

Seward ↔ Glenn CONNECTION

Improving mobility, accessibility, safety, and livability in North Anchorage

Newsletter #7

September 2026

THIS ISSUE:

1. The Final PEL Report is Available!
2. You Spoke, We Listened... Key Changes from Draft to Final
3. What Happens Next?
4. Thank You/Continued Engagement

VIEW PROJECT
MATERIALS ONLINE



VIEW FINAL
PEL REPORT



VIEW
PROJECT
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1 The Final PEL Report is Available!

Recommended Alternative: Fairview Bypass Highlights. The PEL study evaluated alternatives using screening criteria based on public input, purpose and need, environmental considerations, community values, transportation needs, safety, and cost.

Based on the analysis, DOT&PF identified *Alternative 5: Fairview Bypass* as the recommended scenario, which combines a balanced mix of roadway, transit, and active transportation improvements to address regional traffic while improving neighborhood livability.

The Fairview Bypass offers a fresh, right-sized approach. The Fairview Bypass approach improves transportation and quality of life in the area by creating a regional parkway, not a high-speed freeway, between the Seward and Glenn Highways south of Merrill Field. By shifting regional traffic away from Gambell and Ingra Streets, the bypass would reduce noise, air pollution, congestion, and safety risks in Fairview.

A plan view of the “parkway” portion of Alternative 5: Fairview Bypass.



The Final PEL Report is Available!

The parkway design is based on an arterial street (not a new freeway) connection with slower speeds, less emphasis on vehicle mobility, fewer and narrower lanes, and adjacent sidewalks and pathways similar to Providence Drive in Anchorage (depicted below).



Parkway Highlights



Four 11-foot
Parkway Lanes



35-45 mph
Parkway Lanes



Usable ROW



Roundabouts or signals



Sidewalks or separated paths



Robust landscaping



100-125 foot
ROW

Bold Transformation for the Study Area. The recommended concept proposes a new regional parkway that:

- Reconnects neighborhoods, restores community integrity, and enhances mobility for all users.
- Diverts regional traffic off Gambell and Ingra Streets, significantly reducing traffic volumes, noise, and air pollution in Fairview.
- Includes a modern, bike and pedestrian-friendly streetscape with:
 - Two lanes each direction
 - Landscaped center median
 - Separated two-way cycle track
 - Sidewalks
 - Lower speeds

- Maintains the neighborhood fabric between north and south Fairview by:
 - Depressing the parkway (out of sight and out of mind) between opposing directions of 15th Avenue between Ingra and Orca Streets.
 - Reestablishing existing 15th Avenue crossings using bridges at Karluk and Medfra Streets.
 - Adding two new non-motorized-only crossings at Latouche and Nelchina Streets with a park space above the parkway at the latter.

Returning Streets to the Neighborhood. The Fairview Bypass creates tremendous opportunity to redesign Ingra Street, Gambell Street, 5th Avenue, and others as more vibrant two-way multi-modal corridors, focusing on safer, more balanced use of the street for all users.



Made with Streetmix with Revisions by HDR.

A new regional connection would feature a parkway design with separated active transportation facilities.

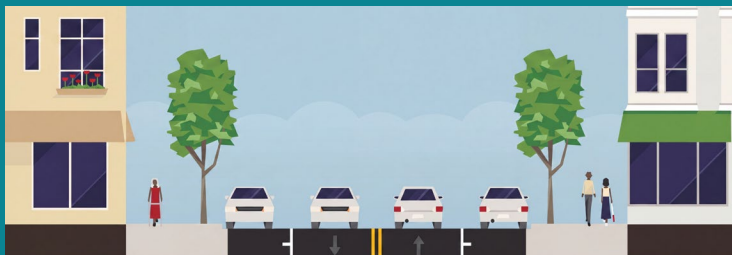
The Final PEL Report is Available!

Main and Complete Streets Opportunities. Improving safety and walkability on Ingra and Gambell Streets is a key recommendation of the Final PEL Report, beginning with a reconfiguration from four lanes to three lanes each in the near-term.

This graphic depicts possible cross-sections for a Gambell Main Street and Ingra Complete Street. The AMATS Non-motorized Plan calls for a priority pedestrian corridor and bikeway on both Gambell and Ingra Streets.

Main Street (Gambell)

Main Streets provide for commercial and mixed uses, are pedestrian-oriented, and are transit-served. On-street parking offers benefits, including better land usage than dedicated parking lots, slower traffic, and better business access. On-street parking can also have drawbacks, including being less bike and pedestrian friendly, and hard to access when the road is congested.



Main Street Example



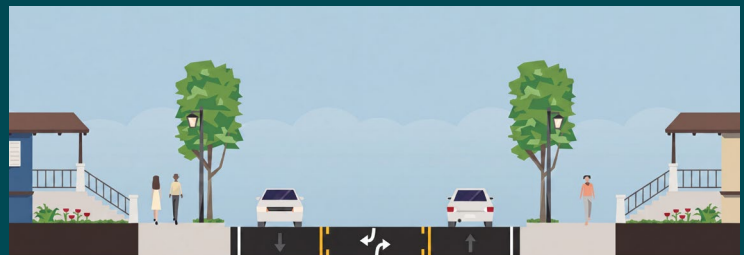
Main Street Example



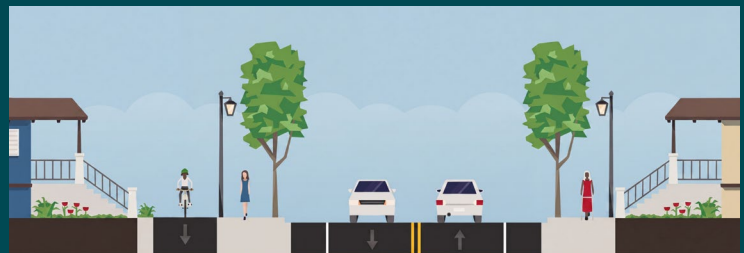
West 4th Avenue, Anchorage Example

Complete Street (Ingra)

Two-way, left-turn lanes provide a center lane for left-turning vehicles. Lanes separate turning traffic from through-traffic, reducing congestion and improving safety and travel lanes, as well as providing space for emergency vehicles and snow storage.



Complete Street Center Turn Lane Example



Complete Street Greenway Example



Spenard Road, Anchorage Example

The Final PEL Report is Available!

Alternative 5: Fairview Bypass, Segment through Fairview.

The Fairview Bypass would be lowered along 15th Avenue between Ingra Street and Orca Street to maintain critical neighborhood connections while improving regional traffic flow. The parkway would go under cross streets such as Medfra and Karluk Streets.

The addition of non-motorized crossings and a park built over the roadway help to maintain and improve neighborhood connectivity.

These connections reinforce a cohesive transportation network and improve regional travel for all users.



Hyder Pedestrian Boulevard & Fairview Greenway



- Links Fairview with the citywide trail system and connects Chester Creek and Ship Creek Trails.
- Creates a non-motorized loop around Anchorage's urban core.

Main Street and Complete Streets



- The Fairview Bypass allows Gambell Street, Ingra Street, and 5th/6th Avenues to be rebuilt with:
 - fewer vehicle lanes
 - two-way travel
 - bike lanes
 - separated sidewalks
 - landscaping

Rapid Transit



- A proposed rapid transit route would connect Downtown, Fairview, and the U-Med district, reducing vehicles on Anchorage roadways.

Parkway Cycle Track



- A two-way protected cycle track along the Seward-Glenn Highway connection would connect Fairview, Airport Heights, and Mountain View.

1 Medevac Taxiway.

The parkway would now pass below the medevac taxiway that provides life-saving access to Alaska Regional Hospital, allowing aircraft access to continue without signals or gates. The draft recommendation included an at-grade crossing that does not meet the life-saving operational needs of this facility.

2 Port Connection Study.

Further work is recommended before selecting a freight route connecting the Port of Alaska to the Seward and Glenn Highways. Following discussions with the trucking industry, Alaska Railroad, and Government Hill residents, DOT&PF re-examined the Whitney Rd route and removed the North Bluff route. None of the routes explored in the study area provide clear benefits when considering their cost and potential impacts. The recommended study will take a broader look at potential connections to the port from various freight hubs and arterial roadways in Anchorage.

3 Implementation Priorities. Improving safety and walkability on Ingra and Gambell Streets continues to be a top priority, supported by a reconfiguration from four lanes to three lanes each; however, other key aspects of the recommended implementation sequence were updated to reflect community input, such as:

- Implement the Hyder Pedestrian Boulevard, Fairview Greenway trail connections, and Downtown/Fairview/U-Med bus route in the near term.
- Perform a single environmental, design, and Right of Way (ROW) analysis for the entire Fairview Bypass corridor to accelerate delivery and provide construction phasing flexibility.
- Determine during design the specific order in which the Fairview Bypass's three construction segments (recommended order: middle, north, then south) should be built in order to meet community needs, reduce temporary construction impacts, and spread out federal funding needs.

Parkway Visualization. Proposed medevac taxiway bridge over the Fairview Bypass connecting Merrill Field directly to Alaska Regional Hospital.



Roundabout Visualization. Roundabouts would connect to Airport Heights Drive at Penland Parkway and 5th Avenue.



3

What Happens Next?

Completing the PEL study is an important milestone, but additional steps are required before projects can move toward construction:

1

Metropolitan Transportation Plan (MTP) – Recommended projects must first be adopted into the Anchorage Area Metropolitan Area Solutions (AMATS) MTP, which guides long-range transportation, investments across roads, transit, freight, walking, and biking.

2

TIP & STIP Funding – Project funding priorities would be determined through the federally required AMATS Transportation Improvement Program (TIP) and DOT&PF Statewide TIP (STIP).

3

Environmental Review (NEPA) – Once funded, each project would undergo the National Environmental Policy Act (NEPA) process, which includes environmental analysis and additional public engagement and comment opportunities.

4

Thank You/Continued Engagement

The Seward to Glenn Connection PEL Study has come to a close. Community participation played a critical role in shaping the recommended solutions.

Thank you for contributing your time and ideas to identify solutions that support the community and improve your neighbors' lives. Your feedback was essential. We hope you will follow the projects recommended from this study as they move through environmental review and design.

Staying engaged through community councils and future public involvement opportunities will help you continue guiding future transportation improvements in your area.

