
Newsletter #5



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The dream of reconnecting neighborhoods split by the Gambell/Ingra couplet while also improving access, safety, and mobility in North Anchorage has been around since the 1980s. In 2021, the Alaska Department of Transportation and Public Facilities (DOT&PF) launched the current **Planning and Environmental Linkages (PEL) study** as a collaborative way to find solutions based on community, environmental, and economic goals.

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1. Where Are We Now?

In December 2024, the study team presented refined alternatives and initial (Level 1) screening results to the public through a [public meeting](#), [online open house](#), and 80-day comment period that concluded at the end of February 2025. Approximately 525 comments were received, highlighting a range of perspectives, including support for eliminating freeway options and

concerns about environmental and community impacts—particularly those affecting the Chester Creek Greenbelt. Based on what we heard, the team revised the screening report, a highlight of which is the elimination of alternative D that spanned the Chester Creek Greenbelt via an elevated section of roadway.

Since then, the study schedule has been extended from the end of August to the end of October 2025 to allow the team to work on engineering refinements, complete the Level 2 screening analysis, and prepare the draft Planning and Environmental Linkages (PEL) study report.

We'll share the draft PEL study report early this fall and host the final public meeting and comment period prior to finalizing the report this October. This engagement effort will provide an opportunity for the public, agencies, and stakeholders to provide feedback on the recommended alternative(s), project phasing and implementation plan, Level 2 screening results, and other important aspects of the draft PEL study report.



The project team held a meeting last December to take input on the refined alternatives and draft Level 1 screening results.

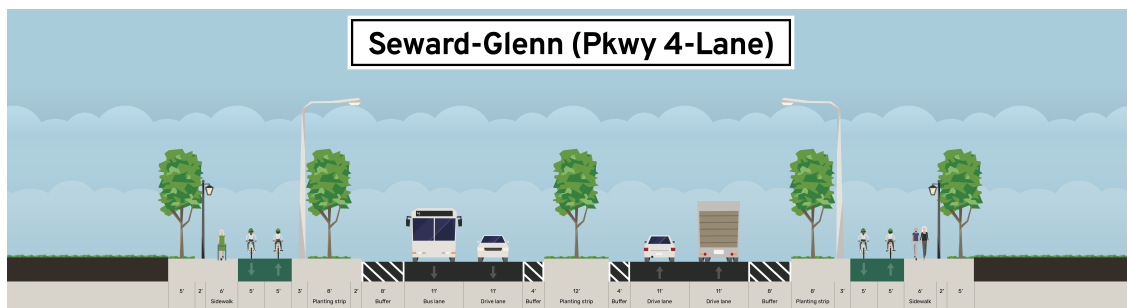
2. Initial Screening Outcomes

The study team completed the initial Level 1 screening and made the following recommendations:

- ❌ All freeway alternatives (A, B, AB1, AB2, C1, C2, D)
- ❌ Parkway Alternative D

- ✓ Parkway Alternatives AB and C
- ✓ MTP 2050 and MTP+ alternatives
- ✓ No Action alternative (required for regulatory compliance and comparison purposes)

Two of the alternatives (currently named *AB* and *C*) moving forward for further refinement and evaluation are envisioned to be parkway-style roadways, not a continuation of the existing fully controlled-access freeways to the north (Glenn Highway) and south (Seward Highway). Parkway alternatives are proposed with slower target speeds (~40 mph) to enhance safety for all users, less emphasis on vehicle mobility, fewer and narrower vehicle lanes to promote traffic calming, separated multi-use pathways for active transportation users, space for landscaping, and tunnels to reduce surface impacts and promote the reconnection of neighborhoods.



What transit improvements are being considered?

We're also working with People Mover to create a transit-focused alternative (currently called MTP+) that builds on the transit system promoted in the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2050 Metropolitan Transportation Plan (MTP). It is expected to include the following additions to reduce vehicular traffic on roadways in the PEL study area:

- Provide frequent express bus service from the Matanuska-Susitna Borough
- Upgrade frequency on key routes
- Introduce new express service from Dimond Center to downtown
- Launch new transit circulator service in the Downtown, Midtown, and U-Med areas
- Reduce or eliminate transit fares
- Expand rideshare programs
- Enhance transit and nonmotorized amenities
- Support remote services (telework, telemedicine, e-learning)
- Incentivize higher-density development

Want to learn more? Check out the [Final Alternatives Refinement and Initial Screening Report](#) for details!

3. What's Next?

In the next phase of the PEL, the team will take a more detailed look at the engineering, project phasing and implementation plan, and environmental analysis of the alternatives selected to move forward using the Level 2 screening criteria. We'll have draft recommendations available for public review and comment later this year!

4. Stay Involved

Mark your calendar and join us at the Fairview Block Party! The study team will be there to answer questions and take your ideas for improving the [alternatives that are moving forward](#).



Saturday, July 19, 2025
11 a.m. - 4 p.m.
12th Avenue & Nelchina Street

Not already on our email list? [Sign up](#) on our website!

Questions or Comments?

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¿Habla español? | Koj hais lus hmoob? | E te tautala samoa?
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This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.