

Seward ↔ Glenn CONNECTION

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

Newsletter #6

THIS ISSUE:

- 1. Comment Period Details**
- 2. Recommended Alternative:
A New Vision for the
Seward-Glenn Connection**
- 3. Implementation Plan: A
Phased Approach to Success**
- 4. Looking Ahead: Smoother
Path to Approval**

NOW ACCEPTING COMMENTS ONLINE!



VISIT OUR ONLINE OPEN HOUSE

October 21, 2025 –
November 21, 2025



DRAFT PEL REPORT & LEVEL 2 SCREENING AND RECOMMENDATIONS REPORT

1 Comment Period Details

The comment period for the Draft Planning and Environmental Linkages (PEL) Study and recommended alternative ends on November 21, 2025. Our Online Open House is available throughout the comment period and contains detailed information on everything presented at the final Public Meeting held on October 21, 2025. Scan the QR Code above to be taken directly to the Online Open House.



The Alaska Department of Transportation & Public Facilities (DOT&PF) is seeking feedback on the Draft PEL Study document and the recommended alternative. Your feedback can help shape the direction of improvements and future environmental review.

Please submit your comments through the following channels:



PHONE:

(907) 206-2289



EMAIL:

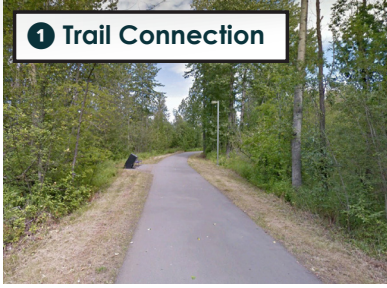
info@sewardglennconnection.com



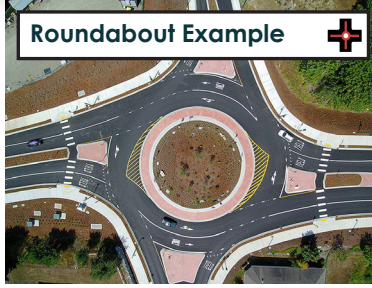
ONLINE:

www.sewardglennconnection.com

1 Trail Connection



Roundabout Example



4 Gambell Main St - 2-Lane, 2-Way



2 5th Ave - 4-lane Arterial



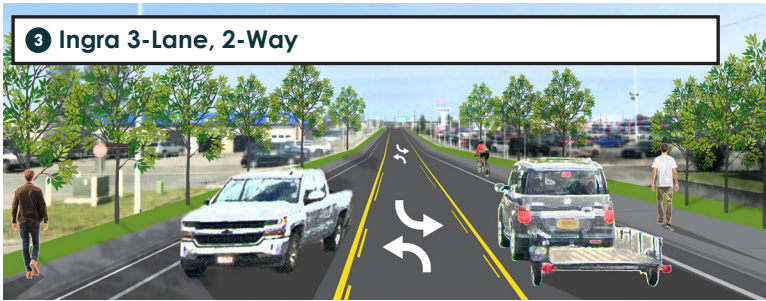
5 Pedestrian Blvd



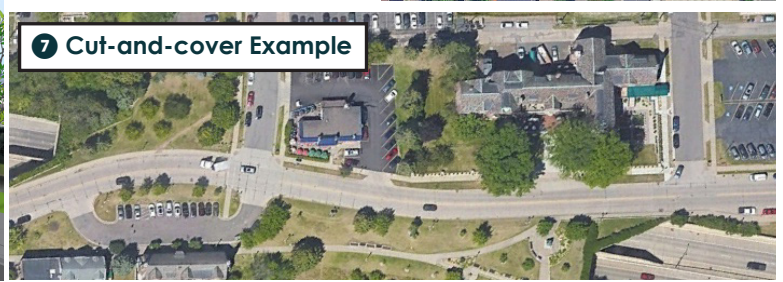
6 Enhanced Bridge Example



3 Ingra 3-Lane, 2-Way



7 Cut-and-cover Example



Alternative 5: Fairview Bypass (Formerly C)

ALTERNATIVES LEGEND

- Proposed Road Project
- Recessed Parkway
- Recommended Port Alternative
- Port Route on Existing Roadway
- Pedestrian Boulevard
- Existing Roadway
- + Railroad
- Green Space Parkway Cap
- Local Road System Access
- + Taxiway Signal Gate
- Bridge
- + Roundabout

LANDMARK LEGEND

- ✈ Airport
- ✉ Post Office
- 🛒 Commerce
- 🏥 Medical
- 🏟 Port
- 🌳 Community Resource



The PEL Study evaluated alternatives using screening criteria that reflected public input and consideration of purpose and need as well as environmental, community, and cost factors.



Based on the analysis, DOT&PF identified Alternative 5: the Fairview Bypass (formerly Alternative C) as the basis for the recommended scenario, which includes a balanced mix of roadway, transit, and non-motorized improvements.

The Fairview Bypass offers a fresh approach to improving transportation and quality of life in the study area. By creating a regional parkway between the Seward and Glenn Highways, the plan shifts heavy traffic away from Gambell and Ingra Streets—thus reducing noise, pollution, and congestion. This opens the door to redesigning these streets into safer, more walkable and bike-friendly corridors with wider sidewalks, lower speeds, and green landscaping.

Once the PEL Study is finished, the next step is for the recommendations to be adopted into the Anchorage Metropolitan Area Transportation Solutions (AMATS) Metropolitan Transportation Plan (MTP), which involves public meetings, review by the AMATS Technical Advisory Committee, and approval by the AMATS Policy Committee. If adopted into the MTP, projects would then be prioritized for funding through the Transportation Improvement Program (TIP). Inclusion in the MTP and TIP allows DOT&PF to begin the National Environmental Policy Act (NEPA) process, using the PEL Study results to streamline environmental review. After NEPA approval, projects can proceed to final design and construction.

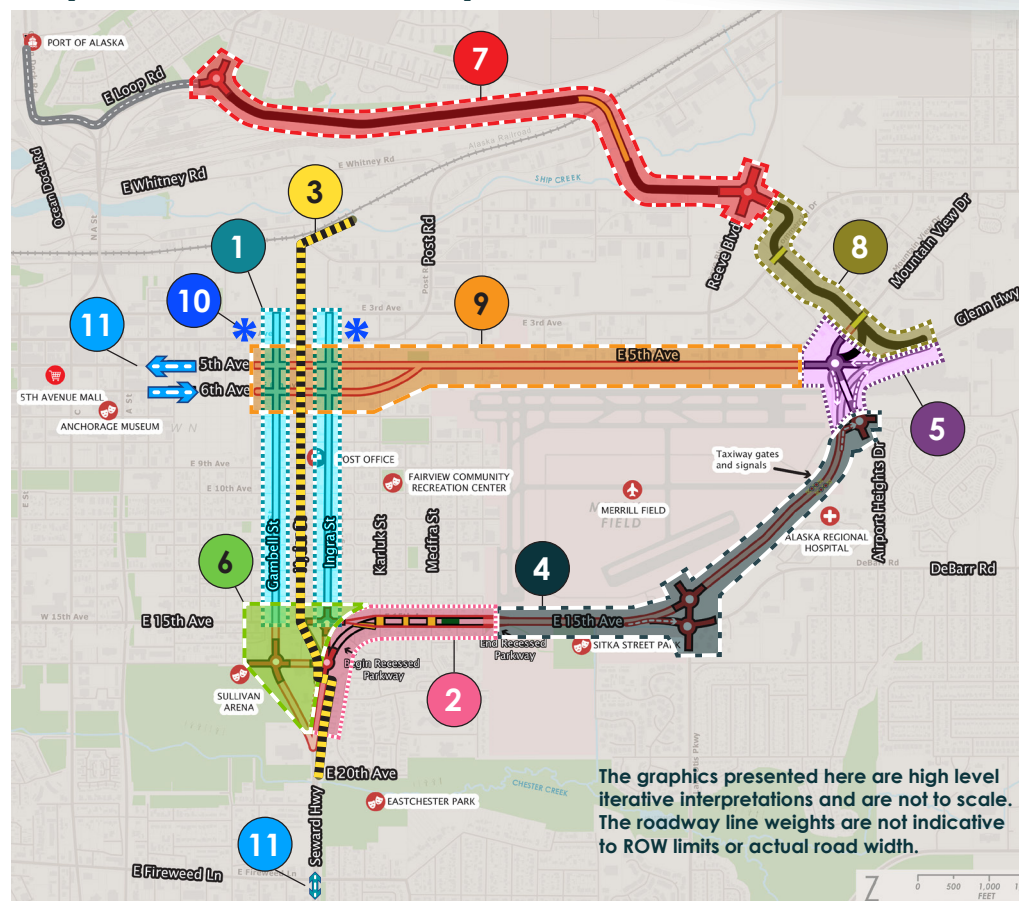
The Fairview Bypass phasing plan breaks down the recommendations into 11 manageable projects that can be built over time with overlapping schedules, not one after the other. Some can be started right away if they're funded, while a few can only be built after another. Each one delivers real benefits—like better traffic flow and safer streets—while contributing to a bigger vision for the area. Many of these projects build on what is already part of the 2050 MTP, helping ensure that the recommended upgrades support Anchorage's goals. You can explore more in the Draft PEL Study.



VISIT OUR ONLINE OPEN HOUSE

to learn more about the Project Implementation Phases.

Implementation Map



Legend

Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Phase 6	Phase 7	Phase 8	Phase 9	Phase 10
Phase 11				

KEY FEATURES INCLUDE:

- 2** **A regional parkway connection** between Airport Heights Drive and 20th Avenue traversing along the east and south sides of Merrill Field that includes robust landscaping, sidewalks, and biking facilities.
- 4**
- 7** **An improved connection to the Port of Alaska** from a new interchange at the Airport Heights Drive/ Mountain View Drive intersection, crossing under Mountain View Drive and Commercial Drive, intersecting and crossing Reeve Blvd at Viking Drive, continuing down Viking Drive to a bridge crossing Ship Creek, the
- 8**

- Ship Creek Trail, and the Alaska Railroad, then traversing the base of the bluff north of the rail yard to East Loop Road.
- 1** **Reconstructing Gambell and Ingra Streets into complete streets** with slower speeds, improved wider sidewalks, and the potential for on-street parking and improved bike facilities.
- 10**
- 3** **The Fairview Greenway on Hyder Street**, which includes a continuous trail from Chester Creek to Ship Creek and a "Woonerf"-style pedestrian boulevard in the heart of Fairview.

- 5** **Reconstruction of 5th Avenue along Merrill Field** with two less vehicle lanes (reducing from 6 to 4 lanes) and improved wider sidewalks and bicycle facilities.
- 9**
- 6** **New connection between Ingra and Gambell Streets** at 16th Avenue to improve access to and from the Sullivan Arena, the surrounding sports complex, and the A-C couplet.
- 11** **A new bus route connecting Downtown, Midtown, and the University Medical (UMED) District** via Ingra/ Gambell Streets and 36th Avenue with transit signal priority.
- **Other associated trail and roadway improvements.**

Thanks to the groundwork laid by the PEL Study, these projects will have a head start when they move into the environmental review phase.

Early planning has already identified key issues, community priorities, and potential alternatives, making it easier to move forward without delays. This streamlined approach afforded by the PEL Study helps avoid duplication, improves transparency, and keeps momentum going.

