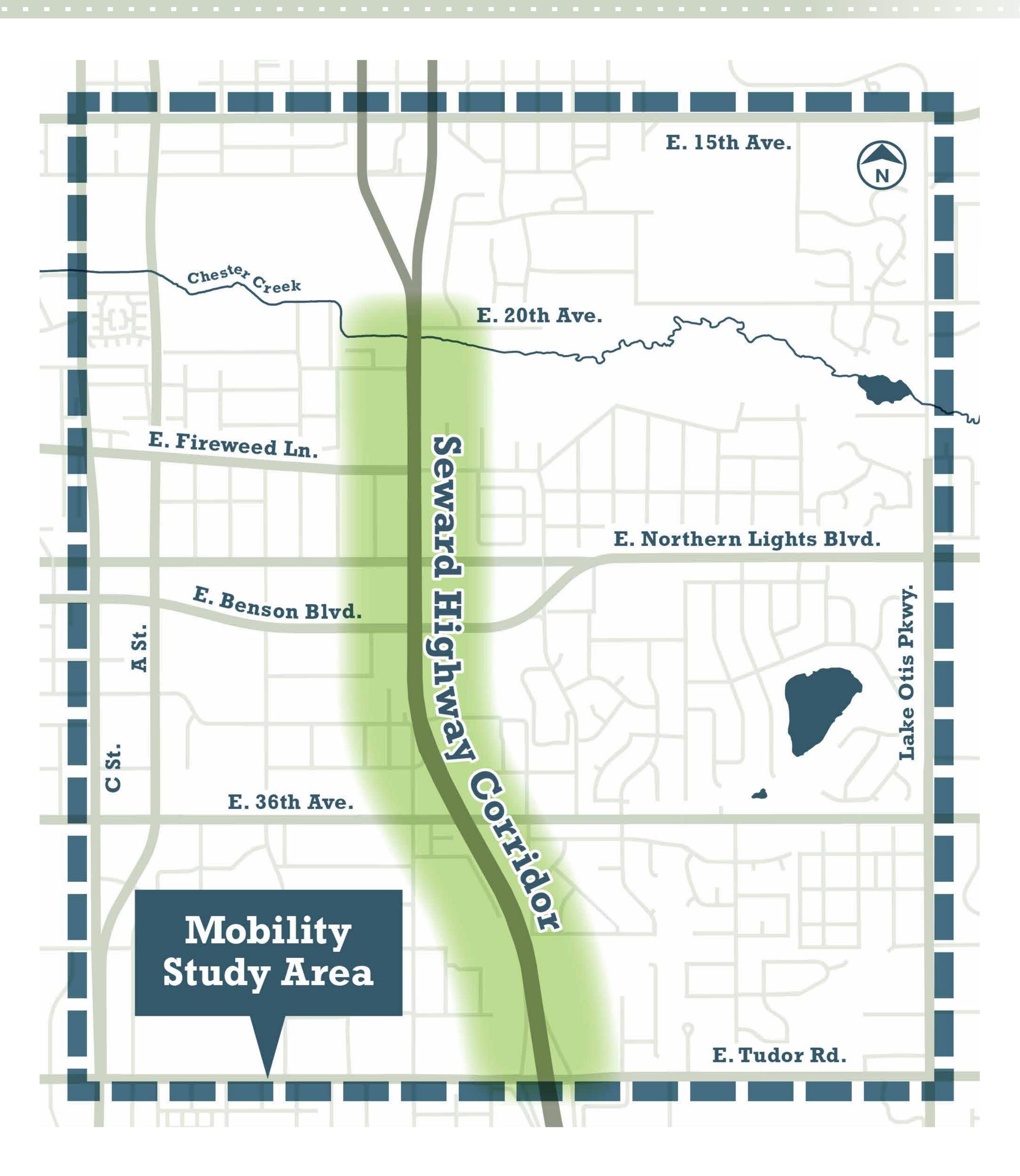
WELCOME OPENHOUSE



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





















A New Approach

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

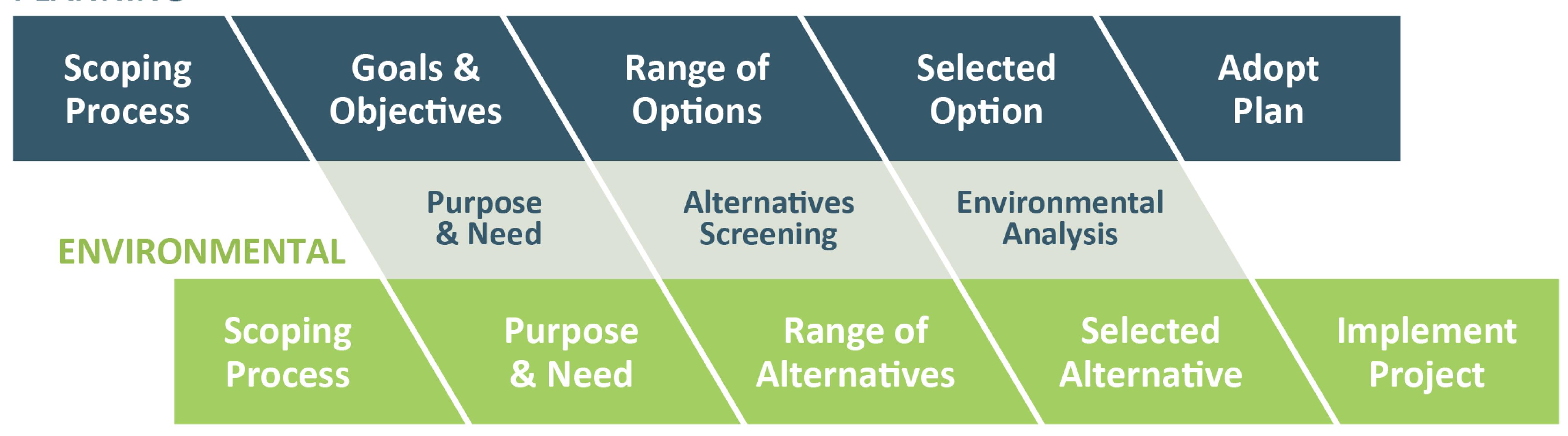
- Considers environmental, community, and economic goals early in the transportation planning process
- 2. Uses the information, analysis, and products developed during planning to inform the environmental review process

Data & Analysis Tools
Interagency Coordination
Alternatives Criteria
& Education
Project Definition
Purpose & Need
Statements



PEL Process & Outcomes

PLANNING



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







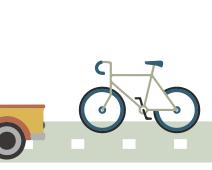












What is a PEL Study?

A PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY IS:

a collaborative and integrated approach to transportation decision-making that 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).

- FHWA PEL Questions and Answers, November 2016. https://www.fhwa.dot.gov/hep/guidance/pel/pelqa2016.pdf

THE PEL PROCESS:

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

Reason for the Study



Unifying Vision

Transportation Modes



Jul 2017 - Oct 2017

Define:

ARE

HERE

- existing delays, crashes, and congestion
- expected congestion increases
- lack of connectivity throughout Midtown

Aug 2017 - Oct 2017

Establish:

clear goals and objectives

Sep 2017 - Nov 2017

Develop:

intended outcomes

Aug 2017 - Dec 2017

Identify:

levels of passenger vehicles, freight, pedestrian and bicycle, transit, and other modes

Dec 2017 - Dec 2018

Outline:

- screening criteria and scoring metrics
- potential solutions and their ability to achieve corridor vision

Sep 2017 - Dec 2019

Engage:

the public, stakeholders, and resource agencies using a variety of tools

Travel Corridor

unique qualities

a clear corridor description

details of the corridor's

Document:

Nov 2017 - Aug 2018

- biological, social/cultural, and physical resources
- physical and geometric characteristics, traffic operations, and safety performance

Dec 2018 - Jan 2019

Summarize:

paths forward to individual projects, logical phasing, and funding solutions

Stakeholder Coordination





























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

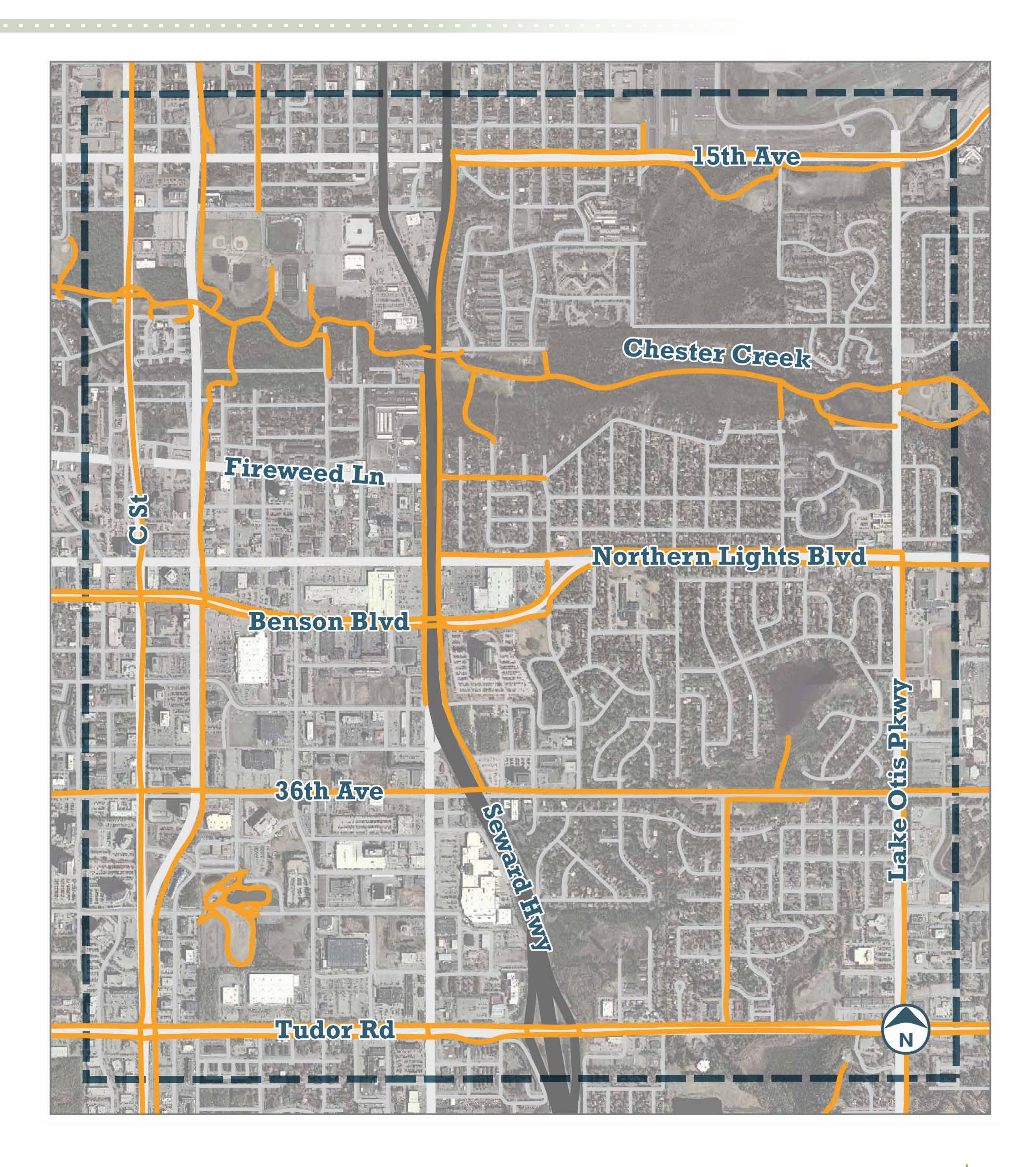


MCR Outcomes

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



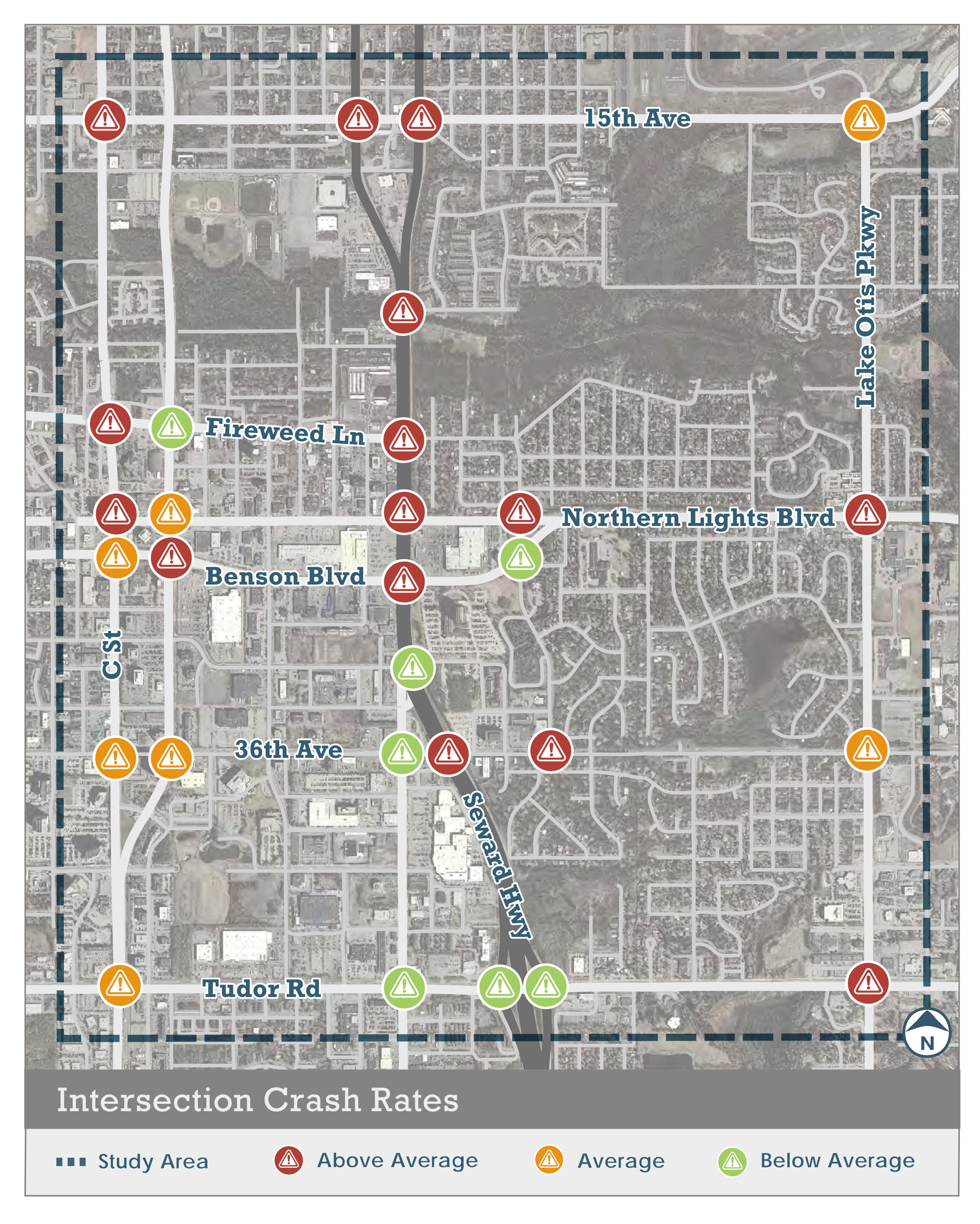
Non-Motorized Facilities: Paths & Trails





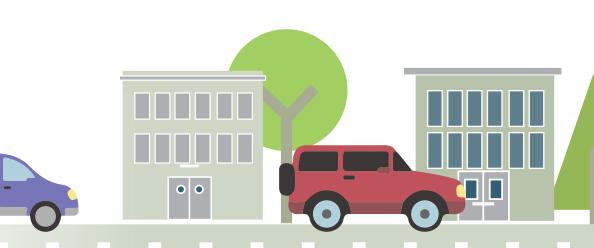


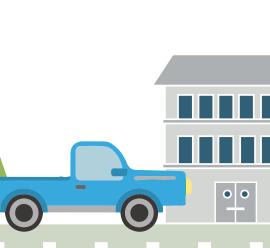
Motorized Facilities: Intersection Crash Rates









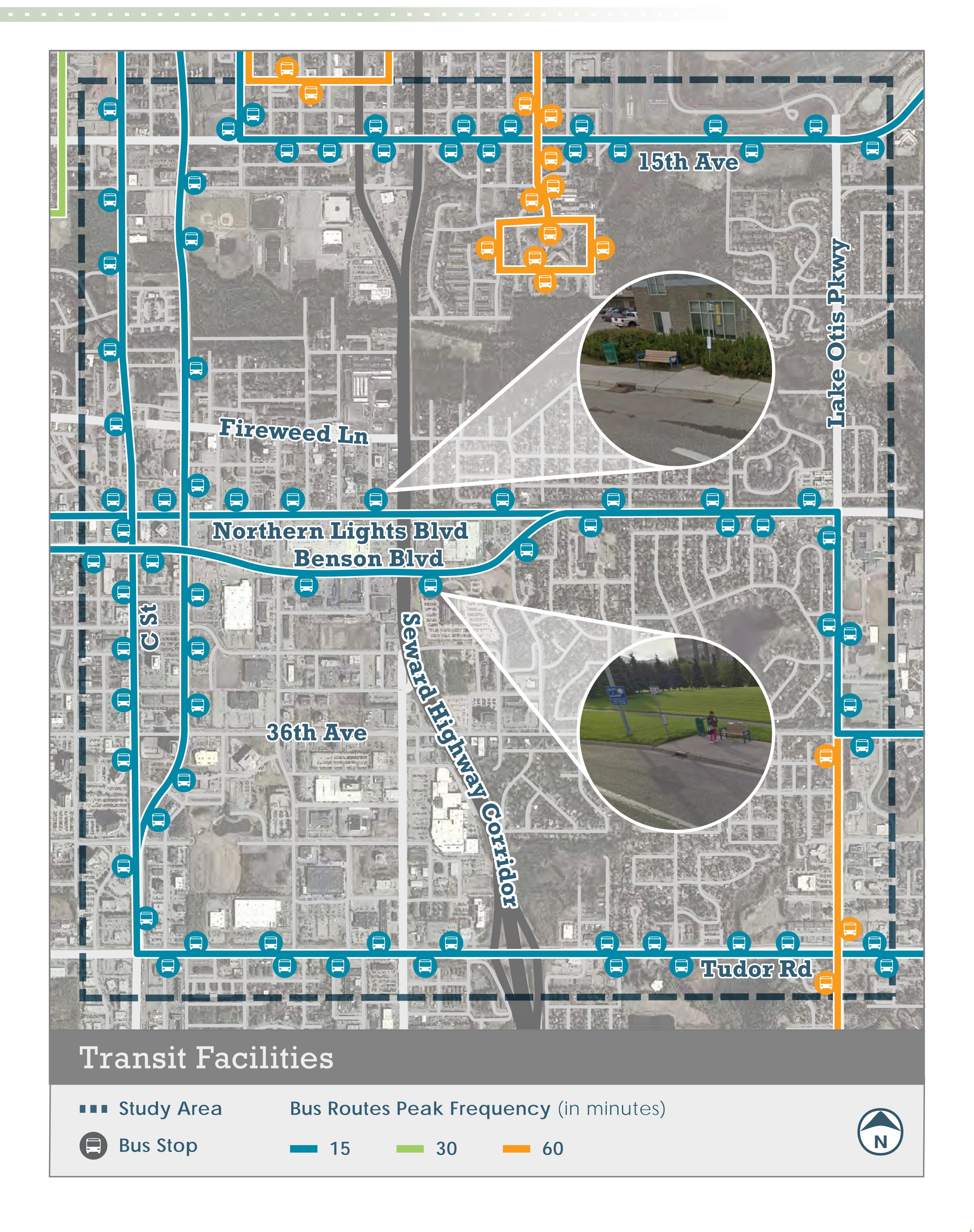








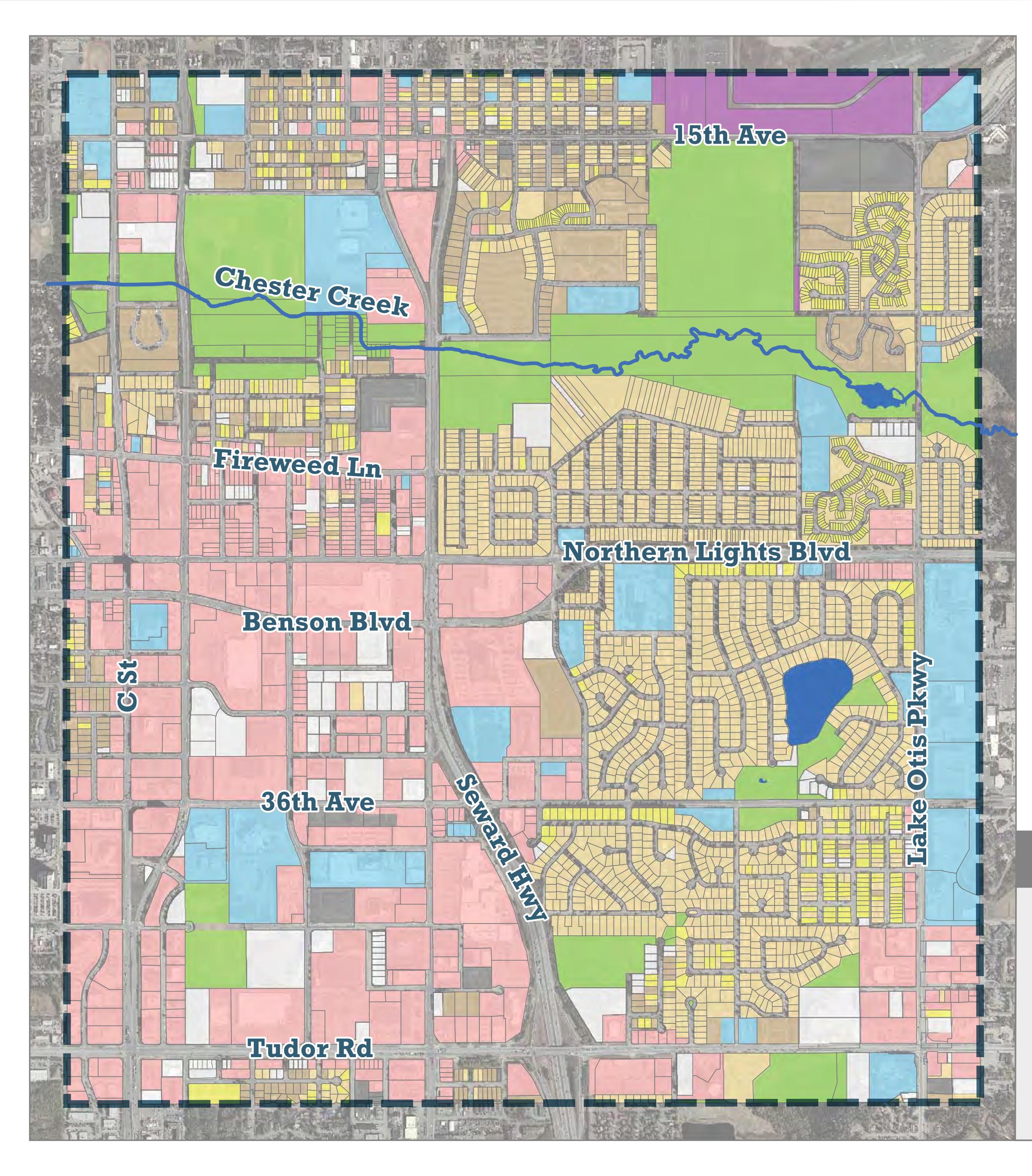
Transit Facilities







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
- Noise
- Drainage

- Wetlands
- Air
- Stormwater

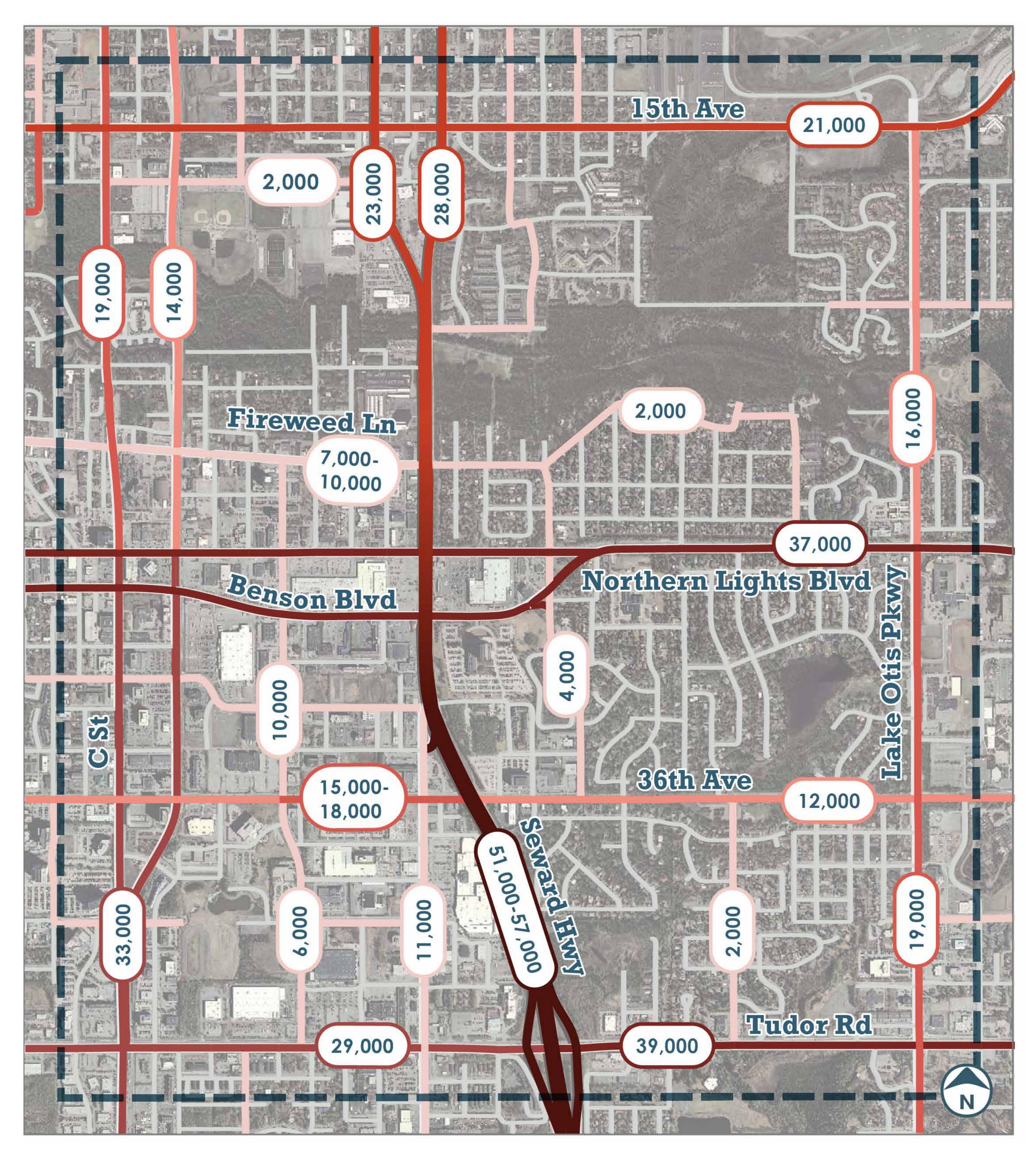
- Utilities
 - Major facilities within corridor







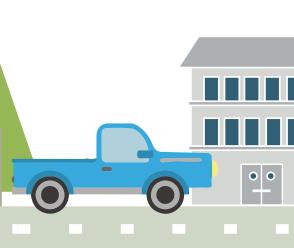
Traffic Operations: Annual Average Daily Traffic

















What We've Heard So Far

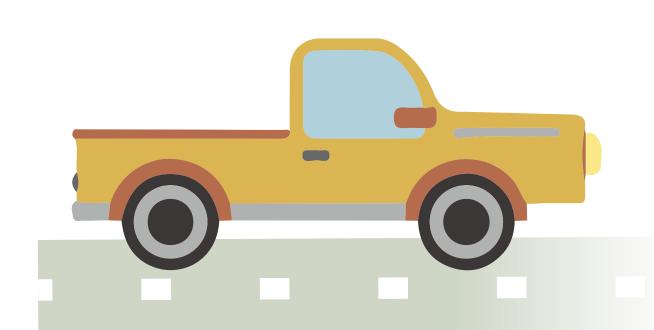
(Most frequent comments from prior projects and recent visits to Community Councils)



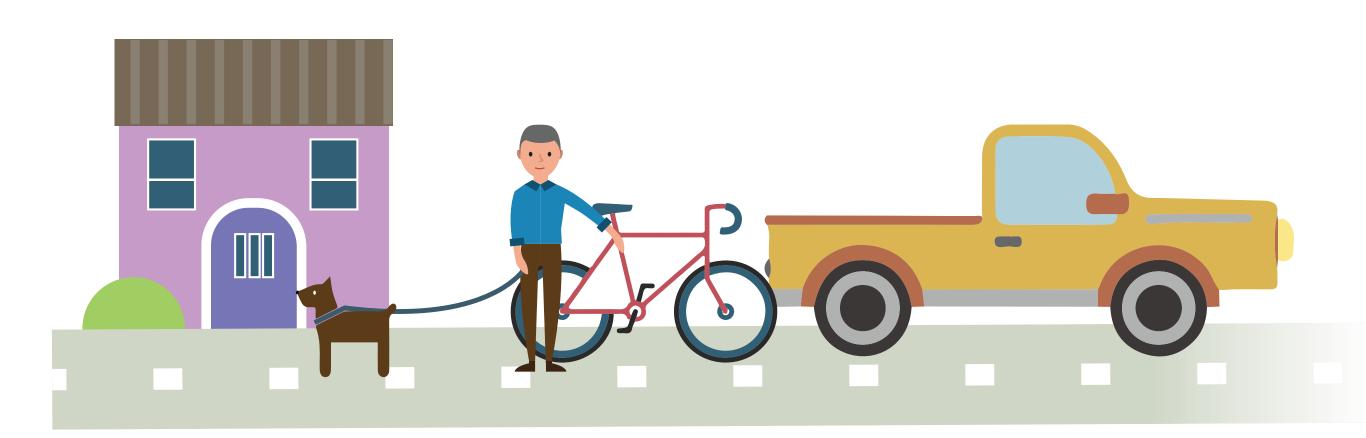
- Improve trail connectivity
- Make paths and sidewalks safer, to increase use



- 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













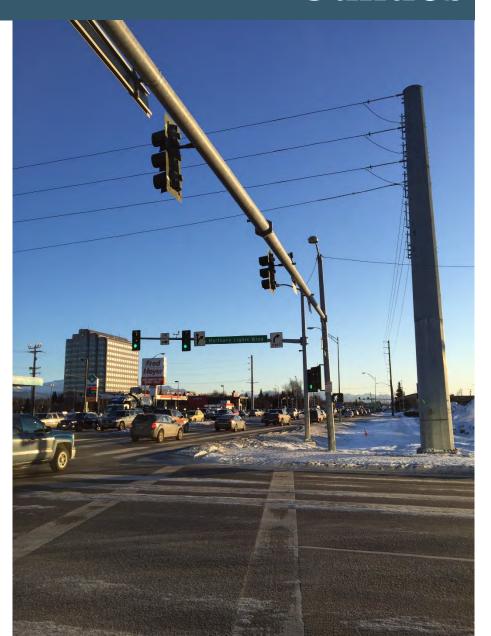






Utilities

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





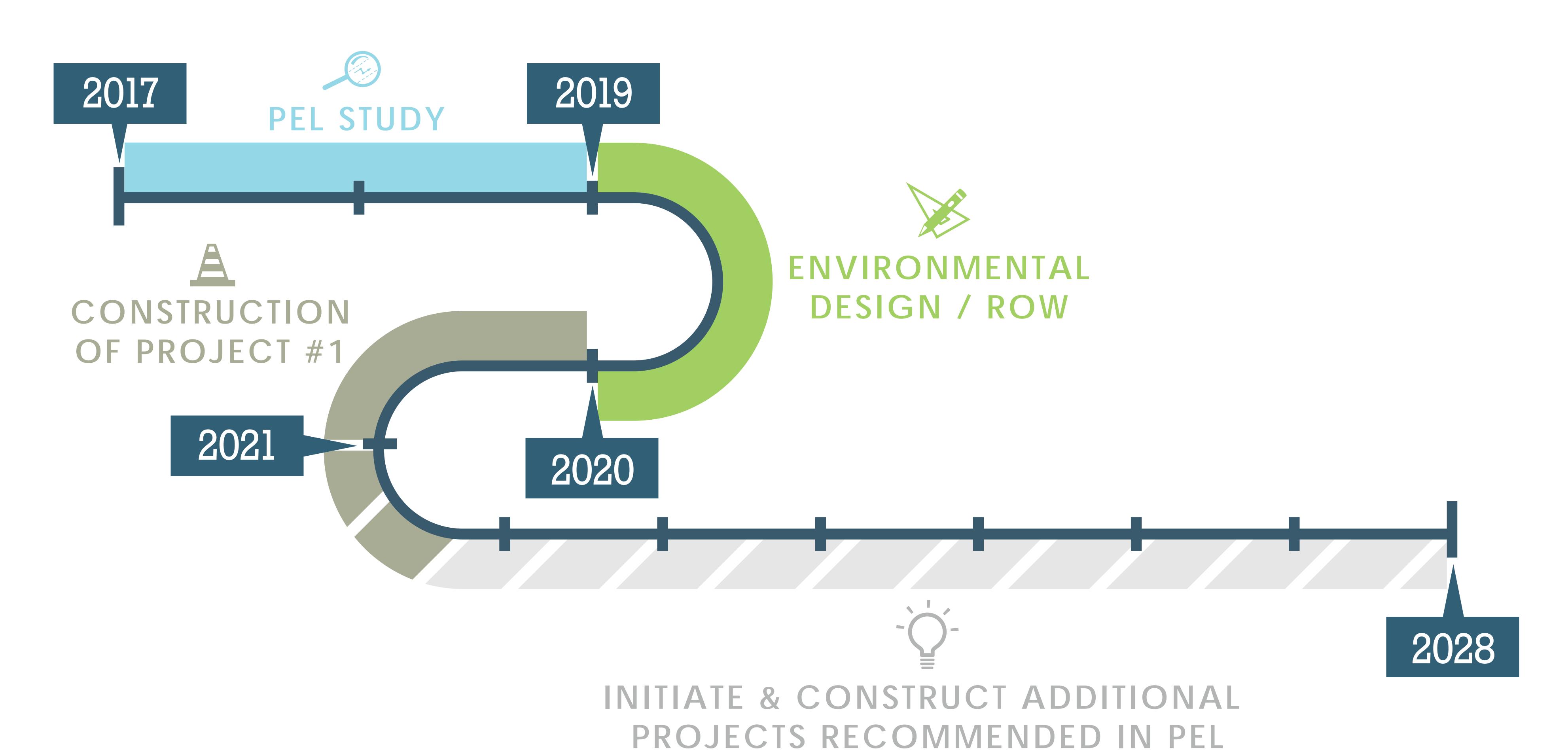
Environment

- Environmental justice
- Noise
- Air quality
- Cultural/historic resources
- Wetlands/ hydrology





Project Schedule

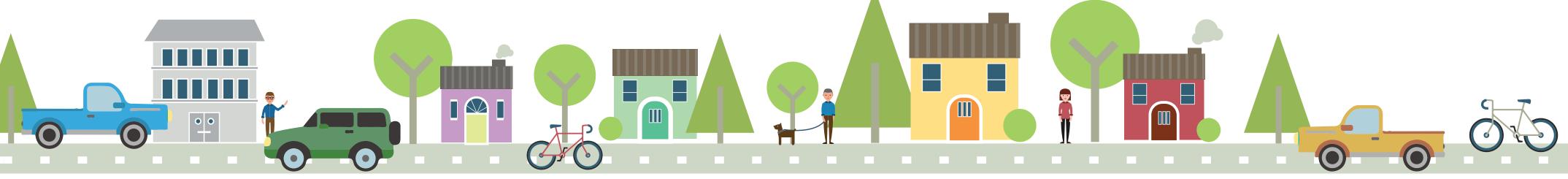


(PENDING AVAILABLE CONSTRUCTION FUNDING)



















Public and Agency Involvement

- Community Council briefings/updates
- 3 Open house meetings during the PEL
- Agency/Stakeholder meetings
- Citizens Advisory Group
- Business and Property Owners Advisory Group
- Transportation Fairs
- Interactive website:
 www.midtowncongestionrelief.com



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





