

Seward ↔ Glenn **CONNECTION**

Public Outreach Summary

Public Meeting #6 and Comment Period

Seward to Glenn Connection PEL Study

Alaska Department of Transportation and Public
Facilities in partnership with Anchorage Metropolitan

Area Transportation Solutions

State Project No.: CFHWY00550

Federal Project No.: 0001653

October 2025–November 2025

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Anchorage, Alaska



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Public Outreach Summary: Recommended Alternative

Introduction

The Alaska Department of Transportation and Public Facilities (DOT&PF), in collaboration with Anchorage Metropolitan Area Transportation Solutions (AMATS), is conducting a Planning and Environmental Linkages (PEL) Study (Study) to identify and evaluate options to improve safety, livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods. The PEL Study will also identify ways to improve access between the Don Young Port of Alaska and the National Highway System (NHS) network.

DOT&PF is engaging the community and other key stakeholders in the PEL Study to guide outcomes and solutions that not only meet the PEL Study's Purpose and Need but also deliver collaborative solutions that thoughtfully consider the diverse needs of stakeholders.

At the conclusion of the public comment period associated with this report, the PEL study entered the Final PEL Documentation phase of the project.

This Public Outreach Summary tracks and documents activities associated with the sixth public meeting and 30-day comment period (October 21, 2025–November 21, 2025) for the PEL Study's recommended alternative. The summary includes public involvement strategies and tactics used to publicize the public meeting held on October 21, 2025, and to engage invested parties throughout the 30-day public comment period to encourage public input. Comments received during this comment period are integral to the design of the recommended alternative.

Outreach and Publicity

The methods described in the subsections below were used to notify the public about the October 21 meeting, the public comment period, where to go for additional information, and how to comment.

Website

The Study Team updated the PEL Study website ([formerly sewardglennconnection.com and now https://dot.alaska.gov/creg/sewardglennconnection/](https://dot.alaska.gov/creg/sewardglennconnection/)), to share information about the public meeting and comment period, as well as to provide opportunities to submit comments to the Study Team. While comments are welcome at any time, public comments on refined alternatives could be submitted by an online form, through the project email (info@sewardglennconnection.com), by phone at (907) 206-2289, or through a mailed-in

written comment form. The website, which also provides a link to join the project mailing list, updated routinely throughout the project.

Between October 21, 2025, and November 21, 2025, 199 users visited the website.

See *Attachment A* for screen shots of the project website and additional website metrics.

Advertising

The following paid advertising methods were used (*Attachment B*):

- One legal ad in the *Anchorage Daily News* on September 30, 2025, a legal requirement for the public meeting
- One display ad in the *Anchorage Daily News* on October 14, 2025, to promote the public meeting
- Four online ads on the *Anchorage Daily News* website from September 30, 2025, to October 21, 2025, to promote the public meeting
- Four online ads on the *Anchorage Daily News* website from October 21, 2025, to November 20, 2025, to promote the public comment period

Outreach

The following outreach methods were used (*Attachment C*):

- Three community calendar and listserv postings on October 6, 2025:
 - *Anchorage Daily News* community calendar
 - What's Up E-blast
 - Federation of Community Councils E-blast
- Five emails to the following Community Councils on October 6, 2025, and October 15, 2025:
 - Rogers Park Community Council
 - Airport Heights Community Council
 - Mountain View Community Council
 - Fairview Community Council
 - Government Hill Community Council
- Two Facebook Events:
 - Public Meeting Event on September 30, 2025
 - Public Comment Period Event on September 30, 2025
- Six posts on the DOT&PF Facebook page on:
 - September 20, 2025
 - October 7, 2025
 - October 20, 2025

- October 27, 2025
- November 7, 2025
- November 19, 2025
- Six E-blasts to the PEL Study's email distribution list (590 contacts):
 - September 30, 2025
 - October 7, 2025
 - October 20, 2025
 - October 27, 2025
 - November 13, 2025
 - November 19, 2025
- Thirty individual mailers containing educational project material and flyers to the following organizations and institutions on October 15, 2025:
 - Polynesian Association of Alaska
 - Korean American Community of Anchorage
 - Alaska Asian Cultural Center
 - Alaska Black Caucus
 - Alaska NAACP
 - Alaska District Council of Assemblies of God
 - Anchorage Unitarian Universalist Fellowship
 - Trinity Christian Reformed Church
 - Catholic Social Services on behalf of the Brother Francis Shelter
 - Bethel Hispanic Church of God
 - Anchor Park United Methodist Church
 - Crossroads Assembly of God
 - First Evangelical Covenant Church of Anchorage AK
 - Eastside United Pentecostal
 - Shiloh Missionary Baptist Church
 - East Third Avenue Baptist Church
 - Central Lutheran Church
 - Alaska Corp of Seventh Day Adventists
 - Wat Lao of Anchorage
 - Grandview Baptist Church
 - Covenant House Alaska
 - American Baptist Home Mission Society
 - Corp Catholic Archbishop of Anchorage
 - Most Worshipful Prince Hall Grand Lodge of Alaska
 - Praise Temple Way of the Cross Church of Christ
 - Anchorage Church of Christ

- Lighthouse Christian
- Greater Friendship Baptist Church
- Pentecostal Holiness Church
- Lighthouse Christian Fellowship
- Global Partnership Ministries
- Voice of Christ Full Gospel Church
- Church of the New Testament
- Antioch Church of God in Christ
- Manai Fou Assembly of God

Community Council Presentations

The Study Team gave presentations at the following Community Council meetings:

- Airport Heights Community Council meeting on October 16, 2025
- Fairview Community Council meeting on November 13, 2025
- Government Hill Community Council meeting on November 20, 2025
- Mountainview Community Council meeting on November 26, 2025

These presentations were tailored to each community but generally included the PEL Study background, a summary of what the Study Team learned from the feedback on the last round of alternatives, an overview of the recommended alternatives, and a request for comments. Each presentation was followed by questions from the public.

Small Group Meetings

The Study Team gave presentations at the following small group meetings:

- AMATS-Public Transit Advisory Board on November 13, 2025
- Municipality of Anchorage Planning Department on November 13, 2025
- AMATS-Policy Committee on November 20, 2025
- Merrill Field Leadership on November 14, 2025, and December 10, 2025
- Fairview Collaborative (monthly)
- Municipal Airports Aviation Advisory Commission on December 4, 2025
- Alaska Railroad leadership on December 10, 2025
- Alaska Trucking Association Board on December 11, 2025
- Mayor of Anchorage and administration on December 17, 2025
- Anchorage Fire Department on December 17, 2025
- Solid Waste Services on January 7, 2026
- AMATS staff on January 22, 2026
- Alaska Regional Hospital (in lieu of a meeting, an informational packet was sent)

While each meeting's format and materials were tailored to the needs of the organization, the format was similar to the Community Council presentations, and attendees were encouraged to ask questions, discuss ideas and concerns, and submit comments on the recommended alternative.

Stakeholder Committee Meetings

The Study Team hosted three committee meetings, one each for the Community Advisory Committee (November 18, 2025), Technical Advisory Committee (November 13, 2025), and Agency and Tribes Committee (November 13, 2025). The presentation was similar to the one shared at the public meeting, and attendees were encouraged to ask questions, discuss ideas and concerns, and submit comments on the recommended alternative.

Public Meeting #6 Overview

Meeting Summary

This final public meeting was held on October 21, 2025, in collaboration with the Reconnecting Fairview Corridor Plan team at the Anchorage Senior Activity Center. The meeting began at 4:30 pm with participants viewing posters. At 5:00 pm, the presentation (*Attachment D*) began. In the presentation, the Study Team detailed the Recommended Alternative and the Reconnecting Fairview Team detailed their conceptual plans for the reimagined Fairview neighborhood. After the presentation, participants were invited to engage with the Study Team, ask questions at designated poster stations (*Attachment E*), and leave their comments. At 6:30 pm, the meeting concluded.

An online open house (*Attachment G*), including information presented at the public meeting, was available throughout the 30-day public comment period. The online open house is archived for review on the project website at [Seward to Glenn Connection PEL Study](#).

Attendance

In addition to the Study Team (Table 1), 73 people signed into the public meeting (*Attachment H*).

Table 1: Study Team and Leadership

DOT&PF	AMATS	HDR
Galen Jones, P.E. Project Manager Luke Bowland, P.E. Central Region Preconstruction Engineer Sean Holland, P.E. Central Region Director	Aaron Jongenelen Executive Director	John McPherson Project Manager Laurie Cummings, AICP CTP, ENV SP Planner Taylor Horne Environmental Edith McKee, P.E. Engineer Amy Burnett Public Involvement Lead Paige Barker Public Involvement Morgan Miller Public Involvement Pearl-Grace Pantaleone Public Involvement Garrett Rutherford Engineer

Comment Period Overview

The comment period was open from October 21, 2025, to November 20, 2025. A total of 60 comments were received during this final comment period. Nine of those were received at the public meeting, 12 were submitted online, and 48 were emailed directly to the project team. Eighteen additional comments and 2 resolutions were received outside of the comment period but within a time frame that allowed them to be reviewed and considered as the final PEL Study document was being prepared.

By issue area, the Government Hill neighborhood was the most represented topic with more than 20 comments indicating strong community interest in and/or concern over the proposed route to the port. Merrill Field, as a topic, received the second highest number of comments (four) from stakeholders and community members, who expressed interest and/or concern regarding the proposed connection near the airport.

You can view all comments and Study Team responses on the PEL Study website both in the Project Library and under Public Outreach/Outreach Activities.

Next Steps

Prior to implementation, each of the projects associated with the recommended alternative will need to be adopted in the AMATS Metropolitan Transportation Plan (MTP) in order to move forward. To do this, the PEL Study recommendations must go through the AMATS Technical and Policy Committees, which will determine if the recommendations align with regional goals and demonstrate consistency with the MTP's performance measures, fiscal constraints, and public priorities.

Once they are included in the MTP, specific projects can be prioritized for near-term funding and implementation through the Transportation Improvement Program (TIP), a shorter-range document that programs projects for funding within the Municipality of Anchorage within a 4- to 5-year window. Projects added to the TIP must have secured or anticipated funding. Specific projects must also be included in the Statewide Transportation Improvement Program (STIP), a broader statewide document that consolidates the TIPs from various communities and programs transportation funds across the state over a 4-year period. With a project in the TIP and STIP, DOT&PF can begin the National Environmental Policy Act (NEPA) process, necessary for projects using federal funding or affecting the NHS. The planning and environmental groundwork laid during the PEL Study should help streamline NEPA documentation and decision making. During the NEPA phase, additional preliminary engineering, environmental analysis, public engagement and comment periods will occur. Only after NEPA approval can the project move into right-of-way acquisition, final design, and construction.



SEWARD GLENN CONNECTION
PEL STUDY

OCTOBER 21, 2025 PUBLIC
MEETING OUTREACH SUMMARY
ATTACHMENTS



Attachment A: Project Website Updates

SEWARD TO GLENN CONNECTION PEL STUDY

PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

OUTREACH - WEBSITE UPDATES

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Seward Glenn Connection PEL Study

NOW ACCEPTING COMMENTS

October 21-November 21, 2025
Online Open House

UPDATE

NOW ACCEPTING COMMENTS

Draft PEL Report & Level 2 Screening and Recommendations Report

UPDATE

What's New?

Oct 21-Nov 21 Online Open House Now Available!

Draft PEL Report and Level 2 Screening and Recommendations Report NOW AVAILABLE!

Study Information:

- Project Fact Sheet
- Contact Us

Subscribe to our email list to stay up to date on PEL Study progress!

Join our E-mail List

Overview:

This study will identify and evaluate options to improve safety, livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods. Currently, the two controlled access freeways are connected through the study area by slower-speed arterial roads. The study will also identify ways to improve access between the Port of Alaska and the highway network.

The study is being prepared as a Planning and Environmental Linkages (PEL) Study. To find out more about how a PEL Study works, please see the [Study Description](#) page.

Public Outreach:

The PEL Study will be successful only if there is meaningful and continued public involvement in the process. Diverse public involvement helps DOT&PF make decisions that meet public needs and desires. The public will have several opportunities to engage with the project team. Stay up to date on outreach opportunities by signing up for our project email list and visiting the [Public Outreach](#) tab for current and upcoming events

Public Outreach

Join our E-mail List

This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 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 April 13, 2023, and executed by FHWA and DOT&PF.

Quick Links

- Contact the project team
- Central Region
- Central Region Projects
- DOT&PF Projects

Site MapPoliciesNondiscriminationAccessibilityEmployees Directory

DOT&PF Staff Resources

Department of Transportation & Public Facilities
PO Box 172569 (mailing)
3132 Chained Drive
Juneau, Alaska 99811 2500

Contact Info

Select Language

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Alaska Department of Transportation and Public Facilities
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[DOT&PF > Central Region > Projects > Public Outreach](#)

[Project Home](#) [Project Description](#) [FAQs](#) [Project Library](#) [Public Outreach](#) [Contact Us](#)

Public Outreach

Notice of Public Open House & Public Comment Period

Seward to Glenn Connection PEL Study: Draft Study Findings

DOT&PF is seeking feedback on remaining alternative designs for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. Public open house, online open house, and public comment period details are provided below.

Online Open House & Public Comment Period

October 21 – November 21, 2025
[sewardglennconnectiononline.com](#)

Ways to comment:

- **Phone:** 907.206.2289
- **In-person** at the October 21st meeting
- **E-mail:** info@sewardglennconnection.com
- **Comment form**

Meeting Materials

- [Posters](#)
- [Presentation](#)



Public and Agency Involvement is Critical to a Successful PEL Study

The PEL Study process will involve many individuals and groups to inform the study, develop and screen alternatives, and review the Draft PEL Study. This includes agencies, Tribes, elected officials, utilities, emergency responders, businesses, nonprofits, community organizations, and the public.

We are committed to conducting a process that is equitable and responsive to the needs of traditionally underserved communities. This means:

- Providing accessible, inclusive, and convenient opportunities to engage.
- Reaching out to and integrating feedback from individuals and groups that are traditionally underserved by existing transportation systems.
- Communicating with you regarding the feedback we have received.

Completed and Upcoming Outreach Activities

Date	Description
February 28, 2025	Draft Alternatives Refinement and Initial Screening Report Comment Period Closes
January 17, 2025	Merrill Field Meeting
January 16, 2025	Airport Heights Community Council Meeting
January 13, 2025	Agencies & Tribes Committee Meeting
January 9, 2025	Technical Advisory Committee Meeting
January 7, 2025	Community Advisory Committee Meeting
December 19, 2024	Alaska Trucking Association Meeting
December 11, 2024	Online Open House #5 - Link Printable PDF Version of Online Open House #5
	Public Open House #5
December 10, 2024	• Posters • Presentation
November 15, 2024	Rogers Park Community Council Meeting
November 11, 2024	Fairview Collaborative Meeting
October 10, 2024	Refined Alternatives Workshop #2
September 4, 2024	Fairview Collaborative Meeting
August 5, 2024	Fairview Collaborative Meeting
July 20, 2024	Fairview Block party
June 6, 2024	Downtown Streets Engineering Study Agency Meeting
March 21, 2024	Mountain View Community Council Presentation
March 21, 2024	Airport Heights Community Council Presentation
March 14, 2024	Fairview Community Council Presentation

What's New?

 Oct 21-Nov 21
Online Open House Now Available!

Draft PEL Report and Level 2 Screening and Recommendations Report NOW AVAILABLE!

Study Information:

- [Project Fact Sheet](#)
- [Contact Us](#)

Subscribe to our email list to stay up to date on PEL Study progress!

 **Join our E-mail List**

Quick Links

- [Contact the project team!](#)
- [Central Region](#)
- [Central Region Projects](#)
- [DOT&PF Projects](#)

Attachment B: Newspaper Ads, Online Ads, Social Media, and Flyer

SEWARD TO GLENN CONNECTION PEL STUDY

PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

DISPLAY ADS, ONLINE ADS AND SOCIAL MEDIA AND FLYER



Final Public Open House & Public Comment Period

Learn more about the remaining alternative
designs and review the Draft PEL Study.

Tuesday, October 21, 2025

4:30 – 6:30 p.m.

Presentation at 5:00 p.m.

Anchorage Senior Activity Center

1300 East 19th Avenue

Anchorage, AK 99501

People Mover Route 11

Online Open House & Public Comment Period

October 21 – November 20, 2025



Final Public Open House & Public Comment Period

**Share your feedback by
November 20, 2025!**



**Final Public Open House
& Public Comment Period**
Join us on October 21, 2025!



Save the date!



Join us!



Final Seward to Glenn Connection PEL Study Public Open House

**Remaining Alternatives
+ Draft Study Findings**

**Wednesday,
October 21, 2025**

Join Us!



**Online Open House
Available through
November 20,
2025**



**Final Public Open House
& Public Comment Period**
Join us on October 21, 2025!

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Comment Period

Last Reminder!



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Remaining Alternatives and Draft
PEL Study Comment Period

October 21 –
November 20, 2025

Last call to share
your comments!



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Thank You for
Participating!





Seward to Glenn Connection PEL Study

Remaining Alternatives + Draft Study Findings

We're wrapping up the Seward to Glenn Connection PEL Study, and we need your input! Join us at the final public open house to review the remaining alternative designs and Draft PEL Study. Your voice matters in the future connection between the Seward and Glenn Highways.



This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 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 April 13, 2023, and executed by FHWA and DOT&PF.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability. Persons who believe they may have experienced discrimination in the delivery of these federally assisted programs or activities may file a complaint with: Alaska DOT&PF Civil Rights Office 2200 East 42nd Avenue, Room 310, Anchorage, AK 99508; Phone: 907-269-0851, Alaska Relay 7-1-1, or 1 (800) 676-3777; Fax: 907-269-0847.

Final Public Open House & Public Comment Period

All highway alternatives and Alternative D have been eliminated based on public input and screening criteria. The Alaska Department of Transportation and Public Facilities (DOT&PF) is seeking feedback on remaining alternative designs for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. Public open house, online open house, and public comment period details are provided below.

Public Open House #6 – Last One! Tuesday, October 21, 2025

4:30 – 6:30 p.m.

Presentation at 5:00 p.m.

Anchorage Senior Activity Center
1300 East 19th Avenue, Anchorage, AK 99501
People Mover Route 11



Online Open House & Public Comment Period

October 21 – November 20, 2025

Ways to Comment:



907.206.2289



In person at the public open house



info@sewardglennconnection.com



More details at:
sewardglennconnection.com

Attachment C: Public Meeting and Comment Period Outreach Methods

SEWARD TO GLENN CONNECTION PEL STUDY

PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

OUTREACH - E-BLASTS

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Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

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Save the date!

The Alaska Department of Transportation and Public Facilities (DOT&PF), in collaboration with the "Reconnecting Fairview Corridor Plan" team, invites you to the sixth and final public open house for the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study on Tuesday, October 21, 2025, at the Anchorage Senior Activity Center.

At the final public meeting, the remaining alternative designs and Draft PEL Study will be available for review. All highway alternatives and Alternative D have been eliminated based on public input and screening criteria.

Public Open House #6 - Last One!

Tuesday, October 21, 2025
4:30 - 6:30 p.m.
Presentation at 5:00 p.m.
[Anchorage Senior Activity Center](#)
1300 East 19th Avenue
Anchorage, AK 99501
People Mover Route 11

Online Open House & Public Comment Period

(Final Opportunity to Comment on the Study)
October 21 - November 20, 2025
<https://sewardglennconnectiononline.com>

Questions or Comments?

PHONE: (907) 206-2289
EMAIL: info@sewardglennconnection.com
For project information, visit
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Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

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Public Open House

We are nearing the end of the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study. This final public open house will be held jointly with the "Reconnecting Fairview Corridor Plan" team. You can expect the following at the final public open house:

- ★ Remaining alternative designs – no more highways and no more Alternative D!
- ★ Draft PEL Study findings
- ★ Multiple ways to see the content and submit comments

Public Open House #6 - Last One!

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Anchorage, AK 99501
People Mover Route 11

Online Open House & Public Comment Period

(Final Opportunity to Comment on the Study)
October 21 - November 20, 2025
<https://sewardglennconnectiononline.com>
Need the last public meeting refresher?
Check out the printable online open house #5 on our website [here](#).

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Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

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Join us!

We're wrapping up the Seward to Glenn Connection PEL Study, and we need your input! All highway alternatives and Alternative D have been eliminated based on public input and screening criteria. Join us at the final public open house, in collaboration with the "Reconnecting Fairview Corridor Plan" team, to review the remaining alternative designs and Draft PEL Study. Your voice matters in the future connection between the Seward and Glenn Highways.

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Our mailing address is:
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You can update your preferences or unsubscribe from this list.

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Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

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Online Open House
Available through
November 20,
2025

The Seward to Glenn Connection PEL Study hosted its sixth and final public open house on October 21, 2025. Missed the meeting? We've got you covered! View the online open house that runs October 21 – November 20, 2025. Explore the materials virtually and share your comments anytime!

Online Open House & Public Comment Period

Final Opportunity to Comment on the Study!

October 21 - November 20, 2025
<https://sewardglennconnectiononline.com>

(Don't worry - all highway alternatives and Alternative D have been eliminated based on public input and screening criteria!)

Questions or Comments?

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For project information, visit
www.sewardglennconnection.com

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(907) 206-2289 | info@sewardglennconnection.com

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Our mailing address is:
Seward to Glenn Connection PEL Study
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

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Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study

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Comment Period
Last Reminder!

Last chance to view the online open house and comment on the remaining alternative designs and draft study findings for the Seward to Glenn Connection PEL Study. Get your comments submitted before midnight tomorrow, November 20, 2025!

Online Open House & Public Comment Period

Final Opportunity to Comment on the Study!

October 21 - November 20, 2025
<https://sewardglennconnectiononline.com>

(Don't worry - all highway alternatives and Alternative D have been eliminated based on public input and screening criteria!)

Questions or Comments?

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SewardGlenn
CONNECTION

Time Travel Update: The Real Date is Tuesday!

Quick correction: it turns out our team accidentally scheduled our meeting for an imaginary Wednesday, October 21st. The REAL meeting is on **Tuesday, October 21**. Thanks for catching that mix-up and adjusting as we wrocted our calendar back into shape!

Public Open House #6

Tuesday, October 21, 2025
4:30 - 6:30 p.m.
Presentation at 5:00 p.m.
[Anchorage Senior Activity Center](#)
1300 East 19th Avenue
Anchorage, AK 99501
People Mover Route 11

Questions or Comments?

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Attachment D: Public Meeting Presentation

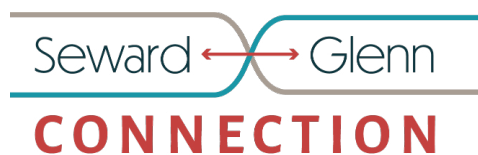
SEWARD TO GLENN CONNECTION PEL STUDY

PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

PRESENTATION



Scan the QR code with your smartphone or visit sewardglennconnection.com/getinvolved.html to view an electronic version of the materials below.



Seward to Glenn Connection PEL Study

Open House #6

Recommendations
October 21, 2025



WELCOME!

Meeting Agenda

• Orientation

- Welcome/introductions
- Seward to Glenn PEL Study refresh
- Refined alternatives
- Screening results
- Recommendations
- Reconnecting Fairview: Ingra/Gambell initial recommendations
- Next Steps

• Breakout/Poster Session

- Independent poster tour
- Alternatives & Key Topics stations:
 - ✓ **1-on-1 with the study teams**
 - ✓ **Q&A**
 - ✓ **Share your feedback!**



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

Project Teams & Meeting Support *SG PEL and Reconnecting Fairview Collaboration*



Galen Jones, DOT&PF



John McPherson, HDR



Taylor Horne, HDR



Edith McKee, HDR



Laurie Cummings, HDR



Garrett Rutherford, HDR



Paige Barker, HDR



Morgan Miller, HDR



Amy Burnett, HDR



Lindsey Hajduk, NeighborWorks



Carleton Wong, Arup



Emanuel Papageorgiou, Arup



Elizabeth Owen, Arup



PEL Study Refresh

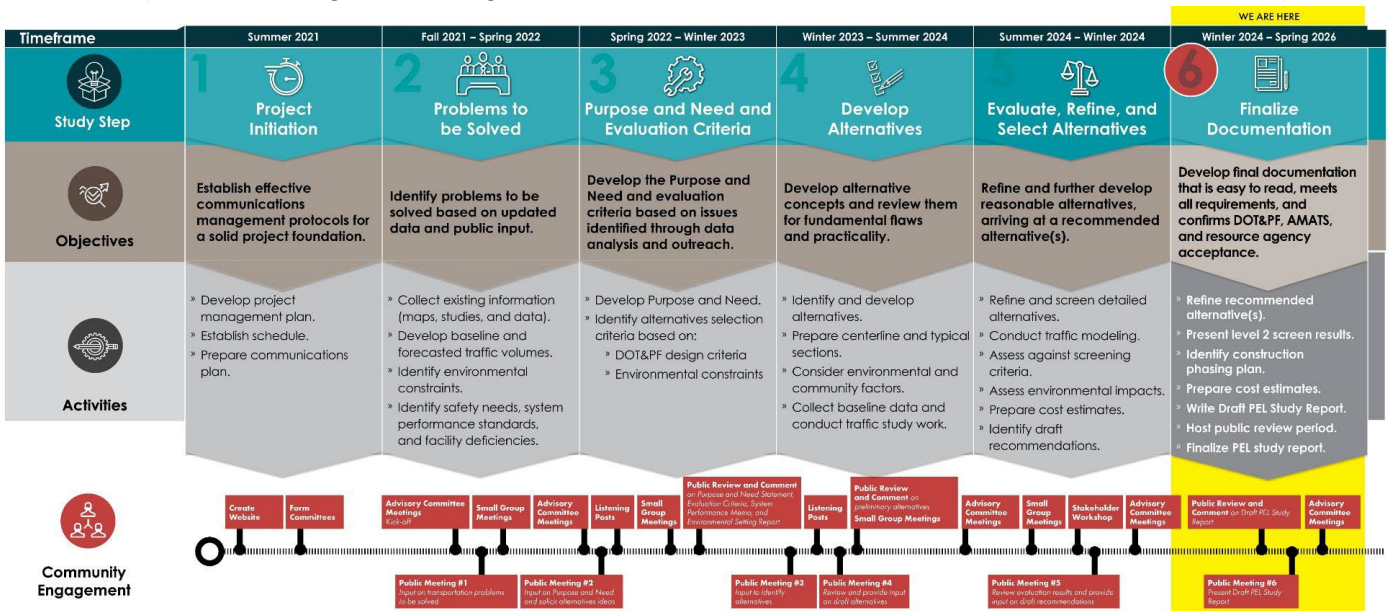


Photo: Loren Holmes/ADN

Final Phase: We are Here!



We are at public meeting #6, seeking feedback on the recommended alternative and draft study.



Balancing Issues & Challenges

-  Improve safety
-  Reduce regional and local (intra-Fairview) travel conflicts
-  Consider needs of all users
-  Maintain Interstate Highway System (IHS) functionality
-  Improve port access to the IHS
-  Improve livability
 - Accommodate adopted plans
 - Gambell main street
 - Ingra greenway supportive development corridor
 - Fairview greenway/woonerf
 - Promote investment in neighborhood



10/20/2025

7

Alternatives Update

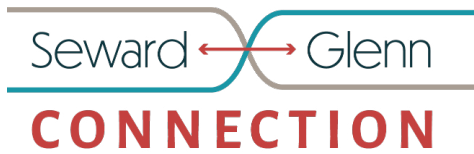


LEVEL 1 SCREENING SUMMARY

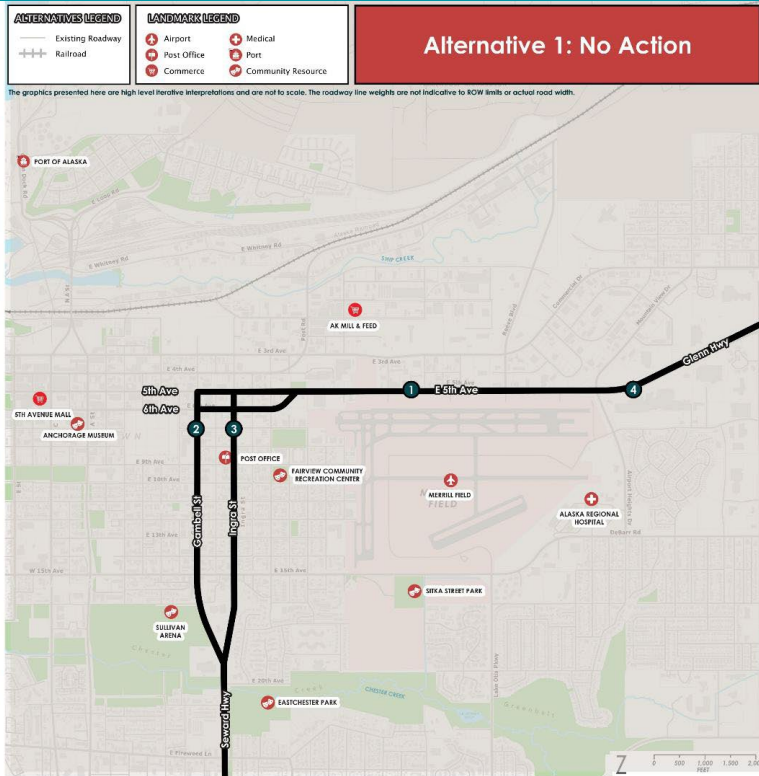
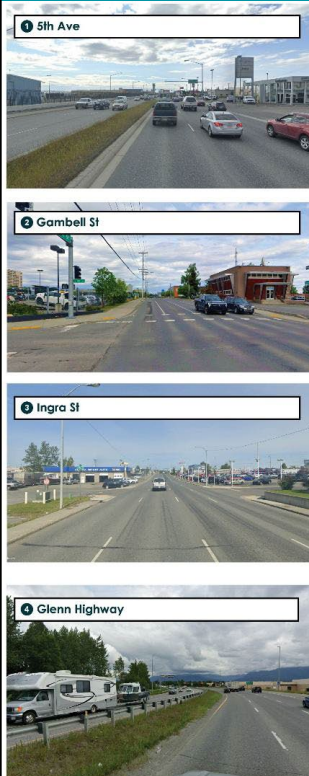
-  Eliminated (due to significant social, environmental, and historic-resource impacts):
 - Parkway Alternative D (Chester Creek Bypass; not shown)
 - All Freeway Alternatives (not shown)
-  Advanced for further evaluation:
 - Alternative 1: No Action
 - Alternative 2: 2050 MTP
 - Alternative 3: Transit Focus (formerly MTP Plus)
 - Alternative 4: Ingra Tunnel (formerly Alternative AB)
 - Alternative 5: Fairview Bypass (formerly Alternative C)

10/20/2025

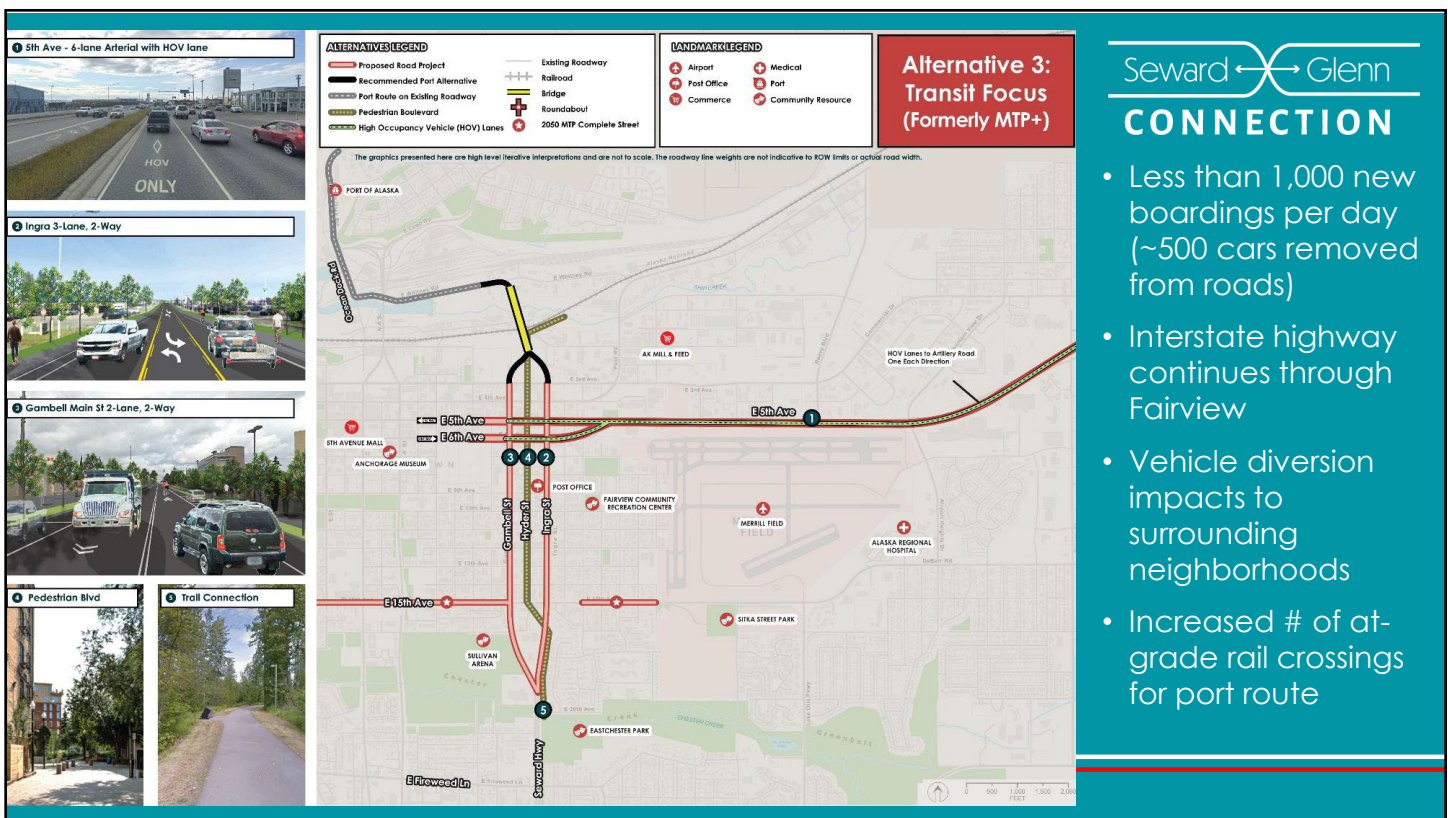
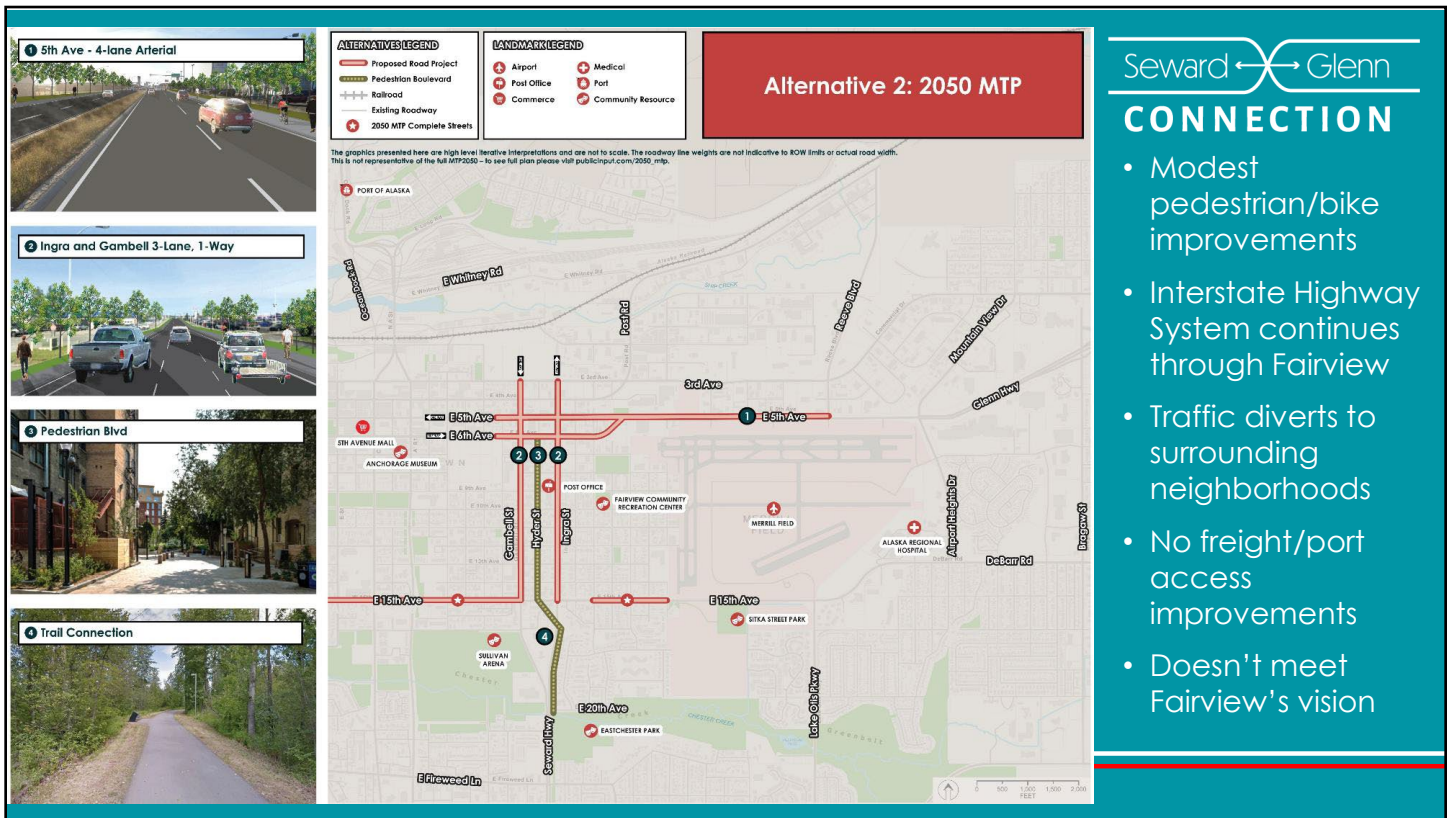
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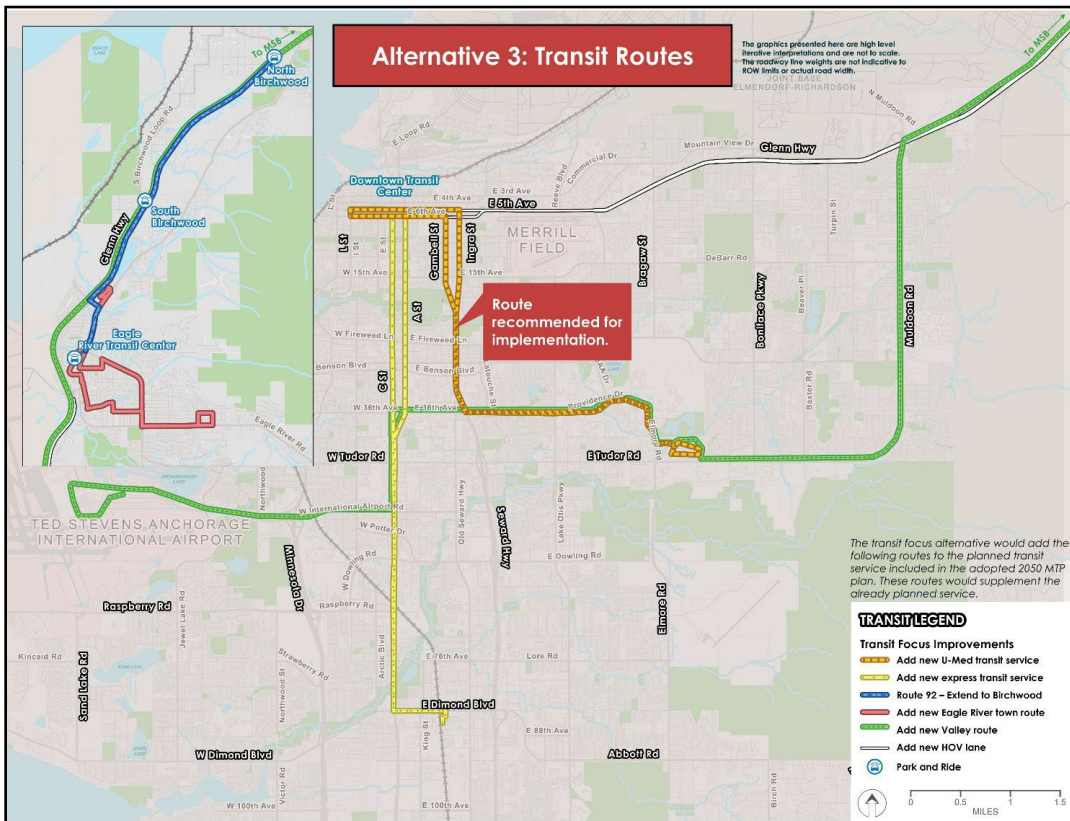


Refined Alternatives & Recommendations



- Required by NEPA for comparison
- Preserves current conditions
- Doesn't address community concerns
- Doesn't meet Purpose & Need

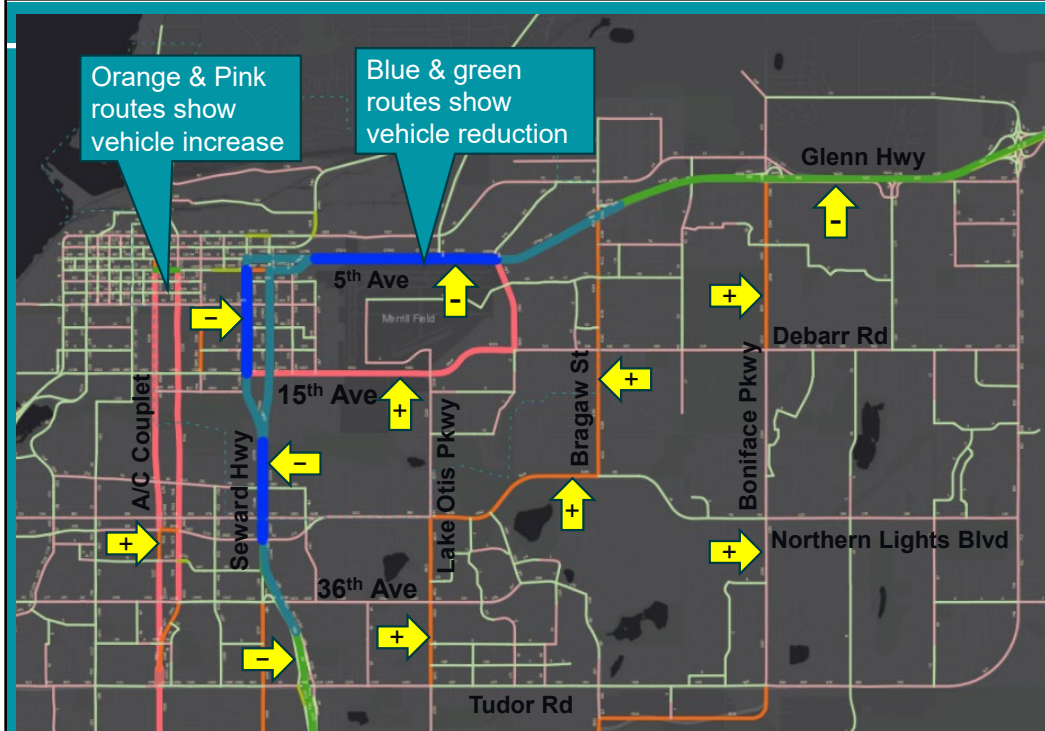




Seward ↔ Glenn CONNECTION

- New Bus Routes
- Increased Service
- Fare Reduction
- Demand Management

Recommendation:
Implement the **orange** bus route, connecting U-Med, Fairview, and Downtown

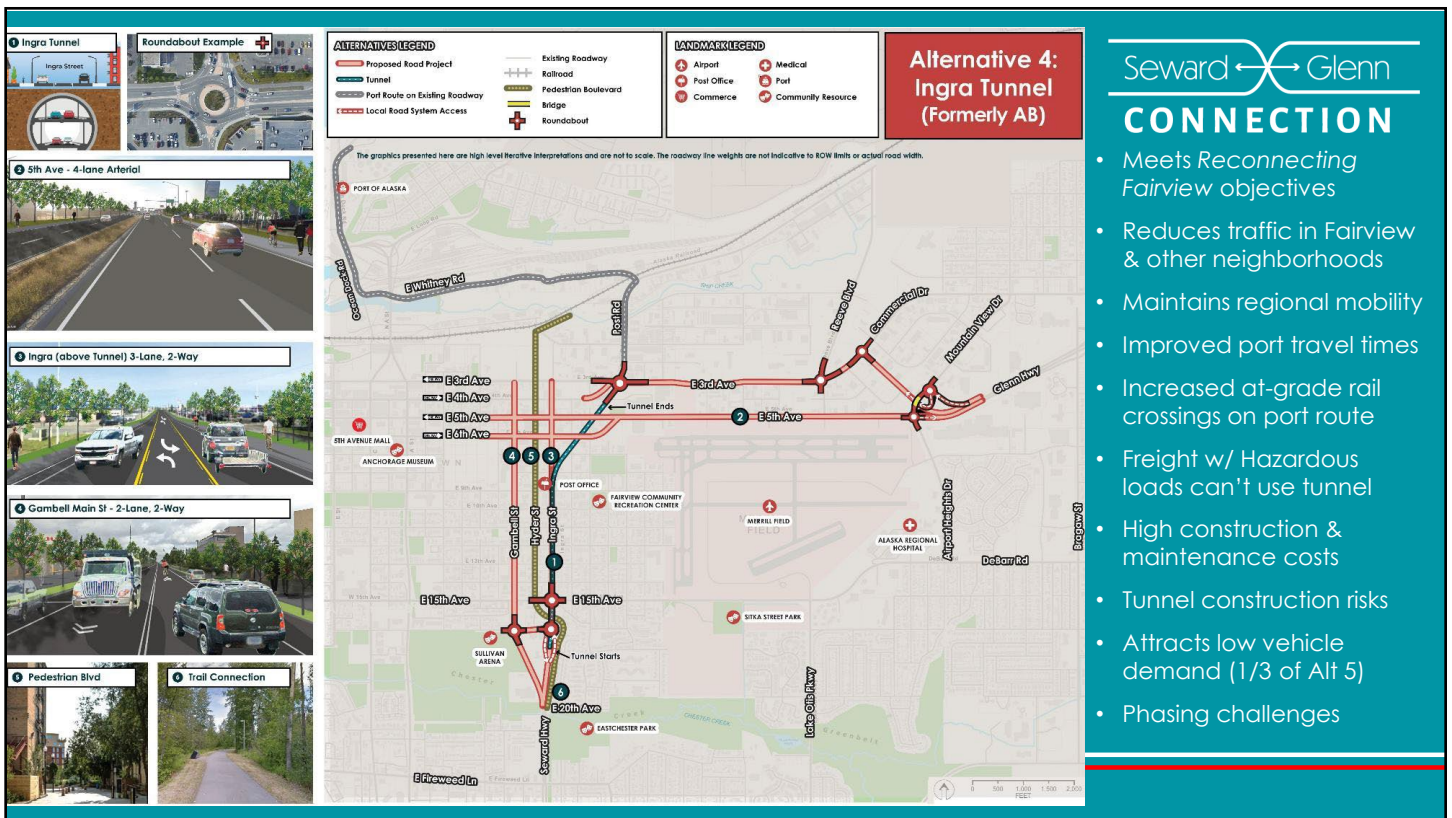
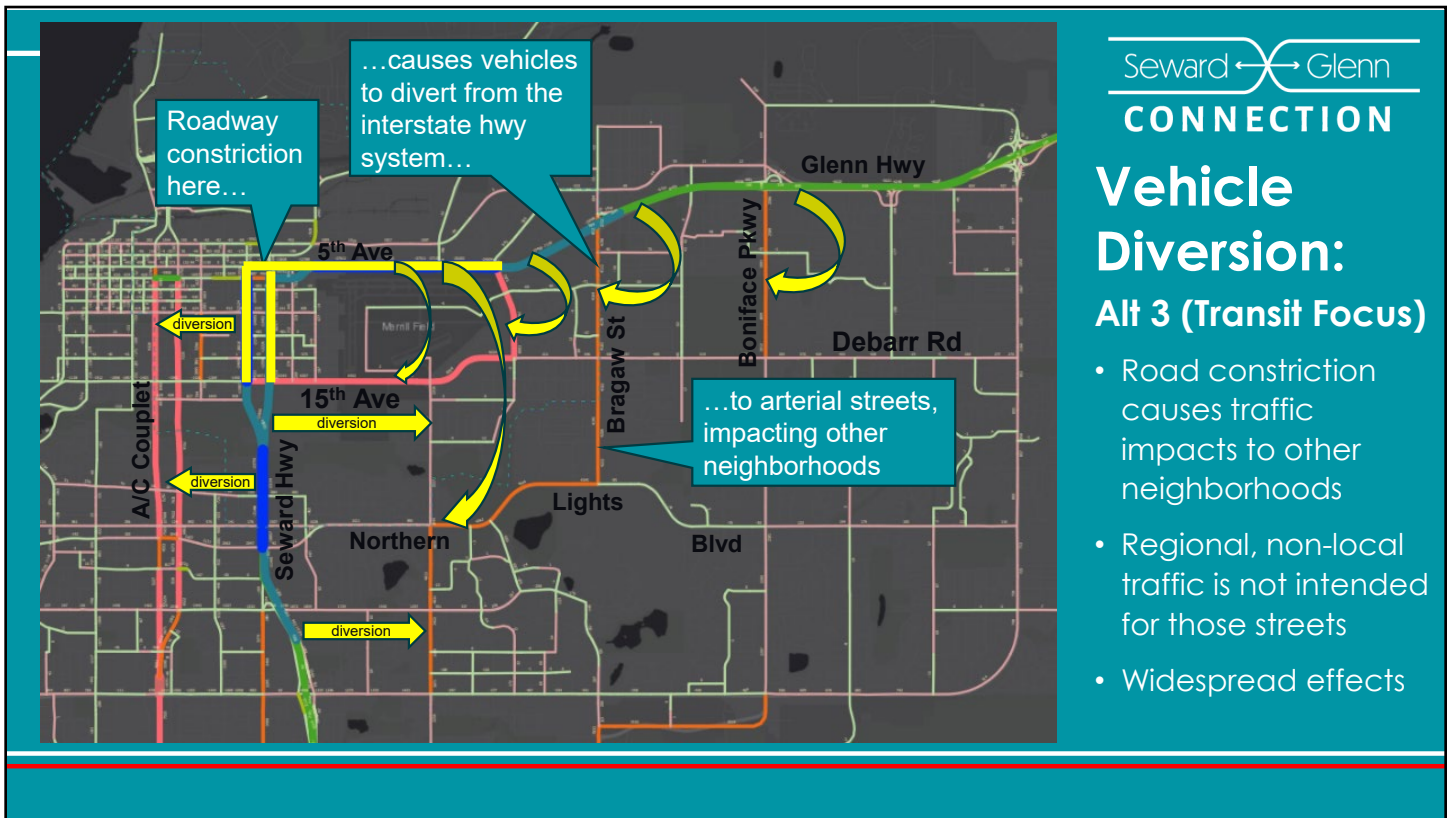


Seward ↔ Glenn CONNECTION

Vehicle Diversion:

Alt 3 (Transit Focus)

- **Blues & Greens** = vehicle *reduction*
- **Orange & Pinks** = vehicle *increase*
- **Thicker lines** = *bigger change*



Implementation of Recommended Alternative 5: Fairview Bypass

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CONNECTION

Implementation Map

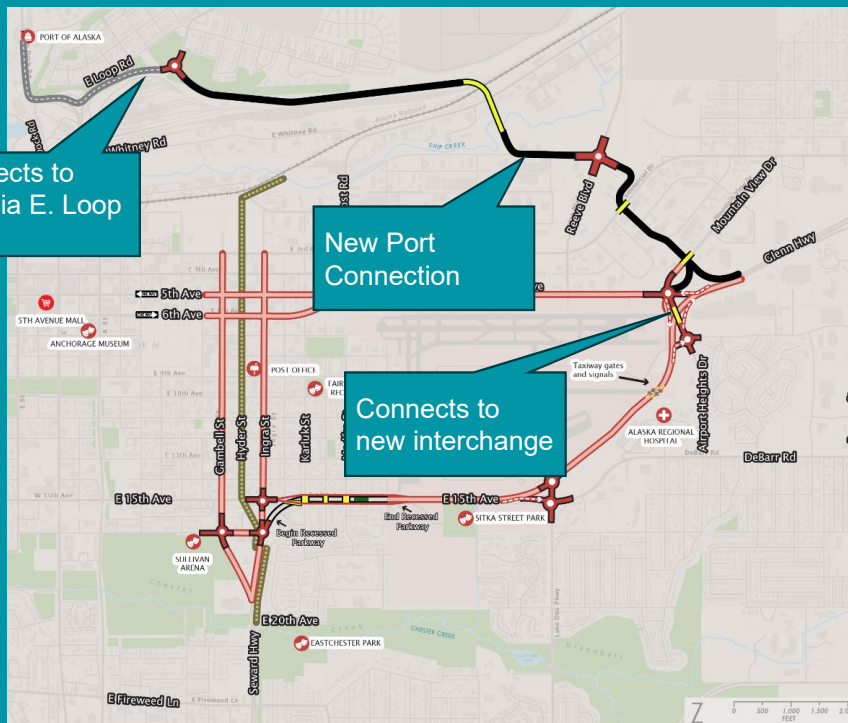


- Creates sub-area plan
- Fundable, right-sized projects
- Implementable based on community priorities & available funding
- Each project provides unique benefits, has individual NEPA

Connects to Port via E. Loop Road

New Port Connection

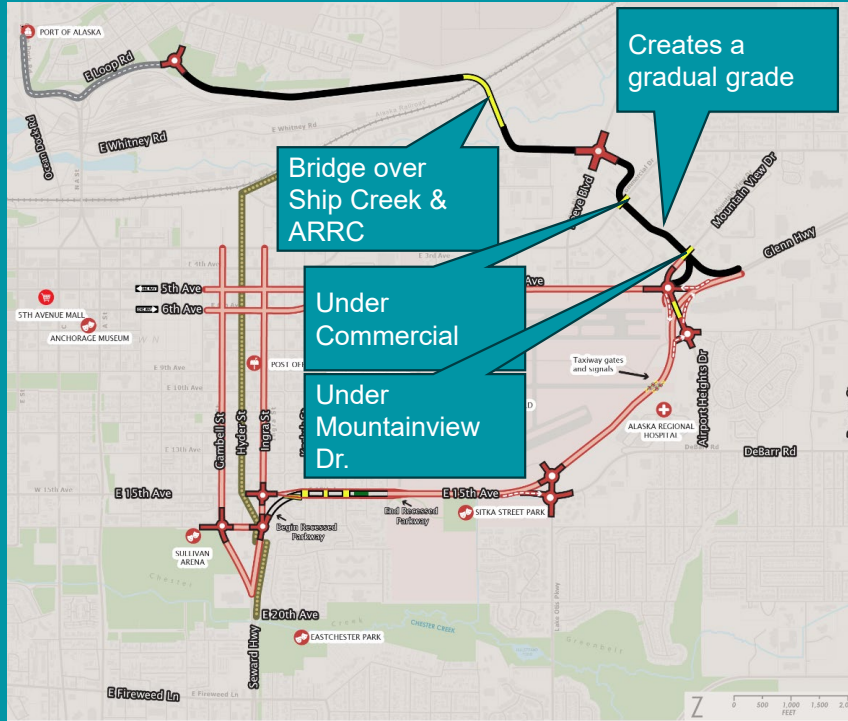
Connects to new interchange



Seward ↔ Glenn
CONNECTION

Recommended Port Connection

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

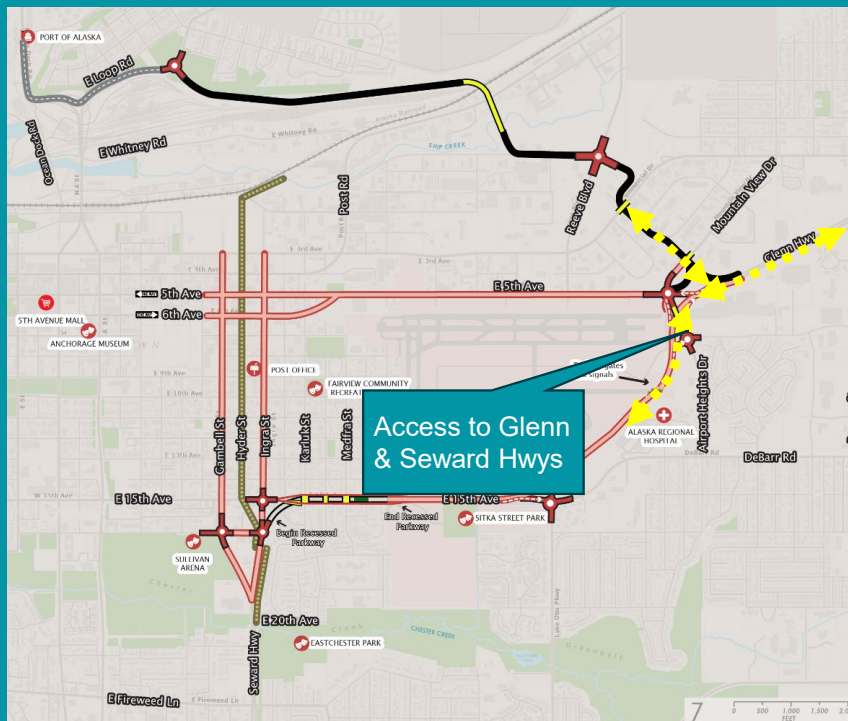


Seward ↔ Glenn

CONNECTION

Recommended Port Connection

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



Seward ↔ Glenn

CONNECTION

Recommended Port Connection

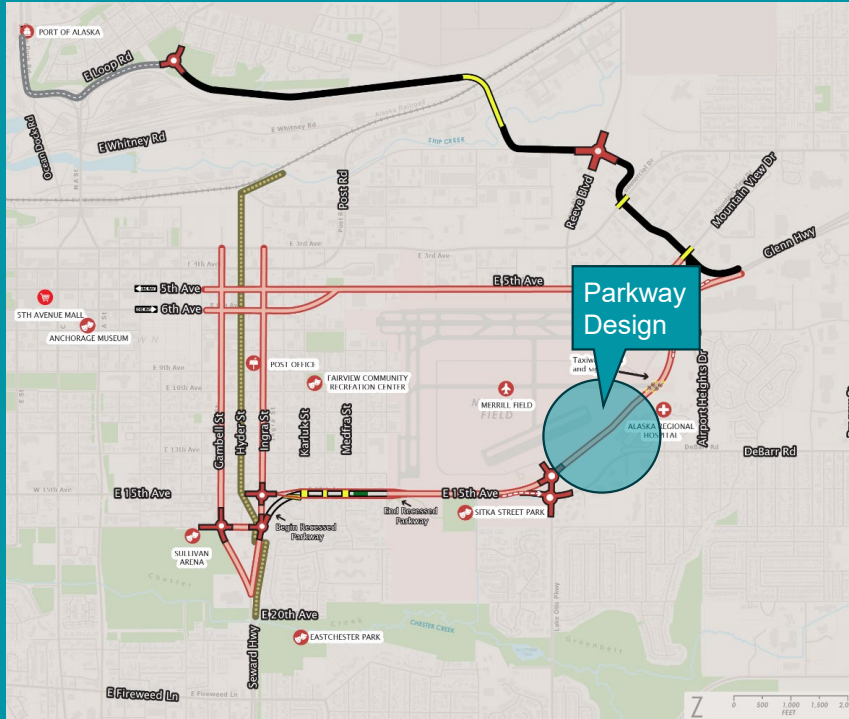
- Draws port & industrial traffic away from downtown & Fairview
- Provides port access resiliency
- Provides uninterrupted connection without stops

Fairview Bypass

 **NOT A FREEWAY**

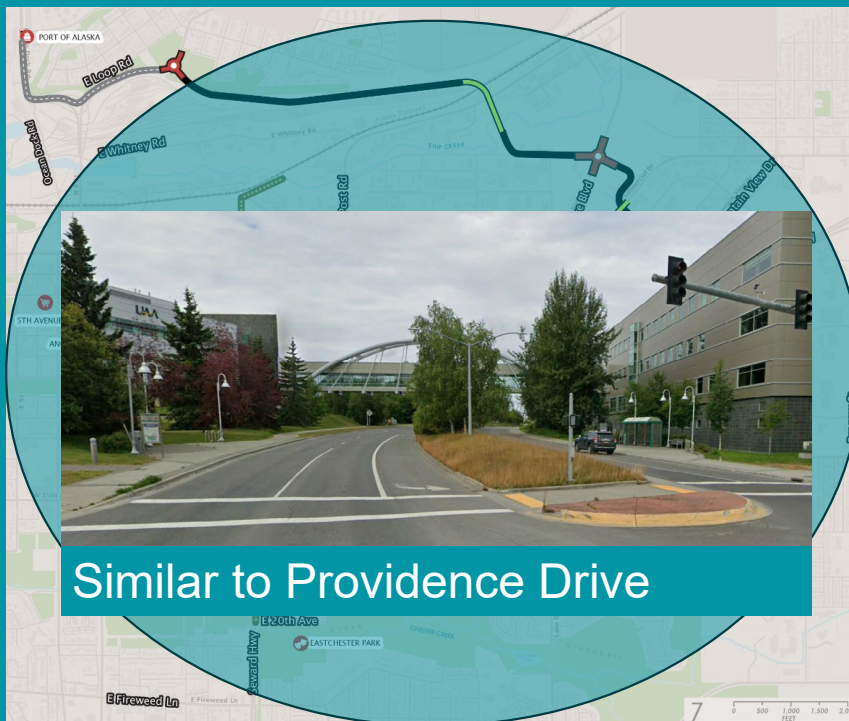
Parkway Design

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

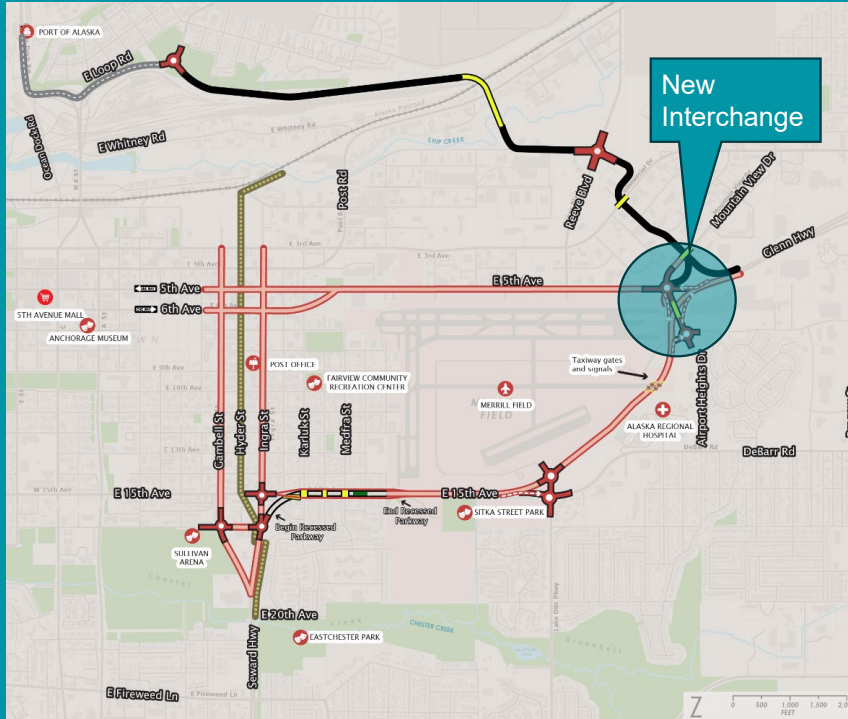


Fairview Bypass

- Recommends a parkway design



Similar to Providence Drive



Seward ↔ Glenn
CONNECTION

Fairview Bypass

New Interchange

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



Similar to 76th Ave & New Seward Hwy

Seward ↔ Glenn
CONNECTION

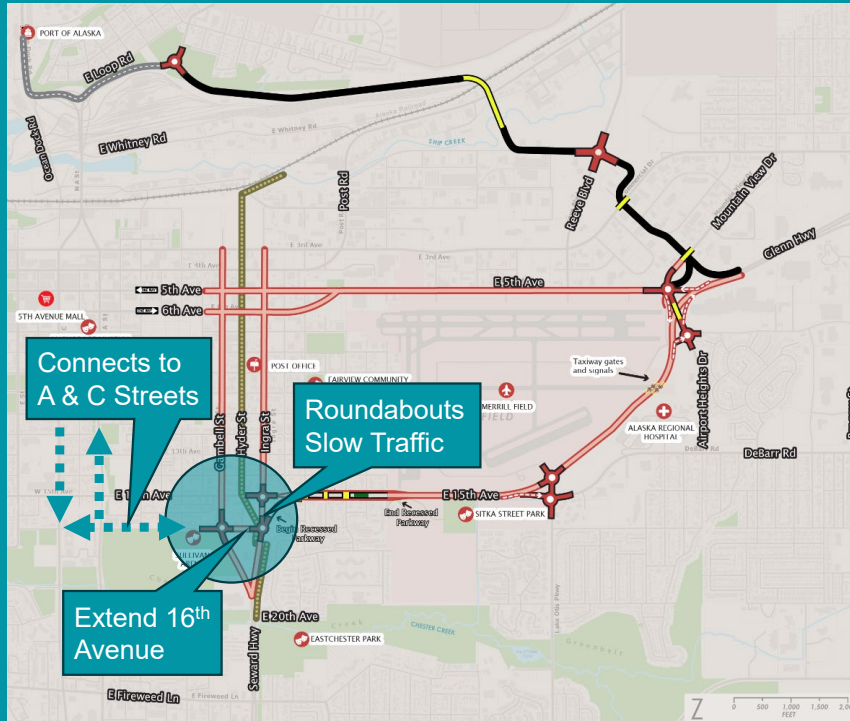
Fairview Bypass

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

Fairview Bypass

Extend 16th Avenue

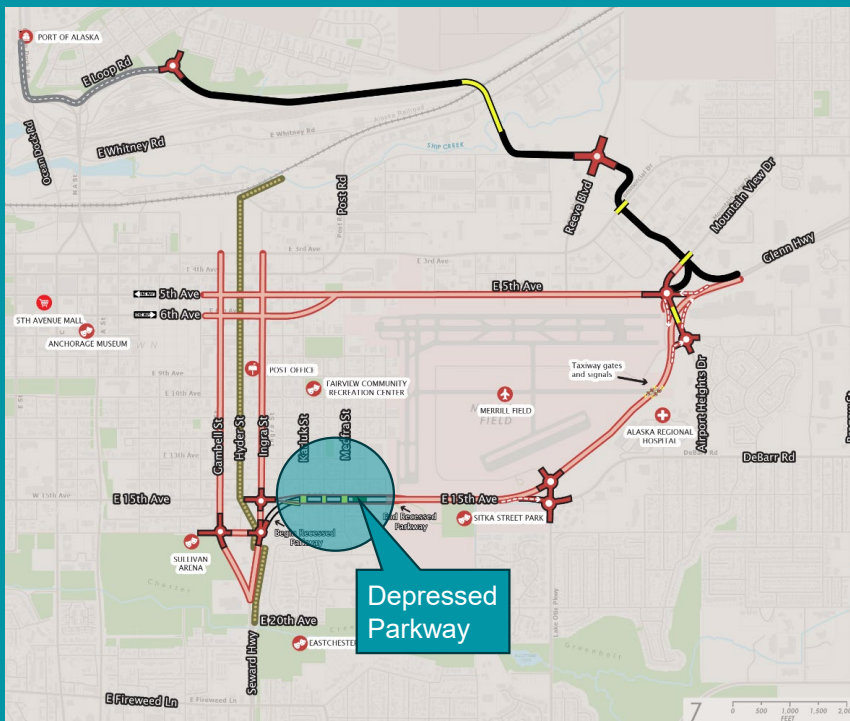
- Roundabouts slow traffic entering urban core
- Manages arena/event traffic
- Connects to A-C couplet
- Draws traffic away from Ingra/Gambell & 15th



Fairview Bypass

A Depressed Parkway through South Fairview

- To maintain cohesion
- Improve safety
- Reduce livability impacts





Seward ↔ Glenn CONNECTION

Fairview Bypass

A Depressed Parkway through South Fairview

- Maintain neighborhood cohesion
- Improve safety & connectivity
- Reduce livability impacts

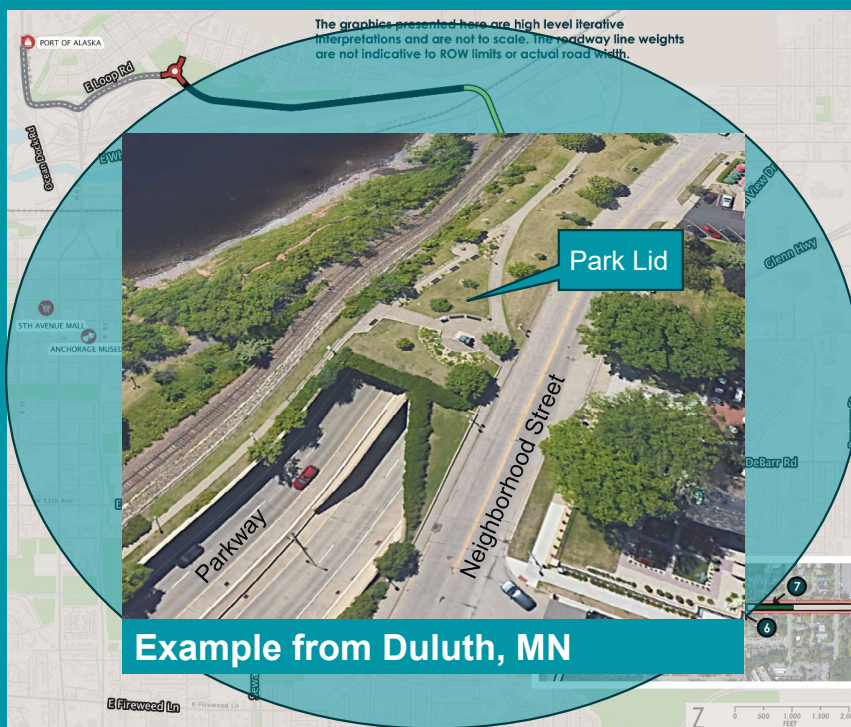


Seward ↔ Glenn CONNECTION

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"

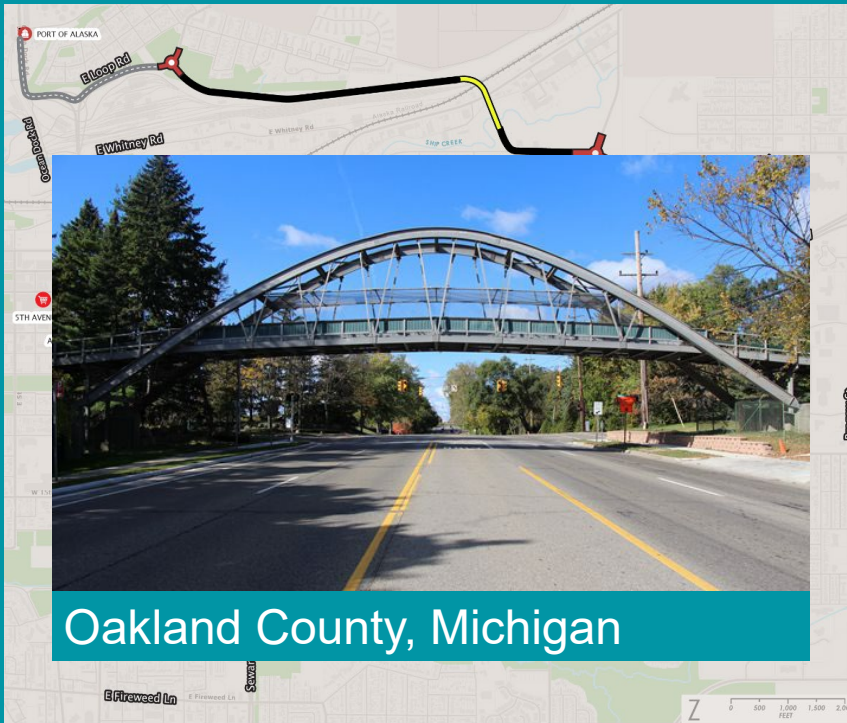


Fairview Bypass

Enhanced Bridge Crossings

- Karluk St
- Medfra St

Improved Neighborhood Connectivity

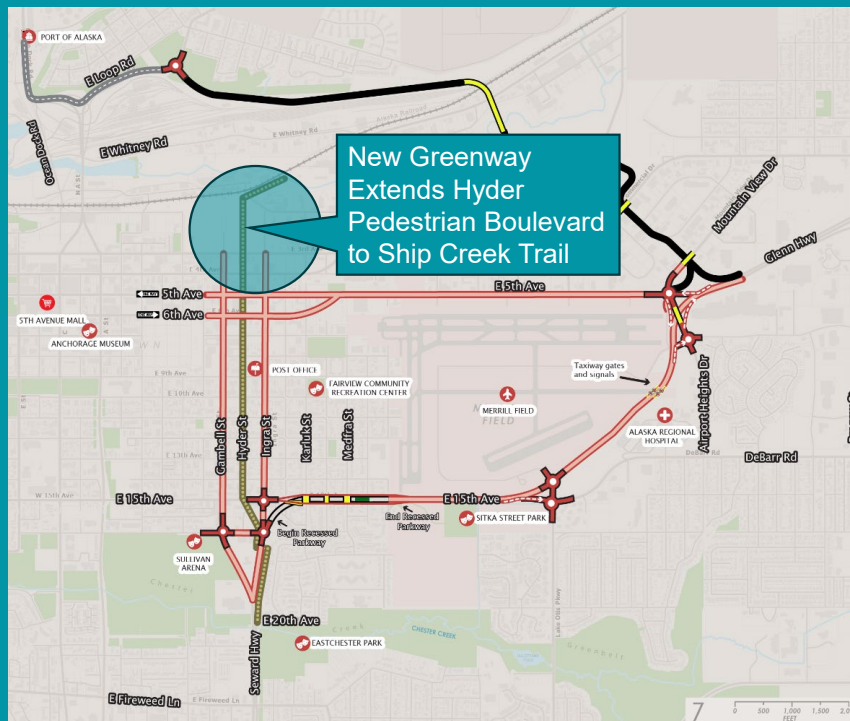


Seward ↔ Glenn CONNECTION

Fairview Bypass

New Nonmotorized Bridge Connections

- Latouche St
- Nelchina St



Seward ↔ Glenn CONNECTION

New Greenway: Extend Hyder Pedestrian Boulevard

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

Seward Glenn

CONNECTION

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 & Ingra Recommendations

- Supports Reconnecting Fairview efforts & goals



Reconnecting Fairview Corridor Plan

Lindsey Hajduk, she/her | Director of Community Engagement & External Affairs

Dena'inaq elnen'aa' gheshtnu ch'q'u yeshdu. (Dena'ina)

I live and work on the land of the Dena'ina. (English)

Translated by Joel Isaak & Sondra Shaginoff-Stuart



October 2025

For today

Share our latest efforts in Fairview to heal the Gambell-Ingra Corridor.



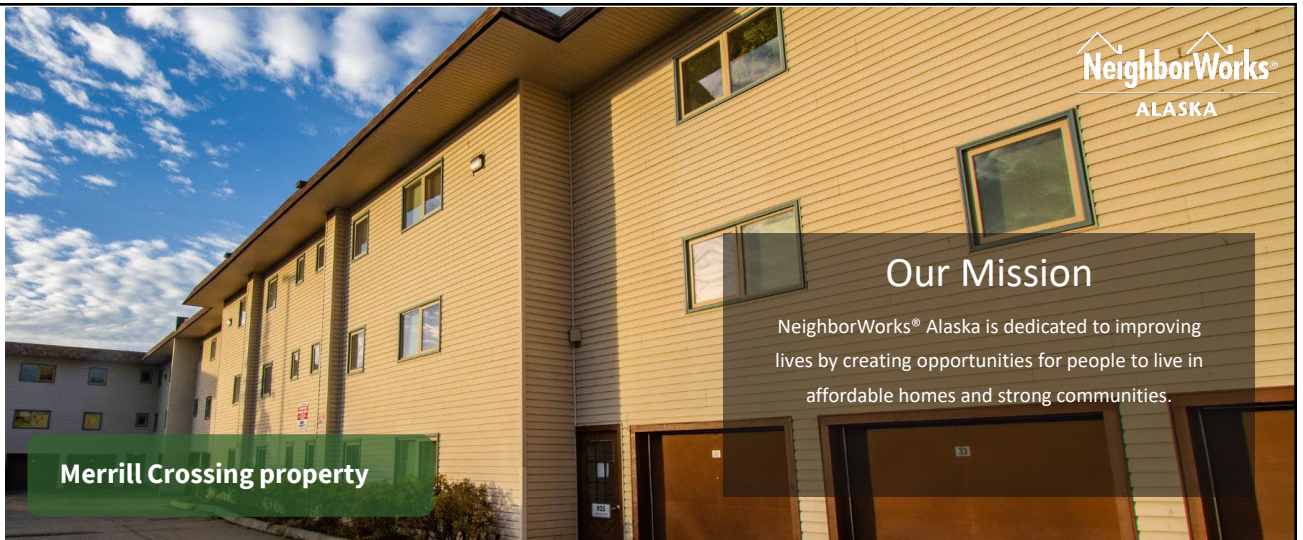
Local partnership between NeighborWorks and Fairview Community Council



Outlining a phased vision that incorporates MOA & State efforts into a Corridor Plan for Fairview



NeighborWorks Alaska



Merrill Crossing property

Our Mission

NeighborWorks® Alaska is dedicated to improving lives by creating opportunities for people to live in affordable homes and strong communities.



Leadership support



Committee



Partnerships



Community Gardens



Fairview Block Party



Revitalization



Transportation

202₃⁺

Reconnecting Fairview

Community-led solutions to reimagine the Gambell and Ingra Street corridor

“they put the freeway through there, it knocked out a lot of the businesses, you know, (made it) difficult to walk across the street. There was no consultation with the neighborhood. They just came in and bulldozed it and set it up.”

2015 “An Oral and Written History of Fairview: Past, Present, & Future.” David Reamer, @ANC_Historian



What's the plan...?

Why a Corridor Plan?



- Define **local community priorities** to inform decision making.
- Ensure transportation recommendations are in alignment with a **long-term land use and economic vision for Fairview.**
- Identify opportunities for **low-cost, scalable transportation improvements** that feed into the next Metropolitan Transportation Plan and other near-term funding.
- Incorporate PEL long-term recommendations into a **phased, roadmap for long-term transportation improvements and vision for the corridor.**

This effort is a partnership between Fairview Community Council and NeighborWorks Alaska.

Plan Vision



The Reconnecting Fairview Corridor Plan will result in:

Community-led solutions to reimagine the Gambell-Ingra corridor

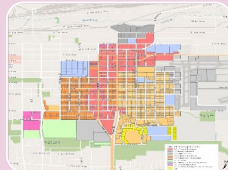
Throughout this effort, we aspire to:

-  Center equity and community-driven solutions
-  Foster participatory planning, engaging community members and building trust
-  Identify opportunities to address key challenges caused by divisive infrastructure
-  Strengthen community resilience and livability
-  Establish a clear path forward for implementation roles and responsibilities

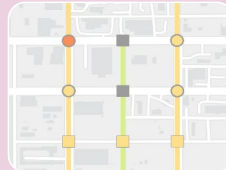
Plan Areas of Focus



Identify existing **transportation** gaps and opportunities



Define priorities for **economic revitalization** and land use



Integrate **multimodal** transportation performance metrics into decisionmaking



Create a phased **design vision** for Gambell, Hyder, & Ingra



Adopt a Corridor Plan that outlines **clear next steps** for funding, implementation, and delivery

Key Design Elements

ARUP

Opportunities for creating a **safe, multi-modal, and vibrant** Winter City



Lane reductions



Traffic calming



Bike, walk, roll access



Parking



Transit infrastructure



Snow storage



Lighting



Wayfinding



Landscaping



Site-specific placemaking

For Feedback: 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

For Feedback: Gambell Street

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



Winter



Summer

For Feedback: Hyder Street

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



Winter

Summer

Option 1: Wider sidewalks to accommodate pedestrians year-round and provide snow storage in winter; shared car and bicycle slow street

For Feedback: 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

For Feedback: 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

For Feedback: Ingra Street

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



Winter



Summer

Defining a Phased Design Vision

We want
to hear
from you!

Where is the highest need and priority for improvements?

Where can we consider “quick wins” for short-term, low-cost?

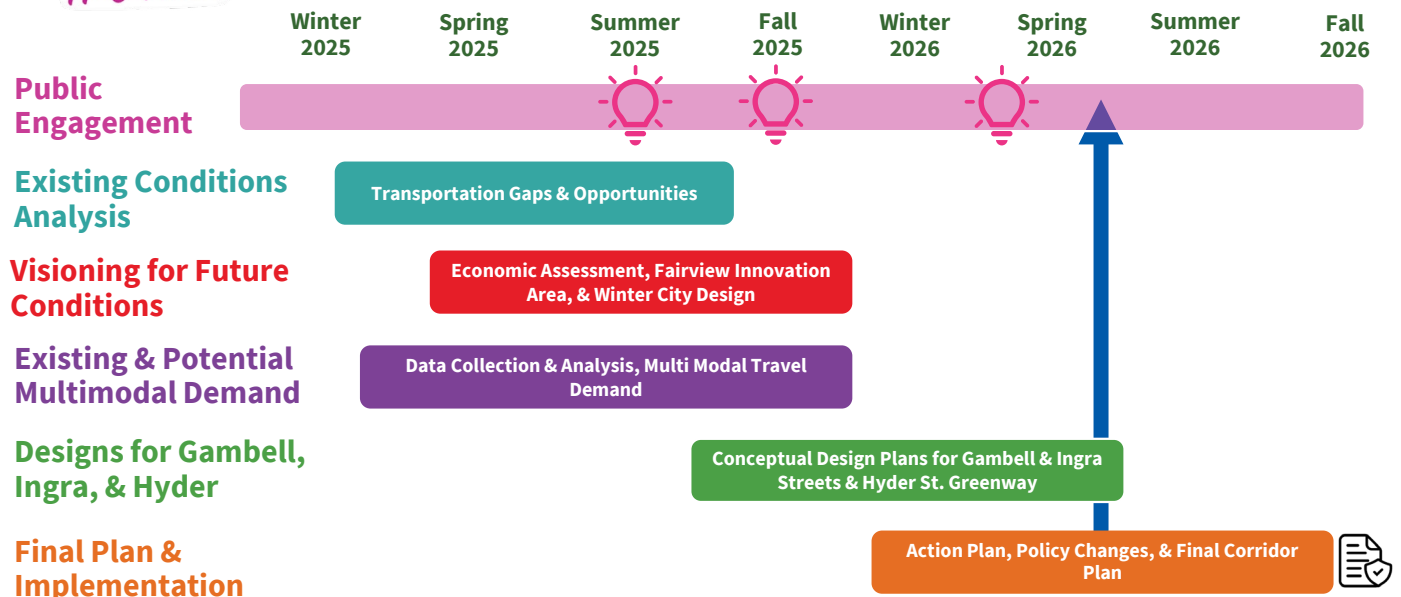
What are our long-term actions for the corridor?

Where is there synergy with the vision and plans of other neighborhoods?

Who are the partners and what is the capacity to implement?

FAIRNESS
for FAIRVIEW
IT'S TIME.

Project Schedule





Stay Involved

Reconnecting Fairview Committee

1st Thursday of each month | 5:00 PM Fairview Rec Center

Fairview Community Council

2nd Thursday of each month | 6:30 PM Fairview Rec Center

Fairview Collaborative Meetings

1st Monday of each month | 5:00 PM NeighborWorks Alaska

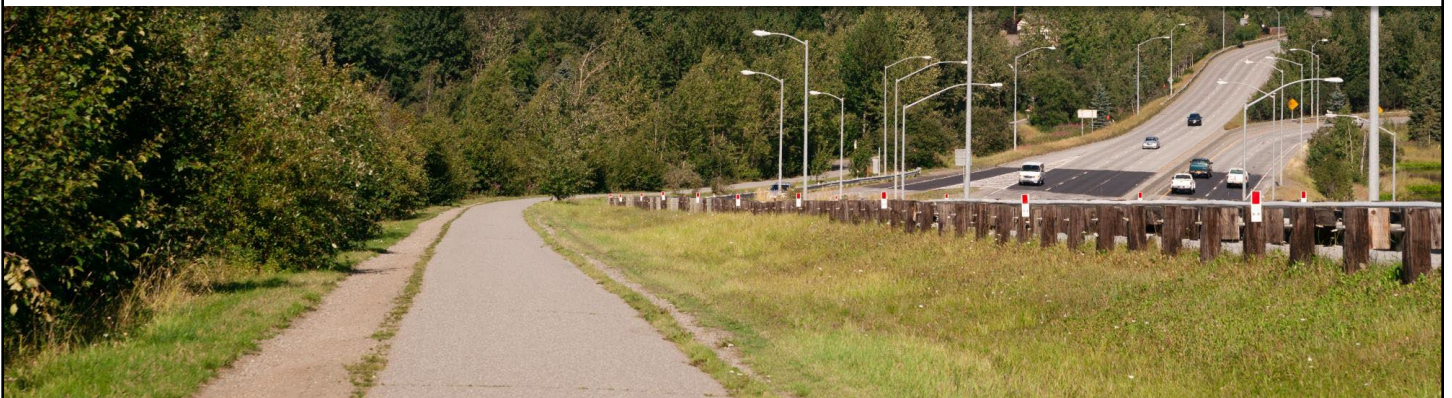


Thank you!

For future events, follow
FairviewAK.org



Next Steps & Poster Session



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

Poster Session!

• During the poster session...

- ✓ Ask questions of the project teams
- ✓ Collaborate to help deliver the best outcome for the community



• Before you leave (or shortly after)...

- ✓ Provide detailed WRITTEN comments, with a focus on:
 - PEL = The preferred alternative & draft report content
 - Reconnecting Fairview = Ideas presented for Gambell/Ingra

We Want Your Input!



PUBLIC COMMENT PERIOD:

October 21, 2025 –
November 21, 2025



VISIT OUR ONLINE OPEN HOUSE

Comment using the
interactive map!
sewardglennconnectiononline.com



ONLINE

sewardglennconnection.com

BY EMAIL

info@sewardglennconnection.com

BY PHONE

(907) 206-2289

Attachment E: Public Meeting Posters

SEWARD TO GLENN CONNECTION PEL STUDY

PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

POSTERS



Scan the QR code with your smartphone or visit sewardglennconnection.com/getinvolved.html to view an electronic version of the materials below.




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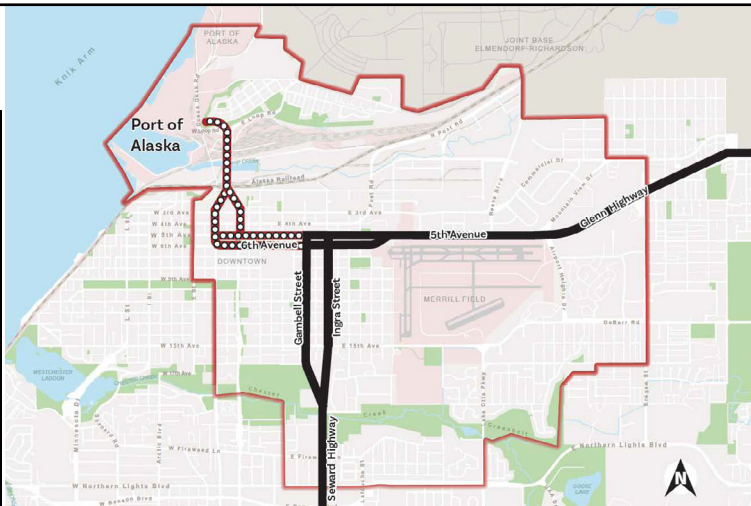
WELCOME

Seward to Glenn Connection PEL Study

The Study

What is the purpose of the PEL Study?

Its purpose is to "identify and evaluate options to improve **livability, safety, access, and connectivity** between the **Seward Highway, near 20th Avenue** and the **Glenn Highway, east of Airport Heights and Mountain View Drives**. The project will also identify ways to improve **access to and from the Port of Alaska** to the interstate highway network."



What is a Planning and Environmental Linkages (PEL) Study?

A PEL Study considers environmental, community, and economic goals during planning so that the information and analysis can be used in the environmental process.

Seward Glenn
CONNECTION



SEWARD TO GLENN CONNECTION PEL STUDY

Purpose & Need

The project's purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port of Alaska by all modes (including people on foot, bicycles, or buses) while improving community cohesion. The intent is to (1) maintain the functionality of the National Highway System while meeting the local travel needs of residents who live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections, enhance quality of life, and accommodate adopted plans, as practicable.

The needs are presented below (in no specific order):

Reduce Conflicting Travel Functions



Serving competing regional and local travel functions on the highway network in the study area leads to conflicts that reduce mobility, safety, and accessibility for all users.

Improve Safety



Crashes between vehicles and people walking or bicycling are elevated at several study area intersections.

Promote Social Equity and Economic Development



Current highway and parkway design on the Seward/Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.

These needs are presented in neither order of importance nor order of priority.

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 USC 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.



SEWARD TO GLENN CONNECTION PEL STUDY

Balancing the Issues & Challenges



The study team is looking for solutions to solve and balance the corridor's transportation issues and challenges:



Improve safety.



Reduce regional and local travel conflicts.



Consider the needs of all users (pedestrians, bicyclists, vehicles, and freight).



Maintain National Highway System (regional) functionality.



Improve the ability to move safely and efficiently when accessing key destinations.



Port access routing: Improve access between the Port and the Highway while also reducing neighborhood impacts.



Livability: Help reconnect the neighborhood (physically and socially) by removing or separating regional and Port traffic from local traffic, improve quality of life, and promote economic development.



Accommodate ideas from adopted plans:

- Gambell Main Street Redevelopment
- Ingra Greenway Supportive Development Corridor
- Improvements for pedestrians and bicyclists
- Reconnecting Communities Grant (forthcoming)



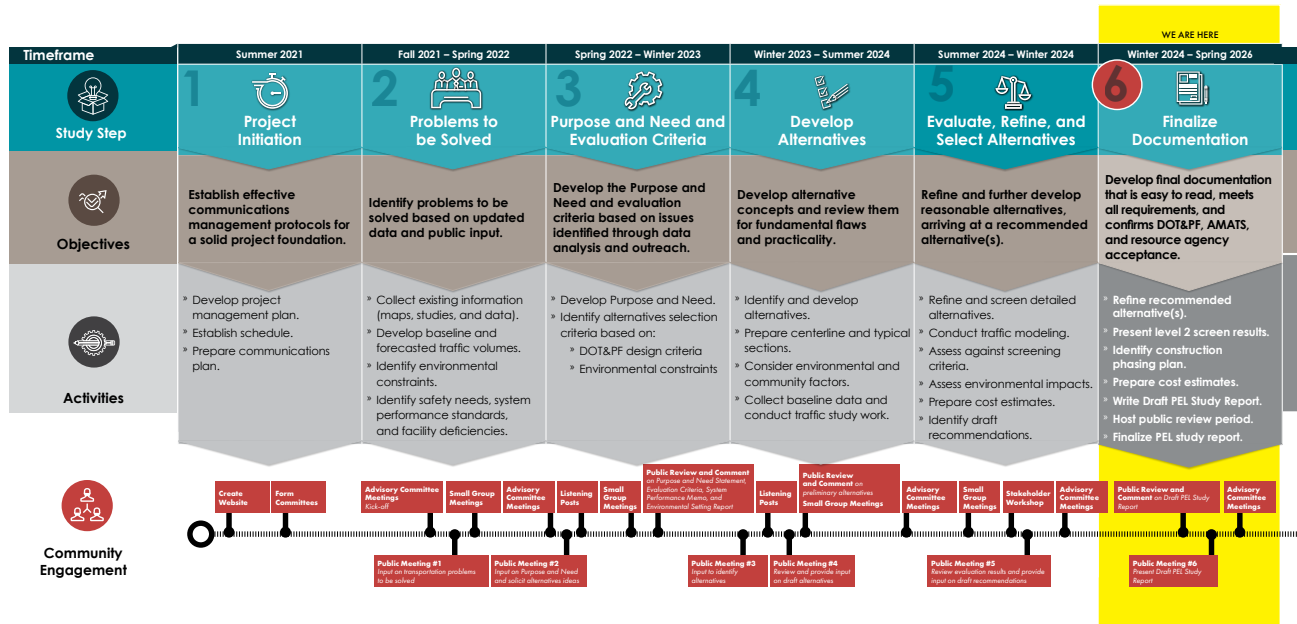
Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).



SEWARD TO GLENN CONNECTION PEL STUDY

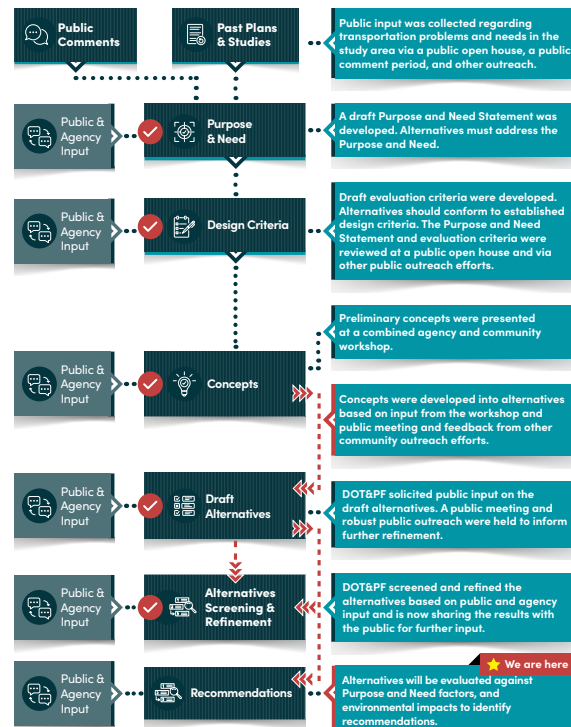
Project Schedule

The project is currently in Phase 6 of the Planning and Environmental Linkages (PEL) Study process. We are seeking public feedback on the remaining alternatives and draft study findings.



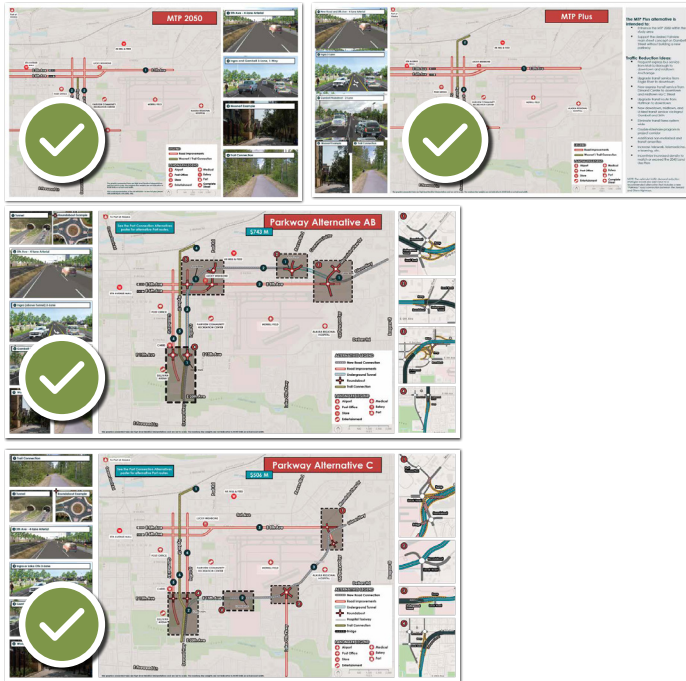
SEWARD TO GLENN CONNECTION PEL STUDY

Alternatives Development Process



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Alternatives Update



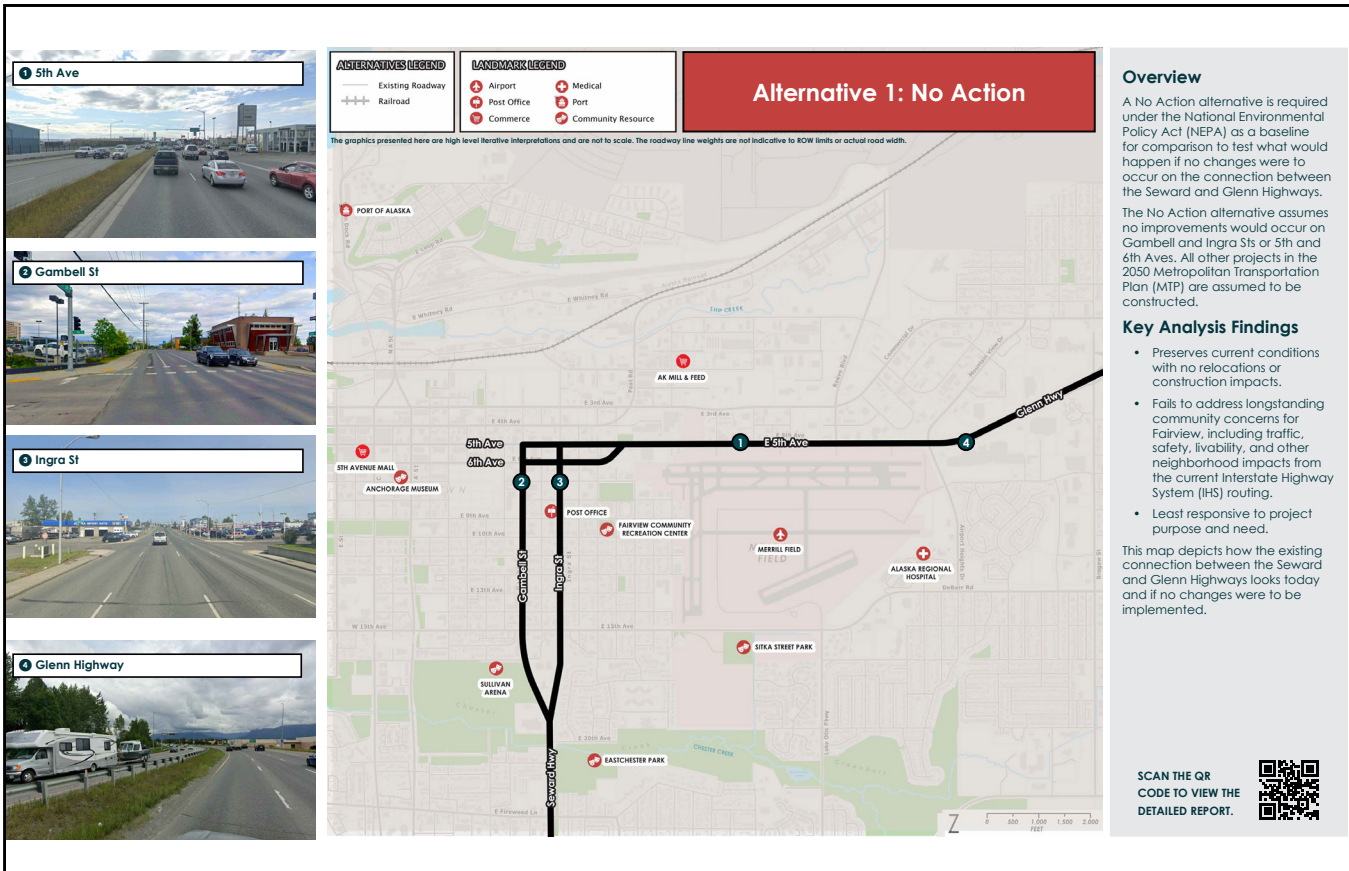
LEVEL 1 SCREENING SUMMARY

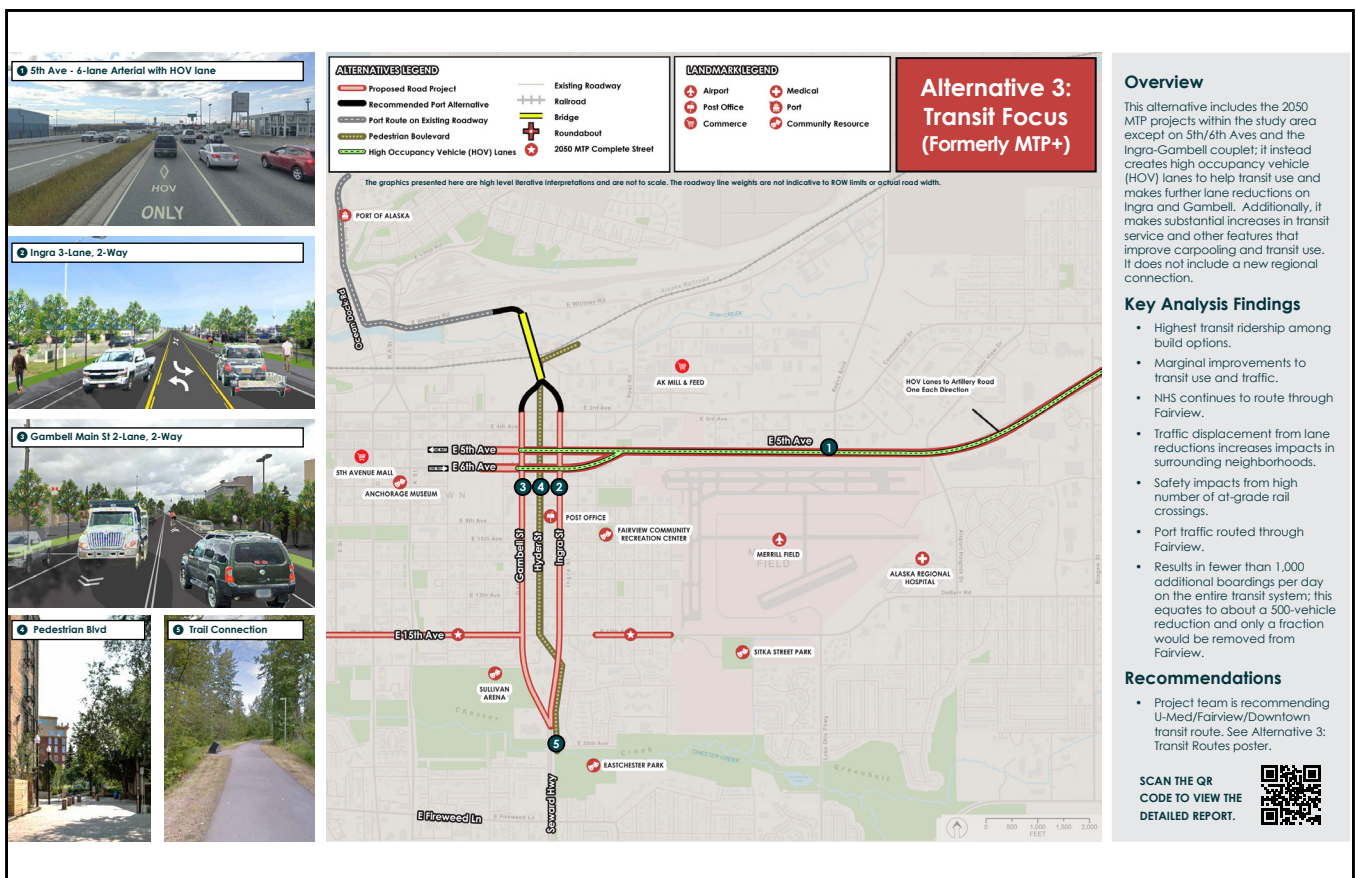
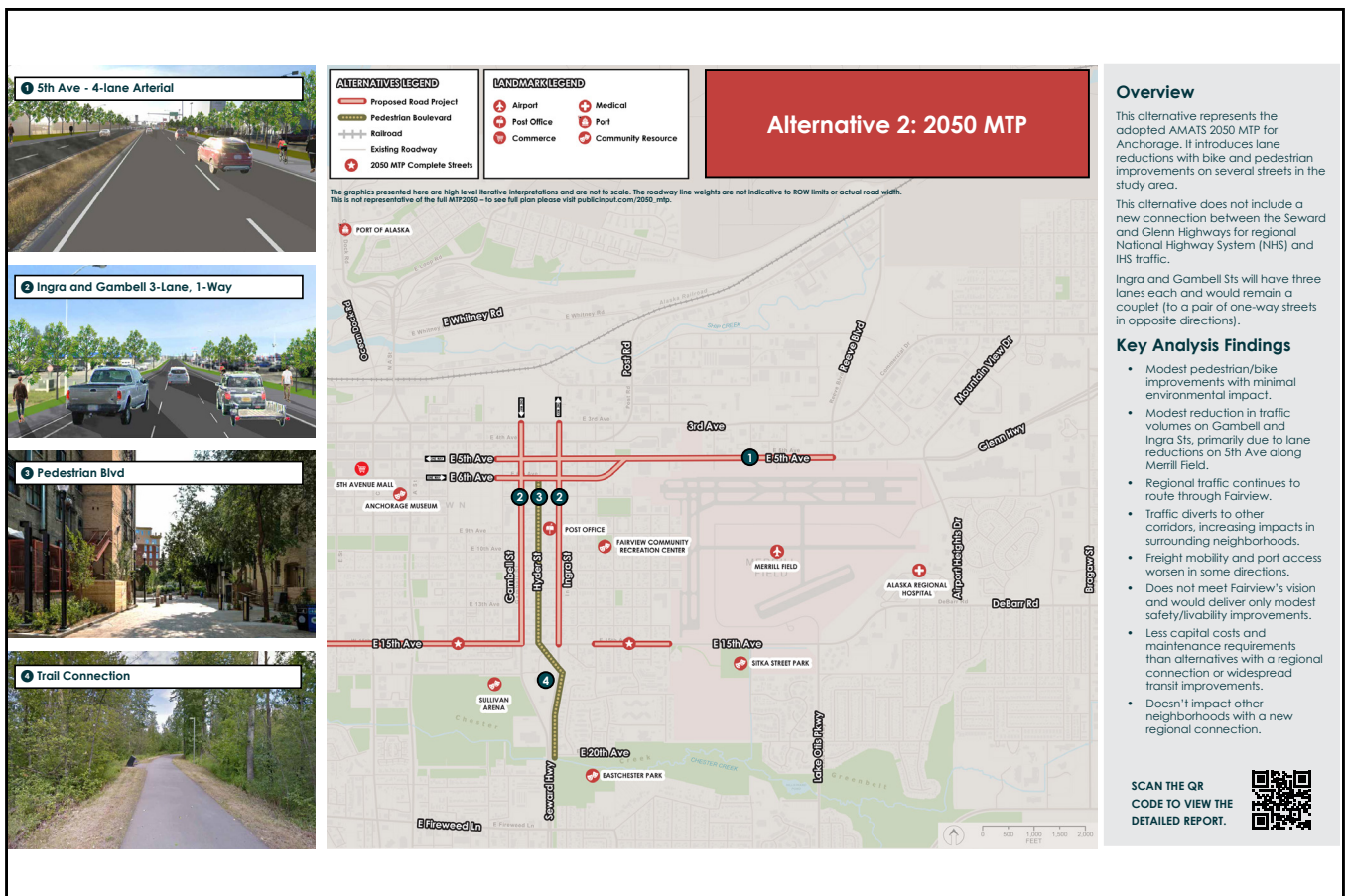
- ✗ Eliminated (due to significant social, environmental, and historic-resource impacts):
 - Parkway Alternative D (Chester Creek Bypass; not shown)
 - All Freeway Alternatives (not shown)
- ✓ Advanced for further evaluation:
 - Alternative 1: No Action
 - Alternative 2: 2050 MTP
 - Alternative 3: Transit Focus (formerly MTP Plus)
 - Alternative 4: Ingra Tunnel (formerly Alternative AB)
 - Alternative 5: Fairview Bypass (formerly Alternative C)

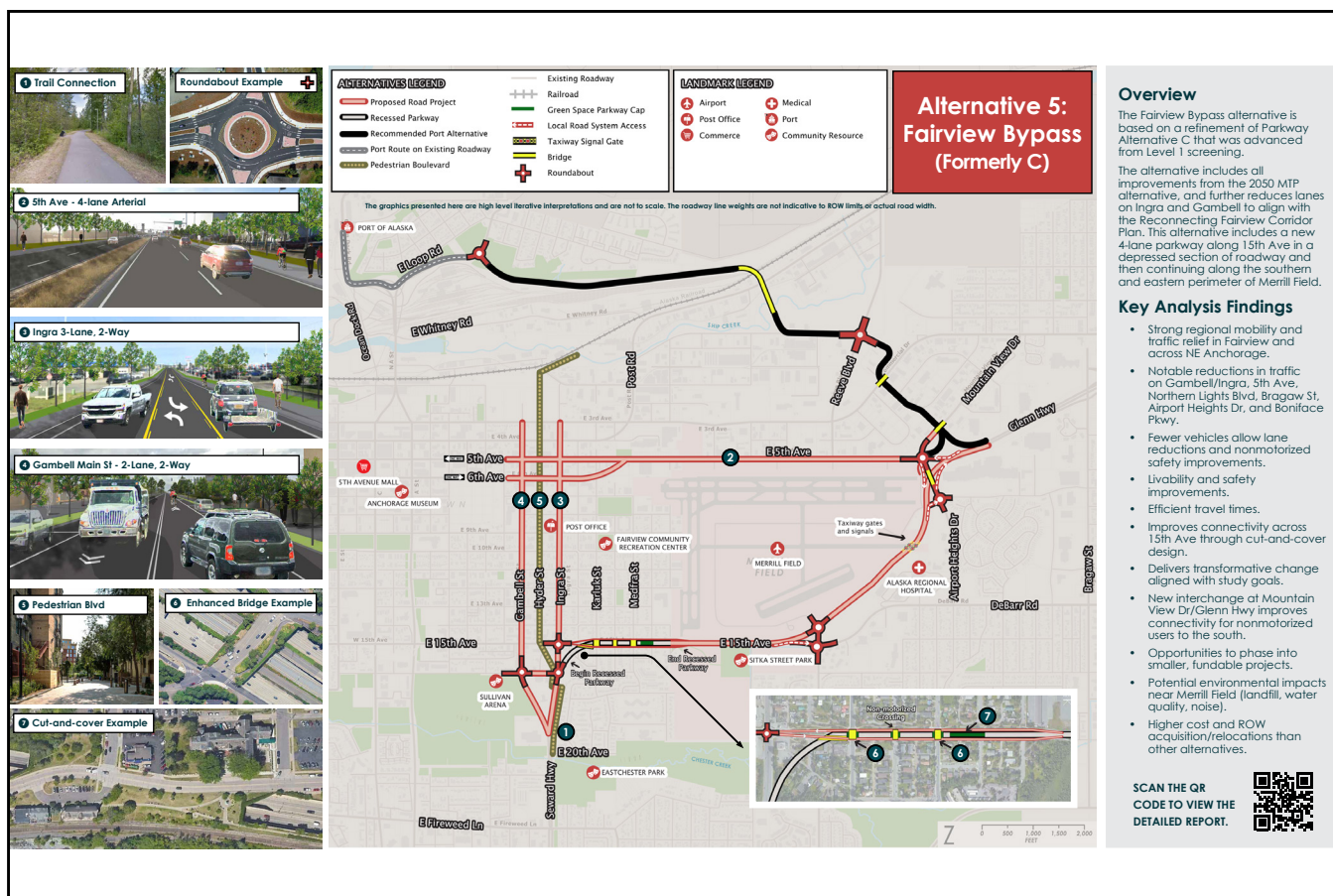
Seward  Glenn
CONNECTION



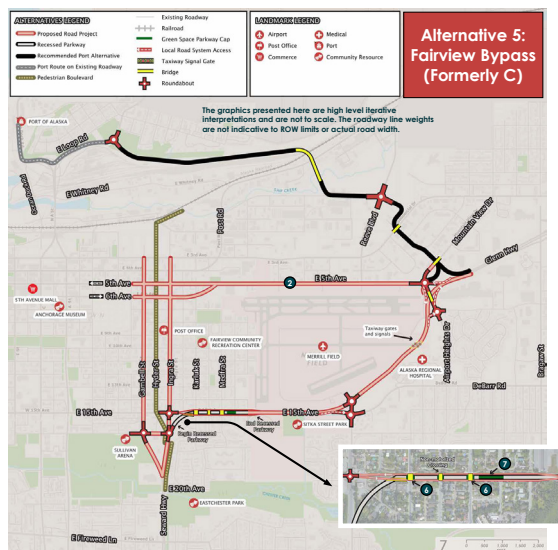
SEWARD TO GLENN CONNECTION PEL STUDY







Alternative Analysis Summary



SCAN THE QR CODE TO VIEW THE DETAILED REPORT.



Recommendation: Alternative 5 Summary of Benefits

Alternative 5: Fairview Bypass is the recommended option, offering the strongest regional connectivity, best port access, and most significant traffic and safety benefits for Fairview.

- Improves community cohesion.
- Allows area development in accordance with local plans.
- Reduces traffic impacts like air quality and noise.
- Attracts the most use in getting travelers where they need to go while reducing traffic in large areas of NE Anchorage.
- Offers the most potential for nonmotorized infrastructure, lane reductions, snow storage buffers, and greenspace.
- Is cheaper than Alternative 4 while attracting 3 times the use.
- Can be easily broken up into fundable project phases.

Alternatives 1-4 Summary

No Action (Alternative 1)	Does not address the project's Purpose and Need, leaving existing issues unresolved.
Alternative 2 (2050 MTP)	Avoids construction of a new regional connection, but is not consistent with the Fairview Neighborhood's goals for Ingra and Gambell Sts, and results in traffic diversion and increased impacts in other neighborhoods.
Alternative 3 (Transit Focus)	Avoids construction of new regional connection roadway, but transit ridership gains are marginal given the substantial investment. Fails to offset constrained roadway capacity, causing the greatest traffic displacement and impact on adjacent neighborhoods. Relies heavily on a volatile landscape of local, state, and federal political priorities to provide continuous funding for public transportation.
Alternative 4 (Ingra Tunnel)	Provides meaningful neighborhood benefits but faces high costs and technical challenges given a travel forecast that is 3 times less than Alternative 5. Challenges with reduced freight utilization due to hazardous materials restrictions.

Other Key Analysis Findings:

- A **new regional connection is recommended** to meet mobility, livability, and traffic reduction needs and align with the Reconnecting Fairview Corridor Plan objectives.
- Lane reductions on 5th/6th Aves** should only proceed if a regional traffic solution is implemented first to prevent diversion impacts.
- Transit investment** in the U-Med transit route shows promise and should be considered for future development alongside roadway improvements.
- Interim investment.** Converting Gambell and Ingra Sts to a 6-lane couplet shows promise as an interim investment until a regional connection can be established.
- The **port connection** shows promise in reducing industrial traffic from Downtown and Fairview.

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SEWARD TO GLENN CONNECTION PEL STUDY

Implementation Plan for Recommended Alternative 5: Fairview Bypass

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.

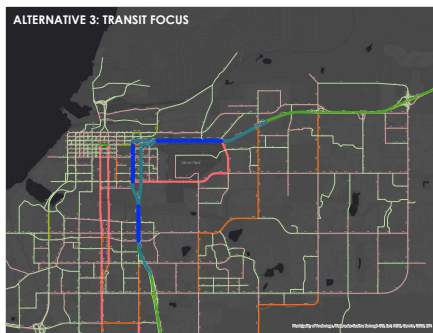
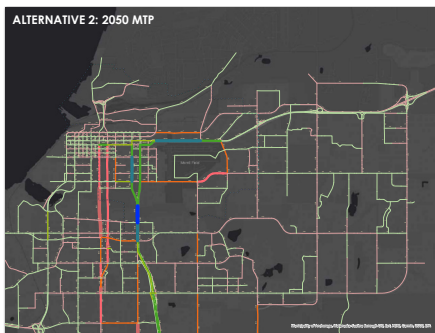
* Further traffic modeling should be performed to determine if Fairview Bypass Phases 1 and 2 displace enough traffic from Fairview to implement further lane reductions and two-way conversion on Ingrá and Gambell Sts.

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 and 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 - Improve access to Sullivan Arena - 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 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 - 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

2050 Vehicle Diversion Data

Forecast Daily Volumes Compared to the No Action Alternative



LEGEND

Diversion-from-NB

- 27612 - -15000
- 14999 - -10000
- 9999 - -5000
- 4999 - -2500
- 2499 - 0
- 1 - 2500
- 2501 - 5000
- 5001 - 10000
- 10001 - 10251
- Project Area

Vehicle Diversion =
Difference Between the Forecasted Daily Volumes (in Alternatives 2-5) and the No Action Alternative

Greens & Blues = Vehicles divert from these roads (volumes drop)

Pinks & Oranges = Vehicles divert to these roads (volumes increase)

Instructions: Look for trends in each alternative using color patterns to see where traffic diverts to and from.

- Constricting capacity on Gambell and Ingrá Sts or 5th Ave would cause traffic to divert to other neighborhoods.
- The proposed transit improvements in Alternative 3 do not attract enough riders to offset the lane constrictions, resulting in traffic diversion.
- A new regional parkway connection (Alternatives 4 and 5) would attract traffic, allowing the sts with lane reductions to function more efficiently and reduce stress for nonmotorized users.
- Alternative 5 attracts the most traffic, reducing traffic on existing sts across Northeast Anchorage.

SCAN THE QR CODE TO VIEW THE DETAILED REPORT.



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	2,400 (+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
Bragow 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
Bragow 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
Bragow 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	1,300 (+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 of Merrill Field	62,900	-10,100 (-16.1%)	4	-27,400 (-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%
- Increase > 10% and ≤ 20%
- Increase > 20%
- Decrease > 20%
- Decrease > 10% and ≤ 20%
- Decrease > 0% and ≤ 10%

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

Overview

Traffic analysis indicates vehicle diversion to adjacent neighborhoods, noted in shades of orange, with Alternatives 2 and 3 creating the most significant impacts. Recommended Alternative 5: Fairview Bypass shows the least vehicle traffic diversion and wide-spread reduction in traffic volumes (shown in green) compared to the No Action Alternative.

Improving neighborhood development, community cohesion, and quality of life in Fairview are key desired outcomes of recently adopted community plans and this PEL study.

Construction and operation of transportation facilities can have positive and negative impacts on the ability to realize that vision.

In improving livability for Fairview, the study aims to minimize any new adverse effects on adjacent neighborhoods. One key indicator is vehicle diversion patterns. This table shows the projected change in traffic at key locations.

SCAN THE QR CODE TO VIEW THE FULL TRAFFIC MODELING REPORT



SEWARD TO GLENN CONNECTION PEL STUDY

Level 2 Screening Highlights

SCAN THE QR CODE TO VIEW THE FULL LEVEL 2 SCREENING AND RECOMMENDATIONS REPORT



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
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 Reduces vehicle traffic in Fairview the most
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 • 1 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 • Traffic noise in Fairview remains	• 4-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	• Bypasses vehicle traffic from Fairview • Substantial safety & community cohesion benefits	• Bypasses vehicle traffic from Fairview • New vehicle traffic near hospital • Strong safety & quality of life benefits
Noise	• No impacts	• 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 Pkwy
Construction impacts	• No construction required	• Traffic disruption during lane work • Minor localized impacts • Standard methods • Locally feasible • Minor Fairview impacts	• Traffic disruption during lane work • Minor localized impacts • Standard methods • Locally feasible • Minor Fairview impacts	• Major tunnel impacts • Disruption near portals • Tunnel boring complex • Needs outside expertise • High construction risk	• Moderate trenching impacts • Disruption near hospital & port • Standard methods • Old landfill geotechnical challenges
Constructability	• No major constraints	• No major constraints	• No major constraints	• Geotechnical risk • Complex maintenance needs	• Air quality infrastructure for park "cover" along 15th Ave
Construction, operation, or maintenance constraints that can't be overcome	• No major constraints	• No major constraints	• No major constraints	• No major constraints	• No major constraints
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

Note: See Phased Implementation Plan Poster for Detailed Project Costs.

*Cost estimates include Gambell/Ingra to 2-way main sts, extending Hyder pedestrian boulevard from 6th Ave to Ship Creek trail, capital cost of buses/HOV lanes, and port connection.

**Capital Costs include regional connection, converting Gambell/Ingra to 2-way main sts, extending Hyder pedestrian boulevard from 6th Ave to Ship Creek trail, extending 2050 MTP 5th Ave project from Reeve Blvd. to Airport Heights Drive.



SEWARD TO GLENN CONNECTION PEL STUDY

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



SEWARD TO GLENN CONNECTION PEL STUDY

We Want Your Input!



PUBLIC COMMENT PERIOD:

October 21, 2025 – November 21, 2025



VISIT OUR ONLINE OPEN HOUSE

sewardglennconnectiononline.com



ONLINE

sewardglennconnection.com

BY EMAIL

info@sewardglennconnection.com

BY PHONE

(907) 206-2289

This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 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 April 13, 2023, and executed by FHWA and DOT&PF.

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Attachment F: Comment Forms

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PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

COMMENT FORM



Seward – Glenn PEL Study Comment Sheet

IRIS Program No. CFHWY000550 | Federal Project No. 0001653



Please share your comments!

Name: _____

E-mail: _____

Address: _____

City: _____ State: _____ Zip: _____

Please add me to the project mailing list. ☐

Comments can also be submitted via email at info@sewardglennconnection.com or mail:

Mail to:
 Seward to Glenn Connection PEL Study
 c/o HDR
 582 E 36 Ave Ste 500
 Anchorage, AK 99503

Please fold here and tape at bottom for mailing

Seward to Glenn Connection PEL Study
 c/o HDR
 582 E 36 Ave Ste 500
 Anchorage, AK 99503

Attachment G: Online Open House

SEWARD TO GLENN CONNECTION PEL STUDY

PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

ONLINE MEETING



Text Only

Navigation Instructions

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Purpose & Need

Balancing the Issues

Project Schedule

Alts Development Process

Alternatives Update

The Alternatives

Alternative Analysis Summary

Implementation Plan for Alt. 5

2050 Vehicle Diversion Data

Vehicle Diversion Impacts

Level 2 Screening Highlights

Next Steps

We Want Your Input

English

Welcome - Seward Glenn Connection PEL Study Online Open House - Public Meeting #6

Comment Period October 21 - November 21, 2025

Welcome and thank you for participating in the fourth Seward to Glenn Connection Planning and Environmental Linkage Study Public Online Open House, hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF) and Anchorage Metropolitan Area Transportation Solutions (AMATS).

Meeting Purpose

The purpose of this online open house is to share the materials that were presented at the **Tuesday, October 21, 2025**, in-person public meeting, which focused on design alternatives. This online platform is open from **October 21 through November 21, 2025**.

Feedback

Your feedback is important to us! To provide feedback, you may visit the **last section** of this Online Open House or visit the website at sewardglennconnection.com.

Meeting Materials

You will also find materials shared at the in-person meeting linked on the project website under the **"Project Library"** page.

Download a printable PDF version of this **Online Open House**.

[Begin Online Open House](#) [Presentation](#)

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Navigating this site

This site is best experienced on your desktop or laptop computer at 100% view. You may click the tabs in the left navigation panel to visit each poster station. You may click on each poster to enlarge it. To navigate the online open house, please follow the steps listed below:

1. Use your mouse to scroll up or down through the open house. You may also choose each poster station in the navigation panel to the left.
2. Download additional materials using links within the website.
3. Please provide your comments to the project team via the options in the **"We Want Your Input"** section of this online open house.

If you prefer to experience this online meeting in text format only, visit the **"Text Only"** page of this meeting.

If you need any additional assistance navigating this open house, please contact info@sewardglennconnection.com or 907-206-2289

[Habla español?](#) | [Koj hais lus hmoo?](#) | [E te tautala samoa?](#)

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[Project Website](#)







WELCOME

Seward to Glenn Connection PEL Study

Project Introduction

Welcome to the Seward to Glenn Connection Planning and Environmental Linkages (PEL) Study Open House for Public Meeting #6: Draft Alternatives

All materials presented at the Tuesday, October 21, 2025, in-person Public Open House can be viewed within this interactive website.

A public comment period will run from **October 21, 2025, through November 21, 2025**.

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region, is conducting a PEL Study to identify and evaluate options to improve livability, regional travel between the Seward and Glenn Highways, and local travel within the surrounding neighborhoods. The project will also identify ways to improve access between the Port of Alaska and the highway network.

Your input is critical to the success of the study. We hope you will take time to review the alternatives and share your feedback.

You may download PDF document of project related materials listed below. These documents are either downloadable PDF documents or weblinks. Adobe Reader is required to view the PDF documents. You may obtain a free copy at <https://get.adobe.com/reader>.

Project Fact Sheet

- English
- Hmong
- Samoan
- Spanish

Frequently Asked Questions

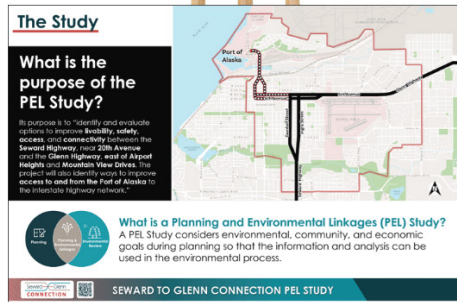
- English
- Hmong
- Samoan
- Spanish

Meeting Materials

- Presentation
- Posters

Seward Glenn
CONNECTION

XLIX



The Study

What is the purpose of the PEL Study?

It is purpose is to "identify and evaluate options to improve mobility, safety, access, and connectivity between the Seward Highway, near 20th Avenue and the Glenn Highway, east of Airport Heights and Mountain View Drives. The project will also identify ways to improve access to and from the Port of Alaska to the interstate highway network."

What is a Planning and Environmental Linkages (PEL) Study?

A PEL Study considers environmental, community, and economic goals during planning so that the information and analysis can be used in the environmental process.

SEWARD TO GLENN CONNECTION PEL STUDY



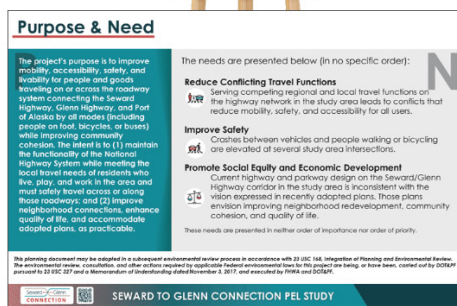
Study Area

This PEL Study will identify and evaluate improvements to transportation safety, access, connectivity, and livability. The study area generally follows Bragaw Street on the east, Northern Lights Boulevard on the south, C Street on the west, and Joint Base Elmendorf-Richardson on the north. It includes areas where potential transportation improvements could be developed between the Glenn and Seward Highways as well as to and from the Port of Alaska.

What is a PEL?

The purpose of this PEL Study is to "... identify and evaluate options to improve transportation mobility, safety, access, and connectivity between the Seward Highway, near 20th Avenue, and the Glenn Highway, east of Airport Heights and Mountain View Drives. The project will also identify ways to improve access to and from the Port of Alaska to the interstate highway network."

A Planning and Environmental Linkages (PEL) Study considers environmental, and community, effects during planning so that the information and analysis can be used in later environmental processes.



Purpose & Need

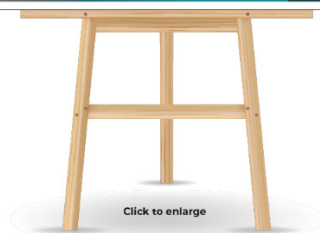
The project's purpose is to improve mobility, accessibility, safety, and livability for people and goods traveling on or across the roadway system connecting the Seward Highway, Glenn Highway, and Port of Alaska by all modes (including people on foot, bicycles, or buses) while also improving community cohesion. The intent is to (1) maintain the functionality of the National Highway System while meeting the local travel needs of residents who live, play, and work in the area and must safely travel across or along those roadways; and (2) improve neighborhood connections, enhance quality of life, and accommodate adopted plans, as practicable.

The needs are presented below (in no specific order):

- Reduce Conflicting Travel Functions**
Serving competing regional and local travel functions on the highway network in the study area leads to conflicts that reduce mobility, safety, and accessibility for all users.
- Improve Safety**
Crashes between vehicles and people walking or bicycling are elevated at several study area intersections.
- Promote Social Equity and Economic Development**
Current highway and roadway design on the Seward/Glenn highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.

These needs are presented in neither order of importance nor order of priority.

SEWARD TO GLENN CONNECTION PEL STUDY



Purpose & Need

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The needs of this project are presented below (in no specific order):

Reduce Conflicting Travel Functions:

- Serving competing regional and local travel functions on the highway network in the study area leads to conflicts that reduce mobility, safety, and accessibility for all users.

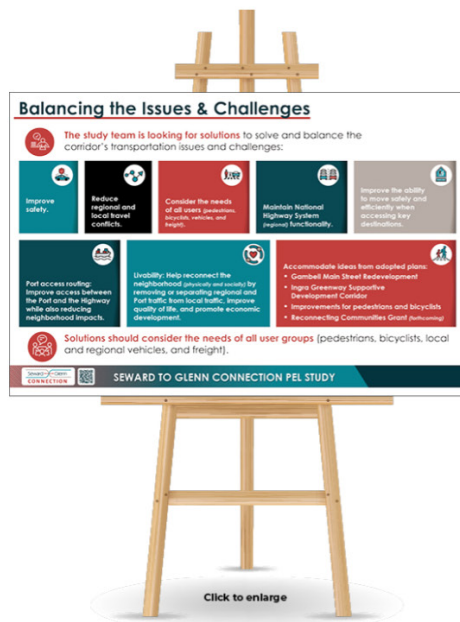
Improve Safety:

- Crashes for vehicles and people walking and bicycling are elevated at several study area intersections.

Promote Social Equity and Economic Development:

- Current highway and arterial design on the Seward/Glenn Highway corridor in the study area is inconsistent with the vision expressed in recently adopted plans. Those plans envision improving neighborhood redevelopment, community cohesion, and quality of life.



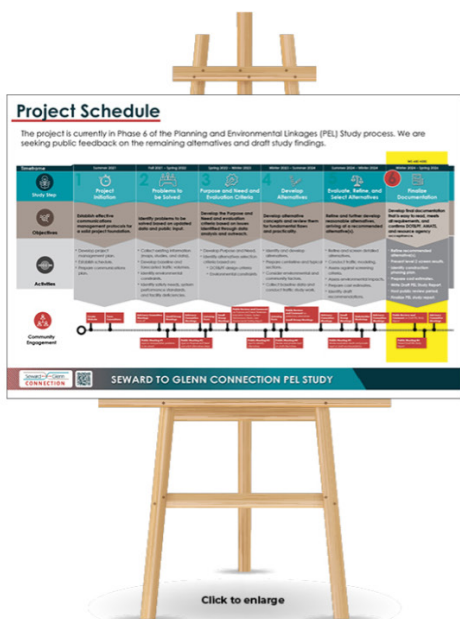


Balancing the Issues & Challenges

Solving the transportation challenges requires balancing several competing interests and needs. The study team created alternatives that attempt to:

- Improve safety
- Reduce regional and local travel conflicts
- Consider the needs of all users (pedestrians, bicyclists, vehicles, and freight)
- Maintain National Highway System (regional) functionality
- Improve the ability to move safely and efficiently when accessing key destinations.
- Improve access between the Port of Alaska and the highway while also reducing neighborhood impacts
- Improve livability by helping reconnect the neighborhood (physically and socially) by removing or separating regional and port traffic from local traffic, improving quality of life, and promoting economic development
- Accommodate ideas from adopted plans.

Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).



Project Schedule

The project is currently in Phase 6 of the Planning and Environmental Linkage (PEL) Study process (see schedule graphic to the left). We are seeking public feedback, with a focus on the recommended alternative and draft PEL Study recommendations.

In December 2024, the study team presented the results of the Level 1 screening, which recommended five alternatives to be carried forward for additional analysis. Now, we are presenting the Level 2 screening results and recommendations, and the draft PEL Study report that summarizes the recommendations for public review and feedback.

The Seward to Glenn Connection PEL Study is expected to be finalized in early 2026. This PEL Study identifies transportation recommendations for inclusion in Anchorage's Metropolitan Transportation Plan as well as subsequent environmental review and design.

Following the PEL Study, a separate environmental analysis would evaluate potential impacts and further refine projects if the PEL Study's recommendations are adopted.

If you would like to be kept informed of PEL Study progress, please visit the ["Contact Us & More Info"](#) section of this online open house and sign up for the email list.



Alternative 3: Transit Focus

Alternative 3: Transit Focus is intended to enhance the 2050 MTP to improve transit service as a means of solving the problems identified in the project's purpose and need. Specifically, it aims to reduce regional-local traffic conflicts, improve safety and livability, and support the community's vision for transformed streets through Fairview while also maintaining the functionality of the Interstate Highway System. This alternative tests the feasibility of solving the problems (including advancement of a two-lane, two-way Fairview Main Street), without building a new arterial road connection.

See the Alternative 3 Transit Routes poster for details on new transit routes tested in Alternative 3. In summary, the alternative includes:

- A series of new and/or expanded transit routes that build upon the already existing and planned routes
- Expanded service frequency on several existing routes
- Elimination of fares
- Increased rideshare program use
- Microtransit
- Land use incentives
- Telework and other demand management strategies



1. 5th Ave - 6-Lane Arterial with HOV



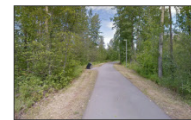
2. Ingra 3-Lane, 2-Way



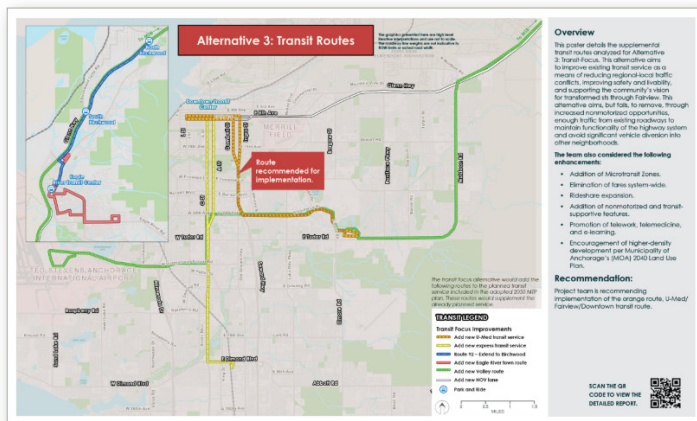
3. Gambell Main St 2-Lane, 2-Way



4. Pedestrian Blvd



5. Trail Connection



Alternative 3: Transit Routes

This poster details the supplemental transit routes analyzed for Alternative 3: Transit Focus. These routes are additive to the existing and planned routes.

Transit routes detailed on the map include:

- Glenn Highway High Occupancy Vehicle (HOV) Lanes
- Convert one lane in each direction to HOV for carpooling and bus priority

Bus Service Enhancements

- Maintain Matanuska-Susitna Borough (MSB)-Downtown service; increase frequency to every 30 minutes
- Create a new MSB-Airport route via UMED and Midtown
- Upgrade Route 92 (Eagle River to Downtown/Midtown)
- Develop a new express service from Dimond Center to Midtown/Downtown via C Street
- Develop rapid transit connecting Downtown, Midtown, and UMED

The study team additionally considered other enhancements:

- Develop microtransit zones
- Eliminate fares system-wide
- Expand rideshare
- Add nonmotorized and transit-supportive features
- Promote telework, telemedicine, and e-learning
- Encourage higher-density development per the Municipality of Anchorage's 2040 Land Use Plan



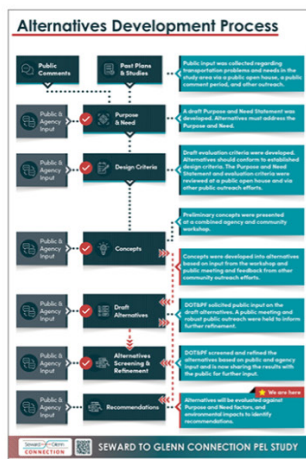
Alternative 4: Ingra Tunnel

Alternative 4: Ingra Tunnel, a refinement of Parkway Alternative AB, roughly follows the previous Parkway Alternative AB alignment through Fairview, in a tunnel underneath Ingra Street. Refinements include:

- Routing on a four-lane parkway along a reconstructed 3rd Avenue (previously north of 3rd Avenue) to reduce ROW and cost impacts
- Eliminating the tunnel under Commercial and Mountainview Drives (previously used surface street connections) to reduce costs
- Modified interchange at Airport Heights Drive and the Glenn Highway (to reduce costs)

As previously:

- Operating Ingra Street above the tunnel without conflicts with regional traffic.
- Reconstructing Gambell and Ingra Streets as main streets to align with the community's vision.

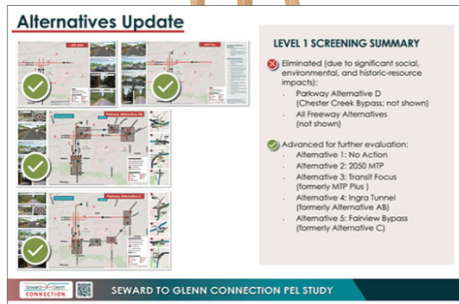


Alternatives Development Process

Ideas for alternatives were collected from public input, obtained through outreach and workshops with city and state representatives and community groups, as well as a review of past plans and studies.

The study team created alternatives to address transportation problems in the corridor. Additional public input was collected as alternatives were screened and refined.

The Alaska Department of Transportation and Public Facilities (DOT&PF) is currently asking for public input on the remaining, refined alternatives and recommendations. These have been evaluated against purpose and need factors, right-of-way impacts, and environmental impacts to identify the recommendations that are presented in the draft PEL Study.



Alternatives Update

In December 2024, the study team presented refined alternatives and initial (Level 1) screening results to the public. Based on what we heard and screening results, the team:

Eliminated

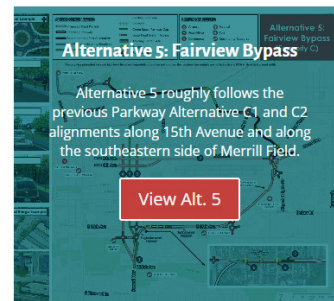
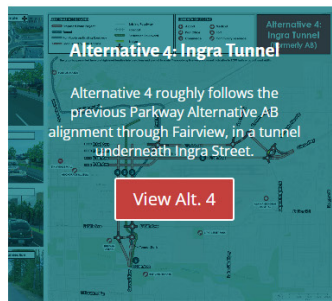
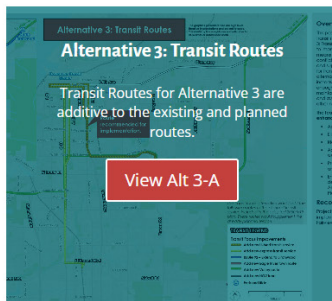
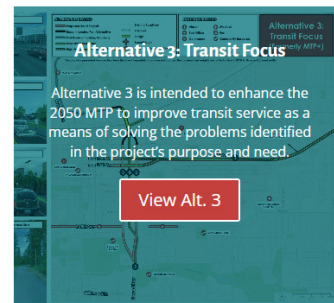
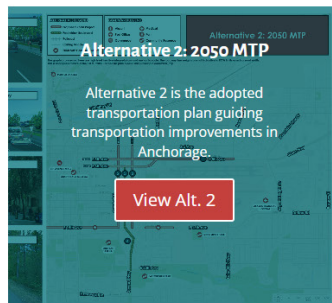
- ⊗ All freeway alternatives
- ⊗ Parkway Alternative D

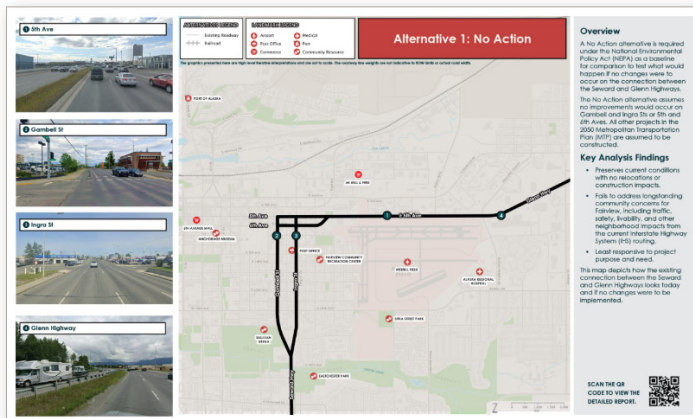
Advanced for further evaluation:

- Alternative 1: No Action
- Alternative 2: 2050 MTP
- Alternative 3: Transit Focus (formerly MTP Plus)
- Alternative 4: Ingra Tunnel (formerly Parkway Alternative AB)
- Alternative 5: Fairview Bypass (formerly Parkway Alternative C)

Alternatives

Click on the buttons below to view each alternative or choose the tabs to the left.





Alternative 1: No Action

A No Action alternative is required under the National Environmental Policy Act (NEPA) as a baseline for comparison to test what would happen if no changes were to occur on the connection between the Seward and Glenn Highways.

Under the No Action alternative:

- Gambell and Ingra Streets would remain four lanes each (no lane or speed reductions; no Fairview Main Street)
- 5th Avenue would remain six lanes in front of Merrill Field
- The 5th and 6th Avenue one-way pair would remain three lanes in each direction
- No improvements would be made to Hyder Street (no Fairview Greenway, no pedestrian boulevard)
- All other adopted projects in the Metropolitan Transportation Plan (MTP) are assumed to occur



1. 5th Avenue Existing



2. Gambell Street Existing



3. Ingra Street Existing



4. Glenn Highway Existing



Alternative 2: 2050 MTP

Alternative 2: 2050 MTP is the adopted transportation plan guiding transportation improvements in Anchorage.

The 2050 MTP alternative includes lane reductions on 5th and 6th Avenues, and Gambell and Ingra Streets, with a pedestrian boulevard and trail connection along Hyder Street. Ingra and Gambell Streets would become three-lane, one-way streets, and 5th Avenue would become a four-lane arterial street. In the space where the travel lanes are removed, bike or pedestrian improvements would be made. Hyder Street would become a pedestrian-focused facility.

If none of the recommendations from this study are implemented, the 2050 Metropolitan Transportation Plan (MTP) would be the planned path forward.

Alternative Features



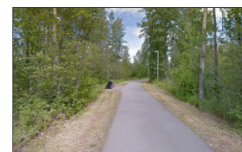
1. 5th Ave - 4-Lane Arterial



2. Ingra and Gambell 3-Lane, 1-Way



3. Pedestrian Blvd



4. Trail Connection



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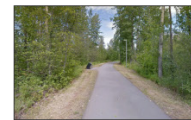
2. Ingraham 3-Lane, 2-Way



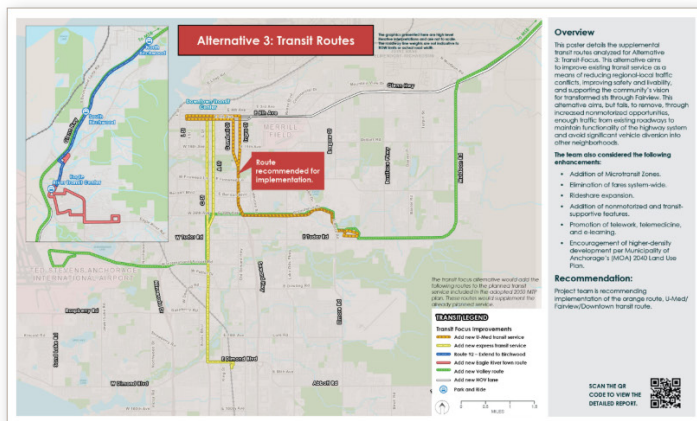
3. Gambell Main St 2-Lane, 2-Way



4. Pedestrian Blvd



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The study team additionally considered other enhancements:

- Develop microtransit zones
- Eliminate fares system-wide
- Expand rideshare
- Add nonmotorized and transit-supportive features
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- Encourage higher-density development per the Municipality of Anchorage's 2040 Land Use Plan



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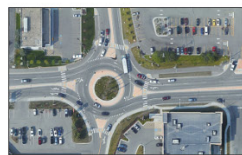
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- Eliminating the tunnel under Commercial and Mountainview Drives (previously used surface street connections) to reduce costs
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As previously:

- Operating Ingra Street above the tunnel without conflicts with regional traffic.
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1. Ingra Tunnel



Roundabout Example



2. 5th Ave – 4-Lane Arterial



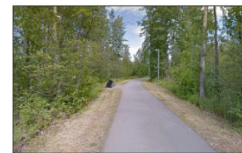
3. Ingra (above tunnel) 3-Lane, 2-Way



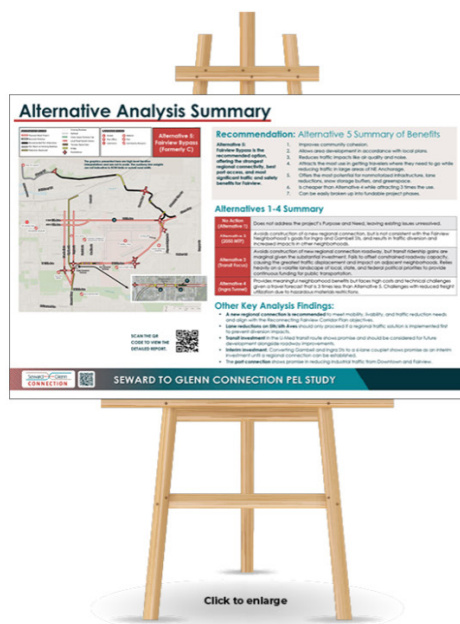
4. Gambell Main St – 2-Lane, 2-Way



5. Pedestrian Blvd



6. Trail Connection

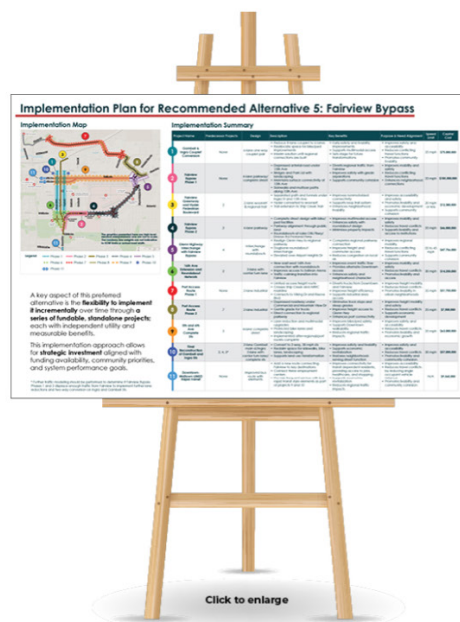


Recommended Alternative 5: Fairview Bypass Alternative Analysis Summary

Through the alternatives screening, community input, and planning process, the study team has recommended that Alternative 5: Fairview Bypass be moved forward for analysis. Based on the screening criteria, this alternative provides the most benefit to the community within the area constraints and community needs.

These benefits are anticipated to reduce the impact of traffic from the current connection by routing most users around the neighborhood. This alternative would additionally aid community cohesion, nonmotorized transportation, and neighborhood development.

There are many needs within the area, and this is our best recommendation for meeting as many needs as possible while balancing all the issues and challenges.

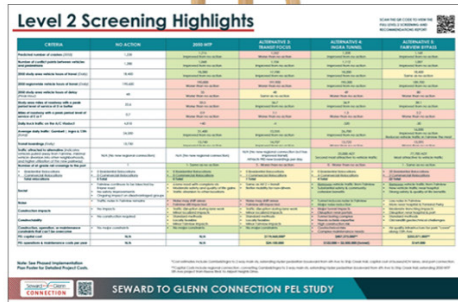


Implementation Plan for the Recommended Alternative

The study team has analyzed what implementing a suburban plan like this would entail. Several key segments and features would need to be phased to keep the community and roads functioning during these changes. This plan also provides flexibility to allow for community priorities and funding to help inform the order in which each project is constructed.

This plan represents the project team's recommendation based on the constructability, traffic, cost estimates and benefits for how to phase implementation of the recommended projects.

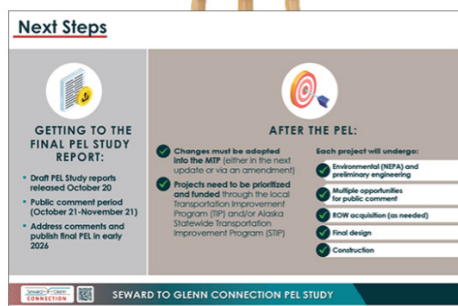




Key screening categories include:

- This chart represents a summary of some of the key screening results. There are a considerable number of other metrics. See the full report in the project's library at sewardglennconnection.com for detailed screening data.

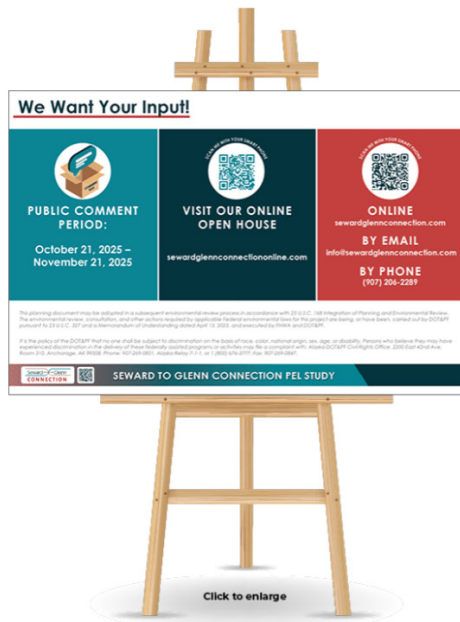
[Click to enlarge](#)



As we move toward these final steps of the PEL Study, the study team will be taking public comments that can help shape the final study recommendations.

We don't currently know the specifics of how, when or even if each project recommendation will advance. There will be opportunities for you to stay engaged as each phase of the implementation process will have community engagement.





Contact Us & More Information

Thank you for visiting our Online Open House!

The project team is taking comments on two draft reports which you can download here:

1. [Level 2 Screening and Recommendations Report](#)
2. [Draft Seward Highway-Glenn Highway Connection Planning Environmental Linkage Study](#)

You can also download:

- [Presentation](#)
- [Posters](#)

The public comment period is from October 21, 2025, to November 21, 2025.

Please submit your comments today through the following methods:

- Online: sewardglennconnection.com
- By email: info@sewardglennconnection.com
- By phone: (907) 206-2289

Attachment H: Public Meeting Sign-in Sheet

SEWARD TO GLENN CONNECTION PEL STUDY

PUBLIC OUTREACH SUMMARY: PUBLIC MEETING & COMMENT PERIOD #6

SIGN-IN SHEETS

Sign-In Sheet Please Print Legibly

Seward to Glenn Connection PEL Study Sign-in Sheet

IRIS Program No. CFHWY00550 | Federal Project No. 0001653

Public Open House | Tuesday, October 21, 2025 | 4:30pm to 6:30pm
Anchorage Senior Activity Center | 1300 E 19th Ave, Anchorage, AK 99501



Name (Please print legibly)	E-mail	Join Our Mailing List! (Y or N)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)	How did you hear about this meeting? (Postcard, Newspaper, Facebook, Flyer, Other)
Tha Thomas					
Harrison Smith		Y			Fairview CC
Emily Weiser					work
Bill Mendonhall		Y			email
Tom Schneider		N			Fairview CC
Bob Butera		Y			
Dean Potter					word of mouth
Mark Pope					
Helen O'Hara		N			
Timothy Deak		on it			

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. DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvl_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvirts/titlevi.shtml.

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O). Page ____ of ____

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Name (Please print legibly)	E-mail	Join Our Mailing List! (Y or N)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)	How did you hear about this meeting? (Postcard, Newspaper, Facebook, Flyer, Other)
ROBERT E. WEIMER					
Darren Rutherford		N			
Michael Schoder		Y			
Kirsten Wendt		Y			FB
Merri Rave		Y			
John Stabbs		Y			email
Carmichael Rae Pagan		(M) Y			email
Rep Julie Conlome		Y			
Diana Rhoades		already on			
EARL MALPASS					email

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Dave Syren		✓			?
Karen Larson					
Don Fritz					
Anna Bozin					
Mary Vittone					
Susan Shelly		N			
Anita Baker		Y			E-mail
Eric Grott		done			email
Ben French		always			email

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Seward to Glenn Connection PEL Study Sign-in Sheet

IRIS Program No. CFHWY00550 | Federal Project No. 0001653
Public Open House | Tuesday, October 21, 2025 | 4:30pm to 6:30pm
Anchorage Senior Activity Center | 1300 E 19th Ave, Anchorage, AK 99501



Name (Please print legibly)	E-mail	Join Our Mailing List! (Y or N)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)	How did you hear about this meeting? (Postcard, Newspaper, Facebook, Flyer, Other)
Tammy Thiel		Y			Came before
Wade Collins					
Matthew Mills		Y			
Evan Sitar		Y			Email
Barbara Papu					Email
Mary Dean Broussard		Y			
Luke Bowland		Y			
Alex Read		Y			
OT Klen		N/A			
Nicolette Dent		N			Work

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. DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: dot.alaska.gov/vli_statement.shtml. To file a complaint, go to: dot.alaska.gov/civrtv/tilevi.shtml.
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

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DAVID GARDNER					
Chris Campbell					All Above
Arion Torgensen					
Doug O'Harte					
Camela Thiel		P			ALL
Shawn Wheldon					
Mary Mills					
Kelley Ditenbach					internet
Alexa Dobson					
Wesley Furlong		Y			email

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ALLEN KEMPLEN					WALK IN
Robert J Brown					
Sierra von Hafften		Y			Email
Jessi Balzarini		Y			Email
Mel Langdon					Email
Gil Kruschwitz		✓			?
Mark Eisenman					
Peter Mjos		Y			email
Marie Crawford		already in it			email
Joe McAllen					

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John Wedelstein					
Eyodor Soloviev					
Madeha Holdorff					
Joffana Littau					
Terri Rutherford					Other
K. Swick					FB
Serena Stent					
Sharon Chomard					
Parwan Camp					
James Chope					Other

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Leola Rutherford		on it			email
Kathra Willingham		on it			email
Denise A. Lee					

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