



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.

