

Richardson Highway/Steese Expressway

Planning & Environmental Linkage

Work Session #3



October 22, 2013

AGENDA

- Safety minute
- Introductions
- PEL definition, goals, and process
- Corridor concepts
- What's next?
- Questions/comments

INTRODUCTIONS Project Team

DOT&PF

- Al Beck, P.E., Project Manager
- Chris Cavallo, Project Engineer

DOWL HKM

- Steve Noble, P.E., Project Manager
- Zaid Hussein, Traffic Engineer
- Rachel Steer, Project Coordinator

WHAT IS A PEL STUDY?

- **An approach to transportation decision making that:**
 - Considers environmental issues early in the planning process;
 - Carries those considerations through project development; and
 - Tries to identify “red flags.”
- **A seamless decision-making process that:**
 - Minimizes duplication of effort;
 - Promotes environmental stewardship; and
 - Reduces delays in project implementation.

PROCESS

- Identify transportation deficiencies.
- Develop project concepts that consider:
 - Feasibility
 - Land use
 - Logical termini
 - Freight movement
 - Cost
 - ROW impacts
 - Air quality
 - Environmental impacts
 - Multi-modal traffic
 - and more...
- Identify direct, indirect, and cumulative impacts.
- Use this information in project development.

We are here

HOW TO DECIDE?

- Numerous options are conceivable
- Draft Purpose and Need
- Corridor Concepts
 - High mobility, low access
 - Moderate mobility, moderate access
 - Low mobility, high access



Mobility — Emphasis on reducing travel time for through traffic
Accessibility — Emphasis on providing direct connection to adjacent properties

DRAFT PURPOSE AND NEED

Purpose

- Identify future traffic conditions
- Develop concepts that address:
 - Safety
 - Congestion/delay
 - Access
 - Mobility
 - Minimization of impacts
- Recommend specific projects

DRAFT PURPOSE AND NEED

Need

- **This is a major route serving a mix of through and local traffic**
- **This is a designated truck route**
- **Land development is driving traffic growth**
- **The corridor serves several special traffic generators**
- **There is a lack of continuity for bicycle and pedestrian facilities**

CONCEPT 1—HIGH MOBILITY/LOW ACCESS

- **Focuses on maximizing capacity and travel speed**
- **Improves Richardson Highway/Steese Expressway as freeway-type facilities**
- **Interchanges at major roadways**
- **Frontage roads provide access to adjacent roads and property**

CONCEPT 1—ADVANTAGES/DISADVANTAGES

Advantages

- Highest capacity/lowest travel time
- Has capacity for additional growth
- Removes commuter traffic from adjacent roadways
- Highest predicted safety

Disadvantages

- Highest initial cost
- More right-of-way acquisition than Concepts 2 and 3
- Less direct bicycle and pedestrian connectivity
- Fewer locations of residential/commercial access

CONCEPT 2—MODERATE MOBILITY/MODERATE ACCESS

- **Mix of at-grade and grade-separated intersections (interchanges)**
- **Attempts to balance corridor mobility and access**

CONCEPT 2—ADVANTAGES/DISADVANTAGES

Advantages

- Moderate cost and right-of-way acquisition.
- Improved bicycle and pedestrian access
- Minimal change to residential/commercial access

Disadvantages

- Continued delay at at-grade intersections
- At-grade intersections have more crashes than interchanges

CONCEPT 3—LOW MOBILITY/HIGH ACCESS

- **No new interchanges**
- **Maintain existing access**
- **Maximize existing at-grade intersections and develop adjacent road network**

CONCEPT 3—ADVANTAGES/DISADVANTAGES

Advantages

- Moderate cost and right-of-way acquisition
- Bicycle and pedestrian connectivity accommodated in corridor

Disadvantages

- Highest travel time
- Greatest delay
- Minimal overall safety improvements
- Limited long-term capacity options

NEXT STEPS

- **Refine concepts and purpose and need**
- **Additional environmental analysis**
- **Agency review**
- **Final concepts (December 2013)**
- **Public open house #3 (December 2013)**

QUESTIONS/COMMENTS

Submit Your Comments

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