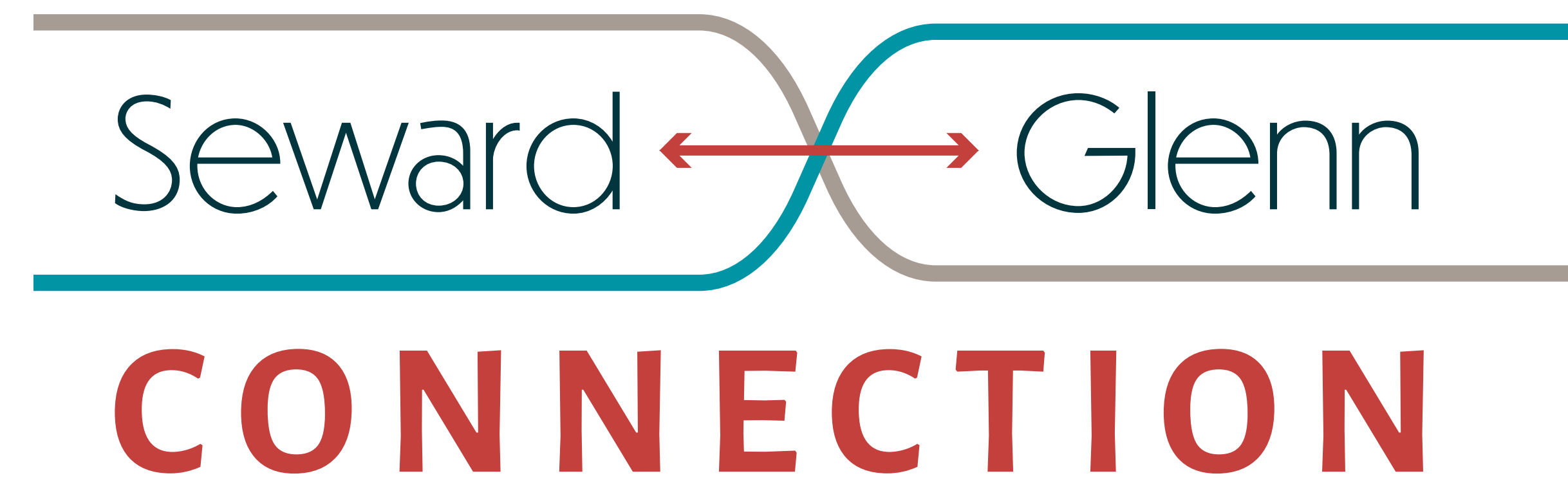




WELCOME



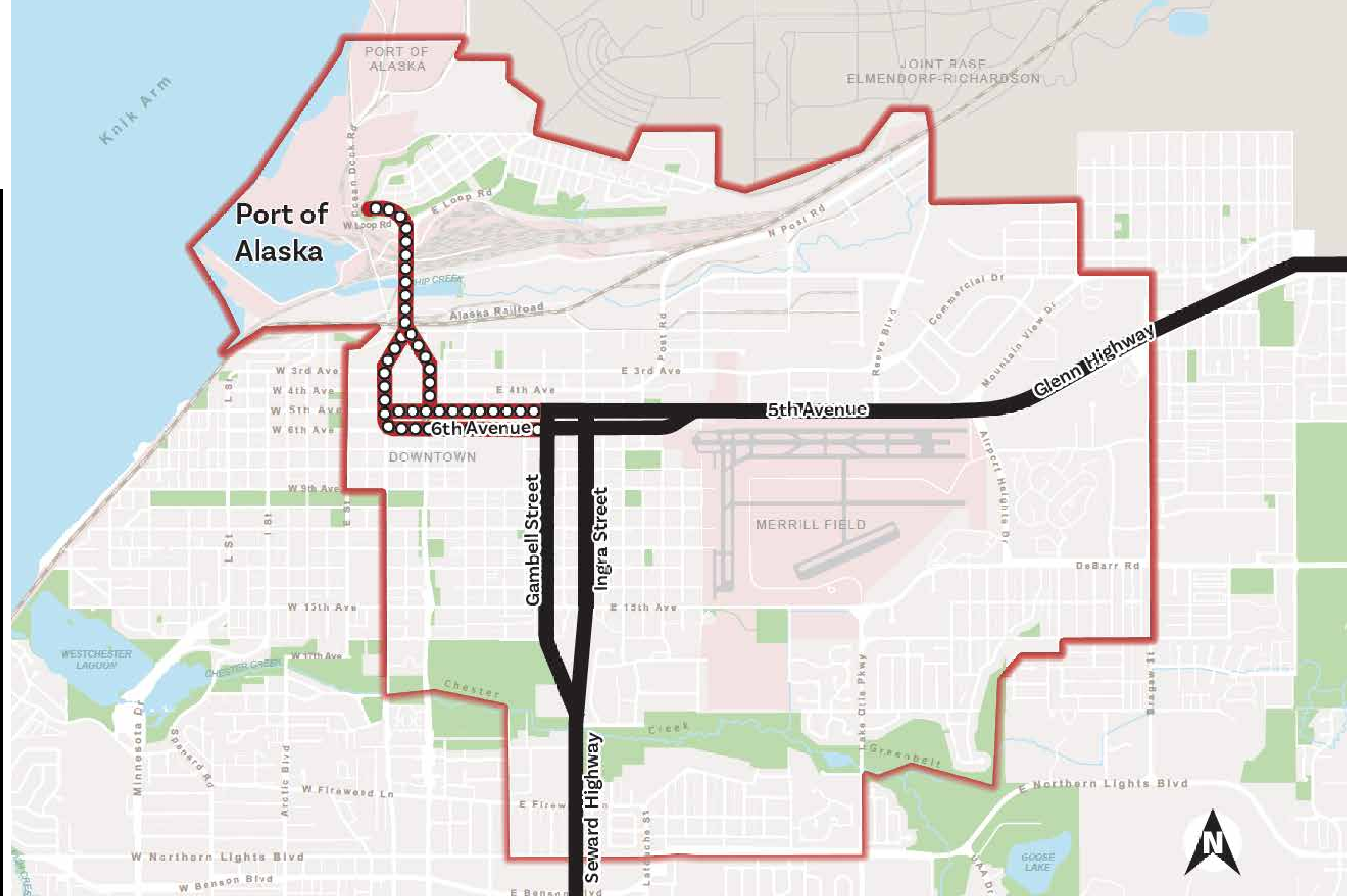
Seward to Glenn Connection PEL Study



The Study

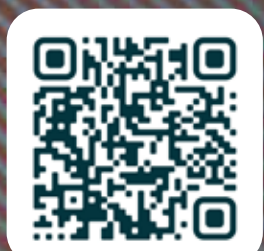
What is the purpose of the PEL Study?

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.

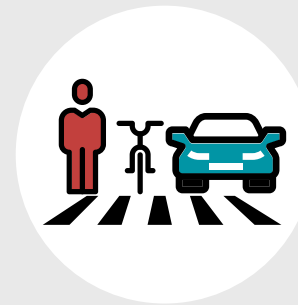


Purpose & Need

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.



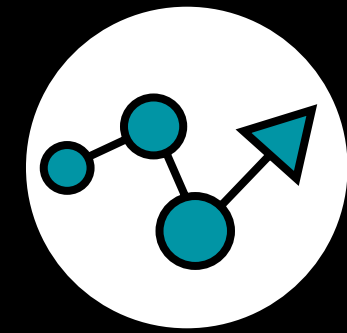
Balancing the Issues & Challenges



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*)

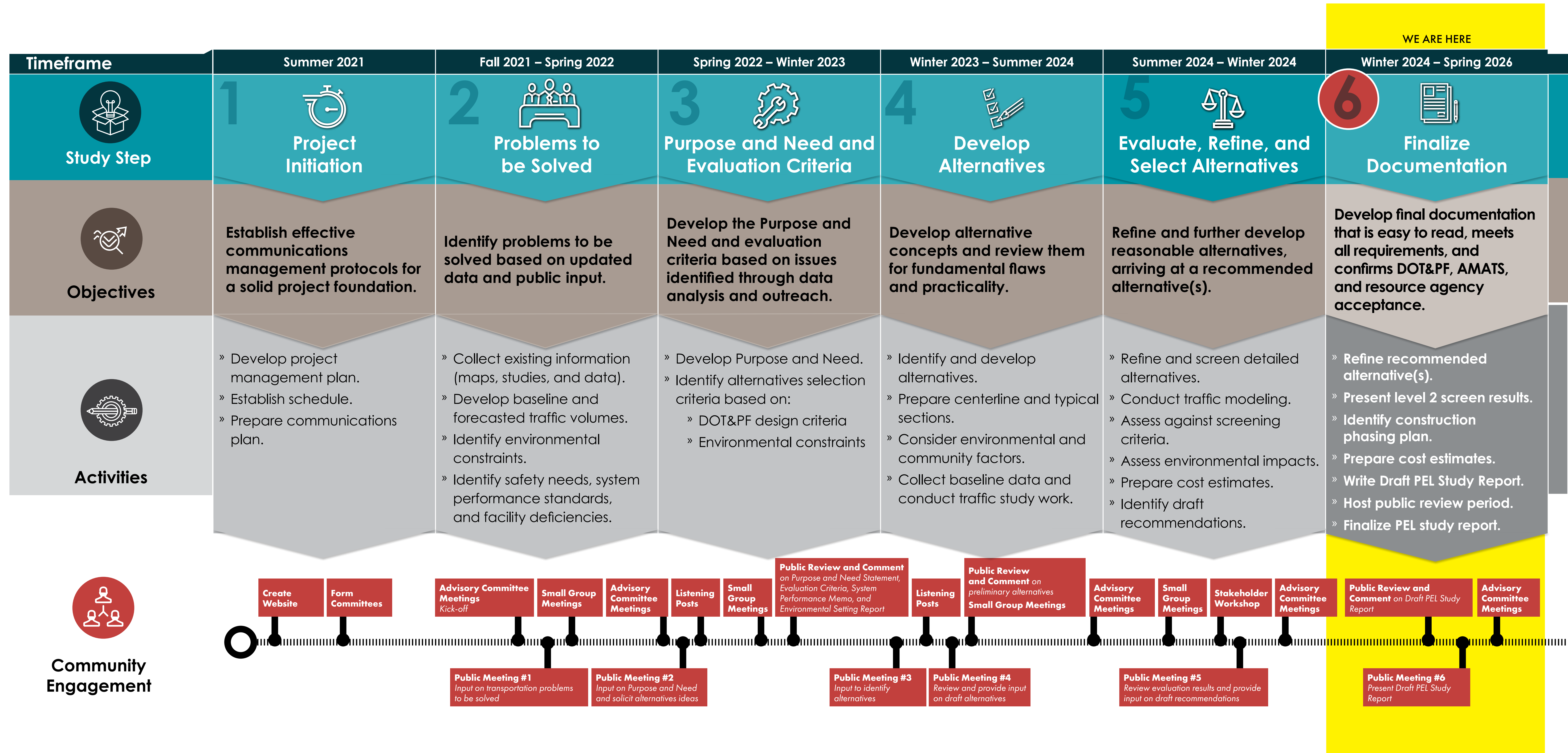


Solutions should consider the needs of all user groups (pedestrians, bicyclists, local and regional vehicles, and freight).

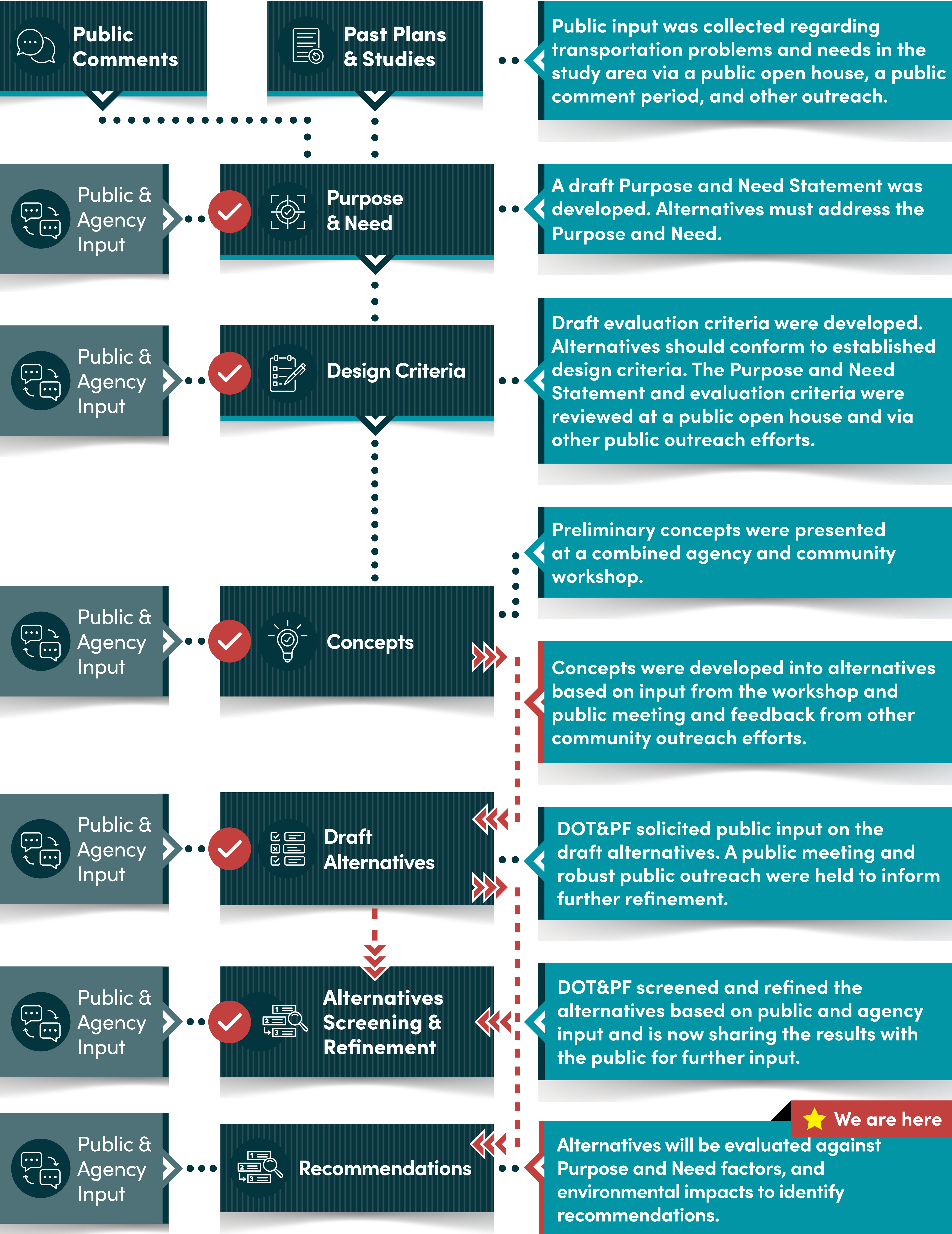


Project Schedule

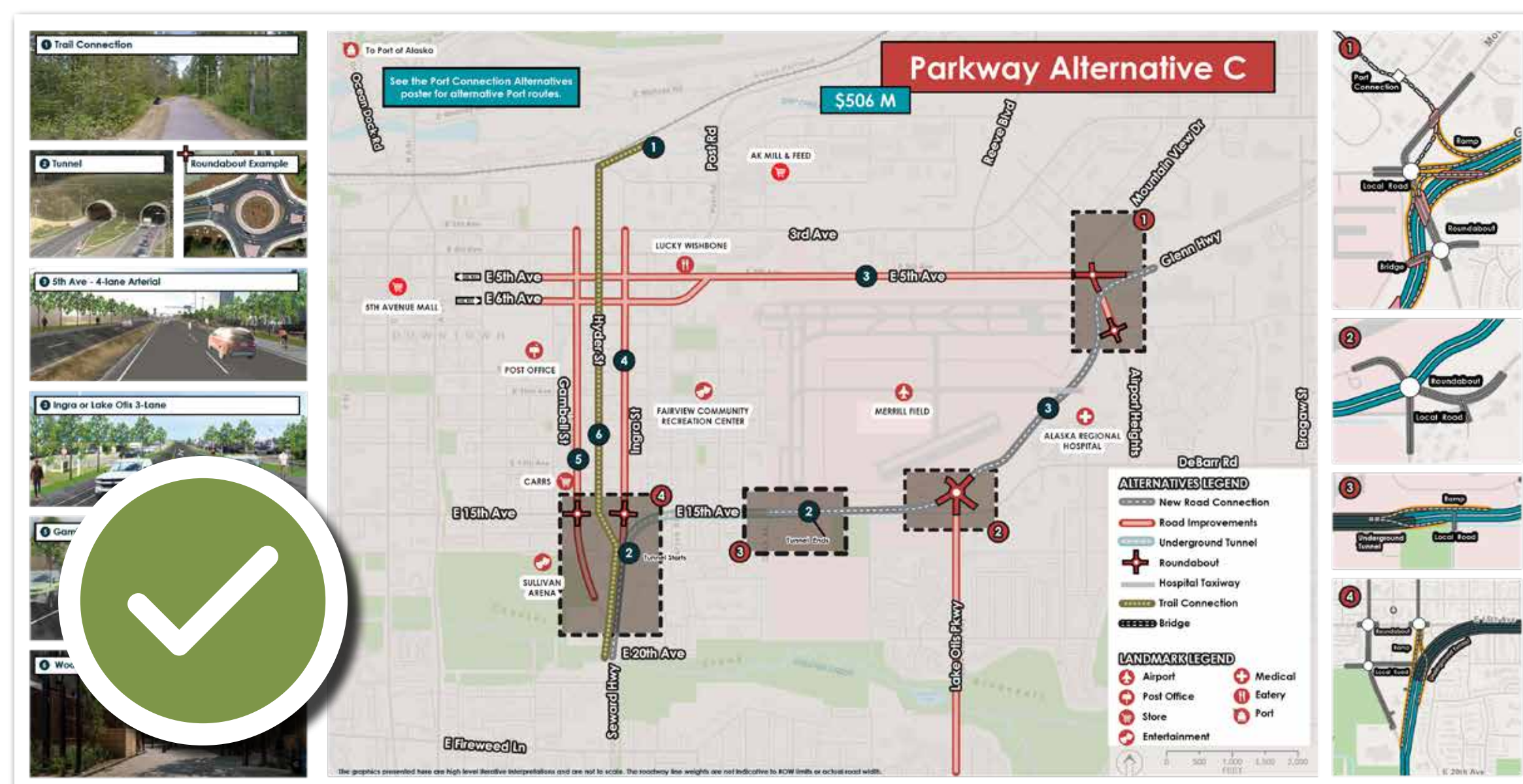
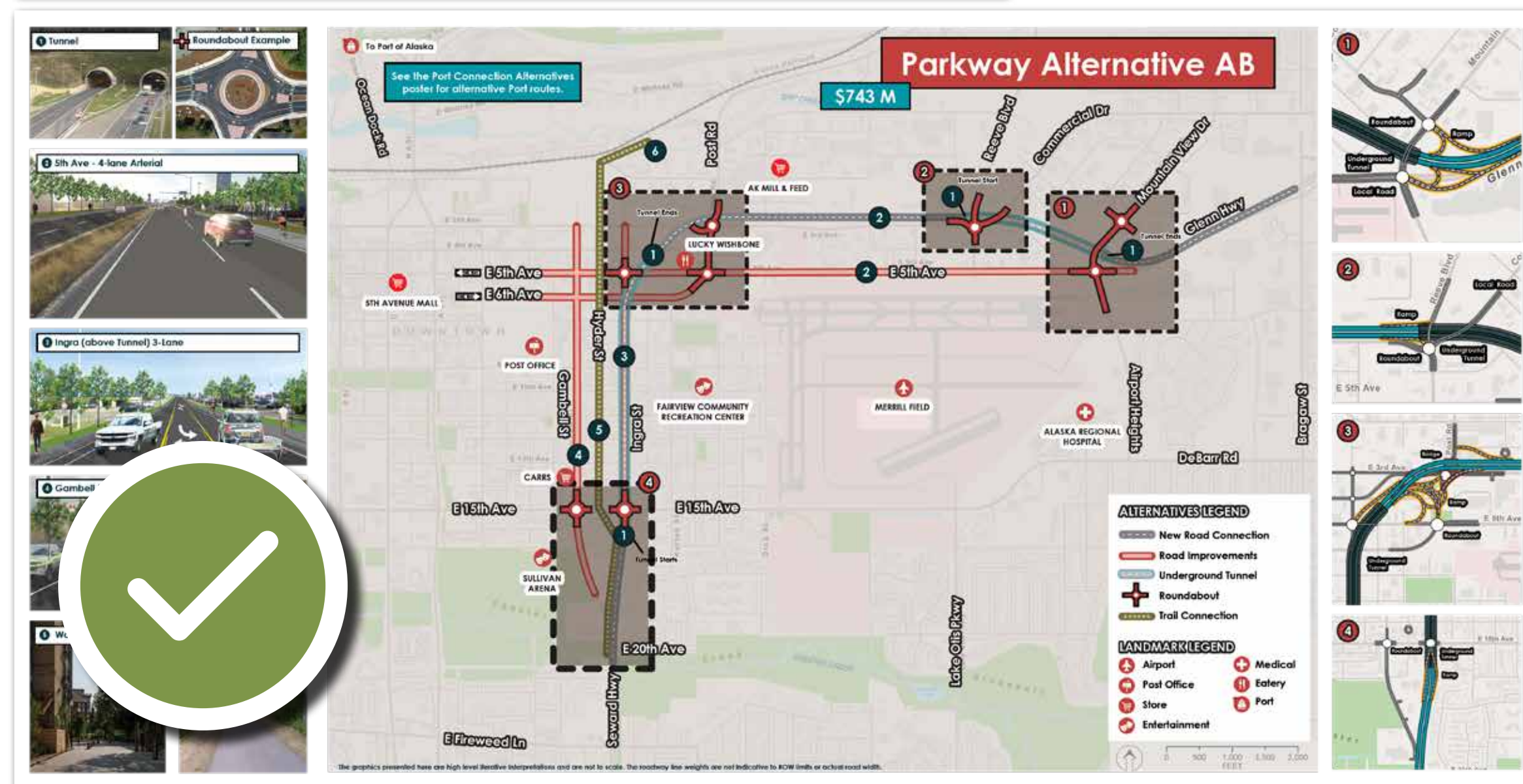
The project is currently in Phase 6 of the Planning and Environmental Linkages (PEL) Study process. We are seeking public feedback on the remaining alternatives and draft study findings.



Alternatives Development Process



Alternatives Update

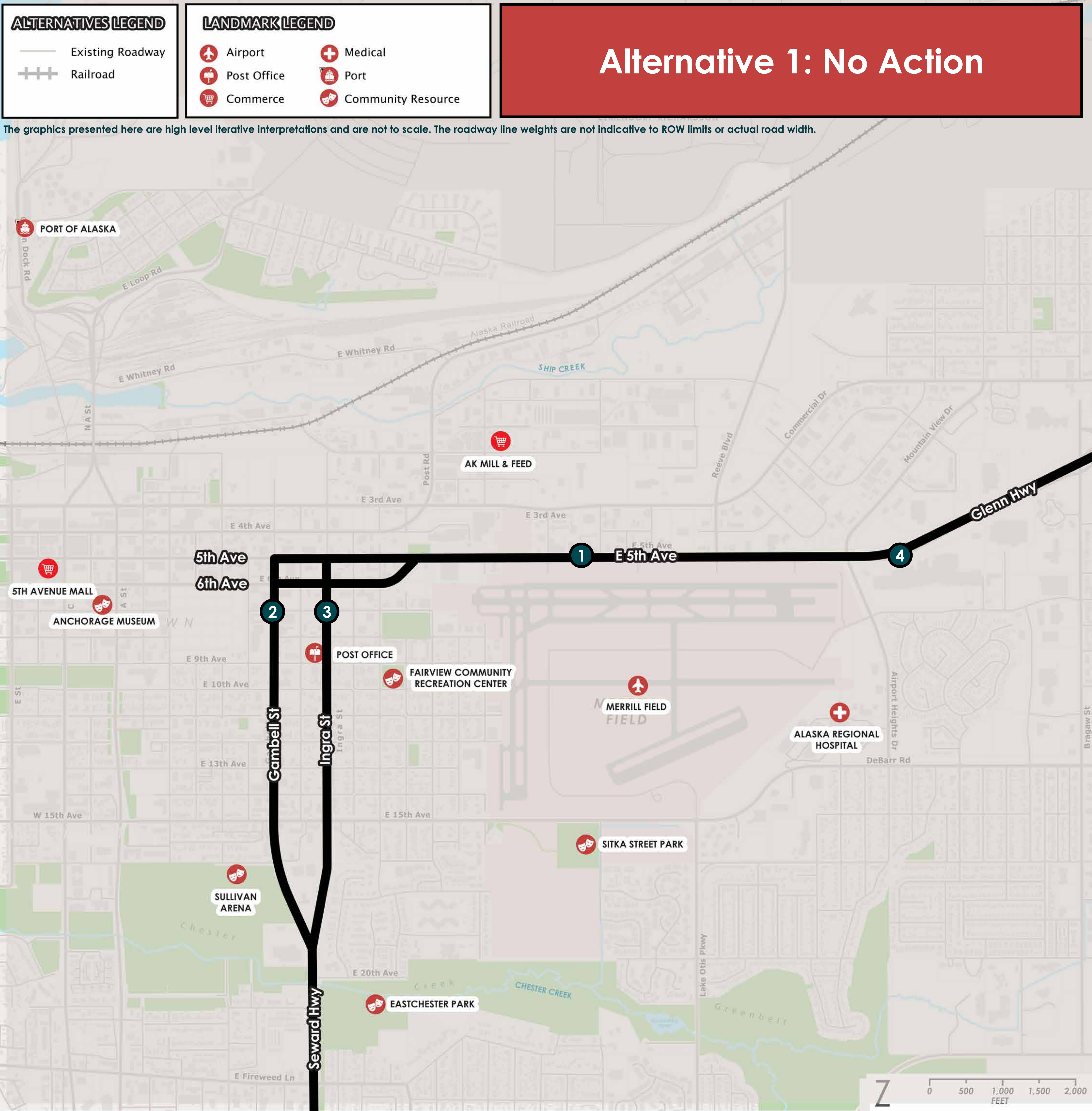
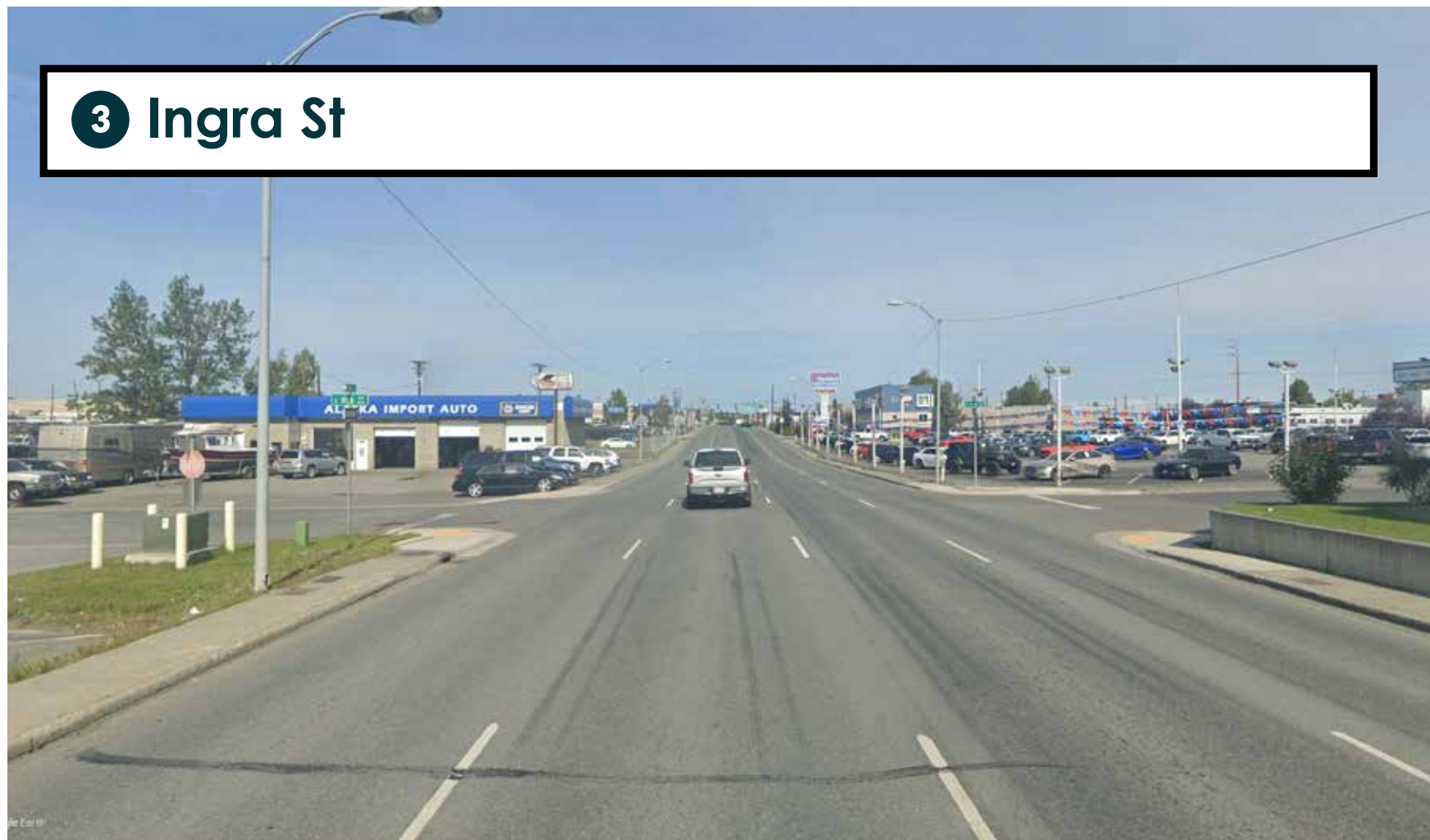


LEVEL 1 SCREENING SUMMARY

- ✗ 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)





Overview

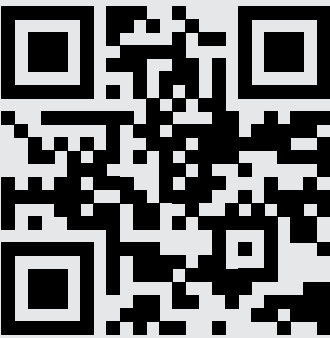
A No Action alternative is required under the National Environmental Policy Act (NEPA) as a baseline for comparison to test what would happen if no changes were to occur on the connection between the Seward and Glenn Highways.

The No Action alternative assumes no improvements would occur on Gambell and Ingraham Sts or 5th and 6th Aves. All other projects in the 2050 Metropolitan Transportation Plan (MTP) are assumed to be constructed.

- ### Key Analysis Findings
- Preserves current conditions with no relocations or construction impacts.
 - Fails to address longstanding community concerns for Fairview, including traffic, safety, livability, and other neighborhood impacts from the current Interstate Highway System (IHS) routing.
 - Least responsive to project purpose and need.

This map depicts how the existing connection between the Seward and Glenn Highways looks today and if no changes were to be implemented.

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ALTERNATIVES LEGEND

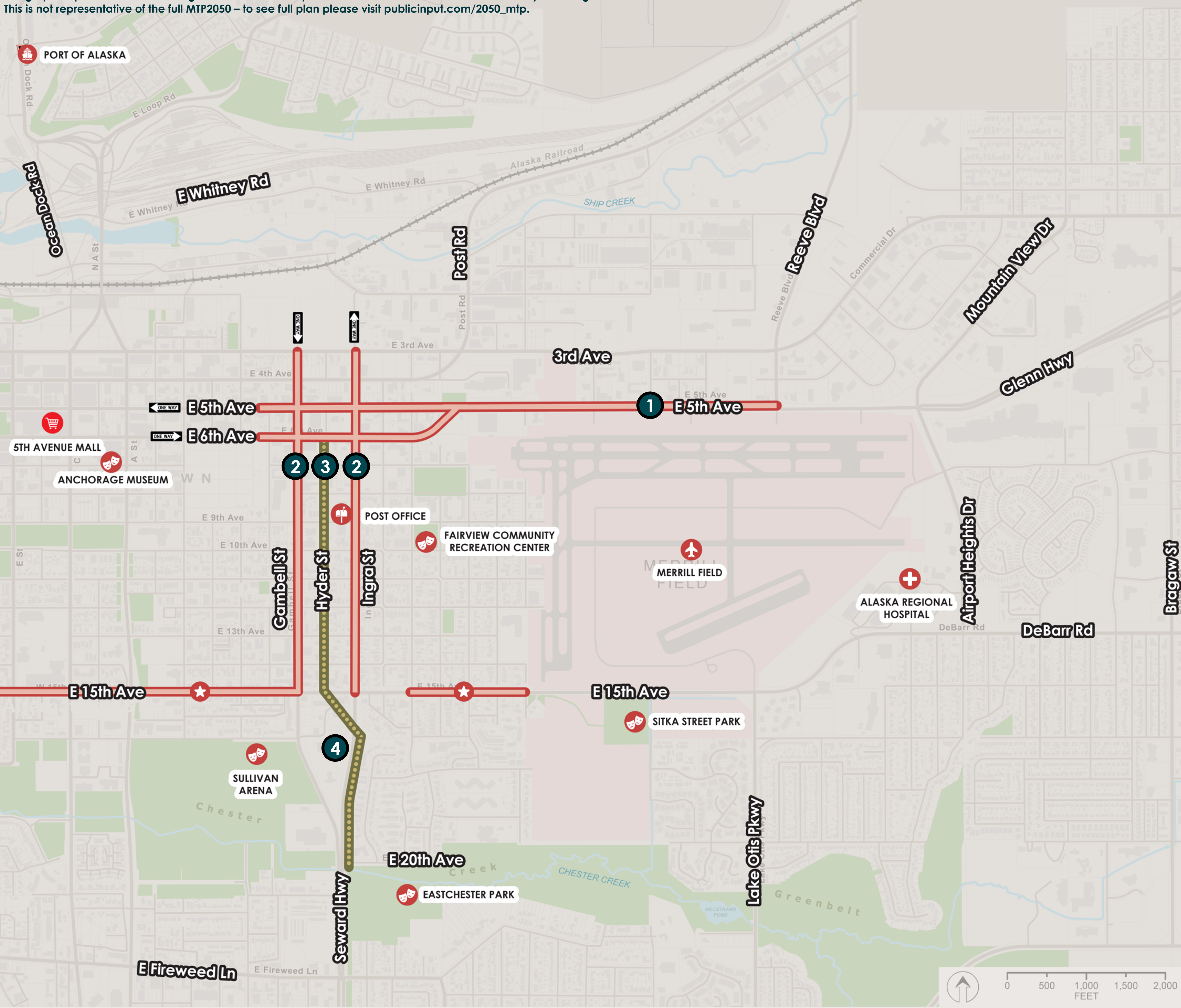
- Proposed Road Project
- Pedestrian Boulevard
- Railroad
- Existing Roadway
- 2050 MTP Complete Streets

LANDMARK LEGEND

Airport	Medical
Post Office	Port
Commerce	Community Resource

The graphics presented here are high level iterative interpretations and are not to scale. The roadway line weights are not indicative to ROW limits or actual road width. This is not representative of the full MTP2050 – to see full plan please visit publicinput.com/2050_mtp.

Alternative 2: 2050 MTP



Overview

This alternative represents the adopted AMATS 2050 MTP for Anchorage. It introduces lane reductions with bike and pedestrian improvements on several streets in the study area.

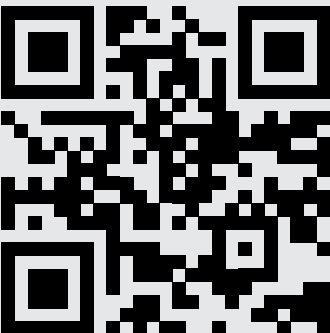
This alternative does not include a new connection between the Seward and Glenn Highways for regional National Highway System (NHS) and IHS traffic.

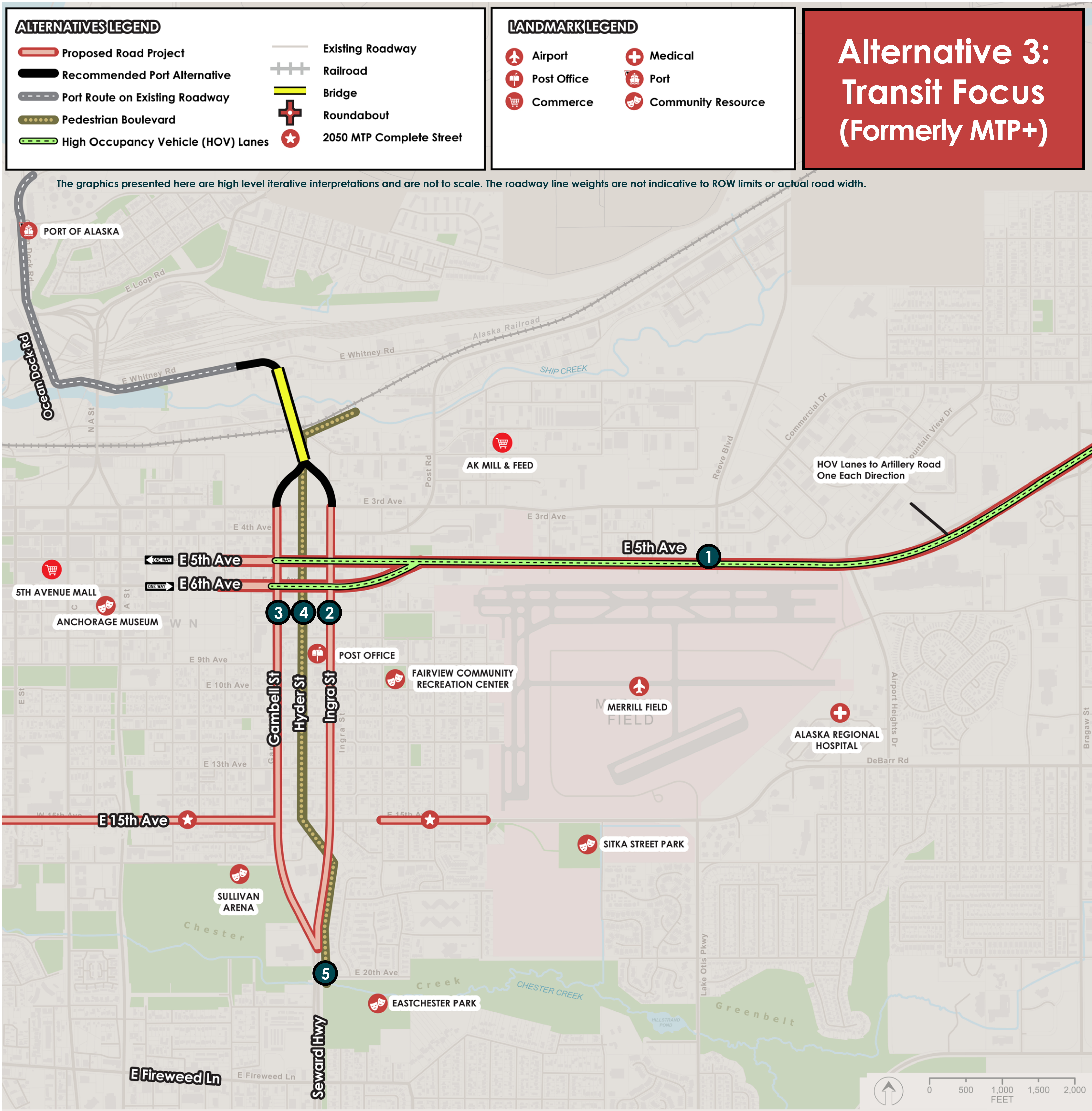
Ingra and Gambell Sts will have three lanes each and would remain a couplet (to a pair of one-way streets in opposite directions).

Key Analysis Findings

- Modest pedestrian/bike improvements with minimal environmental impact.
- Modest reduction in traffic volumes on Gambell and Ingra Sts, primarily due to lane reductions on 5th Ave along Merrill Field.
- Regional traffic continues to route through Fairview.
- Traffic diverts to other corridors, increasing impacts in surrounding neighborhoods.
- Freight mobility and port access worsen in some directions.
- Does not meet Fairview's vision and would deliver only modest safety/livability improvements.
- Less capital costs and maintenance requirements than alternatives with a regional connection or widespread transit improvements.
- Doesn't impact other neighborhoods with a new regional connection.

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Overview

This alternative includes the 2050 MTP projects within the study area except on 5th/6th Aves and the Ingra-Gambell couplet; it instead creates high occupancy vehicle (HOV) lanes to help transit use and makes further lane reductions on Ingra and Gambell. Additionally, it makes substantial increases in transit service and other features that improve carpooling and transit use. It does not include a new regional connection.

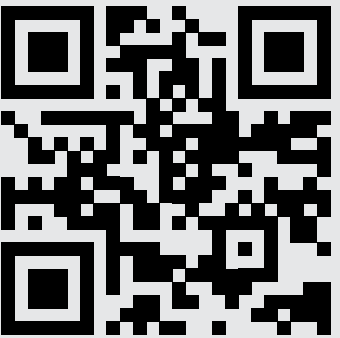
Key Analysis Findings

- Highest transit ridership among build options.
- Marginal improvements to transit use and traffic.
- NHS continues to route through Fairview.
- Traffic displacement from lane reductions increases impacts in surrounding neighborhoods.
- Safety impacts from high number of at-grade rail crossings.
- Port traffic routed through Fairview.
- Results in fewer than 1,000 additional boardings per day on the entire transit system; this equates to about a 500-vehicle reduction and only a fraction would be removed from Fairview.

Recommendations

- Project team is recommending U-Med/Fairview/Downtown transit route. See Alternative 3: Transit Routes poster.

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Alternative 3: Transit Routes

The graphics presented here are high level iterative interpretations and are not to scale. The roadway line weights are not indicative to ROW limits or actual road width.

Route recommended for implementation.

The transit focus alternative would add the following routes to the planned transit service included in the adopted 2050 MTP plan. These routes would supplement the already planned service.

TRANSIT LEGEND

Transit Focus Improvements

-  Add new U-Med transit service
-  Add new express transit service
-  Route 92 – Extend to Birchwood
-  Add new Eagle River town route
-  Add new Valley route
-  Add new HOV lane
-  Park and Ride



0 0.5 1 1.5
MILES

Overview

This poster details the supplemental transit routes analyzed for Alternative 3: Transit-Focus. This alternative aims to improve existing transit service as a means of reducing regional-local traffic conflicts, improving safety and livability, and supporting the community's vision for transformed sts through Fairview. This alternative aims, but fails, to remove, through increased nonmotorized opportunities, enough traffic from existing roadways to maintain functionality of the highway system and avoid significant vehicle diversion into other neighborhoods.

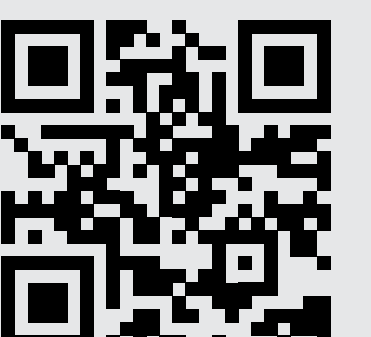
The team also considered the following enhancements:

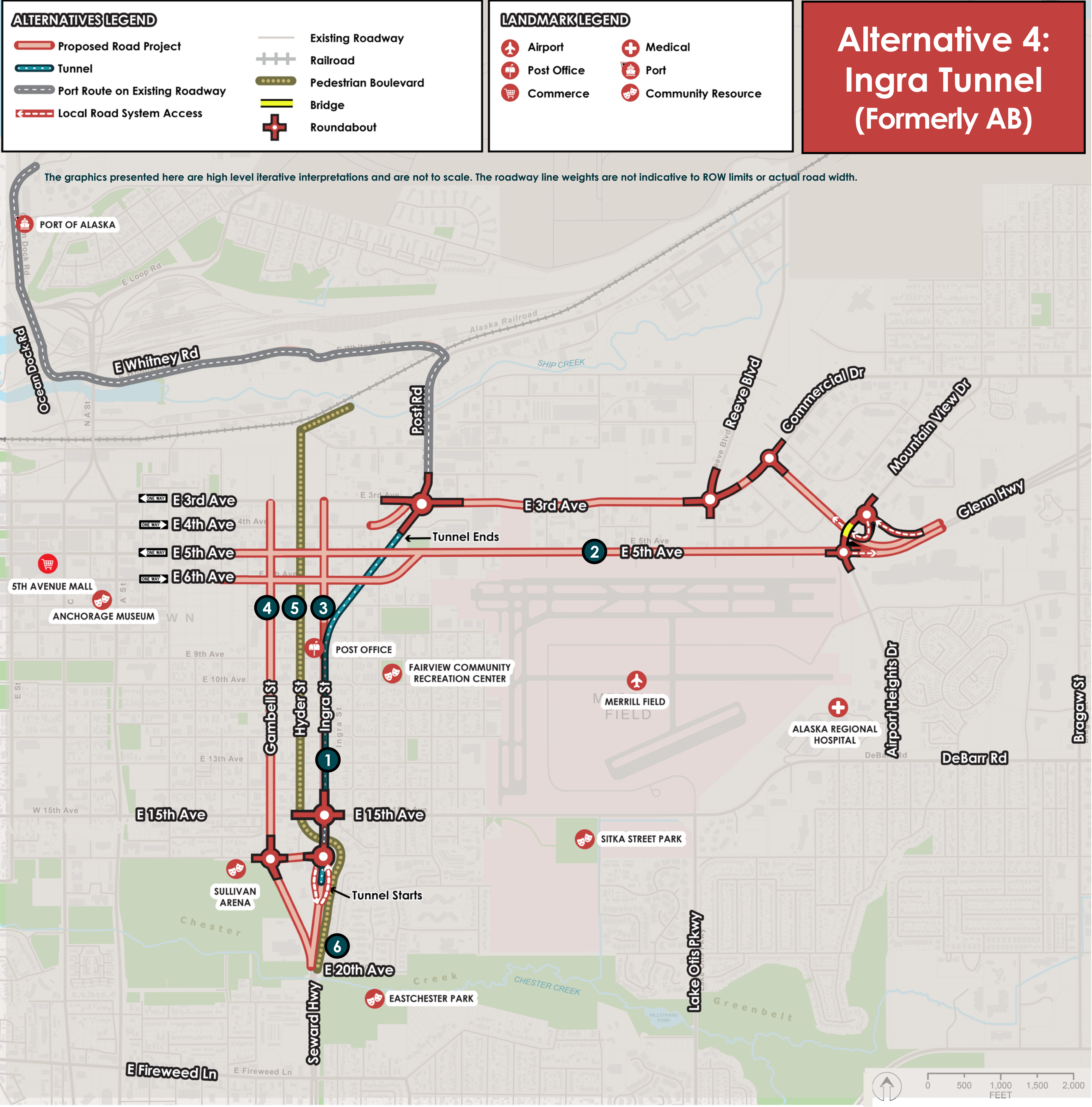
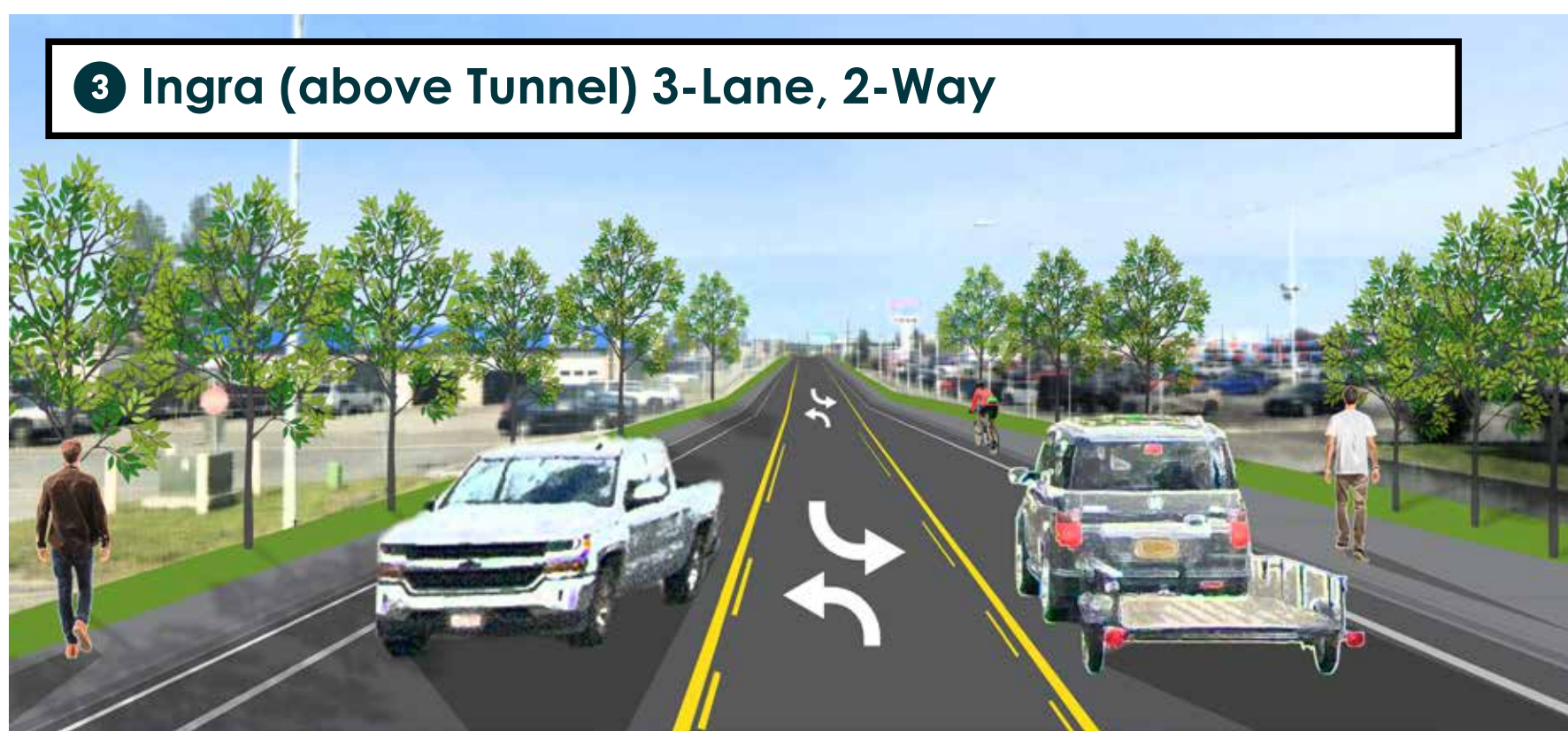
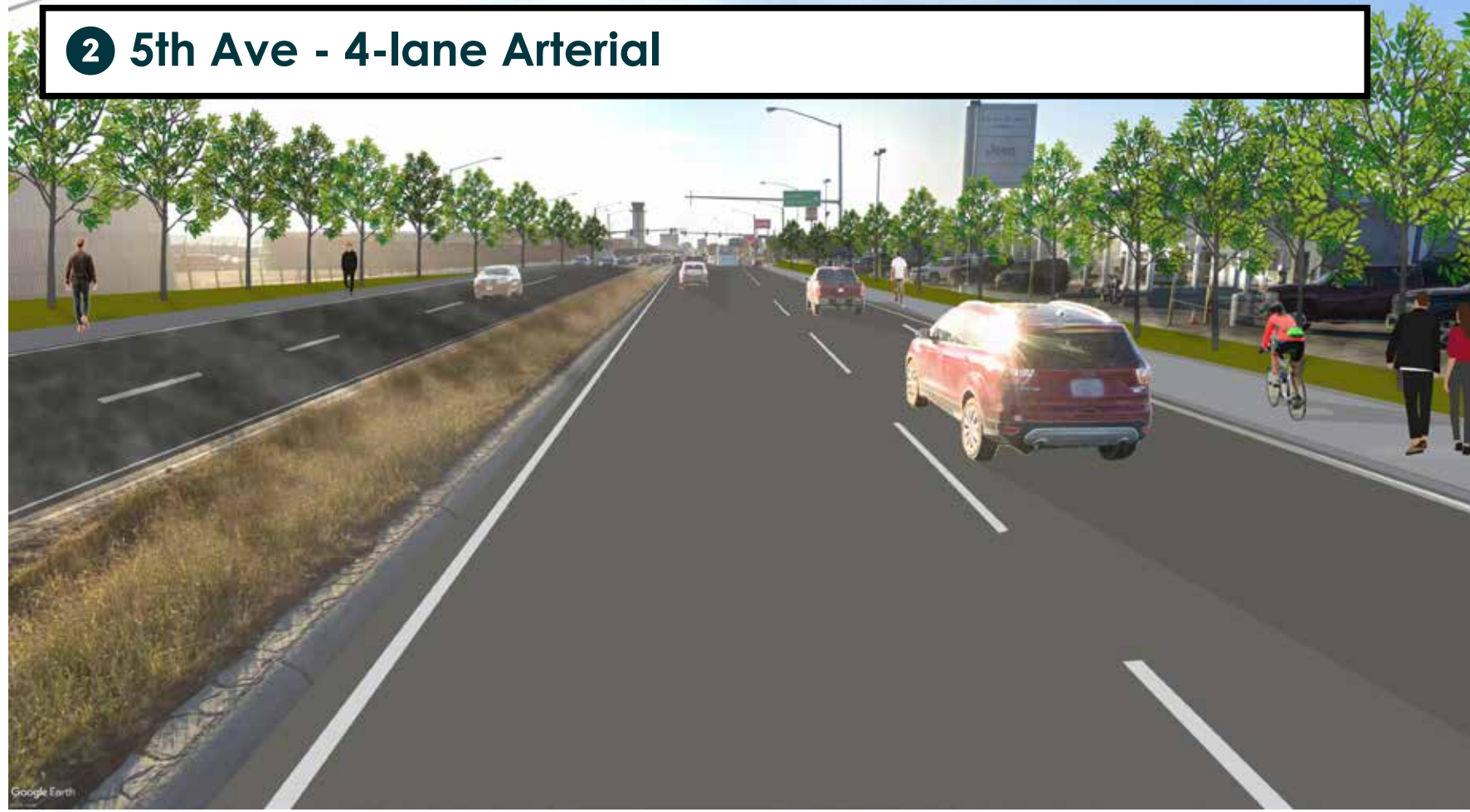
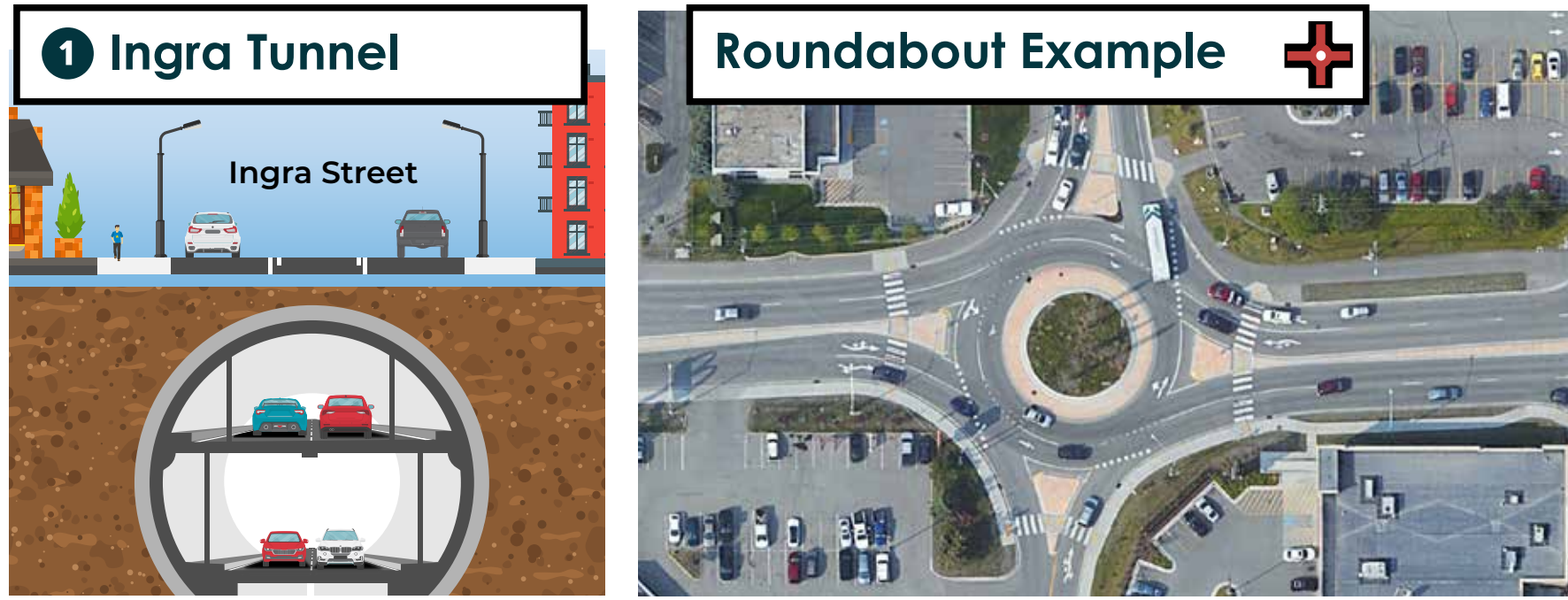
- Addition of Microtransit Zones.
- Elimination of fares system-wide.
- Rideshare expansion.
- Addition of nonmotorized and transit-supportive features.
- Promotion of telework, telemedicine, and e-learning.
- Encouragement of higher-density development per Municipality of Anchorage's (MOA) 2040 Land Use Plan.

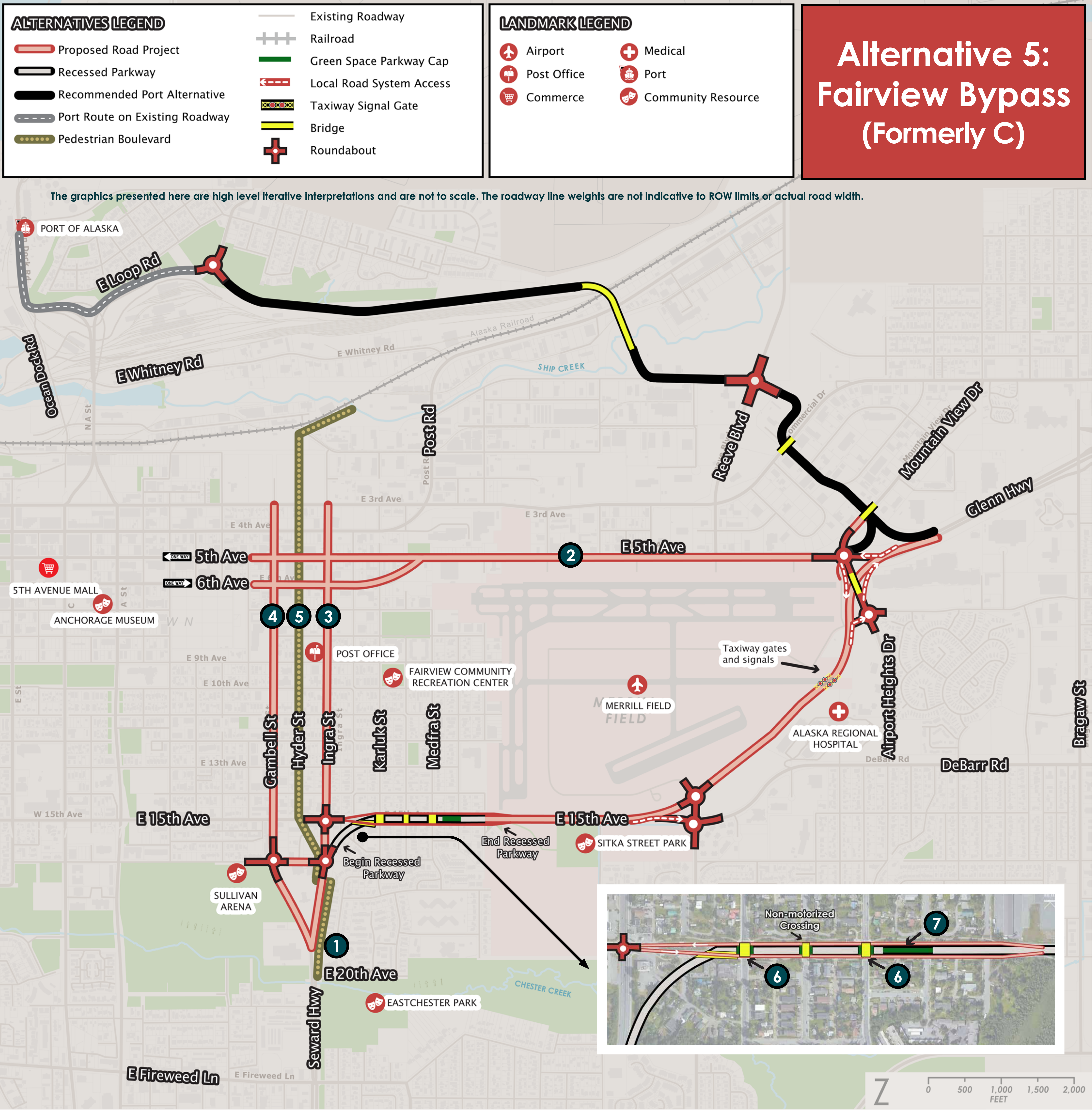
Recommendation:

Project team is recommending implementation of the orange route, U-Med/Fairview/Downtown transit route.

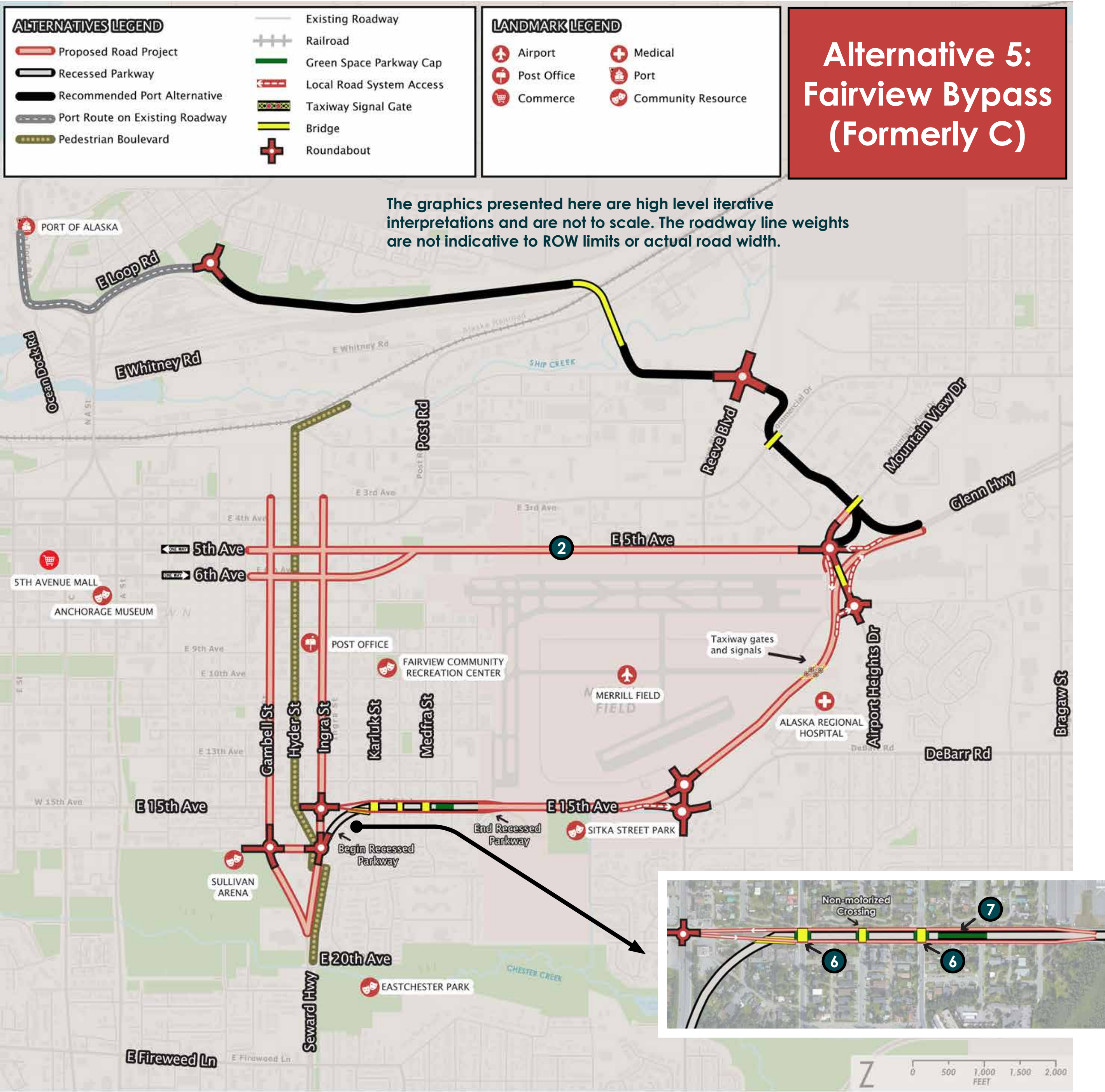
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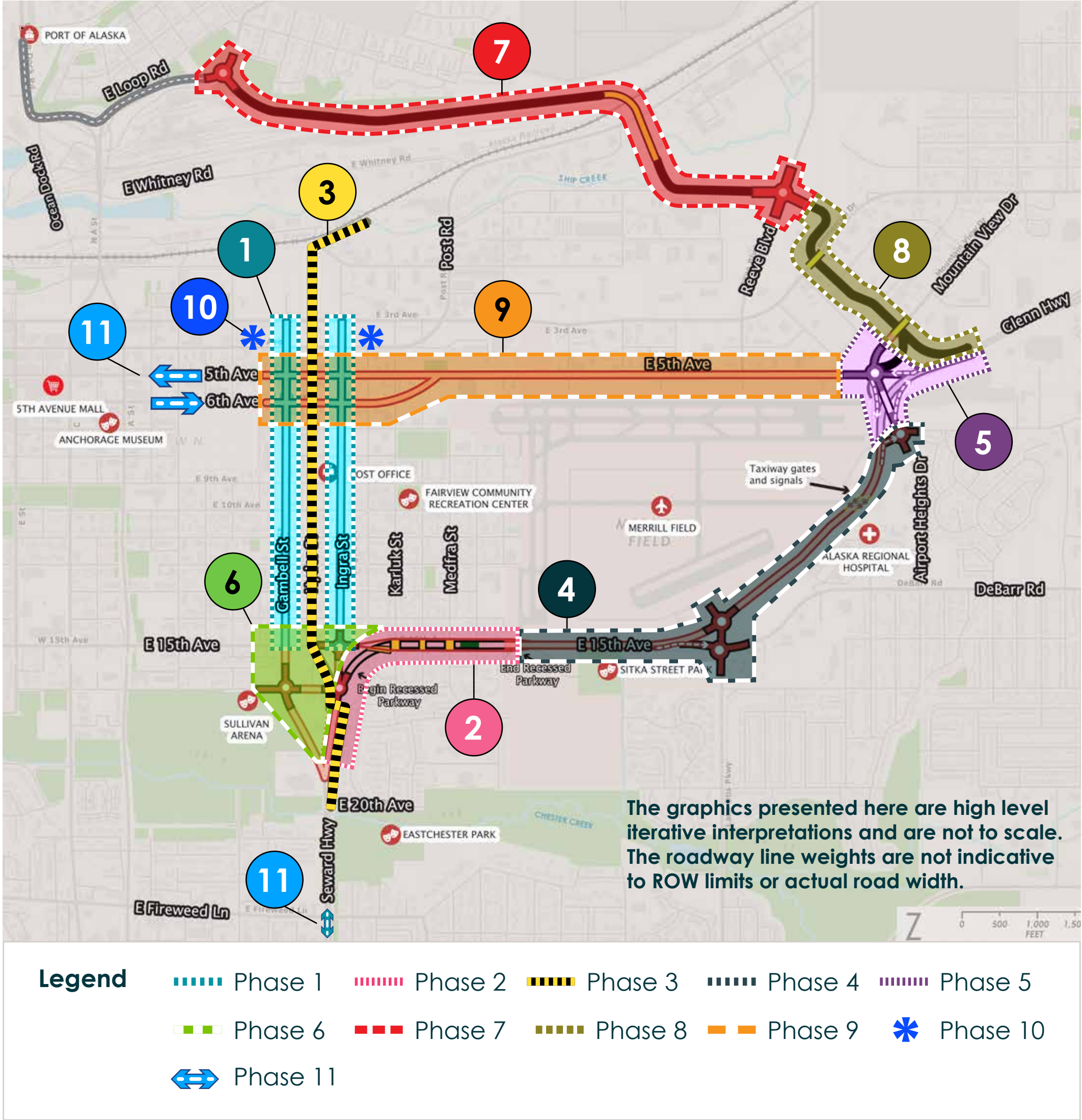


Alternative Analysis Summary



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.

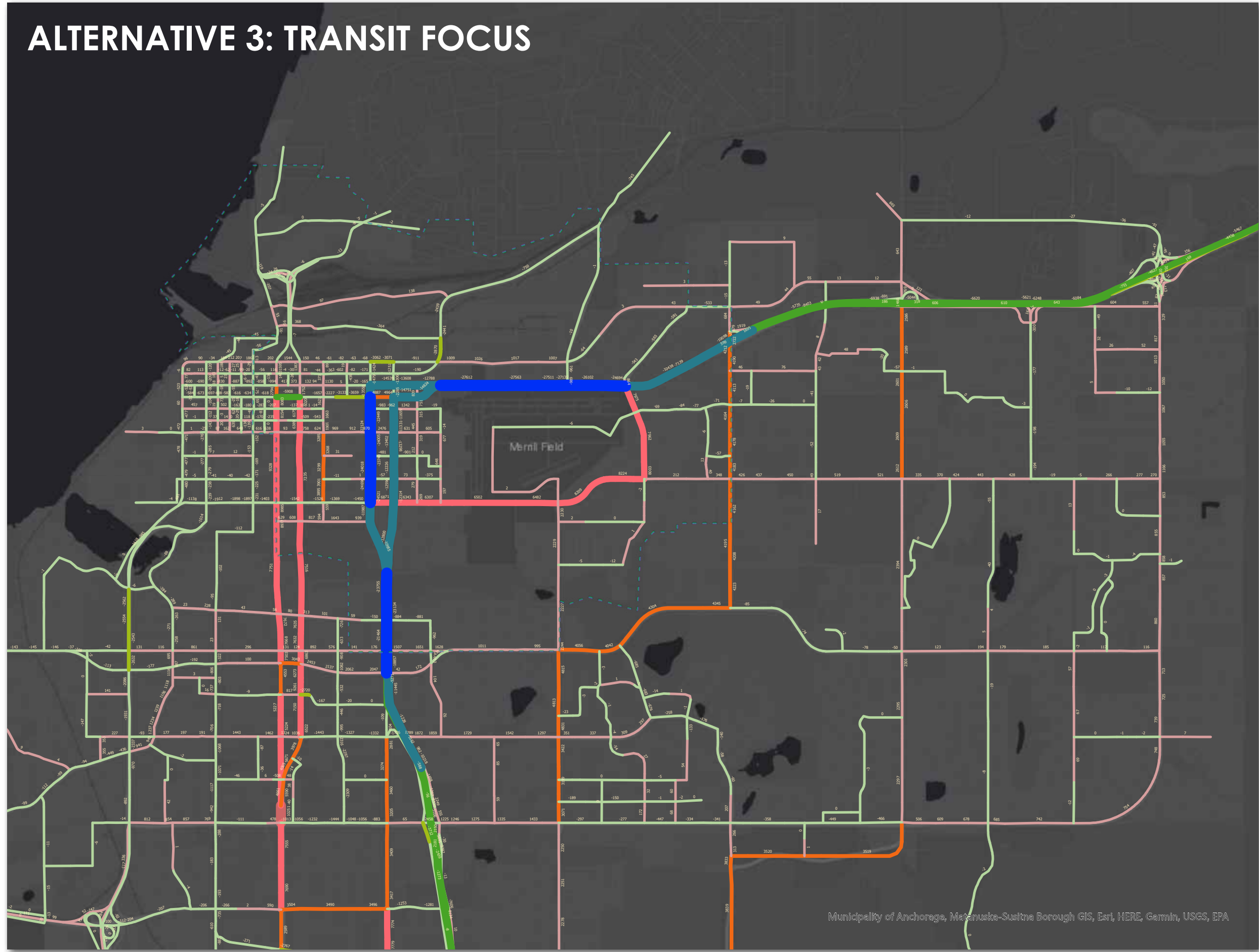
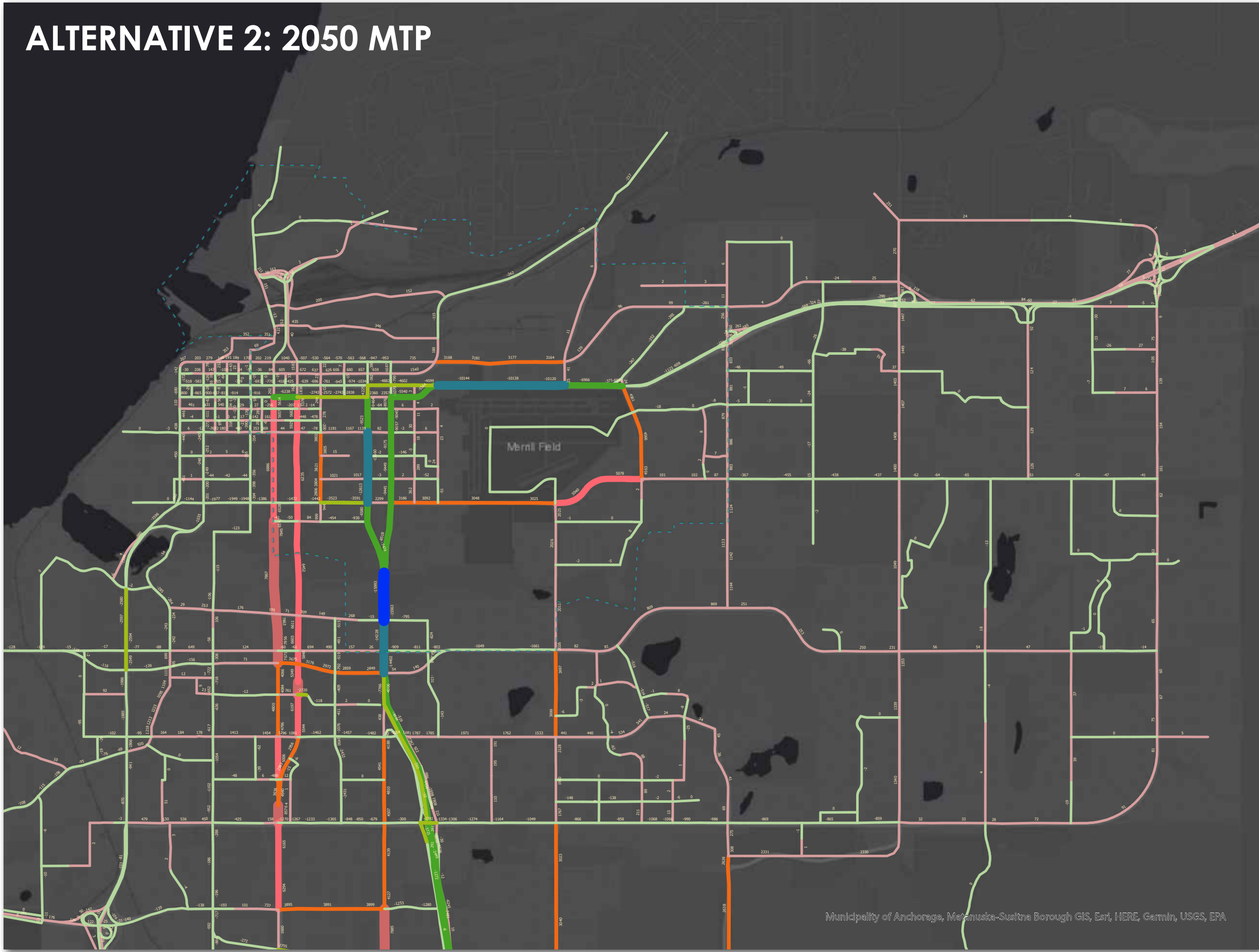
* Further traffic modeling should be performed to determine if Fairview Bypass Phases 1 and 2 displace enough traffic from Fairview to implement further lane reductions and two-way conversion on Ingra and Gambell Sts.

Implementation Summary

Project Name	Predecessor Projects	Design	Description	Key Benefits	Purpose & Need Alignment	Speed Limit	Capital Cost
1 Gambell & Ingra 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 Ingra 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/Debarr Rd 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 - Dogbone roundabout interchange - 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 - Promotes livability 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 Ingra Sts	2, 4, 5*	2-lane Gambell main st/Ingra 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 - Reduces travel conflicts - 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

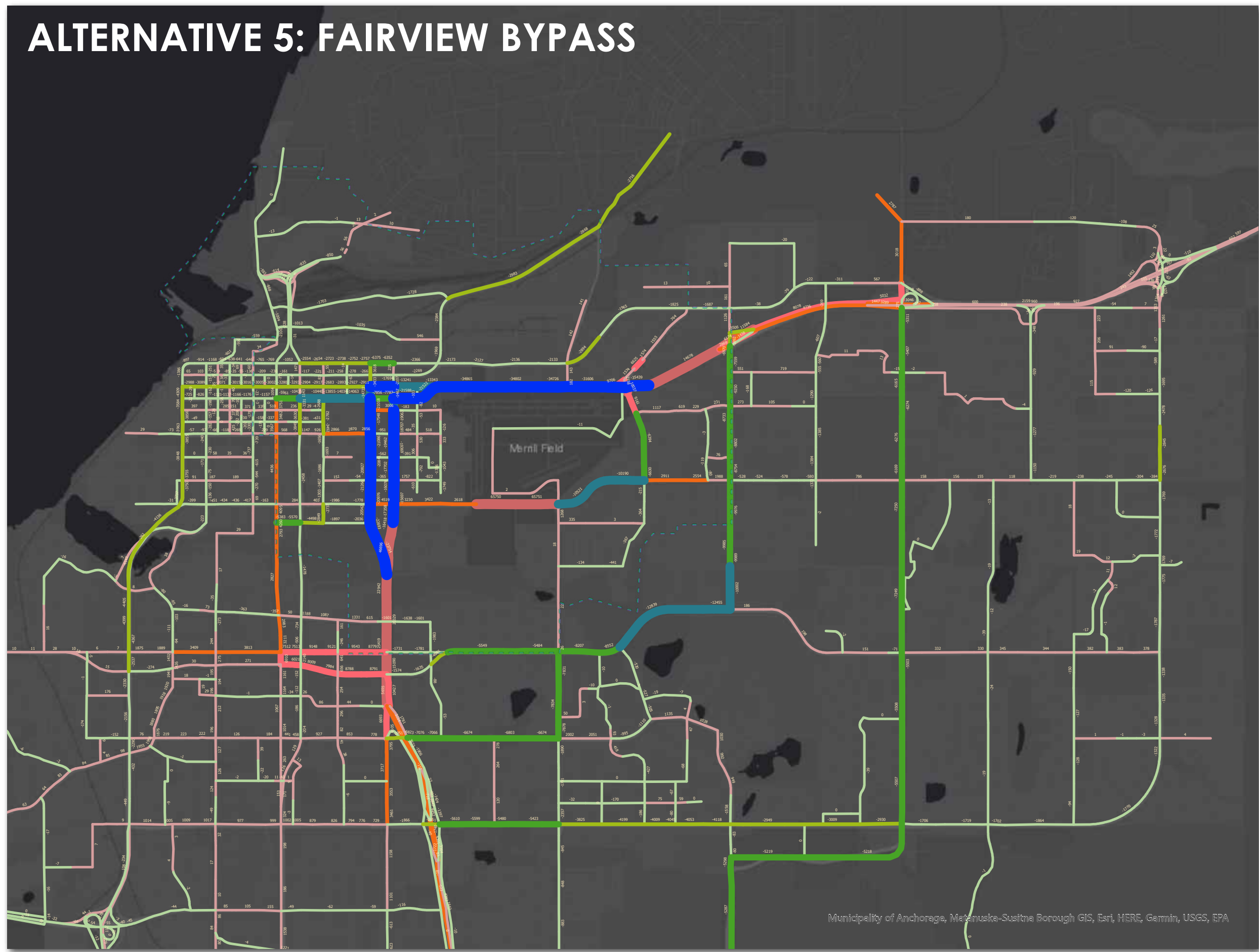
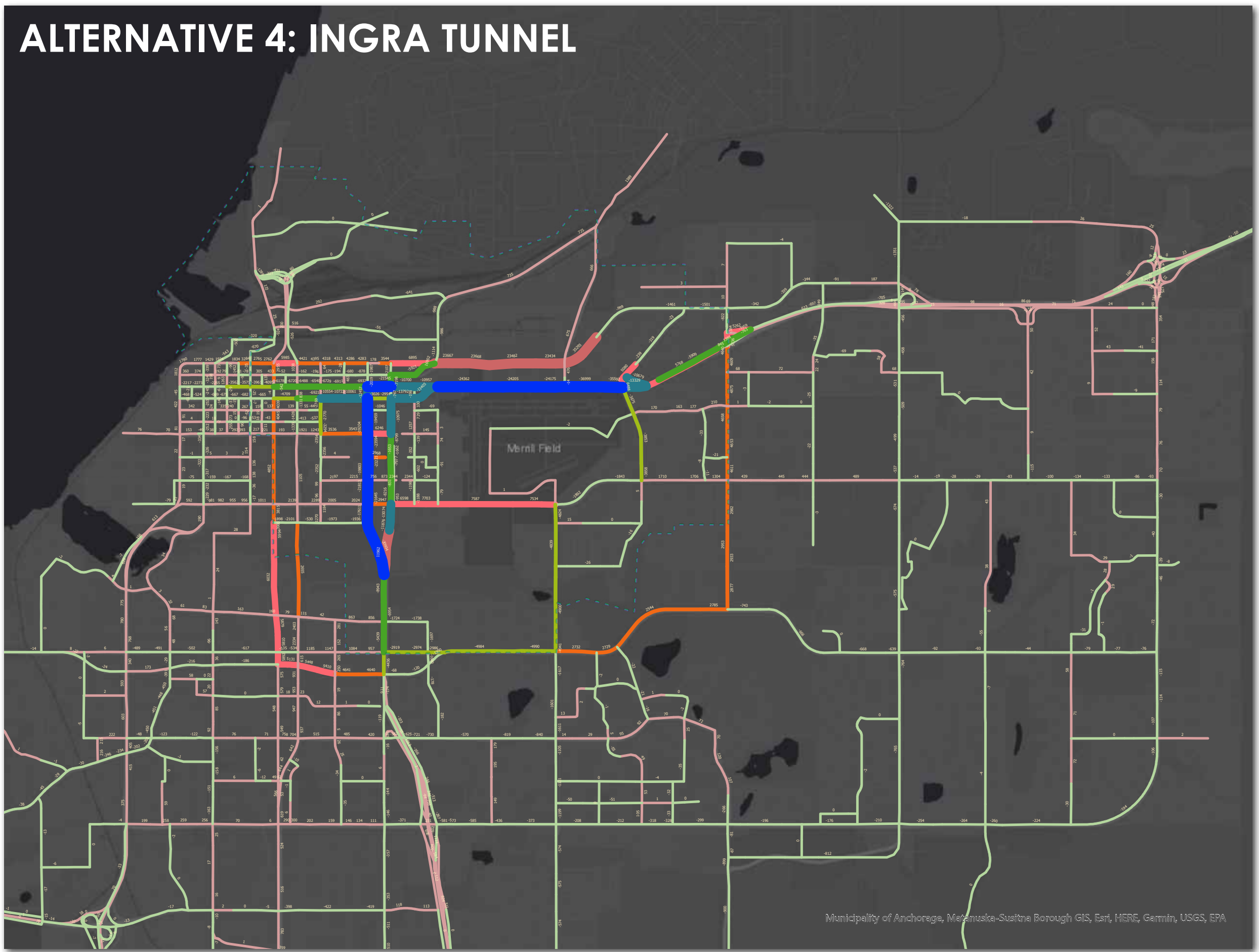
Vehicle Diversion =
Difference Between the
Forecasted Daily Volumes
(in Alternatives 2-5) and the
No Action Alternative

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

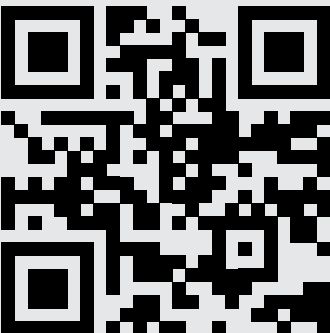
Pinks & Oranges = Vehicles
divert to these roads (volumes
increase)

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

- Constricting capacity on
Gambell and Ingraham 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.



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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
Boniface Pkwy South of Glenn Highway	22,800	1,400 (+6.1%)	3	2,600 (+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
Bragaw 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
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	12,700	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 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	28,700	-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%		Decrease > 20%
	Increase > 10% and ≤ 20%		Decrease > 10% and ≤ 20%
	Increase > 20%		Decrease > 0% and ≤ 10%

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

Overview

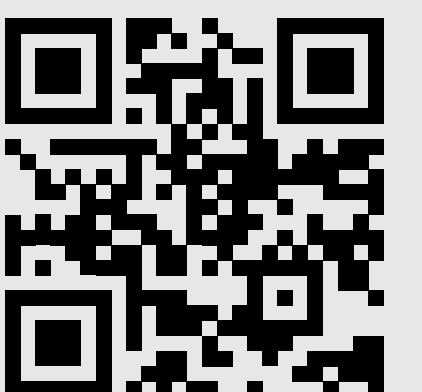
Traffic analysis indicates vehicle diversion to adjacent neighborhoods, noted in shades of orange, with Alternatives 2 and 3 creating the most significant impacts. Recommended Alternative 5: Fairview Bypass shows the least vehicle traffic diversion and wide-spread reduction in traffic volumes (shown 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.

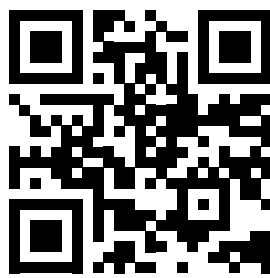
In improving livability for Fairview, the study aims to minimize any new adverse effects on adjacent neighborhoods. One key indicator is vehicle diversion patterns. This table shows the projected change in traffic at key locations.

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MODELING REPORT**



Level 2 Screening Highlights

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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 Reduces vehicle traffic in Fairview the most
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 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 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 4 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	6-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 Pwky
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 trenching impacts - Disruption near hospital & port
Constructability	No construction required	- Standard methods - Locally feasible - Minor Fairview impacts	- Standard methods - Locally feasible - Minor Fairview impacts	- Tunnel boring 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	Air quality infrastructure for park "cover" along 15th 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)	\$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 busses/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.

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



We Want Your Input!



PUBLIC COMMENT PERIOD:

October 21, 2025 –
November 21, 2025



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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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