in the PEL process which is the stage we are at right now. One attendee asked what the PEL Questionnaire entails. Response: We will make it available for review.
- **Concept update**
Recently, we have heard a unanimous decision to dismiss the two-way frontage road concepts. We've also heard that resolving the issues at 36th Ave is a priority. C-1 was also dismissed as it cannot resolve issues at 36th Ave. The three remaining concepts are one-way frontage road concepts. Steve ran through the revised concepts B, C2, and a new concept, J. The Interim Concept H was also discussed for each of the concepts. General feedback is captured below.

Concept B:

- Non-motorized elements: there are pathways along the full corridor and east/west along all major arterial roads, and a reconstructed crossing at the Chester Creek trail. There may also be the ability to create a non-motorized crossing at 33rd Ave, but this needs further consideration.
- The lighter grey section on the concept figures shows where potential covers over the highway could go.
- Currently, Concept B provides for a lowered highway for the full length, but we are looking at whether 36th Ave could be constructed over the highway section.
- To address the congestion at 36th Ave, median U-turns would be raised and permanent. This will enable traffic signals to be 2-phase and more efficient than the current signal arrangement.
- We are designing the frontage roads to be easier for business access.
- One attendee commented that people don't like cycling alongside the freeway. Is there a way it can be funded elsewhere? Response: The pathway is not alongside the freeway, but rather alongside the 35-45 mph frontage roads.
 - o One participant noted that bicycle paths along the frontage road will need to cross all the driveways and intersections, interrupting continuous travel for non-motorized transportation. The examples used were Minnesota Blvd and Tudor Road, which are unpleasant to ride along.
 - o One attendee suggested keeping the paths as planned. It is an improvement from what is currently available.
 - o One attendee asked whether the paths be separated from the road with a grassed median? Response: Yes. We are providing 10 ft of space for non-motorized paths, which will enable separation to be provided as appropriate.
 - o One attendee commented that Denali St. is scheduled to be improved shortly to improve north-south non-motorized facilities.
 - o Steve Noble commented we are open to suggestions for creating a non-motorized route. The current concepts propose facilities that will be better than other existing corridors, and will create opportunities to connect to Chester Creek Trail.





- Sean Holland noted that we are doing more than what the AMATS bicycle and pedestrian plans are showing. There will be segments where network gaps will be filled in.
- One attendee asked whether the figures are to scale and accurately showing the concept footprint. Response: Yes. The alignment is still being confirmed and there are east and west alignment options still under consideration. This concept would not impact the University Mall. There would be an impact to the Helen Louise McDowell Sanctuary.
- One attendee asked if Parker Drilling would be impacted. Response: Yes. Part of the property would be needed for road realignment (under this concept only).
- One attendee commented that one of MOA's goals is to put more housing in Midtown and asked if this concept would support that. Response: Yes. The frontage roads will improve access.

Concept H-B:

- One challenge will be deciding how to best use the green space between the frontage roads between the construction of concepts H-B and B, which could take more than ten years.
- One attendee noted that concept B would be difficult to construct in a phased manner because of the depressed highway.

Concept C2:

- New to this concept, we have added a frontage road lane between Benson Blvd and 36th Ave.
- This concept requires us to go over 36th Ave and under Benson Blvd to Fireweed Lane. We could add a cover at Benson Blvd and at Fireweed Lane.
- Non-motorized access is similar to Concept B. It would not be possible to provide a non-motorized crossing at 33rd Ave.
- This concept does not change Tudor Road alignment. The ROW impact includes acquiring Sushi Ya, the two gas stations and Wendy's in the Fred Meyer parking area, BP parking, and a row of homes in the Rogers Park neighborhood. With regard to the housing, we have received feedback from some residents that if we must expand the ROW closer to the houses in Rogers Park there is a preference to acquire the residential properties rather than just the alley that runs along the rear edge of the houses.
- One attendee asked why the frontage roads can't be located closer together. Response: To avoid congestion at traffic signals, we typically need 200 ft of separation and moving the roads closer together will result in congestion issues and consequently more lanes will be needed to accommodate queuing. Also, if the frontage roads were right next to each other, it would re-create the safety issues that already exist today with left turn movements and non-motorized travelers crossing two directions of traffic and multiple lanes.
- One attendee expressed concern that there are elderly residents who have lived in the homes potentially needed for the concept. Will fair market value really support the impact to them? Response: The process considers more than fair market value. It also considers relocation costs and other factors to ensure the acquisition is rendered harmless.
- One attendee asked if noise will be an issue. Response: We are assuming that noise will be a key consideration, and some form of noise attenuation such as sound walls or berms will be needed.





Concept J:

- Midtown is accessible from off-ramps at Tudor Road and Fireweed Lane to frontage road network. These frontage roads would be bigger than the other two concepts with up to four lanes.
- The ROW is narrower for the southern portion of concept. From 36th Ave south, we can stay in the existing ROW. North of 36th Ave, we still must acquire Wendy's, two gas stations, part of BP parking, and some homes.
- There are fewer bridges and overall costs are expected to be lower.
- This concept can be raised or lowered for the entire highway section. It could also be raised at 36th Ave, and then depressed rest of the way.
- A participant of the Agency Advisory Group suggested providing a transit station on a cover between Northern Lights Blvd and Benson Blvd.
- A drawback of the green space created in this concept is it would be surrounded on all four sides by large roadways. This will make it less attractive for recreational use.
- One attendee asked if the vehicle counts for all the intersections could be made available. Annual average daily traffic counts were made available to earlier meetings, and Steve discussed specific details sought with the attendee.
- This concept will generate more congestion on the frontage roads compared to the other concepts because of the fewer access points between the frontage road and the highway. We expect traffic will use alternative corridors to offset the delays created by congestion.
- One attendee commented that the issues at intersections of 36th Ave and Old Seward Hwy, and Old Seward and E34th Ave and Old Seward would need to be addressed. Discussion followed about the options of using the MUT designs from Concept B or Texas U-turns at Tudor Road to address this concern.
- One attendee asked if the crossing at 32nd/33rd Ave would be addressed. Response: Yes.

- Impacts discussion
 - Elevating vs. lowering the highway
 - Lowering:**
 - We are designing the width of the highway to fit two lanes going each direction, with capacity to expand to three lanes to accommodate future traffic volumes.
 - The water table is 5-12' deep, which will need to be suppressed. There are two ways to do this, one is to build sufficient deadweight into the road to resist buoyancy or to divert the water table with drainage. Costs for depressing the freeway are approximately \$40-80,000/linear foot, but additional analysis will be undertaken to understand whether these costs can be reduced.
 - The costs of lowering the highway for the entire Midtown section are likely to increase the project costs to become a billion-dollar project. We are obtaining additional information about water levels to support cost estimating and decisions about lowering the highway.
 - One attendee asked how the gravity drainage would work if we don't do a cut and cover all the way from 36th Ave. They asked why a lift station would be needed if 36th Ave is not deeper than Chester Creek. Response: A low point would need to be created, which would necessitate a lift station. The attendee asked if this could be avoided in concept C-2. Response: Potentially, but detailed design and costs are still to be determined.





- Right-of-way impact and road alignment
 - Estimated ROW costs only include the tax assessed market value of the land and property, not the value of businesses or other costs to cure that may be incurred as part of ROW acquisition. Concept J ROW costs are a slightly lower than the other two concepts, but there are still some challenging ROW issues with this concept.
 - One attendee suggested that the project team perform a ROW analysis for several sectors, not just east and west, but south and north quadrants as well. Response: This level of detail analysis will be performed during the design of specific projects.
 - One attendee commented that they know of at least two neighbors who live on Ingra Street who are holding off on home improvements until they know whether their home will be acquired. Response: They should know by this Fall. If concept H is the highest priority, then that deals with the ROW acquisition early. If H is not determined as the highest priority, then there may be ambiguity on alignment to avoid adverse impacts on property owners.

- Utility relocations

Costs will be \$25-35 million for utilities relocation efforts. Most of this would be completed early with the implementation of Concept H.

- Major cost considerations

- Other impacts
 - Environmental considerations: Visual and noise analyses will be completed as part of individual projects.
 - Lowering the corridor will reduce the noise as compared to an elevated highway section.
 - One attendee recalled that between Tudor Road and Dowling Road, trees were removed and replaced with fences that do not provide noise control. They expressed concern over a similar situation occurring between Tudor Road and 36th Ave along this corridor. Response: We are looking at this. The Rogers Park Community Council requested an earth embankment and we will look at this option.
 - Another attendee asked how the noise issues would be addressed if the highway is raised at 36th Ave. Response: We will take actual noise measurements and will have to look for creative solutions. Noise barriers can also be placed somewhere other than directly next to the roadway.
 - There is not a significant amount of historic and cultural resources to consider.
 - One attendee noted that ground water contamination should be considered with digging up two gas stations, and near the culvert adjacent to the Chester Creek trail (Black Sabbath).
 - One attendee asked what Section 4(f) and 6(f). Response: It is part of NEPA: Section 4(f) relates to recreational assets and Section 6(f) requires consideration on lands acquired using Land and Water Conservation Fund (LWCF) money.
 - One attendee asked if we foresee issues with bridging Chester Creek rather than creating a culvert. Response: No. Rogers Park Community Council have indicated this is their preferred approach.





- Land use considerations: We will come up with a plan for impacts to every property.
- One attendee commented that parking requirements in Title 21 will need to be addressed.

- Phase 2 screening:
 - Criteria
Our next meeting address will cover these criteria. If you haven't reviewed the criteria and sent us feedback, please do so. Over the next two-three months, we will be applying these criteria to each concept.

 - Preliminary screening update

- Next steps
 - Discussion/Q&A
 - One attendee noted the 'raised' concepts are not palatable. If the concept is not depressed, it should not be done. The concept of elevating over 36th Ave was discussed, and the attendee noted this approach appeared acceptable from their personal perspective.
 - Another attendee echoed that they have heard public feedback that depressing the highway is the appropriate approach and suggested the raised concepts be eliminated from the PEL's conclusion. Response: The project team is working on making a strong case for the depressed freeway so the necessary funding can be acquired. We are also trying to find a balance between public acceptance and minimizing cost.
 - One attendee asked if all raised concepts can be eliminated through the PEL process. Response: Yes, if we determine a fatal flaw.
 - One attendee asked whether having a combination of raised and depressed portions of the freeway would eliminate the ability to fit covers over the highway. Response: No. However, cover location decisions will need to be made in advance.



Citizens Advisory Group Meeting 5

September 10, 2019



Citizens Advisory Group Meeting #5 Agenda

Tuesday September 9, 2019, 5:30 – 7:30p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on concept refinement, Phase 2 screening, draft screening results and recommended preferred concept(s). We will present how the concept has been divided into separate projects with independent utility and logical termini, and associated draft purpose and need statements for future environmental efforts.

We will then outline our next steps as we work toward presenting the preferred concept(s) to the public and providing time for formal public comment on the draft PEL Study Report.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Sharing information about the concept refinement process, and which concepts have advanced to detailed screening
- Sharing information and receiving feedback on draft Phase 2 screening and results, and draft preferred concept(s)
- Updating on projects, draft purpose and need, independent utility, and logical termini, and receiving feedback
- Sharing upcoming dates, including the public comment period, third public Open House, and expected date for the final PEL Study Report
- Outlining how members of the Advisory Group can stay involved with the PEL Study and next steps beyond the study report.

Agenda:

- Opening remarks, Introductions
- Agenda review/ Safety minute
- Concept refinement process and overview
- Draft Phase 2 screening analysis and results
- Draft recommended preferred concept(s)
- Projects – draft Purpose and Need, Independent Utility, Logical Termini
- Upcoming Dates – Public Comment Period, Open House, Final PEL Study Report
- Staying Involved – Beyond the PEL Study Report





SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
Kevin Fimon Stone Noble	Campbell Park Comm Council	
Carolyn Redman	AHCC	
Paige Costney	AHCC	
Rebecca Whiteaker	DOTL	
Katie Conway	DOTL	
Sean Holland	DOT-APF	
SEAN CARLSON	TUDOR AREA	
Melly Kneaper	Best Western Golden Lion Hotel	
John C Finley	Teneva Woods Homeown Ass	
Sandy Traini	CPCC	
Bob Butera	RPCC	



09.10.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study Advisory Groups Meeting #5

1

TODAY'S AGENDA

- Concept Refinement Process and Overview
- Draft Phase 2 Screening Analysis and Results
- Draft Preferred Concept(s)
 - Overview, ROW
- Projects
 - Draft Purpose and Need, Independent Utility, Logical Termini
- Upcoming Dates
 - Public Comment Period, Open House, Final PEL Study Report
- Staying Involved – Beyond the PEL Study Report

2

VISION

Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY

- MOBILITY
- ACCESS

MIDTOWN

- ACCESS/CONNECTIVITY
- MULTI-MODAL

“
Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.”

3

PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

4

PEL STUDY STATUS

2017: Kick-off Meeting, Public & Agency Involvement Plan, Final PEL Report (Fall 2017), Approval of PEL Study by DDTRF.

2018: Data Collection, Draft PEL Report (Spring 2018), Public Open House #1, ADVISORY GROUPS MEETING #1, Draft PHWA PEL Questionnaire, Define Project(s)/Project Limits, Identify Most Feasible Concept.

2019: Traffic & Safety Analysis, Public Open House #2 (Spring), ADVISORY GROUPS MEETING #2, ADVISORY GROUPS MEETING #3, ADVISORY GROUPS MEETING #4, ADVISORY GROUPS MEETING #5, ADVISORY GROUPS MEETING #6, ADVISORY GROUPS MEETING #7, ADVISORY GROUPS MEETING #8, ADVISORY GROUPS MEETING #9, ADVISORY GROUPS MEETING #10, ADVISORY GROUPS MEETING #11, ADVISORY GROUPS MEETING #12, ADVISORY GROUPS MEETING #13, ADVISORY GROUPS MEETING #14, ADVISORY GROUPS MEETING #15, ADVISORY GROUPS MEETING #16, ADVISORY GROUPS MEETING #17, ADVISORY GROUPS MEETING #18, ADVISORY GROUPS MEETING #19, ADVISORY GROUPS MEETING #20, ADVISORY GROUPS MEETING #21, ADVISORY GROUPS MEETING #22, ADVISORY GROUPS MEETING #23, ADVISORY GROUPS MEETING #24, ADVISORY GROUPS MEETING #25, ADVISORY GROUPS MEETING #26, ADVISORY GROUPS MEETING #27, ADVISORY GROUPS MEETING #28, ADVISORY GROUPS MEETING #29, ADVISORY GROUPS MEETING #30, ADVISORY GROUPS MEETING #31, ADVISORY GROUPS MEETING #32, ADVISORY GROUPS MEETING #33, ADVISORY GROUPS MEETING #34, ADVISORY GROUPS MEETING #35, ADVISORY GROUPS MEETING #36, ADVISORY GROUPS MEETING #37, ADVISORY GROUPS MEETING #38, ADVISORY GROUPS MEETING #39, ADVISORY GROUPS MEETING #40, ADVISORY GROUPS MEETING #41, ADVISORY GROUPS MEETING #42, ADVISORY GROUPS MEETING #43, ADVISORY GROUPS MEETING #44, ADVISORY GROUPS MEETING #45, ADVISORY GROUPS MEETING #46, ADVISORY GROUPS MEETING #47, ADVISORY GROUPS MEETING #48, ADVISORY GROUPS MEETING #49, ADVISORY GROUPS MEETING #50, ADVISORY GROUPS MEETING #51, ADVISORY GROUPS MEETING #52, ADVISORY GROUPS MEETING #53, ADVISORY GROUPS MEETING #54, ADVISORY GROUPS MEETING #55, ADVISORY GROUPS MEETING #56, ADVISORY GROUPS MEETING #57, ADVISORY GROUPS MEETING #58, ADVISORY GROUPS MEETING #59, ADVISORY GROUPS MEETING #60, ADVISORY GROUPS MEETING #61, ADVISORY GROUPS MEETING #62, ADVISORY GROUPS MEETING #63, ADVISORY GROUPS MEETING #64, ADVISORY GROUPS MEETING #65, ADVISORY GROUPS MEETING #66, ADVISORY GROUPS MEETING #67, ADVISORY GROUPS MEETING #68, ADVISORY GROUPS MEETING #69, ADVISORY GROUPS MEETING #70, ADVISORY GROUPS MEETING #71, ADVISORY GROUPS MEETING #72, ADVISORY GROUPS MEETING #73, ADVISORY GROUPS MEETING #74, ADVISORY GROUPS MEETING #75, ADVISORY GROUPS MEETING #76, ADVISORY GROUPS MEETING #77, ADVISORY GROUPS MEETING #78, ADVISORY GROUPS MEETING #79, ADVISORY GROUPS MEETING #80, ADVISORY GROUPS MEETING #81, ADVISORY GROUPS MEETING #82, ADVISORY GROUPS MEETING #83, ADVISORY GROUPS MEETING #84, ADVISORY GROUPS MEETING #85, ADVISORY GROUPS MEETING #86, ADVISORY GROUPS MEETING #87, ADVISORY GROUPS MEETING #88, ADVISORY GROUPS MEETING #89, ADVISORY GROUPS MEETING #90, ADVISORY GROUPS MEETING #91, ADVISORY GROUPS MEETING #92, ADVISORY GROUPS MEETING #93, ADVISORY GROUPS MEETING #94, ADVISORY GROUPS MEETING #95, ADVISORY GROUPS MEETING #96, ADVISORY GROUPS MEETING #97, ADVISORY GROUPS MEETING #98, ADVISORY GROUPS MEETING #99, ADVISORY GROUPS MEETING #100.

2020: Begin Environmental Design/ROW.

2021: Construct Project #1.

2028: Initiate & Construct Additional Projects Recommended by PEL.

5

CONCEPT DEVELOPMENT AND SCREENING

PHASE 1 SCREENING: PRELIMINARY CONCEPTS (A, B, C, D, E, F, G, H, I, J, C2, G).

PHASE 2 SCREENING: DETAILED EVALUATION.

OUTCOMES: MULTI-INTERCHANGE*, PREFERRED CONCEPTS, COLLECTOR-DISTRIBUTOR**.

* Two variants (formerly Concepts B & C2)
** Formerly Concept J

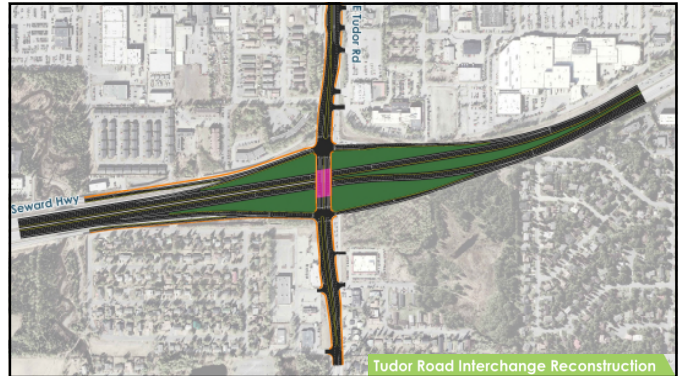
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PROJECTS

Recommended Project	Implementation Timeframe
Tudor Road Interchange Reconstruction	Short Term (1-3 years)
Complete Streets, Aesthetic Improvements and Community Placemaking	Short Term (1-3 years)
Seward Highway/ 36th Avenue Intersection Improvements	Short Term (1-3 years)
Seward Highway/ Benson Boulevard, Northern Lights Boulevard and Fireweed Lane Intersection Improvements	Short Term (1-3 years)
Seward Highway/ 36th Avenue Interchange	Medium Term (3-8 years)
Seward Highway/ Benson Boulevard to 20th Avenue Access Improvements	Medium Term (3-8 years)



7



8

COMPLETE STREETS, AESTHETIC IMPROVEMENTS, AND COMMUNITY PLACEMAKING


- Support Anchorage Bowl 2040 Land Use Plan goal to create a City Center in Midtown that is a thriving mixed-use environment that enables business growth
- Working with the community to identify improvements to support facilities that enable safe access for all users
- Focus on pedestrians, bicyclists, motorists and transit riders of all ages and abilities
- Include initiatives for stakeholders and the community to collectively identify and implement
- Strengthen the connection between people and the public realm



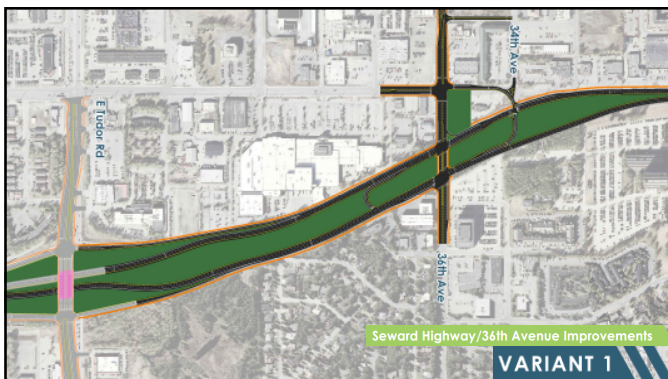
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MIDTOWN CITY CENTER

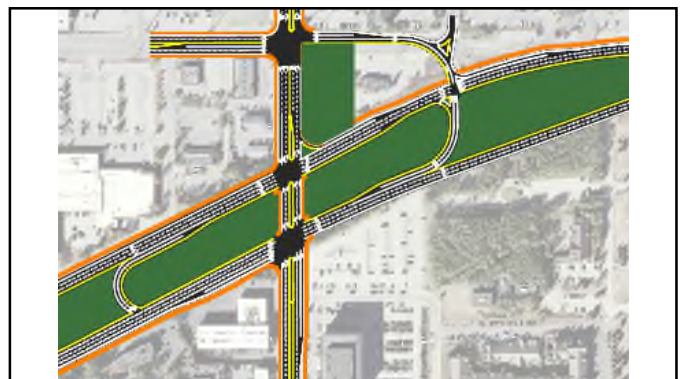
- Create a City Center in Midtown that is a thriving mixed-use environment that enables business growth
- Midtown City Center is shown in purple



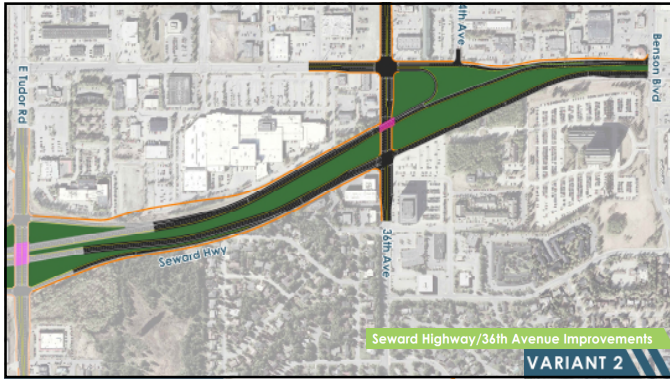
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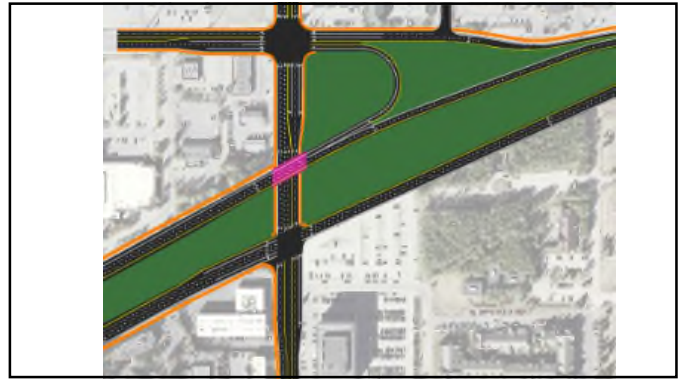
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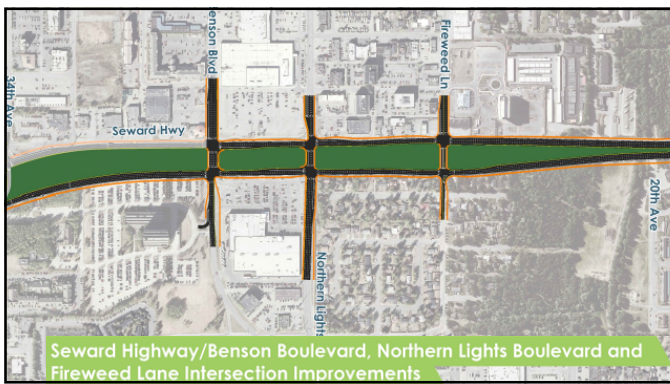
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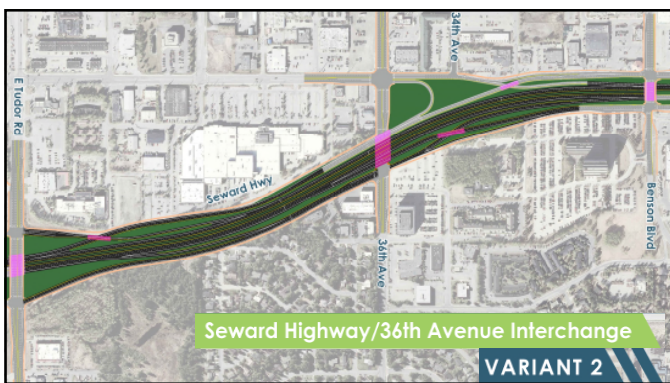
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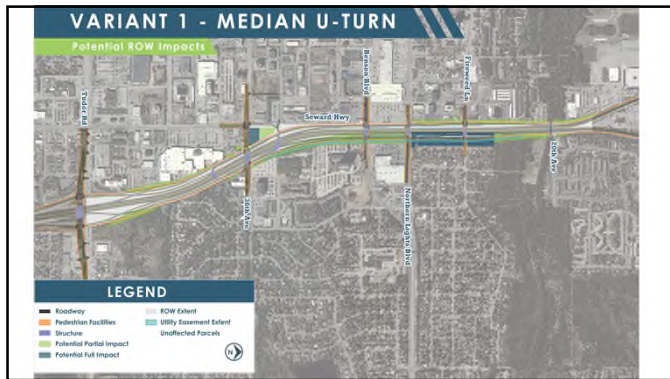
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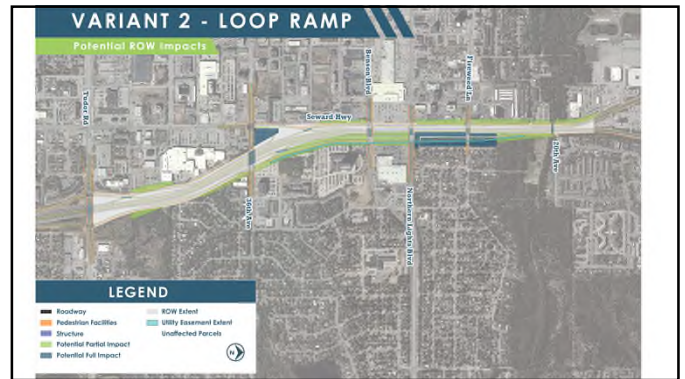
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20

KEY DATES – PEL STUDY

2019	SEPTEMBER 9 & 10	Agency, Business and Citizen's Advisory Group Meetings
	OCTOBER 7 – NOVEMBER 6	30-Day Public Comment Period on draft PEL Study Report
	OCTOBER 21	Public Open House #3
	NOVEMBER 2019	Final PEL and Environmental/Design of Highest Priority Projects Commence

Midtown

21

STAYING INVOLVED AFTER THE PEL STUDY

Complete Streets, Aesthetic Improvements and Community Placemaking

- **Why:** To create a plan detailing projects to reinforce Midtown City Center.
- **Who:** A collaborative Community Working Group comprised of volunteer representatives working with DOT&PF and DOWL
- **How:** Initially, quarterly meetings over two years and associated workshops and brainstorming sessions; may continue on to guide project development
- **Starts:** October/November 2019

Interested? Please let us know if you'd like to be involved!

22

NEXT STEPS

Date	Action
Late 2019	Midtown Congestion Relief Concludes
October/November 2019	Midtown City Center Complete Streets, Aesthetic Improvements and Placemaking Kicks Off
Late 2019 – Late 2021	Design and Environmental Permitting of Seward Highway/36th Avenue Improvements
Early 2020 – Early 2022	Design and Environmental Permitting of Seward Highway/Benson Boulevard, Northern Lights Boulevard and Fireweed Lane Intersection Improvements
2022 Onwards	Construction of projects, design/environmental permitting of other projects identified in PEL Study

23

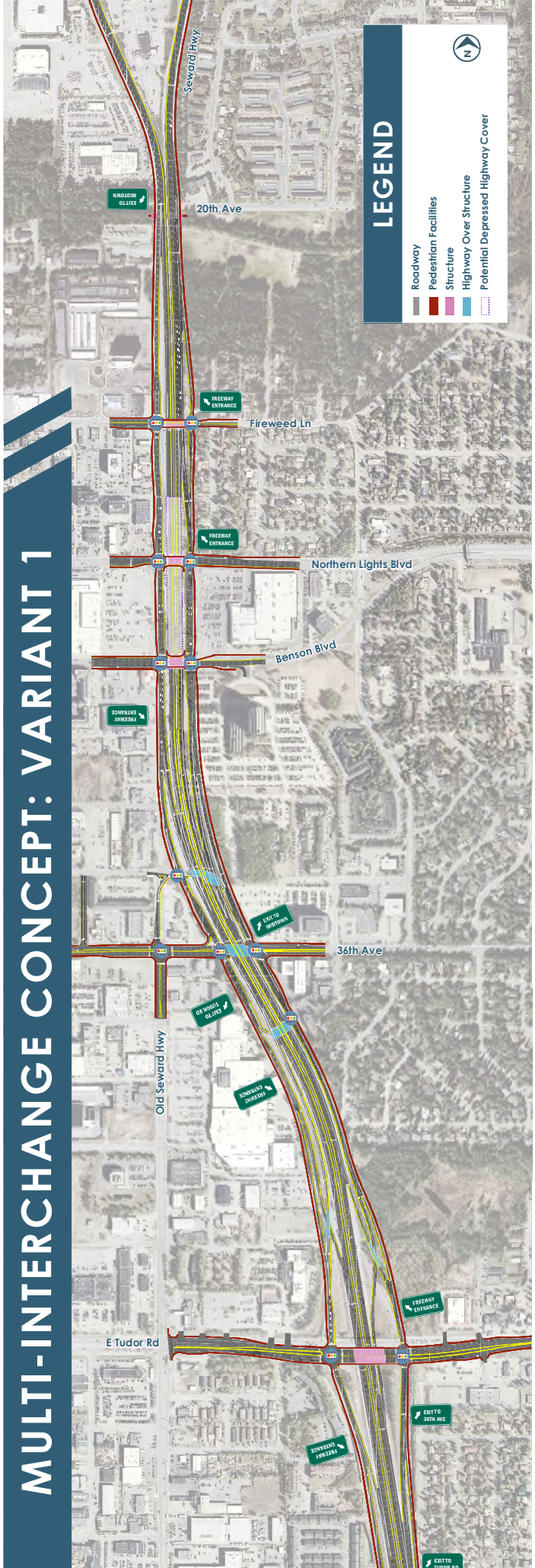
COLLECTOR-DISTRIBUTOR CONCEPT



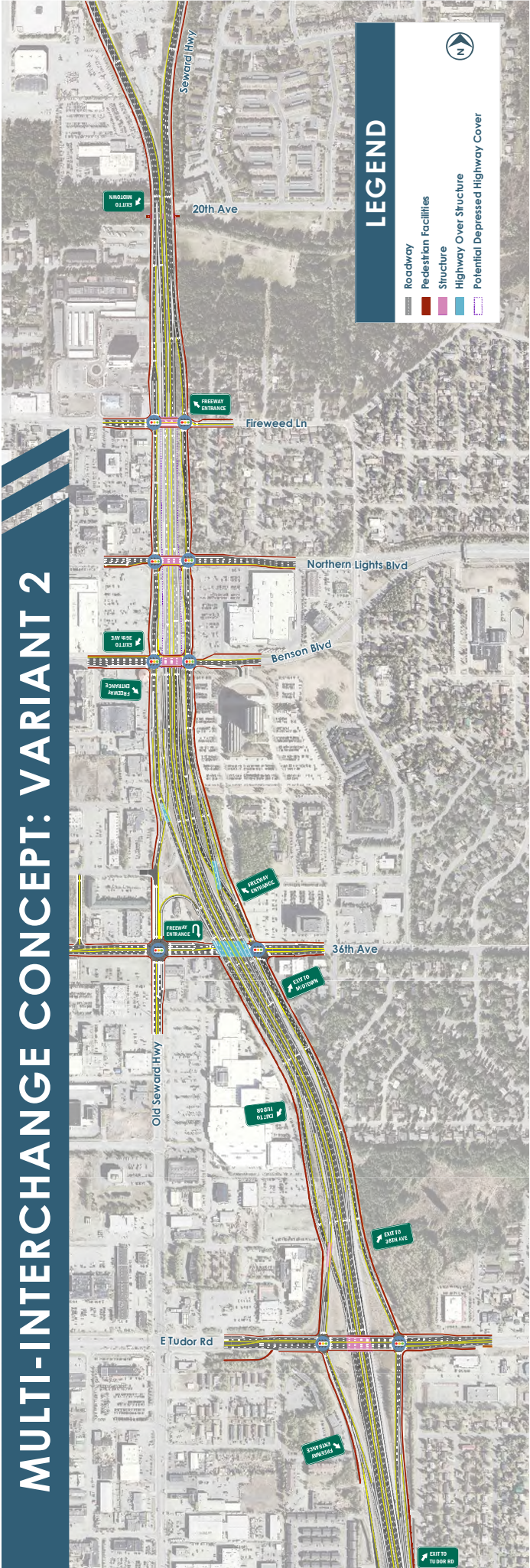
LEGEND

- Roadway
- Pedestrian Facilities
- Structure
- Highway Over Structure
- Potential Depressed Highway Cover

MULTI-INTERCHANGE CONCEPT: VARIANT 1



MULTI-INTERCHANGE CONCEPT: VARIANT 2





Citizens Advisory Group Meeting #5

Summary Report

Tuesday September 10, 2019, 5:30 – 7:30p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on concept refinement, Phase 2 screening, draft screening results and recommended preferred concept(s). We will present how the concept has been divided into separate projects with independent utility and logical termini and associated draft purpose and need statements for future environmental efforts.

We will then outline our next steps as we work toward presenting the preferred concept(s) to the public and providing time for formal public comment on the draft PEL Study Report.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Notes:

Opening remarks, Introductions: Sean Holland (DOT&PF) welcomed everyone, and group introductions were made. Sean provided a brief recap of the problems being addressed by the MCR PEL Study.

- The Midtown corridor has the highest traffic, highest accidents, is active transportation barrier with the massive intersections currently, which are intimidating and create a lot of conflict points, and it provides discontinuous nonmotorized facilities (e.g. no trail is provided along the Seward Highway between Tudor Road and 36th Avenue).
- The PEL Study has been an iterative process with an unprecedented level of public involvement to ensure stakeholder input are incorporated.

Steve Noble (DOWL) also welcomed participants and gave a summary of progress on the PEL and the purpose of the project.

- We expect the draft PEL Study Report will be on project website on or around October 7.
- The next open house has been scheduled for October 21 at the Loussac Library.
- The next step is to move into NEPA for projects recommended in the PEL study.
- Following the last advisory group meetings in May, the project team continued to refine the remaining concepts following Phase 1 screening and embarked on Phase 2 screening. The Phase 2 screening considered two remaining concepts: A Multi-Interchange Concepts (with two variants), and a Collector Distributor Concept. The Phase 2 screening also evaluated the implications of a “Do Nothing” Concept. The Collector-Distributor Concept (with two variants) emerged as the preferred concept following the Phase 2 screening.





Steve then talked about the highest priority recommended project in the PEL Study Report: A Complete Streets/Community Placemaking initiative.

- The MOA 2040 Land Use Plan recommended a Midtown Community Center, as well as city centers in Huffman, Downtown, UMed, and Creekside (east side).
- Steve asked the participants: “What does it mean to have a city center in Midtown?” Responses included:
 - Walking
 - Bicycling
 - Mixed land uses
 - A pleasant place to live
 - Need not go too far to get what I need
- The Midtown City Center area in the MOA 2040 Land Use Plan covers a large area. 36th Avenue does not support walking or bicycling well, which creates a challenge with realizing the City Center concept difficult.
- Steve asked participants: “What can we do with MCR that would support the City Center concept?” Responses included:
 - Safe access
 - Getting people to/from home safely, especially east-west
 - Nothing new that damages what we have (project doesn’t make it worse than it already is – it’s hard to see how you could put a 55mph freeway through the middle of town and not damage it as a place to live. That seems to be a theme in towns/cities all over the United States)
- We want to make sure this project is consistent with a quality of life you expect, it isn’t just about a 55-mph highway.
- Sounds like this is something that could actually improve property values
- Steve then requested participants to provide updates to Community Councils about the study and recommended projects to ensure residents are aware of the project and its features. This will continue during the Complete Streets/Placemaking project.

Steve talked about the Phase 2 Screening Process.

- 3=strong, 0=weak. Eight categories for evaluation and a question about support for the project, all compared against a no-build option (e.g. how concepts compare against doing nothing). All narrowed down to:
 1. Multi-Interchange Concept (Variant 2 and Variant 1)
 2. Collector-Distributor Concept
- We’ve dismissed the option of elevating the Seward Highway north of 36th Avenue.

Comment: If there are only two lanes of traffic each way on the freeway section of Seward Highway, that shows there isn’t very much traffic.

- **Answer:** 70 percent of the traffic in the corridor originates in or is bound for Midtown. Therefore, there is only a limited volume of traffic seeking to travel north-south and avoid Midtown entirely.





Question: There's nothing here to show the possibility of taking property on both east and west sides of the highway, something this group has discussed. Why?

- **Answer:** We've spent a lot of time looking at the footprint with all different options. We've proposed an option that expands to the east because based on our analysis we've been able to come up with a solution on the east side using existing buffers and minimal additional property acquisition. Under either scenario we must take the three lots on the front of the Fred Meyer property. We've looked at options at how we can squeeze the road in at Rogers Park, how we could put in a sound wall, what kind of footprint we'd have to have to preserve those homes, and what the options are for acquiring on the west side of the road. There's really no room to even share the ROW; if we take even just a little, then we have to take all of it. It comes down to one lot deep on one side or the other.

Comment: The existing sound barrier along Seward Highway south of Tudor Road is not what the neighborhood wanted, and it is not effective.

- **Answer:** we haven't looked closely at this stretch of the highway, but we could look into it.

Question: Campbell Park already has a problem with people cutting through it. What do these new proposed changes do/impact to the neighborhood?

- **Answer:** Depends on why people are cutting through neighborhoods. Traffic calming can have some positive impacts, as evidenced by the traffic calming implemented on Fireweed Lane and LaTouche Street. We expect that traffic operations will significantly improve on the Seward Highway and the surrounding frontage road network following the implementation of the projects identified in the PEL study, which should reduce cut-through traffic. Our experience is it's a lot easier to push people to the right route than push them away from the wrong ones.

Comment: There have been a lot of things that have negatively impacted Campbell Park with the Tudor Road south project.

- **Answer:** These are valid concerns, we want to make sure the same thing doesn't happen on the projects we're talking about. This project is not seeking to increase traffic through a neighborhood.

Question: Will the bridge over Tudor Road happen before or after what we've been talking about in the last 5-6 months?

- **Answer:** The Tudor Road Interchange Reconstruction project identified as one of the first projects in the PEL Study. The earliest the interchange would be constructed is probably 2022/2023. This is one of the six projects we're identifying in the PEL study as projects that could be implemented to fulfill the vision for Midtown.

Steve discussed more about the intent of the PEL study and how that differs from project design:

- In the planning stage we don't go into every single detail, we go into enough detail to identify any issues that could derail the project later.





Steve talked again about the place making initiative:

- The project goes back to what we were talking about earlier with the Midtown City Center. We want to incorporate the quality of life elements. How will we create this Midtown City Center? The project should be grassroots-driven, and community organized to accomplish community places and civic spaces in conjunction with the transportation projects identified in the PEL Study. Recommendations from the placemaking initiative will be fed into the other projects.

Question: The improvements will not be amenities they will actually be a part of the project?

- **Answer:** Yes. We want to have one working group to focus on placemaking and community-driven improvement projects in support of Midtown City Center. This will include considering what interim projects could use the green space created as part of the intersection improvement projects prior to the construction of the grade separated freeway.
- We want to make sure all four projects look like a cohesive suite of improvements, even if they're led by four different PMs/firms. To say that after tonight we are done, that's not doing the right thing. We want to continue having a dialogue with the public.
- We don't know what to call it yet, but all of you are welcome to participate in that group. We're suggesting this be the highest priority project out of this effort and use that to feed into the transportation projects.
- The next two projects might start at the same time, but they won't be completed before results to guide their development, which come from the placemaking initiative.

Concern: The reality of ROW acquisition and creating a frontage road network is it could move the depressed freeway to several years into the future. The fiscal position of the state and federal government is uncertain. Doing something with the land in the interim is important, so I'm happy to see that. But it needs to be more than simply planting one-foot high shrubs that die in a year, so it doesn't look bad and become a trash collector. If we're going to support Midtown to be a place where people can walk, bicycle, and be active, we need a place where people can actually be active. I don't want this to be a huge swath that literally splits the city. This is my big fear.

- **Answer:** There's already a big swath that divides the city and it's an unsafe swath that kills people every year. From my perspective, this – even with the great green swath down the middle – even if we can't find something to do with it, it's better than what we have there today even if it isn't very creative. From a safety, non-motorized perspective, in almost every way possible the improvements will be better than a no-build. However, I do think the state and the design team are ready to support a city center in Midtown and get the best of both worlds.
- **Follow-up:** This is going to be a legacy project for us. We are all Anchorage residents and we have an obligation to create something that supports transportation and our community.

Question: So, what you're intending here is fewer lanes to carry the same amount of traffic?

- **Answer:** It's a difficult thing to predict how fast the entire plan will come together. Whether or not it sits like this for three or six or ten years – I don't know. Utilities are what usually hold things up. It's not until you get over here to the trenched portion of the road where it gets expensive.





- The lack of consensus with the community is why a project hasn't yet moved forward – it isn't the money.

Question: So, utilities would be done at the beginning as if you were putting in the depressed freeway?

- **Answer:** For the most part, yes.

Question: So, you have to have a complete design for the depressed roadway done before building the frontage roads?

- **Answer:** I wouldn't go that far, but there is a need to ensure there is sufficient space for the depressed roadway and associated structures. A certain amount of design would be needed to give confidence on that.

Comment: The big deal is the lack of certainty. What if we built this frontage road system and we end up with a garbage collector down the middle and never a freeway? How do we get a guarantee we'll have the whole thing? One way is to design build from start to finish – get the money and put it out to bid and build it. If this project were to magically appear it would be great. But if that's not the case then I see part of guarantee as designing all the way to that final, or maybe to 60 percent, of the depressed freeway so there's skin in the game.

- **Answer:** Not everyone will think that what you've just suggested would serve as a guarantee. Also, if the environmental document is done in the way it's supposed to be done then you can't simply construct an elevated freeway. To change the plan that significantly would require a restart with both the alternatives analysis and the environmental analysis. We're trying to give the community what they want.

Comment: I think that's good news, in my mind and in the city's mind.

- **Answer:** If we have to live with this "interim" concept for even ten years I think it's still a better situation than what we have currently.

Comment: I hear that question from people. Is this really going to be better than what we have currently? It's important to convince people that what you're proposing in the short term truly is better than what we have now.

Question: How is this going to be sold as better than what we have now in terms of narrowing the road from three to two lanes? Could you simply block off one of the lanes we have now to show what happens?

- **Answer:** The total number of lanes is fewer, especially once turn lanes are eliminated. This is because the frontage road network and associated separation enables the streets to function as a couplet, which reduces friction, need for queuing space, and turn lanes. This could not be achieved in the current configuration.
- In addition, 35 mph is the optimal speed for traffic to flow smoothly. The frontage road lane configurations operate efficiently for the projected traffic volumes in the traffic model operating at 35mph, even with relatively speaking fewer lanes. The reason we have fewer lanes is because currently there's a massive inefficiency with congestion at Northern Lights and Benson causing the need for space to store up traffic due to long four-phased signals.





Concern: Also concerned with noise three blocks from my house (Geneva Woods).

- We're not taking this concern lightly. One thing we'll have to do as part of the 36th Avenue interchange is put in a real noise barrier that has the potential to truly knock down the noise, better than what's there now. I can't say specifically what that will mean until we start studying the noise, but we could come to your house with your permission with a noise monitor to measure what it is currently and model the impact of specific noise walls.

Question: Why can't we trench the entire road?

- **Answer:** Depressing the road for the entire distance adds significant expense, and also creates other engineering challenges such as drainage. We did consider this option, but it added a significant amount to the overall project cost (\$100-200M).

Question: Just playing devil's advocate - what happens if Geneva Woods comes in and says you have to find a way to depress it. What are the options?

- **Answer:** We will suggest that we get to the environmental phase and do detailed noise analysis so we can share real information, factually, instead of fears. That would be my first point – to have factual data to help people understand. Until we get into the detailed analysis and modeling it's hard to say how much different options could help or hurt property owners. Also, there's a different configuration with Tudor Road with the two different variants. When we do our noise analysis, we do a 3D modeling of the landscape to look back on properties that are several homes deep into the neighborhood.

Follow up question: And can you also look at when leaves are on trees?

- **Answer:** Yes.

Question: How come you like Variant 1 better?

- **Answer:** In Variant 2, we would have to take the Sushi Ya building. Also, in Variant 1 we can put in a pedestrian crossing where we can't in Variant 2.
- **Follow up:** Also, our traffic models show us that variant one performs better than Variant 2 in the out years.
- **Follow up:** Another thing we might be able to do is lower the profile at 36th Avenue just a little. Lowering it even 4-5 feet could make a big difference on the noise profile.

Question: If 35 mph is the most efficient speed to move cars through then why would the highway be at 55mph?

Comment: I like the idea of depressed the road slightly around 36th Avenue. I don't want to see homes lose their ability to get evening sun, especially in the winter.

- **Answer:** we could try to come up with some visuals from that side of the road. It'd be interesting to see a view from the Geneva Woods housing side of things looking down on the road.





Comment: Still trying to wrap my head around the difference between the two Multi-Interchange concepts. One big difference I see is between Northern Lights Boulevard and Fireweed Lane.

- **Answer:** That's interchangeable between the two concepts. The main difference between the two Variants is at 36th Avenue, with the provision of either a Median U-turn or a loop ramp. Everything else is interchangeable. Variant 1 provides for an additional ramp from Fireweed Lane which will put traffic onto the freeway sooner, which would make things quieter for Rogers Park. The tradeoff is that you can't cover as much of the freeway.

Comment: I'm guessing from a Rogers Park perspective we'd trade the cap for the quiet in Variant 1.

Comment: In reality the folks on Ingra street have a good out. It's the people on the other side of the street who could have a real impact.

- **Answer:** we've talked with a couple of people who live on the east side of Ingra street, and we're thinking about a gathering for both sides of the street to inform and discuss the PEL Study. We also want to come up with some ideas that will make improve the outcomes for folks on the east side of Ingra Street. It's humbling to hear the breadth of social issues the folks on Ingra street have to deal with on a daily basis (homelessness, theft, crime). The Rogers Park of Ingra St. is a different Rogers Park than the rest of the neighborhood.
- **Follow up:** The frontage road will probably also require sound mitigation of some kind. Rogers Park has already indicated they don't want a wall, they'd prefer a berm if homes are acquired.

Comment: How might I might most strongly encourage Variant 2 versus Variant 1? It seems to me reasonable to sacrifice one restaurant for 24/7 quality of life of all the people in Geneva Woods.

Question: For the Collector-Distributor concept what would 36th Avenue look like?

- **Answer:** It would look more like Variant 2.

Question: Are there no signals then on Benson Boulevard, Northern Lights Boulevard and Fireweed Lane?

- **Answer:** There would be signals on the frontage road network. As the freeway is depressed, there would be no signals required.
- **Follow-up:** they're not shown on the project figures in the Executive Summary, but they will be in the next draft.

Steve: From ROW standpoint, if we go to the east, we have confidence that issues created by ROW acquisition are able to be resolved. If we go to the west, it's an entirely different story.

Steve concluded the meeting with a reiteration of the placemaking initiative's working group and the desire to continue engaging stakeholders.

- First meeting of our working group will be in November. Working on getting that moved forward with DOT&PF right now.





- Hope all of you participate. We're not putting a limit on it. There's a genuine feeling that we want to make this a community-building initiative and not just build a 55-mph highway through the city center.

Comment: We have a Rogers Park Community Council meeting and they're going to ask for a report.

- **Answer:** We will be at the Community Council meeting.

Question: Ultimately, who makes the decision about all of this?

- **Answer:** we try to make it a group decision. It's never going to be unanimous. Ultimately, DOT&PF makes the decision.

Comment: Midtown CC will probably invite you to our November CC meeting as well.

- **Answer:** We will be there.



PUBLIC AND AGENCY INVOLVEMENT SUMMARY

Business Advisory Group

- Information Meeting – March 29, 2018
- Business Advisory Group Meeting 1 – June 18, 2018
- Business Advisory Group Meeting 2 – August 15, 2018
- Check-In Meeting – November 27, 2018
- Business Advisory Group Meeting 3 – February 4, 2019
- Business Advisory Group Meeting 4 – May 22, 2019
- Business Advisory Group Meeting 5 – September 10, 2019

Information Meeting

March 29, 2018



**BUSINESS ADVISORY GROUP
KICK-OFF MEETING
AGENDA
March 29, 2018 at 12 p.m.**

PROJECT OVERVIEW AND GOALS

The Midtown Congestion Relief (MCR) corridor is defined as the Seward Highway from the Tudor Road interchange to the 20th Avenue intersection through Midtown Anchorage. Traffic along this corridor is expected to roughly double in the next 20 to 30 years, congestion will increase dramatically in the Midtown region. This effort will use Planning and Environmental Linkages (PEL) to establish a shared corridor vision, garner public and agency concurrence on the scope of individual projects, and identify environmental concerns in anticipation of environmental documentation efforts. The outcome of the PEL will identify a logical corridor build-out plan with several distinct projects having independent purpose and need, logical termini, and independent utility.

- **Purpose of meeting**
- **What we would like from you**
 - Volunteers to participate in a Business Advisory Group
 - 3-5 meetings over a 12-month period
- **What is Midtown Congestion Relief?**
 - Presentation (Steve Noble)
- **Obligations of Advisory Group Members**
 - Attend meetings to provide input on the development of concepts and alternative selection criteria for the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study
 - 3-5 meetings over the next 12 months
 - No more than 1 – 1.5 hours per meeting in duration
 - Agendas distributed in advance
 - Review materials and information provided about the study
 - Discuss issues and rationale for decisions with other business owners in the Midtown area
 - Act in an advisory capacity to the PEL Study team
- **Questions**
- **Closing comments**





MIDTOWN CONGESTION RELIEF – BUSINESS ADVISORY GROUP INFORMATION MEETING
SESSION 2 – SIGN IN SHEET
 Thursday, March 29, 2018
 5:30 P.M.

PLEASE PRINT:

NAME	BUSINESS NAME	BUSINESS ADDRESS	TELEPHONE	E-MAIL
Heather Andrus	Heather N Andrus Agency Stratford			
Take Gritsch	" "			
Nick Jurasek	NA			
Jim Thornbou	AK RED			
Thomas K Gittins	ELMAY			

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Planning and Environmental Linkages (PEL) Business Advisory Group Information Meeting

March 29, 2018

1

MCR PEL Area and Key Issues



- Safety
- Seward Highway is a barrier for east-west multi-modal mobility
- Congestion
- Midtown mobility, not just Seward Highway mobility
- Defined vision for Midtown

2

A New Approach

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process



3

Draft Study Goals

- Fresh look at area concepts and vision for mobility
- Connect commerce and community
- Improve multi-modal transportation efficiency
- Improve safety
- Align with city and state planning documents
- Avoid and minimize impacts
- Flexibility to fund recommended improvements in response to needs

4

MCR Outcomes

- Broad consensus on corridor vision, goals, and objectives
- Identify and implement improvements that have:
 - Clear purpose and need
 - Logical termini
 - Independent utility

5

What We've Heard



- Improve trail connectivity
- Make paths and sidewalks safer to increase use
- Reduce cut-through traffic in neighborhoods
- Consider land use and future development
- Improve traffic flow
- Build grade-separated intersections
- Consider "Complete Streets"
- Make connections as direct as possible

6

Public and Agency Involvement



- Community Council briefings/updates
- 3 Open house meetings during the PEL
- Transportation Fairs
- Interactive website: www.midtowncongestionrelief.com
- Agency/stakeholder group
- Citizen Advisory Group
- Business Advisory Group



7

7

Schedule





8

8

What Can You Do?

- Share your thoughts and concerns about the corridor
- Participate in Open House meetings
- Join the mailing list
- Contribute to the interactive map at www.midtowncongestionrelief.com
- Volunteer for the Business Advisory Group



9

9

Your Feedback is Important

- Website: www.midtowncongestionrelief.com
- Sign up for our contact list and newsletter
- Contact the team:
Rachel Steer (907) 562-2000
MCR@dowl.com



10

10



Business Advisory Group Expectations

Thank you for agreeing to participate in the Midtown Congestion Relief Planning and Environmental Linkage (PEL) Study Business Advisory Group. The primary purpose of the group is to work with the PEL Study team on development of concepts and alternative selection criteria for the Midtown Congestion Relief PEL Study.

The group will meet between three and five times over the next 12 months. Meetings will be no more than 1 1/2 hours in duration and agendas will be sent out in advance. All meetings are open to the public; however, their participation will be limited to questions and comments at the conclusion of the meeting.

Meeting #	Business Advisory Group
1	June <ul style="list-style-type: none"> • Corridor/interchange basics • Concept development workshop overview and feedback discussion
2	August <ul style="list-style-type: none"> • Screening criteria discussion • Update on concept development/feedback
3	October/November <ul style="list-style-type: none"> • Outcome of project screening process • Preferred concept(s)
4	TBD (as needed)

This group is designed to promote an understanding of a range of perspectives, to facilitate an effective information channel, and to augment the public process. Working with a small group of businesses allows the PEL Study team to engage in a more focused dialogue. It is important to remember this is an advisory group, not a decision-making group. The Alaska DOT&PF and funding agencies are the ultimate decision makers.

Specific duties and responsibilities are to:

- Review materials and information provided about the study
- Discuss issues and rationale for decisions with other business owners in the Midtown area
- Act in an advisory capacity to the PEL Study team

Members of the advisory group are expected to represent both their personal views and those of the greater community. The PEL Study team wants to understand public concerns, suggestions, and thoughts as the PEL Study progresses. Advisory group members are expected to work productively with other members and members of the PEL Study team when differences of opinion develop, and follow these general rules:



- Listen: seek to understand new ideas and others' views
- Stay on topic: keep comments distinct and on topic
- Be respectful and polite: attack issues, not people
- Be positive: be problem solvers

If you are unable to attend an advisory group meeting, you may send an alternate participant to represent you. It is the primary representative's job to ensure that an alternate is kept up-to-date on the PEL Study process. Alternates may wish to attend advisory group meetings to observe.

The study team looks forward to working with you to shape the future of Midtown Anchorage! If you have any concerns about your role or commitment to the advisory group please contact Claire Mueller at 562-2000 or via email at mcr@dowl.com.

Business Advisory Group Meeting 1

June 18, 2018



**BUSINESS ADVISORY GROUP
MEETING 1
AGENDA
June 18, 2018 10 a.m.**

PROJECT OVERVIEW AND GOALS

The Midtown Congestion Relief (MCR) corridor is defined as the Seward Highway from the Tudor Road interchange to the 20th Avenue intersection through Midtown Anchorage. Traffic along this corridor is expected to roughly double in the next 20 to 30 years, congestion will increase dramatically in the Midtown region. This effort will use Planning and Environmental Linkages (PEL) to establish a shared corridor vision, garner public and agency concurrence on the scope of individual projects, and identify environmental concerns in anticipation of environmental documentation efforts. The outcome of the PEL will identify a logical corridor build-out plan with several distinct projects having independent purpose and need, logical termini, and independent utility.

- **Introductions**
- **Purpose of meeting**
 - **Project overview and progress presentation (30-40 mins)**
 - **Break-out session (30-40 mins)**
 - **Re-group and present findings (10-15 Mins)**
- **Next meeting topic and time discussion:**
 - Screening criteria discussion and concept development updates
- **Review Expectations**
- **Closing comments**






Business Advisory Group Meeting 1

June 18, 2018

1



Today's Goals

- PEL Study update
- Understand existing conditions
- Provide feedback on preliminary concepts
- Identify additional opportunities



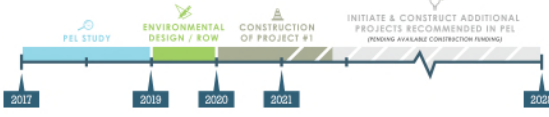

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MCR PEL Study Area

3

Project Schedule

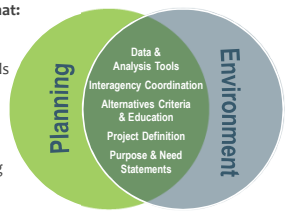




4

Planning and Environmental Linkages

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:



1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process

5

Draft Corridor Vision


“Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety, connectivity, and access for Midtown Anchorage.”

6

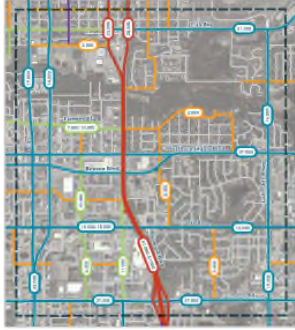
Draft Goals

- Safety**
 - Improve safety for all users by reducing the frequency and severity of crashes, particularly at intersections
- Mobility and Connectivity**
 - Reduce traffic congestion on the Seward Highway and cross streets
 - Improve connections for motorized and non-motorized users along and across the Seward Highway corridor
- Access**
 - Maintain access to adjacent land uses and improve access across the corridor for all travel modes
- Environmental**
 - Minimize impacts to residents, businesses, other stakeholders and the natural environment




7

Study Area Roadway Network




- This segment of Seward Highway has highest AADT in Anchorage Bowl
- Transitions from access controlled freeway to signalized corridor (at 36th Avenue)
- Intersects multiple east-west arterials with high-volume turn movements




8

Traffic Flows (Existing AM)

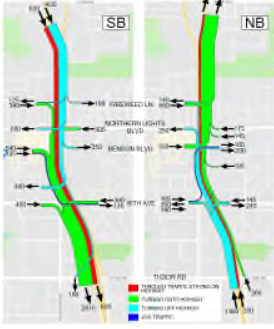


- Majority of traffic on Seward Highway is turning to/from cross streets, especially at:
 - 36th Ave (both directions)
 - Northern Lights Blvd (WB)
- AM Through Traffic:
 - 35% of NB traffic
 - 30% of SB traffic




9

Traffic Flows (Existing PM)




- Majority of traffic on Seward Highway is turning to/from cross streets, especially at:
 - 36th Ave (both directions)
 - Benson Blvd (EB)
- Also Notable:
 - Fireweed Ln (west leg)
 - Northern Lights Blvd (WB)
- PM Through Traffic:
 - 15% of NB traffic
 - 30% of SB traffic




10

Anchorage Network Congestion and Gaps




- Congestion issues at Downtown, Ingra/Gambell couplet
- Limited north-south connections pushes traffic east



11

Regional Modeling Purpose


- Gross level of future movement in area
- Looking for patterns
 - Travel on parallel facilities
 - Travel on cross streets
 - Impacts of H2H
 - Through Trips versus Destination Trips
- How many lanes?
- If we build it will they come?
- Future modeling year is 2048
 - No build: No Knik Arm Crossing, H2H or project build
 - With development: Project concepts with Seward/Glenn connector



12

Constraints

- Limited right-of-way
- Access to businesses
- Closely spaced intersections/cross-streets
- Neighborhoods
- Geotechnical conditions
- High groundwater/poor soils
- Chester Creek/East Chester Park
- Helen Louise McDowell Sanctuary
- Extensive utilities




13

13

Opportunities

- Improve arterial grid crossings through Seward Highway corridor
- Improve connections between residential, retail, employment, and medical centers
- Enhance non-motorized facilities
- Opportunities to implement 2040 Land Use Plan




14

14

Preliminary Concept Development

- Kicked off with Concept Development Workshop
- Attendees from DOT&PF, Municipality of Anchorage and study team
- Similar format to today's meeting (but over two days!)
- Group Sketch Planning Session considering:
 - Access
 - Multi-modal
 - Corridor and interchange layout/configuration
 - Project definition and priority
 - Construction Phasing

Six concepts were presented, all with either one-way or two-way frontage roads




15

15

Common Elements

- Tudor Road interchange needs improvement
- Ramp access to at least two of the cross streets
- Frontage road access to most/all of the cross streets
- Improvements to the secondary road network
- Potential conversion of Northern Lights/Benson couplet to be two-way roads with one as local access
- Improve N-S and E-W multi-modal connections
 - Crossing at 33rd Avenue
 - Connecting Campbell and Chester Creek Trail networks




16

16

Break Out Session (40 mins)

- **Two Concept “Families”**
 - One way frontage roads
 - Two-way frontage roads
- **Think About:**
 - How you/your customers currently access your business
 - How this might change
 - How would you travel if traffic doubled
 - What areas/elements you currently avoid
 - Any suggestions for inclusion in the concepts?




17

17

Break Out Session

- **Feedback:**
 - How you/your customers currently access your business
 - How this might change
 - How would you travel if traffic doubled
 - What areas/elements you currently avoid
 - Any suggestions for inclusion in the concepts?




18

18

Public Involvement/Outreach

- Residents Advisory Group/Business Advisory Group
 - 2-3 meetings to review concepts, evaluation, provide feedback
 - Next meeting will be late summer
- Additional Agency Meetings
 - As needed to review concepts, evaluation, provide feedback
- Public Open Houses
 - **Late Summer:** Draft concepts and evaluations
 - **Early 2019:** Preferred Concept

Midtown  19

19

Your Feedback is Important

- Website:
www.midtowncongestionrelief.com
- Sign up for our contact list and newsletter
- Contact the team:
Rachel Steer (907) 562-2000
MCR@dowl.com


LET YOUR VOICE BE HEARD. ”



Midtown  20


20

Questions?



Keep Alaska Moving Through
Services and Infrastructure

Thank you!

Midtown  21

21



Business Advisory Group Meeting 1 – Notes and Break-Out Session Comments and Questions

Questions raised and answered during the presentation portion:

- **Are there seasonal traffic variations?**
 - o Always – holidays, summer, winter, school. Generally, the patterns are accurate however. This emphasizes the need for access to Midtown as most of the traffic wants to get to Midtown. There will be some redirected traffic (i.e. traffic that would otherwise stay on the highway but gets off because of a perception that it is easier to go a different route).
- **How are we going to get all this growth given there is very little development land left in Anchorage – are we going to go upwards?**
 - o There is more vacant land available that will likely be developed in the next 20 years. On the housing side however, there is a shortage of developable land left in Anchorage.
- **For this project do we anticipate gaining access to any land through eminent domain?**
 - o This is in the state's toolbox. There is a federal process for ROW acquisition and this is the process that will be followed. It treats the property owners equitably, involves appraisals and fair market value for the land. It is sometimes used at the request of the property owners. If we are going to build something through here we are going to require some land purchases. Eminent domain is a last resort, and we will try to avoid this. Usually only 5 percent of acquisition requires eminent domain. We are mindful we are going through a developed corridor, and we are trying to minimize the need for property purchase. Once we make this section more efficient we need to be mindful that it will potentially draw more traffic, so it won't just be population growth that will drive increased vehicle numbers through the corridor. The model is very conservative in term of growth rate (1-2 percent) for Anchorage. This is significantly lower than what is being seen in the Valley.

General comments from group discussion:

- One Way Frontage Road concepts: effectiveness will depend on the access across Seward Highway.
- Will be easier to give feedback with more detailed plans including ramp locations.
- Cars may be a lot less prevalent in the transportation network in the future (ride share, non-motorized, autonomous).
- More population in Anchorage will lead to more density of development. We need to consider the impact that this will have on our modeling.



- Were there any concepts that add more capacity without building interchanges (no build option)?
 - o An early concept was considered but it doesn't achieve the vision and goals/ purpose and need. This is known as a 'Do Nothing' option.
- There are more bicycle lanes on the roadway across the rest of the U.S. Alaska seems to be focused on separated trails. Why is this?
 - o In Anchorage, there has been a lot of discussion about accommodations on roadways, but no consensus on the right technology to detect bike movements owing to conditions in Alaska. The current compromise is to create space, but not formalized bike lanes.

Summary Comments:

- Meetings to be two hours in the future. Envisioning at least two more meetings with this group – next meeting will flesh out details further, including ramp configurations, lane widths, etc. Will also consider alignment to understand property impacts. Next meeting will be scheduled in mid-August.
- Appreciate volunteering time, additional suggestions/feedback appreciated. We will also look at what we can send in advance.
- To send a copy of the presentation, PDF of early concepts.
- Please don't wait until August to provide additional feedback, please send ideas or come and talk to us.

Break-Out session notes and take-aways:

One-way Frontage Road Concepts - Team 1:

Business Owners:

- Consider impacts on visibility and access
 - o Work with MOA to retain visibility and access – businesses will need support
- Would like to see phasing plan summary and turn movements in each direction
- How much Real Estate will these options take?

Be aware of:

- ROW acquisitions
- Ensure the solution is as narrow as possible to minimize property impacts
- Provisions for pedestrians (and crossing points)
- Phasing will be less disruptive
- Would like to understand ramps
- How is the traveling public dealing with the diverging diamond interchange at Glenn/Muldoon?
- Median U-Turn concern: How will they operate in snow and ice conditions?



One-way Frontage Road Concepts - Team 2:

Comments on map

- Difficult traffic movement at 15th Avenue
- Plenty of room at couplet to create a Median U-Turn

Businesses

- Median U-Turns – Think about impact of circuitous, out of direction travel
- Allows testing of assumptions about growth without committing to significant investment

Feedback

- One Way Frontage Road promotes future connection to Brayton and Homer Drive
- Median U-Turns avoid the need to build over-bridges, calm traffic, creates opportunities for pedestrian signals
- Opportunity to think about traffic circles – calm traffic and keep it moving.
- Median U-Turns – consider impact if Phase II Seward Highway is never built

Two-way Frontage Road: (one map with comments)

- If you take property, maintain access
- Don't create sanctuaries around pathways
- Consider effects to homeless people in the area. Are we encouraging this problem?
- Is this concept similar to Airport Way in Fairbanks? (Two-way frontage on both sides)

Business Advisory Group Meeting 2

August 15, 2018



Business Advisory Group Meeting 2

Wednesday August 15, 2018

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

To update and continue to refine potential concepts for the Midtown Congestion Relief Planning and Environmental Linkages Study. Garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Meeting Outcomes:

- Confirmed vision and goals
- Refined concept list
- Public and agency consensus and engagement

Agenda

- Opening remarks
- Introductions
- Agenda review/ Safety minute
- Vision and goals
- Concept update
 - One-way Frontage Road Concepts
 - Two-way Frontage Road Concepts
 - Discussion/Q&A
- Next Steps/Next Meeting



Corridor Vision

“Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety, connectivity, and access for Midtown Anchorage.”

SEWARD HIGHWAY MOBILITY ACCESS

MIDTOWN ACCESS/CONNECTIVITY MULTI-MODAL

Midtown

1

Goals

- Safety**
 - Improve safety for all users by reducing the frequency and severity of crashes, particularly at intersections
- Mobility and Connectivity**
 - Reduce traffic congestion on the Seward Highway and cross streets
 - Improve connections for motorized and non-motorized users along and across the Seward Highway corridor
- Access**
 - Maintain access to adjacent land uses and improve access across the corridor for all travel modes
- Environmental**
 - Minimize impacts to residents, businesses, other stakeholders and the natural environment

Midtown

2

Next Steps

Date	Activity
Ongoing	Planning level design of concepts
August – September	Concept costs, phasing, analysis
August – September	Concept evaluation using traffic model and screening criteria
August	Second Business and Citizens Advisory Group Meetings
September	Third Business and Citizens Advisory Group Meetings
November	Next Open House
Following Open House	Identify preferred concept

Midtown

3



Business Advisory Group Meeting 2 Summary Report

Wednesday August 15, 2018

Meeting Purpose:

To update on the progress made since meeting 1 and present refined potential concepts. Receive feedback and garner consensus on the concepts that will be carried forward in the detailed planning analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

- Opening remarks
Steve Noble welcomed everyone and went through agenda for the meeting.
- Introductions
Attendees introduced themselves. A record of attendance is attached as Attachment 1.
- Progress update:
Steve gave a brief overview of the PEL process, how the public involvement process has been set up and implemented, the contents of the previous Business Advisory Group (BAG) meeting, and how the concepts currently being evaluated were developed.
 - Steve presented the corridor vision and goals
 - reiterated that that concepts being reviewed today have had limited detailed analysis
 - he requested the group not be concerned by the location of the linework as no right of way impacts analysis has been completed at this stage. These concepts are still ideas and the goal of the meeting is to receive feedback on the concepts
 - Steve noted the PEL is a sort of 'Master Plan' to identify multiple projects that will work in tandem.

Steve reminded the group the traffic analysis shows people are using the corridor to come to the Midtown area and stated this effort is focused on the following goals:

- Access to and from Midtown is a key element of all the concepts
- Safety – Steve explained there are elevated crash rates for both motorized and non-motorized traffic
- Mobility and Connectivity – Currently east/west connections have been deprioritized and consequently there is congestion. The intersections at Benson Boulevard, Northern Lights Boulevard, and the Seward Highway are the busiest intersections in the state. The study is focused on how to provide access and connectivity while improving safety and mobility.
- Environmental – noise and air quality impacts are key. There are relatively few natural environmental issues along the corridor.

Steve then reviewed the next steps in the PEL process:

- This is the BAG's second meeting of an anticipated total of four meetings





- The next public open house will be in November
- The Citizen's Advisory Group (CAG) will be receiving the same presentation tomorrow evening
- The selection of a preferred alternative will be sometime in late winter/early spring 2019

A participant asked if the next CAG meeting was going to be held at the Loussac Library? Steve responded the meetings held at Loussac Library are public open house meetings. The CAG is an advisory group comprised of members from the Community Councils directly adjacent to the corridor. The CAG meeting would also be held at DOWL.

A participant asked if the concepts being reviewed today are based on a reconnaissance study and concepts seen at previous meetings? Steve confirmed the concepts are based on the first two-day agency meeting held in April and the concepts presented today are an evolved version of the early concepts, but still at a high level and without detailed analysis. The concepts can be viewed as similar to "Lego" pieces, with interchangeable elements that could be part of multiple options. The preferred concept will depend on analysis, feasibility and feedback received from the advisory groups and public.

A participant noted that 60-70 percent of the traffic is local and asked what options are being looked at for a highway-to-highway connection, including an East Anchorage Bypass and Minnesota Drive upgrades. Steve responded that multiple studies have considered these options, but this study has confirmed most of traffic is destined for Midtown. The participant then enquired why a north-south highway connection component has been retained Steve responded that without a highway component the congestion and safety issues we have now will continue to increase.

A participant noted that a large project like this would usually require a full Environmental Impact Statement (EIS) and noted the PEL would potentially eliminate the need for an EIS by considering the environmental issues early. It was the participants view the concepts seem to be focused on getting traffic through the corridor. The participant suggested this is a reconnaissance study focused on vehicles and the BAG is significantly impacted environmentally through maintaining access, right of way acquisitions, etc. Steve responded this study is using all known transportation planning documents, modeling, safety improvement projects and bicycle and pedestrian to identify elements to be considered in the study. Many of the previous studies have been larger/longer projects and have stalled. The PEL study is focused on developing an overall concept for the study area, and how this can be subdivided into smaller projects that can be successfully implemented to create overall improvements for the study area. The focus is not about getting cars through Midtown as it is acknowledged the predominant movement is already north-south, and there is a need to improve access and connectivity.

- **Traffic analysis:**

Steve noted that due to time we would not cover traffic data in depth. This information can be made available.

A participant noted that an understanding of the amount of space required to implement concepts was needed to enable feedback. Steve noted we understand and appreciate the feedback, but that we aren't at that stage yet. There are multiple ways to reduce the footprint





once the parts of the concepts are further refined, and this analysis is ongoing. The details of space requirements will be covered at the next meeting.

A participant noted a focus on land takes and access issues without looking at criteria first and that some concepts will automatically come off the table because they won't be viable. Steve responded that evaluation criteria are being developed in parallel to the concepts using the vision and goals. The team is seeking to develop measurable criteria that will help us understand impacts. We are trying to keep criteria development from influencing concept development to ensure a free flow of ideas. We don't want to stifle public input or give the impression of doing what we want to do. We are trying to engage people in developing the ideas instead of presenting our ideas and getting feedback. This corridor will define what Midtown Anchorage will look like for the next 50-100 years.

Sean Holland commented that perhaps the question is what is our starting point? For example, when we are considering bicycling and walking we are starting with the Anchorage Bicycle and Pedestrian Plan and applying the ideas to the concepts at a high level. Traffic has been considered in a similar manner, and we have also completed count and origin-destination studies to truly understand local traffic flows prior to forming ideas.

A participant enquired that we are looking at "broad strokes" currently rather than detailed solutions? Sean responded yes, we think we're understanding your concerns and we are continuing to hear more. This is an interactive process, we will come back with refinements to the concepts. Next time we can spend more time on criteria and perhaps send them out for comment. Participant responded that yes, they would really like to see criteria and give feedback. Steve commented that it wouldn't take much to tidy this up and send it out for feedback.

- **Concept update**

Steve ran through the recommended active transportation network and each of the concepts (labelled Concept A through Concept H). General feedback is captured below. Decisions about whether the highway will go over or under cross streets will be confirmed as the concepts are further developed.

- **Active Transportation**

- There are some existing non-motorized facilities, but the conditions are variable and some facilities may need to be relocated.
 - Several participants noted support of the connection between 36th Avenue and Tudor Road
 - One participant enquired whether non-motorized facilities must be provided along every highway? This is not necessarily a requirement.

- **One-way Frontage Road Concepts**

- **Concept A:**

- Are there 10 lanes of traffic at the north end of the concept? Yes
 - Vancouver was noted as an example when suggesting the use of reversible lanes and jersey barriers. Asked if the use of these could reduce the ROW takes? We will dig into this and consider as we refine the concepts.
 - A participant commented the traffic volumes are not significantly directional in Midtown. Sean noted that there is approximately 1000 vehicles difference between





northbound and southbound traffic directions, and therefore volumes are relatively balanced.

- Fireweed Lane access would be via a signalized overpass with ramp intersection. It would feel a lot like a freeway on-ramp but getting off would require access through the Northern Lights Boulevard intersection.
- One of the challenges is high volumes on frontage roads due to access points
- Clearance for under/over at Benson Boulevard is a challenge.
- Does frontage road fully separate the facilities? Potentially, could be as simple as a jersey barrier or a fully grade separated facility.
- How many lanes would Northern Lights Boulevard be? Haven't run a full analysis yet, but at least 5 lanes would be needed.
- The frontage road would have a similar appearance to Tudor Road.
- Sean noted that we are trying to accommodate as much access as possible while keeping traffic flowing. The close spacing of intersections means we are really pushing the traditional design requirements for access elements.
- Northern Lights and Benson Boulevards would become standard two-way streets. Benson Boulevard would provide commercial access and Northern Lights Boulevard would provide freeway access.

Concept B:

- Several participants enquired whether the concept would provide for a depressed or an elevated highway. An elevated highway is likely to generate concerns with the homeless population as they make covered areas unsafe and inhospitable. Sean commented a depressed freeway is likely to be more costly to build, so public input about the preference for a depressed freeway is needed to provide support for this option.
- An elevated or depressed freeway creates access issues for Midtown and associated impacts on businesses. Further analysis is required to enable the recommendation of a preferred option.

Concept C:

- Comment on the footprint, braided ramps will likely take more width than shown on figure.
- From 36th Avenue to get onto the Seward Highway, would you have to use Old Seward Highway? Yes
- One participant noted that obtaining access at this location may result in business relocations. However, preliminary analysis indicates that only a sushi restaurant would be impacted.

Concept D:

- Steve noted that unless there is strong feedback from the BAG and CAG about a desire to retain this concept, it will not be taken further in the evaluation process. There are many non-intuitive intersections without circulation benefits.
- No comments or feedback.





- Two-way Frontage Road Concepts

- Concept E:**

- The southern end of the concept between Tudor Road and 36th Avenue could also be incorporated into one-way frontage road.
 - A participant noted this concept doesn't seem to help local traffic and access, unless it is all moving to the Old Seward Highway. In this concept, Old Seward Highway becomes the frontage road. The challenge is the pressure on 36th Avenue and Tudor Road to transition traffic from Seward Highway across to Old Seward Highway. We have tried to provide multiple locations for access to make the concept work. If going to Midtown from southbound Seward Highway the decision to access the frontage road must be made early, which will take some time to adapt to.
 - One participant noted this concept presents an interesting idea and before it is discarded they would like to see more details on vehicle flows from traffic volumes. A significant focus will also be needed for non-motorized crossings of Old Seward Highway. The sufficiency of the proposed ramping will also require additional analysis.
 - One participant noted a significant concern that if you miss the 15th Avenue access then you've completely missed Midtown. Steve agreed and noted we have looked at additional braided ramp access at 36th Avenue. A participant noted the additional ramps will make it really wide with 11 lanes. Some lanes will be auxiliary lanes.

- Concepts F and G:**

- Creates concept of a business corridor.
 - Challenge: The driver has to make the decision to go to Midtown early, however once they are there the traffic is free flowing
 - Frontage roads look much like those adjacent to the Seward Highway south of Tudor Road, with wide intersections
 - A participant noted this could be challenging for non-motorized traffic
 - Adding ramps would be challenging on both one and two-way options due to the spacing of the intersections

- Median U-Turn Concept

- Concept H:**

- The concept uses free right-hand turns and signalized left-hand turns beyond traditional intersections.
 - A participant enquired whether businesses would still have similar access to today? Yes. This concept creates a lot of capacity because we can shift to 2-3 phase signals rather than 4-phase signals, which will significantly reduce wait times at intersections.
 - This concept could defer the need for interchanges as it will increase traffic flow and reduce delays at intersections. This would be an improvement on current congestion in the study area and could meet the needs of expected increased traffic volumes for several years. It would also enable access to businesses to be maintained while building the future freeway. Wouldn't need to disrupt businesses twice.
 - Question: Would this push to using a depressed freeway? No, the median U-turns would be replaced by ramps.
 - Question: What about considering a Texas U-turn? This would give a lot of access to the businesses. Can consider Texas U-turns.





- Next Steps/Next Workshop and general discussion Q&A
 - We will make the information presented today available to all participants following the CAG meeting.
 - The evaluation criteria will be presented at the next BAG meeting. We will also be asking for feedback and comments on the evaluation criteria.
 - Please contact us with any questions or comments.
 - A participant enquired whether a minimum width for ROW takes has been agreed on? During the presentation 300-350 feet was mentioned. The participant would like to know if whether half or all of properties will be taken to understand impacts on investments. This is a real concern and we understand this is about the vitality of Midtown but would like to understand the personal impacts. Steve noted we have not defined a width at this point and there will still be a lot of variables. We will work to have further information on this at the next BAG meeting.
 - We greatly appreciate your time and the significant time commitment, but also representing the community perspective and well as your personal perspective.



Check-In Meeting

November 27, 2018



MIDTOWN CONGESTION RELIEF – BUSINESS ADVISORY GROUP CHECK-IN MEETING
SIGN IN SHEET
 Tuesday, November 27, 2018
 10:00 A.M. – 12:00 P.M.

PLEASE PRINT:

NAME	BUSINESS NAME	BUSINESS ADDRESS	TELEPHONE	E-MAIL
Tom Atkins	Rep. Andy Joseph			
Mike Bridges	ENBA			
Justin Keene	CRW Engineering Group			
MORGAN WELCH	REM			
Marilyn Houser				
Nayya Hope				
Craig Driver	CRI			
Jack Mulholland	The North Food Chevron			
Bob Butera				
Heled Separeh				
Rachel Steer	Dowl			
Kene Whitefall	"			
Gaire Mueller	"			
Steve Nable	"			
Brad Gay	"			
Sam Tylas	"			
Sean Holland	NOT+PF			
Gabe Jones	"			
LARRY HAYDEN				
Peggy Robinson	MidTown CC			
Melinda TSN	MOA PM&E			

Business Advisory Group Meeting 3

February 4, 2019



MIDTOWN CONGESTION RELIEF – BUSINESS ADVISORY GROUP MEETING
SIGN IN SHEET
Monday, February 4, 2019
10:00 A.M.

PLEASE PRINT:

NAME	BUSINESS NAME	BUSINESS ADDRESS	TELEPHONE	E-MAIL
Ashley Isari	FRED MEYER			
NED BAHAN	CONARDIAN			
Ally Deshauniers	BP			
Greg Spagns	Sullivan Road / SMG			
DTJ Klu	Walk the walk / Alesia Sports			
Bob Moore	Lothakini Prop			
Rachel Steer	DOWL			
Monica Enright	GREEN-CANTREWAY			
Craig Driver	CIRI			
Christina Huber	DOT 3 PF			
Kyle Mirka	AiP			
David Knipmeyer	KINLEYS			
Jane Pawitt	FLEA			
Sean Holland	DST+PF			
Steve Noble	Dowl			
Sam Tyler	Dowl			
Renee Whiteford	Dowl			

02.04.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study

Business and Citizens Advisory Group Meetings #3

1

TODAY'S AGENDA

- PEL Study Process and Planning Context
- Study Status – where we are today
- Concept Review – what our analysis is telling us
- Phase 1 Concept Evaluation
 - Criteria Discussion
 - Preliminary Evaluation – recommendations for concepts to be “screened out”
- Next Steps
- Staying Involved

2

Sean Holland, PE
Project Manager

DOWL:

- Project management
- Transportation planning
- Public and agency involvement
- Traffic operations analysis and microsimulation
- Extensive national PEL experience using Colorado model

JACOBS:

- National interchange and structures expertise
- Corridor experience with H2H

KITTELSON & ASSOCIATES:

- Regional modeling
- Safety analysis

3



4

FHWA PLANNING FACTORS

1. Support the **economic vitality** of the area.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility** and **mobility** of people and for freight.
5. Protect and enhance the **environment**, promote **energy conservation**, and improve the **quality of life**.
6. Enhance the **integration** and **connectivity** of the transportation system, **across and between modes**, for people and freight.
7. Promote **efficient** system management and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance **travel** and **tourism**.

5

VISION

Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY | **MIDTOWN**

MOBILITY | ACCESS | ACCESS/CONNECTIVITY | MULTI-MODAL

“ Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.


6

PLANNING CONTEXT

- Statewide Long-Range Transportation Plan
- Vision Zero Anchorage
- Anchorage Bowl Comprehensive Plan 2020
- Anchorage 2040 Land Use Plan
- Anchorage Metropolitan Transportation Plan 2035 and 2040
- Anchorage Bicycle and Pedestrian Plans
- Municipality of Anchorage Complete Streets Policy
- Anchorage Municipal Code Title 21 Land Use Code



7



PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

8

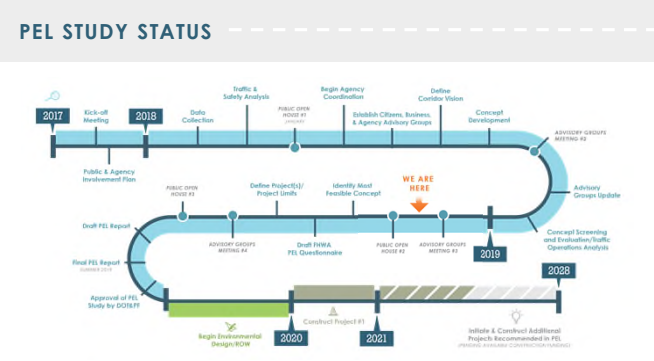


- Three Open Houses
- Interactive Map
- Citizen, Business, & Agency Advisory Groups
- Community Council Updates
- One-on-One Meetings

PUBLIC/AGENCY INVOLVEMENT

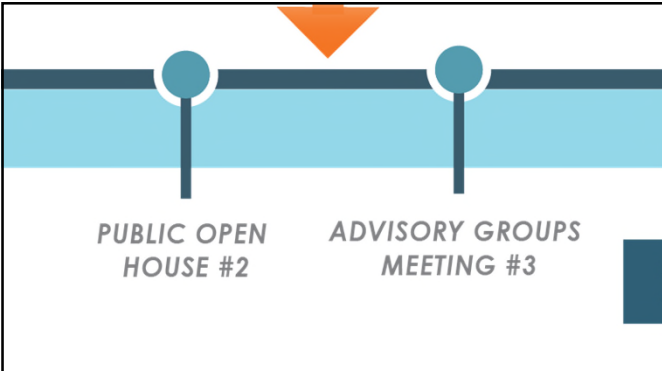
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PEL STUDY STATUS



Timeline includes: 2017 Kick-off Meeting, 2018 Data Collection, Traffic & Safety Analysis, Public Agency Input, Draft PEL Report, Final PEL Report, Approval of PEL Study by DOT&A, 2019 Concept Development, Define Corridor Vision, Establish Citizens, Business, & Agency Advisory Groups, Identify Most Feasible Concept, Draft FINAL PEL Questionnaire, PUBLIC OPEN HOUSE #2, ADVISORY GROUPS MEETING #2, Concept Screening and Evaluation/Traffic Operations Analysis, ADVISORY GROUPS MEETING #3, 2020 Begin Environmental Design ROW, Construct Project #1, 2021 Initiate & Construct Additional Projects Recommended in PEL (PENDING ADVISORY CONTRACT/AGREEMENTS)

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PUBLIC OPEN HOUSE #2 ADVISORY GROUPS MEETING #3

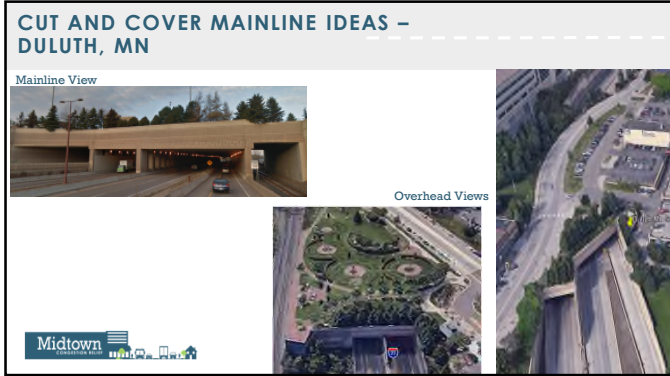
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WHAT WE HAVE HEARD AND LEARNED . . .

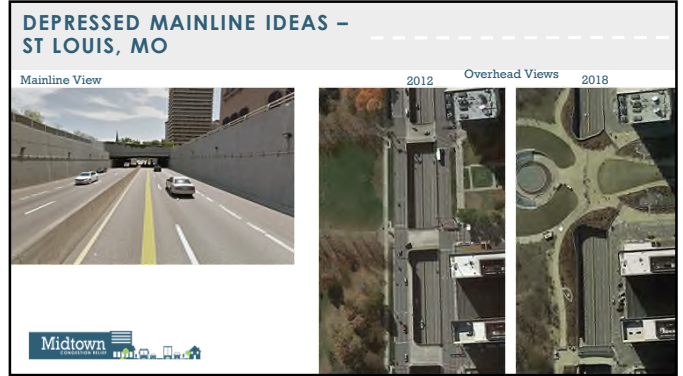
- Seward Highway is a barrier
- Access to Midtown not Midtown by-pass
- Non-motorized access
- Secondary road network
- Property impacts
- Noise and visual impacts
- Aspirational project



12



13



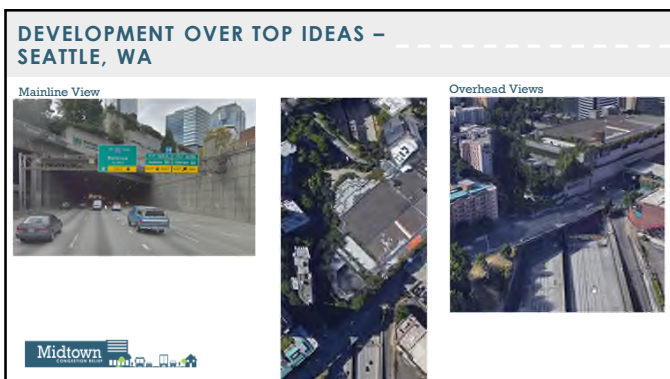
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18

MEDIAN U TURN IDEAS – BIRMINGHAM, MI

Overhead View

19

SCREENING APPROACH

All Concepts

We Are Here

Phase 1 Screening:

- Qualitative, planning level screening
- "Fatal Flaws" identified

Phase 2 Screening:

- Detailed analysis
- More detailed consideration of impacts (environmental, land use, right-of-way, utilities, equity, etc.)

Preferred Concept(s)

20

PHASE 1 SCREENING CRITERIA

- **Mobility:** Does the concept reasonably resolve congested areas or bottlenecks?
- **Safety:** Will the concept reduce existing and future year crash rates?
- **Access:** Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
- **Nonmotorized Connections:** Will the concept improve connections and provide facilities for nonmotorized users?
- **Land Use:** Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
- **Implementation:** Can the concept be constructed and funded as a series of projects rather than one large project?

21

PHASE 1 SCREENING EXERCISE

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?								
Safety: Will the concept reduce existing and future year crash rates?								
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?								
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?								
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?								
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?								
PROGRESS CONCEPT TO PHASE 2?								

22

CONCEPT REVIEW

- Traffic and Operations Analysis
- Typical Sections
- Right-of-Way Impacts
- Environmental Impacts
- Land Use Impacts
- Preliminary Concept Screening

Initial results, challenges and possible solutions are presented on the following slides...

23

PHASE 1 SCREENING EXERCISE

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?	↑↑	↑	↑	↑	↑	↑	↑	↑
Safety: Will the concept reduce existing and future year crash rates?	→	→	↑	↑	↑	↑	↑	↑
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?	↑	↑	↑	↑	↑	↑	↑	↑
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?	↑	↑	↑	↑	↑	↑	↑	↑
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?	↑	↑	?	↑	↑	↑	↑	↑
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?	↑	↑	↑	↑	↑	↑	↑	↑
PROGRESS CONCEPT TO PHASE 2?								

24

**PHASE 2
REFINE CONCEPTS**

Continued Focus On:

- Alignment
- Specific property impacts
- Seward Highway up or down
- Planning context
- Public feedback
- Detailed concept screening
 - Broad analysis, including planning level costs and implementation phasing



25

**PHASE 2 SCREENING
DRAFT CRITERIA**

1. Traffic Mobility/Operations
2. Nonmotorized Connections
3. Safety
4. Connectivity and Access
5. Land Use
6. Environmental
7. Implementation
8. Community Support



26

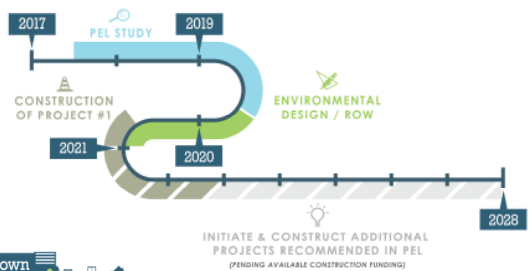
STAYING INVOLVED

2019	JANUARY / FEBRUARY	Agency, Citizens and Business Advisory Group Meeting #3
	FEBRUARY 6	Anchorage Transportation Fair
	FEBRUARY 28	Public Open House #2, Concept Review and Screening
	LATE SPRING	Public Open House #3, Preferred Concept(s) Identified
	END OF SUMMER	Planning and Environmental Linkages Study Phase Concludes



27

NEXT STEPS



28

QUESTIONS/FEEDBACK

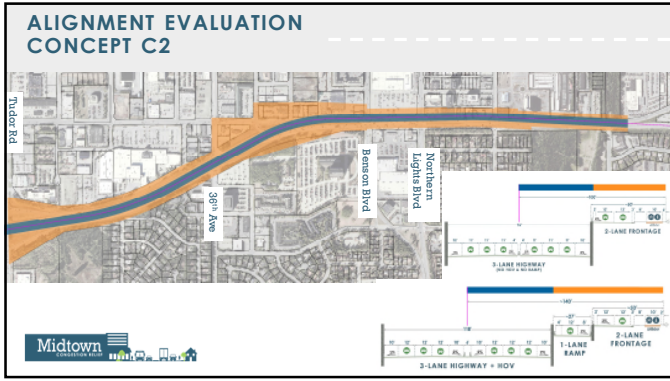


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**ALIGNMENT EVALUATION
CONCEPT C2**



30



31

Phase 1 Concept Screening Criteria (Criteria consistent with PEL vision and goals)

Mobility	Does the concept reasonably resolve congested areas or bottlenecks?
Safety	Will the concept reduce existing and future year crash rates?
Access	Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
Nonmotorized Connections	Will the concept improve connections and provide facilities for non-motorized users?
Land Use	Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
Implementation	Can the concept be constructed and funded as a series of projects rather than one large project?

	SHOULD CONCEPT PROGRESS TO PHASE 2?	YES	NO	COMMENTS
One-Way Frontage Road Concepts	A		✓	Requires 2 way UL + Benson - cuts right through BP
	B	✓		like the bread between tudor + 36th. 36th intersection problematic
	C1	✓		These Two seem to be the most promising
	C2	✓		
Two-Way Frontage Road Concepts	E		✓	Do not like 2 way
	F		✓	Frontage
	G		✓	↓
Median U-Turn Concept	H		⊕	maybe - worth further consideration

Name: TRACI REAR

Email: _____

Address: _____



Phase 1 Concept Screening Criteria (Criteria consistent with PEL vision and goals)

Mobility	Does the concept reasonably resolve congested areas or bottlenecks?
Safety	Will the concept reduce existing and future year crash rates?
Access	Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
Nonmotorized Connections	Will the concept improve connections and provide facilities for non-motorized users?
Land Use	Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
Implementation	Can the concept be constructed and funded as a series of projects rather than one large project?

	SHOULD CONCEPT PROGRESS TO PHASE 2?	YES	NO	COMMENTS
One-Way Frontage Road Concepts	A			FOR THE PRESENTATION AS A WHOLE AND PRIOR TO SEEING THE PHASE 1 SCREENING EXERCISE, IT APPEARED TO ME THAT C2 IS THE PREFERRED CONFIGURATION. RANKING IN THE "YES" COLUMN
	B	3		
	C1	2		
	C2	1		
Two-Way Frontage Road Concepts	E			
	F			
	G			
Median U-Turn Concept	H			

Name: JEFF ROBINSON

Email: _____

Address: _____



Business Advisory Group Meeting 3 Summary Report

Monday February 4, 2019

Meeting Purpose:

To update on the progress made since meeting 2, provide an overview of what our analysis is telling us and present draft Phase 1 screening results. Receive feedback and garner consensus on the concepts that will be carried forward to Phase 2 screening analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

- Opening remarks
 - Steve Noble welcomed everyone and went through the agenda for the meeting.
- Study status
 - Renee Whitesell provided a brief overview of the planning and environmental linkages (PEL) Study process and how this relates to the transportation planning factors. She also provided an overview of the planning context in which the study is being completed, including relevant statewide, Anchorage, and local plans that will guide the transportation network and associated land use. She reminded the group of the project vision, and how this also guides concept development and evaluation.
 - Steve provided an overview of what has been completed to date for the PEL study and what will follow the advisory group meetings. He also provided an overview of public involvement to date, and a summary of what we have heard and learned from stakeholder and public involvement.
 - Steve presented examples of design elements that will be considered in the next stage of concept development, including ideas for cut and cover, grade separated freeway facilities with frontage roads, braided ramps and median u-turns.
 - Steve presented an overview of each of the concepts and the results of the analysis.





- Steve then provided an overview of the concept screening approach being used for the PEL study and provided details on what our analysis results are telling us on the concepts. Our analysis is suggesting that Concepts A and B raise concerns with regard to right-of-way and environmental impacts, and the two-way frontage road concepts (E/F/G) present concerns from a traffic and active transportation perspective.
- One attendee enquired whether issues such as stormwater management would be considered in the design of concepts. This was raised because previous road projects had generated flooding in a parking lot. This detail will be considered as part of the next phase of concept development and screening.
- A second attendee enquired whether any consideration had been given of Bus Rapid Transit/travel demand strategies as part of concept development. Steve noted this had been considered as part of the metropolitan transportation plan, and that space has been provided for a future high occupancy vehicle (HOV) lane on the Seward Highway south of Tudor Road, which would be a challenge through the narrow urban context of Midtown.
- Steve presented the next steps associated with concept refinement and provided an overview of draft Phase 2 screening criteria being considered. He outlined how people can stay involved with the study moving forward.
- Feedback forms were circulated at the meeting. Returned responses indicated support for one-way frontage road concepts (Concept B, C1 and C2), and Concept H. Respondents were not in favor of two-way frontage road concepts. They also expressed concern over Concept A, in particular the proposal to convert the Benson Boulevard/Northern Lights Boulevard couplet back to two-way streets because of traffic and right-of-way impacts.



Business Advisory Group Meeting 4

May 22, 2019



Corridor Concept Update Workshop #4 Agenda

Wednesday May 22, 2019, 5:15 – 7:15 p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on developing concepts that have advanced beyond Phase 1 screening, preliminary Phase 2 screening, preliminary impacts, design elements and costs. We will then outline our next steps as we work toward identifying a preferred concept or concepts to be carried forward in the detailed planning and environmental analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Update on concepts
- Trenching discussion
- Right-of-way discussion
- Cost discussion
- Discussion and affirmation of Phase 2 concept screening criteria
- Preliminary Phase 2 screening update
- Agency consensus and engagement

Agenda

- Opening remarks, Introductions
- Agenda review/ Safety minute
- PEL Study process and planning context
- PEL Study status – where we are today
- Concept update
- Impacts discussion
 - Elevating vs. lowering the freeway
 - Right-of-way impact and road alignment
 - Utility relocations
 - Major cost considerations
 - Other impacts
- Phase 2 screening
 - Criteria
 - Preliminary screening update
- Next steps
 - Discussion/Q&A
- Staying Involved/Next Workshop





SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
JAMES MA		
Michelle Roberts	Fred Meyer	
Dave Cavitt	Furniture Enterprise	
NED HAHN	GUARDIAN	
Jessica Rostad	Big Ray's	
Mike Miller	Big RAYS	
Mark Cruver	Big Rays	
Traci Real	BP	
Kris Warren	BW Golden Lion ^{HTA}	
RICHARD LINTON	BW GOLDEN LION	
BOB MINTZ	GOTTSTEIN PROF.	
ST Klen	Farmco CL, Wackterick	
Peggy Robinson	MidTown CC	
Kyle Mirka	Allen & Petersen	
Trina Stewart	DOWL	
Sam Tyler	DOWL	
Sean Holland	DOT 3PF	
Steve Noble	DOWL	



05.21.2019



Planning & Environmental Linkages Study Corridor Concept Update Workshop #4



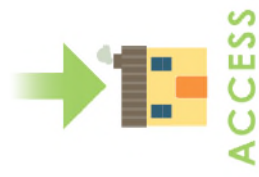
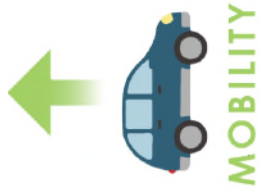
TODAY'S AGENDA

- PEL Study process and planning context
- PEL Study status – where we are today
- Concept update
- Discussion
 - Elevating vs. lowering freeway
 - Right-of-way and road alignment
 - Context-sensitive design
 - Major cost implications
 - Utility relocations
 - Other issues
- Phase 2 screening criteria
- Next steps
- Staying involved

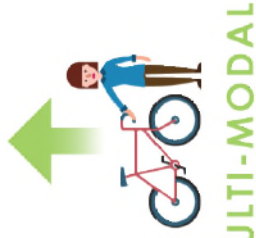
VISION

Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY



MIDTOWN



Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.



PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

 Have Independent Utility

 Are Fundable

 Can Be Constructed in Logical Sequence

 Have Minimized Impacts



Data &
Analysis Tools



Public/Stakeholder
Involvement



Vision & Goals



Concept Development
& Evaluation



Project(s)
Definition

FHWA PLANNING FACTORS

1. Support the **economic vitality** of the area.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility** and **mobility** of people and for freight.
5. Protect and enhance the **environment**, promote **energy conservation**, and improve the **quality of life**.
6. Enhance the **integration** and **connectivity** of the transportation system, **across and between modes**, for people and freight.
7. Promote **efficient** system management and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance **travel** and **tourism**.



Three Open Houses



Interactive Map



Citizen, Business, & Agency Advisory Groups



Community Council Updates



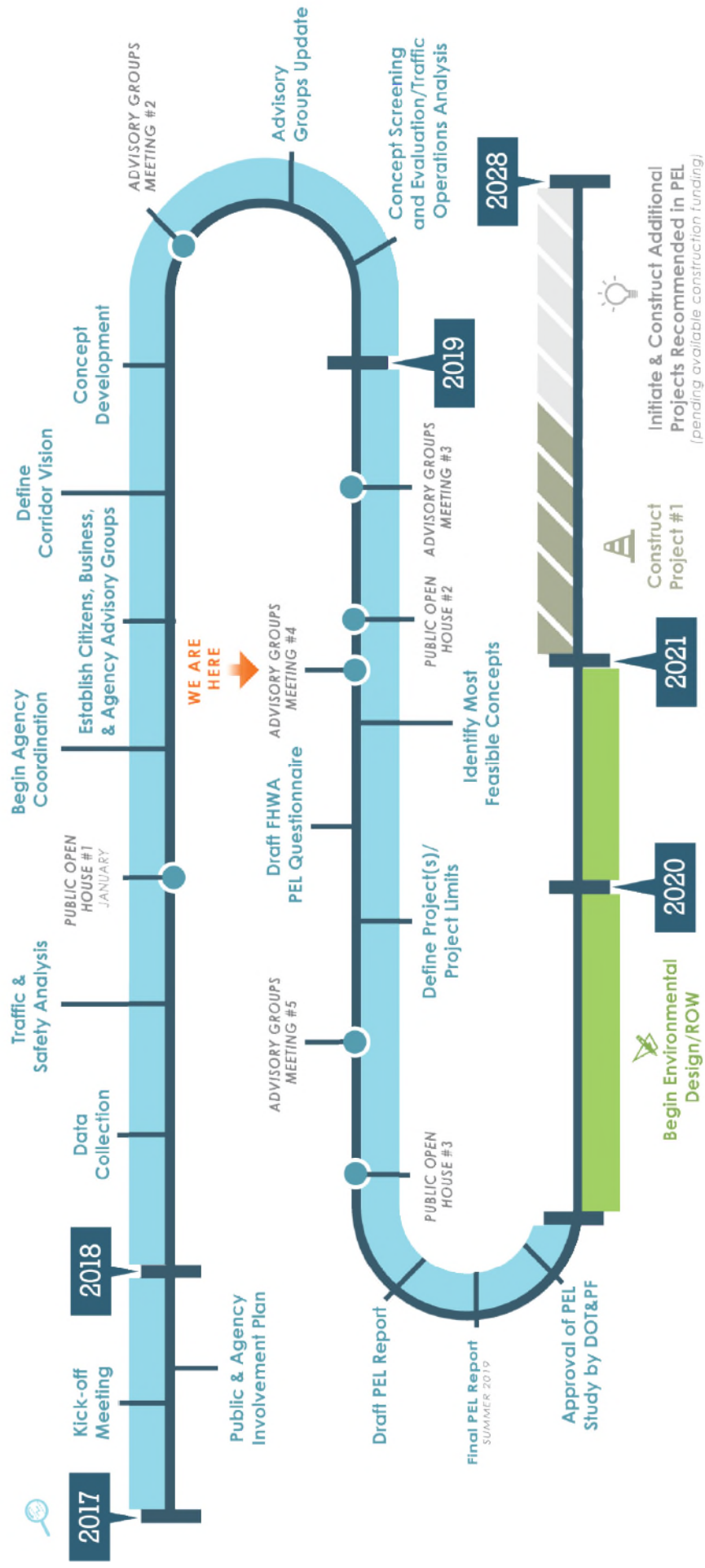
One-on-One Meetings

PUBLIC/AGENCY INVOLVEMENT

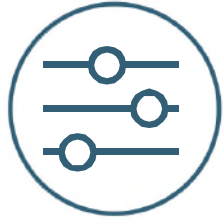
WHAT WE'VE HEARD RECENTLY

- Dismiss the two-way frontage road concepts
- Resolve congestion issues at 36th Ave
- Resolutions from three Community Councils – advance depressed highway concepts
- Consider greenways/covers over a depressed highway
- Active transportation connections remain important
- Give fair consideration of ROW acquisition from both sides of the corridor
- Consider Fish Creek restoration

PEL STUDY STATUS



CONCEPT UPDATE



Concept C1 dismissed
Revised Concepts B and C2
New Concept J



Intermediate Concept H

HOW HAS CONCEPT B CHANGED?

- Shifted Tudor Road to the south at Tudor Rd interchange
- Added median u-turns at 36th Ave and connected the northern u-turn with Old Seward Hwy
- Fireweed Ln ramping variation
- Mainline profile must go under 36th
- Road footprint is defined (eastern and western alignment)
- 50-foot wide utility easement to accommodate high voltage transmission lines (east or west side)

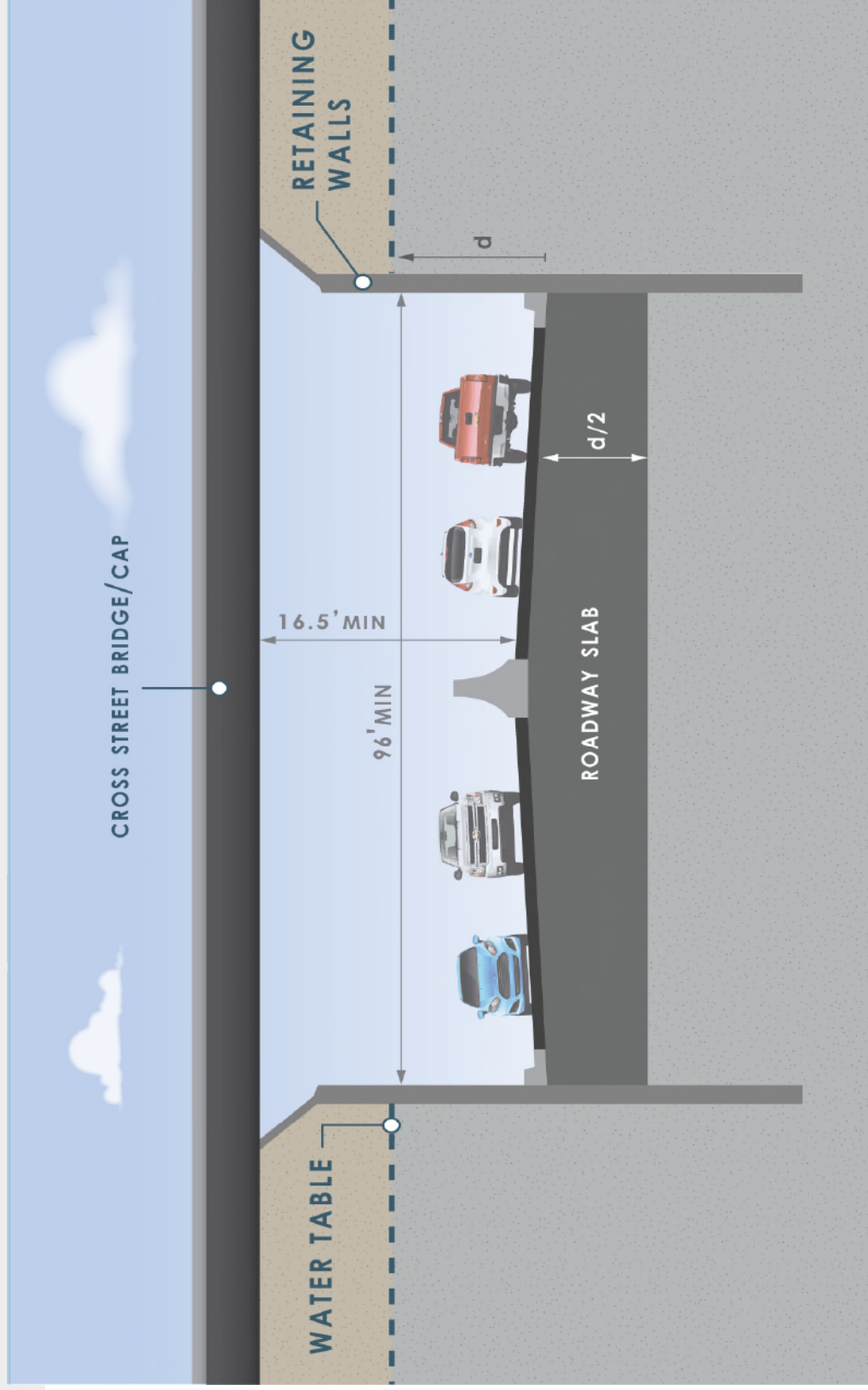
HOW HAS CONCEPT C2 CHANGED?

- Mainline profile options:
 - Over 36th Ave and under Benson Blvd
 - Under 36th Ave and over Benson Blvd
- Frontage road extended on west side between Benson Blvd and 36th Ave
- Road footprint is defined (eastern and western alignment)
- 50-foot wide utility easement to accommodate high voltage transmission lines (east or west side)

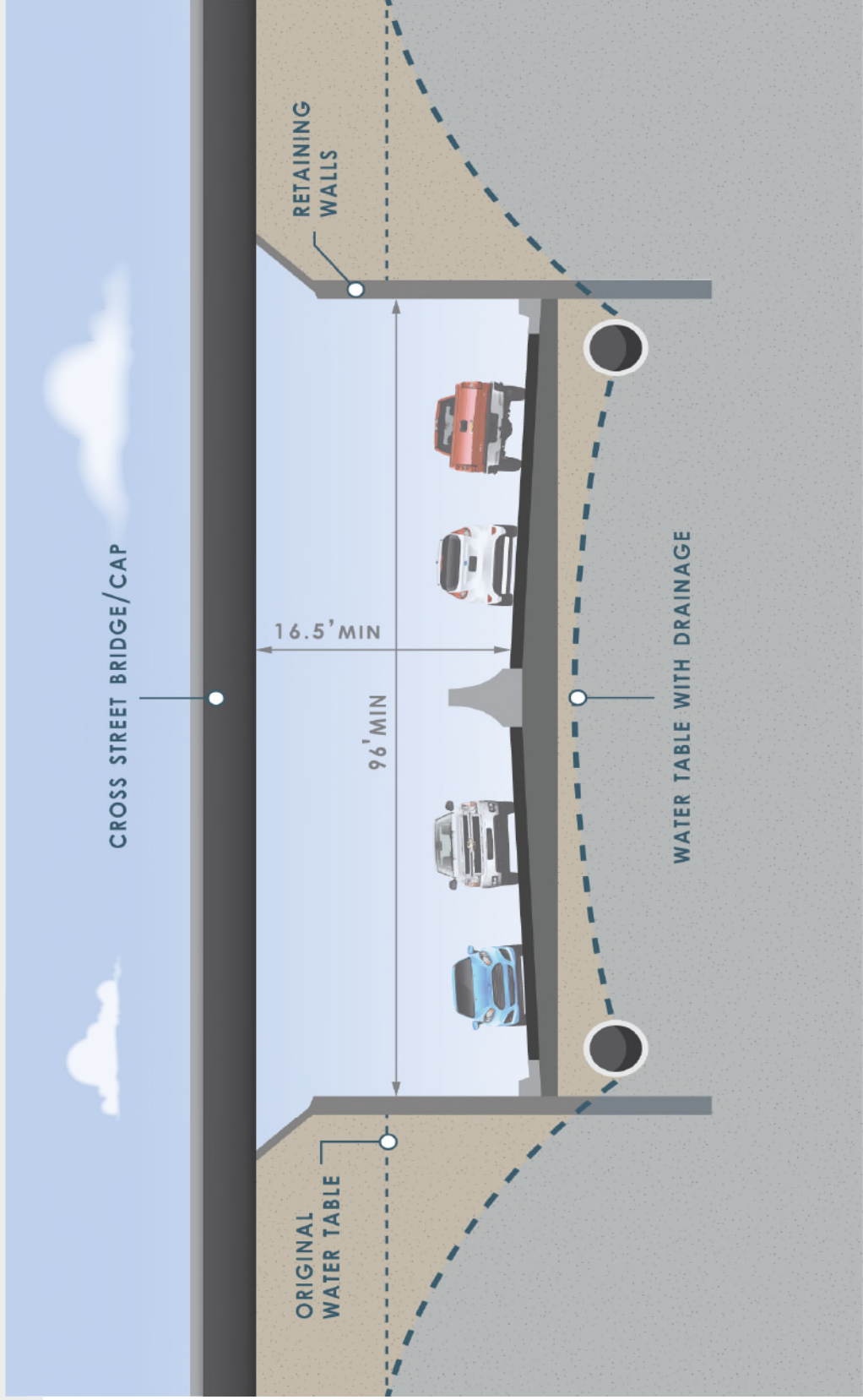
HOW HAS CONCEPT H CHANGED?

- Median U-turn -- Concept H-B
- Loop Ramp -- Concepts H-C2 and H-J
- Loop ramp and frontage road elevated over 36th Ave, removing the southbound frontage road/36th Ave intersection
- Increases spacing between Old Seward Hwy/36th Ave intersection and northbound frontage road/36th Ave intersection

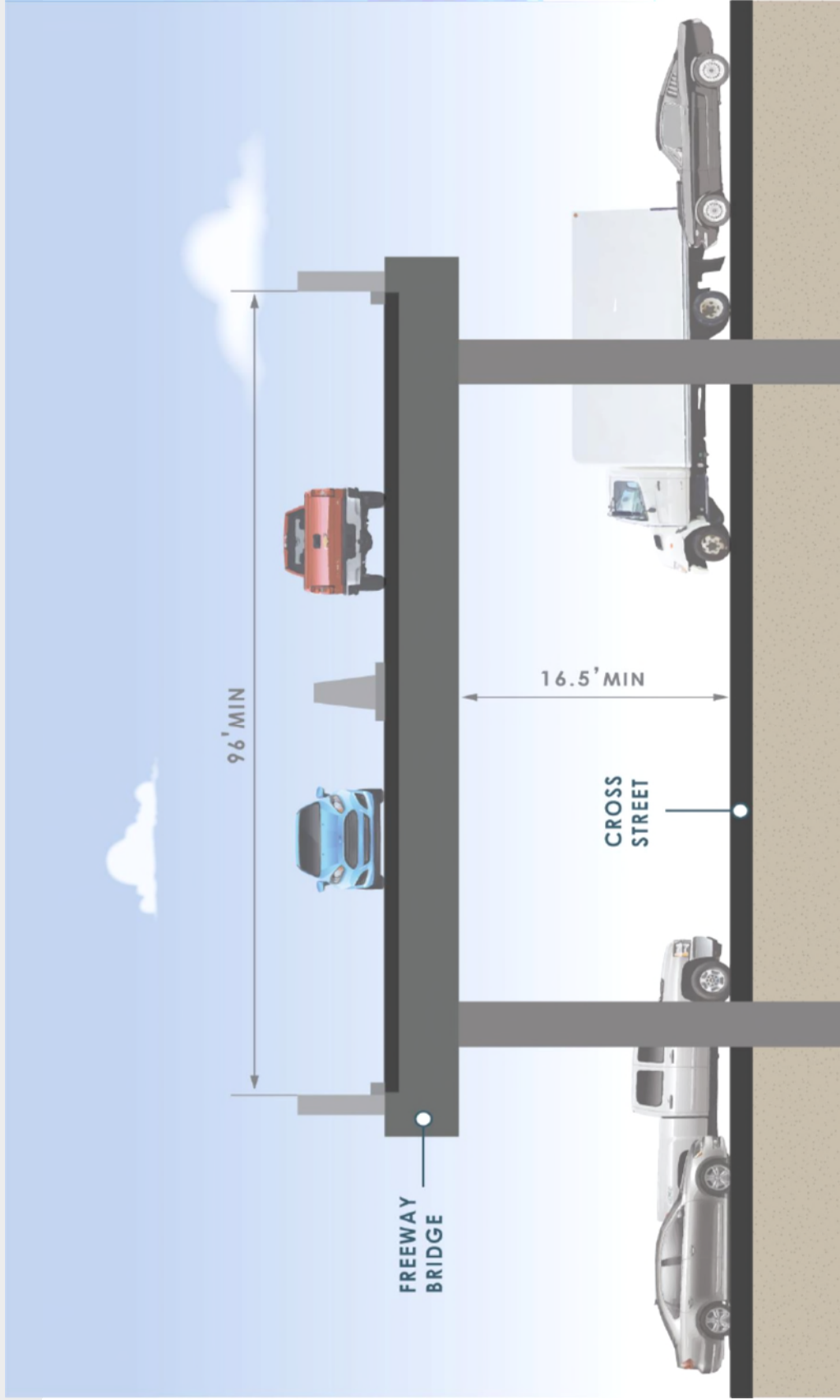
LOWERED FREEWAY WITH WATERPROOFING



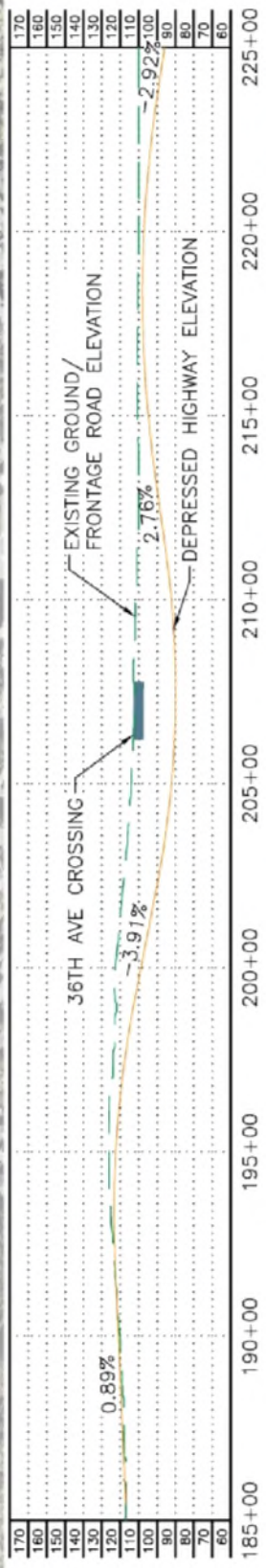
LOWERED FREEWAY WITH DRAW DOWN



ELEVATED FREEWAY



DEPRESSED FREEWAY PROFILE



POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT B

Approximate ROW	Concept B - EAST	Concept B - WEST
Costs — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	\$24-29 Million	\$33-38 Million
Full Acquisitions	24	15
Partial Acquisitions	28	27
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, University Mall Fred Meyer

POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT C2

Approximate ROW	Concept C2 - EAST	Concept C2 - WEST
Costs — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	\$24-29 Million	\$43-48 Million
Full Acquisitions	24	15
Partial Acquisitions	29	22
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, University Mall Fred Meyer



POTENTIAL RIGHT OF WAY IMPACTS: CONCEPT J

Approximate ROW	Concept J - EAST	Concept J - WEST
Costs — excludes additional major impacts costs to cure (i.e. parking/site plan analyses) and relocation costs	\$23-28 Million	\$36-41 Million
Full Acquisitions	24	16
Partial Acquisitions	20	20
Major commercial property issues	BP and Fred Meyer	CIRI, Midtown Mall, Fred Meyer

UTILITY RELOCATIONS

1. ML&P and CEA high voltage overhead transmission lines
 - 115 kV from 36th Ave to Northern Lights Blvd
 - 35 kV from 36th Ave to 20th Ave
2. Fiber optics
 - East/West crossings: 36th Ave, Northern Lights Blvd, Fireweed Ln, and 20th Ave
 - North/South: 36th Ave to Northern Lights Blvd and Fireweed Ln to 20th Ave

UTILITY RELOCATIONS

3. AWWU Sewer
 - Lift station at 36th Ave
 - Crossings at 36th Ave, 20th Ave
4. AWWU Water
 - Crossings at Tudor, 36th Ave, Northern Lights Blvd, Fireweed Ln
 - North/South 36th Ave to Northern Lights Blvd
5. Enstar gas
 - North/South 36th Ave to 20th Ave
 - East/West crossings at 36th Ave, Tudor Rd, Fireweed Ln

UTILITY RELOCATIONS

	Low Cost Estimate	High Cost Estimate
ACS	\$900,000	\$1,100,000
GCI	\$4,000,000	\$5,000,000
ENSTAR	\$2,000,000	\$3,000,000
ML&P AND CEA	\$10,200,000	\$16,100,000
AWWU SEWER	\$3,700,000	\$4,600,000
AWWU WATER	\$4,200,000	\$5,200,000
TOTAL:	\$25,000,000	\$35,000,000

ENVIRONMENTAL CONSIDERATIONS

- 1. Historic Resources:** Inventory and evaluation of structures in areas of ROW acquisition will be necessary to determine adverse impacts. No impact on a property on National Register of Historic Places or known buried archaeological resources
- 2. ROW Acquisition:** Varies depending on concept
- 3. Noise:** Projects forwarded from the preferred concept(s) will require a noise analysis as part of the NEPA process
- 4. Air quality:** Projects forwarded from preferred concept(s) will require evaluation in Regional TIP

ENVIRONMENTAL CONSIDERATIONS

5. **Visual impacts:** Dependent on whether preferred concept(s) is elevated or depressed
6. **Section 4(f) and 6(f) resources:** All concepts impact Helen Louise McDowell Sanctuary and Chester Creek Trail System
Degree of impact and mitigation to be determined
7. **Environmental Justice populations:** How concepts have developed to avoid impacts on EJ populations

LAND USE CONSIDERATIONS

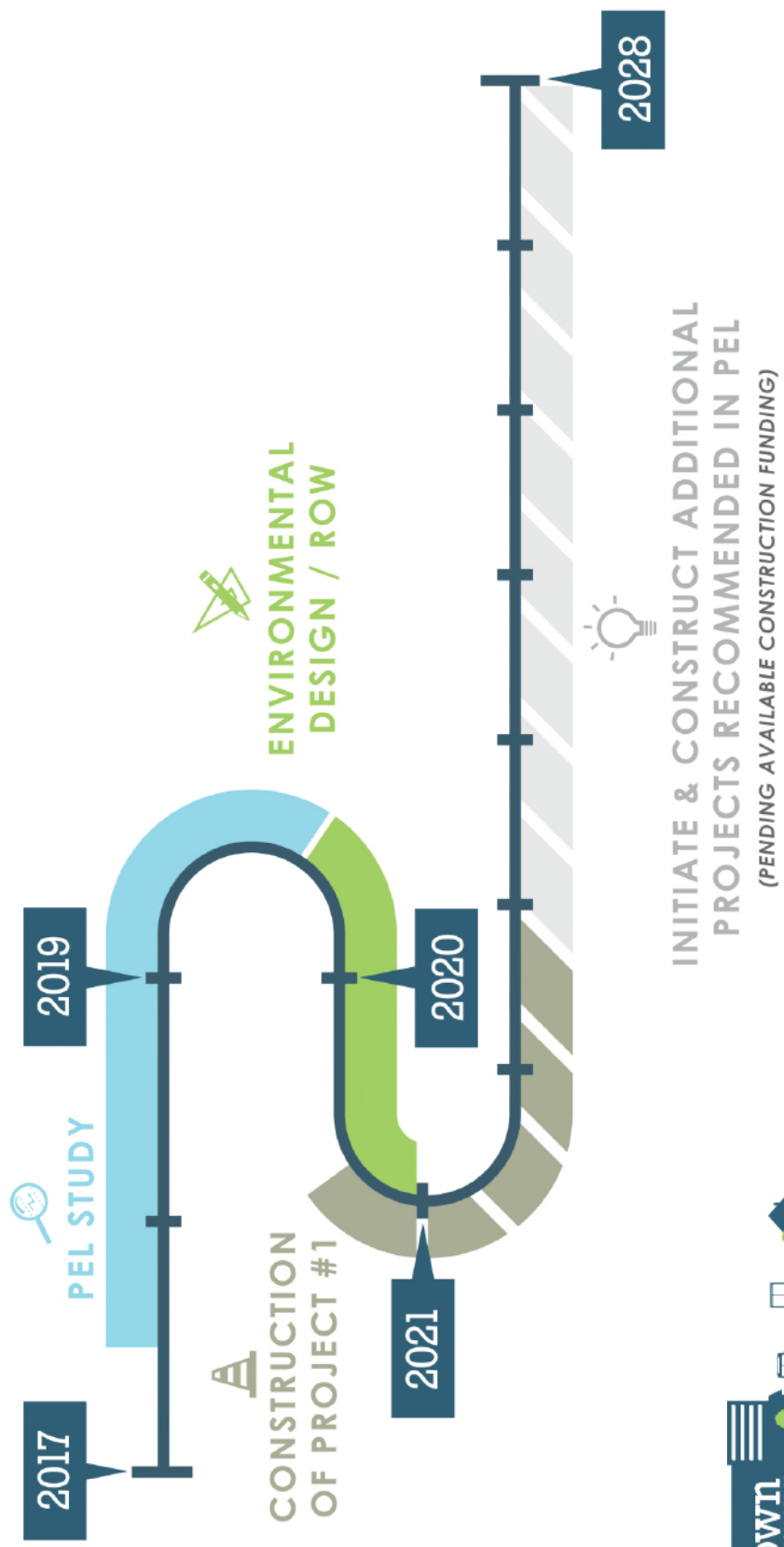
- Land Use Plan 2040 designations: City Center, Traditional Neighborhood Design, Main Street Corridor, Greenway-Supported Development Corridor, Commercial Corridor
- Some parcels have non-conforming rights (parking, landscaping, drive aisles, etc.)
- Several parcels with parking/access issues, shared parking with neighboring lots
- Some lots may require full acquisition as code required minimum lot size cannot be met
- Strategy for resolving issues at each lot will be identified

PHASE 2 SCREENING

Themes:

1. Community Impacts
2. Connectivity and Access
3. Safety
4. Environmental
5. Non-Motorized Connections
6. Traffic Mobility/Operations
7. Implementation
8. Support

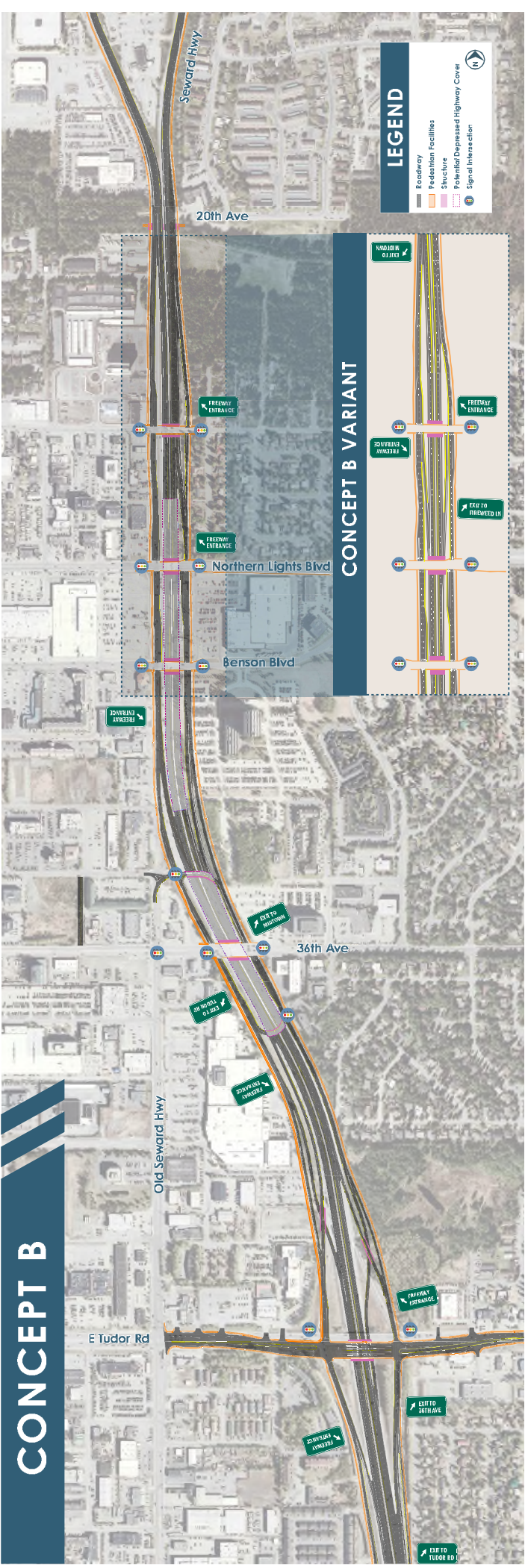
NEXT STEPS



STAYING INVOLVED

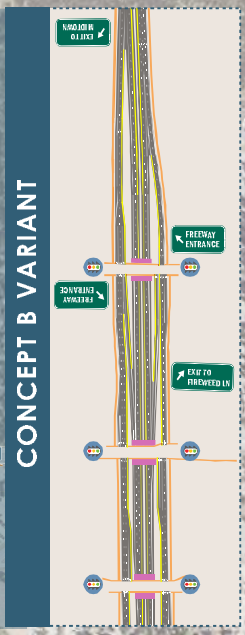
2019	
MAY 2019	Agency, Citizens and Business Advisory Group Meeting #4
JULY / AUGUST 2019	Agency, Citizens and Business Advisory Group Meeting #5 – Detailed Screening and Preferred Concept(s)
AUGUST / SEPTEMBER	Public Open House #3 – Detailed Screening and Preferred Concept(s)
FALL 2019	Planning and Environmental Linkages Study Phase Concludes and Environmental/Design of Project #1 Begins

CONCEPT B

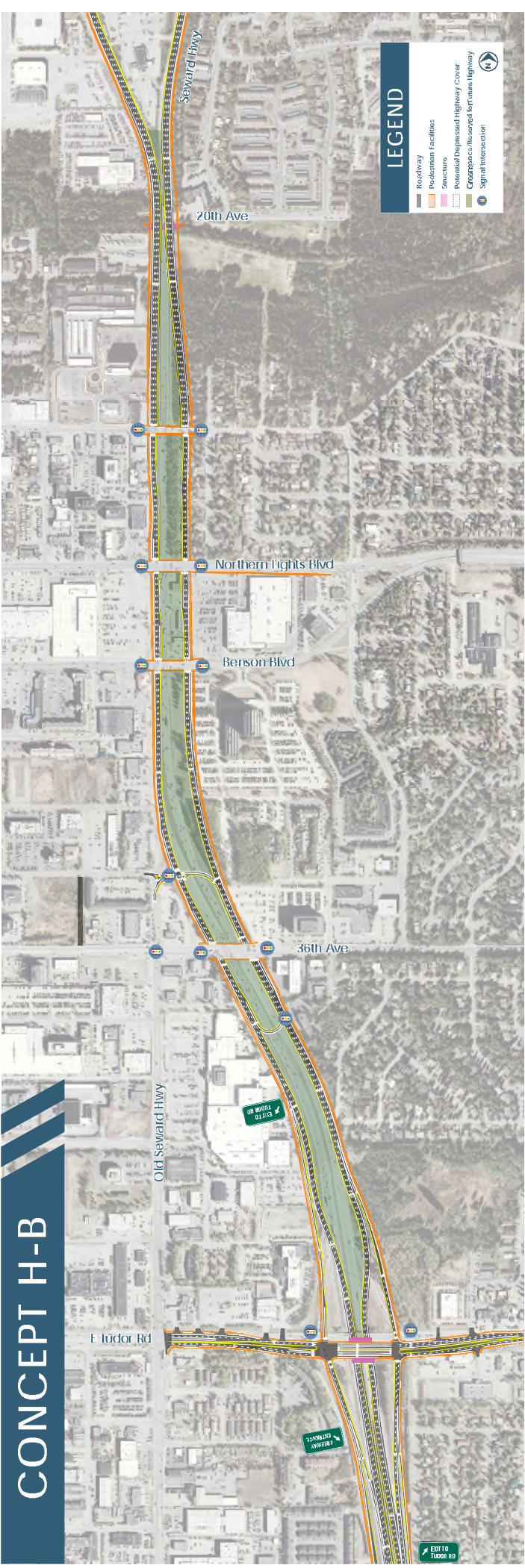


LEGEND

- Roadway Facilities
- Pedestrian Facilities
- Structure
- Potential Depressed Highway Cover
- Signal Intersection



CONCEPT H-B



CONCEPT C2



LEGEND

- Roadway
- Pedestrian Facilities
- Structures
- Potential Depressed Highway Cover
- Signal Intersection



Seward Hwy

20th Ave

EXIT TO
NORRIS BLVD

EXIT TO
NORRIS BLVD

Northern Lights Blvd

Benson Blvd

EXIT TO
BENSON BLVD

EXIT TO
BENSON BLVD

EXIT TO
BENSON BLVD

EXIT TO
BENSON BLVD

36th Ave

EXIT TO
36TH AVE

EXIT TO
36TH AVE

Old Seward Hwy

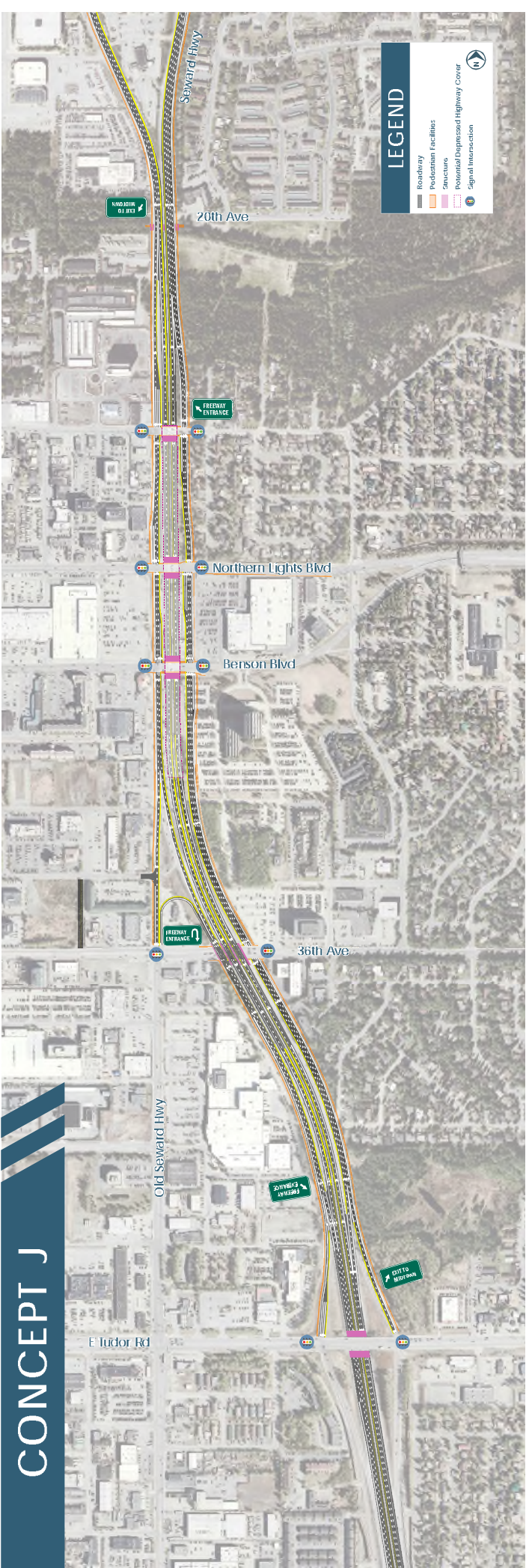
EXIT TO
36TH AVE

E Tudor Rd

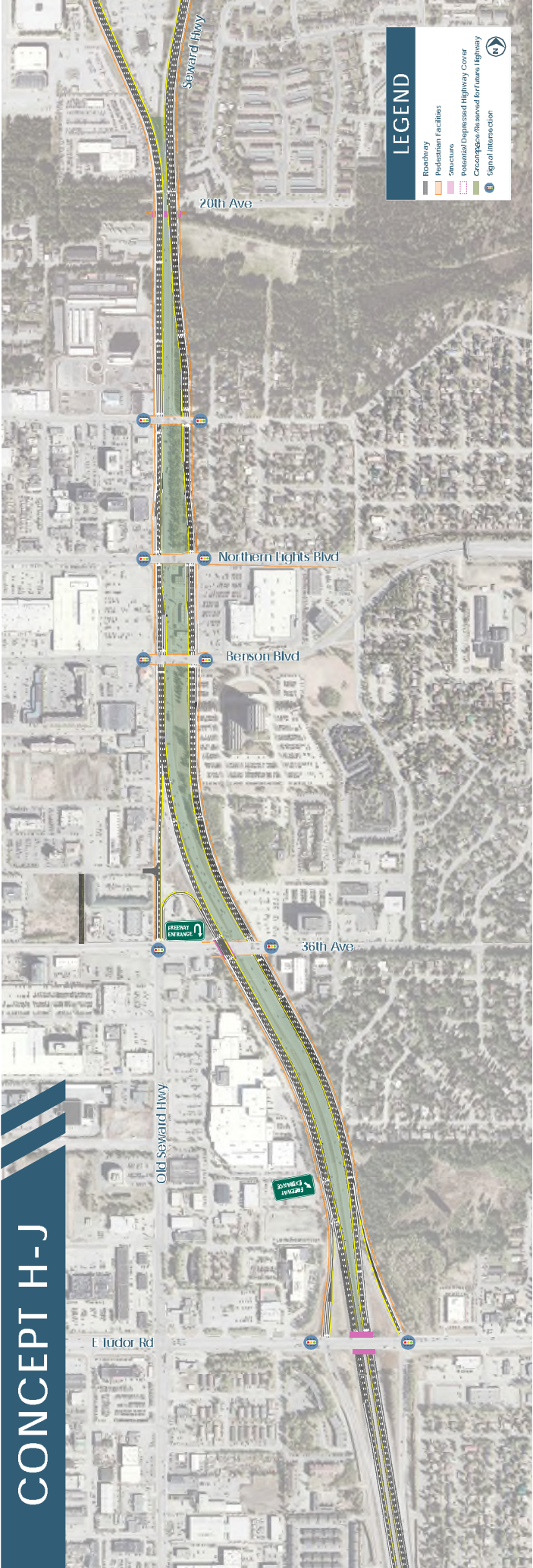
CONCEPT H-C2



CONCEPT J



CONCEPT H-J





Corridor Concept Update Workshop #4 Business Advisory Group Summary Report

Wednesday May 22, 2019, 10 a.m. – 12 p.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. Update on progress on developing concepts that have advanced beyond Phase 1 screening, preliminary Phase 2 screening, preliminary impacts, design elements and costs. Detail next steps toward identifying a preferred concept(s) to be carried forward to detailed planning and environmental analysis.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Update on concepts
- Trenching discussion
- Right-of-way discussion
- Cost discussion
- Discussion and affirmation of Phase 2 concept screening criteria
- Preliminary Phase 2 screening update
- Community consensus and engagement

Agenda

- Opening remarks, Introductions
Steve Noble and Sean Holland welcomed everyone and attendees introduced themselves.
- Agenda review/ Safety minute
Steve gave a brief run through of the project vision and activities since the last workshop.
- PEL Study process and planning context
Steve explained that this is a plan that can be implemented by a series of projects that will meet the study area vision. He reviewed the PEL Study process and its advantages, as well as the FHWA Planning Factors that guide the transportation planning process. The public process involves open houses, community council meetings, advisory meetings and social media. We are gathering input and incorporating public comment to concept development and screening process.





- **PEL Study status – where we are today**
Steve reviewed the PEL study timeline. We are now starting to identify the most feasible concepts. We are currently considered three concepts and evaluating them to identify whether one or more is the most feasible.
A draft PEL study will be completed in late July, with a public open house following in August/September. Following conclusion of the PEL Study process the highest priority project will move into environmental/NEPA and design, and then construction pending funding availability.

- **Concept update**
The three remaining concepts are one-way frontage road concepts. Following the February public meeting the two-way frontage road concepts were dismissed. We've also heard that resolving the issues at 36th Avenue is a priority. Concept C-1 was also dismissed as it cannot resolve issues at 36th Avenue.
Steve ran through the revised Concepts B, C2, and a new Concept J. The interim Concept H was also discussed for each of the concepts. General feedback is captured below.

Concept B:

- This concept includes braided ramps between 36th Avenue and Tudor Road, and a split diamond interchange at Benson Blvd and Northern Lights Blvd.
- Steve reviewed the active transportation routes and areas for potential depressed highway covers.
- The braids were pushed as far south as possible. By doing so, we can mostly avoid impacts to right-of-way (ROW) at University Mall, and potentially impacts to 1-2 properties in the Geneva Woods neighborhood.
- To solve issues at 36th Avenue, we are proposing an elevated permanent median u-turn.
- The Concept B variant involves an off-ramp for Fireweed Lane, which makes accessing Fireweed Lane easier.
- There are two alignment possibilities: east or west.
- Concept B provides for Seward Highway to be depressed under the east-west roads in the study area.
- In consideration of business access, the highway would operate at 55 mph, and the frontage roads would have a lower speed environment of 35-40 mph to provide more access to adjacent properties. We need to design a facility that encourages business access, slows speeds, and supports through traffic.
- A 50-ft wide utility easement is required, which will be in addition to the indicative corridor width shown on the concept plots.
- One attendee asked how traffic intersects the frontage road vs. the highway at each east-west connection. Response: Tudor Road will operate in the same manner as today. There are lights on the frontage road at every other major east-west connection. They would operate using two-phase signals and a 60-80 second cycle length with shorter queues, much like downtown.
- An attendee asked if the frontage road would be two-lane, and if it could handle the volume of traffic. Response: Generally yes, but in some places the frontage road is three lanes.
- An attendee asked how accurate the traffic model is. Response: We're not the best to answer, the data comes from the Municipality of Anchorage's traffic model. We know that 60-80 percent of traffic there today is either originating from or destined for





Midtown. It is not unreasonable to predict it will be up to 50,000 vehicles in the future model year of 2048. Population growth and land-use changes, together with completing the Seward to Glenn connection is what increases the forecast vehicle volume.

- One attendee asked what the plan is for the greenspace in the interim concept. Response: It is envisioned to be grass, but there will be large roads on all four sides of the grassed area. It has been suggested that we add a transit facility on a cap between Benson Blvd and Northern Lights Blvd as part of the final concept. However, during the interim concept the space would have limited use because it would be reserved until the freeway is constructed.
- One attendee asked what the timing would be between Concept H-B and the eventual build-out of Concept B. Response: It would be based on when funding is available. By starting with Concept H, we acquire all the ROW needed for the full build out. The benefit to starting with Concept H is that it creates immediate transportation improvements over today, and it creates space for the future construction of the freeway and associated interchanges.
- One attendee asked if residents want DOT&PF to buy out their homes. Response: There has been mixed feedback and we have not yet talked to all property owners. However, feedback received to date is that people would prefer their whole property be purchased rather than just the alley.

Concept C-2:

- This concept relocates the braided ramps between 36th Avenue and Tudor Road to between 36th Avenue and Benson Blvd.
- A frontage road connection would be provided in the southbound direction between Benson Blvd and 36th Ave to provide businesses along the west side of Seward Highway with continuous access.
- The loop ramp on 36th Avenue relieves congestion and increases the spacing between intersections along 36th Avenue. (rather than median U-turns as shown in Concept B).
- This concept requires the highway to go over 36th Avenue, and under all the other east-west cross streets.
- One attendee asked if any of these intersections would be roundabouts rather than lights. Response: Roundabouts are not as effective in progressing traffic in this scenario, so we are proposing traffic signals in the concept.

Concept J:

- This concept takes a simpler approach with fewer structures than Concepts B and C-2. The frontage roads are larger with 3-4 lanes.
- The advantage is there is a narrower footprint and fewer bridges. We can fit within the existing ROW south of 36th Avenue.
- From the BP campus to Fireweed Lane there would still be significant ROW impacts.
- One attendee noted that Concept H-J is essentially what we have today. Response: Yes, but with shorter traffic signal phases. It will also train the public on how to access Midtown for when the full Concept J is built.
- One attendee asked if the Metropolitan Transportation Plan (MTP) is accurate and whether it has taken these concepts into consideration. Response: The MTP has not yet taken these concepts into account, but it does provide for a future Seward to Glenn connection.





- One attendee asked how much of the identified traffic is going to and from Midtown. Response: 60-80 percent depending on the time of day. This concept has some congestion inherent in the reduced number of lanes provided as compared to what the traffic model predicts (3-4 lanes proposed vs 4-5 lanes predicted), which means that less traffic will divert from other corridors.
- Impacts discussion
 - Elevating vs. lowering the freeway
 - Lowering:**
 - We are designing the width of the freeway to fit two lanes in each direction, with capacity to expand to three lanes.
 - The water table is 5-12' deep, which will need to be suppressed. There are two ways to do this, one is to build sufficient deadweight into the road to resist buoyancy or to divert the water table with drainage. Costs for depressing the freeway are approximately \$40-80,000/linear foot, but additional analysis will be undertaken to understand whether these costs can be reduced.
 - To reduce costs, we will be undertaking further analysis to reduce the depth of the trench over its length, including potentially constructing the road with varying depths along the linear profile.
 - Right-of-way impact and road alignment

Estimated ROW costs only include the tax assessed market value of the land and property, not the value of businesses or other costs to cure that may be incurred as part of ROW acquisition. Concept J ROW costs are a slightly lower than the other two concepts, but there are still some challenging ROW issues with this concept.
 - Utility relocations

Costs will be \$25-35 million for utilities relocation efforts. Most of this would be completed as part of the implementation of Concept H.
 - Major cost considerations
 - Other impacts
 - Key environmental factors include noise, visual, and ROW acquisition. Noise will be more challenging if the highway is raised.
 - One attendee asked how the economic impacts on businesses will be addressed, including the nearby businesses that are not within the ROW. Response: Our approach is to maintain access that is comparable to today. Therefore, negative impacts will be minimal. The exception will be during construction. The NEPA process will require us to consider economic impacts as part of project analysis.
 - Land use considerations: we are consistent with the Land Use Plan 2040 designations. We will come up with a plan for impacts to every property.
- Phase 2 screening:

Screening criteria will be applied to the identified concepts for analysis, and we will present our recommendations.





- Next steps
 - Discussion/Q&A
- Staying Involved/Next Workshop
 - Fifth Advisory meeting will be in early August.
 - We have a landscape charette tomorrow at noon, everyone is welcome to attend.



Business Advisory Group Meeting 5

September 10, 2019



Business Advisory Group Meeting #5 Agenda

Tuesday September 9, 2019, 9:30 – 11:30a.m.

DOWL, 4041 B Street, Anchorage

Workshop Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on concept refinement, Phase 2 screening, draft screening results and recommended preferred concept(s). We will present how the concept has been divided into separate projects with independent utility and logical termini, and associated draft purpose and need statements for future environmental efforts.

We will then outline our next steps as we work toward presenting the preferred concept(s) to the public and providing time for formal public comment on the draft PEL Study Report.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Expected Workshop Outcomes:

- Sharing information about the concept refinement process, and which concepts have advanced to detailed screening
- Sharing information and receiving feedback on draft Phase 2 screening and results, and draft preferred concept(s)
- Updating on projects, draft purpose and need, independent utility, and logical termini, and receiving feedback
- Sharing upcoming dates, including the public comment period, third public Open House, and expected date for the final PEL Study Report
- Outlining how members of the Advisory Group can stay involved with the PEL Study and next steps beyond the study report.

Agenda:

- Opening remarks, Introductions
- Agenda review/ Safety minute
- Concept refinement process and overview
- Draft Phase 2 screening analysis and results
- Draft recommended preferred concept(s)
- Projects – draft Purpose and Need, Independent Utility, Logical Termini
- Upcoming Dates – Public Comment Period, Open House, Final PEL Study Report
- Staying Involved – Beyond the PEL Study Report





MIDTOWN CONGESTION RELIEF
 STATE OF ALASKA PROJECT NO.
 CSHWY00298

BUSINESS ADVISORY MEETING #5
 September 10, 2019 at 9:30 AM

SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
Katie Conway	DOWL	
Renee Whitefell	DOWL	
Steve Noble	DOWL	
TRACI REAL	BP	
Sarah Peters	Fred Meyer	
JAMES MA	Sushi Ya	
David Gamez	Lansbury for Carr-Bettstein	
Mike Miller	BIG RAYS	
Karl Kyzer	BP	
Kim Mahoney	UAA	
JEFF ROBINSON	FNBA	
CRAIG DRIVER	CIRI	
Monica Emerton	Green Connection	
Sean Holland	DoT+PF	



06.21.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study Advisory Groups Meeting #5

1

TODAY'S AGENDA

- Concept Refinement Process and Overview
- Draft Phase 2 Screening Analysis and Results
- Draft Preferred Concept(s)
 - Overview, ROW
- Projects
 - Draft Purpose and Need, Independent Utility, Logical Termini
- Upcoming Dates
 - Public Comment Period, Open House, Final PEL Study Report
- Staying Involved – Beyond the PEL Study Report

2

VISION

Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY

- ↑ MOBILITY
- ↓ ACCESS

MIDTOWN

- ↑ ACCESS/CONNECTIVITY
- ↑ MULTI-MODAL

“
Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

3

PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

4

PEL STUDY STATUS

2017: Kick-off Meeting, Public & Agency Involvement Plan, Final PEL Report (Fall 2017), Approval of PEL Study by DD1877

2018: Data Collection, Traffic & Safety Analysis, Draft PEL Report (Spring 2018) **WE ARE HERE**

2019: Public Open House #1, Public Open House #2, Draft PHWA PEL Questionnaire, Define Project(s)/Project Limits, Identify Most Feasible Concept, Concept Development, Begin Agency Coordination, Establish Citizens, Business, & Agency Advisory Groups, Define Corridor Vision, Concept Screening and Evaluation/Traffic Operations Analysis, Advisory Groups Update, Advisory Groups Meeting #2

2020: Begin Environmental Design/ROW

2021: Construct Project #1

2028: Initiate & Construct Additional Projects Recommended by PEL

5

CONCEPT DEVELOPMENT AND SCREENING

PUBLIC & AGENCY INVOLVEMENT/OUTREACH

PRELIMINARY CONCEPTS (A, B, C, D, E, F, G, H, J, C2)

PHASE 1 SCREENING

DETAILED EVALUATION

PHASE 2 SCREENING

MULTI-INTERCHANGE*

PREFERRED CONCEPTS

COLLECTOR-DISTRIBUTOR**

* Two variants (formerly Concepts B & C2)
** Formerly Concept J

6



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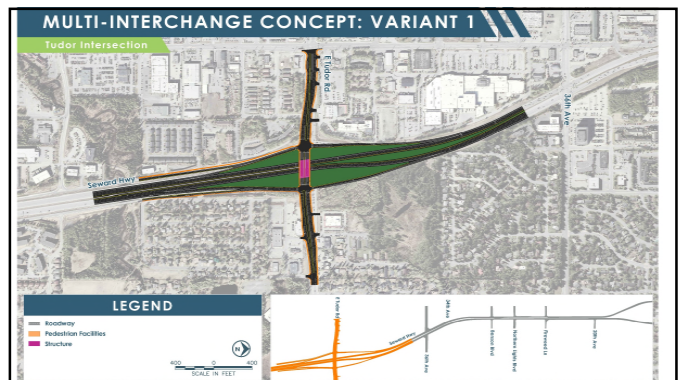
PROJECTS

Recommended Project	Implementation Timeframe
• Tudor Road Interchange Reconstruction	Short Term (1-3 years)
• Complete Streets, Aesthetic Improvements and Community Placemaking	Short Term (1-3 years)
• Seward Highway/ 36th Avenue Intersection Improvements	Short Term (1-3 years)
• Seward Highway/ Benson Boulevard, Northern Lights Boulevard and Fireweed Lane Intersection Improvements	Short Term (1-3 years)
• Seward Highway/ 36th Avenue Interchange	Medium Term (3-8 years)
• Seward Highway/ Benson Boulevard to 20th Avenue Access Improvements	Medium Term (3-8 years)

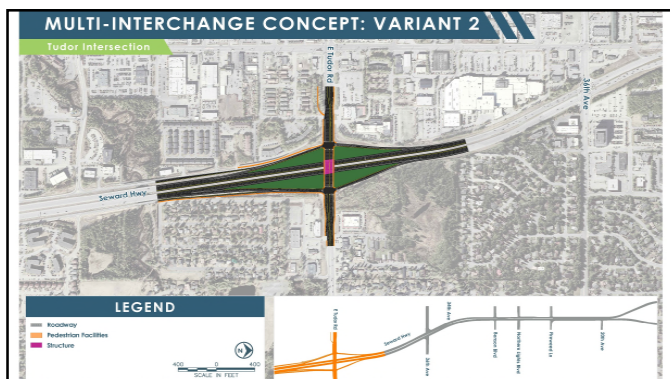
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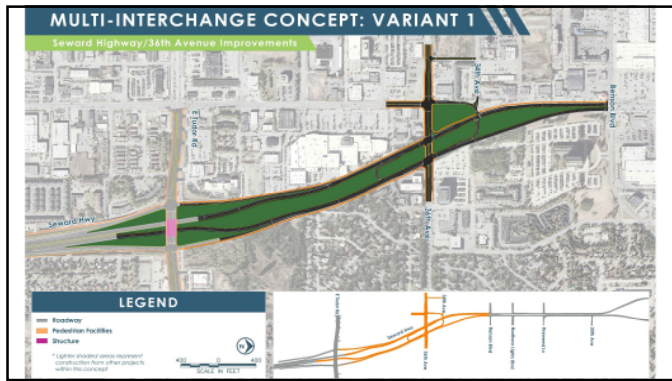
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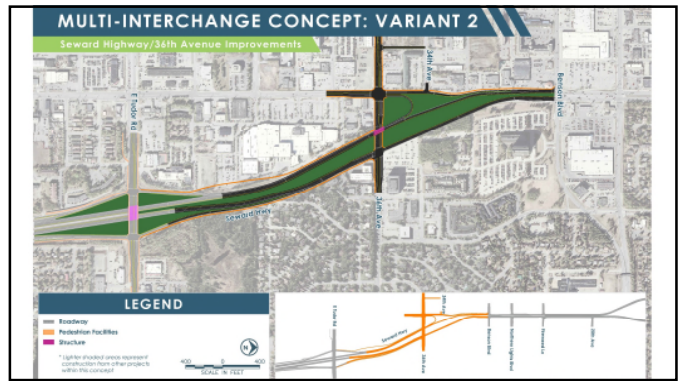
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- ### COMPLETE STREETS, AESTHETIC IMPROVEMENTS, AND COMMUNITY PLACEMAKING
- Support Anchorage Bowl 2040 Land Use Plan goal to create a City Center in Midtown that is a thriving mixed-use environment that enables business growth
 - Working with the community to identify improvements to support facilities that enable safe access for all users
 - Focus on pedestrians, bicyclists, motorists and transit riders of all ages and abilities
 - Include initiatives for stakeholders and the community to collectively identify and implement
 - Strengthen the connection between people and the public realm

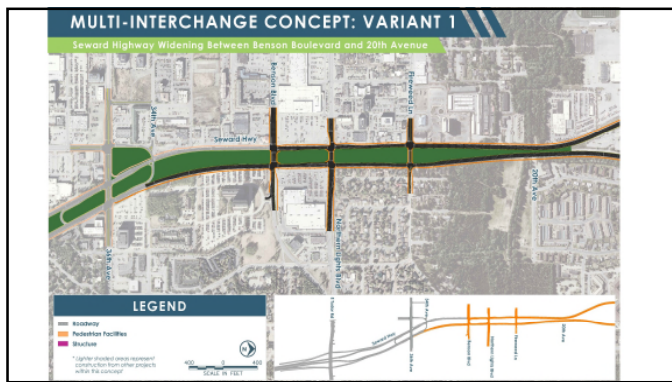
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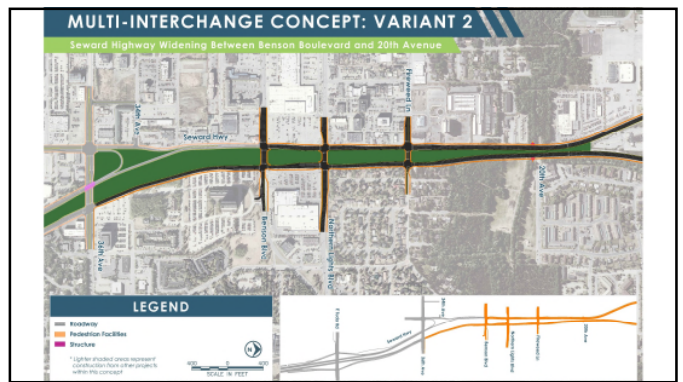
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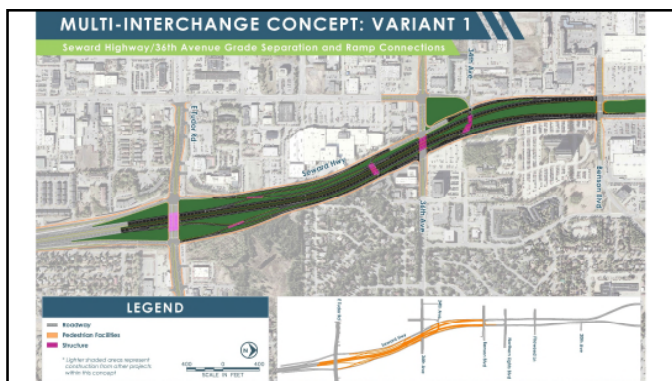
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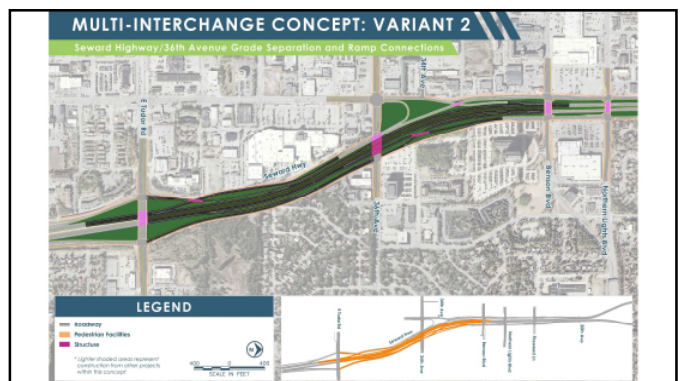
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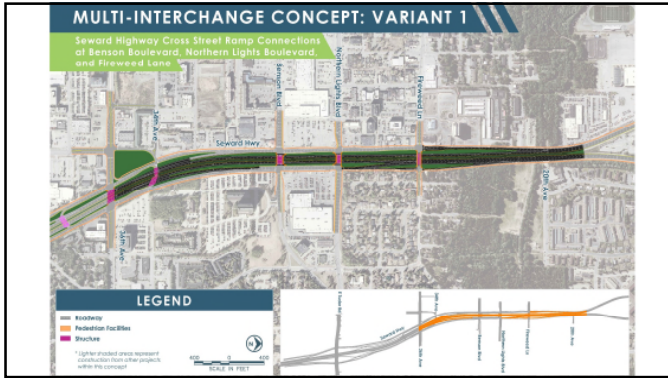
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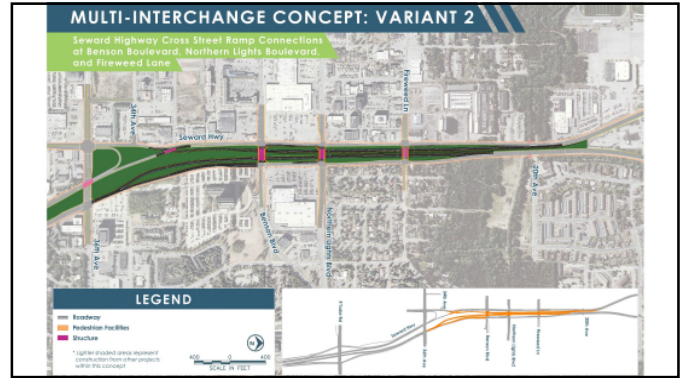
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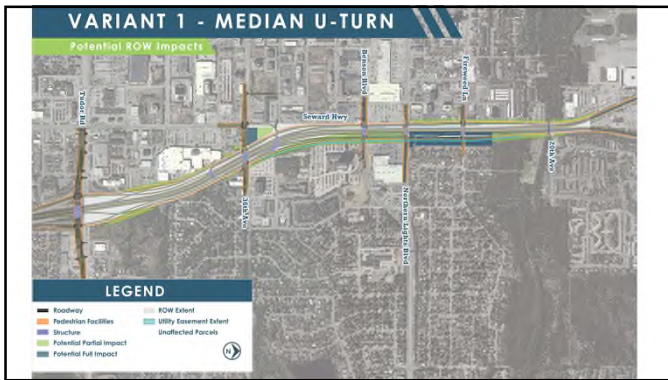
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22

KEY DATES

2019	SEPTEMBER 9 & 10	Agency, Business and Citizen's Advisory Group Meetings
	OCTOBER 7 - NOVEMBER 6	30-Day Public Comment Period on draft PEL Study Report
	OCTOBER 21	Public Open House #3
	NOVEMBER 2019	Final PEL and Environmental/Design of Highest Priority Projects Commence

23

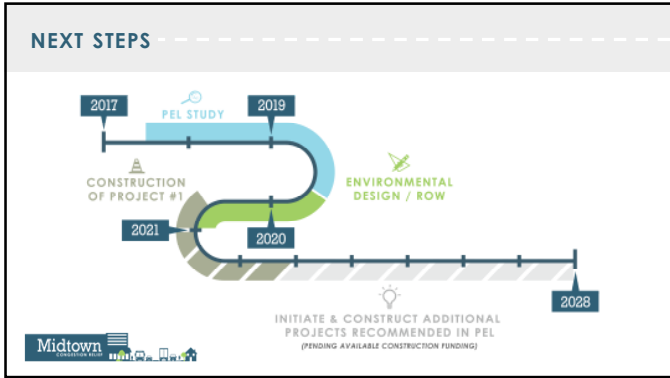
STAYING INVOLVED AFTER THE PEL STUDY

Complete Streets, Aesthetic Improvements and Community Placemaking

- Why:** To create a plan detailing projects to reinforce Midtown City Center, including Complete Streets Initiatives, Aesthetic Improvements and Community Placemaking.
- Who:** A collaborative Community Working Group comprised of volunteer representatives working with DOT&PF and DOWL
- How:** Initially one year, six meetings over the year and associated workshops and brainstorming sessions; may continue on to guide project development
- When:** October/November 2019

Interested? Please let us know if you'd like to be involved!

24



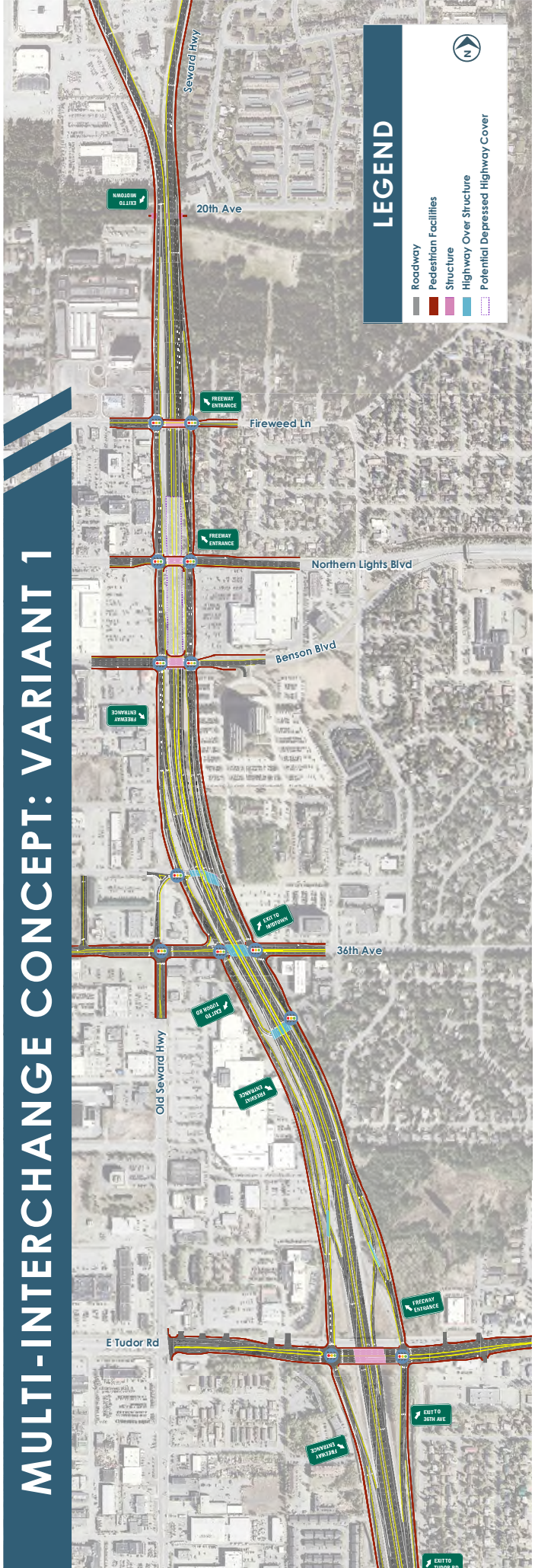
COLLECTOR-DISTRIBUTOR CONCEPT



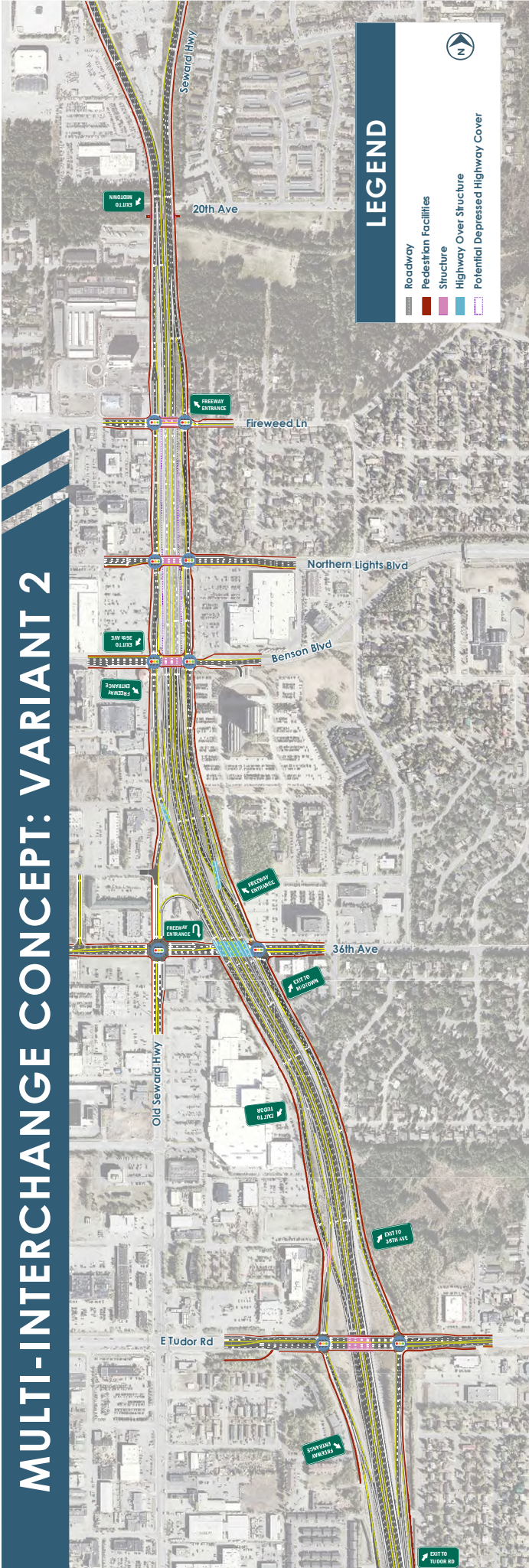
LEGEND

- Roadway
- Pedestrian Facilities
- Structure
- Highway Over Structure
- Potential Depressed Highway Cover

MULTI-INTERCHANGE CONCEPT: VARIANT 1



MULTI-INTERCHANGE CONCEPT: VARIANT 2





Business Advisory Group Meeting #5

Summary Report

Tuesday September 10, 2019, 9:30 – 11:30a.m.

DOWL, 4041 B Street, Anchorage

Meeting Purpose:

Update participants on PEL Study process, planning context, status and analysis. We will discuss progress on concept refinement, Phase 2 screening, draft screening results and recommended preferred concept(s). We will present how the concept has been divided into separate projects with independent utility and logical termini, and associated draft purpose and need statements for future environmental efforts.

We will then outline our next steps as we work toward presenting the preferred concept(s) to the public and providing time for formal public comment on the draft PEL Study Report.

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Notes:

Opening remarks, Introductions: Sean Holland (DOT&PF) welcomed everyone, and group introductions were made. Sean included a brief recap of the problems being addressed by the MCR PEL Study.

- Midtown sees highest traffic volumes of any corridor in the state. Any improvements that we can make to this corridor will positively affect more Alaskans than any other project. The corridor experiences some of the highest crash rates, including fatalities, and highest traffic delays, in Anchorage. The Highway has been a barrier for active transportation and also visually, so one goal is to remove that barrier. To come up with solutions we've gone through an iterative process that has been community based since the beginning.

Concept refinement process and overview: Steve Noble (DOWL) gave an overview of the PEL process, including initial concepts, phase 2 screening analysis, and outcomes of the analysis (recommended preferred concepts).

- One of our main goals has been to minimize the negative impacts of the transportation improvements on adjoining land uses and the wider Midtown area.
- Concepts that have come out of this plan are different from what have been proposed in previous projects (36th Avenue Interchange project, Highway-to-Highway). The interchange improvement configurations previously recommended for 36th Avenue/Seward Highway have not been recommended as part of this study.
- Primary difference between the two concepts, the Collector-Distributor (CD) Concept and the two variations of a Multi-Interchange (MI) Concept, is the size of the frontage roads (two to three lanes are needed for the MI concept, and three to four lanes are needed for the CD





concept). This is because the MI concept provides more access points to the freeway, and therefore the frontage road network will carry a lower volume of traffic.

- Multimodal facilities are generally the same on both concepts (CD and MI).

Question: Is there room for traffic loading between the traffic lights on MI Concept variant 2 at 36th Ave?

- **Answer:** the two frontage roads essentially function as one-way streets, which enables the use of a two-phase signal cycle (one for straight ahead traffic, and one for through traffic), and the elimination of the turn signal phase. This enables a 120 second signal cycle (current configuration) to be sped up to a 60-80 second signal cycle. We have modeled traffic, and this has confirmed that there is sufficient capacity to accommodate queuing without traffic queuing onto the main line. The distances (between 36th Avenue and the Median U-turn) look shorter on the graphic than they actually are. There will be some tweaking to the design before implementation.

Question: Why don't we need to provide for turn movements at Benson and Northern Lights Boulevards?

- **Answer:** Because Northern Lights and Benson Boulevards are already one-way roads there is no need to provide for the turning phase. At Fireweed Lane there are existing turning restrictions that we are proposing to retain, which reduces the amount of queuing. So 36th Avenue is the only intersection that requires specific treatment to implement the two-phase signals.
- The PEL study doesn't necessarily have to make a final decision for the layout of this intersection. The exact configuration for 36th Avenue would be confirmed during the environmental phase of the future project.
- The average crossing distance with the existing configuration is 80 feet. The average crossing distance for any of the crosswalks in the proposed concept is 60-65 feet. In addition, a pedestrian will only be crossing traffic that is one direction. There will be no left-turn pockets. There are a lot of safety and efficiency improvements that will benefit pedestrians. They will be grade separated from faster moving traffic. Some of the highway could be covered which will feel like a more pedestrian scale facility. There will be an improved crossing at Chester Creek.

Question: If a driver is traveling north and wants to access Northern Lights Boulevard to travel west, would you do that by frontage road?

- A: Yes. It's a two phased signal because it's a left onto a one-way road, similar to downtown.
- "Two-phased" means there's no dedicated left turning phases, there is only a green north-south and then a green east-west.
- Going west on Northern Lights will be quicker than it is now.

Steve then ran through the list of projects recommended in the PEL Study Report:

1. **Tudor Road Interchange:** An Environmental Assessment has already been completed as part of improvements proposed for the Seward Highway south of the project area. It's the interface between the two projects (Seward Highway south and Seward Highway north) so we included it here There will be some changes, on-and-off ramps and alignment, from the MCR PEL, but otherwise this is already on a project list.
2. **Complete Streets:** this is new since the Advisory group met the last time. We've tried to make this a higher priority and the initiative will be kicked off in the next couple of





months. The description uses several planning “buzzwords”, but the intention is the project will continue public involvement to identify improvements to support Midtown City Center, use of public spaces created by the project, and to resolve community concerns to create a cohesive project. This project doesn’t have defined limits or independent utility. We want to identify projects the support incorporating the transportation improvements in with the surrounding land uses and area.

3. **Seward Highway/36th Avenue:** This provides for at-grade intersection improvements, not a grade-separated interchange. It will solve congestion and safety issues first. The widening of the space between the roadways is needed to accommodate turning movements and to enable the roadways to function as a one-way couplet.
4. **Seward Highway/Benson Blvd, Northern Lights Blvd, Fireweed Lane Intersection Improvements:** We have to do all these at once because they’re so close together. The project includes reconstruction of the Chester Creek bridge and pedestrian undercrossing, though that could potentially be broken out as a separate project for construction even though it would be the same for environmental assessment. This project has the greatest amount of ROW acquisition. We have recommended ROW acquisition extends east because the challenges associated with retaining uses are more resolvable on the east side of Seward Highway.
 - Rather than going through individual impacts to commercial properties at this meeting, we would like to set up individual meetings with potentially impacted persons to discuss ROW.
 - We are currently in the process of discussing the potential impacts with residential property owners along Ingra Street. Nothing is set in stone at this early stage.
 - The PEL Study is recommending the Multi-Interchange concept based on the results of our screening analysis. It scored the highest even though it is more expensive than the collector-distributor.
5. Last two projects would be constructed as funding allows. These are:
 - **Seward Highway/36th Avenue Interchange.**
 - **Seward Highway/Benson Blvd to 20th Avenue Access Improvements.** This is the most expensive of the five build projects (~\$150-200M)

Question: These are all separate projects that would start in 1-3 years?

- **Answer:** Yes. The Tudor Road interchange project will likely move ahead separately. Each of the other projects can move forward with their own separate timelines. For example, the Tudor Road project doesn’t yet have funding, but it probably will get federal funding in 2020, so preconstruction activities will begin sometime in the twelve months from October. There is currently no construction funding for any of the other projects.

Question: For construction, do you anticipate 90 percent federal funding and a 10 percent state match?

- **Answer:** These projects are envisioned to move forward with the usual FHWA match requirement, with is a nine percent state match. Money has been set aside for preconstruction activities, to keep the projects moving forward.

Steve explained more about anticipated ROW impacts:

- From a ROW standpoint, we’ve looked at the properties enough to feel confident to make recommendations about whether a partial or full acquisition would be required.
- Based on our study the only full acquisition is the 17-19 homes along Ingra Street.





- DOT&PF has already acquired some commercial properties within the corridor. Sushi-Ya would need to be acquired if Variant 2 is selected.
- The rest of the properties would be partially acquired.

Question: Are you planning to separate out variant one or two?

- **Answer:** That's a refined level of detail that has not yet been decided upon, and would be confirmed during the design of the 36th Avenue improvements.

Steve wrapped up by reiterating the importance of continuing public involvement and the rough schedule for when the Complete Streets project will kick off.

- We want to continue engaging with you following the completion of the PEL study.
- We anticipate quarterly meetings for the Complete Streets project, with the first meeting anticipated in November 2019.



PUBLIC AND AGENCY INVOLVEMENT SUMMARY

Public Open House Meetings

- Public Open House Meeting 1 – January 30, 2018
- Public Open House Meeting 2 – February 28, 2019
- Public Open House Meeting 3 – November 12, 2019

Public Open House Meeting 1

January 30, 2018



“
I feel unsafe commuting to work through this area. Bikes don't seem to be considered.”

“
Cut-through traffic in my neighborhood is a problem. Cars are traveling too fast.”

“
I have to wait through three cycles just to cross the Seward Highway adding time to my commute home.”

Mobility Study Area



OPEN HOUSE

LET YOUR VOICE
BE HEARD. ”

JOIN US

January 30, 2018
3-7pm
Presentations at 3:30pm and 6:00pm

Z.J. Loussac Library
3600 Denali St.
Anchorage, AK

If you can't make the meeting, make comments through our interactive website.

www.midtowncongestionrelief.com

DRAFT GOALS

- Connect commerce and community
- Improve multi-modal transportation efficiency
- Improve safety for all users
- Align with city and state planning documents
- Avoid and minimize impacts
- Realistic implementation plan

www.midtowncongestionrelief.com

DOWL

4041 B Street
Anchorage, Alaska 99503



DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: http://dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: <http://dot.alaska.gov/cvlrts/titlevi.shtml>. DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public open house should contact the study team at mcr@dowl.com or by calling (907) 562-2000. Requests should be made at least 10 days before the accommodation is needed to make any necessary arrangements. To correspond by text telephone (TDD), call (907) 451-2363.



INVOICE

240 Center Court • Anchorage, AK 99518-1621
 907-349-6507 • Fax 907-349-1470 • royal@acsalaska.net
 Tax ID # 92-0120654

Date	Invoice No.
1/9/18	38643

Bill To
Dowl Accounts Payable 4041 B Street Anchorage AK 99503

Ship To

P.O. No.	Terms	Due Date	Rep
	15 days Net	1/24/18	

Quantity	Description	Amount
7,529	Midtown Congestion Relief Postcards	
7,529	Postage	

Thank you for your business.	Total
------------------------------	--------------

Please pay from this invoice • No statement will be sent • Credit card payments are required within 10 days
 Your prompt payment is appreciated • Payments not received by due date are subject to a 1.5% finance charge

Received By (Signature) _____

Printed Name _____



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AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Joleesa Stepetin
being first duly sworn on oath deposes and says that he/she is a representative of the Alaska Dispatch News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

January 16, 2018

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Joleesa Stepetin

Subscribed and sworn to before me
this 16th day of January, 2018

Britney Thompson

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

2/23/2019

Alaska Department of Transportation and Public Facilities

**MIDTOWN CONGESTION RELIEF
PLANNING AND ENVIRONMENTAL LINKAGES
PUBLIC OPEN HOUSE #1**

**Tuesday, January 30, 2018
3:00 PM – 7:00 PM
(Presentations at 3:30 PM and 6:00 PM)
Z.J. Loussac Library
3600 Denali Street, Anchorage, AK**

The first public open house will provide the opportunity to learn about the Midtown Congestion Relief Planning and Environmental Linkages (PEL). This effort will focus on solutions to reduce travel time and increase mobility for all users – including bicyclists and pedestrians in the midtown area on the Seward Highway corridor and intersections between Tudor and 20th Ave.

Members of the team will be on hand to gather input from the public on key issues, concerns and goals for the project's outcomes.

Visit www.midtowncongestionrelief.com to join the email list, make a comment on the interactive map, and to learn more about this effort.

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Published: January 16, 2018

Notary Public
BRITNEY L. THOMPSON
State of Alaska
My Commission Expires Feb 23, 2019

Midtown Congestion Relief Public Open House #1

Midtown Congestion Relief Public Open House #1
 Tuesday, January 30, 2018
 3:00 PM-7:00 PM (Presentations at 3:30 PM and 6:00 PM)
 Z.J. Loussac Library
 3600 Denali Street
 Anchorage, AK

The first public open house will provide the opportunity to learn about the Midtown Congestion Relief Planning and Environmental Linkage (PEL). This effort will focus on solutions to reduce travel time and increase mobility for all users –including bicyclists and pedestrians- in the midtown area on the Seward Highway corridor and intersections between Tudor and 20th Ave. Members of the team will be on hand to gather input from the public on key issues, concerns and goals for the project’s outcomes.

Visit www.midtowncongestionrelief.com to join the email list, make a comment on the interactive map, and to learn more about this effort.

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to Keep Alaska Moving through service and infrastructure.

Attachments, History, Details

Attachments

None

Revision History

Created 1/9/2018 3:01:50 PM by mlbyrd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	CSHWY00298
Publish Date:	1/9/2018
Archive Date:	2/25/2018
Events/Deadlines:	Midtown Congestion Relief Public Open House #1 1/30/2018 3:00pm - 7:00pm View on Map



KSKA 91.1FM PUBLIC RADIO Sponsorship Agreement

3877 University Drive
Anchorage, Alaska 99508
Phone: (907) 550-8400 Fax: (907) 550-8401

Billing Information:
Shannon K. McCarthy
Government and Public Affairs
Alaska, Department of Transportation
& Public Facilities
P.O. Box 196900, MS-2525
Anchorage, AK 99519-6900

Sponsor/Underwriter **Classification: New**
Alaska Department of Transportation and Public Facilities
Account Executive: Christina Young
907-550-8438 Dir. 907-550-8401 fax
DOT Point of contact:
Rachel Steer, Public Involvement, 907-562-2000
1/16/18 **1 week schedule**
DOT & PF Midtown Congestion Relief Project

Public Open House/Meeting: Tuesday, January 30, 2018

Payment Terms
Net 30: All Rates Are Net To Station

Description:	Start	End	Days	Daily	Credits	Unit Price	Total Cost
MORNING EDITION, 6-9A (:60) ROP	1/24/18	1/30/18	W-W	1	5		
ALL THINGS CONSIDERED 4-6P (:30) ROP	1/24/18	1/29/18	W-Tu	1	4		
THE TED RADIO HOUR/HOME TOWN ALASKA, 7-9P (:60)	1/24/18	1/24/18	W	1	1		
BONUS: ROS, 9A-6P (:60)	1/27/18	1/28/18	Sa & Su	2	2		
Total Credits:					12		

Other:
ROS = RUN OF SCHEDULE
ROP = RUN OF PROGRAM
Agreement including bonus spots

On-Air Messages: (:60) & (:30)
To Be Determined for this schedule.

Shannon K. McCarthy Alaska Department of Transportation & Public Facilities Date: 1/16/18

Christina Young, Alaska Public Media 1/16/18

Arrangements for on-air broadcast of underwriting and non-profit announcements are subject to the rules and regulations of the FCC. Additionally, all material must meet the guidelines for underwriting of programs adopted by Alaska Public Broadcasting Service Stations. Alaska Public Media reserve the right to reschedule announcements as necessary. Unless otherwise noted payment terms are CASH/Net 30-days.

January 2018 FM 91.1 KSKA



Monday	Tuesday	Wednesday	Thursday	Friday		Saturday	Sunday						
BBC World Service					12:00 AM	BBC World Service	Blues Before Sunrise (continued)						
					12:30 AM								
					1:00 AM								
					1:30 AM								
					Morning Edition Alaska Morning News @ 7:04 / 7:20:30 / 7:43:30 / 8:04 / 8:20:30 / 8:43:30 -Alaska Economic Report @ 6:45 / 8:50 - Marketplace Tech NOTE: 8am hour is recorded from 6am + live newscasts Spirit of Youth Mondays, New Arrivals Tuesdays					2:00 AM	Weekend Edition BirdNote @ 9:38am		
										2:30 AM			
										3:00 AM			
										3:30 AM			
4:00 AM													
4:30 AM													
Here and Now - with BirdNote at 9:38a										5:00 AM		BBC World Service	BBC World Service
										5:30 AM			
Here & Now	Talk of Alaska	Here & Now		PRI Science Friday	6:00 AM	Weekend Edition BirdNote @ 9:38am							
The Takeaway													
The World					6:30 AM			Weekend Edition BirdNote @ 9:38am					
Marketplace					7:00 AM								
Inside Europe (Mon) / BBC News Outlook					7:30 AM								
Line One: Your Health Connection	Addressing Alaskans/Reveal	Hometown, Alaska	Outdoor Explorer	Inside Europe Alaska Fisheries Report / Stage Talk	8:00 AM					Weekend Edition BirdNote @ 9:38am			
Fresh Air					8:30 AM								
All Things Considered Solutions Desk Thursdays at 5:44p / AK Fridays at 5:44p					9:00 AM								
Alaska News Nightly					9:30 AM								
Marketplace [R]					10:00 AM	This American Life	The TED Hour						
Freakonomics	Reveal	TheTED Radio Hour	City Arts (R)	Putumayo	10:30 AM	The Moth Radio Hour							
Line One: Your Health Connection (R)	Talk of Alaska (R)	Hometown, Alaska	Outdoor Explorer (R)	Encounters/Bioneers	11:00 AM								
As It Happens					11:30 AM	Wait, Wait... Don't Tell Me!	The Splendid Table						
Fresh Air (R)					12:00 PM	Radio Lab	Travelin' Music with Shontl Elder						
World Café					1:00 PM	Live From Here with Chris Thille							
					1:30 PM								
					2:00 PM	All Things Considered							
					2:30 PM								
					3:00 PM	On The Media							
					3:30 PM								
					4:00 PM	Left, Right & Center							
					4:30 PM								
					5:00 PM	Snap Judgment							
					5:30 PM								
					6:00 PM	KSKA Night Music/Midnight Sun Jazz							
					6:30 PM								
					7:00 PM	Blues Before Sunrise							
					7:30 PM								
					8:00 PM	Algo Nuevo with Dave Luera							
					8:30 PM								
					9:00 PM	Afropop Worldwide							
					9:30 PM								
					10:00 PM								
					10:30 PM								
					11:00 PM								
					11:30 PM								

News & Talk: National Sources
News & Talk: International Sources
News & Talk: Alaska Sources

[R] = Repeat

Music from KSKA
Music & Entertainment

Sponsorship Information: Christina Young, 907-550-8438

Audience: 45,600 Weekly Listeners, 8+ TSL

For updates go to: alaskapublic.org

<http://s.clickability.com/s?19=990&14=0&6=470061503&7=2844112&25=0&18=0.7407619144309143>

New project aims to ease midtown congestion



By Victoria Taylor | Posted: Thu 10:38 PM, Jan 18, 2018 | Updated: Fri 6:47 AM, Jan 19, 2018

ANCHORAGE, Alaska (KTUU) Safer streets, smoother commutes and more pedestrian access — those are only a few ideas behind a new study through the Department of Transportation.

Called the Midtown Congestion Relief project, the DOT is currently asking for input and wants to hear from residents on how to move forward.

DOT engineers say the section between Tudor and 20th Avenue on the Seward highway has some of the longest delays and highest crash rates in the state.

Christen Spears said she and her husband carpool in and around midtown almost daily. "I actually find one of the most frustrating things is people running red lights, probably because they're frustrated because they had to sit through several light cycles," Spears speculated.

With traffic expected to double in the next two to three decades, project manager Sean Holland said substantial improvements need to be made. "If you drive through that project, you're going to see some pretty obvious problems in there," said Holland.

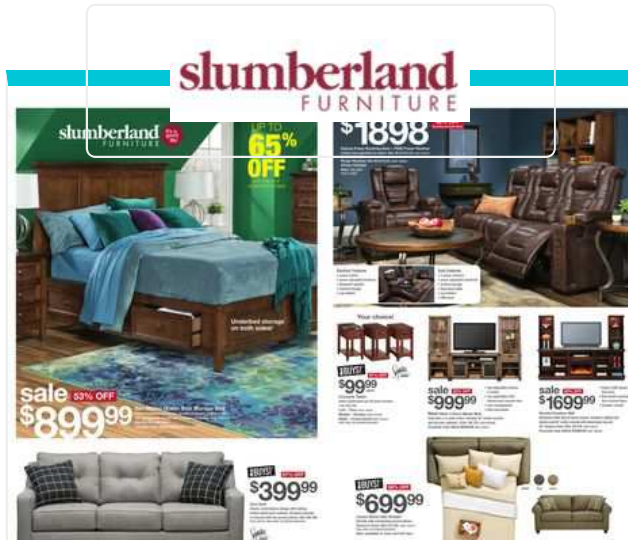
While still in its early stages, Holland said drivers won't be the only ones to benefit from the project. "Because the highway operates so inefficiently, people are always looking for shortcuts or ways to get around traffic cues, and that may be through neighborhood streets," Holland said, "and that's not the intended use."

Holland said it would be 2020, at the earliest, before any major changes were made to the area.

Approximately \$8M has been allocated through state funds for the pre-construction phase.

An open house for the project is scheduled for January 30, from 3pm - 7pm at the Loussac Library.

This Week's Circulars



Show Comments

Comments are posted from viewers like you and do not always reflect the views of this station.

http://disqus.com/?ref_noscript

<http://b.scorecardresearch.com/p?c1=2&c2=16575094&cv=2.0&cj=1>

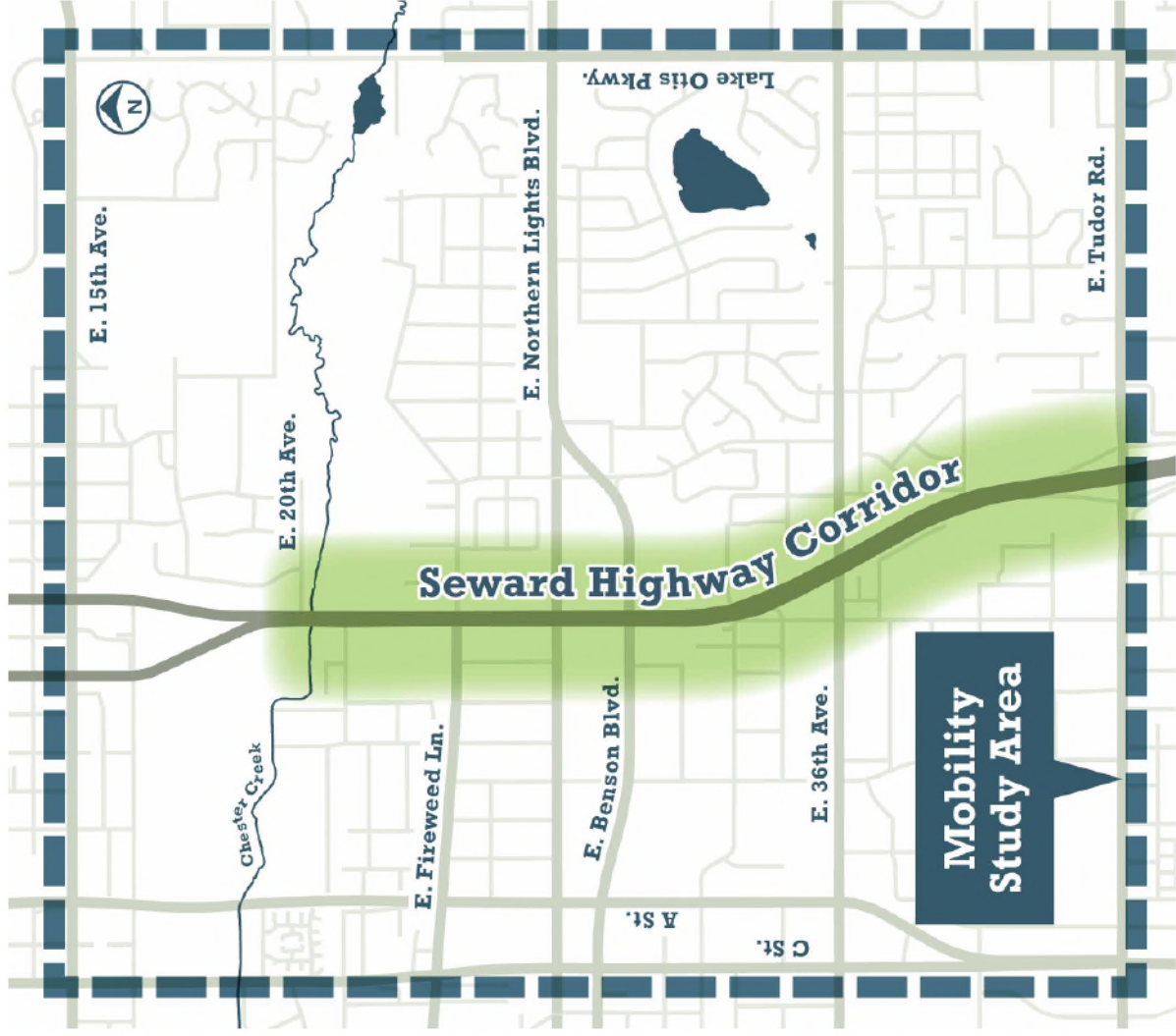
WELCOME OPEN HOUSE



LET YOUR VOICE
BE HEARD.



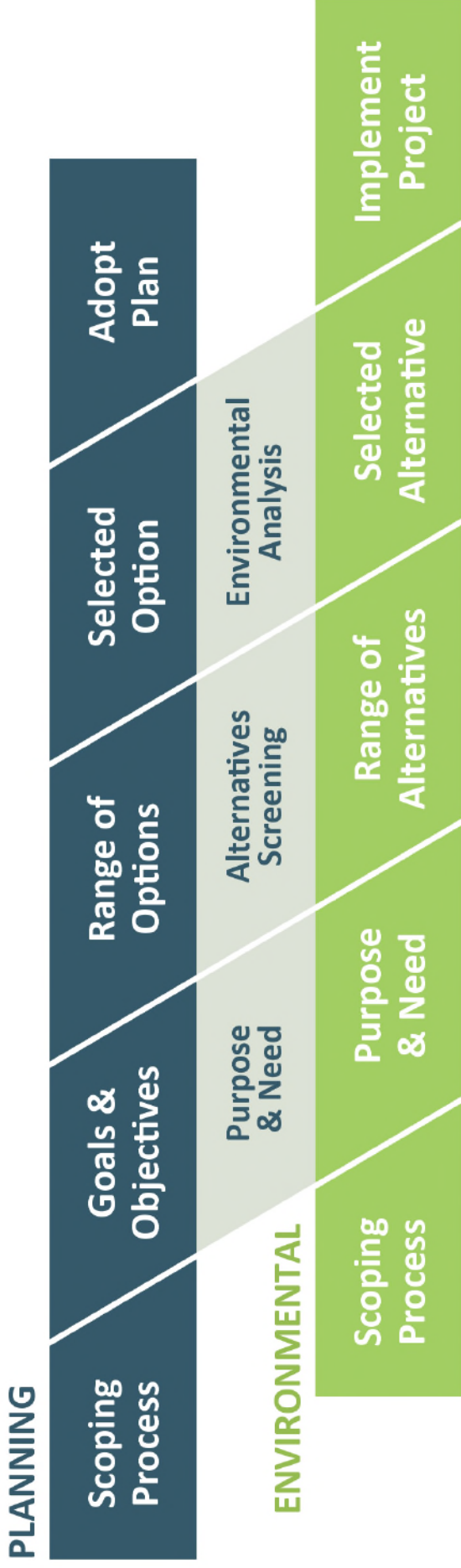
Mobility Study Area & Key Issues



- Safety
- Seward Highway is a barrier to east-west multi-modal mobility
- Congestion
- Transitions from freeway to signals
- Midtown mobility, not just Seward Highway mobility
- Defined vision for Midtown



PEL Process & Outcomes



- Broad consensus on corridor vision, goals, and objectives
- Identify and implement individual projects that have:
 - Independent purpose and need
 - Logical termini
 - Independent utility



What is a PEL Study?

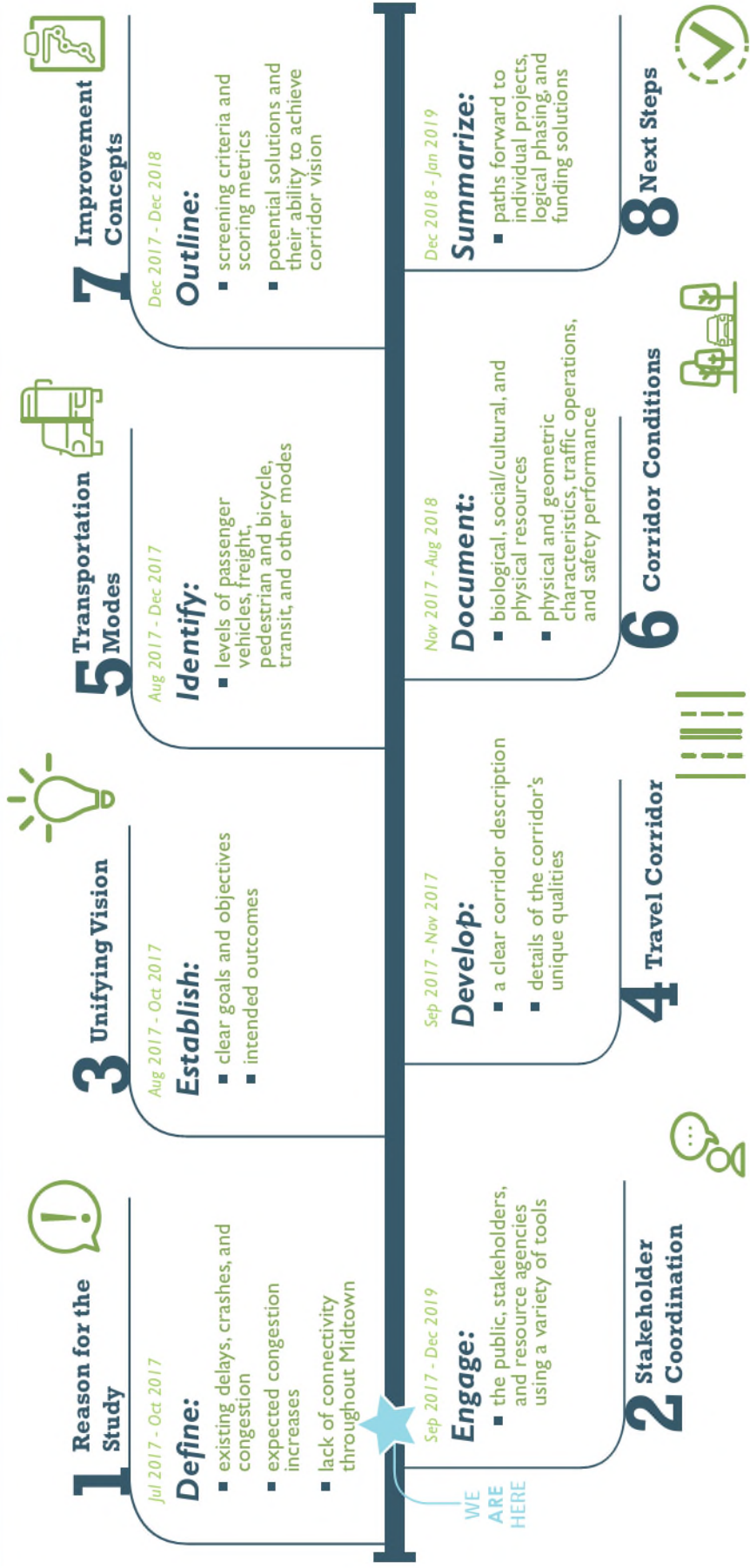
A PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY IS:

“ a collaborative and integrated approach to transportation decision-making that considers benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process. PEL uses the information, analysis, or products developed during planning to inform the environmental review process, including the National Environmental Policy Act of 1969 (NEPA). ”

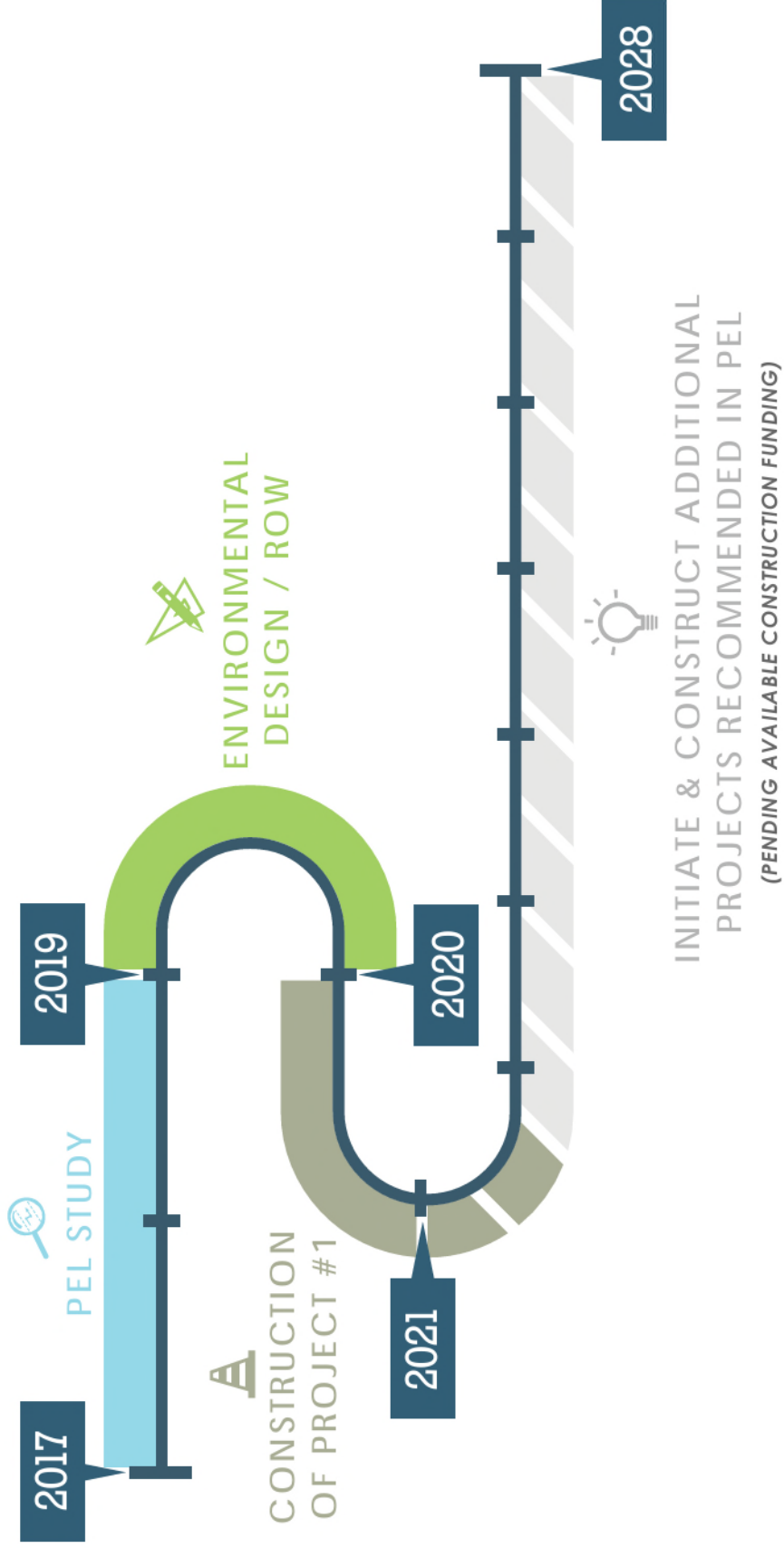
- FHWA PEL Questions and Answers, November 2016. <https://www.fhwa.dot.gov/pep/guidance/pep/pelqa2016.pdf>

THE PEL PROCESS:

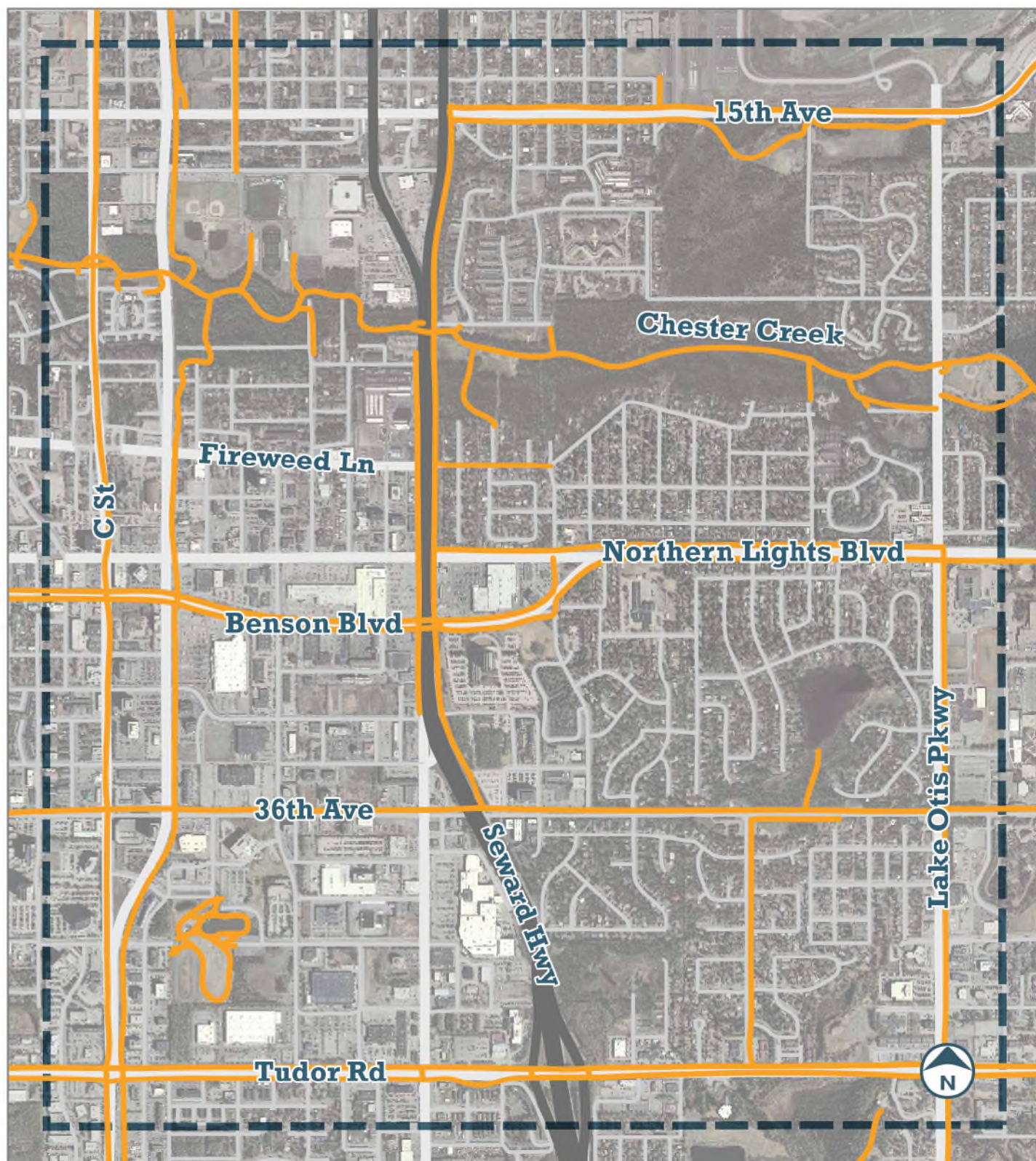
- Facilitates seamless decision making between planning and project development
- Minimizes duplication of effort
- Promotes environmental stewardship
- Streamlines project delivery



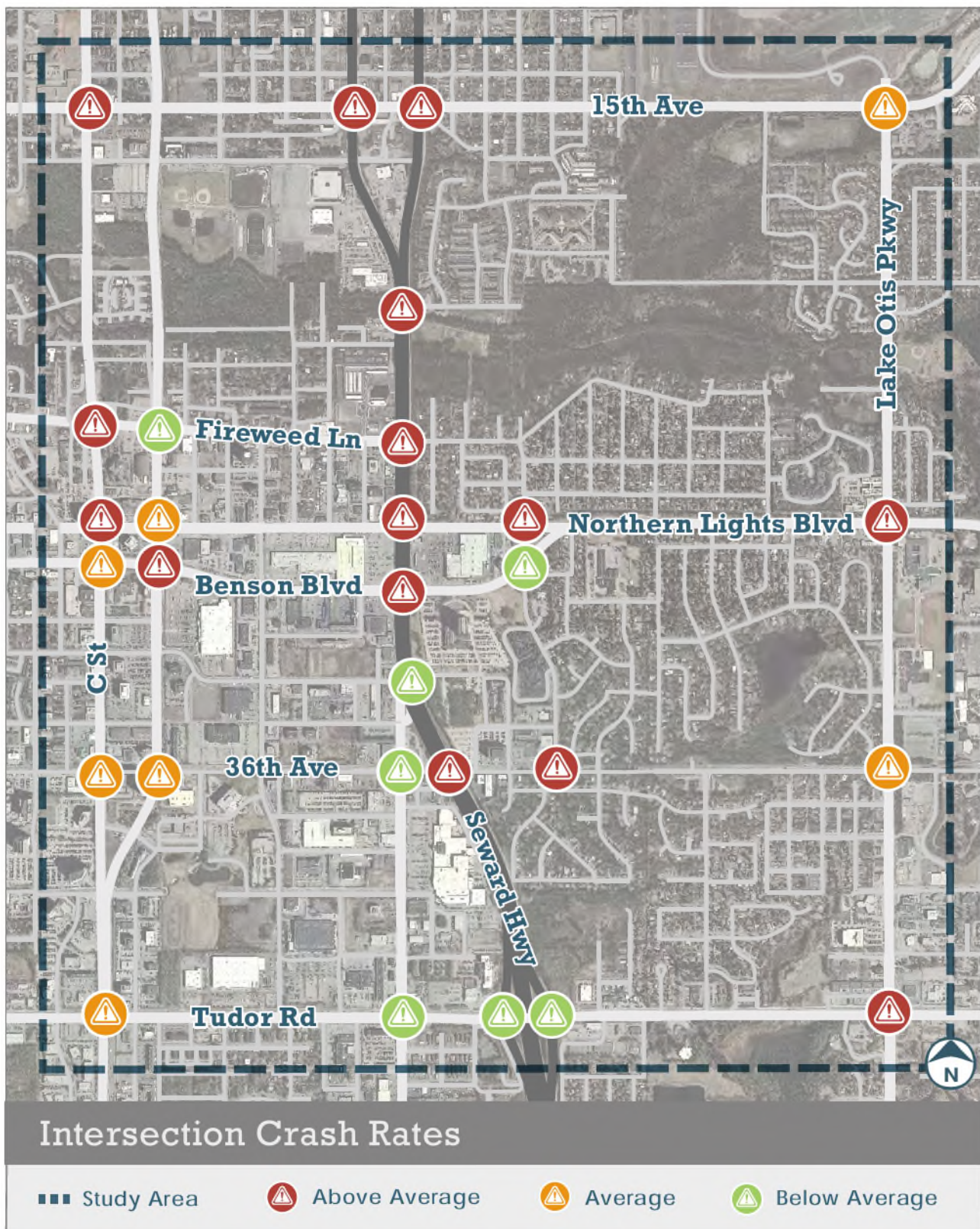
Project Schedule



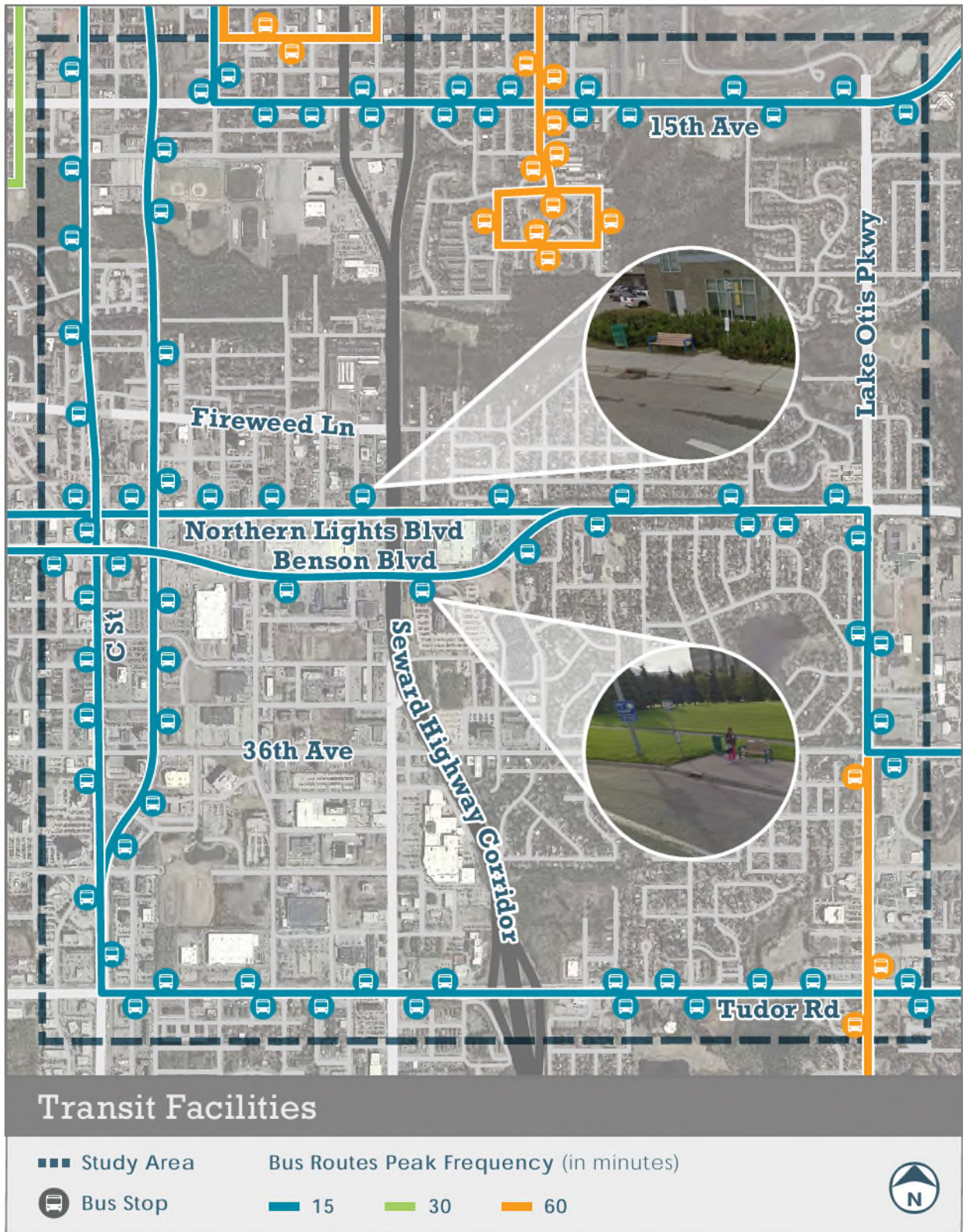
Non-Motorized Facilities: Paths & Trails



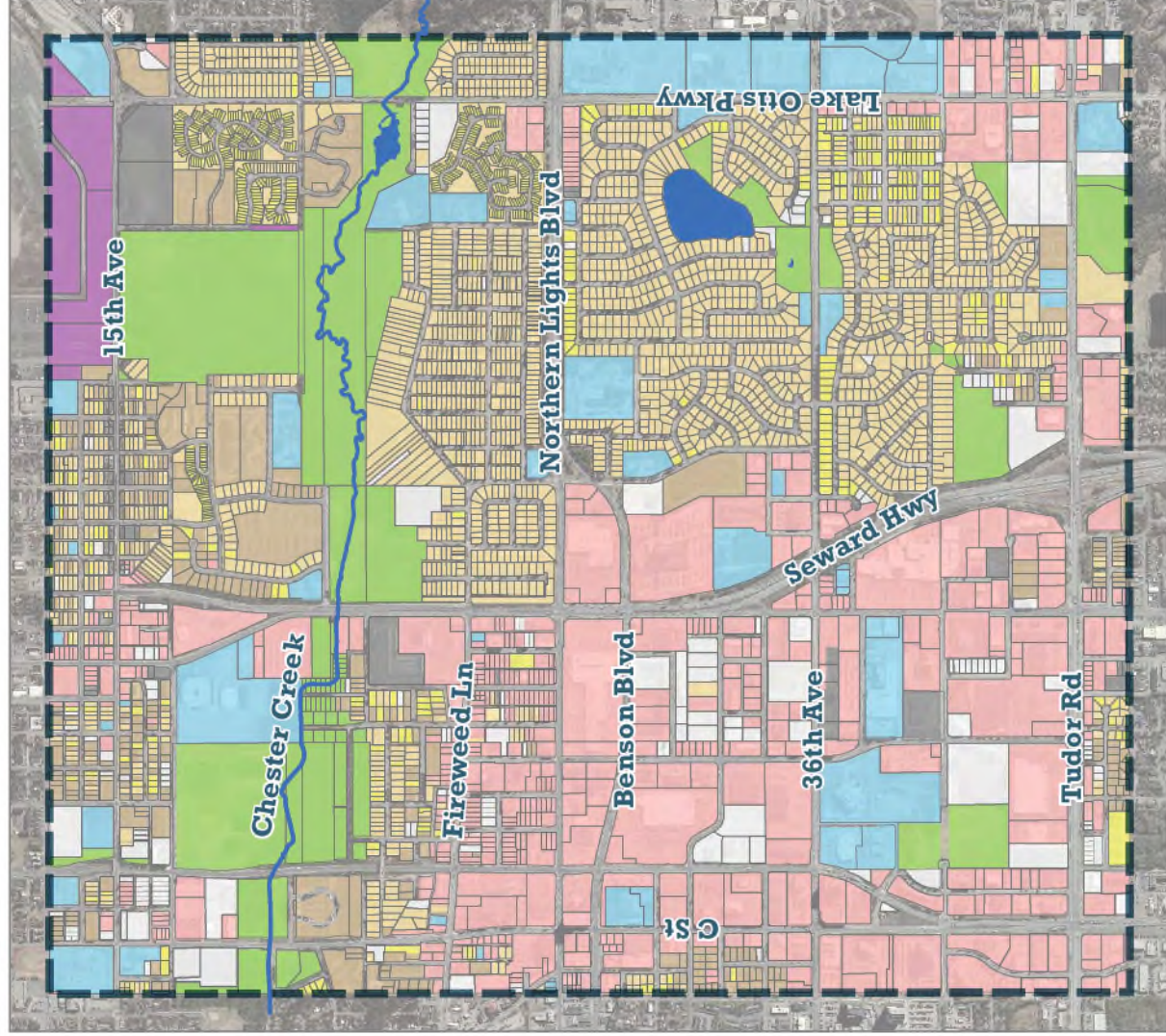
Motorized Facilities: Intersection Crash Rates



Transit Facilities



Area Constraints



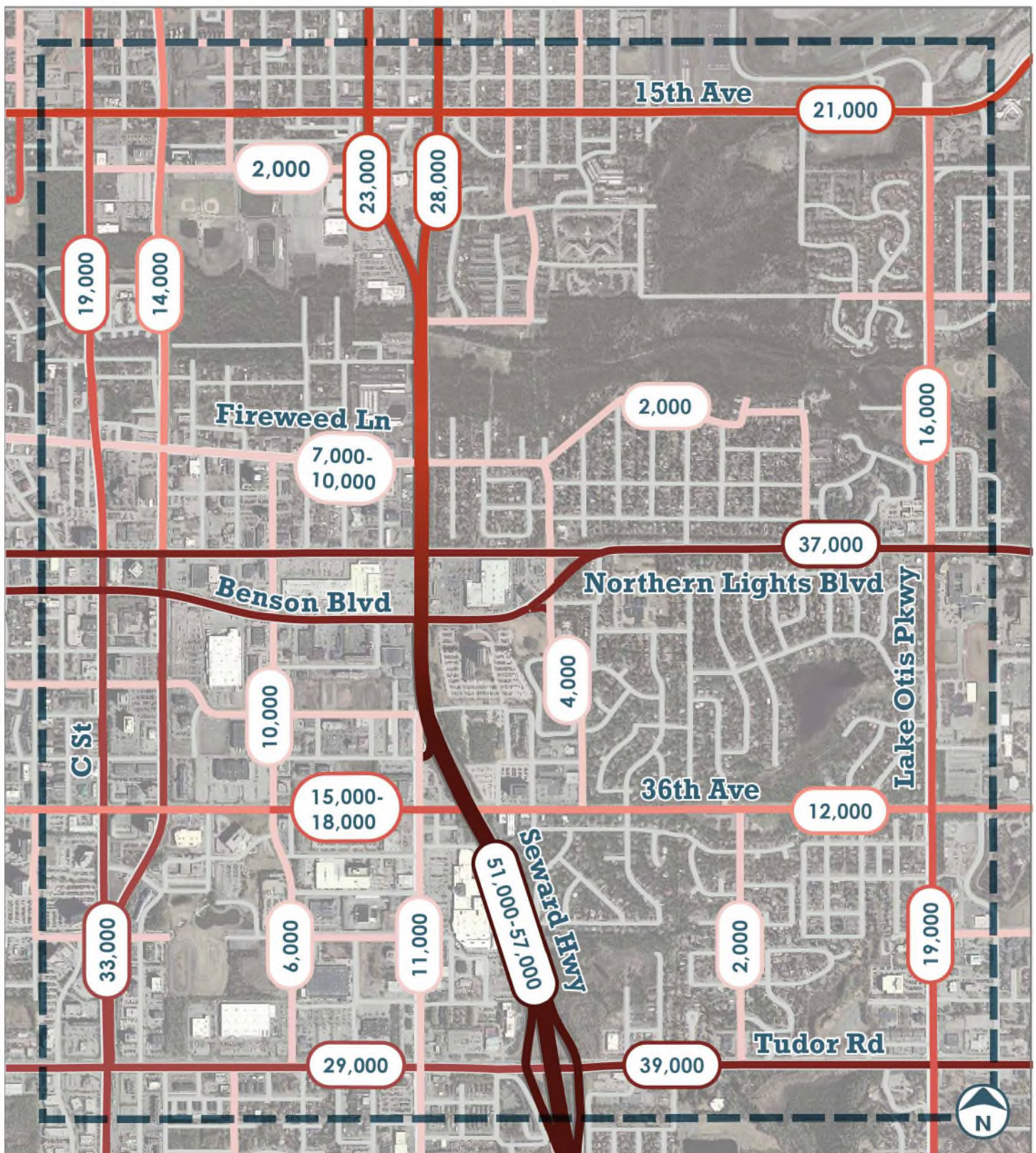
- Urban, highly developed area
- Seward Highway right-of-way ranges from 130 feet to 375 feet
- Some prior property acquisitions in the vicinity of 36th Avenue to help deliver intersection improvements
- Environmental considerations
 - Parks
 - Wetlands
 - Utilities
- Noise
- Air
- Major facilities within corridor
- Drainage
- Stormwater

Land Use

- Study Area
- Commercial
- Industrial
- Institutional
- Multi Family
- Two Family
- Park
- Single Family
- Water
- Transportation
- Vacant



Traffic Operations: Annual Average Daily Traffic



Take a walk along the Seward Highway and tell us your thoughts

We will record them
to address as part
of the PEL!



What We've Heard So Far

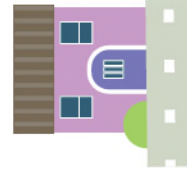
(Most frequent comments from prior projects and recent visits to Community Councils)



- Improve trail connectivity
- Make paths and sidewalks safer, to increase use



- Improve traffic flow
- Build grade separated intersections



- Reduce cut-through traffic in neighborhoods
- Consider land use and future development



- Consider "Complete Streets"
- Make connections as direct as possible



What's Missing?






Planning and Environmental Linkages (PEL)

Open House #1

January 30, 2018

1



MCR PEL Area and Key Issues

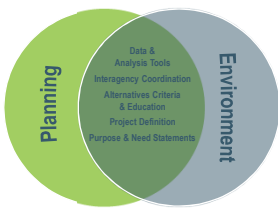

- Safety
- Seward Highway is a barrier for east-west multi-modal mobility
- Congestion
- Midtown mobility, not just Seward Highway mobility
- Defined vision for Midtown

2

A New Approach

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process





3

PEL Process Outline

Broader vision, better coordination, better decisions
Evaluation of a corridor enables a well-planned project approach with greater agreement from public/stakeholders


PLANNING				
Scoping Process	Goals & Objectives	Range of Options	Selected Option	Adopt Plan
ENVIRONMENTAL		Purpose & Need	Alternatives Screening	Environmental Analysis
Scoping Process	Purpose & Need	Range of Alternatives	Selected Alternative	Implement Project



4

Draft Study Goals


- Fresh look at area concepts and vision for mobility
- Connect commerce and community
- Improve multi-modal transportation efficiency
- Improve safety
- Align with city and state planning documents
- Avoid and minimize impacts
- Flexibility to fund recommended improvements in response to needs



5

MCR Outcomes

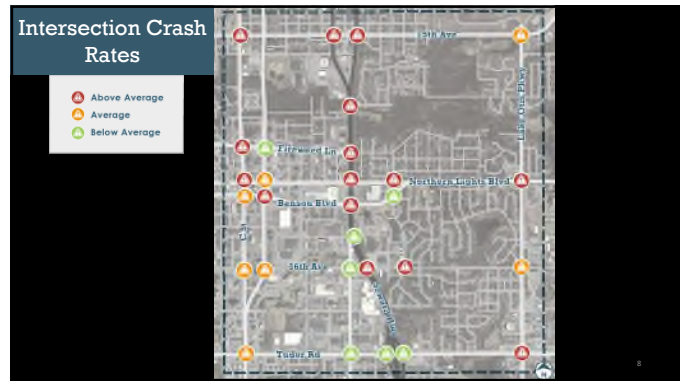
- Broad consensus on corridor vision, goals, and objectives
- Identify and implement improvements that have:
 - Clear purpose and need
 - Logical termini
 - Independent utility



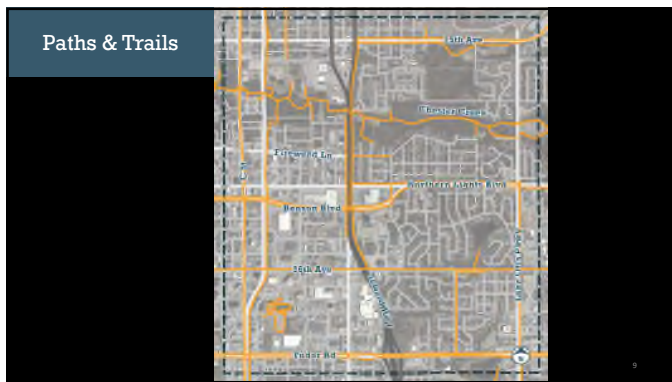
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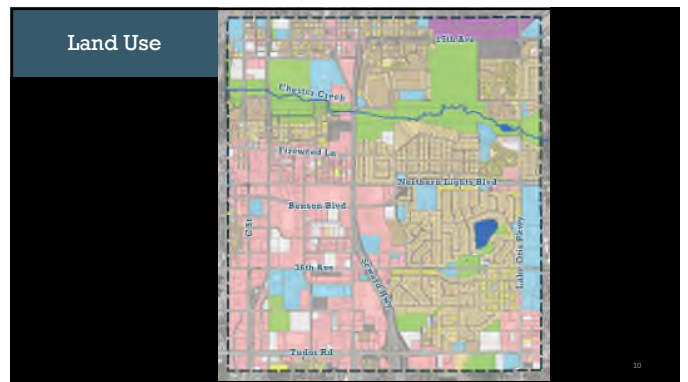
7



8



9



10

Utilities

- Telecommunications
- Water
- Wastewater
- Electrical
- Natural gas
- Storm drain
- Street lighting

Midtown

11


Environment

- Environmental justice
- Noise
- Air quality
- Cultural/historic resources
- Wetlands/ hydrology


Midtown

12


What We've Heard




- Improve trail connectivity
- Make paths and sidewalks safer to increase use



- Improve traffic flow
- Build grade-separated intersections



- Reduce cut-through traffic in neighborhoods
- Consider land use and future development



- Consider "Complete Streets"
- Make connections as direct as possible

Midtown 13

13


Public and Agency Involvement

- Community Council briefings/updates
- 3 Open house meetings during the PEL
- Transportation Fairs
- Interactive website: www.midtowncongestionrelief.com
- Agency/Stakeholder Group
- Citizens Advisory Group
- Business and Property Owners Advisory Group

Midtown 14

14

Schedule



Midtown 15

15

What Can You Do Today?

- What's important to you?
- What are your priorities?
- What's missing?



Midtown 16

16

Your Feedback Is Important!

- Website: www.midtowncongestionrelief.com
- Sign up for our contact list and newsletter
- Contact the team:
 - Rachel Steer (907) 562-2000
 - MCR@dowl.com



LET YOUR VOICE
BE HEARD. ”

Midtown 17

17

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME Midtown Congestion Relief (MCR) Planning and Environmental Linkages (PEL) Study **DATE** 01/30/2018

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Katie Dougherty				
JOHN LAVETT				
Joe Sanks				
Herb Barkowitz				
David M. Carro				
PAUL HATCHER				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
revised: March 2005

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Violet Bowie				
Cathy Gleason				
John Wedaletas				
Patricia Haines				
Vicki Gerken				
Inene Wisniewski				
Randy Acuffman				
Brita Mjos				
Henry Luther				

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Taryn Olson				
Ryan Goentzel				
Sean Baski				
Aaron Havel				
CHRIS SCHUTTE				
Tom Rueter				

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TRACI REAL				
ROBERT E. WORMER				
L. B. HERRERA				
RASHAD JOSEPH				
JOSEPH HOLMES				
LINDA MARVIN				
SAMMA GREEN				
LY NGUYEN				
SAVANNAH LEWIS				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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GMM Forsyth				
Ed Whitehead				
Sake Horodovskiy				
TIM GRIER				
Jeanne Bourne				
Steve Johnson				

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NAME (PLEASE PRINT)	*RACE (W, AN, N, B, H, A, P, O)	*GENDER (M/F)	PHONE	ADDRESS or EMAIL
AL THOMAS				
Judy Judge				
Bob Deak				
Stewart Osgood				
Clarissa Daugherty				
Buck (William) Walsky				
Dawn Groth				
Tina Johnson				
Ray Hartman				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Charles Jay				
John Miller				
John O'Ryan				
Bab Ottavaggi				
Robert Shipley				
Kathryn Berkowitz				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
SHIRLEY ALAN CORTHELL				
Giulia Oliviero				
Patricia Byrne				
JESS SAPIR				
Hubry Wick - @gci.net				
Steve Lewis				
Sam Tyler				
Ann Schmeier				
Tom McBrath				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Adam Morril				
David Gamez				
David Fost				
Mary Price				
charlie Olive Brown				
Sen Charlie Russel				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Matt Edge				
Brian Swartzentriber				
SUSAN LEVY				
Dana Levy				
Barbara Karl				
Danya Ide				
Allegra Hamer				
David Bowie				
Daniel Gleason				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME Midtown Congestion Relief (MCR) Planning and Environmental Linkages (PEL) Study **DATE** 01/30/2018

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
KAREN KUTER				
Leslie Robbins				
Julie Bleier				
Star Rafuse				
Marilyn Houser				
Mike Bridges				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME Midtown Congestion Relief (MCR) Planning and Environmental Linkages (PEL) Study DATE 01/30/2018

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
<i>Candlyn Kung</i>				
<i>Juanita Neeler</i>				
<i>Janie Dusey</i>				
<i>Camden Yehle</i>				
<i>James H. Miller</i>				
<i>Joe Leary</i>				
<i>Tom van der ... of</i>				
<i>Charles Boyle</i>				
<i>Peter Collander</i>				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
revised: March 2005

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME Midtown Congestion Relief (MCR) Planning and Environmental Linkages (PEL) Study **DATE** 01/30/2018

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
David Ewan				
Tim Potter				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
revised: March 2005

Please provide your comments here or email them to MCR@dowl.com

- more interconnected dedicated multi use trails for Alternative transportation modes.
- Separated bike paths. Maintain these bike paths / multi use trails.
- Address the constitutional issues preventing photo radar. Instal fixed and routinely calibrated Photo radar at high accident intersections. Focus on driver behavior.
- Change from photo activation at lights and return to a timed directional. The traffic between 15th Ave and Benson Blvd along the Seward Hwy is continually backed up because of the short turn lane at Benson & Seward. High area for accidents as well as road rage. (A)
- Why focus solely on roads? We have a rail bed that connects South Anchorage with Downtown. A light rail (L-train) built to operate on our rail gauge, using hybrid Natural Gas to power the generator that propels the L-train. Utilizes existing resources, reduces the footprint and uses less, cleaner burning fuel.
- Why not a people mover express along Seward Hwy during peak traffic hours that connect w/ Park-n-Ride lots or connection points.
- Initiate a Urban Vehicle Safety Inspection in conjunction w/ registration. Increase safety by eliminating unsafe vehicles from the roadway.

OVER →

To receive project information, provide your name and an email or postal address:

Name: Charles Jay

Address: _____

Email: _____

Phone: _____

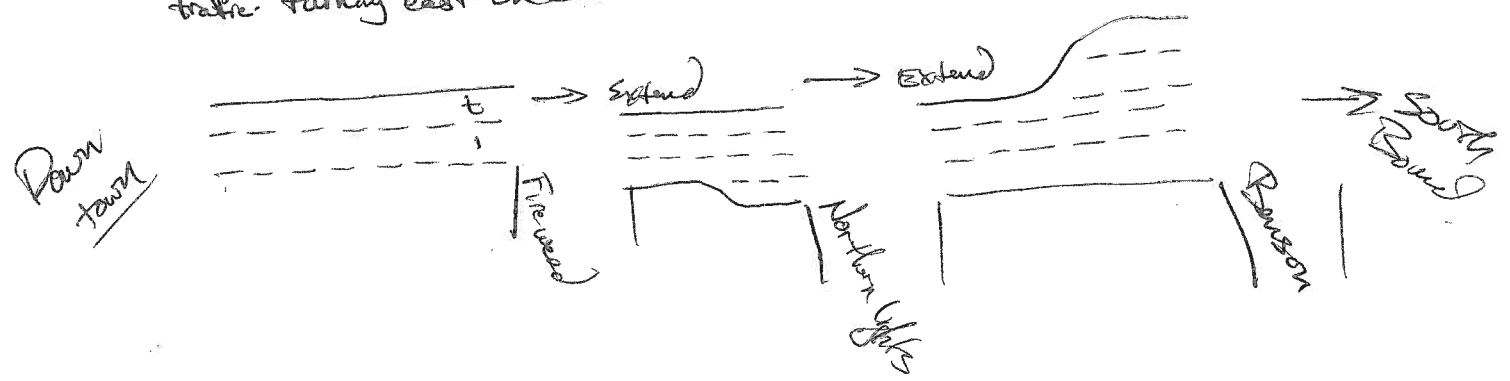
- Revenue strategy - revise the CDL pass endorsement to include all commercial vehicles that transport persons for profit. Currently, vehicles designed to transport 14 or fewer passengers are exempt from requiring the operator to maintain a Commercial license w/ passenger endorsement. CDL operators are held to a higher standard of behavior and are medically cleared on an annual basis to operate commercial vehicles. This reduces the percentage of risk taking drivers from our urban roadways and stimulates economic growth in niche industries. Business expenses are entitled to tax adjustments on Schedule C. They are not a loss.

- Revise the Civilian Conservation Corps within MOA that will utilize labor from the Homeless Community and individuals that carry Community Service mandates from the court to maintain the multi use / bike trails w/in the MOA.

- Utilize dedicated multi use / bike / pedestrian trail crossings across major roadways such as Seward Hwy - e.g., overhead crossing or underground tunnels.

- Homeless population - this area is a major area for the homeless to camp in. They utilize existing trails and sidewalks in the area. I recommend constructing designated camp areas and integrate access roads to deal with safety and hygiene issues created by this population.

(A) Northbound on Seward turny west onto Northern lights - consider eliminating these turn lanes and relocate to 36th Ave. Allow Southbound traffic turny east on Benson to expand into these lanes





Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

MY PRIMARY CONCERNS ARE THE SMOOTH + SAFE FLOW OF PEDESTRIANS, BIKES, + VEHICLES ONTO + ACROSS + OFF OF THE NEW SEWARD HIGHWAY FROM BOTH EAST + WEST APPROACHES; AS WELL AS AVOIDING AN INCREASE OF TRAFFIC ON NEIGHBORHOOD STREETS SUCH AS LAYACHE, STANFORD, ETC.

I AM ALSO CONCERNED WITH ANY INCREASE IN NOISE LEVELS IN OUR NEIGHBORHOODS.

I APPRECIATE INVOLVING BUSINESS + NEIGHBORHOOD INTERESTS IN EXPLORING FOR THE BEST POSSIBLE APPROACH -

To receive project information, provide your name and an email or postal address:

Name: BOB CHURCHILL

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

QUIT WASTING MONEY ON
STUDIES & COORDINATE SNOW PLOWING
OF SIDEWALKS. THE DOT DOES A
TERRIBLE JOB OF PLACING THEIR
RESPONSIBILITIES

To receive project information, provide your name and an email or postal address:

Name: _____

Address: _____

Email: _____

Phone: _____



Comments

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Please provide your comments here or email them to MCR@dowl.com

Increased walking + biking options. More green belts so pedestrian and bike traffic have different roads to use. (i.e. not tenson, highway). Recognize that non-car transport is something we should be considering in every plan.

connectors

To receive project information, provide your name and an email or postal address:

Name: _____

Address: _____

Email: _____

Phone: _____



Comments

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Please provide your comments here or email them to MCR@dowl.com

Comment on Traffic calming design.
Larger vehicles (School Buses) sometimes have safety issues navigating calming designs that are too restrictive - snow on roads can make access even more restrictive.
Suggest using Turning radius for 40 ft School Bus to design calming projects, in residential areas.

To receive project information, provide your name and an email or postal address:

Name: Dan Merrigan

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

NO NORTHBOUND ACCESS TO SEWARD HWY FOR
EASTBOUND TRAFFIC ON 36th MEND GRID LOCK
ON 36th AND HORRIFIC TRAFFIC JAMS ON LA TOWHE/
FINEFIELD FOR PEOPLE TRYING TO GET FROM
36th TO NORTHBOUND R'SH.

To receive project information, provide your name and an email or postal address:

Name: SULAN CROWLEY

Address: _____

Email: _____

Phone: _____



Comments

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Please provide your comments here or email them to MCR@dowl.com

Anchorage doesn't feel like a safe place for anybody who isn't driving a car. There doesn't seem to be good ways to get to the great trails by bike. For 6 months of the year our sidewalks are hazardous/non-existent in many neighborhoods.

Thanks for your consideration

To receive project information, provide your name and an email or postal address:

Name: Kelly Ballantyne

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

I want to ride my bike to stores,
restaurants + businesses to reduce
congestion, but I fear my bike stolen.
Please encourage bike lockers.

~~Safety~~. bicycle security

reducing traffic speed

reducing driver distractions

cell phone, TV in cars,

To receive project information, provide your name and an email or postal address:

Name: Dawn Grith

Address: _____

Email: _____

Phone: _____

Please provide your comments here or email them to MCR@dowl.com

No roundabouts!

+ bike paths
Sidewalks should be separated from roadways.
example - sidewalk on Tudor overpass not good.

More dedicated space for bicycling, especially when crossing other major roads.

DO something about red light running - shorter yellow? and enforcement.

Dedicated turn lanes into crosswalks are hazardous.

Reduce cut through traffic through Rogers Park.

To receive project information, provide your name and an email or postal address:

Name: _____

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

To receive project information, provide your name and an email or postal address:

Name: Cathy Wright

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

Perhaps the most expensive solution might be the best - bury NSH to 20th and solve the east/west access problems on the surface. How you would build this in increments may be a problem - but please consider it.

To receive project information, provide your name and an email or postal address:

Name: ROGER HERRERA

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

Bicycle & Pedestrian traffic must be included in the purpose and need statement

To receive project information, provide your name and an email or postal address:

Name: _____

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

The problem is this has been discussed for decades, with the winning of contracts and planning but nothing gets done with greater costs and delays yet nothing happening. Just get it done now with no further delay the longer you delay the higher costs and congestion.

To receive project information, provide your name and an email or postal address:

Name: Douglas Hartman

Address: _____

Email: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or email them to MCR@dowl.com

I'm thinking ~~that~~ that instead of being overground underground because there is start ups out there that are willing to look into into startups to start underground for subways from the valley to else where. To make it environmentally friendly and cultural would be great to achieve while funding the subway w/ fairs.

To receive project information, provide your name and an email or postal address:

Name: Richard D Power

Address: _____

Email: _____

Phone: (_____

Comments on Boards

Transit Facilities

Keep bus stops plowed, lighted, covered

Traffic Operations: Annual Average Daily Traffic

Consider how to upgrade Lake Otis for faster traffic

Too much traffic using neighborhood roads thinking they are getting to Lake Otis (and speeding)

Pedestrian crossings on all sides of intersection would be great (Seward Highway and Fireweed/Northern Lights/Benson)

Needs a highway at Ingra/Gambell for through traffic while also having arterials for local traffic

Experience congestion southbound at Fireweed... seems like traffic on Northern Lights has less delay than Seward Highway. Can signal timing be changed? Would favor improved north-south capacity.

Road plowing is not coordinated with sidewalk plowing. Freshly plowed sidewalk gets filled with big berm from road, blocking access on bike to signal button. Fireweed and Seward Highway.

Sears Mall sees snow plowing onto sidewalks... pedestrians crossing Northern Lights and Benson is treacherous... how about a raised pedestrian crossing?

Benson – left turns back up into through traffic – can turn lanes be lengthened?

Flashing yellow arrows are much better... bang for the buck... would like DOT to do more of them... maybe in this area

Concerned with LaTouche being used as cut-through especially if other movements at 36th are not allowed

Avoid the LaTouche concept for heading north raised by the 36th Avenue project

Turning of Old Seward onto 36th is slow and takes multiple cycles... Seward/36th is least favorite intersection in Anchorage

Congestion is not a problem right now, but open to learn more

Signal timing at Tudor/Old Seward creates eastbound congestion... unable to make it through light... choose alternative routing even though out of direction

Noise is biggest concern. Would love to see tunnels, they do this in Switzerland.

Tudor is congested during peak hours, but feel fortunate to be able to avoid it.

Motorized Facilities: Intersection Crash Rates

In general more traffic calming...wants Anchorage to rely less on cars... making progress in this area but still concerned for safety when biking and walking.

Lake Otis needs to be upgraded so it can take more of the north-south traffic

Overpass at Tudor/Lake Otis

Pedestrians need grade-separated crossings, especially at Northern Lights, Benson and 36th Avenue

Transfer from Old Seward is a nightmare. The turn from Old Seward to 36th turn lane is scary. Some sort of ramp or roundabouts is needed.

What we've heard so far...

Make connections as direct as possible – yes! More bike lanes, wider sidewalk, landscaped, separated lanes.

Non-Motorized Facilities: Paths & Trails

Overpasses or better pedestrian crossing signals (noisy, blinking, times countdown connected to lights changing) at all Seward Highway intersections.

What's Important to You?

- Reduce cut-through traffic from Fireweed to LaTouche
- Grade-separated crossings for bicyclists at major intersections and between intersections (e.g. at 33rd and St Gottard)
- Stanford Rd – Noise! At the lake hear traffic noise
- Simplicity for new drivers
- Tunnel to keep noise down
- Staying within budget
- Bike/Ped overpasses
- Should be a highway at the end
- Solve Seward light (ped crossing) - not long enough for crossing peds
- Restrict access 36th north to Benson
- LaTouche needs northbound access to Seward
- Grade separated tunnels/overpass
- Maintaining access northbound from 36th Avenue onto New Seward
- Education for all modes – safety
- Motion traffic highway codes
- 1st National egress is a challenge at PM peak
- Cut-through on 1st National property
- Solve pedestrians getting caught in middle during crossing at signal – not long enough
- Boundary landscaping
- Set up the Fireweed and Seward Highway intersection to address bikes. Fireweed should be a TWLTL with 2 lanes and bike lanes
- Drainage network
- Preventative corrective maintenance
- Question – how are you factoring in the university traffic? It's evident when classes end – there are peak travel times going west
- If people slow down and chill out, Anchorage's traffic jams are relatively light compared to most cities. No over-the-top interchanges needed.
- Improved north-south trail connectivity for pedestrians and bicyclists
- Reduce traffic speed
- Consider Complete Streets
- It's important to consider people who aren't in cars. Anchorage feels like a car city.
- Promote public transit and carpooling and non-motorized transit rather than adding lanes and spending many millions on roads
- I do not think McInnes is a busy street. Is it really a "cut-through" street?
- Replace car traffic with bike traffic in bike lanes along corridors
- Solve Tudor Road east-bound. Backs up over Seward Highway
- Make Anchorage bikeable for tourists – in commercial areas
- Safety for all users

- Improvement: maintain and preserve the “neighborhood feel and ambience” surrounding my home; I am concerned about the increased traffic, speed and noise on 36th.
- Benson and Northern Lights west of Seward Highway – snow gets plowed onto the sidewalks.
- Safe bicycle parking, bike lockers
- Honestly, the traffic back-ups aren’t all that bad. Focus on (a) non-auto modes and (b) safety over the flow of cars.
- Safer intersections for walkers and bikers.
- Try to minimize cross-street traffic and have fewer traffic lights.

What are your Priorities?

- Consider underpass and overpass. Spend the money once and do it right.
- Reduce crashes
- Reduce speed
- Slow traffic on surrounding streets/neighborhoods
- Separation between pedestrians and bicycles
- Overpasses to relieve congestion
- Get H2H done
- Don’t push traffic onto LaTouche
- Pedestrian separation on crossovers to Seward Highway and Northern Lights and 36th
- Equity of pedestrians and bicycles with vehicles
- Take a broad Anchorage-wide view – perhaps a new highway with good mobility is needed rather than smaller intersection improvements on New Seward Highway.
- Consider autonomous vehicles
- Consider having different bike routes for summer and winter that align with plowing priorities
- More public transportation in midtown Anchorage
- LaTouche don’t add traffic to neighborhood x 100
- Keep 36th, Benson, Northern Lights, and Fireweed at grade and put New Seward (4 lanes each way) below grade
- No highway to highway plan
- Lots of safe pedestrian crossings. More often than every mile
- Eliminate traffic lights. Keep traffic moving
- Please don’t push traffic onto LaTouche
- Survive crossing the Seward Highway at Northern Lights/Benson! We need separate pedestrian/bicycle crossing so long as car traffic laws are unenforced.
- Pedestrian bridge/walkway crossing 36th and Seward. Too dangerous just for lights and walkway.
- Please make it safe for pedestrians to cross at Seward/Benson and Seward/36th.
- Signal free New Seward would be nice. What would happen to businesses in Midtown?
- Creating a place that walkers, bikers, and bus riders are safe and considered.
- Walkability – especially east-west across Highway at all intersections.
- Pedestrian infrastructure.

- Protect Chester Creek greenbelt. Provide for human passage, fish passage in creek, moose passage under road. Maintain functional floodplain through roadway.
- Distracted driving is dangerous
- Bikability, walkability
- Public transit that attracts users. Roads that welcome non-motorized users.
- More room between bikes and cars.
- Southbound traffic near the Sullivan area gets congested in PM. Grade separation would be helpful.

What's Missing?

- Underground pass from Highway to Lake Otis which goes to Huffman
- Pedestrian overpass at 36th and Seward
- Elevate bikeway like Denmark
- Tudor Road difficult to access (McGinness area between Tudor and 36th) – avoids it
- Improve flow/access between new and old Seward Highway overpass
- Bus access to the west side
- Need to better control use of traffic control override “clickers” by non-emergency personnel
- North-south trail/non-motorized connection east of A Street
- East-west on-street bike facilities on 36th Avenue
- Grade separation of Fireweed/Northern Lights/Benson
- Too short merge distance to New Seward from McGinness area.
- Emergency vehicles use LaTouche
- Umed
- Cut and cover at Northern Lights/Benson
- The lit traffic “Stop Soon” sign going north before 36th on the Seward Highway – also need one going south.
- Bypass around city
- Pedestrian flags for crosswalks
- Consider diverting along Chester Creek to get away from Ingra/Gambell and connect in near Merrill Field
- We are using local roads as freeways. It is time to consider an overpass – Anchorage is growing.
- No 36th Avenue and Seward Highway connection – grade separate
- Trail and road connectivity
- Retain vegetation as part of projects
- Unmapped trails – how to get on map (e.g. trails in the Helen McDowell wetlands area)
- Congestion on Seward Highway could be reduced by extending Elmore to Bragaw, extending it south could also pull more traffic away from the Seward Highway (I second that).
- Effect that university-based traffic pulses have on 36th
- Pedestrian signals that tell drivers when the light will change and have an audible alert
- Ingress and egress from library at 36th and Denali

- North-south bike path along New Seward
- We are 40-year residents of College Village. Already emergency vehicles going to Providence and to Regional go along 36th and Lake Otis through University.
- Equity
- Seward Highway traffic cuts through road and south of Chester Creek to access Fireweed
- A culture of walking and biking not driving
- Traffic calming for neighborhoods
- Secure bicycle parking at public facilities (lockers)
- Distracted driving problem
- Consider how more and different connections could alter traffic patterns and make projects more or less needed
- Too far between crosswalks
- Pedestrian warning signs – be aware of pedestrians
- Traffic light enforcement and slower speed limits
- Random infrastructural networks
- University and Northern Lights at Bragaw! – Nothing on this here
- Additional travel lanes to facilitate traffic flow
- Overhead bridges mobilization
- Mobility as a service
- For bicyclists traveling north/south – a clear road network parallel to Seward Highway that is safe to bike on is needed. Bikes currently travel on the sidewalk.

Public Open House Meeting 2

February 28, 2019



OPEN HOUSE #2

Come learn about the draft concepts, and screening criteria, and next steps in the study.

JOIN US

February 28, 2019
3-7 p.m.

Presentations at 3:30 p.m. and 5:30 p.m.

Z.J. Loussac Library

3600 Denali St.
Anchorage, AK

If you can't make the meeting, make comments through our interactive website.

www.midtowncongestionrelief.com



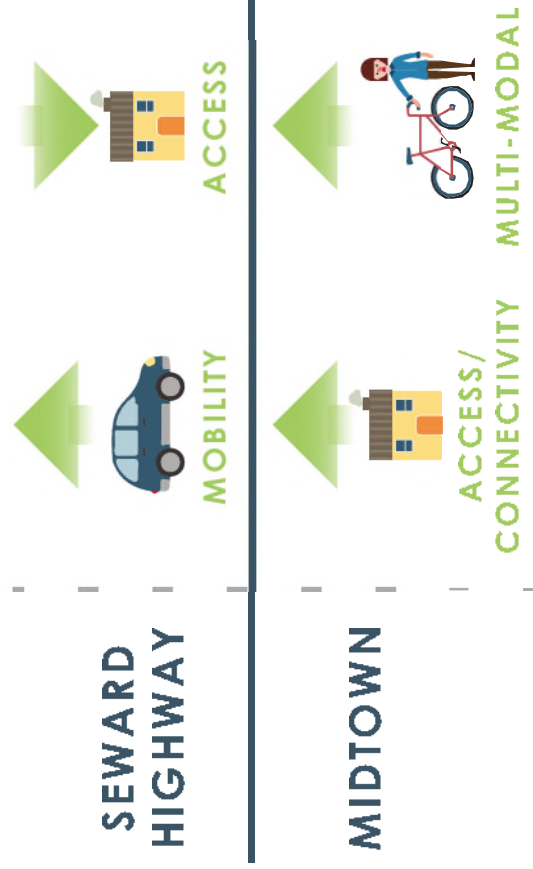
We have a poor land use pattern citywide. We need more mixed use infill, more people living in all parts of town, less surface parking, greater density, and multi-modal transit options throughout.

High-speed, non-resident traffic cuts through my neighborhood. This traffic is intimidating for walkers, bikers, and especially children who are using the road to access the Chester Creek trails.

It would be nice for residents in this area to be able to walk to the businesses that are relatively close by, but the large streets and narrow sidewalks make it unappealing.

Mobility Study Area

CORRIDOR VISION:



DOWL
4041 B Street
Anchorage, Alaska 99503

CORRIDOR GOAL:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

www.midtowncongestionrelief.com

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. DOT&PF complies with the following Executive Orders: EO11990 Notice of Wetland Involvement, EO12898 Environmental Justice, EO11593 Protection and Enhancement of Cultural Resources, EO11988 Floodplain Management, and EO13112 Invasive Species, as amended by EO13751. DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvirts/titlevi.shtml.



INVOICE

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 907-349-6507 • Fax 907-349-1470 • royal@acsalaska.net
 Tax ID # 92-0120654

<i>Date</i>	<i>Invoice No.</i>
2/19/19	40132

<i>Bill To</i>
Dowl Accounts Payable 4041 B Street Anchorage AK 99503

<i>Ship To</i>
Attn: Rachel

<i>P.O. No.</i>	<i>Terms</i>	<i>Due Date</i>	<i>Rep</i>
	15 days Net	3/6/19	

<i>Quantity</i>	<i>Description</i>	<i>Amount</i>
8,951	Midtown Corridor Postcard Addressing/Postage	
<i>Thank you for your business.</i>		Total

*Please pay from this invoice • No statement will be sent • Your prompt payment is appreciated
 Credit card payments due within 15 days • Balance over 30 days subject to a 1.5% finance charge*

Received By (Signature) _____

Printed Name _____



Rachel Steer

From: DOWL <jgarcia@dowl.com>
Sent: Wednesday, February 13, 2019 10:40 AM
To: Rachel Steer
Subject: DOT&PF: Midtown Congestion Relief - Open House #2



Alaska Department of Transportation and Public Facilities

**MIDTOWN CONGESTION RELIEF (MCR)
PLANNING & ENVIRONMENTAL LINKAGES (PEL)
PUBLIC OPEN HOUSE #2**

Thursday, February 28, 2019

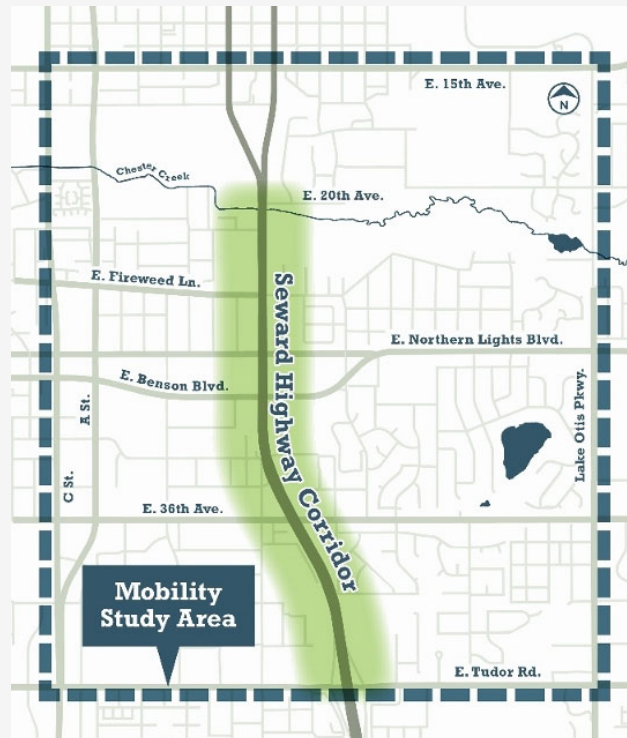
JOIN US!

Time:

3:00 PM to 7:00 PM
(Presentations at
3:30 PM and 5:30
PM)

Where:

Z.J. Loussac Library
3600 Denali Street
Anchorage, AK



MCR - Mobility Study Area
(Click to enlarge)

The second public open house will provide the opportunity to learn about and comment on the draft concepts developed as part of the Midtown Congestion Relief Planning and Environmental Linkage (PEL) Study. The PEL Study is focused on solutions to reduce travel time and increase mobility for all users-including bicyclists and pedestrians-in the midtown area on the Seward Highway corridor and intersections between Tudor Rd. and 20th Ave. Members of the team will present the draft concepts and screening criteria and gather input that will influence which concepts are advanced to the next phases of environmental evaluation and design.

Visit www.midtowncongestionrelief.com to join the [email list](#), make a comment on the interactive map, and to learn more about this effort. Participate in the [Draft Concepts Review Survey](#) - Your feedback is important to us!

To contact the project team, send an email to MCR@dowl.com or call Rachel Steer at (907) 562-2000.

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DOWL, 4041 B Street, Anchorage, AK 99503

SafeUnsubscribe™_rsteer@dowl.com

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Sent by jgarcia@dowl.com in collaboration with

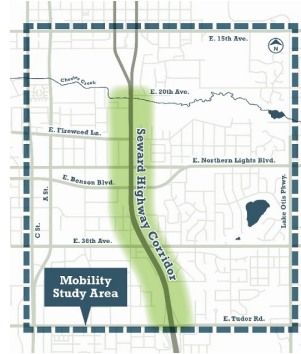


Try it free today

Rachel Steer

From: Community Councils Center <info@communitycouncils.org>
Sent: Thursday, February 14, 2019 11:18 AM
To: Rachel Steer
Subject: FCC Alert - Midtown Congestion Relief Open House 2/28/19 correction to DOTPF name

Having trouble viewing this email? [Click here](#)



**Alaska Department of Transportation &
Public Facilities**

**Midtown Congestion Relief
Open House
Thursday, February 28, 2019
3:00-7:00 pm**

**Z.J. Loussac Library
3600 Denali Street**

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including bicyclists and pedestrians-in the midtown area on the Seward Highway corridor and intersections between Tudor Rd. and 20th Ave. Members of the team will present the draft concepts and screening criteria and gather input that will influence which concepts are advanced to the next phases of environmental evaluation and design.

[MCR - Mobility Study Area](#)

[\(Click to enlarge\)](#)

Visit www.midtowncongestionrelief.com to join the [email list](#), make a comment on the interactive map, and to learn more about this effort. Participate in the [Draft Concepts Review Survey](#) - Your feedback is important to us!

To contact the project team, send an email to MCR@dowl.com or call Rachel Steer at (907) 562-2000.

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The Alaska Department of Transportation and Public Facilities complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications should contact Jill Reese, 907-269-0772. To use a text telephone device, dial 711 for the relay service.

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Community Councils Center

www.communitycouncils.org
info@communitycouncils.org
277-1977

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Federation of Community Councils,
1057 West Fireweed Lane, Suite 100, Anchorage, AK 99503

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addressed in the master plan update. For more information and project updates go to <https://www.muni.org/Departments/parks/Pages/RussianJackSpringsParkMasterPlanUpdate2019.aspx>. To take the survey, go to <https://www.surveymonkey.com/r/RJSPsurvey1>. For more information and project updates go to <https://www.muni.org/Departments/parks/Pages/RussianJackSpringsParkMasterPlanUpdate2019.aspx>

February 28

Open House will be held from 3 to 7pm at Loussac Library on the **MIDTOWN CONGESTION RELIEF PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY** to provide an opportunity to learn about and comment on the draft concepts developed as part of the study. The PEL Study is focused on solutions to reduce travel time and increase mobility for all users-including bicyclists and pedestrians-in the midtown area on the Seward Highway corridor and intersections between Tudor Rd. and 20th Ave. Members of the team will present the draft concepts and screening criteria and gather input that will influence which concepts are advanced to the next phases of environmental evaluation and design. For more information go to www.midtowncongestionrelief.com. Participate in the [Draft Concepts Review Survey](#) To contact the project team, send an email to MCR@dowl.com or call Rachel Steer at (907) 562-2000.

MEETINGS & EVENTS OUT OF ANCHORAGE

February 14

JUNEAU - JUNEAU AUDUBON SOCIETY MONTHLY MEETING will be held at 7pm in the UAS Egan Lecture Hall, Room 112. The program will feature **KEVIN WHITE's** presentation on **MOUNTAIN GOAT ECOLOGY in COASTAL ALASKA**.

****February 15**

JUNEAU - FIRESIDE LECTURE: GROWING UP on ICE: HOW SEAL PUPS THRIVE in ANTARCTICA will be presented at the Mendenhall Glacier Visitor Center at 6:30 and repeated at 8pm. Weddell seals are the southernmost living mammal. They thrive in the harsh environment of Antarctica. Join **LINNEA PEARSON** as she reveals how the pups survive despite being born without all the tools of an adult seal. Lectures are free of charge, and thanks to our partners at Discovery Southeast, cookies and tea are served in the lobby. For more information, call 907-789-0097.

****February 20**

JUNEAU – OCEANA ACIDIFICATION and ALASKA will be presented at 5pm in the Elizabeth Peratorovich Hall, 320 W. Willoughby Avenue. Hear the latest from NOAA researchers who study current and future conditions and species response. Bring your questions and hear from **BOB FOY**, NOAA Alaska fisheries science director, and **JESSICA CROSS**, oceanographer, NOAA Pacific Environmental Lab. For more information, contact Darcy Dugan at dugan@aoos.org.

February 20 (TELECONFERENCE AVAILABLE)



ALASKA PUBLIC MEDIA
TV | RADIO | NEWS

alaskapublic.org

3877 University Drive

Anchorage, Alaska 99508

Phone: (907) 550-8400 Fax: (907) 550-8401

Billing Information:

Shannon K. McCarthy
Government and Public Affairs,
Alaska, Department of Transportaton and
Public Facilities
P.O. Box 196900, MS-2525
Anchorage, AK 99519-6900

Payment Terms

Net 30: All Rates Are Net To Station

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Sponsorship Agreement**

Sponsor/Underwriter	Classification: Renewing
Alaska, Department of Transportation & Public Facilities	
Account Executive: Christina Young	
907-550-8438 Dir. 907-550-8401 fax	
DOWL, is handling the Media Buy	
Rachel Steer, Public Involvement, 907-865-1125 Dir. #	
2/12/19	1 week schedule
Midtown Congestion Relief PEL Study - Public Input	

Open House, for PEL Study, Friday, Feb. 28, 2019

Description:	Start	End	Days	Wkly spots	# of spots	Spot cost	Total Cost
MORNING EDITION, 6-9A (:60)	2/21/19	2/28/19	Th-Th	5	5		
ALL THINGS CONSIDERED 4-6P (:60)	2/25/19	2/27/19	M-W	3	3		
PRI SCIENCE FRIDAY, 10A-12N (:60)	2/22/19	2/22/19	F	1	1		
ROS, 9A-2P (:30) (:60)	2/23/19	2/23/19	Sa	2	2		
BONUS: ROS, 7-9P (:30)	2/25/19	2/17/19	M-W	3	3		
Total Credits:					14		

Other:
ROS = RUN OF SCHEDULE

On-Air Messages: (:60) & (:30)
New Scripts for this public radio schedule.

Shannon K. McCarthy
Shannon K. McCarthy, SOA, DOT & PF

February 13, 2019
Date:

CY
Christina Young, Alaska Public Media

2/12/19

Arrangements for on-air broadcast of underwriting and non-profit announcements are subject to the rules and regulations of the FCC. Additionally, all material must meet the guidelines for underwriting of programs adopted by Alaska Public Broadcasting Service Stations. Alaska Public Media reserve the right to reschedule announcements as necessary. Unless otherwise noted payment terms are CASH/Net 30-days.

**Alaska Department of Transportation and
Public Facilities**

**MIDTOWN CONGESTION RELIEF
PLANNING AND ENVIRONMENTAL
LINKAGES
PUBLIC OPEN HOUSE #2**

**Thursday, February 28, 2019
3:00 PM – 7:00 PM
(Presentations at 3:30 PM and 5:30 PM)
Z.J. Loussac Library
3600 Denali Street, Anchorage, AK**

The second public open house will provide the opportunity to learn about and comment on the draft concepts developed as part of the Midtown Congestion Relief Planning and Environmental Linkage (PEL) Study. The PEL Study is focused on solutions to reduce travel time and increase mobility for all users—including bicyclists and pedestrians—in the midtown area on the Seward Highway corridor and intersections between Tudor Rd. and 20th Ave. Members of the team will present the draft concepts and screening criteria and gather input that will influence which concepts are advanced to the next phases of environmental evaluation and design. Visit www.midtowncongestionrelief.com to join the email list, make a comment on the interactive map, and to learn more about this effort.

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DOT&PF Facebook Events Page - Public Notice Text

Project Title: Midtown Congestion Relief

Project No.: CSHWY00298

Location: Central Region, Anchorage

Project: Midtown Congestion Relief

Event: Public Open House #2

Date: Thursday, February 28, 2019

Time: 3:00 PM-7:00 PM (Presentations at 3:30 PM and 5:30 PM)

Location: Z.J. Loussac Library, 3600 Denali Street, Anchorage, AK

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #2 DATE **02/28/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
JESS SMYLER				
Rody Kieffer				
ALBERT SHUFORT				
Patrick Sekma Wolfensher				
Harvie wood				
Todd Osson				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
1 of 2
revised: March 2005

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
LAWONNE RYJESER				
BO Labestve				
Fredricka Stalder				
Craig Wood				
Zach Burns				
KELCIE Ralph				
Tim Sharp				
Shirley Carttall				
ALAN CORTELL				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER	*RACE (W, AN,
Richard Joseph				
Steve Lewis				
Terry Hyer				
Dave Cavitt				
Robert Shipley				
Jennifer Natfke				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
STEVE HELMEL				
Harry Thompson				
Teresa Olekszyk				
Lucy Ashby				
Craig Fisher				
Gosf Wright				
Calm Singleton				
RYAN Kennedy				
Barbara Karl				

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Roselyn Cacy				
Lindsay Hagduk				
Stephanie Bissland				
Angela Otis				
BOWEN				
Joseph Agibinik				

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Betty Williams-whorton				
Hillary Wida				
Kris Warren				
Jim Thornton				
Joe Clark				
Allegra Hamer				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Randy Vanderwood				
JANA BARLOW				
Alex Schmitz				
Robyn Middleton				
Michael Miller				
William Sparks CT				
Pat Byrne				
Nancy Bale				
Denna Burton				

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<i>Burdell Nizkoron</i>				
<i>John C Fordley</i>				
<i>Candice Thiel</i>				
<i>Michael Downs</i>				
<i>Matt Edge</i>				
<i>Savannah Lewis</i>				

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Francis Petas II				
J. Chmielowski				
Bob Butler				
Joann Mitchell				
Nancy Johnson				
NICK OLIVEIRA				
Langford Adams				
Joseph & Andrew				
Chris Kunay				

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MARTHA TOKELA				
Cinda Whitney				
Thomas Welcyrng				
Ann i don Brook				
Jeanne Fomance				
MARY AMBER				

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Latrel B. Wypue				
John Meltas				
Peter O. Njos				
Chelsea Ward-Walter				
Karen Rued				
Ekela Benford				
Robbie				
Frances Marin				
James Ma				

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<i>Katherine West</i>				
<i>Winda Hartman</i>				
<i>Judy Judge</i>				
<i>Kathy Ewan</i>				
<i>Charles Boyle</i>				
<i>Sean Baski</i>				

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Scott Von Gemminge				
Marilyn Houser				
Dave Egan				
Margelena Medlock				
Margaret Fenwick				
LeAnn Stewart				
Amanda Hults				
Ron Vega				
Warren Jones				

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Nancy Garcia				
Tara Humphreys				
ALLEN KEMPLEN				
Murray Butner				
SCOTT MYERS				
Beth Myers				

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Ken Welch				
CONNOR SAUER				
Rachel Steer				
PQT Fisher				
Michael Wanzonried				
Renee Whitefell				

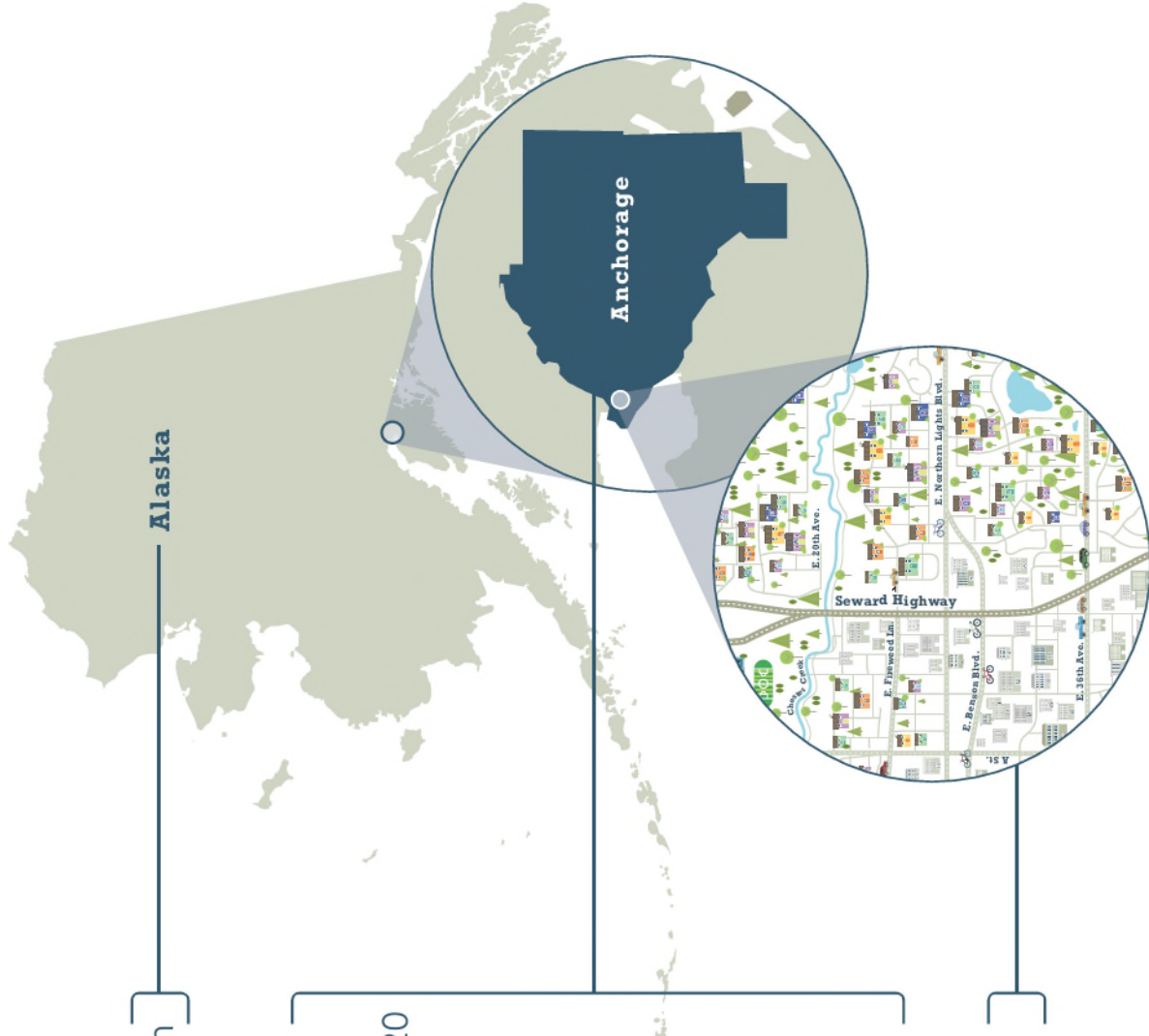
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Sioeli Naufulu				
Elizabeth Barnett				
Trisha Haines				
Robert SEDLACEK				
Genevieve Nino				
Pierce Schwalt				
Justin Borer				
Brett Jokela				
Ann Lorber				

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PLANNING CONTEXT



■ Statewide Long-Range Transportation Plan

■ Vision Zero Anchorage

■ Anchorage Bowl Comprehensive Plan 2020

■ Anchorage 2040 Land Use Plan

■ Anchorage Metropolitan Transportation Plan 2035 and 2040

■ Anchorage Bicycle and Pedestrian Plans

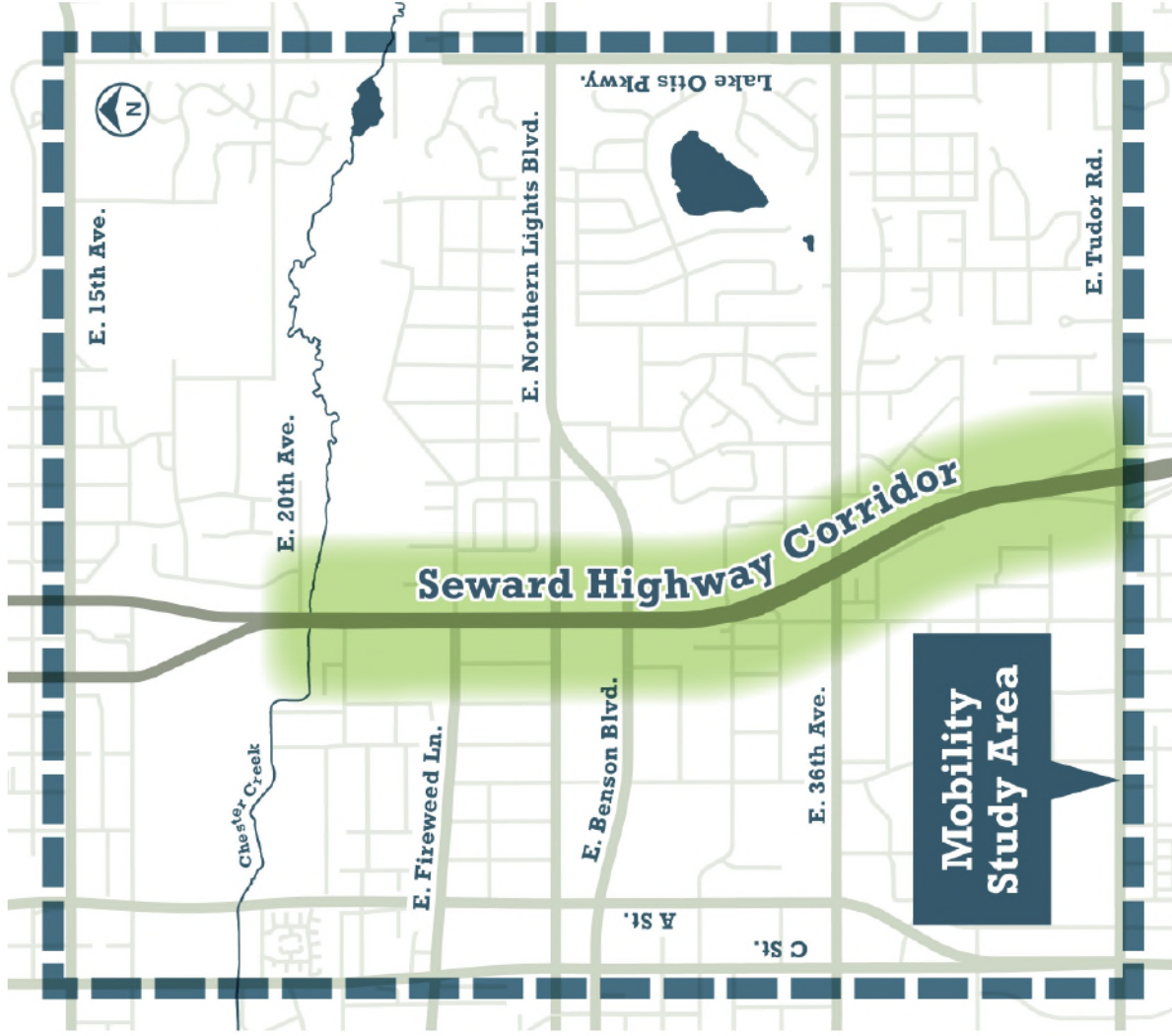
■ Municipality of Anchorage Complete Streets Policy

■ Anchorage Municipal Code Title 21 Land Use Code

■ Midtown Congestion Relief PEL Study



PEL STUDY NEEDS IDENTIFICATION



PEL studies identify concepts/projects that:

 Have Independent Utility

 Are Fundable

 Can Be Constructed in Logical Sequence

 Have Minimized Impacts



PROJECT VISION

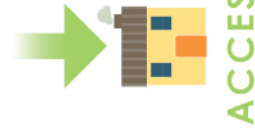
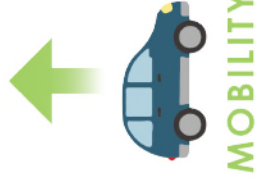


Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

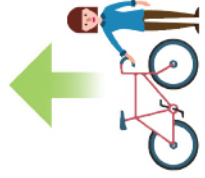
Vision

Guiding solutions. Reflecting public/agency input.

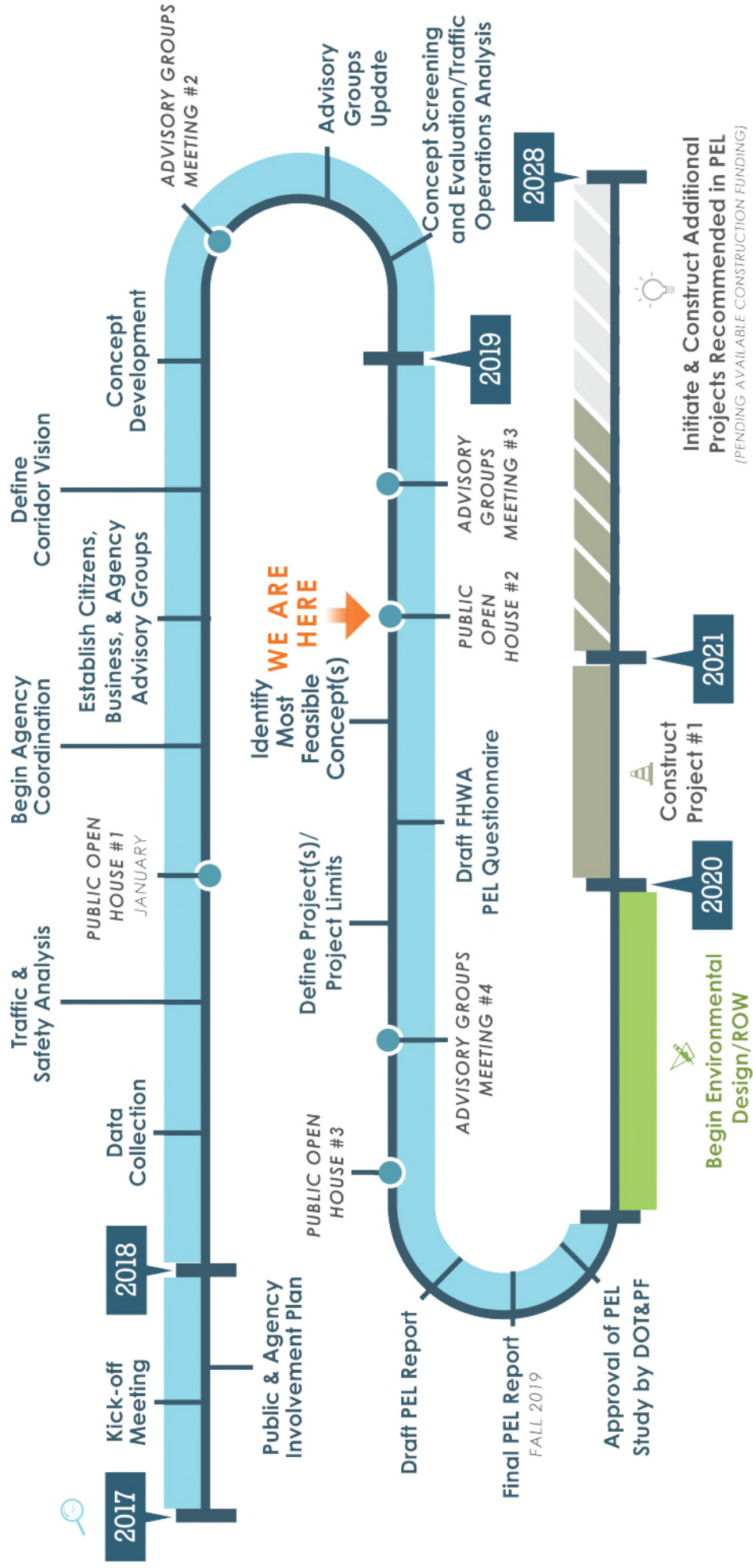
SEWARD HIGHWAY



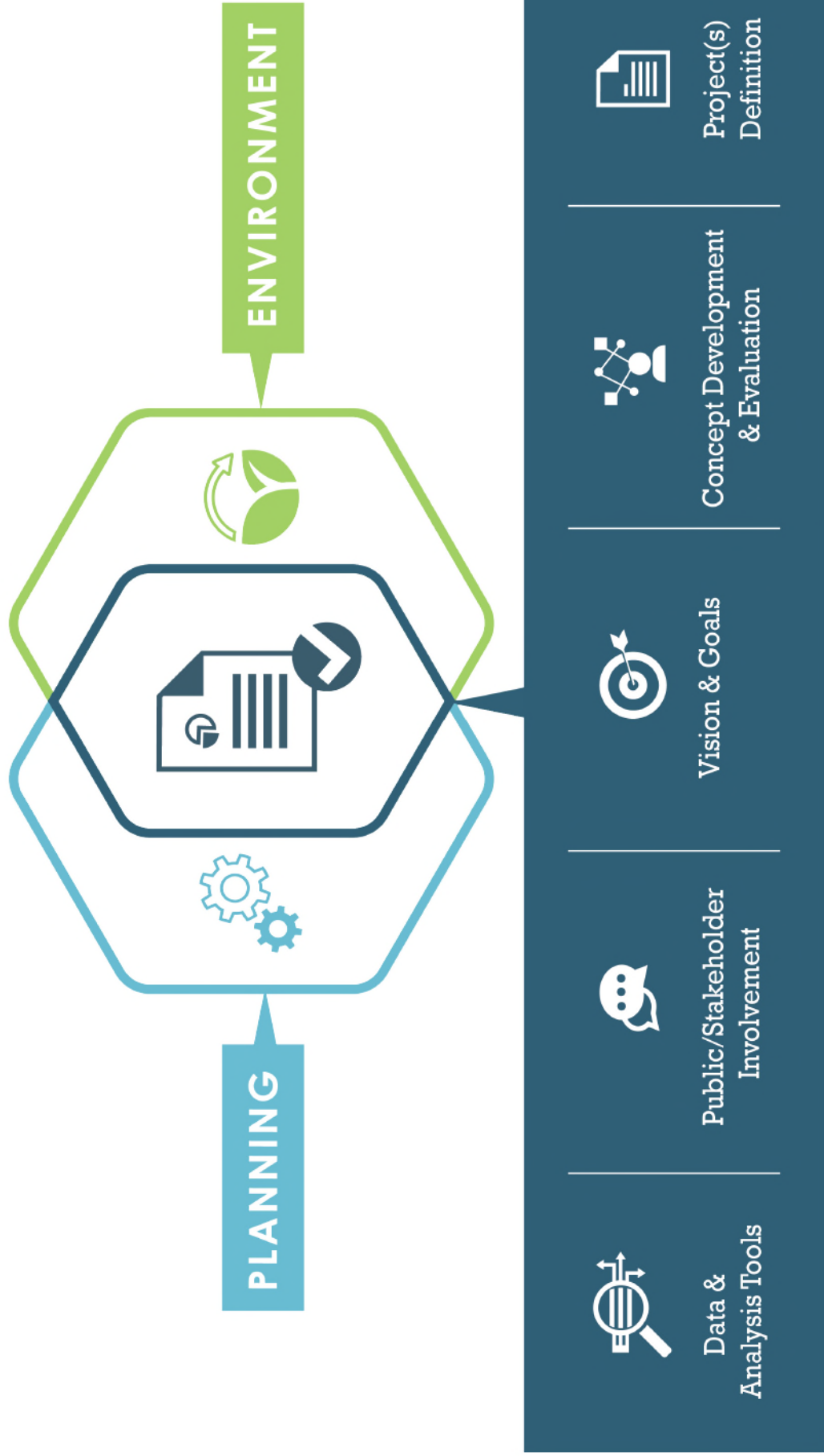
MIDTOWN



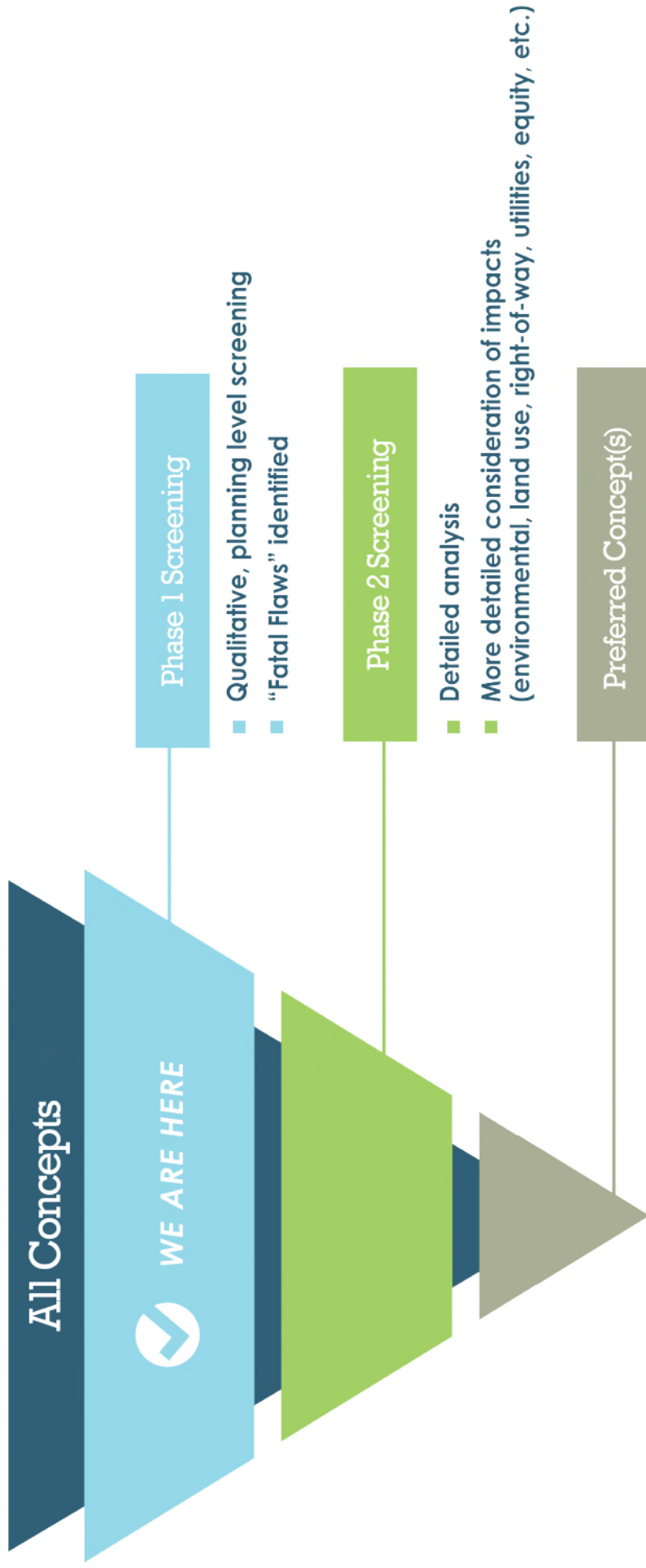
PEL STUDY STATUS



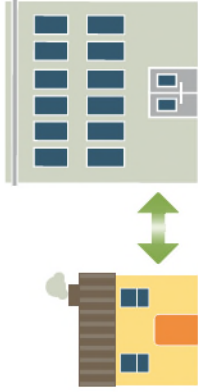
PEL APPROACH BREAKDOWN



SCREENING APPROACH



PHASE 1 SCREENING CRITERIA



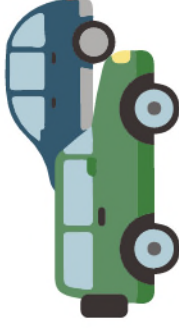
Access

Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?



Nonmotorized Connections

Will the concept improve connections and provide facilities for nonmotorized users?



Mobility

Does the concept reasonably resolve congested areas or bottlenecks?



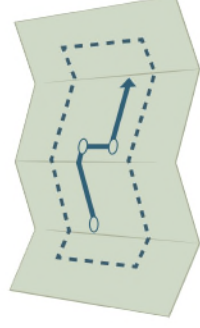
Land Use

Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?



Safety

Will the concept reduce existing and future year crash rates?



Implementation

Can the concept be constructed and funded as a series of projects rather than one large project?



PHASE 1 SCREENING DRAFT RESULTS

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?	↓	↑	↑	↑	↓	↓	↓	↑
Safety: Will the concept reduce existing and future year crash rates?	↔	↔	↑	↑	↓	↓	↓	↑
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?	↓	↑	↑	↑	↓	↓	↓	↑
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?	↑	↑	↑	↑	↓	↓	↓	↑
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?	↓	↔	↑	↑	↓	↓	↓	↑
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?	↑	↑	↑	↑	↓	↓	↓	↑
PROGRESS CONCEPT TO PHASE 2?	⊗	✓	✓	✓	⊗	⊗	⊗	✓

Performs Strongly
 Performs Moderately
 Neutral
 Performs Weakly
 Performs Poorly



RANK THE CONCEPTS

Which concepts do you think should progress to Phase 2?

Type	Concept	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Comments
One-Way Frontage Road	A			
	B			
	C1			
	C2			
Two-Way Frontage Road	E			
	F			
	G			
Median U-Turn	H			



CONTEXT-SENSITIVE DESIGN IDEAS

Cut & Cover Mainline
Duluth, MN



Mainline View

Depressed Mainline
St. Louis, MO



Mainline View



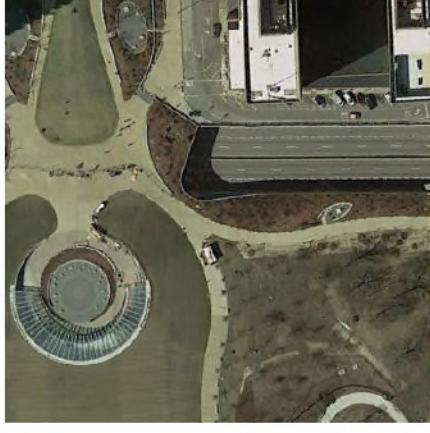
Overhead View #1



Overhead View #2



Overhead View (2012)



Overhead View (2018)

CONTEXT-SENSITIVE DESIGN IDEAS

Depressed Mainline
Cincinnati, OH



Mainline View



Frontage Road View

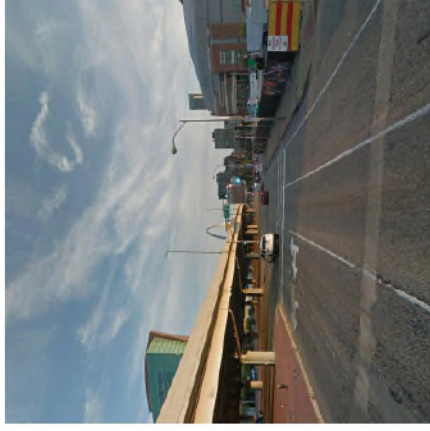


Overhead View

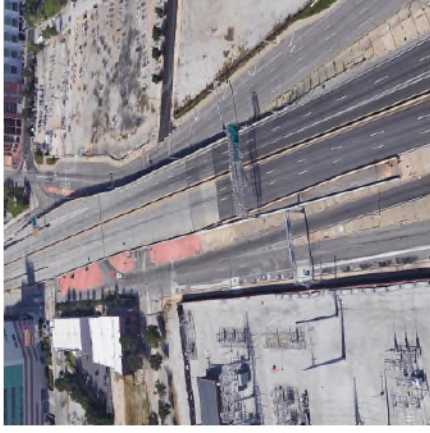
Viaduct Mainline
St. Louis, MO



Mainline View



Frontage Road View



Overhead View



CONTEXT-SENSITIVE DESIGN IDEAS

Braided Ramp
Spokane, WA



Overhead View



Exit Ramp View



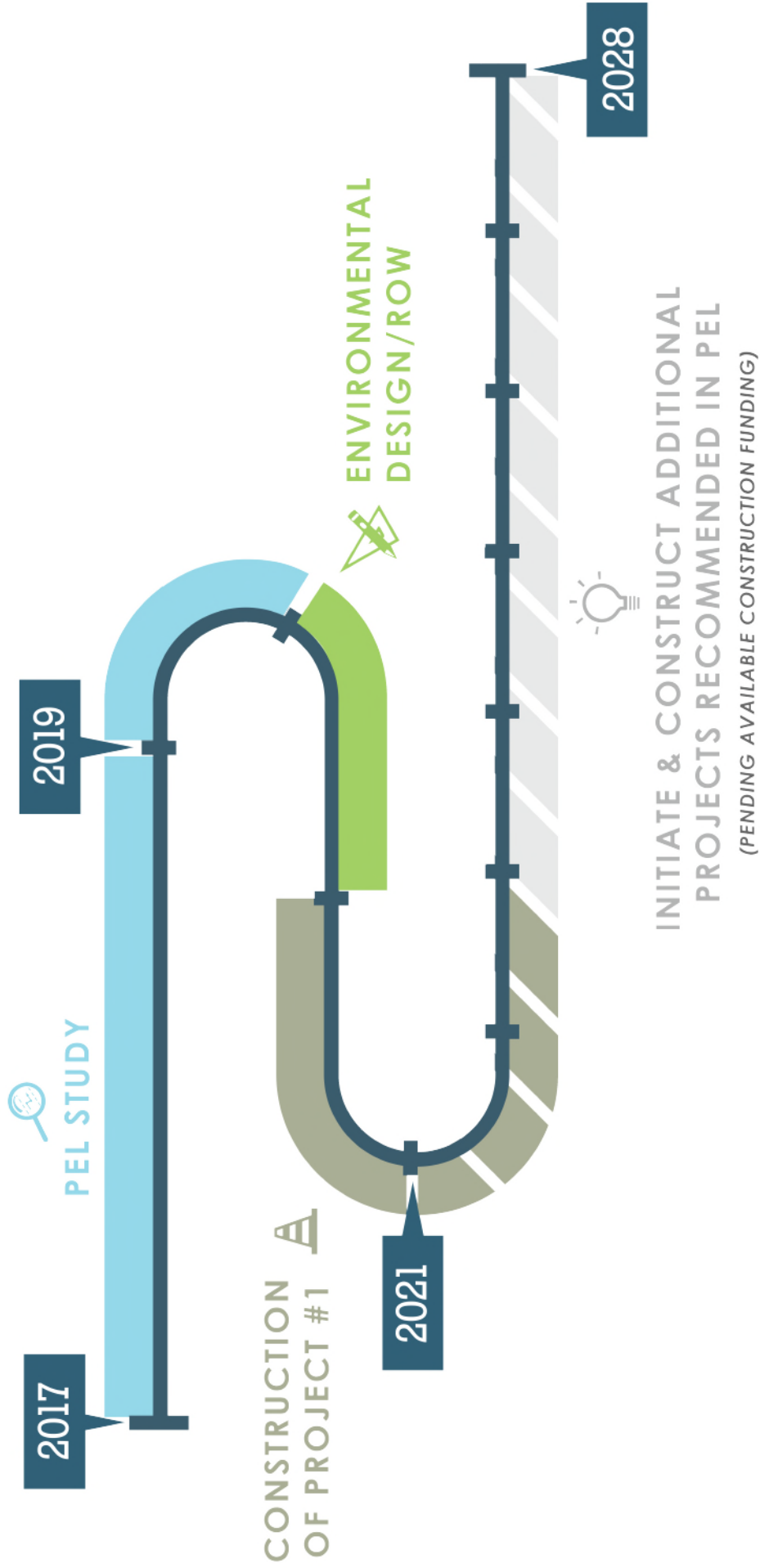
Entrance Ramp View

Median U-Turns
Birmingham, MI



Overhead View

NEXT STEPS



Midtown
CONGESTION RELIEF

Planning & Environmental Linkages Study
Public Open House #2

1

Sean Holland, PE
Project Manager

DOWL
JACOBS
KITTELSON & ASSOCIATES

DOWL:

- Project management
- Transportation planning
- Public and agency involvement
- Traffic operations analysis and microsimulation
- Extensive national PEL experience using Colorado model

JACOBS:

- National interchange and structures expertise
- Corridor experience with H2H

KITTELSON & ASSOCIATES:

- Regional modeling
- Safety analysis

2



3

PEL STUDIES IDENTIFY CONCEPTS/ PROJECTS THAT:

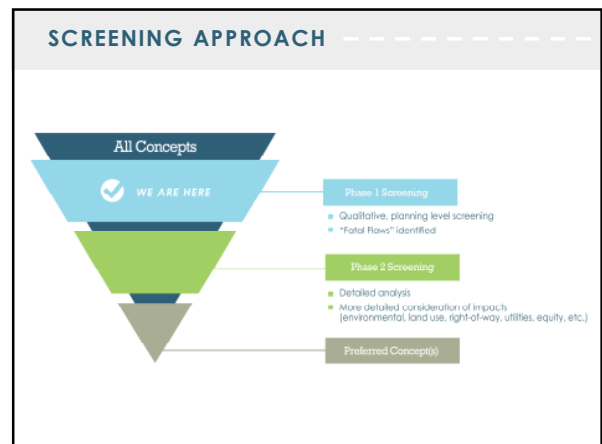
- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

4

WHAT WE HAVE HEARD/LEARNED...

- 1 Seward Highway is a barrier
- 2 Access to Midtown not Midtown by-pass
- 3 Non-motorized connectivity
- 4 Secondary road network
- 5 Property impacts
- 6 Noise and visual impacts
- 7 Aspirational project

5



6

VISION
Guiding solutions. Reflecting public/agency input.

SEWARD HIGHWAY
↑ MOBILITY (car icon) ↓ ACCESS (house icon)

MIDTOWN
↑ ACCESS/CONNECTIVITY (house icon) ↑ MULTI-MODAL (bicycle icon)

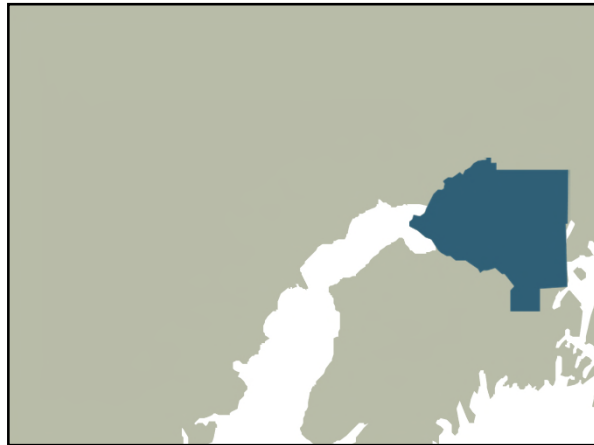
”
Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

7

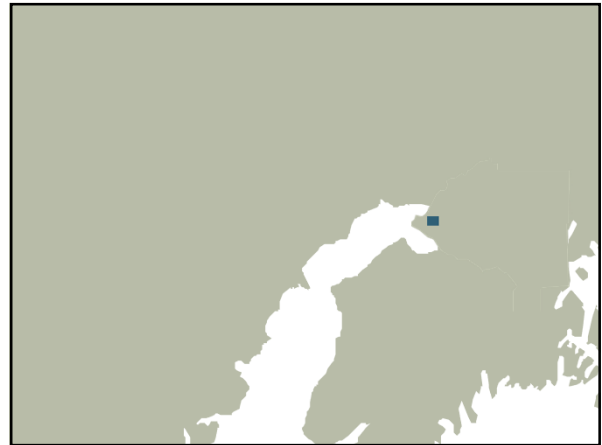
PLANNING CONTEXT

- Statewide Long-Range Transportation Plan

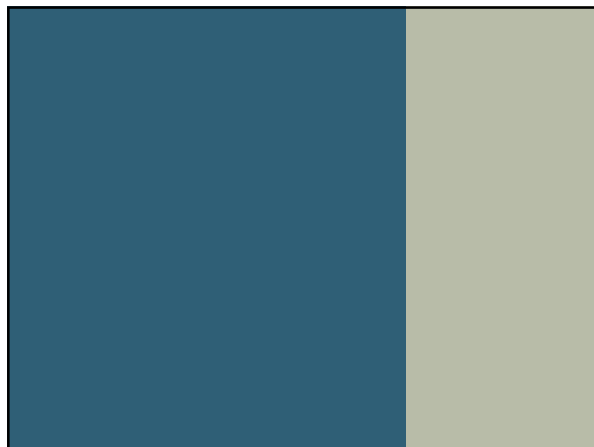
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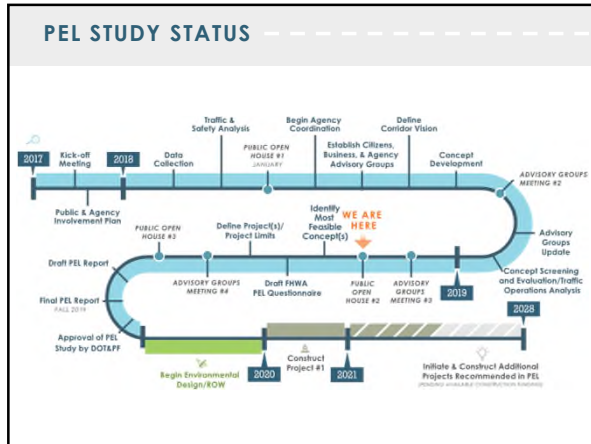


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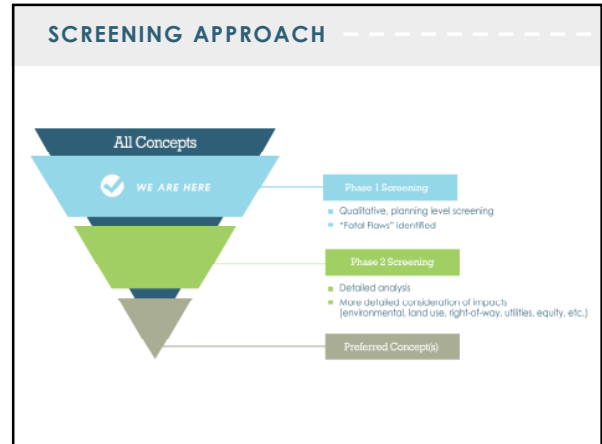
- Three Open Houses
- Interactive Map
- Citizen, Business, & Agency Advisory Groups
- Community Council Updates
- One-on-One Meetings

PUBLIC/AGENCY INVOLVEMENT

12



13



14

PHASE 1 SCREENING CRITERIA

Mobility:
Does the concept reasonably resolve congested areas or bottlenecks?

Safety:
Will the concept reduce existing and future year crash rates?

Access:
Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?

15

PHASE 1 SCREENING CRITERIA

Nonmotorized Connections:
Will the concept improve connections/provide facilities for nonmotorized users?

Land Use:
Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?

Implementation:
Can the concept be constructed and funded as a series of projects rather than one large project?

16

- ### CONCEPT CATEGORIES
- One-way frontage road concepts:
 - Concepts A, B, C1 & C2
 - Two-way frontage road concepts:
 - Concepts E, F & G
 - Interim concept (Median U-turn)
 - Concept H

17

PHASE 1 SCREENING DRAFT RESULTS

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?	↓	↑	↑	↑	↓	↓	↓	↑
Safety: Will the concept reduce existing and future year crash rates?	↔	↔	↑	↑	↓	↓	↓	↑
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?	↓	↑	↑	↑	↓	↓	↓	↑
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?	↑	↑	↑	↑	↓	↓	↓	↑
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?	↓	↔	↑	↑	↓	↓	↓	↑
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?	↑	↑	↑	↑	↓	↓	↓	↑
PROGRESS CONCEPT TO PHASE 2?	⊗	⊙	⊙	⊙	⊗	⊗	⊗	⊙

↑ Performs Strongly
 ↑ Performs Moderately
 ↔ Neutral
 ↓ Performs Weakly
 ↓ Performs Poorly

18

A FEW EXAMPLES

- Depressed Highway
- Viaduct/Raised Highway
- Braided Ramps
- Cut and Cover
- Median U-Turn

CONCEPT LEGEND

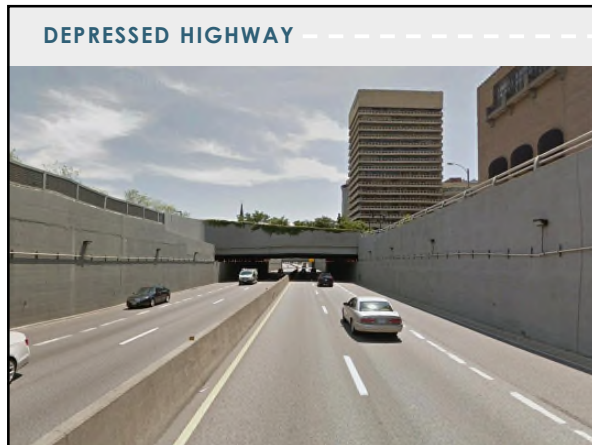
- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- Active Transportation (sh/k)
- Future Freeway Mainline
- Future Ramp
- Optional Secondary Road Improvement
- 👁 Number of Lanes and Direction of Traffic
- 🏗 Structure

See active transportation schematic. Alignment/footprint to be determined.

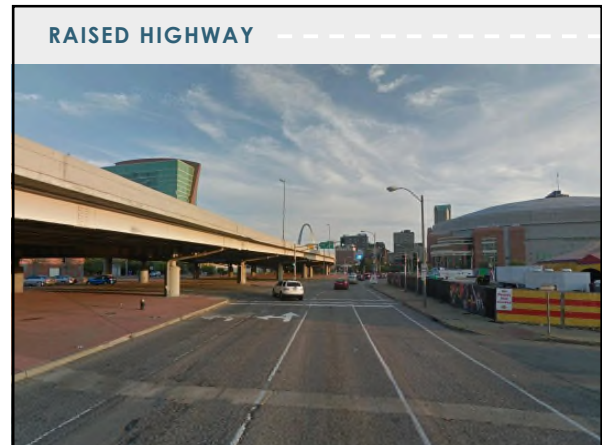
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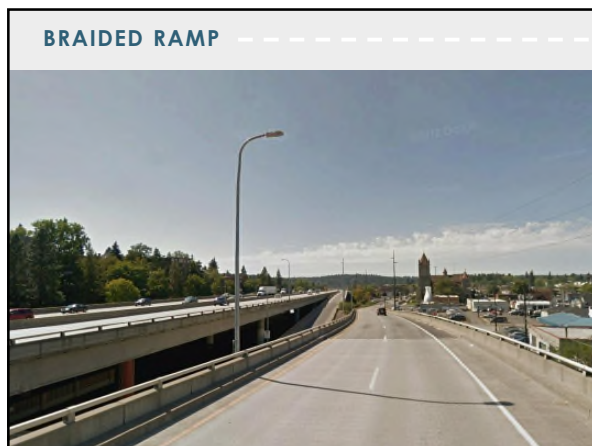
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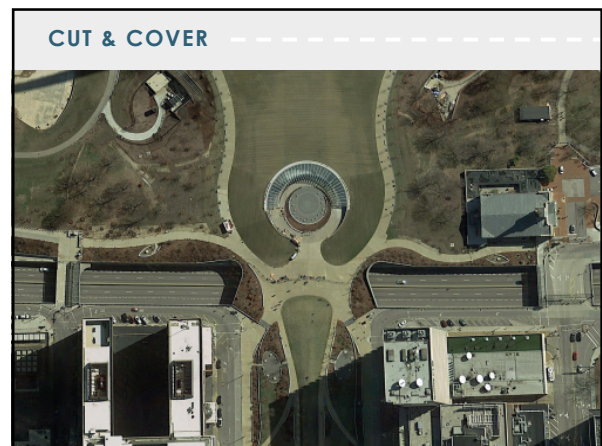
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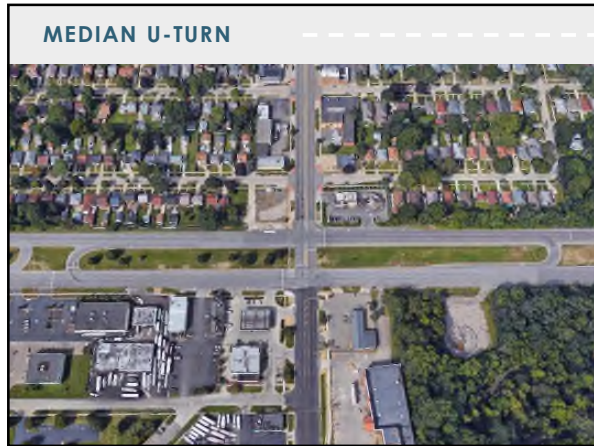
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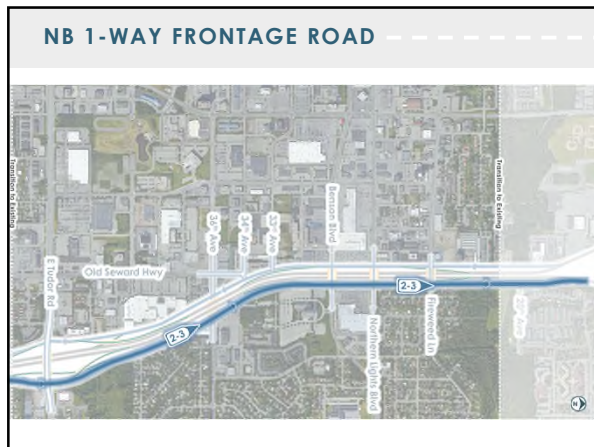
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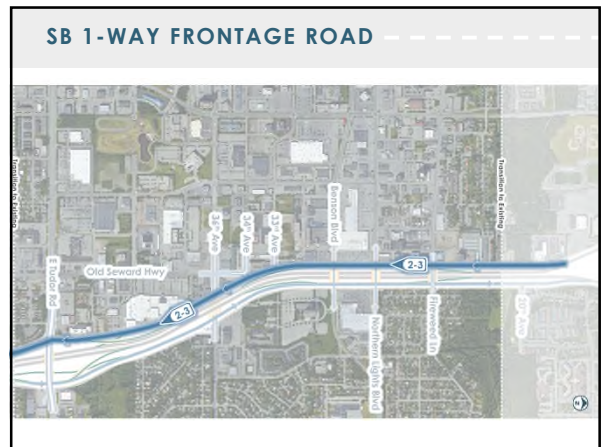
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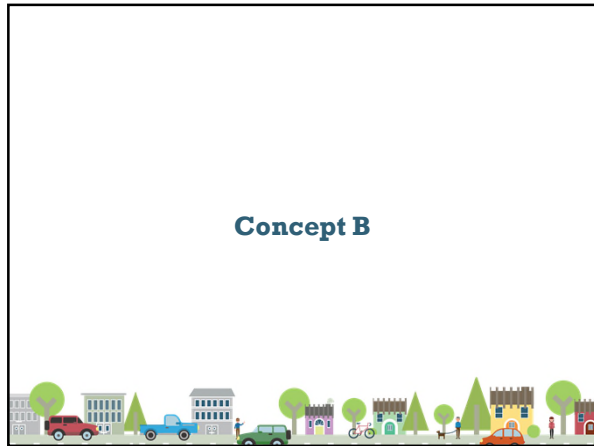
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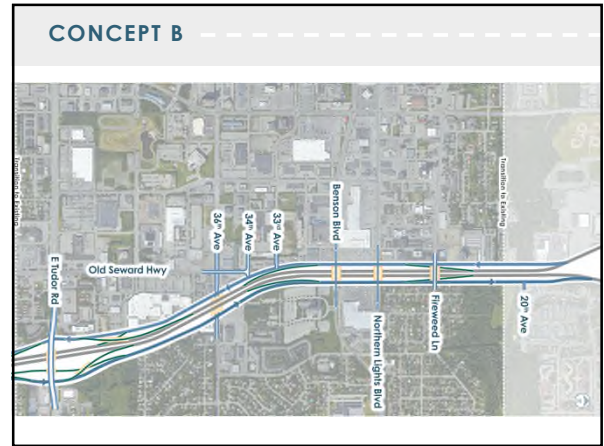
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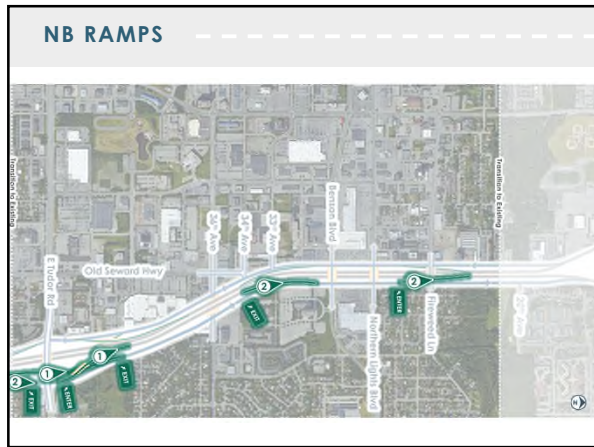
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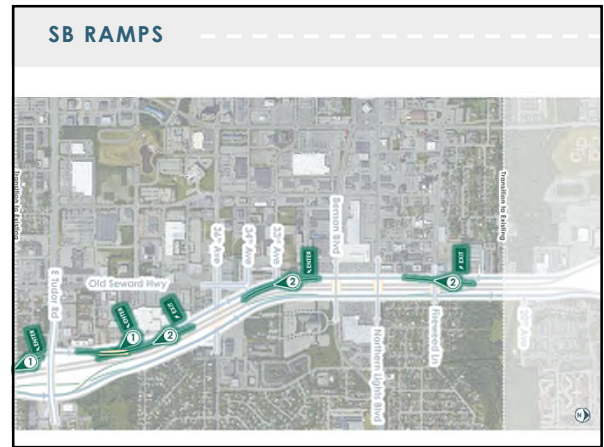
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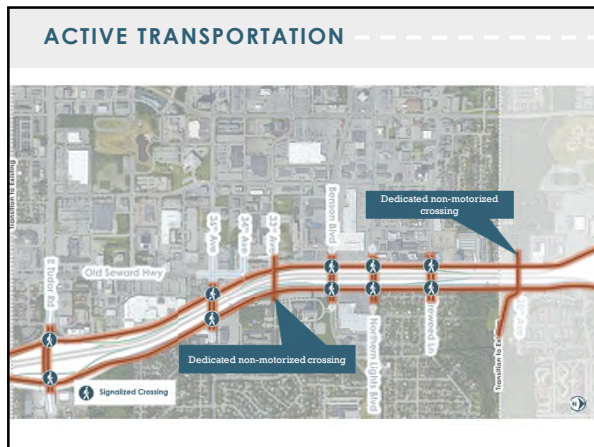
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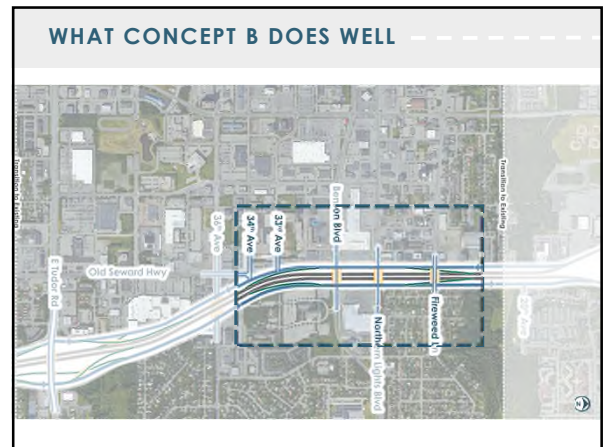
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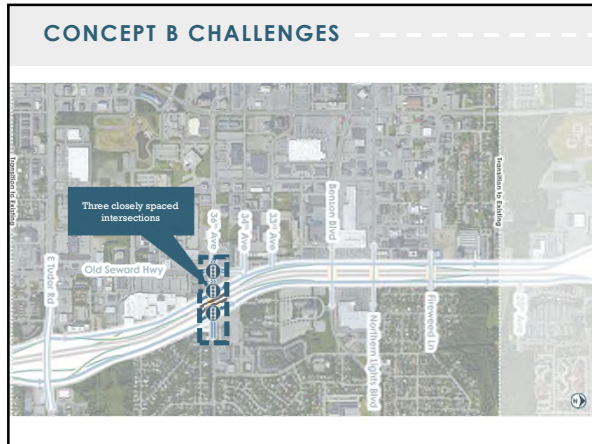
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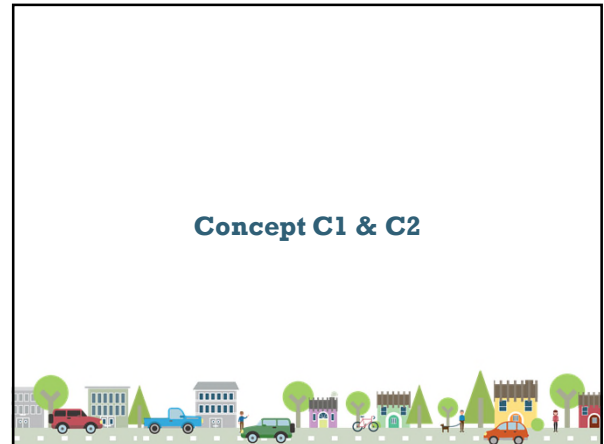
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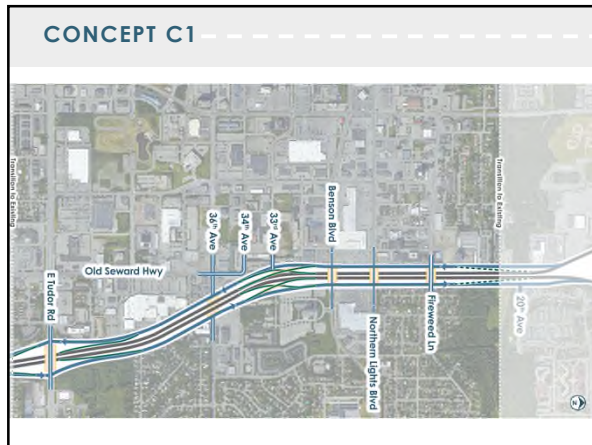
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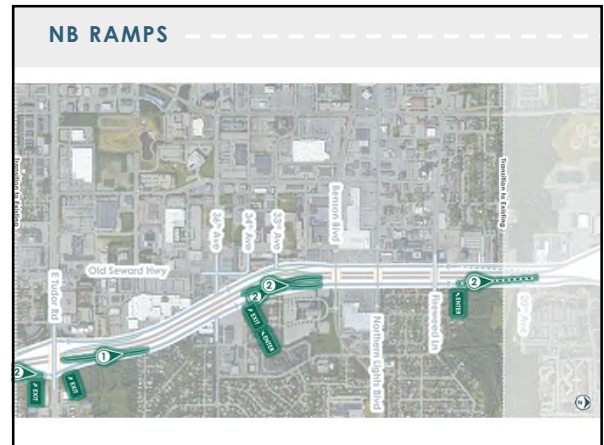
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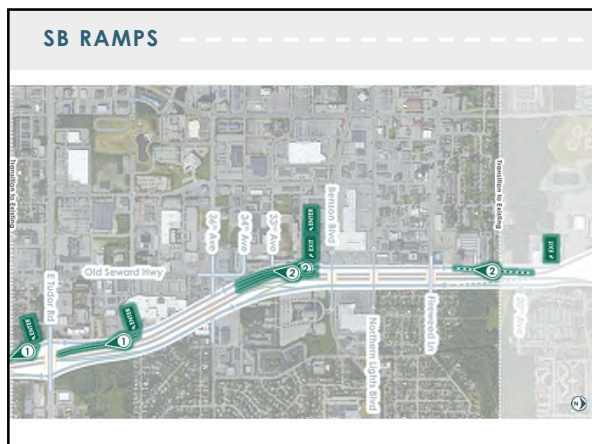
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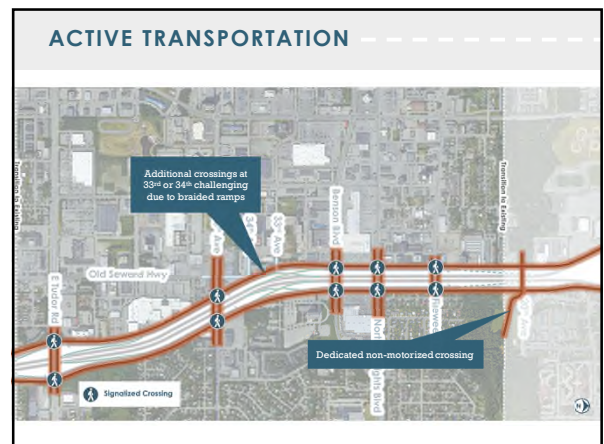
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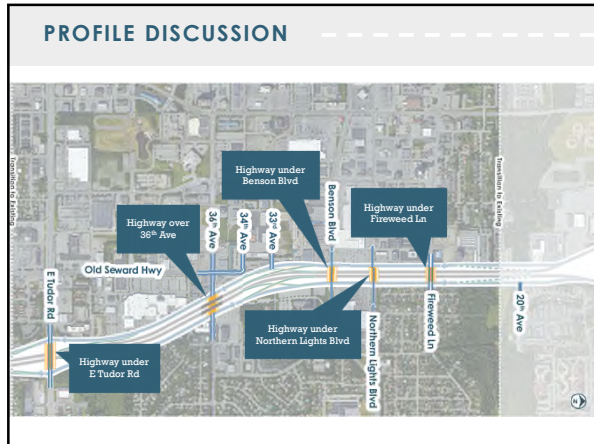
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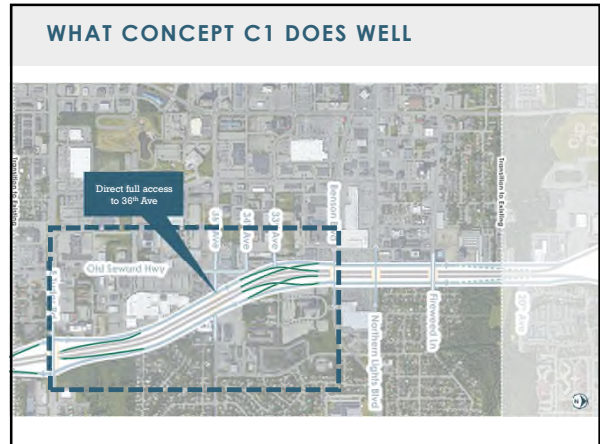
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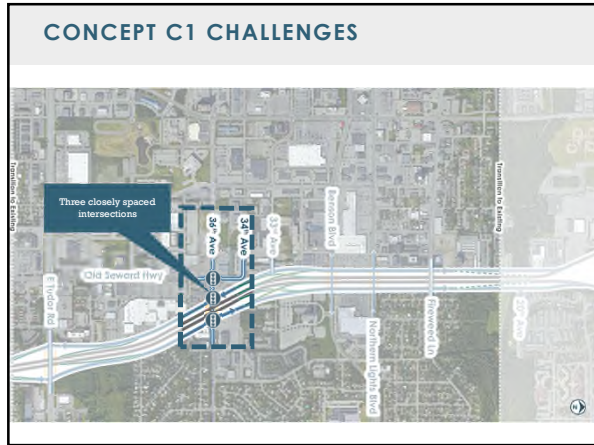
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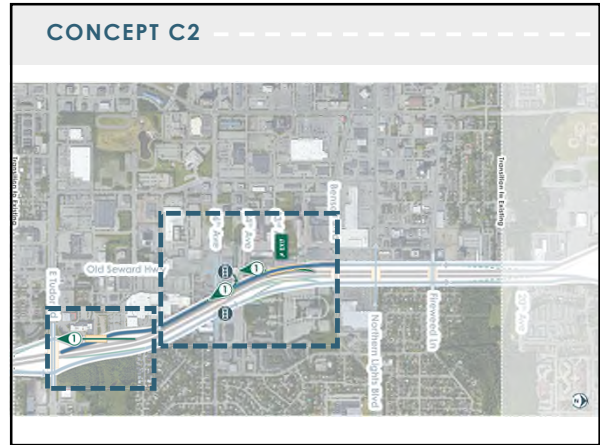
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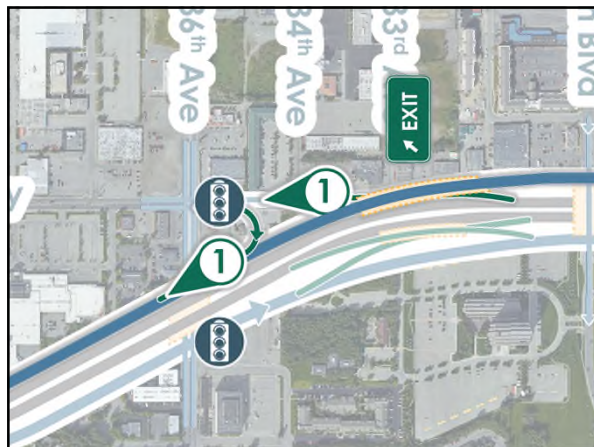
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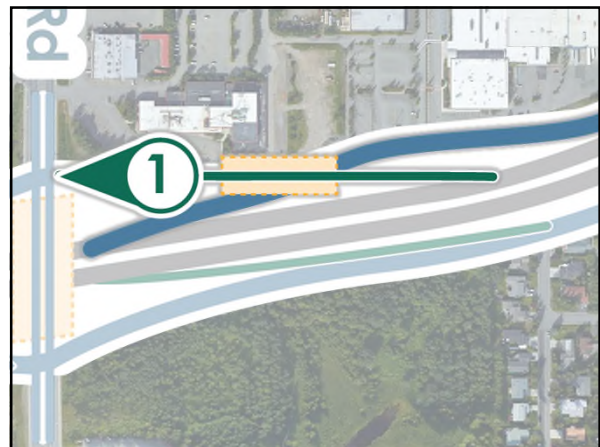
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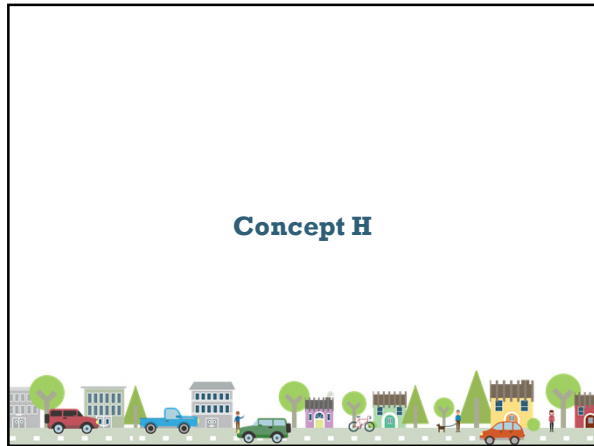
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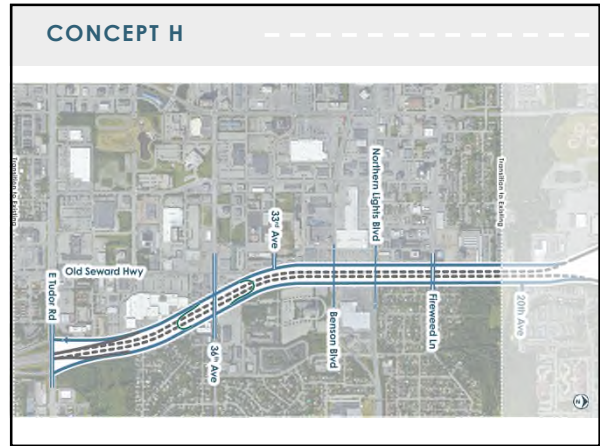
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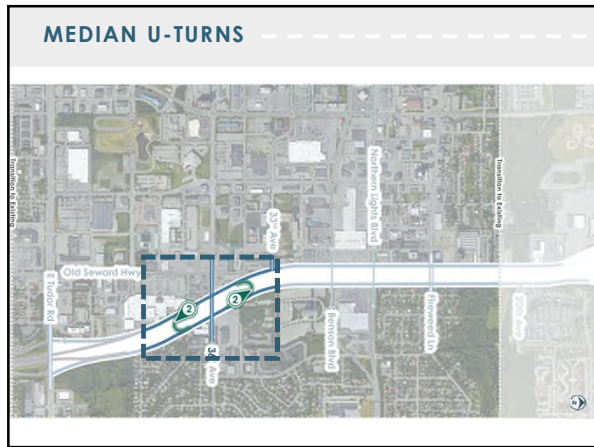
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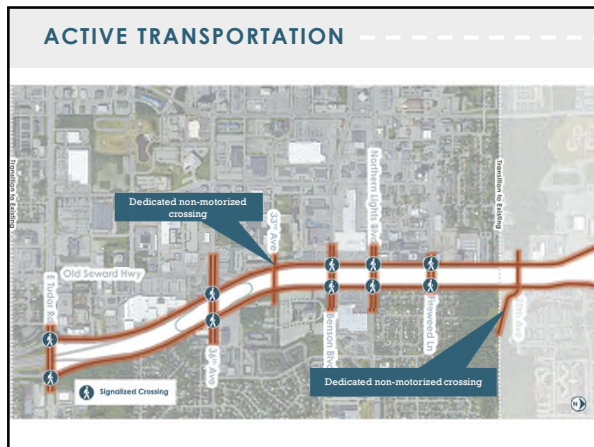
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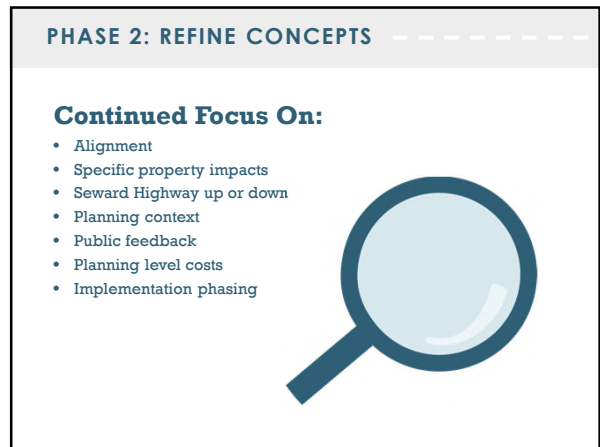
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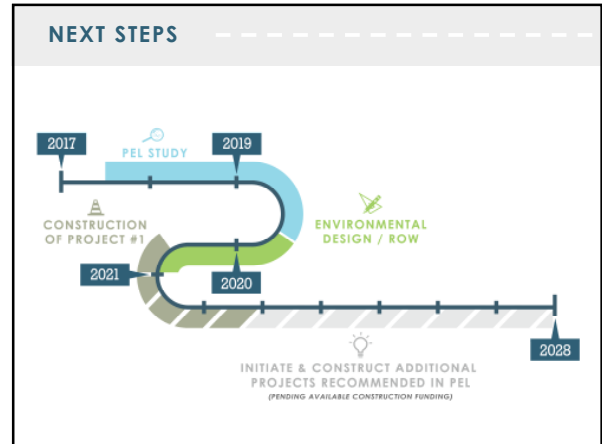


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STAY INVOLVED

2019	TODAY	Public Open House #2, Concept Review and Screening
	SUMMER/FALL	Public Open House #3, Preferred Concept(s) Identified
	FALL	Planning and Environmental Linkages Study Phase Concludes

55



56

Midtown
CONGESTION RELIEF

Questions? Comments?

57



Open House #2: Presentations Q&A

Thursday February 28, 2019

Z.J. Loussac Library, Anchorage

Presentation 1: 3:30 p.m.

Q: *How will the highest priority project be determined?*

A: This will be determined as part of the second phase of the study.

Q: *Is this the furthest along that a project has made it addressing the Seward Highway?*

A: The PEL process is a new process. There have been previous efforts such as the Highway-to-Highway project, which was so large that funding was a challenge, and the 36th Avenue intersection project, which stalled because there were concerns about how the project would tie in with the rest of Midtown. The Long-Range Transportation Plan continues to include a connection between the Seward Highway and the Glenn Highway. This PEL Study of the segment between Tudor Road and 20th Avenue is a new approach to solving the transportation challenges in Midtown.

Q: *With regard to signal phasing on Concept H (the Median U-Turn concept) you mentioned moving from 4-phase to 2-phase signals. What is the impact on pedestrian crossing times?*

A: Pedestrian crossings are timed on the basis of a travel speed of 3.5 feet/second. This will dictate the signal cycles and will be a consideration in the future intersection designs.

Q: *So, is there a benefit for the pedestrian?*

A: Yes, because the one-way frontage roads enable you to cross one direction of traffic per signal cycle.

Q: *Are you still relying on a tunnel or a bridge to get over the freeway?*

A: Yes.

Q: *Do you anticipate (i.e., 90 percent certainty) that we will do Concept H?*

A: Not with 90 percent certainty, but we have heard favorable things from the advisory groups. We have received particularly good feedback from businesses as it acquires right-of-way early in the process. This will need to be worked through as part of Phase 2 of the PEL Study.

Q: *This all comes down to money. How much will be Federal vs. State funded?*

A: Normal project funding is 9 percent State/91 percent Federal.

Q: *What are the implications of the current budget proposal?*

-





Q: *Can you throw a dollar figure at this?*

A: The whole swathe of improvements will be hundreds of millions of dollars. We want to identify individual projects that are fundable, which probably means each project will have to be less than \$100 million.

Q: *It still looks like there will be a lot of traffic cutting through the residential (east) side of Fireweed Lane.*

A: We are proposing the same traffic restrictions as today. Rogers Park Community Council have been active participants so far and are seeking to avoid cut-through traffic along LaTouche, Fireweed and on the western side of the Highway near 33rd Avenue.

Q: *Have you looked at traffic through the entire system?*

A: The Long-Range Transportation Plan still includes a connection between the Seward Highway and Glenn Highway. The Seward-to-Glenn connection in the traffic model accommodates growth in the next 25 years and beyond. Our solutions accommodate growth and pull traffic from other roads to alleviate stress elsewhere in the network (e.g. Lake Otis, A and C streets). If we don't do this then we have to make harder choices about other projects to provide connections. Travel Demand Management (strategies to reduce travel demand (specifically of single-occupancy private vehicles), or to redistribute this demand in space or in time) is being looked at from a region-wide perspective through the Metropolitan Transportation Plan.

Q: *Are there examples we can cite where adding lanes has eliminated congestion?*

A: There are numerous examples in Anchorage where adding lanes has alleviated congestion. Examples include the Elmore Road extension and Dowling Road extension, which alleviated congestion at Lake Otis Parkway and Tudor Road.

Q: *I am concerned about removing taxable property within the Municipality of Anchorage, removing the ability to enjoy my property and my property value being reduced.*

A: Right-of-way impacts haven't been determined yet. Concepts that had significant obvious right-of-way impacts scored poorly during the Phase 1 screening process. We may be able to make some existing quality of life issues better through addition of noise walls or improved air quality. We recommend you contact us directly to discuss your concerns.

Q: *Please look at places where cut and cover to put parks on top can be accommodated.*

A: Thank you for your feedback.





Presentation 2: 5:30 p.m.

Q: *Are we contemplating any improvements north of Chester Creek or South of Tudor?*

A: Another PEL Study is being contemplated north of 20th Avenue. Our approach outside of the study area has largely been a transition back to the existing roadway. There is a design proposal for the Tudor interchange that will be advancing to design in Fall 2019.

Q: *Are there traffic jams on the Seward Highway? It seems like the congestion impacts the east-west corridors more than the highway.*

A: Correct. This is because the signal timing intentionally prioritizes north-south movements along the highway. There is generally a peak hour problem in Midtown. Traffic is delayed on Tudor Road because there is more room to store traffic on Tudor prior to releasing it to the Seward Highway. Signal timings are designed to flush traffic through the system.

Q: *What happens if we don't do anything?*

A: Traffic is growing at a 1-2 percent growth rate per year. Over a 25-year period, we will get a 25-50 percent increase in traffic volumes. We need to try to identify where delays occur and plan to minimize them. If we do nothing on the Seward Highway then we will need to build additional capacity on other facilities (Tudor, Lake Otis, C Street, etc.). The Metropolitan Transportation Plan addresses anticipated growth in the region and provides high-level strategies for addressing the growth.

Q: *Can we say how much right-of-way will be required?*

A: No. This will be part of the second phase of screening/concept development.





Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

We are excited to see this project moving forward! Midtown is in dire need of improved cyclist and pedestrian facilities. I support designs which consider the needs of non-motorized users first. Designs which allow for comfortable crossings (grade separated were possible are best.) We look forward to advocating for best practice bike and ped design as this project moves forward!

To receive project information, provide your name and an e-mail or postal address:

Name: Pierce Schwalb

Address: _____

E-mail: _____

Phone: _____

Please provide your comments here or e-mail them to MCR@dowl.com

I do not support Concepts E, F, ~~G~~, or A.

Please prioritize nonmotorized connections, safety, and land use.

Concept B may not go far enough to provide safe crossings for non-motorized use.

I recommend moving Concepts H, C1, C2 forward for further study.

The principles of ~~the~~ Vision Zero should be integrated in each concept so all roadway users' safety is #1, not just moving as many cars ~~as~~ as quickly as possible.

Please release the analyses ~~that~~ for the "Phase I Screening Result." Without them I cannot make substantive comments.

Ensure crossings (especially Northern Lights, Benson, 36TH, and Tudor) are safest for nonmotorized travel. Fully connected Active Transportation corridors along both East and West sides of the highway is essential, including a wider tunnel corridor on the Chester Creek Trail, and overpass at 33RD.

I also encourage the planning team to present and gather input at Fred Meyer's before moving to the next phase.

To receive project information, provide your name and an e-mail or postal address:

Name: Lindsey Heyduk

Address: _____

E-mail: _____

Phone: _____



Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

I fear for Rogers Park, a viable, liveable, and long-established neighborhood, which has been frequently sacrificed to the automobile — both Benson and Northern Lights have been expanded. H₂T threatened to bisect the entire Rogers Park neighborhood. And now the Seward Highway "expansion" will "shrink" and further impact Rogers Park.

- Although more expensive, for the sake of Rogers Park the highway should be located west of the current highway and preserve Ingraham Street.
- The Chester Creek Trail tunnel should be enlarged and widened with improved lighting.
- While I applaud the consideration for bicycle and pedestrian safety and mobility, the emphasis continues to be internal combustion transport — 10% efficient, noise and air pollution, ever-

To receive project information, provide your name and an e-mail or postal address:

Name: Peter Nios. increasing congestion. When when

Address: will we embrace a humanistic approach to our city, our planet.

E-mail:

Phone:



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

C2 is least favorite because it makes access to his building where "Sushi-Ya" is today.

We will
* Contact you later in summer when we get closer.
- Sean H.

To receive project information, provide your name and an e-mail or postal address:

Name: James Ma

Address: _____

E-mail: _____

Phone: _____



Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

Thank you for the cookies.

To receive project information, provide your name and an e-mail or postal address:

Name: Angela OHS

Address: _____

E-mail:

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

Need to have interpreters for non proficient English speakers for more understanding of the project.

To receive project information, provide your name and an e-mail or postal address:

Name: _____

Address: _____

E-mail: _____

Phone: _____

Please provide your comments here or e-mail them to MCR@dowl.com

- ① 2/28/2019 - General concepts for 36th + New Seward > Keep the access road for traffic merging North - extremely important to traffic in evenings & daytime.
- ② Old Seward + 36th > Make certain the traffic turn signals & traffic engineering can handle the peak times. Very important intersection for midtown business.
- ③ Keep the "freeway" part separate from the cross streets (East <-> West like 36th, No. lights + Benson).
- ④ Keep No. lights + Benson as 1 way streets. They work well as is.!

To receive project information, provide your name and an e-mail or postal address:

Name: Linda Hartman

Address: _____

E-mail: _____

Phone: _____

RANK THE CONCEPTS

Which concepts do you think should progress to Phase 2?

Type	Concept	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Comments
One-Way Frontage Road	A			
	B	<input checked="" type="checkbox"/>		
	C1	<input checked="" type="checkbox"/>		
	C2	<input checked="" type="checkbox"/>		
Two-Way Frontage Road	E			
	F			
	G			
Median U-Turn	H			





Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

- 1) NO viaduct - ever, Cities are moving away from this design - they divide, rather tie together neighborhoods.
- 2) Concept "H" ~~appears~~ appears to be the least disruptive, and who knows what the traffic pattern needs will be in 20 years.

Suggestion to revise concept titles:
NOTE: Concepts ~~of~~ to include in the title - each concept presentation, ie Concept H - At grade.

Question: Wanted to know who's on the Advisory Committee

To receive project information, provide your name and an e-mail or postal address:

Name: Randy Kiefer

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

Please add to
Business Advisory Group
Thanks!

To receive project information, provide your name and an e-mail or postal address:

Name: Michael G Miller

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

My neighbors and I in the East Ridge townhomes are very concerned about future expansion of Lake Otis Pkwy. We already have serious noise issues, with the road and with all the air traffic from Merrill Field (much of which seems to require no mufflers on planes!)

I know from today's presentation that Lake Otis Pkwy is not in the scope of this Seward Hwy phase, but we are concerned ^{about} future projects, too.

To receive project information, provide your name and an e-mail or postal address:

Name: Martha Jokela

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

I am concerned about sound barriers. Cement reflects but does not absorb sound. How else can you build sound barriers?

To receive project information, provide your name and an e-mail or postal address:

Name: Judy Judge

Address: _____

E-mail: _____

Phone: _____



Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

- 36th Street - Will have more traffic and my house backs up to 36th - over ten years it get louder and more congested each year

I WAS WONDERING ABOUT A WALL or Sound BARRIER Between Houses & Street

NOISE NOISE NOISE

To receive project information, provide your name and an e-mail or postal address:

Name: BRYAN AMBER

Address: _____

E-mail: _____

Phone: _____

Thanks



Comments

Additional project information is available at: www.midtowncongestionrelief.com

Please provide your comments here or e-mail them to MCR@dowl.com

Regardless of concept, need
bike/ped multi use facilities/access
on both sides of the Seward
Highway.

To receive project information, provide your name and an e-mail or postal address:

Name: Randy Kiefer

Address: _____

E-mail: _____

Phone: _____

MONICA EMERSON - GREEN CONNECTION - 907-242-5294

PHASE 1 SCREENING EXERCISE



Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?	↘↘	↑	↘↘	↘	↘	↘	↘	↑
Safety: Will the concept reduce existing and future year crash rates?	↘	↔	↗	↗	↘	↘	↘	↑
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?	↘	↗	↗	↗	↘	↘	↘	↗
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?	↘	↗	↗	↗	↘	↘	↘	↑
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?	↘	↘	↘	↘	↘	↘	↘	↗
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?	?				↘	↘	↘	↗
PROGRESS CONCEPT TO PHASE 2?		Yes	Yes	Yes				Yes

- Evaluation Summary Key**
- ↑↑ Performs Strongly
 - ↑ Performs Moderately
 - ↔ Neutral
 - ↘ Performs Weakly
 - ↘↘ Performs Poorly



No 2Lk Deal to loose OUT. IF Y IN MY BOOK
 GRIDE ON HIGHWAY!
 E.D. ISSUE EXAMPLE
 ACCIDENTS WITH SLOPED ROAD & SUCK IN WINTER
 Does Limit TO ONEWAY OPTIONS... without SEEMS OK.

Rachel Steer

From: DOWL <jgarcia@dowl.com>
Sent: Wednesday, March 13, 2019 5:23 PM
To: Rachel Steer
Subject: Thank you for attending the DOT&PF Midtown Congestion Relief Open House #2



THANK YOU!

Thank you for attending the Midtown Congestion Relief Planning and Environmental Linkages Study Open House #2 on February 28, 2019 at the Loussac Library.

In case you missed the open house, the meeting materials and presentation have been posted to the website: www.midtowncongestionrelief.com.

To contact the project team, send an email to MCR@dowl.com or call Rachel Steer at (907) 562-2000.

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. DOT&PF complies with the following Executive Orders: EO11990 Notice of Wetland Involvement, EO12898 Environmental Justice, EO11593 Protection and Enhancement of Cultural Resources, EO11988 Floodplain Management, and EO13112 Invasive Species, as amended by EO13751. DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

DOWL, 4041 B Street, Anchorage, AK 99503

[SafeUnsubscribe™ rsteer@dowl.com](mailto:SafeUnsubscribe%20rsteer@dowl.com)

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Sent by jgarcia@dowl.com in collaboration with



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Public Open House Meeting 3

November 12, 2019



“Dedicated pedestrian and cyclist crossings would be a huge improvement to the current non-motorized infrastructure.”

“A sub-grade highway corridor would reduce noise for local neighborhoods, and also allow better east-west flow at major crossings.”

“We need to make sure improvements minimize impacts to adjoining neighborhoods, especially noise, sunlight and visual impacts.”

Study Area



OPEN HOUSE #3

Come hear about the draft study outcomes, including recommended projects and next steps.

JOIN US

November 12, 2019
3-7 p.m.
Presentations at 3:30 p.m. and 5:30 p.m.

Z.J. Loussac Library

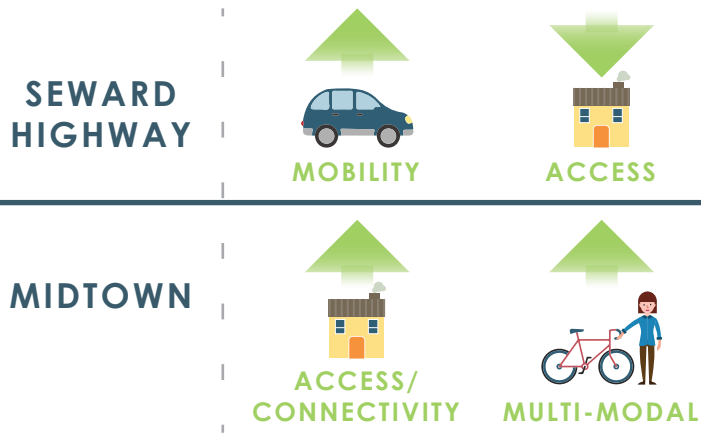
3600 Denali St.
Anchorage, AK

If you can't make the meeting, make comments through our interactive website.

www.midtowncongestionrelief.com



CORRIDOR VISION:



DOWL

4041 B Street
Anchorage, Alaska 99503

CORRIDOR GOAL:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

www.midtowncongestionrelief.com

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Venue! Alaska Trails is excited to team up with the Anchorage Museum as part of their Wilderness Week for the 16th installment of the Trail Tales storytelling series. In the spirit of Arctic Entries, storytellers will share seven-minute stories about their trail experiences, adventures and life in general. Come enjoy this fun event and support Alaska Trails and hear more about our [Alaska Trails Initiative](#). Beer, wine, non-alcoholic beverages and small take-away food for purchase. The Muse Restaurant is open for dinner and drinks starting at 5 pm. Tickets are \$15 and are available at: <http://www.alaska-trails.org/trailtales.html>.

November 7

RAILBELT ELECTRIC GRID will be held with Happy Hour at 5 and Program and Audience Q &A from 5:30 to 7pm on the 4th Floor, Anchorage Museum. Free Entrance - check in at the Museum front desk. For more information, contact Greg Stiegel at 907-929-7770, ext. 1 or go to [REalaska.org](#).

November 7

ALASKA BEYOND OIL will be presented by **KATE TROLL** from 11:30am to 1pm at Kinley's Restaurant, 3230 Seward Highway. The world is moving beyond oil. By looking back at where Alaska's economy has come since the pipeline boom started, noting new industries and growth within Alaska's core industries, Kate Troll makes the case that Alaskans need not fear this shift in global energy policy. She also examines the ongoing clean energy economy and discusses how Alaska can benefit by joining in. Troll is an op-ed columnist, author, and speaker on conservation and climate issues. She moved to Alaska in 1977, seeking a career in natural resource management. Altogether, Kate worked for 22 years in coastal management, fisheries and climate/energy policy. She is the former executive director of the Alaska Conservation Voters, former director of United Fishermen of Alaska, and recently served on the board of directors for the Renewable Energy Alaska Project. Price (includes lunch): \$25 nonmembers; \$22 guests of Alaska Professional Communicators.

November 9

BORE TIDE BOOGIE, a celebration of healthy oceans and coastal communities, will be held from 7 to 10pm at the Anchorage Museum. For the past 25 years, AK Marine Conservation Council's (AMCC)'s dedicated staff and volunteers have worked to promote healthy ocean-dependent coastal communities while protecting the integrity of Alaska's marine ecosystems. The event will feature gourmet seafood prepared by Muse Chef Laura Cole, a live and silent auction, as well as live music. Ticketing information will be available shortly. To mark this milestone anniversary, we are hosting our inaugural Bore Tide Boogie. This festive community gathering will feature high-quality Alaskan seafood from AMCC's own Catch 49 sustainable seafood brand—prepared by local celebrity chef Laura Cole of The Muse; live and silent auctions; and live music by Motown Fever and dancing. Purchase tickets at [Purchase Tickets](#).

****November 12**

Public Open House #3 will be held from 3 to 7pm with presentations at 3:30 and 5:30pm at the Loussac Library on the **MIDTOWN CONGESTION RELIEF (MCR) PLANNING and ENVIRONMENTAL LINKAGES (PEL) STUDY**. Over the last 18 months, the Midtown Congestion Relief (MCR) Planning and Environmental Linkages (PEL) Study has worked with the public and stakeholders to explore solutions that will improve safety, access, and mobility for pedestrians, bicyclists, and vehicles traveling to, from, and along the Seward Highway and Midtown. Findings and recommendations from this collaborative, interdisciplinary study point to a series of recommended projects that, if implemented, will resolve the safety and congestion issues and restore community cohesion through a multimodal transportation framework. Learn about the PEL Study process, outcomes, and next steps. This work sets the stage for Midtown access and development for decades to come. For more information, go to www.midtowncongestionrelief.com. To contact the project team, send an email to MCR@dowl.com or call Katie Conway at (907) 562-2000.

****November 14**

SNOW STORIES 2.0 will be held from 8 to 9pm at the Bear Tooth Theatrepub to support the **CHUGACH**

DOT&PF Facebook Events Page - Public Notice Text

Project Title: Midtown Congestion Relief
Project No.: CSHWY00298
Location: Central Region, Anchorage

Project: Midtown Congestion Relief
Event: Public Open House #3
Date: Tuesday, November 12, 2019
Time: 3:00 PM-7:00 PM (Presentations at 3:30 PM and 5:30 PM)
Location: Z.J. Loussac Library, 3600 Denali Street, Anchorage, AK

Over the last 18 months, the Midtown Congestion Relief (MCR) Planning and Environmental Linkages (PEL) Study has worked with the public and stakeholders to explore solutions that will improve safety, access, and mobility for pedestrians, bicyclists, and vehicles traveling to, from, and along the Seward Highway and Midtown. Findings and recommendations from this collaborative, interdisciplinary study point to a series of recommended projects that, if implemented, will resolve the safety and congestion issues and restore community cohesion through a multimodal transportation framework.

Please join us for the next open house to learn about the PEL Study process, outcomes, and next steps. This work sets the stage for Midtown access and development for decades to come. If you live, work, or play in Anchorage this project could impact you.

Visit www.midtowncongestionrelief.com to join the email list, make a comment on the interactive map, and to learn more about this effort.

THE POLICY OF THE STATE OF ALASKA IS THAT: No qualified individual with a disability shall be excluded, by reason of such disability, from participation in or be denied the benefits of the service, programs, or activities of a state agency; or be subjected to discrimination by any such agency. Each agency shall operate each of its services, programs, and activities so that a service, program or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. No agency shall discriminate against a qualified individual with a disability because of the disability of such individual in regard to job application procedures, the hiring, advancement, or discharge of employees, employee compensation, job training, and any other term, condition, and privilege of employment. If you need help or believe you or others have been discriminated against on the basis of disability, contact the agency ADA coordinator at www.Alaska.gov/ADA or Telephone: (907) 269-0286; TTY/Alaska Relay: 7-1-1 or 1 (800) 770-8973.

Public Open House Midtown Congestion Relief

Midtown Congestion Relief
 Public Open House #3
 Tuesday, November 12, 2019
 3:00 PM-7:00 PM (Presentations at 3:30 PM and 5:30 PM)
 Z.J. Loussac Library
 3600 Denali Street
 Anchorage, AK

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Visit www.midtowncongestionrelief.com to join the email list, make a comment on the interactive map, and to learn more about this effort.

It is the policy of DOT&PF that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. If you or someone you represent requires special accommodations in order to respond to this public notice, please call or email the project coordinator listed or call Alaska Relay at 711 or call: (800) 770-8973 for TTY (800) 770-8255 for voice or (800) 770-3919 for ASCII (866) 355-6198 for STS. Ask the communications assistant to call the project coordinator listed above so arrangements can be made to assist you.

Attachments, History, Details

Attachments

None

Revision History

Created 10/30/2019 5:06:27 PM by mlbyrd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage, Central Region
Project/Regulation #:	CSHWY00298
Publish Date:	10/30/2019
Archive Date:	12/1/2019
Events/Deadlines:	

***This information is voluntary.** Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: **Midtown Congestion Relief PEL Study Open House #3** DATE **11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
J Klein				
Richard Lytle				
Roberta Lytle				
Caryl Wilson				
Ker Allan				
Henriette Bodine				
Amy Anderson				
Allegra Hamer				
Steven Johnson				

9

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
revised: March 2005

181

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PROJECT NAME: **Midtown Congestion Relief PEL Study Open House #3** DATE **11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Barrell Nickerson				
Jared Stoltz				
Thefus Smith				
J. Bethany				
Michael S Johnson				
James Stacey				
Mark Kerner				
Claire Hulse				
Linda Hartman				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jim Richardson				
Lars Arneson				
Barbara Loufrel				
Pauline Slisz				
Roger M Thiel				
STEVEN AUFRECHT				
Wishal Baskerville				
Joan Mitchell				
Harriet Drummond				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Paul + Debbie Reich				
Riel Truett				
Umaro Benson				
Robert Harris				
Janice Tayer				
Colin Singleton				
Kaven Ruud				
Michael Marcell				
Robert Shipley				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Carel Nagada				
RALPH RADFORD				
VERA SCRUGGS				
Mary Mills				
Jose Witticker				
Marie Crawford				
BRYAN SILVA				
JANA NALBANDIAN				
JOMIE GARCIA				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Susan Urig				
HILARY WICK				
CRAIG LYON				
Kris Warren				
BOB RINK				
Chelsea Ward-Waller				
John Miller				
Katherine West				
John Dickenson				

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Tucker Lien				
Carma Reed				
MARK DALTON				
Sam Myers				
Yada Glau				
Frederic Wilson				
Donna Feary				
Dave & Diane Fung				
Jewell Miller				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Madeline Holdorf				
Taylor Horne				
Hugh Wede				
AL TAMAGAN				
Erik Jones				
Jay Stange				
PETE LAW				
ELIZABETH GREEN				
TRENOR FULTON				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) revised: March 2005

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Frances Furberg				
Josh Cross				
Brita Mjos				
John Welch				
Henk Wentz				
Barbara Karl				
Dwylj Vindig				
Charlene Dolphin				
Dereca Eftman-Mollenker				

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PROJECT NAME: **Midtown Congestion Relief PEL Study Open House #3** DATE **11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Steve Boxler				
Ginger Cordeiro				
Chris Maus Tonyt				
Melanie Ferguson				
JOE GROVES				
Catherine Jones-Jayles				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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86

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
<i>Erica Mae NABENDOK</i>				
<i>ALLEN KEMPLEN</i>				
<i>JOHN FARR</i>				
<i>Ken Welch</i>				
<i>Claudia Pinaud</i>				
<i>Kerry Klauder</i>				

6

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: **Midtown Congestion Relief PEL Study Open House #3** DATE **11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
GEORGE WUERCH				
Douglas Hartman				
Jim Amundsen				
Nora Shew				
Meg Zabetel				
Dave Cavitt				

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 11-12-19 **DATE** 11/12/2019

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, A, N, N. B. H. A. P. O)
CAROLYN DEKEREGAND				
Gene DEKEREGAND				
John G. R. Wolfe				
Emme Frish				
Tajana Spore				
FRANCES MARIN				

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Doug; Lori Banker				
JAMES MA				
Jesse A Reetas				
MIKE STONEROCK				
Steve Lewis				
Kenneth Eggering				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 1 of 2 revised: March 2005

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
DOV MATCALIT				
NIKI BURROWS				
Ned Hahn				
Richard C. Newman				
SAVANNAH LEWIS				
Benj Kommer				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) revised: March 2005

***This information is voluntary.** Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Craig Wood				
David McCargo				
Leon FARR				
Carylyn Ramsey				
Amanda Holtz				
Latic Steffens				

6

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 DATE **11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Tom Alleva				
Andrew Watts				
Sean Baski				
Judy Robinson				
Paige Costney				
Rachel Steer				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) revised: March 2005

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AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Melise Babb				
Kimi Lloyd				
KATHERINE WOOD				
Greg Patz				
Harry Need				
Fiona Norwester				

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AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
ROBERT E. WEINER				
Andrew L Josephson				
Thomas R Gittins				
John R Green				
Elin Christopherson				
Sandra Christopherson				

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AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Katie Dougherty				
KEENE TURLETES				
TERRIS L. VLASSOFF				
Rashard Joseph				
Shelley S. Gualdo				
Marianne Burke				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) revised: March 2005

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PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 _____ DATE **11/12/2019**

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
HANNAH SHAW				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
revised: March 2005

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME: Midtown Congestion Relief PEL Study Open House #3 **DATE 11/12/2019**

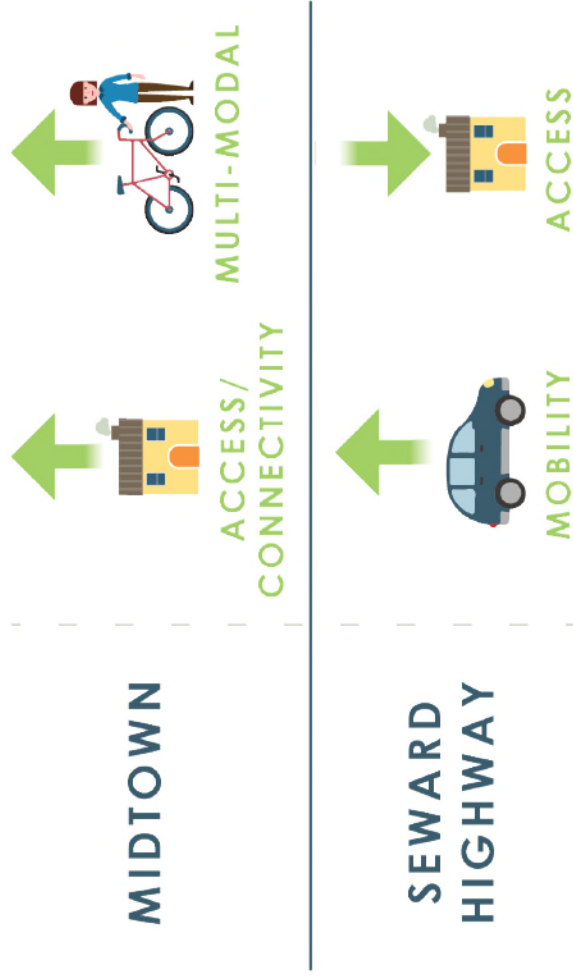
NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Felix Rivera				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) revised: March 2005

Project Vision

Vision

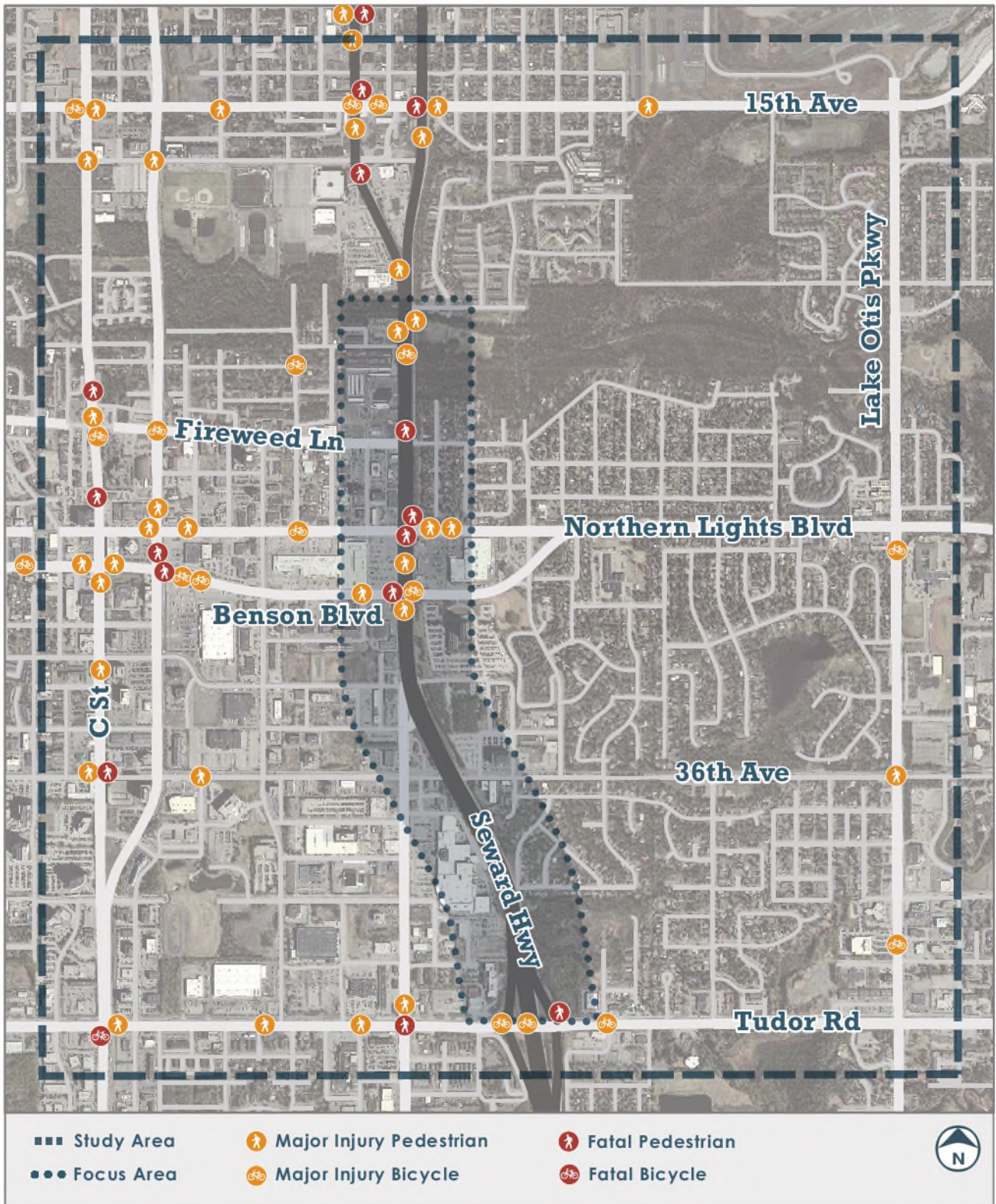
Guiding solutions. Reflecting public/agency input.



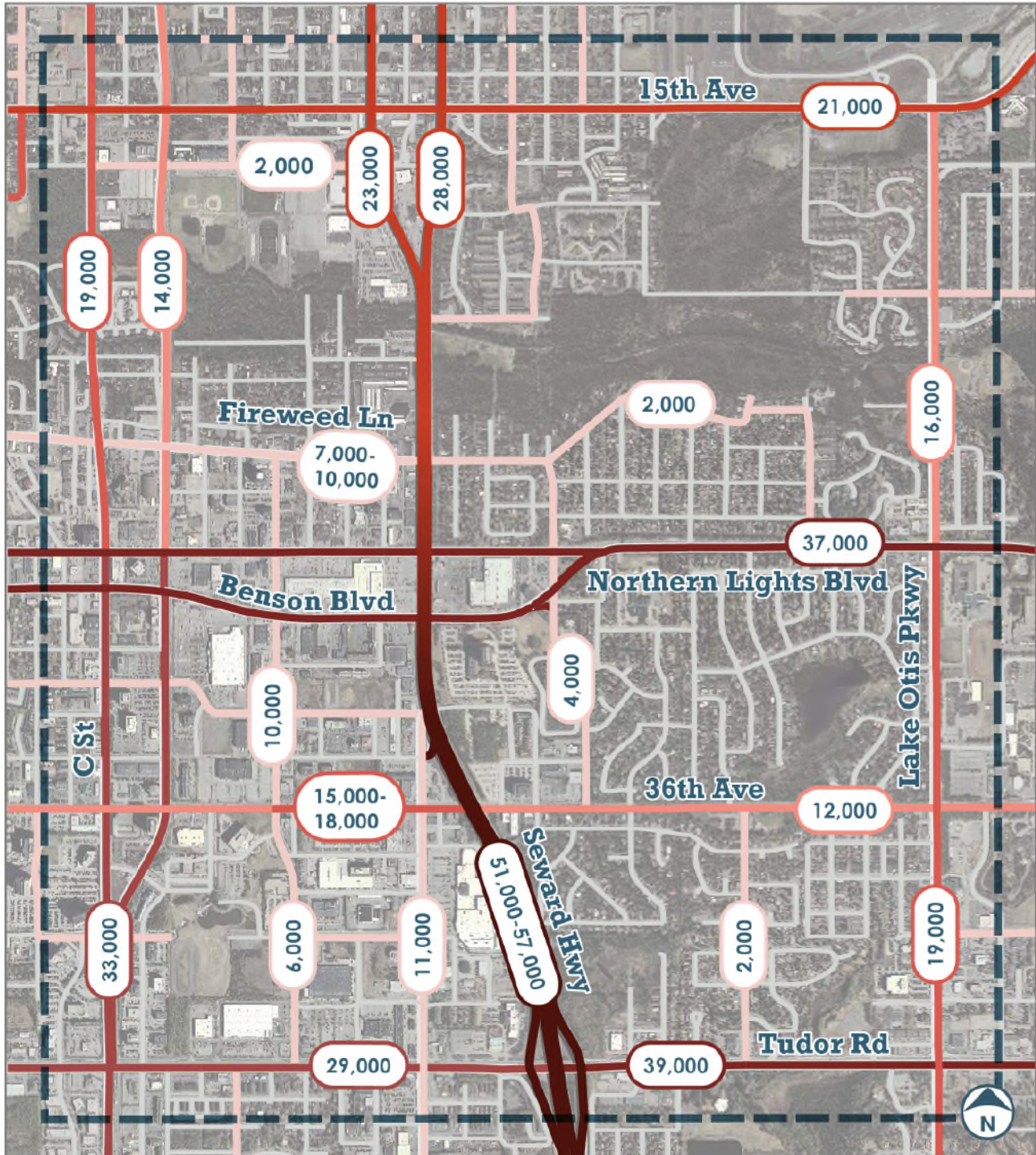
Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.



Non-Motorized Crash Locations



Traffic Operations: Annual Average Daily Traffic



What We've Heard So Far

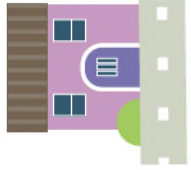
Most frequent comments from prior projects, recent visits to Community Councils, and individual feedback



- Improve pedestrian and bicycling facilities
- Concern about use of median space



- Depress the freeway
- Move forward without delay on final build



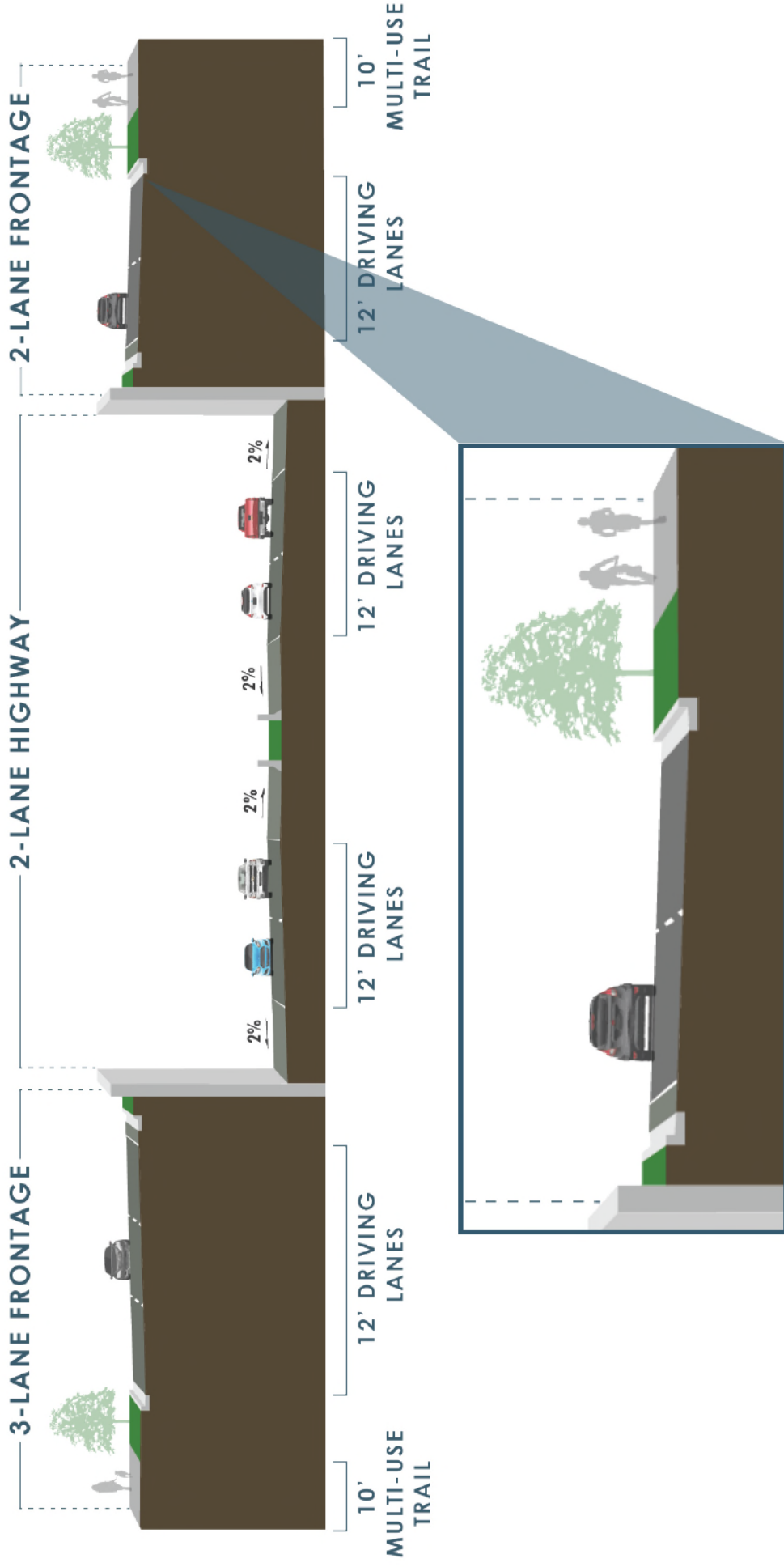
- Support land uses in Midtown
- Support Midtown City Center
- Minimize ROW acquisition as much as possible



- Retain and improve east-west connections
- Plan for what's in community's best interest
- Continued public engagement



Concept Cross Section



A Complete, Seamless Network for Bicyclists and Pedestrians



Chester Creek Crossing Today



What do you think about the recommended projects?

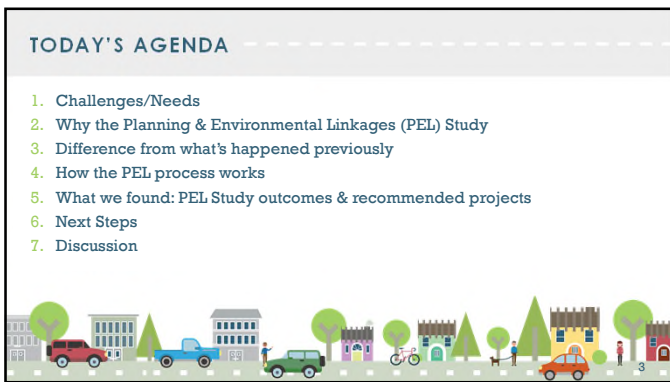




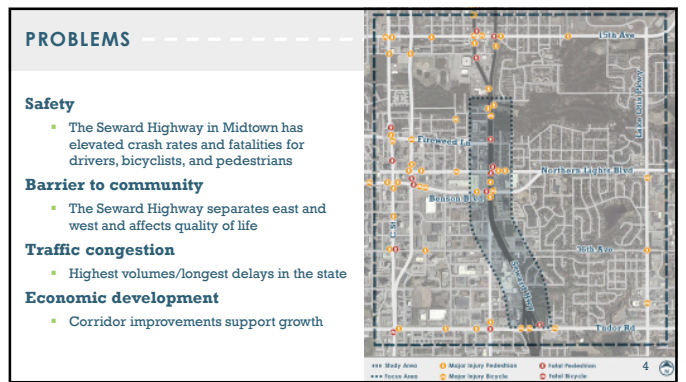
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2



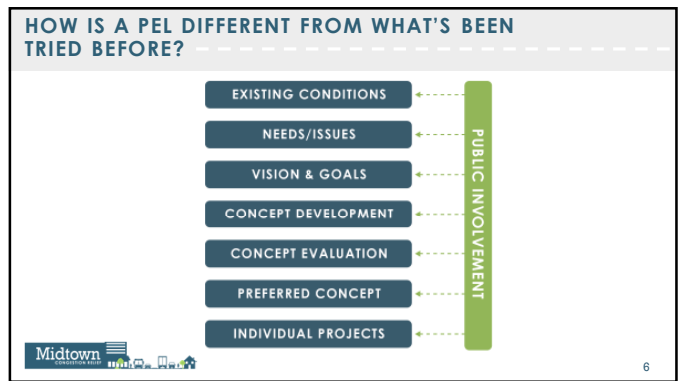
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4





5



6

HOW THE PEL PROCESS WORKS: PUBLIC OUTREACH

- Extensive public process
- Agency, Business and Citizen Advisory Groups
 - Five meetings each over the course of the study
 - Nearly 40 participants in concept screening workshop
 - Continued involvement planned in next steps
- Three open houses
- Regular attendance at all seven bordering Community Councils
- Ingra Street gathering
- Countless one-on-one meetings

Midtown

7

VISION

Guiding solutions. Reflecting public/agency input.



Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.


8

EXISTING CONDITIONS



9

EXISTING CONDITIONS



10

WHAT WE'VE HEARD

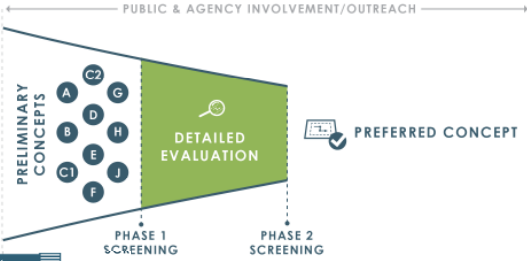


- Improve pedestrian and bicycling facilities
- Concern about use of median space
- Support land uses in Midtown
- Support Midtown City Center
- Minimize ROW acquisition
- Depress the freeway
- Move forward without delay on final build
- Retain and improve east-west connections
- Plan for what's in community's best interest
- Continue public engagement

Midtown

11

WHAT WE FOUND: CONCEPT DEVELOPMENT AND SCREENING



Midtown

12

WHAT WE FOUND: KEEP THE CONVERSATION GOING



Midtown Community Placemaking initiative starting late 2019/early 2020; funding secured

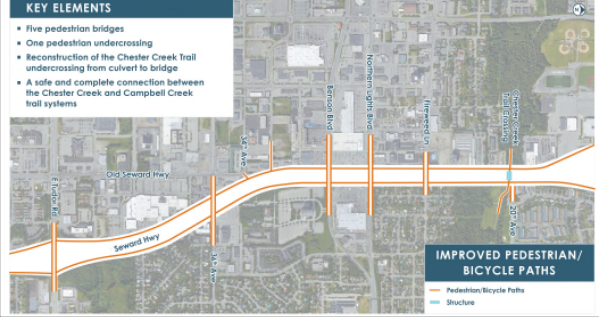
13

13

PATH FORWARD

KEY ELEMENTS

- Five pedestrian bridges
- One pedestrian undercrossing
- Reconstruction of the Chester Creek Trail undercrossing from culvert to bridge
- A safe and complete connection between the Chester Creek and Campbell Creek trail systems



IMPROVED PEDESTRIAN/ BICYCLE PATHS

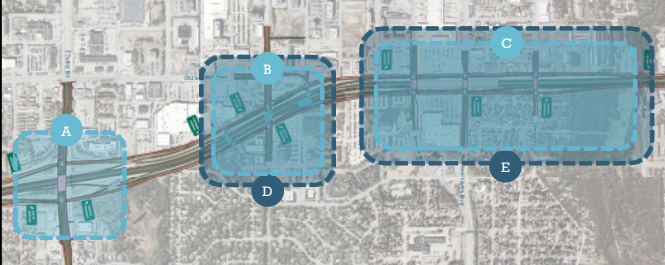
- Pedestrian/Bicycle Paths
- Structure

14

14

WHAT WE FOUND: RECOMMENDED PROJECTS


5 RECOMMENDED PROJECTS FOR A BETTER MIDTOWN



15

15


A. Tudor Road Interchange Reconstruction



16

16


A. Tudor Road Interchange Reconstruction



17

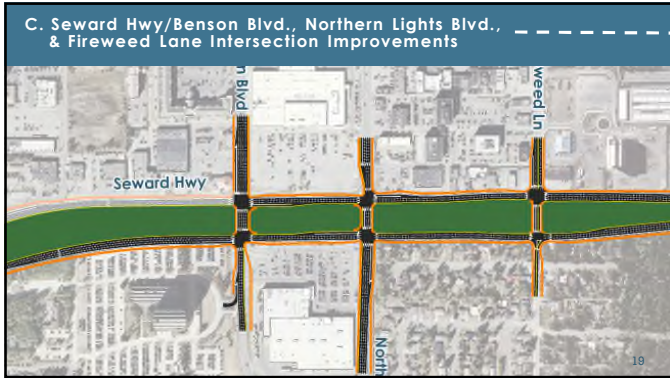
17

B. Seward Highway/36th Ave Intersection Improvements

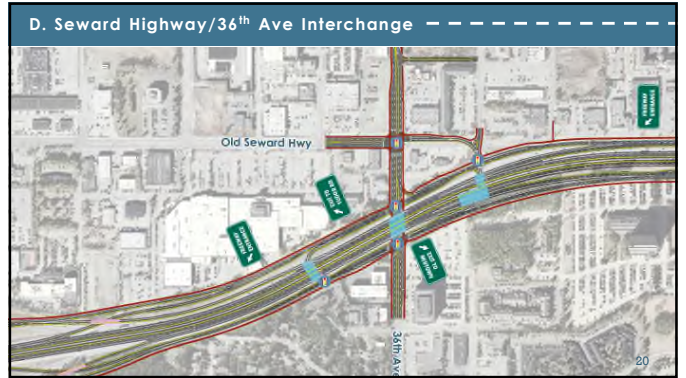


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18



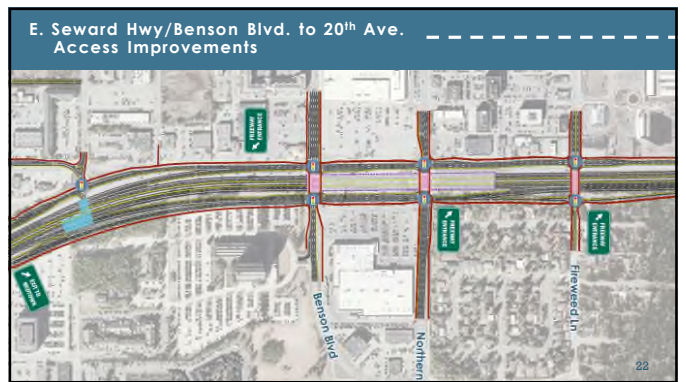
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22



23

PUBLIC BENEFITS FROM ALL PROJECTS

PROJECTS A, B, C	PROJECTS D, E
<ul style="list-style-type: none"> Improve capacity, connectivity and mobility for all modes Improve safety for everyone on the roads and pathways Reduce travel time Reduce vehicle emissions 	<ul style="list-style-type: none"> Further reduce frontage traffic, noise, and emissions Greater improvement to safety Separate higher speed through traffic from local access traffic Improve neighborhood environment and promote Midtown City Center

24

NEXT STEPS

- Draft PEL Study Report posted on November 1 for Public Comment Period, which closes December 20
- Aiming to wrap up PEL Study phase in early 2020
- Initiate City Center Working Group (early 2020)
- Initiate NEPA Phase for highest priority project(s) (early 2020)



25

25

WHEN IT IS ALL DONE



26

26

CONCEPT RENDERING



27

27

CHESTER CREEK CROSSING TODAY



28

28

CHESTER CREEK CROSSING TODAY



29

29

CHESTER CREEK CROSSING



30

30

FREQUENTLY ASKED QUESTIONS

When would construction start?

- Preceding construction, next steps and estimated timeframes:
 1. Environmental/ preliminary design (2020-2022)
 2. Design & Right of way acquisition (2022-2023)
 3. Construction (pending funding availability)

Will there be just one or multiple environmental documents?

- One environmental document for each of the recommended projects

Anchorage's population has recently declined. Where is this traffic going to come from?

- Existing condition needs improvement
- 20% - 30% traffic increase projected in Midtown over next 25 years
- Significant traffic increase on Seward Highway if Seward to Glenn connection is made

See a full list of FAQs on the project website: www.midtowncongestionrelief.com.

31

31

Questions and Feedback

32

6

What do you think about the recommended projects?

① BETTER THAN WHAT WAS PRESENTED IN EARLIER PRESENTATIONS

② NEED TO ADDRESS MIXED-USE DEVELOPMENT ON LID(S) THROUGH

A PUBLIC-PRIVATE PARTNERSHIP WITH THE MUNICIPALITY AS LEAD

- DEPARTMENT CAN LEASE THE AIRSPACE RIGHTS TO 3RD PARTY ENTITY AND CAPTURE A REVENUE STREAM FROM LEASE PAYMENTS

- REVENUES CAN BE USED TO RETIRE A REVENUE BOND ISSUED TO HELP REDUCE THE FISCAL IMPACT ON THE FEDERAL FORMULA FUNDS

- ONCE THE REVENUE BONDS ARE PAID OFF THEN \$ CAN BE USED TO OFF-SET MAINTENANCE AND OPERATIONS

③ NEED TO INCORPORATE AN EXTENSION OF THE FAIRVIEW GREENWAY WHICH IS PART OF THE ANCHORAGE LAND USE PLAN AND STRONGLY

Please provide your comments here or e-mail them to MCR@dowl.com

SUPPORTED BY THE FAIRVIEW COMMUNITY COUNCIL.

- CREATE A MID-TOWN GREENWAY (LIKELY ON THE EAST SIDE) TO LINK CHESTER CREEK TRAIL WITH CAMPBELL CREEK TRAIL AND VIA THE FAIRVIEW GREENWAY TO SHIP CREEK TRAIL

- SEE CONCEPTUAL DESIGN DEVELOPED BY FVCC FOR THE SECTION THROUGH FAIRVIEW.

- MID-TOWN GREENWAY WOULD: EXPAND MOBILITY OPTIONS, DEVELOP AN ENHANCED URBAN AMENITY FOR RESIDENTS AND MAKE A SUBSTANTIAL CONTRIBUTION TO ANCHORAGE'S QUALITY OF LIFE.

④ NEED TO CLEARLY SHOW THE FUTURE PROJECTED TRAFFIC WITH

To receive project information, provide your name and an e-mail or postal address: AND WITHOUT THE PROJECT,

Name: ALLEN KEMPEN

Address: _____

E-mail: _____

Phone: _____

What do you think about the recommended projects?

Concerned about very complex nature of bridges / underpasses given high earthquake risk whole pacific plate moving - more 7-9 mag earthquakes are happening is this really being planned for?

Please provide your comments here or e-mail them to MCR@dowl.com

Concerned about bridge collapse during next Big Earthquake that will prevent people from getting to hospitals / clinics on East side 36th / Tudor are on swamps & heaved during our 7.0 earthquake!

To receive project information, provide your name and an e-mail or postal address:

Name: Londa Farr MW

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Good ideas/goals so far

Please provide your comments here or e-mail them to MCR@dowl.com

Please keep in mind ingress/egress to Bancroft subdivision at SE corner of Tudor & New Seward. We need to be able to exit to the frontage road to go west on Tudor. Would like to see some sort of improvement to that access, but NOT allow easier commercial access into our neighborhood. Happy to discuss concerns.

To receive project information, provide your name and an e-mail or postal address:

Name: Ken Welch

Address: _____

E-mail: _____

Phone: _____

What do you think about the recommended projects?

I see some problems. #1 You need Pedestrian Bridges going over the main streets. The Pedestrian Bridge needs to go between Fred Meyers and the Carr's Safeway. People won't feel safe in some type of long tunnel system.

Also you have not address the Big Homeless Problem in that area; Homeless living in your tunnel system, tents in the park area. Your fences around the tunnel area have to be much higher to stop people from throwing rocks onto cars, or homeless people falling into the tunnel.

Please provide your comments here or e-mail them to MCR@dowl.com

- 1) Build Pedestrian Bridges, they should be bike friendly
- 2) NO Pedestrian Tunnels; they are not safe with Homeless Population in Area
- 3) Large fences that are curved, stop rocks + people from falling into tunnel
- 4) Park in center of roadway = Homeless Camps!
How are you going to control that?

To receive project information, provide your name and an e-mail or postal address:

Name: RALPH RADFORD

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Please provide your comments here or e-mail them to MCR@dowl.com

Please make Fireweed a dead end on the Rogers Park side. Commuters use Fireweed as a cut through which creates a lot of traffic through Rogers Park.

To receive project information, provide your name and an e-mail or postal address:

Name: _____

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

11/12/10

Please provide your comments here or e-mail them to MCR@dowl.com

We would like you to come out to our house in Geneva Woods to test the sound (traffic/seaward highway) at our house. Please let us know when you could do that. Thank you! ☺

To receive project information, provide your name and an e-mail or postal address:

Name: ~~Dora~~ Lori Banker

Address:

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Concerned property will be impacted.
Helvetia Dr.

Between 36th + Tudor.
Very close to alignment
Wendie's notes

Please provide your comments here or e-mail them to MCR@dowl.com

Geneva Woods
Depress highway under 36th
Noise?
Light Colours.

Please contact her

To receive project information, provide your name and an e-mail or postal address:

Name: Katherine West
Address: _____
E-mail: _____
Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Please provide your comments here or e-mail them to MCR@dowl.com

I am an Ingra Street Home owner, West Side, If Dowl recommends a process to replat some of our lots, we need to know early how this will work, who will replat? Who will rebuild my garage? Who will build me a new driveway off Ingra Street?

To receive project information, provide your name and an e-mail or postal address:

Name: John Christopherson

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

It would be great if the i-turn lanes at 36th stayed at the same level as the highway instead of crossing 36th requiring a light. Then 36th could be unimpeded until Old Seward.

Also ~~the~~ side walk on Tudor over S.H. now is terribly narrow and needs significant widening on both sides.

Please provide your comments here or e-mail them to MCR@dowl.com

To receive project information, provide your name and an e-mail or postal address:

Name: Steve Aufrecht

Address _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Excellent concept! I'm very much in favor of the recommended design, but I'm skeptical that it will ever actually be built. Seems like the funding won't be there.

I worry about public backlash from road users who are still complaining about roundabouts & diverging diamond interchanges. A lot of people don't understand the benefits of these highly engineered designs & it's often not communicated well to the general layperson.

Disclaimer: This comment is made in my capacity as a private citizen and in no way reflects the official position of the State of Alaska or any officials, departments, or agencies thereof, nor ~~is~~ it does it in any way purport to do so.

Please provide your comments here or e-mail them to MCR@dowl.com

To receive project information, provide your name and an e-mail or postal address:

Name: Andrew Watts

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

- ① In that the muni doesn't do traffic enforcement, the notion that the frontage roads will be used @ 35 mph is ludicrous. Given the hazards of crossing on foot/bike through traffic, yes, a proportional decrease in lanes is a proportional decrease in risk exposure BUT still involves running @ speed across lanes of traffic used by oblivious and uncontrolled drivers. i.e. - this is NOT ONE BIT SAFER.
- ② Looking forward to the first ice storm when everyone accelerating to freeway speeds ends up in the back yards of those poor suckers on Laguna St. No berm. No wall? That's horrible! What if a kid gets killed in their own back yard...

Please provide your comments here or e-mail them to MCR@dowl.com

To receive project information, provide your name and an e-mail or postal address:

Name: _____

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Recommend using the funds to repair the port.
Additional roads & highways that cut into
neighborhoods are not a higher priority
than fixing the port.

Please provide your comments here or e-mail them to MCR@dowl.com

To receive project information, provide your name and an e-mail or postal address:

Name: Robert Harris

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

It is what it is!!
PROGRESS
EVOLUTION

Please provide your comments here or e-mail them to MCR@dowl.com

To receive project information, provide your name and an e-mail or postal address:

Name: JESSE REEVES

Address: _____

E-mail: _____

Phone: 516 410 7497



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

- SOUND IS MY BIG CONCERN IN THE ABOVE GROUND PORTION OF THE HIGHWAY. IF THERE'S A WAY TO INCLUDE SOUND WALLS FOR THESE RAISED ROAD BED AREAS, IT WOULD HELP WITH SOUND TRANSMISSION
- PEDESTRIAN ACCESS ON 36TH UNDER THE RAISED ROAD BED WILL BE AN ISSUE AND POSSIBLY BE UNSAFE FOR PEDS
- 36TH IS A VERY IMPORTANT EAST-WEST CROSSING FOR PEDESTRIANS & HAVING TO CROSS UNDERNEATH COULD BE AN ISSUE.
- LIGHTING IN THESE SPACES WILL BE IMPORTANT TO ASSURE PEDESTRIAN SAFETY

Please provide your comments here or e-mail them to MCR@dowl.com

To receive project information, provide your name and an e-mail or postal address:

Name: _____

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

- Decrease the bicycle lane width!
- Decrease the sidewalk width!
- Must have an access lane for driving & access to businesses.

Please provide your comments here or e-mail them to MCR@dowl.com

To receive project information, provide your name and an e-mail or postal address:

Name: Midtown prop owner.

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Interesting. I live in Geneva Woods and want to be sure the Highway from Tudor Rd past 36th goes DOWN — No bridge. The noise is too much — along with the poor view of.

Judy Judy

Please provide your comments here or e-mail them to MCR@dowl.com

I receive it now.

To receive project information, provide your name and an e-mail or postal address:

Name: _____

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Please provide your comments here or e-mail them to MCR@dowl.com

ARROWHEAD Water - product of Nestle
Google "NESTLE and the ENVIRONMENT"
Do Not buy Arrowhead!

To receive project information, provide your name and an e-mail or postal address:

Name: Madeline Haldor

Address: _____

E-mail: _____

Phone: _____



Comments

Additional project information is available at: www.midtowncongestionrelief.com

What do you think about the recommended projects?

Please provide your comments here or e-mail them to MCR@dowl.com

1 No right turns on red at intersections to protect peds & cyclists.

Automatic walk signals like downtown business district

To receive project information, provide your name and an e-mail or postal address:

Name: _____

Address: _____

E-mail: _____

Phone: _____

PUBLIC AND AGENCY INVOLVEMENT SUMMARY

Other Stakeholder and Community Involvement

- Community Council Meetings (When project presentations were made)
- Landscape Vision Ideas Discussion
- Anchorage Assembly – November 1, 2019 and February 28, 2020
- AMATS – Technical Committee: December 7, 2017; Policy Committee: December 21, 2017; Freight Advisory Committee: May 9, 2018; Joint Work Session: January 22, 2019
- Anchorage Transportation Fair: February 2018; February 2019
- Ingra Street Gathering – October 30, 2019
- Ingra Street Pop-Up Open House – March 3, 2020
- Interactive Map Comments
- Comment/Response Log

Community Council Meetings

(when project presentations were made)

Campbell Park Community Council

November 16, 2017, 7:30 pm

Tudor Elementary School

1. Call to Order
 - a. The Campbell Park Community Council (CPCC) meeting was called to order at 7:36 p.m. by Council Chair Kevin Fimon.
2. Approval of Minutes
 - a. The minutes from the October 19, 2017, were adopted.
3. Reports
 - a. Assembly
 - i. Felix Rivera
 1. In the midst of budget work sessions, 30 amendments. One of them from Assembly Member Dyson would reduce the funding for snowplowing.
 2. Approved financing for the purchase of the National Archives site for possible mixed-use development. Will go through an extensive public process.
 3. Homeless camp abatement ordinance will come back to the Assembly on Dec. 5, but probably won't be finalized until a later date.
 - ii. Dick Traini
 1. Motor fuel tax goes into effect Mar. 1, 2018; will be used to offset property taxes.
 2. Will be introducing legislation that would allow voters to determine how property tax exemptions are used.
 3. Homelessness – approx. 8000 emergency calls last year to Bean's Café and Brother Francis Shelter – currently no limit on the number of calls.
 4. Assembly Member Amy Demboski wants to cut the budget 2% across the board, with the exception of public safety.
 5. I would like to cut 3% from the library, use it to fully fund the prosecutor's office; the state's harvesting our prosecutors.
 6. Mayor would like to add \$500k to homelessness, but what does that mean. I want to use some of the money to clean out the camps.
 7. Title 21 – hearing Dec. 19.
 - b. Legislative
 - i. Rep. Andy Josephson (via telephone from Juneau)
 1. Special Session on Crime & Revenue – 28 changes to SB54, toughens up penalties for petty theft.
 2. Trip to Houston to meet with oil & gas consultants to discuss taxes.
 - ii. Sen. Berta Gardner (Nathanial Grabman)
 1. Nathanial introduced himself, replacing Jonathan Church.
 2. There could be constitutional challenges to the bill.
 - c. Mayor's Office – Jared James (jamesjs@muni.org, 343-7150)
 - i. Jared introduced himself, taking over for Rosa Salazar.
 - ii. Public Safety (Nora Morris) - Every day, APD recruits are being cut loose from field training and are now solo officers. Will soon have 26 new officers on the streets. An academy class is graduating on Nov. 30; 19 recruits will start field training, paired with

senior patrol officers. The next academy starts mid-December; it is expected to be one of the largest APD has seen. Currently have 406 officers and growing.

- iii. APD tip – to prevent car theft, don't leave your keys in your car!
 - iv. Youth Development – Youth Advisory Commission is working with UAA to develop a support structure for the incoming youth assembly representative.
 - v. Welcoming Anchorage is working on ways to integrate inclusivity in community councils, boards, commissions and voting. Starting a project to create an information portal for new and current residents (transit, streets).
 - vi. Homelessness (Nancy Burke) - problem establishing an overflow shelter (Bean's – has been closed due to insurance challenge); 30-50 people request shelter each night, but can't go to Brother Francis because it's full.
 - vii. Anchorage Innovates – prescreening for WIC or SNAP benefits, # to text is 312-2300. "Child" – WIC; "Food" – SNAP.
 - viii. New website called Start Here Anchorage sponsored by Code for America: helps people get connected to jobs, prepare resumes.
 - ix. Updates to GIS / muni maps – can go online to get street ownership (street maintenance); property information for reporting homeless camps; the Muni doesn't clean up camps on private property.
- d. School Board – Kathleen Plunkett
- i. Student count down about 600 students, resulting in possibly \$1 million less in revenue, but may have more special needs students.
 - ii. Vote this Monday on a \$54-56 million bond package, less than what's being retired.
 - iii. Teacher's union & ASD administration have come to an agreement, vote to ratify will be held the last weekend of November.
- e. Homelessness Report - Kristi Duff (Exec. Director, Coalition to End Homelessness)
1. Project Homeless Connect – January 24, 2018 at the Egan Center.
 2. Anchoragehomeless.org/data-dashboard – collaborative effort to gather statistics.
 3. Community Plan to End Homelessness – general membership meets on the 2nd Friday of the month at AHFC at 10:30 am.
 4. Judith Anderegg encouraged people to attend the homelessness committee meetings.
4. Old Business – none.
5. New Business
- a. Presentation by Dowl Project Engineers (Steve Noble, Sean Holland, Galen Jones) – discussed the State of Alaska DOT's 2-year plan for Midtown Anchorage congestion relief.
<http://www.midtowncongestionrelief.com>
 - b. Contact Rachel Steer with questions or comments. Email: MCR@Dowl.com.
6. Report from the Chair (Kevin Fimon) – no report.
7. Next Meeting
- a. December 21, 2017, at 7:30 p.m. in the Tudor Elementary School Library.
8. Adjournment
- a. MMSC to adjourn at 9:02 p.m.

Tudor Area Community Council Meeting Minutes

Thursday, December 7, 2017

First Church of God, MacInnes & Tudor

Deanne Tuckerman, chair, called the meeting to order at 7:08 p.m. The minutes of the last meeting were approved.

Legislative Report: Sen. Gardner reported that the Senate is working on a sexual harassment policy. The priority for the new session will be the fiscal plan. Various options will be investigated. Property crimes continue, perhaps somewhat down. The School District reports improved graduation rates. Sen. Gardner's assistant, Noah Hanson has been hired as the Senate Press Secretary.

Rep. Andy Josephson said he spent all or some of nine months out of the last twelve of the in Juneau. The House passed SB54 with twenty eight major changes from SB91, which was passed in 2016. The State did not prosecute some 7,000 cases this past year due the lack of funds. The operating budget has been cut 43% according to Rep. Josephson. There will still be a \$700 to \$800 million deficit.

Assembly Report: Assemblyman Traini said that the Muni has 18 more police officers, and the Muni is raising pay to be more competitive with outside police departments trying to recruit away our trained officers. The Muni will start prosecuting felonies with the concurrence of the State. The local fuel tax passed. It goes into effect in March 2018. Dick wants to increase property tax exemptions for homeowners.

Assembly Rivera was not present.

FCC Report: Assemblyman Traini said there were no hot button issues. He reminded the Council that there is \$75 available to improve signage for Council meetings.

ASD Report: The School Board's representative was not present.

Speakers: DOWL Engineers made a preliminary pitch for a traffic congestion study that will cover from 15th Ave. to Tudor Rd. and the A-C couplet to Lake Otis Pkwy. The initial part of the study will take from 2017 to 2019, with stakeholder meetings in 2019 - 2020, and design in 2020 -2021. Actual construction, if any, will take place after that. Sen. Gardner noted that the U-Med District should be invited to participate as they provide a major impact to traffic flow within the study area.

Old Business: None.

New Business: Deanne Tuckerman, president, and Jacob Tuckerman, secretary, both resigned their offices immediately, due the diagnosis of pancreatic cancer for the latter.

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Rogers Park Community Council Minutes
December 11, 2017
Rogers Park Elementary School Library

Board Members Present:

Marilyn Pillifant-President

Clare Boersema – Vice President

Debra Croghan – Secretary/Treasure

Bob Churchill – FCC Representative (absent)

1. Quorum: A quorum was present. Agenda motion was approved to move items on the agenda.
2. Community council Business: A. minutes from November meeting were approved. B. Clare gave treasurer's report, the balance remains at 208.00.
3. Assembly & Legislative reports: Dick Traini reminded the group that RPCC has \$75 from the FCC to use towards anything for our council that would be beneficial. Felix Rivera spoke about the new Loussac Library hours, budget report including how the \$500,000 has 3 parts of dividing the monies for the homeless issues. Berta Gardner directed residents to go to her website for newsletter.
4. Presentation, Action Items and Discussions: A. Dowl engineer Steve Noble lead and revealed the process in which Dowl is going to be constructing a new study regarding traffic congestion in midtown. He is open to public comments and believes there are opportunities for Dowl to work with each community council to gather suggestion and concerns from the neighborhoods. B. Tim Potter who also works with Dowl spoke about ADU's. He gave his opinion as to why he is in favor of ADU's and why he is looking at changing codes and wanting to induce new ordinances for the property owners. There was much discussion with attendees, most who were against ADU's. There is a meeting with planning and zoning on the 18th @ 3:30 for discussion and answer & questions. C. Linda Chase gave report for the Neighborhood Crime & Safety committee. She reiterate that 'take back our community' is their ultimate goal and they have been active in gathering information regarding ideas on how to do that. There will be a 'use it or lose it' event on January 7th 2-4pm @ Chester

Creek Park. The main purpose is for neighbors to have an open space event where they get to meet each other. Linda thanked the assembly for their efforts on the crime/safety and homeless committees. She also encouraged residents to light up their homes with outside lights.

5. Marilyn Pillifant gave a report on the Steam set back changes under Title 21 changes.

The meeting adjourned at 8:45 – moved by Pete Mjos and seconded by Clare Boersema.

Minutes of Midtown Community Council Meeting

JANUARY 10, 2018

3000 C STREET, 1ST FLOOR CONFERENCE ROOM

The January meeting was called to order at 12:04pm.

Reports of State Officials: Representative Harriet Drummond provided an overview of the upcoming Legislative Session in Juneau, including a separate bill to directly fund K-12 education rather than wait on the state's Operating Budget to pass.

Reports of Local Officials:

Reports of Councils: There were no reports.

Presentations: There was a presentation by Steve Nobel at DOWL on the DOT's Seward Highway Mobility Project, which replaces previous 36th Avenue Interchange Project, which seeks to alleviate congestion from 15th Avenue-Tudor and C Street-Lake Otis Parkway.

Another presentation from Lounsbury & Associates discussed the renovations of the old Carrs Grocery space in the Sears Mall; there are negotiations to sign an undisclosed tenant in February, 2019. Improvements will include landscaping and pedestrian access. Council members asked about security measures, and were told that that is being considered by the design team.

Hearing Notices: Hearing notices were provided to the members regarding 3 upcoming liquor licenses as well as 2018-009, a Municipal ordinance reading land use regulations for commercial marijuana.

Old Business: Kenny Peterson presented the Hart Amendment to the council for adoption; the amendment resolves to connect with the homeless population as a pilot program in coordination with the city. A guest inquired about "filling in the gaps" between food banks and the homeless, and Ric Davidge suggested modeling the project after homeless veteran services. There is no financial cost; the movement is donation-based. The motion to adopt was passed without objection.

Guest Speaker—Anchorage Police Department Chief Justin Doll: Chief Doll presented to the council the mission and status of the APD force. They are aware of the current crime spike, but are stronger than ever, thanks to large recruitments and new technological advancements. Chief Doll has seen a high number of retirement-eligible officers stay on the force. He also said the bike and foot patrol in downtown Anchorage last summer was successful, and would like to align beats with community council areas. Chief Doll also answered questions from council members on the topics of funding concerns, the opioid crisis, homeless, and state and federal agency collaboration.

The meeting was adjourned at 1:13pm.

**AIRPORT HEIGHTS COMMUNITY COUNCIL
JANUARY 18, 2018 MINUTES**

President Carolyn Ramsey called the meeting to order at 7pm

QUORUM: There was a quorum present.

APPROVAL OF AGENDA: A motion was made by Dick Snyder and seconded by Teri Penn to approve the agenda and the January minutes – the motion passed without objection.

ASSEMBLY REPORT: Dick Traini reported on the bonds on the ballot this April, the first election being conducted by mail, the ML&P + Chugach sale, and the city tax on alcohol. Assemblyman Rivera discussed AO 2018-155 (the removal of 880 exemptions from non-profits due to excess 911 calls), AO 2018-2 (Beans Café Overflow Shelter), and allowing residential exemptions up to 50K from 20K

LEGISLATIVE REPORT: Geran Tarr was attending the State of the State; Josh Spring from Senator Begich's office asked for the counsel to send him our top CIP priorities.

SCHOOL BOARD REPORT: School Board Member Kathleen Plunket discussed: 1) the school bond not having any reimbursement from the State of Alaska; 2) the Base Student Allocation (BSA) is flat for the year; 3) A new AASB policy was passed relating to how the ASD is ran.

PTA REPORT: The PTA is accepting donations for skates and ice mopping. Winter family fun night is on the 16th of February from 5:30 to 8:00.

DOT & PF MIDTOWN CONGESTION RELIEF STUDY - DOWL: This is a State funded study with federal funding possibilities. Galen Jones with DOT and a DOWL Representative presented. This is a study that will take a fresh look on what can be done for mobility along the midtown corridor. The study process is in its early stages. After the presentation the counsel passed resolution 2018-1 entitled "A Resolution of the Airport Heights Community Council (AHCC) Regarding the Midtown Congestion Relief Project" by a vote of 17-0-0. More information on this project can be found at www.midtowncongestionrelief.com.

SOLARIZE CAMPAIGN – LAUNCH ALASKA: Kristin Collins with the Alaska Center did a follow up presentation on this program; an RFP has been created and input is being sought.

FAIRVIEW RESOLUTION, CHESTER CREEK WATERSHED, WETLANDS HEALTH AND PROTECTION: The acquisition of property on Orca St. by Merrill Field was discussed. A resolution from the Fairview Community Council regarding this issue was discussed by the body.

AIRPORT HEIGHTS GARDNERS APPLICATION AND PLANTING POSSIBILITIES: A resolution was presented supporting a grant application to assist with planting possibilities. Resolution 2018-2 passed with a vote of 17-0-0.

PRESIDENT'S REPORT: A lit/door hanger drop promoting bear proof trans cans was discussed. President Ramsey collected a list of volunteers.

FCC REPORT: 1) Everyone should have received a vote by mail post card. You can call 243-VOTE or email myvoterinformation@alaska.gov if you have any questions. March 4th is the deadline for voter registration; 2) Community Councils need to start their CIP process in March.

COMMUNITY CONCENS AND ANNOUNCEMENTS: 1) A crime taskforce headed up by Ric Davidge was mentioned; 2) The Transportation Fair at the Alaska Airlines Center was plugged.

TUDOR AREA COMMUNITY COUNCIL

Meeting Minutes

November 1 2018; 7:00pm

First Church of God at Tudor and MacInnes

CALL TO ORDER: Tod Butler, Interim President, called the meeting to order at 7:05pm.

COMMUNITY MEMBERS PRESENT: Giny Lonser, Jennifer Stewart, Mark Haller, Mark Heinrichs, Marilyn Doore, Richard Newman, Sam Myers, Sean Carlson, Tod Butler,

APPROVAL OF MINUTES FROM PRIOR MEETING: October 4, 2018 minutes were approved.

ANCHORAGE ASSEMBLY REPORT:

Dick Traini was not present. Felix Rivera mentioned the upcoming budget discussions and vote. The ML&P sale process is moving ahead. There are public hearings on Nov 20 and Dec 4. The assembly will be voting on the proposal and has until Dec 31 to approve it. Homelessness is a major budget and social priority. There was \$500K in the budget last year and the same is proposed for this year. He has put forth \$1.225 million in budget amendments that focus on public safety and health. United Way is taking a lead role in a Rapid Rehoming project. The Berkowitz administration is working on increasing the available low-income adult housing and is preparing to create a fund in 2020 that will bring this to fruition.

ALASKA LEGISLATURE REPORT:

Andy Josephson attended a meeting on SB91 that was very productive. Safety and law enforcement professionals were present and there was also testimony from members of the public. HB91 addresses the opioid crisis from a public health perspective and needs to have a mechanism that will push folks into this program.

SCHOOL BOARD REPORT: None.

FEDERATION OF COMMUNITY COUNCILS REPORT: Mark Heinrichs attended the FCC meeting on October 17, 2018. Homelessness issues are pervasive across the city,

and local government appears to have a systematic, multi-faceted, and multi-year plan to address this.

GUEST SPEAKERS:

Renee Whitesell, Senior Transportation Planner at Dowl Engineers, spoke about the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study conducted by Dowl on behalf of the Department of Transportation and Public Facilities. Renee is the planning lead for this study, which Dowl has been conducting for the past year. She presented and discussed various preliminary options for Midtown congestion relief. See the attached Fact Sheet. Sean Carlson is on the Citizen's Advisory Board for this project and commented that the process was fair to all user groups and stakeholders.

Jim Crawford, Candidate for State Senate, spoke on behalf of himself.

OLD BUSINESS: None

NEW BUSINESS: None

The meeting was adjourned at 8:30pm.

Respectfully submitted by Mark Heinrichs

Rogers Park Community Council
Meeting Minutes
7 PM Monday, November 12, 2018
****BP Energy Center****

Officers present:

Jim Wright, President

Linda Chase, Vice-President

Marilyn Pillifant, Immediate Past President

Bob Churchill, FCC Representative

Welcome & Introduction. The meeting was called to order by Jim Wright, President, at 7:03 p.m.

A quorum (at least 15 community council members) was established by a show of hands.

Marilyn Pillifant announced she would be performing the duties of the secretary as our elected secretary/treasurer, Clare Boersma, had a planned absence.

Bob Churchill was asked by the President to address the language in the by-laws regarding the establishment of the agenda. After a general introduction of how our current by-laws were written, Bob Churchill explained the language in our By-laws regarding the setting of the Agenda. The language is contained in Article VII, Section E. which states, "After consulting with the officers and the Executive Board, the President shall establish the meeting agenda." It was explained that the intent was for the President to receive suggestions from the Executive Board and officers for the agenda and then set the agenda consistent with such factors as time values of the items, time constraints of the meeting, etc. It was also clarified that there was no intent that the agenda be an item which required approval of the Executive Board, officers or membership in general.

Approval of Minutes for October 2018: There was a motion to approve the minutes from our October general membership meeting by Bob Churchill and seconded by Marilyn Pillifant. There was a correction to the spelling of a name. The minutes were approved by a vote of 12 yeas, 0 nays and 4 abstentions. The comment was made on the abstentions that some were not at the meeting so they didn't feel they should vote.

Assembly Report(s): Felix Rivera gave the report for the Anchorage Municipal Assembly. He began by informing us that Dick Traini was not able to join us tonight because of a health related issue. He shared that the Assembly had its last

public meeting on the budget on November 7, 2018. He said that if we had further comments on the budget we could either send an email to all Assembly members (www.mas@muni.org) or to individual Assembly members. He encouraged us to send any emails on this to all Assembly members. He shared a concern that there had been an indication from the Municipality that they were going to cut funding for the Anchorage Fire Department (AFD) for two vehicles (a tanker truck and a hook & ladder unit). He expressed a concern that this would have a high potential safety impact and that a number of Assembly members were looking at restoring the funding (both he and Dick Traini were among that group). He also indicated that there was a group of Assembly members (Felix Rivera, Dick Traini and Eric Croft) that were looking at proposing an increased tax on alcohol sales. Currently they are considering a 5% increase, which would potentially raise between 11 and 15 million dollars. With the decreased funding from the State of Alaska and increased issues related to alcohol use it was felt we should generate the funding locally. If that is done, the Municipality can dedicate the funding to a specific area. The areas that the funds would be used to address include:

- Storage of personal property seized from illegal camps
- Support of the Municipality's Mobile Intervention Team
- Cold weather housing and shelter
- Construction of a treatment center

He handed out a paper copy of a presentation the Assembly's Homelessness Committee did regarding issues related to homelessness and what actions the Muni had taken and planned to take. He added that currently the Muni is primarily financially responsible for the public safety portion of these plans but hopes to include other areas if the funding can be acquired. In response to questions, he indicated that the bulk of their current efforts regarding homelessness are focused on cleaning up the camps, and that funding referenced in the handout was Muni wide funding numbers.

Solarization Project Update. (This topic was taken out of order due to other time commitments of the speakers.) The solarization effort we have been working on was addressed by Marilyn Pillifant. She stated that approximately 70 individuals from Rogers Park Community Council area had expressed an interest in being involved with this project. This is well above the minimum requested by those administering the program. She said they were looking for a coordinator from our community council. They are hoping to have someone volunteer who is familiar with this type of process. Jody Olson also spoke, providing a brief history of the program. She was optimistic that our community council would be considered for participation in the near future. They are hoping to have the list of those participating by the end of December 2018. In response to questions, it was

clarified that this is limited to panels installed on roofs and for individual homes; further that storage units for the power were not part of it.

Legislative Reports: Senator Berta Gardner's representative, Jacob Tatum, passed on Senator Gardner's best wishes. She was traveling and unable to attend. She wanted to express her appreciation for the past support of our community council in civic matters.

Representative Josephson wished all a Happy Thanksgiving. He stated that he sits on the state house Worker's Compensation group. They had a meeting recently. They created language in the law that better defines an employee versus an independent contractor. Apparently there have been problems in the past with people being mis-classified as contractors that should have been classified as employees, which changes their eligibility for worker's compensation benefits. They are also talking about medical rate reviews, employment reviews, and death benefits. He commented that in the short time he has been in the legislature he has become the fourth most senior representative in the House.

School Board: Alicia Hilde from the Anchorage School Board spoke and apologized for not attending our meetings as she was our representative. She explained that the reason for this is that the ASB meetings and our meetings are usually on the same evening. She shared that at their next meeting they will discuss school bonds. The current thinking is to see if they could do bonding on a multi-year basis (3 or 4 years) rather than a single year basis. A comment was made by a member, Dr. Peter Mjos, that it was his understanding that the Anchorage School District was currently having to pay approximately \$1,600 per month for health benefits per teacher and he felt that was an outrageous amount.

Marilyn Pillifant, a teacher, added that there were other approaches to health care that could be both effective and significantly less costly.

Federation of Community Councils Report (Bob Churchill) re: October 17 meeting. The FCC report will be distributed electronically to the membership in order to better use the time available. Bob Churchill, FCC representative shared that the Anchorage Park Foundation had announced, at the last FCC meeting, that the Rasmusson Foundation was considering doing challenge grants again this year for improving parks and trails. The amount they are discussing is approximately \$300,000 total. The vote on doing this is scheduled for after Thanksgiving. If approved, the application process will probably begin with an announcement after the first of 2019. In the past, the grants have been due in March of the year they are announced, and the maximum of individual grants has been \$40,000. The Park Foundation has committed to keeping us informed. This may be a funding source that could help with safety issues related to parks and trails.

Midtown Traffic Revision Concepts. Jim Wright introduced Steve Noble from DOWL Engineering. He is the project manager for the Midtown Congestion Relief Project. He reminded us there would be an open house regarding this project on November 27th at their offices (4041 B Street) with two sessions (10 am till noon and 4 pm till 6 pm). He also referred people to the project website. He stated they try to keep the website current with as much information as possible. Although the method of running this project is not new, it is relatively new in Alaska. He has personally never seen so much outreach in a project. They are trying to insure that all the concerns of those either participating or affected are taken into consideration prior to the project beginning. He stressed that they are addressing both motorized and non motorized issues.

He showed a listing of primary project focus areas:

- Improved multi-modal transportation within the area
- Safety and mobility of all users related to the New Seward Highway
- Concerns about access across the New Seward Highway (both East & West)

He added that a large majority of comments expressed concerns regarding access east and west across the Seward Highway and that much of the traffic is flowing into midtown rather than through it.

He shared that they have a heightened concern about any impacts on private property. He discussed the concept of a “Michigan U Turn”. This involved using a U-turn path to improve traffic flow. He said it was in limited use now in Alaska but they were looking at its possible use in this project. He then listed some of the most frequent concerns expressed so far;

- Pedestrian and bike travel
- Access to midtown versus through traffic
- Elevating traffic versus depressing traffic surface
- Noise
- Right of way impacts
- Impacts during constructions (particularly to businesses)

He then shared some key issues:

- Alignment of this project with other projects
- Specific property impacts
- Seward Highway flow north and south

- Preferred Project Concept (WE DON'T HAVE ONE YET).

Goals and objectives:

- Consistency with community plans
- Meets project goals and vision
- Neighbourhood and business impacts
- Environmental impacts
- Costs

He reminded people of the November 27 open house and added that there is planned a meeting of the citizen group and business advisory groups in January. Also they are planning to have an open house in February, and another during the summer.

Crime and Safety Committee Report: Gretchen Cuddy began by updating us on the activities they had been involved with and discussed a number of the speakers they had. She stated they are hoping to have another coffee and coco event in January on the trail system. They estimated that last year between 75 and 100 people attended the event.

Gretchen then stated that they wanted to start a fund to support classroom and field trip activities for teachers at Rogers Park Elementary School. Gretchen was asked by member Susan Dore-Levi if she was aware that the teachers at Rogers Park currently receive \$300 each for those types of expense. She responded she wasn't. Jim Wright then shared that the board had all agreed to table this issue until a later meeting; that there are related issues related to potential tax impacts if the community council controls such funds; and that there should be a written draft resolution in advance of a vote.

Linda Chase then took the floor and formally introduced both Gretchen Cuddy and Julie Bleier as the other members of the committee. She discussed the committee activities, objectives, and other individuals involved in the same or similar issues as the committee. She introduced a resolution in support of increased abatement actions and increasing it to a year around activity. She moved for adoption and it was seconded by Jim Richardson. During discussion, it was agreed that the second paragraph would be deleted. Item #9 was clarified, that the contractor performing the work would be responsible for providing the information referenced in this item. The vote was 17 yeas, 4 nays and 2 abstentions.

The meeting was adjourned at 8:45 p.m.

North Star Community Council Minutes

November 14, 2018

North Star Elementary School

PRESENT

NSCC Officers:

- Sam Moore, President
- Mark Butler, Vice President
- Andre Camara, Treasurer
- Susan Miller, Member at Large

10 North Star residents

Legislative:

- State Senator Berta Gardner (SD-1), represented by Nathaniel Grabman
- State Representative Harriet Drummond (HD-18)

Assembly:

- Eric Croft (D3 West Anch.)
- Austin Quinn-Davidson (D3 West Anch.)

Other Entities:

- Renee Whitesell, DOWL Engineers
 - Janie Dusel, AWR Engineering
 - Holly Spoth-Torres, Huddle
 - MOA flood engineering project team (2 members)
 - AFD Station 5 (3 members)
-

CALL TO ORDER

- I. Approval of agenda. Approval of minutes from previous meeting.

REPORTS

II. OTHER COMMUNITY REPRESENTATIVES

A. AFD Station 5:

Status of injured firefighter. New engine at Station 5, previous engine becomes a reserve. Fires in homeless camps, AFD's response. CO2 detectors.

III. COUNCIL

A. Sam Moore:

Upcoming FCC meeting. Pot luck for December 12 NSCC mtg.

B. Mark Butler:

All community council meetings, including special meetings, are public. AMATS approved Fireweed Lane rehabilitation project. Reilly's liquor license renewal. Westchester Nature Trail renovation should happen in 2019,

C. Andre Camara:

Treasurer's report. NCSS membership.

- D. Susan Miller (MaL):
Library fall book sale results, upcoming pop-up book sale.

IV. LEGISLATIVE REPRESENTATIVES

- A. Nathaniel Grabman, for State Senator Berta Gardner:
Healthcare signup season.
- B. State Representative Harriet Drummond:
No report.

V. ASSEMBLY REPRESENTATIVES

- A. Eric Croft:
Presentations of flood plain projects. Lois Drive right of way concerns. Proposed alcohol tax, status, related considerations & discussion.
- B. Austin Quinn-Davidson:
Proposed cuts to AFD (water tender & ladder truck). Status of MLP sale, likely to complete in 2019.

NEW BUSINESS

- A. Renee Whitesell (DOWL Engineers):
Midtown Congestion Relief Study (Seward Highway, 20th Ave to Tudor). 20-30yr plan, vision, screening criteria, median u-turn option (as intermediate solution), citizen priorities, issues yet to be resolved, public meetings, big-picture timeline, Q&A.
- B. Janie Dusel (AWR Engineering) & Holly Spoth-Torres (Huddle):
Chester Creek Flood Relief Project. Replace culvert at Arctic. Pulled from 2019 bond list, so next up for funding in 2020 (so 2021 installation, due to timing of culvert order turnaround, limited construction window per Fish & Game).
- C. Mark Butler:
Resolution to convince the Municipality to fund and install the safety fencing adjacent to the children's play area at Valley Of The Moon Park. Discussion. Approved (10 for, 0 against).

OLD BUSINESS

- A. Sheryl Morrison:
North Star Elementary updates: fence installed at bottom of North Star school staircase.

Minutes of Midtown Community Council Meeting

November 14, 2018

3000 C STREET, 1ST FLOOR CONFERENCE ROOM

The November meeting was called to order and the October minutes were unanimously approved.

Reports of State Officials: Staff for Representative Drummond was present to inform the Council that the House of Representatives has still not organized for the 2019 Legislative Session. The Task Force on Reading Proficiency and Dyslexia has held two meetings so far, and the third is scheduled for the following Monday. There is also a Joint House-Senate meeting on dual enrollment for Alaska students who attend high school and receive college credit. Senator Gardner's staff was also present to say that Senator-elect Elvie Gray-Jackson will be sworn into office in January.

Reports of Local Officials: Assemblymen Dick Traini and Felix Rivera were not present.

Reports of Councils: There were no reports.

Presentations: Vice President Rick Davidge provided an update to the drug taskforce, noting that the decriminalization of drug possession has contributed to the spike in crime.

Solstice Alaska gave a presentation on the 48th Avenue and Cordova Street Reconstruction Project.

Huddle People Gathering gave a presentation on the Upgrades Project for West 32nd & East 33rd Avenues.

DOWL Engineers gave an update to the Department of Transportation & Public Facilities' Congestions and Relief Planning and Environmental Linkages (New Seward Highway, 36th Avenue, etc.)

Hearing Notices: There was a new license application (Wings'N Things and The Salad Bar) and three renewals (Amvets Post #2 Inc., Out in the Boonie's Inc, and Fred Meyer Package Liquor Store). All are package stores with the same requirements as Mom & Pops, and so there was a motion to vote all as "neutral" by Vice President Davidge and seconded by Councilmember Peggy Robinson.

Old Business: Eddie Lee from Mom & Pops was not present because he had to appear in court proceedings of an individual who assaulted Mr. Lee and staff at the store. Councilmember Tim Potter noted that on the previous Saturday, none of the littered Steel Reserve beer cans had Mr. Lee's stamp.

Rich Beasley from AK Fuzzy Buddy appeared at this meeting after the Council tabled discussion last month on the license transfer due to no one from the business being present. Mr. Beasley explained that the license was shared by two brothers, Troy and James Millhouse, and the application is to transfer Troy's half to James. Councilmember Peggy Robinson motioned to approve the transfer and Vice President Davidge seconded.

New Business: The Council held elections after a brief discussion on attendance requirements for officers (must attend 4 of the last 6 meetings). All members on the ballot were elected 11-0 in the following seats:

President:	Al Tamagni, Sr.
Vice-President:	Rick Davidge
Secretary/Treasurer:	Anton Villacorta
Board Members:	Kirk Hastain
	Brian Swartzentruber
	Albert Circosta
	Scott Bridge

The Council also voted on skipping December's meeting and holding an extended meeting in January, after a motion by Councilmember Albert Circosta, which was seconded by Vice President Davidge.

Public Comment: There was no public comment.

The meeting adjourned at 1:11pm

Airport Heights Community Council November 15, 2018 Meeting Minutes

The meeting was called to order by President Carolyn Ramsey. A quorum was present.

A motion was made by Dick Snyder and seconded by Amber Morris to accept the agenda and approve the minutes for the October Meeting. There was no objection to this motion.

Assembly/Legislative: Assemblyperson Felix Rivera gave an assembly report. He mentioned the budget and that two issues in particular: 1) keeping public safety whole, especially fire service and; 2) an increase in funds for homeless camp abatement. Mr. Rivera mentioned that the assembly sub-committee on homelessness was discussing 1.3 million to fund an overflow shelter to ease abatement efforts (more robust camp cleanup requires additional staffing resources). Assemblyperson Rivera also mentioned that the 2nd public hearing on the ML&P sale is on December 4, 2018.

Magdalena Ontiveros with Rep. Geran Tarr's office stated that Rep. Tarr was in Homer for a conference on invasive species and is working on legislation on the topic. Ms. Ontiveros also mentioned that Rep. Tarr is going to be focusing on gun violence prevention legislation for the upcoming term. John Spring with Senator Tom Begich's office discussed the senator's focus on pre-k education funding for the next session. Mr. Spring also mentioned the issue of the Black Angus Inn's liquor license and KABATA's rumored comeback.

PTA: 2K was raised for the hockey rink during the Halloween carnival.

Climate Action Plan: Catherine Kemp, member of the Anchorage Climate Action Plan Steering Committee, visited the council to inform them of the MOA climate action plan. This process is being funded through an 80K grant from the UAA faculty initiative fund. The Climate Action Plan Steering Committee is working on community recommendations and draft plan. The next meeting is at the Anchorage museum on December 7, 2018.

<http://www.muni.org/Departments/Mayor/AWARE/resilientanchorage/pages/climateactionplan.aspx>

AUUF Master Plan: The Unitarian Universalist Fellowship (AUUF) gave a presentation on their master planning efforts. They are working to develop a plan to create, foster, or Allow AUUF grounds to maximize: aesthetics; multiple functions; future flexibility; safety and accessibility; security; living UU values; and being good neighbors and benefiting the neighborhood. Members of the fellowship are open to input from the community.

DOWL Midtown congestion relief: Steve Noble with DOWL, Shawn Hollands (DOT Project Manager), and Galen Jones with DOT came by to give a midtown congestion relief project update. The purpose of this project is to improve safety and mobility for all uses on the Seward Highway while enhancing east-west multi-modal safety, connectivity, and access for midtown Anchorage. The major question being dealt with here is: "How are we going to improve transportation in midtown?" There are advisory groups in place made up of stakeholders, businesses, and citizens. There will be more open houses. By this fall, it is hoped that the various groups arrive at a consensus of viable concepts needed to go forward.
www.midtowncongestionrelief.com

Resolution for AMATS TIP: A resolution was not drafted due to a lack on information on the AMATS website; there was not enough data to do a correct resolution. The UMED road project has been removed from the TIP. Discussion ensued regarding a Transportation Demand Management Study (TDMS). A TDMS is a method to examine transportation patterns for University/Medical districts that are joined with residential areas; this would be an idea worth implementing in the UMED area. A motion was made and passed with unanimous consent to instruct President Ramsey to write a letter to AMATS urging the pursuit of a Transportation Demand Management Study.

Airport Heights Community Council Facebook page Rules and Regulations: A resolution was presented setting the following guidelines: 1) Political campaigning and/or candidate endorsements are

strictly prohibited; 2) Solicitations for services or products are prohibited; 3) This page is intended for community notices, local happenings, requests for information or assistance, garage sales, free items, or one time sales that are not for commercial profit (such as housewares, a used vehicle, extra powder pass for Alyeska, etc.). A motion was made and seconded to pass the resolution. The motion passed with a vote of 16 for 0 against 0 abstentions.

FCC Report: There was no report given being that there was not a November meeting.

FAIRVIEW COMMUNITY COUNCIL
General Membership Meeting Draft Minutes
Fairview Recreation Center — 1121 E 10th Ave
January 10, 2019 — 7:00-8:45 PM

Call to Order 7:00 PM

Welcome & Introductions

Approval of Agenda and Minutes - Chamard moved to approve agenda. Miller seconded. None opposed; approved. Klein moved to approve December meeting minutes. Chamard seconded. None opposed; approved.

Legislative Reports

Tom Begich - budget release Feb 15. \$3.2 billion. Reintroduce pre-K bill. Expungement legislation. Spring will be in Anchorage as a liaison. Begich is new minority leader in Senate. Library funding - patron left about \$7 million to build a downtown library. In the final stages to pick a location.

Zack Fields - House has two 19-member caucuses. Member of mostly democrats. Hope is to have functioning bipartisan coalition. FVCC asked me to follow with MCR Project. Safety and convenience is priority. DOT needs to shovel snow. Work with community councils on local issues. Importance of medicaid funding and treating of substance abuse. Schneider case (close loopholes). Strengthen penalties for vehicle theft.

Christopher Constant - animal noise ordinance: reasonable standard. 5 million dollars is in the TIP. Charter changes: proposal to allow lease purchases. OMB page to see proposed bond packages. Doesn't include \$50 million proposed by ASD with portions dedicated to earthquake repair. Question of delegating authority for junk vehicles. Currently for police officers only. Open house on Chester Creek Bike Improvements (January 16). Plastic bag ban petitioners have until Monday 5PM to gather signatures. Alcohol tax will be on ballot. Alleva: disappointed that you were not elected vice chair. Alcohol Tax: [Alleva] will oppose that because more items containing alcohol should be taxed. Surcharge to churches and nonprofits for fire, police, and paramedics. Constant: heard reports from Juneau calling back question of properties not directly related to Church mission. We should regulate alcohol like marijuana (5% tax). Question: ban of vehicles on private property? Constant: don't have ability to seize property until deemed a nuisance. Need to speak with Code Enforcement. Begich: Dunbar said that we can longer put anymore facilities in downtown. Surcharge on medication is a good idea and should be done on state level. Knapp: penalized and still being penalized for not taking prescription drugs.

Presentations

CompACT - Kylee's Fairview Project. Tamas and Connor presented their project. Multi-generational housing. Kylee is a fourth grader with family an important value and grandma central to family life. 3 units in one lot (with potential for fourth unit). Alleva: financial issues addressed. Thornton: Planning Department mentioned a zero-lot line issue.

Chamard moved to extend meeting to 8:45PM. Thornton seconded.

DOWL - Agency Advisory Jan 23. Citizen's Advisory Feb 4. Public Open House Feb 28. Looked at whether Seward Highway will be an elevated corridor or depressed corridor. Need to identify a preferred concept; won't know until at least Spring. Lots of community involvement that needs to take place and lots of evaluation of concepts that we need to undertake and we need the public's feedback. Concepts: 9 possible concepts reviewed by engineers. Two families of solutions: one-way frontage family and two-way frontage family. Michigan u-turn. Klein: traffic model determines how flow of traffic in a neighborhood is designed. Has any of the work you have done led to changes in the DOT model? Whitesell: model is Muni's, not DOT's, and we have had access to the model via AMATS. Model is not easy to work with. We are getting active feedback. Working with available information and we have done our own studies. Connor: given all of the community feedback and how broad the area is, are there improvements in areas outside the corridor? Whitesell: if traffic is dispersed back into network, parallel streets will be affected.

Question I ask is are we concentrating traffic and generating improvements elsewhere or are we just concentrating traffic to forget?

Standing Reports

President's Report - sign up sheet. March - elections in executive board. May - Spring Cleanup. Summer Social Event (picnic/block party). March design workshop. Anchorage Coalition for the Homeless. 18% decline in homelessness. Responsive to public input. Brown's Field grant. Site assessments for contamination. Soliciting site nominations. Looking for public input. Interested in livable communities, presentation at Williwaw.

Treasurer's Report - \$7 fee. \$40 in t-shirt sales. \$557 General. \$1246 Community Development. \$274 Beautification. \$2077 total.

New Business

Mayday trees - Removing bird cherry trees: proposing a resolution. Asking for it to be introduced. Scale of work needs to be multiplied. Need to treat with herbicide. Fairview itself does not have much coverage in Chester Creek trail. Klein - resolution to lay on the table.

Chamard moved to extend meeting to 8:55PM. Thornton seconded.

Climate Workshop - Mayor's office putting together a climate action plan. Fairview requested a workshop for next Thursday at FV Rec Center from 7-8:30PM.

Updates

Black Angus Committee - wants to turn it into prisoner entry. Will go to next meeting and report back. Every Monday at 5:30PM.

Design Committee - meeting every Sunday at 9:30AM. There will not be a meeting next Sunday. Design Committee will next the following Sunday. Workshop on March 30th 12-4PM.

Civic Heroes - trying to get funding and mentioned it to Constant. Welcome a motion to floor drafting a letter to seek funding. Klein moved. Chamard seconded. None opposed; passed.

Native Medical Center Site Plan - two alternatives presented. Another meeting at of the steering group on January 30. Trail to tie into Fairview Greenway.

Community Comments

Alleva - spend 3.8 million widening sidewalks and condense two-lane to one-lane. Beans cafe responsible for crosswalks. No crosswalks from Reeve Blvd to Eagle St. If they are going to allocate money, then propose an alternative.

Adjourn Charmard moved. Thornton seconded. 8:50PM

Landscape Vision Ideas Discussion

05.23.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study Corridor Concept Update Workshop #4 Landscape Charrette

1

TODAY'S AGENDA

- **Project Study Area - Existing Conditions Overview:**
 - Downtown
 - Greenbelts and Trail Networks
 - Recreational Facilities
 - Civic Spaces
 - Entertainment / Nightlife
 - Multi-modal Access
- **Precedent Studies:**
 - Covered Freeways (1, 2, 3)
 - Green Streets / LIDA Facilities (4)
 - Transit Centers (5)
 - Safe Crossings (6)
 - Nature Play (7)
 - Water Features (8)
 - Lighting and Sculpture (9)
 - Interim Plantings (10)
- **Community Vision:**
 - Brainstorming Session
 - Collaborative Discussion

2

EXISTING CONDITIONS

- Downtown Civic Spaces**
- Greenbelts and Trail Networks**
 - Chester Creek Trail Greenbelt
 - Campbell Creek Trail
 - Coastal Trail
- Recreational Facilities**
 - Chester Creek Sports Complex
- Civic Spaces**
 - Cuddy Park
 - BP Energy Center
- Entertainment**
 - Alaska Center for Performing Arts
 - Century 16 Cinema
 - ZJ Louisa Library
 - Moose's Tooth (summer concert series)
 - Alaska Rock Gym
- Multi-Modal Access**

3

PRECEDENT STUDIES

Study #1
Interstate-5: Rose Quarter, Portland, OR
Image Copyright: I-5 Rose Quarter Improvement Project Website: <https://www.i5rosequarter.org>

EXISTING

4

PRECEDENT STUDIES

Study #1
Interstate-5: Rose Quarter, Portland, OR
Image Copyright: I-5 Rose Quarter Improvement Project Website: <https://www.i5rosequarter.org>

PROPOSED CONCEPT

5

PRECEDENT STUDIES

Study #1
Interstate-5: Rose Quarter, Portland, OR
Image Copyright: I-5 Rose Quarter Improvement Project Website: <https://www.i5rosequarter.org>

PEDESTRIAN & BIKE CONNECTION


Study Highlights:

- Re-connecting Fragmented Neighborhoods
- Adaptive Infill Over Freeway Lanes
- New Pedestrian & Bike Connections

6


PRECEDENT STUDIES

Study #2
 Interstate-5: Freeway Park, Seattle, WA
 Landscape Architect: Lawrence Halprin & Associates
 Completed in 1976



Study Highlights:


- Falling Water / Sound
- Sensory Experience
- Outdoor Rooms
- Event Spaces
- Infill Over Freeway
- Linking Neighborhoods



7

PRECEDENT STUDIES

Study #3
 Interstate-395: National Mall, US Botanical Gardens, US Capitol, Washington, DC

Study Highlights:

- Botanical Garden
- Heritage Museums / Monuments
- Open Spaces: Passive Play / Markets / Concerts



8

PRECEDENT STUDIES

Study #4
 Green Streets / LIDA Facilities








9

PRECEDENT STUDIES




Study #4
 Green Streets / LIDA Facilities

10


PRECEDENT STUDIES

Study #4
 Green Streets / LIDA Facilities

Study Highlights:



- Stormwater Management
- Aesthetic Value
- Traffic Calming



11


PRECEDENT STUDIES

Study #5
 Transit Centers

Study Highlights:

- Re-connecting Fragmented Neighborhoods
- Adaptive Infill Over Freeway Lanes
- Improved Access for Work and Play



12

PRECEDENT STUDIES

Study #6
Safe Crossings: Glenn Muldoon Diverging Diamond Interchange, Anchorage, AK



Study Highlights:

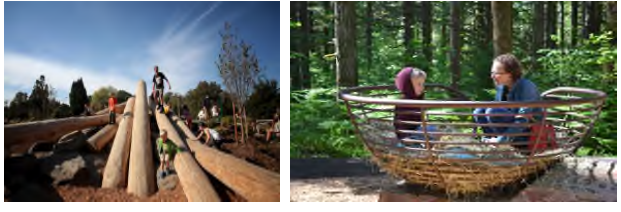

- Separated Grade Crossings
- Wayfinding Signage
- Dedicated Pedestrian / Bike Routes
- Improved Experience for Users



13

PRECEDENT STUDIES



Study #7
Nature Play: Westmoreland Park, Portland, OR / Silver Falls State Park, Silverton, OR

14

PRECEDENT STUDIES

Study #7
Nature Play: Westmoreland Park, Portland, OR / Silver Falls State Park, Silverton, OR

15

PRECEDENT STUDIES

Study #7
Nature Play: Braithwaite Park, Mount Hawthorne, Australia




16

PRECEDENT STUDIES


Study #7
Nature Play: Braithwaite Park, Mount Hawthorne, Australia




17


PRECEDENT STUDIES

Study #7
Nature Play: Braithwaite Park, Mount Hawthorne, Australia



Study Highlights:


- Reclamation
- Adaptation of Material
- Connection to Nature
- Challenging / Engaging



18


PRECEDENT STUDIES

Study #8
Water Features: Elizabeth Caruthers Park, Portland, Oregon



Study Highlights:



- Calming Sound of Water
- Activated by Play
- Cooling Effect on Urban Ecosystem



19

PRECEDENT STUDIES



Study #9
Lighting and Sculpture

20

PRECEDENT STUDIES



Study #9
Lighting and Sculpture

21

PRECEDENT STUDIES

Study #9
Lighting and Sculpture

22

PRECEDENT STUDIES

Study #9
Lighting and Sculpture



Study Highlights:


- Activate Spaces After Hours
- Users Improve Security / Self-Policing
- Aesthetic Appeal / Support Local Artists



23


PRECEDENT STUDIES

Study #10
Temporary Plantings



Study Highlights:

- Project Timing and Interim Medians
- Design 1-3 years, 5 years, 10 years



24

COMMUNITY VISION

Now it's your turn.

- Brainstorming Session
 - Identify aspects of the theming discussion that are appealing.
- Collaborative Discussion
 - Pros and Cons
 - Hierarchy of Importance / Design Consideration





Corridor Landscaping Charette

Thursday, May 23, 2019, 12 PM – 1:30 PM

DOWL, 4041 B Street, Anchorage

Corridor Vision Statement:

Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety and access for Midtown Anchorage.

Agenda

- Project Study Area - Existing Conditions Overview:
 - Downtown, Civic Spaces, Greenbelts and Trail Networks, Entertainment / Nightlife, Recreational Facilities, Multi-modal Access
- Precedent Studies:
 - Covered Freeways
 - Nature Play
 - Green Streets / LIDA Facilities
 - Water Features
 - Transit Centers
 - Lighting and Sculpture
 - Safe Crossings
 - Interim Plantings

Community Vision:

- Brainstorming Session
- Collaborative Discussion

Feedback

- Live/Work/Play Initiative: tying this into our project
- Look at A St. crossing where creek crossing is combined with pedestrian/bike facilities. It creates much brighter and more open comfortable facilities.
- Water features – be careful!
- Mixed-use development – What came first in this example? Development or park?
- How can we include parkland into constrained corridors?
 - o Low-speed frontage roads
 - o Tying in with other parks/spaces
 - o Create activation of spaces (flexibility)
 - o Fish hooks – Be careful of constraints in federal funds.
- Solutions need to respond to scale and character of the environment.
- Think about 'value' of existing land uses.
- This is an opportunity to support and create change.
- Incentivize non-motorized as a mobility solution.
- People drive to and around midtown. Will they walk?
- There is no landscaping elsewhere south of Tudor along the Seward Highway.
- Consider community markets – improved bike/ped access will activate between midtown and residential areas to the east. Also, consider food cart pods.





- Look at Ship Creek plan.
- 15-minute walk is great.
- Parking – Consider transit hub with parking hub (but activated!).
- Consider materials carefully – We don't want to attract animals (moose, etc.).
- Can landscape features be designed to reflect the character/history of adjoining neighborhoods? (i.e. Rogers Park, Blueberry Lake)



Anchorage Assembly

November 1, 2019

February 28, 2020

11.01.2019

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study

Anchorage Assembly Information Briefing

1

TODAY'S AGENDA

1. Challenges
2. Why the PEL
3. Difference from what's happened previously
4. How the PEL process works
5. What we found: PEL Study outcomes & recommended projects
6. Next Steps
7. Discussion

2

PROBLEMS

- **Safety**
 - o The Seward Highway in Midtown has elevated crash rates & fatalities for drivers, bicyclists, pedestrians
- **Barrier to community**
 - o The Seward Highway separates east and west and affects quality of life
- **Traffic congestion**
 - o Highest volumes/longest delays in the state
- **Economic development**
 - o Corridor improvements support growth

Slide 3

3

WHY THE PEL APPROACH?

- **Reduces duplication** between planning and environmental processes
- **Saves cost** by enabling faster project decisions that incorporate planning and environmental efforts
- **Enables transparency** from planning through to project delivery
- **Creates opportunities for stakeholder involvement** early and often through the study process

Slide 4

4

HOW IS A PEL DIFFERENT FROM WHAT'S BEEN TRIED BEFORE?

- Collaborative, comprehensive solutions to more broadly defined problems
- Multimodal emphasis as well as economic and community development considerations
- Extensive public outreach and stakeholder feedback integration to streamline implementation and reduce risk

Integrating planning and environmental tasks in project development results in a thoroughly vetted list of recommended projects that can meet goals and are ready for implementation

Slide 5

5

HOW IS A PEL DIFFERENT FROM WHAT'S BEEN TRIED BEFORE?

EXISTING CONDITIONS
NEEDS/ISSUES
VISION & GOALS
CONCEPT DEVELOPMENT
CONCEPT EVALUATION
PREFERRED CONCEPT
INDIVIDUAL PROJECTS

PUBLIC INVOLVEMENT

Slide 6

6

HOW THE PEL PROCESS WORKS: PUBLIC OUTREACH

- Extensive public process
- Agency, Business and Citizen Advisory Groups
 - 5 meetings each over the course of the study
 - Nearly 40 participants in concept screening workshop
 - Continued involvement planned in next steps
- 3 open houses; 3rd on November 12
- Regular attendance at all 7 bordering Community Councils
- Countless one-on-one meetings



Slide 7

7

VISION

Guiding solutions. Reflecting public/agency input.



Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

Slide 8

8

EXISTING CONDITIONS



Slide 9

9

EXISTING CONDITIONS



Slide 10

10

WHAT WE'VE HEARD

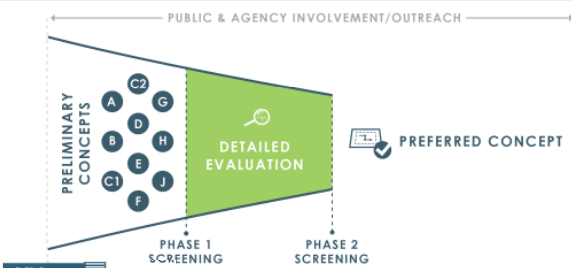
- Depress the freeway
- Improve pedestrian and bicycling facilities
- Retain and improve east-west connections
- Support land uses in Midtown and adjoining Seward Highway
- Support Midtown City Center (2040 Land Use Plan)
- Minimize ROW acquisition as much as possible
- Plan for what's in community's best interest not just cheapest
- Move forward without delay on final build
- Genuine concern about couplet and risk of median space to become a blight
- Continue public engagement to ensure aesthetics, amenities, and civic space



Slide 11

11

WHAT WE FOUND: CONCEPT DEVELOPMENT AND SCREENING



Slide 12

12

WHAT WE FOUND: KEEP THE CONVERSATION GOING

Community Placemaking

- Direct outcome of stakeholder feedback
- Designed to use transportation projects as catalyst for community building
- PEL advisory groups combined into single working group that will ensure integration of community-generated ideas in design process
- Starting late 2019/early 2020
- Funding already secured




Slide 13

13

WHAT WE FOUND: RECOMMENDED PROJECTS

1. Tudor Road Interchange Reconstruction (initiating in 1-3 years)
2. Seward Highway/36th Ave Intersection Improvements (initiate in 1-3 years)
3. Seward Highway/Benson Blvd, Northern Lights Blvd, & Fireweed Lane Intersection Improvements (initiate in 1-3 years)
4. Seward Highway/ 36th Ave Interchange (initiate in 3-8 years)
5. Seward Highway/Benson Blvd to 20th Ave Access Improvements (initiate in 3-8 years)

A more robust and complete active transportation network would be established as a part of these projects




Slide 14

14

WHAT WE FOUND: RECOMMENDED PROJECTS

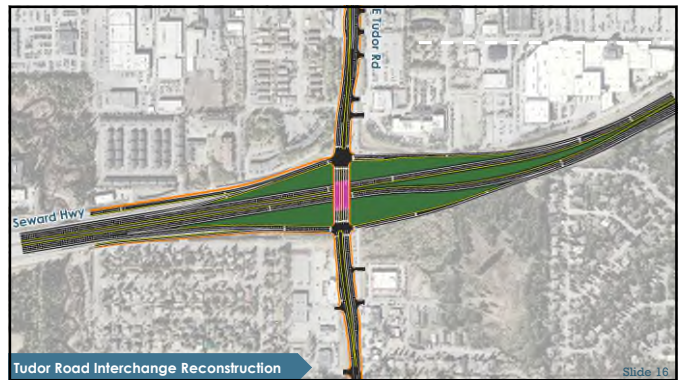
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Slide 15

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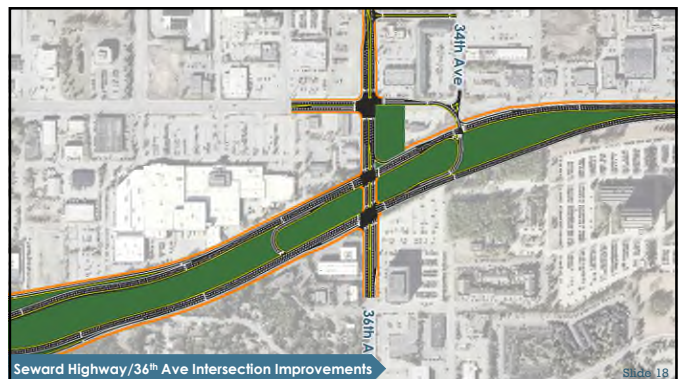
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Slide 17

17




18

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Slide 19

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WHAT WE FOUND: RECOMMENDED PROJECTS

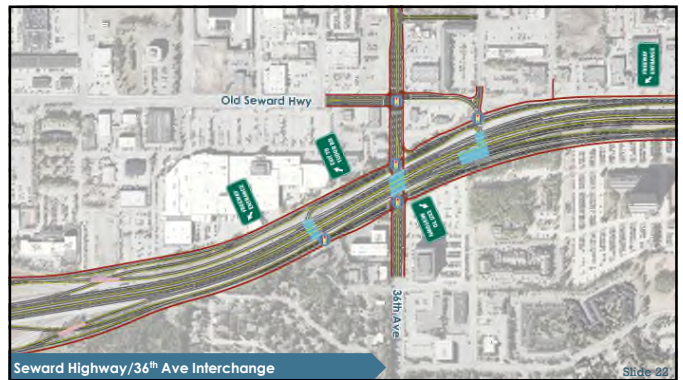
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A more robust and complete active transportation network would be established as a part of these projects



Slide 21

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22

WHAT WE FOUND: RECOMMENDED PROJECTS

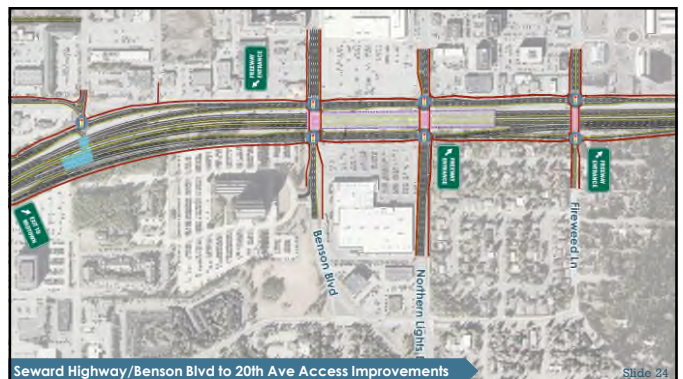
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A more robust and complete active transportation network would be established as a part of these projects



Slide 23

23



24

NEXT STEPS

- Third Public Open House Scheduled November 12
- Draft PEL Study Report posting on November 1 for 30-Day Comment Period
- Aiming to wrap up PEL Study phase by end of the year
- Initiate City Center Working Group (early 2020)
- Initiate NEPA Phase for highest priority project(s) (early 2020)



Slide 25

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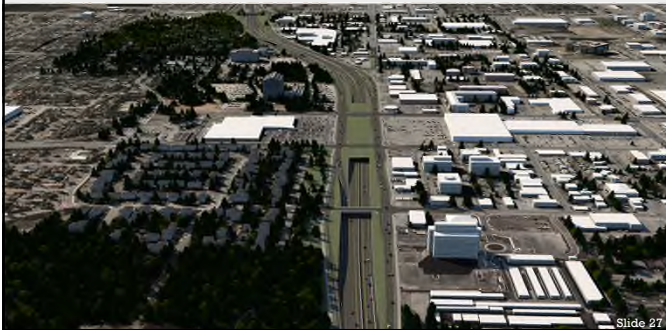
WHEN IT IS ALL DONE



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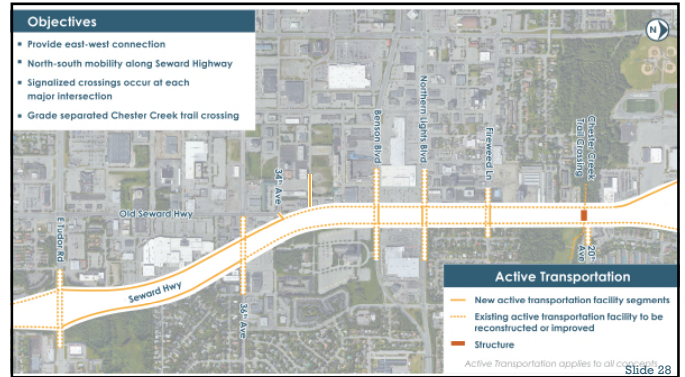
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CONCEPT RENDERING



Slide 27

27



Slide 28

28

CHESTER CREEK CROSSING TODAY



Slide 29

29

CHESTER CREEK CROSSING TODAY

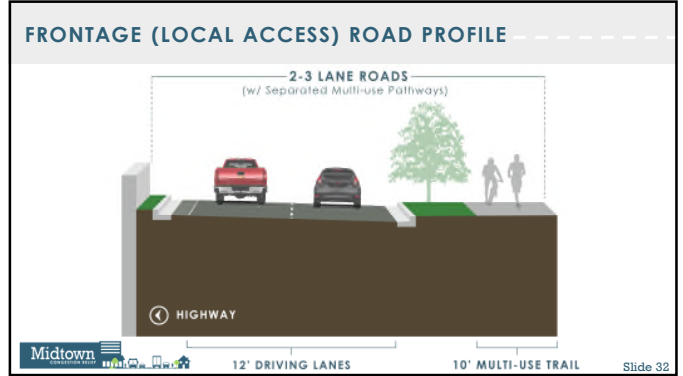


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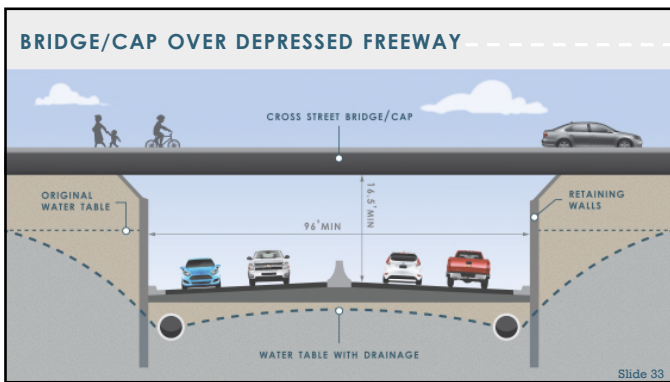
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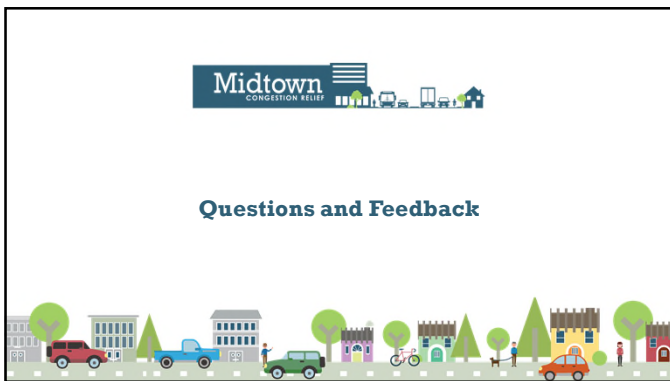
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FREQUENTLY ASKED QUESTIONS

- **When would construction start?**
 - > Preceding construction, next steps and estimated timeframes:
 1. Environmental/preliminary design (2020-2022)
 2. Design & Right of way acquisition (2022-2023)
 3. Construction (pending funding availability)
- **Will there be just one or multiple environmental documents?**
 - > One environmental document for each of the four projects recommended
- **Anchorage's population has recently declined. Where is this traffic going to come from?**
 - > We used the population growth forecast from the MOA 2040 Land Use Plan
 - > We are using the Anchorage Traffic Model, which incorporates the 2040 Land Use Plan forecast
 - > The MTP 2045 Seward Highway volumes are very similar to those used for MCR

Midtown CONGESTION RELIEF See a full list of FAQs on the project website: www.midtowncongestionrelief.com

34



35

02.28.2020

Midtown

CONGESTION RELIEF

Planning & Environmental Linkages Study
Anchorage Assembly Work Session:
Resolution 2020-55

1

TODAY'S AGENDA

1. Seward Highway – Barrier To Safety and Movement
2. Midtown Vision and Projects
3. What We've Heard
4. Assembly Resolution Suggested Changes
5. Discussion

2

SEWARD HIGHWAY BARRIER: SAFETY

Anchorage pedestrian struck in crosswalk, APD says driver had green light

APD: Woman who crashed off of overpass had been in hit-and-run moments before

UPDATE: Police identify victim in fatal Midtown hit-and-run

UPDATE: All lanes open on Seward Highway

UPDATE: Northbound Seward Highway at Tudor is closed indefinitely, DOT says

3

SEWARD HIGHWAY MIDTOWN: 2017-2019

 3 of the top 10 most accident prone intersections	 3 of the top 10 highest severity crash intersections	 6 fatalities in the last 3 years	 3 of the top 8 highest volume intersections
 No north/south pedestrian corridors	 Pedestrian facilities not ADA compliant	 No pedestrian bridges or underpasses	 7-9 lanes wide

4

VISION

Guiding solutions. Reflecting public/agency input.

MIDTOWN	 ACCESS/CONNECTIVITY	 MULTI-MODAL
SEWARD HIGHWAY	 MOBILITY	 ACCESS

“
Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal, safety, connectivity, and access for Midtown Anchorage.

5

PUBLIC INVOLVEMENT

- Agency, Business, and Citizen Advisory Groups
 - 5 meetings each
 - 40 participants at Concept Screening Workshop
 - Continued involvement planned in next steps
- 3 Open Houses
- Regular visits to 7 Community Councils
- Ingra Street gathering
- Countless one-on-one meetings

DRAFT PEL STUDY REPORT

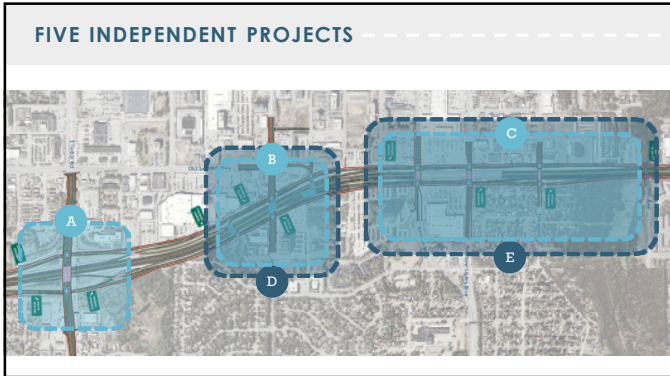
- Released for public comment on **November 1, 2019**
- Public comment concluded **December 20, 2019**
- Community Councils invited to provide comment through **end of January 2020**
- Comments received from:
 - 1 Business
 - 2 Residents
 - 4 Community Councils
 - Municipality of Anchorage

6

FIVE INDEPENDENT PROJECTS

PEL Recommendations	2019 Cost Estimate
A. Tudor Road Reconstruction	\$40-50M
B. Seward Highway/36th Avenue Intersection Improvements	\$48-55M
C. Seward Highway/ Benson Boulevard, Northern Lights Boulevard and Fireweed Lane Intersection Improvements	\$70-80M
D. Seward Highway/36th Avenue Interchange	\$70-90M
E. Seward Highway/Benson Boulevard to 20th Avenue Access Improvements	\$200-230M

7



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13

COMMUNITY PLACEMAKING

- New Advisory Group drawing on members of Agency, Business, and Citizen Advisory Groups and other interested place-makers
- 3-4 meetings annually
- Advisory Group will participate in Strategy Lab with the National Consortium for Creative Placemaking on May 13
- 2020 Creative Placemaking Leadership Summit in Anchorage

Creative Innovators to Meet in Alaska May 14-15

Limited Early Access Registration Available! cpcommunities.org

14

SEWARD HIGHWAY: AFTER CONSTRUCTION

- Resolves crash frequency and severity
- 5 pedestrian bridges or underpasses
- Pedestrian crossings are 1-2 lanes shorter than existing
- North/south multi-use pathway on both sides of Seward Highway
- East/west multi-use pathways on all cross-streets
- 4-lane depressed/partially capped freeway from Benson to Fireweed
- Changes Seward Highway to a slower speed, commercial access arterial
- Creates green space and opportunity for enhanced Midtown city center
- Quieter and more secure neighborhoods
- Most utilities undergrounded

15

WHAT HAVE WE HEARD?

- Resolutions received from Airport Heights, Fairview, Rogers Park, and Tudor Area Community Councils
- All expressed conditional support for projects provided certain elements were addressed
- Concerns about Seward to Glenn PEL/corridor study

16

COMMUNITY COUNCIL RESOLUTIONS

	In Assembly Resolution?	In PEL Study Recommendations
• Specific desires repeated throughout:		
✓ Depress the freeway	✓	✓
✓ Coordinate design for the entire MCR corridor before starting any construction	✓	✓
✓ Tightly sequence construction	✓	✓
✓ Lower speeds	✓	✓
✓ New bridge at Chester Creek	✓	✓
✓ Continue discussions with Ingra Street and Geneva Woods residents	✓	✓
✓ Conduct a PEL study for the Seward Highway north of 18th Avenue	✓	✓

17

WHAT ABOUT FAIRVIEW?

- Similar PEL for Seward Highway to Glenn Highway Connection through Fairview and Downtown is slated to begin Summer 2020
- Kelly Summers, DOT&PF, Project Manager
 - 2 year schedule
 - Extensive public outreach and community involvement

18

THREE CHANGES REQUESTED TO ASSEMBLY RESOLUTION 2020-55

- Traffic model
- Mature trees on east side of Seward Highway
- Home values along Ingra Street

20

19

DRAFT ASSEMBLY RESOLUTION 2020-55: TRAFFIC

Add:
WHEREAS, the MOA recently completed an updated traffic model for the MTP 2040 that generated updated traffic forecast and project information for the 2040 Existing and Committed projects.

Revise:
Clause 6: Use the 2040E+C Traffic Model developed by AMATS as the starting point for traffic modelling in NEPA and design analyses to implement the projects recommended in the PEL...

Why is this Important?

- To ensure the projects are evaluated against a model consistent with every other project in the Anchorage Bowl
- Recently completed MTP model includes a much more scientific approach to population growth and traffic generation
- MTP model is updated every 5 years

20

DRAFT ASSEMBLY RESOLUTION 2020-55: TREES

Revise:
Clause 1.F: To the extent possible, the numerous mature trees that are on the west side of Ingra Street will be preserved.

Why is this Important?

- Not realistic for trees on east side of Seward Highway to be "untouched"
- Ensures we can implement other mitigation (i.e., undergrounding utilities, re-platting properties, constructing noise mitigation features, etc

21


DRAFT ASSEMBLY RESOLUTION 2020-55: HOME VALUES

Revise:
Clause 1.B: Residents on the east side of Ingra Street will continue to have interaction with the project team to help DOT&PF avoid impacts to the neighborhood character and feel that could impact their property values. DOT&PF will develop landscape plans and project amenities that will enhance the quality of life for Ingra Street residents by improving security, reducing noise, and incorporating aesthetic elements into the design.

Why is this Important?


- Difficult to appraise and compensate for loss of property value other than full acquisition
- Better to approach this in a more proactive way, such as through placemaking, developing landscape plans, effectively reducing noise, creating defensible space in the neighborhood, creatively addressing ROW acquisition, and working with residents to provide input

22



Midtown
CONGESTION RELIEF

Questions and Feedback



23

MCR PROJECTS RELATIONSHIP TO MTP 2040

MCR Project	2019 Cost Estimate	MTP 2040 Project No.	MTP 2040 Cost Estimate
A. Tudor Road Reconstruction	\$40-50M	Project 132	\$31.5M
B. Seward Highway/36th Avenue Intersection Improvements	\$45-55M	Project 117	\$193.3M
C. Seward Highway/ Benson Boulevard, Northern Lights Boulevard and Fireweed Lane Intersection Improvements	\$70-80M	Project 212	\$250.1M
D. Seward Highway/36th Avenue Interchange	\$70-90M		
E. Seward Highway/Benson Boulevard to 20th Avenue Access Improvements	\$200-230M		

24

AMATS

Technical Committee: December 7, 2017

Policy Committee: December 21, 2017

Freight Advisory Committee: May 9, 2018

Joint Work Session: January 22, 2019



TECHNICAL ADVISORY COMMITTEE

Thursday, 7-Dec-17

2:30-4:30p

Main Conference Room

4700 Elmore Road, Anchorage, AK 99507

TAC AGENDA: 7 December 2017

1. Call to Order/ Roll Call

2. Public Involvement Announcement:

AMATS committee meetings are open to the public and the public is provided an opportunity to comment at each meeting. Business items are presented by staff or consultant. After the committee discusses the business item, the public is invited to formally comment.

3. Approval of Agenda

4. Approve Meeting Minutes: [2 November 2017](#)

5. Action Items:

- A. [Draft 2019-22 Transportation Improvement Plan Criteria](#) [Memo](#)
[Comment Response Summary](#)

Recommendation: Review and forward to the Policy Committee for approval.

6. General Information:

- A. Midtown Congestion Relief Planning and Environmental Linkage (PEL) Study
B. [2040 Metropolitan Transportation Plan Update](#)

7. Committee Comments

8. Public Comments

9. Adjourn


Upcoming Meetings and Events

Bicycle Pedestrian Advisory Committee: 5 December 2017, 6:30-8:30p

Policy Committee: 21 December 2017, 1:30-3:30p

AMATS does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. ADA and Title VI inquiries should be forwarded to Craig Lyon, lyonch@muni.org or 907.343.7996. AMATS Policy Committee and TAC meetings are audio recorded. The Municipality of Anchorage's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307.





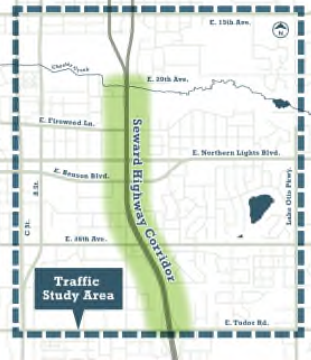
Planning and Environmental Linkages (PEL)

AMATS Technical Advisory Committee

December 2017

1

MCR PEL Area and Key Issues



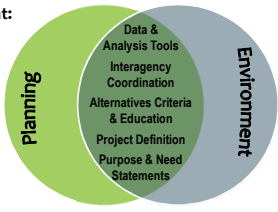
- Safety
- Seward Highway is a multi-modal barrier
- Congestion
- Transition from freeway to signals
- Midtown mobility not just Seward Highway mobility
- Prior project starts

2

A New Approach

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process, and
2. Uses the information, analysis, and products developed during planning to inform the environmental review process.



3

PEL Process Outline

Broader vision, better coordination, better decisions
Evaluation of a corridor enables a well-planned project approach with greater agreement from public/stakeholders.

PLANNING				
Scoping Process	Goals & Objectives	Range of Options	Selected Option	Adopt Plan
	Purpose & Need	Alternatives Screening	Environmental Analysis	
ENVIRONMENTAL				
Scoping Process	Purpose & Need	Range of Alternatives	Selected Alternative	Implement Project

4

Draft MCR PEL Goals

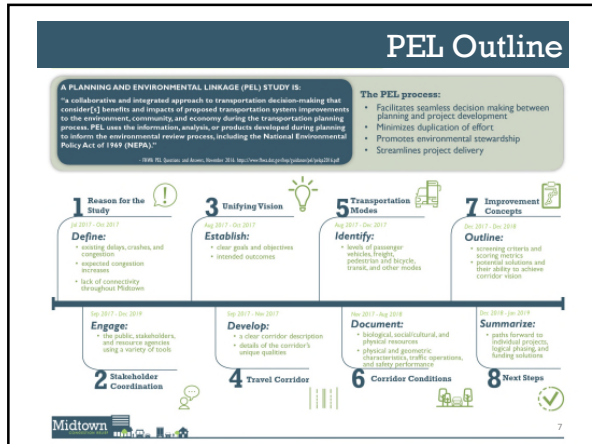
- Connect commerce and community
- Improve multi-modal transportation efficiency
- Improve safety
- Align with city and state planning documents
- Avoid and minimize impacts
- Maximize funding flexibility

5

MCR Outcomes

- Develop shared corridor vision, goals, and objectives
- Identify and implement individual projects that have:
 - Concurrence from public and agencies
 - Independent purpose and need
 - Logical termini
 - Independent utility

6



7

MCR PEL Success

- Model for future planning efforts
- Success will mean:
 - 3 years (August 2020)
 - PEL study finished
 - Broadly accepted corridor plan
 - First project in design
 - 5 years (August 2022)
 - First project under construction
 - Plan still broadly accepted and additional projects in design phase
 - 10 years (August 2027)
 - Plan implementation complete

8

Schedule

WHEN	WHAT
2017-2019	PEL Study
2019-2020	Environmental/Design/ROW
2020/2021+	Construction of Project #1
TBD	Initiate additional projects recommended in PEL when funding becomes available

Current STIP includes:

- Anchorage Midtown Congestion Relief (need id 26793)
- Seward Highway at 36th Ave Interchange (need id 29738)
- Both are funded "after 2019"

New STIP is in progress

9

Next Steps

- Data collection/research
- Public/agency involvement

Nov - Dec Federation of Community Council and Community Council Outreach Meetings

Dec AMATS Technical and Policy Committees


Jan 2018 Agency/Stakeholder Meeting
Open House #1

Feb Anchorage Transportation Fair

Mar + Community Council Working Group Meetings

10

Questions?



**Keep Alaska Moving Through
Services and Infrastructure**

Thank you!

11



POLICY COMMITTEE
Thursday, 21 December 2017
1:30pm-3:30pm
City Hall, 8th Floor Conference Rm
632 W. 6th Avenue, Anchorage, AK 99501


PC AGENDA: 21 December 2017

1. Call to Order/ Roll Call
2. Public Involvement Announcement:
AMATS committee meetings are open to the public and the public is provided an opportunity to comment at each meeting. Business items are presented by staff or consultant. After the committee discusses the business item, the public is invited to formally comment.
3. Approval of Agenda
4. Approve Meeting Minutes: [16 November 2017](#)
5. Action Items:
 - A. [Draft 2019-22 Transportation Improvement Plan Criteria](#) [Memo](#) [Comment Response Summary](#)
Recommendation: Review and approve Draft 2019-22 Transportation Improvement Plan Criteria.
6. General Information:
 - A. Midtown Congestion Relief Planning and Environmental Linkage (PEL) Study
 - B. [2040 Metropolitan Transportation Plan Update](#)
7. Committee Comments
8. Public Comments
9. Adjourn

Upcoming Meetings and Events

Technical Advisory Committee: 11 January 2018, 2:30-4:30p
Policy Committee: 25 January 2018, 1:30-3:30p






Planning and Environmental Linkages (PEL)

AMATS Policy Committee

December 2017

1

MCR PEL Area and Key Issues



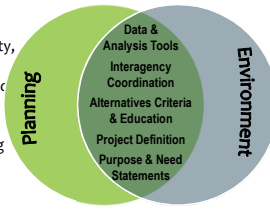
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- Midtown mobility, not just Seward Highway mobility
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- Align with city and state planning documents
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5

MCR Outcomes

- Develop shared corridor vision, goals, and objectives
- Identify and implement individual projects that have:
 - Concurrence from public and agencies
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 - Independent utility

6

PEL Outline

A PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY IS:
 "a collaborative and integrated approach to transportation decision-making that consider[s] benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process. PEL uses the information, analysis, or products developed during planning to inform the environmental review process, including the National Environmental Policy Act of 1969 (NEPA)."

The PEL process:

- Facilitates systematic decision making between planning and project development.
- Minimizes duplication of effort.
- Promotes environmental stewardship.
- Streamlines project delivery.

1 Reason for the Study
 Oct 2017 - Oct 2017
Define:
 • existing delays, crashes, and congestion
 • expected congestion increases
 • lack of connectivity throughout Midtown

2 Stakeholder Coordination
 Oct 2017 - Dec 2017
Engage:
 • the public, stakeholders, and resource agencies using a variety of tools

3 Unifying Vision
 Aug 2017 - Oct 2017
Establish:
 • vision, goals and objectives
 • intended outcomes

4 Travel Corridor
 Sep 2017 - Dec 2017
Develop:
 • a clear corridor description
 • details of the corridor's unique qualities

5 Transportation Modes
 Aug 2017 - Dec 2017
Identify:
 • levels of passenger vehicles, buses, pedestrians and bicycle, transit, and other modes

6 Corridor Conditions
 Dec 2017 - Feb 2018
Document:
 • biological, social/cultural, and physical resources
 • physical and geometric characteristics, traffic operations, and system performance

7 Environmental Concepts
 Dec 2017 - Dec 2018
Outline:
 • screening criteria and scoring metrics
 • potential solutions and their ability to achieve corridor vision

8 Next Steps
 Dec 2018 - Jan 2019
Summarize:
 • paths forward to individual projects, logical phasing, and funding solutions

Midtown 7

7

MCR PEL Success

- Model for future planning efforts
- Success will mean:
 - 3 years (August 2020)
 - PEL study finished
 - Broadly accepted corridor plan
 - First project in design
 - 5 years (August 2022)
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Midtown 8

8

Schedule

WHEN	WHAT
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New STIP is in progress

Midtown 9

9

Next Steps

- Data collection/research
- Public/agency involvement

Nov 2017- Jan 2018 Federation of Community Council and Community Council Outreach Meetings

Dec 2017 AMATS Technical and Policy Committees

Jan 2018 Agency/Stakeholder Meeting and Open House #1


Feb 2018 Anchorage Transportation Fair

Mar – Oct 2018 Community Working Group Meetings, Corridor Visioning, Alternatives Development

Midtown 10

10

Questions?



Keep Alaska Moving Through Services and Infrastructure

Thank you!

Midtown 11

11




AMATS Freight Advisory Committee Briefing

May 9, 2018

1

MCR PEL Study Area



Midtown

2

Planning and Environmental Linkages

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process




Midtown

3

Draft Corridor Vision

“Improve safety and mobility for all users on the Seward Highway while enhancing east-west multi-modal mobility, safety, connectivity, and access for Midtown Anchorage.”



Midtown

4

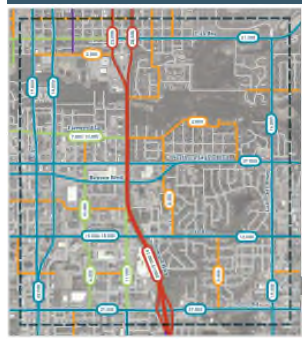
Draft Goals

- Safety**
 - Improve safety for all users by reducing the frequency and severity of crashes, particularly at intersections
- Mobility and Connectivity**
 - Reduce traffic congestion on the Seward Highway and cross streets
 - Improve connections for motorized and non-motorized users along and across the Seward Highway corridor
- Access**
 - Maintain access to adjacent land uses and improve access across the corridor for all travel modes
- Environmental**
 - Minimize impacts to residents, businesses, other stakeholders and the natural environment

Midtown

5

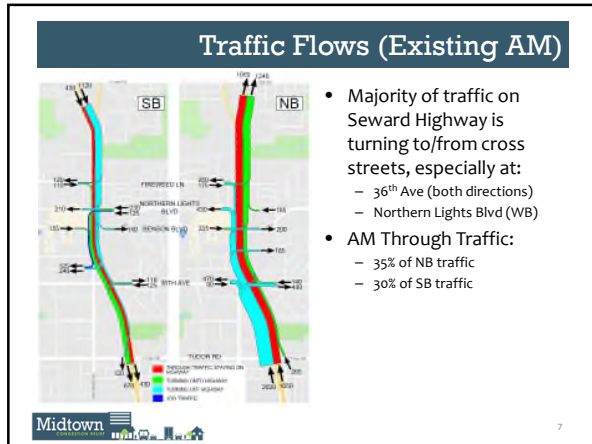
Study Area Roadway Network



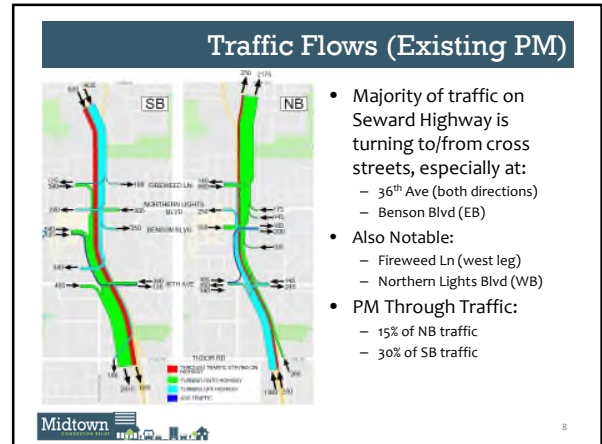
- This segment of Seward Highway has highest AADT in Anchorage Bowl
- Transitions from access controlled freeway to signalized corridor (at 36th Avenue)
- Intersects multiple east-west arterials with high-volume turn movements

Midtown

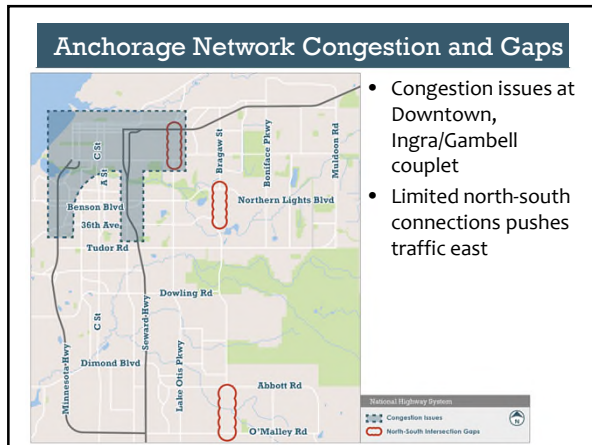
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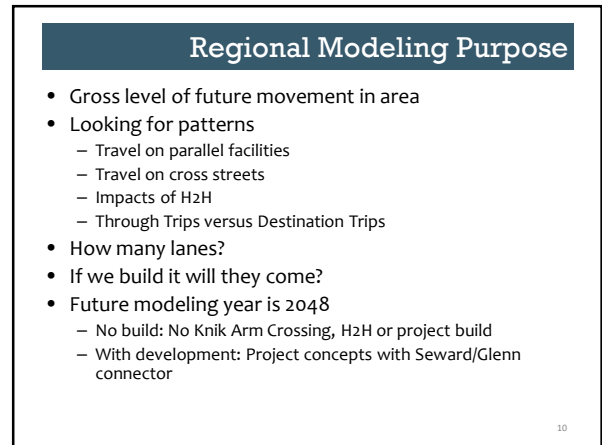
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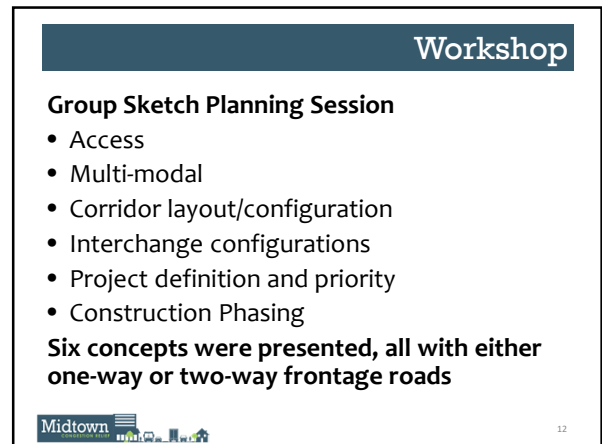
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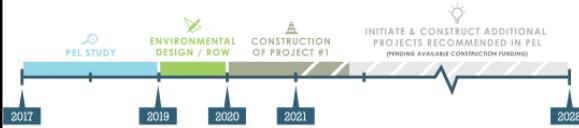
Common Elements


- Most concepts have Seward Highway crossing over 36th and under the remaining intersections
- Tudor Road interchange needs improvement
- Most concepts close through access on Fireweed Lane
- Ramp access to at least 2 of the cross streets – typically 36th and Northern Lights
- Frontage road access to most/all of the cross streets
- Improvements to the secondary road network
- Potential conversion of Northern Lights/Benson couplet to be two-way roads with one as local access
- Improve N-S and E-W multi-modal connections
 - Undercrossing at 33rd
 - Connecting Campbell and Chester Creek Trail networks

Midtown  13

13

Project Schedule




Midtown  14

14


Public Involvement/Outreach

- Residents Advisory Group/Business Advisory Group
 - 2-3 meetings to review concepts, evaluation, provide feedback
 - Approximately 15 participants in each group
- Additional Agency Meetings
 - As needed to review concepts, evaluation, provide feedback
- Public Open Houses
 - **Late Summer:** Draft concepts and evaluations
 - **Early 2019:** Preferred Concept

Midtown  15


15

Questions?

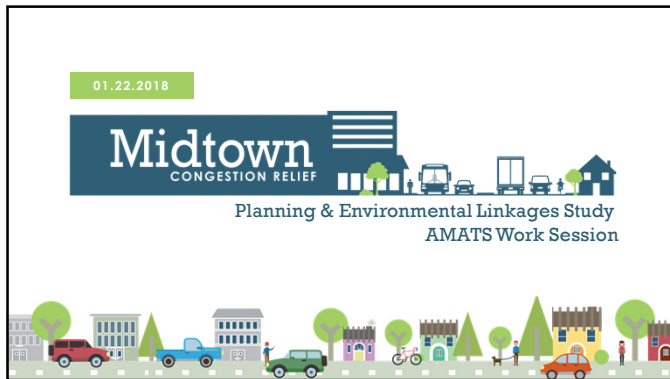


**Keep Alaska Moving Through
Services and Infrastructure**

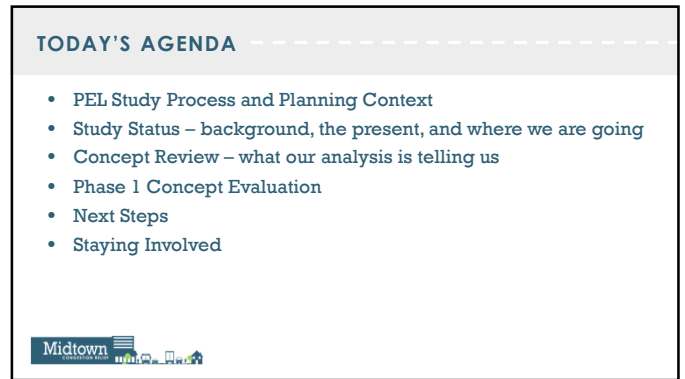
Thank you!

Midtown  16

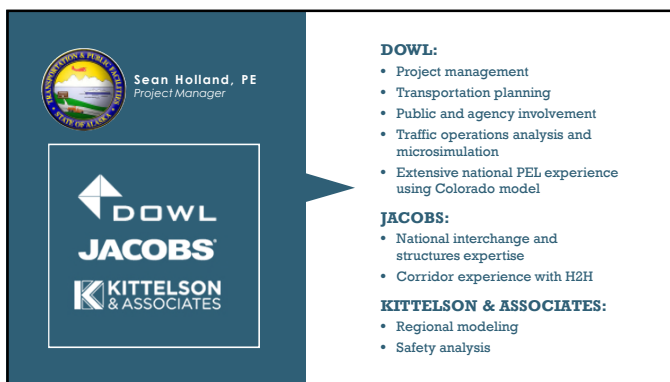
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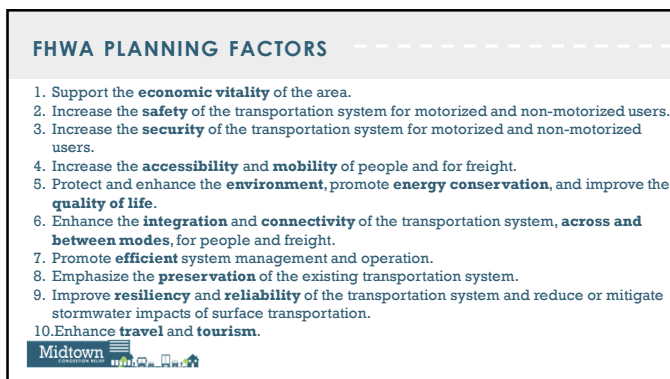
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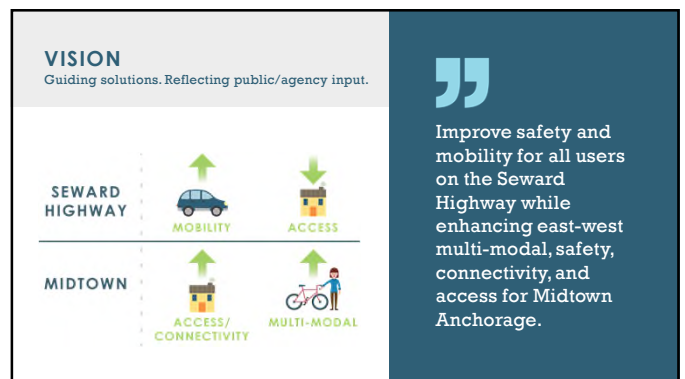
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6

PLANNING CONTEXT

- Anchorage Bowl Comprehensive Plan 2020
- Anchorage 2040 Land Use Plan
- Statewide Long-Range Transportation Plan
- Anchorage Metropolitan Transportation Plan 2035 and 2040
- Anchorage Bicycle and Pedestrian Plans
- Anchorage Municipal Code Title 21 Land Use Code



7



PEL STUDIES IDENTIFY CONCEPTS/PROJECTS THAT:

- Have Independent Utility
- Are Fundable
- Can Be Constructed in Logical Sequence
- Have Minimized Impacts

8

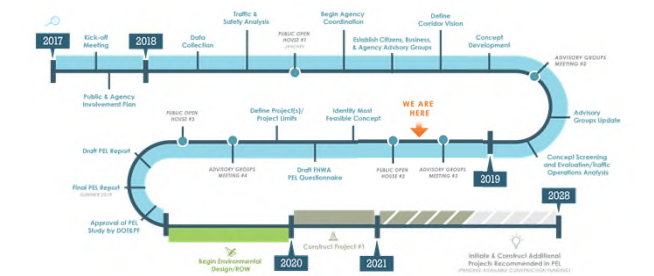


- Three Open Houses
- Interactive Map
- Citizen, Business, & Agency Advisory Groups
- Community Council Updates
- One-on-One Meetings

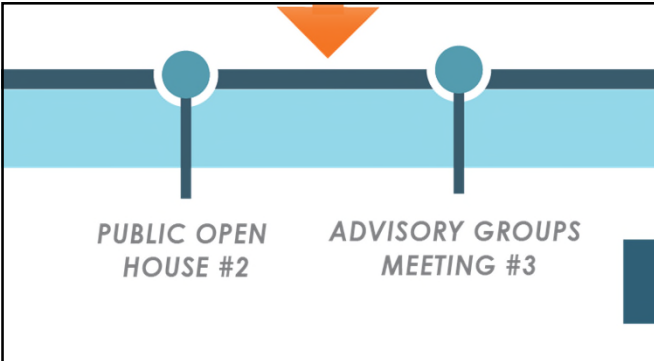
PUBLIC/AGENCY INVOLVEMENT

9

PEL STUDY STATUS



10




PUBLIC OPEN HOUSE #2

ADVISORY GROUPS MEETING #3

11


WHAT WE HAVE HEARD AND LEARNED . . .

- Seward Highway is a barrier
- Access to Midtown not Midtown by-pass
- Non-motorized access
- Secondary road network
- Property impacts
- Noise and visual impacts
- Aspirational project



12

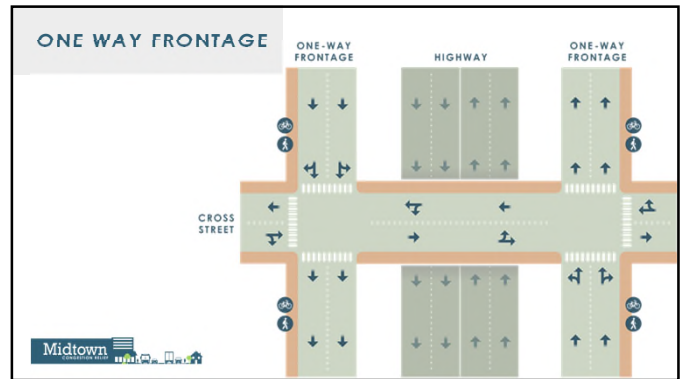
CONCEPT REVIEW



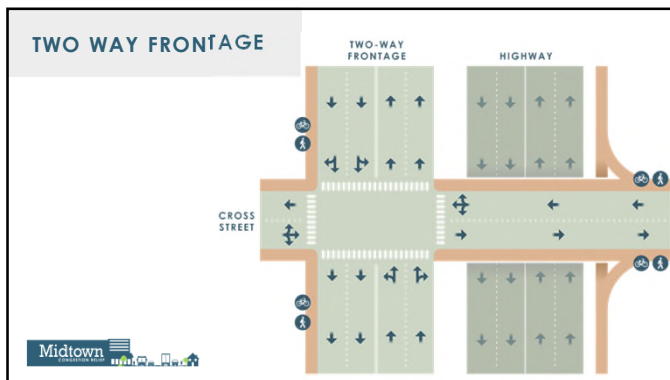
- Traffic and Operations Analysis
- Typical Sections
- Right-of-Way Impacts
- Environmental Impacts
- Land Use Impacts
- Preliminary Concept Screening

Concept Families are discussed on the next slides

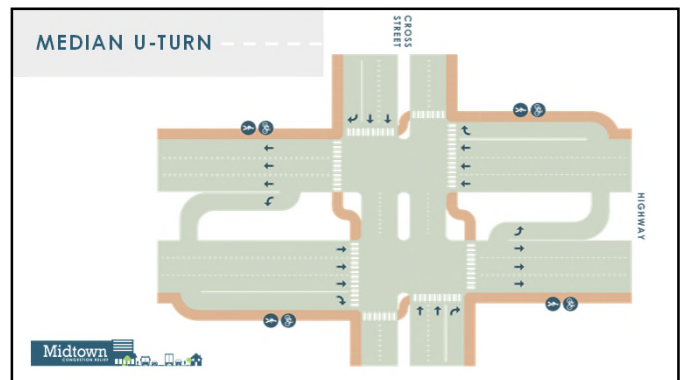
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16

PHASE 1 SCREENING CRITERIA

- Mobility:** Does the concept reasonably resolve congested areas or bottlenecks?
- Safety:** Will the concept reduce existing and future year crash rates?
- Access:** Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?
- Nonmotorized Connections:** Will the concept improve connections and provide facilities for nonmotorized users?
- Land Use:** Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?
- Implementation:** Can the concept be constructed and funded as a series of projects rather than one large project?

17

PHASE 1 SCREENING PRELIMINARY RESULTS

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?								
Safety: Will the concept reduce existing and future year crash rates?								
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?								
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?								
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?								
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?								
PROGRESS CONCEPT TO PHASE 2?	N	N	Y	Y	N	N	N	Y

18

**PHASE 2
REFINE CONCEPTS**

Continued Focus On:

- Alignment
- Specific property impacts
- Seward Highway up or down
- Planning context
- Public feedback
- Detailed concept screening
 - Broad analysis, including planning level costs and implementation phasing



19

STAYING INVOLVED

2019	JANUARY / FEBRUARY	Agency, Citizens and Business Advisory Group Meeting #3
	FEBRUARY 6	Anchorage Transportation Fair
	FEBRUARY 28	Public Open House #2, Concept Review and Screening
	LATE SPRING	Public Open House #3, Preferred Concept(s) Identified
	END OF SUMMER	Planning and Environmental Linkages Study Phase Concludes



20

NEXT STEPS



21

Anchorage Transportation Fair

February, 2018

February, 2019



**ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

TITLE VI REPORT

Section: Various

Region: Central

Prepared/Facilitated by: Brooks & Associates

Meeting Location: Alaska Airlines Center Auxiliary, University of Alaska Anchorage, 3550 Providence Drive, Anchorage, AK

Date: 2/8/2018 **Time:** 3 - 7 p.m.

Project Name	Project Number
5th and 6th Ave: Karluk to Airport Heights Pavement Preservation	State #: CFHWY00266 Federal #: 0A16051
A St: Northern Lights to 40th	State #: CFHWY00223
Abbott Rd Rehabilitation Phase II: Elmore to Birch	State #: Z539420000 Federal #: 0506003
AIA Runway 15/33 Rehabilitation	State #: Z590490000 Federal #: 3-02-0016-184-2017
AIA Runway 7L/25R Safety Improvements	State #: Z592300000 Federal #: 3-02-0016-XXX-20XX
AIA Taxiway S Improvements	State #: CFAPT00197 Federal #: 3-02-0016-XXX-20XX
Alaska Continuing Aviation System Plan Phase VII	State #: Z571070000 Federal #: 3-02-0000-019-2013
AMATS Fish Creek Trail Rehabilitation	State #: CFHWY00290 Federal #: TA17007
ANC Electronic Terminal Guidance Signs	State #: CSAPT00261
ANC Gate C8 Passenger Boarding Bridge	State #: CSAPT00388
ANC Taxiway F Reconstruction	State #: CFAPT00173 Federal #: 3-02-0016-XXX-20XX
ANC Taxiway R Group VI Improvements	State #: CFAPT00070 Federal #: 3-02-0016-XXX-2018
Anchorage Areawide Trails Rehabilitation Phase III	State #: Z581200000 Federal #: 0001362
Anchorage Areawide Trails Rehabilitation: Benson Pathway	State #: CFHWY00172 Federal #: 0001576
Anchorage Areawide Trails Rehabilitation: C St Pathway	State #: CFHWY00304 Federal #: 0527029
Anchorage Areawide Trails Rehabilitation: Fish Creek Trail	State #: Z584640000 Federal #: 0001521
Boniface Pkwy: Tudor to JBER Gate Pavement Preservation	State #: CFHWY00237 Federal #: 0543006

Project Name	Project Number
Brayton Ave: DeArmoun to O'Malley (AMATS) Pavement Preservation	State #: Z585750000 Federal #: 0001527
C St: 40th Ave to Minnesota Pavement Preservation	State #: Z583770000 Federal #: 0527025
C St: Port Access Rd to 40th Ave Pavement Preservation	State #: Z581540000 Federal #: 0001515
DeArmoun: E 140th to Hillside Pavement Preservation	State #: CFHWY00286
Campbell Tract Facility: Alternate Entrance Alignment	State #: CFHWY00260
Dowling Rd & Seward Highway Interchange Reconstruction	State #: CFHWY00359
Fish Creek Trail Extension	State #: HFHWY00083 Federal #: TA17002
Elmore Rd Pavement Preservation	State #: CFHWY00395
Glenn Highway Integrated Corridor Management Study & C St/Ocean Dock Rd Study	State #: CFHWY00159 Federal #: 0001572
Glenn Highway MP 34-42 Reconstruction	State #: Z581040000 Federal Project #: 0A15024
Glenn Highway MP 53 to 56 Reconstruction Moose Creek Canyon	State #: Z580130000 Federal #: 0A15025
Glenn Highway MP 66.5 to 92 Rehabilitation	State #: Z559670000
Glenn Highway: Capacity Improvement Project Phase II	State #: Z591210000
Glenn Highway: Colleen Street Intersection and Frontage Road	State #: CFHWY00006 Federal #: 0A15033
Glenn Highway: Eklutna to Parks Highway Pavement Preservation	State #: Z585340000 Federal #: 0A16048
Glenn Highway: Median Crossover 10	State #: Z590280000
Glenn Highway: Median Crossover 8	State #: Z590280000
Glenn Highway: Median Crossover 9	State #: Z590280000
Glenn Hwy: Parks Highway to S Inner Springer Lp (Phase 2) Reconstruction and Pathway	State #: Z581040000, CFHWY00029 Federal #: 0A15024, 0A15032
Glenn Hwy: S Inner Springer Lp to W Arctic Ave (Phase I) Reconstruction and Pathway	State #: CFHWY00317, CFHWY00029 Federal #: 0A15036, 0A15032
Glenn Highway and Muldoon Rd Interchange Improvement	State #: Z546250000 Federal #: 0001548
HSIP: CR Traffic Safety Corridor Left Turn Lanes Jim Dahler Road/Forest Lane Road	State #: Z570880000 Federal #: 0001497
HSIP: Glenn Highway Median Barrier, MP 30 to 34	State #: CFHWY00294 Federal #: 0A16053
HSIP: Sterling Highway & Main Street Intersection Improvement	State #: Z559840000 Federal #: 0211060
HSIP: Sterling Highway Shoulder Widening, MP 97-118	State #: Z589800000 Federal #: 0211065
Lake Hood Taxiway V Reconstruction	State #: CFAPT00174 Federal #: 3-02-0013-023-2018

Project Name	Project Number
Midtown Congestion Relief	State #: CSHWY00298
Minnesota Dr Pavement Preservation: Tudor Rd to 15th Ave	State #: CFHWY00132
Minnesota Dr Pavement Preservation: Tudor Rd to Seward Highway	State #: CFHWY00106
Muldoon Rd Pavement Preservation: DeBarr Rd to E 36th Ave	State #: CFHWY00406
Mountain View Dr Pathway Reconstruction	State #: CFHWY00259 Federal #: TA17004
Old Glenn Highway Pavement Preservation: Milepost 0 to 9	State #: CFHWY00378 Federal #: 0576011
Old Glenn Highway Pavement Preservation: Artillery Rd Interchange to W Lake Ridge Dr	State #: CFHWY00256 Federal #: 0558008
Old Seward Highway Pavement Preservation: Dowling to Dimond	State #: CFHWY00386 Federal #: 0537009
Old Sterling Highway Pavement Preservation: MP 0 to 8.7	State #: CFHWY00268 Federal #: 0001594
O'Malley Rd. Reconstruction Phase I, Seward to Livingston	State #: Z538040000 Federal #: 0512008
O'Malley Rd. Reconstruction: Phase II Livingston to Hillside and pathway	State #: Z550960000
Parks Highway/Talkeetna Spur Pedestrian Improvements	State #: Z581170000 Federal #: 0A41030
Parks Highway Bridge Replacement, Montana Creek	State #: Z589760000 Federal #: 0A41034
Parks Highway Bridge Replacement, Goose Creek	State #: CFHWY00217 Federal #: 0A41036
Parks Highway Bridge Replacement, Sheep Creek	State #: Z589760000 Federal #: 0A41034
Parks Highway MP 48.8 to 52.3 Reconstruction	State #: Z543730000 Federal #: 0A41029
Parks Highway: MP 83-99 Systemic Passing Lanes	State #: CFHWY00127 Federal #: 0A41037
Parks Highway: MP 44.5 to 48.8	State #: Z529290000 Federal #: 0A41026
Parks Highway: MP 90 - 99 Rehabilitation	State #: Z561770000 Federal #: 0A41032
Parks Highway: MP 99 - 123.5 Pavement Preservation	State #: CFHWY00089 Federal #: 0A42011
Parks Highway: MP 99 - 123.5 Systemic Passing Lanes	State #: CFHWY00092 Federal #: 0A42010
Parks Highway: Seward Meridian Parkway to Lucus Rd Preventative Maintenance	State #: CFHWY00285 Federal #: 0A41038
Parks Highway: Systemic Passing Lanes MP 123.5 to 163	State #: CFHWY00128
Post Rd Pavement Preservation: 3rd Ave to Reeve Blvd (AMATS)	State #: Z587610000 Federal #: 0549004
Public Safety Radio System Upgrades	State #: CFAPT00302

Project Name	Project Number
Rabbit Creek Rd Pavement Preservation	State #: Z585110000 Federal #: 0504009
Reeve Blvd: 5th Ave to Post Rd Pavement Preservation	State #: CFHWY00281 Federal #: 0535002
Security Fencing Improvements	State #: CFAPT00205 Federal #: 3-02-0016-XXX-2018
Seward Highway: MP 75-90 Road and Bridge Rehabilitation Phase I	State #: CFHWY00212 Federal #: 0001578
Seward Highway: MP 75-90 Road and Bridge Rehabilitation Phase II	State #: CFHWY00213
Seward Highway: O'Malley to Dimond Reconstruction	State #: CFHWY00012 Federal #: 0537008
Seward Highway: Dimond Blvd to Dowling Rd Reconstruction	State #: Z536260000 Federal #: 0A31049
Seward Highway: MP 0-8 Pavement Preservation	State #: CFHWY00109 Federal #: 0311034
Seward Highway: MP 100-105 Improvements	State #: CFHWY00011 Federal #: 0A31056
Seward Highway: MP 105-107 Windy Corner	State #: Z566310000 Federal #: 0A31034
Seward Highway: MP 114 to Dimond Pavement Preservation	State #: CFHWY00267 Federal #: 0A31060
Seward Highway: MP 17-22.5 Rehabilitation	State #: Z536100000 Federal #: 0311032
Seward Highway: MP 25.5-36 Pavement Preservation	State #: CFHWY00301 Federal #: 0311035
Seward Highway: MP 25.5-36 Rehabilitation	State #: Z546590000 Federal #: 0311031
South Terminal Escalators 3 and 4 Replacement	State #: CFAPT00284 Federal #: 3-02-0016-180-2017
Sterling Highway Safety Corridor Improvements MP 82.5 to 94	State #: CFHWY00130 Federal #: 0A33026
Sterling Highway: MP 157-169 Reconstruction Anchor Point to Baycrest Hill	State #: Z581060000 Federal #: 0211052
Sterling Highway: MP 45-60: Sunrise to Skilak Lake Rd	State #: Z530140000 Federal #: 0212015
Sterling Highway: MP 57 Erosion Protection	State #: Z584030000 Federal #: 0A33023
Sterling Highway: MP 58-79 Skilak Lake Rd to Sterling Rehabilitation & Passing Lanes	State #: Z549900000 Federal #: 0A33014
Tudor Rd Pavement Preservation: Minnesota Dr to E 36th Ave	State #: Z585070000 Federal #: 0544021
Underground Storage Tank Replacement for Generators at NT, ST & ARFF Building	State #: CFAPT00306 Federal #: 3-02-0016-XXX-20XX
Whittier Tunnel Surface & Drainage Improvements	State #: Z584810000 Federal #: 0496014

Purpose (check all that apply):

Public Meeting EIS *CAG (Citizen's Advisory Group)
 Project Scope EA Other: _____

Method of advertisement:

Table 1. Anchorage Transportation Fair Outreach

Date	Outreach method	Description
12/04/2017 02/02/2018 02/09/2018	Blog posts	Information posted on the event blog, https://anchoragetranspofair.blogspot.com/ , over 1,800 page views in the last month
12/13/2017	Event notice to projects websites	Event notice posted on the public involvement page of project website
12/13/2017	Community calendars	Request sent to the <i>Anchorage Daily News</i> , <i>Anchorage Press</i> , and KTUU to post the event on online calendars
01/02/2018 02/05/2018	Email notice and reminder	Email invitation to project stakeholders and the Anchorage Transportation Fair email list, 2,538 sent, 36% open rate
01/09/2018	Request for all teams to invite stakeholders	Inviting the public to the event
01/09/2018	Event flyer	Flyer distributed to area elected officials, project teams, People Mover buses, and posted in Mountain View and Fairview
01/11/2018	DOT&PF public involvement online calendar	Posted to http://dot.alaska.gov/creg/calendar.shtml
01/11/2018	GovDelivery	Email invitation to GovDelivery subscribers, 1,305 sent, 35% open rate
01/13/2018 01/22/2018 01/29/2018 02/05/2018	What's Up Listserve	Announcement inviting the public to the event, 2,500 sent
01/16/2018	Invitation to University of Alaska Anchorage College of Engineering students	Invitation sent by University of Alaska Anchorage staff to College of Engineering students
01/17/2018 02/01/2018 02/07/2018	Federation of Community Councils notice	Notice of event sent to all Anchorage community council memberships
01/26/2018 02/02/2018	Email notice sent out by Anchorage Metropolitan Area Transportation Solutions	Announcement inviting the public to the event
01/26/2018	Municipality of Anchorage Bulletin	Inviting Municipal staff to the event
01/26/2018	Municipality of Anchorage website notice	Request to add event to scrolling gadget on Municipality of Anchorage home page, https://www.muni.org/pages/default.aspx
02/02/2018	Facebook boosted post	DOT&PF sponsored post targeting

Date	Outreach method	Description
		Anchorage area residents
02/03/2018 to 02/08/2018	Radio advertisement	Event advertised on KSKA sponsored by the Municipality of Anchorage
02/05/2018	<i>UAA Northern Light</i>	Article on Midtown Congestion Relief project and planned presence at Anchorage Transportation Fair
02/11/2018	<i>Anchorage Daily News</i>	Article on five transportation projects at Anchorage Transportation Fair

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 379 people signed in, many did not sign in

Number of Minority present: 18 indicated

Number of Women present: 86 indicated

Was an interpreter required? No

If **yes**, for what language(s)

- Describe Title VI issues (potential disparate impact(s)), if any.

- If applicable, were Title VI issues addressed in the meeting? How?

- If applicable, were Title VI issues resolved? If not, please explain.

- Other Comments:

***Total number of citizens on CAG: _____**

***CAG Breakdown**

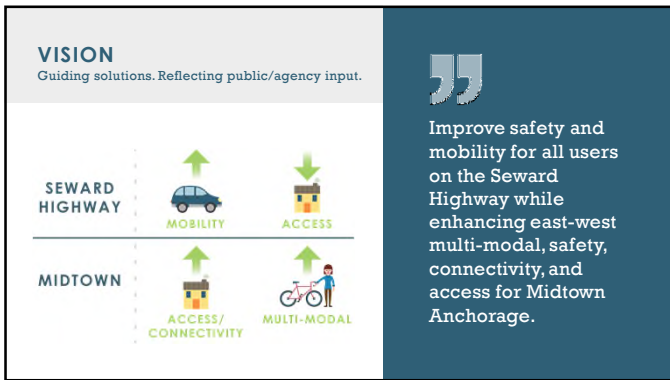
Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian	
M	F	M	F	M	F	M	F	M	F	M	F
				Pacific Islander		Other					
				M	F	M	F				



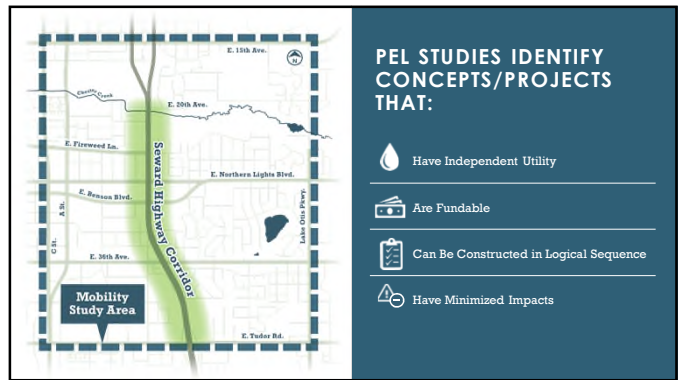
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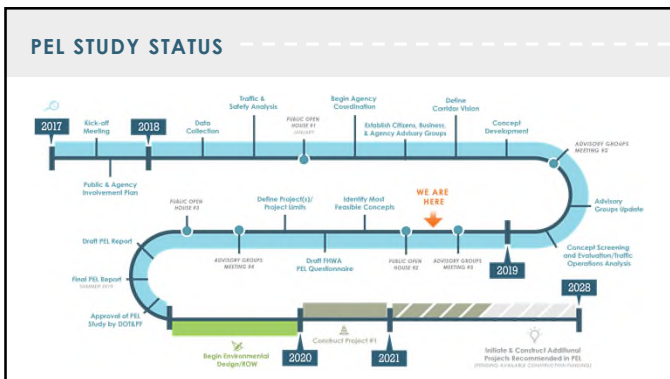
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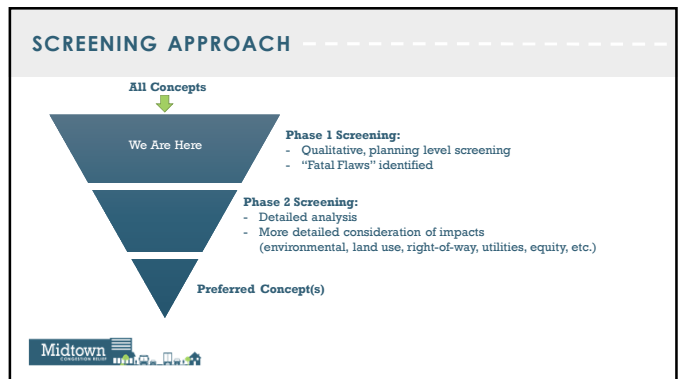
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4



5



6

PHASE 1 SCREENING

Evaluation Summary Key

- Performs Strongly
- Performs Moderately
- Neutral
- Performs Weakly
- Performs Poorly

Criteria	Concepts							
	A	B	C1	C2	E	F	G	H
Mobility: Does the concept reasonably resolve congested areas or bottlenecks?								
Safety: Will the concept reduce existing and future year crash rates?								
Access: Does the concept maintain or improve access to adjacent businesses, employment centers, and neighborhoods?								
Nonmotorized Connections: Will the concept improve connections and provide facilities for non-motorized users?								
Land Use: Does the concept reasonably resolve significant obvious impacts to adjacent land uses and environmental resources?	?							
Implementation: Can the concept be constructed and funded as a series of projects rather than one large project?								
PROGRESS CONCEPT TO PHASE 2?	N	Y	Y	Y	N	N	N	Y

Ingra Street Gathering

October 30, 2019

PLEASE JOIN US!



October 30, 2019, 4:00 PM – 6:00 PM

A gathering on Ingra Street
with Ingra Street homeowners/residents



PLEASE JOIN US – YOUR VOICE IS IMPORTANT

The Midtown Congestion Relief Planning and Environmental Linkages Study is nearing completion. We'd like to talk with you about possible impacts to Ingra Street, hear your concerns and questions, and discuss potential opportunities for positive change.

We'll bring the hot cocoa if you'll bring your voice. Hope to see you on the 30th!

If you occupy the home but are not the homeowner will you please make sure to extend this invitation to the person/people who own the home? All are welcome.

WHEN: Wednesday,
October 30, 4:00 – 6:00 PM

WHERE: the cul-de-sac at
the south end of Ingra Street
in Rogers Park (near 2739
Ingra)

WHO: Homeowners and
residents of Ingra Street in
Rogers Park

For more information please contact Katie Conway,
Public Involvement Manager at DOWL:
kconway@dowl.com
907.562.2000

MidtownCongestionRelief.com



MIDTOWN CONGESTION RELIEF
STATE OF ALASKA PROJECT NO.
CSHWY00298

INGRA STREET OUTREACH
October 30, 2019 at 4:00-6:00 PM

SIGN-IN SHEET

NAME	AGENCY ADDRESS	CONTACT DETAILS (Telephone or email)
Jonya Bailey		
Chris Bauer		
Theresa Thurston		
Jannary O'Connor		
Nate O'Connor		
Charlene Dolphin		
Rebecca Patterson		
HEIDE PROVENCHEK		
DANA DRUMMOND		
Jim Wright		
Roger & Pam Thie		
Dec		
John Christopherson		
Sandra Christopherson		
Diane Van Dommelen		
Dora Van Dommelen		
Marilyn Houser		
Mike Stonerack		
DGE Suchan		
DeShana York		
Betsy Howard		
Blake Wail		



**We want to hear from you! Please tell us
your ideas for bringing positive change to
Ingra Street through the implementation of
MCR projects.**



Ingra Street Pop-Up Open House

March 3, 2020

PLEASE JOIN US!

Midtown

CONGESTION RELIEF



March 9, 2020, 5:30 PM – 6:45 PM
(prior to Rogers Park Community Council)

B.P. Energy Center, 1014 Energy Court, Anchorage



PLEASE JOIN US – YOUR VOICE IS IMPORTANT

We understand residents and home owners of Ingra Street in Rogers Park still have questions about how the street could be impacted by projects recommended in the Midtown Congestion Relief Planning and Environmental Linkages Study. We'd like to invite you to meet with us to discuss questions you might have, provide clarity where possible, discuss next steps, and hear how we can continue to work together to ensure the best possible outcome for all involved.

Please join us on March 9 for a conversation with the project team.

If you occupy the home but are not the homeowner will you please make sure to extend this invitation to the person/people who own the home? All are welcome.

WHEN: Monday, March 9,
5:30 – 6:45 PM

WHERE: BP Energy Center
(same location as Rogers
Park Community Council)

WHO: Homeowners and
residents of Ingra Street in
Rogers Park

For more information please contact Katie Conway,
Public Involvement Manager at DOWL:

kconway@dowl.com
907.562.2000

MidtownCongestionRelief.com



MIDTOWN CONGESTION RELIEF
 STATE OF ALASKA PROJECT NO.
 CSHWY00298

INGRA STREET OUTREACH
 March 9, 2020 at 5:30-6:45 PM

SIGN-IN SHEET

NAME	AGENCY	CONTACT DETAILS (Telephone or email)
Renee Whitesell	DOWL	
Felix Rivera	Assembly	
Diane Van Dommelen		
David Lockard	resident	
Debbie Lockard	same	
Meg Zabetel	resident	
Claire Mueller	DOWL	
Marilyn Houser	resident	
Jannay & Matt Jannay	resident	
Jack & Lynn		



SEWARD HIGHWAY MIDTOWN: 2017-2019 WHAT WE ARE WORKING TO FIX



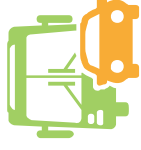
3 of the top 10
most accident prone
intersections



3 of the top 10
highest severity
crash intersections



6 fatalities in the
last 3 years



3 of the top 8
highest volume
intersections



No north/south
pedestrian corridors



Pedestrian facilities
not ADA compliant

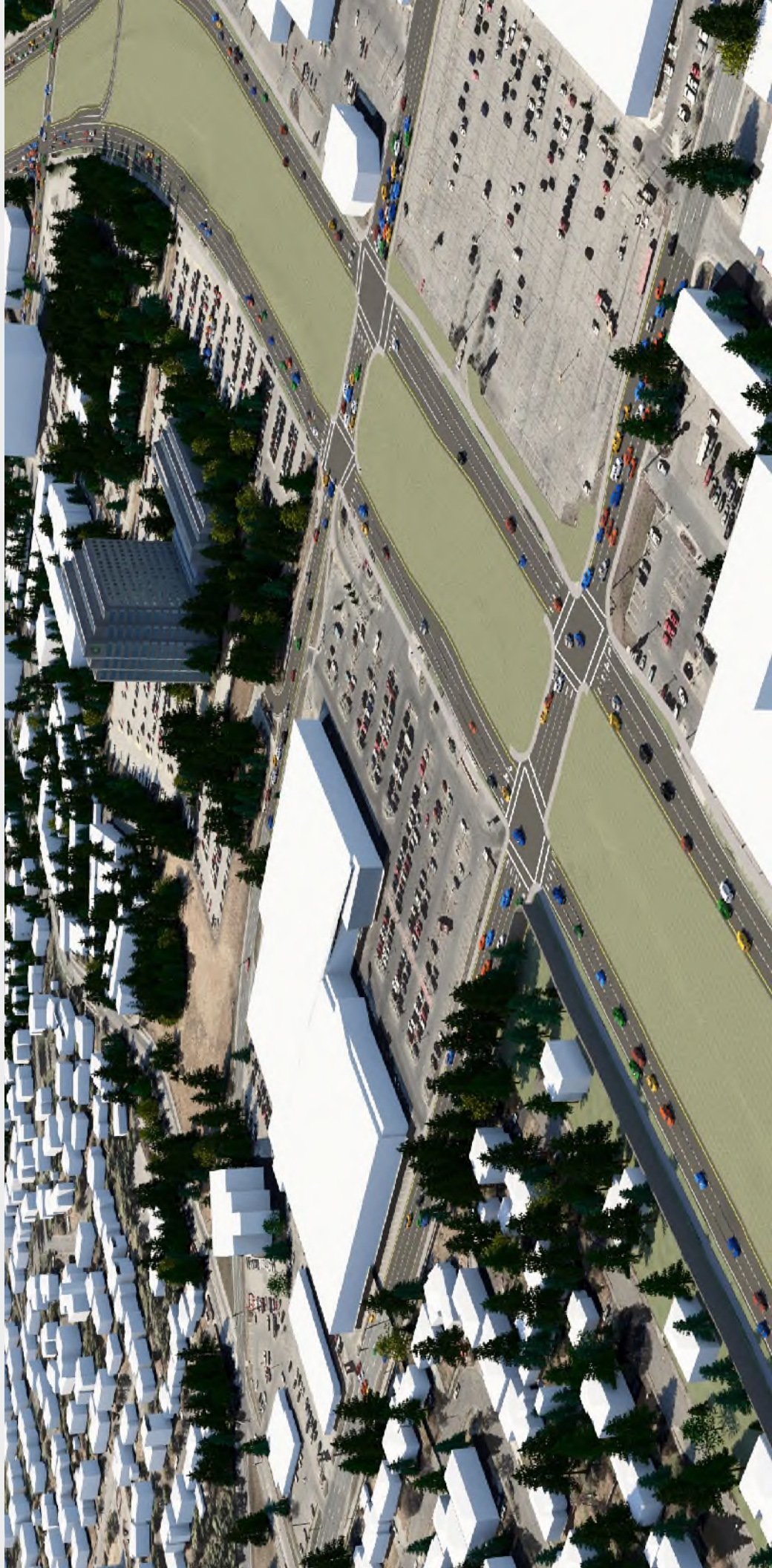


No pedestrian
bridges or
underpasses



7-9 lanes wide

B & C. AT GRADE INTERSECTION IMPROVEMENTS



FINAL CONCEPT RENDERING



RPCC RESOLUTION

	In Assembly Resolution?	In PEL Study Recommendations
✓ Depress the freeway	✓	✓
✓ Coordinate design for the entire MCR corridor before starting any construction	✓	✓
✓ Tightly sequence construction	✓	✓
✓ Lower speeds	✓	✓
✓ New bridge at Chester Creek	✓	✓
✓ Maintain existing turn restrictions at Fireweed Lane		✓
✓ Convey northbound traffic from frontage road onto depressed freeway south of Fireweed Lane		✓
✓ Update the Anchorage Traffic Model	✓	
✓ Continue discussions with Ingra Street residents	✓	✓
✓ Develop a ROW plan with input from residents	✓	✓
✓ Provide environmental mitigation (noise, light, construction) and address in cost estimates	✓	✓
✓ Underground electric transmission lines	✓	✓
✓ Continue Community Placemaking Project	✓	✓

VARIANT 1 - MEDIAN U-TURN

Potential ROW Impacts



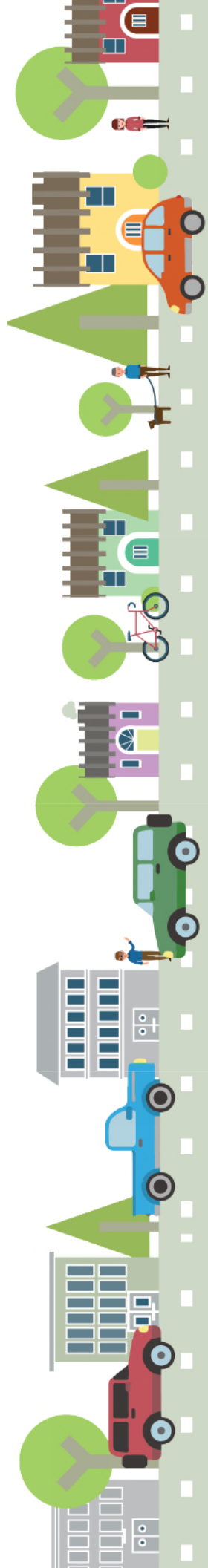
LEGEND

- Roadway
 - Pedestrian Facilities
 - Structure
 - Potential Partial Impact
 - Potential Full Impact
 - ROW Extent
 - Utility Easement Extent
 - Unaffected Parcels
- 

NEXT STEPS

Action (At Grade Intersection Improvements)	2020	2021	2022	2023	2024
• Environmental Documentation (incl. mitigation)					
• Preliminary Design (35%)					
• ROW Impacts Clearly Understood		★			
• Plans-In-Hand Design (65%)					
• Plans, Specifications and Estimates (Final)				Or Later	
• Construction					Dependent on Funding

What Additional Information Would you Like?



1. When will I have certainty regarding right-of-way acquisition?

Decisions about right-of-way acquisition will be made during the preliminary design and environmental phase of the project. Attached is an indicative timeline for decisions; we expect more clarity on right-of-way plans by early in 2021, but acquisition likely wouldn't start until after completion of the environmental document.

Action (At Grade Intersection Improvements)	2020	2021	2022	2023	2024
• Environmental Documentation (incl. mitigation)	[Bar]				
• Preliminary Design (35%)	[Bar]				
• ROW Impacts Clearly Understood		★			
• Plans-In-Hand Design (65%)			[Bar]		
• Plans, Specifications and Estimates (Final)				Or Later	
• Construction					Dependent on Funding

2. When would right-of-way acquisition begin?

Right-of-way evaluation and negotiations typically begin following the NEPA process. Based on our indicative timeline, we expect negotiations will commence in 2022 or later. Exceptions can be made for acquisition of entire parcels if there is sufficient project certainty and funding, but we do not currently envision that exceptions will be made on this project.

3. What is the right-of-way acquisition process?

The process for acquiring real property for federal and federal-aid programs and projects is determined by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (known as the Uniform Relocation Assistance Act). The process and associated rules assure property owners that their interests will be protected, and all agencies acquiring real property for federally funded projects and programs are required to ensure that you will be treated fairly and equitably. We have copies of a brochure that sets out the process available, and our Real Estate Services Manager, Claire Mueller, is available to answer your questions.

4. How can I have input?

Please record your name on the attendance sheet. Speak with our project staff, note your comments on the board and request a one-on-one meeting if you have specific matters to discuss. We want to hear from you, and we want you to stay involved!

5. How will impacts to our neighborhood be mitigated?

Mitigation for impacts to the neighborhood will be identified and confirmed through the design and environmental process. Mitigation will include:

- Noise walls and security fencing
- Improved landscaping
- Preservation of mature vegetation where possible
- Better pathways and trails
- Absolutely no boarded up homes or abandoned properties acquired by the State
- Neighborhood input on land use and design of remnant properties on west side of Ingra St.
- Completion of the Context Sensitive Solutions process required by the Municipality which includes review and approval by the Planning and Zoning and Urban Design Commissions.
- **No decisions will be made without community/neighborhood awareness!**

6. Noise is already a problem in our neighborhood – could a noise wall be installed now?

DOT&PF cannot use federal or state funds to install a noise wall unless there is new construction and the wall is needed to mitigate noise.

7. Can an elevated pedestrian crossing be constructed in advance of the other transportation improvements?

Better pedestrian facilities are a significant component of the projects recommended in the PEL Study. New and significantly improved pedestrian and bicycle facilities will be constructed as part of the at-grade intersection improvement projects (known as Projects B & C), and shorter, safer pedestrian crossings will also be built. Constructing an elevated pedestrian crossing is not feasible in advance of the intersection improvement projects because of constrained space in the right-of-way.

8. How long will construction impacts last?

Roadway construction projects typically last for two construction seasons. The proximity of the construction to residential areas is a key consideration in construction planning, including hours of work and other mitigation (such as the early construction of noise mitigation features like walls).

We expect the construction of Project C (adjacent to Ingra Street) will take two construction seasons), and Project E (also adjacent to Ingra Street) will take a further two construction seasons in a future year. Environmental analysis and design will need to be completed, and funding will need to be secured prior to any project proceeding.

Interactive Map Comments

Created on	Type	Comment	Email
2019-10-14 04:22:48 +1100	Improve this!	<p>Pls add a sign here that says there is a hump. It will help with the cars speeding in this area. It currently only says crosswalk, but gives no indication that there is a bump there as well.</p> <p>Cars currently go over the speed limit here. The school kids walk across the street at this location to get to school twice a day. This is not a safe location to put through traffic. I also feel this will split the Rogers Park community making Juneau Street area more isolated like an island between Latouche/Fireweed and Seward Hwy and less connected to the east side of Rogers Park.</p> <p>It would be nice for residents in this area to be able to walk to the businesses that are relatively close by on 36th and Northern Lights up through Denali Street, but the large streets to cross and narrow sidewalks make it feel dangerous and unappealing. Better lighting and pedestrian walkways linking up these areas would make it more pedestrian friendly. There is also the issue of street loitering and panhandling for money that makes it uncomfortable as well.</p> <p>The right hand lane of Northern Lights just after Seward highway backs up thru the intersection because of the high use alley that feeds Walgreens. The alley is even narrower and limited in width at the Northern Lights intersection due to utility poles. A car sitting in the alley trying to enter Northern Lights blocks cars trying to turn into the alley and Walgreens. The alley needs to be wider.</p> <p>The best way to reduce congestion in Midtown is to allow vehicular thru traffic to bypass the Midtown traffic lights. A raised arterial may accomplish this, but these have proven to have undesirable social effects & would be awful for the viewshed. A better option would be a subgrade (tunnel or cut/cover) bypass under the area using favorable topography north of Fireweed as a natural exit point. This would allow Midtown traffic to use Midtown and thru traffic to move through.</p> <p>Pedestrians with groceries, and sometimes carts, running across Benson between timed lights at all times of day to catch EB bus creates hazards for many, including drivers. Public transport, peds and bicyclists should be encouraged to make necessary trips to Fred Meyer, Sears Mall, etc. for goods and employment opportunities. Peds + bicycles in this stretch and at intersections should be strongly considered. Ped refuge in divided highway is great for our family crossing on bikes on south side.</p> <p>Suggest changing the 2 left turn lanes here- so the furthest left turn-lane can only enter the furthest-left lane on Benson, and the other turn lane can enter into either the middle or right lane on Benson. As the other commentator pointed out, a significant amount of traffic turning left here is going to Fred Meyers. More people would use the outer turn lane if they did not have to fight to merge prior to Lake Otis. This change would only require paint and would be inexpensive.</p> <p>Alaskans and Anchorage residents' demand to pass in, out and through this mile is probably higher than any other in the state. Although costly, boring a sub-grade passage would benefit the most people in every socio-economic class by reducing traffic to/from downtown, improving residential options, improving health & safety of those who live, walk/bike, drive and work in this area, and reducing the time for tourists and transports to pass through. We must build a diverging diamond underground!</p> <p>This light is currently too long when on Latouche trying to cross or turn. Its a very long wait for the green. I would support a round about but I don't know if that could handle three lanes of Northern Lights traffic. I think if the light was triggered sooner, that would help in general. We don't need more traffic through this area, with this slow light the backup will only get worse.</p> <p>Any plan that will increase drive through traffic on La Touche will be vigorously opposed by residents of Geneva Woods, College Village and Rogers Park. Be warned that the respective community councils in these districts have already discussed this issue and are poised to oppose any such plan.</p>	
2019-09-09 02:48:00 +1000	Safety		
2018-01-16 07:47:21 +1100	Make a Comment		
2018-01-20 09:27:11 +1100	Improve this!		
2018-01-25 08:40:04 +1100	Improve this!		
2018-01-26 05:56:09 +1100	Make a Comment		
2018-01-26 12:25:20 +1100	Make a Comment		
2018-11-27 11:15:04 +1100	Improve this!		
2019-09-09 02:51:23 +1000	Make a Comment		
2018-02-14 09:49:05 +1100	I like this!		

2018-11-27 11:19:22 +1100	I like this!	Great buffered pathway, visible to, but protected from vehicular traffic. This model makes it comfortable for non-vehicular traffic for use for both recreation and commuting. The vegetated buffer feels safer than the fenced (on one side of the spectrum) and not vegetated on the other) for different personal safety reasons,
2018-02-16 04:46:09 +1100	Make a Comment	A certain percentage of high-speed, non-local-resident traffic comes from Fireweed onto Bannister and on down the hill onto 24th in the mistaken opinion that this will get them onto Lake Otis faster than taking Northern Lights or to evade stoplights/traffic on N.Lights. This traffic endangers the many walkers/bikers and especially children and pets who are using 24th to access the Chester Creek bike trails, as well as the residents of the neighborhood.
2018-01-12 03:51:45 +1100	Safety	Prioritize non-motorized traffic improvements along Fireweed corridor. Broken, non-existent, too narrow and utilities are installed along the pedestrian zone.
2019-09-09 02:42:38 +1000	Improve this!	Cars currently go over the speed limit here and this will only continue or get worse. I also feel this will split the Rogers Park community making Juneau Street area more isolated like an island between Latouche/Fireweed and Seward Hwy.
2019-09-09 02:45:44 +1000	Improve this!	Cars currently go over the speed limit here. I live adjacent to the cross-walk bump at this location and can tell you that the cars do not slow down for the bump and go flying over it all day long. This is not a safe location to put through traffic. This problem will only get worse. I also feel this will split the Rogers Park community making Juneau Street area more isolated like an island between Latouche/Fireweed and Seward Hwy and less connected to the east side of Rogers Park.
2019-09-09 02:46:04 +1000	Safety	Cars currently go over the speed limit here. I live adjacent to the cross-walk bump at this location and can tell you that the cars do not slow down for the bump and go flying over it all day long. This is not a safe location to put through traffic. This problem will only get worse. I also feel this will split the Rogers Park community making Juneau Street area more isolated like an island between Latouche/Fireweed and Seward Hwy and less connected to the east side of Rogers Park.
2019-09-09 02:42:02 +1000	Safety	The Rogers Park neighborhood will have more traffic through it making the walk-ability, bike-ability, and children at play, less safe. Cars currently go over the speed limit here and this will only continue or get worse. I also feel this will split the Rogers Park community making Juneau Street area more isolated like an island between Latouche/Fireweed and Seward Hwy.
2018-01-26 05:16:23 +1100	Make a Comment	Almost all congestion going southbound begins right at the intersection of Benson. This is the bottleneck that needs to be figured out. Make the southbound turn onto Benson significantly longer during rush hour, as well as the southbound light. In general, everyone going eastbound on Benson gets through with one light cycle, even during rush-hour. So maybe make eastbound cycles a few seconds shorter.
2018-11-27 10:35:48 +1100	Improve this!	Great place for a roundabout! This would allow LaTouche traffic to move without stopping Benson for long waits. Keep traffic flowing out of midtown continuously. A roundabout would also shorten the wait for LaTouche traffic.
2018-01-25 10:21:49 +1100	Safety	3/5 stars Usually I'm not a buffet person. I went there to try something different on Saturday evening around 5pm. Seating was easy enough to find one inside. Our waiter was very attentive without hovering. My glass was never empty. A fresh glass of tea was delivered ever time it got to 1/3 empty. The grill buffet section was well attended to. Those grill masters were happy to serve you what you've asked for. The prime rib was very tender and tasty. I love mushrooms and their marinated ones elementary business access from seaward highway between bensen and 36th have 36th traffic turn right on old seaward to business make access road
2018-01-25 13:21:44 +1100	Make a Comment	

2018-01-27 03:28:13 +1100	Make a Comment	<p>Consider a Diverging Diamond (or Double Crossover Diamond) interchange at Tudor. This has worked very well in some other states. It requires "wrong way" driving between the ramps, but only requires 2 phase signals and allows free left turns to on ramps. Head on crashes have not been reported where these have been used.</p> <p>Will someone please please just slightly tweak the timing of the light at C Street and Fireweed? As soon as the 2-minute long A street light turns green, you hit C street just in time for the 2 minute light to turn red. The only way to avoid this is to push on the gas and speed through a yellow light. Just delaying the light change 5 seconds would fix this. It shouldn't take 4 minutes to drive 1 block without traffic, but it does on Fireweed</p> <p>If we were to place a toll taking area that metered traffic from the valley, just Northeast of the Muldoon/Glenn interchange, a huge portion of Anchorages rush hour traffic would disappear, and some of its economy just might stay local.</p> <p>Add a mid block pedestrian crossing between the Fred Meyer and Sears(?) malls.</p> <p>Develop separated, landscaped, public walking/bicycling easement between Latouche Street and Seward Highway. Connecting to pedestrian/cycling overpass of Seward Highway to connect to 33rd Avenue, Denali Street and the Library/Midtown park area.</p> <p>Some states have successfully used what is called a Diverging Diamond (also called Double Crossover) Interchange. Consider this at Tudor. The primary advantage is the signals only need two phases and left turns onto the entrance ramps can be made freely. The weird thing is it requires what feels like wrong way driving between the ramps, but this has not appeared to be a problem where it has been applied. There are other ways to get left turns where they are facing only one signal.</p> <p>Utility pole makes this highly used access to Walgreen's and Midas effectively a single lane entry.</p> <p>Dangerous as traffic backs up</p> <p>I know the long term and expensive solution is to elevate or lower the roadway to avoid the intersection congestion. BUT, something that I think we could do RIGHT NOW is simply investing in smarter traffic light control logic that is adaptive. Move toward a system on this corridor that monitors traffic movement, volume and direction and adapts light timing to accommodate versus the fixed timers now.</p>
2018-01-31 12:38:02 +1100	Improve this!	
2018-01-25 19:13:29 +1100	Make a Comment	
2018-02-23 05:42:56 +1100	Make a Comment	
2018-02-23 05:58:30 +1100	Make a Comment	
2018-01-27 04:13:50 +1100	Make a Comment	
2018-03-31 11:32:08 +1100	Safety	
2018-01-26 03:12:24 +1100	Make a Comment	
2018-01-30 17:38:48 +1100	Improve this!	<p>There is already a large amount of cut through traffic on fireweed la touche. Reduce cut through traffic by removing the ability to drive directly into Rogers east to west on fireweed. The extra light time would reduce congestion on Seward highway and would move all the fireweed cut across traffic to northern lights or Tudor.</p> <p>The turning lane on the Seward going West onto Northern Lights causes a dangerous build up of cars between Northern Lights and Benson. This not only has people who do not want to turn "stuck" (often resulting with dangerous attempts to pull around) but those who do need to turn in that lane often sticking out of the appropriate lane because there is not enough room. More lanes in this area either for those turning or those continuing on downtown would be useful.</p> <p>Need a second right hand turn lane from north bound off ramp/Brayton Dr to east bound Tudor. At rush hour (in the morning anyway) right hand traffic backs up past where Brayton merges in with traffic coming off hwy. The center and left hand lanes will many fewer cars in them vs the right. Everyone going to the umed area is my guess.</p>
2018-11-27 07:14:18 +1100	Improve this!	
2019-02-15 09:22:10 +1100	Make a Comment	

2018-01-29 11:19:47 +1100	Make a Comment	None of this is needed and it will not help. The problem really is an unproductive pattern of land use. Low density strip retail, low walkability, too much surface parking. Need to get people living in all parts of town. Calm traffic, narrow intersections, more roundabouts, less cut-through traffic. This reads like a lame attempt to back-door the H2H project that would bisect and ruin the Fairview neighborhood. Money would be better spent on incentives for productive infill.
2018-01-25 15:33:56 +1100	Make a Comment	I think it's time for Anchorage to consider building under and over passes to ease up congestion in the intersections that are used so often. This would not only ease the congestion but prevent accidents in those intersections allowing for traffic to flow smoothly in all directions without stops. The Muldoon interchange is beautiful but does nothing for the congestion. Under/over pass would have allowed for traffic to flow in all directions with ease.
2018-02-10 09:53:00 +1100	Improve this!	Consider closing intersection to 36th through traffic. 36th would T at the highway in both directions. Creation of right turn on ramps and elimination of left turns from the highway onto the 36th would eliminate all stop lights.
2019-05-15 08:12:33 +1000	Improve this!	The south and northbound lights at Tudor on the New Seward should be eliminated to increase south and northbound traffic transit times during peak traffic.
2018-03-29 16:51:44 +1100	Make a Comment	The 36th ave/New Seward Hwy does not need a major overhaul. What is needed is to adjust all the stop lights in and around this area so they are timed correctly. How bad the intersection here is a total exaggeration. You need to put your time and money in dealing with the traffic issues in the Benson area and Glenn Hwy. The business's and residences along this area do not need the heartache of 2 years of traffic construction. Deal with it in 20-30 years as you stated is when it will be needed
2018-11-27 11:35:21 +1100	Improve this!	Please provide buffered pedestrian and bike access on the north side of 15th. Currently the non-buffered sidewalk has piles of snow making it impassable by those with any type of mobility issues, and very dangerous as the straight-away encourages fast-moving traffic on a street directly adjacent to the pedestrian curb.
2018-02-14 06:28:31 +1100	Improve this!	An overpass is needed to connect the Campbell Creek pathway and reduce any future crashes. The existing connection south is too far out of the way for pedestrians/bikes to travel and is also not inviting. What a overpass would do is allow a safer route to connecting parks and completing the trail system.
2018-02-10 10:15:49 +1100	Make a Comment	Add pedestrian bridge over highway in this area. Keeps pedestrians and bicyclists away from high traffic areas. May need to move off ramp south to accommodate.
2018-01-25 10:52:47 +1100	Improve this!	We regularly come here and have a decent experience, but this experience was very different, in the worst way. I wonder if there's a change in management or COO.
		(1) The quality of steak has significantly degraded. We always order the ribeye, and what they gave us this time was abominable. I told the server something was different and I was unsatisfied with the steak. (2) Server ARGUED with us and said nothing was wrong and it definitely WAS ribeye and the same quality as always.
2018-01-25 10:25:55 +1100	Safety	This is the worst place you could ever consider staying at. Beware of druggies, prostitution, and very sketchy individuals lurking around this place at night. No manager on duty and could never be reached after numerous attempts and no refund policy even though I never even stayed there!
2018-01-12 03:46:12 +1100	Make a Comment	There is no safe way to cross east or west. I have seen Multiple fatalities in the 3 years I have lived in Midtown. I live and work in Midtown but because of how dangerous the traffic is I do not ride my bike to work.
2017-11-07 13:30:02 +1100	I like this!	I like big parking lots!

2018-01-20 06:52:10 +1100	Improve this!	Can't get across street easily by bike/walking. Turning traffic cuts you off. No cross walk path on the south side of the street, so if you are at Nordstrom Rack and want to walk to the Fred Meyer you have to wait for 3 crosswalk signs.
2018-01-20 06:56:03 +1100	Improve this!	It takes forever to cross the New Seward in the afternoons, and traffic backs up onto Old Seward. There should be an overpass here and at Benson/Northern Lights.
2018-01-25 08:23:48 +1100	Improve this!	The entire section of the Seward Hwy from 36th through Fireweed should become an elevated bypass directly above the existing roadway. The existing roadway could then become "business access". With some creativity, there could be ramps at both 36th and Fireweed for getting on/off the bypass. The intersections at Northern Lights and Benson would have no bypass access at all.
2018-01-25 10:23:22 +1100	Improve this!	Started off with getting our drinks 30 minutes later then had to wait 30 more minutes for appetizers and got the wrong appetizers. Now we're still waiting for our food but 2 customers that came after us got there food before us. There are about 5 employees walking around and still haven't gotten our food. Bad communication skills, a employee with her shirt up high to where u can see her back, employees giving out the wrong orders. Never coming back again. Needs new management or new employees.
2018-01-25 10:54:49 +1100	Improve this!	Love their pizza. So sad this is the only Pizza Hut in Anchorage. They have let the restaurant become so rundown. The cushions in the booth seats are completely flat. So uncomfortable.
2018-01-25 11:27:17 +1100	Improve this!	The lady who served me was incredibly rude. Didn't have a smile or greating when I came in to be seated. Even tried to make small talk and be funny. She was just a sour person. Unfortunately under those conditions I'm not sure I will be back unless I am totally craving their pizza again.
2018-01-25 11:56:08 +1100	Improve this!	What about just syncing the stop lights together east to west and vice versa similar to the stop lights downtown. That would ease traffic, reduce speeding and reduce red lights run. It would also be low cost.
2018-01-25 11:56:08 +1100	Improve this!	I would think programming the traffic lights to stay green longer during rush hour in the busy directions could help immensely. Many cases it turns red again about the time traffic seems to just get moving, while the other cross direction seldom has to wait and even clears all its traffic before its time is up.
2018-01-25 17:07:30 +1100	Make a Comment	Anyone who drives south on the Seward highway from downtown can see, that the main problem is that the light at 36th does not allow enough traffic to pass through that intersection. As a result, the traffic is already backed up almost to Benson when the light goes to red. Then there is no room for additional traffic to build behind the light heading south. That blocks traffic from moving south from Fireweed, Northern Lights, etc. The light at 36 needs to allow for the complete flow of cars.
2018-01-26 15:08:30 +1100	Make a Comment	My understanding is that traffic lights are programmed to get the most vehicles through an intersection at rush hour. I think there are two problems with this. First, I think it's backwards. Instead put the emphasis on reducing wait times for all traffic at an intersection. At every long cycle, I see many cars waiting while a few more cars get through on the main road. Make it more fair for the cross streets, and you will see less cars backed up. And see if AI or machine learning can help.
2018-01-27 18:07:03 +1100	Make a Comment	why has the municipality or state "up graded" the Lake Otis & Tudor intersection so many times but never really addressed the problem? Just make it an overpass or underpass. and ensure the lights are timed properly. there should be no light for straight through traffic on either street
2018-01-29 11:25:39 +1100	Make a Comment	None of this is needed and it will not help. The problem is not inadequate capacity -- rather, an unproductive land use pattern citywide. Need mixed use infill; more people living in all parts of town; less surface parking; greater density; multi-modal transit options throughout. This feels like a lame attempt to back-door the H2H project, that will bisect and ruin the Fairview neighborhood. Throwing away good money that could be better used.

2018-01-30 09:09:20 +1100	Safety	This is one of the most dangerous parts of my bike route from Spenard to the University. I would avoid it, but there aren't good alternate direct routes. Please increase bike/ped safety here!
2018-01-25 12:18:06 +1100	Make a Comment	The southbound double turn lanes onto Benson are always backed up during rush-hour traffic. This traffic blocks the lanes of traffic on the southbound highway.
2018-01-31 12:46:07 +1100	Improve this!	Almost everyone turning is in the far left lane, to turn into Fred Meyer, so the right lane isn't used. It might be a good idea to allow a longer green arrow to turn, since during rush hour it typically takes 2-3 lights to get through. This blocks the traffic in the main road. Most of the time a car can turn left without having to wait for the light to change. And so no light would be better. At some high traffic times, like with university classes out, a light to turn to left would be useful. If you are on a bike and you want to cross 36th, it's easier to just cross against the red light when there is break on traffic, than to wait for the pedestrian light to change. If you do push the walk button it means you have to wait on your bike for 30sec-1min.
2018-01-31 14:44:37 +1100	Make a Comment	I've cycled/walked in these "reverse diamond" traffic areas in other states and cycled through the one at Muldoon. Car traffic works well, but pedestrians and cyclists are far more likely to be missed because the general population is not familiar with this pattern, but continually looking for car traffic and not people walking/cycling. This bridge is extremely dangerous for pedestrians and cyclists. Snow becomes ice on the walk/cycle way. Needs a new separate overpass for pedestrians and cyclists
2018-01-25 09:07:12 +1100	Make a Comment	Because of the hill, this would be the perfect place for an entry/exit point for a subgrade bypass for thru traffic to avoid Midtown. It would also allow thru traffic to avoid the hill and icy conditions which contribute greatly to congestion. There is plenty of room south of 36th to bring thru traffic back up to grade & if well designed, maintain access to the Tudor offramp for thru traffic.
2018-01-26 08:37:40 +1100	Make a Comment	Maybe a possibility would be to require all cross street traffic to make a right turn, then through and left turn traffic would make a U-turn 400 feet, plus or minus, away. This should result in only needing two-phase signaling, no bridges for auto traffic, and minimal new right-of-way. May still need underpasses or overpasses for pedestrians.
2018-01-20 09:14:17 +1100	Improve this!	Right hand lane on Northern Lights between Latouche and Seward highway is overloaded, it supplies Fred Myers, southbound Seward highway, and Sears. This lane could be 4 lanes wide instead of the 1 splitting to 2 present lanes right before the intersection with Seward Highway. A dedicated turn lane for Fred Myers, two dedicated turn lanes for Seward highway and a straight thru left side lane for Northern Lights.
2018-11-26 03:39:48 +1100	Make a Comment	Access to the park where all people and modes are safe. Long enough walk times, large crossing space and clear markings for drivers. It can be scary when you have to trust large trucks or cars going fast will actually stop when you are already committed to crossing especially when accompanied by kids.
2018-11-27 11:25:19 +1100	Improve this!	***Please do not design non-buffered bike lanes along multi-lane one way freight routes**
2018-11-27 11:27:09 +1100	Improve this!	Diverts are great traffic calming devices in the summer, but unmaintained become safety hazards in the winter. Please stop constructing these and install simple stop signs to help with traffic calming measures. This allows for more consistent winter maintenance for both bikes and pedestrians, not to mention those who rely on a wheelchair to get around all year.
2018-11-27 07:14:40 +1100	Safety	Commonly witness pedestrians crossing the the Seward Highway between Fireweed and 15th Ave. Incorporating an additional crossing (above grade?) that is not limited to the Chester Creek Trail would improve pedestrian/bike safety and access. Additional pathways and lighting to/from the below grade Chester Creek Trail would be a positive first step to encourage use and limit crossing of a busy roadway.

2018-01-25 12:56:36 +1100	Improve this!	I am a strong believer in the concept of making Seward Hwy a REAL highway, without stoplights. This help everyone "whether you are passing through or stopping in the area. A concept with an elevated portion between 20th and 36th makes complete sense to me, adding northbound off ramps at 36th and Benson and on ramps at 36th and Northern Lights / 20th. Southbound have off ramps at North. lights/20th and 36th. East west traffic delays will be reduced because long lights won't be needed for hwy.
2018-01-26 07:45:56 +1100	Make a Comment	Though people complained when they first went in, the roundabout interchanges along Dowling and the New Seward Hwy have helped ease congestion immensely at that location. What about constructing a larger version of the Dowling roundabouts at the N. Lights/New Seward and Benson/New Seward intersections? The roundabouts would keep traffic flowing because both N. Lights and Benson are one-way, which would significantly simplify the interchange traffic.
2018-02-14 05:50:08 +1100	Make a Comment	Add bicycle and pedestrian overpass here to avoid Benson/Northern Lights and 36th Avenue. Would compliment MOA's W. 32nd Ave & E. 33rd Ave Upgrades project and reduce bicycle/pedestrian crashes at major intersections.
2019-05-15 08:14:11 +1000	Improve this!	The south and northbound lights at 36th on the New Seward should be eliminated to increase north and southbound transit times during peak traffic.
2019-03-15 04:04:41 +1100	Make a Comment	Increasing the number of lanes dividing the neighborhoods here puts the needs of cars before people and communities.
2018-01-25 10:35:21 +1100	Safety	A lot of pedestrians run across Tudor east of Lake Otis. It's often very hard to see them, especially during the winter. Having more street lighting could help make pedestrians more visible.
2018-01-29 11:13:54 +1100	Make a Comment	None of this is needed and it will not help. We have an unproductive land use pattern and way too much on-site parking -- strip retail and office with nobody living there bordered by mostly R-1 single family use. We need traffic calming, complete streets, lane reductions and multi-modal availability everywhere. We need more mixed use development in Midtown and elsewhere. This is also an attempt to "back door" the H2H project that will bisect and ruin the Fairview neighborhood.
2018-01-26 07:24:29 +1100	Improve this!	The left turn lane on Fireweed to turn North on New Seward Highway frequently backs up passed Eagle St and causes a significant delay during rush hour. While this is a 2-lane turn, the 2nd turn lane is so short it does not get fully utilized. For a cheap and easy solution, recommend changing this from a 2 lane East and 2 Lane West from Gambell to Fairbanks st, to a 3 lane East and 1 lane West. This is the same configuration as it is from Gambell St to Seward highway.
2019-02-14 13:24:19 +1100	Safety	U turn should not be allowed. Can not see bikes on bike trail when turning from Macinnes onto Tudor rd.
2018-11-27 07:48:09 +1100	Make a Comment	Must pull onto crosswalk on Macinnes to clearly see if traffic is clear before turning onto Tudor rd. Remind people that it is legal to turn left on red from a two-way to a one-way street in Anchorage (except where posted). This is a prime example of where turning left on red would help some of the congestion.
2018-11-27 11:37:11 +1100	Improve this!	This is a high pedestrian area and traffic calming measures would be helpful, such as carefully located bollards, and better lighting so pedestrians can be better seen from the roadway.
2018-01-25 11:31:52 +1100	Make a Comment	Create a lane in the middle of the two North & Southbound Lanes that could take directional overflow depending on congestion. ie...mornings open a lane going northbound. Evenings open the lane going southbound. Utilizing the same lane going either way depending on congestion.
2018-11-28 05:48:13 +1100	Improve this!	Connect 40th Ave, midtown to urmed for pedestrians and bicyclists.
2018-11-27 11:36:07 +1100	I like this!	Buffered pathway for bikes and peds is great! The distance from the road also is helpful because the snow being pushed off the street does not obstruct the non-vehicular pathway.

2018-11-27 11:24:21 +1100	Improve this!	**Please do not utilize non-buffered bike lanes along freight routes with high-speed traffic.** Instead please design buffered bike and pedestrian pathways that are far enough that they are not subject to having street snow plowed into them in the winter months, or that they are so proximate that a car could slide into them and kill a biker or pedestrian.
2018-11-27 11:20:30 +1100	Safety	Very unsafe as a pedestrian or as a resident of this neighborhood to utilize Lake Otis as traffic moves much too fast in the right lane and the right lane is too proximate to vehicular traffic.
2018-11-27 11:16:23 +1100	Improve this!	Please convert to "Turn Only" lanes and provide better buffer for non-vehicular traffic along the Davenport Field's side of the road (similar to Northern Lights in Turnagain). Lake Otis is a great corridor for connecting from the Chester Creek Trail, to the University, to the Campbell Creek Trail. This section is dangerous and because its so narrow and close to speeding traffic, it is dangerous and discourages non-vehicular users.
2018-11-27 10:55:04 +1100	Safety	Right turns are dangerous because of the high speed westbound traffic and the fence on the northeast corner of 36th and Latouche. Left turns are horrendously long here. A roundabout would improve both of these.
2018-11-27 10:51:56 +1100	Improve this!	Great place for a roundabout! This would allow LaTouche traffic to move without stopping 36th for long waits. Keep traffic flowing out of midtown continuously. A roundabout would shorten the wait for LaTouche traffic turning left, improve the visibility for those turning right throttle the westbound 36th traffic before it hits the New Seward Hwy, and improve the safety of making a right turn on 36th by improving the visibility (around that fence) and slowing westbound traffic.
2018-11-27 10:38:06 +1100	Improve this!	Great place for a roundabout! This would allow LaTouche traffic to move without stopping Northern Lights for long waits. It would also throttle the flow of traffic hitting New Seward and the Midtown core. A roundabout would also shorten the wait for LaTouche traffic.
2018-01-10 10:48:52 +1100	Make a Comment	Midtown is almost inaccessible for cyclists and pedestrians. 36th and New Seward is a good entry point due to a relatively safe commute from the East. This intersection is abysmal and dangerous for non-motorists.
2018-11-27 07:45:40 +1100	Safety	Need to be sure that the children may cross safely to school. Needs more signage and lights for the crossing walk here.
2018-01-25 10:18:01 +1100	Make a Comment	I think the city ought to tear down the Sullivan center and create an overpass to the Glenn Highway from midtown, I need to avoid all of Anchorage's traffic, granola (slow as HELL) bicycles, and all the broke down dodge neons that make my commute 2 hours each way
2018-11-26 16:56:38 +1100	Make a Comment	As people race to get to and from New Seward the sound level is high in the neighborhoods. Please consider building a sound barrier on the south side of Northern lights.
2018-11-25 17:37:17 +1100	Make a Comment	How about opening the hillside to commercial development and reduce a lot of unnecessary travel???
2018-02-14 05:14:40 +1100	Make a Comment	Is it possible to create a new right-hand turning lane at this corner so that people heading eastbound on 36th to southbound on New Seward don't have to stop at the light? Cars could turn without stopping and gradually merge with the southbound traffic.
2018-11-25 08:35:44 +1100	Improve this!	add an exit to International Airport Road, why was this not done years ago?
2018-11-01 05:49:15 +1100	Make a Comment	A sub-grade highway corridor through midtown would not only reduce noise for local neighborhoods, but would also allow better east-west flow at major crossings. Dedicated pedestrian and cyclist crossings would be a huge improvement to the currently almost non-existent non-motorized infrastructure.
2018-11-01 05:47:30 +1100	Improve this!	This intersection is dangerous for pedestrians and cyclists traveling west bound on Fireweed.
2018-09-14 07:04:38 +1000	Make a Comment	There's a significant amount of pedestrian traffic along the highway and the Ingra alley. Any pedestrian closures will have a big impact on pedestrian traffic in the adjoining neighborhood. Allowances must be made in planning for pedestrian and bike traffic.

2018-09-06 04:02:31 +1000	Improve this!	The signal seems to be tied in with the 36th and New Seward signal and does not reflect the traffic flow of the intersection. It used to work years ago when the sensors in the road triggered the light change. Southbound LaTouche traffic turning onto 36th takes a long time for the light to change, even with no east/west traffic.
2018-06-08 07:12:12 +1000	Safety	This intersection is very dangerous for pedestrians and bicyclists. Crossing from the SW bus stop to the east requires 3 crosswalks because there is no crosswalk on the south side of 40th ave. In winter it's often impossible.
2018-01-25 10:09:52 +1100	Improve this!	Lake Otis should really transition to a 2 lane road with a Center Turn lane North of Northern Lights before 20th St. Lanes are very narrow and if someone is turning left from Northbound Lake Otis onto 20th street traffic backs up as there is no go-around like south bound has.
2018-03-23 02:49:35 +1100	Make a Comment	Turn Tudor into an expressway between Lake Otis and Minnesota, no traffic lights and on/off ramps for Minnesota, C St., Seward Hwy, and Lake Otis.
2018-02-14 05:21:25 +1100	Safety	With two right-hand turning lanes from Benson to southbound New Seward, this is a dangerous place for pedestrians to cross.
2018-02-14 05:17:12 +1100	Make a Comment	LaTouche St. borders a residential neighborhood. Please do not add more traffic to this road.
2018-01-31 12:56:12 +1100	Make a Comment	Bicycles using the crosswalk are usually in conflict with cars having a green-light to turn right. Lake Otis and Tudor has 'porkchops or lampchops?' which is better. But on the northwest corner particularly, cars trying to turn right block the pedestrian crossing to the porkchop forcing bikes and pedestrians to go around the car and the drivers don't see them.
2018-01-31 12:47:29 +1100	Improve this!	Continue... If you do push the walk button it means you have to wait on your bike for at least 30sec-1min. And when the light changes, there will be traffic that has to stop and wait for the bike to cross. This is better for everyone for me to cross against the light when there is no traffic.
2018-01-31 12:42:12 +1100	Safety	If APD ever wants some extra traffic stops, stage someone at A Street and Benson, and watch all the cars turning right on the red arrow...straight into all the pedestrians. I don't think I've ever seen a red arrow where someone DIDN'T turn.
2018-01-31 12:31:22 +1100	Improve this!	Improve by installing a traffic light at intersection.
2018-01-31 12:26:32 +1100	Improve this!	Replace the current signal with a flashing yellow light for west-bound turning traffic off Latouche.
2018-01-31 01:08:01 +1100	Improve this!	I'm hoping I dragged the pin to the corner E 40th / Lake Otis..... the end of day (5pm) Traffic on Lake Otis blocks the intersection so traffic from E 40th regularly sits through green lights as we can't GO anywhere! The intersection Median at 42/Lake Otis blocks traffic trying to turn East on Tudor... so it bottlenecks at E40th and Lake Otis, Thanks for listening.
2018-01-30 06:35:43 +1100	Safety	1) Dangerous intersection at Lake Otis Blvd and 20th Ave. No NB left turn lane causes traffic to back up leading to erratic and unpredictable driving from other motorists. 2) Back of curb sidewalks along Lake Otis Blvd provide no buffer between fast moving vehicles and bike/pedestrians. This discourages people from traveling by bike or foot in an otherwise highly walkable neighborhood.
2018-01-31 11:11:48 +1100	Safety	Anchorage School District and Bicycle Pedestrian Access Committee: Example of unsafe overpass needing improvements. Suggested using along the Seward Hwy - getting people safely across the corridor - i.e. access to Fred Meyer, Sears Mall.
2018-01-31 11:06:30 +1100	Improve this!	Anchorage School District: West on 36th turning left (south on Seward Hwy) not enough time for school buses to make the turn. Part of turning radius (angle is tight) and traffic light timing.
2018-01-31 11:05:09 +1100	Safety	Anchorage School District: High speed - 45mph, down grade makes it very challenging on a winter day. Vehicles coming out of 20th onto Seward Hwy - high accident area.

2018-01-30 04:37:28 +1100	Safety	1) Dangerous intersection at Lake Otis Blvd and 20th Ave. No designated NB left turn lane causes traffic to back up, leading to erratic and unpredictable driving from motorist. 2) Back of curb sidewalks along Lake Otis provide no buffer between fast moving vehicles and bike/pedestrians, discouraging multi-modal travel in an otherwise walkable neighborhood.
2018-01-30 04:30:14 +1100	Safety	Dangerous traffic patterns at Lake Otis Blvd & 20th Ave intersection. No NB left turn lane causes traffic to back up, leading to erratic and unpredictable behavior from other motorist. Back of curb sidewalks provide no buffer between pedestrians and vehicles, discouraging non-motorized transportation in an otherwise highly pedestrian friendly neighborhood.
2018-01-30 04:27:20 +1100	Safety	Dangerous mix of vehicles and pedestrian traffic at intersection of Lake Otis Blvd. and 20th Ave. No NB left turn lane causes traffic to back up leading to erratic and unpredictable behavior from impatient motorist. Back of curb sidewalks provide no buffer from fast moving traffic, discouraging non-motorized transportation in an otherwise highly walkable neighborhood.
2018-01-26 13:00:52 +1100	Make a Comment	TEST
2018-01-26 11:39:21 +1100	Make a Comment	Take a google maps tour of the intersection of I-96 freeway and US24 (Telegraph Rd) in Michigan. A scaled down version of this interchange would allow traffic to flow as needed in all the desired directions, save on space, and not be confusing to drivers. Lat/Long 42.385344 N, -83.276207 W
2018-01-26 11:33:41 +1100	Make a Comment	Take a google maps tour of the intersection of US24(Telegraph Rd) and I-96 in Michigan. A scaled down version of this interchange would solve the traffic flow issues in every direction, save on space, and not be confusing to drivers. 42A°23'07.2"N 83A°16'34.4"W
2018-01-26 09:59:16 +1100	Improve this!	A sidewalk is needed that follows the length of A Street. The trail that acts as a sidewalk is inconvenient and has poor signage.
2018-01-26 09:56:52 +1100	Improve this!	Many pedestrians walk in the bike lane on A Street between Fireweed and 16th Ave. A sidewalk is needed along A Street. The trail that follows A Street and acts as a substitute sidewalk is inconvenient and the signage is poor.
2018-01-26 06:04:53 +1100	Improve this!	Build a pedestrian bridge crossing the Seward Highway on the south side of Benson. Or don't allow pedestrians to cross here. When pedestrians are crossing that part, it backs up the two right lanes of eastbound Benson. Since the next to last lane is both a right turn and straight lane, it also backs up people trying to continue eastbound on Benson.
2018-01-26 07:16:47 +1100	Make a Comment	An intersection similar to the one at Parks Highway and Seward Meridian in Wasilla would do well here. It's compact, allows businesses on 36th to remain, and does not require Seward Highway traffic to stop.
2018-01-26 06:56:32 +1100	Improve this!	Southbound traffic on Denali often cannot turn left onto Tudor, because Eastbound traffic on Tudor doesn't clear the lane. Extending the far-South lane of Tudor, through the intersection, should ease the problem.
2018-01-26 05:56:38 +1100	Improve this!	A cloverleaf-type interchange at 36th & Seward would be a huge improvement for rush hour traffic flow in the area.
2018-01-26 05:43:23 +1100	Improve this!	The long southbound Seward highway turn lane that turns east onto Fireweed often slows evening rush-hour traffic, because some drivers will either accidentally or purposely use that lane to advance further south, and then end up trying to merge out of that lane just before Fireweed. Seems that a barrier or something that "commits" drivers to turn onto Fireweed once they're in that turn lane would be helpful.
2018-01-26 05:31:05 +1100	Make a Comment	Timing lights for southbound traffic in the evening, and northbound traffic in the morning--so that the light turns green as traffic approaches, much like how the Glenn Highway works heading into Anchorage on 5th. This might mess up the timing for the connector roads, but I believe easing the congestion on the main artery would solve the backup on most of the other roads as well.

2018-01-26 05:18:15 +1100 Make a Comment
The left turn lights in this intersection should transition to blinking yellow after the green phase. There are often opportunities to turn but you cannot because the light is red.

2018-01-25 14:58:45 +1100 Improve this!
Lake Otis between N Lts and DB/15th is congested and dangerous. Driveways spill directly into traffic lanes. Eastside sidewalk puts pedestrians inches from 40 mph traffic. The westside w/ou continuous sidewalk!
The 20th intersection is accident generator and failure. The NB RT lane encourages people to speed through neighborhood to beat traffic to AH/DB. Lake Otis needs to be a boulevard with limited access. Plus, Chester Creek channels through culverts that cripple salmon run. Need bridge.
lol@gmail.com

2018-01-25 13:21:33 +1100 Improve this!
2018-01-25 12:20:20 +1100 I like this!
2018-01-25 11:08:01 +1100 Make a Comment
Eliminate the traffic signal at 36th and Old Seward, not allowing left turns or crossings of 36th. Easy local access is available via Denali.

2018-01-25 11:02:47 +1100 Make a Comment
2018-01-25 10:58:27 +1100 Make a Comment
2018-01-25 10:57:13 +1100 Improve this!
The lights at Latouche and Macinnes on 36th often stop traffic on 36th when no cross traffic is waiting. You shouldn't be biking in the street to begin with.
The girls here are also lacking talent on the pole. Fantasies on 5th Avenue sets the bar for talented dancers, and the Library doesn't even compare. The girls here are not well-trained and lack experience and expertise. Many don't even use the pole during their stage time and simple just dance around. When I come to a library I want to be entertained; I want to see girls who do things I can't do. These girls don't do that.

2018-01-25 10:49:12 +1100 Improve this!
2018-01-25 10:48:22 +1100 Improve this!
2018-01-25 10:38:00 +1100 Improve this!
Rework traffic signal to allow left turns on green.
This traffic light is constantly halting traffic on 36th when no one is waiting to cross on Eureka.
If you don't stop bicycles from ruining midtown this is probably gonna happen from sum red light runner.

2018-01-25 10:32:08 +1100 Make a Comment
Bikes are for kids, I am tired of you granolas adding 45 minutes to my Valley commute.

I have better things to do than looking at your well shaped buttocks in spandex going 14 mph.

A man need to be able to go home and watch the Dallas Cowboys play some FOOBAW.
Turning left onto Seward (northbound) from 36th (eastbound) takes way too long and the arrow doesn't give enough time to allow cars to make the turn. Make the light stay green longer and find some way to make the turns easier and quicker.
Biking is for children and should not be prioritized over Mat-Su Commuter Traffic.

2018-01-25 10:19:37 +1100 Improve this!
2018-01-25 10:15:51 +1100 Make a Comment
I need to get home to watch the Minnesota Vikings, not get stuck behind you and your Spandex Bikes are for children
This pizza hut gave me very bad diarrhea
This library is a drain on resources, and is filled with homeless
The hookers at this mall have gonorrhea
Driving access for cyclists allows for quick escape east/west from Panhandlers located next to BP
Nobody cares about cyclists,
Is it possible to regrade this hill (Cordova St.)? Slippery in the winter and bad to make a right turn from East onto 15th St anytime of year.

2018-01-25 10:13:56 +1100 Make a Comment
2018-01-25 10:11:11 +1100 Safety
2018-01-25 10:10:00 +1100 Improve this!
2018-01-25 10:07:39 +1100 Safety
2018-01-25 10:06:07 +1100 Make a Comment
2018-01-25 10:03:48 +1100 Make a Comment
2018-01-25 10:03:33 +1100 Improve this!
This park is infested with the homeless, to better remove congestion from midtown, the DOT ought to ship these inebriates to Hawaii.

2018-01-25 10:01:35 +1100	Improve this!	Right lane West bound on 15th is a common place for speeding to jump ahead of slow traffic in the left lane before Cordova St. light. Make the merge happen before each North-South street or at each North-South street make it right turn only with a curb on the West side of the North-South street. (Fairbanks, Eagle, and Denali)
2018-01-25 09:55:55 +1100	Improve this!	Change traffic signal to allow eastbound traffic on 15th to turn left with flashing yellow.
2018-01-25 09:54:00 +1100	Safety	Need speed bumps / tables in Library parking lot to prevent speeding through (from 36th to 40th) to get to Denali St. Consider some on Barrow St for the same reason.
2018-01-25 09:52:06 +1100	Improve this!	No left turn lane blocks northbound traffic on Lake Otis
2018-01-25 09:51:14 +1100	Improve this!	The short proximity between the light at Old Seward, the light at Homer Drive, and the light on Brayton leads to serious back up all the way to C Street. Please work on improving the flow in this area. Could S curves onto New Seward work?
2018-01-25 09:50:03 +1100	Improve this!	Far left, Left hand turn lanes should only have access to the far left lane in the new direction of travel. The right, left turn lane should have access to the center lane. Tudor Road has both instances of this, at Minnesota and C St; all other intersections function as one would expect.
2018-01-25 09:45:05 +1100	Safety	Need to improve both A & C street intersections with 36th St due to the high number of accidents (especially during the summer, it seems like 1 a week from red light runners). Consider swapping the East and West bound lanes of 36th (put East bound north of West bound traffic) so left hand turns can be made on and off of 36th and A & C streets during Reds.
2018-01-25 09:01:05 +1100	Make a Comment	This could be a decent place for an east-west grade separation using favorable topography on 36th west of Lake Otis to deliver east-west bound traffic over Lake Otis to/from Providence Drive. There should be plenty of room to descend prior to the first light at Piper, especially with pedestrian considerations at ESH and traffic controls at Laurel Street.
2018-01-20 06:55:22 +1100	Safety	Prioritize non-motorized traffic improvements along Northern Lights corridor. Sidewalk very narrow and broken, but traffic way too fast to feel comfortable biking in street.
2018-01-11 14:24:10 +1100	Make a Comment	better bike connection from Campbell Creek Trail into Midtown
2017-12-28 09:59:26 +1100	Improve this!	TEST - SWN4
2017-12-28 09:56:14 +1100	I like this!	TEST - SWN3
2017-12-28 09:52:44 +1100	Safety	TEST - SWN2
2017-12-28 09:48:12 +1100	Improve this!	TEST - SWN1
2017-12-23 11:08:57 +1100	Make a Comment	Test

Comment/Response Log

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/10/2018	Thomas Crowley		<p>Subject: midtown congestion project</p> <p>As a resident of Rogers Park, I (and many other of my neighbors) are very concerned about the proposals put forward concerning an interchange at 36th and the Seward Highway. In the plan put forward, there would be no northbound access onto the Seward Highway for traffic eastbound on 36th. When I contacted Sean Holland about the very real concern that this traffic would be using La Touche to access the Seward Highway, he stated that it was his opinion that northbound traffic on 36th would use Denali or Lake Otis to gain northbound access to Seward Highway/Gambell. This scenario not only strikes me as unrealistic, but the idea that 36th Ave traffic would go northbound on Denali, turn onto Benson, then left onto the NSH, or, that traffic would proceed to Lake Otis, then head north to 15th, west to Gambell, is ludicrous. My main concern is that most traffic would most logically try to access northbound Seward highway by cutting through La Touche, effectively turning this residential street into a frontage road during the evening rush hour. (The other alternatives seem to be traffic flow nightmares as well). The reasoning, according to Mr. Holland, was that there was not enough space to construct a northbound ramp at this intersection, a contention that has been challenged by a prominent architect in our neighborhood who has looked at the area plat in question. At no time, in the two or three, correspondences I had with Mr. Holland, did he address my concerns about increased drive though traffic on La Touche. I would hope Dowl and all those involved in this planning of this project will consider the dire impact such a proposal will have on our neighborhood, especially taking into account the very real prospect of more commercial development in Midtown along 36th in the future, like the recently constructed office building just west of the OSH. Thank you, Thomas Crowley</p>	<p>Mr. Crowley-</p> <p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL). As you know, this area of Midtown has a long history of unfinished projects that similarly sought to address traffic congestion issues on the Seward Highway.</p> <p>This is a new effort that will start with a Planning and Environmental Linkages (PEL) study to evaluate mobility throughout a larger area, as shown in this graphic. The PEL represents a fresh start in the study area to develop and evaluate concepts, select a preferred alternative, and implement/construct the selected improvements.</p> <p>We are hosting an open house on Tuesday, January 30 from 3-7 pm at the Loussac Library. While you are welcome to attend at any time during the open house. We will be doing two presentations—one at 3:30 pm and another at 6:00 pm—to explain the PEL process in more detail and to answer questions.</p> <p>For more information on the Midtown Congestion Relief PEL, go to http://www.midtowncongestionrelief.com</p>	1/12/18 - R. Steer
1/12/2018	Jackson		<p>Subject: Project updates and construction updates regarding the Midtown Congestion Relief Project</p> <p>Hi I would like to sign up for project updates and construction updates regarding the Midtown Congestion Relief Project</p>	<p>Thank you for contacting the project team. You have been added to the Midtown Congestion Relief project email list.</p>	1/12/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/15/2018	Helen Sedlacek		<p>Subject: New Seward 36th avenue project</p> <p>The Seward Highway needs to have on and off ramps from 36th avenue in both directions.</p> <p>Anything less is not acceptable.</p> <p>Latouche is not a frontage road</p> <p>This need to be a true cloverleaf, even if that means buying all the property needed</p> <p>As the U-med increases and the lack of the extension to northern lights at Bragaw this should be a flawless intersection to move traffic</p> <p>Your interactive map was abysmal at best</p> <p>I am unable to attend this meeting, by the way how many times do the residents of College Village and Geneva Woods need to say that this needs to be a full cloverleaf</p> <p>Thank You</p> <p>Helen Sedlacek</p>	<p>Helen-</p> <p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL). We are aware of the concerns expressed regarding the previous interchange project at 36th/Seward Highway – especially with regard to northbound access and the impacts on LaTouche Street. In response to these comments, the State has taken a step back and initiated this Midtown Congestion Relief project to assess mobility all through the Midtown portion of the Seward Highway from Tudor Road to 20th Avenue. This new project is not a continuation of the prior project, rather, it represents a new effort to work with the public to develop and evaluate concepts, select a preferred plan for the entire corridor, and implement/construct the selected improvements.</p> <p>The portion of Seward Highway from Tudor Road to 20th Avenue has several closely spaced, high volume intersections and it is important to understand how modifications in the corridor will fit into the long term vision for all of Midtown. The short distance between intersections (36th, Benson, Northern Lights, and Fireweed) does not allow for standard cloverleaf interchange on/off ramps but there are optional configurations that will be considered when the time comes. Right now we are still in the information gathering stage of the project and the upcoming open house is part of our efforts to fully understand the issues and obtain public input prior to developing corridor concepts.</p> <p>Although you are unable to join us for the January 30 open house, there will be numerous opportunities to provide input and to stay current on the project. We will add you to the project email list and we encourage you to follow the website for project updates. If you can, stop by our booth at the February 8 Anchorage Transportation Fair from 3 pm to 7 pm at the UAA Alaska Airlines Center. If you have</p>	1/17/18 - R. Steer
1/19/2018	Camden Yehle	Brooks & Associates	<p>Subject: Re: Midtown Congestion Relief (MCR) Open House - Tuesday, January 30, 2018</p> <p>Hi Rachel - it would be greatly appreciated if you could make copies of the Anchorage Transportation Fair Flyer be available at your open house, attached. Nice article in KTUU about the project. This is one of the "hot projects" that will be featured on the passport this year.</p> <p>Email 2: Thanks Rachel. We will have a spot for you in the entry corridor.</p>	<p>Camden-</p> <p>No problem. We will put this out at the open house.</p> <p>I just want to confirm that you have the MCR project planned to be located out in the AK Airlines Center corridor at the transportation fair. We have a very large (10'X20') canvas with the study area on it that we plan to roll out and do a "walk the corridor" activity.</p> <p>Let me know if you need more info. We will have the canvas out at the 1/30 open house if you want to see a preview of what it will look like.</p> <p>Thanks, Rachel</p>	1/19/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/24/2018	Bryan Silva		<p data-bbox="741 177 1234 201">Subject: How we got here</p> <p data-bbox="741 225 1234 504">I welcome the present solicitation of input from the community but think a better use of resources would be to develop a comprehensive history of the project area. All the developments that went in to creating the current problem(s) were planned. This means that they were reviewed for possible impacts and passed on. The political compromises made resulted in the current situation. There are persons and processes responsible for the current problems. It would be a better use of resources to identify the processes that led to the problems currently being dealt with so that similar situations do not occur in the future. History is the great teacher and unless we examine what was done in the past we will be doomed to repeat similar mistakes.</p> <p data-bbox="741 528 1234 807">Tossing a bone to the public now, in the form of "open" meetings is too little, too late. The closed nature of politics that resulted in the current slew of problems is the real issue that must be addressed. Why is there no attention to this? Openness in the political processes and decision making must occur before the decisions are made, not after, when they are simply decoration and false in their nature. As the project managers have likely discovered, the situation as it currently stands offers a great many impasses with many stakeholders involved and at risk. The time to deal with the issues has passed. There has been a failure by the city planners to deal with the problems they have created by caving to the closed political processes and resulting pressures.</p>	<p data-bbox="1234 177 1771 201">Bryan-</p> <p data-bbox="1234 225 1771 272">Thank you for your comments on the Midtown Congestion Relief PEL Study. I have shared them with the study team.</p> <p data-bbox="1234 296 1771 344">We hope you can join us at our open house next Tuesday, January 30 from 3-7 pm at the Loussac Library.</p> <p data-bbox="1234 368 1771 392">Rachel</p>	1/26/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/24/2018	Robert Bridges	The Tatitlek Corporation	<p>Subject: Midtown Congestion Relief Site</p> <p>I love the site, but I think you may have jumped the gun giving the info to news outlets for publication. Most of the links don't work (Survey and Comment didn't work for me). However, I would like to give input.</p> <p>I live downtown and commute to 36th for work. Our company owns office buildings on Benson, Northern Lights and 36th and land around the area. We would like to further develop midtown properties but the traffic is a major stumbling block. Traffic seems to always bottleneck during rush hour mainly due to Seward Highway. If we can solve for Seward highway I think the other major thoroughfares will see congestion relief – as many people avoid Seward highway due to the congestion.</p> <p>I am a strong believer in the concept of making Seward Highway a REAL highway, without stoplights. This help everyone – whether you are passing through or stopping in the area. A concept with an elevated portion between 20th and 36th makes complete sense to me, adding northbound off ramps at 36th and Benson and on ramps at 36th and Northern Lights / 20th. Southbound have off ramps at Northern lights/20th and 36th. East west traffic delays will be reduced because long lights won't be needed to keep Seward traffic flowing. If you elevate it enough you can keep a sizeable service road to serve even more traffic north to south by placing it partially under the elevated highway – or double decker it like I-35 in Austin or I-75 in Dallas.</p> <p>I disagree with Mr. Holland that this solution won't work. Anchorage</p>	<p>Robert- Thank you for your comments on the Midtown Congestion Relief PEL Study. We apologize for the technical issues on our interactive map site. I gather that you spoke with Jovie from our team and helped us pinpoint the problem. We have now fixed the glitches and everything appears to be back up and running.</p> <p>I have shared your comments with the PEL study team. We hope you can join us at the open house next Tuesday, January 30 from 3-7 pm at the Loussac Library.</p> <p>Rachel</p>	1/26/18 - R. Steer
1/24/2018	Terry Hassett		<p>Subject: Permit optional southbound left turn onto new Seward Highway from Tudor Road on red turn light</p> <p>You can speedup the traffic flow for vehicles turning south on the New Seward Highway at the Tudor Street intersection by modifying the traffic light controlling the westbound traffic on Tudor Street for those vehicles turning left onto the New Seward Highway.</p> <p>Traffic would move smoother If the left-bound turn light allowed left turn on a red light when traffic permits. (Think the northbound turn lane off east bound O'Malley onto north bound New Seward Highway.)</p> <p>I spend a lot of time waiting at that intersection when a left turn could be safely made onto the southbound lane of the New Seward Highway.</p> <p>Terry Hassett</p>	<p>Terry- Thank you for your comments on the Midtown Congestion Relief PEL Study. I will share them with the team. I hope you can join us for the January 30 open house at the Loussac Library from 3-7 pm.</p> <p>Rachel</p>	1/25/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/25/2018	Annie Goemer		<p>Subject: RE: www.midtowncongestionrelief</p> <p>I live near 36th and New Seward Highway at 3801 Winterset Drive.</p> <p>I almost wrecked there. Those lanes are crooked as shit. Three lanes eastbound on 36th will turn north onto the Seward Highway because the signs aren't aligned and the road is not perpendicular at right angles to one another.</p> <p>One morning I couldn't see because of the sun in my eyes at that intersection and was turning south onto Old Seward Highway from westbound 36th. The sun reflects off of something, like one of the tall buildings near the library or oncoming cars.</p> <p>One time I was turning south from 36th (westbound) in the inside lane. The car turning next to me cut me off the inside lane, forcing me to drive right through the crosswalk area between the guardrails between the north/southbound lanes of Seward Highway. The lanes are that crooked there.</p> <p>When I was a UAA cop, I would pull people heading north on the Seward Highway and turning west onto 36th. I don't know how they always did this, but they would get caught in the middle and their green arrow would turn solid red. Then after south and northbound traffic on Seward Highway stopped, they would go on a solid red as they would be blocking the intersection for traffic on 36th. The first time I stopped someone, I was like these people are idiots or new to town. Then that same thing happened about 4 times a year and I worked for UAA 7 years. Those people weren't idiots. Those lanes were constructed by some crazy person and the traffic is too fast on that road. So, the people get stuck, especially the cautious ones.</p>	<p>Hi Annie- Thank you for your comments. I will share them with the Midtown Congestion Relief study team.</p> <p>Rachel</p>	1/25/2018 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/25/2018	Colin Singleton		<p>Subject: Midtown Congestion Relief</p> <p>Good morning,</p> <p>I tried filling out the survey and placing comments around Tudor, but both gave me an error for some reason so I just decided to write.</p> <p>To respond to the survey, my main activity is to commute through the area by bike (though I also shop and recreate here, and work on the western edge).</p> <p>As for the interactive map, here are my thoughts/observations: It seems like the biggest problem is where these trips are originating from. Looking at DOT's 2015 AADT Map, there are higher AADT's on Northern Lights and Tudor east of the Seward Highway than the Seward Highway does south of Tudor. That seems consistent with what people see on the roads and know about those commuting from the Valley, Eagle River and the East Side—the majority of commuters are trying to get to the west side of Anchorage via the Glenn Hwy, Northern Lights or Tudor. The more people get frustrated with the bottleneck where Glenn Highway effectively ends, the more people use 4 lane arterials and try to drive 50+ MPH. I know previous work has been attempted with the Highway 2 Highway project, which was costly and political. Still that missing connection seems to be the root issue causing other traffic congestion problems downstream. Anyways, I know I'm preaching to the choir here, and there's definitely some improvements that can be made in midtown.</p> <p>I used to live near Russian Jack and commuted on Northern Lights. I</p>	<p>Hi Colin-</p> <p>Thanks for your comments and for letting us know about the interactive map site. I believe we have fixed the issues you noted with placing comments on the roadway and submitting the survey.</p> <p>I will share your comments with the PEL study team and I hope you can join us for the open house at the Loussac Library on January 30 (3-7 pm). We are planning a "Walk the Corridor" station where I think it would be really helpful for you to talk through some of your observations with the team.</p> <p>Hope to see you next week, Rachel</p>	1/25/18 - R. Steer
1/25/2018	Peter Jensen		<p>Subject: Anchorage Traffic Congestion</p> <p>I can't remember being in another similarly sized city where traffic signals seemed so unsynchronized. Driving both north and south on Elmore between Providence Drive and Abbott, it is common to have four red lights in a row. Traveling east and west on Minnesota and Dimond can be similar. I've come to the conclusion that the engineer in charge of traffic signals must not drive the routes that I drive.</p> <p>My suggestion is that you start with the busiest streets in Anchorage with traffic signals, and synchronize the lights, at least in one direction (I realize that due to varying distances between signals it may not be possible to synchronize in both directions). Then move toward synchronizing the signals on lesser traveled streets. There must be an algorithm or mathematical method to maximizing travel efficiency on roads regulated by traffic signals. Other cities seem to do a better job than Anchorage does.</p>	<p>Peter-</p> <p>Thank you for your comment on the Midtown Congestion Relief PEL Study. I will share this with the study team. I hope you can join us for the open house next Tuesday, January 30 at the Loussac Library from 3-7 pm.</p> <p>Thanks, Rachel</p>	1/26/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/25/2018	Paul Koning		<p>Subject: Seward Hwy interchanges.</p> <p>The interactive map appears to have a bug that's not displaying my comments. They are attached here instead.</p> <p>Seward Hwy and 36th intersection Take a google maps tour of the intersection of I-96 freeway and US24 (Telegraph Rd) in Michigan. A scaled down version of this interchange would allow traffic to flow as needed in all the desired directions, save on space, and not be confusing to drivers. Lat/Long 42.385344, -83.276207</p> <p>Seward Hwy at Benson There are three lanes heading northbound. During heavy traffic the left lane is blocked up by left turners waiting in queue for the light to turn green. The right lane gets slowed or blocked by right turners entering the three businesses. This only leaves one clear lane for smooth traffic flow, but with drivers switching lanes or otherwise being cautious of the adjacent slower lanes, the middle lane also moves slow. Using existing infrastructure; Remove the entrances to Wendy's, Fred's, and Tesoro. Keep the exits from those locations. Rework the lights to allow longer left turns while through traffic is still flowing (during the heaviest traffic periods only). If using new infrastructure; a 4 lane underground bypass (2 north/2 south) from before Fireweed to south of Benson, or south of 36th Ave., would provide for exceptionally improved surface street traffic flow. This is similar to the I-5 freeway being subgrade to the surface streets in downtown Seattle. There are likely better examples somewhere. Keep all existing surface streets the same.</p>	<p>Hi Paul- Thanks for your comments on the Midtown Congestion Relief PEL. We have the interactive map set up so all comments are reviewed before they become visible on the map. I have reviewed and approved your comments so you should be able to see them now. Please let me know if you are unable to view your comments.</p> <p>Thanks, Rachel</p>	1/25/18 - R. Steer
1/26/2018	Chism Henry		<p>Subject: Limited access plus pedestrian access</p> <p>Long term, Glenn Highway and Seward Highway should become fully limited access highways that merge into each other using elevation and ramps. Frontage roads will be needed. Consider using existing Glenn for inbound traffic and part of 15th/Debarr for outbound traffic.</p> <p>Improved pedestrian traffic is also a must.</p> <p>Thanks! Chism Henry, PE</p>	<p>Chism- Thank you for your comments on the Midtown Congestion Relief PEL Study. I have shared them with the study team. I hope you can join us tonight at our open house from 3-7 pm at the Loussac Library.</p>	1/30/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/28/2018	Brian Hickey		<p>Subject: Mid town congestion relief</p> <p>I'd like to submit comments on this but will be out of town on the 30th. How can I accomplish this ?</p> <p>Thanks!</p> <p>Brian Hickey P.E. PMP</p>	<p>Hi Brian-</p> <p>You can submit comments two ways:</p> <ol style="list-style-type: none"> 1. Via our interactive map site 2. Via this email (mcr@dowl.com) <p>Comments received either on the interactive map or via email will be shared with the PEL study team and will become part of the project record. Also, if you are back in town you can stop by our station at the Anchorage Transportation Fair on February 8 from 3-8 pm at the UAA Alaska Airlines Center.</p> <p>Thanks, Rachel</p>	1/28/18 - R. Steer
1/29/2018	Stephen J. Rafuse	Park Planner Municipality of Anchorage, Parks and Recreation	<p>Subject: Comment</p> <p>Greetings, I tried several times to provide a comment on the interactive map but it would not record the comment and posted an error message.</p> <p>Comment: 1) Dangerous intersection at Lake Otis Blvd and 20th Ave. No NB left turn lane causes traffic to back up leading to erratic and unpredictable driving from other motorist. 2) Back of curb sidewalks along Lake Otis Blvd provide no buffer between fast moving vehicles and bike/pedestrians. This discourages people from traveling by bike or foot in an otherwise highly walkable neighborhood.</p> <p>Thank you for working to improve transportation in our city!</p> <p>Email 2: Hi Rachel, Thanks for the follow up. Below is a screen shot of the error message. I got the same error message when submitting a comment in both Internet Explorer and Chrome. Hopefully this helps. Thanks again for your work on this project. All the best.</p>	<p>Hi Stephen-</p> <p>Thank you for your comments. I have shared them with the PEL Study team.</p> <p>In regard to your trouble with the interactive map my colleague Jovie Garcia is going to give you a call to find out a little more information.</p> <p>Thanks, Rachel</p>	1/29/18 - R. Steer
1/30/2018	Various - OH #1		<p>\\ANC-FS\anc-projects\24\62458-01\40Study\02_Phase2_PEL\B18_PI\Comments\2018_01_30_OH_1_Comments.pdf</p> <p>(See Attachment A)</p>		

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
1/31/2018	Hilary Wick		<p>Subject: Midtown Congestion comments</p> <p>I live in midtown South of 36th, and between MacInnes and New Seward. We have lived there since 1976.</p> <p>I drive 36th, Providence Drive, Lake Otis, Tudor, New Seward and C Street often, during weekdays and weekends, and all hours of the day. I do not think the traffic is terrible, and I never have to wait more than one stop light except at rush hour on 36th West of Old Seward.</p> <p>I am surprised to hear that people are driving MacInnes to avoid 36th and Tudor. MacInnes is never busy, and it our exit road to go North or South.</p> <p>However I try to avoid 36th between Rhone and MacInnes in the winter, as 36th is not well plowed. It is also extremely dangerous because it is extremely rutted, and the ice is not removed. That area of 36th needs to be repaved. I often turn South on Rhone and drive along Crescent to MacInnes.</p> <p>I have been to many meetings over the years about the 36th & New Seward intersection.</p> <p>I think the overpass on Tudor over the New Seward works well.</p> <p>I never drive on Latouche to go North, as the New Seward is faster.</p> <p>It will be interesting to see the future plans. I appreciate that these meetings are being held.</p>	<p>Hilary- Thank you for your comments on the Midtown Congestion Relief PEL Study, I have shared them with the project team. Rachel</p>	2/1/18 - R. Steer
1/31/2018	John Miller		<p>Subject: Midtown congestion :)</p> <p>Good morning, Jovie Carcia suggested that I communicate with you about some concerns I have with looking at the midtown congestion relief project. The main concern we have is the model that engineers use for school buses. So I have attached what I have for specs for the kind of school bus we buy. The key difference is the wheel base. Most engineer models for a forty foot school bus have something close to a 17 foot wheel base, ours are at 23 feet: the difference between a front engine and rear engine. The rest of my comments will be with the interactive map. Hope this is of service to you. Thank you, John Miller</p> <p>Email 2 received 2/2/18: Hi Rachel, You are welcome, I appreciate the opportunity. Don't hesitate to reach out, although I am here only during the school year. Include our director, Charles (Chuck) Moore in all communications just in case I am not available.</p>	<p>Hi John- Thank you for sharing this information about ASD school bus model specs. I have shared this information with the MCR Study team and they will reach out to you if they have any additional questions. Rachel</p>	2/1/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/5/2018	David McCargo		<p>Subject: Midtown Congestion Scoping</p> <p>To Whom It May Concern:</p> <p>The following are a few cursory thoughts pertaining to the Midtown Congestion scoping process:</p> <ul style="list-style-type: none"> • There should be bike lanes on Northern Lights and Benson west of Gambell. Riding the sidewalks is hazardous for both bicyclists and pedestrians with riding on the streets downright dangerous. • Amenities such as walls, benches, grassy areas, etc. as overtly desirable as they will attract Street People. • Both vehicular and pedestrian traffic is particularly hazardous ingressing and egressing out of the Fred Myers complex. • Roger's Park residents are concerned that there will be spillover into Roger's Park. <p>Cordially yours, David McCargo</p>	<p>Mr. McCargo- Thank you for your comments on the Midtown Congestion Relief PEL Study. I have shared them with the PEL Study team. Rachel</p>	3/6/18 - R. Steer
3/5/2018	Traci L. Real	Facilities and Services Manager, BPXA	<p>Subject: Thank you for attending</p> <p>Hello,</p> <p>When I was at the open house I spoke with someone regarding participating in the group for businesses. I wanted to check in and see when you thought that group would be kicking off. Thank you.</p>	<p>Hi Traci- Thanks for reaching out. You have perfect timing as we are in the process of outlining the schedule and agenda for the Business Advisory Group. I believe you gave your contact information to my colleague Renee Whitesell at the open house. We have you on the list and you should be hearing from us in the next 7-10 days regarding the first Business Advisory Group meeting. Thanks, Rachel</p>	3/5/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/15/2018	Harry Need	President Fairview Community Council	<p>Subject: Community Council Comments: Mid-Town Congestion Relief Project</p> <p>Good day, Mr. Holland, Mr. Nobel and Ms. Steer; On behalf of the Fairview Community Council, I submit the following comments and requested work tasks pertaining to the DOT&PF Mid-Town Congestion Relief Project.</p> <p>Council Comments:</p> <ul style="list-style-type: none"> · The Mid-Town Congestion Relief Project (MTCRP) is the southern half of what used to be called the H2H project that saw extensive analysis, review and comment in the early 2000's by DOT&PF and the Fairview Community Council. · The scope of the project has not changed. The intent is design and construction of a controlled-access, high-speed Interstate connecting the existing Glenn Highway and the New Seward Highways. Both of the Highways are controlled-access, high-speed Interstate facilities. · Analysis to date has shown that an at-grade Freeway along the existing alignment would require significant right-of-way takes in densely developed urban areas. The impacts of property acquisitions are particularly acute in the vicinity of future grade-separated interchanges. · Due to the extensive negative impacts on property owners, neighborhoods and the Municipal tax base, past analysis has identified a design for the Interstate connection that drops the facility below grade thus minimizing the footprint of interchanges. This sunken connection is then covered over with caps allowing for the airspace to be developed. · Development of the airspace and the caps are of significant interest and concern to the Fairview Community Council. It is in the best, long-term interest of the Municipality for the caps to be 	<p>Mr. Need-</p> <p>Thank you for forwarding the Fairview CC's comments and requested work tasks.</p> <p>While the Midtown Congestion Relief (MCR) Planning and Environmental Linkages Study team is not ignoring the research and work that was done in relation to the Highway to Highway project, this study is a distinctly different effort from Highway to Highway. This project takes a fresh look at the Seward Highway in Midtown Anchorage, considering improvements needed to address a range of issues, including mobility, access, and safety for a broad range of users (walkers and bikers as well as cars and trucks). The design intention, and the need for right-of-way acquisition has not yet been defined. It will be dependent on the existing conditions and needs and improvement concepts to be identified in the coming months.</p> <p>Having said that, DOT&PF recognizes that once these issues are resolved in Midtown Anchorage, the same ones will need to be addressed in your area to the north.</p> <p>As we move forward in the MCR Planning and Environmental Linkages Study, we will consider the work tasks that you have requested below. In the short-term, we want to let you know that we are establishing a Citizens Advisory Group that will consist of one representative from each community council directly adjacent to the MCR Study area. The intention of the Citizens Advisory Group is to provide feedback on improvement concepts as they are evaluated.</p> <p>In consideration of the fact that your community council has a high level of interest in this study, we intend to invite one representative from the Fairview CC to join the advisory group as well.</p>	3/20/18 - R. Steer
3/30/2018	Russell Oswald, PE, LS	Project Management & Engineering	<p>Subject: Midtown Congestion Project Meeting Schedule</p> <p>I was checking your website to hopefully put any of the future meetings for this project on Melinda's and my calendar's. I don't see anything after January 30, 2018. Are you planning anything in the near future?</p> <p>Please let me know. Thank you, Russ</p>	<p>Russ-</p> <p>We do not have any public meetings scheduled in the near future. We are just starting the process of gathering volunteers for our Citizens Advisory Group and Business Advisory Group. We expect those first meetings to be held in May.</p> <p>As you know, we are also planning the Concept Development Workshop on April 30/May 1. I believe you are out of town and sending Melinda in your place?</p> <p>Thanks, Rachel</p>	04/02/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
6/25/2018	Mark Cruver	President, Big Ray's	<p>Subject: Midtown Congestion relief</p> <p>Rachel and Renee, Was wondering if there is any news on this since the meeting of March 29? Also to make sure I'm on the email list. markcruver@bigrays.com.</p>	<p>Dear Mark, Thanks for your note. We have established our Business Advisory Committee, and the first meeting was held last Monday, June 18 to update on the Planning and Environmental Linkages Study and concept ideas. If you are interested in participating in the Advisory Committee, we would welcome your participation – please let me know!</p> <p>I have checked with our project administrator and you are included on both our mailing list and our Constant Contact communications list, so you will receive project updates when they are sent out.</p> <p>Thank you, Renee</p>	6/25/18 - R. Whitesell
8/3/2018	Dave Evans	Rogers Park Community Council	<p>Subject: MCR email list</p> <p>Hi Claire, I attended the first CAG meeting on June 20, 2018 as one of Rogers Park Community Council's two representatives.</p> <p>I never received the follow-up email from you with the presentation materials from that meeting (but I did get them from Jim Wright, RPCC's other rep, so no need to send to me now).</p> <p>Please be sure I am on the email list for the CAG.</p> <p>I understand that there was a recent project meeting with city/state "stakeholders." I assume they are not top-secret, so would you please send me those presentation materials?</p> <p>Also, when will the next CAG meeting be? At the first meeting, I think I heard "sometime in August." Has a date, or approximate date, been set yet?</p> <p>Thank you, Dave Evans</p>	<p>Good morning Dave,</p> <p>It was brought to my attention that my last email did not fully address your request, specifically regarding dissemination of the presentation materials from the most recent Agency stakeholders meeting. The presentation for the upcoming CAG meeting on Thursday will essentially be the same presentation as the recent agency meeting, but it will not go into traffic analysis in the same depth to provide more time for presenting the concepts. We also started discussing evaluation criteria with the agencies, but this work is ongoing and will be presented to the CAG and BAG in the next meeting.</p> <p>We are trying to avoid having multiple versions of comparable figures out for the public to try and digest, and we are making some graphical improvements to the figures so that they are easier to understand. The revised figures will be completed early next week. If we get them completed in time for an advanced review, we'll send them out, but most likely we'll be working on them right up to the day before the meeting. We look forward to seeing you there.</p> <p>Cordially, Claire Mueller</p>	8/13/18 - C. Mueller
8/4/2018	Burrell Nickeson		<p>Subject: MCR updates - please add me to email list</p> <p>Hey Rachael,</p> <p>Please add me to the email list for this project. Thank you!</p> <p>Burrell Nickeson</p>	<p>Hi Burrell- Thanks for reaching out. I have added you to the project email list. Rachel</p>	8/7/18 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
8/4/2018	Todd Heyworth	HDR and Rogers Park resident	<p>Subject: Midtown Congestion</p> <p>Please add my email address to the information and updates list.</p> <p>I am a Rogers Park resident.</p> <p>Thank you! Todd Heyworth</p>	<p>Hi Todd- Thanks for reaching out. I have added you to the MCR email list. Rachel</p>	8/7/18 - R. Steer
9/5/2018	Dana Drummond		<p>Subject: Please add me to the project email list</p> <p>Thanks! Dana</p>	<p>Hi Dana- I have added you to the Midtown Congestion Relief PEL Study email list. We anticipate sending an email later this fall to announce our next open house meeting. Rachel</p>	9/6/18 - R. Steer
9/5/2018	Marilyn Houser		<p>Subject: Midtown Congestion Relief</p> <p>Greetings, Please add me to the email list for this project. Thought I had signed up at a meeting I attended but haven't been receiving emails.</p> <p>Thank you. Marilyn Houser</p>	<p>Hi Marilyn- I have added you to the Midtown Congestion Relief email list. The last email we sent was in February 2018 after the first open house meeting. We anticipate sending another email this fall to announce our second open house meeting. Rachel</p>	9/6/18 - R. Steer
9/20/2018	Jay Stange			<p>Subject: Midtown Congestion Relief Contact</p> <p>Good Morning Jay,</p> <p>Good speaking with you this morning, appreciate some of your thoughts and ideas. Our website is http://www.midtowncongestionrelief.com/. We will add your name to the contact list. The Citizen's advisory group is comprised of members from several community councils and home owners associations in the general project area. We meet with the group periodically to gather perspective on the work being performed and to improve our communication with those groups. We would welcome your participation at those meetings as well.</p> <p>Sean</p>	9/20/18 - S. Holland

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
11/19/2018	Laura Koenig		<p>Subject: Midtown road plans</p> <p>Greetings,</p> <p>I tried to look at the plans to ease midtown congestion, but none of the drafts show before and after views. I cannot select a proposal without this information, but the feedback form requires all fields entered in order to submit. I fear this may diminish your overall feedback. If I could submit partial answers they would be;</p> <p>2. Contact the individuals and businesses impacted or at threat by these proposals. Your plans do not show a before photo to compare the loss of current businesses or parking areas.</p> <p>3. Better control of current traffic flow through signal timing. Pedestrian safety should be paramount. Your maps do not show the area before the road construction.</p> <p>4. Destroying current businesses or quality of life of homeowners.</p> <p>Sincerely, Laura Koenig</p>	<p>Hi Laura-</p> <p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages Study. I have shared your feedback with the study team and added you to the study contact list.</p> <p>You are correct that none of the concepts show before and after views. These concepts are intended to represent traffic pattern options for the corridor and are not an accurate view of a proposed right-of-way. The PEL Study team has assembled multiple advisory groups with representatives from businesses and community councils directly adjacent to the corridor. In addition, there is an interactive map that you can use to view (and comment on) the corridor in its current state.</p> <p>We appreciate your input on the survey and are in the process of making changes so that not all fields must be filled to submit.</p> <p>Rachel</p>	11/27/18 - R. Steer
2/6/2019	Various - ANC Transportation Fair 2019		<p>\\ANC-FS\anc-projects\24\62458-01\40Study\02_Phase2_PEL\B18_PI\Comments\2019_02_06 ANC Transp Fair.pdf</p> <p>(Attachment B)</p>		

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/27/2019	Bridget Psarianos		<p>Subject: Seward Highway/Midtown Congestion Relief</p> <p>Dear DOWL Project Manager Steve Noble</p> <p>I support saving a space for Fish Creek daylighting in the Midtown Congestion Relief Study. As an environmental attorney here in Anchorage, I appreciate the importance that maintaining free-flowing water has in our city. I also understand the importance of informed decision-making by entities that working on behalf of the public.</p> <p>Thank you, Bridget Psarianos</p>	<p>Bridget- Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. The PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.</p> <p>Rachel</p>	2/28/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/27/2019	Courtney Breest		<p>Subject: Daylight Fish Creek!</p> <p>Dear DOWL Project Manager Steve Noble,</p> <p>I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study.</p> <p>Thank you. Courtney Breest</p>	<p>Courtney- Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. The PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.</p> <p>Rachel</p>	2/28/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/27/2019	Eric Booton		<p>Subject: Please day light Fish Creek</p> <p>To whom it may concern at DOWL,</p> <p>My name is Eric Booton and my wife and I own a home in Spenard near Fish Creek. I follow the Fish Creek trail to work every day of the summer and have been very pleased with the recent improvements that have improved my commute. As members of the Southcentral Alaska Trout Unlimited Chapter, we have also participated in helping clean up Fish Creek during the annual Anchorage Creek Clean Up for the past 5 years and have notice drastic improvements every year with less trash, clearer water, and even a few fish.</p> <p>Urban creeks help connect us to the world around us and there is lots of public support for day lighting Fish Creek - it is constantly on the agenda of our Spenard community council, the volunteers who have dedicated time to clean ups and restorations of the creek certainly are supportive, as are my wife and I.</p> <p>I look forward to continuing to engage in this process and hope you will begin exploring day lighting Fish Creek to continue to progress efforts to restore a once thriving salmon stream.</p> <p>Sincerely, Eric Booton</p>	<p>Eric- Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.</p> <p>Rachel</p>	2/28/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/27/2019	G. Kobun		<p>Subject: Fw: Fish Creek Needs You!</p> <p>Dear DOWL Project Manager Steve Noble</p> <p>I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study.</p> <p>Thank you.</p>	<p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. The PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.</p> <p>Rachel</p>	2/28/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/27/2019	Jay Stange		<p>Subject: Save a Space for Fish Creek</p> <p>Dear DOWL Project Manager Steve Noble,</p> <p>I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study.</p> <p>Thank you, Jay Stange</p>	<p>Jay- Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.</p> <p>Rachel</p>	2/28/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/27/2019	Michael Conti		<p>Subject: Daylight Fish Creek</p> <p>Dear DOWL Project Manager Steve Noble,</p> <p>I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study.</p> <p>Thank you. Mike</p>	<p>Michael-</p> <p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.</p> <p>Rachel</p>	2/28/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/27/2019	Mark Ward		Subject: Fish Creek	Mark-	2/28/19 - R. Steer
			Dear DOWL Project Manager Steve Noble,	Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.	
			I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study.	Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.	
			This makes sense when planning for such a big project and to have the foresight to include space for Fish Creek as well as other green belt areas will make Anchorage a better place for all of us!	This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.	
			Thank you. Mark Ward	We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.	
				Rachel	

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/28/2019	Brittany Sofia		Subject: Fish Creek	Brittany-	2/28/19 - R. Steer
			Dear DOWL Project Manager Steve Noble:	Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.	
			I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study. What an awesome opportunity to support Anchorage's natural wildlife and history. I hope you consider this and have a wonderful day.	Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.	
			With Gratitude, Brittany Bauman	This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.	
				We appreciate your input and hope you will join us for our open house today at the Loussac Library from 3-7 pm. Stop by any time. There will be two presentations in the theater, one at 3:30 pm and one at 5:30 pm.	
				Rachel	

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
2/28/2019	Russell Moore		<p>Subject: Fish Creek daylighting</p> <p>Dear DOWL Project Manager Steve Noble,</p> <p>I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study.</p> <p>Thank you. Russell Moore</p>	<p>Russell-</p> <p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>I have added you to the email list and I hope you will continue to follow the PEL Study efforts as we move forward. The project team hosted an open house last night and will be posting meeting materials on the website (www.midtowncongestionrelief.com) soon.</p> <p>Rachel</p>	3/1/19 - R. Steer
2/28/2019	Various OH#2			<p>\\ANC-FS\anc-projects\24\62458-01\40Study\02_Phase2_PEL\B18_PI\Comments\2019_02_28_OH_2 Comments.pdf (Attachment C)</p>	

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/1/2019	Anne Brooks		<p>Subject: Midtown Congestion Relief</p> <p>Thanks for the information provided at yesterday's public meeting. I'm keenly interested in the project as a long time (since 1978) resident of Rogers Park.</p> <p>I was hoping to read all the advisory group meeting notes to develop my comments on the alternatives. It appears that notes from the most recent meetings are not on the website. When might they be available? I was also interested in what discussions you had with the utility companies — particularly the power folks. A staff member said the information was available as part of a Technical Advisory group. Are these notes also available?</p> <p>They me know. Also, what is the deadline for comments on this project phase?</p> <p>Thanks, Anne Brooks</p>	<p>3/4/19: Hi Anne- Glad you were able to attend the meeting last week. Sorry we didn't get to talk. We are working to finalize the advisory group meeting notes and plan to have them up on the website this week. I will find out more about any discussions our team has had with the utilities and get back to you with what I find out.</p> <p>There is no hard deadline for comments on this phase of the project, but they will be most useful if you can submit them in the next 30 days.</p> <p>Thanks, Rachel</p> <p>3/5/19: Anne- I checked with the PEL Study team and it sounds like they made preliminary contact with the utilities in 2017 and 2018 to gather data as part of the existing conditions review and data analysis work.</p> <p>More detailed discussions with the utilities will occur as the PEL Study enters Phase 2 of concept development and we get clarity on potential right-of-way and utility impacts. That outreach will happen over the next several months.</p> <p>Rachel</p>	3/4/19 - R. Steer
3/1/2019	Donald Ricker			<p>Subject: Fish Creek VM</p> <p>Hi team- I got a VM from Donald Ricker. He lives in Spenard near 36th Ave and he called to express his support for daylighting Fish Creek. I'll add this to the comment file.</p> <p>Rachel</p>	3/1/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/2/2019	Nancy Deschu		<p>Subject: Midtown Congestion Relief Study</p> <p>To: Steve Noble, DOWL Project Manager</p> <p>I support the option to daylight Fish Creek the in the Midtown Congestion Relief Study and Implementation.</p> <p>This is an oportune time while midtown is being considered for redesign and improvement. This opportunity may not come around again for a very long time, if ever. Keep the salmon in the city of Anchorage – natural runs of salmon make Anchorage unique in the US, and stream restoration also provides outdoor 2 areas for recreation and appreciation of the natural world in the midst of a large city.</p> <p>Sincerely, Nancy Deschu</p>	<p>Nancy-</p> <p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>I have added you to the email list and I hope you will continue to follow the PEL Study efforts as we move forward. The project team hosted an open house last night and will be posting meeting materials on the website (www.midtowncongestionrelief.com) soon.</p> <p>Rachel</p>	3/4/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/3/2019	David McCargo		<p>Subject: Midtown Congestion Relief Project</p> <p>Dear Ms. Steer, I am submitting the following comments based on my attendance of the Rogers Park Community Council meetings and the DOWL open houses.</p> <p>More pavement is an obvious dead-end for addressing growth that urban planners and the public-at-large do not grasp. Anything that follows the failure to address growth by limiting it is a wasted effort. It's like the stop digging the hole deeper analogy, or to quote Ed Abbey "Growth is the ideology of the cancer cell." The impetus for the project is to move cross-town traffic better to relief congestion caused by people ingressing and egressing to and from the Hillside and Valley. The consequence it that those of us who live in residential neighborhoods effected by the projects will be paying the price with nothing to show for it except for more congestion, noise, crime, and who knows what other problems that will stem from it. The project will forever negatively effect the character and cohesiveness of adjacent residential communities. Why should urban residents subsidize those who want view properties and who pay nothing for working and shopping in Anchorage? Absent dealing with the monster in the closet that is the impossible notion of unlimited of growth, urban planners should start looking at alternatives that are being put into place elsewhere. These include rail, light rail, express lanes, pricing schemes that encourage use of smaller and more energy efficient cars, car pooling, etc.. There are widespread examples of how cities cities across the country and especially overseas like Singapore and Oslo are dealing with the vehicle problem. Other considerations include:</p> <p>☐ The recent earthquake and closure of the Seward Hwy northbound</p>	<p>David- Thank you for your comments on the Midtown Congestion Relief PEL Study. I have shared your input with the project team and confirmed you are on our project email list.</p> <p>We will be posting materials from last week's open house meeting on the website soon.</p> <p>Rachel</p>	3/5/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/4/2019	Judith Burtner		<p>Subject: Fish Creek - Midtown Congestion Study</p> <p>Let's think into the future and bring a portion of Fish Creek to daylight on this project!</p>	<p>Judith- Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>I have added you to the email list and I hope you will continue to follow the PEL Study efforts as we move forward. The project team hosted an open house last night and will be posting meeting materials on the website (www.midtowncongestionrelief.com) soon.</p> <p>Rachel</p>	3/5/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/5/2019	Bruce Rein		<p>Subject: Fish Creek Daylighting / Midtown Congestion Relief Study</p> <p>Steve Noble,</p> <p>I was informed you made the statement on the Seward Highway / Midtown Congestion Relief Study - "There isn't enough public support for daylighting Fish Creek to include it in this Study" - However I was never consulted on this and neither where several of my neighbors who all support the daylighting of Fish Creek, maybe the public has not been given the chance to support this issue. I like the plan to consider the eventual daylighting of the Creek and avoid another project to that makes it even harder to do in the future.</p> <p>I support saving a space for Fish Creek Daylighting in Midtown Congestion Relief Study.</p> <p>Dowl Engineering offices are at the head waters of Fish Creek and should themselves take more of an interest.</p> <p>Thanks, Bruce Rein</p>	<p>Bruce-</p> <p>Thank you for your interest in the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. Rather, the PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your comments will be documented in the PEL study and daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>I have added you to the email list and I hope you will continue to follow the PEL Study efforts as we move forward. The project team hosted an open house last night and will be posting meeting materials on the website (www.midtowncongestionrelief.com) soon.</p> <p>Rachel</p>	3/5/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/12/2019	JR Wilcox		<p>Subject: Midtown Congestion Relief Study Comment</p> <p>I would like to submit a public comment on the Midtown Congestion Relief Study. Thank you for your work on this to date.</p> <p>It would be great if daylighting the adjacent sections of Fish Creek can be considered in the Midtown Congestion Relief Study. Daylighting streams has been shown in multiple studies to significantly improve water quality, reduce flash flooding, and raise property values. This report provides a decent overview: http://americanrivers.org/wpcontent/uploads/2016/05/AmericanRivers_daylighting-streams-report.pdf.</p> <p>It will be a benefit to the environment, public safety, and livability of a sizable swath of the Anchorage Bowl to restore Fish Creek, but it will be very expensive as a stand alone project. It makes far more sense to do it in sections incorporated into road improvement projects such as this.</p> <p>There may be additional funding sources that could be brought in to the project by incorporating daylighting efforts as well, e.g. through Clean Water Act 319 Funding, EPA's Brownfields and Land Revitalization Program, or FEMA's Flood Prevention program.</p> <p>Thanks, JR Wilcox</p>	<p>JR- Thank you for your comment on the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. The PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your link has been shared with the PEL Study team and your comment will be documented in the PEL study. Daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>I will add you to the email list and I hope you will continue to follow the PEL Study efforts as we move forward. The project team hosted an open house in late February and the meeting presentation and materials have been posted on the website here.</p> <p>Rachel</p>	3/13/19 - R. Steer
3/19/2019	Allen Kemplen	President, Fairview Community Council	<p>Subject: Signed Resolution Fairview Community Council</p> <p>Hello,</p> <p>The attached Resolution was approved by the Fairview Community Council at its March 14th General Membership meeting. Introduction was by SJ Klein (Fairview Representative on the Business Advisory Group) and Seconded by Harry Need (Fairview Representative on the Citizens Advisory Group).</p> <p>The Council requests it be included as part of the formal public record on the project.</p> <p>Respectfully, Allen Kemplen, President, Fairview Community Council</p> <p>(Attachment D)</p> <p>\\ANC-FS\anc-projects\24\62458-01\40Study\02_Phase2_PEL\B18_PI\Comments\2019_03_19_FairviewCC.pdf</p>	<p>Allen- Thank you for submitting this resolution from the Fairview Community Council. We will include it as part of the official public record.</p> <p>Environmental impacts and context sensitive design elements such as those presented in your resolution will be addressed as part of the PEL Study Phase 2 Screening Process. We see many aspects of your greenway alternative that could be included in the concepts that advanced to Phase 2.</p> <p>The PEL Study team will continue to keep the Fairview Community Council updated on PEL Study progress. As always, if you would like to discuss in further detail we are happy to meet.</p> <p>For reference, materials from the February 28 Open House have been posted on the PEL Study website.</p> <p>Rachel</p>	3/20/19 - R. Steer

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/25/2019	Patrick Solana Walkinshaw		<p>Subject: Fish Creek</p> <p>Dear DOWL Project Manager Steve Noble</p> <p>I support saving a space for Fish Creek Daylighting in the Midtown Congestion Relief Study. Creeks provide important green space for storm water runoff, wildlife habitat, and recreational opportunities.</p> <p>Thank you. Patrick Solana Walkinshaw, Resident of Fish Creek Watershed</p>	<p>Patrick-</p> <p>Thank you for your comment on the Midtown Congestion Relief Planning and Environmental Linkages (PEL) Study. It has recently been brought to our attention that there is interest in finding a solution to daylighting Fish Creek through the Anchorage Bowl.</p> <p>Daylighting Fish Creek is not one of the primary objectives of the Midtown Congestion Relief PEL Study, however this study is an appropriate place to raise your concerns.</p> <p>This phase of Midtown Congestion Relief is a planning and environmental linkage study only, so specific designs involving roadway elevations and drainage issues will not be addressed at this time. The PEL study will recommend individual projects that will move forward into detailed design phases where specific engineering and environmental challenges will be tackled. Your link has been shared with the PEL Study team and your comment will be documented in the PEL study.</p> <p>Daylighting Fish Creek will be one of the environmental considerations that is evaluated as part of those future projects that arise from the study.</p> <p>I will add you to the email list and I hope you will continue to follow the PEL Study efforts as we move forward. The project team hosted an open house in late February and the meeting presentation and materials have been posted on the website here.</p> <p>Rachel</p>	3/26/19 R. Steer
3/26/2019	John Finley		<p>Q:\24\62458-Q1\40Study\02_Phase2_PEL\B18_PI\Comments\2019_03_26_J_Finley.pdf</p> <p>(Attachment E)</p>		

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
3/30/2019	John Christopherson		<p>Subject: Update</p> <p>Rachel, Sande and I were out of town for the Feb meeting on the Seward Highway plan. How can we find out where things stand? Can you send a progress report? Should we drop by sometime? My cell is 907-717-9597.</p> <p>John and Sandra Christopherson</p>	<p>Hi John-</p> <p>Welcome back! We posted an abridged version of the open house presentation on the MCR website. It's about 28 minutes long and should get you up to speed on where the team is with the PEL Study. http://www.midtowncongestionrelief.com/meetings.html</p> <p>In short, the PEL Study team is moving forward with Phase 2 screening of concepts B, C1, C2, and H. Phase 2 will be a more detailed analysis of environmental, land use, right-of-way, utility, equity, etc factors for those concepts. Here's a link to the Concepts so you can refresh your memory.</p> <p>We are planning the next Citizens Advisory Group meeting in the next 1-2 months. We have not set a date yet, so stay tuned for more information.</p> <p>Let us know if you have any follow up questions.</p> <p>Thanks, Rachel</p>	4/1/19 R. Steer
4/1/2019	Ned Hahn	Guardian	<p>Hi all-</p> <p>I just got a call from Ned Hahn who owns Guardian Security along the Seward Hwy (he attended our second BAG meeting). He just purchased the Western Sheet Metal building next door to his building and wants to know what is going on with MCR.</p> <p>His primary questions/concerns are:</p> <ul style="list-style-type: none"> • Will the highway be above or below grade • What is ROW acquisition going <p>I let him know that level of detail has not been determined, the project team is working on phase 2 of screening for the high-level concepts that moved forward. I told Ned we anticipate hosting another Business Advisory Group sometime in the next couple of months.</p> <p>Ned didn't recall seeing any emails from the project team recently. I checked our Constant Contact account and our BAG email list and we have the correct email for him. I'll work with him to make sure our emails are not going to his junk mail folder. I'll also let him know there is an abridged version of the Open House presentation on the website if he wants to get up to speed.</p>	<p>Ned-</p> <p>Thanks for the call this morning.</p> <p>Our most recent Business Advisory Group meeting was held on February 4 and we hosted a public open house on February 28.</p> <p>It looks like you have received emails from two members of our public involvement staff, Claire Mueller and Jovie Garcia (cc'd here), in case you want to whitelist their email addresses for future announcements.</p> <p>We posted an abridged version of the February 28, 2019 Open House presentation on the project website if you want to get a feel for where we are in the PEL Study.</p> <p>We do not have a date set yet for the next Business Advisory Group meeting, but I do expect it to be scheduled in the next 1-2 months. Stay tuned for an invite from Claire or Jovie.</p> <p>Thanks, Rachel</p>	4/1/19 R. Steer

Date Comment Received	Name	Company	Comment	Response Date Comment Response
10/25/2019	Thomas Crowley	Rogers Park Community Council	<p>Subject: residential traffic issues</p> <p>Dowl: Am heartened by the proposals put forth so far. It seems that project designers have taken heed of residents concerns about increased flow through traffic on La Touche and I'm hoping they will continue to oppose any design that would adversely impact traffic issues in areas next to the project. I'm aware that cost is a concern, but feel that, in the long run, the sub grade corridor designs, with the attendant improvements in pedestrian and bicycle safety, will pay large dividends over the years and will make Midtown a much more desirable place to live and do business. Thank you, Thomas Crowley Rogers Park</p>	Did we respond?
11/3/2019	Kevin Swanson		<p>Subject: Public Review (MCR) - Midtown Congestion Relief</p> <p>Dear MCR Project Team,</p> <p>Please consider building a two-lane "express" tunnel underneath the Seward highway between around East 22nd on the north and ending between 36th and Tudor on the south side of the corridor of interest. Once the tunnel has been built, the roadway system above the tunnel can remain as it mostly is right now, which is to serve the residents of Midtown and those who work, shop or eat in the area.</p> <p>This tunnel would be a "contra-flow" roadway. In the morning, the two lanes would handle north-bound traffic (accessed by staying in the left lanes of the Seward Highway and in the afternoon it would handle southbound traffic, which would also be accessed by staying in the left 2 lanes as they come down the hill from East 15th Ave. Those who want to access the midtown area would stay in the 2 right hand lanes going each direction as they make their way into the intersections of Midtown. In other words, at the point before the tunnel starts at either end, there would be a total of four lanes going each direction - the inner two lanes 'going into/or coming out of the tunnel' and the two outer lanes 'going into/or out of Midtown'. Once further away from the tunnel, the four lanes would merge to three lanes in each direction as exists now.</p> <p>Above the tunnel, the Seward highway north/southbound traffic could consider going to two lanes each each North and South direction as you would not have all the express traffic. That would give ample room for good left and right turn lanes at each intersection and turn lanes into businesses along the way.</p>	Did we respond?

Date Comment Received	Name	Company	Comment	Response Date Comment Response
11/4/2019	Vincent Sean Monico monicovs@me.com	Resident of Rogers Park 907-306-6096	<p>Subject: Re: Public Review (MCR) - Midtown Congestion Relief</p> <p>Dear MCR Project Team:</p> <p>I understand that later in the month of November, the MCR Project Team will be participating in a community outreach meeting regarding the MCR project. I am a resident of Rogers Park and unfortunately, I will out of town when this meeting is set to occur. I have been a long term resident of the Rogers Park neighborhood and intend to live there for the near future. I would like to understand better the proposed changes as navigating the neighborhood and into the Midtown area Anchorage impacts me daily.</p> <p>Could you please send to me a PDF of the MCR Project Team's current proposal that includes a map and/or drawings of what the concept presently looks like? I would like to review this so I can better understand the current view of the project and to also provide feedback into the project team.</p> <p>Sincerely, Vincent Sean Monico Resident of Rogers Park monicovs@me.com 907-306-6096</p>	Did we respond?
11/12/2019	Various	OH#3	See Attachment H	

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
11/19/2019	Colin Singleton		<p>Subject: Inquiry from the MCR PEL Open House #3</p> <p>Good afternoon,</p> <p>I had a follow-up question from the Midtown Congestion Relief Open House last Tuesday. Someone in the first presentation asked why the freeway couldn't go under 36th Avenue, and I missed part of the response. I understand that local drainage was an important consideration, and it sounded like the resulting grades would cause issues for storm drain outfalls at Chester Creek (Figure 28?). Can you make sure I got that right?</p> <p>Understanding that these details will be ironed out in design, I wanted to see what the current thought is about pedestrian and bicycle facilities along frontage roads. Do you have a target speed for these frontage roads and ways to make sure they don't function as a second freeway? Will active transportation facilities be on or off-street? Do you have any thoughts about how to address interactions between bicycles and right-turning vehicles accessing adjacent businesses (e.g. in front of Carrs, Allen & Peterson, Kinley's, Fred Meyer, etc.). The new two-lane frontage roads along the Seward Highway from Dimond to Dowling encourage excessive vehicle speeds, and the current sidewalk in front of Allen & Peterson is daunting for pedestrians with the adjacent traffic speeds/frequent driveways. I'm hoping we could improve upon both those designs since you've gotten so much feedback about active transportation.</p> <p>Lastly, I want to applaud the team for an excellent job at the Open House and on the PEL in general. From my perspective your public involvement process has consistently drawn out the public's concerns and interests and strives to incorporate them going</p>		Did we respond?

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
11/20/2019	Allan Barnes arbarnes@alaska.edu		<p>Subject: mid-town project comment</p> <p>I have been going from downtown to DeArmoun for 35 years, during morning and evening rush hours and weekend trips. The ONE problem that has grown to be the impediment to the routine flow of traffic is the traffic light at 36th. I already know that addressing that problem is of little interest to you because fixing that light would remove the millions you all stand to make. But the fact remains that south moving traffic cannot get across Fireweed because the traffic cannot get through the intersection. That traffic can't get through Northern Lights or Benson because there is a solid line of traffic which can't get through the traffic light at 36. Anyone, and I mean anyone, who travels south on Seward Highway at rush hour can easily understand what and where the problem lies. Fix the backup at 36th and the other problems disappear.</p> <p>I am all in favor of the Feds picking up the tab for improvements, but just put an intelligent person on the side of the road at Moose's Tooth for 3 days at rush hour and read their report. In fact, if you gave them a handheld switch to control the traffic light at 36th for those 3 days and you embedded their timing into the automatic structure, the problem would be solved. The light is ill timed, too short, totally uncoordinated and does not match traffic patterns. I also have noticed that you are proposing another overpass at 36th with a variety of patterns. The traffic circle idea like at Dowling I hope is dead and the lane switching as at Muldoon and the Glenn Highway only has some possibility but the amount of cross-the-overpass traffic will doom that design at 36th as the Muldoon intersection's main purpose is on/off of the Glen and there is way too much stay-on-36th for that to work any better that the light does now. My</p>		Did we respond?
11/21/2019	Carolyn Ramsey b747mx@gmail.com	AHCC President	<p>Subject: MCR Public Comment</p> <p>Hello Katie,</p> <p>While I very much appreciate public comment being left open until January for Community Councils I firmly believe it must remain open to everyone. Not everyone in each council will agree with all resolutions or all parts of the resolutions that are passed. To shut down those individuals chance to voice their concerns or issues is not acceptable on any level nor is it how we as a society should treat our neighbors.</p> <p>Thank you, Carolyn Ramsey AHCC President</p>	<p>Thank you, Carolyn. I appreciate your perspective. We will note your comment for the record and take it into consideration.</p> <p>Thank you again, Katie</p>	11/21/19 K. Conway

Date Comment Received	Name	Company	Comment	Response	Date Comment Response
12/20/2019	Robert Harris rharris@alaska.net		<p data-bbox="757 177 1240 209">Subject: Midtown Congestion Relief project</p> <p data-bbox="757 225 1240 272">As a long-term resident living on Ingra Street, I am opposed to the project.</p> <p data-bbox="757 288 1240 384">1) Population growth data and projections are out-of-date. Anchorage's population has been declining in recent years, as population has shifted to the Mat-Su valley. The need for the highway is not justified by the data that has been presented.</p> <p data-bbox="757 400 1240 528">2) The project is very expensive, and federal and state funds would be better utilized in first repairing the Port of Alaska. If the Port is damaged by an earthquake, or continues to fail because of age-related factors (corrosion), then the cost of living in Alaska will increase significantly.</p> <p data-bbox="757 544 1240 703">3) As presented in the project meetings, safety is an important consideration for justifying the project. However, the State of Alaska maintenance program focuses on highway snow removal, rather than first clearing pedestrian walkways. A more comprehensive analysis of the safety data will likely demonstrate that it is the State's snow removal practices that puts pedestrians in harms way, rather than the existing highway system design.</p> <p data-bbox="757 719 1240 896">4) Taking residential properties on the east side of Seward Highway will result in an increase in noise levels experienced by neighborhood residents. The project team indicated that they had considered taking the several properties to the west side of Seward Highway, but this was rejected because it had a negative impact on Moose's Tooth, and impacted parking at the former Sears Mall. Taking part of the neighborhood is not the better solution, and</p>	<p data-bbox="1240 177 1787 209">Hi Robert,</p> <p data-bbox="1240 225 1787 320">Thank you very much for your time and thoughtful comments on the MCR PEL draft study report. Thank you also for coming to the open house recently. It was nice to see you. Your comments will be documented for the record, and taken into consideration.</p> <p data-bbox="1240 336 1787 384">Thank you again, and Happy Holidays, Katie</p>	12/23/19 K. Conway

PUBLIC AND AGENCY INVOLVEMENT SUMMARY

Feedback on Draft PEL Study Report

- Comment and Response Summary
- Municipality of Anchorage Letter
- Private Resident Comments
- Airport Heights Community Council Resolution
- Fairview Community Council Resolution
- Rogers Park Community Council Resolution
- Tudor Area Community Council Resolution
- Anchorage Assembly Resolution

Comment and Response Summary



Draft PEL Study Report: Comments and Responses

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
K Kneaper	Best Western Golden Lion Hotel	General		All of the various proposed drawings, aerial overlays and indeed, even the new animation showing the preferred alternative, indicate encroachment into the property on the north side. We have been told repeatedly that those impacts will not be determined until the design phase of the project is underway. The project team has made it clear in various presentations that it does plan to acquire certain properties along the route of the project but there has been no indication that our property is on that list. We have also been told the team is committed to "make whole" any property that is negatively affected by the project. We expect the state to live up to that commitment and purchase our property at fair market value if it turns out our already minimal parking area will be further reduced by this project.	Thank you for your feedback. Determining exact ROW impacts will occur as part of future design phases.	None	R Whitesell
K Kneaper	Best Western Golden Lion Hotel	General		We are concerned about the noise factor during the project's construction and following its completion. We expect to see mitigation efforts to minimize noise during the overnight hours during construction. We will also want to see aesthetic noise barriers along the high speed freeway to reduce noise once the project is complete.	Thank you for your feedback. Noise will be evaluated as part of future design and environmental phases for projects forwarded from the PEL Study.	None	R Whitesell
K Kneaper	Best Western Golden Lion Hotel	General		We expect our customers to be able to access our property in at least the same fashion that currently exists, both during the project and following its completion. As with the encroachment issue, we are told additional issues won't be addressed until design commences.	Thank you for your feedback. Determining exact access impacts will occur as part of future design phases.	None	R Whitesell
K Kneaper	Best Western Golden Lion Hotel	General		We question the need for this project and we don't believe it should proceed further until issues like those we have addressed above are fully resolved, not only for our property but that of others similarly affected.	Thank you for your feedback. Determining impacts as detailed in your feedback will occur as part of future design phases.	None	R Whitesell
M McNulty	Municipality of Anchorage	2.3.3	10	Pg. 10-11 (regarding section 2.3.3, Land Uses Along Seward Highway Corridor): This section incorrectly conflates the City Center land use designation with the Regional Commercial Center land use designation, stating that "City Centers are regional commercial centers that are tied to major arterials and/or freeways/interchanges to accommodate the high volumes of traffic generated by the development." Nowhere does the City Center land use designation say this. The City Center land use designation also does not mention any emphasis on "high capacity access to the arterial and freeway network". This is a fundamental misunderstanding of the 2040 Land Use Plan designations for Midtown that needs to be discussed further, to ensure the project team has been integrating land use in a way that is consistent with the 2040 Land Use Plan. As these misunderstandings may have resulted in concepts ranking higher than warranted regarding land use, this should be re-evaluated in response to follow up discussions.	Thank you for highlighting this issue, it will be corrected in the final report.	Revise Section 2.3.3 to ensure reference to City Center designation is accurate.	R Whitesell
M McNulty	Municipality of Anchorage		17	Pg. 17 (regarding items from the 2040 Land Use Plan): Several assertions are incorrect and need to be revised: Tudor Road is only designated as a commercial center west of the Seward Highway to C Street; Midtown is designated as a City Center on both the west and east sides between 36th Ave and Northern Lights; The Traditional Neighborhood Design designation extends as far south as Northern Lights Boulevard.	This will be corrected in the final report.	Revise Section to ensure accuracy.	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
M McNulty	Municipality of Anchorage		145	Pg. 145-146 (regarding property impact table): The table cites impacts from ROW acquisition to required parking facilities. Per Anchorage Municipal Code, Title 21, Chapter 12, Nonconformities, a nonconformity resulting solely from government ROW acquisition for a public purpose is considered legally nonconforming. The Current Planning Division of the Planning Department can work with the project team to determine which characteristics would fall under this provision and how to establish legal non-conforming status for the property owners.	Thank you for your guidance on this matter. The table was included for indicative purposes only. As the design advances we will engage further with the Planning Department to determine non-conformances and discuss how to address these.	None	R Whitesell
M McNulty	Municipality of Anchorage			Additionally, the Traffic Department has concerns with the assumption regarding loss of parking. Many of the commercial properties that will be impacted already have parking reductions and ongoing parking and circulation issues. With additional parking losses, there is the potential for significant impact to their operations and the mitigation noted in the tables is not acceptable.	Thank you for your guidance on this matter. The table was included for indicative purposes only. As the design advances we will engage further with the Planning and Traffic Departments to determine non-conformances and discuss how to adequately address these.	None	R Whitesell
M McNulty	Municipality of Anchorage			Project development will result in the loss of single-family residential of up to at least 8 residences. Anchorage's adopted 2040 Land Use Plan identifies a housing need of about 21,000 new housing units by 2040. As currently zoned, we are facing about a 7,900-unit shortfall in our land capacity to meet this need. Because of this, the 2040 Land Use Plan has several policies focused on preserving residential lands. It is our recommendation that in addition to re-housing those being dislocated by this project, that you also look at opportunities to create new residentially zoned lands to replace the units lost to this project. This could be accomplished by replatting and rezoning remnant parcels or other creative solutions.	Thank you for these suggestions. We will consider replatting and rezoning remnant parcels and other creative solutions. We will continue to work with MOA during the environmental process to preserve properties as far as practicable and to look for opportunities to create residentially zoned lands.	None	R Whitesell
M McNulty	Municipality of Anchorage		ES-2	Pg. ES-2 (Regarding population growth): Per the Alaska Division of Labor, Mat-Su growth slowed in 2017-2018, dropping back down to 1.3%, which translates to only an additional 1,355 people added to a total population of over 100,000. Also, according to the recent 2020 Anchorage budget proposal, "between 2014 and 2018, at least 15,000 Anchorage residents moved to the Mat-Su Valley while 9,200 Mat-Su Valley residents moved to Anchorage. This movement represents a five-year low for Anchorage residents leaving for the Mat-Su Valley and a five-year high for Mat-Su residents moving to Anchorage." Additionally, Anchorage has lost over 1% of its residents since 2015 according to DOL data. Have these recent trends been factors into the study's projection?	The study's projections are based on the longer-term trends in the Land Use Plan 2040 and in the MTP. The Midtown Congestion Relief Study focuses on a corridor/subarea within the Anchorage Bowl, and our team felt it was appropriate to ensure that population and traffic forecasting is consistent with the most up-to-date plans and models produced by AMATS and the MOA. At the time the PEL Study Report was drafted and traffic analysis was completed, these were the 2040 Land Use Plan, and the Anchorage Traffic Model that was made available to us by AMATS in late 2017, updated to reflect the forecasts in the 2040 Land Use Plan.	None.	R Whitesell
M McNulty	Municipality of Anchorage		8	Traffic Volumes and Level of Service Pg. 8 (regarding majority of user trips originating/ending in Midtown): If the primary finding of the origin/destination studies for this project has been that "most users [60-805] who enter and leave the study area, are motorists that are destined for or originated by the Midtown area," why would a freeway that emphasizes through-traffic be necessary? Why not improve the existing intersections for access and safety for both motorized and non-motorized traffic?	The highest priority projects are focused on improving intersections for access and safety for both motorized and non-motorized traffic, and that is why these projects are recommended in the short term. The grade-separated mainline provided for in the medium-term projects doesn't only serve traffic traveling the full north/south distance through the study area. More importantly, it serves the north/south traffic that is traveling only partway through the study area before accessing one of the cross streets. Specifically, the placement of the ramps and frontage road system allow traffic to/from Tudor Road and 36th Avenue to bypass the Fireweed Lane, Northern Lights Boulevard, and Benson Boulevard traffic signals, and vice versa. In this way, the grade-separated mainline facilitates more direct access to Midtown (i.e.,	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
					less stops at the adjacent traffic signals), while reducing traffic at each frontage road signal. In addition, the grade-separated mainline significantly increases corridor capacity and together with the other segments of the Seward Highway/Glenn Highway Connection projects included in the MTP would serve a regional role for accommodating growth from other congested corridors across Anchorage. The result is to improve access, safety, and mobility for both motorized and non-motorized traffic along the study corridor as well as throughout Anchorage.		
M McNulty	Municipality of Anchorage		14	Pg. 14 (regarding the traffic model used): According to the firm RSG's research, the PEL does not use the 2040 E+C Model, which is the fiscally constrained model that should be used for projects. Per RSG, the Midtown PEL used an uncalibrated version of the model that contains assumptions that are different from the actual E+C Model. More coordination is needed to ensure that the project is using the correct model in addition to providing clear information on the assumptions used and how they differ from the 2040 E+C Model.	Due to the delays and timing of the 2040 MTP update, the 2040 E+C model was not available for use for the PEL analysis. Instead, the latest available model provided to us by the MTP project team was used as the starting point for the PEL modeling effort. Adjustments were then made following industry best practices to refine the model to best serve the purposes of the PEL analysis, which is much more targeted on a specific project corridor versus the regional focus of the MTP and also uses a later horizon year. We are happy to use the 2040 E+C model for ongoing work during the environmental phase if this model can be made available to the team.	None	R Whitesell
M McNulty	Municipality of Anchorage	4.2	52	Pg. 52 (regarding 4.2, Traffic Analysis): How are the AM/PM peak hours defined in this study? What parts of the day? Also, what is the off-peak LOS at intersections in the study area?	The AM and PM peak hours are the highest one-hour periods during the morning and evening peak demand times. Based on the 12-hour counts (7am-7pm) performed at the study intersections throughout the study area, the peak hours were specifically 7:30-8:30am and 4:30-5:30pm. The off-peak LOS was not evaluated for the study intersections, but midday volumes (generally around lunchtime) are approximately equal to the AM peak hour. Throughout the afternoon, the volumes gradually build until they reach the PM peak hour. This suggests that midday and afternoon LOS fall somewhere between the AM and PM LOS.	None. This will be clarified in the final Traffic Report	R Whitesell B Coy
M McNulty	Municipality of Anchorage	4.2	52	Pg. 52 (regarding 4.2, Traffic Analysis): What is the actual delay per vehicle at 36th Avenue mentioned here, and how does it compare to average vehicle delays at peak hours at similar intersections in comparable US cities?	The average delay per vehicle at 36th Avenue is 70 seconds during the PM peak hour and 54 seconds during the AM peak hour. The 2019 Urban Mobility Report published by the Texas Transportation Institute reports Anchorage as a whole to be one of the lowest performers compared to the 21 other "Small Urban Areas" (i.e., with less than 500,000 population) for each of the four congestion measures (see Table 1 on page 25 of the report: https://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-report-2019.pdf). While this report considers the city as a whole, the PEL study area is one of the most congested in Anchorage, suggesting the 36th Avenue intersection compares poorly with similar intersections in comparable US cities.	None	R Whitesell
M McNulty	Municipality of Anchorage	6.2.2	68	Pg. 68 (regarding 6.2.2, Existing Conditions Summary and Data Collection Report): Were the historically declining traffic volumes along the Seward Highway and Midtown cross-streets considered in the existing conditions/data analysis portion?	The traffic data used in the existing conditions analysis were collected in 2017 and adjusted seasonally to account for seasonal variation. Existing conditions analysis is considered a snapshot in time for the given year of data collection and analysis, which for this project was 2017.	None	R Whitesell
M McNulty	Municipality of Anchorage		ES-2	Pg. ES-2 (regarding traffic volumes): The 2040 E+C Model in the MTP does not show traffic doubling by 2040 in this corridor. It is only projected to be 50,000-67,000 AADT through Midtown. Given this lower model forecast, in addition to the fact that AADT on the Seward Highway and all Midtown	The 2040 E+C Model only includes existing and currently committed projects, which doesn't address the capacity bottlenecks that cause the existing congestion on Seward Highway and other parallel routes (e.g., Lake Otis Parkway, Tudor Road/Muldoon Road, Minnesota Drive, etc.) For example, our	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				cross streets has declined about 10%-20% since 1998, why would expensive/disruptive improvements be required to alternative corridors in a no-build scenario (especially in the face of projected and real <1% population growth in Anchorage since 2015)?	2048 No-Build model also shows the Seward Highway corridor has capacity for around 55,000 AADT. However, when the Seward Highway/Glenn Highway Connection was added to our 2048 Build model, the volumes increase to more than 80,000 AADT, which indicates the amount of traffic that would find it advantageous to shift away from other Anchorage roadways if capacity was added. By including the Seward Highway/Glenn Highway Connection in the MTP, the model demonstrates the systemwide benefits it would provide. This modeling also suggests that the primary contributing factor to doubling traffic on this section of the Seward Highway is the completion of the Seward-to-Glenn Highway connection, which would attract traffic from around the city to the new grade-separated corridor. Until the time that the full highway connection is built and traffic shifts over to the corridor, the "Short Term" projects help address existing safety and congestion needs while preparing the way for the full Seward Highway/Glenn Highway Connection, which is a critical long-term need for accommodating the MOA's Land Use Plan goals.		
M McNulty	Municipality of Anchorage		ES-2	Pg. ES-2 (regarding hours of delay): What is the actual significance of "250 driver hours of delay every weekday afternoon"? Spread across how many vehicles over how much time? And how does this delay compare to similar intersections within Anchorage or in other cities of comparable size?	This metric is the multiplication of the average delay by the hourly traffic volume during the PM peak hour. Although an average delay of 70 seconds per vehicle may appear small, at high volume intersections it will result in high cumulative impacts. This metric is often associated with a monetary cost, and in the 2019 Urban Mobility Report, Anchorage is reported to experience the highest congestion cost per auto commuter for all small urban areas included in the report.	None	R Whitesell
M McNulty	Municipality of Anchorage		ES-2	Pg. ES-2 (regarding level of service): This section states that the intersections of 36th Avenue, Benson Boulevard, Northern Lights Boulevard, and Fireweed Lane "are at level of service E or F" presumably during the PM peak. If this is the case, why does the existing LOS PM peak map (Figure 15 on page 54) show only one of those intersections (36th Ave) operating at E during PM peak? The rest show as LOS D and above. Also, what is existing and future (build vs. no-build) LOS for off-peak hours (i.e., the vast majority of every day?)	The discussion about LOS will be updated in the final report. Off-peak LOS was addressed in response to the comment on Pg 52.	This discussion will be revised in the final PEL Study Report	R Whitesell
M McNulty	Municipality of Anchorage		57	Pg. 57 (regarding Transit): This section states that "the primary role of the Seward Highway corridor is to provide a convenient and efficient corridor for transit use." The preferred alternatives in this document do not achieve this goal. The same paragraph also states that "preservation of existing infrastructure and functionality is the primary consideration of new projects on Seward Highway." This also does not appear to be the case, given that the emphasis is entirely on new infrastructure. Are these statements simply errors in this section?	This section is considering elements that need to be considered in the future transportation context, including: 1) The Seward Highway is a corridor that provides for mobility, and from a transit perspective this means any route (or future route) that uses the highway would be focused on moving vehicles through, rather than providing for transit stops. This is particularly relevant if a future route is to be provided between Midtown City Center and the Mat-Su Valley, for example. 2) The reference to preservation of existing infrastructure and functionality is the primary consideration of new projects on Seward Highway is stated in reference to the projects goal of not negatively impacting existing transit routes or existing transit infrastructure, which focus on cross streets (Tudor Road, Northern Lights Boulevard, and Benson Boulevard).	The verbiage will be revised to clarify transit provision in response to this question.	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
M McNulty	Municipality of Anchorage	6.2.1	67	Pg. 67 (regarding 6.2.1, Concept Development Workshop): Was there a no-build alternative available at all in Phase 1? If not, why?	The no-build was considered in the concept screening during phase 2 as a reference point. It is not a requirement of the PEL process to include a no-build alternative. A No Build will be an alternative considered in future NEPA documentation.	None	R Whitesell
M McNulty	Municipality of Anchorage		86	Pg. 86 (regarding 6.6, Phase 2 Concept Screening): Why was a no-build concept first brought up in Phase 2 instead of from the beginning of the project, in accordance with best practices? Also, who scored each concept?	See previous comment. Each concept was initially scored by subject matter experts from within the project team, and then initial scoring was reviewed by the project managers to ensure consistency. The scoring was reviewed by advisory groups and the public, and feedback has been used to adjust scoring.	None	R Whitesell
M McNulty	Municipality of Anchorage		89	Pg. 89 (regarding supplementary scoring): Will the supplementary scoring that was requested be made available for public comment, and/or does it have the potential to impact the preferred alternative that is already identified in the document? It seems that this is integral to the PEL project, which states that each project should be independent.	The supplementary scoring will be made available for review.	The supplementary scoring of the intermediate build will be included in the final PEL Study Report.	R Whitesell
M McNulty	Municipality of Anchorage	7.3.1	95	Pg. 95 (regarding 7.3.1, Concept Overview): In all concepts, the frontage roads appear to emphasize access to/from the Seward Highway for vehicles. They do not appear to be oriented towards local access or providing hospitable access for nonmotorized traffic. All concepts should be designed for nonmotorized traffic, which equates to "access for all", a fundamental tenet of FHWA goals. This dynamic, combined with the number of lanes and corresponding widths for some of the frontage roads, appears that it would result in a high-speed vehicle environment on these roads contrary to the intent of the study. What are the posted/design speeds that are anticipated on these frontage roads?	The posted speed of the frontage roads is envisioned to be 35MPH and the design of these corridors will be consistent with slower speed more multi-modal corridors. We do not agree with your assessment that the frontage roads emphasize access for vehicles, although ensuring access to Midtown City Center from the freeway is a key element of supporting the vibrancy of the city center as a key employment center in Anchorage. Significant attention has been given to pedestrian and bicycle facilities and connectivity, and the preferred concept is a significant improvement on the existing environment. Additionally, the frontage roads conceptually include "Complete Street" elements, and a community place-making project is proposed to further identify space activation initiatives that will enhance the environment for non-motorized users and people generally within the corridor environment.	The concept description will be updated to clarify a lower speed environment is envisioned on the frontage road network.	R Whitesell
M McNulty	Municipality of Anchorage		148	Pg. 148 (regarding proposed project table): This project mentions the "cover of the highway in the beginning of this document, yet it has dropped off here.	This table will be updated in the final document.	The table will be updated in the final document.	R Whitesell
M McNulty	Municipality of Anchorage		ES-5	Pg. ES-5 (regarding freeway covers): This table indicates that freeway covers would be constructed in the 1-3 year period. Is this really the case? This information conflicts with the second version of this project table in Chapter 9, where no freeway covers are mentioned. Also, are the costs of the covers included in the total project cost? Or, are they anticipated to be funded from another source?	The non-inclusion of freeway covers in the table at the end of the report is an oversight in the project descriptions and will be updated in the final report. The table in the Executive Summary does not state the covers will be constructed in the 1-3 year period, it has an indicative project start date of 1-3 years. The place-making effort has been contracted and will be moving forward in the first quarter 2020. The costs of the covers are included in the total project cost and will be refined as the project moves from a planning level cost estimate to preliminary design.	The table will be updated in the final document.	R Whitesell
M McNulty	Municipality of Anchorage		ES-6	Pg. ES-6 (regarding multi-interchange concept, variant 1): The first rendering shows that part of variant 1 is an elevated freeway. Wasn't an elevated freeway deemed unacceptable throughout this document?	An elevated freeway is deemed unacceptable between Benson Boulevard, Northern Lights Boulevard and Fireweed Lane. Currently the Seward Highway is proposed to be elevated over 36th Avenue prior to depressing below the remaining cross streets. This has been proposed to reduce project cost, and also because of potential challenges associated with depressing the water table in this location. We have received community feedback seeking that we continue to consider depressing the	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
					freeway below 36th Avenue, and this will be further evaluated as part of the environmental process.		
M McNulty	Municipality of Anchorage			Additionally, in each multi-interchange variant, it appears that pedestrians would still have to cross 7+ lanes of traffic in addition to a wider distance between each highway segment. How are these crossings proposed to be handled? We have not been able to determine that the graphics visualize any non-motorized crossing infrastructure at all.	These crossings would be controlled by signals. Pedestrians would only be crossing one direction of travel at a time, and the wider distance between each highway segment can be a more pedestrian-friendly area. These features are intended to be designed to improve non-motorized user comfort.	None	R Whitesell
M McNulty	Municipality of Anchorage			Overall - System Benefits: While we recognize that this project has a specific study area, the PEL fails to explain the overall system benefits of this project, which is likely the most meaningful benefit. Traffic operations are not significantly improved in the Midtown area, except along the highway system itself, and this benefit will only be realized if tied with several other segments of improvements to create a true highway-to-highway connection.	The overall system benefits of the project are explained in executive summary and the introduction. We can clarify the benefits further in the final report.	This will be emphasized where possible in the final PEL Study Report.	R Whitesell
M McNulty	Municipality of Anchorage			Overall - Maintenance Discussion: The increased maintenance costs are not discussed in the document. We will be going from a primarily six-lane roadway with auxiliary turn lanes to a six-lane highway with entrance/exit ramps and multi-lane frontage roads with auxiliary turn lanes. This essentially doubles the amount of lane miles to be plowed, signed, striped, swept, etc. In addition, the number of signals to maintain increases. Another concern is that currently, this segment of the Seward Highway is priority level 1 for maintenance. If the existing State street maintenance priorities further south on the Seward Highway will apply to this new layout, the ramps will be priority level 2 and the frontage road system (and their nonmotorized facilities) will be priority level 3, meaning that the surface streets in Midtown could see a reduction in service.	As this is a planning study considering improvement alternatives, maintenance costs were not addressed in detail. We assume state street maintenance priorities will be re-evaluated as the project is constructed, and as this segment of roadway is more urban in character and has a higher volume than the Seward Highway south of the Tudor interchange, we assume it will be assigned a higher maintenance priority.	None	R Whitesell
M McNulty	Municipality of Anchorage			Additionally, active space management needs to be addressed as right of way is purchased and held since the project is expected to be built in phases over the next 20-30 years.	Agreed with the exception that we are planning for a 10-15 year implementation.	None	R Whitesell
M McNulty	Municipality of Anchorage			Overall - Project Timeline: Because this is a 30-year phased project, what happens if Federal funding and priorities/policies changes occur in the future? Motorized travel modes may change, but non-motorized needs will always exist, so all design concepts need to focus more on non-motorized improvements and getting those in place as a priority.	Agreed. This is why the highest priority projects implement nonmotorized facility improvements in the short-term projects.	None	R Whitesell
Robert Harris	Resident			As a long-term resident living on Ingra Street, I am opposed to the project.	Thank you for your feedback.	None	R Whitesell
Robert Harris	Resident			Population growth data projections are out-of-date. Anchorage's population has been declining in recent years, as population has shifted to the Mat-Su valley. The need for the highway is not justified by the data that has been presented.	Thank you for your feedback. The study's projections are based on the longer-term trends in the Land Use Plan 2040 and in the MTP. The Midtown Congestion Relief Study focuses on a corridor/subarea within the Anchorage Bowl, and our team felt it was appropriate to ensure that population and traffic forecasting is consistent with the most up-to-date plans and models produced by AMATS and the MOA. At the time the PEL Study Report was drafted and traffic analysis was completed, these were the 2040 Land Use Plan, and the Anchorage Traffic Model that was made available to us by AMATS in late 2017, updated to reflect the forecasts in the 2040 Land Use Plan.	None	R Whitesell
Robert Harris	Resident			The project is very expensive, and federal and state funds would be better utilized in first repairing the Port of Alaska. If the Port is damaged by an	Thank you for your feedback. This is beyond the scope of the PEL Study.	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				earthquake, or continues to fail because of age-related factors (corrosion), then the cost of living in Alaska will increase considerably.			
Robert Harris	Resident			As presented in the project meetings, safety is an important consideration for justifying the project. However, the State of Alaska maintenance program focuses on highway snow removal, rather than first clearing pedestrian walkways. A more comprehensive analysis of the safety data will likely demonstrate that it is the State's snow removal practices that puts pedestrians in harms way, rather than the existing highway system design.	Thank you for your feedback. Your comment will be passed to DOT&PF's maintenance group.	None	R Whitesell
Robert Harris	Resident			Taking residential properties on the east side of Seward Highway will result in an increase in noise levels experienced by neighborhood residents. The project team indicated that they had considered taking several properties to the west side of Seward Highway, but this was rejected because it had a negative impact on Mooses Tooth, and impacted parking at the former Sears Mall. Taking part of the neighborhood is not the better solution, and other options exist for parking at Mooses Tooth and the former Sears Mall. The Anchorage Community Development Authority is in the business of building and operating parking structures, and both of these business locations are excellent candidates for parking garages.	Thank you for your feedback. The decision to align ROW toward the east was a result of numerous elements. The amount of ROW required will be confirmed during the design phase of projects forwarded from the PEL Study, and noise impacts and associated mitigation will be evaluated as part of the environmental documentation.	None	R Whitesell
Robert Harris	Resident			If the project continues as presented, then the State must offer to purchase all properties on the west side of Ingra Street, and must commit to designing noise abatement systems that will result in no increase in noise levels for the remaining residential homeowners during peak traffic periods.	Thank you for your feedback. Determining exact ROW impacts and noise will be part of future design and environmental phases for projects forwarded from the PEL Study.	None	R Whitesell
Jay Stange	Resident			Most transportation experts I've met in the past 20 years step off the airplane and observe within minutes that the highway system in Anchorage is dramatically overbuilt for a city of 300,000. We don't need a Midtown Freeway with frontage roads and new interchanges between Tudor Road and Chester Creek. We do need a reasonable connection of the Seward Highway and Glenn Highway which allows the neighboring communities, particularly Fairview, to resume planning and development from a currently frozen status.	International Airport Road and Minnesota Drive are typically the first roadways someone would experience when leaving the airport, but they are not indicative of the overall city's transportation network. For a more comprehensive and data-driven perspective, the 2019 Urban Mobility Report published by the Texas Transportation Institute reports Anchorage as a whole to be one of the lowest performers compared to the 21 other "Small Urban Areas" (i.e., with less than 500,000 population) for each of the four congestion measures (see Table 1 on page 25 of the report: https://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-report-2019.pdf)	None	R Whitesell
Jay Stange	Resident			I've attended most public forums for this study and two of the public advisory group meetings and my best understanding is this project has two major proponents: Alaska DOT&PF and members of the Midtown business community. The most recent forum at the Loussac Library omitted sharing with the public a price tag for this project, though AMATS TIP and other sources reference estimates which run from \$200 million for initial design and right of way acquisition to \$1.2 billion for total project. We can't afford this. And we don't need it. Our Federal highway funding match would be much better used to create a reasonable highway to highway (Glenn to Seward) connection, make new non-motorized safety improvements and to maintain the roads we currently have.	Thank you for your feedback.	None	R Whitesell
Jay Stange	Resident			In particular, I'd love to see DOT&PF support safety improvements in Midtown by building sidewalks, pedestrian overpasses, bike lanes, and main-street style traffic calming improvements on the Benson/Northern Lights couplet. There should be dedicated bike routes along Denali Street	Thank you for your feedback. Many of the improvements you suggest are incorporated into the preferred concept.	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				and the Old Seward Highway for north-south non-motorized travel and Fireweed Lane, 32nd/33rd Avenue and 40th Avenue (with Fish Creek restoration and greenway/trail supports) should be build out for east-west non-motorized connections. Build an overpass at 36th Avenue and consolidate ownership of this roadway in municipal hands so it can be dedicated as a fast bus/transit route connecting the U-Med complex to Midtown and Spenard. Put in beautiful pedestrian bridges at Benson and at 32nd to span the Seward Highway. We should spend \$150 million on such safety improvements, not \$1.2 billion for a freeway.			
Jay Stange	Resident			Fish Creek runs underneath the Seward Highway in a large bypass pipe at Tudor Road. Despite repeated reminders from the public, you have not incorporated the community's desire to restore and daylight this waterway into your planning.	Thank you for your feedback. Daylighting Fish Creek is not part of the project's vision and goals. The Municipality of Anchorage's 2040 Land Use Plan identifies a greenway-supported development corridor in this location, and opportunities to support this corridor will be considered as part of the design and environmental documentation for a future project forwarded as part of the PEL Study.	None	R Whitesell
Jay Stange	Resident			Additionally, building bike paths and pedestrian facilities in the Seward Highway/Midtown Freeway right of way is a waste of money. Few people will use such facilities. It's just not safe and it's no fun. Look at Tudor Road or Minnesota Blvd.	Thank you for your feedback. We have received strong support for the improvement/addition of non-motorized facilities as part of the preferred concept.	None	R Whitesell
Jay Stange	Resident			Finally, I find it incredibly cynical that you propose to organize the Midtown Freeway build into five separate National Environmental Policy Act (NEPA) documents. This will make it harder for the public to give a resounding no to this project. Rest assured, I will support the NO ACTION alternative at every step of the way.	Thank you for your feedback. The purpose of the PEL process is to identify a project or series of projects with independent utility and logical termini that deliver transportation improvements within a subarea or corridor. Each of the projects recommended will deliver benefits, regardless of whether any other projects are forwarded in the study corridor.	None	R Whitesell
Jay Stange	Resident			The economy in Alaska is in recession. There is no private development or public investment which will change this fact currently. Why can't these kinds of studies focus on changing an unhealthy, unsafe, unaffordable, unmaintainable highway/arterial system into a multi-modal transportation system which will inspire active transportation, increase residential density and motivate transit use?	Thank you for your feedback. The Seward Highway is a freeway corridor, and the improvements recommended are designed to separate out mobility traffic from local traffic to support local land use patterns and improve the opportunity for a range of transportation modes.	None	R Whitesell
Fairview Community Council	Resolution 2019-13			<p>Whereas, the Fairview Community Council was significantly impacted when the State Transportation Department converted our local neighborhood streets of Gambell and Ingra into a one-way, high-speed couplet, and</p> <p>Whereas, such conversion established an automobile-oriented design framework upon Fairview's gridded, small-block and pedestrian scaled traditional neighborhood land structure, and</p> <p>Whereas, the result of said conversion was the creation of an urban environment out of place with the needs of a more livable neighborhood, and</p> <p>Whereas, the increasing volumes of traffic along the Gambell-Ingra Couplet clash with the heavy volumes of pedestrians and other non-motorized users of the streets such that the corridor is identified as one of the most dangerous places for pedestrians in the Municipality, and</p> <p>Whereas, since the early 2000's the DOT&PF/AMATS model and potential right-of-way alignments have increased the risk of investing along the</p>	Thank you for your feedback. Many of the resolution matters will be addressed in further detail as part of the design and environmental analysis for projects forwarded from the PEL Study.	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				<p>corridor due to uncertainty about the timing and alignment of the Highway-to-Highway and Knik Arm Crossing projects, and Whereas, this has resulted in significant divestment from the Fairview business corridor, resulting in economic stagnation, fewer employment opportunities and delayed Fairview economic revitalization, and Whereas, the Midtown Congestion Relief - Planning and Environmental Study (MCR-PEL) seeks to increase the throughput of traffic through Midtown and channel this increased traffic into the Gambell-Ingra Couplet, and Whereas, the MCR-PEL includes in its scope of study impact to Chester Creek and 15th Avenue, and Whereas, a "no build" option is expected to add 5,000 vehicles to the daily traffic flows throughout neighborhood according to the current growth projections in the AMATS model adopted under the MTP over the next ten years, and Whereas the MCR PEL is projected to increase daily traffic flows by 10,000 vehicles, and Whereas, the project could provide a more balanced approach to enhancing mobility within the Midtown commercial while adding value to the Anchorage urban fabric, conforming to the Anchorage Land Use Plan, improving access to public transit, supporting non-motorized modes of transportation while showing awareness and integration of important regional trail infrastructure, and Whereas, the inclusion of a Midtown Greenway Alternative supports the viability of the Fairview Greenway that is identified in the Anchorage Land Use Plan and strongly promoted by members of the Fairview Community Council, and</p>			
Fairview Community Council Cont'd	Resolution 2019-13			<p>Therefore, Be It Resolved, that the Fairview Community Council has determined that either a no-build option of the MCR-PEL represent a significant increase to traffic flows through Fairview, resulting in safety, access, and environmental justice impacts, and Be it further resolved, that the Fairview Community Council cannot support the MCR PEL without addressing the impacts on the Fairview neighborhood, either through a complete PEL process for Fairview, a Comprehensive Transportation Corridor Study, or a subarea study that addresses the issues of safety, access, and environmental justice in Fairview, and Be it further resolved, that the Fairview Community Council is cautiously supportive of the concepts presented in the most recent iterations that include a cut and cover concept through the core of Midtown, and Be it further resolved, the Fairview Community Council requests the DOT&PF to add the Midtown Greenway conceptual alternative to the short list of alternative to be moved forward.</p>	Thank you for your feedback. Many of the resolution matters will be addressed in further detail as part of the design and environmental analysis for projects forwarded from the PEL Study.	None	R Whitesell
Rogers Park Community Council	Resolution 2020-01			<p>Whereas, the Rogers Park Community Council (RPCC) has been closely involved with the Alaska Department of Transportation and Public Facilities (ADOT&PF), Midtown Congestion Relief Study (MCR) over the past two years;</p>	Thank you for your feedback. Many of the resolution matters will be addressed in further detail as part of the design and environmental analysis for projects forwarded from the PEL Study.	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				<p>Whereas, ADOT&PF and its consultant DOWL, in the Draft Planning and Environmental Linkages (PEL) Study Report dated November 2019, have identified a preferred concept;</p> <p>Whereas, the preferred concept proposes to acquire nearly all of its additional right-of-way from the east side of the existing Seward Highway and will greatly disrupt the Rogers Park community, resulting in longtime neighbors being forced to leave, loss of friends and community, the potential for increased construction and traffic noise, and the potential for loss in property value;</p> <p>Whereas, we have not been provided sufficient information to evaluate the potential right-of-way acquisition between Northern Lights and 20th Avenue;</p> <p>Whereas, the most recent Metropolitan Transportation Plan currently places the depressed freeway portion of this project in the 2040 timeframe, potentially resulting in an interim project being in place for many years;</p> <p>Whereas, we are greatly concerned about the lack of ideas for the extensive median area in this "interim project" which could create additional swaths of unmaintained, underutilized, and unprogrammed public land in an area with high property values and growing population density;</p> <p>Whereas, the PEL construction cost estimate may be used for establishing future project budgets and funding, and we want to be certain that the PEL does not underestimate project costs;</p> <p>Whereas, the ADOT&PF response to RPCC Additional Questions - Request No. 2:</p> <p>a) Said that "sound walls are part of the depressed freeway line item."</p> <p>b) Did not provide the requested unit prices associated with the MCR sound walls, the Glenn Highway/Muldoon Interchange sound walls, or the unit price associated with cover over the depressed freeway.</p> <p>c) Said that "the elevated freeway still needs to be evaluated during the environmental process to compare potential effects of either an elevated or depressed freeway in the area."</p> <p>d) Said that "Proposed active transportation facilities running north-south through the project area will be separated from the edge of traveled way by a curb and 8-foot buffer. Additionally, the sidewalks are proposed to be widened to 10-feet" but "...cross streets will not be provided with a buffer between the sidewalks and the traveled way."</p> <p>e) Said that the cost estimate for the proposed bridge over Chester Creek was based on bridge dimensions of 188 feet (E-W) and 36 feet (N-S). Whereas, the A street bridge over Chester Creek spans 120 feet (N-S); Whereas, the RPCC advocates for non-vehicular/multi-modal infrastructure to be more thoughtfully incorporated into the design and acknowledges this by insisting that the design include accessible, safe, buffered, well-lit, and year-round maintained multimodal transportation along and across the Seward Highway as it will promote health, safety and welfare for the overall community as well as reduce vehicular trips thereby reducing congestion in the region.</p> <p>Now therefore, be it resolved that the RPCC:</p>			

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
Rogers Park Community Council	Resolution 2020-01			<p>1) Concur with the elimination of any further consideration of an elevated freeway alternative in the PEL study and in future planning, design, and construction processes, and RPCC requests that section 6.5 of the PEL report be revised to specifically state that the community and the project team does not support bringing an elevated highway forward for any consideration during the environmental process.</p> <p>2) Concur with a depressed freeway, with cover where feasible.</p> <p>3) Concur with a 35 MPH speed limit, enforced by signal timing, on the frontage roads.</p> <p>4) Concur with using a bridge to replace the Chester Creek culvert and the Chester Creek Trail culvert, such as at the A Street crossing of Chester Creek, and requests that the current PEL cost estimate for the bridge at Chester Creek be increased by a factor of two to account for a more realistic bridge north-south span.</p> <p>5) Concur with maintaining the existing turning restrictions at Fireweed Lane.</p> <p>6) Concur with conveying northbound traffic from the proposed frontage road onto the depressed freeway south of Fireweed Lane. This will reduce noise and reduce traffic at the Fireweed Lane intersection.</p> <p>7) Requests that the entire project, for all phases, including the depressed freeway, be designed to at least a preliminary (i.e., 35 percent) level before any construction north of Tudor Road begins. This will be necessary for ROW acquisition and utility relocation, and it will help ensure that the final project can and will be constructed.</p> <p>8) Requests that Anchorage Traffic Model be updated with the most recent Alaska Department of Labor population projections; that the PEL report or subsequent "environmental" reports be updated with the expected future traffic volumes, levels of service, traffic safety, and other traffic operations metrics based on the updated Traffic Model; that the reports include a thorough discussion of the effects of delaying the various phases of the project by five, ten, or fifteen years; that the PEL Report or subsequent "environmental" reports include a robust discussion of alternative safety improvement projects that could be done to mitigate traffic safety issues if one or more MCR phases is delayed by five, ten or fifteen years.</p> <p>9) Requests that design and construction of the depressed freeway be tightly sequenced after the initial phases. If that is not feasible, we request that the interim project be designed and constructed with the amenities of a "final" project.</p> <p>10) Requests that right-of-way (ROW) and sound barrier discussions with Ingra Street residents continue and that residents of both sides of Ingra Street be satisfied with the resulting solution. Specifically:</p> <p>a) A ROW plan must be developed, with input from residents, that:</p> <p>i) Provides each homeowner on the west side of Ingra Street the option for full acquisition.</p> <p>ii) Illustrates sound barrier options (wall or earthen berm) including the materials, placement, aesthetic features, height, and landscaping.</p>			

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				<p>iii) Takes sound barrier designs to a level of completion that is sufficient to demonstrate and ensure that future traffic sound levels on Ingra Street are the same or lower than they are today.</p> <p>iv) Includes a map of re-platted properties identifying which homes are proposed to remain, if re-platting is proposed.</p> <p>v) Includes concept-level drawings of each property showing proposed locations of the homes, outbuildings, driveways, sidewalks, etc., if the plan suggests that homes be relocated on existing or reconfigured lots.</p> <p>b) Project reports, plans, cost estimates, budgets, and funding must include the cost of all amenities, including sound barriers and landscaping, as a required cost of the MCR project.</p> <p>c) Residents on the east side of Ingra Street must be compensated for their home value losses due to MCR project or given justifications as to why the project will not impact the home values.</p> <p>d) The sound barrier must:</p> <ul style="list-style-type: none"> i) be a minimum of 12' tall. ii) Be extensively landscaped on the residential side so that it is not obtrusive to residents and be landscaped on the highway side so that it is visually appealing. iii) Be constructed and landscaped shortly after ROW acquisition and prior to road construction, to mitigate construction noise and impacts; that is, it must be included in the cost estimate for Project C (corridor widening and frontage road construction) not Project E (depressed freeway construction). <p>e) If the sound barrier is a wall, it must be visually appealing, such as the sound wall at the Glenn Highway and Muldoon interchange.</p> <p>f) If there is a sound barrier on the west (commercial) side of the highway, we request that it be designed to absorb and not reflect sound.</p> <p>g) The numerous mature trees that are between the existing houses on the west side of Ingra Street and Ingra Street must be untouched.</p> <p>11) Requests that street lighting along the highway corridor be low level and unobtrusive to residents and consider multimodal traffic.</p> <p>12) Requests that power transmission lines north of Northern Lights Boulevard be undergrounded.</p> <p>13) Requests that construction adjacent to residential areas be limited to standard daytime working hours.</p> <p>14) requests that the neighborhood entryway at Fireweed Lane be reconstructed during the project that widens the corridor (as described in section 10.2.3 of the draft PEL). The new entryway should match the existing entryways at Fireweed Lane and LaTouche Street.</p> <p>15) Requests that cross streets (east-west streets) and associated bridges be provided with buffers between the pathways and traveled ways. The buffers shall consist of either sufficient distance and pathway width (similar to the N-S pathways) or other features and barriers, so as to prevent the pathways from being used as de-facto snow storage areas.</p> <p>16) Requests that the MCR PEL team demonstrate to the RPCC, no later than February 28, 2020, that the PEL cost estimate contains reasonable estimates for sound barriers, landscaping, the bridge over Chester Creek, and cover over the depressed freeway.</p>			

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				<p>17) Appreciates the provision of the "Community Placemaking" Project and looks forward to participating.</p> <p>18) Appreciates the process through which this PEL report was prepared, but due to the lack of detail on the effects to residents of Ingra Street, the RPCC is unable to support the MCR project until the ROW plan is clear and acceptable to Ingra Street residents.</p>			
Airport Heights Community Council	Resolution 2020-01			<p>Whereas, the Airport Heights Community Council (AHCC) has been closely involved with the Alaska Department of Transportation and Public Facilities (ADOT&PF), Midtown Congestion Relief Study (MCR) over the past two years;</p> <p>Whereas, ADOT&PF and its consultant DOWL, in a Draft Planning and Environmental Linkages Study Report dated November 2019, has identified a preferred concept;</p> <p>Whereas, the preferred concept proposes to acquire nearly all its additional right-of-way from the east side of the existing Seward Highway;</p> <p>Whereas, AHCC has been in communication with Rogers Park Community Council (RPCC) and agrees with their concerns of the disruption to the Rogers Park neighborhood, resulting in longtime neighbors being forced to leave, loss of friends and community, the potential for increased construction and traffic noise, and the potential for loss of property value;</p> <p>Whereas, AHCC has not been provided with sufficient information to evaluate the potential right-of-way acquisition between Northern Lights Boulevard and 20th Avenue;</p> <p>Whereas, the most recent Metropolitan Transportation Plan currently places the depressed freeway portion of this project in the 2040 timeframe, potentially resulting in an interim project being in place for many years;</p> <p>Whereas, AHCC is greatly concerned about the lack of ideas for the extensive median area in this "interim project" and the potential for it becoming an attraction to campers;</p> <p>Now, Therefore be it resolved that the Airport Heights Community Council:</p>	Thank you for your feedback. Many of the resolution matters will be addressed in further detail as part of the design and environmental analysis for projects forwarded from the PEL Study.	None	R Whitesell
Airport Heights Community Council Cont'd	Resolution 2020-01			<ol style="list-style-type: none"> 1) Fully supports the elimination of any further consideration of an elevated freeway alternative in the PEL study and in future planning, design, and construction processes; 2) Concurs with a depressed freeway that is fully covered; 3) Concurs with a 35 MPH (consider 30 MPH for improved nonmotorized safety) speed limit, enforced by signal timing, on the frontage roads; 4) Concurs with using a bridge to replace the Chester Creek culvert, encourage reformation of a natural stream corridor, and the Chester Creek Trail Culvert, such as at the A Street (add something about restoring creek) crossing of Chester Creek; 5) Concurs with maintaining the existing turning restrictions at Fireweed Lane; 6) Concurs with conveying northbound traffic from the proposed frontage road onto the depressed freeway south of Fireweed Lane as this will reduce noise and reduce traffic at the Fireweed Lane intersection; 7) Believes that it is vital that the entire project, for all phases, including the depressed freeway, be designed to at least a preliminary (e.g., 35 percent) level before any construction north of Tudor Road begins, as this will be 			

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				<p>necessary for ROW acquisition and utility relocation, and it will help ensure that the final project can and will be constructed;</p> <p>8) Believes that the Anchorage Traffic Model must be updated with the most recent Alaska Department of Labor population projections; that the MCR PEL report or subsequent "environmental" reports should be updated with the expected future traffic volumes, levels of service, traffic safety, and other traffic operations metrics based on the updated Traffic Model; that the reports should include a robust discussion of the other effects of delaying the various phases of the project by five, 10, or 15 years; that the MCR PEL report or subsequent "environmental" reports should include a discussion of alternative safety improvement projects that could be done to mitigate traffic safety issues if one or more MCR phases is delayed by five, 10, or 15 years;</p> <p>9) Believes that the design and construction of the depressed freeway must be tightly sequenced after the initial phases, and if that is not feasible, the interim project must be designed and constructed with the amenities of a "final" project;</p> <p>10) Requests that ROW and sound barrier discussions with Ingra Street residents continue and that residents on both sides of Ingra Street be satisfied with the resulting solution; specifically: a) A ROW plan must be developed, with input from the residents, that: i) provides each homeowner on the west side of Ingra Street the option for full acquisition; ii) illustrates sound barrier options (wall or earthen berm) including the materials, placement and height; iii) takes sound barrier designs to a level of completion that is sufficient to demonstrate and ensure that future traffic sound levels on Ingra Street are the same or lower than they are today; iv) includes a map of re-platted properties identifying which homes are proposed to remain, if re-platting is proposed; v) includes concept-level drawings of each property showing proposed locations of the homes, outbuildings, driveways, sidewalks, etc., if the plan suggests that homes be relocated on existing or reconfigured lots; b) That project reports and plans must include the cost of all amenities, including sound barriers and landscaping, as a required cost of the MCR project; c) That residents on the east side of Ingra Street must be compensated for their home value losses due to the MCR project or given justification as to why the project will not impact the home values; d) The sound barrier must: i) be a minimum of 12 feet tall; ii) be extensively landscaped on the residential side so that it is not obtrusive to residents; iii) be constructed and landscaped shortly after right-of-way acquisition and prior to road construction, to mitigate construction noise and impacts; e) If there is a sound barrier on the west (commercial) side of the highway, it must be designed to absorb and not reflect sound; f) The numerous mature trees that are between the existing houses on the east and west sides of Ingra Street must be untouched;</p> <p>11) Requests that street lighting along the highway corridor be low level and unobtrusive to residents;</p> <p>12) Insists that the power transmission lines north of Northern Lights Boulevard must be undergrounded;</p>			

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				13) Requests that street lighting along the highway corridor be low level and unobtrusive to residents; 14) Appreciates the provision of the "Community Place-making Project" and looks forward to participating; and 15) Appreciates the process through which this PEL report was prepared, but, due to lack of detail on the effects to residents of Ingra Street, the AHCC is unable to support the MCR project until the ROW plan is clear and acceptable to Ingra Street residents and RPCC.			
Tudor Area Community Council	Resolution 2019-__			<p>Whereas, the Tudor Area Community Council (TACC) has been involved with the State Department of Transportation, Midtown Congestion Relief Study of the past two years,</p> <p>Whereas, the Study Team has selected for detailed study the "elevated" intersection/interchange concept for the 36th Avenue design. Now therefore the TACC contributes the following input to provide evaluations and concerns of the Geneva Woods Subdivision that this elevated concept would entail.</p> <ol style="list-style-type: none"> 1. We concur with the one-way frontage road concept as that will allow improved ability of pedestrians and bicyclists to cross the Seward Highway safely. However, it appears unclear that there will be enough land for bike paths, shoulders, and drainage. With a great deal of new pavement, there is concern regarding adequate drainage and possible effects on the water table. 2. We support a depressed or cut and cover freeway concept for the 36th Avenue intersection as proposed for Benson Boulevard, Northern Lights Boulevard, and Fireweed Lane. 3. We do not support an elevated overpass at 36th Avenue and New Seward Highway. 4. It appears appropriate as apparently planned, to take the land on the west side of the New Seward Highway rather than taking properties from the Geneva Woods subdivision. However, as actual construction appears likely to be some years away, avoiding the appearance of imminent construction by destroying property until needed is important. In this regard, the destruction of buildings leaving empty spaces at the northwest corner of 36th Avenue and the New Seward Highway tends to give the appearance of urban blight, and depresses the value of nearby properties. 5. For those living west of the highway, an elevated overpass, in case of earthquake damage to the structure, would impede the most direct access down 36th Avenue to the emergency rooms of the two largest hospitals in Anchorage: Providence and Alaska Native Medical Center. Tudor Road and 15th Avenue also have overpasses on direct access to hospitals care. 6. The term "interim" for sections of the design could well mean in place for 10-15 years or more. It would appear this "interim" plan should include construction of the amenities of a completed project, such as landscaping and pedestrian facilities. 7. Noise, air, and light pollution would be much more acute than now and a sound barrier would need to be 20-30 feet high so that the noise could pass over the rooftops of the residential structures. Still, one would be able to see the traffic on the overpass. The freeway and associated fences would 	Thank you for your feedback. Many of the resolution matters will be addressed in further detail as part of the design and environmental analysis for projects forwarded from the PEL Study.	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				<p>limit a view of the westward sky and sunsets. We request that noise meters be compared with areas that do not have highway traffic noise. If this plan for an elevated roadway actually proceeds, we expect to be able to have input as to designs regarding efforts to mitigate these environmental impacts. We expect the design of a selected barrier to be approved, in writing, by the DOT and DOWL and given to the Tudor Area Community Council.</p> <p>8. We request input during construction: noise barriers should be installed first to eliminate as much construction annoyance as possible such as graders (beep, beep, beep at 7:00am all season long and into the night) and to alleviate air pollution from the resulting dust. Vibration during compacting will constantly rattle glass and nerves. No lifts over 4". Effects on residents in the area should be considered and means to mitigate these damaging effects should be part of the design.</p> <p>9. The additional light pollution from both the Tudor Road and 36th Avenue interchanges would flood the surrounding areas, and an overpass would bring more fuel pollution from additional traffic as projected.</p> <p>10. Light, noise, and sight pollution would suggest that compensation from decreased property values be made to Geneva Woods residents should the overhead concept actually occur.</p> <p>11. We recommend redesign of the current intersection of 36th Avenue and New Seward Highway. The sharp left hand turn needs to be reconfigured. Appropriate overhead signage should also be provided.</p>			
Anchorage Assembly	Resolution AR No. 2020-55(S)			<p>Whereas, the Alaska Department of Transportation and Public Facilities (ADOT&PF) held its first open house on the Midtown Congestion Relief (MCR) Planning and Environmental Linkages (PEL) study on January 30, 2018, at the Loussac Library; and</p> <p>Whereas, ADOT&PF and DOWL Engineers have held a variety of other open houses, attended numerous community council meetings – including Rogers Park, Airport Heights, Midtown, Tudor Area, Campbell Park, Fairview, and North Star – and held meetings with multiple interested parties, including residents of Ingra Street in Rogers Park Community Council area; and</p> <p>Whereas, ADOT&PF and DOWL, in an effort to listen to community and business concerns, created the Citizen’s Advisory Group and the Business Advisory Group, which began meeting in June of 2018; and</p> <p>Whereas, a draft PEL study was released for public comment on November 13, 2019, which closed on December 20, 2019 with community councils invited to weigh in by adoption of formal resolutions through February 2020; and</p> <p>Whereas, several community councils have adopted resolutions weighing in on the MCR PEL, including Rogers Park, Fairview, Airport Heights, and Tudor Area; and</p> <p>Whereas, a previous AKDOT&PF project, the conversion of Gambell and Ingra Streets in the Fairview area into one-way high-speed couplets, created an urban environment incompatible with the needs of the neighborhood’s small-block pedestrian-scale land pattern and is identified</p>	Thank you for your feedback. Many of the resolution matters will be addressed in further detail as part of the design and environmental analysis for projects forwarded from the PEL Study.	None	R Whitesell

Name	Organization	Section	Page	Comment	Response	Recommended Report Revision	Revision Actioned By
				<p>as one of the most dangerous places for pedestrians in the Municipality; and</p> <p>Whereas, since the early 2000's the AKDOT and AMATS model, including Highway-to-Highway and Knik Arm Crossing planning, have contributed to the risk of investing along the Gambell/Ingra corridor and divestment from the Fairview business corridor and negative impacts and stagnation of Fairview economic revitalization; and</p> <p>Whereas, projected increased daily traffic flows from either a no-build or the MCR PEL options necessitate a balanced approach to enhancing mobility within the Midtown commercial areas while adding value to the Anchorage urban fabric, improving access to public transit, and supporting non-motorized transportation; and</p> <p>Whereas, AKDOT&PF expects to begin the environmental design and right-of-way acquisition in 2021, with construction of the first phase beginning 2023 or later; and</p> <p>Whereas, the most recent Metropolitan Transportation Plan 2040 (MTP 2040) currently prioritizes this project, and specifically the depressed freeway portion, to have funding and be constructed by 2040; and</p> <p>Whereas, it is the desire of the local community that any NEPA process that starts for Projects C-E not be finalized until the Seward/Glenn PEL is complete to ensure that project alignment meets community goals of connected neighborhoods, conforms with adopted community plans, and does not cause or increase environmental harms to the neighborhoods north of Chester Creek; and</p> <p>Whereas, the Municipality recently completed an updated traffic model for the MTP 2040 that generated updated traffic forecast and project information for the 2040 Existing and Committed projects;</p> <p>Now, therefore, Be it Resolved that the Anchorage Assembly requests the Alaska Department of Transportation and Public Facilities take the following actions or positions in relation to the Midtown Congestion Relief project:</p>			
Anchorage Assembly Cont'd	Resolution AR No. 2020-55(S)			<ol style="list-style-type: none"> 1. The Assembly incorporates by reference all the provisions in the attached resolutions from the Rogers Park, Fairview, Airport heights, and Tudor Area Community Councils and urges AKDOT&PF and DOWL Engineers to work closely with the Assembly and these community councils to implement the solutions or suggestions provided within the resolutions. 2. In the spirit of cooperation, ADOT&PF and DOWL Engineers should hold regular meetings with the Assembly and the affected community councils to give updates and continue positive community relations. 3. The Assembly would like to highlight a few provisions within the attached resolutions: <ol style="list-style-type: none"> a. Residents on the east side of Ingra Street should be compensated for their home value losses due to the MCR project or given justification as to why the project will not impact their values. b. A sound barrier a minimum of 12 feet tall should be constructed as early as possible in accordance with the environmental 			

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				<p>study. The sound barrier shall be provided regardless of sound analysis results.</p> <p>c. The numerous mature trees that are on private lots on the west side of Ingra Street should be preserved to the extent possible, especially in yards to the properties abutting the project.</p> <p>d. Use the 2040 Existing and Committed projects Traffic Model developed by AMATS. Analysis should include data from the most recent Alaska Department of Labor projections.</p> <p>e. Funding for non-vehicular/multimodal infrastructure should be prioritized regardless of the outcomes of the remainder of the project.</p> <p>4. The NEPA environmental assessment for MCR with the exception of the Tudor Road project (A) and the 36th Avenue project (B) should be put on hold until the Glenn/Seward (Fairview) PEL is complete. Projects A and B in the PEL have demonstrated need independent of the remainder of the MCR project but the remainder (Projects C to E) are closely linked with future plans for the New Seward Highway and the environmental assessment for these projects and projects identified in the Glenn/Seward PEL should run currently.</p> <p>This resolution shall be effective immediately upon passage and approval by the Assembly.</p>			

Municipality of Anchorage Letter

MUNICIPALITY OF ANCHORAGE



Mayor Ethan Berkowitz

December 18, 2019

Mr. Sean Holland, P.E., Project Manager
Alaska Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900

Mr. Holland,

Thank you for the opportunity to comment on the Draft Midtown Congestion Relief Planning and Environmental Linkages Study (MCR PEL). We greatly appreciate the obvious hard work and thought put forward by the project team. However, we cannot conclusively determine at this time whether we agree with the recommendations and conclusions of this study. The following is a summary of our comments and questions. We look forward to an opportunity to discuss these in more detail so that we can determine whether this is a viable project that is aligned with the broad municipal goals of economic development, neighborhood connectivity, and livability.

Land Use and Population Growth

- **Pg. 10-11 (regarding section 2.3.3, Land Uses Along Seward Highway Corridor):** This section incorrectly conflates the City Center land use designation with the Regional Commercial Center land use designation, stating that “City Centers are regional commercial centers that are tied to major arterials and/or freeways/interchanges to accommodate the high volumes of traffic generated by the development.” Nowhere does the City Center land use designation say this. The City Center land use designation also does not mention any emphasis on “high capacity access to the arterial and freeway network.” This is a fundamental misunderstanding of the 2040 Land Use Plan designations for Midtown that needs to be discussed further, to ensure the project team has been integrating land use in a way that is consistent with the 2040 Land Use Plan. As these misunderstandings may have resulted in concepts ranking higher than warranted regarding land use, this should be re-evaluated in response to follow up discussions.
- **Pg. 17 (regarding items from the 2040 Land Use Plan):** Several assertions are incorrect and need to be revised:
 - Tudor Road is only designated as a commercial corridor west of the Seward Highway to C Street.
 - Midtown is designated as a City Center on both the west and east sides between 36th Ave and Northern Lights.
 - The Traditional Neighborhood Design designation extends as far south as Northern Lights Boulevard.
- **Pg. 145-146 (regarding property impact table):** The table cites impacts from ROW acquisition to required parking facilities. Per Anchorage Municipal Code, Title 21, Chapter 12, Nonconformities, a nonconformity resulting solely from government ROW acquisition for a public purpose is considered

legally nonconforming. The Current Planning Division of the Planning Department can work with the project team to determine which characteristics would fall under this provision and how to establish legal non-conforming status for the property owners.

- Additionally, the Traffic Department has concerns with the assumptions regarding the loss of parking. Many of the commercial properties that will be impacted already have parking reductions and ongoing parking and circulation issues. With additional parking losses, there is the potential for significant impact to their operations and the mitigation noted in the tables is not acceptable.
- Project development will result in the loss of single-family residential of up to at least 8 residences. Anchorage's adopted 2040 Land Use Plan identifies a housing need of about 21,000 new housing units by 2040. As currently zoned, we are facing about a 7,900-unit shortfall in our land capacity to meet this need. Because of this, the 2040 Land Use Plan has several policies focused on preserving residential lands. It is our recommendation that in addition to re-housing those being dislocated by this project, that you also look at opportunities to create new residentially zoned lands to replace the units lost to this project. This could be accomplished through replatting and rezoning remnant parcels or other creative solutions.
- **Pg. ES-2 (Regarding population growth):** Per the Alaska Division of Labor, Mat-Su growth slowed in 2017-2018, dropping back down to 1.3%, which translates into only an additional 1,355 people added to a total population of over 100,000. Also, according to the recent 2020 Anchorage budget proposal, "between 2014 and 2018, at least 15,000 Anchorage residents moved to the Mat-Su Valley while 9,200 Mat-Su Valley residents moved to Anchorage. This movement represents a five-year low for Anchorage residents leaving for the Mat-Su Valley and a five-year high for Mat-Su Valley residents moving to Anchorage." Additionally, Anchorage has lost over 1% of its residents since 2015 according to DOL data. Have these recent trends been factored into the study's projection?

Traffic Volumes and Level of Service

- **Pg. 8 (regarding majority of user trips originating/ending in Midtown):** If the primary finding of origin/destination studies for this project has been that "most users [60-80%] who enter and leave the study area, are motorists that are destined for or originated by the Midtown area," why would a freeway that emphasizes through-traffic be necessary? Why not improve the existing intersections for access and safety for both motorized and non-motorized traffic?
- **Pg. 14 (regarding the traffic model used):** According to the firm RSG's research, the PEL does not use the 2040 E+C model, which is the fiscally constrained model that should be used for projects. Per RSG, the Midtown PEL used an uncalibrated version of the model that contains assumptions that are different from the actual E+C model. More coordination is needed to ensure that the project is using the correct model, in addition to providing clear information on the assumptions used and how they differ from the 2040 E+C model.
- **Pg. 52 (regarding 4.2, Traffic Analysis):** How are AM/PM peak hours defined in this study? What parts of the day? Also, what is the off-peak LOS at intersections in the study area?
- **Pg. 52 (regarding 4.2, Traffic Analysis):** What is the actual delay per vehicle at 36th Avenue mentioned here, and how does it compare to average vehicle delays at peak hours at similar intersections in comparable US cities?

- **Pg. 68 (regarding 6.2.2., Existing Conditions Summary and Data Collection Report):** Were the historically declining traffic volumes along the Seward Highway and Midtown cross-streets considered in the existing conditions/data analysis portion?
- **Pg. ES-2 (regarding traffic volumes):** The 2040 E+C model in the MTP does not show traffic doubling by 2040 in this corridor. It is only projected to be 50,000-67,000 AADT through Midtown. Given this lower model forecast, in addition to the fact that AADT on the Seward Highway and all Midtown cross streets has declined by about 10%-20% since 1998, why would expensive/disruptive improvements be required to alternative corridors in a no-build scenario (especially in the face of projected and real <1% population growth in Anchorage since 2015)?
- **Pg. ES-2 (regarding hours of delay):** What is the actual significance of “250 driver hours of delay every weekday afternoon”? Spread across how many vehicles over how much time? And how does this delay compare to similar intersections within Anchorage or in other cities of comparable size?
- **Pg. ES-2 (regarding level of service):** This section states that the signalized intersections of 36th Avenue, Benson Boulevard, Northern Lights Boulevard and Fireweed Lane “are at level of service E or F,” presumably during the PM peak. If this is the case, why does the existing LOS PM peak map (Figure 15 on page 54) show only one of those intersections (36th Ave) operating at E during PM peak? The rest show as LOS D and above. Also, what is existing and future (build vs. no-build) LOS for off-peak hours (i.e., the vast majority of every day)?

Transit

- **Pg. 57 (regarding Transit):** This section states that “the primary role of the Seward Highway corridor is to provide a convenient and efficient corridor for transit use.” The preferred alternatives in this document do not achieve this goal. The same paragraph also states that “preservation of existing infrastructure and functionality is the primary consideration of new projects on Seward Highway.” This also does not appear to be the case, given that the emphasis is entirely on new infrastructure. Are these statements simply errors in this section?

Concept Development

- **Pg. 67 (regarding 6.2.1, Concept Development Workshop):** Was there a no-build alternative available at all in Phase 1? If not, why?
- **Pg. 86 (regarding 6.6, Phase 2 Concept Screening):** Why was a no-build concept first brought up in Phase 2 instead of from the beginning of the project, in accordance with best practices? Also, who scored each concept?
- **Pg. 89 (regarding supplementary scoring):** Will the supplementary scoring that was requested be available for public comment, and/or does it have any potential to impact the preferred alternative that is already identified in this document? It seems that this is integral to the PEL process, which states that each project should be independent.
- **Pg. 95 (regarding 7.3.1, Concept Overview):** In all concepts, the frontage roads appear to emphasize access to/from the Seward Highway for vehicles. They do not appear to be oriented towards local access or providing hospitable access for nonmotorized traffic. All concepts should be designed for nonmotorized traffic, which equates to “access for all,” a fundamental tenet of FHWA goals. This dynamic, combined with the number of lanes and corresponding widths for some of the frontage roads, appears that it would result in a high-speed vehicle environment on these roads contrary to

the intent of the study. What are the posted/design speeds that are anticipated on these frontage roads?

- **Pg. 148 (regarding proposed project table):** This project mentions the "cover" of the highway in the beginning of this document, yet it has dropped off here.
- **Pg. ES-5 (regarding freeway covers):** This table indicates that freeway covers would be constructed in the 1-3-year period. Is this really the case? The information conflicts with the second version of this project table in Chapter 9, where no freeway covers are mentioned. Also, are the cost for the covers included in the total project cost? Or, are they anticipated to be funded from another source?
- **Pg. ES-6 (regarding multi-interchange concept, variant 1):** The first rendering shows that part of variant 1 is an elevated freeway. Wasn't an elevated freeway deemed unacceptable throughout this document?
- Additionally, in each multi-interchange variant, it appears that pedestrians would still have to cross 7+ lanes of traffic, in addition to a wider distance between each highway segment. How are these crossings proposed to be handled? We have not been able to determine that the graphics visualize any non-motorized crossing infrastructure at all.

Overall

- **System Benefits** – While we recognize that this project has a specific study area, the PEL fails to explain the overall system benefits of this project, which is likely the most meaningful benefit. Traffic operations are not significantly improved in the midtown area, except along the highway system itself, and this benefit will only be realized if tied with several other segments of improvements to create a true highway-to-highway connection.
- **Maintenance Discussion** – The increased maintenance costs are not discussed in the document. We will be going from a primarily 6-lane roadway with auxiliary turn lanes to a six-lane highway with entrance/exit ramps and multi-lane frontage roads with auxiliary turn lanes. This essentially doubles the amount of lane miles to be plowed, signed, striped, swept, etc. In addition, the number of signals to maintain increases. Another concern is that currently, this segment of the Seward Highway is priority level 1 for maintenance. If the existing State street maintenance priorities further south on the Seward Highway will apply to this new layout, the ramps will be priority level 2 and the frontage road system (and their nonmotorized facilities) will be priority level 3, meaning that the surface streets in midtown could see a reduction in service.

Additionally, active space management needs to be addressed as right of way is purchased and held since the project expected to be built in phases over the next 20-30 years.

- **Project Timeline** - Because this is a 30-year phased project, what happens if Federal funding and priorities/policies changes occur in the future? Motorized travel modes may change, but non-motorized needs will always exist, so all design concepts need to focus more on nonmotorized improvements and getting those in place as a priority.

The MCR project as currently proposed will have tremendous impacts on the fabric of midtown Anchorage, affecting businesses, residents, and visitors to the area. Because of these impacts, we believe it is critical that the issues we raise above are appropriately addressed. Again, we appreciate the opportunity to comment and look forward to further discussion. Please contact Michelle McNulty, Planning Director at 343-

7901 or at michelle.mcnulty@anchorageak.gov to coordinate a time that we can meet with your team. We look forward to continuing to work together on this important project.

Sincerely,



Jamie Acton
Public Transportation Director



Kent Kohlhasse, PE.
Municipal Engineer



Michelle J. McNulty, AICP
Planning Director



Stephanie Mormilo, P.E.
Municipal Traffic Engineer

Cc: William Falsey, Municipal Manager
Christopher Schutte, Community and Economic Development Director
Craig Lyon, AMATS Coordinator /Transpiration Planning Manager
Steve Noble P.E., Project Manager, DOWL
Katie Conway, Public Involvement Lead, DOWL

Private Resident Comments

Received 12/19/19



December 16, 2019

Katie Conway
DOWL Engineers
4041 B Street
Anchorage, AK, 99503

Dear Ms. Conway

Subject: Midtown Congestion Relief Project

The owners of the Best Western Golden Lion Hotel wish to express our concerns about the referenced project. All of the various proposed drawings, aerial overlays and indeed, even the new animation showing the preferred alternative, indicate encroachment into our hotel's parking lot on the west side of our property. They also indicate additional encroachment into the property on the North side. When we have attempted to seek clarity and definition of the actual impacts to our property from this project, should it go forward, we have been told repeatedly by both Dowl and State DOT personnel that those impacts will not be determined until the design phase of the project is underway.

The project team has made clear in various presentations that it does plan to acquire certain properties along the route of the project but there has been no indication that our property is on that list. We have also been told that the team is committed to "make whole" any property that is negatively affected by the project. We expect the State to live up to that commitment and purchase our property at fair market value if it turns our already minimal parking area will be further reduced by this project.

In addition to the encroachment concerns we are concerned about the noise factor during the project's construction and following its completion. We expect to see mitigation efforts to minimize noise during the overnight hours during construction. We will also want to see aesthetic noise barriers along the high speed freeway to reduce noise once the project is complete.

We expect our customers to be able to access our property in at least the same fashion that currently exists, both during the project and following its completion.

As with the encroachment issue, we are told these additional issues won't be addressed until design commences.

Golden Lion Hotel


1000 East 36th Avenue, Anchorage, AK 99508 P: (907) 561-1522 Reservations: (800) 528-1234
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Finally, we question the need for this project and we don't believe it should proceed further until issues like those we have addressed above have been fully resolved, not only for our property but that of others similarly affected.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Kneaper". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Kelly Kneaper, Managing Owner
Best Western Golden Lion Hotel

From: [Katie Conway-Stamm](#)
To: [Jay Stange](#)
Cc: [Meg Zalatel](#); [Rivera, Felix](#); [mayor@muni.org](#); [rep.harriet.drummond@akleg.gov](#); [Senator.Elvi.Gray-Jackson@akleg.gov](#); [Representative.Zack.Fields@akleg.gov](#); [PUB-MCR](#); [Jovie Garcia](#); [Renee Whitesell](#)
Subject: Re: Draft Midtown Congestion Relief PEL Study Report
Date: Monday, December 23, 2019 2:54:55 PM

Dear Mr. Strange,

Thank you for your time and thoughtful comments on the Midtown Congestion Relief Planning and Environmental Linkages Study draft report. We will review your comments and get back to you with responses to each of them after the holidays.

Thank you again, and Happy Holidays!
Katie

Katie Conway
Public Involvement Manager

DOWL

(907) 562-2000 | office
(907) 865-1289 | direct

4041 B Street
Anchorage, AK 99503

www.dowl.com

From: Jay Stange <jaystange@gmail.com>
Sent: Friday, December 20, 2019 4:13 PM
To: PUB-MCR <MCR@dowl.com>
Cc: Meg Zalatel <meg.zalatel@anchorageak.gov>; Rivera, Felix <RiveraF@ci.anchorage.ak.us>; mayor@muni.org <mayor@muni.org>; rep.harriet.drummond@akleg.gov <rep.harriet.drummond@akleg.gov>; Senator.Elvi.Gray-Jackson@akleg.gov <Senator.Elvi.Gray-Jackson@akleg.gov>; Representative.Zack.Fields@akleg.gov <Representative.Zack.Fields@akleg.gov>
Subject: RE: Draft Midtown Congestion Relief PEL Study Report

Attn: Katie Conway, DOWL
4041 B Street
Anchorage AK 99503
by electronic mail: MCR@dowl.com,

RE: Draft Midtown Congestion Relief PEL Study Report

Dear Ms. Conway,

Most transportation experts I've met in the past 20 years step off the airplane and observe within minutes that the highway system in Anchorage is dramatically overbuilt for a city of 300,000. We don't need a Midtown Freeway with frontage roads and new interchanges between Tudor Road and Chester Creek. We do need a reasonable connection of the Seward Highway and the Glenn Highway which allows the neighboring communities, particularly Fairview, to resume planning and development from a currently frozen status.

I've attended most public forums for this study and two of the public advisory group meetings and my best understanding is this project has two major proponents: Alaska DOT/PF and members of the Midtown business community. The most recent forum at the Loussac Library omitted sharing with the public a price tag on this project, though AMATS TIP and other sources reference estimates which run from \$200 million for initial design and right of way acquisition to \$1.2 billion for total project. We can't afford this. And we don't need it. Our Federal highway funding match would be much better used to create a reasonable highway to highway (Glenn to Seward) connection, make new non-motorized safety improvements and to maintain the roads we currently have.

In particular, I'd love to see DOT/PF support safety improvements in Midtown by building sidewalks, pedestrian overpasses, bike lanes, and main-street style traffic calming improvements on the Benson/Northern Lights couplet. There should be dedicated bike routes along Denali Street and the Old Seward Highway for North-South non-motorized travel and Fireweed Lane, 32nd/33rd Avenue and 40th Avenue (with Fish Creek restoration and greenway/trail supports) should be built out for East-West non-motorized connections. Build an overpass at 36th Avenue and consolidate ownership of this roadway in municipal hands so it can be dedicated as a fast bus/transit route connecting the U-Med complex to Midtown and Spenard. Put in beautiful pedestrian bridges at Benson and at 32nd to span the Seward Highway. We should spend \$150 million on such safety improvements, not \$1.2 billion for a freeway.

Fish Creek runs underneath the Seward Highway in a large bypass pipe at Tudor Road. Despite repeated reminders from the public, you have not incorporated the community's desire to restore and daylight this waterway into your planning.

Additionally, building bike paths and pedestrian facilities in the Seward Highway/Midtown Freeway right of way is a waste of money. Few people will use such facilities. It's just not safe and it's no fun. Look at Tudor Road or Minnesota Blvd.

Finally, I find it incredibly cynical that you propose to organize the Midtown Freeway build into five separate National Environmental Policy Act (NEPA) documents. This will make it harder for the public to give a resounding no to this project. Rest assured, I will support the NO ACTION alternative at every step of the way.

The economy in Alaska is in recession. There is no private development or public investment which will change this fact currently. Why can't these kinds of studies focus on changing an unhealthy, unsafe, unaffordable, unmaintainable highway/arterial system into a multi-modal transportation system which will inspire active transportation, increase residential density and motivate transit use?

Thank you for the opportunity to comment.

Sincerely,

Jay Stange
3405 Woodland Park Drive
Anchorage AK 99517
(917) 601-3165
jaystange@gmail.com

Cc: Assembly Chair Felix Rivera, Midtown Assembly Member Meg Zalatel, Mayor Ethan Berkowitz, Sen. Elvi Gray-Jackson, Rep. Harriet Drummond, Rep. Zack Fields

From: [Katie Conway-Stamm](#)
To: rharris@alaska.net
Cc: [PUB-MCR](#); [Renee Whitesell](#); [Jovie Garcia](#)
Subject: Re: Midtown Congestion Relief project
Date: Monday, December 23, 2019 3:04:57 PM

Hi Robert,

Thank you very much for your time and thoughtful comments on the MCR PEL draft study report. Thank you also for coming to the open house recently. It was nice to see you. Your comments will be documented for the record, and taken into consideration.

Thank you again, and Happy Holidays,
Katie

Katie Conway
Public Involvement Manager

DOWL

(907) 562-2000 | office
(907) 865-1289 | direct

4041 B Street
Anchorage, AK 99503

www.dowl.com

From: rharris@alaska.net <rharris@alaska.net>
Sent: Friday, December 20, 2019 5:37 PM
To: PUB-MCR <MCR@dowl.com>
Subject: Midtown Congestion Relief project

As a long-term resident living on Ingra Street, I am opposed to the project.

- 1) Population growth data and projections are out-of-date. Anchorage's population has been declining in recent years, as population has shifted to the Mat-Su valley. The need for the highway is not justified by the data that has been presented.
- 2) The project is very expensive, and federal and state funds would be better utilized in first repairing the Port of Alaska. If the Port is damaged by an earthquake, or continues to fail because of age-related factors (corrosion), then the cost of living in Alaska will increase significantly.
- 3) As presented in the project meetings, safety is an important consideration for justifying the project. However, the State of Alaska maintenance program focuses on highway snow removal, rather than first clearing pedestrian walkways. A more comprehensive analysis of the safety data will likely demonstrate that it is the State's snow removal practices that puts pedestrians in harms way, rather than the existing highway system design.

4) Taking residential properties on the east side of Seward Highway will result in an increase in noise levels experienced by neighborhood residents. The project team indicated that they had considered taking the several properties to the west side of Seward Highway, but this was rejected because it had a negative impact on Moose's Tooth, and impacted parking at the former Sears Mall. Taking part of the neighborhood is not the better solution, and other options exist for parking at Moose's Tooth and the former Sears Mall. The Anchorage Community Development Authority is in the business of building and operating parking structures, and both of these business locations are excellent candidates for parking garages.

5) If the project continues as presented, then the State must offer to purchase all properties on the west side of Ingra Street, and must commit to designing noise abatement systems that will result in no increase in noise levels for the remaining residential homeowners during peak traffic periods.

I appreciate your consideration of my comments.

Kind regards,

Robert Harris

Airport Heights Community Council Resolution

AIRPORT HEIGHTS COMMUNITY COUNCIL
RESOLUTION 2020-1

A RESOLUTION OF THE AIRPORT HEIGHTS COMMUNITY COUNCIL REGARDING THE
MIDTOWN CONGESTION RELIEF STUDY

WHEREAS, the Airport Heights Community Council (AHCC) has been closely involved with the Alaska Department of Transportation and Public Facilities (ADOT&PF), Midtown Congestion Relief Study (MCR) over the past two years;

WHEREAS, ADOT&PF and its consultant DOWL, in a Draft Planning and Environmental Linkages Study Report dated November 2019, has identified a preferred concept;

WHEREAS, the preferred concept proposes to acquire nearly all its additional right-of-way from the east side of the existing Seward Highway;

WHEREAS, AHCC has been in communication with Rogers Park Community Council (RPCC) and agrees with their concerns of the disruption to the Rogers Park neighborhood, resulting in longtime neighbors being forced to leave, loss of friends and community, the potential for increased construction and traffic noise, and the potential for loss of property value;

WHEREAS, AHCC has not been provided sufficient information to evaluate the potential right-of-way acquisition between Northern Lights Boulevard and 20th Avenue;

WHEREAS, the most recent Metropolitan Transportation Plan currently places the depressed freeway portion of this project in the 2040 timeframe, potentially resulting in an interim project being in place for many years;

WHEREAS, AHCC is greatly concerned about the lack of ideas for the extensive median area in this “interim project” and the potential for it becoming an attraction for campers;

NOW, THEREFORE, BE IT RESOLVED that the Airport Heights Community Council

- 1) Fully supports the elimination of any further consideration of an elevated freeway alternative in the PEL study and in future planning, design, and construction processes;
- 2) Concurs with a depressed freeway that is fully covered;
- 3) Concurs with a 30 MPH speed limit, enforced by signal timing, on the frontage roads;
- 4) Concurs with using a bridge to replace the Chester Creek culvert and the Chester Creek Trail culvert, such as at the A Street crossing of Chester Creek;
- 5) Encourages the restoration of the natural stream corridor for Chester Creek;
- 6) Concurs with maintaining the existing turning restrictions at Fireweed Lane;

7) Concurs with conveying northbound traffic from the proposed frontage road onto the depressed freeway south of Fireweed Lane as this will reduce noise and reduce traffic at the Fireweed Lane intersection;

8) Believes that it is vital that the entire project, for all phases, including the depressed freeway, be designed to at least a preliminary (e.g., 35 percent) level before any construction north of Tudor Road begins, as this will be necessary for right-of-way (ROW) acquisition and utility relocation, and it will help ensure that the final project can and will be constructed;

9) Believes that the Anchorage Traffic Model must be updated with the most recent Alaska Department of Labor population projections; that the MCR PEL report or subsequent “environmental” reports should be updated with the expected future traffic volumes, levels of service, traffic safety, and other traffic operations metrics based on the updated Traffic Model; that the reports should include a robust discussion of the effects of delaying the various phases of the project by five, 10, or 15 years; that the MCR PEL report or subsequent “environmental” reports should include a discussion of alternative safety improvement projects that could be done to mitigate traffic safety issues if one or more MCR phases is delayed by five, 10, or 15 years;

10) Believes that the design and construction of the depressed freeway must be tightly sequenced after the initial phases, and if that is not feasible, the interim project must be designed and constructed with the amenities of a “final” project;

11) Requests that ROW and sound barrier discussions with Ingra Street residents continue and that residents on both sides of Ingra Street be satisfied with the resulting solution, specifically:

a) A ROW plan must be developed, with input from the residents, that:

i) provides each homeowner on the west side of Ingra Street the option for full acquisition;

ii) illustrates sound barrier options (wall or earthen berm) including the materials, placement and height;

iii) takes sound barrier designs to a level of completion that is sufficient to demonstrate and ensure that future traffic sound levels on Ingra Street are the same or lower than they are today;

iv) includes a map of re-platted properties identifying which homes are proposed to remain, if re-platting is proposed;

v) includes concept-level drawings of each property showing proposed locations of the homes, outbuildings, driveways, sidewalks, etc., if the plan suggests that homes be relocated on existing or reconfigured lots;

b) That project reports and plans must include the cost of all amenities, including sound barriers and landscaping, as a required cost of the MCR project;

c) That residents on the east side of Ingra Street must be compensated for their home value losses due to the MCR project or given justification as to why the project will not impact the home values;

d) The sound barrier must:

i) be a minimum of 12 feet tall;

ii) be extensively landscaped on the residential side so that it is not obtrusive to residents;

iii) be constructed and landscaped shortly after right-of-way acquisition and prior to road construction, to mitigate construction noise and impacts;

e) If there is a sound barrier on the west (commercial) side of the highway, it must be designed to absorb and not reflect sound;

f) The numerous mature trees that are between the existing houses on the east and west sides of Ingra Street must be untouched;

12) Requests that street lighting along the highway corridor be low level and unobtrusive to residents;

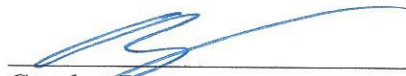
13) Insists that the power transmission lines north of Northern Lights Boulevard must be undergrounded;

14) Requests that construction adjacent to residential areas be limited to standard daytime working hours;

15) Appreciates the provision of the "Community Place-making Project" and looks forward to participating; and

16) Appreciates the process through which this PEL report was prepared, but, due to lack of detail on the effects to residents of Ingra Street, the AHCC is unable to support the MCR project until the ROW plan is clear and acceptable to Ingra Street residents and RPCC.

THIS RESOLUTION WAS APPROVED by the Airport Heights Community Council on January 16, 2020 by a vote of: FOR 12, AGAINST 1, ABSTAIN 2.



Carolyn Ramsey
President

Fairview Community Council Resolution

Resolution 2019-13

A Resolution Cautiously Supporting the Midtown Congestion Relief Planning and Environmental Linkages Study, That Includes a “Cut and Cover” Concept, Provided It Address Impacts of the Project on Fairview

Whereas, the Fairview Community was significantly impacted when the State Transportation Department converted our local neighborhood streets of Gambell and Ingra into a one-way, high-speed couplet, and

Whereas, such conversion established an automobile-oriented design framework upon Fairview’s gridded, small-block and pedestrian scaled traditional neighborhood land structure, and

Whereas, the result of said conversion was the creation of an urban environment out of place with the needs of a more livable neighborhood, and

Whereas, the increasing volumes of traffic along the Gambell-Ingra Couplet clash with the heavy volumes of pedestrians and other non-motorized users of the streets such that the corridor is identified as one of the most dangerous places for pedestrians in the Municipality, and

Whereas, since the early 2000’s the DOT&PF/AMATS model and potential right-of-way alignments have increased the risk of investing along the corridor due to uncertainty about the timing and alignment of the Highway-to-Highway connection project and the proposed Knik Arm Crossing, and

Whereas, this has resulted in significant divestment from the Fairview business corridor, resulting in economic stagnation, fewer employment opportunities and delayed Fairview economic revitalization, and

Whereas, the Mid-Town Congestion Relief - Planning and Environmental Study (MCR-PEL) seeks to increase the throughput of traffic through Mid-Town and channel this increased traffic into the Gambell-Ingra Couplet, and

Whereas, the MCR-PEL includes in its scope of study impact to Chester Creek and 15th Avenue, and

Whereas a “no build” option is expected to add 5,000 vehicles to the daily traffic flows through our neighborhood according to the current growth projections in the AMATS model adopted under the MTP over the next ten years, and

Whereas the MCR PEL is projected to increase daily traffic flows by 10,000 vehicles, and

Whereas, the project could provide a more balanced approach to enhancing mobility within the Mid-Town commercial while adding value to the Anchorage urban fabric, conforming to the Anchorage Land Use Plan, improving access to public transit, supporting non-motorized modes of transportation while showing awareness and integration of important regional trail infrastructure, and

Whereas, the inclusion of a Midtown Greenway Alternative supports the viability of the Fairview Greenway that is identified in the Anchorage Land Use Plan and strongly promoted by members of the Fairview Community Council, and

Therefore, Be It Resolved, that the Fairview Community Council has determined that either a no-build option or the MCR-PEL represent a significant increase to traffic flows through Fairview, resulting in safety, access, and environmental justice impacts, and

Be it further resolved, that the Fairview Community Council cannot support the MCR PEL without addressing the impacts on the Fairview neighborhood, either through a complete PEL process for Fairview, a Comprehensive Transportation Corridor Study, or a subarea study that addresses the issues of safety, access, and environmental justice in Fairview, and

Be it further resolved, that the Fairview Community Council is cautiously supportive of the concepts presented in the most recent iterations that include a cut and cover concept through the core of midtown, and

Be It Further Resolved, the Fairview Community Council requests the DOT&PF to add the Midtown Greenway conceptual alternative to the short list of alternatives to be moved forward.

Considered at the January 9, 2020 meeting of the Fairview Community Council and ✓ approved, not approved by a vote of For, Against, Abstentions. UNANIMOUS CONSENT



Allen Kemplen, President
Fairview Community Council

Rogers Park Community Council Resolution

Rogers Park Community Council

(Including Anchor Park, College Village, Woodside East and Rogers Park)

Janet Bidwell, President
rogersparkcc@gmail.com

Linda Chase, Vice-President
Steve Lindbeck, Secretary
Ric Wilson, Treasurer
Jim Wright, Past President

Date: January 13, 2020

RPCC Resolution 2020-01

To: State of Alaska – Department of Transportation
Dowl Engineering – Attn: Steve Noble

CC: Mayor Ethan Berkowitz, Mayor of Anchorage
Anchorage Assembly Members
Alaska State Legislature
Midtown Community Council
Tudor Area Community Council

Anchorage Municipal Clerk
Federation of Community Councils
Fairview Community Council
North Star Community Council
Airport Heights Community Council

A RESOLUTION OF THE ROGERS PARK COMMUNITY COUNCIL REGARDING THE MIDTOWN CONGESTION RELIEF STUDY

WHEREAS, Rogers Park Community Council (RPCC) has been closely involved with the Alaska Department of Transportation and Public Facilities (ADOT&PF), Midtown Congestion Relief Study (MCR) over the past two years;

WHEREAS, ADOT&PF and its consultant DOWL, in a Draft Planning and Environmental Linkages (PEL) Study Report dated November 2019, have identified a preferred concept;

WHEREAS, the preferred concept proposes to acquire nearly all its additional right-of-way from the east side of the existing Seward Highway and will greatly disrupt the Rogers Park community, resulting in longtime neighbors being forced to leave, loss of friends and community, the potential for increased construction and traffic noise, and the potential for loss in property value;

WHEREAS, we have not been provided sufficient information to evaluate the potential right-of-way acquisition between Northern Lights and 20th Avenue;

WHEREAS, the most recent Metropolitan Transportation Plan currently places the depressed freeway portion of this project in the 2040 timeframe, potentially resulting in an interim project being in place for many years;

WHEREAS, we are greatly concerned about the lack of ideas for the extensive median area in this “interim project” which could create additional swaths of unmaintained, underutilized, and un-programed public land in an area with high property values and growing population density;

Rogers Park Community Council

(Including Anchor Park, College Village, Woodside East and Rogers Park)

WHEREAS, the PEL construction cost estimate may be used for establishing future project budgets and funding, and we want to be certain that the PEL does not underestimate project costs;

WHEREAS, the ADOT&PF response to RPCC Additional Questions – Request No. 2:

- a) Said that *“sound walls are part of the depressed highway line item.”*
- b) Did not provide the requested unit prices associated with the MCR sound walls, the Glenn Highway/Muldoon interchange sound walls, or the unit price associated with cover over the depressed freeway.
- c) Said that *“the elevated freeway still needs to be evaluated during the environmental process to compare potential effects of either an elevated or depressed freeway in this area.”*
- d) Said that *“Proposed active transportation facilities running north-south through the project area will be separated from the edge of traveled way by a curb and 8-foot buffer. Additionally, the sidewalks are proposed to be widened to 10-feet”* but *“...cross streets will not be provided with a buffer between the sidewalk and traveled way.”*
- e) Said that the cost estimate for the proposed bridge over Chester Creek was based on bridge dimensions of 188 feet (E-W) and 36 feet (N-S).

WHEREAS, the A Street bridge over Chester Creek spans 120 feet (N-S);

WHEREAS, the RPCC advocates for non-vehicular/multimodal infrastructure to be more thoughtfully incorporated into the design and acknowledges this by insisting that the design include accessible, safe, buffered, well-lit, and year-round maintained multimodal transportation along and across the Seward Highway as it will promote health, safety and welfare for the overall community as well as reduce vehicular trips thereby reducing congestion in the region.

Now therefore, be it resolved that the RPCC:

- 1) Concurs with the elimination of any further consideration of an elevated freeway alternative in the PEL study and in future planning, design, and construction processes, and the RPCC requests that section 6.5 of the PEL report be revised to specifically state that the community *and the project team* do not support bringing an elevated highway forward for any consideration during the environmental process.
- 2) Concurs with a depressed freeway, with cover where feasible.
- 3) Concurs with a 35 MPH speed limit, enforced by signal timing, on the frontage roads.
- 4) Concurs with using a bridge to replace the Chester Creek culvert and the Chester Creek Trail culvert, such as at the A Street crossing of Chester Creek, and requests that the current PEL cost estimate for the bridge at Chester Creek be increased by a factor of two to account for a more realistic bridge north-south span.
- 5) Concurs with maintaining the existing turning restrictions at Fireweed Lane.
- 6) Concurs with conveying northbound traffic from the proposed frontage road onto the depressed freeway south of Fireweed Lane. This will reduce noise and reduce traffic at the Fireweed Lane intersection.
- 7) Requests that the entire project, for all phases, including the depressed freeway, be designed to at least a preliminary (e.g., 35 percent) level before any construction north of Tudor Road begins. This will be necessary for ROW acquisition and utility relocation, and it will help ensure that the final project can and will be constructed.

Rogers Park Community Council

(Including Anchor Park, College Village, Woodside East and Rogers Park)

- 8) Requests that Anchorage Traffic Model be updated with the most recent Alaska Department of Labor population projections; that the PEL report or subsequent “environmental” reports be updated with the expected future traffic volumes, levels of service, traffic safety, and other traffic operations metrics based on the updated Traffic Model; that the reports include a thorough discussion of the effects of delaying the various phases of the project by five, ten, or fifteen years; that the PEL report or subsequent “environmental” reports include a robust discussion of alternative safety improvement projects that could be done to mitigate traffic safety issues if one or more MCR phases is delayed by five, ten, or fifteen years.
- 9) Requests that design and construction of the depressed freeway be tightly sequenced after the initial phases. If that is not feasible, we request that the interim project be designed and constructed with the amenities of a “final” project.
- 10) Requests that right-of-way (ROW) and sound barrier discussions with Ingra Street residents continue and that residents of both sides of Ingra Street be satisfied with the resulting solution. Specifically:
 - a) A ROW plan must be developed, with input from the residents, that:
 - i) Provides each homeowner on the west side of Ingra Street the option for full acquisition.
 - ii) Illustrates sound barrier options (wall or earthen berm) including the materials, placement, aesthetic features, height, and landscaping.
 - iii) Takes sound barrier designs to a level of completion that is sufficient to demonstrate and ensure that future traffic sound levels on Ingra Street are the same or lower than they are today.
 - iv) Includes a map of re-platted properties identifying which homes are proposed to remain, if re-platting is proposed.
 - v) Includes concept-level drawings of each property showing proposed locations of the homes, outbuildings, driveways, sidewalks, etc., if the plan suggests that homes be relocated on existing or reconfigured lots.
 - b) Project reports, plans, cost estimates, budgets, and funding must include the cost of all amenities, including sound barriers and landscaping, as a required cost of the MCR project.
 - c) Residents on the east side of Ingra Street must be compensated for their home value losses due to MCR project or given justification as to why the project will not impact the home values.
 - d) The sound barrier must:
 - i) Be a minimum of 12’ tall.
 - ii) Be extensively landscaped on the residential side so that it is not obtrusive to residents and be landscaped on the highway side so that it is visually appealing.
 - iii) Be constructed and landscaped shortly after right-of-way acquisition and prior to road construction, to mitigate construction noise and impacts; that is, it must be included in the cost estimate for Project C (corridor widening and frontage road construction) not Project E (depressed freeway construction).
 - e) If the sound barrier is a wall, it must be visually appealing, such as the sound wall at the Glenn Highway and Muldoon interchange.
 - f) If there is a sound barrier on the west (commercial) side of the highway, we request that it be designed to absorb and not reflect sound.
 - g) The numerous mature trees that are between the existing houses on the west side of Ingra Street and Ingra Street must be untouched.
- 11) Requests that street lighting along the highway corridor be low level and unobtrusive to residents and consider multimodal traffic.

Rogers Park Community Council

(Including Anchor Park, College Village, Woodside East and Rogers Park)

- 12) Requests that power transmission lines north of Northern Lights Boulevard be undergrounded.
- 13) Requests that construction adjacent to residential areas be limited to standard daytime working hours.
- 14) Requests that the neighborhood entryway at Fireweed Boulevard be reconstructed during the project that widens the corridor (as described in section 10.2.3 of the draft PEL). The new entryway should match the existing entryways at Fireweed Lane and Latouche Street.
- 15) Requests that cross streets (E-W streets) and associated bridges be provided with buffers between the pathways and traveled ways. The buffers shall consist of either sufficient distance and pathway width (similar to the N-S pathways) or other features or barriers, so as to prevent the pathways from being used as de facto road snow storage areas.
- 16) Requests that the MCR PEL team demonstrate to the RPCC, no later than February 28, 2020, that the PEL cost estimate contains reasonable estimates for sound barriers, landscaping, the bridge over Chester Creek, and cover over the depressed freeway.
- 17) Appreciates the provision of the “Community Place-making” Project and looks forward to participating.
- 18) Appreciates the process through which this PEL report was prepared, but due to lack of detail on the effects to residents of Ingra Street, **the RPCC is unable to support the MCR project** until the ROW plan is clear and acceptable to Ingra Street residents.

THIS RESOLUTION WAS **APPROVED** by the Rogers Park Community Council on January 13, 2020, by a vote of: FOR 23, AGAINST 1, ABSTAIN 1.

Janet Bidwell

Janet Bidwell
President
Rogers Park Community Council

Tudor Area Community Council Resolution

Tudor Area Community Council
1057 W. Fireweed Lane, Suite 100
Anchorage, Alaska 99508

To: Mayor Ethan Berkowitz
Anchorage Assembly
Federation of Community Councils
DOT, Attention: Shawn Holland
DOWL, Attention: Steve Noble

TUDOR AREA COMMUNITY COUNCIL RESOLUTION NO. 2019-_____
REGARDING PROPOSED MIDTOWN CONGESTION RELIEF PROJECT

WHEREAS, the Tudor Road Community Council (TACC) has been involved with the State Department of Transportation, Midtown Congestion Relief Study of the past two years,

WHEREAS, the Study Team has selected for detailed study the "elevated" intersection/interchange concept for the 36th Avenue design.

Now therefore the TACC contributes the following input to provide evaluations and concerns of the Geneva Woods Subdivision that this elevated concept would entail.

1. We concur with the one-way frontage road concept as that will allow improved ability of pedestrians and bicyclists to cross the Seward Highway safely. However, it appears unclear that there will be enough land for bike paths, shoulders, and drainage. With a great deal of new pavement, there is concern regarding adequate drainage and possible effects on the water table.
2. We support a depressed or cut and cover freeway concept for the 36th Avenue intersection as proposed for Benson Boulevard, Northern Lights Boulevard, and Fireweed Lane.
3. We do not support an elevated overpass at 36th Avenue and the New Seward Highway.
4. It appears appropriate as apparently planned, to take the land on the west side of the New Seward Highway rather than taking properties from the Geneva Woods Subdivision. However, as actual construction appears likely to be some years away, avoiding the appearance of imminent construction by destroying property until needed is important. In this regard, the destruction of buildings leaving empty spaces at the northwest corner of 36th Avenue and the New Seward Highway tends to give the appearance of urban blight, and depresses the value of nearby properties.
5. For those living west of the highway, an elevated overpass, in case of earthquake damage to the structure, would impede the most direct access down 36th Avenue to the emergency rooms of the two largest hospitals in Anchorage: Providence and the Alaska Native Medical Center. Tudor Road and 15th Avenue also have overpasses on direct access to hospitals care.

6. The term "interim" for sections of the design could well mean in place for 10-15 years or more. It would appear this "interim" plan should include construction of the amenities of a completed project, such as landscaping and pedestrian facilities.
7. Noise, air, and light pollution would be much more acute than now and a sound barrier would need to be 20-30 feet high so that the noise could pass over the rooftops of the residential structures. Still, one would be able to see the traffic on the overpass. The freeway and associated fences would limit a view of the westward sky and sunsets. We request that noise meters be compared with areas that do not have highway traffic noise. If this plan for an elevated roadway actually proceeds, we expect to be able to have input as to designs regarding efforts to mitigate these environmental impacts. We expect the design of a selected barrier to be approved, in writing, by the DOT and DOWL and given to the Tudor Area Community Council.
8. We request input during construction: noise barriers should be installed first to eliminate as much construction annoyance as possible such as graders (beep, beep, beep at 7:00 am all season long and into the night) and to alleviate air pollution from the resulting dust. Vibration during compacting will constantly rattle glass and nerves. No lifts over 4". Effects on residents in the area should be considered and means to mitigate these damaging effects should be part of the design.
9. The additional light pollution from both the Tudor Road and 36th Avenue interchanges would flood the surrounding areas, and an overpass would bring more fuel pollution from the additional traffic as projected.
10. Light, noise, and sight pollution would suggest that compensation for decreased property values be made to Geneva Woods residents should the overhead concept actually occur.
11. We recommend redesign of the current intersection of 36th Avenue and the New Seward Highway. The sharp left hand turn needs to be reconfigured. Appropriate overhead signage should also be provided.

Approved by the membership of the Tudor Area Community Council on this 6 day of FEB 2020,



President, Tudor Area Community Council

02/06/2020

Date

Anchorage Assembly Resolution

Submitted by: Assembly Member Rivera
Assembly Member Constant
Prepared by: Assembly Counsel
For reading: March 10, 2020

ANCHORAGE, ALASKA
AR No. 2020-55(S)

1 **A RESOLUTION REGARDING THE MIDTOWN CONGESTION RELIEF**
2 **PROJECT BY THE ALASKA DEPARTMENT OF TRANSPORTATION AND**
3 **PUBLIC FACILITIES.**
4

5
6 **WHEREAS**, the Alaska Department of Transportation and Public Facilities
7 (ADOT&PF) held its first open house on the Midtown Congestion Relief (MCR)
8 Planning and Environmental Linkages (PEL) study on January 30, 2018, at the
9 Loussac Library; and

10
11 **WHEREAS**, ADOT&PF and DOWL Engineers have held a variety of other open
12 houses, attended numerous community council meetings – including Rogers Park,
13 Airport Heights, Midtown, Tudor Area, Campbell Park, Fairview, and North Star –
14 and held meetings with multiple interested parties, including residents of Ingra
15 Street in the Rogers Park Community Council area; and

16
17 **WHEREAS**, ADOT&PF and DOWL, in an effort to listen to community and
18 business concerns, created the Citizen’s Advisory Group and the Business
19 Advisory Group, which began meeting in June of 2018; and

20
21 **WHEREAS**, a draft PEL study was released for public comment on November 13,
22 2019, which closed on December 20, 2019, with community councils invited to
23 weigh in by adoption of formal resolutions through February 2020; and

24
25 **WHEREAS**, several community councils have approved resolutions weighing in on
26 the MCR PEL, including Rogers Park, Fairview, Airport Heights, and Tudor Area;
27 and

28
29 **WHEREAS**, a previous AKDOT&PF project, the conversion of Gambell and Ingra
30 Streets in the Fairview area into one-way high-speed couplets, created an urban
31 environment incompatible with the needs of the neighborhood’s small-block
32 pedestrian-scale land pattern and is identified as one of the most dangerous
33 places for pedestrians in the Municipality; and

34
35 **WHEREAS**, since the early 2000’s the AKDOT&PF and AMATS model, including
36 Highway-to-Highway and Knik Arm Crossing planning, have contributed to the risk
37 of investing along the Gambell/Ingra corridor and divestment from the Fairview
38 business corridor and negative impacts and stagnation of Fairview economic
39 revitalization; and

40
41 **WHEREAS**, projected increased daily traffic flows from either a no-build or the

1 MCR PEL options necessitate a balanced approach to enhancing mobility within
2 the Midtown commercial areas while adding value to the Anchorage urban fabric,
3 improving access to public transit, and supporting non-motorized transportation;
4 and

5
6 **WHEREAS**, AKDOT&PF expects to begin the environmental design and right-of-
7 way acquisition in 2021, with construction of the first phase beginning 2023 or
8 later; and

9
10 **WHEREAS**, the most recent Metropolitan Transportation Plan 2040 (MTP 2040)
11 currently prioritizes this project, and specifically the depressed freeway portion, to
12 have funding and be constructed by 2040; and

13
14 **WHEREAS**, it is the desire of the local community that any NEPA process that
15 starts for Projects C-E not be finalized until the Seward/Glenn PEL is complete to
16 ensure that project alignment meets community goals of connected
17 neighborhoods, conforms with adopted community plans, and does not cause nor
18 increase environmental harms to the neighborhoods north of Chester Creek; and

19
20 **WHEREAS**, the Municipality recently completed an updated traffic model for the
21 MTP 2040 that generated updated traffic forecast and project information for the
22 2040 Existing and Committed projects;

23
24 **NOW, THEREFORE, BE IT RESOLVED** that the Anchorage Assembly requests the
25 Alaska Department of Transportation and Public Facilities take the following
26 actions or positions in relation to the Midtown Congestion Relief project:

- 27
28 1. The Assembly incorporates by reference all the provisions in the
29 attached resolutions from the Rogers Park, Fairview, Airport Heights,
30 and Tudor Area Community Councils and urges AKDOT&PF and
31 DOWL Engineers to work closely with the Assembly and these
32 community councils to implement the solutions or suggestions
33 provided within the resolutions.
34 2. In the spirit of cooperation, AKDOT&PF and DOWL Engineers should
35 hold regular meetings with the Assembly and the affected community
36 councils to give updates and continue positive community relations.
37 3. The Assembly would like to highlight a few provisions within the
38 attached resolutions:
39 a. Residents on the east side of Ingra Street should be compensated
40 for their home value losses due to the MCR project or given
41 justification as to why the project will not impact their values.
42 b. A sound barrier a minimum of 12 feet tall should be constructed as
43 early as possible in accordance with the environmental study. The
44 sound barrier shall be provided regardless of sound analysis
45 results.
46 c. The numerous mature trees that are on private lots on the west
47 side of Ingra Street should be preserved to the extent possible,
48 especially in yards to the properties abutting the project.
49 d. Use the 2040 Existing and Committed projects Traffic Model
50 developed by AMATS. Analysis should include data from the

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most recent Alaska Department of Labor population projections.
e. Funding for non-vehicular/multimodal infrastructure should be prioritized regardless of the outcomes of the remainder of the project.

- 4. The NEPA environmental assessment for MCR with the exception of the Tudor Road project (A) and the 36th Avenue project (B) should be put on hold until the Glenn/Seward (Fairview) PEL is complete. Projects A and B in the PEL have demonstrated need independent of the remainder of the MCR project but the remainder (Projects C to E) are closely linked with future plans for the New Seward Highway and the environmental assessment for these projects and projects identified in the Glenn/Seward PEL should run concurrently.

This resolution shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2020.

Chair of the Assembly

ATTEST:

Municipal Clerk



MUNICIPALITY OF ANCHORAGE
Assembly Information Memorandum

No. AIM 33-2020

Meeting Date: March 10, 2020

1 **From: ASSEMBLY MEMBERS RIVERA AND CONSTANT**
2

3 **Subject: AR 2020-55(S): A RESOLUTION REGARDING THE MIDTOWN**
4 **CONGESTION RELIEF PROJECT BY THE ALASKA**
5 **DEPARTMENT OF TRANSPORTATION AND PUBLIC**
6 **FACILITIES.**
7

8 For the Assembly's consideration; please see the attached resolutions from
9 several community councils, including Rogers Park, Fairview, Tudor Area, and
10 Airport Heights, regarding the Midtown Congestion Relief project and the
11 ADOT&PF's Planning and Environmental Linkages study.
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14 Prepared by: Assembly Counsel
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