

Seward to Glenn Connection PEL Study

Agency Committee

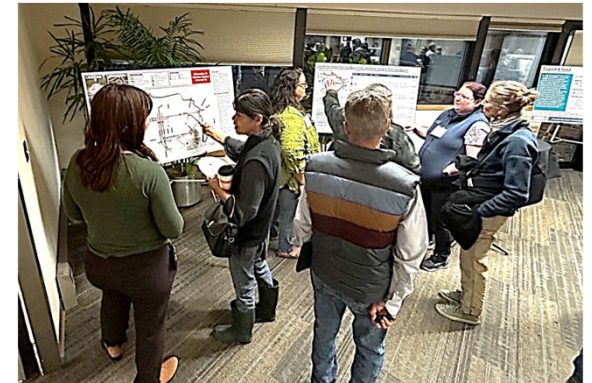
Recommendations
November 13, 2025



Meeting Agenda



- Introductions
- Screening Highlights
- Recommendations
- Next Steps
- Discussion
 - Q&A
 - ✓ **Share your feedback!**



We want to hear from you! Visit the Online Open House
sewardglennconnectiononline.com

Level 2 Screening Highlights



CRITERIA	NO ACTION	2050 MTP	ALTERNATIVE 3: TRANSIT FOCUS	ALTERNATIVE 4: INGRA TUNNEL	ALTERNATIVE 5: FAIRVIEW BYPASS
Predicted number of crashes (2050)	1,220	1,216 Improved from no action	1,262 Worse than no action	1,208 Improved from no action	1,168 Improved from no action
Number of conflict points between vehicles and pedestrians	1,280	1,068 Improved from no action	1,104 Improved from no action	1,112 Improved from no action	1,007 Improved from no action
2050 study area vehicle hours of travel (Daily)	18,400	18,300 Improved from no action	17,700 Improved from no action	18,200 Improved from no action	18,400 Same as no action
2050 regionwide vehicle hours of travel (Daily)	190,600	190,800 Worse than no action	191,900 Worse than no action	190,300 Improved from no action	189,700 Improved from no action
2050 study area vehicle hours of delay (Peak Hour)	48	55 Worse than no action	48 Same as no action	49 Worse than no action	80 Worse than no action
Study area miles of roadway with a peak period level of service of D or better	33.6	33.5 Worse than no action	36.7 Improved from no action	36.9 Improved from no action	38.1 Improved from no action
Miles of roadway with a peak period level of service of E or F	0.7	0.9 Worse than no action	1.1 Worse than no action	1.3 Worse than no action	2.2 Worse than no action
Daily truck traffic on the A/C Viaduct	4,810	+40	-4	-520	-30
Average daily traffic: Gambell Ingra & 13th (Total)	54,500	31,400 Improved from no action	13,555 Improved from no action	26,700 Improved from no action	16,000 Improved from no action Reduces vehicle traffic in Fairview the most
Transit boardings (Daily)	13,730	13,740 Improved from no action	14,707 Improved from no action	13,723 Worse than no action	13,595 Worse than no action
Traffic attracted to alternative (indicates vehicles pulled away from Fairview, minimal vehicle diversion into other neighborhoods, and higher utilization of the new parkway)	N/A (No new regional connection)	N/A (No new regional connection)	N/A (No new regional connection but has improved transit) Attracts 985 new boardings per day	25,000 ADT Second most attractive to vehicle traffic	77,700 ADT Most attractive to vehicle traffic
Number of at-grade rail crossings to the port	1	1 - Same as no action	5 - Worse than no action	8 - Worse than no action	1 - Same as no action
- Residential Relocations - Commercial Relocations Total relocations	0 Residential Relocations 0 Commercial Relocations 0 Total	0 Residential Relocations 0 Commercial Relocations 0 Total	0 Residential Relocations 1 Commercial Relocations 1 Total	0 Residential Relocations 4 Commercial Relocations 4 Total	20 Residential Relocations 2 Commercial Relocations 22 Total
Social	- Fairview continues to be bisected by 8-lane road - No safety improvements - Ongoing impact on disadvantaged groups	6-lane road with complete sts - Moderate safety and quality of life gains - Traffic diversion to other locations	- Same as Alt 2 + transit - Better mobility for non-drivers	- Removes vehicle traffic from Fairview - Substantial safety & community cohesion benefits	- Removes vehicle traffic from Fairview - New vehicle traffic near hospital - Strong safety & quality of life benefits
Noise	Traffic noise in Fairview remains	- Noise may shift areas - Fairview still impacted	- Noise may shift areas - Fairview still impacted	- Tunnel reduces noise in Fairview - Major noise reduction	- Less noise in Fairview - More near hospital & Penland Pwky
Construction impacts	No impacts	- Traffic disruption during lane work - Minor localized impacts	- Traffic disruption during lane work - Minor localized impacts	- Major tunnel impacts - Disruption near portals	- Moderate trenching impacts - Disruption near hospital & port
Constructability	No construction required	- Standard methods - Locally feasible - Minor Fairview impacts	- Standard methods - Locally feasible - Minor Fairview impacts	- Tunnel boring complex - Needs outside expertise - High construction risk	- Standard methods - Old landfill geotechnical challenges
Construction, operation, or maintenance constraints that can't be overcome	No major constraints	No major constraints	No major constraints	- Geotechnical risks - Complex maintenance needs	Air quality infrastructure for park "cover" along 15th Ave
PEL capital cost	N/A	N/A	\$174,468,000*	\$407,273,000**	\$255,071,000**
PEL operations & maintenance costs per year	N/A	N/A	\$24,100,000	\$122,000 + \$2,500,000 (tunnel)	\$169,000

Alternatives Not Recommended



Alternative 1: No Action

- Required
- Does not meet purpose and need

Alternative 2: MTP

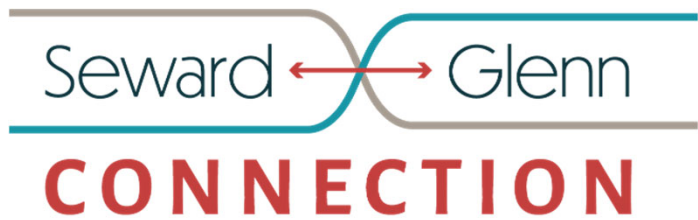
- Does not meet the purpose and need on its own (Marginal on Traffic & safety).
- Continues to route HIS traffic through Fairview
- Causes traffic diversion impacts.
- No Main Street.
- **Adopted projects are Incorporated into Alternatives 3, 4, and 5**

Alternative 3: Transit Focus

- Does not meet the purpose and need on its own (Marginal on Traffic & safety).
- Continues to route HIS traffic through Fairview
- Causes traffic diversion impacts.
- Low ridership benefits for high O and M costs
- **Downtown-Fairview-Midtown-Umed route is recommended.**

Alternative 4: Ingra Tunnel

- High Tunnel Costs (Construction and O and M)
- Tunneling construction risk and complexity
- Less attractive to traffic than Alt 5 at higher cost
- Does not accommodate hazardous materials



Recommendation: Alt 5: Fairview Bypass



Alternative 5 Recommended



Alternative 5: Benefits

- Best for Safety
- Best for Bike and Pedestrian Level of Stress
- Best for Port Travel Time
- Fewest At-Grade Rail Crossings
- Best at reducing Port/Industrial traffic downtown and in Fairview
- Most Acres of greenspace (Streetscaping)
- Least Acres of roadway pavement fronting residential development (Streetscaping)
- Most linear miles of new/upgraded non-motorized infrastructure
- Highest reduction in traffic through Fairview (Trucks and general traffic)
- Attracts most trips (i.e. high usage investment)
- Lowest traffic diversion – widespread traffic reductions

Alternative 5: Challenges

- Highest right-of-way and relocations
- Attracts trips to the study area adversely affecting Delay, VHT, and VMT metrics
- Noise concerns
- Airport concerns
- Former landfill



2050 Vehicle Diversion Impacts



LOCATION	1. NO ACTION	2. 2050 MTP	RANK	3. TRANSIT FOCUS	RANK	4. INGRA TUNNEL	RANK	5. FAIRVIEW BYPASS	RANK
Boniface Pkwy South of Glenn Highway	22,800	1,400 (+6.1%)	3	2,600 (+11.4%)	4	-500 (-2.2%)	2	-5,300 (-23.2%)	1
Boniface Pkwy South of Debarr	33,200	1,000 (+3.0%)	3	2,400 (+7.2%)	4	-600 (-1.8%)	2	-7,200 (-21.7%)	1
Bragaw South of Glenn Highway	23,600	800 (+3.4%)	2	4,200 (+17.8%)	3	4,600 (+19.5%)	4	-7,000 (-29.7%)	1
Bragaw south of Penland Pkwy	20,400	900 (+4.4%)	2	4,200 (+20.6%)	3	4,700 (+23.0%)	4	-8,700 (-42.6%)	1
Bragaw South of Debarr	35,000	1,100 (+3.1%)	3	4,200 (+12.0%)	4	3,000 (+8.6%)	2	-10,000 (-28.6%)	1
Airport Hts Drive South of Penland Pkwy	28,100	4,600 (+16.4%)	3	8,000 (+28.5%)	4	-3,900 (-13.9%)	2	-6,400 (-22.8%)	1
Lake Otis north of Northern Lights Blvd	20,200	2,000 (+9.9%)	3	2,200 (+10.9%)	4	-4,800 (-23.8%)	1	1300 (+6.4%)	2
15th West of Lake Otis Pkwy	12,700	3,000 (+23.6%)	1	6,500 (+51.2%)	2	7,500 (+59.1%)	3	65,000 (+512%)*	4
Lake Otis north of Northern Lights Blvd	46,400	900 (+1.9%)	2	4,300 (+9.3%)	4	2800 (+6.0%)	3	-12,500 (-26.9%)	1
15th Ave, Orca St to Lake Otis Pkwy	25,800	-1,700 (-6.6%)	3	1,000 (+3.9%)	4	-5,000 (-19.4%)	2	-5,500 (-21.3%)	1
A St North of 15th	28,600	6,200 (+21.7%)	3	7,200 (+25.2%)	4	1,100 (+3.8%)	2	-2,500 (-8.7%)	1
C St North of 15th	16,300	6,900 (+42.3%)	3	9,300 (+57.1%)	4	4,900 (+30.1%)	2	4,400 (+27.0%)	1
5th Ave West of C St	18,000	-800 (-4.4%)	4	-1,000 (-5.6%)	3	-41,00 (-22.8%)	1	-3,000 (-16.7%)	2
6th Ave West of C St	8,800	-900 (-10.2%)	2	-600 (-6.8%)	4	-700 (-8.0%)	3	-1,200 (-13.6%)	1
3rd Ave West of Reeve Blvd	14,300	3,200 (+22.4%)	3	1,000 (+7.0%)	2	23,400 (+163.6%)*	4	-2,100 (-14.7%)	1
5th Ave at Merrill Field	62,900	-10,100 (-16.1%)	4	-27,600 (-43.9%)	2	-24,200 (-38.5%)	3	-34,800 (-55.3%)	1
Gambell North of 13th	28,700	-13,700 (-47.7%)	4	-24,000 (-83.6%)	1	-19,800 (-69.0%)	3	-20,800 (-72.5%)	2
Ingra North of 13th	25,800	-9,400 (-36.4%)	3	-12,200 (-47.3%)	2	-8,000 (-31.0%)	4	-17,700 (-68.6%)	1
Karluk North of 15th	1,500	400 (+26.7%)	4	300 (+20.0%)	3	-1,200 (-80.0%)	1	-600 (-40.0%)	2
Total Rank (lower is better)			56		62		49		23

Legend	 Increase > 0% and ≤ 10%	 Decrease > 20%
	 Increase > 10% and ≤ 20%	 Decrease > 10% and ≤ 20%
	 Increase > 20%	 Decrease > 0% and ≤ 10%

Maps depicting the diversion are shown on the 2050 Vehicle Diversion Data poster.



- Meets *Reconnecting Fairview* objectives
- Strong regional mobility, traffic relief, & more efficient travel times
- Notable vehicle reductions on Gambell, Ingra, & 5th Ave
- Improved livability, safety, & neighborhood cohesion
- Improves connectivity across 15th Ave using cut & cover design
- Highest # of relocations

Implementation Map



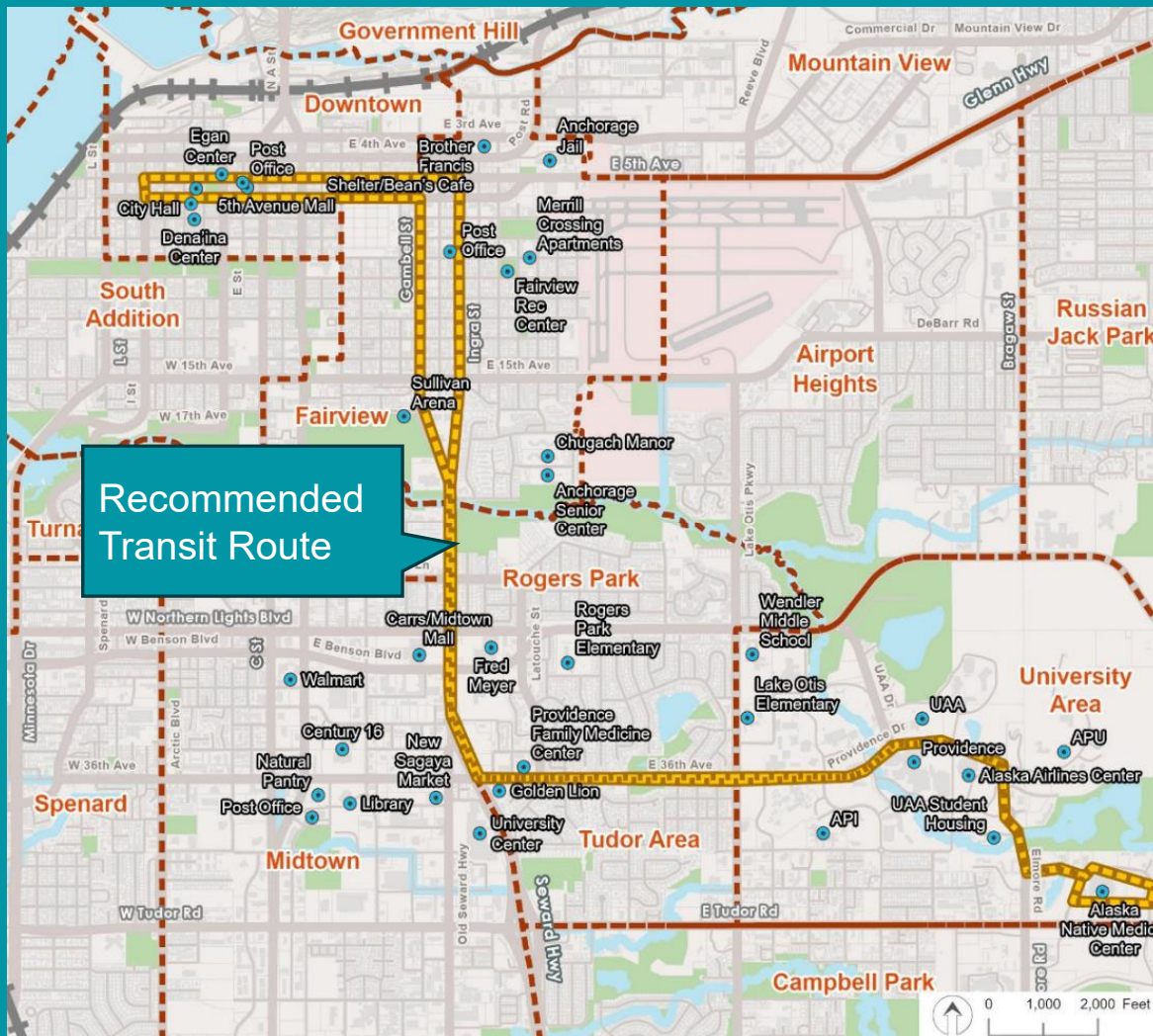
A key aspect of this preferred alternative is the **flexibility to implement it incrementally** over time through a **series of fundable, standalone projects**; each with independent utility and measurable benefits.

This implementation approach allows for **strategic investment** aligned with funding availability, community priorities, and system performance goals.

* Further traffic modeling should be performed to determine if Fairview Bypass Phases 1 and 2 displace enough traffic from Fairview to implement further lane reductions and two-way conversion on Ingrá and Gambell Sts.

Implementation Summary

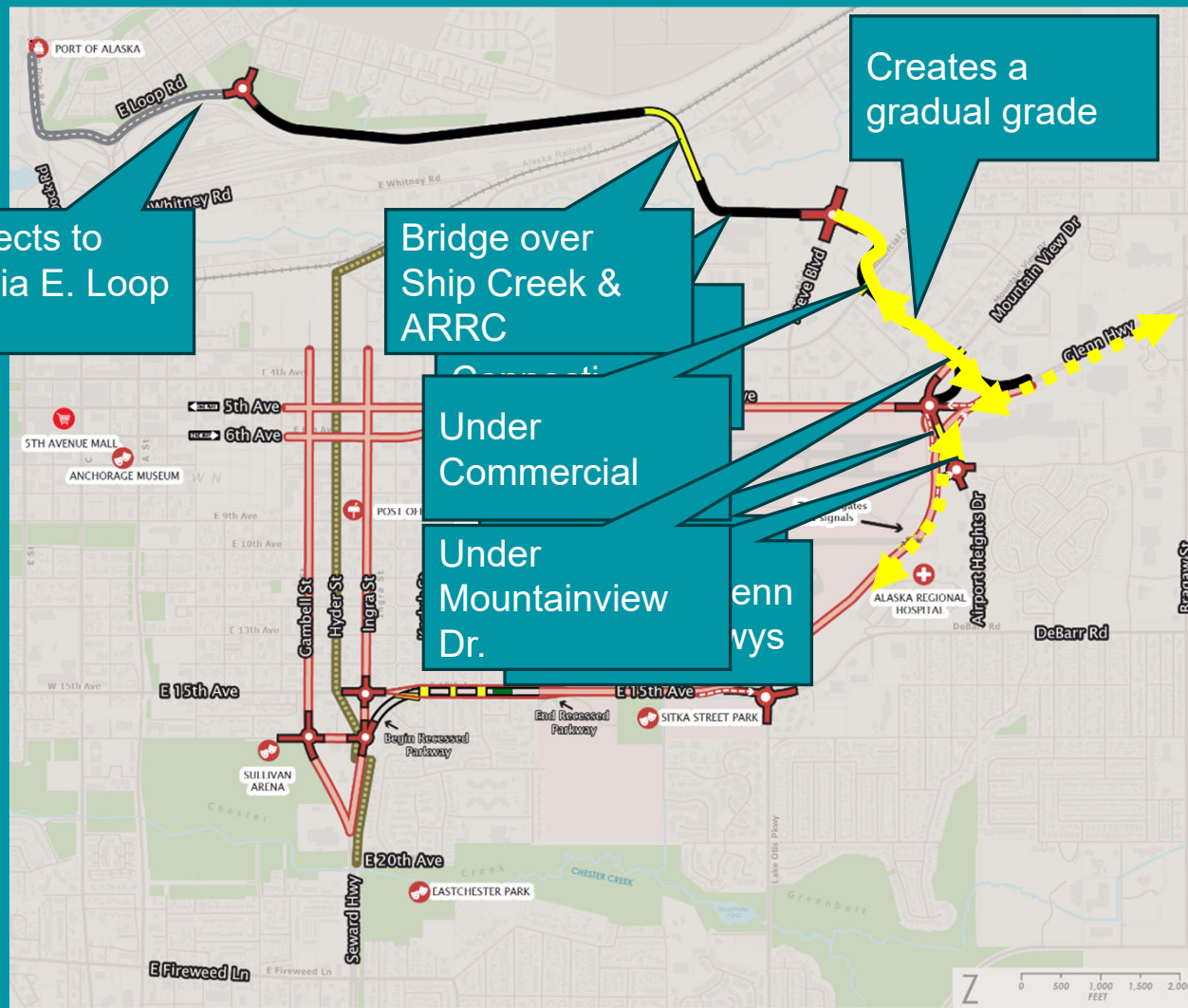
Project Name	Predecessor Projects	Design	Description	Key Benefits	Purpose & Need Alignment	Speed Limit	Capital Cost
1 Gambell & Ingrá Couplet Conversion	None	6-lane one-way couplet pair	- Reduce 8-lane couplet to 6 lanes - Reallocate space for bike/ped improvements - Interim solution until regional connections are built	- Early safety and livability improvements - Supports multimodal access - Sets stage for future transformations	- Improves safety and accessibility - Reduces conflicting travel functions - Promotes community livability	35 mph	\$75,000,000
2 Fairview Bypass Phase 1	None	4-lane parkway/complete street	- Depressed arterial road under 15th Ave - Bridges and Park Lid with landscaping - Maintains surface connectivity of 15th Ave - Sidewalks and multiuse paths along 15th Ave	- Diverts regional traffic from Fairview - Improves safety with grade separations - Supports community cohesion	- Improves mobility and safety - Reduces conflicting travel functions - Enhances neighborhood connections	35 mph	\$105,500,000
3 Fairview Greenway and Hyder Pedestrian Boulevard	2	2-lane woonerf & regional trail	- Separated path and tunnels under Ingrá St and 15th Ave - Hyder converted to woonerf - Trail extension to Ship Creek Trail	- Improves nonmotorized connectivity - Supports loop trail system - Enhances neighborhood livability	- Improves accessibility and safety - Promotes livability and economic development - Supports community cohesion	20 mph or less	\$12,380,000
4 Fairview Bypass Phase 2	2	4-lane parkway	- Complete street design with bike/ped facilities - Parkway alignment through public land - Roundabouts at Lake Otis Pkwy/Debar Rd Penland Pkwy	- Improves multimodal access - Enhances safety with roundabout design - Minimizes property impacts	- Improves mobility and safety - Reduces travel conflicts - Supports livability and access to institutions	35 mph	\$46,000,000
5 Glenn Highway Interchange with Fairview Bypass	4	Interchange with roundabouts	- Realign Glenn Hwy to regional parkway - Dogbone roundabout interchange - Elevated over Airport Heights Dr	- Completes regional parkway connection - Improves freight and commuter access - Reduces congestion on local sts	- Improves regional mobility - Reduces conflicting travel functions - Supports community cohesion	35 to 45 mph	\$47,756,000
6 16th Ave Extension and Roundabout Network	2	3-lane with center turn lane	- New east-west 16th Ave connection with roundabouts - Improves access to Sullivan Arena - Traffic calming transition into Fairview	- Improves event traffic flow - Provides alternate Downtown access - Enhances safety and neighborhood character	- Improves mobility and safety - Reduces travel conflicts - Promotes livability and access	30 mph	\$14,250,000
7 Port Access Route Phase 1	None	2-lane industrial	- Limited-access freight route - Crosses Ship Creek and ARRC mainline - Connects to Viking Dr and Reeve Blvd	- Diverts trucks from Downtown and Fairview - Improves freight efficiency - Supports industrial area access	- Improves freight mobility - Reduces travel conflicts - Promotes livability in urban neighborhoods	35 mph	\$51,750,000
8 Port Access Route Phase 2	7	2-lane industrial	- Depressed roadway under Commercial and Mountain View Dr - Gentle grade for trucks - Direct connection to regional parkway	- Eliminates truck stops and steep grades - Improves freight access to Glenn Hwy - Enhances port connectivity	- Improves freight mobility and safety - Reduces travel conflicts - Supports economic development	35 mph	\$7,500,000
9 5th and 6th Ave Complete Sts	5	4-lane complete street	- Lane reduction and multimodal upgrades - Protected bike lanes and landscaping - Implemented after regional/port routes complete	- Improves bike/ped safety - Supports Downtown walkability - Reduces regional traffic impacts	- Improves safety and accessibility - Reduces travel conflicts - Promotes livability and economic growth	35 mph	\$63,000,000
10 Final Reconstruction of Gambell and Ingrá Sts	2, 4, 5*	2-lane Gambell main st/Ingrá 3-lane with center turn lane/complete sts	- Convert to 2-way, 30-mph sts - Reclaim space for sidewalks, bike lanes, landscaping - Supports land use transformation	- Improves safety and livability - Supports economic revitalization - Restores neighborhood-serving street function	- Improves safety and accessibility - Reduces travel conflicts - Promotes livability and community cohesion	30 mph	\$57,000,000
11 Downtown-Midtown-UMED Rapid Transit	None	Improved bus route with elements	- Add a new route connecting Fairview to key destinations - Connect three employment centers - Provide frequent service with bus rapid transit style elements as part of projects 9 and 10	- Improves connectivity for transit dependent residents, providing access to jobs, healthcare, and shopping - Supports economic revitalization - Reduces regional traffic impacts	- Improves accessibility - Reduces travel conflicts by reducing single occupant vehicle reliance - Promotes livability and community cohesion	N/A	\$9,560,000



Transit

Recommended Transit Route

- Downtown-Midtown-U-med
- Transit connection to major medical facilities, employment centers and shopping
- Supports transit-dependent population



Seward ↔ Glenn CONNECTION

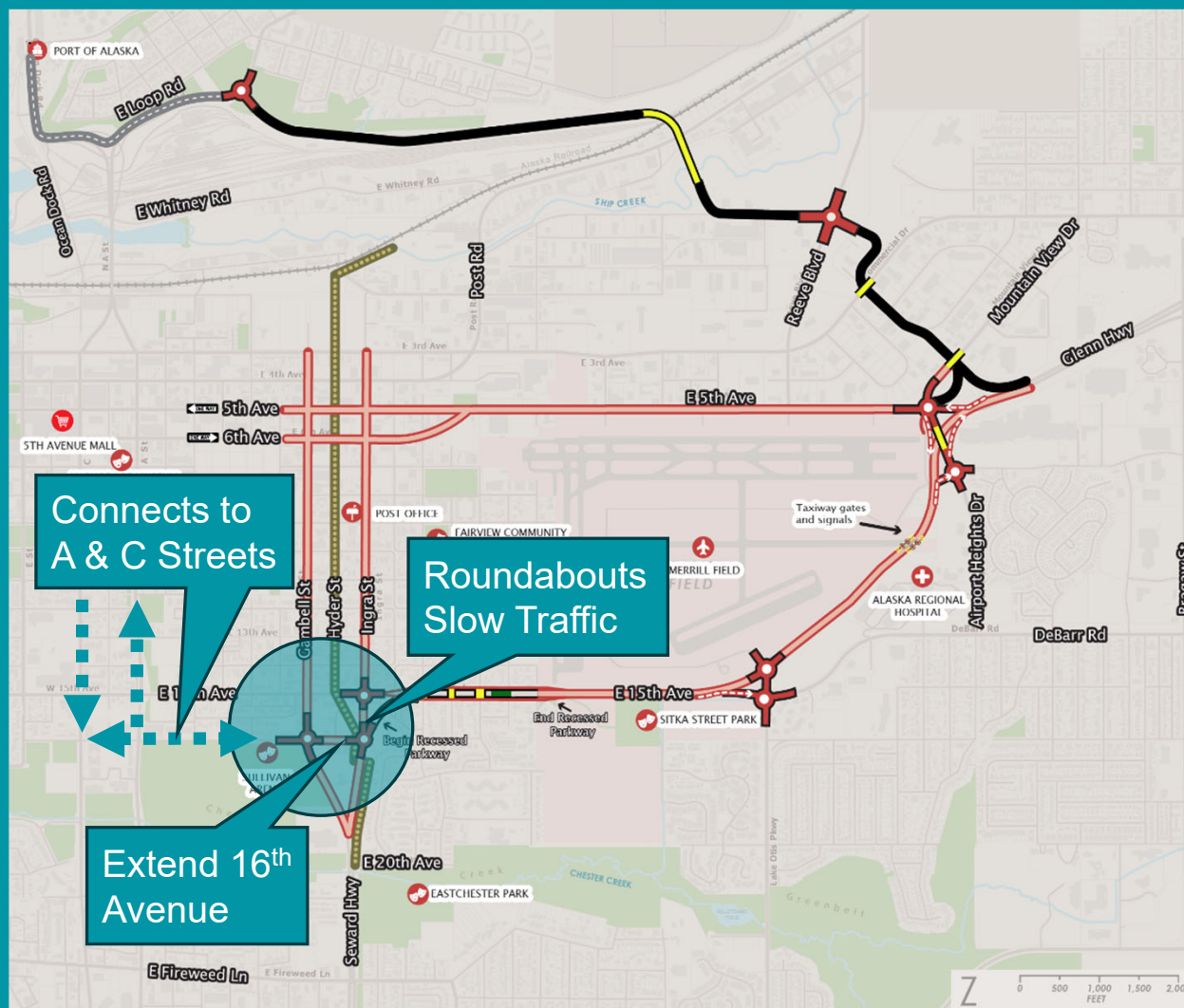
Recommended Port Connection

- Draws port & industrial traffic away from downtown & Fairview
- Provides port access resiliency
- Provides uninterrupted connection without stops

Fairview Bypass

Extend 16th Avenue

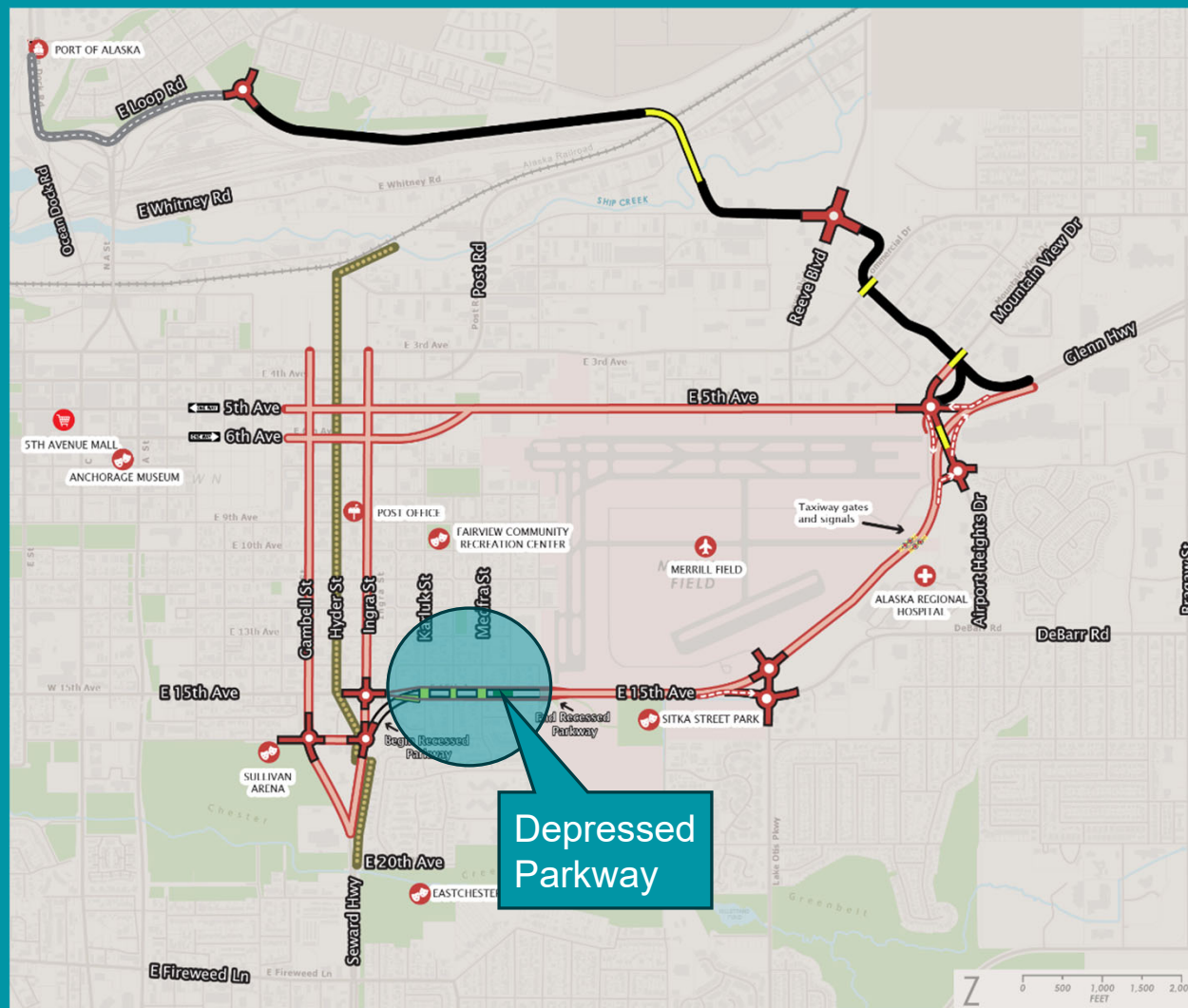
- Roundabouts slow traffic entering urban core
- Manages arena/event traffic
- Connects to A-C couplet
- Draws traffic away from Ingra/Gambell & 15th



Fairview Bypass

A Depressed Parkway through South Fairview

- To maintain cohesion
- Improve safety
- Reduce livability impacts



Fairview Bypass

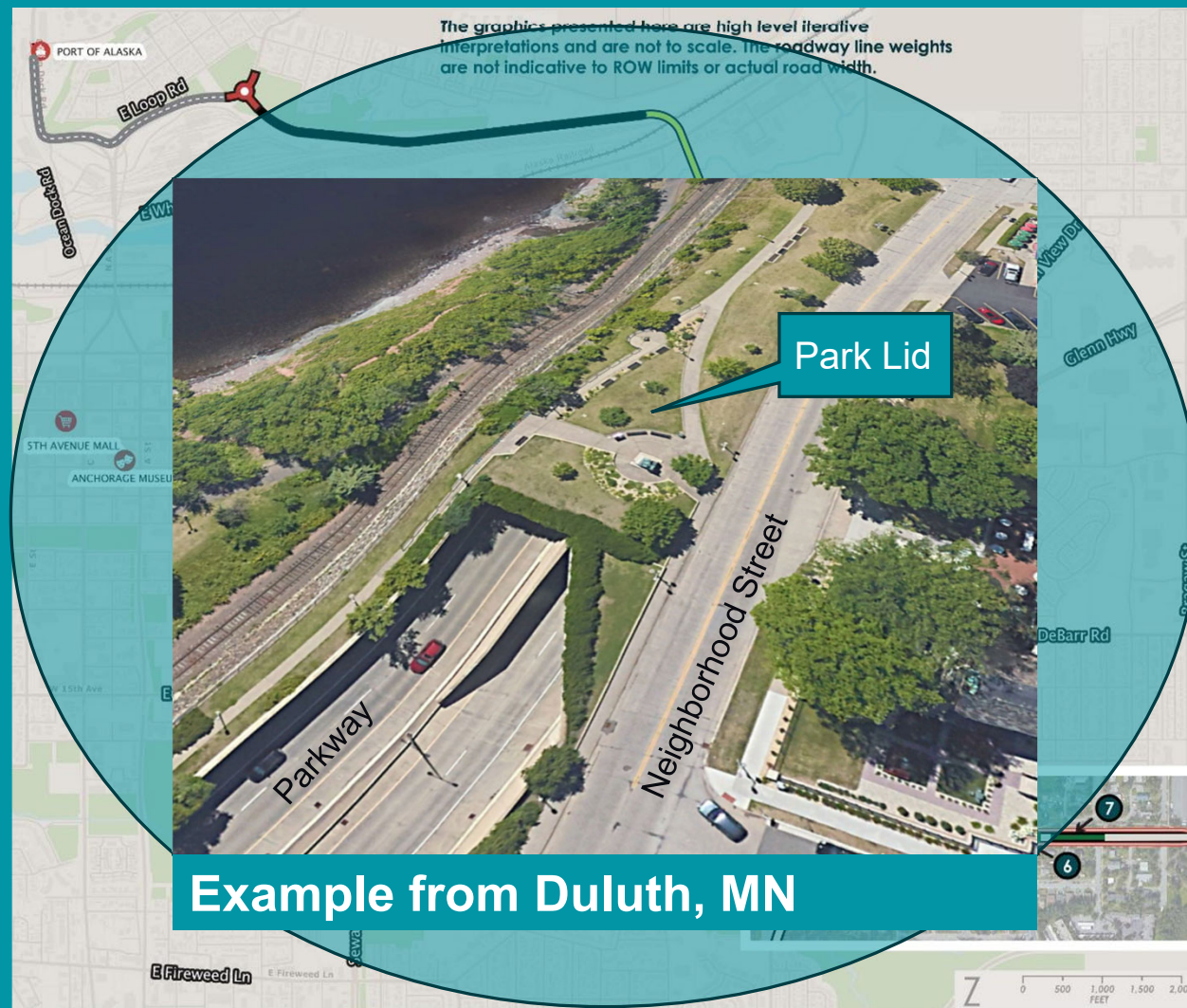
A depressed Parkway through South Fairview

- To maintain cohesion
- Improve safety
- Reduce livability impacts
- Hides vehicles below



Fairview Bypass

- Includes a park-style 'lid'
- Often referred to as a, "cut & cover park"



Fairview Bypass

Enhanced Bridge Crossings

- Karluk St
- Medfra St

Improved
Neighborhood
Connectivity

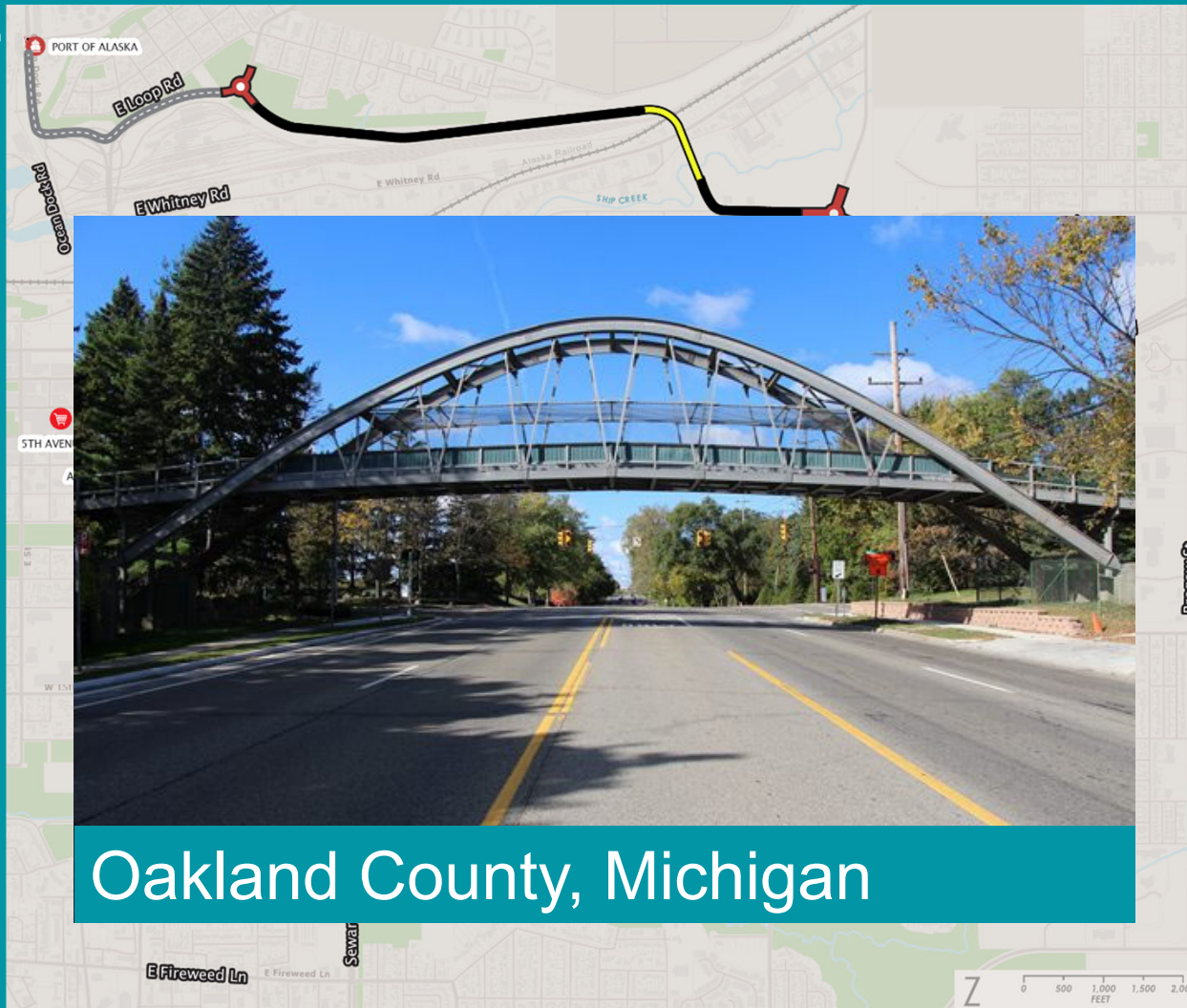


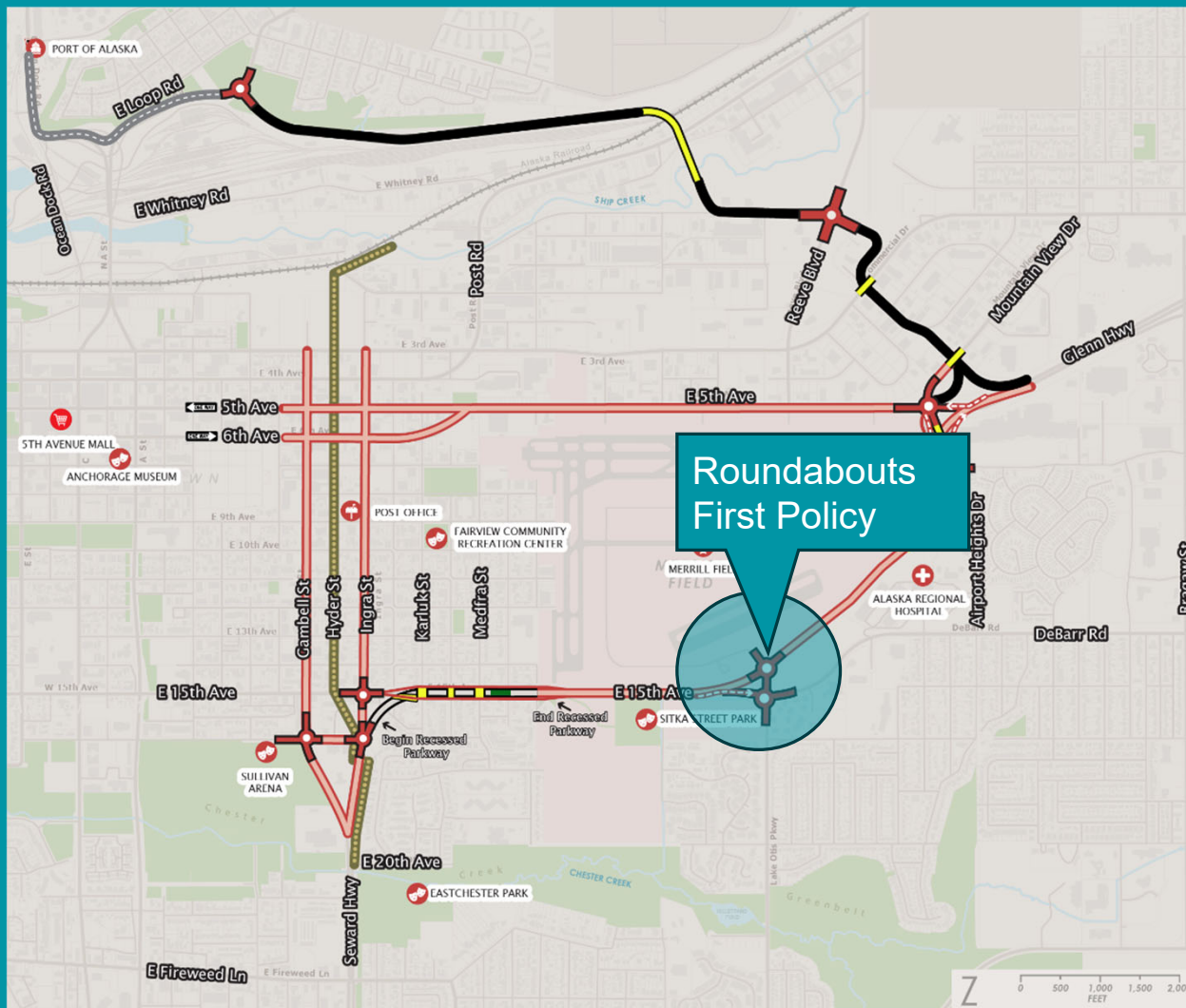
Fairview Bypass

New Nonmotorized Bridge Connections

- Latouche St
- Nelchina St

Oakland County, Michigan



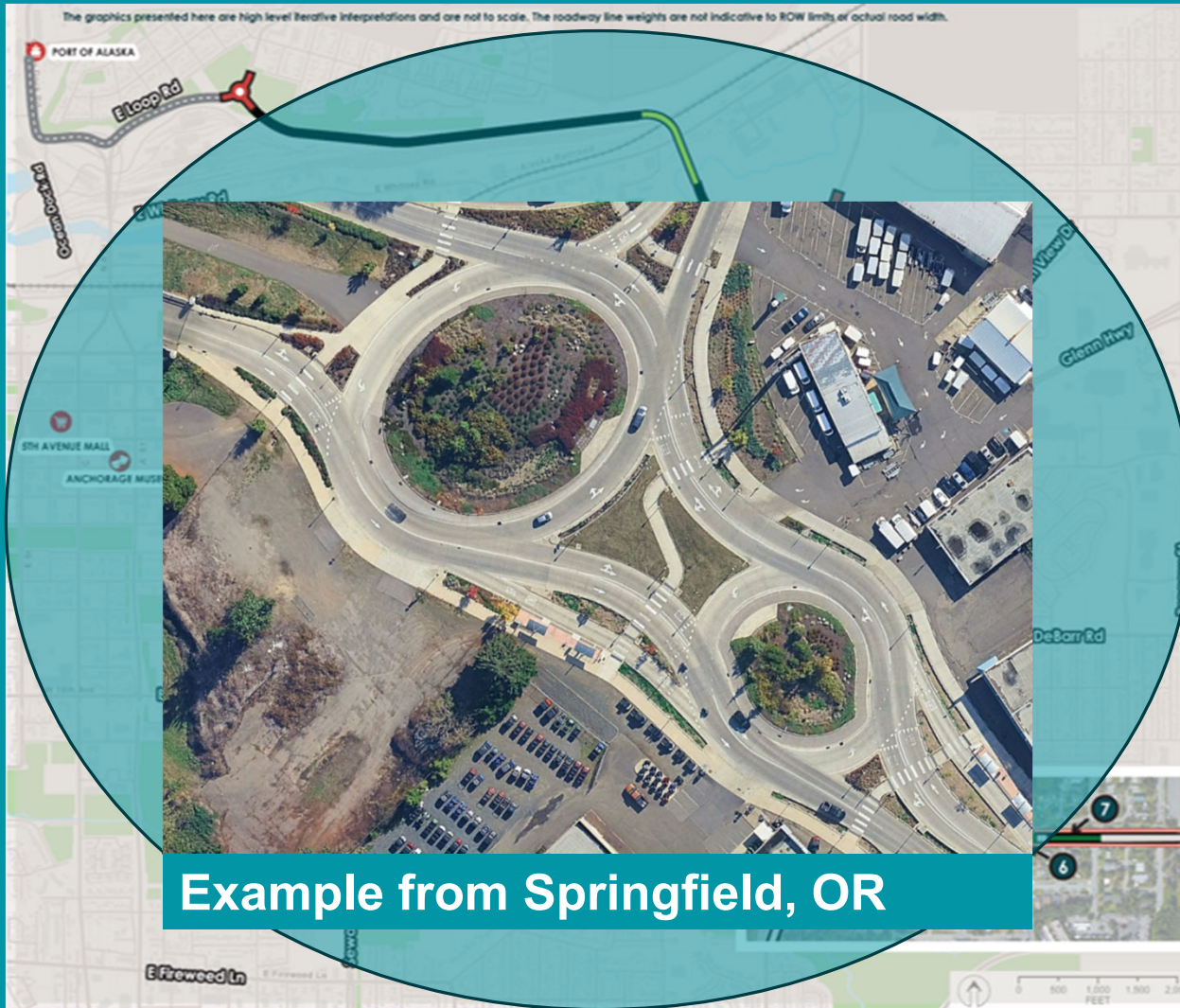


Seward ↔ Glenn CONNECTION

Recommended Alternative

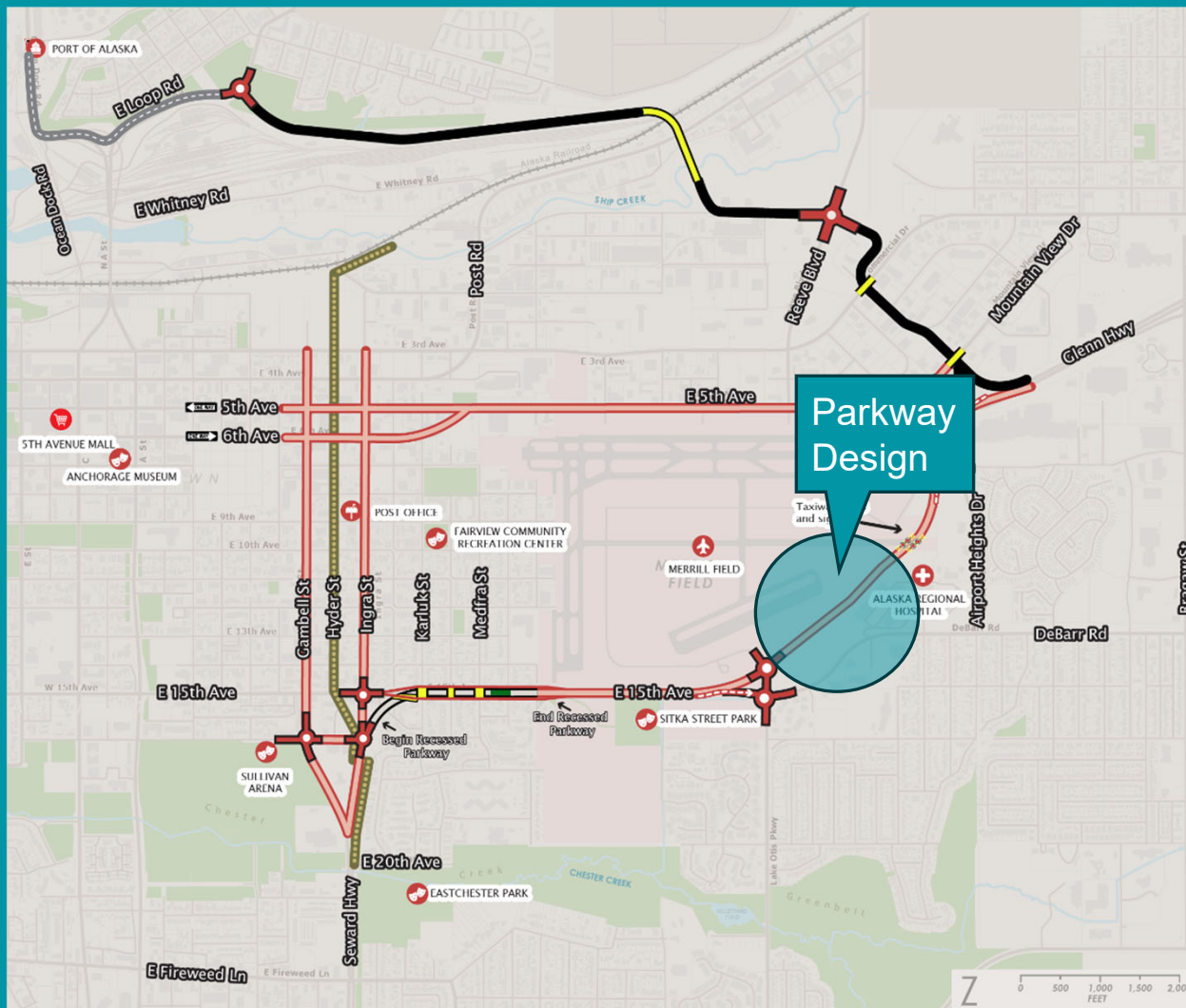
Roundabout Intersections

- To slow traffic
- Improve safety
- Increase intersection efficiency



Example from Springfield, OR

Seward ↔ Glenn
CONNECTION
Roundabouts First



Seward ↔ Glenn
CONNECTION

Fairview Bypass

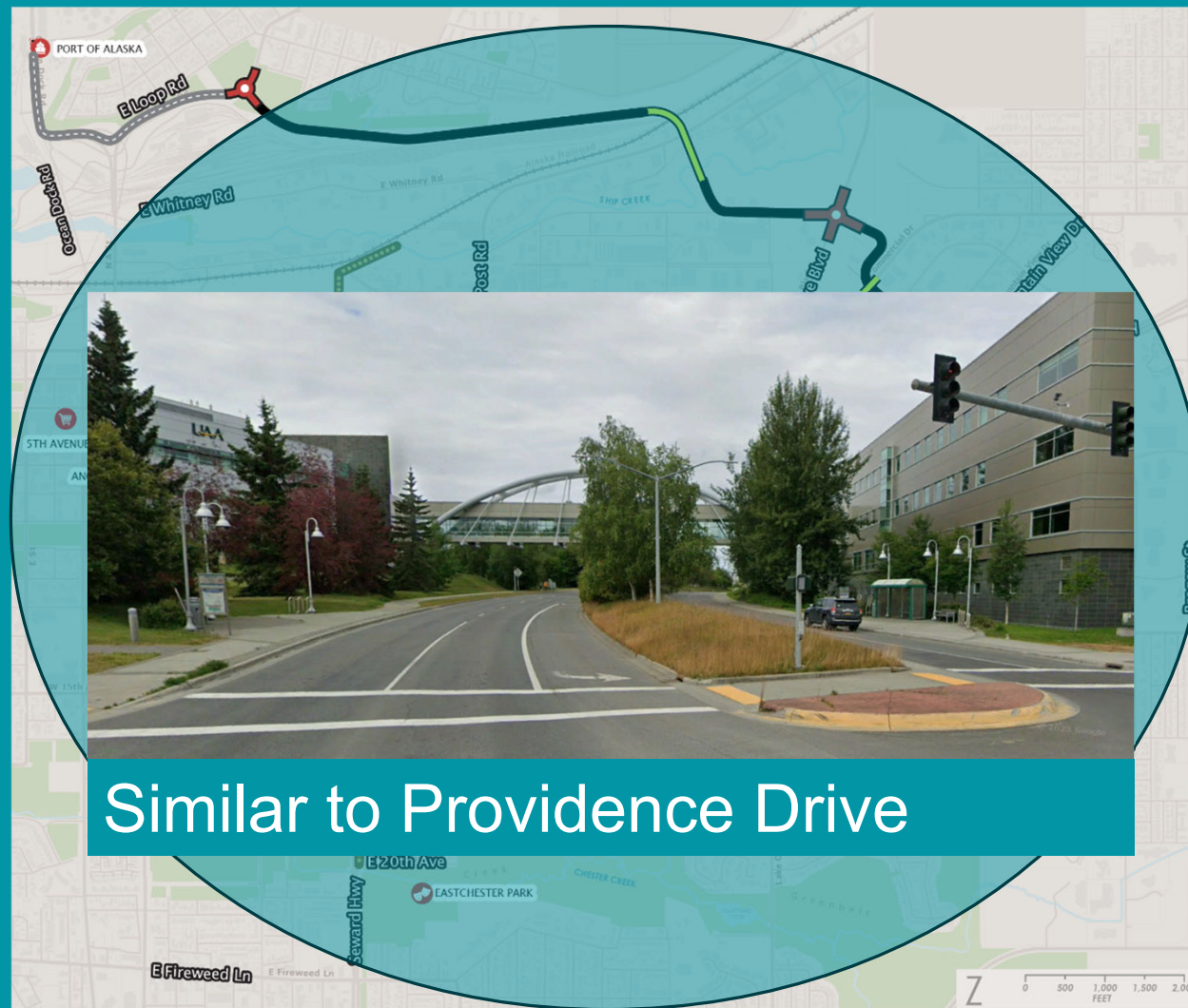
 NOT A FREEWAY

Parkway Design

- Bike lanes
- Paths & sidewalks
- Generous landscaping
- Slower speeds (35 mph)

Fairview Bypass

- Recommends a parkway design



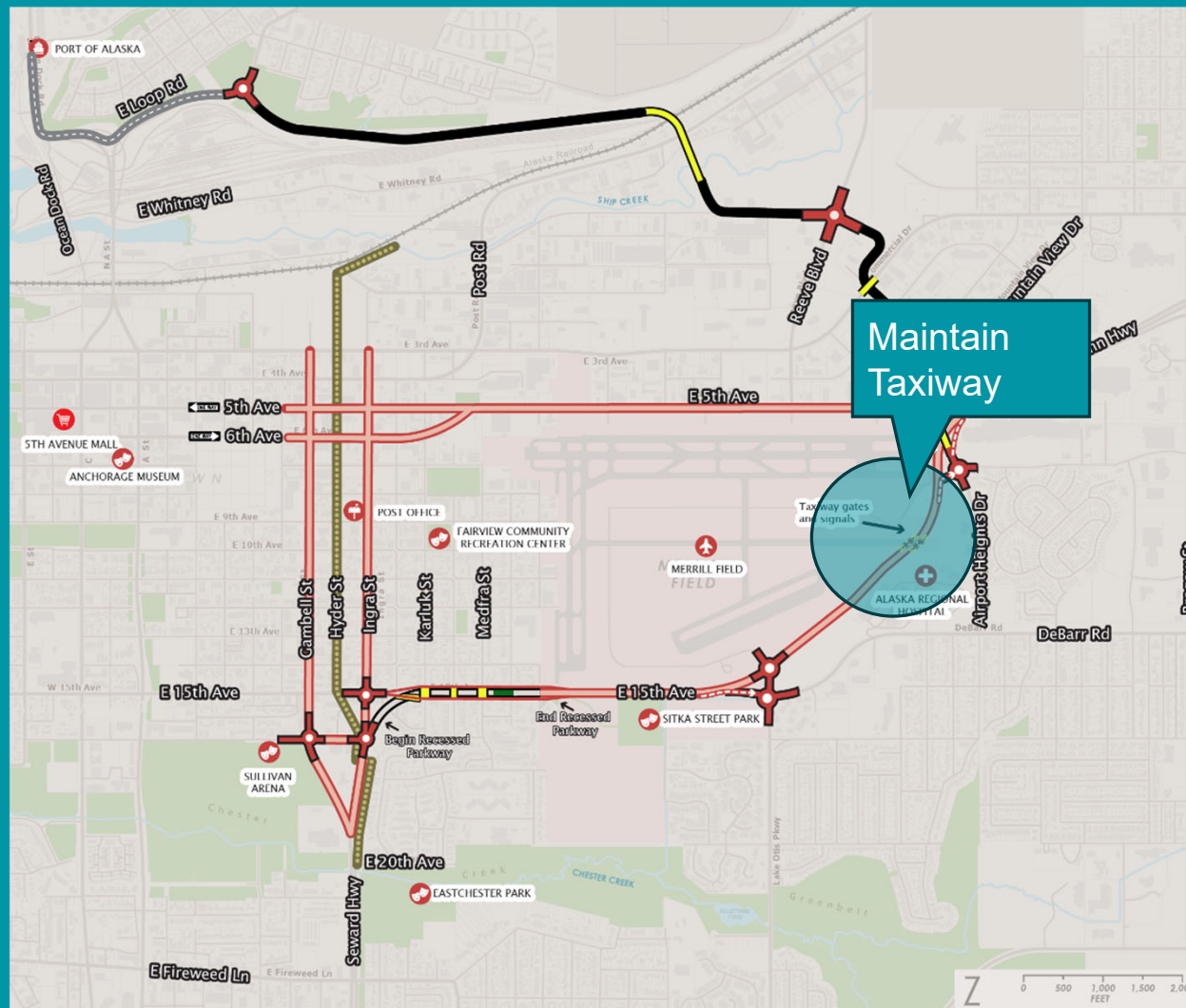
Similar to Providence Drive

Seward ↔ Glenn CONNECTION

Fairview Bypass

Maintain Medivac Taxiway

- Connects to Alaska Regional Hospital
- Using signals and gates



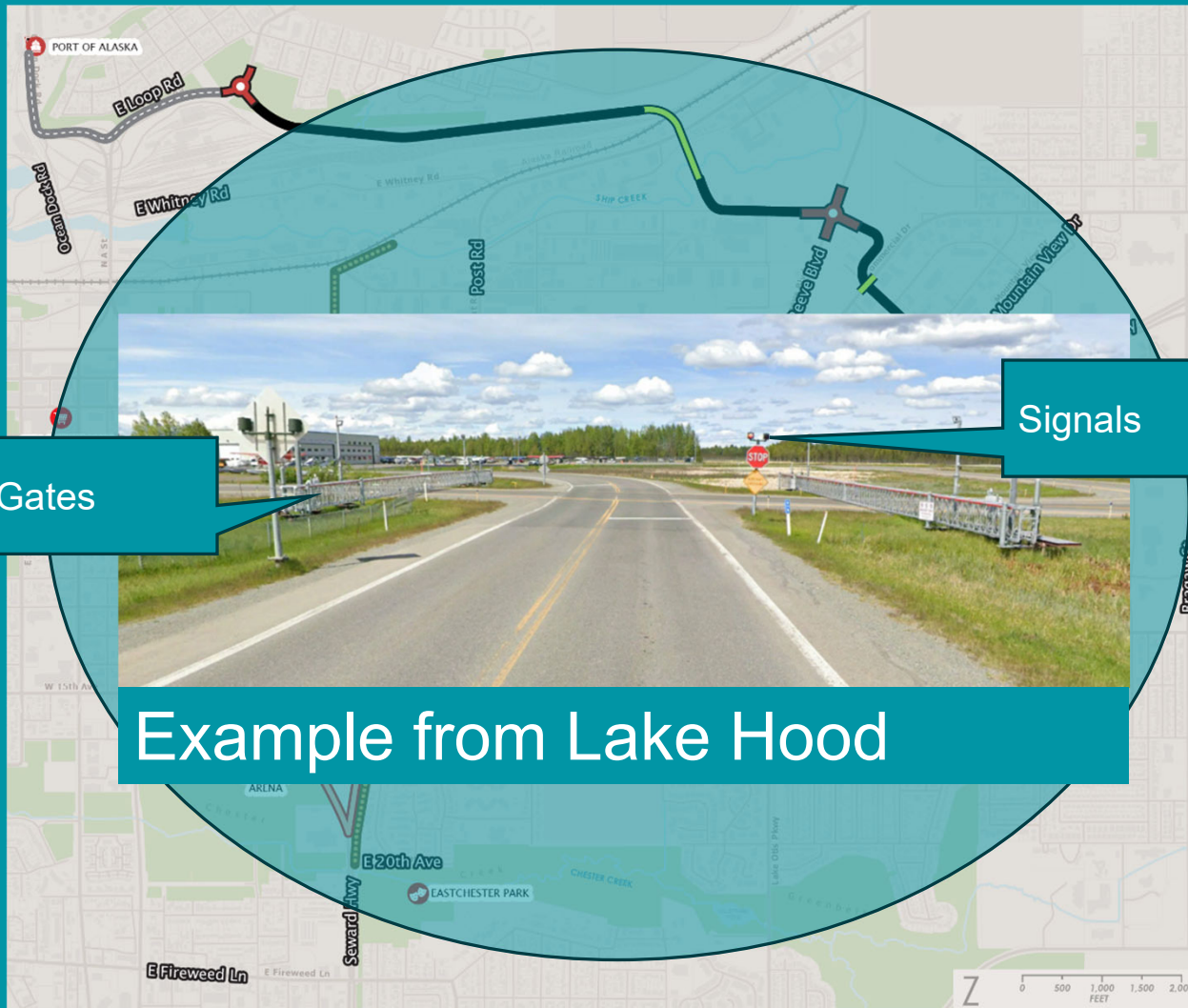
Fairview Bypass

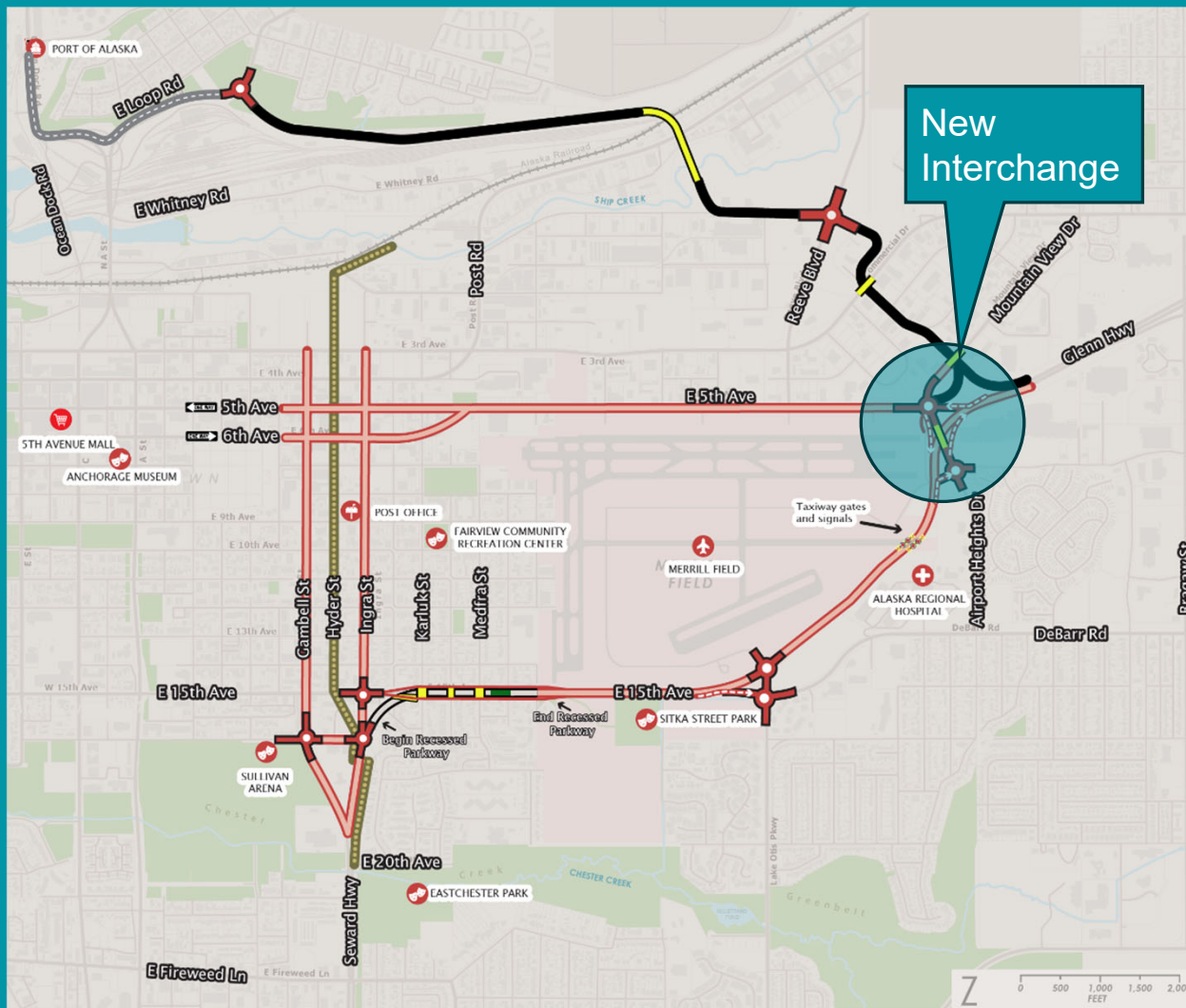
- Maintain Alaska Regional Taxiway

Gates

Signals

Example from Lake Hood





Seward ↔ Glenn CONNECTION

Fairview Bypass

New Interchange

- 'Dog bone' roundabouts
- Transition from freeway using design cues
- Reconnects Mt. View w/ other neighborhoods by removing regional traffic

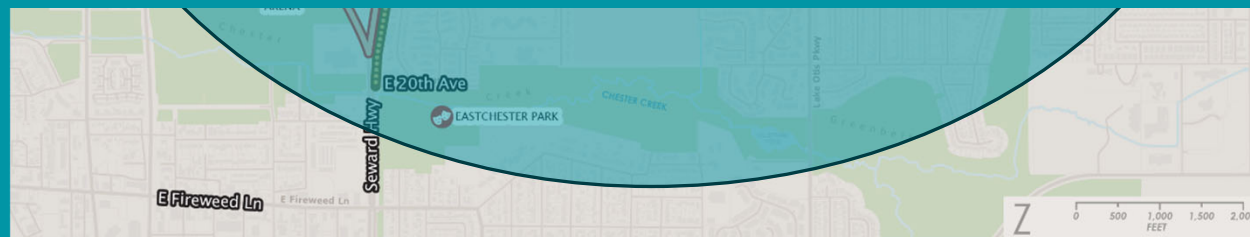
Seward ↔ Glenn CONNECTION

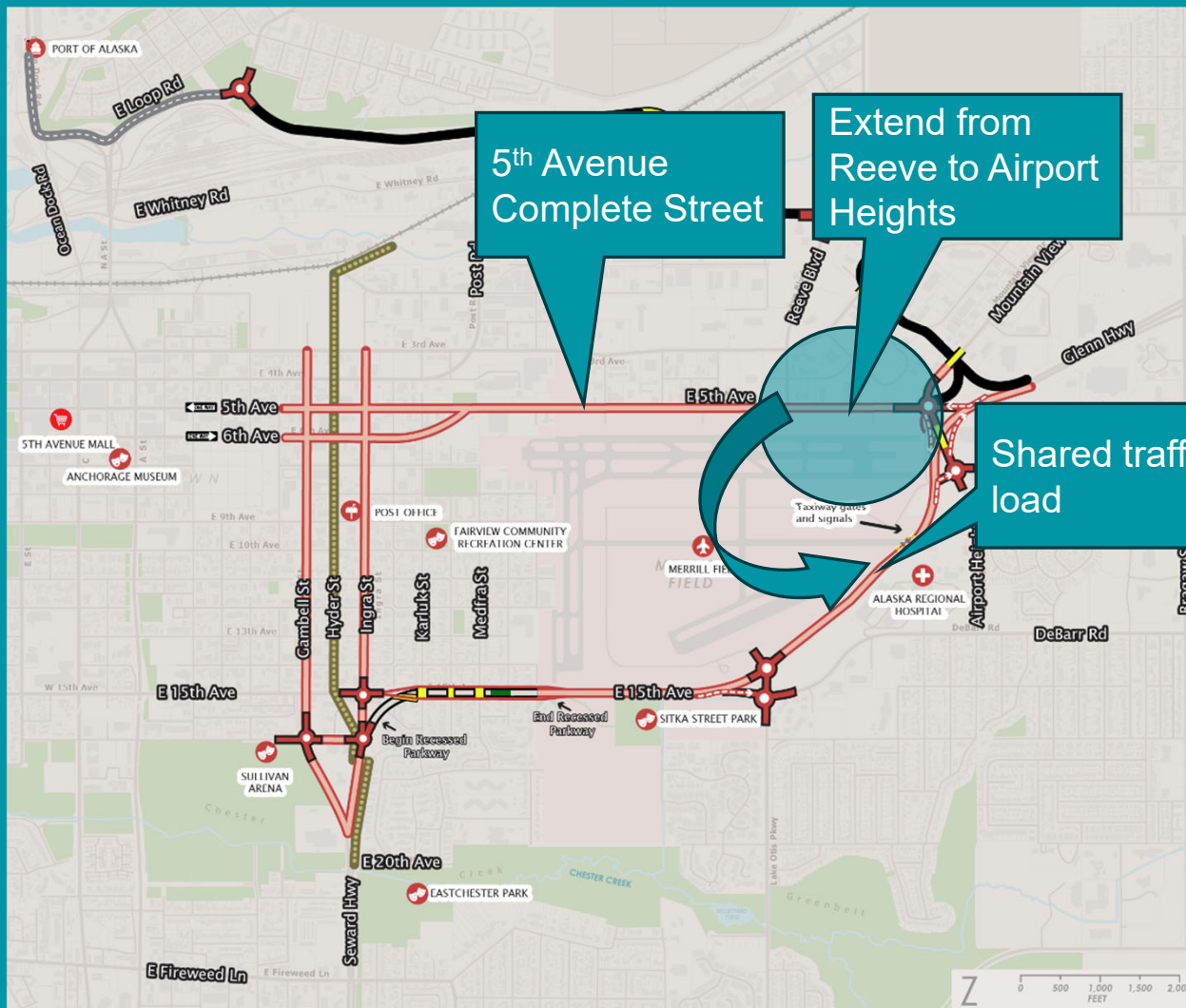
Fairview Bypass

- Interchange at Airport Heights Dr / Mountain View Dr / Glenn Hwy
- New Parkway would go under collector roads



Similar to 76th Ave & New Seward Hwy



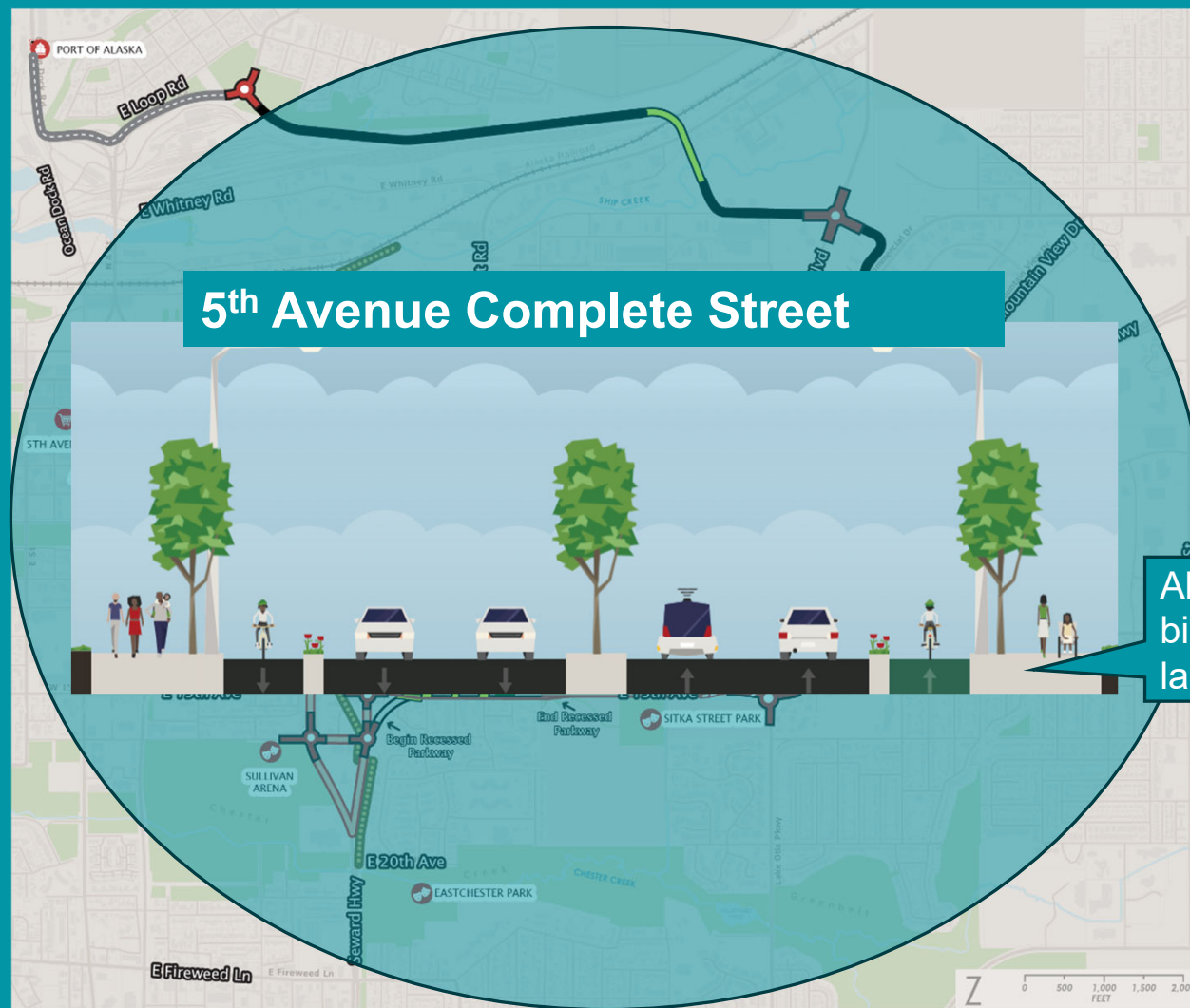


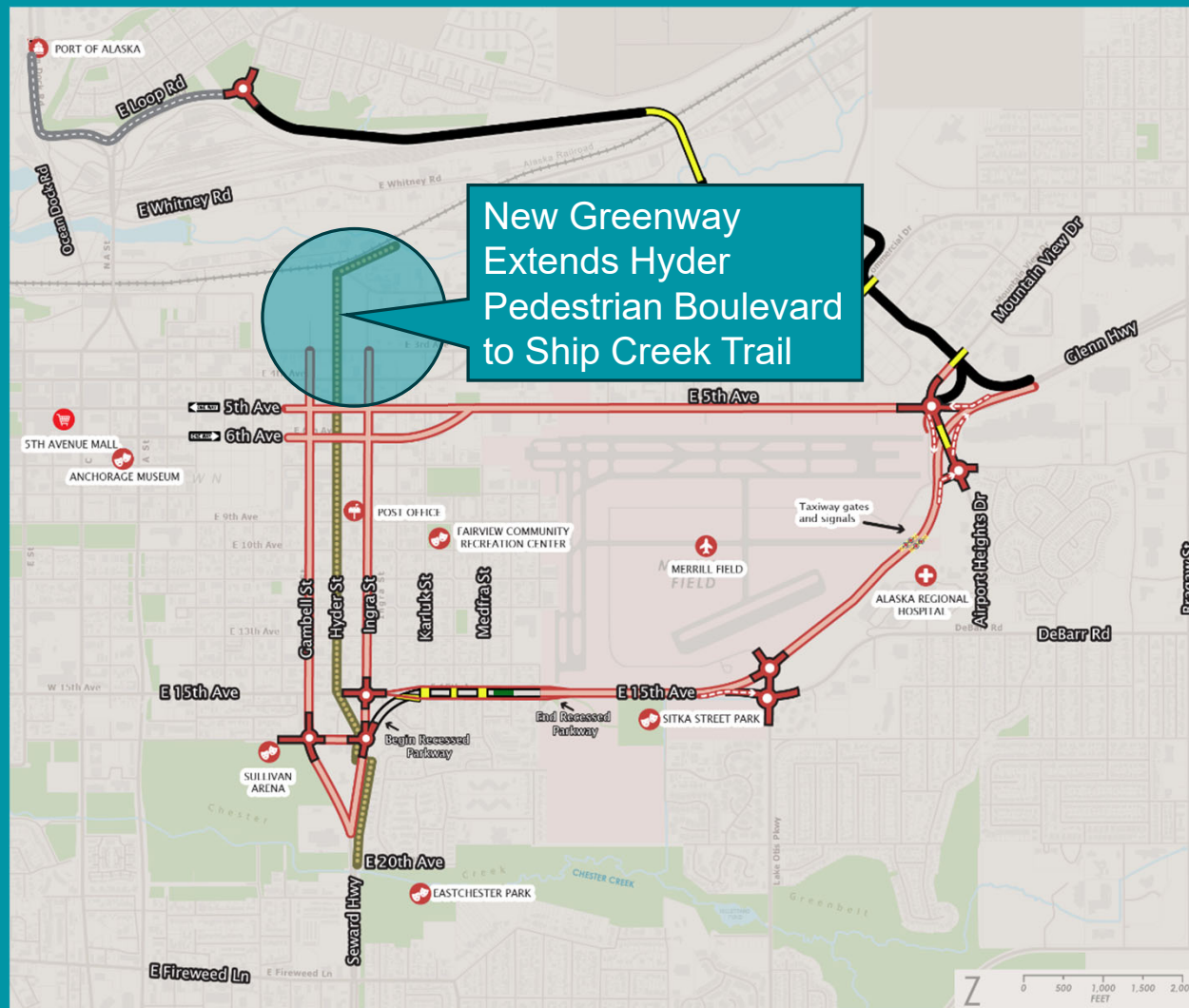
Seward ↔ Glenn CONNECTION

5th Avenue Complete Street (Gambell to Mountain View Dr)

- Enabled by new parkway connection
- Gateway into Downtown Anchorage

Fifth Avenue





Seward ↔ Glenn CONNECTION

New Greenway: Extend Hyder Pedestrian Boulevard

- Improved connectivity for people walking & biking
- New recreational opportunities

New Greenway: Extend Hyder Pedestrian Boulevard

- Create a loop Trail
- Quality of life
- Benefits everyone

Loop trail created
around Anchorage's
urban core

Trail Connection
from Ship Creek
to Chester Creek

Complete the Loop!



Hyder Street

Hyder as a Pedestrian Boulevard and community thoroughfare for active modes between Chester Creek and Ship Creek.



Winter



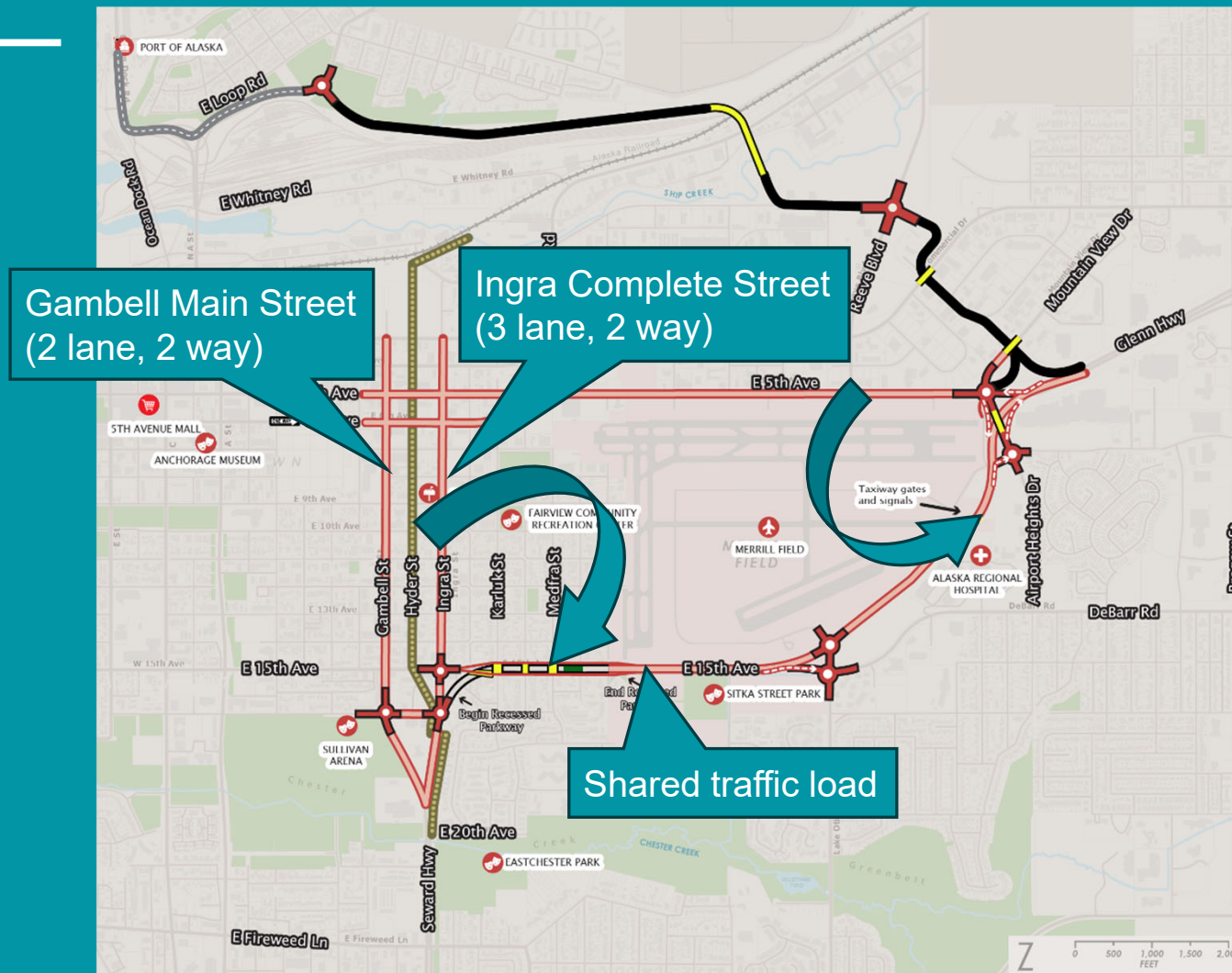
Summer

Option 2: A shared mixed-use path for pedestrians and bicycles; a planted median between the path and travel lanes that provide summer landscaping and winter snow storage

Seward ↔ Glenn
CONNECTION

Gambell Main Street & Ingra Complete Street

- Enabled by new parkway connection



Gambell & Ingra Recommendations

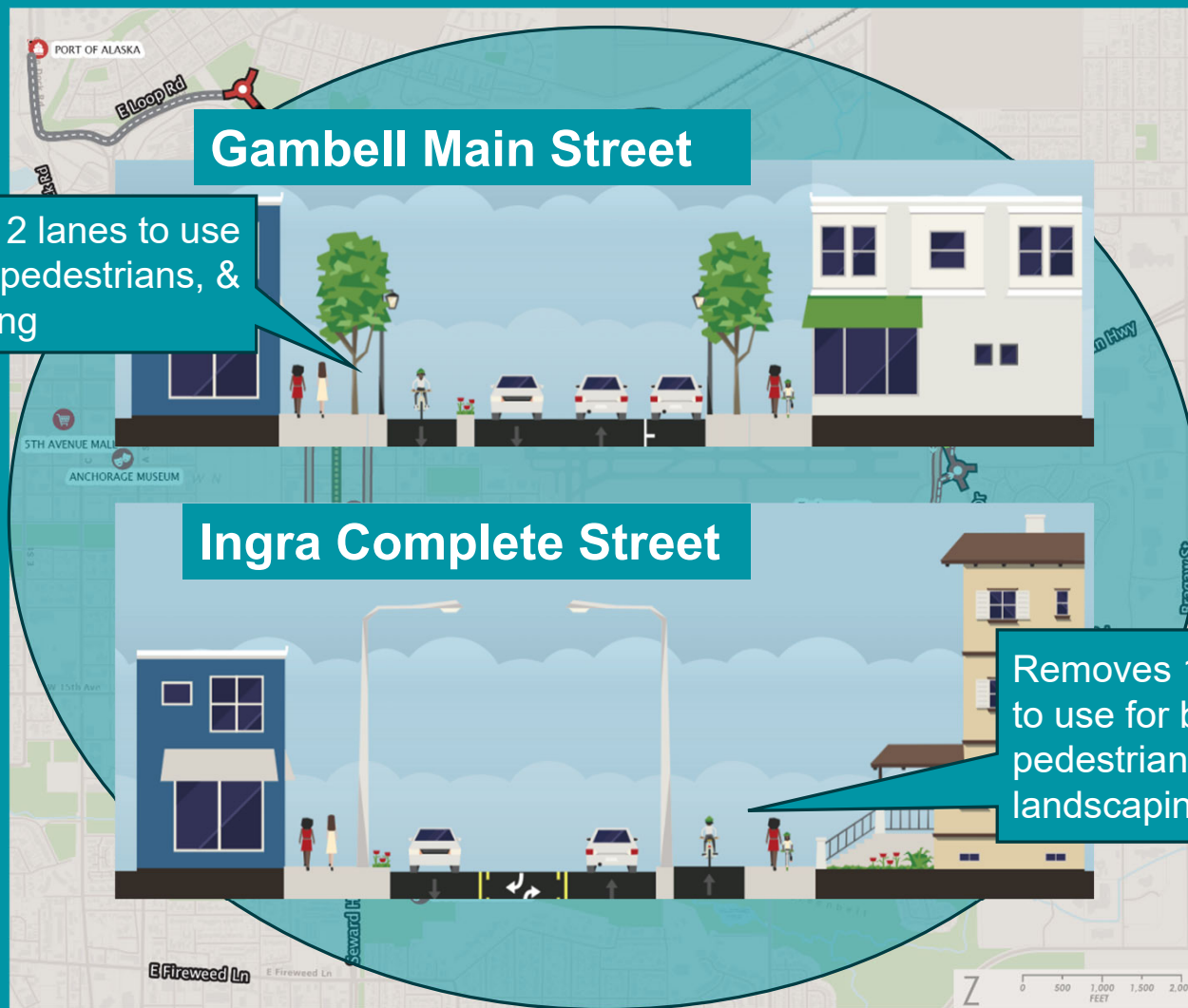
- Supports Reconnecting Fairview efforts & goals

Gambell Main Street

Removes 2 lanes to use for bikes, pedestrians, & landscaping

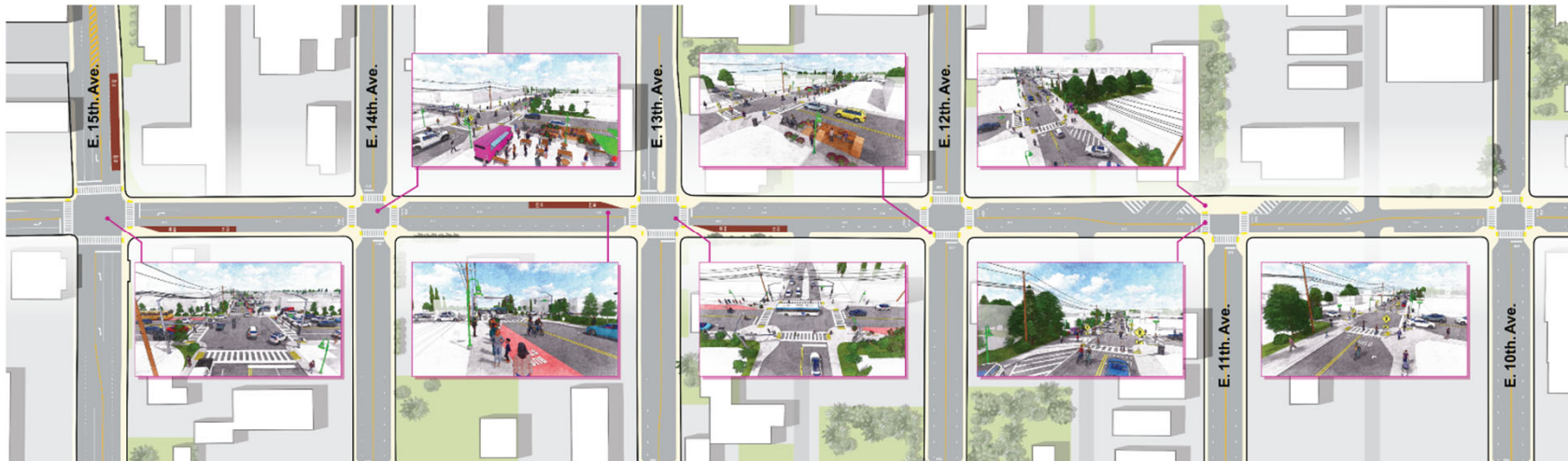
Ingra Complete Street

Removes 1 lane to use for bikes, pedestrians, & landscaping



Gambell Street

*Gambell Street as a **vibrant main street** that prioritizes active modes and invites people to spend time in Fairview.*

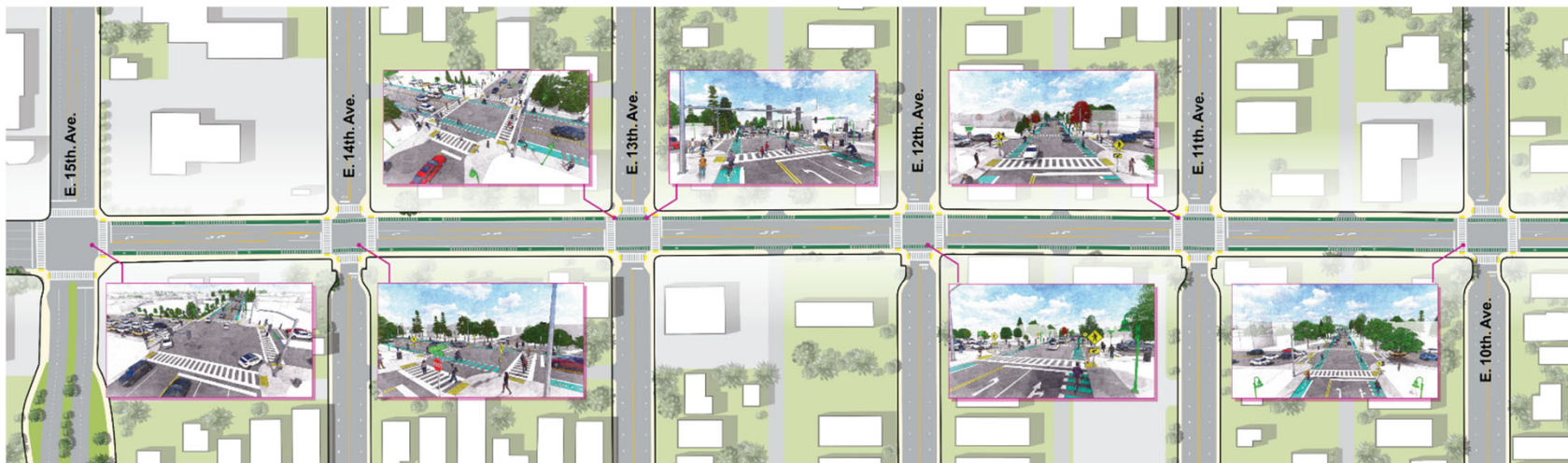


Key Ideas:

- 1) Gambell Main Street with one lane in each direction
- 2) Summer parking lanes on both sides that serve as snow storage in winter
- 3) Shared use travel lanes with bicycles
- 4) Marked crosswalks throughout corridor
- 5) Lateral shift between 10th and 12th avenues at bottom of hill

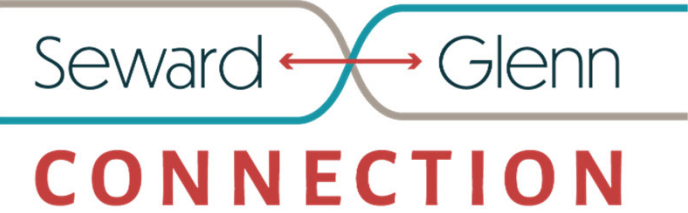
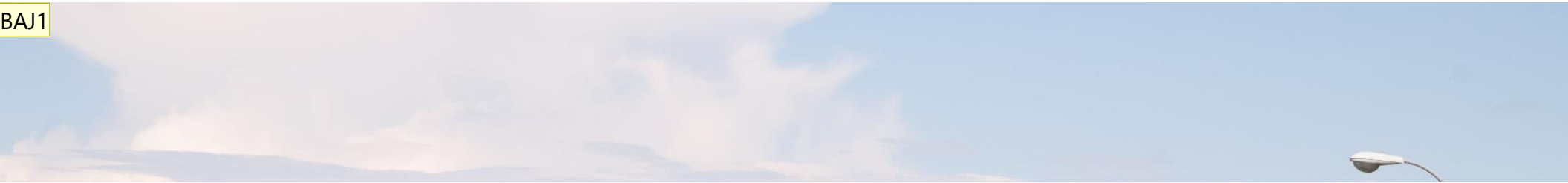
Ingra Street

Ingra will serve as a higher-capacity alternative to Gambell, with dedicated space for bicyclists and improved sidewalks.



Key Ideas:

- 1) One lane in each direction with center two-way left turn lane
- 2) Bicycle lanes in both directions
- 3) Wider sidewalks



Next Steps



Slide 36

BAJ1

New image - public meeting

Burnett, Amy J., 2025-10-14T01:46:19.267

Next Steps



GETTING TO THE FINAL PEL STUDY REPORT:

- Draft PEL Study reports released October 20
- Public comment period (October 21-November 21)
- Address comments and publish final PEL in early 2026



AFTER THE PEL:

- ✓ **Changes must be adopted into the MTP** (either in the next update or via an amendment)
- ✓ **Projects need to be prioritized and funded** through the local Transportation Improvement Program (TIP) and/or Alaska Statewide Transportation Improvement Program (STIP)

Each project will undergo:

- ✓ **Environmental (NEPA) and preliminary engineering**
- ✓ **Multiple opportunities for public comment**
- ✓ **ROW acquisition (as needed)**
- ✓ **Final design**
- ✓ **Construction**

We Want Your Input!



PUBLIC COMMENT PERIOD:

October 21, 2025 –
November 21, 2025



VISIT OUR ONLINE OPEN HOUSE

Comment using the
interactive map!
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ONLINE

sewardglennconnection.com

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