

Developing the
PURPOSE & NEED

Revised Draft PURPOSE & NEED

The purpose of the Highway-to-Highway Project is to improve mobility¹ for multiple modes of travel to resolve problems with the arterial connection between the Seward and Glenn Highways within the Municipality of Anchorage. The proposed improvements are necessary for reducing congestion and improving traffic functions, neighborhood connections, safety, and system linkages.

¹ Mobility. The term “mobility” is defined by FHWA as “The ability to move or be moved from place to place” (www.fhwa.dot.gov/planning/glossary). In fact, it is FHWA’s mission “to improve mobility on the Nation’s highways” (<http://www.fhwa.dot.gov/mission.html>). This “ability to move or be moved” is not mode dependent but applies to automobiles, transit, pedestrians, and bicyclists. According to FHWA, mobility can be measured in terms of “travel times, level of traffic congestion, or duration of congestion – all of which focus on how long it takes to get from place to place” (www.fhwa.dot.gov/environment/cmaqpgs/amaq/03cmaq1.html).

Original PURPOSE & NEED

The purpose of the project is to improve the connection between the Seward Highway and Glenn Highway (Highway to Highway) in Anchorage, Alaska. The proposed Highway to Highway improvements are necessary to address capacity, system continuity, system linkage, and safety along this National Highway System (NHS)/Interstate Highway System designated corridor.



Does the revised Purpose & Need adequately describe the transportation problem we’re facing?



Seward Highway to Glenn Highway
CONNECTION



Seward Highway to Glenn Highway
CONNECTION

Comments on the
PURPOSE & NEED

You said...

- Purpose and Need (P&N) statement is too narrow. It sounds like you're only looking at building a highway as a solution. The P&N statement should be broader.



We responded!

P&N now contains language about being “multimodal” which means moving people and goods in multiple modes of travel—automobiles, rail, transit, pedestrian, and bicycles.

- The P&N language makes it sound like we have to build something to “connect” the highways. Why do they need to connect? Aren't they already connected?



You're right--we already have a connection between the highways; however, the problem is that the current connection on arterial streets is heavily congested, making it harder to travel. P&N now identifies that the “arterial connection” between the highways is the focus of the problems for “mobility” (which means moving people and goods to their destinations efficiently).

- P&N should address how the project will be integrated with Anchorage plans such as *Anchorage 2020* and the Long Range Transportation Plan (LRTP).



We are adding “Other Goals” into our P&N discussion to explain the context of the project relative to goals for transit, land use, and CSS within Anchorage plans.

- The project should be forward-thinking so that it is not out of capacity when it opens and that it reflects changing travel conditions (for example, price of gas).



P&N lays the groundwork for multimodal solutions and sets the stage for travel options beyond how we currently travel. We've invited the Federal Transit Administration and the Municipality of Anchorage's People Mover to join the team to help us find solutions.

- P&N should address problems with land use and neighborhood impacts caused by the current connection.



Need number 3 is being strengthened to discuss connectivity needs in the neighborhoods along the existing corridor.