



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)