Seward ⟷ Glenn
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Seward to Glenn Connection PEL Study

Open House #6

Recommendations

October 21, 2025

Seward Glenn CONNECTION

WELCOME!

Meeting Agenda

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- **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

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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

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PEL Study Refresh

Photo: Loren Holmes/ADN

Final Phase: We are Here!

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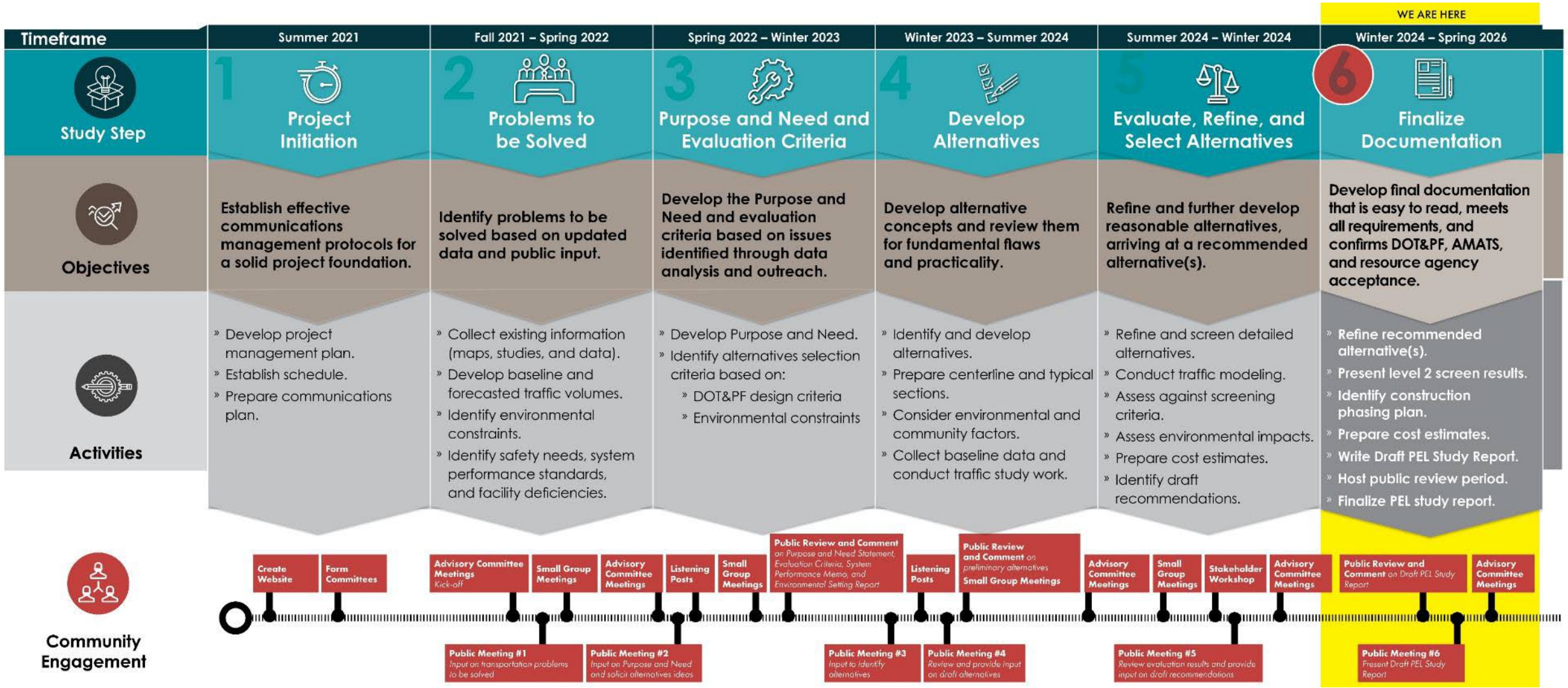
We are at public meeting #6, seeking feedback on the recommended alternative and draft study.



Balancing Issues & Challenges

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- 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

Alternatives Update

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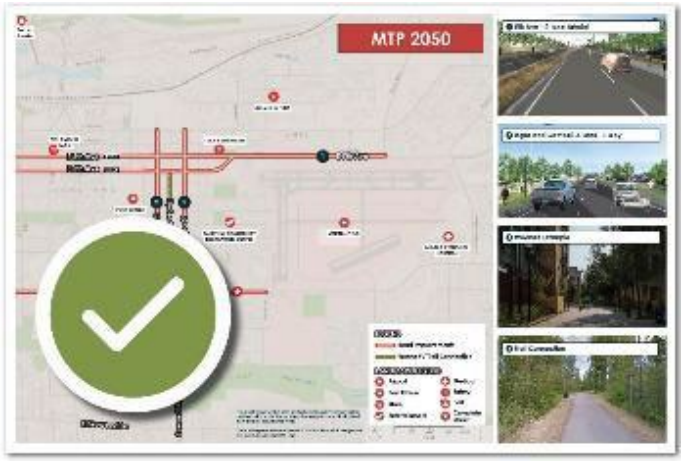

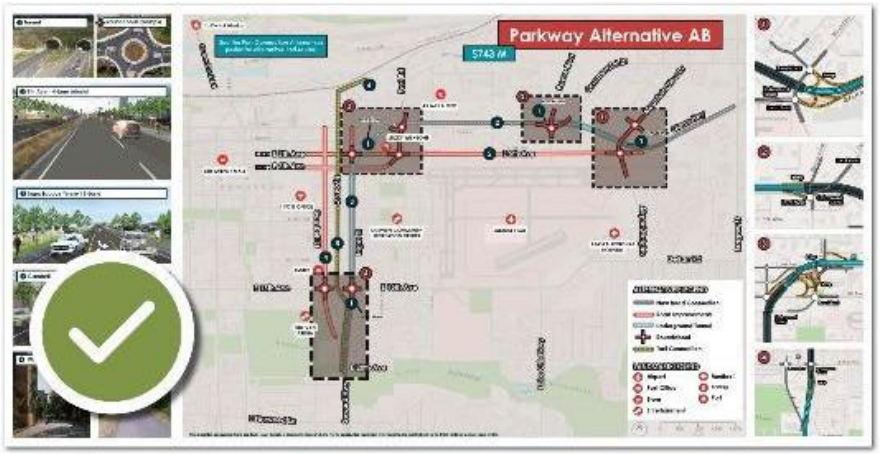

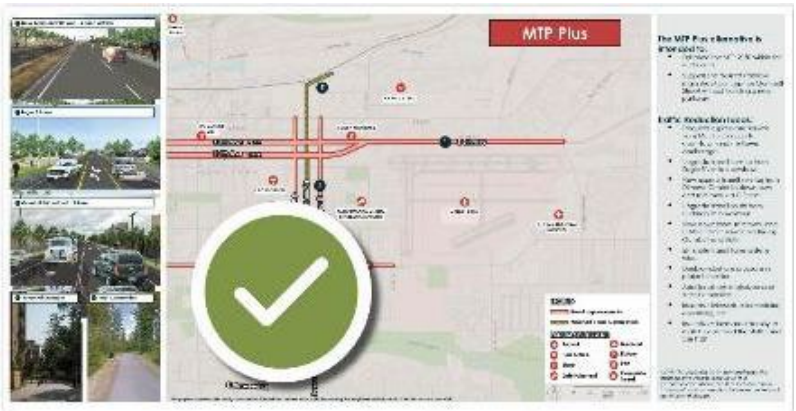

LEVEL 1 SCREENING SUMMARY

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)

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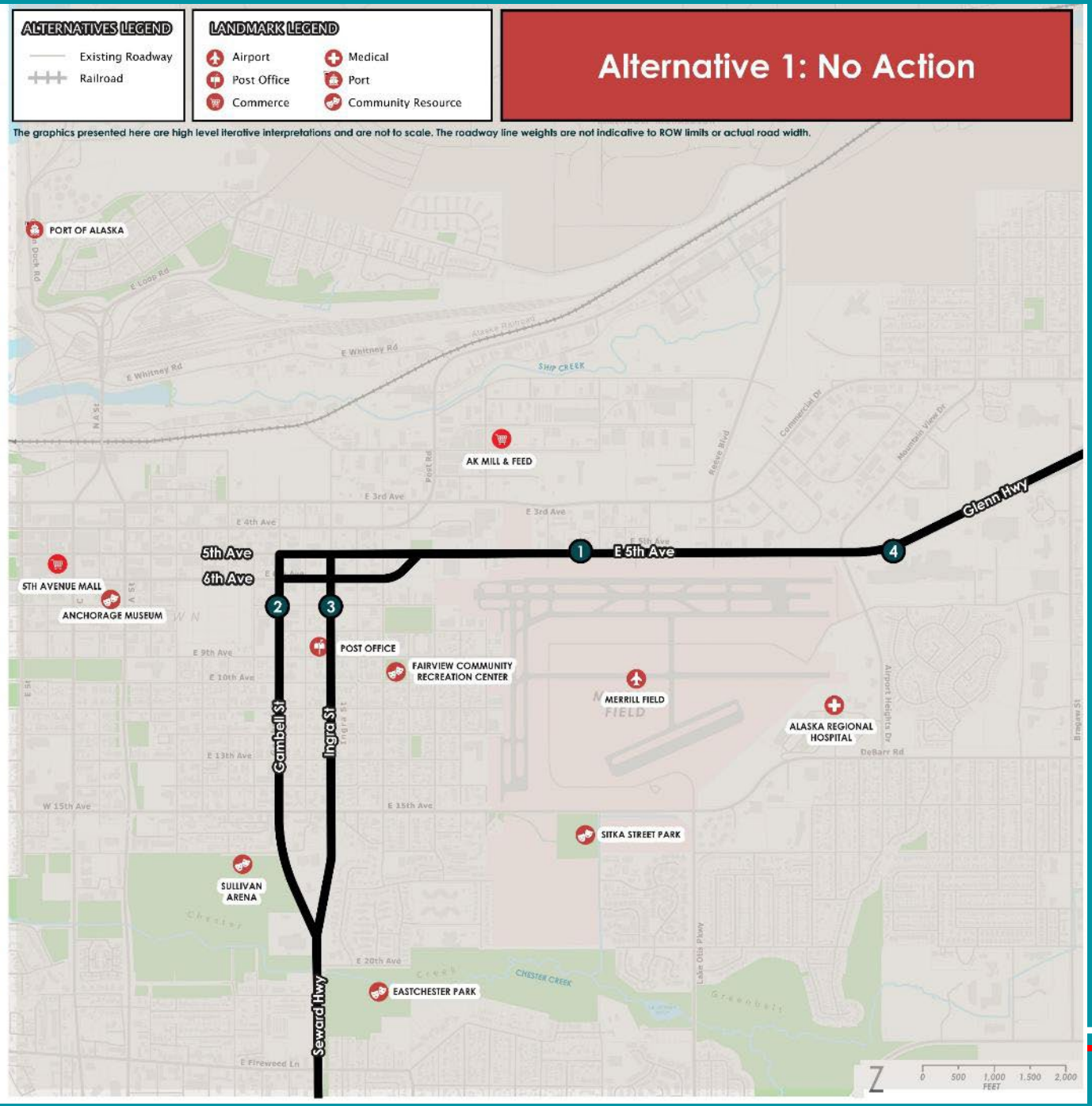
Refined Alternatives & Recommendations



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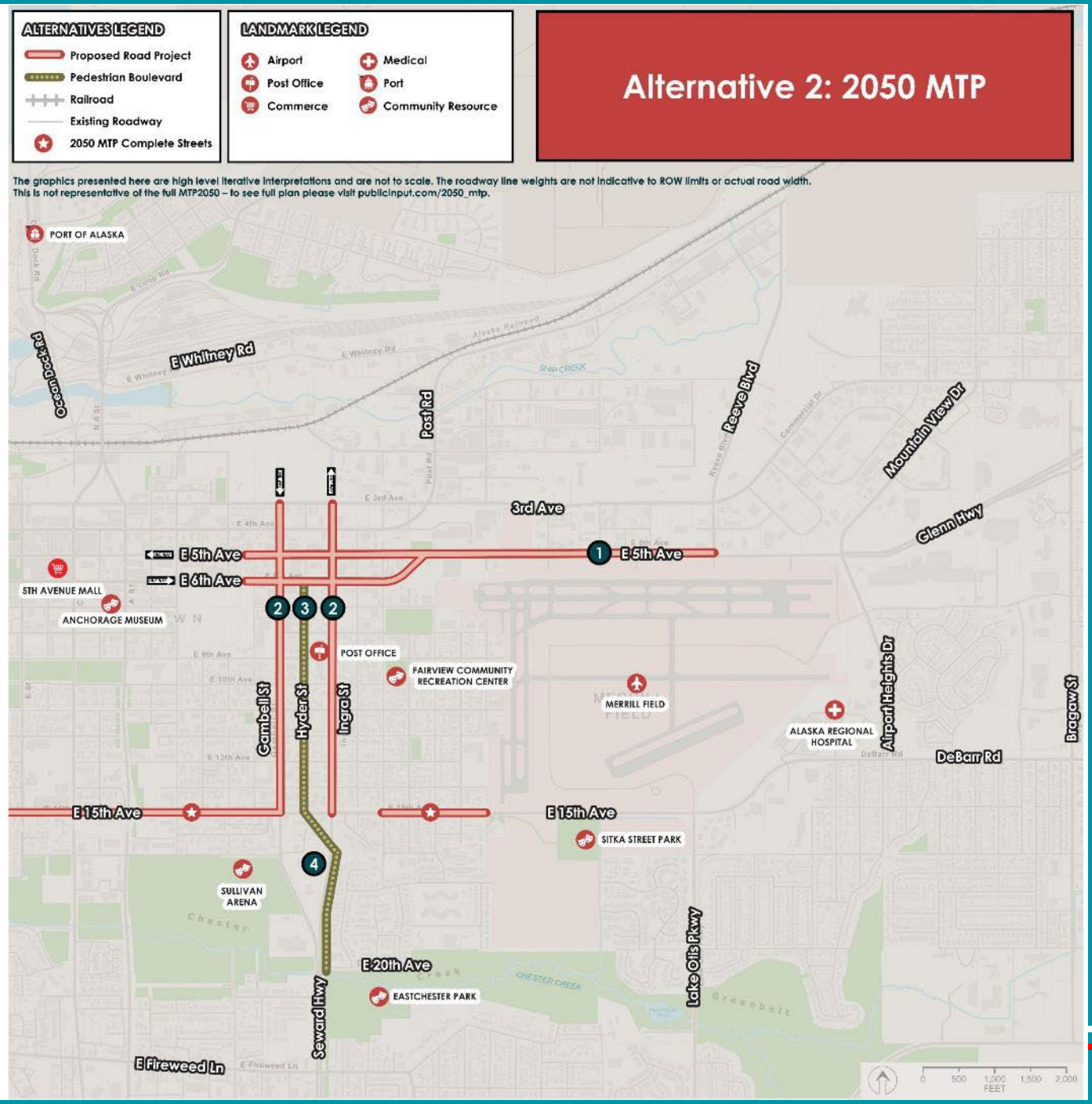
- Required by NEPA for comparison
- Preserves current conditions
- Doesn't address community concerns
- Doesn't meet Purpose & Need



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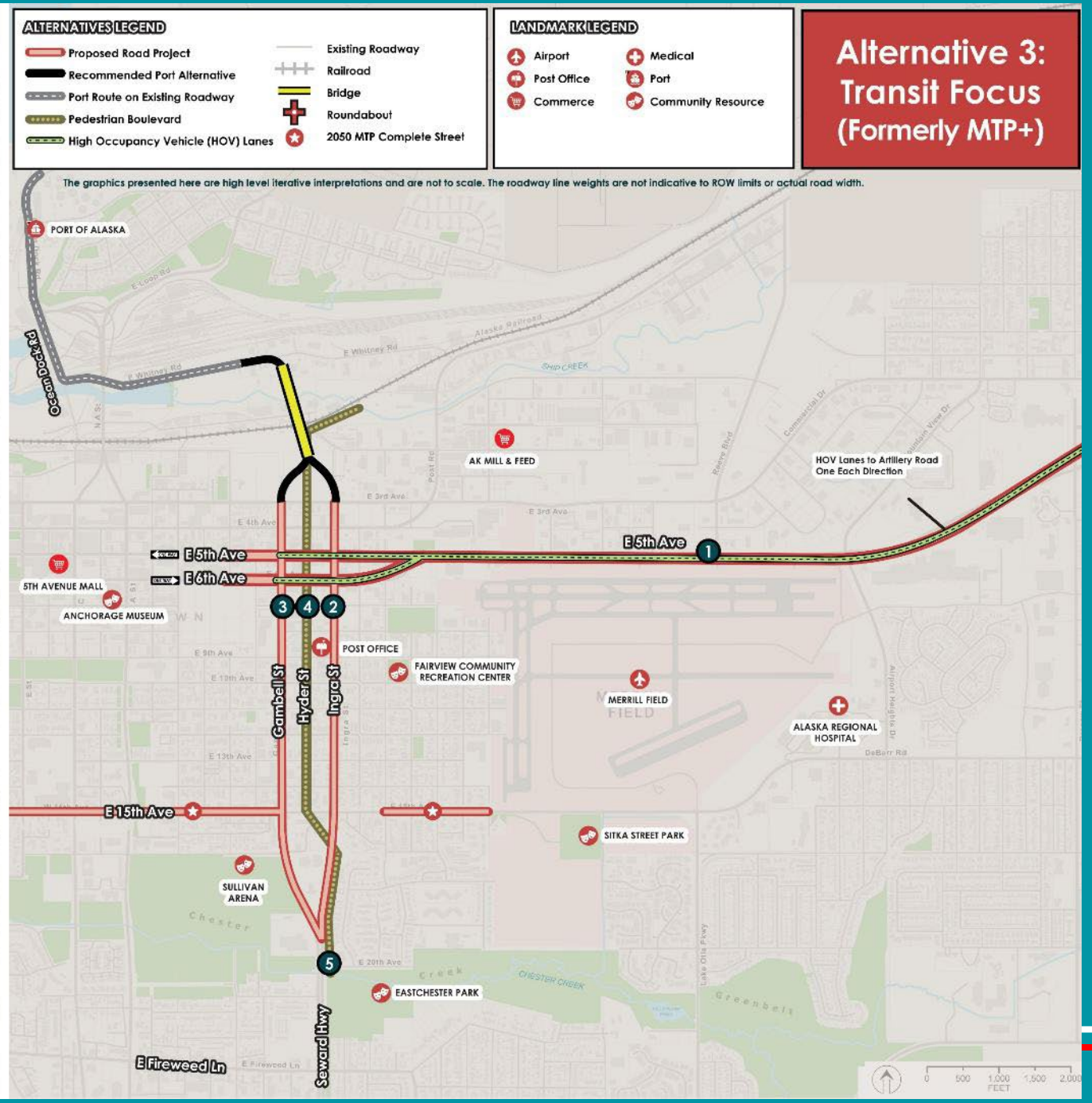
- Modest pedestrian/bike improvements
- Interstate Highway System continues through Fairview
- Traffic diverts to surrounding neighborhoods
- No freight/port access improvements
- Doesn't meet Fairview's vision



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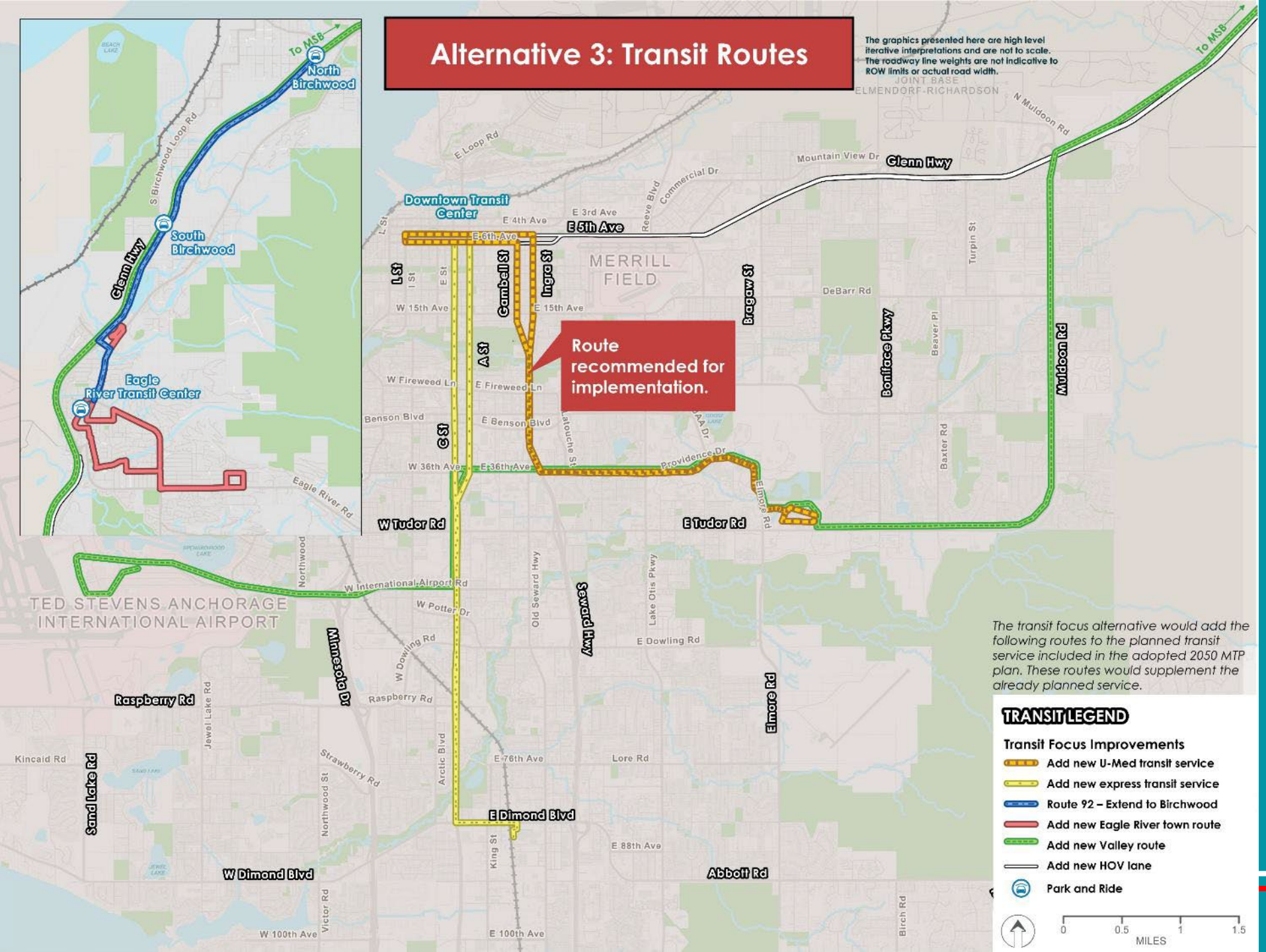
- Less than 1,000 new boardings per day (~500 cars removed from roads)
- Interstate highway continues through Fairview
- Vehicle diversion impacts to surrounding neighborhoods
- Increased # of at-grade rail crossings for port route



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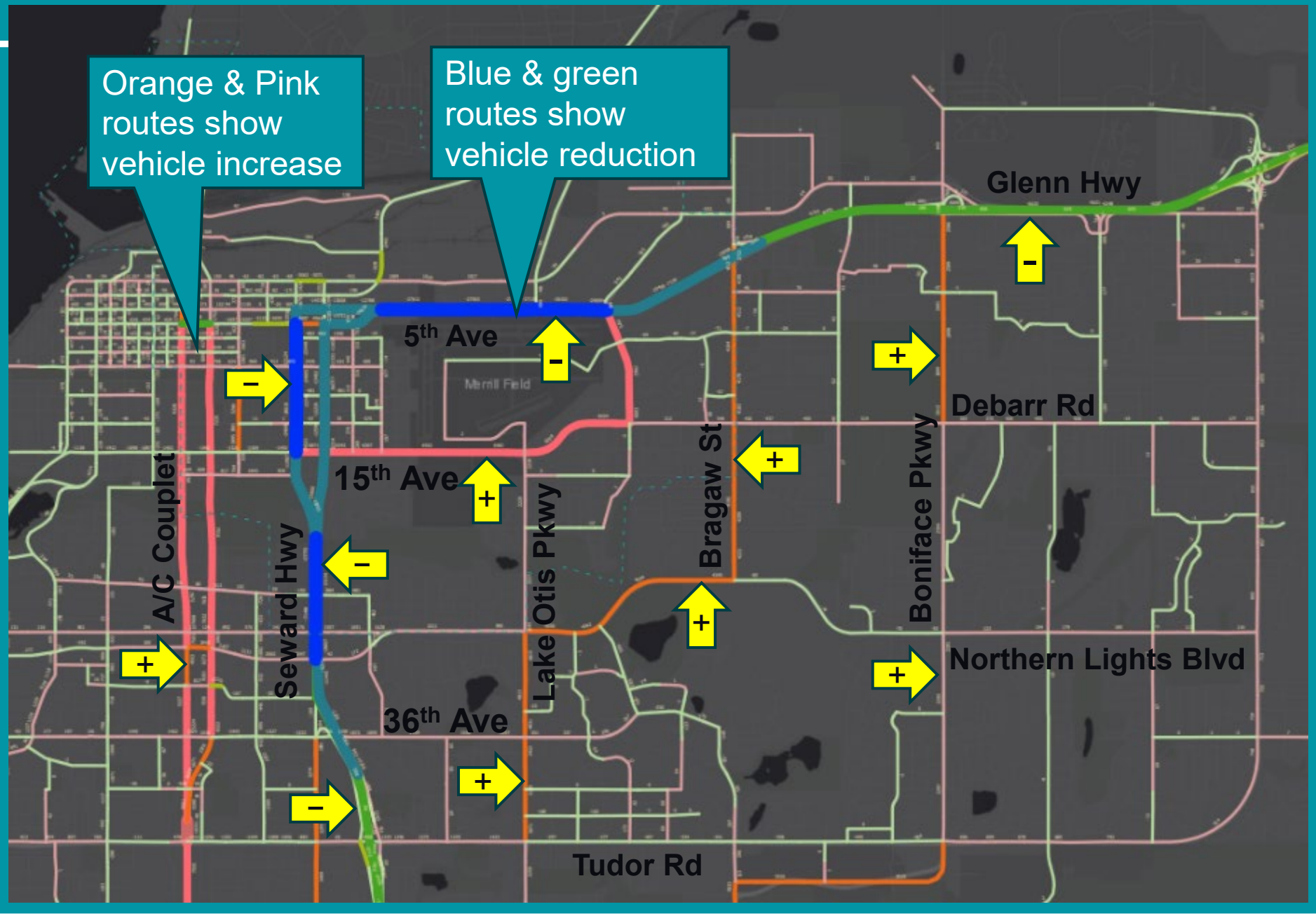
- New Bus Routes
- Increased Service
- Fare Reduction
- Demand Management

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



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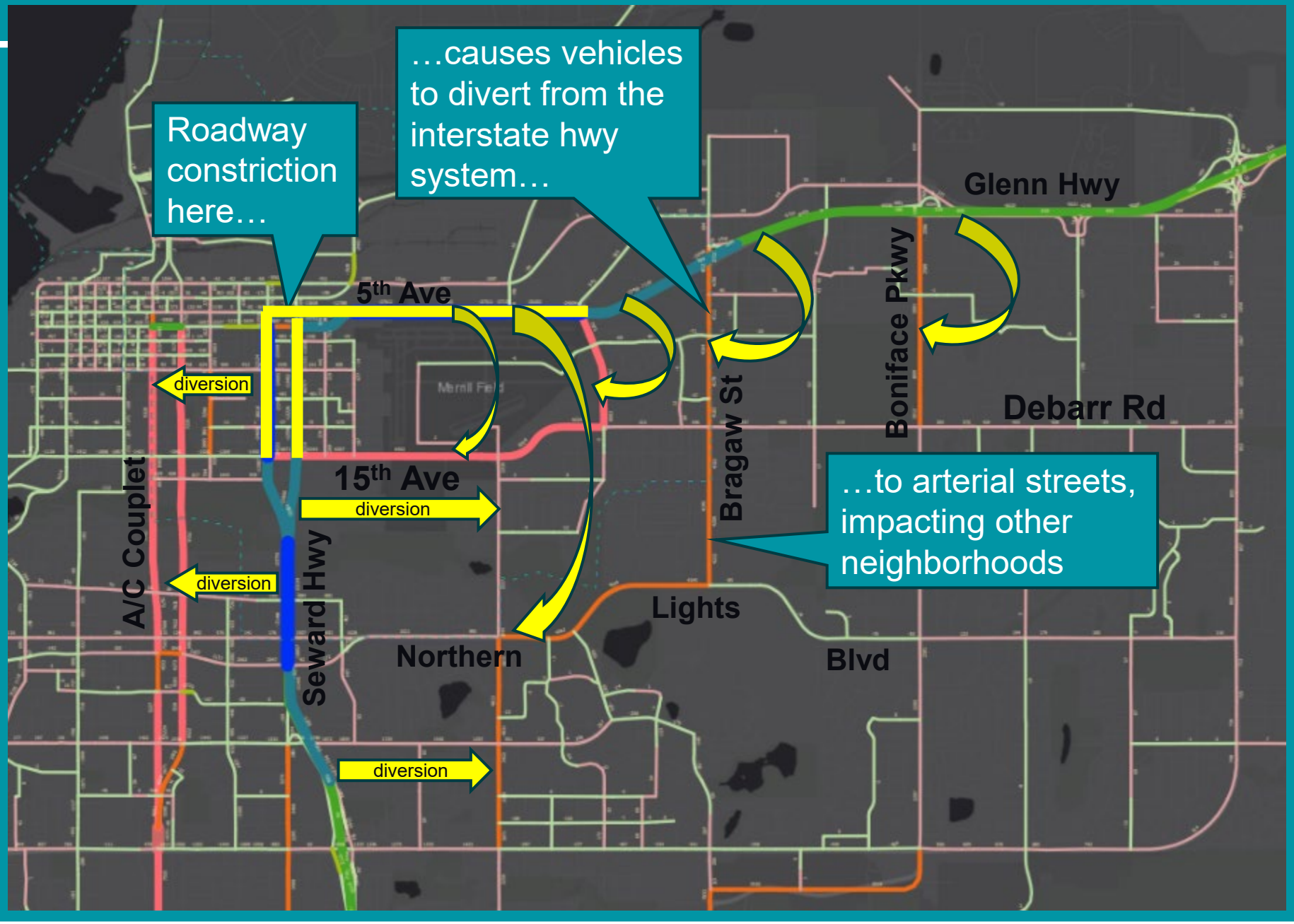
Vehicle Diversion:

Alt 3 (Transit Focus)

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



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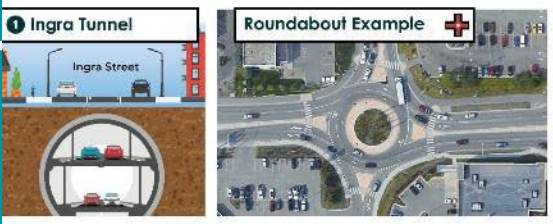
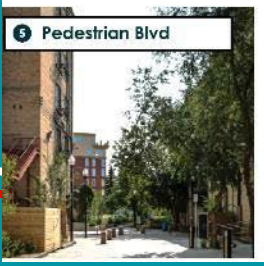
Vehicle Diversion:

Alt 3 (Transit Focus)

- Road constriction causes traffic impacts to other neighborhoods
- Regional, non-local traffic is not intended for those streets
- Widespread effects





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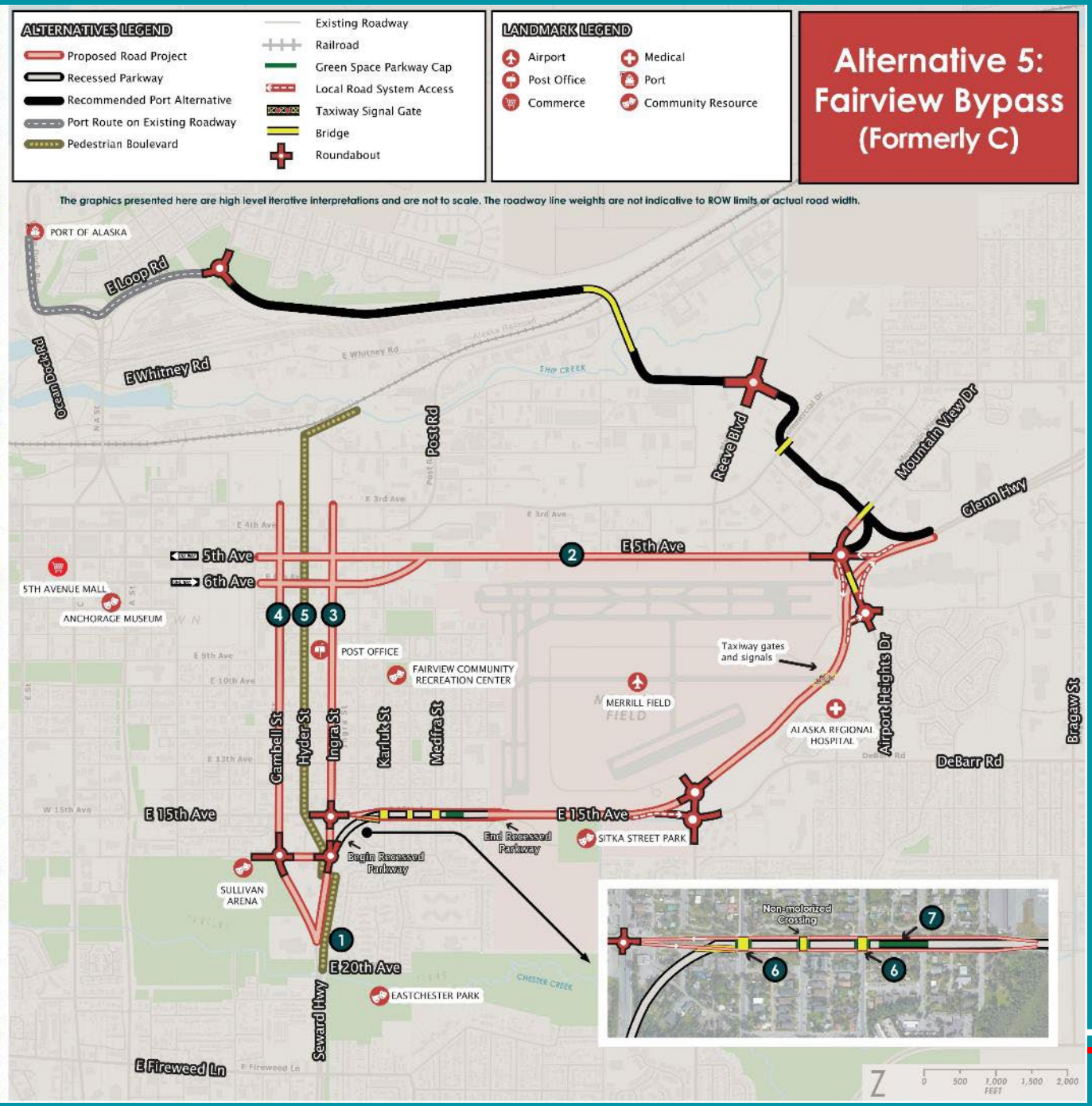
- *Meets Reconnecting Fairview* objectives
- Reduces traffic in Fairview & other neighborhoods
- Maintains regional mobility
- Improved port travel times
- Increased at-grade rail crossings on port route
- Freight w/ Hazardous loads can't use tunnel
- High construction & maintenance costs
- Tunnel construction risks
- Attracts low vehicle demand (1/3 of Alt 5)
- Phasing challenges



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Recommended Alternative

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

Detailed Screening: Informed Decisions

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2050 Vehicle Diversion Impacts

LOCATION	1. NO ACTION	2. 2050 MTP	RANK	3. TRANSIT FOCUS	RANK	4. INGRA TUNNEL	RANK	5. FAIRVIEW BYPASS	RANK
Bonifacio Pkwy South of Glenn Highway	22,900	1,400 (+6.1%)	3	2,600 (+11.4%)	4	-500 (-2.2%)	2	-5,300 (-23.2%)	1
Bonifacio Pkwy South of Debarr	33,200	1,200 (+3.6%)	3	2,400 (+7.2%)	4	-600 (-1.8%)	2	-7,200 (-21.7%)	1
Bragaw South of Glenn Highway	23,600	800 (+3.4%)	2	4,500 (+19.1%)	3	4,600 (+19.5%)	4	-7,000 (-29.7%)	1
Bragaw south of Penland Pkwy	20,400	900 (+4.4%)	2	4,200 (+20.6%)	3	4,700 (+23.0%)	4	-8,700 (-42.6%)	1
Bragaw South of Debarr	35,000	1,100 (+3.1%)	3	4,200 (+12.0%)	4	3,000 (+8.6%)	2	10,000 (+28.6%)	1
Airport Hts Drive South of Penland Pkwy	28,100	4,600 (+16.4%)	3	8,000 (+28.5%)	4	-3,900 (-13.9%)	2	-6,400 (-22.8%)	1
Lake Otis north of Northern Lights Blvd	20,200	2,000 (+9.9%)	3	2,200 (+10.9%)	4	4,800 (+23.8%)	1	1300 (+6.4%)	2
15th West of Lake Otis Pkwy	12,200	3,200 (+23.6%)	1	6,800 (+51.1%)	2	7,300 (+54.1%)	3	60,000 (+431.9%)*	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	19,800	-700 (-3.6%)	3	1,000 (+5.0%)	4	-3,000 (-15.4%)	2	-5,000 (-25.3%)	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	16,200	6,900 (+42.6%)	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%)	1	-1,000 (-5.6%)	3	-1,100 (-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	3,900 (+27.3%)	3	1,000 (+7.0%)	2	23,400 (+163.6%)*	4	2,100 (+14.7%)	1
5th Ave at Merrill Field	62,900	-10,100 (-16.1%)	4	-27,600 (-43.9%)	2	-24,200 (-38.5%)	3	-34,800 (-55.3%)	1
Gambell North of 13th	28,200	-3,700 (-47.2%)	4	24,200 (+83.6%)	1	19,600 (+69.5%)	3	20,800 (+73.8%)	2
Ingra North of 13th	25,900	-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)			66		69		49		23

Legend

Maps depicting ... are shown on th... Vehicle Diversion Data

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 (20 yr)	1,200	1,216 Improved from no action	1,262 Worse than no action	1,206 Improved from no action	1,168 Improved from no action
Number of conflict points between vehicles and pedestrians	1,098	1,068 Improved from no action	1,104 Improved from no action	1,112 Improved from no action	1,092 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	190,800 Improved from no action	189,700 Improved from no action
2050 study area vehicle hours of delay (Peak Hour)	48	56 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	33.6 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	1.5 Worse than no action	2.2 Worse than no action
Daily truck traffic on the A/C Viaduct	6,810	140	-4	-520	-30
Average daily traffic: Gambell | Ingra & 13th (Total)	54,500	31,400 Improved from no action	13,555 Improved from no action	26,700 Improved from no action	16,000 Improved from no action Reduces vehicle traffic in Fairview the most
Transit boardings (Daily)	3,700	13,740 Improved from no action	14,707 Improved from no action	13,723 Worse than no action	13,595 Worse than no action
Traffic attracted to alternative (indicates vehicles pulled away from Fairview, minimal vehicle diversion into other neighborhoods, and higher utilization of the new parkway)	N/A (No new regional connection)	N/A (No new regional connection)	N/A (No new regional connection but most improved transit) Attracts 950 new boardings per day	25,000 ADT Second most attractive to vehicle traffic	27,700 ADT Most attractive to vehicle traffic
Number of at-grade rail crossings to the port	1	1 - Same as no action	2 - Worse than no action	3 - Worse than no action	1 - Same as no action
• Residential Relocations • Commercial Relocations Total relocations	• 0 Residential Relocations • 0 Commercial Relocations 0 Total	• 0 Residential Relocations • 0 Commercial Relocations 0 Total	• 0 Residential Relocations • 1 Commercial Relocations 1 Total	• 0 Residential Relocations • 4 Commercial Relocations 4 Total	20 Residential Relocations 2 Commercial Relocations 22 Total
Social	• Fairview continues to be bisected by 9 lane road • No safety improvements • Ongoing impact on disadvantaged groups	• 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	• Removes vehicle traffic from Fairview • Substantial safety & community cohesion benefits	Removes vehicle traffic from Fairview New vehicle traffic near hospital Strong safety & quality of life benefits
Noise	• Traffic noise in Fairview remains	• Noise may shift areas • Fairview still impacted	• Noise may shift areas • Fairview still impacted	• Tunnel reduces noise in Fairview • Major noise reduction	Less noise in Fairview More near hospital & Penland Pkwy
Construction impacts	• No impacts	• Traffic disruption during lane work • Minor localized impacts	• Traffic disruption during lane work • Minor localized impacts	• Major tunnel impacts • Disruption near portals	Moderate transiting impacts Disruption near hospital & port
Constructability	• No construction required	• Standard methods • Locally feasible • Minor Fairview impacts	• Standard methods • Locally feasible • Minor Fairview impacts	• Tunnel being complex • Needs outside expertise • High construction risk	Standard methods Old landfill geotechnical challenges
Construction, operation, or maintenance constraints that can't be overcome	• No major constraints	• No major constraints	• No major constraints	• Geotechnical risks • Complex maintenance needs	At quality infrastructure for park "cover" along Fair Ave
PEL capital cost	N/A	N/A	$174,468,000*	$407,273,000**	$255,071,000**
PEL operations & maintenance costs per year	N/A	N/A	$24,100,000	$122,000 + $2,500,000 (tunnel)	$149,000

Recommended Alternative 5

Implementation of Recommended Alternative 5: Fairview Bypass

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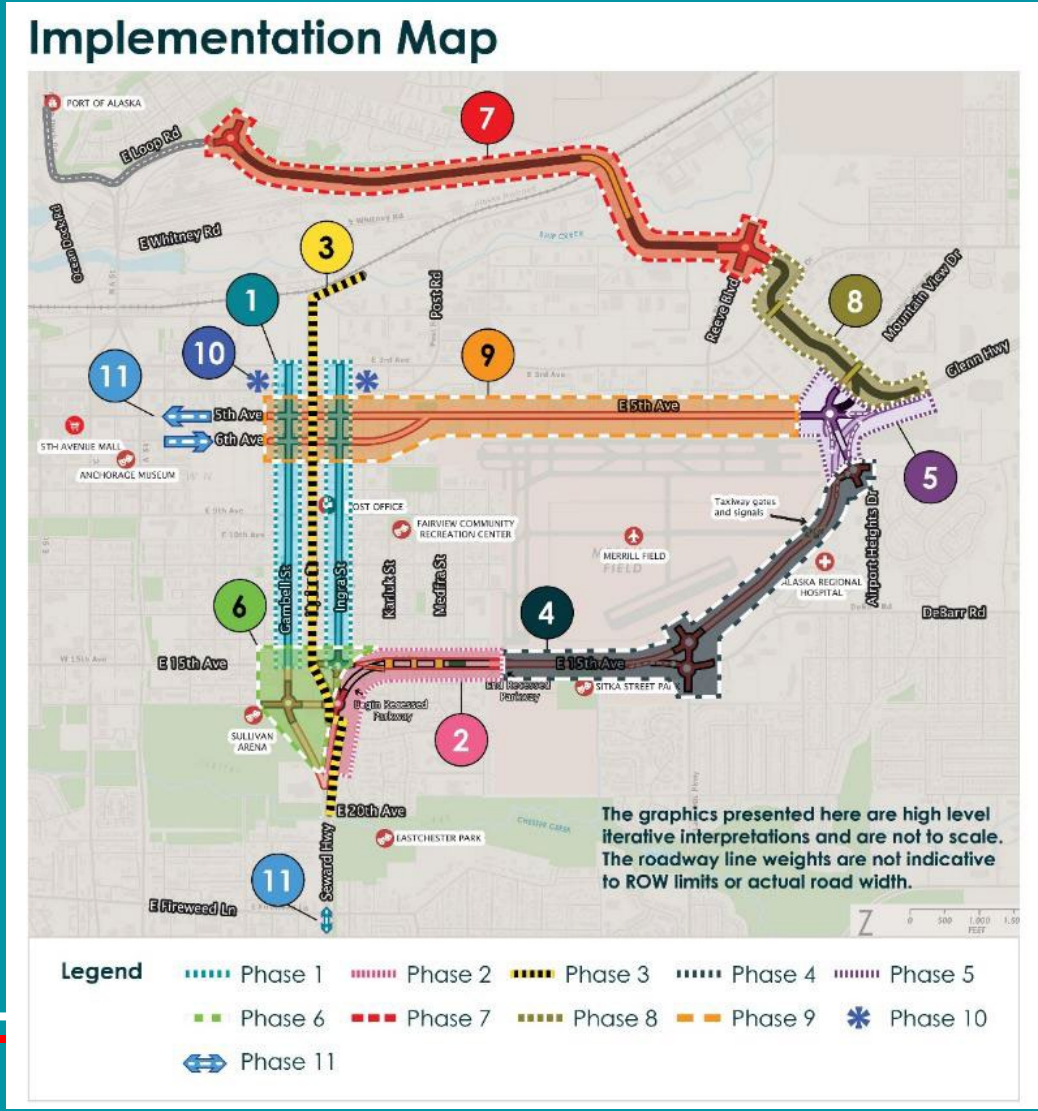

- Creates sub-area plan
- Fundable, right-sized projects
- Implementable based on community priorities & available funding
- Each project provides unique benefits, has individual NEPA

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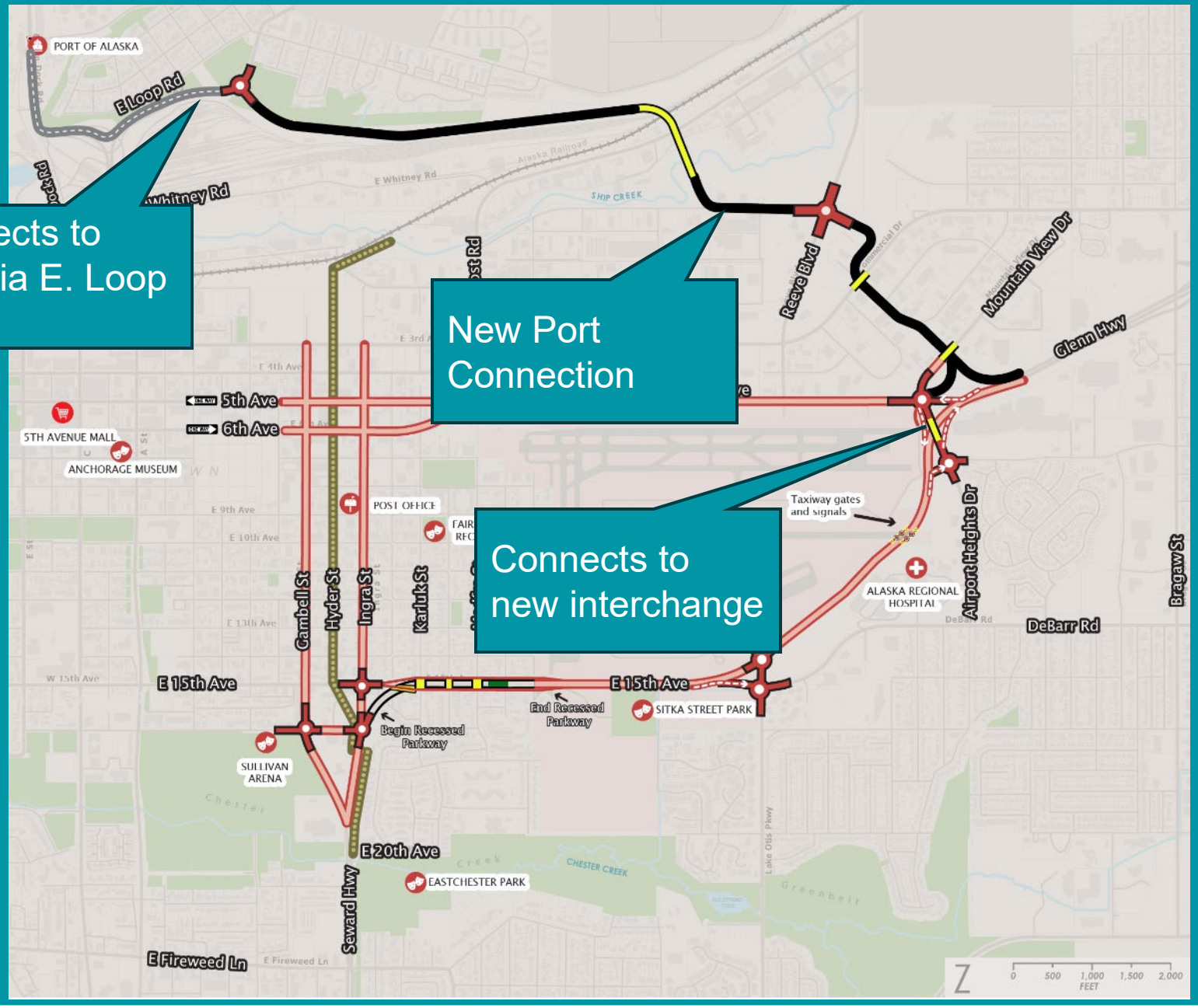
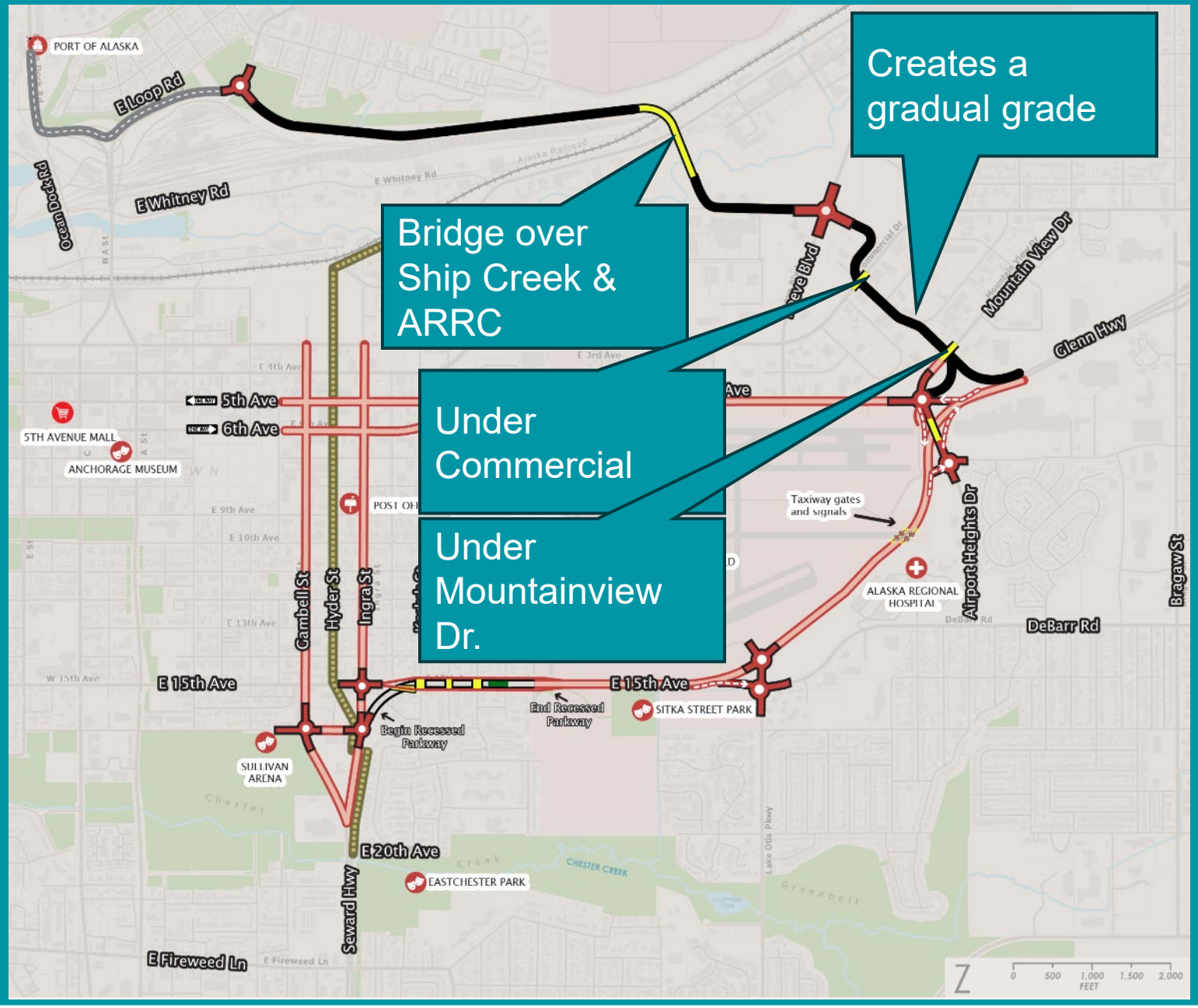
Recommended Port Connection



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



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Recommended Port Connection

- Draws port & industrial traffic away from downtown & Fairview
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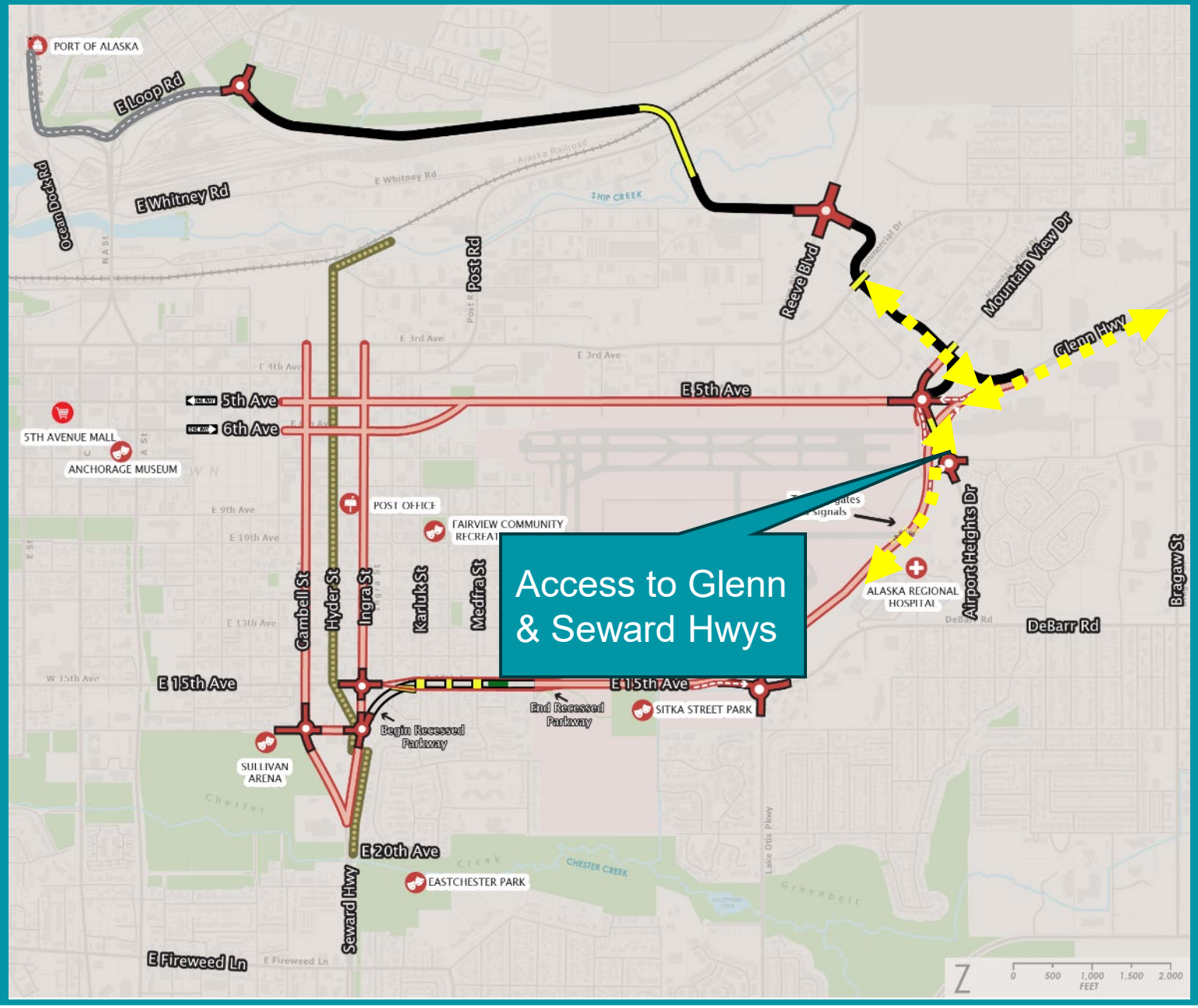
Seward Glenn CONNECTION

Recommended Port Connection



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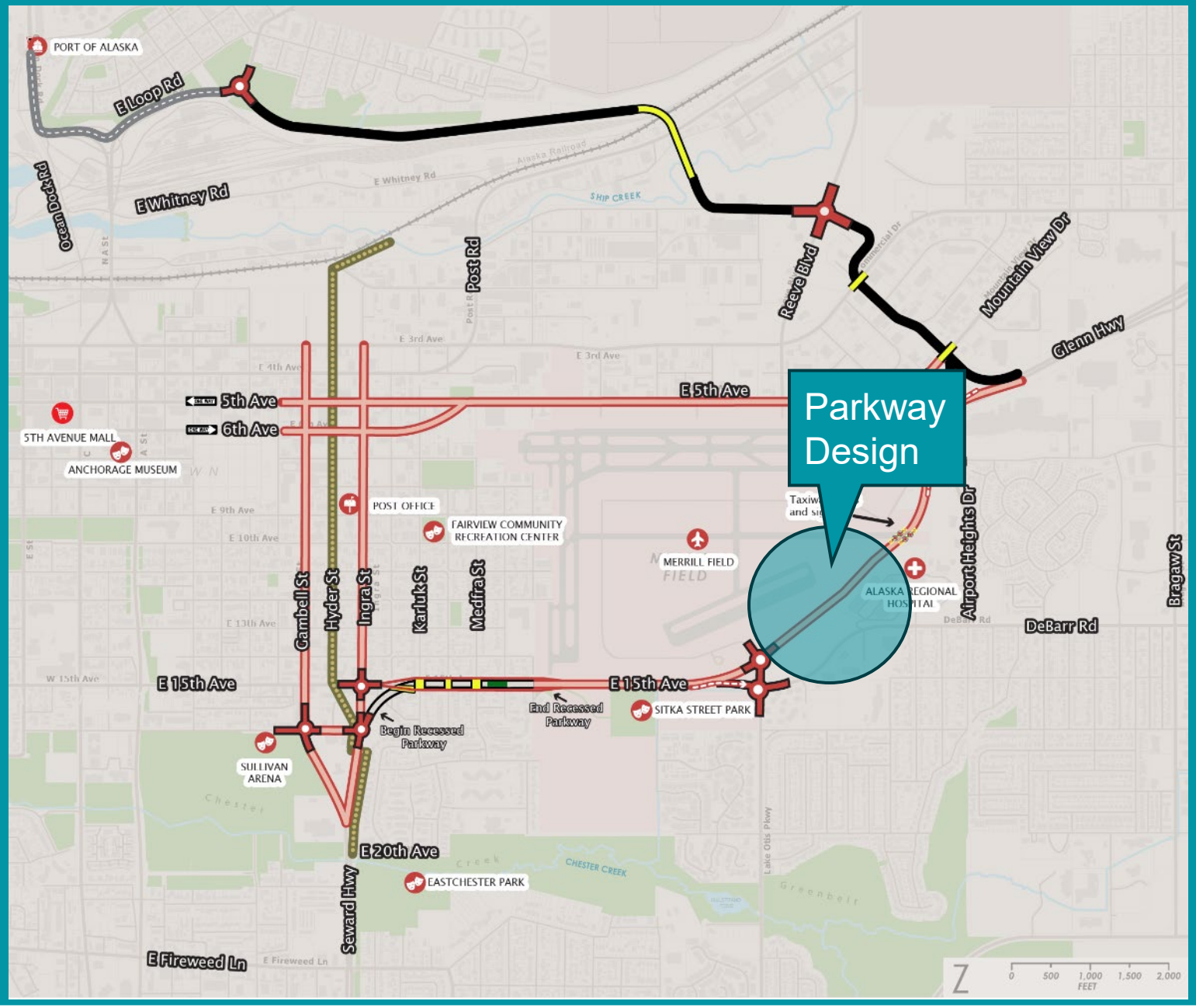
Seward Glenn CONNECTION



Fairview Bypass

NOT A FREEWAY

Parkway Design

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

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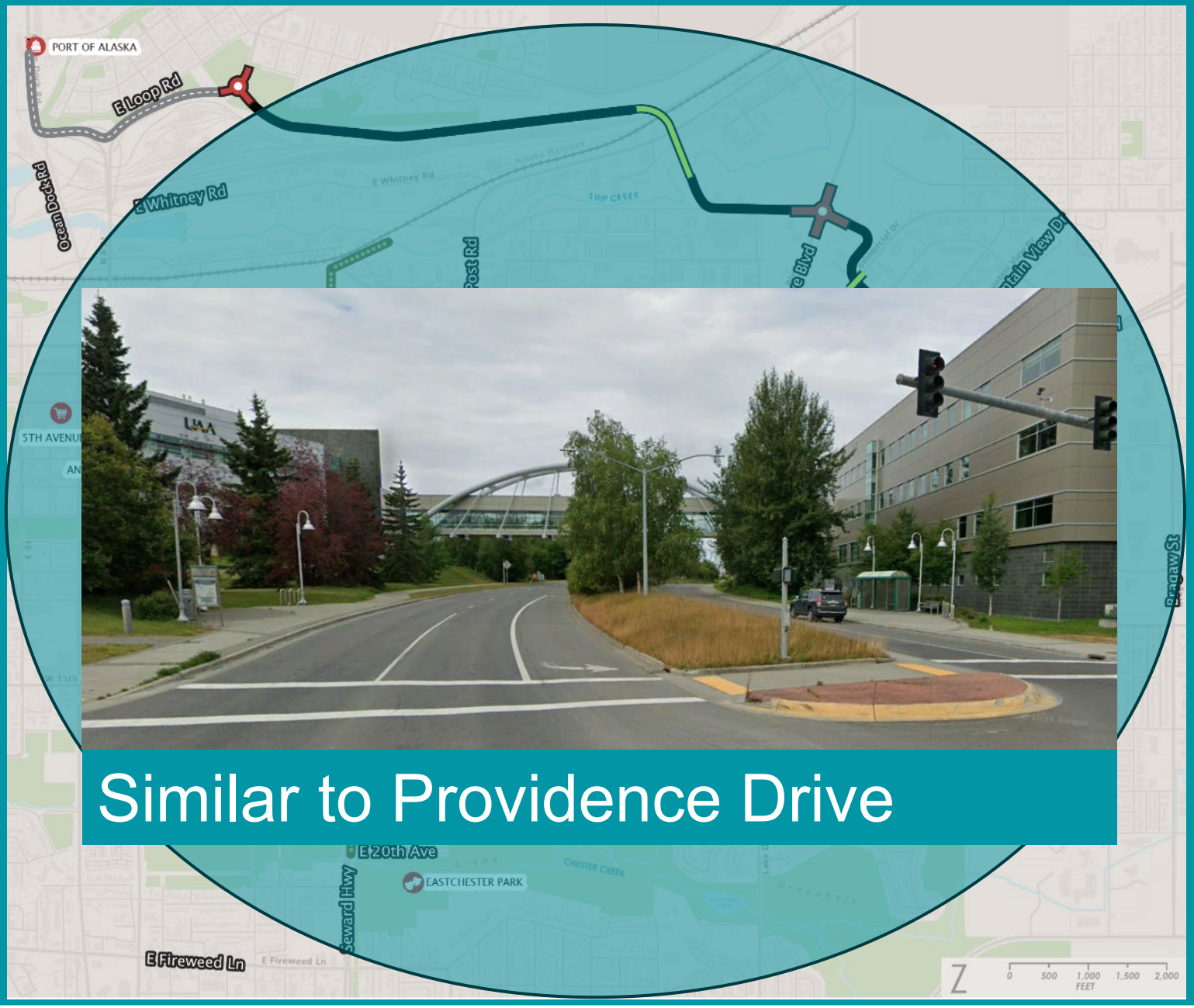
Fairview Bypass

- Recommends a parkway design



Similar to Providence Drive

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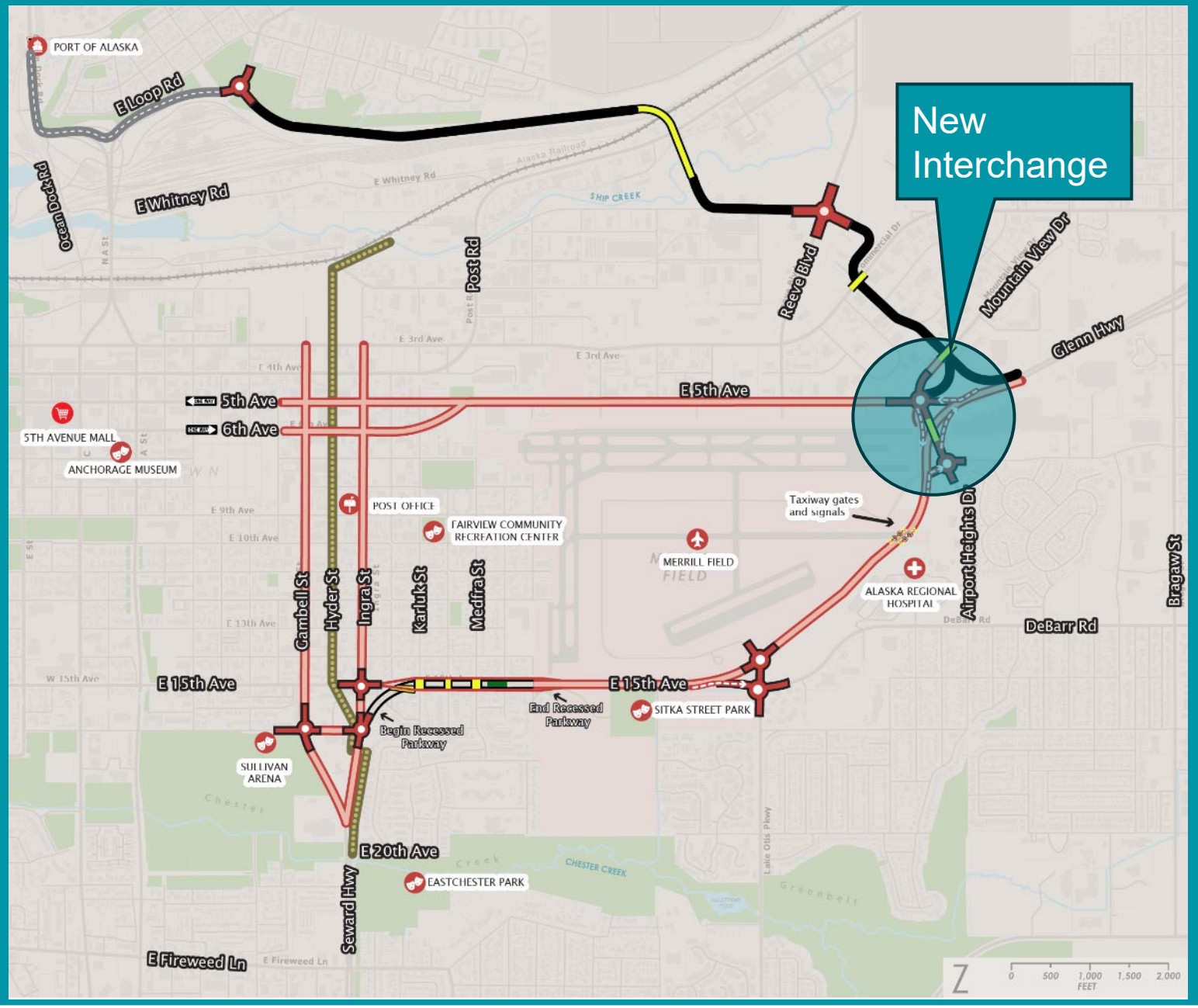

Fairview Bypass

New Interchange

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

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Fairview Bypass

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

Similar to 76th Ave & New Seward Hwy

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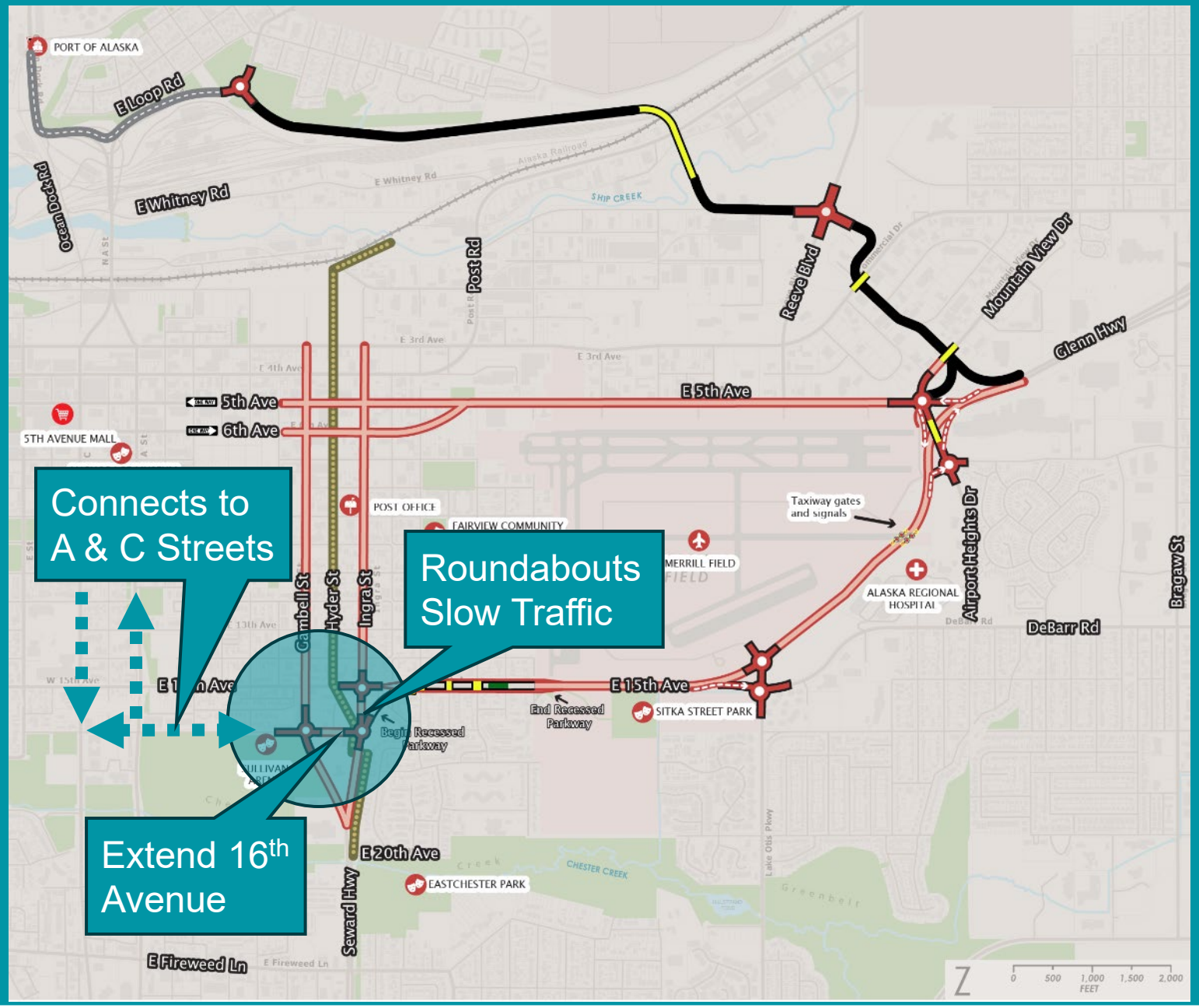

Fairview Bypass

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

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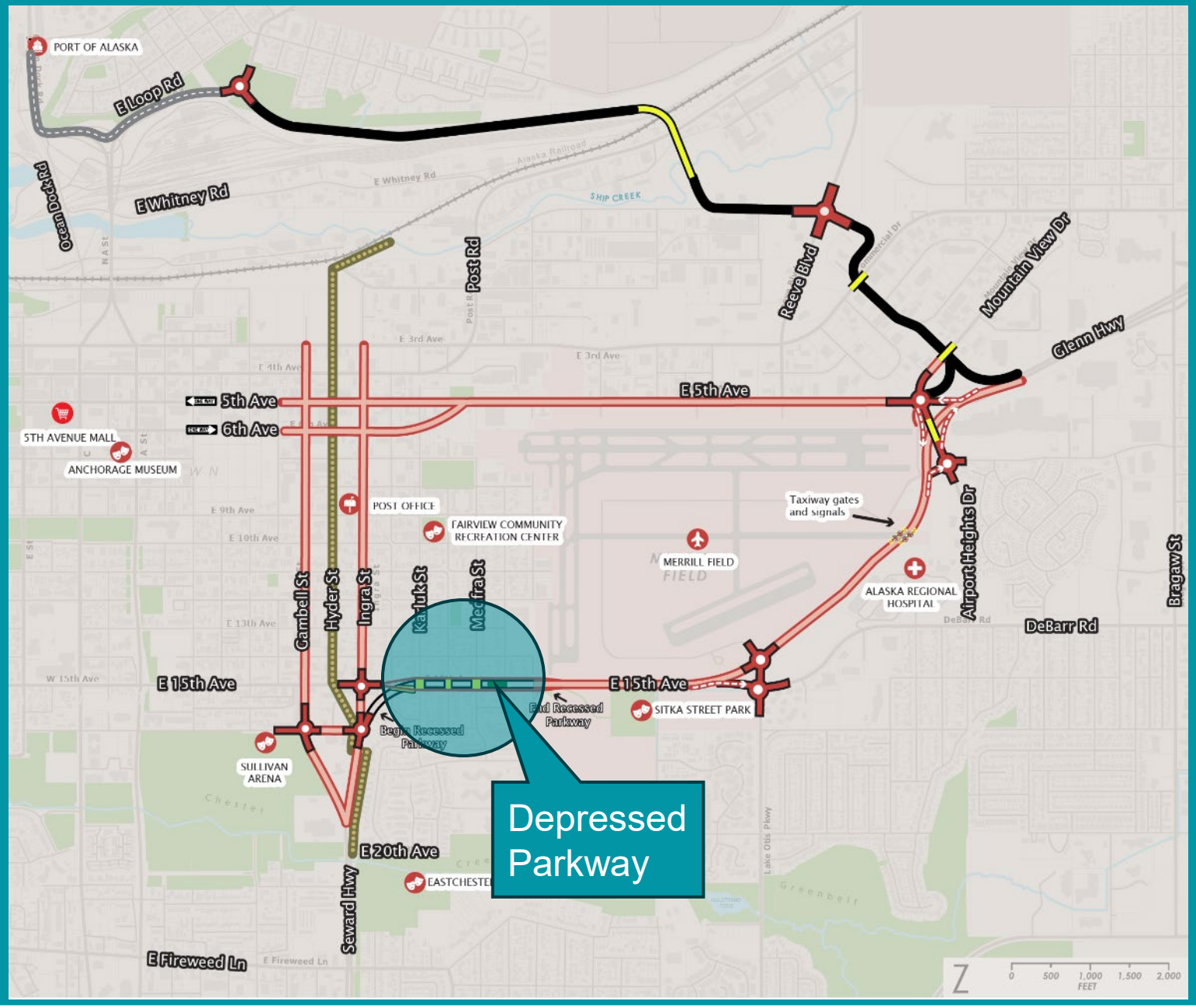

Fairview Bypass

A Depressed Parkway through South Fairview

- To maintain cohesion
- Improve safety
- Reduce livability impacts

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Fairview Bypass

A Depressed Parkway through South Fairview

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

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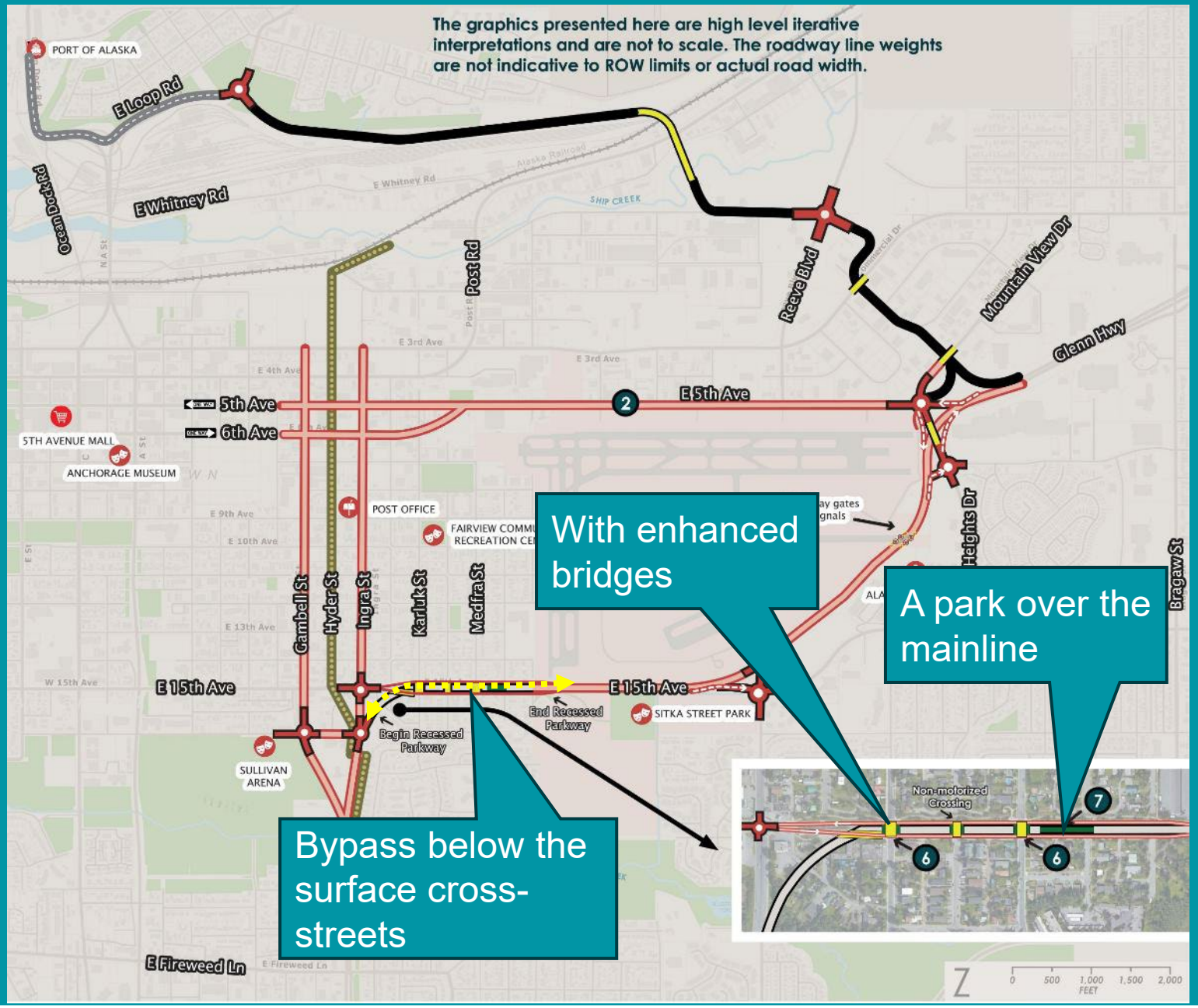
Fairview Bypass



A depressed Parkway through South Fairview

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

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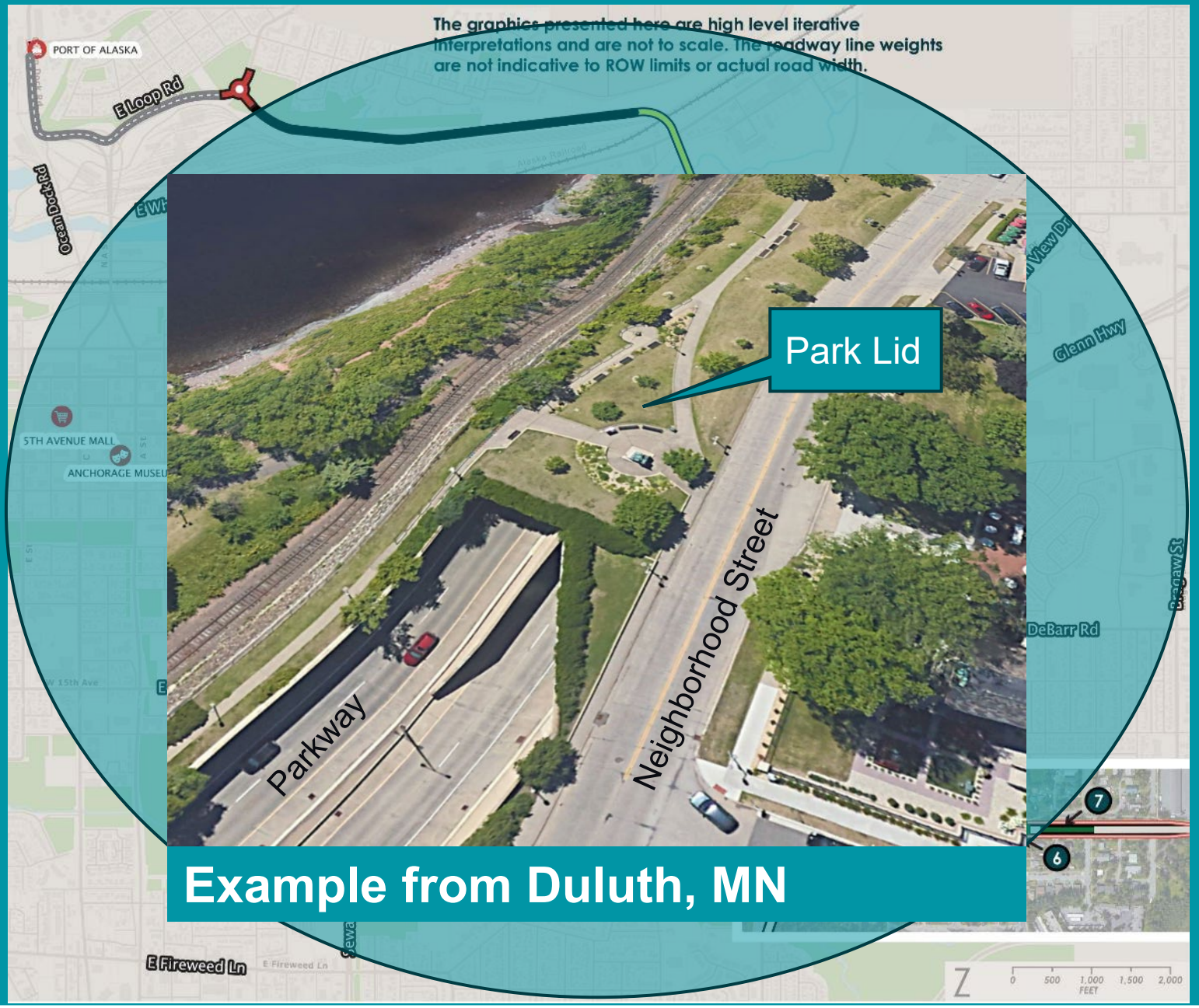
Fairview Bypass

- Includes a park-style ‘lid’
- Often referred to as a, “cut & cover park”



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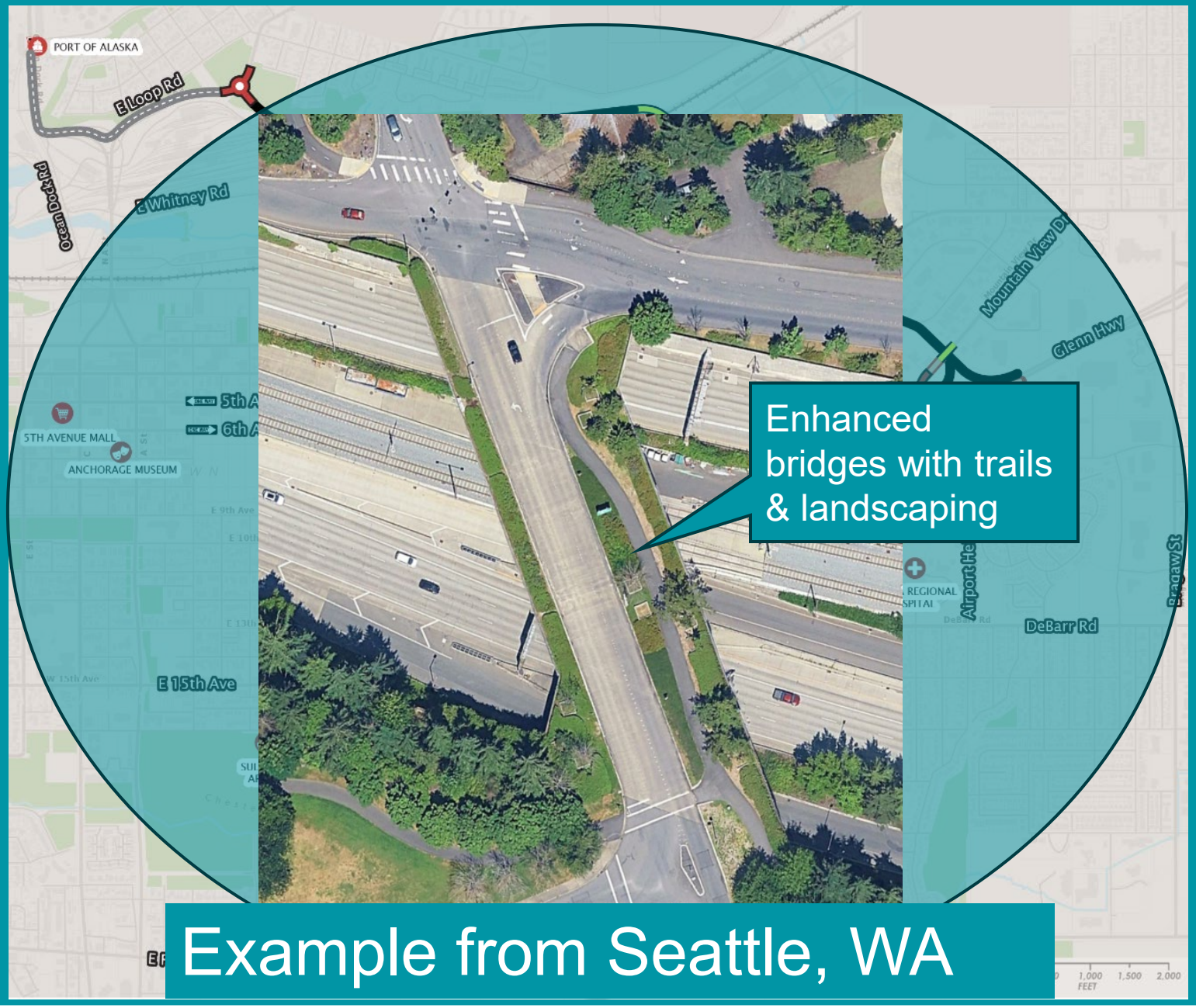
Fairview Bypass



Enhanced Bridge Crossings

- Karluk St
- Medfra St

Improved Neighborhood Connectivity

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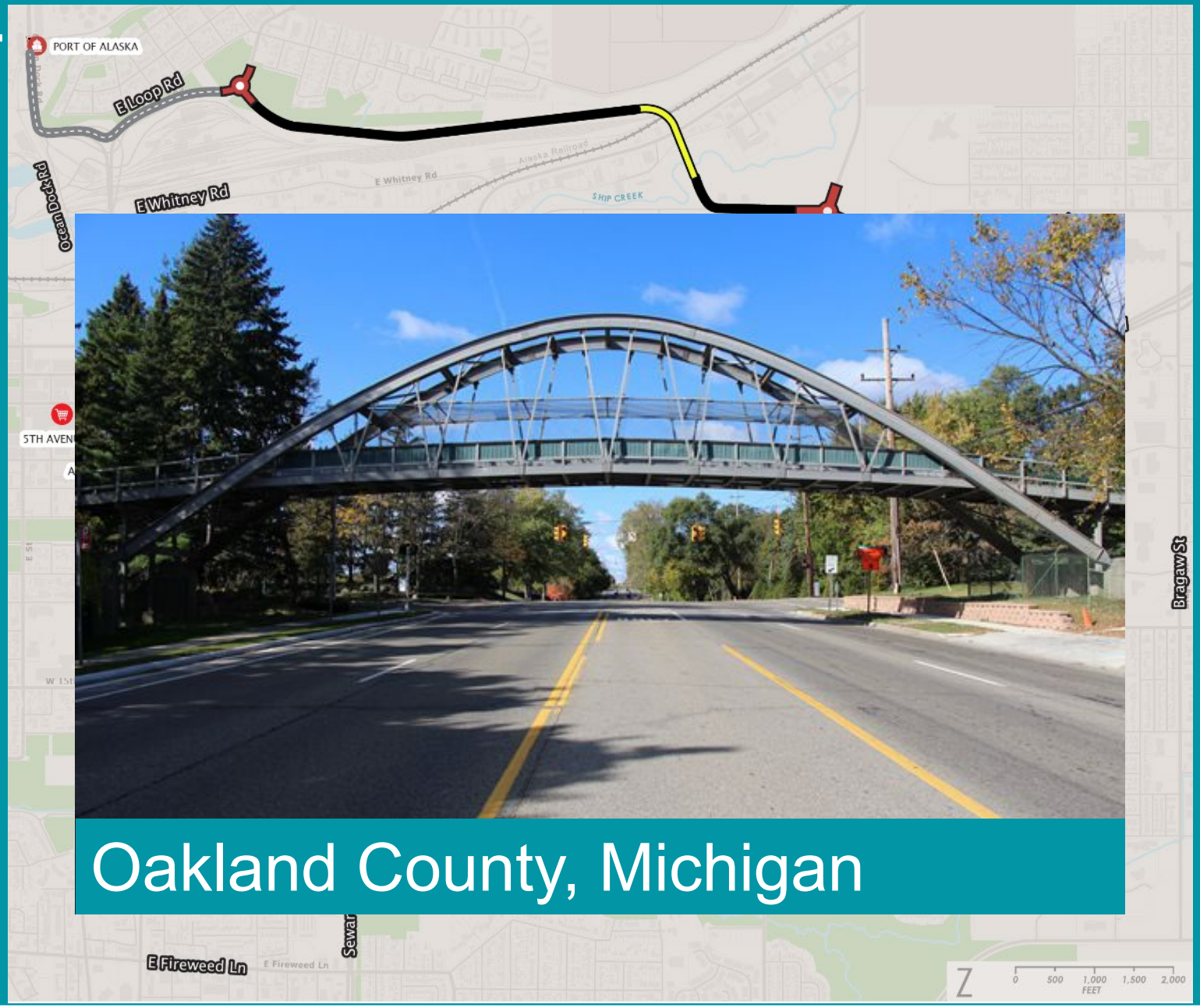

Oakland County, Michigan

Fairview Bypass

New Nonmotorized Bridge Connections

- Latouche St
- Nelchina St

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New Greenway: Extend Hyder Pedestrian Boulevard

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

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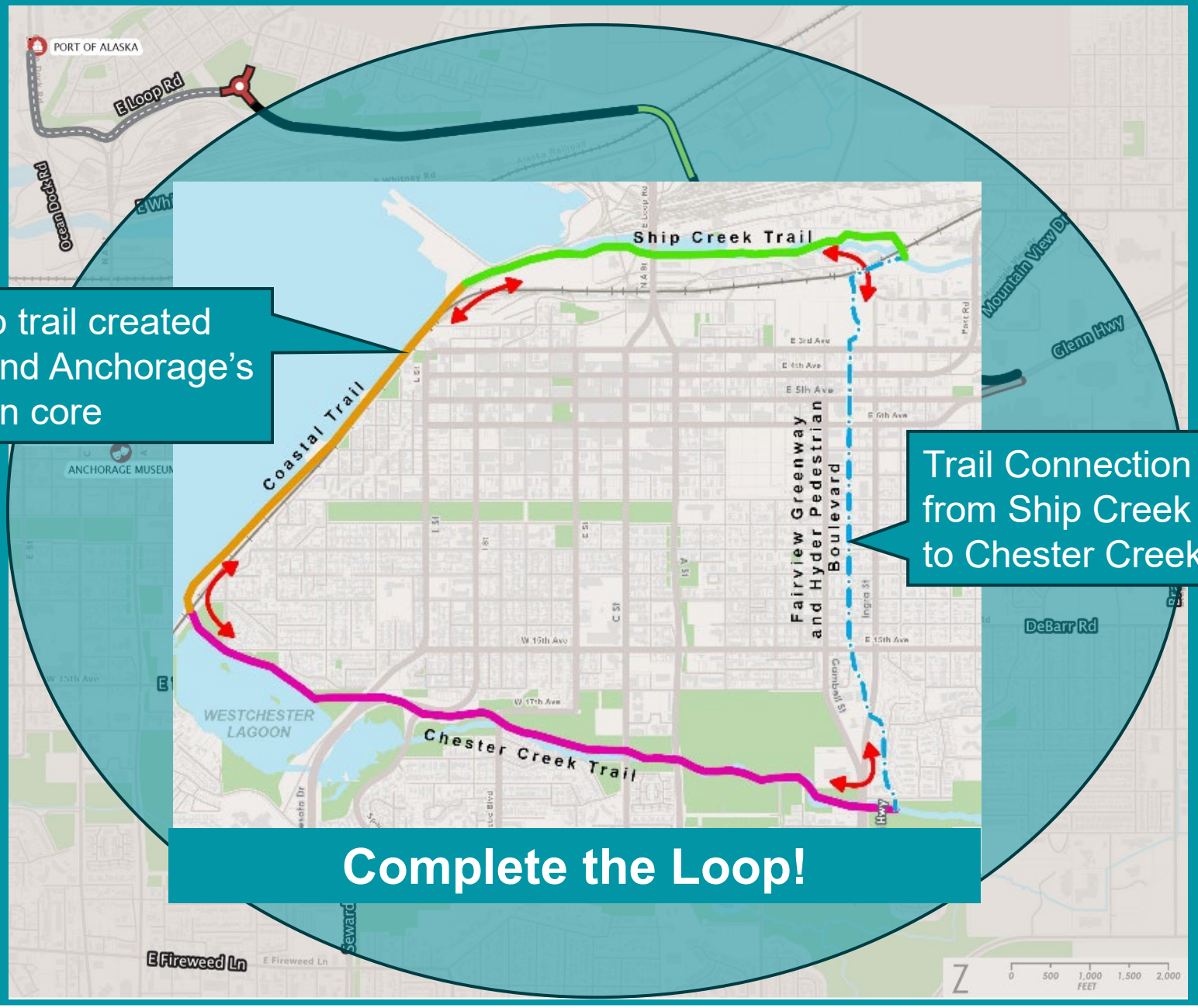
New Greenway: Extend Hyder Pedestrian Boulevard

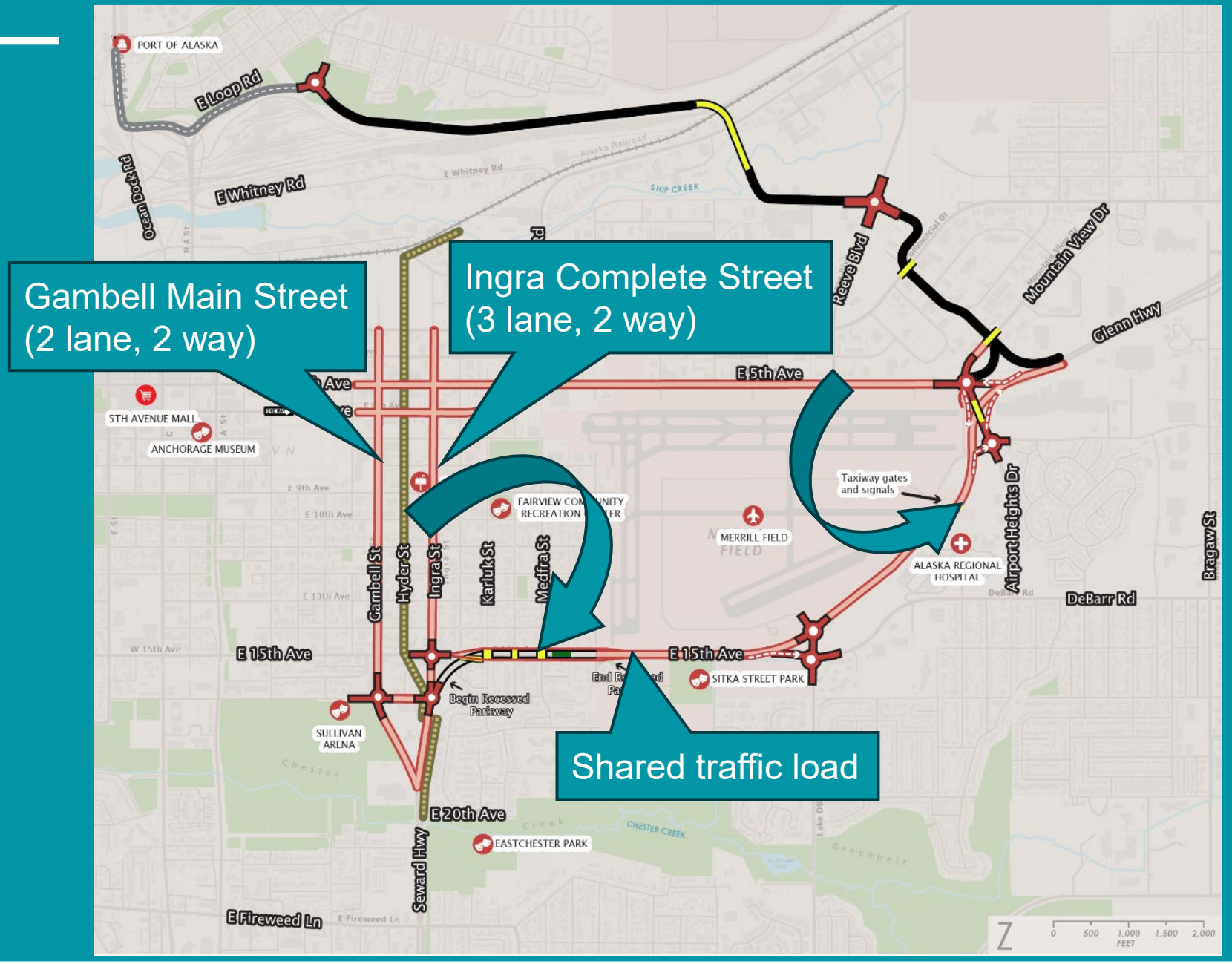
- Create a loop Trail
- Quality of life
- Benefits everyone



Seward ↔ Glenn
CONNECTION

Gambell Main Street & Ingra Complete Street

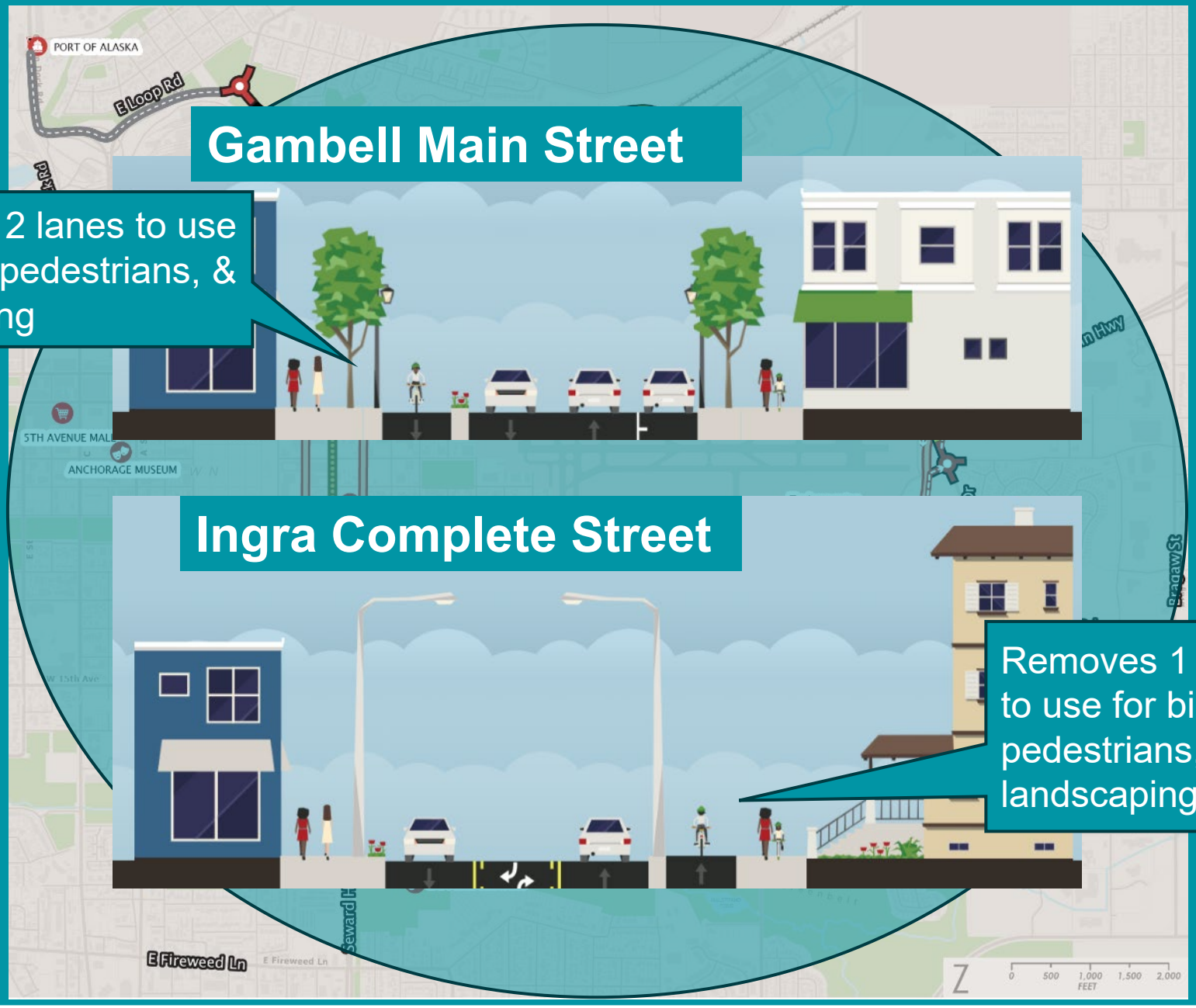
- Enabled by new parkway connection



Seward ↔ Glenn
CONNECTION

Gambell & Ingra Recommendations

- Supports Reconnecting Fairview efforts & goals








Reconnecting Fairview Corridor Plan

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

Dena'inaq ełnen'aq' 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

N eighborWorks Alaska

NeighborWorks® ALASKA

Our Mission

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

Merrill Crossing property

Leadership support

Committee

Partnerships

Community Council

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

Why a Corridor Plan?

NeighborWorks® ALASKA

- 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:

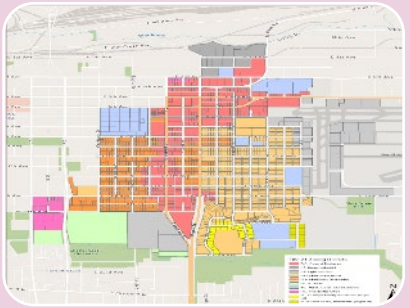
Community-led solutions to reimagine the Gambell-Ingra corridor

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

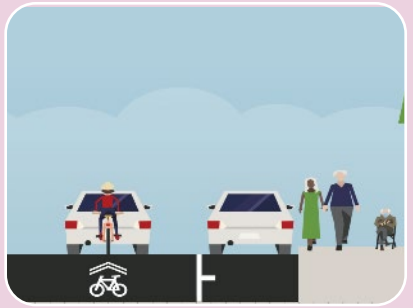
Plan Areas of Focus

Identify existing **transportation gaps and opportunities**

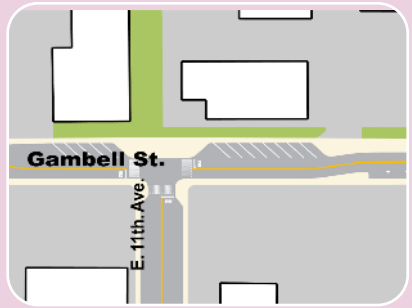


Define priorities for **economic revitalization and land use**

Integrate **multimodal transportation** performance metrics into decisionmaking



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



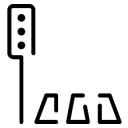
Adopt a Corridor Plan that outlines **clear next steps** for funding, implementation, and delivery

Key Design Elements

ARUP

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

Lane reductions



Traffic calming

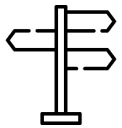
Bike, walk, roll access

Parking

Transit infrastructure

Snow storage

Lighting



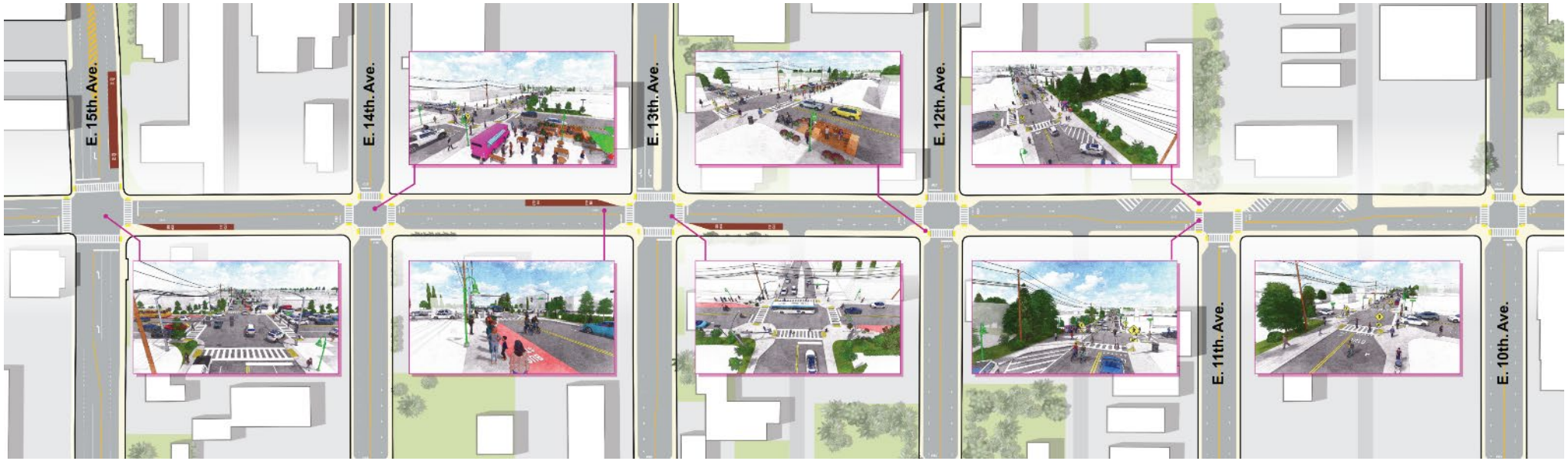
Wayfinding

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

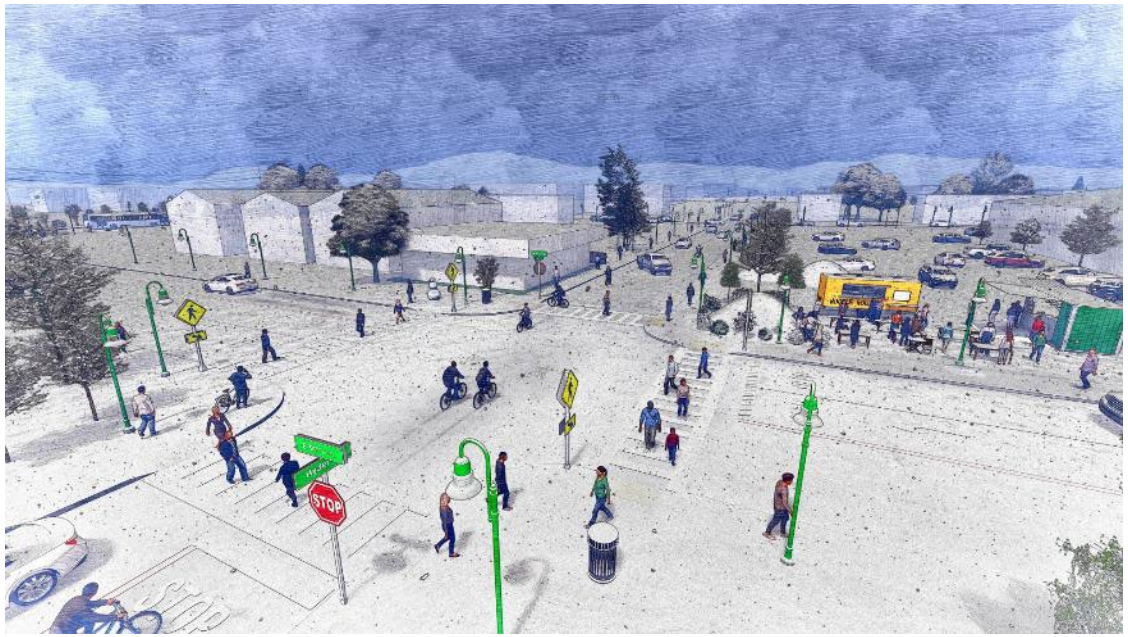
*Gambell Street as a **vibrant main street** that prioritizes active modes and invites people to spend time in Fairview.*

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

Winter 2025 | Spring 2025 | Summer 2025 | Fall 2025 | Winter 2026 | Spring 2026 | Summer 2026 | Fall 2026

Public Engagement

Existing Conditions Analysis

- Transportation Gaps & Opportunities

Visioning for Future Conditions

- Economic Assessment, Fairview Innovation Area, & Winter City Design

Existing & Potential Multimodal Demand

- Data Collection & Analysis, Multi Modal Travel Demand

Designs for Gambell, Ingra, & Hyder

- Conceptual Design Plans for Gambell & Ingra Streets & Hyder St. Greenway

Final Plan & Implementation

- Action Plan, Policy Changes, & Final Corridor Plan

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

FAIRNESS for FAIRVIEW IT'S TIME.

FAIRVIEW
Where People Make The Difference

NeighborWorks® ALASKA

Thank you!

For future events, follow
FairviewAK.org

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Next Steps & Poster Session

Next Steps

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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!

Seward Glenn CONNECTION

- **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!

Seward Glenn CONNECTION

PUBLIC COMMENT PERIOD:

October 21, 2025 – November 21, 2025

SCAN ME WITH YOUR SMART PHONE

VISIT OUR ONLINE OPEN HOUSE

Comment using the interactive map!
sewardglennconnectiononline.com

SCAN ME WITH YOUR SMART PHONE

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(907) 206-2289