


ONLINE MEETING



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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](#)

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 Federal Highway Administration (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.

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

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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.

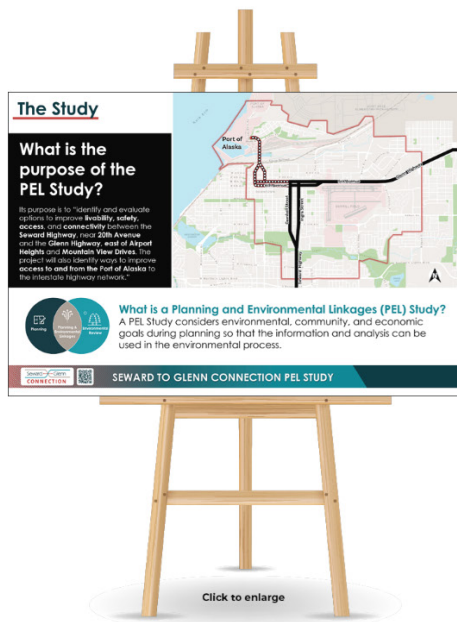
A public comment period will run from **October 21, 2025, through November 21, 2025**.

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	Frequently Asked Questions	Meeting Materials
English	English	Presentation
Hmong	Hmong	Posters
Samoan	Samoan	
Spanish	Spanish	



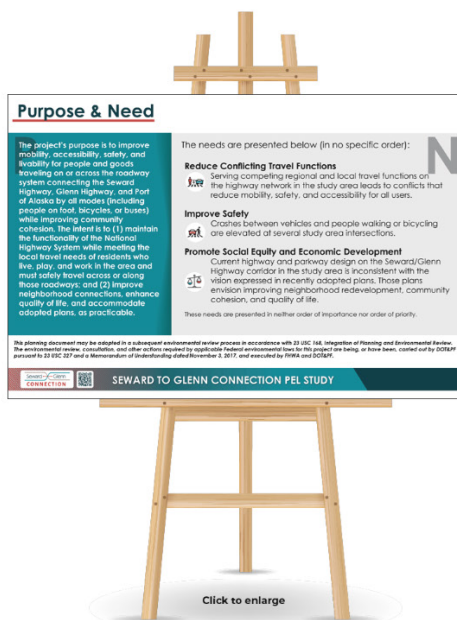
Study Area

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 purpose of this project 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 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.

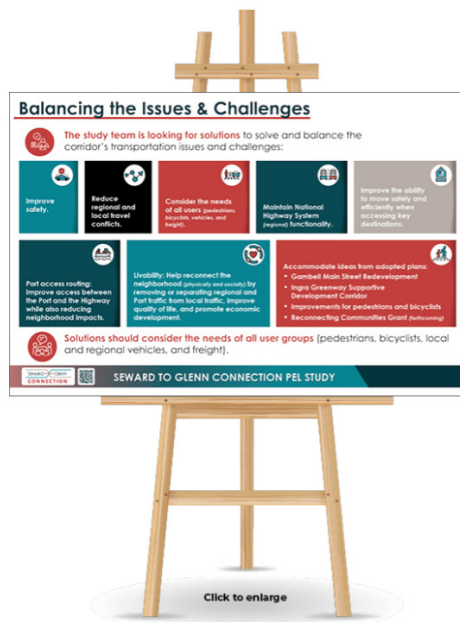
Improve Safety:

- 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.



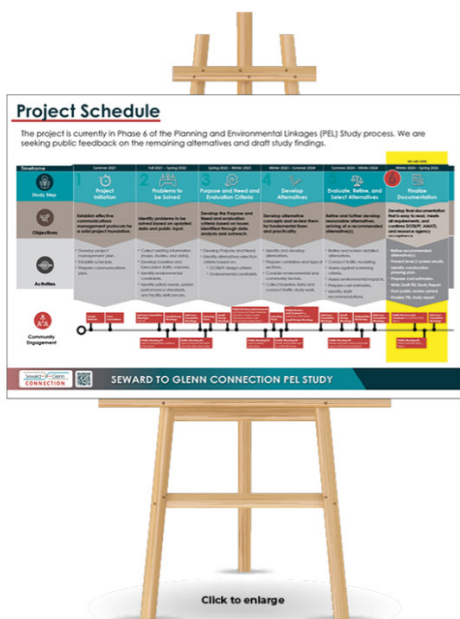


Balancing the Issues & Challenges

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

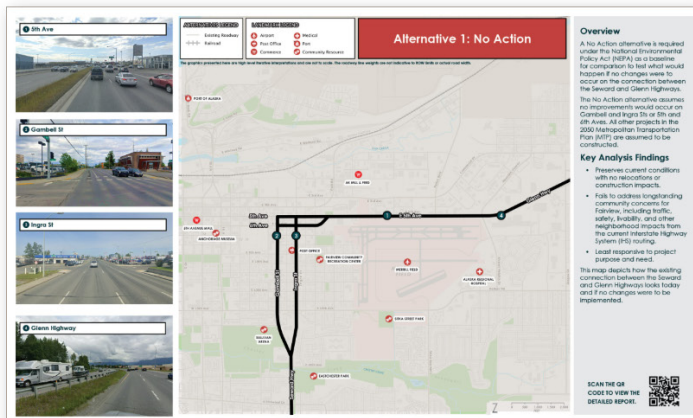
The project is currently in Phase 6 of the Planning and Environmental Linkage (PEL) Study process (see schedule graphic to the left). We are seeking public feedback, with a focus on the recommended alternative and draft PEL Study recommendations.

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 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 Ingraham 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. Ingraham 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 Ingraham Streets, with a pedestrian boulevard and trail connection along Hyder Street. Ingraham 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.

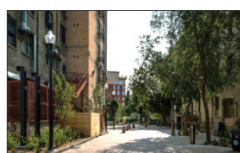
Alternative Features



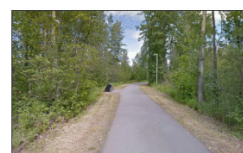
1. 5th Ave - 4-Lane Arterial



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



3. Pedestrian Blvd



4. Trail Connection



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



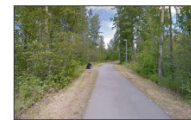
2. Ingra 3-Lane, 2-Way



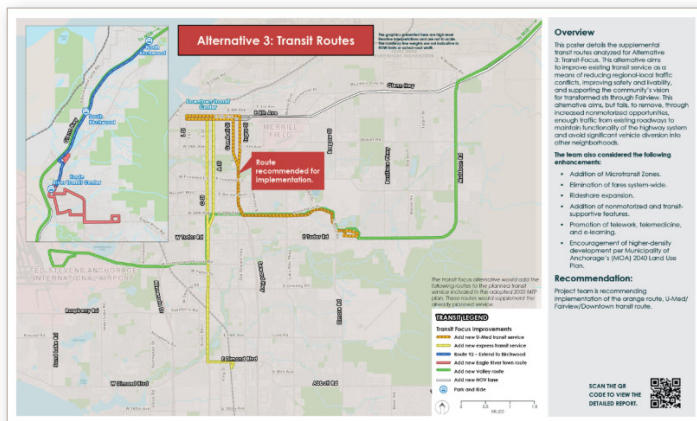
3. Gambell Main St 2-Lane, 2-Way



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
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- Upgrade Route 92 (Eagle River to Downtown/Midtown)
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- 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



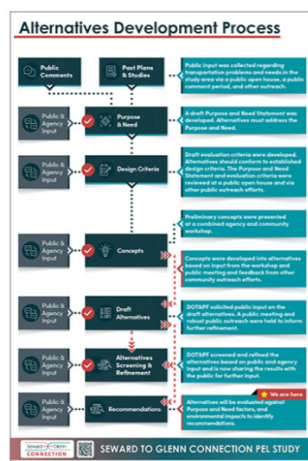
Alternative 4: Ingra Tunnel

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

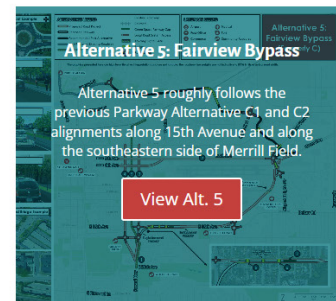
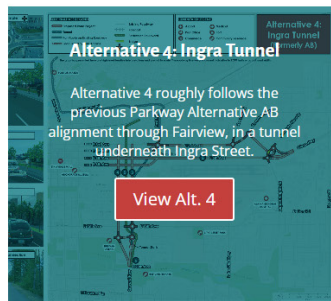
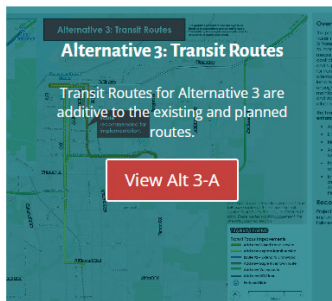
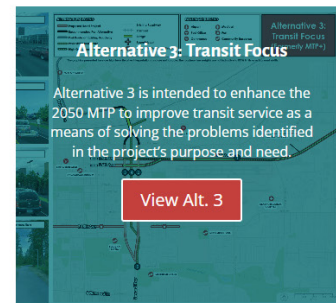
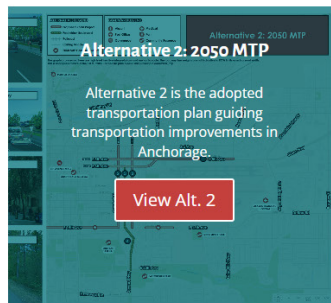
Advanced for further evaluation:

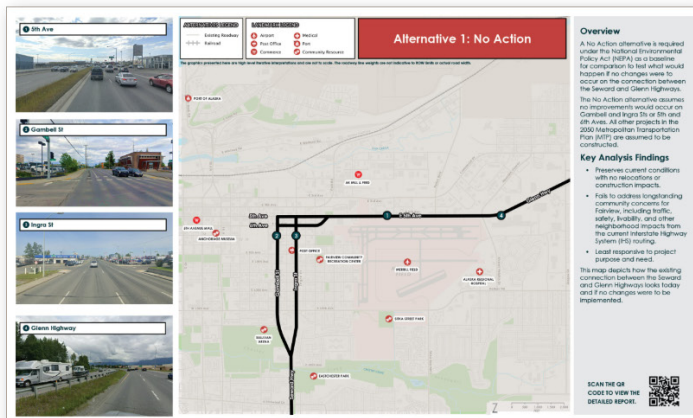
- Alternative 1: No Action
- Alternative 2: 2050 MTP
- Alternative 3: Transit Focus (formerly MTP Plus)
- Alternative 4: Ingra Tunnel (formerly Parkway Alternative AB)
- Alternative 5: Fairview Bypass (formerly Parkway Alternative C)



Alternatives

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





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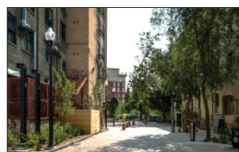
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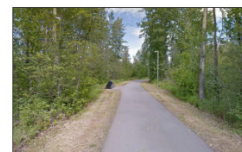
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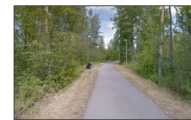
2. Ingraham 3-Lane, 2-Way



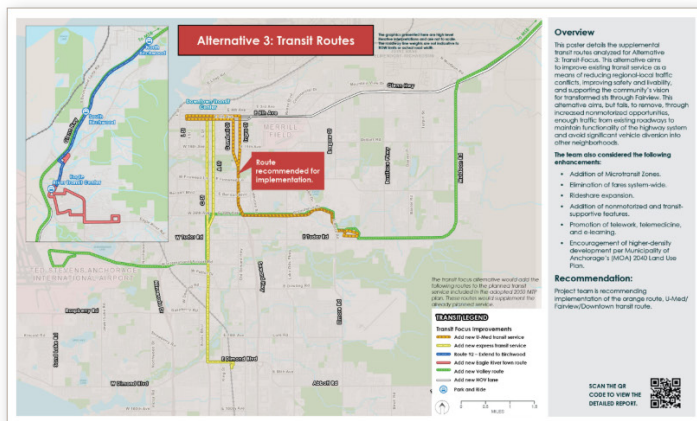
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- Encourage higher-density development per the Municipality of Anchorage's 2040 Land Use Plan



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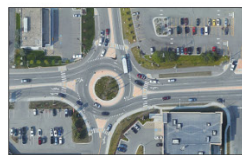
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As previously:

- 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.



1. Ingra Tunnel



Roundabout Example



2. 5th Ave – 4-Lane Arterial



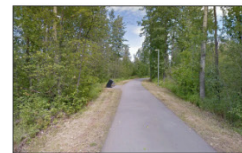
3. Ingra (above tunnel) 3-Lane, 2-Way



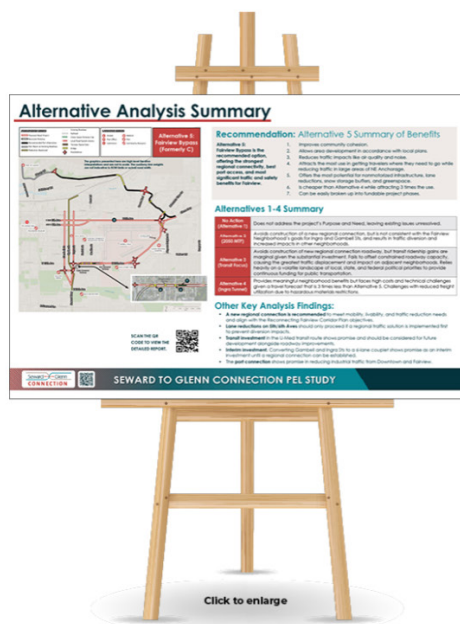
4. Gambell Main St – 2-Lane, 2-Way



5. Pedestrian Blvd



6. Trail Connection

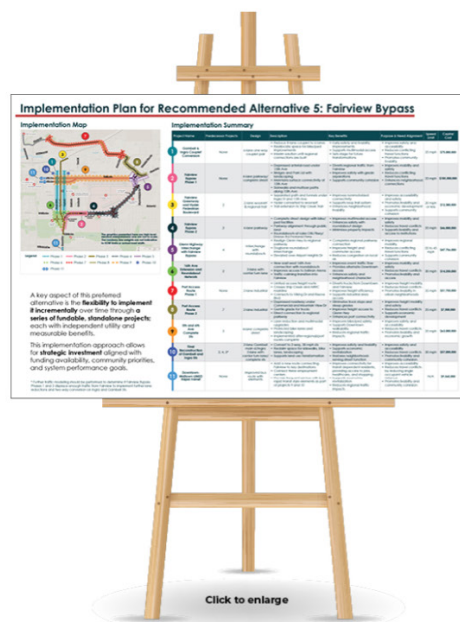


Recommended Alternative 5: Fairview Bypass Alternative Analysis Summary

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.

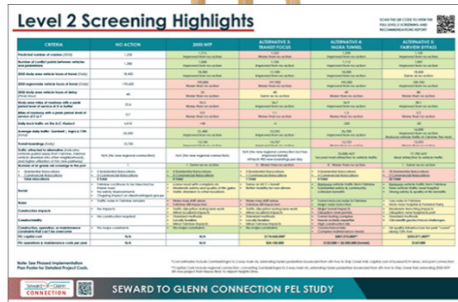


Implementation Plan for the Recommended Alternative

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.

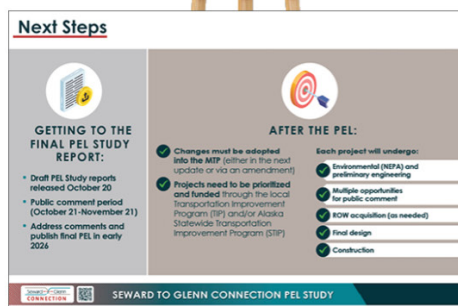




Key screening categories include:

- 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.

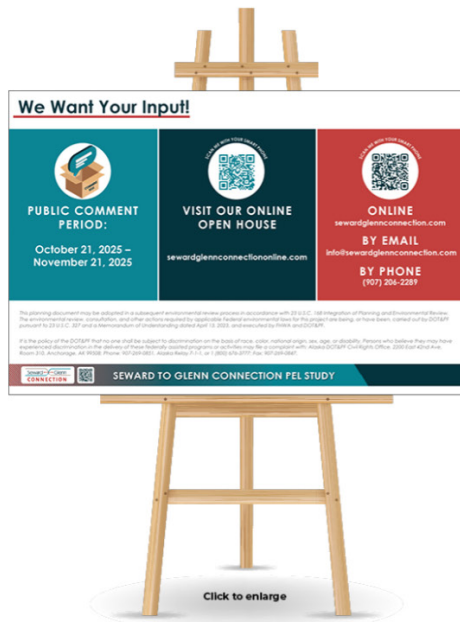
[Click to enlarge](#)



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