



# 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			
TERE PENN	Airport Heights CC			
John Edwards	Pettit Properties			
Harry Need	Fairview CC			
Sandy Traini	CPCC			
PHIL ROGERS	GENEVA WOODS HOA			
David Evans	Rogers Park CC			
Carlye Ray	Airport Heights CC			
Kevin F Finney	Campbell Park Comm Council			
Rachel Seer	DOWL			

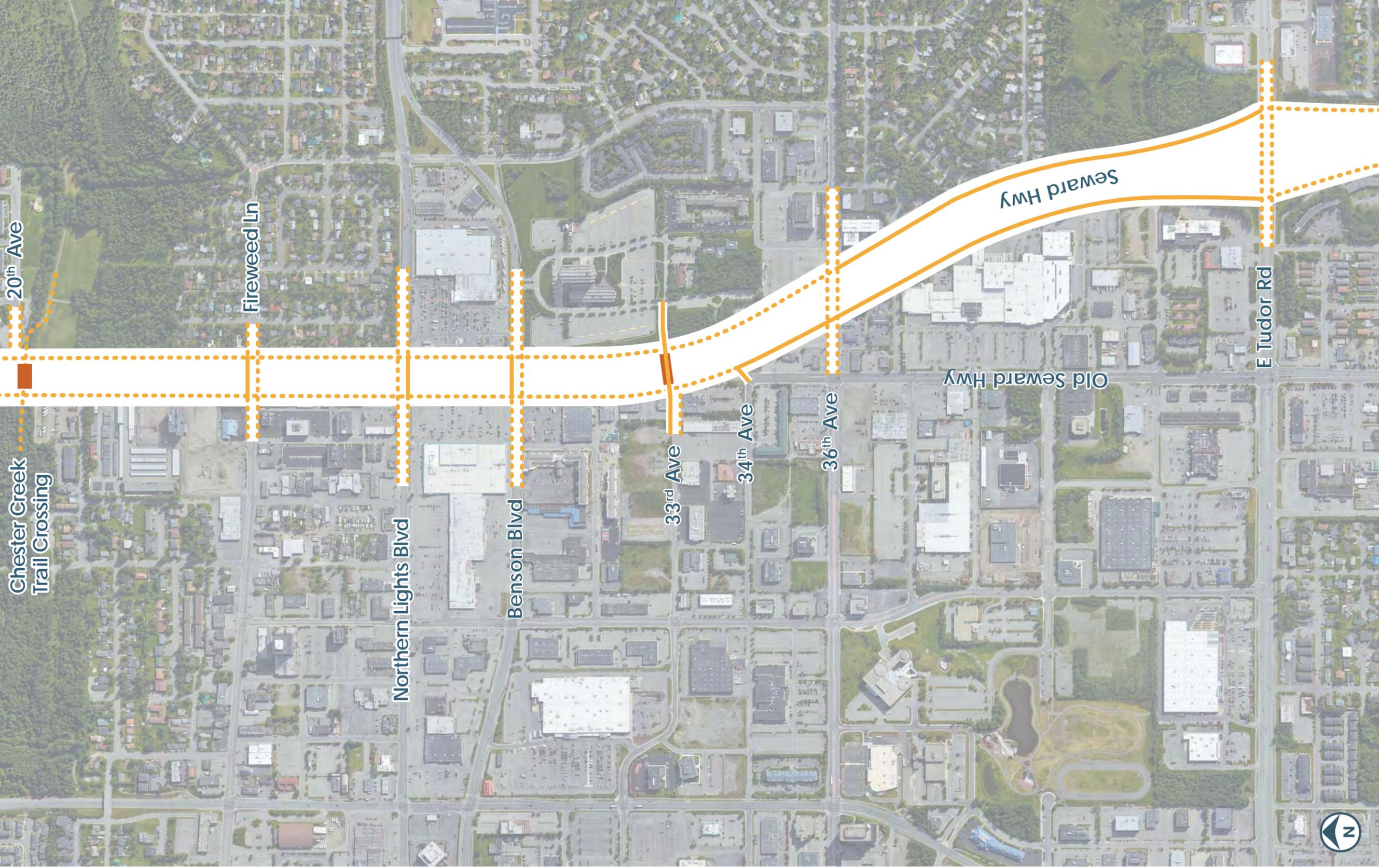
## OBJECTIVES

- 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 33<sup>rd</sup> 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 on ramps 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

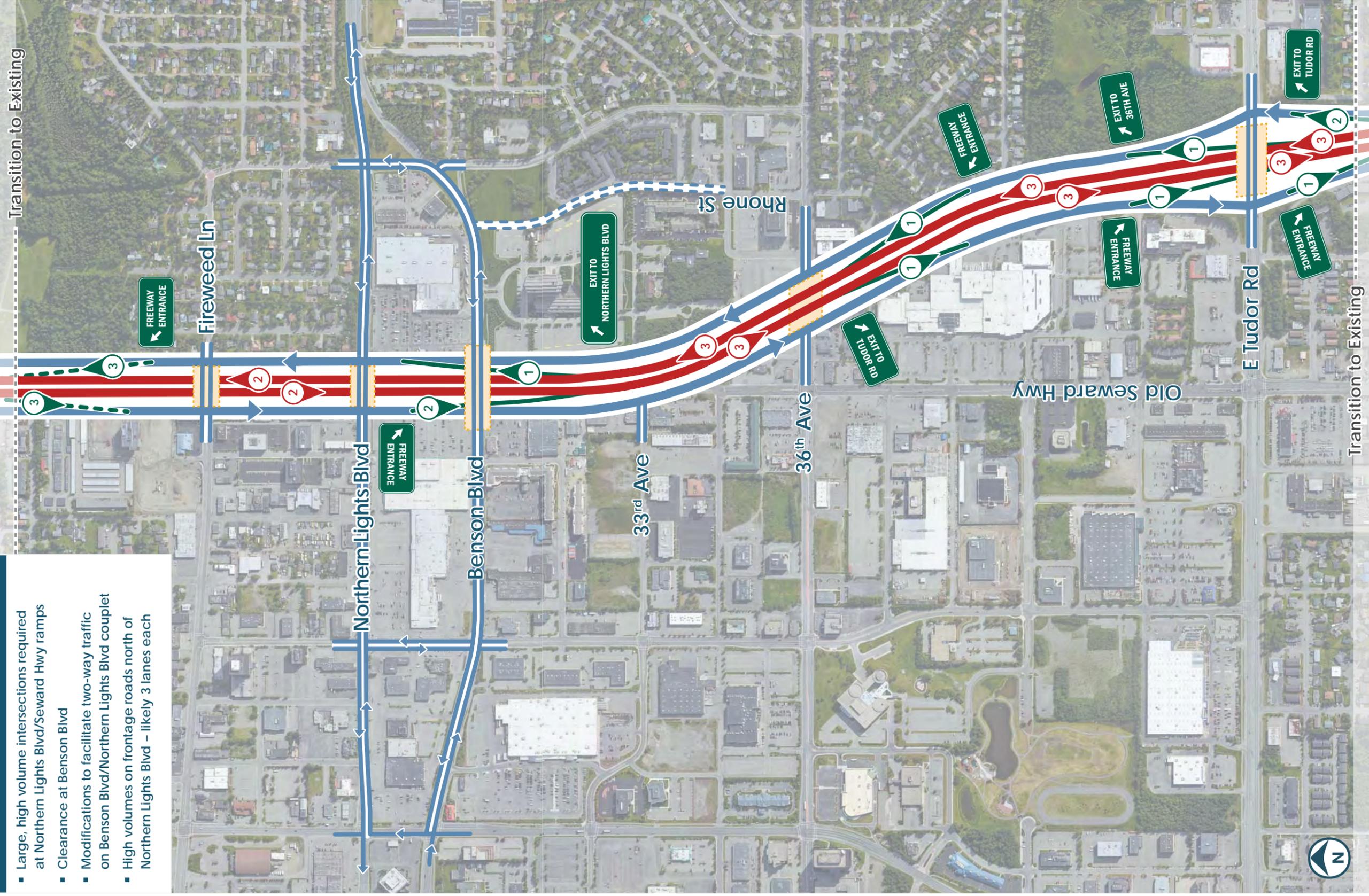
## CHALLENGES

- 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
- 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

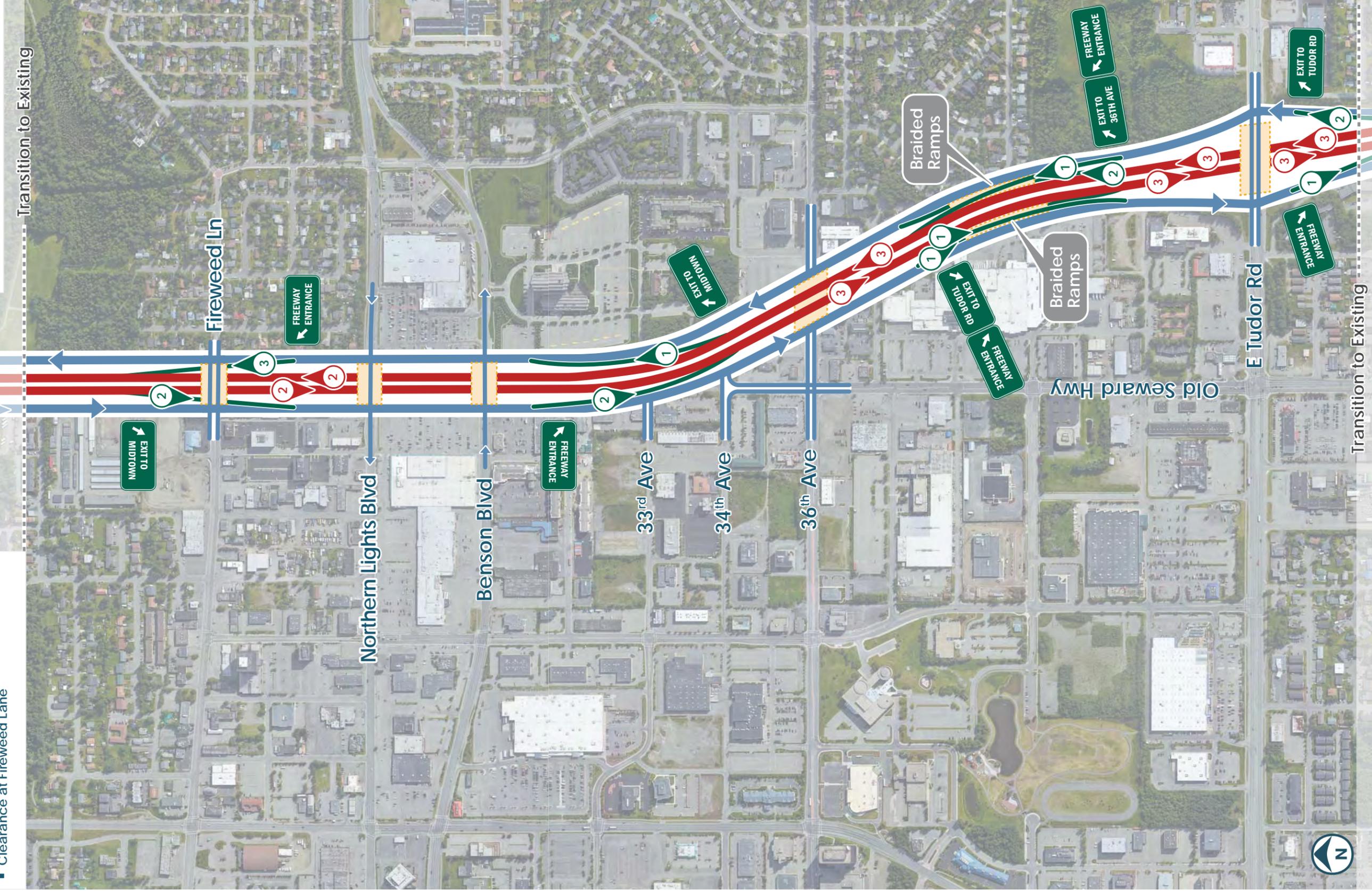
## CHALLENGES

- 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 36<sup>th</sup> 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 36<sup>th</sup> Ave
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane
- Manages volume on frontage roads north of Northern Lights Blvd

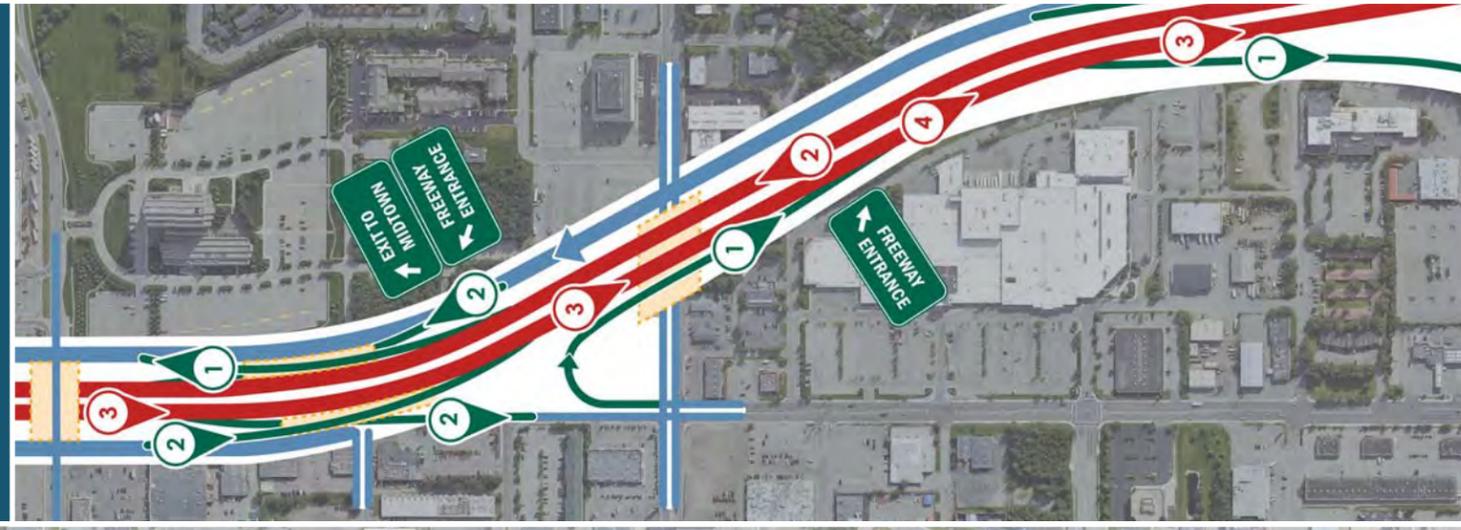
## CHALLENGES

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

## VARIANT KEY FEATURES

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

## BRAIDED RAMP TO OLD SEWARD VARIANT

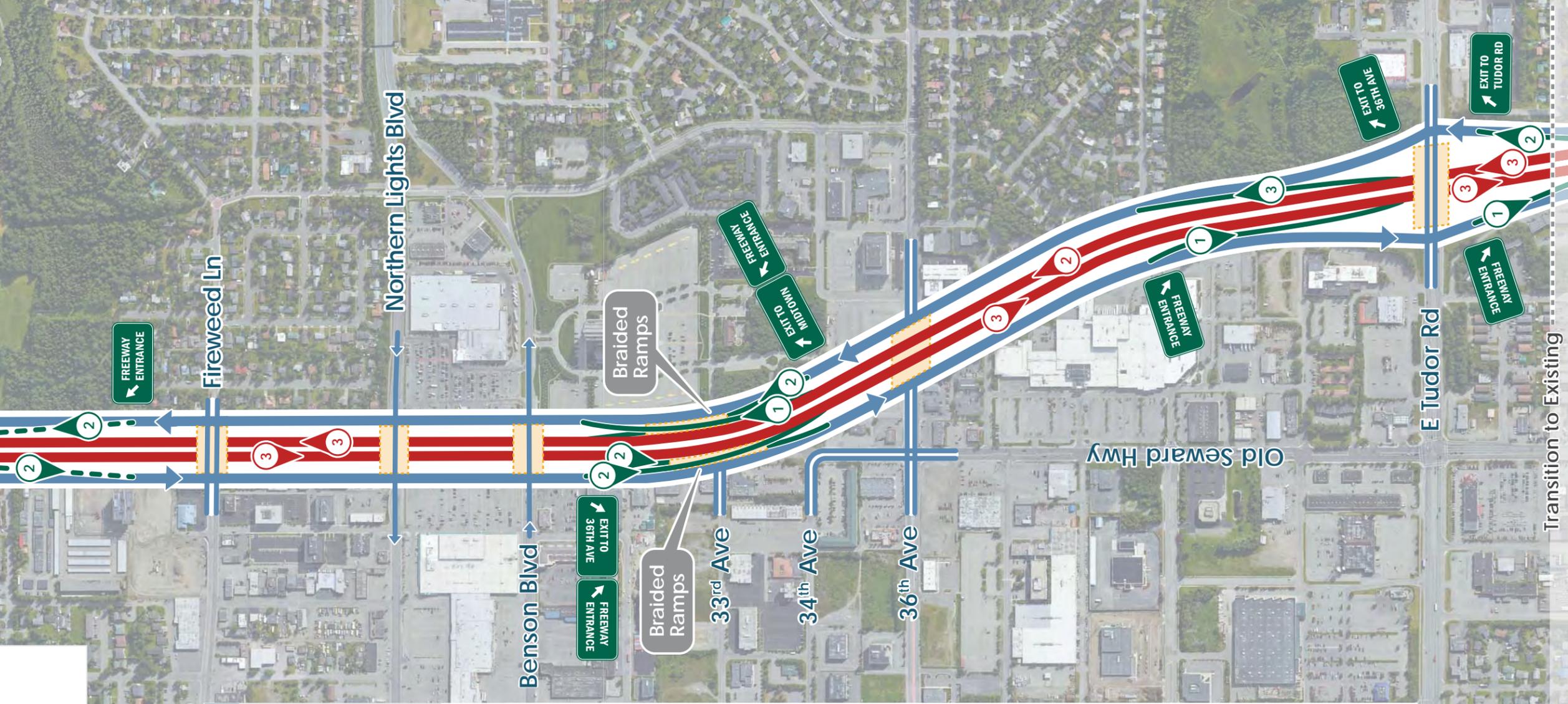


## CONCEPT C

- 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

Transition to Existing



Transition to Existing

## KEY FEATURES

- Frontage roads intersect at Fireweed Lane and 33<sup>rd</sup> 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

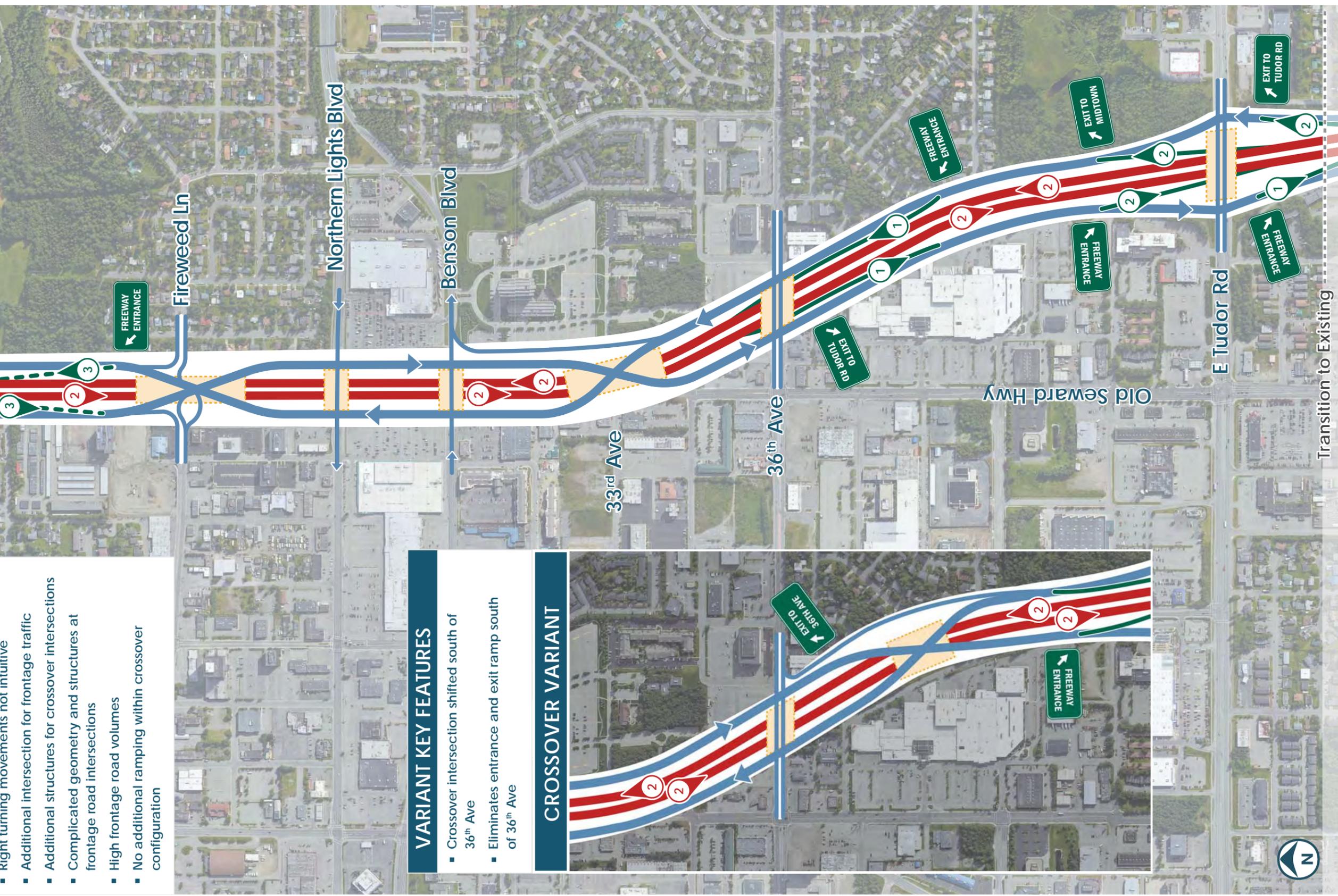
- Right turning traffic volume is comparable to left turning traffic volume
- Right turning movements not intuitive
- Additional intersection for frontage traffic
- Additional structures for crossover intersections
- Complicated geometry and structures at frontage road intersections
- High frontage road 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
- Number of Lanes and Direction of Traffic
- Structure

See active transportation schematic Alignment/footprint to be determined

Transition to Existing



## VARIANT KEY FEATURES

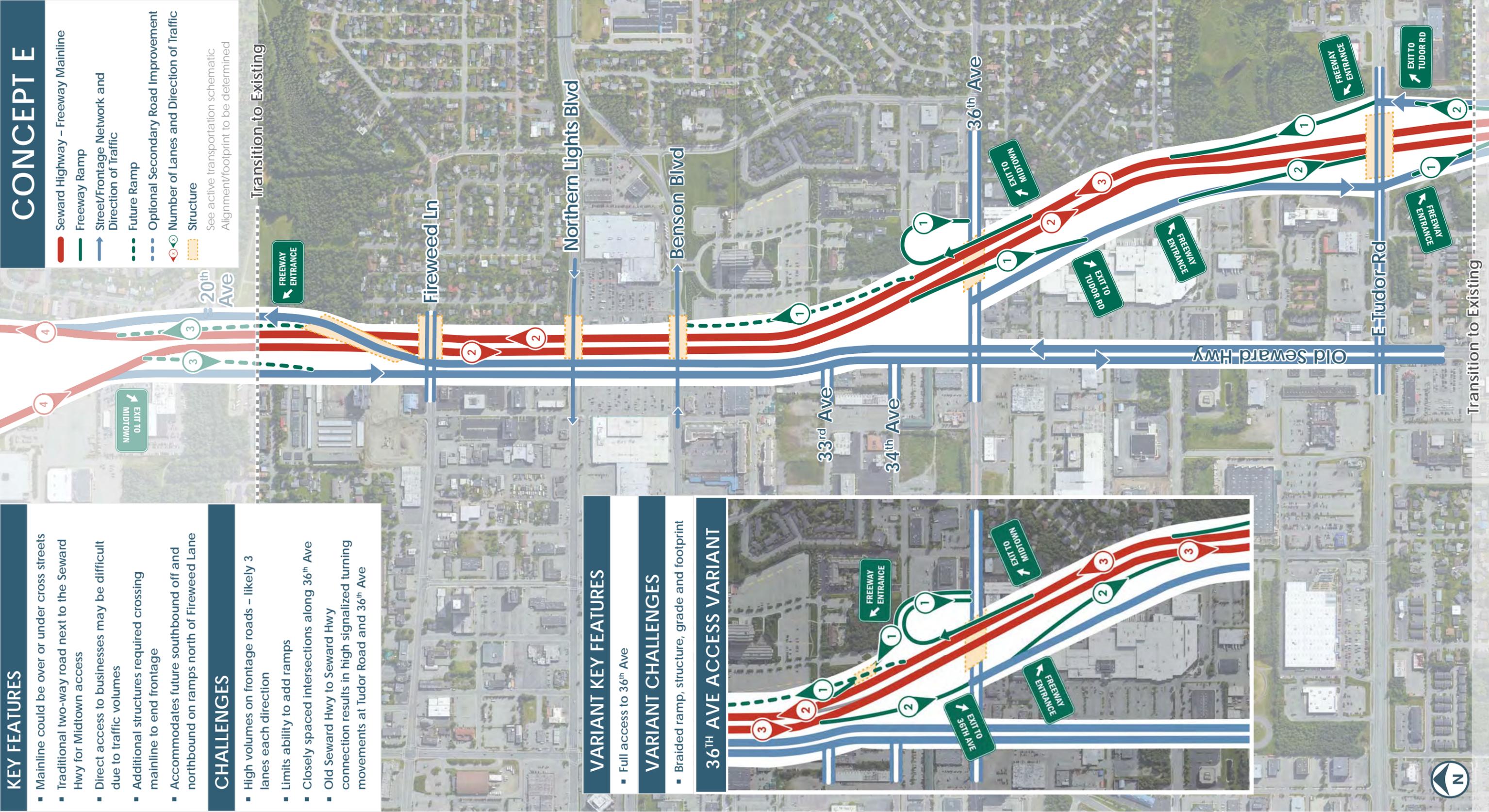
- Crossover intersection shifted south of 36<sup>th</sup> Ave
- Eliminates entrance and exit ramp south of 36<sup>th</sup> Ave

## CROSSOVER VARIANT



# CONCEPT

-  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 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 36<sup>th</sup> Ave
- Old Seward Hwy to Seward Hwy connection results in high signalized turning movements at Tudor Road and 36<sup>th</sup> Ave

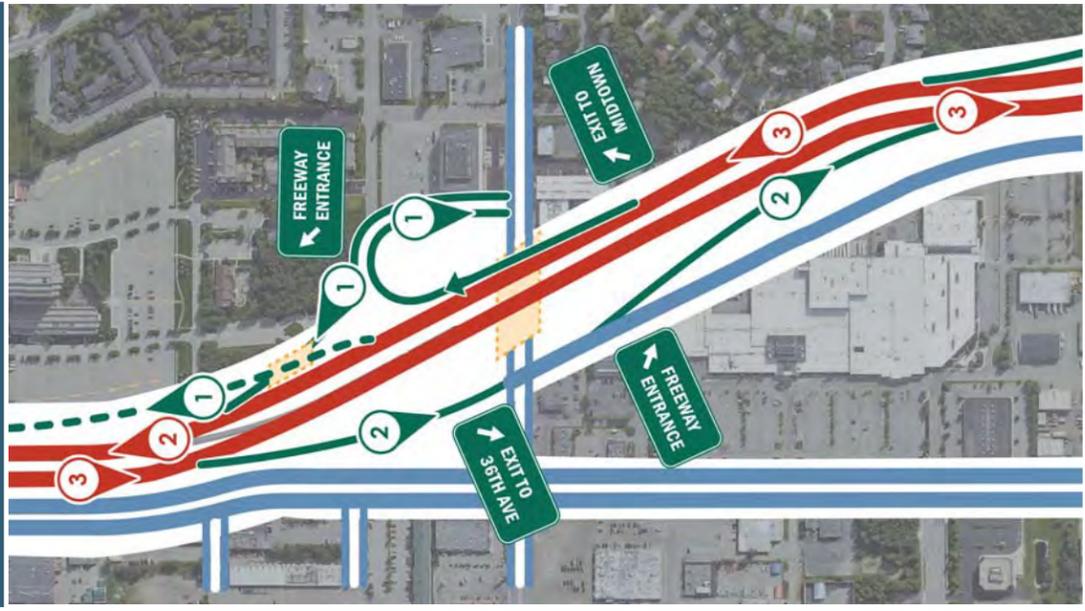
## VARIANT KEY FEATURES

- Full access to 36<sup>th</sup> Ave

## VARIANT CHALLENGES

- Braided ramp, structure, grade and footprint

## 36<sup>TH</sup> 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

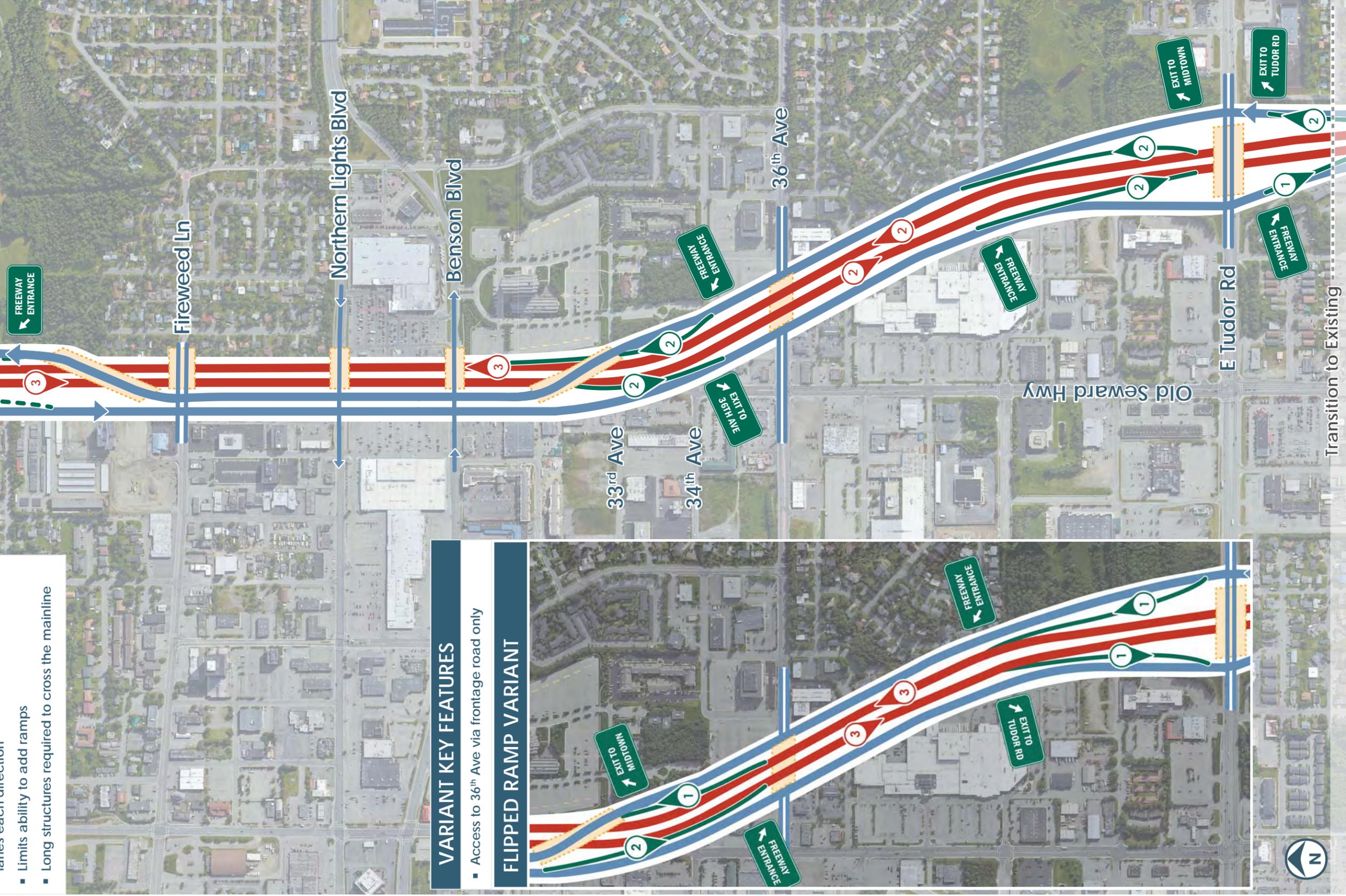
- High volumes on frontage roads – likely 3 lanes each direction
- Limits ability to add ramps
- Long structures required to cross the mainline

## CONCEPT

- 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

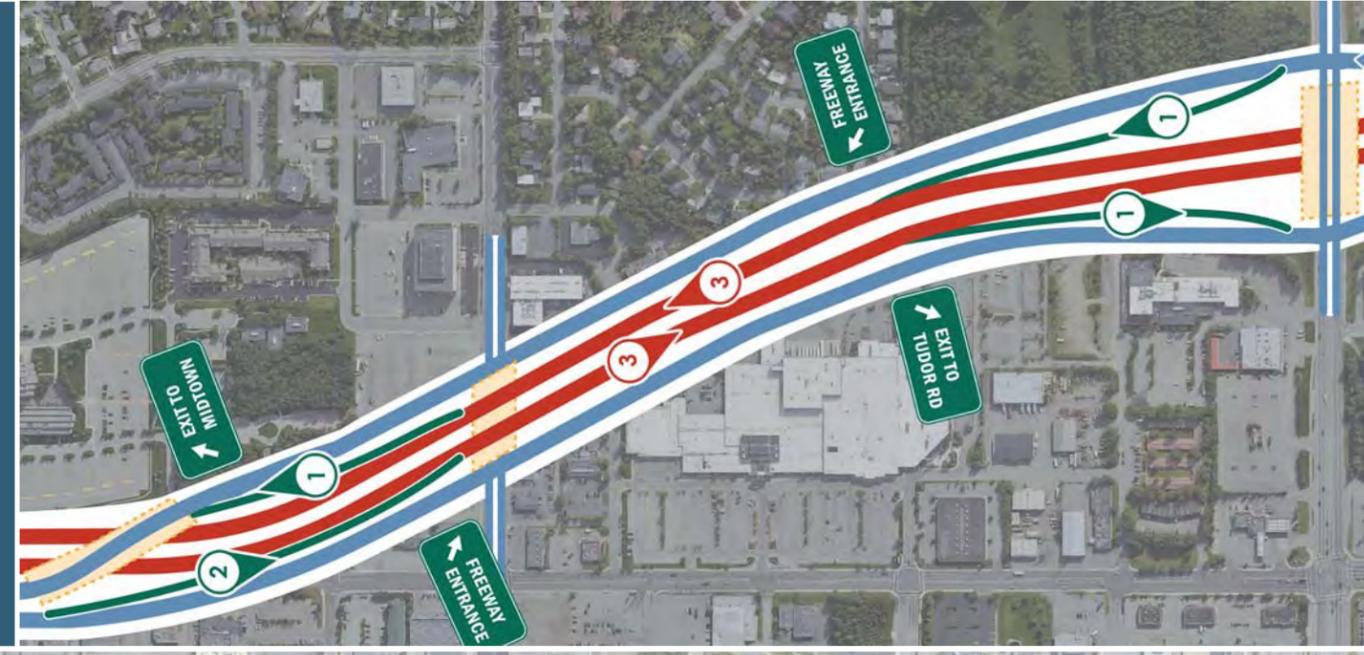
Transition to Existing



## VARIANT KEY FEATURES

- Access to 36<sup>th</sup> Ave via frontage road only

## FLIPPED RAMP 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

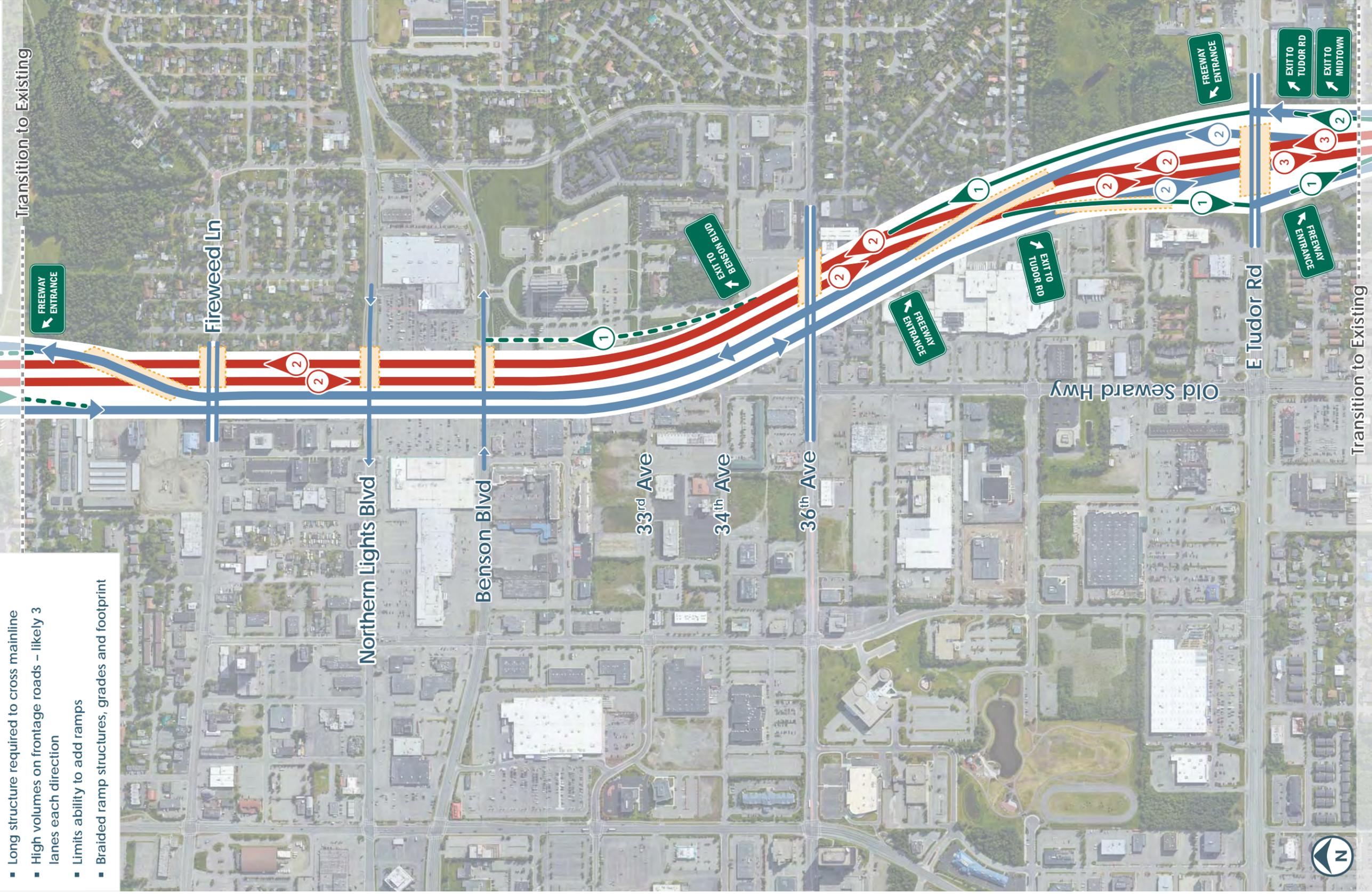
## CHALLENGES

- 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
- 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

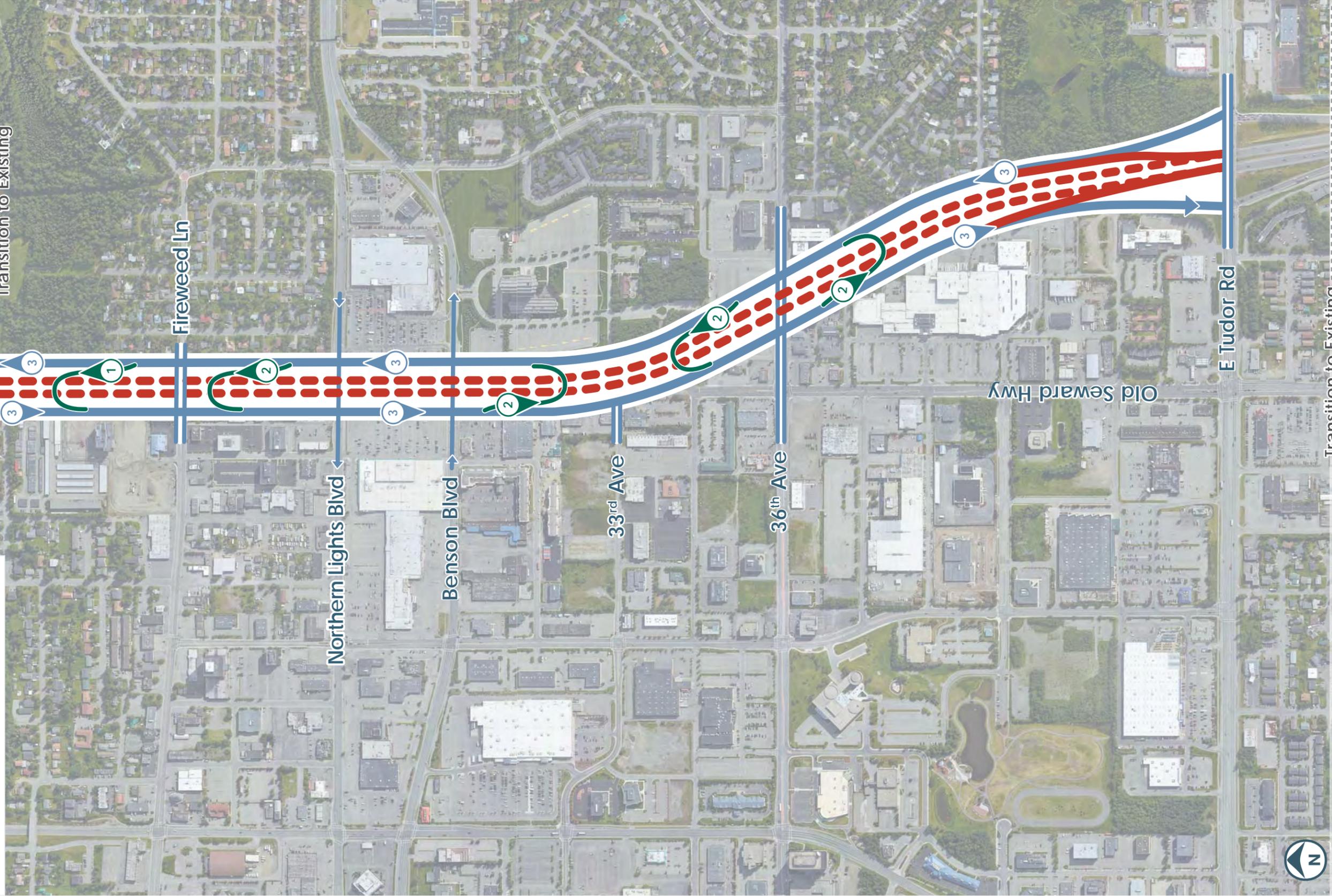
- Not as intuitive for motorists
- Complex signal timing to enable the u-turn movements to meet capacity requirements

## 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

Transition to Existing



Transition to Existing

