



Community Advisory Committee Notes

Subject: Community Advisory Committee Meeting #6

Date: Tuesday, November 18, 2025

Location: Hybrid Meeting – Microsoft Teams and HDR Anchorage Office

Community Advisory Committee Member Organizations Invited to Attend:

Fairview Community Council
Mountain View Community Council
Airport Height Community Council
Downtown Community Council
Rogers Park Community Council
Bike Anchorage
Alaska Regional Hospital
Anchorage Senior Activity Center

Government Hill Community Council
Alaska Trucking Association
Anchorage Economic Development Corporation
Fairview Business Association
3rd Avenue Radicals
NeighborWorks
Alaska Housing Finance Corporation

Attendees:

Laurie Cummings, HDR
Galen Jones, Alaska Department of Transportation and Public Facilities (DOT&PF)
Amy Burnett, HDR
Paige Barker, HDR
Lindsey Hajduk, HDR
John McPherson, HDR
Robert Cupples, 3rd Avenue Radicals

Celine Kaplan, Anchorage Senior Activity Center
Allen Kemplan, Fairview Community Council
Matt Dietrick, DOT&PF
Jasmine Smith, Mountain View Community Council
Jason Reem, Alaska Regional Hospital
Jody Sola, Government Hill Community Council

Agenda:

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

Presentation (Screening Highlights, Recommendations, Next Steps)

Galen Jones and John McPherson led the meeting with a PowerPoint presentation that covered the following topics:

- Alternatives
- Recommended Alternative
- Phasing Implementation
- Recommended Transit Route
- Recommended Port Connection
- Fairview Bypass-Livability
- Greenway/Complete Streets

The presentation summarized the screening highlights for the alternatives that moved forward from the last public comment and evaluation period. Alternatives include:

- Alternative 1: No Action – Required/baseline against which all other alternatives are measured:
 - Does not meet the purpose and need
- Alternative 2: MTP – The 2050 Metropolitan Transportation Plan, which is the most likely outcome if no action is taken as a result of the PEL Study:
 - Does not meet the purpose and need on its own (marginal on traffic and safety)
 - Continues to route Interstate Highway System (IHS) traffic through Fairview
 - Causes traffic diversion impacts
 - Has no Main Street
 - Adopted projects are incorporated into Alternatives 3, 4, and 5
- Alternative 3: Transit Focus – Does not include a new regional parkway but does reconfigure Gambell Street as a two-lane, two-way main street, and Ingra Street as a two-lane, two-way street with a center turn lane. This is in keeping with the goals of the Fairview neighborhood. This alternative also recommends a variety of transit improvements. Alternative 3:
 - Does not meet the purpose and need on its own (marginal on traffic and safety)
 - Continues to route IHS traffic through Fairview
 - Causes traffic diversion impacts
 - Offers low ridership benefits for high operation and maintenance costs
 - The Downtown-Fairview-Midtown-U-Med route is recommended

- Alternative 4: Ingra Tunnel:
 - Has high tunnel costs (construction and operations/maintenance)
 - Involves tunneling construction risk and complexity
 - Is less attractive to traffic than Alternative 5 at higher cost
 - Does not accommodate hazardous materials
- Alternative 5: Fairview Bypass – This is the recommended alternative. The team reviewed the following regarding this alternative:
 - Benefit highlights include it being best for safety, bikes and pedestrians, green space, traffic reduction through Fairview, lowest traffic diversion, and highest usage.
 - Challenge highlights include highest right-of-way (ROW) and relocations, noise concerns, airport concerns, and construction on former landfill.
 - The Implementation Plan showcases 11 resulting projects in the order they might be developed in and the cost for each.
 - Features include a depressed parkway along 15th Avenue with motorized, pedestrian, and green spaces maintaining connections between north and south Fairview; a Gambell “main street;” and a Hyder Street pedestrian boulevard that results in a loop bike/pedestrian trail around northwest Anchorage.
 - The U-Med transit route from the transit alternative is also recommended to advance.

After completing the overview of the recommended alternative, including reviewing the team’s recommendations for the potential order in which the series of projects from the recommended alternative would be implemented, the team shared “next steps” for the PEL Study and the process for implementing recommendations.

Questions/Discussion

The presentation and discussion were informal, allowing attendees to ask questions as they arose throughout.

Lindsey Hajduk: What is the difference between the Interstate Highway System vs National Highway System?

- Galen: Good distinction—IHS is more important but is not clarified in the Purpose and Need (P&N).

Allen Kemplan: Does the Preferred Alternative have phasing regarding funding?

- Galen: Each phase has a cost estimate—some could be funded with grants and federal reauthorization (in 2027). A lot of phasing can overlap.

Allen: The alternative does benefit Fairview but impacts East and West Fairview. I suggest refining language when talking about ROW and the Fairview neighborhood. Additionally, the greenway on Hyder is not linked to any other project. That project could be done ASAP.

- Galen: Agreed. Breaking out the Fairview Greenway could be done separately.

Allen: On the depressed parkway, the single phasing can be improved.

- Galen: The “300” [ft] lid for parkway is the [maximum length] without fire suppression, [emergency egress, ventilation,] etc. Lower cost equals more reasonable to get built, but this version isn’t final.

Allen: Are bridges warranted? In regard to moving traffic to the parkway, are the conflicts so high that it warrants physical separation? Could you use traffic control treatments instead? Reduce cost, etc.

- Galen: At surface grade, so you wouldn’t have to go up or down. But we could look more closely at design and funding and maybe something gets turned into a pedestrian boulevard.

Jasmine Smith: Expressed concern about displacements and gentrification.

- Galen: Good general concern. Is that specifically for a neighborhood?

Jasmine: It’s more of a historical question...who is this project for? Is it for people that live here or people that want to be here? What is the motivation behind this project? I want to gain a better understanding.

Jody Sola: GHCC (Government Hill Community Council) has several questions/concerns. We agree that if the Fairview Community Council is content, then we will support it. We do have deep concerns about changed port routing and noise considerations on the hill.

- Galen: [Central Region Director] Holland and I met with GHCC; they are concerned more about the Port connection and that tie-in with GHCC. The Port route previously crossed Ship Creek and Post Road, and utilized Whitney Rd to access Ocean Dock Road to the Port. That may still be a feasible alternative. Options can be further explored during NEPA (the National Environmental Policy Act) and be further evolved in design.

Lindsey: I'm curious, does Alaska Regional have any comments?

- Jason Reem: No comments yet—taking notes. I will take the information back to Alaska Regional Hospital leadership.

Galen: I want to reiterate the distance between Alaska Regional parking lots; we wouldn't impact land or operations in any way. We measured the space between the Merrill Field fence and the parking lot. We are not proposing to impact parking. We are interested in your future building plans to make sure we are avoiding impacts if possible.

- Jason: Thank you for the consideration. I'm not in the loop for future plans for this property.

Galen: From what I understand, the hospital wants to upgrade to Level 3 trauma and upgrade the Medevac taxiway. Medevac operations would not be disrupted. Please send us your comments; feel free to email me or the project team.

Allen: Are there graphics for the 15th Avenue approach, DeBarr and 15th and accesses?

- Galen: Those intersections are being proposed as roundabouts. Renderings are being created.

Allen: Emphasized that visuals would be helpful. Are those roundabouts on a slope?

- Galen: Notable grading would be needed.

Allen: The Highway Safety Improvement Plan [Ingra-Gambell Lane Drop project] terminus is Fireweed. Would you construct a new bridge [over Chester Creek under that project]? How are the [HSIP and Fairview Bypass Projects] projects going to mesh?

- Galen: No bridge [included in the HSIP project]. Non-motorized improvements [would be included with the future bridge] that would fortify this PEL.

Allen: You guys have come up with a good solution, and I can be critical. There are design details still needed but this is an elegant solution.

There were no more questions or concerns. The group was encouraged to comment and the meeting concluded.