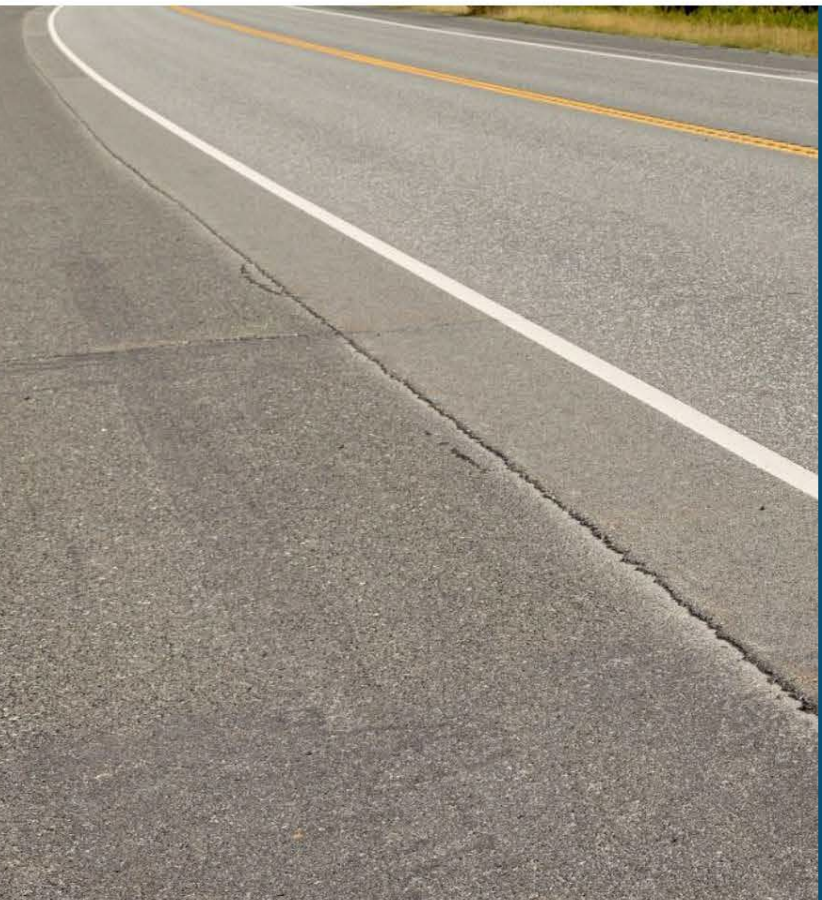


SAFER
Seward Highway

Safer Seward Highway Public Outreach Summary



September 2026

Design Details Outreach

Alaska Department of Transportation and Public Facilities

Public Outreach Summary

September 2026 Design Details Outreach

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Attachments

Attachment A: Meeting Presentation
Attachment B: Online Open House
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Public Outreach Summary

September 2026 Design Details Outreach

Project Overview

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct safety improvements along the Seward Highway between Bird Flats and Rabbit Creek. This project aims to make long-term infrastructure improvements with the goal of decommissioning the Safety Corridor designation between Anchorage and Girdwood.

After years of public outreach, stakeholder engagement, environmental analysis, and engineering, the project team has developed a proposed action that is a 4-lane divided highway with multi-use separated pathway. This will mean:

- improved safety with better line of sight, consistent curves, separation and space between lanes and shoulders, and ice and rockfall mitigation;
- improved mobility with a new pathway that is ADA compliant, and improved reliability with enough space to respond to emergencies and keep the road open; and
- improved and safer access to viewing and recreational areas.

This report is specific to the fourth public meeting and comment period for the Safer Seward Highway project, focusing on Design Details and data that led to the proposed action. Other outreach summaries are divided into phases and can be viewed on our website under the Project Library tab within the Public Meetings section. A Public Involvement Plan (PIP) is also available for view on the website's Project Library tab under the Project Materials section at https://safersewardhighway.com/wp-content/uploads/2025/02/Safer-Seward-Highway_Public-Involvement-Plan_May-2023.pdf.

Design Details Public Meeting

Public Comment Period

A formal public comment period began on Tuesday, September 22, 2026, coinciding with the public open house. The comment period concluded 30 days later on October 22, 2026.

Public Open House

A public open house was announced in August 2026 to give the public another opportunity to understand the reasons why the proposed action was selected to advance to the Draft Environmental Assessment (EA), and explain the design details of the proposed action. The meeting was held September 22, 2026, at the Anchorage Loussac Library Learning Commons from 5:00–7:00 p.m. with more than 70 attendees present. The project team was available at informational poster stations to discuss the project and answer questions, along with an extra-large roll plot of the proposed alternatives where attendees could make notes. At 5:30 p.m. a presentation commenced, facilitated by Communications Lead Katherine Wood. Municipality of

Anchorage Mayor Suzann LaFrance gave opening remarks, then DOT&PF Project Manager Lauren Little gave the presentation. Following the presentation Environmental Lead Taylor Horne and Traffic Lead Will Hume joined Lauren for the live questions and answers (Q&A) session. More than a dozen attendees asked questions. The live Q&A session was extended past 7:00 p.m. due to the number of questions. The project team once again staffed the informational posters and discussed the project with the attendees, concluding the meeting around 7:30 p.m.

Virtual Open House

To accommodate individuals who were unable to attend the in-person public open house, the project team presented the same information via Zoom at a virtual public meeting. This consisted of the presentation and a live questions and answer session with the project team.

Online Open House

To accommodate individuals who were unable to attend the in-person public meetings, an online, interactive, self-guided open house was made available on the project website from September 22 through October 22, 2026, at https://storymaps.arcgis.com/stories/381bfc06227547d3953c972d456bc783. The Online Open House presented a StoryMap of the project as well as the same project information, posters, and presentation materials featured at the in-person meetings in a digital format. It also provided multiple ways for the public to submit feedback, including an online comment form, providing broad and accessible opportunities for public participation.

Publicity

To generate the greatest number of comments and public engagement, a stout publicity plan was executed. It combined a mix of paid advertising, targeted outreach, social media, e-blasts, mailers, and statewide public notices to ensure broad public awareness. The team maintained a strong real-time pulse on community sentiment—particularly through monitoring public feedback and social media—which enabled quick pivots, including adjusting messaging and extending the comment period to align with community requests. This adaptability, paired with consistent, repeated touchpoints across numerous platforms over several weeks, meant that information was accessible, timely, and well-amplified, ultimately strengthening public participation.

Advertising

The advertising strategy employed a comprehensive mix of print and digital channels to aid widespread awareness of the public open house and comment period. By coordinating multiple publication dates across print and online platforms, the team maximized visibility and reinforced key messages throughout the entire comment period.

Below is full list of advertising tactics:

Public Outreach Summary

September 2026 Design Details Outreach

Table 1: Advertising Tactics

One Newspaper Legal Ad		
30-Days' Notice		
Anchorage Daily News (8/23/26)		
Three Newspaper Display Ads		
Anchorage Daily News (8/23/26)	Anchorage Daily News (9/20/26)	Anchorage Daily News (10/11/26)
One Newspaper Online Ad		
Anchorage Daily News Public Open House Notice 9/8/26–9/22/26		

Outreach

The outreach effort focused on meeting the public where they are through direct communication tools such as social media, email campaigns, community calendars, and partner networks. This approach ensured timely updates, accessible information, and multiple touchpoints that encouraged broad participation and sustained engagement.

Below is full list of advertising tactics:

Additional advertising tactics included:

- One (1) Facebook event
  1. Public comment period that ran from 9/22/26-10/22/26
- Two (2) social media posts
  1. Design Details public open house announcement on 8/23/26
  2. Public open house reminder on 9/22/26
- Four (4) E-blasts
  1. Public meeting announcement on 8/23/26
  2. Public meeting tonight reminder on 9/22/26
  3. Virtual meeting tonight reminder on 9/23/26
  4. Comment period last reminder on 10/21/26
- State of Alaska Notices
  - Online public notice on 8/23/26
  - GovDelivery on 8/23/26
  - Central Region PI calendar on 8/23/26
- What's up Listserv
- Four (4) website updates
- Email and flyer sent to the Stakeholder Working Group

Public Outreach Summary

September 2026 Design Details Outreach

Results

Attendance

The in-person public meeting had a total of 71 attendees and 19 attendees at the virtual public meeting. During the duration of the Online Open House (September 22–October 22, 2026) the site was viewed 471 times.

Sign-in sheets are combined in **Attachment G**.

Comments

Combined, the comment period successfully generated over 90 official comments through emails, voicemails, and digital comment form.

Public Open Houses

Attendees were able to provide comments at the meeting verbally, on sticky notes on study area maps, or on physical comment cards. No physical comment forms were submitted during the public open house.

Public Comment Period

During the 30-day public comment period, the project team received 75 comments from members of the public and organizations. Comments were submitted through multiple channels, including email and the online comment forms. All comments received during the comment period are being reviewed and cataloged.

Overall, the comments reflect a high level of public interest and engagement, as well as a wide range of perspectives on the proposed design and how the proposed action came to be. Commenters included residents living along the corridor, Anchorage and Girdwood community members, recreational users, business owners, advocacy organizations, and individuals who travel the Seward Highway regularly.

Next Steps

DOT&PF will review the feedback from the public and agencies and determine if the draft EA adequately addresses impacts, mitigation, and public/agency input. Once properly addressed, DOT&PF will develop the final EA and, if appropriate, issue a Finding of No Significant Impact and seek authorization to proceed to final design. If determined appropriate following completion of the final EA, the No Action alternative may be selected to close out the environmental review process.

Project communications will be distributed via the website and e-blasts.

Public Outreach Summary

September 2026 Design Details Outreach

Attachment A

Meeting Presentation

WELCOME

PUBLIC MEETING #4
SEPTEMBER 22, 2026

SAFER Seward Highway



Photographer: Logan Maddox

Opening Remarks



Mayor Suzanne LaFrance

Municipality of Anchorage

Agenda

What we are going to cover:

- Why this project?
- What did we consider?
- Proposed design
- How will we afford it?
- What's next?
- What Does This Look Like Over Time?
- Questions and discussion

Presenters:



Lauren Little, PE
Project Manager

Katherine Wood
Stakeholder Engagement Lead and Facilitator

Project Team & Meeting Support

DOT&PF

Chris Post
Luke Bowland

HDR

Edith McKee
Leisha Sweeney
Sam Mark-Ansah
Will Hume
Alex Sonnabend
Morgan Miller
Paige Barker
Taylor Horne

Meeting Purpose



Share information on design and discuss reasoning behind decisions to date.



Solicit feedback on project purpose, need, and the proposed design.

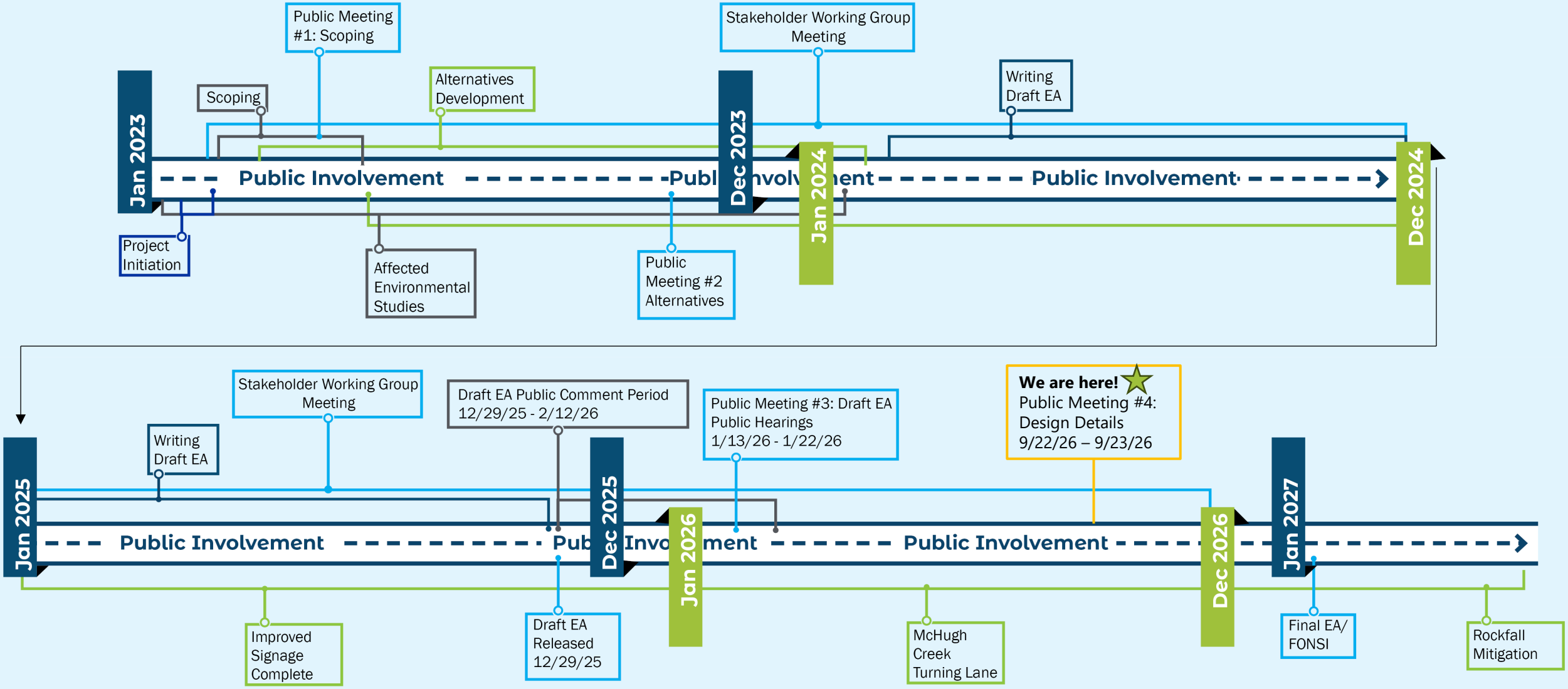
The project team is here to listen. We want your feedback.



Questions from the public support a meaningful exchange of information, helping the project team address areas of community interest.

Project Timeline

SAFER Seward Highway



Anchorage Investment

What is DOT&PF doing to improve safety in Anchorage?

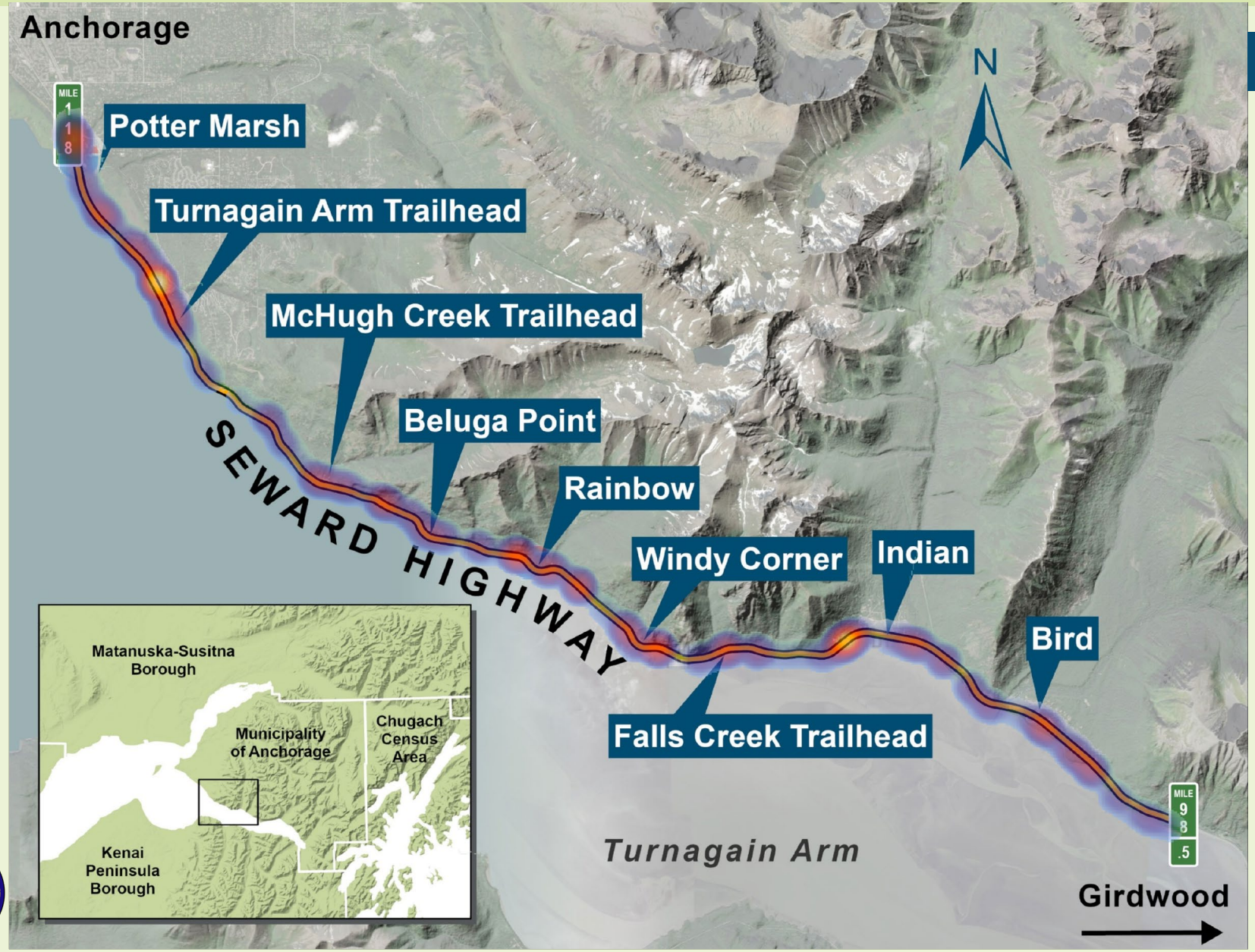
- **Alaska DOT&PF STIP (Statewide Transportation Improvement Program)** <- larger national highway system (NHS) projects
- **AMATS TIP (Transportation Improvement Program)** <- projects within the AMATS boundary
- **Anchorage Vulnerable Road Users projects** <- HSIP funding

Other safety projects in Anchorage that DOT&PF is advancing along with Safer Seward



Why This Project?

Safety Issues

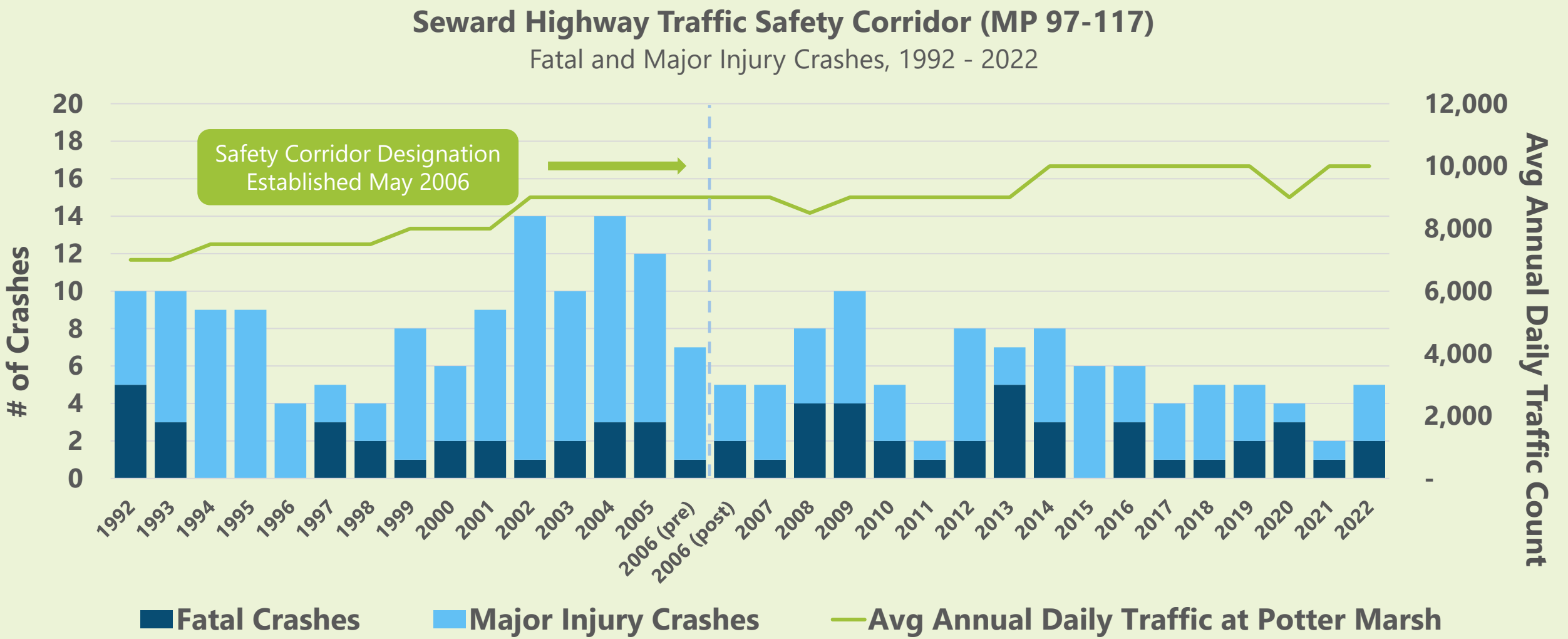


5-year safety data (2017 – 2021)

Data is for all crash types

Safety Corridor for 20 years

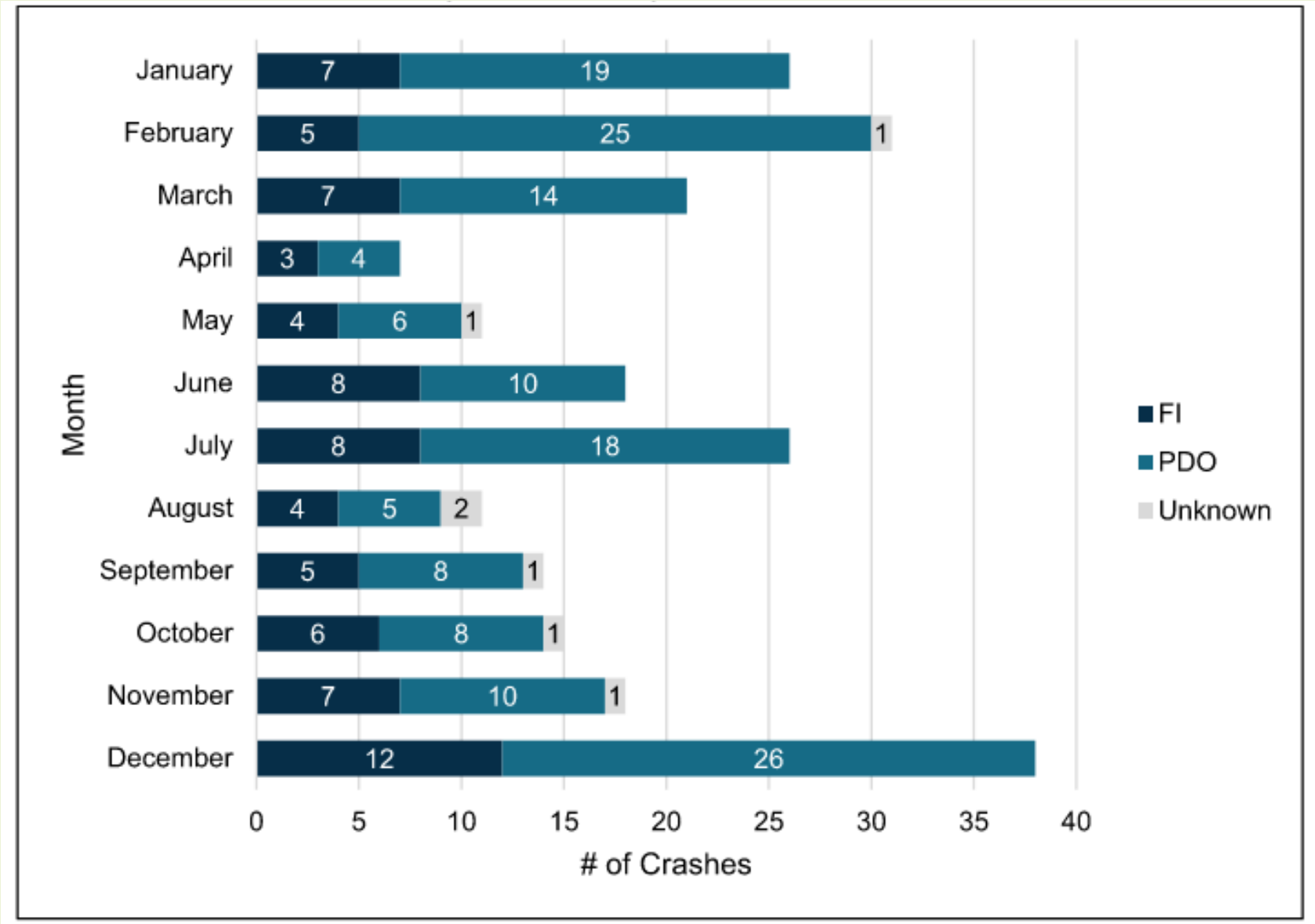
SAFER Seward Highway



FHWA defines "major injury" crashes as those involving a *Suspected Serious Injury (A)* under the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition and uses this definition nationally for safety performance reporting.

Source: Alaska Department of Transportation and Public Facilities & Alaska Department of Public Safety, 2022 safety corridors audit (2023). https://dot.alaska.gov/dmio/hwysafety/assets/pdf/2022_Safety_Corridors_Audit.pdf

Crash Frequency by Time of Year



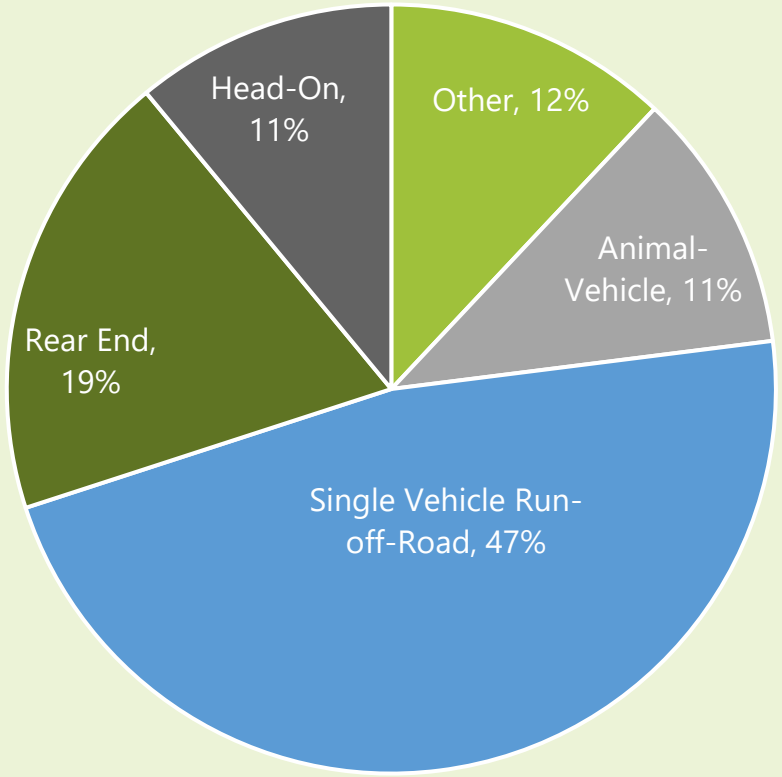
FI: Fatality and Injury

PDO: Property Damage Only

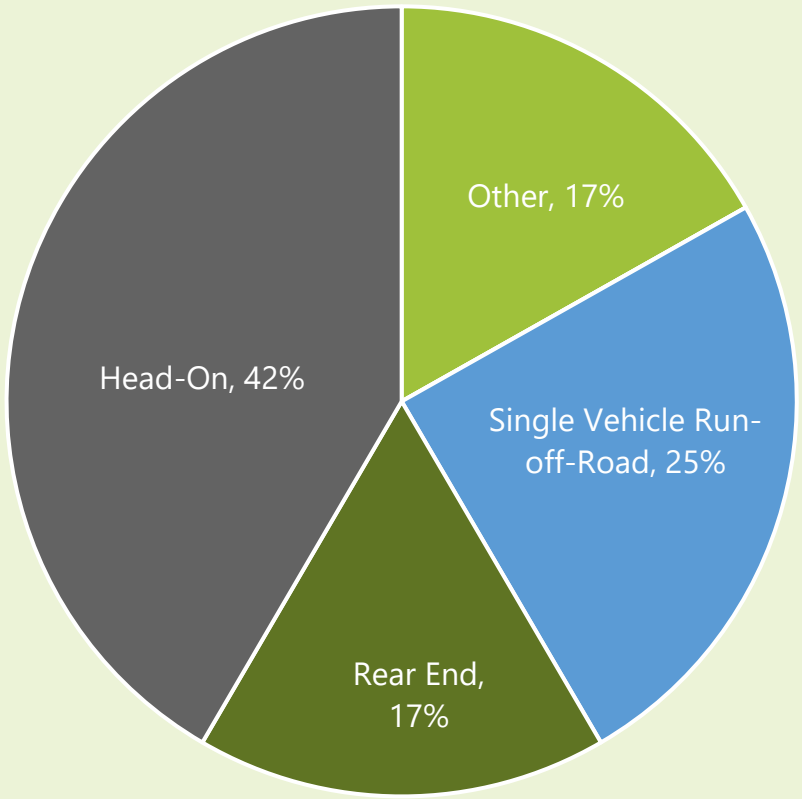
2017 – 2021 data

Crash Types

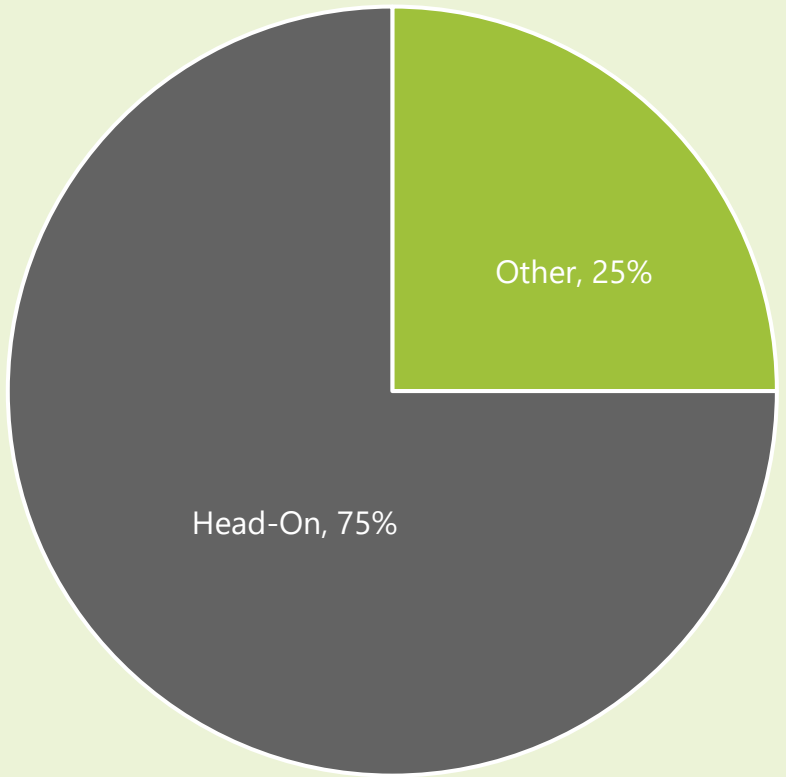
All Crashes by Crash Type



Major Injury Crashes by Crash Type



Fatal Crashes by Crash Type



All data is 2017 – 2021

Other | Animal-Vehicle | Single Vehicle Run-off-Road | Rear End | Head-On

Traffic and Speed Enforcement

- Among the most common comments and questions the project team has received from the community.
- Primary for patrolling this section:
  - Until 2018/2019: Alaska State Troopers
  - 2018/2019 – Present: Anchorage Police Department
- Funding has been an issue, with funding for patrolling wavering:
  - 2006 – 2024: Safety Corridor Funding
  - 2024 – Present: Primarily a citywide speed enforcement grant

Purpose & Need

SAFER Seward Highway

PURPOSE STATEMENT

The purpose of the Seward Highway MP 98.5 to 118, Bird Flats to Rabbit Creek, Reconstruction project is to improve safety by reducing crash rates and severity, improve mobility and reliability, and safely accommodate mixed uses in the corridor.

PROJECT NEED — **Reduce High Crash Rate and Severity**



Possible Improvements

- Curve flattening
- Rock and ice fall mitigation
- Wider shoulders
- Divided highway
- Increased line of sight
- Adding turning lanes and acceleration/merge lanes

Measurable Result

Reduction in severe and fatal crashes.

Removal of the Safety Corridor designation.

PROJECT NEED — **Improve Mobility and Reliability**



Possible Improvements

- Frontage roads
- Emergency services turnarounds and shoulders
- Additional passing lanes/spaces
- Improved wayfinding signage
- Adding space for emergency response
- Adding deceleration and acceleration lanes

Measurable Result

Decrease in traffic delays and time spent following (platooning of traffic), faster emergency response, improved incident management, and improved non-motorized reliability.

PROJECT NEED — **Safely Accommodate Mixed Uses in the Corridor**



Possible Improvements

- Pedestrian tubes
- Separated multi-use path
- Improved scenic and recreational pull offs
- Consolidated and improved trailhead parking
- Turning and through lanes

Measurable Result

Seperation of traffic going different speeds.

Preservation of the highway's outstanding scenic designations while improvement safety for all users.

Changes to Purpose and Need from Feedback

Between Scoping and Draft EA

- Clarified safety measures: reduce crash rates and crash severity
- Removed congestion reduction
- Increased focus on mobility and reliability
- Added focus on mixed uses of corridor: scenic designations, bikes and pedestrians, through traffic, pullouts, recreational users, local residents

Nine months of public engagement to workshop the purpose and need.
These changes came about as a direct result of engagement with the community and key stakeholders



What Did We Consider?

A Lot of Concepts Were Considered

SAFER Seward Highway

- All towards the water
- All towards the mountain
- Highway / pathway / rail locations
- 65mph vs. 55mph design speed
- Tunnels
- Stacked structure
- Intermittent passing lanes
- Within existing right-of-way
- Transportation system management
- Public transit improvements
- Commuter rail
- Avoidance of impacts

Pinch Point Analysis:

- Potter Marsh
- Rabbit Creek
- Beluga Point
- Section House
- Indian
- Bird Campgrounds
- Windy Corner
- Climbing Locations

Interactive Map of Concepts Considered

How did the proposed action come to be?

SAFER Seward Highway

1) Talking with the community and agencies.

2) Understanding the years of groundwork and studies that have been conducted.

3) A lot of environmental analysis and engineering working and reworking.

13

Stakeholder Working Group Meetings

Held 13 Stakeholder Working Group meetings

40+

Organizations

Engaged 40+ agency, municipal, and community organizations

61

1 v 1 Meetings

Conducted 61 one-on-one meetings

Website

Maintained a project website with updates, documents, FAQs, and engagement opportunities

10

Listening Posts

Held 10 listening posts at community events

2

Fairs

Attended 2 Anchorage Transportation Fairs

37

Email Newsletters

Sent 37 email newsletters to stakeholders

8

Council Meetings

Attended 8 community council meetings

3

Public Meetings

Hosted 3 rounds of public meetings both in-person (in Anchorage, Girdwood, and Indian) and online, for a total of 9 public meetings (including Draft EA public hearings)

EA and a Section 4(f) document

Drafted an EA and a Section 4(f) document summarizing potential environmental impacts and the engineering findings that led to the Proposed Action

Check out this poster in the open house or online for more specifics on changes made because of public engagement.

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA

3-Lane vs. 4-Lane

	3-Lane	4-Lane
Does it meet the expected performance needed to achieve the purpose and need?	✖ **NO**	✔ **YES**
	• $1.2B • 576-acre footprint	• $1.5B • 669-acre footprint

Bottom Line: The 3-lane design did not meet the performance needed to achieve the purpose and need while still requiring footprint expansion and comparable cost to a 4-lane divided highway.

Why? Common safety elements such as rockfall catchments, shoulders, distance from the railroad, pathway, and bringing the design of several sharp corners up to requirements have the same footprint needs.

3-Lane vs. 4-Lane Design

SAFER Seward Highway

The 3-lane design fails to meet purpose & need – why?

- Serious crash reduction of 36% does not meet the needs of improving safety compared to project cost and footprint
- Potential to cause more unsafe situations:
  - Vehicles speeding up to pass before the turn lane ends
  - For undivided highway, driver confusion in the winter for when/where passing lanes are located and when they end
- Limited improvement to emergency response and lane closures

How We Predict Safety Improvements

SAFER Seward Highway

Highway Safety Manual (HSM):

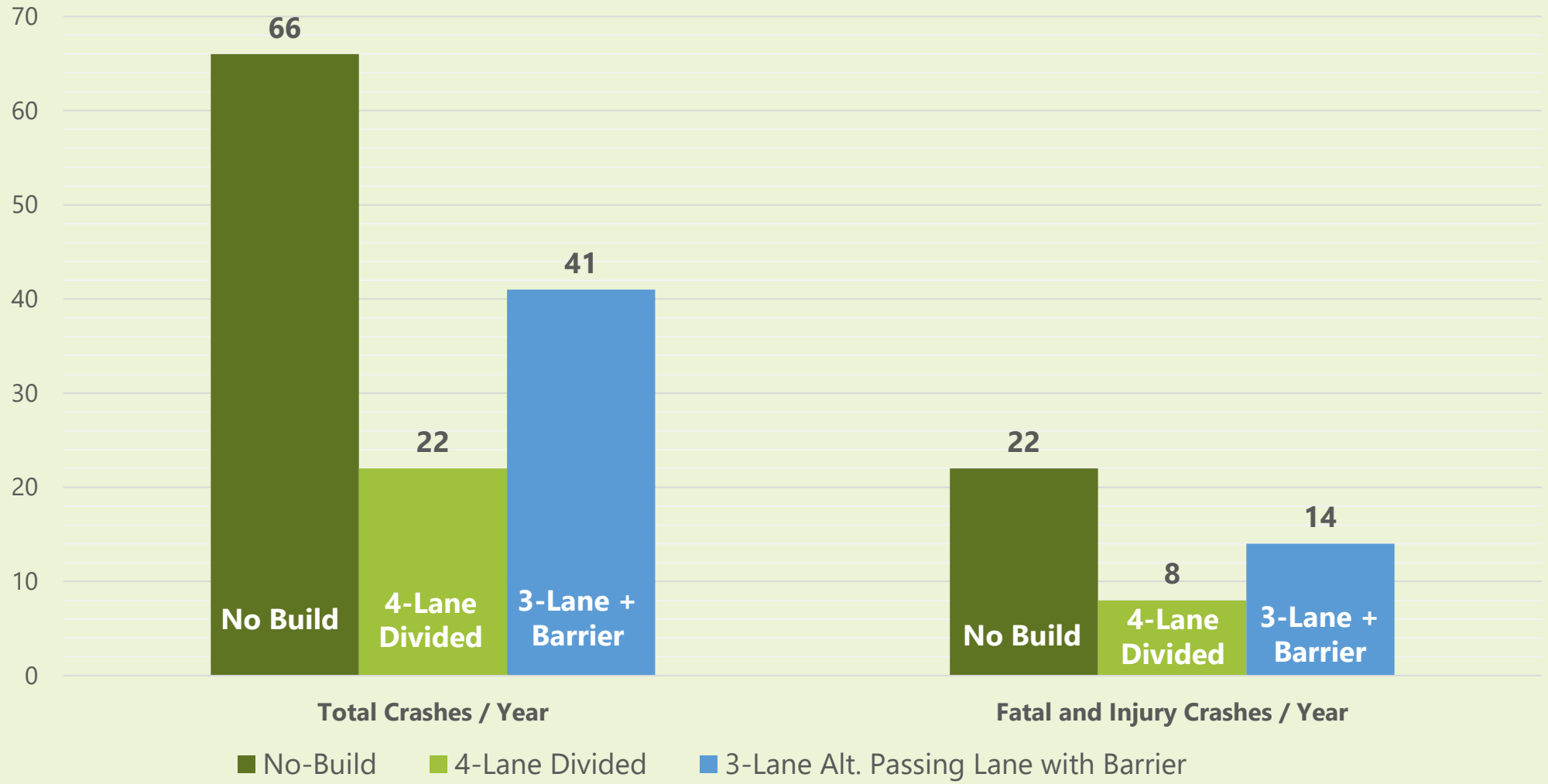
- Standard, industry method (FHWA, AASHTO)
- Decades of crash data, thousands of roadway sites

Crash Modification Factor (CMF):

- Statistically developed and validated, nationally accepted research
- Empirical studies compare similar roadways before and after treatments while accounting for changes in traffic volumes
- Accounts for variation in:
  - Roadway Lane and Shoulder Widths
  - Length and Radius of curves
  - Passing Lanes
  - Turn Lanes, etc.
- Source: HSM and FHWA CMF Clearinghouse (https://cmfclearinghouse.fhwa.dot.gov/)

Traffic & Safety Analysis Results (HSM)

Predicted Crash Frequency for 2033 – 2052



Real Alaskan Experience

SAFER Seward Highway

The Parks Highway:

- Milepost (MP) 44.5-44.8 crash rate for serious injury & fatal crashes is 65% lower compared to when it was a 2-lane
- Compared to the alternating passing lanes (MP 54-64) the MP 44.5-44.8 divided highway experienced a 50% lower crash rate for serious injury & fatal crashes

The Glenn Highway:

- MP 16-29 (~Eagle River to Parks Hwy) has a 69% lower crash rate compared to Parks 3-lane (MP 54-64) and 55% lower crash rate than the Seward for serious injury & fatal crashes

* Crash data 2021-2025 excluding intersection related crashes, pre-crash data for MP 44.5-44.8 2010-2014. Percentage comparisons are on the rate of serious injury & fatal crashes per million vehicle miles traveled.

4-Lane Divided: Strongest Safety Performance

SAFER Seward Highway



Project Need: Reduce High Crash Rate and Severity

- ✓ Fatal and injury crashes ↓ 71%
- ✓ Total crashes ↓ 56%
- ✓ Access and intersection improvements reduce conflict points

Project Need: Increase Mobility and Reliability

- ✓ Improves traffic mobility by providing space for all uses and modes
- ✓ Emergency response is quicker and reliable; road is able to remain partially open during emergencies
- ✓ Maintenance benefit from reduced rockfall and improved snow storage

Project Need: Safely Accommodate Mixed Uses in the Corridor

- ✓ Improves mixed user experience by separating local destination travelers (right lane), pass-through travelers (left lane), and non-motorized users (separated pathway)
- ✓ During construction, fewer detours, fewer closures



Proposed Design

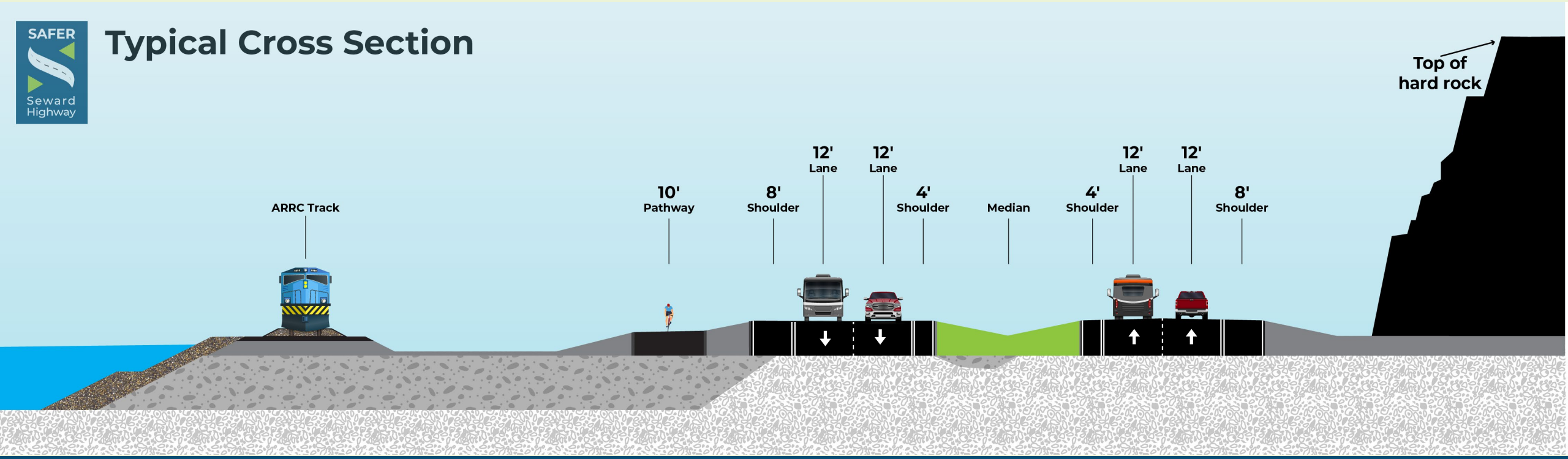
Proposed Action: Details

- Railroad Realignment
- Highway Reconstruction
- Mountain Cuts
- Non-Motorized Facilities
- Access Improvements
- Frontage Roads
- Rock Catchment and Ditches
- Turnagain Arm Fill
- Fencing Along ARRC



Proposed Action: 4-Lane Divided Highway

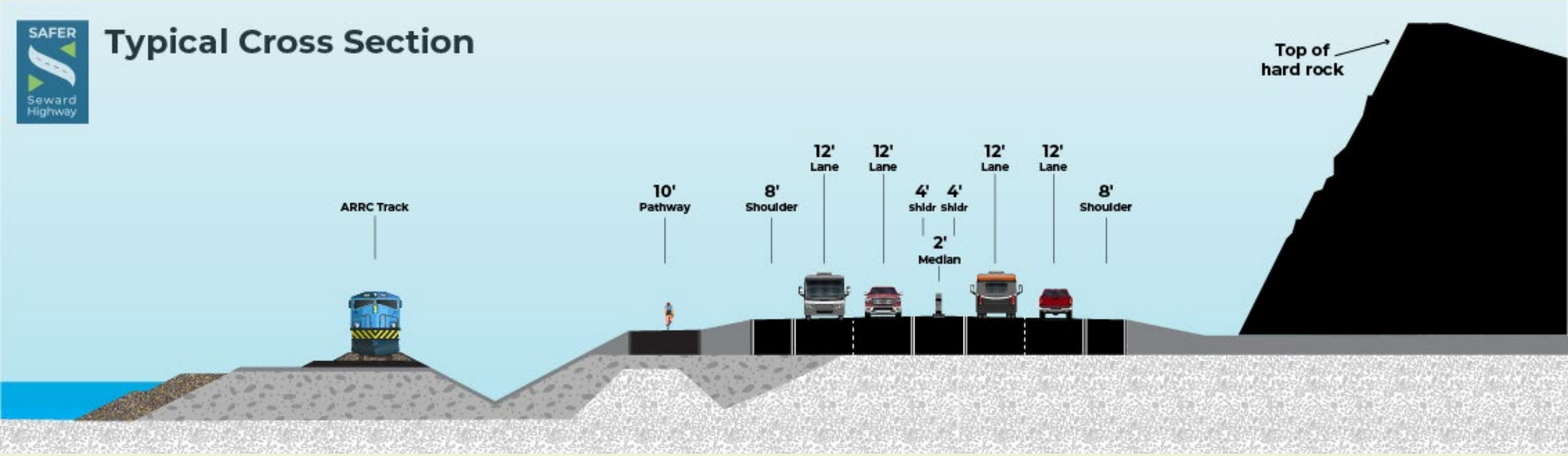
Typical Cross Section



Typical cross sections within the corridor will vary and may include a separated highway with a median, a physical barrier, or a vertical separation between directions of travel.

Disclaimer: *This graphic is for visual purposes only and is not a final design. Elements shown may change during the design process and should not be interpreted as engineered plans or construction details.*

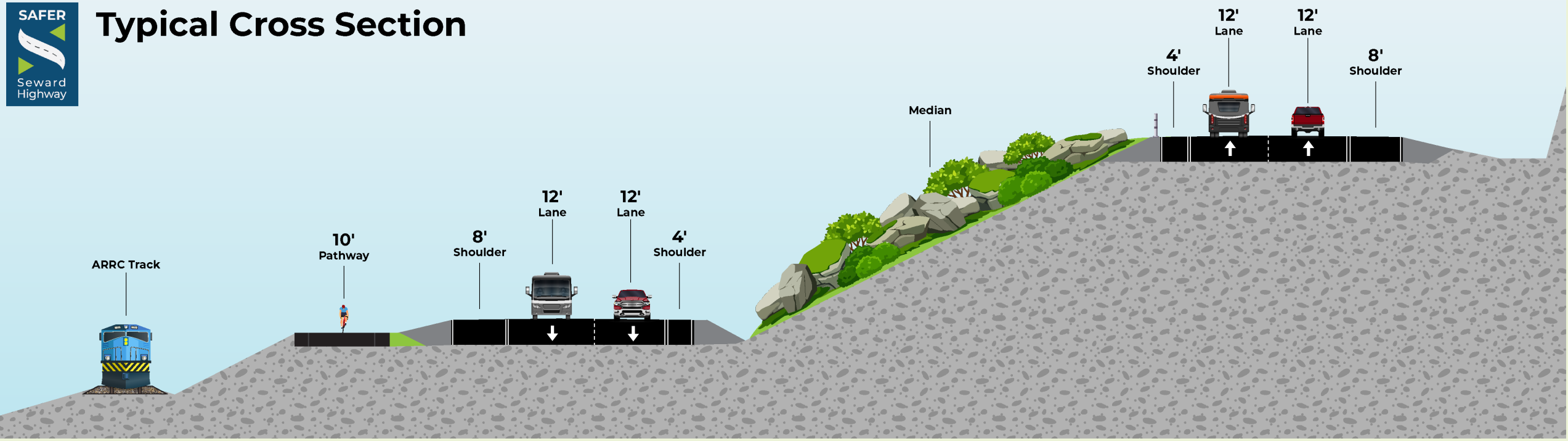
Typical Sections



Barrier Separation

Proposed barrier segments include transitioning from the existing 4-lane at the south end of the project (MP 98.5), through Potter Marsh, at the south of Windy Corner, and near Indian Valley Road to reduce impacts.

Typical Sections



Vertical Separation

Proposed vertically separated segments include areas such as MP 113-114 (Picnic Rock) where there are tall rockfaces to reduce the amount of cut needed.

Visualization: Bird Creek





Disclaimer: *This rendering is for visual purposes only and is not a final design. Elements shown may change during the design process and should not be interpreted as engineered plans or construction details.*

Visualization: Windy Corner



Conceptual visuals intended to give perspective on the design concepts

Visualization: Beluga Point



Conceptual visuals intended to give perspective on the design concepts

In The Draft EA vs. Future Decisions

In The Draft EA
4-lane, divided highway
55mph design speed
Continuous multi-use pathway
Trailhead and parking lot improvements
Access consolidation
Additional mitigation as described in EA Chapter 3
Continue effort to reduce impacts

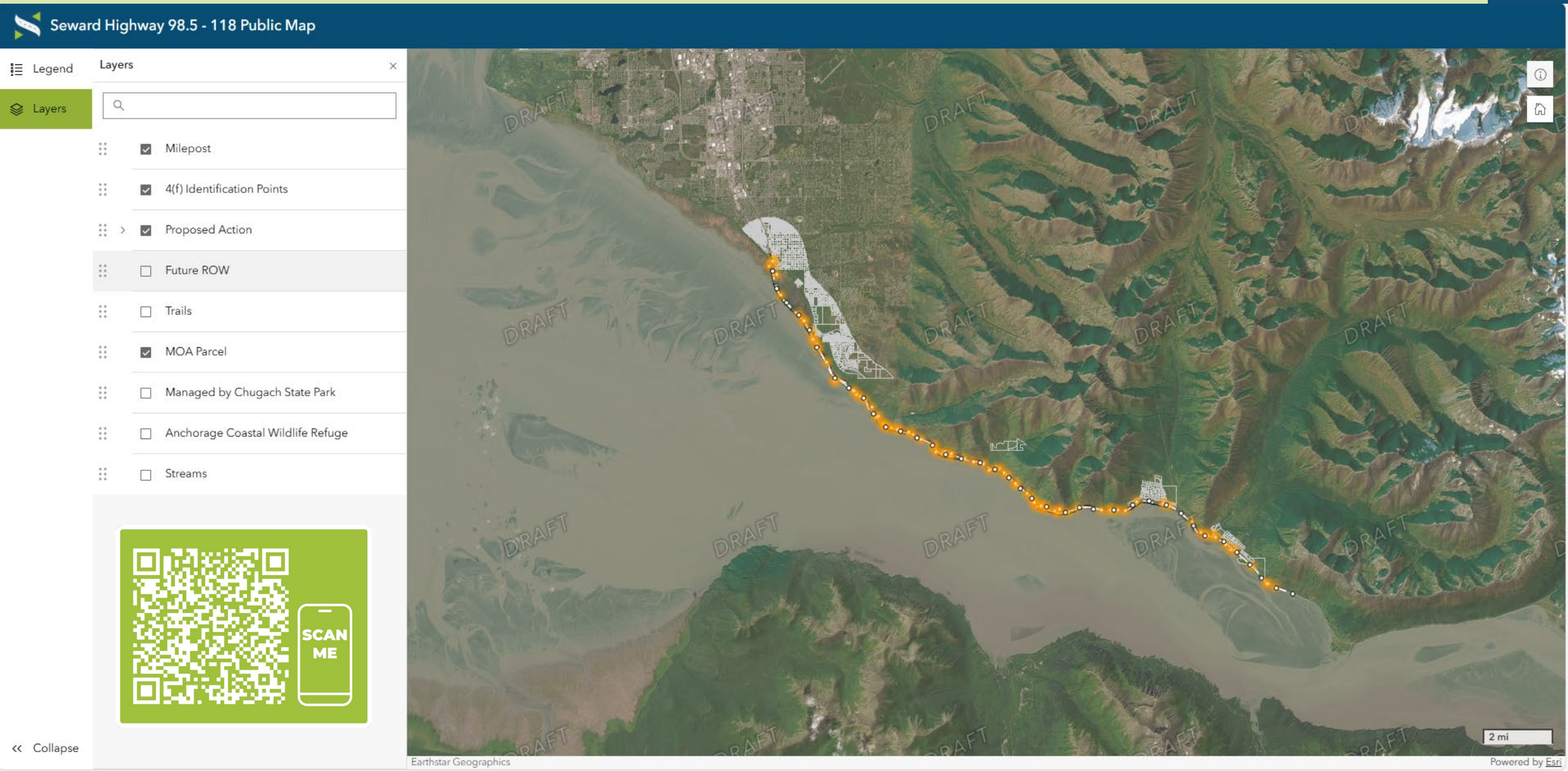
Future Decisions
Exact location of 4-lane footprint
Railroad layout
Frontage road layout
Pathway location, configuration, undercrossing tunnels
Intersection configurations
Fence and traffic barrier locations

Evolution Since the Draft EA

- Refined ARRC alignment – requested by ARRC
- Pedestrian undercrossing at Rainbow included in Proposed Action
- Updated traffic analysis based on feedback to better reflect traffic patterns, terrain, and acceptable level of service in accordance with national standards

Check out the Public Web Map

SAFER Seward Highway





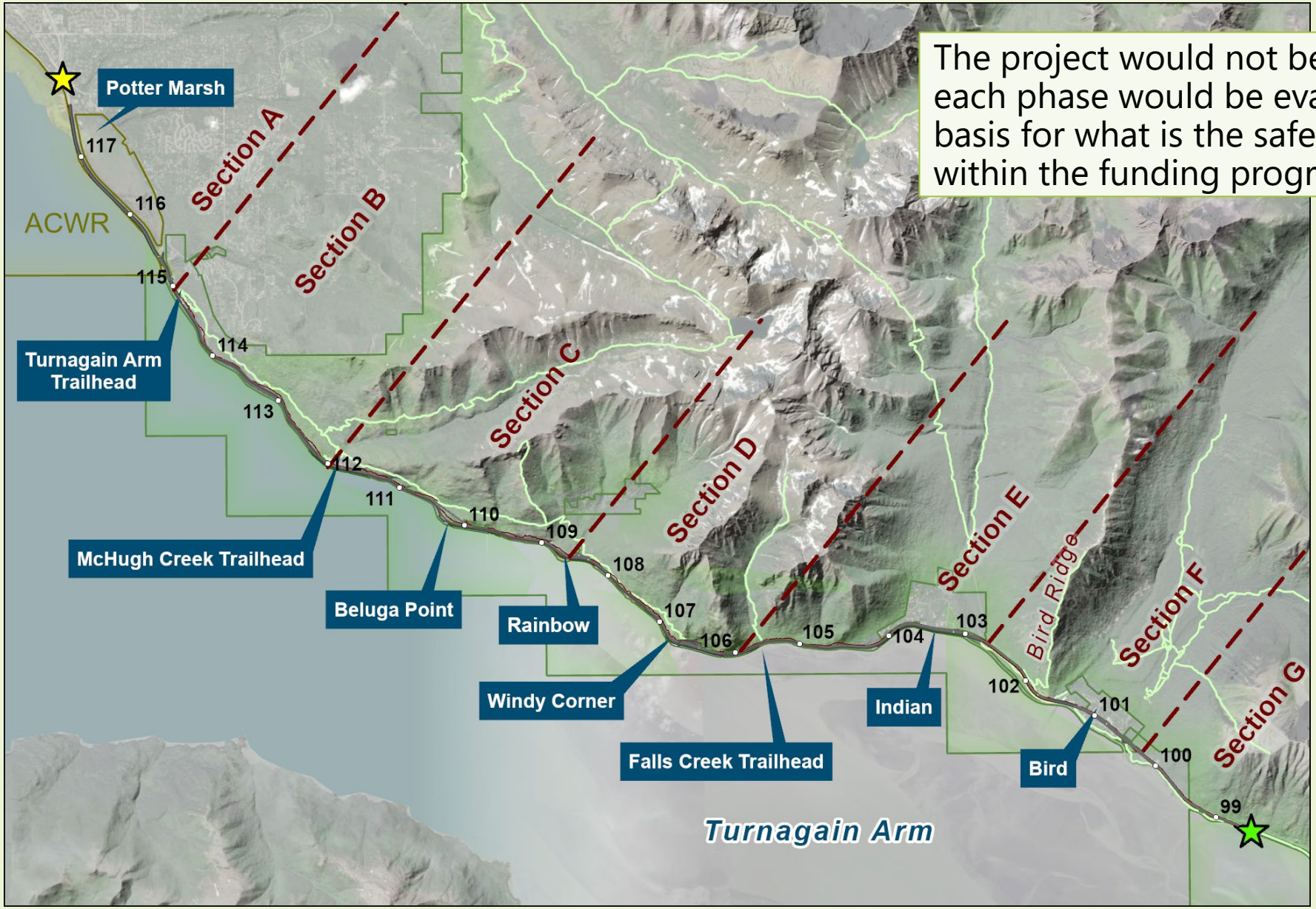
What Does This Look Like Over Time?

Phased Over Time

- Total estimated cost is $1.5B
- $75-$150M per year
- 10-20 years to complete all phases
- Budgeted in the STIP as funding is available
  - Does not take funding away from AMATS for TIP priorities
- 4-lane has benefits to reducing construction impacts to travelers
- Can still do many other projects in Anchorage and the state
- Numerous opportunities for future public engagement

Other safety projects in Anchorage that DOT&PF is advancing along with Safer Seward

Phasing Ideas



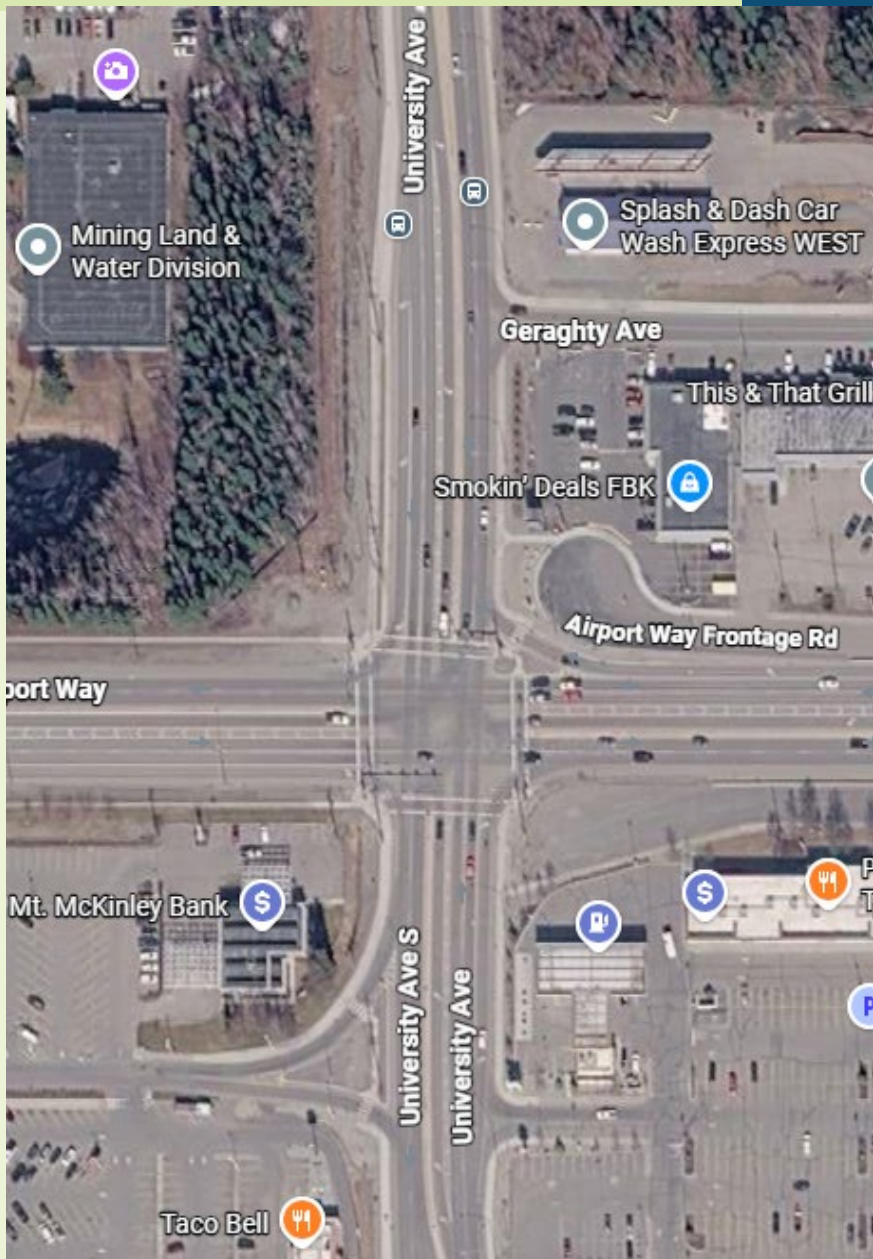
The project would not be phased in this order, but each phase would be evaluated on a case-by-case basis for what is the safety priority and what fits within the funding program.

Preliminary Phase Sequence

Phase / Section	Estimated Cost (M)	Funding Year
Section G: Bird Flats to Bird (MP 98.5-100)	$35.0	2027
Rainbow Curves (MP 108-109)	$125.0	2028
Section D: Windy Corner to Rainbow (MP 105.5-108)	$236.3	2029
Section C: Rainbow to McHugh Creek (MP 109-111.5)	$343.6	2031
Section F: Bird to Bird Ridge (MP 100-102.5)	$53.0	2033
Section E: Bird Ridge to Falls Creek (MP 102.5-105.5)	$194.0	2035
Section B: Potter Valley Road to McHugh Creek (MP 111.5-115)	$445.3	2037
Section A: Rabbit Creek to Potter Valley Road (MP 115-118)	$88.0	2040

How Do Projects Like This Evolve?

- Environmental re-evaluations
- Updating traffic analyses





What's Next?

Next Steps

SAFER Seward Highway

The Draft EA comment period is closed.
All public meeting materials and the draft EA are available on project website.

STEP 1

We are here

30-Day Public Comment Period

STEP 2

Determine Proposed Action and Finalize EA/FONSI

STEP 3

Final Design and Permit Applications Begin*

This begins only if FONSI.



Thank You

Questions and Discussion

Questions and Discussion

DOT&PF's goal is to provide a respectful atmosphere that allows all voices to be heard. To do this:

- **Raise your hand** and the moderator will come to you with the microphone
- **One question** per person
- If there is time at the end, we can take more questions



Ground Rules

- Be respectful, courteous, and patient.
- Remain quiet while others are talking.
- Refrain from addressing the audience or asking for audience participation.
- Turn off cell phones or set them to vibrate.

Want to submit a question in writing? Please fill out a question card in the back and we will read them as time allows.

Comments given verbally will be summarized in the meeting report. Please submit written comments if you would like your comments captured verbatim.

Still have questions? Find a team member!

You can participate in the Safer Seward Highway Project in several ways. Scan the QR codes below with your smartphone to instantly:

Sign up for emails

Receive meeting notices, project announcements, and other up-to-date information in your email inbox!

Leave a comment

Leave a comment using forms available here tonight or use the QR code below to submit them electronically.

Email us directly

You can email the project team directly.

info@safersewardhighway.com

Call us

If you have any questions or require additional information, please leave a message for the project team at: (907) 802-3656

30-Day Public Comment Period on Design Details

September 22 – October 22, 2026

Mailing Address:
Safer Seward Highway
c/o HDR
582 E 36th Ave., Ste 500
Anchorage, AK 99503

General Project Information:
safersewardhighway.com

WELCOME

PUBLIC MEETING #4
SEPTEMBER 23, 2026

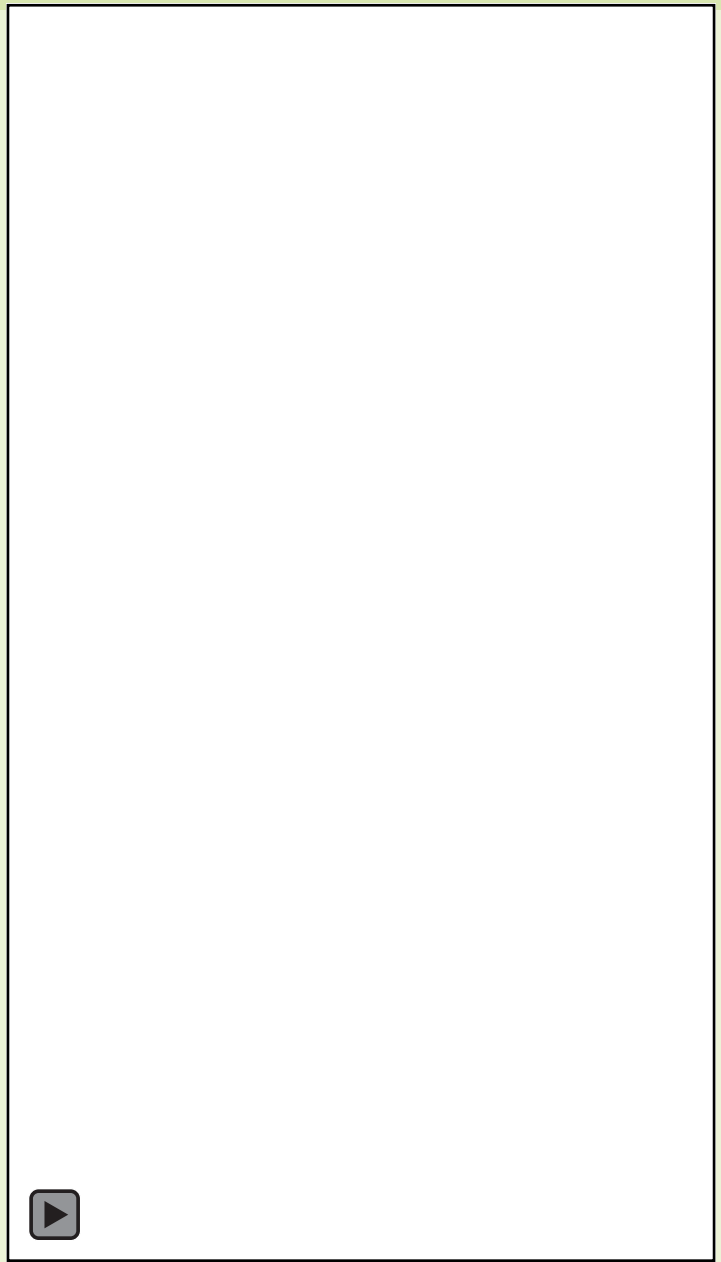
SAFER Seward Highway

Virtual Meeting Presentation



Photographer: Logan Maddox

Opening Remarks



Mayor Suzanne LaFrance

Municipality of Anchorage

Recorded at the September 22 in-person public meeting

Agenda

What we are going to cover:

- Why this project?
- What did we consider?
- Proposed design
- How will we afford it?
- What's next?
- What Does This Look Like Over Time?
- Questions and discussion

Presenters:



Lauren Little, PE
Project Manager

Katherine Wood
Stakeholder Engagement Lead and Facilitator

Project Team & Meeting Support

DOT&PF

Chris Post
Luke Bowland

HDR

Edith McKee
Leisha Sweeney
Sam Mark-Ansah
Will Hume
Alex Sonnabend
Morgan Miller
Paige Barker
Taylor Horne

Meeting Purpose



Share information on design and discuss reasoning behind decisions to date.



Solicit feedback on project purpose, need, and the proposed design.

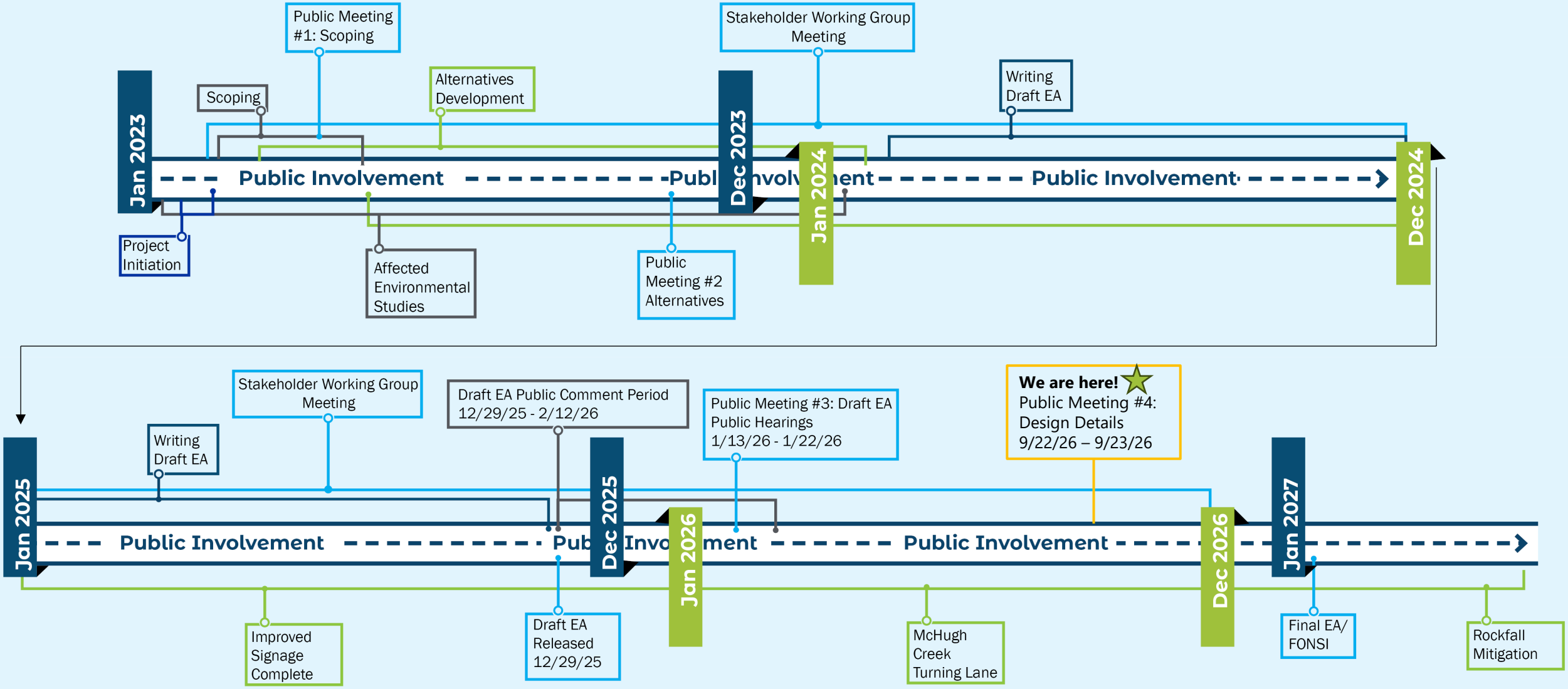
The project team is here to listen. We want your feedback.



Questions from the public support a meaningful exchange of information, helping the project team address areas of community interest.

Project Timeline

SAFER Seward Highway



Anchorage Investment

What is DOT&PF doing to improve safety in Anchorage?

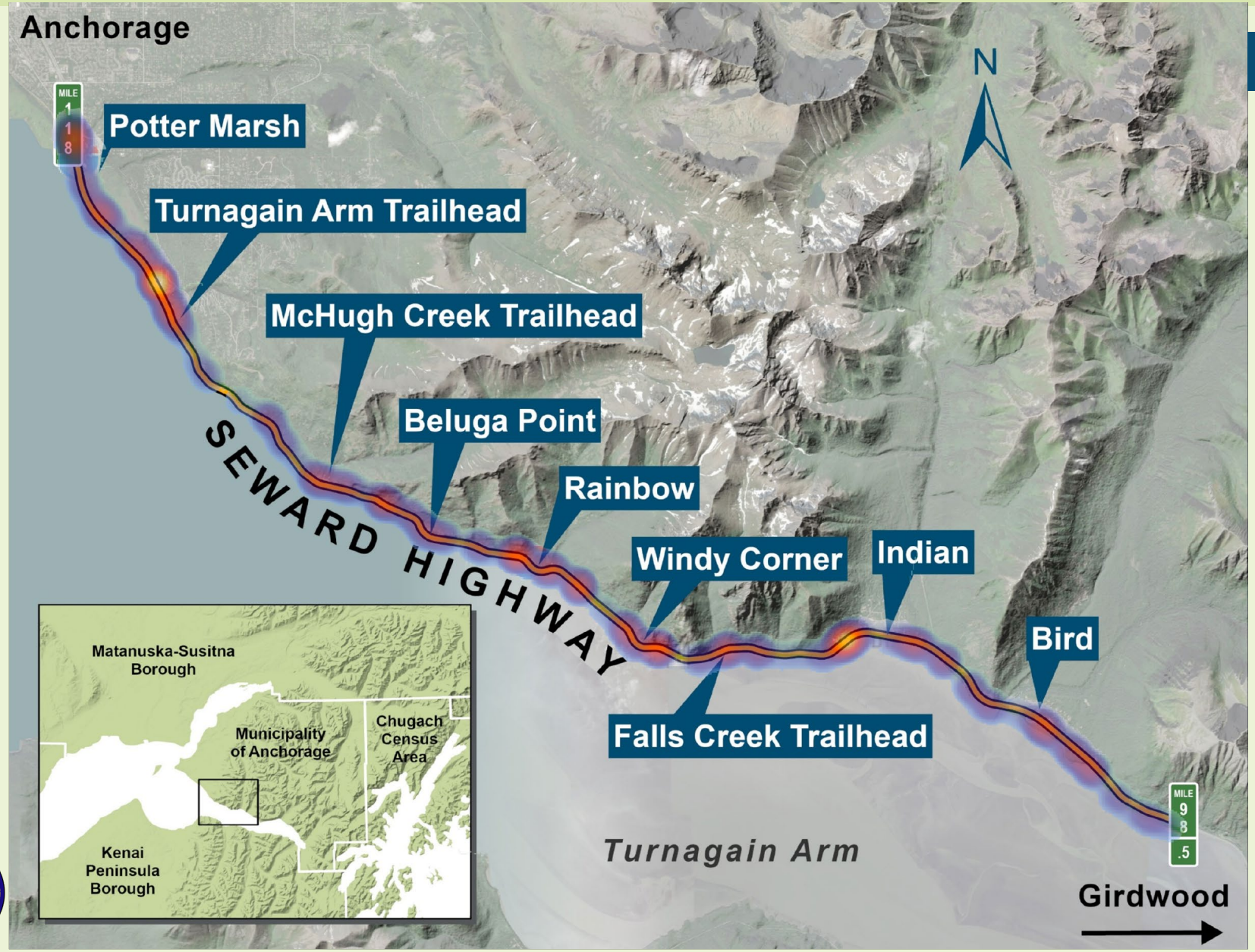
- **Alaska DOT&PF STIP (Statewide Transportation Improvement Program)** <- larger national highway system (NHS) projects
- **AMATS TIP (Transportation Improvement Program)** <- projects within the AMATS boundary
- **Anchorage Vulnerable Road Users projects** <- HSIP funding

Other safety projects in Anchorage that DOT&PF is advancing along with Safer Seward



Why This Project?

Safety Issues

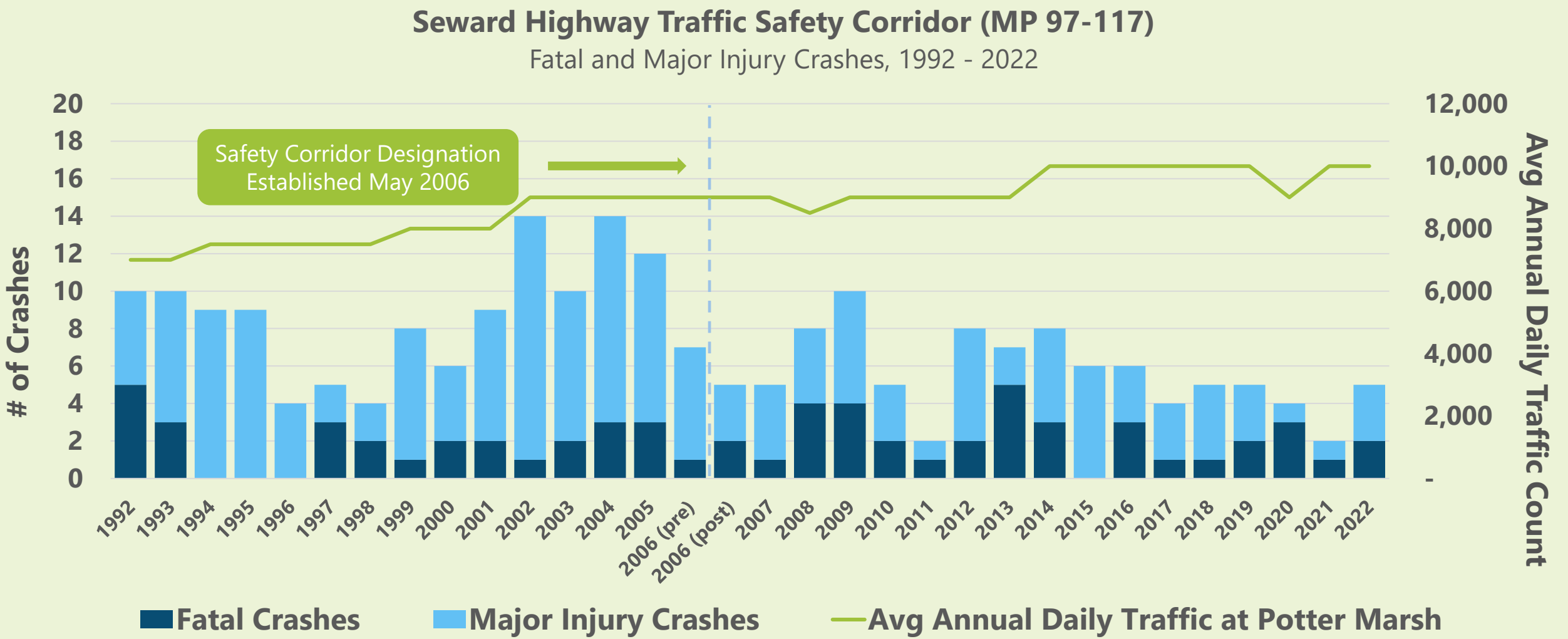


5-year safety data (2017 – 2021)

Data is for all crash types

Safety Corridor for 20 years

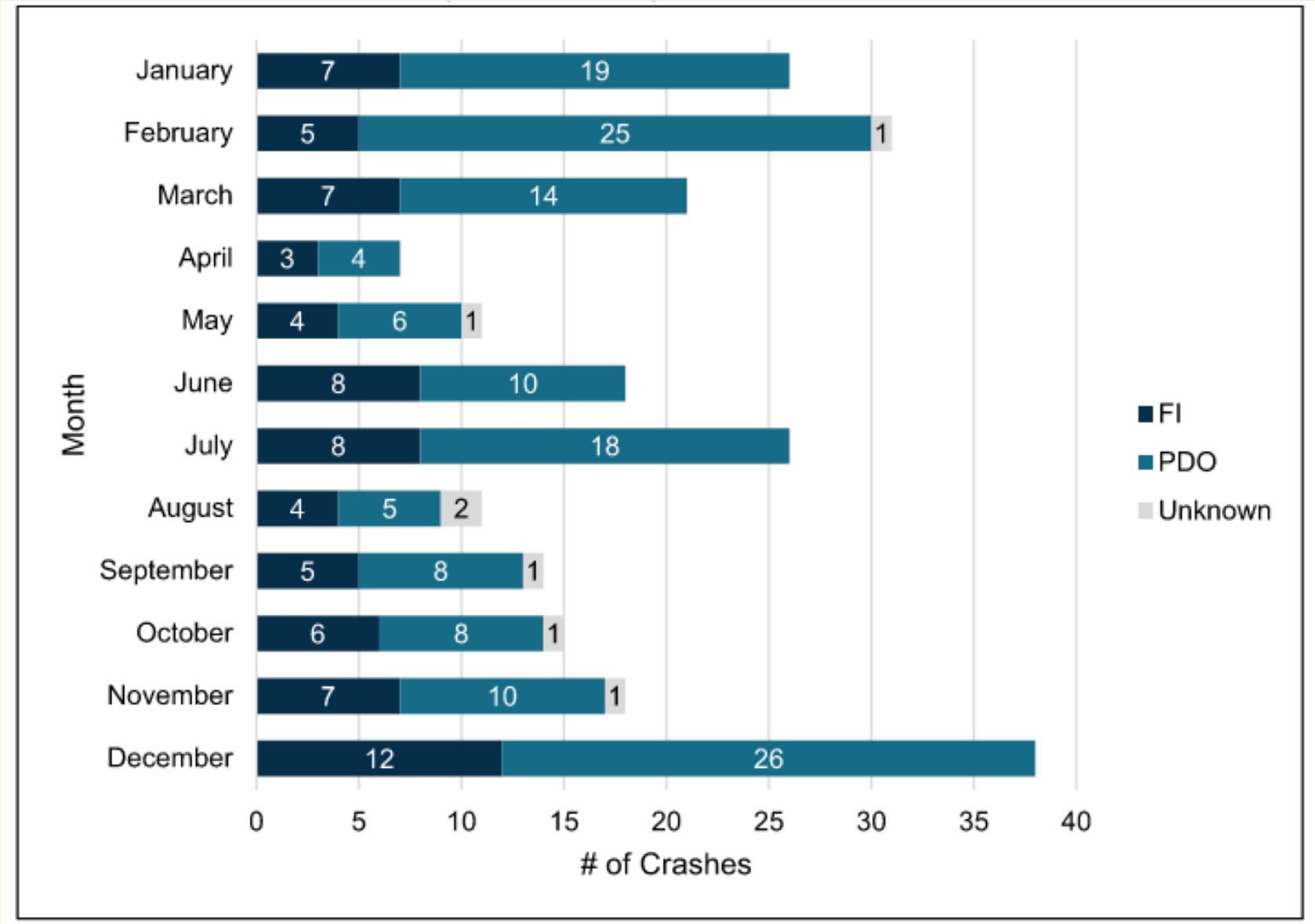
SAFER Seward Highway



FHWA defines "major injury" crashes as those involving a *Suspected Serious Injury (A)* under the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition and uses this definition nationally for safety performance reporting.

Source: Alaska Department of Transportation and Public Facilities & Alaska Department of Public Safety, 2022 safety corridors audit (2023). https://dot.alaska.gov/dmio/hwysafety/assets/pdf/2022_Safety_Corridors_Audit.pdf

Crash Frequency by Time of Year



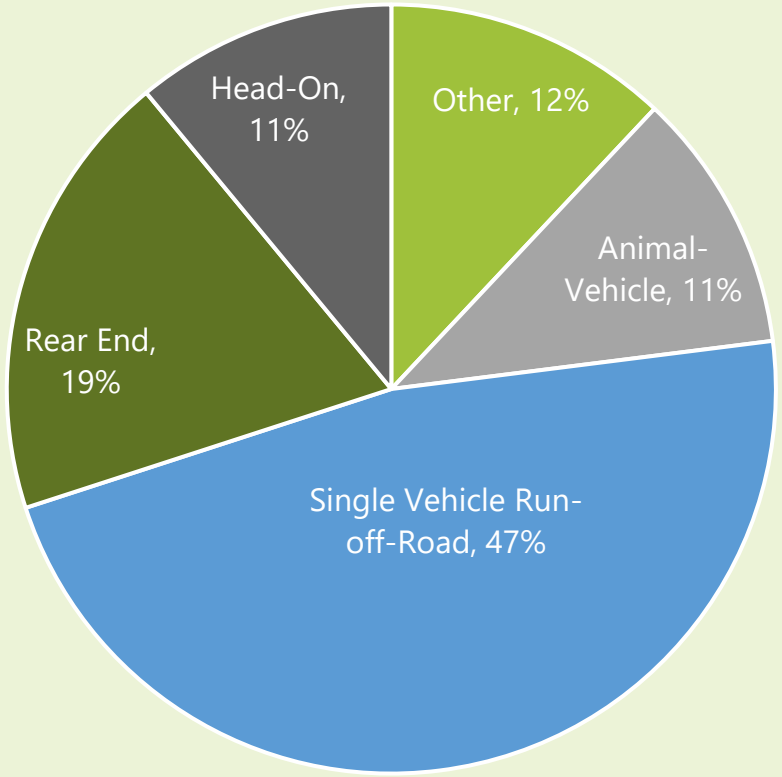
FI: Fatality and Injury

PDO: Property Damage Only

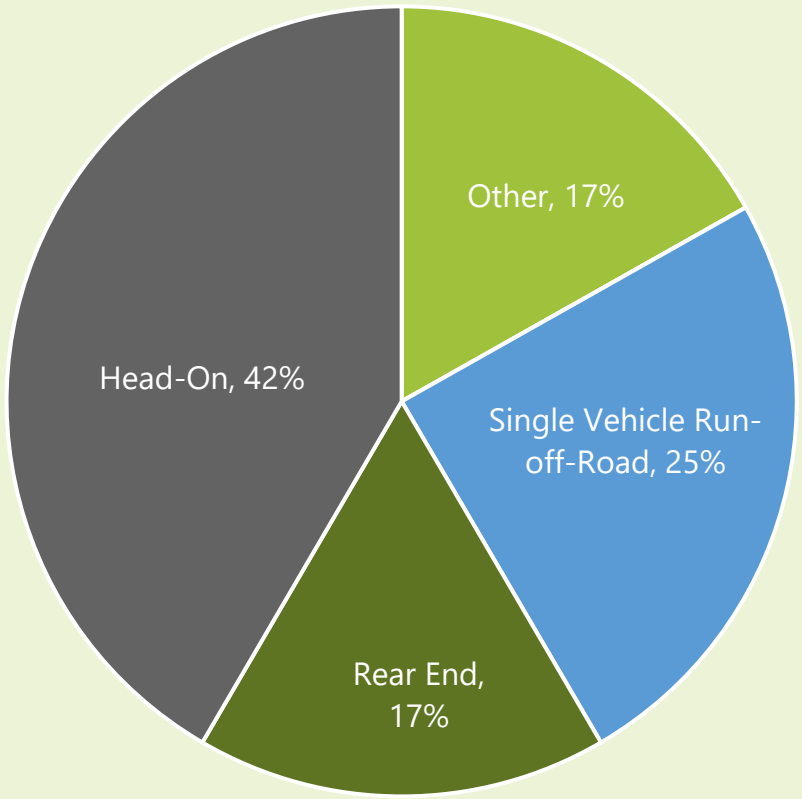
2017 – 2021 data

Crash Types

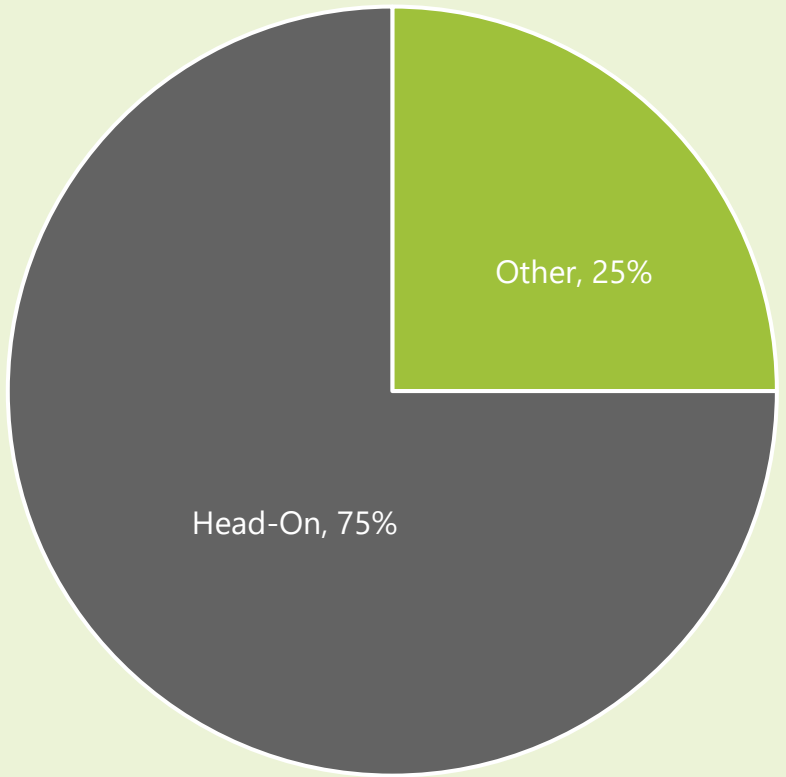
All Crashes by Crash Type



Major Injury Crashes by Crash Type



Fatal Crashes by Crash Type



All data is 2017 – 2021

Other | Animal-Vehicle | Single Vehicle Run-off-Road | Rear End | Head-On

Traffic and Speed Enforcement

- Among the most common comments and questions the project team has received from the community.
- Primary for patrolling this section:
  - Until 2018/2019: Alaska State Troopers
  - 2018/2019 – Present: Anchorage Police Department
- Funding has been an issue, with funding for patrolling wavering:
  - 2006 – 2024: Safety Corridor Funding
  - 2024 – Present: Primarily a citywide speed enforcement grant

Purpose & Need

SAFER Seward Highway

PURPOSE STATEMENT

The purpose of the Seward Highway MP 98.5 to 118, Bird Flats to Rabbit Creek, Reconstruction project is to improve safety by reducing crash rates and severity, improve mobility and reliability, and safely accommodate mixed uses in the corridor.

PROJECT NEED — **Reduce High Crash Rate and Severity**



Possible Improvements

- Curve flattening
- Rock and ice fall mitigation
- Wider shoulders
- Divided highway
- Increased line of sight
- Adding turning lanes and acceleration/merge lanes

Measurable Result

Reduction in severe and fatal crashes.

Removal of the Safety Corridor designation.

PROJECT NEED — **Improve Mobility and Reliability**



Possible Improvements

- Frontage roads
- Emergency services turnarounds and shoulders
- Additional passing lanes/spaces
- Improved wayfinding signage
- Adding space for emergency response
- Adding deceleration and acceleration lanes

Measurable Result

Decrease in traffic delays and time spent following (platooning of traffic), faster emergency response, improved incident management, and improved non-motorized reliability.

PROJECT NEED — **Safely Accommodate Mixed Uses in the Corridor**



Possible Improvements

- Pedestrian tubes
- Separated multi-use path
- Improved scenic and recreational pull offs
- Consolidated and improved trailhead parking
- Turning and through lanes

Measurable Result

Seperation of traffic going different speeds.

Preservation of the highway's outstanding scenic designations while improvement safety for all users.

Changes to Purpose and Need from Feedback

Between Scoping and Draft EA

- Clarified safety measures: reduce crash rates and crash severity
- Removed congestion reduction
- Increased focus on mobility and reliability
- Added focus on mixed uses of corridor: scenic designations, bikes and pedestrians, through traffic, pullouts, recreational users, local residents

Nine months of public engagement to workshop the purpose and need.
These changes came about as a direct result of engagement with the community and key stakeholders



What Did We Consider?

A Lot of Concepts Were Considered

SAFER Seward Highway

- All towards the water
- All towards the mountain
- Highway / pathway / rail locations
- 65mph vs. 55mph design speed
- Tunnels
- Stacked structure
- Intermittent passing lanes
- Within existing right-of-way
- Transportation system management
- Public transit improvements
- Commuter rail
- Avoidance of impacts

Pinch Point Analysis:

- Potter Marsh
- Rabbit Creek
- Beluga Point
- Section House
- Indian
- Bird Campgrounds
- Windy Corner
- Climbing Locations

Interactive Map of Concepts Considered

How did the proposed action come to be?

SAFER Seward Highway

1) Talking with the community and agencies.

2) Understanding the years of groundwork and studies that have been conducted.

3) A lot of environmental analysis and engineering working and reworking.

13

Stakeholder Working Group Meetings

Held 13 Stakeholder Working Group meetings

40+

Organizations

Engaged 40+ agency, municipal, and community organizations

61

1 v 1 Meetings

Conducted 61 one-on-one meetings

Website

Maintained a project website with updates, documents, FAQs, and engagement opportunities

10

Listening Posts

Held 10 listening posts at community events

2

Fairs

Attended 2 Anchorage Transportation Fairs

37

Email Newsletters

Sent 37 email newsletters to stakeholders

8

Council Meetings

Attended 8 community council meetings

3

Public Meetings

Hosted 3 rounds of public meetings both in-person (in Anchorage, Girdwood, and Indian) and online, for a total of 9 public meetings (including Draft EA public hearings)

EA and a Section 4(f) document

Drafted an EA and a Section 4(f) document summarizing potential environmental impacts and the engineering findings that led to the Proposed Action

Check out this poster in the open house or online for more specifics on changes made because of public engagement.

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA

3-Lane vs. 4-Lane

	3-Lane	4-Lane
Does it meet the expected performance needed to achieve the purpose and need?	✖ **NO**	✔ **YES**
	• $1.2B • 576-acre footprint	• $1.5B • 669-acre footprint

Bottom Line: The 3-lane design did not meet the performance needed to achieve the purpose and need while still requiring footprint expansion and comparable cost to a 4-lane divided highway.

Why? Common safety elements such as rockfall catchments, shoulders, distance from the railroad, pathway, and bringing the design of several sharp corners up to requirements have the same footprint needs.

3-Lane vs. 4-Lane Design

SAFER Seward Highway

The 3-lane design fails to meet purpose & need – why?

- Serious crash reduction of 36% does not meet the needs of improving safety compared to project cost and footprint
- Potential to cause more unsafe situations:
  - Vehicles speeding up to pass before the turn lane ends
  - For undivided highway, driver confusion in the winter for when/where passing lanes are located and when they end
- Limited improvement to emergency response and lane closures

How We Predict Safety Improvements

SAFER Seward Highway

Highway Safety Manual (HSM):

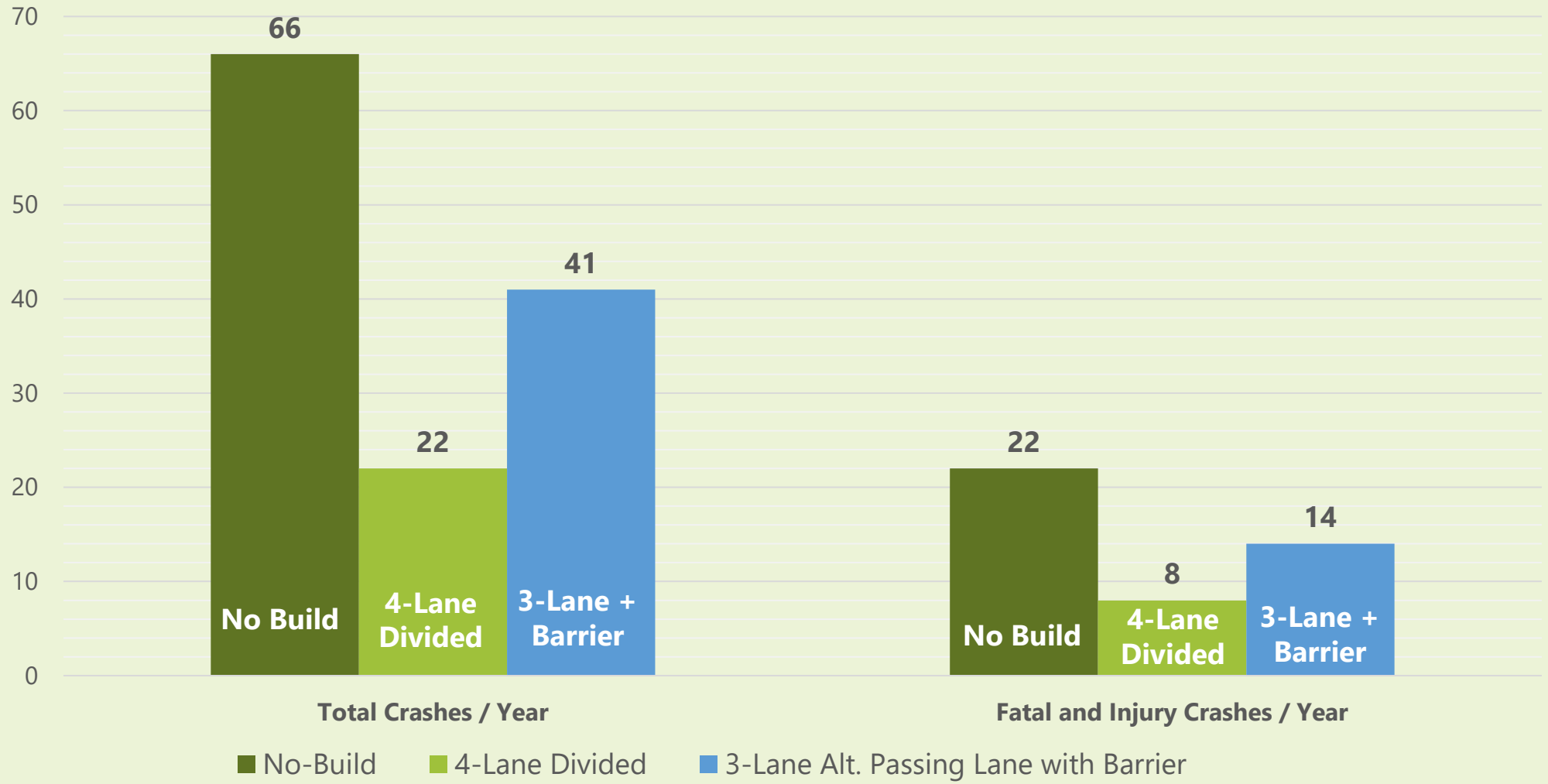
- Standard, industry method (FHWA, AASHTO)
- Decades of crash data, thousands of roadway sites

Crash Modification Factor (CMF):

- Statistically developed and validated, nationally accepted research
- Empirical studies compare similar roadways before and after treatments while accounting for changes in traffic volumes
- Accounts for variation in:
  - Roadway Lane and Shoulder Widths
  - Length and Radius of curves
  - Passing Lanes
  - Turn Lanes, etc.
- Source: HSM and FHWA CMF Clearinghouse (https://cmfclearinghouse.fhwa.dot.gov/)

Traffic & Safety Analysis Results (HSM)

Predicted Crash Frequency for 2033 – 2052



Real Alaskan Experience

SAFER Seward Highway

The Parks Highway:

- Milepost (MP) 44.5-44.8 crash rate for serious injury & fatal crashes is 65% lower compared to when it was a 2-lane
- Compared to the alternating passing lanes (MP 54-64) the MP 44.5-44.8 divided highway experienced a 50% lower crash rate for serious injury & fatal crashes

The Glenn Highway:

- MP 16-29 (~Eagle River to Parks Hwy) has a 69% lower crash rate compared to Parks 3-lane (MP 54-64) and 55% lower crash rate than the Seward for serious injury & fatal crashes

* Crash data 2021-2025 excluding intersection related crashes, pre-crash data for MP 44.5-44.8 2010-2014. Percentage comparisons are on the rate of serious injury & fatal crashes per million vehicle miles traveled.

4-Lane Divided: Strongest Safety Performance

SAFER Seward Highway



Project Need: Reduce High Crash Rate and Severity

- ✓ Fatal and injury crashes ↓ 71%
- ✓ Total crashes ↓ 56%
- ✓ Access and intersection improvements reduce conflict points

Project Need: Increase Mobility and Reliability

- ✓ Improves traffic mobility by providing space for all uses and modes
- ✓ Emergency response is quicker and reliable; road is able to remain partially open during emergencies
- ✓ Maintenance benefit from reduced rockfall and improved snow storage

Project Need: Safely Accommodate Mixed Uses in the Corridor

- ✓ Improves mixed user experience by separating local destination travelers (right lane), pass-through travelers (left lane), and non-motorized users (separated pathway)
- ✓ During construction, fewer detours, fewer closures



Proposed Design

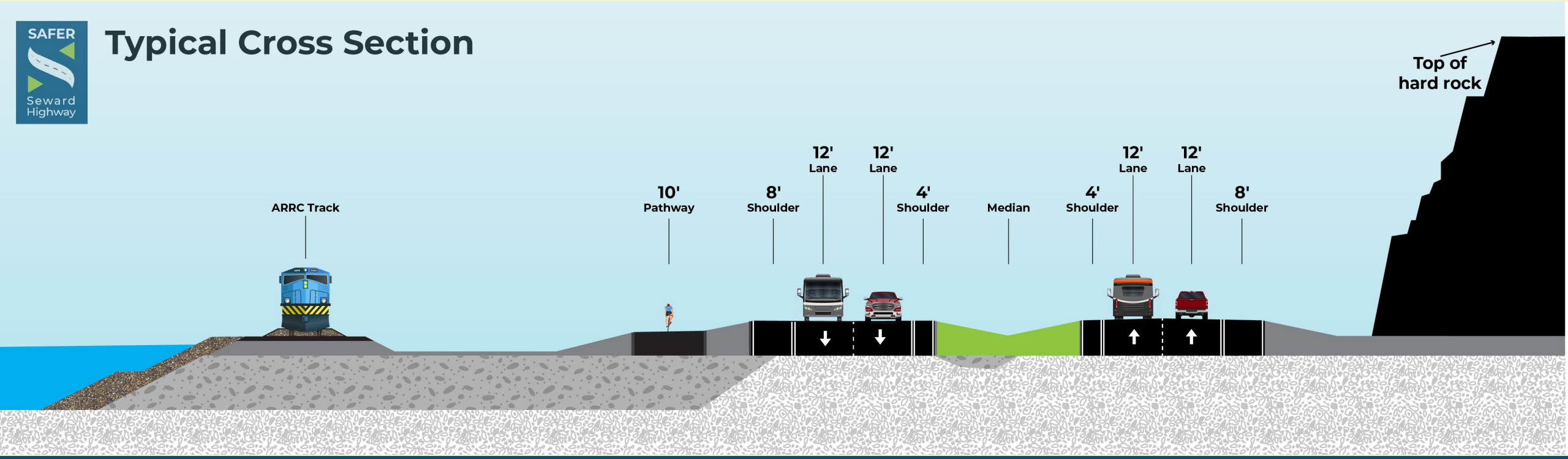
Proposed Action: Details

- Railroad Realignment
- Highway Reconstruction
- Mountain Cuts
- Non-Motorized Facilities
- Access Improvements
- Frontage Roads
- Rock Catchment and Ditches
- Turnagain Arm Fill
- Fencing Along ARRC



Proposed Action: 4-Lane Divided Highway

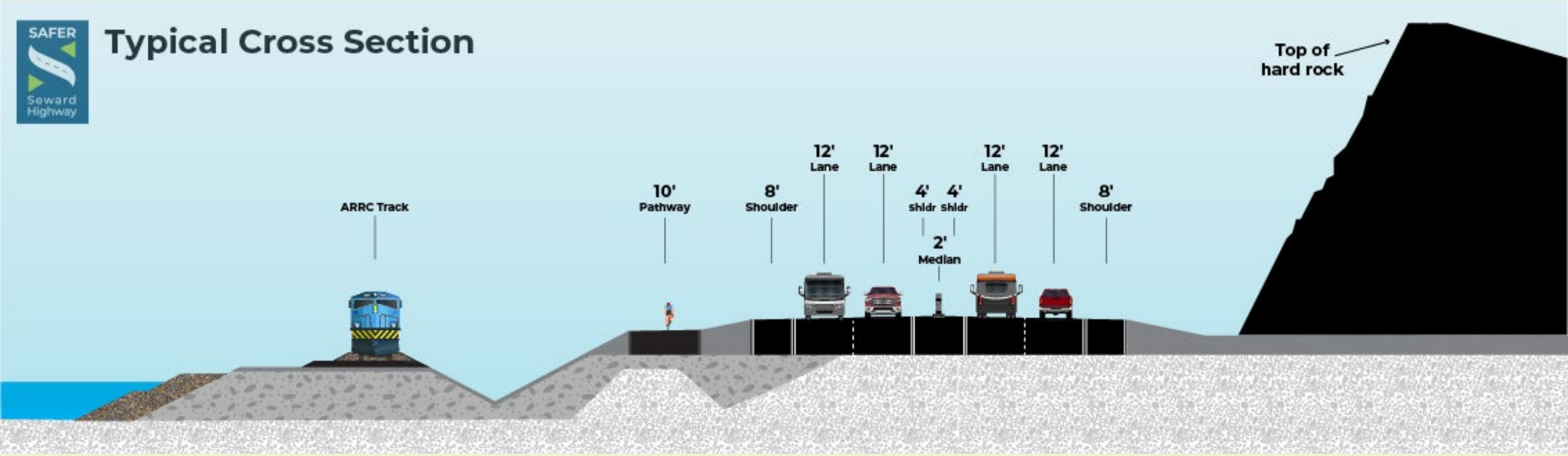
Typical Cross Section



Typical cross sections within the corridor will vary and may include a separated highway with a median, a physical barrier, or a vertical separation between directions of travel.

Disclaimer: *This graphic is for visual purposes only and is not a final design. Elements shown may change during the design process and should not be interpreted as engineered plans or construction details.*

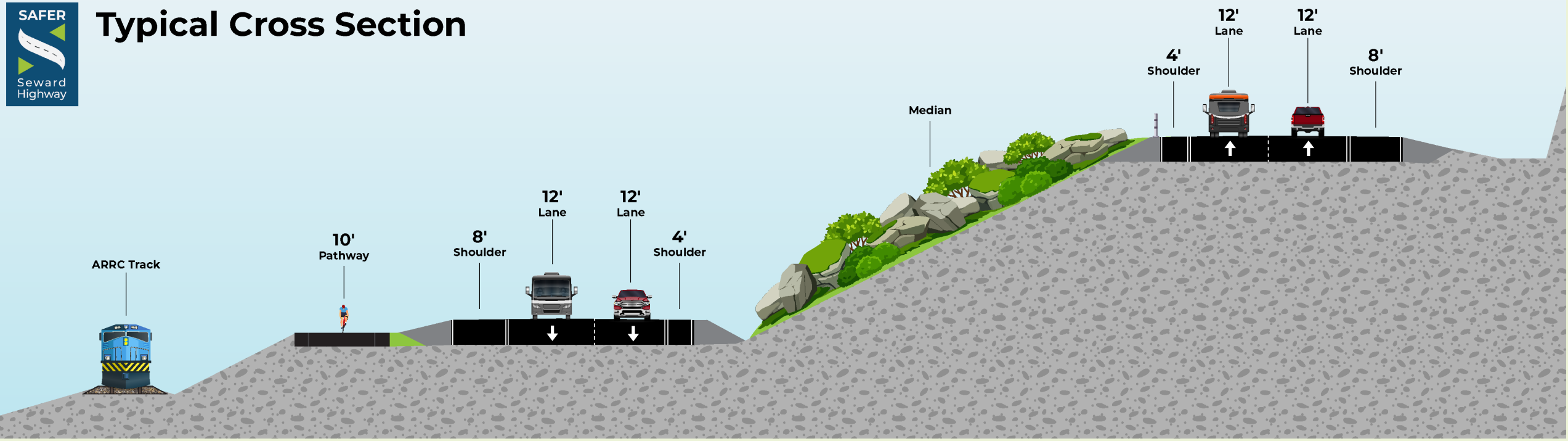
Typical Sections



Barrier Separation

Proposed barrier segments include transitioning from the existing 4-lane at the south end of the project (MP 98.5), through Potter Marsh, at the south of Windy Corner, and near Indian Valley Road to reduce impacts.

Typical Sections



Vertical Separation

Proposed vertically separated segments include areas such as MP 113-114 (Picnic Rock) where there are tall rockfaces to reduce the amount of cut needed.

Visualization: Bird Creek





Disclaimer: *This rendering is for visual purposes only and is not a final design. Elements shown may change during the design process and should not be interpreted as engineered plans or construction details.*

Visualization: Windy Corner



Conceptual visuals intended to give perspective on the design concepts

Visualization: Beluga Point



Conceptual visuals intended to give perspective on the design concepts

In The Draft EA vs. Future Decisions

In The Draft EA
4-lane, divided highway
55mph design speed
Continuous multi-use pathway
Trailhead and parking lot improvements
Access consolidation
Additional mitigation as described in EA Chapter 3
Continue effort to reduce impacts

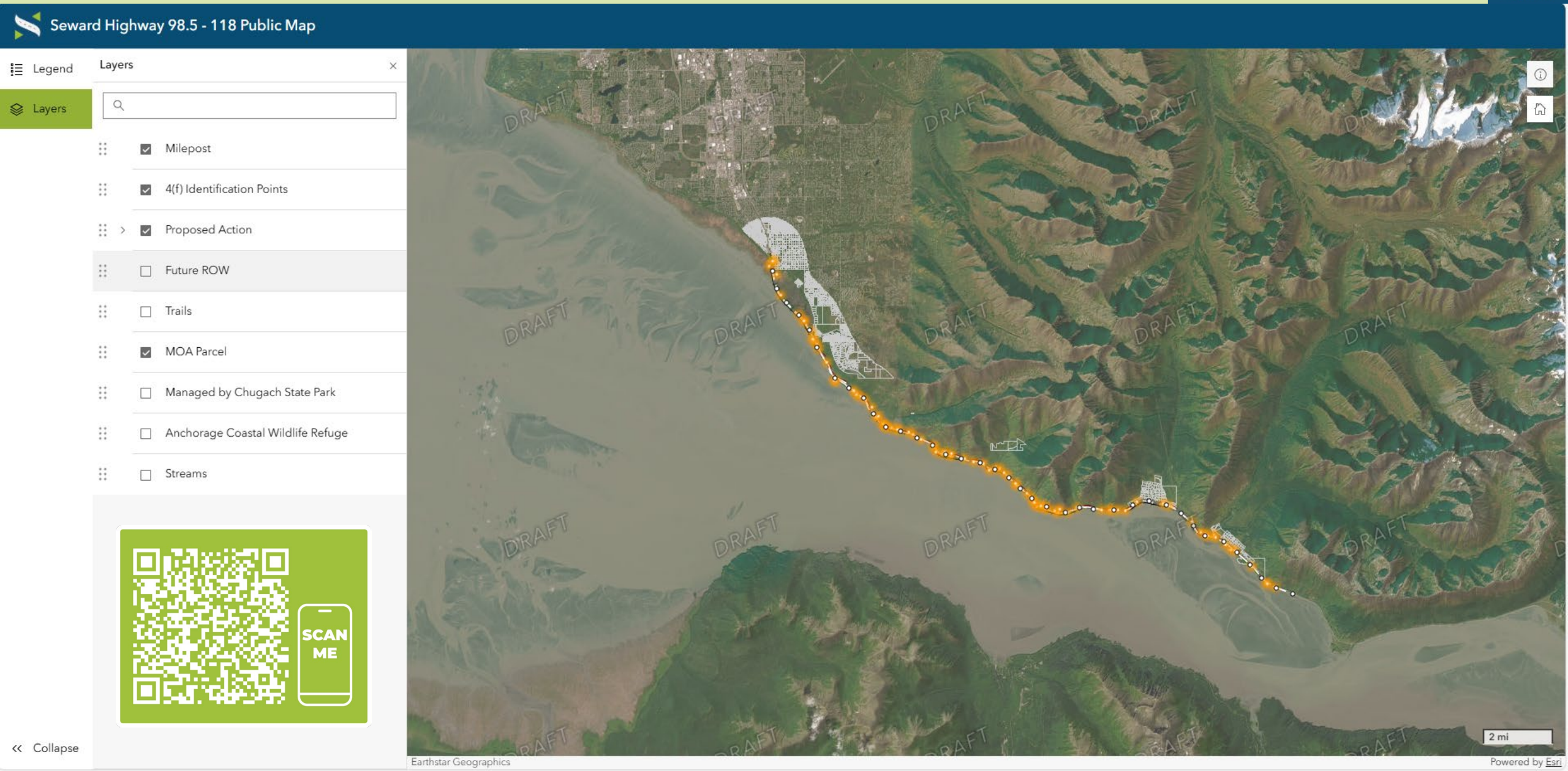
Future Decisions
Exact location of 4-lane footprint
Railroad layout
Frontage road layout
Pathway location, configuration, undercrossing tunnels
Intersection configurations
Fence and traffic barrier locations

Evolution Since the Draft EA

- Refined ARRC alignment – requested by ARRC
- Pedestrian undercrossing at Rainbow included in Proposed Action
- Updated traffic analysis based on feedback to better reflect traffic patterns, terrain, and acceptable level of service in accordance with national standards

Check out the Public Web Map

SAFER Seward Highway





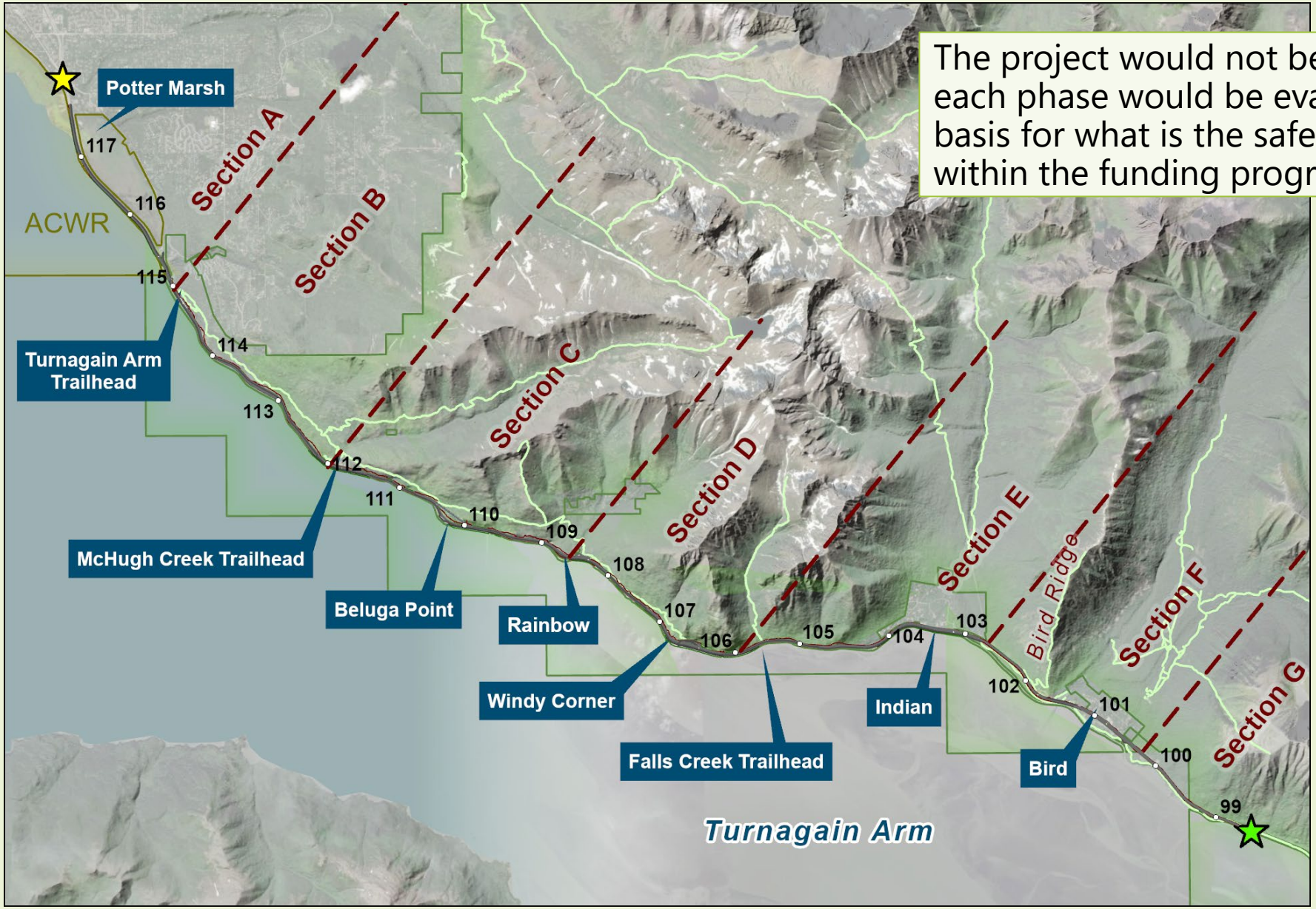
What Does This Look Like Over Time?

Phased Over Time

- Total estimated cost is $1.5B
- $75-$150M per year
- 10-20 years to complete all phases
- Budgeted in the STIP as funding is available
  - Does not take funding away from AMATS for TIP priorities
- 4-lane has benefits to reducing construction impacts to travelers
- Can still do many other projects in Anchorage and the state
- Numerous opportunities for future public engagement

Other safety projects in Anchorage that DOT&PF is advancing along with Safer Seward

Phasing Ideas



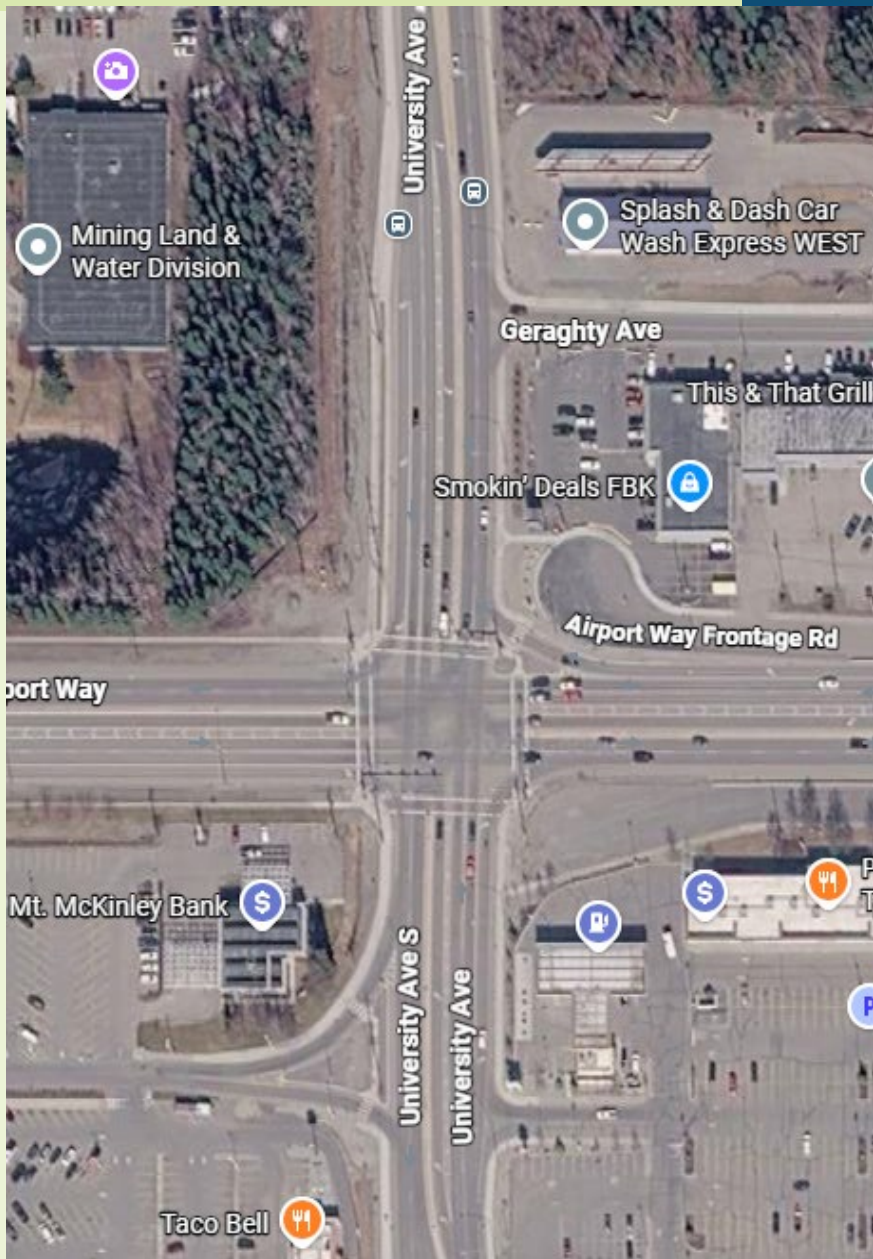
The project would not be phased in this order, but each phase would be evaluated on a case-by-case basis for what is the safety priority and what fits within the funding program.

Preliminary Phase Sequence

Phase / Section	Estimated Cost (M)	Funding Year
Section G: Bird Flats to Bird (MP 98.5-100)	$35.0	2027
Rainbow Curves (MP 108-109)	$125.0	2028
Section D: Windy Corner to Rainbow (MP 105.5-108)	$236.3	2029
Section C: Rainbow to McHugh Creek (MP 109-111.5)	$343.6	2031
Section F: Bird to Bird Ridge (MP 100-102.5)	$53.0	2033
Section E: Bird Ridge to Falls Creek (MP 102.5-105.5)	$194.0	2035
Section B: Potter Valley Road to McHugh Creek (MP 111.5-115)	$445.3	2037
Section A: Rabbit Creek to Potter Valley Road (MP 115-118)	$88.0	2040

How Do Projects Like This Evolve?

- Environmental re-evaluations
- Updating traffic analyses





What's Next?

Next Steps

SAFER Seward Highway

All public meeting materials and the draft EA are available on project website.

STEP 1

We are here

30-Day Public Comment Period

STEP 2

Determine Proposed Action and Finalize EA/FONSI

STEP 3

Final Design and Permit Applications Begin*

This begins only if FONSI.



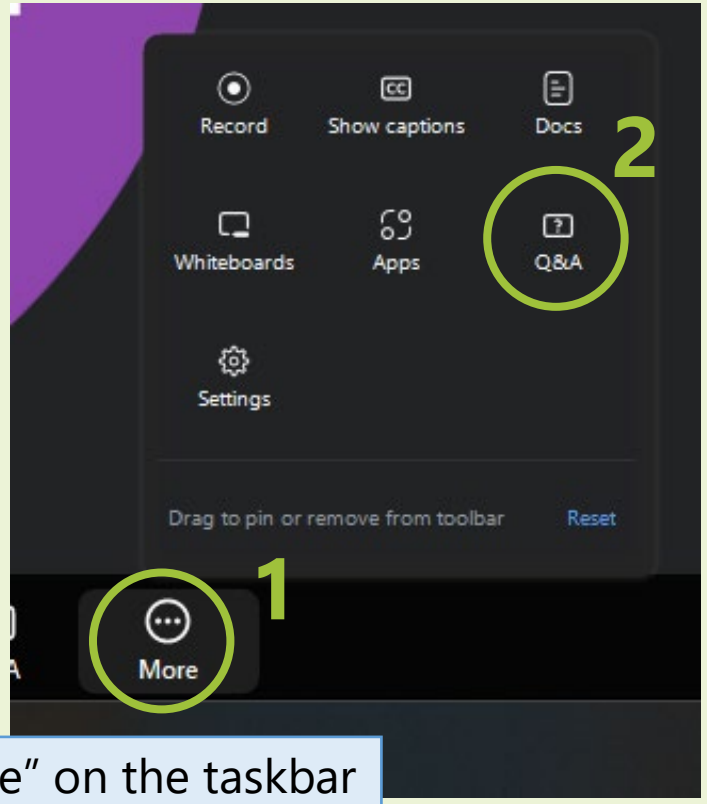
Thank You

Questions and Discussion

Virtual Questions and Discussion

DOT&PF's goal is to provide a respectful atmosphere that allows all voices to be heard. To do this:

- **Chat in your questions** and the moderator will field your questions to the team
- **One question** per person. If there is time at the end, we can take more questions



Access the Q&A function by selecting "More" on the taskbar (typically at the bottom of the screen), then select Q&A.

Q&A will be summarized in the meeting report. Please submit written comments if you would like your comments captured verbatim. Scan QR code to submit a comment or visit SaferSewardHighway.com/contact

Still have questions? Find a team member!

You can participate in the Safer Seward Highway Project in several ways. Scan the QR codes below with your smartphone to instantly:

Sign up for emails

Receive meeting notices, project announcements, and other up-to-date information in your email inbox!

Leave a comment

Leave a comment using forms available here tonight or use the QR code below to submit them electronically.

Email us directly

You can email the project team directly.

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Call us

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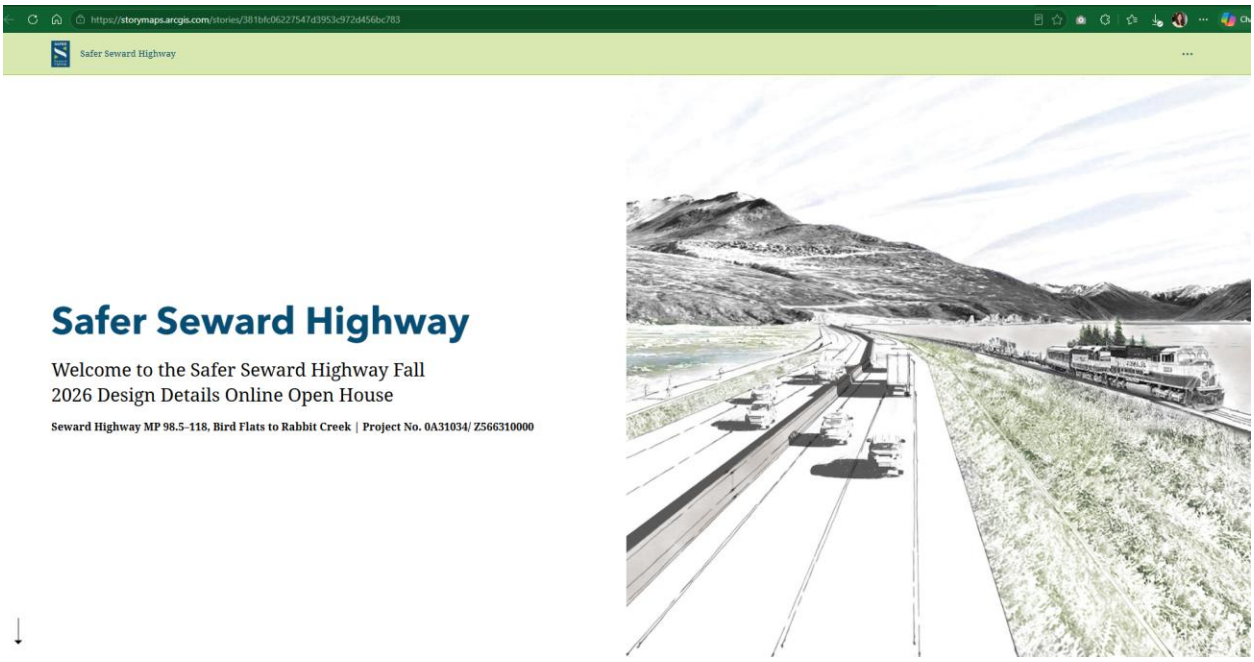
General Project Information:
safersewardhighway.com

Public Outreach Summary

September 2026 Design Details Outreach

Attachment B

Online Open House



Introduction

The Alaska Department of Transportation & Public Facilities (DOT&PF) hosted a special public meeting for the Safer Seward Highway to present the process followed in determining the purpose and need statement, the concepts considered, and next steps in the environmental process. This meeting, along with this online open house, will explain the many ideas considered to date, analysis done, the specifics of the proposed engineering design details, and invite the public to provide feedback.

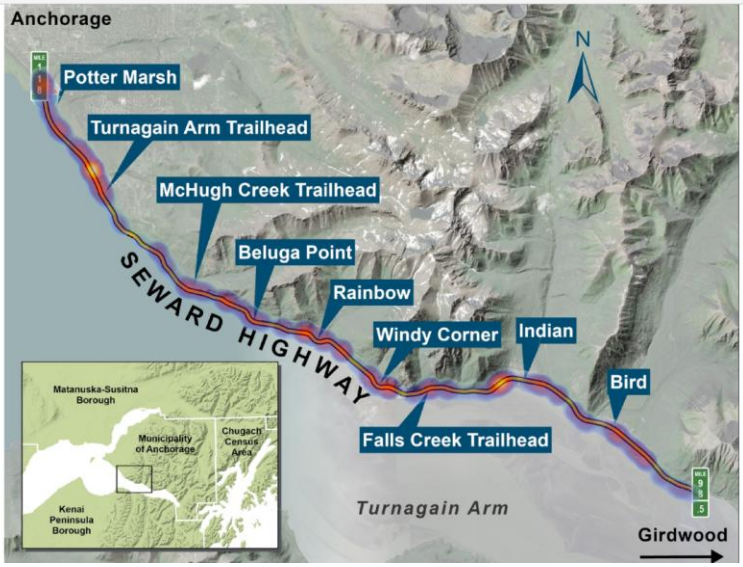
Meeting materials:

- Posters: Safer-Seward_Sept-2026_Public-Meeting_Posters.pdf
- Presentation: Safer Seward Highway, Public Meeting #4 Presentation
- Handouts: Project Fact Sheet Sept 2026, Anchorage Area VRU Handout

Safer Seward Highway

Introduction | Concepts Considered | Proposed Action Tour | Proposed Action Details | Next Steps

The Seward Highway has a long history of crashes that result in serious injuries and fatalities. Due to these safety concerns, it was designated as a Highway Safety Corridor in 2006. The Alaska Department of Transportation and Public Facilities (DOT&PF) has spent over $100M on safety improvements throughout the corridor dating back to 2004, but we are still seeing significant crashes. This indicates a more robust solution is needed, a more comprehensive project to improve safety over the long term. DOT&PF initiated this study under the National Environmental Policy Act (NEPA) in 2023 to make needed long-term highway safety improvements on the Seward Highway between Rabbit Creek Road and Bird to eliminate the need for a Safety Corridor designation.



Safer Seward Highway

Introduction | Concepts Considered | Proposed Action Tour | Proposed Action Details | Next Steps

The purpose of the Seward Highway MP 98.5 – 118, Bird Flats to Rabbit Creek, Reconstruction project is to improve safety by reducing crash rates and severity, improve mobility and reliability, and safely accommodate mixed uses in the corridor.

PROJECT NEED — **Reduce High Crash Rate and Severity**

Possible Improvements
- Curve flattening
- Rock and ice fall mitigation
- Wider shoulders
- Divided highway
- Increased line of sight
- Adding turning lanes and acceleration/merge lanes

Measurable Result
Reduction in severe and fatal crashes.
Removal of the Safety Corridor designation.

PROJECT NEED — **Improve Mobility and Reliability**

Possible Improvements
- Frontage roads
- Emergency services turnarounds and shoulders
- Additional passing lanes/spaces
- Improved wayfinding signage
- Adding space for emergency response
- Adding deceleration and acceleration lanes

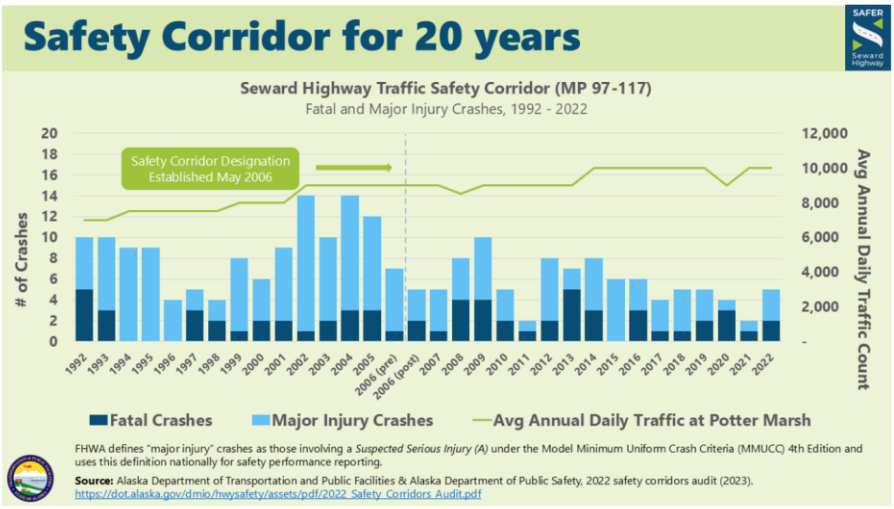
Measurable Result
Decrease in traffic delays and time spent following (platooning of traffic), faster emergency response, improved incident management, and improved non-motorized reliability.

PROJECT NEED — **Safely Accommodate Mixed Uses in the Corridor**

Possible Improvements
- Pedestrian tubes
- Separated multi-use path
- Improved scenic and recreational pull offs
- Consolidated and improved trailhead parking
- Turning and through lanes

Measurable Result
Seperation of traffic going different speeds.
Preservation of the highway's outstanding scenic designations while improvement safety for all users.

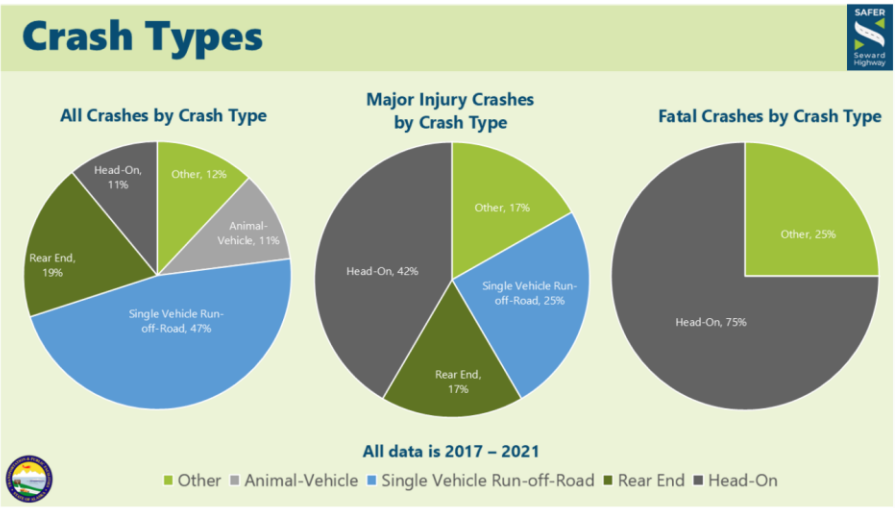
In 2006, this segment of the Seward Highway was designated as the state's first Highway Safety Corridor in recognition of the fatal crash rate at that time. Despite additional enforcement presence, community education and improved signage, segments still have a higher-than-average crash rate and severity. Engineering improvements are needed to reduce the crash rate. This need includes improving safety for non-motorized users in the corridor.



Safer Seward Highway

Introduction Concepts Considered Proposed Action Tour Proposed Action Details Next Steps

Our analysis of crash data showed that head-on collisions are the largest driver of fatal and major injury crashes. We have a lot more analysis of crash data available, but this graphic shows that reducing head-on crashes will make the biggest impact on reducing fatalities and major injuries.



Concepts Considered

Before arriving at the proposed action, the design team considered multiple design concepts over many months, with lots of stakeholder input. You can explore many of those ideas below. However, for each concept, the team evaluated if:

1. it would solve the safety problems (i.e., meet the Purpose and Need) and
2. if the idea was practicable and reasonable. If a concept didn't measure up, it was not advanced further.

Continue scrolling down to explore a selection of these design concepts.

To skip the Concepts Considered section and jump ahead to the Proposed Action Tour, click here. You can also jump to the other sections on this page using the navigation bar above.



Safer Seward Highway

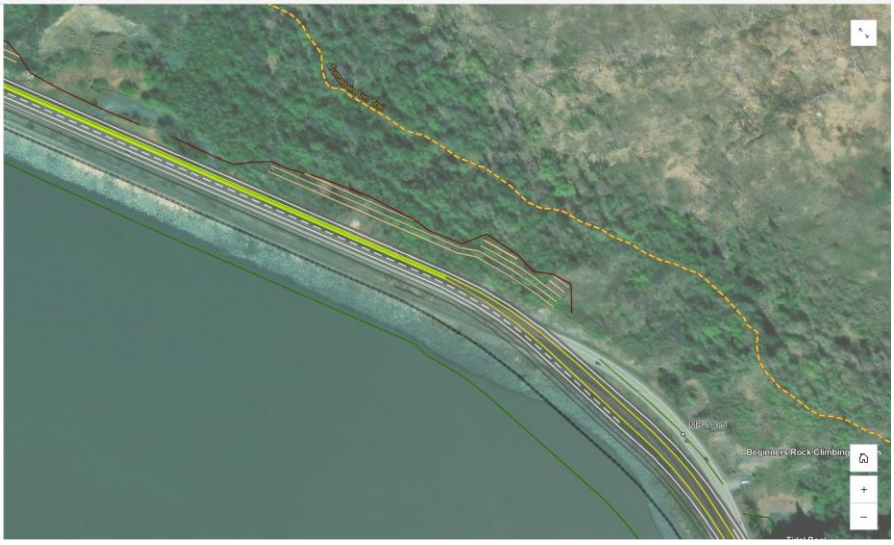
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Three-lane (alternating passing lanes)

The three-lane concept was not selected because it would not reduce fatal crashes as much as a four-lane design would. It would be more confusing for drivers, especially during winter conditions or for people who are unfamiliar with the roadway, which could create additional safety concerns. Maintenance would be more challenging, and the footprint impact and cost the three-lane design would be only marginally less than the four-lane.

Zoom-in and explore the map to the right to look at details of the initial 55mph three-lane with median barrier concept.

New Northbound Highway
New Southbound Highway
New Multi-use Pathway
New Median Barrier



Safer Seward Highway

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65 miles per hour design speed

While normally the standard design speed for this kind of highway, the 65-mph design concept was not selected because it would not provide any meaningful additional reduction in crashes compared to a 55-mph design. It would have greater impacts and higher costs than the 55-mph option. A 65-mph design would also be less supportive of the corridor's multiple uses, and the higher design speed would require more rail realignment, increasing project costs and overall impacts.

Zoom-in and explore the map to the right to look at details of the initial 65-mph design concept.



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ARRC Fixed (All mountain-side impact)

Both extremes of moving the improvements all into the water or all into the rock face were considered. This design concept left the railroad unaltered, favoring impacts to the mountainside and Chugach State Park.

Leaving the railroad where it is (going all into the mountainside) had high costs, unreasonable impacts to Chugach State Park, and impractical rock cuts.

Zoom-in and explore the map to the right to look at details of the ARRC Fixed (All mountain-side impact) concept.



Safer Seward Highway

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Northbound Lane Fixed (All water-side impact)

We also looked at a design concept to leave the mountainside mostly unaltered, favoring moving the railroad and fill into waters of Turnagain Arm. This concept would require extensive railroad realignment which drives up costs significantly as well as much more fill in the water and impacts to beluga whale habitat. Cuts would still need to be made to bring several sections up to safety standards for rockfall.

Zoom-in and explore the map to the right to look at details of the Northbound Lane Fixed (All water-side impact) concept.



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Undivided (with/without Concrete Barrier)

An undivided roadway would not sufficiently reduce fatal crashes as it has a higher risk of severe head-on collisions. A barrier-separated concept was also not selected because the barrier itself is a potential hazard, it can make emergency response and law enforcement activities more difficult, and it makes safety improvements at intersections more difficult.

Zoom-in and explore the map to the right to look at details of the undivided with concrete barrier concept.

Note: the undivided with concrete barrier concept has not been fully developed with all access points/intersections and is shown here for reference only



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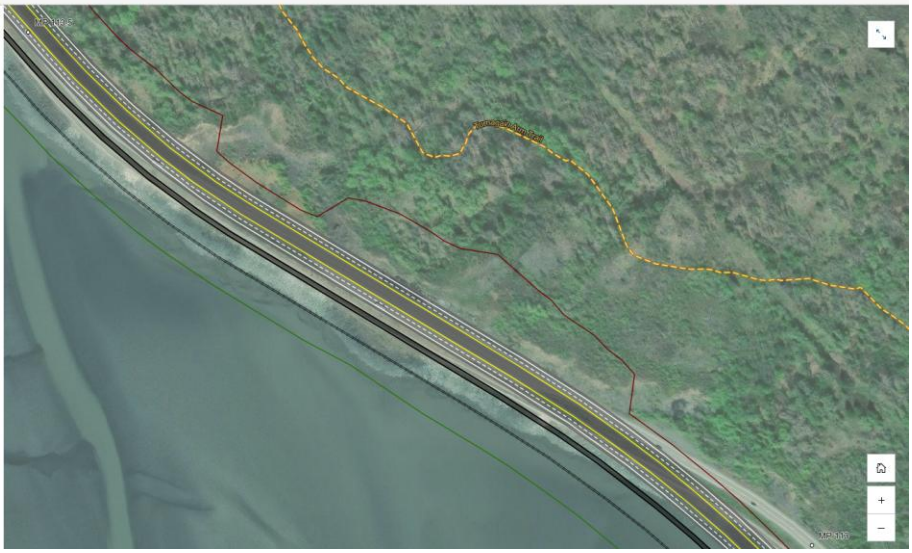
Pathway Concepts: no pathway vs. 25-foot separated pathway vs. 10-foot separated pathway

A pathway is included in all advanced concepts because a pathway provides dedicated space for different types of users, and improves comfort, accessibility, and pedestrian function.

We looked at a few different ideas for the distance between the edge of pavement and the pathway. A 25-foot separation increases the overall footprint on both the mountain and water driving up costs and impacts, so it was not advanced. A 10-foot pathway separation was selected to balance impact and cost with improved non-motorized use.

Zoom-in and explore the map to the right to look at details of the initial 25-foot pathway separation concept.

Note: The 25-foot pathway separation concept has not been updated with the Proposed Action refinements and is shown here for reference only.



Safer Seward Highway

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Communities of Indian and Bird Creek

We looked at following the existing alignment as well as pulling away from the communities into the water. Shifting towards the water created too much impact and cost, and we opted to follow the existing road, but keep it narrow to avoid property impacts. Frontage roads were added to reduce conflict points.

Zoom-in and explore the map to the right to look at details of the Indian and Brid Creek design concepts.



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Indian Design Options

We looked at multiple locations for the ballfield, including leaving it in its current location. The proposed action moves the ballfield just to the southside of the existing location but keeps it on the water, which the community said was important. Another consideration through Indian was keeping the new bridge and roadway upgrades that were recently constructed. We routed the road to avoid impacts to private property.

Zoom-in and explore the map to the right to look at details of the Indian design concept.



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Bird Creek Design Options

We looked at multiple configurations to minimize impacts to the campground and private property as well as preserving the existing bridge and trails.

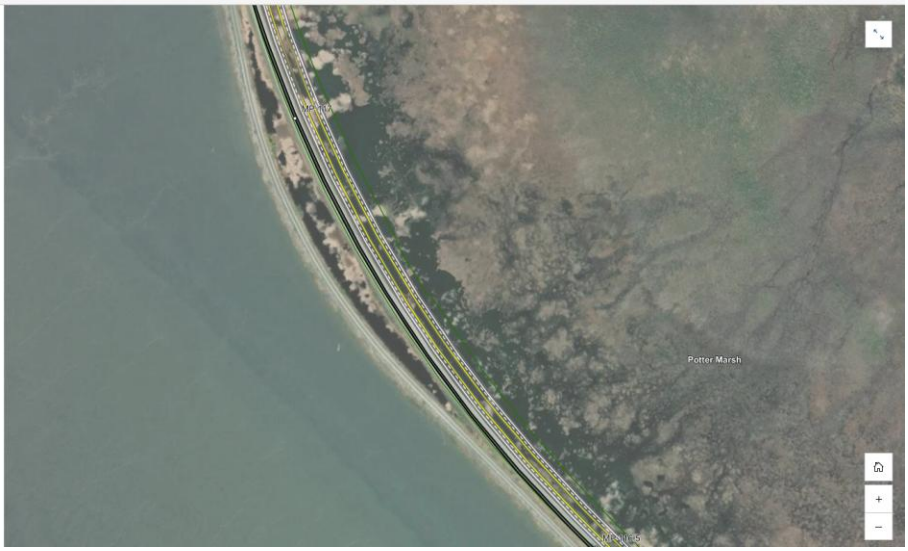
Zoom-in and explore the map to the right to look at details of the Bird Creek design concept.



Potter Marsh

Based on stakeholder feedback, including discussions with the Alaska Department of Fish and Wildlife, the project team looked extensively at how to minimize impacts to the Anchorage Coastal Wildlife Refuge which is on both sides of the road in this area. We looked at moving shifting the alignment more towards the mudflats and the Inlet and moving out the railroad. However, this was dismissed in favor of narrowing the roadway to the greatest extent possible to avoid any impact to Potter Marsh. We adopted a median barrier in this section; although it is less desirable than a median from a safety perspective, the impacts to Potter Marsh were not acceptable from a permitting perspective, and this was reinforced by public feedback.

Zoom-in and explore the map to the right to look at details of the ARRC Fixed (All mountain-side impact) concept.



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Tunnels

Tunnels were explored to help increase sight distances and lower impacts.

This concept was screened out due to costs and geotechnical concerns about rock stability, making tunnels unfeasible.

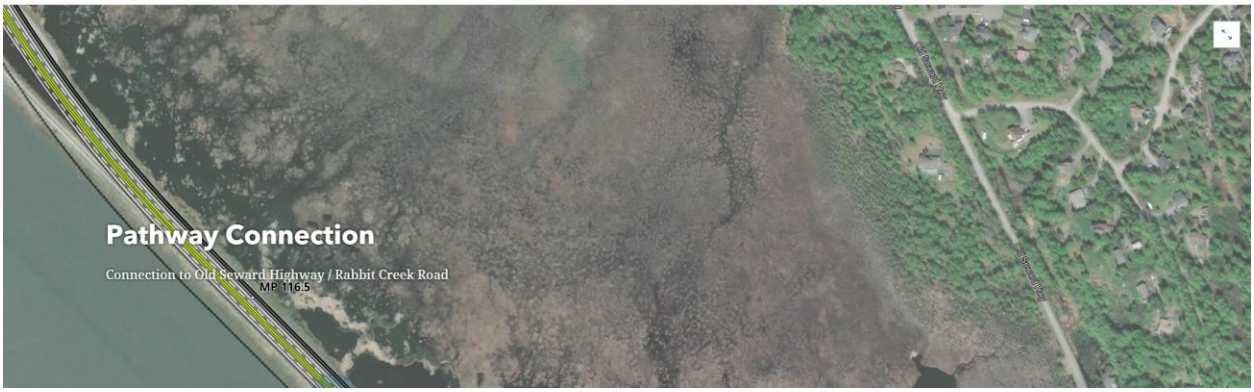
Zoom-in and explore the map to the right to look at details of the Tunnels concept.



Proposed Action Tour

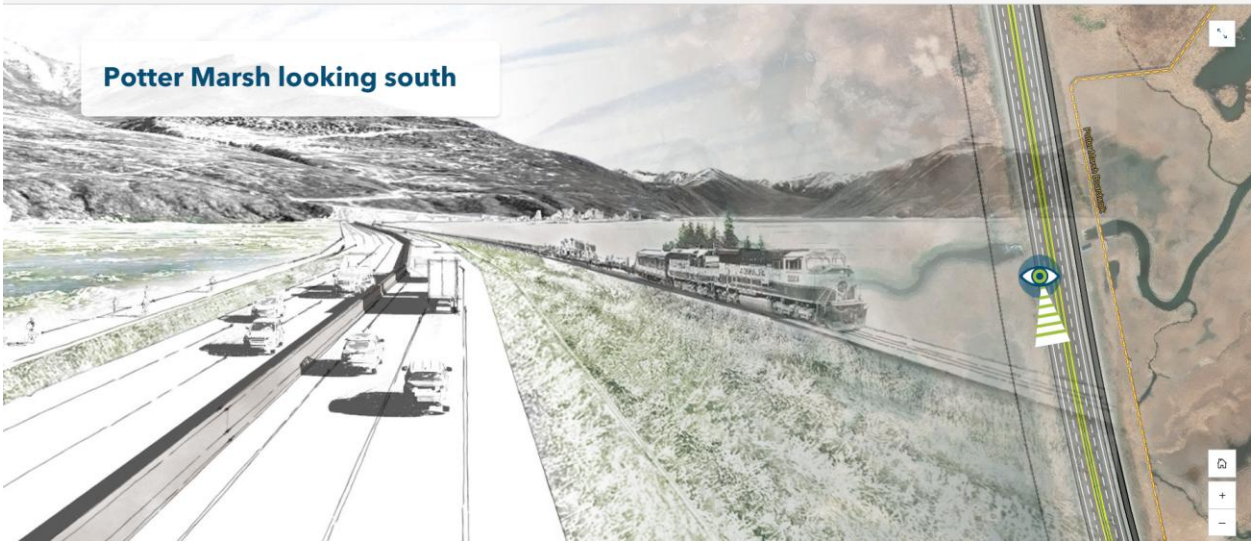
Scroll down to take a tour of the proposed action.

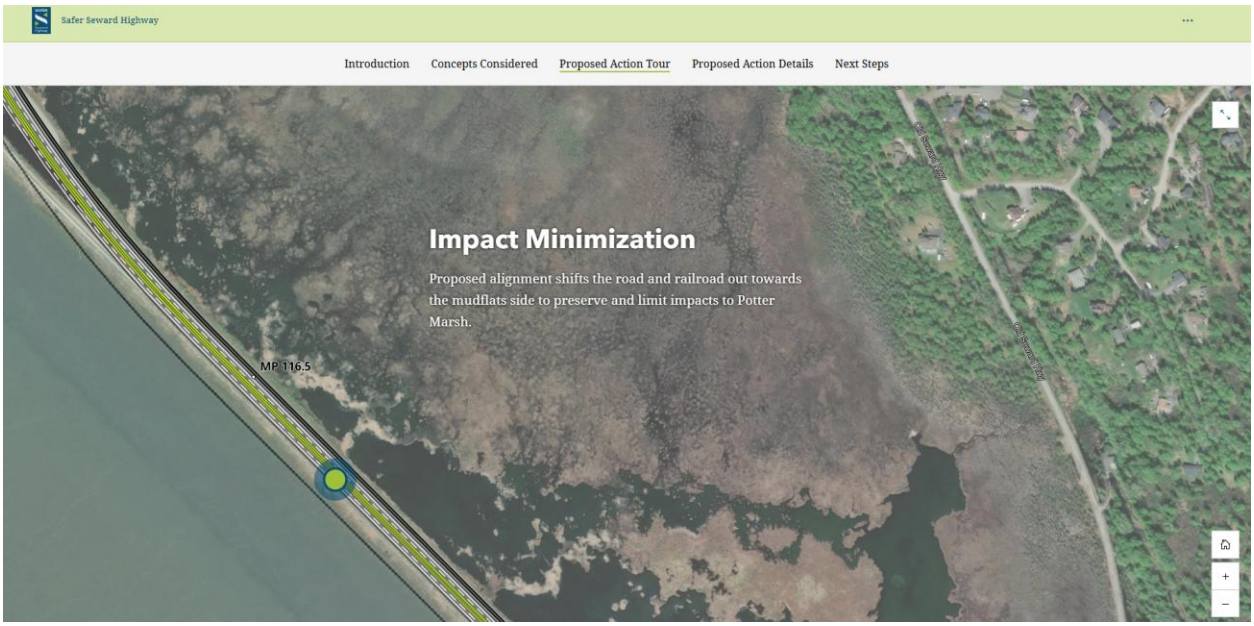
To skip the tour section and jump ahead to the Proposed Action Details, click here.

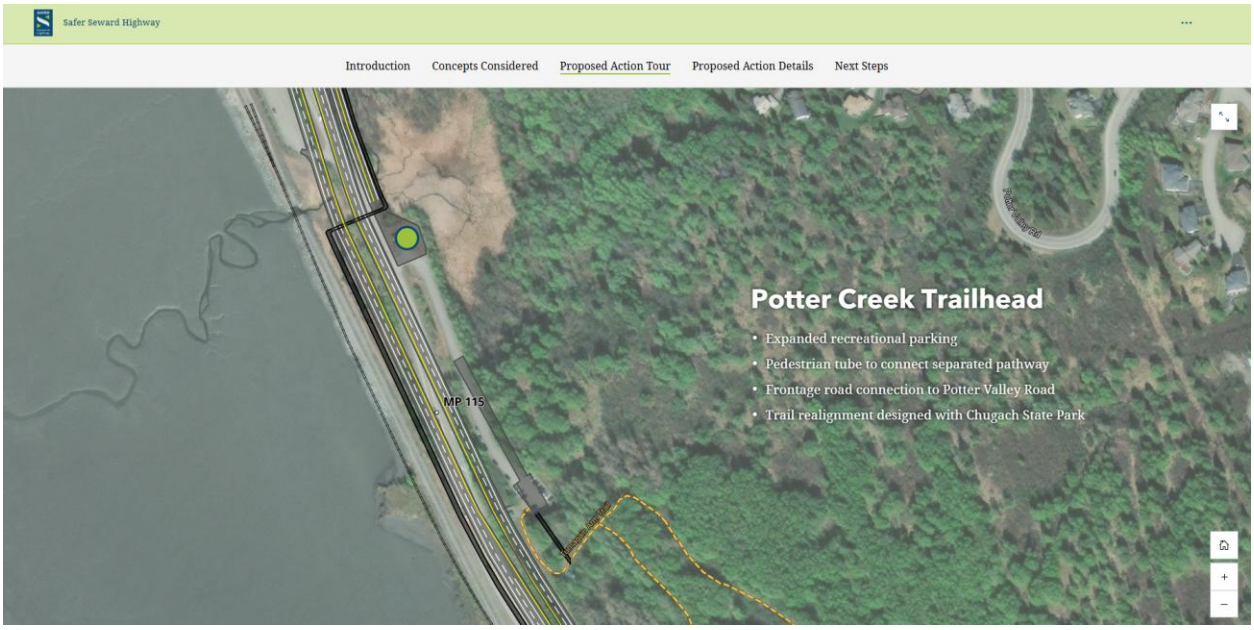


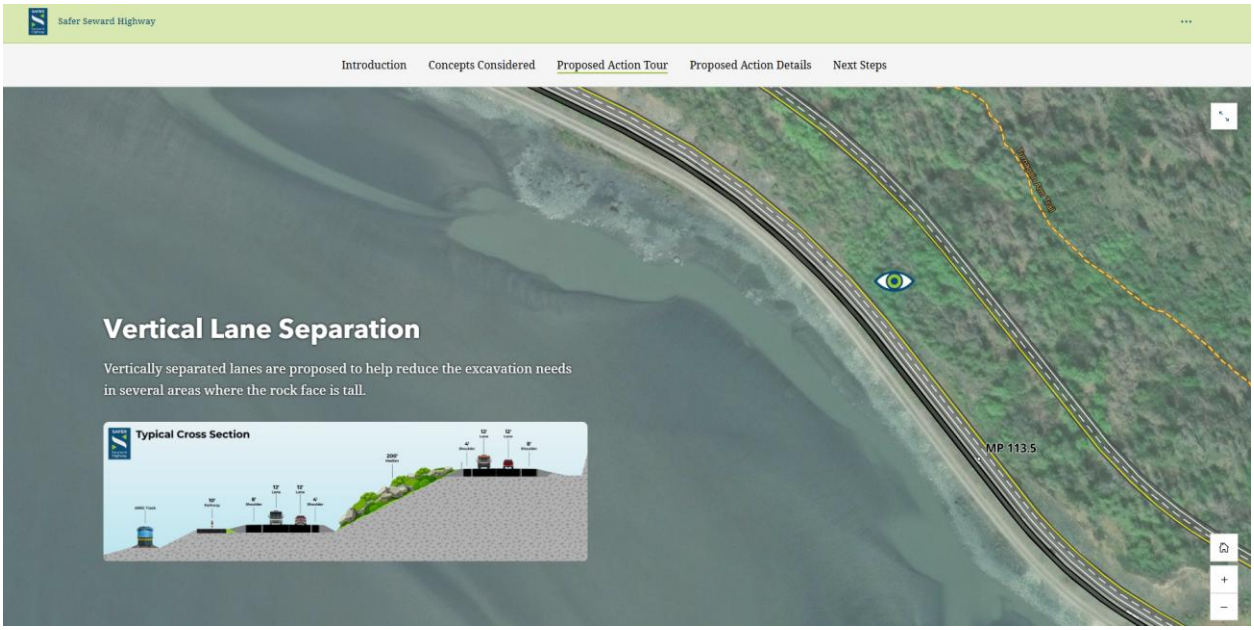
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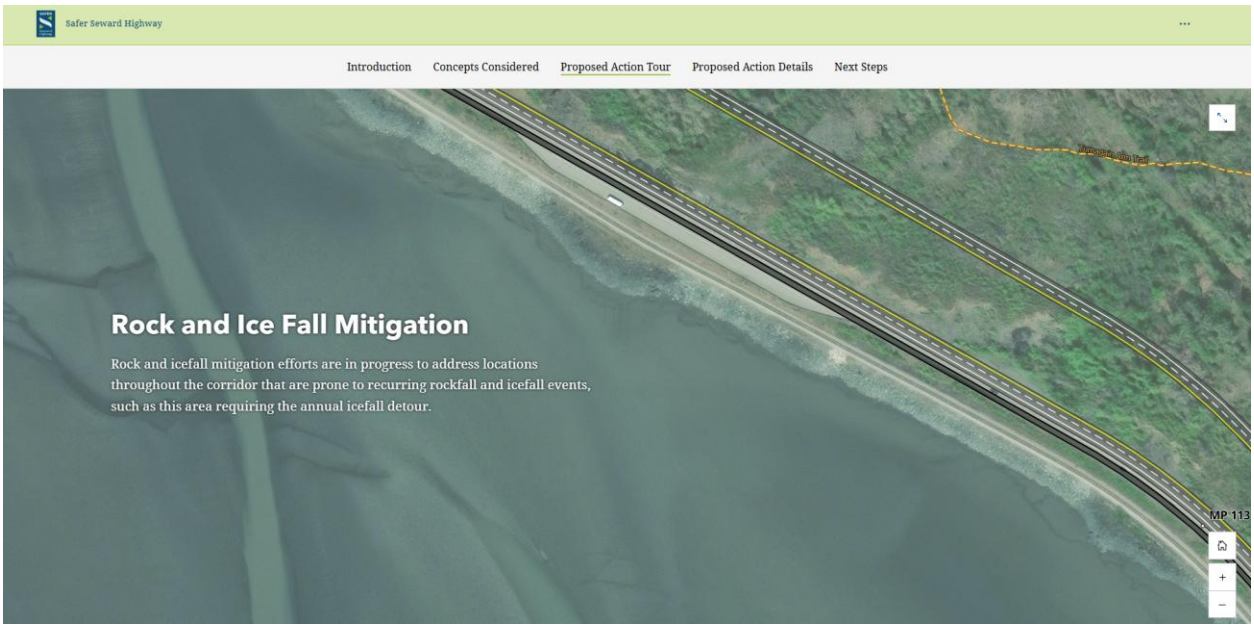
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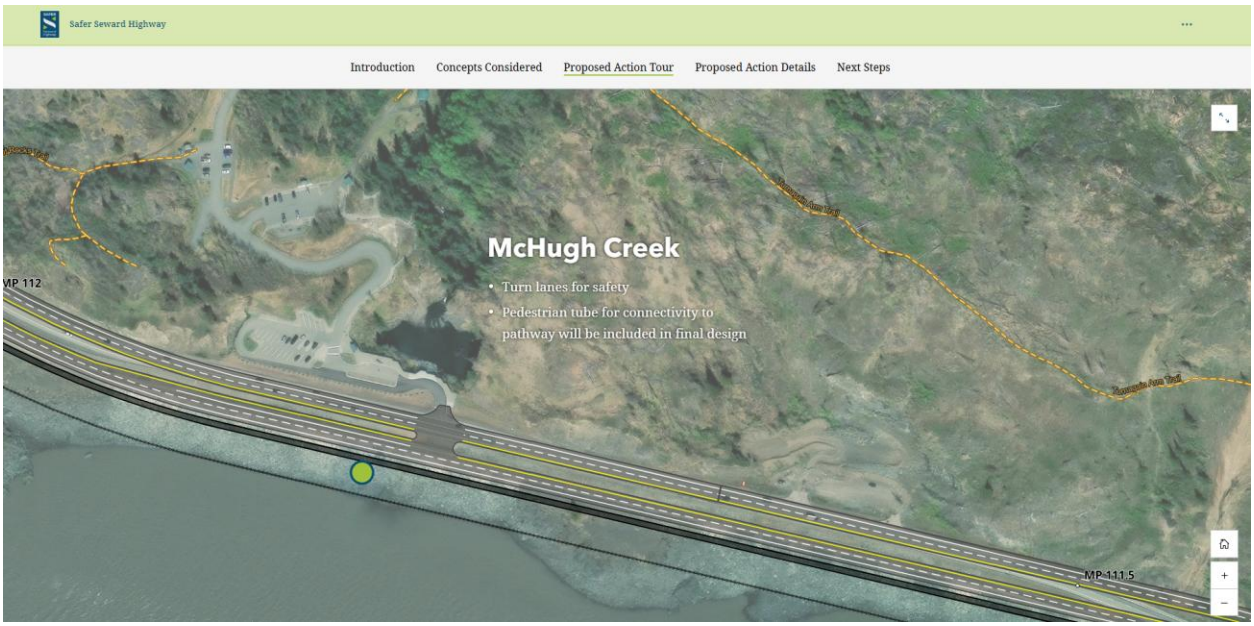


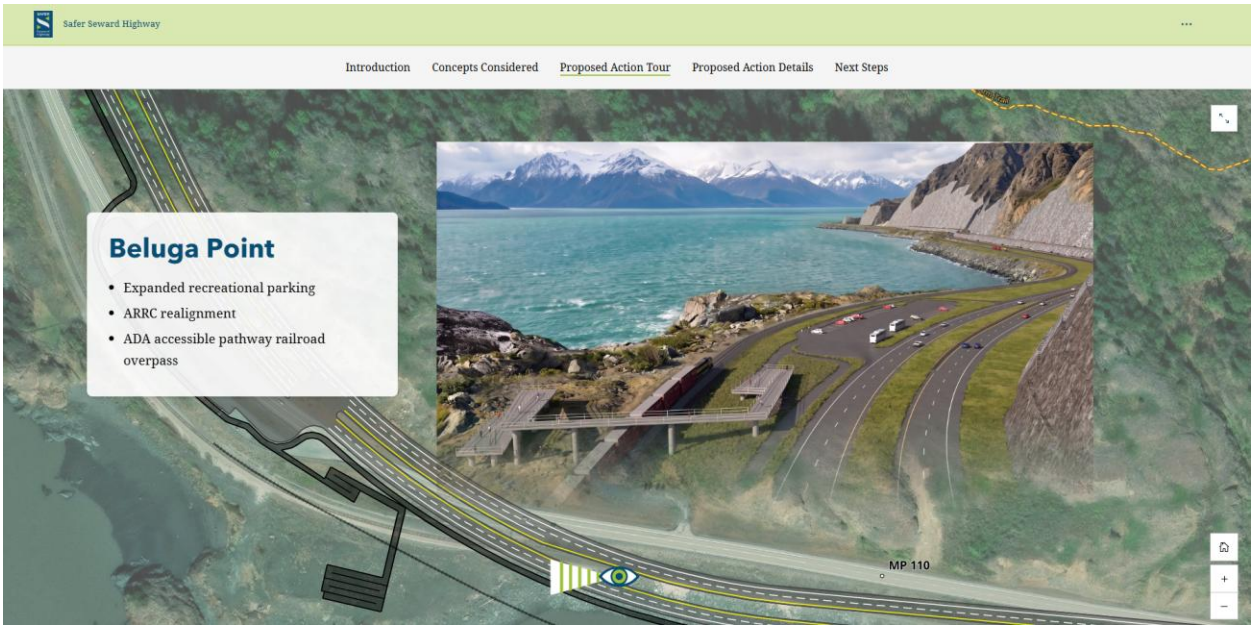

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Impact Minimization
Proposed alignment shifts the road and railroad out towards the mudflats side to preserve and limit impacts to Potter Marsh.
MP 116.5

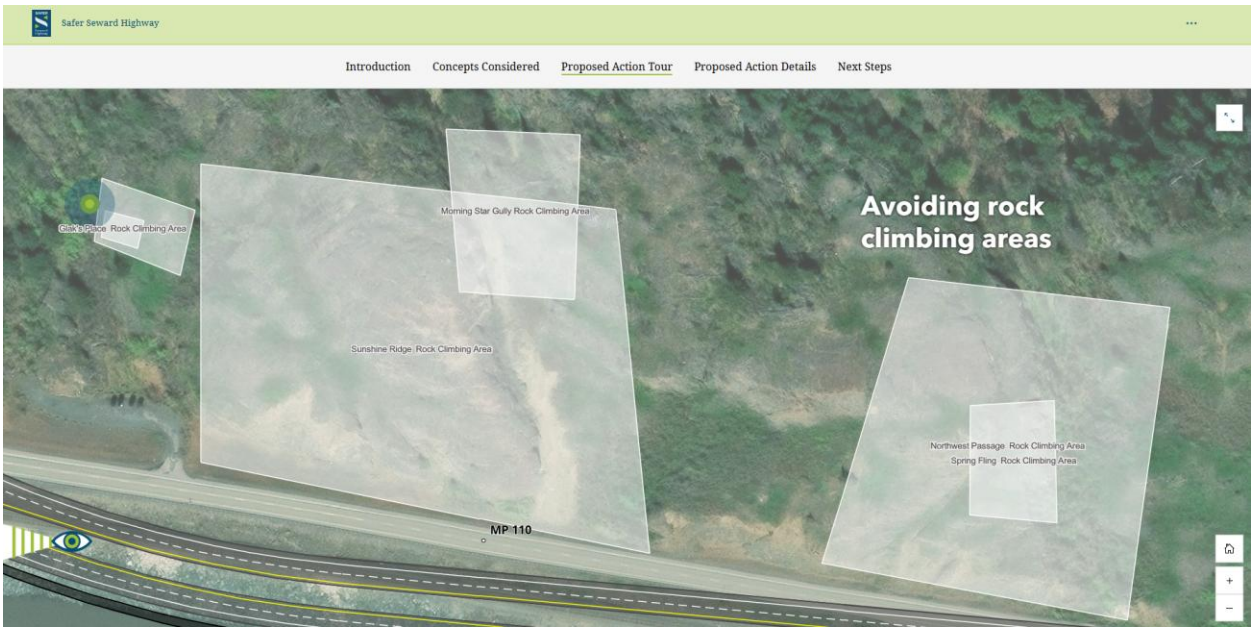

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Potter Creek Trailhead
• Expanded recreational parking
• Pedestrian tube to connect separated pathway
• Frontage road connection to Potter Valley Road
• Trail realignment designed with Chugach State Park
MP 115


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Vertical Lane Separation
Vertically separated lanes are proposed to help reduce the excavation needs in several areas where the rock face is tall.
Typical Cross Section
MP 113.5


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Rock and Ice Fall Mitigation
Rock and icefall mitigation efforts are in progress to address locations throughout the corridor that are prone to recurring rockfall and icefall events, such as this area requiring the annual icefall detour.
MP 113

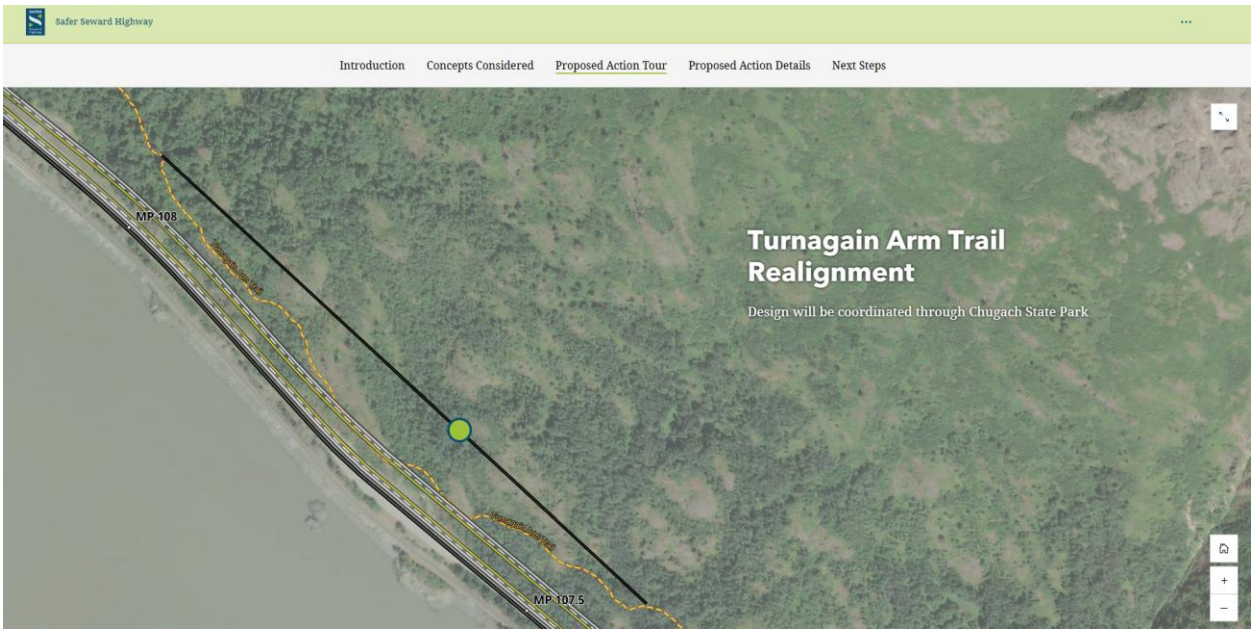

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McHugh Creek
• Turn lanes for safety
• Pedestrian tube for connectivity to pathway will be included in final design
MP 112
MP 111.5

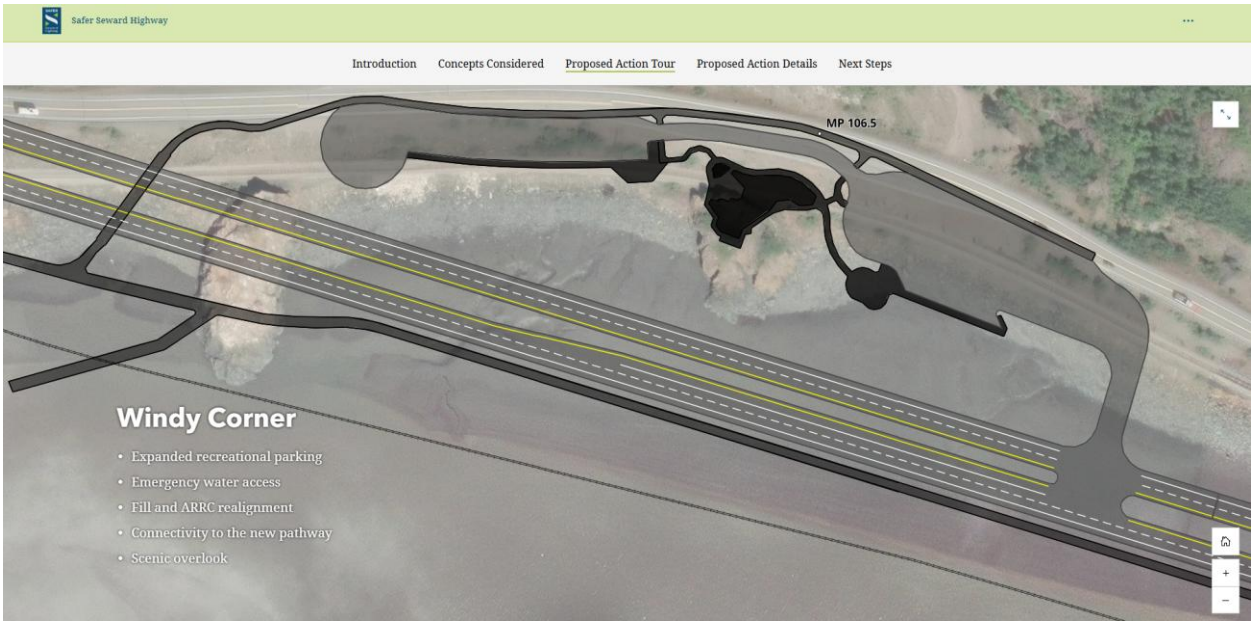

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Beluga Point
• Expanded recreational parking
• ARRC realignment
• ADA accessible pathway railroad overpass
MP 110

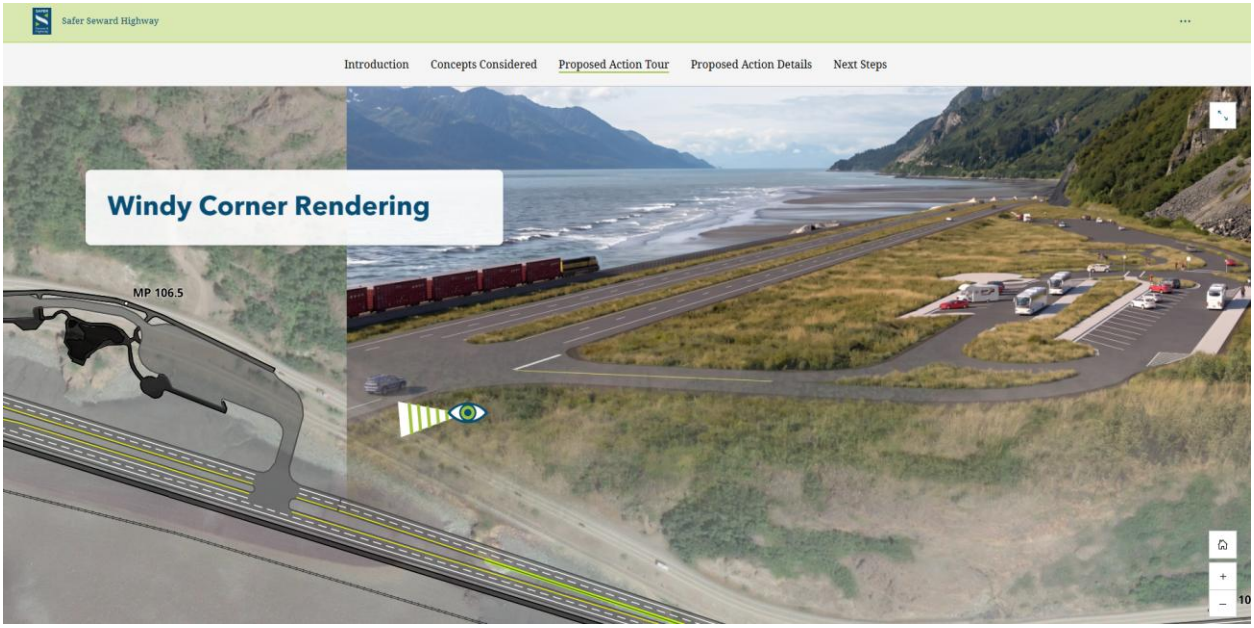

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Avoiding rock climbing areas
Morning Star Gully Rock Climbing Area
Sunshine Ridge Rock Climbing Area
Northwest Passage Rock Climbing Area
Spring Fling Rock Climbing Area
MP 110

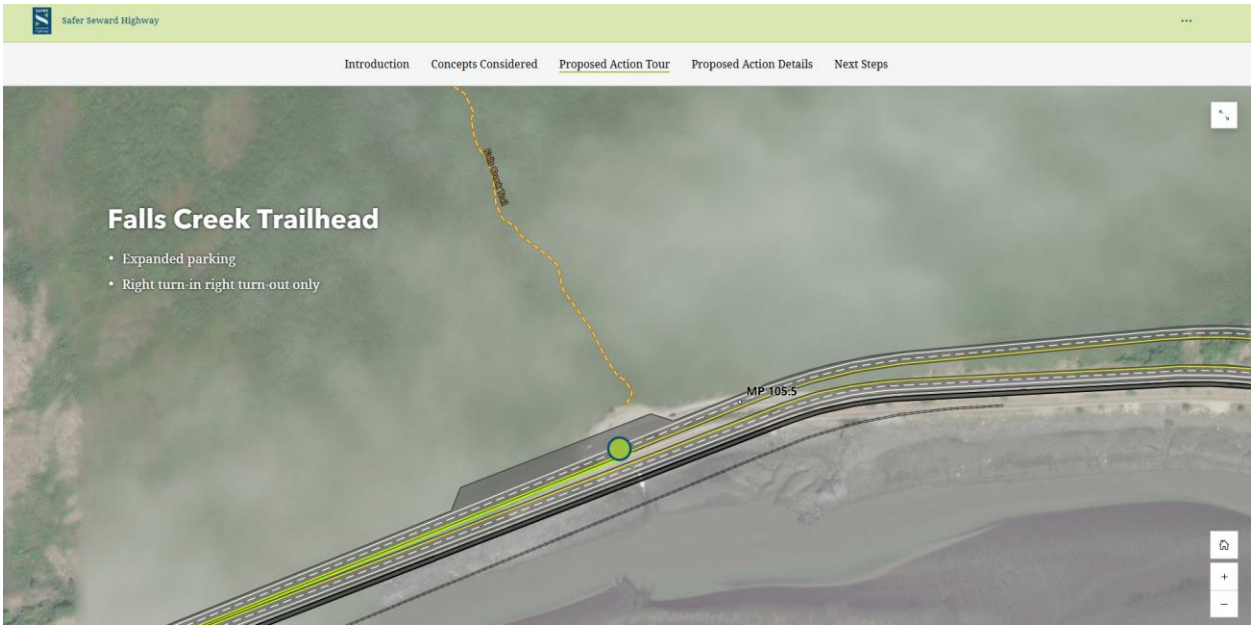

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Pathway Looking Southbound
MP 110

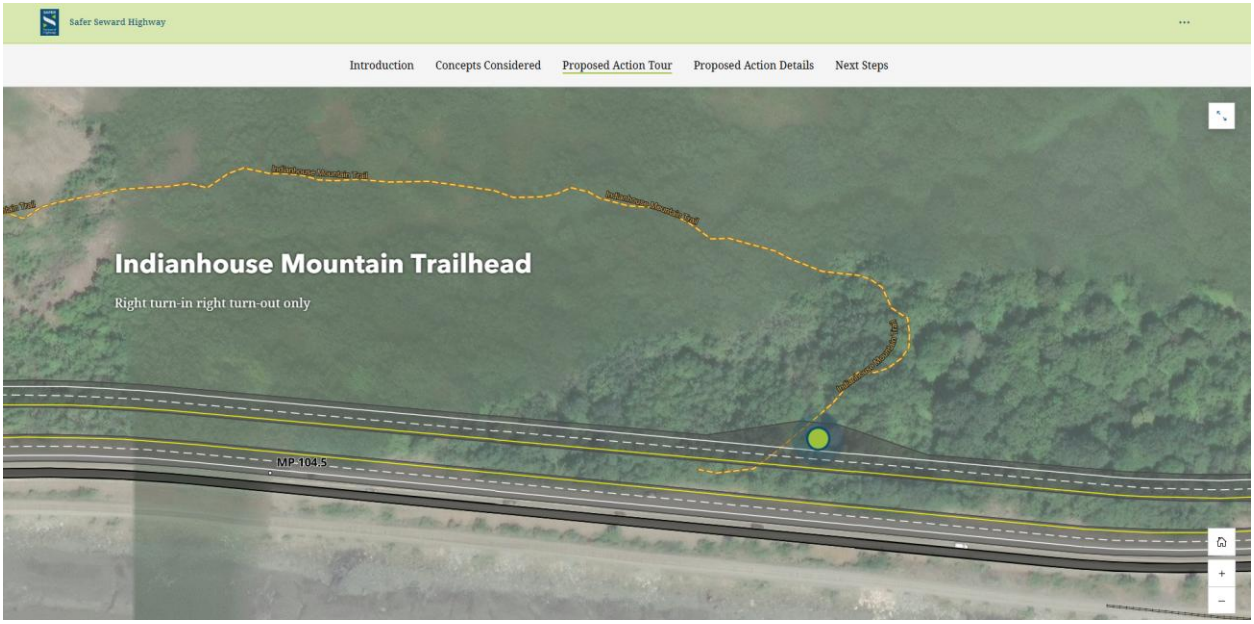

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Rainbow
• Expanded recreational parking
• ARRC realignment
• Pedestrian tube for connectivity to pathway
MP 108.5

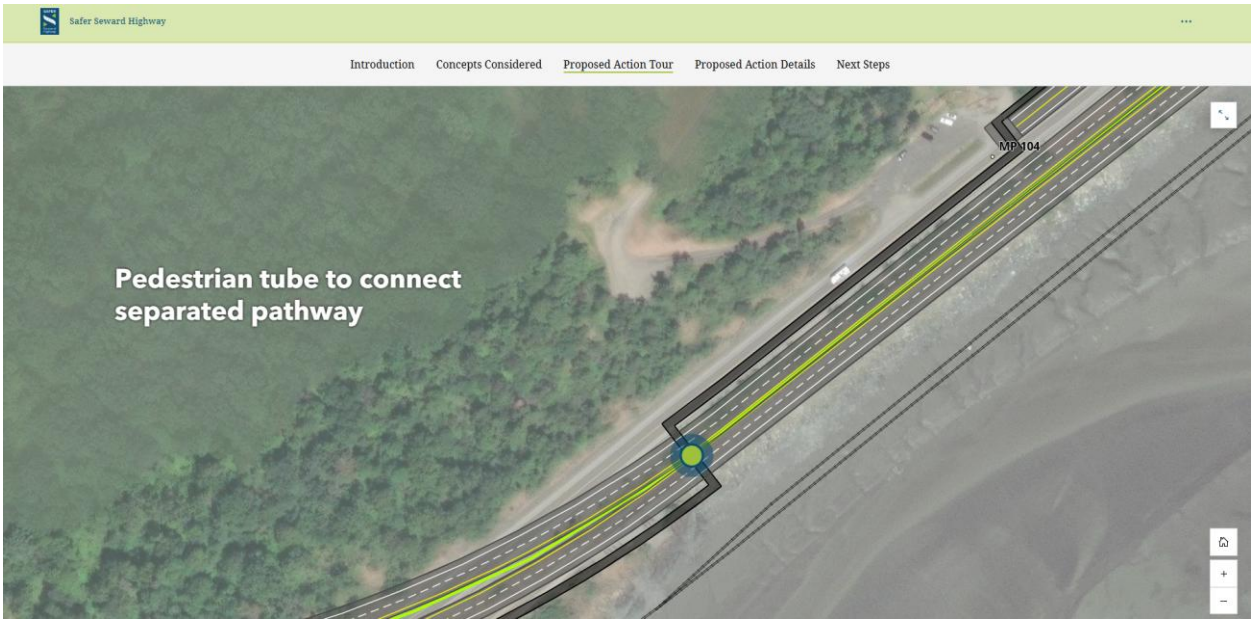

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MP 108
Turnagain Arm Trail
Realignment
Design will be coordinated through Chugach State Park
MP 107.5

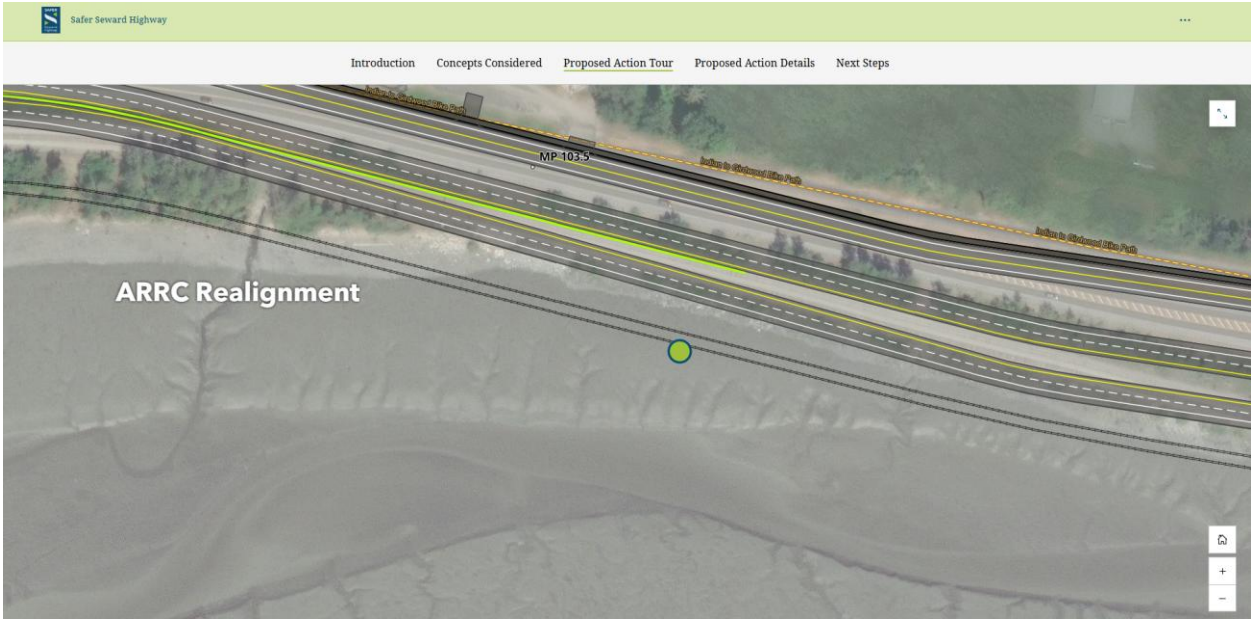

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MP 106.5
Windy Corner
• Expanded recreational parking
• Emergency water access
• Fill and ARRC realignment
• Connectivity to the new pathway
• Scenic overlook

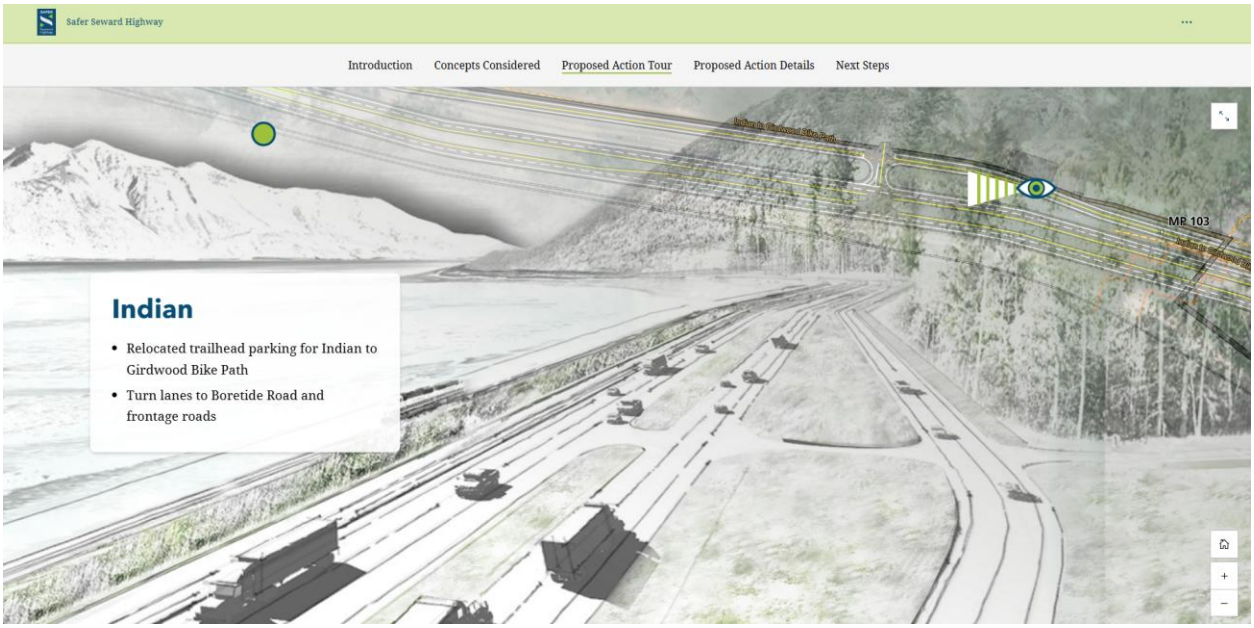

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Windy Corner Rendering
MP 106.5


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Falls Creek Trailhead
• Expanded parking
• Right turn-in right turn-out only
MP 105.5

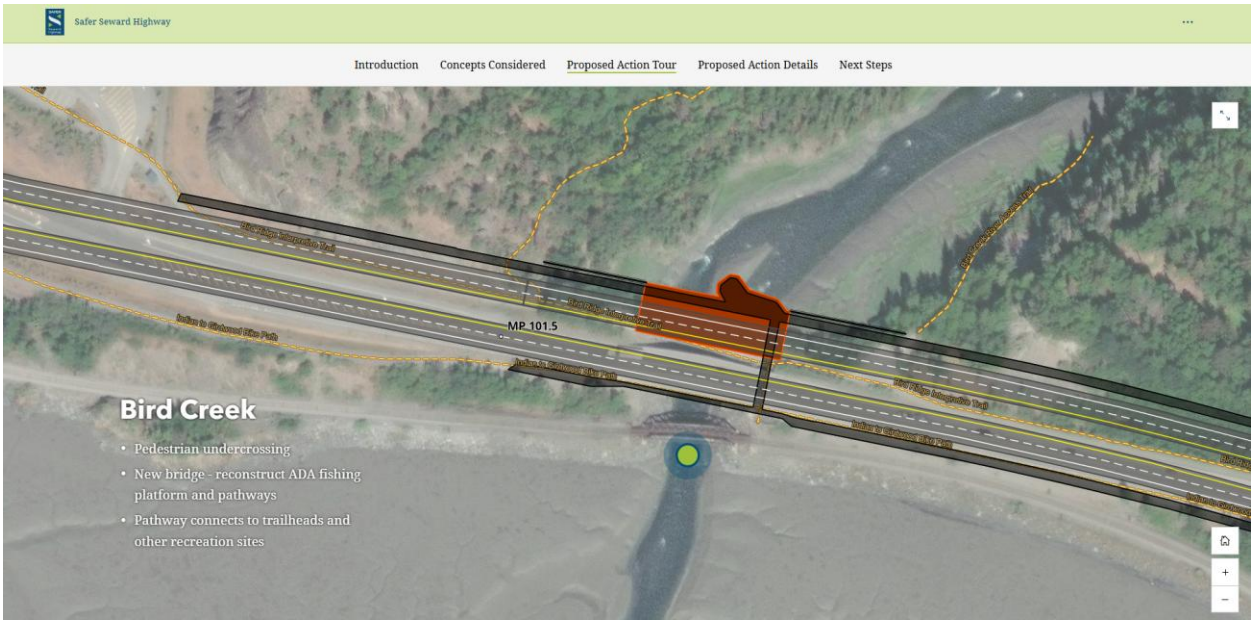

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Indianhouse Mountain Trailhead
Right turn-in right turn-out only
MP 104.5

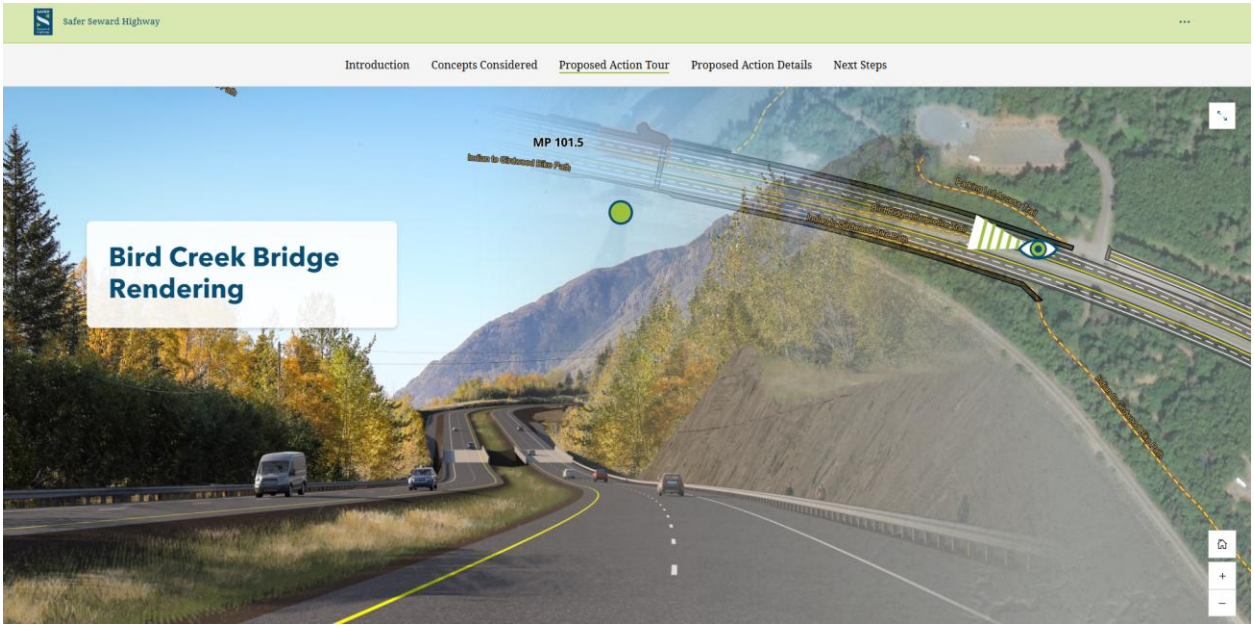

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MP 104
Pedestrian tube to connect separated pathway

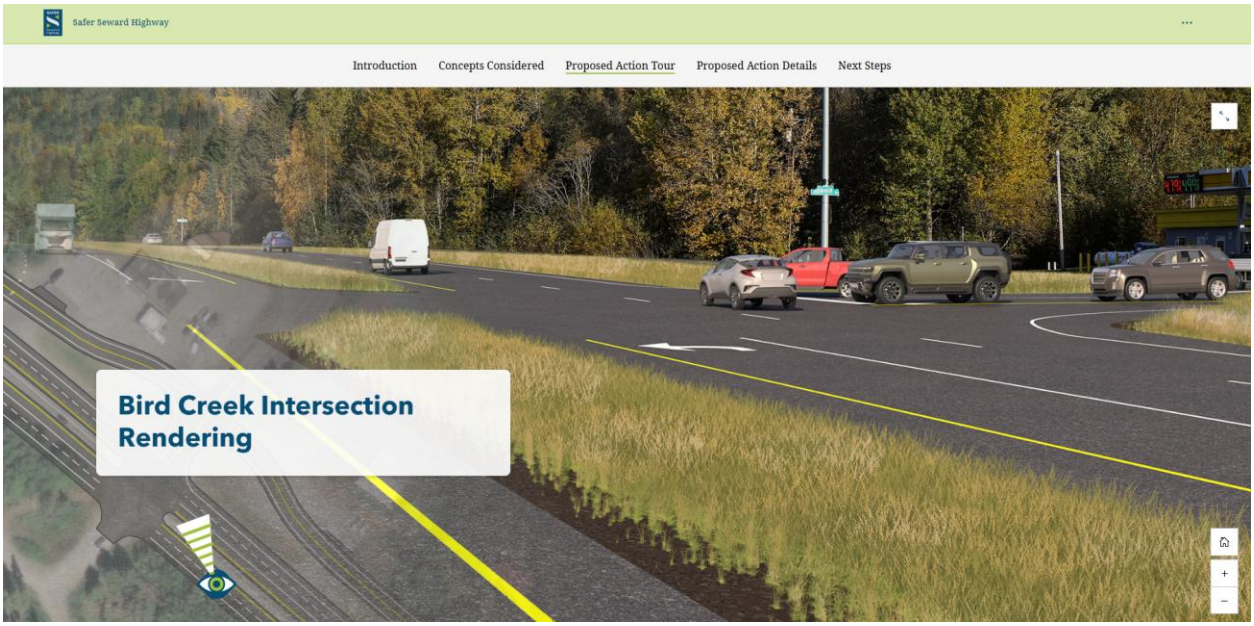

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ARRC Realignment

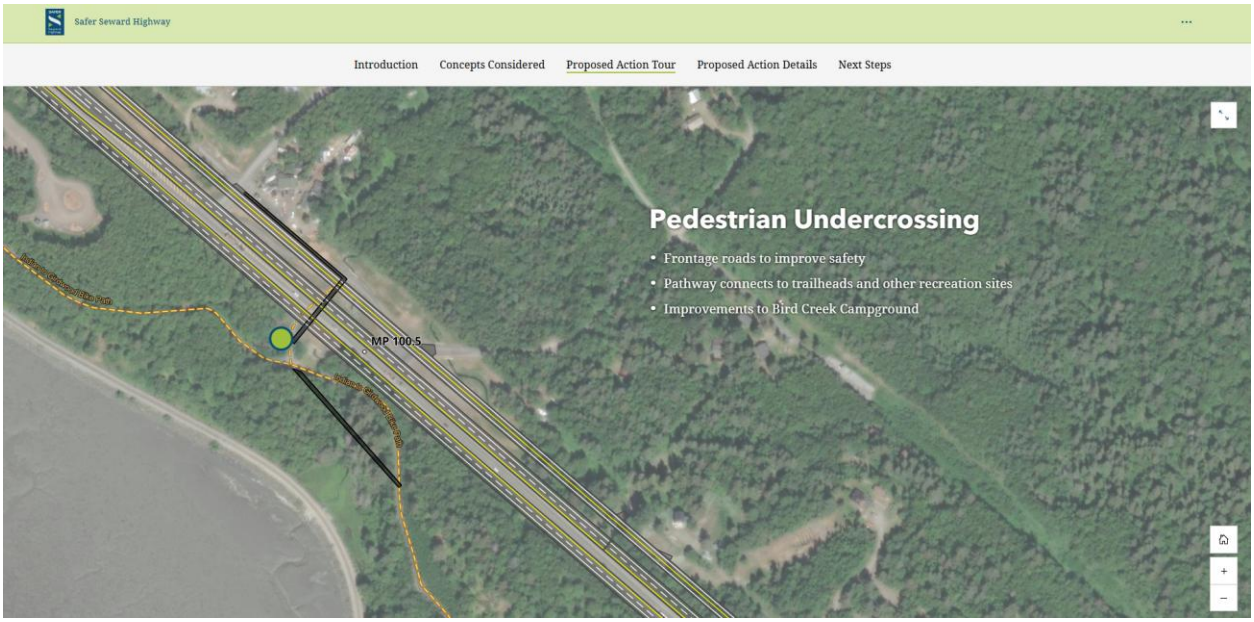

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MP 103
Indian
• Relocated trailhead parking for Indian to Girdwood Bike Path
• Turn lanes to Boretide Road and frontage roads

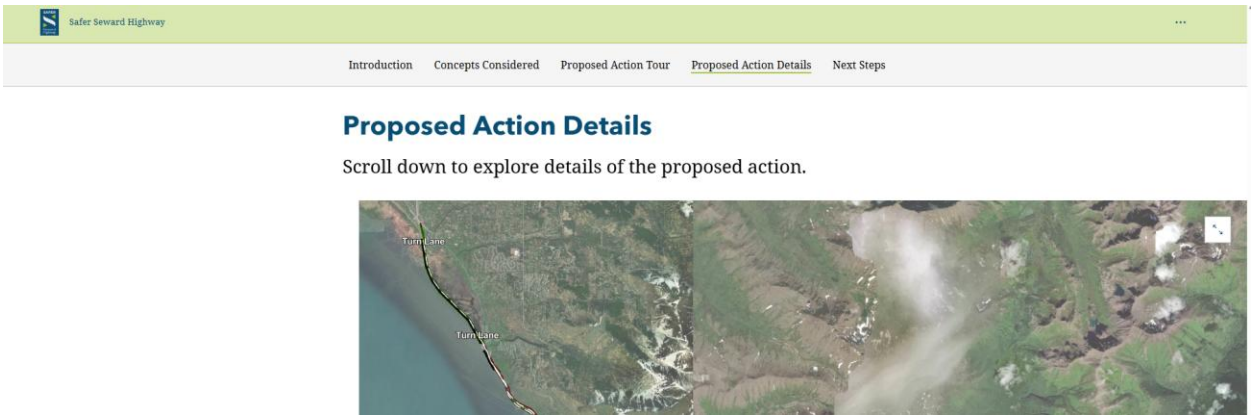

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Relocated Ball Field
Connection to existing bike path


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MP 101.5
Bird Creek
• Pedestrian undercrossing
• New bridge - reconstruct ADA fishing platform and pathways
• Pathway connects to trailheads and other recreation sites


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MP 101.5
Bird Creek Bridge Rendering


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Bird Creek Intersection Rendering


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Pedestrian Undercrossing
• Frontage roads to improve safety
• Pathway connects to trailheads and other recreation sites
• Improvements to Bird Creek Campground
MP 100.5


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Proposed Action Details
Scroll down to explore details of the proposed action.
Turn Lane
Turn Lane

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Proposed Action Details

The Proposed Action includes:

Highway Reconstruction

Four-lane, divided highway with a 55-mile-per-hour (mph) design speed

- Separated Pathway
- Recreational Improvements
- Access Improvements
- Frontage Roads
- Railroad Realignment
- Mountain Cuts
- Fill placement into the waters of Turnagain Arm

Zoom-in and explore the map to the right to look at details of the proposed preliminary design. Or keep scrolling to see some highlighted details.



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- New Northbound Highway
- New Southbound Highway
- New Multi-use Pathway
- New Median Barrier
- Rail Realignment
- Earthwork Cut Extent
- Earthwork Fill Extent



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Pathway

A 14-mile separated, paved, multi-use, Americans with Disabilities Act (ADA)-compliant pathway along the entire corridor. The pathway would extend from Rabbit Creek Road and connect with the existing Indian-to-Girdwood Bike Path, including several under crossings.

Multi-use Pathway



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Improved Recreational Access

Proposed major upgrades include:

- ⊕ Beluga Point: improved parking and pedestrian overpass to cross the railroad safely.
- ⊕ Windy Corner: improved, larger parking, wildlife viewing platform, pedestrian access to the water and an emergency boat launch.
- ⊕ Potter Creek, ⊕ Rainbow, ⊕ Falls Creek and ⊕ Indian Valley: improved/expanded parking.
-

Click the ⊕ links above to zoom the map to each location.

Improved Recreational Access



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Access Improvements

Turn-lanes, consolidated pullouts at strategic locations, and improved intersections at locations with high turning movements:

- northern and southern ends of Potter Marsh
- McHugh Creek
- Beluga Point
- Rainbow
- Windy Corner
- Indian (Boretide Road)
- Bird Creek (Sawmill Road)
-

Click the links above to zoom the map to each location.

Turn-lanes



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Frontage Roads

Frontage roads improve safety by consolidating access, significantly reducing conflict points, and establishing a single predictable point of entry to the main road. These are proposed in Indian, Bird Creek, and at the Potter Creek Trailhead.

Click the links above to zoom the map to each location.

Frontage Roads



Safer Seward Highway

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Railroad Realignment

7 miles of Alaska Railroad Corporation (ARRC) track and embankment would be shifted to accommodate the widened highway and required separation distance between the road and tracks

Railroad Realignment



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Mountain Cuts

Cuts along roughly 40% of the route, with the majority being 30 to 90 feet high. The design team worked to minimize cuts, avoid high interest areas based on input from parks and recreational users, climbers, and other interest groups. The design team worked to balance impacts between cuts and fills to avoid hauling in / out materials which can be both costly and impactful.

Mountain Cuts



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Fill

The team has been working with the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) who oversees the protection of the beluga whales in the Cook Inlet. NOAA found that the Proposed Action achieves a "no adverse impact" [to beluga whales] in large part by avoiding fill in Turnagain Arm as much as possible.

Fill in Waters



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Next Steps

Is this a final design that is ready to go to construction?

No, absolutely not. The design is only 35% complete, which is normal for the environmental phase. In the future, each phase of the project would be designed in greater detail over many months, with more public input. We are collecting your feedback now on the design details, and will forward that on to future design phases, if the project advances.

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WHAT'S NEXT FOR THE OVERALL PROJECT? WHEN IS CONSTRUCTION?

SAFER Seward Highway

Detailed design can begin only once the Environmental Assessment (EA) is complete and a Finding of No Significant Impact (FONSI) is issued for the Proposed Action. Both design and construction are anticipated to be completed in phases over 10 to 20 years, keeping traffic flowing as much as possible. The highway would be built in phases, each delivered as a stand-alone project to allow phased construction and minimize disruption. Each project would have its own design, public involvement, and Municipality of Anchorage Context Sensitive Solutions (CSS) review process, in alignment with the mitigation measures approved in the EA and subsequent permitting.

Final phasing will be determined during detailed design. Each section includes roadway widening to a 4-lane divided highway with a new separated multi-use pathway and safer access to adjacent properties, described in the EA as the Proposed Action.

Here's the plan broken down in three simple steps:

Step 1 (We are here)
Comment Period + Public Hearings
All comments received will be acknowledged/ replied to in the Final EA.

Step 2
Determine Selected Alternative and Final EA/FONSI
Update EA based on comments. Respond to comments.

Step 3
Final Design and Permit Applications Begin
This begins only if there is a FONSI.

WE WANT YOUR INPUT

We've discussed a lot about the work that has been done to get us to where we are with the proposed action but that is just the start. There is more to decide on in design. That's where we need your help!

DESIGN FEATURE	PROPOSED ACTION	HOW CAN YOU PROVIDE FEEDBACK
Highway	4-lane divided highway	What other alignment tweaks should we look at that we haven't yet considered? Where are turn lanes, acceleration lanes, or deceleration lanes needed?
Local access and frontage roads	Proposed highway entrances and exits; frontage roads locations and connections; allowed turns; access consolidation; routes to reach destinations from each direction	What design ideas do you have for the proposed frontage roads? How could they better accommodate how you use the highway, while still improving safety? Where is it challenging or uncomfortable today to turn onto/from the Seward Highway? Mark the location on the map and describe the trip.
Pathways and crossings	Pathway alignment, crossings, destinations, and connections	What ideas do you have about pathway alignment and configuration? In what areas do you think the pathway would be better on the mountain side or water side and why? Where would you need a connection or crossing that is missing or inconvenient?
Recreation and parking	Facilities retained, relocated, expanded, or removed; trail connections	What activity or access need is not adequately accommodated? What other trail connections need to be added?
Fencing, barriers, and views	Proposed locations and representative treatments, with existing and proposed views	Proposed locations and representative treatments, with existing and proposed views Which views or access locations should the team consider when refining these features? What ideas do you have for fencing design?
Construction and phasing	Potential work areas, access management, and sequencing constraints	When would construction most affect you? Which parts of the project do you think should be advanced first and why?

How DOT&PF will use your comments

DOT&PF will document comments received during the September 22–October 22, 2026 design comment period and evaluate proposed changes against safety, engineering feasibility, environmental impacts, access needs, maintenance, and cost. A public summary will identify changes incorporated, suggestions requiring further evaluation, and suggestions not incorporated, with an explanation. The summary will also identify matters carried forward into subsequent design phases.

Safer Seward Highway ...

Introduction Concepts Considered Proposed Action Tour Proposed Action Details Next Steps

TELL US WHAT YOU THINK

You can participate in the Safer Seward Highway Project in several ways.
Scan the QR codes below with your smartphone to instantly:

SIGN-UP FOR EMAILS
Receive meeting notices, project announcements, and other up-to-date information in your email inbox!

LEAVE A COMMENT
Leave a comment using forms available here tonight or use the QR code below to submit them electronically.

EMAIL US DIRECTLY
You can email the project team directly.
info@safersewardhighway.com

CALL US
If you have any questions or require additional information, please leave a message for the project team. (907) 802-3656

Design Details Comment Period

September 22 to October 22, 2026

Mailing Address:
Safer Seward Highway
c/o HDR
582 E 36th Ave., Ste 500
Anchorage, AK 99503

General Project Information:
safersewardhighway.com

Attachment C

Meeting Materials

SAFER

Seward Highway

Scan for the online open house!

WELCOME

Project No. Z566310000 / 0A31034

Safer Seward Highway

Seward Highway MP 98.5-118, Bird Flats to Rabbit Creek

DESIGN DETAILS PUBLIC MEETING

PLEASE SIGN-IN

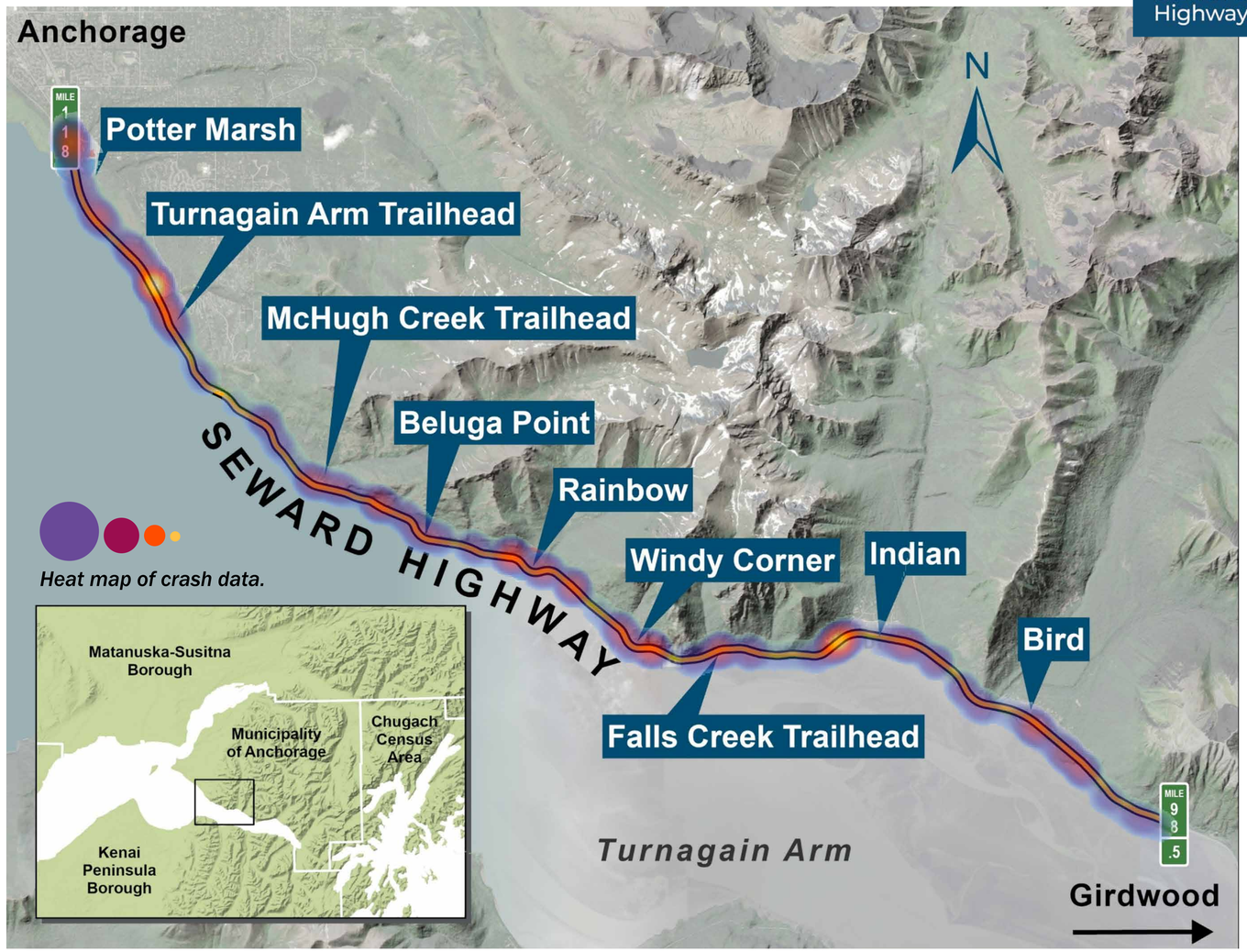
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ABOUT THE PROJECT

The Seward Highway has a long history of crashes that result in serious injuries and fatalities. Due to these safety concerns, it was designated as a Highway Safety Corridor in 2006.

To date, the Alaska Department of Transportation and Public Facilities (DOT&PF) has spent over **$100M** on safety improvements throughout the corridor dating back to 2004, but we are still seeing significant crashes throughout the corridor, indicating that a more robust solution is needed. This problem requires a more comprehensive project to improve safety over the long term.

DOT&PF initiated this effort in 2023 to make needed long-term highway improvements on the Seward Highway between Rabbit Creek Road and Bird to improve safety and eliminate the need for a Safety Corridor designation.



Toward Zero Deaths and Vision Zero

DOT&PF is committed to ensuring that every Alaskan—regardless of how they travel—arrives home safely. Safety is not achieved in isolation; it requires close collaboration, shared responsibility, and effective coordination. Collectively, we have reduced the number of crashes on this highway over the past 20 years, but severe crashes and fatalities continue to remain high. **Through modernizing the highway to a 4-lane divided facility with a separated non-motorized path,** the proposed improvements are expected to substantially reduce the frequency and severity of crashes. The project has been developed with the Safe Systems Approach and aligns with the department's efforts Toward Zero Deaths and Vision Zero by providing **proven safety countermeasures** including improved roadway geometry, safer highway exits and reentries, rockfall mitigation, and a separated pathway for active transportation.

Why is eliminating the Safety Corridor designation important?

"Safety Corridor" is an official designation given to a stretch of roadway or highway that has experienced a higher than average number of serious crashes involving injuries or fatalities. The designation is meant to focus attention and resources on improving safety temporarily until a long-term solution can be implemented to substantially reduce the serious crashes. This segment has been a Safety Corridor for 20 years, and we have continued to see an increase in the rate of high-severity crashes.

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HOW WAS THE PROPOSED ACTION DEVELOPED

SAFER Seward Highway

Talking with the community and agencies

Within a month of this project commencing, we were out engaging with the community. Our first event was at the Anchorage Transportation Fair in January 2023. Shortly after, we formed a Stakeholder Working Group to inform and help revise our ideas (June 2023 – December 2025). Many of the changes made came through this group of community representatives and agencies, as well as dozens of one-on-one meetings with an expanded group of stakeholders.

Understanding the years of groundwork and studies that have been conducted.

While we started the design from scratch after extensive public engagement and purpose and need development, we were able to get an understanding of the corridor, key issues, constraints, and ideas for alternatives based on several previously completed documents and studies.

A lot of environmental analysis and engineering working and reworking.

Years of environmental field work, traffic studies, data collection, and engineering went into understanding the issues and what needed to be done about them. The results of these efforts are summarized in the Draft Environmental Assessment (EA) document, and we are here tonight to share the engineering and environmental analyses that informed development of the Proposed Action.

3

Public Meetings

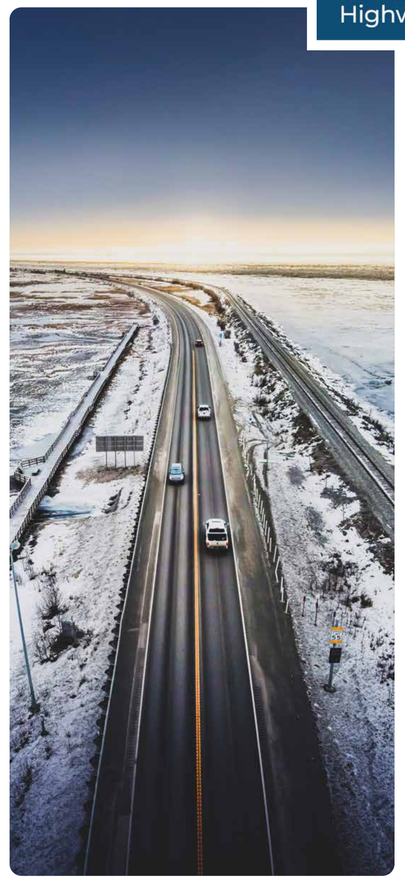
Hosted 3 rounds of public meetings both in-person (in Anchorage, Girdwood, and Indian) and online, for a total of 9 public meetings (including Draft EA public hearings)

EA and a Section 4(f) document

Drafted an EA and a Section 4(f) document summarizing potential environmental impacts and the engineering findings that led to the Proposed Action

Website

Maintained a project website with updates, documents, FAQs, and engagement opportunities



13

Stakeholder Working Group Meetings

Held 13 Stakeholder Working Group meetings

40+

Organizations

Engaged 40+ agency, municipal, and community organizations

61

1 v 1 Meetings

Conducted 61 one-on-one meetings

10

Listening Posts

Held 10 listening posts at community events

2

Fairs

Attended 2 Anchorage Transportation Fairs

37

Email Newsletters

Sent 37 email newsletters to stakeholders

8

Council Meetings

Attended 8 community council meetings

What organizations were in the Stakeholder Working Group?

Alaska Department of Fish and Game, Alaska Railroad Corporation, Alaska Travel Industry Association, Alaska Trucking Association, Anchorage Metropolitan Area Transportation Solutions, Bike Anchorage, Alaska Department of Natural Resources, Chugach State Park, State Historic Preservation Office, Girdwood Board of Supervisors, Municipality of Anchorage, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Rabbit Creek Community Council, Turnagain Arm Community Council, and U.S. Army Corps of Engineers.

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PURPOSE AND NEED

SAFER Seward Highway

PURPOSE STATEMENT

The purpose of the Seward Highway MP 98.5 – 118, Bird Flats to Rabbit Creek, Reconstruction project is to improve safety by reducing crash rates and severity, improve mobility and reliability, and safely accommodate mixed uses in the corridor.

How was the Purpose and Need statement developed?

We used crash data, engineering best practices, and community and stakeholder input. We spent 9 months developing and refining the statement, through public process, to arrive at the statement you see today. The Stakeholder Working Group members were key contributors to refining the Purpose and Need.

NEPA note:

The Purpose and Need statement is what everything is measured against in the steps towards a proposed action. The Purpose Statement and the three listed needs are the most important measurements to determine if an alternative can be successful. Think of it as our north star that guides decisions.

Project Need: Reduce High Crash Rate and Severity



Proposed Improvements

- Curve flattening
- Rock and ice fall mitigation
- Wider shoulders
- Divided highway
- Increased line of sight
- Adding turning lanes and acceleration/merge lanes

Measurable Result

- Reduction in severe and fatal crashes
- Removal of the Safety Corridor designation

Project Need: Increase Mobility and Reliability



Proposed Improvements

- Frontage roads
- Emergency services turnarounds and shoulders
- Additional passing lanes/spaces
- Improved wayfinding signage
- Adding space for emergency response
- Adding deceleration and acceleration lanes

Measurable Result

- Decrease in traffic delays and time spent following (platooning of traffic), faster emergency response, and improved incident management.

Project Need: Safely Accommodate Mixed Uses in the Corridor



Proposed Improvements

- Pedestrian highway undercrossings
- Separated multi-use pathway
- Improved scenic and recreational pull offs
- Consolidated and improved trailhead parking
- Turning and through lanes

Measurable Result

- Preservation of the highway's outstanding scenic designations while improving safety for all users.
- Separation of traffic going different speeds.

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HOW DID THE PROJECT CHANGE BASED ON COMMUNITY FEEDBACK?

SAFER Seward Highway

» **Changed the Purpose and Need to include all travel modes. Also changed the focus to the safety issues, not adding capacity and trying to move traffic faster.** The team spent 9 months re-tooling the Purpose and Need with community feedback and several iterations.

» **Evaluated numerous concepts including 2-lane, 3-lane, 4-lane, and multiple design speeds.** We came up with 11 highway configurations, which we narrowed to 7 concepts, and then developed multiple versions of those concepts. We also looked at various configurations at some of the tighter pinch points like Bird, Indian, Rainbow, and Potter Marsh. We refined alignments based on suggestions from stakeholders — in total, more than 20 months to reach the proposed concept level design.

» **Kept the pathway.** The Purpose and Need was rewritten to ensure that all modes of travel are considered. This means the pathway is in the Proposed Action. We also put in several pedestrian undercrossings to connect the path to recreation and provide a better user experience.

» **Kept the Indian ballfield on the waterside.** We heard from the community of Indian that this was important, and we were able to move it next to where it is currently located, still along the waterside and along the pathway. We redesigned this area several times to honor this request.

» **Chose a design speed consistent with the posted speed as opposed to the Interstate standard of 65 mph.** It's a mountainous area, and 55 mph is appropriate. It's also less costly and has fewer environmental impacts than a 65 mph design speed would.

» **Added these features into the design:**

- Emergency boat launch at Windy Corner (increases multimodal safety).
- Turn lanes into connecting roads and acceleration lanes for drivers entering the highway (reduces crashes).
- Will not remove trailheads. There are plans to make them larger, add amenities, and connect via a pathway (multimodal, recognizes the recreational importance of the area).
- New sheep viewing platform from Windy Corner parking lot to make it safer to view sheep and get people off the roadside.
- Avoided climbing areas: Scan QR code for details on how we changed the route to miss as many as possible.
- No highway lighting is proposed.

Climbing / Bouldering Routes and Potential Impacts

NEPA note:

Design for the Proposed Action is advanced only to the level necessary to evaluate impacts and for the lead agency, DOT&PF, to make a NEPA decision. This means there are a lot of engineering and design decisions yet to be fleshed out. This will include locations of turning lanes and acceleration and deceleration lanes; specific pathway location and crossing of the highway; guardrail and fencing location; rock cuts locations; final access points on and off the highway; other impacted trail/road redesign; drainage locations; signing; striping; and wildlife design considerations.

NEPA note:

If a concept doesn't adequately address the Purpose and Need (P&N) or is deemed infeasible or impractical, it is dismissed from further study and not advanced. The concept(s) that does meet the P&N is then further engineered so that an accurate assessment of environmental impacts can be completed. This means that concepts dismissed based on the P&N are not developed to the same level of detail as the ones that advance.

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RECREATION CHANGES AND MITIGATION

SAFER Seward Highway

We heard that there were questions and concerns about impacts to recreation along the corridor. Yes, there are changes and impacts in the Proposed Action but there is also a robust plan for mitigation and ***rebuilding recreational facilities better than they were before in collaboration with Chugach State Park***.

Trail Impacts

- About 0.6 mile of the Turnagain Arm Trail would be rerouted. The trail would remain connected and would be rebuilt farther uphill in collaboration with Chugach State Park.
- Approximately 0.36 mile of the Indian to Girdwood Bike Path would be relocated outside the existing highway right-of-way.

Recreation Improvements and Mitigation

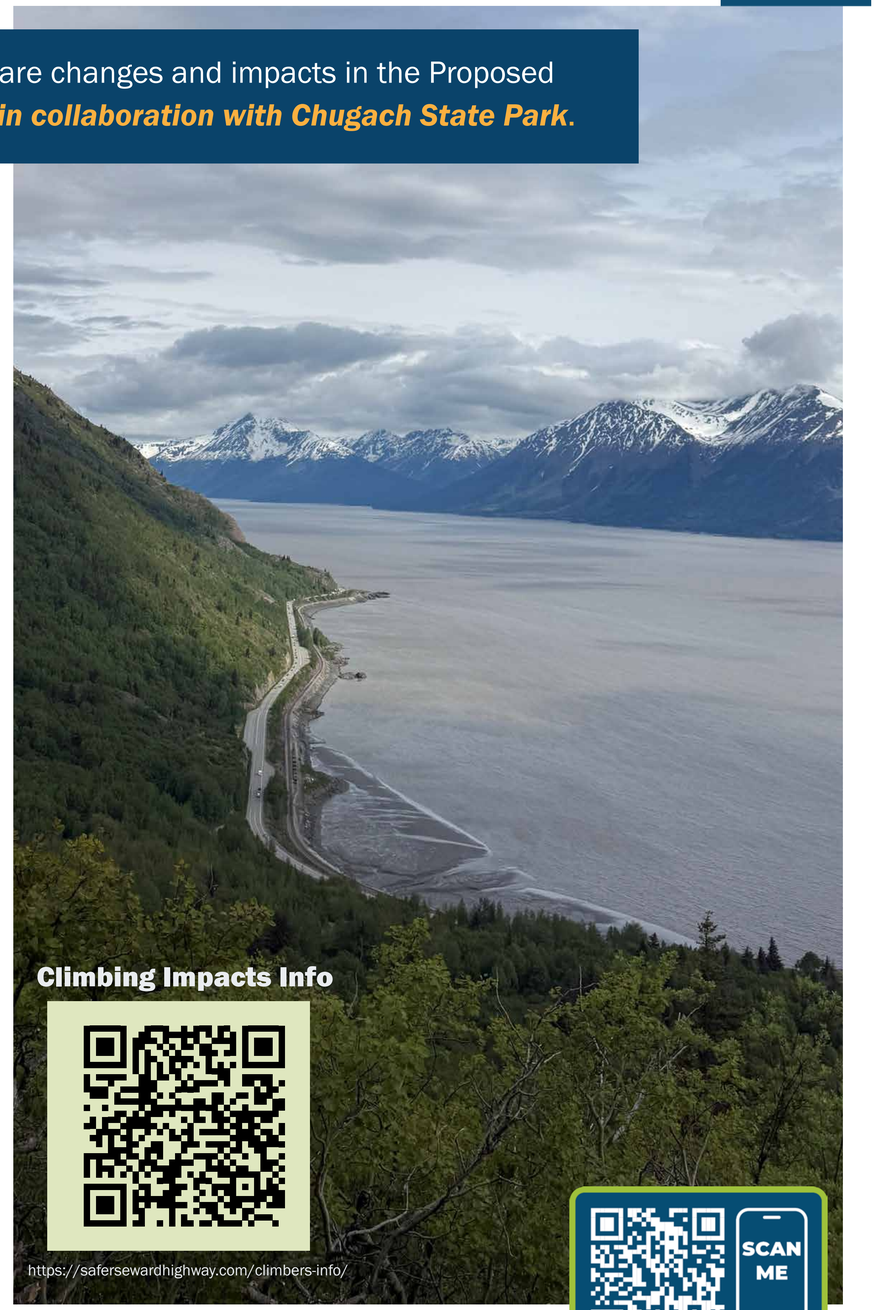
- Beluga Point Viewpoint would be rebuilt and expanded.
- Rainbow Trailhead would be rebuilt, expanded, and receive a vault toilet.
- Windy Corner Trailhead would be rebuilt and expanded, with new Dall sheep viewing facilities and a vault toilet.
- Falls Creek Trailhead would be rebuilt with additional capacity
- Indianhouse Mountain Trailhead would be rebuilt.
- Indian Creek Trailhead would be relocated and rebuilt.
- Bird Creek access trails, platforms, and pathway connections would be reconstructed.

Rock Climbing Impacts

- While several priority climbing routes were able to be avoided, there are climbing routes that are proposed to be impacted. You can check out the full list on our website by scanning the QR code.

The project would also:

- Extend the region's paved multi-use pathway network by connecting to and functionally extending the Indian to Girdwood Bike Path.
- Add multiple new grade-separated crossings including underpasses to improve safe pedestrian and bicycle access to recreation sites.
- Add parking capacity at several popular recreation destinations, including Beluga Point, Rainbow, Windy Corner, and Potter Creek.



View the full details of the ***Section 4(f) evaluation*** in the Draft Environmental Assessment Appendix S.

SCAN ME

safersewardhighway.com/draft-ea

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PROPOSED ACTION DEVELOPMENT PROCESS

SAFER Seward Highway

Concept (2023-2024)

First, we developed many potential solutions through:

- Prior studies such as Windy Corner
- Constraints analysis
- Engineering feasibility studies
- Traffic analysis
- Stakeholder Working Group meetings
- Small group meetings with and comments from focus groups such as trucking associations, first responders, and rock climbers
- Public meetings and comments
- Agency meetings and comments

1

Reasonable and Feasible Factors (early 2025)

Next, we evaluated these ideas to determine if they:

- Met the Purpose and Need
- Were feasible and reasonable

2

No Action versus Proposed Action (2025)

Next, we evaluated both the Proposed Action and a No Build alternative based on:

- National Environmental Policy Act (NEPA; overall environmental and social impacts)
- Section 404 of the Clean Water Act (wetlands and waters of the United States)
- Section 4(f) of the U.S. Department of Transportation Act (parks, wildlife refuges, and historic sites)
- Section 6(f) of the Land and Water Conservation Act (parks)
- Section 106 of the National Historic Preservation Act (cultural and historical resources)
- Endangered Species Act (Cook Inlet beluga whales and critical habitat)

3

Draft EA (2025-2026)

Next, we published both the Draft EA and the Draft Individual Section 4(f) Evaluation and:

- Hosted public hearings
- Held an extended comment period
- Recorded public and agency feedback from the Final EA

4

We Are Here

Final EA and Implementation

Once your comments are reviewed, we will:

- Determine necessary revisions to the environmental document.
- Complete the last step in the NEPA process, which is to publish the Final EA/Finding of No Significant Impact (if appropriate) and Final Individual Section 4(f) Evaluation.

5

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.

THE PERFORMANCE OF CONCEPTS CONSIDERED

SAFER Seward Highway

Performance considerations included:

- **Reduction in Serious Crashes** – How well did it decrease the **number of injury and fatal crashes?**
- **Room for Everyone** – People will make mistakes on the road; **is there room for everyone to safely recover from mistakes?**
- **Limit New Hazards** – Are we adding factors that make it potentially more unsafe?
- **Improved Mobility** – How well do we expect it to reduce traffic delays and safely improve the opportunity for emergency access, turning movements, and passing?

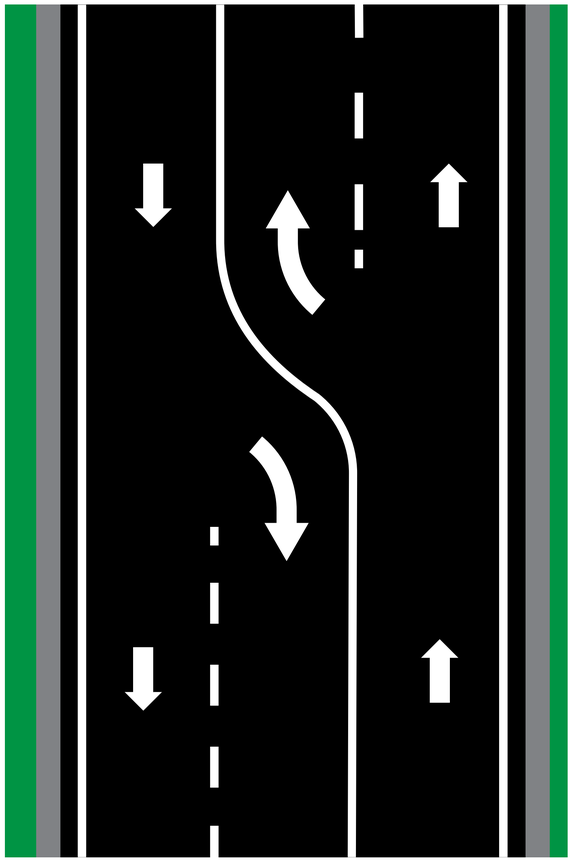
The 3-lane fails to sufficiently meet these needs.

What about footprint and cost? These are important factors as well, but they are considered differently than meeting the goals of the project. The 3-lane and the 4-lane concepts were comparable in footprint and cost. **The 3-lane concept did not achieve the predicted performance needed to meet the Purpose and Need while still requiring footprint expansion and at a comparable cost of a 4-lane divided highway.**

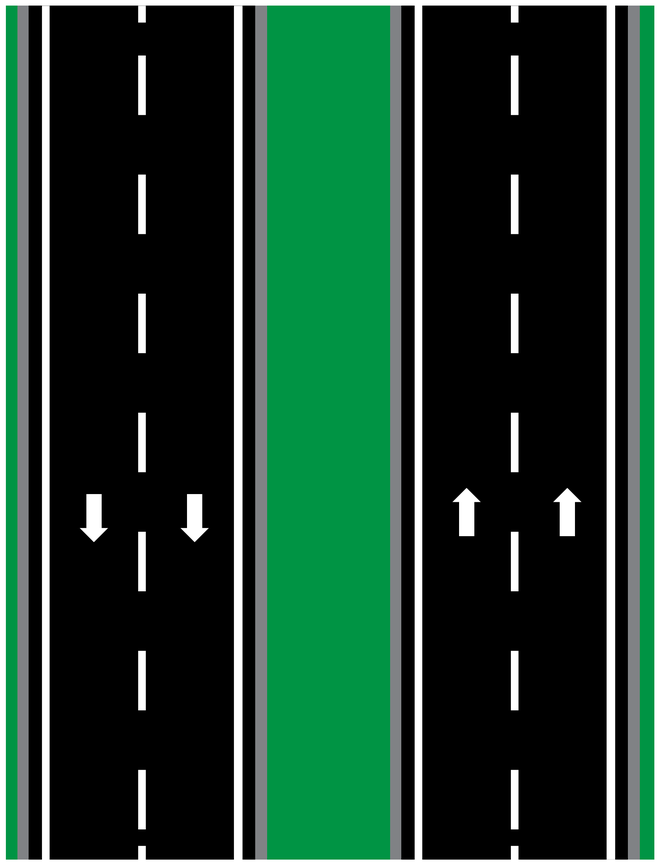
- 3-lane alternate passing: $1.2B, 579-acre footprint
- 4-lane: $1.5B, 669-acre footprint

Why are the two options similar? Common safety elements such as rockfall catchments, shoulders, distance from the railroad, pathway, and bringing the design of several sharp corners up to requirements have the same footprint needs.

3-Lane
Alternating Passing



4-Lane
Median Divided



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WHAT ABOUT THE FEEDBACK WE WEREN'T ABLE TO INCLUDE?

During project development, the team evaluated many competing priorities. In several cases, improving one outcome required tradeoffs with another.

Here are some examples of conflicting requests where we have had to balance the request against meeting the project Purpose and Need and applicable environmental laws:

- Make the project narrower to reduce park impacts vs put the bike path farther away from the road.
- Add fences to prevent railroad trespass and pedestrian deaths on tracks vs don't change the view.
- Don't make big rock cuts vs don't fill in endangered beluga whale habitat.
- Slow everyone down to 35 mph and add roundabouts vs ensure reliable service for the Interstate Highway (emergency services, freight, through-travelers to Whittier and the Kenai Peninsula).
- Make it so the road doesn't shut down for so long after accidents (requires more space for traffic detours while troopers investigate) vs don't make the road wider.
- Make it so we can see around curves better and anticipate what's ahead vs don't "straighten" the highway at all.
- Don't add frontage roads vs make it safer to enter and exit the highway.
- Don't add lighting to keep scenic qualities vs add lighting for safety.
- Make the project less expensive vs do it right this time so that we are not rebuilding this section repeatedly without real safety improvements.
- Prevent the deaths and injuries that are happening to my family/community members vs don't change the road, viewshed, and park access.
- Use the money on other problems roads in Anchorage. This project would use National Highway Performance Program (NHPP) funds. These funds are for any National Highway System (NHS) road in Alaska and are not designated to specific cities in set amounts; i.e., Anchorage does not get an allocation of NHS funding to spend on an annual basis. NHS projects are ranked statewide. If this money doesn't go to the Safer Seward Highway, it would go to other NHS eligible projects, anywhere on the statewide NHS system. This project does not affect the AMATS funding allocations or take from AMATS priority funded projects.



Good news!

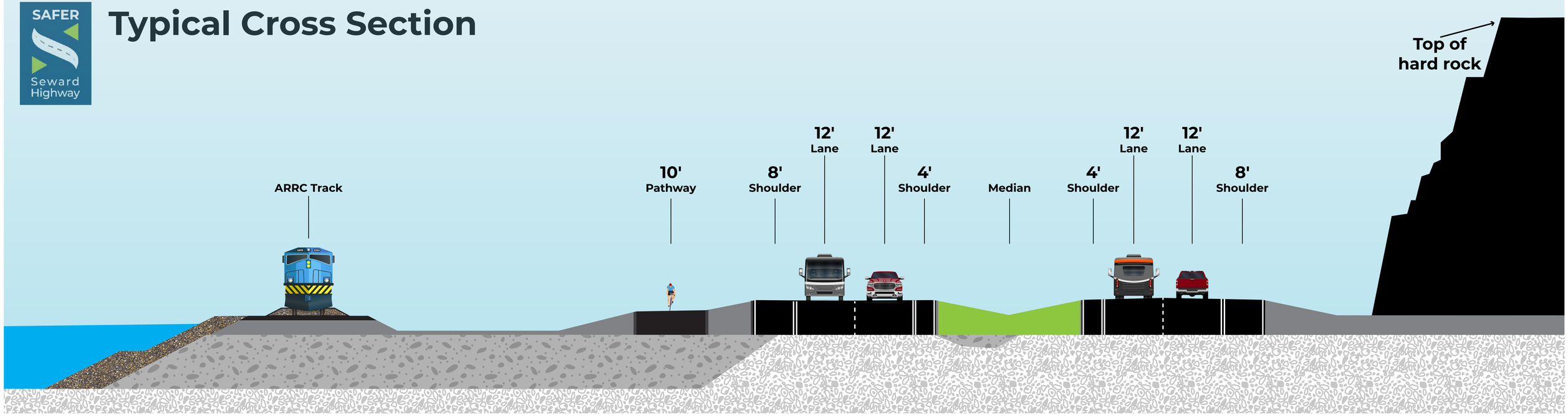
DOT&PF has added proposed federally funded High Safety Improvement Program (HSIP) projects to address vulnerable road user fatalities on several roadways in Anchroage. There is enough federal money to work on solving fatalities elsewhere in Anchorage at the same time. Scan the QR code to check out the list.

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PROPOSED ACTION OVERVIEW

The Proposed Action is to construct a 4-lane divided highway with a separated pathway.
This alternative would reduce/resolve persistent safety hazards along the Seward Highway by reducing severe crashes, improving travel reliability and mobility, and ensuring safer access for all users.

Typical Cross Section



Typical cross sections within the corridor may vary. The directional lanes may be separated with a median, physical barrier, or vertical separation between directions of travel.

Disclaimer: *This graphic is for visual purposes only and is not a final design. Elements shown may change during the design process and should not be interpreted as engineering plans or construction details.*

For more information on the ***Proposed Action***, see the Draft Environmental Assessment Section 2, Appendix D. Alternatives Development Memorandum and Appendix E: Highway Configuration Development and Selection Memorandum.

SCAN ME
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PROPOSED ACTION DETAILS

SAFER Seward Highway

Highway Reconstruction:

19.5 miles of new 4-lane divided highway with a 55-mph design speed.

Railroad Realignment:

7 miles of Alaska Railroad Corporation (ARRC) track and embankment shifts to accommodate the additional features such as turn lanes, enter/exit lanes, and multi-use pathways as well as the required separation distance between the road and tracks.



Non-Motorized Facilities:

A 14-mile separated, paved, multi-use Americans with Disabilities Act-compliant pathway from Rabbit Creek Road to connect with the existing Indian-to-Girdwood Bike Path, including pedestrian undercrossings and a pedestrian overpass to cross the railroad at Beluga Point

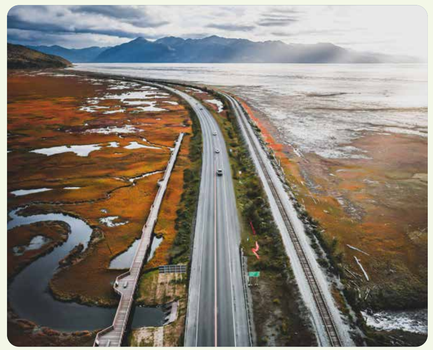


Mountain Cuts:

Cuts along roughly 40% of the route, with the majority being 30 to 90 feet high.

Access Improvements:

Turn lanes, consolidated pullouts at strategic locations, improved intersections, emergency services, and pedestrian water access at Windy Corner.



Fill:

Fill placement into the waters of Turnagain Arm to avoid greater impacts on Chugach State Park.

Frontage Roads:

Frontage roads in Indian, Bird, and to the Potter Creek Trailhead to improve safety and reduce turning across oncoming traffic.

Rock Catchment and Ditches:

Features sized to meet current standards and catch falling rock, ice, or water before it hits the roadway.

Fencing along ARRC:

Fencing along portions of the ARRC right-of-way to reduce trespassing.

Construction Details:

Estimated total project cost of approximately $1.5B, phased over 15 to 20 years.



safersewardhighway.com/draft-ea

For more information on the ***Proposed Action***, see the Draft Environmental Assessment Section 2, Appendix D. Alternatives Development Memorandum, and Appendix E: Highway Configuration Development and Selection Memorandum.

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HOW IS THE PROPOSED ACTION SAFER?

SAFER Seward Highway

Greatest Reduction in Crashes
(based on the project's HSM predictive modeling)

» Up to 71% reduction in fatal and injury crashes on a divided 4-lane versus undivided 2-lane roadway (existing)

Reduces severity of crashes

» Head-on collisions are the most severe type of crash

» The barrier or buffer space (including inside shoulders) allow recovery or avoidance of opposing traffic. When a crash still occurs, the severity is often minimized.

Reduces probability of more severe crashes (based on the project's HSM predictive modeling)

» Up to 56% reduction in all types of crashes on a divided 4-lane versus undivided 2-lane roadway (existing)

Encourages safer traffic activities

» Turning movements are safer/there is less conflict when entering or exiting the roadway.

» Accommodates a range of driver behavior.

» Separates in-corridor travelers (right lane) and pass-through travelers (left lane).

» There is less driver confusion if you don't know the road (visitors) or when lane markings are not visible (snow).

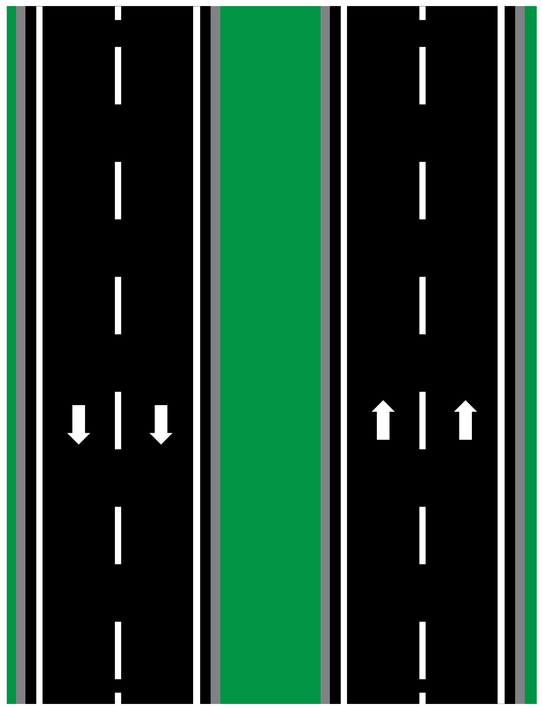
Flexibility improves safety

» Emergency response is quicker, easier, and more reliable.

» It is easier to maintain traffic during construction/ incidents with more lanes.

» Long-term maintenance is easier and more efficient.

4-Lane
Median Divided



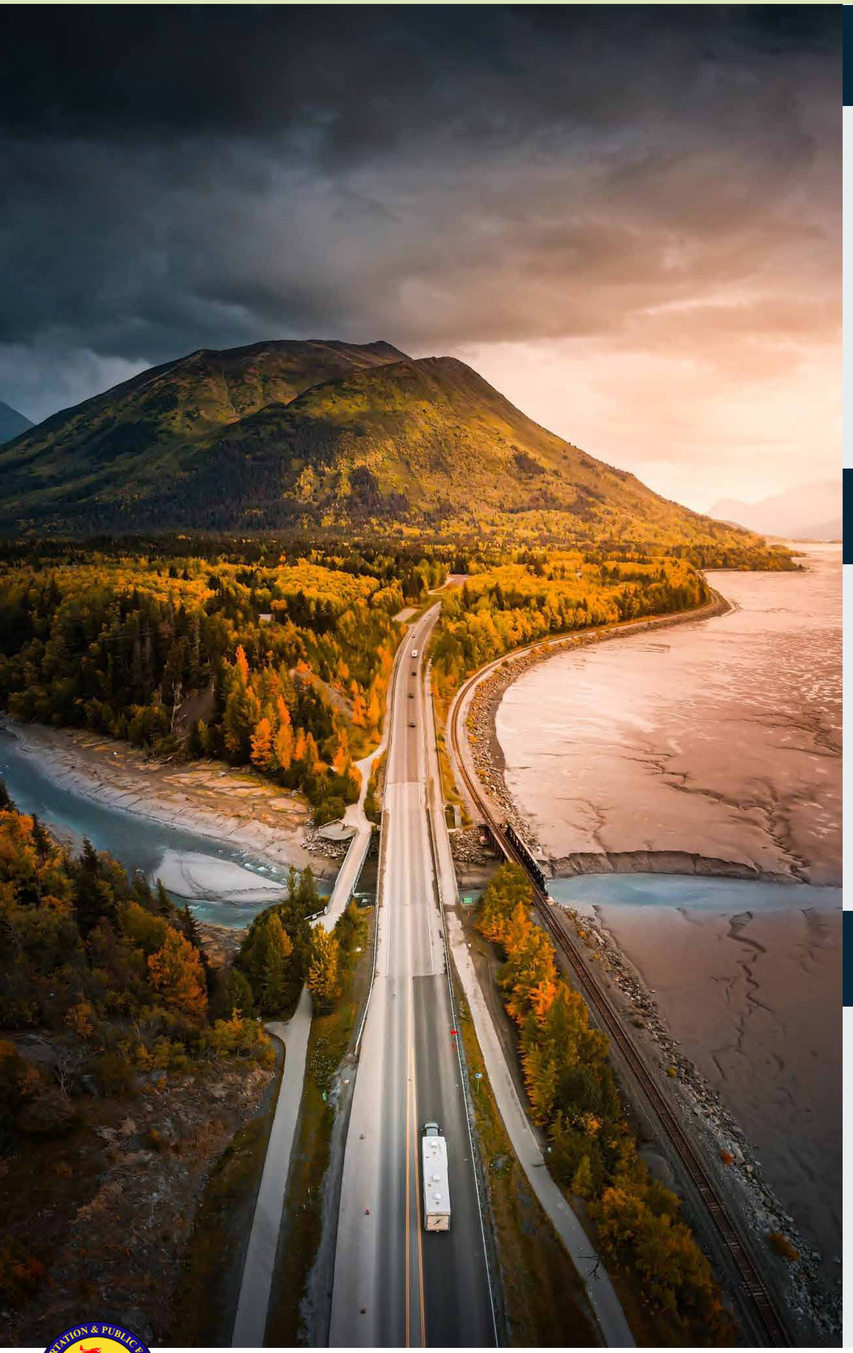
56% ↓
Reduction
of total crashes on a 4-lane divided highway

71% ↓
Reduction
of fatal and injury crashes on a 4-lane divided highway

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4-LANE DIVIDED: STRONGEST SAFETY PERFORMANCE

SAFER Seward Highway



Project Need — Reduce High Crash Rate and Severity



- Fatal and injury crashes ↓ 71%
- Total crashes ↓ 56%
- Access and intersection improvements reduce conflict points

Project Need — Increase Mobility and Reliability



- Improves traffic mobility by providing space for all uses and modes
- Emergency response is quicker and reliable; road is able to remain partially open during emergencies
- Maintenance benefit from reduced rockfall and improved snow storage

Project Need — Safely Accommodate Mixed Uses in the Corridor



- Improves mixed user experience by separating local destination travelers (right lane), pass-through travelers (left lane), and non-motorized users (separated pathway)
- During construction, fewer detours, fewer closures

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DESIGN CONCEPTS

Disclaimer: *These graphics are for visual purposes only and are not a final designs. Elements shown may change during the design process and should not be interpreted as engineering plans or construction details.*

SAFER Seward Highway

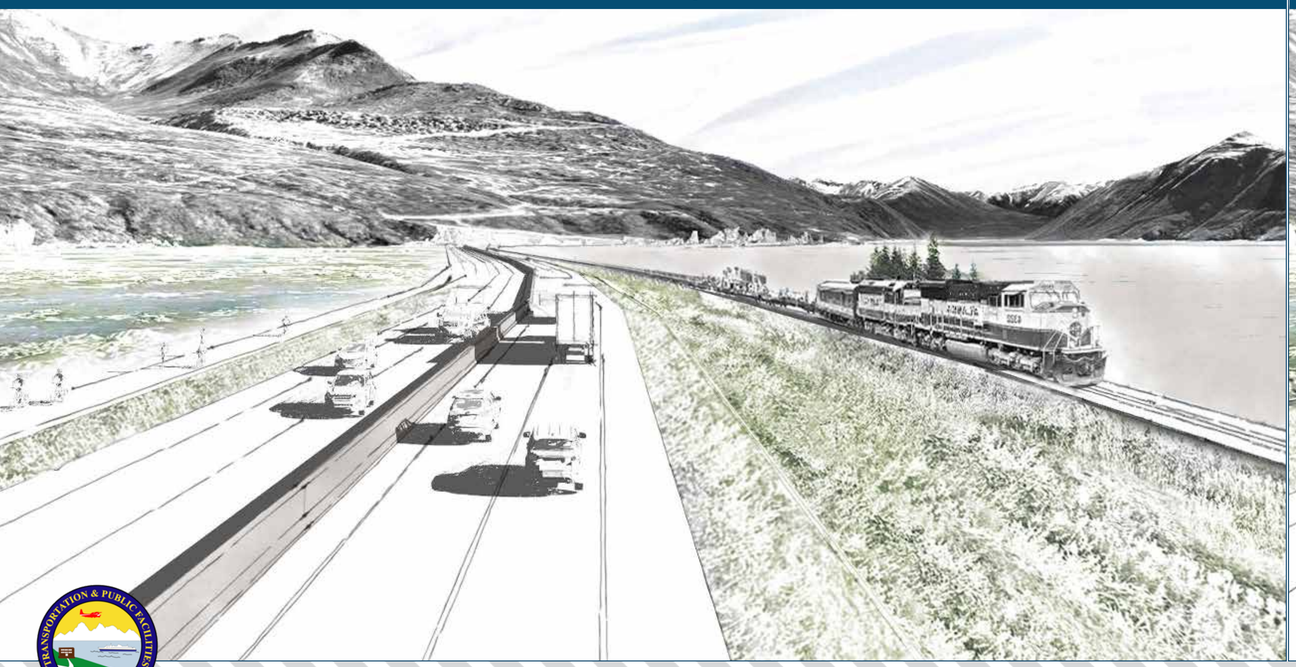
Windy Corner



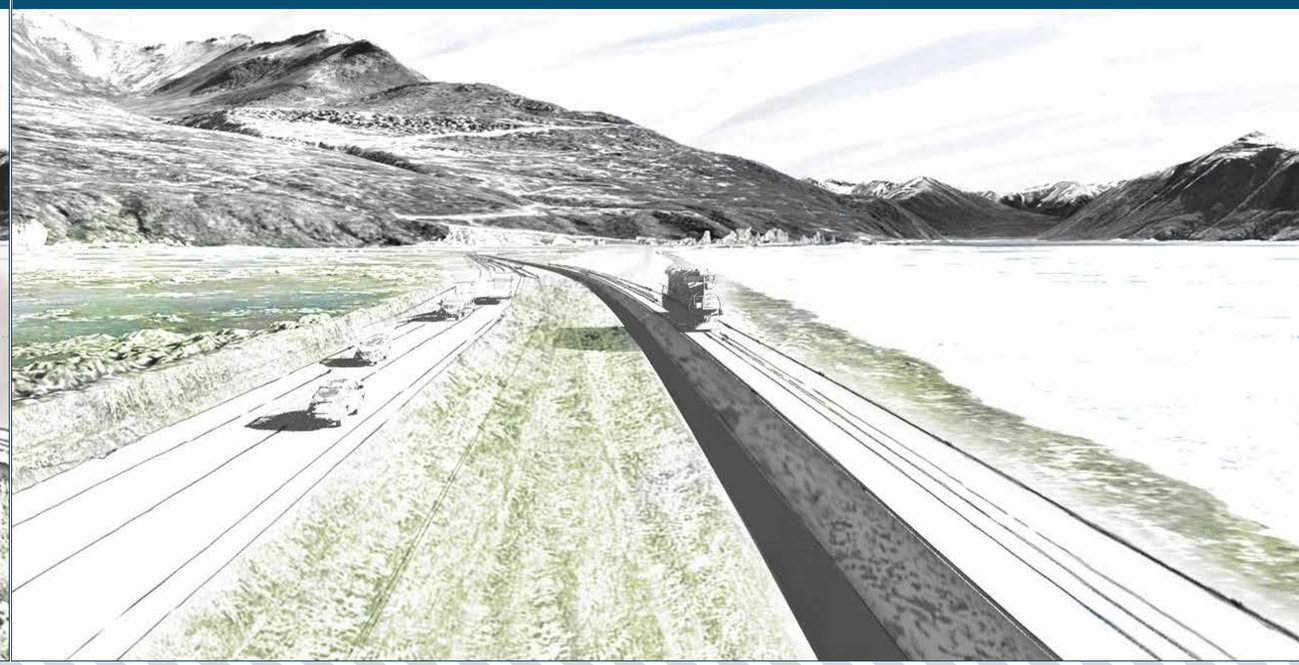
Beluga Point



Potter Marsh Proposed Action



Potter Marsh Existing



EVOLUTION SINCE THE DRAFT EA

Since the outreach for the Draft EA, we have made some updates based on what we heard and your feedback on the design:

- Refined ARRC alignment
- Adde a pedestrian undercrossing at Rainbow
- Updated the Design Designations to better reflect traffic patterns and terrain:
  - Lowered the required Level of Service from B to C
  - Maintained 55 mph speed limit

FUTURE DESIGN DECISIONS

There are many key project aspects that need to be worked out in final design with extensive geotechnical exploration and continued refinement of design to reduce impacts:

- Exact location of 4-lane footprint
- Turn lanes
- Acceleration/deceleration lanes
- Railroad layout
- Frontage road layout
- Pathway location, configuration, and undercrossing tunnels
- Intersection configurations
- Fence and traffic barrier locations





Bird Creek Bridge

View the full details of the Draft Environmental Assessment.

SCAN ME

safersewardhighway.com/draft-ea

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.

WHAT'S NEXT FOR THE OVERALL PROJECT? WHEN IS CONSTRUCTION?

SAFER Seward Highway

Detailed design can begin only once the Environmental Assessment (EA) is complete and a Finding of No Significant Impact (FONSI) is issued for the Proposed Action. Both design and construction are anticipated to be completed in phases over 10 to 20 years, keeping traffic flowing as much as possible. The highway would be built in phases, each delivered as a stand-alone project to allow phased construction and minimize disruption. Each project would have its own design, public involvement, and Municipality of Anchorage Context Sensitive Solutions (CSS) review process, in alignment with the mitigation measures approved in the EA and subsequent permitting.

Final phasing will be determined during detailed design. Each section includes roadway widening to a 4-lane divided highway with a new separated multi-use pathway and safer access to adjacent properties, described in the EA as the Proposed Action.

Here's the plan broken down in three simple steps:

Step 1

We are here

Comment Period + Public Hearings

All comments received will be acknowledged/ replied to in the Final EA.

Step 2

Determine Selected Alternative and Final EA/FONSI

Update EA based on comments. Respond to comments.

Step 3

Final Design and Permit Applications Begin

This begins only if there is a FONSI.

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.

WE WANT YOUR INPUT

SAFER Seward Highway

We've discussed a lot about the work that has been done to get us to where we are with the proposed action but that is just the start. There is more to decide on in design. That's where we need your help! Write down your ideas as notes on the map.

DESIGN FEATURE	PROPOSED ACTION	HOW CAN YOU PROVIDE FEEDBACK
Highway	4-lane divided highway	What other alignment tweaks should we look at that we haven't yet considered? Where are turn lanes, acceleration lanes, or deceleration lanes needed?
Local access and frontage roads	Proposed highway entrances and exits; frontage roads locations and connections; allowed turns; access consolidation; routes to reach destinations from each direction	What design ideas do you have for the proposed frontage roads? How could they better accommodate how you use the highway, while still improving safety? Where is it challenging or uncomfortable today to turn onto/from the Seward Highway? Mark the location on the map and describe the trip.
Pathways and crossings	Pathway alignment, crossings, destinations, and connections	What ideas do you have about pathway alignment and configuration? In what areas do you think the pathway would be better on the mountain side or water side and why? Where would you need a connection or crossing that is missing or inconvenient?
Recreation and parking	Facilities retained, relocated, expanded, or removed; trail connections	What activity or access need is not adequately accommodated? What other trail connections need to be added?
Fencing, barriers, and views	Proposed locations and representative treatments, with existing and proposed views	Proposed locations and representative treatments, with existing and proposed views Which views or access locations should the team consider when refining these features? What ideas do you have for fencing design?
Construction and phasing	Potential work areas, access management, and sequencing constraints	When would construction most affect you? Which parts of the project do you think should be advanced first and why?

How DOT&PF will use your comments

DOT&PF will document comments received during the September 22–October 22, 2026 design comment period and evaluate proposed changes against safety, engineering feasibility, environmental impacts, access needs, maintenance, and cost. A public summary will identify changes incorporated, suggestions requiring further evaluation, and suggestions not incorporated, with an explanation. The summary will also identify matters carried forward into subsequent design phases.

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.

TELL US WHAT YOU THINK

You can participate in the Safer Seward Highway Project in several ways. Scan the QR codes below with your smartphone to instantly:

SIGN-UP FOR EMAILS

Receive meeting notices, project announcements, and other up-to-date information in your email inbox!

LEAVE A COMMENT

Leave a comment using forms available here tonight or use the QR code below to submit them electronically.

EMAIL US DIRECTLY

You can email the project team directly.

info@safersewardhighway.com

CALL US

If you have any questions or require additional information, please leave a message for the project team. (907) 802-3656

Design Details Comment Period

September 22 to October 22, 2026

Mailing Address:

Safer Seward Highway
c/o HDR
582 E 36th Ave., Ste 500
Anchorage, AK 99503

General Project Information:

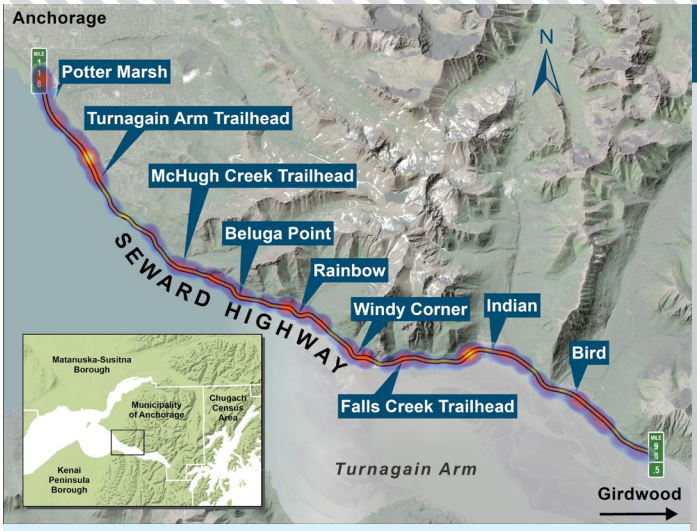
safersewardhighway.com

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.

SAFER SEWARD HIGHWAY

PROJECT FACT SHEET

Version: September 2026



The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct safety improvements along the Seward Highway between Bird Flats and Rabbit Creek. This project aims to make long-term infrastructure improvements with the goal of decommissioning the Safety Corridor designation between Anchorage and Girdwood.

The world-class scenic views, wildlife, and recreational opportunities of Chugach State Park, coupled with the Seward Highway being the sole roadway connection to and from the Kenai Peninsula, draws thousands of travelers every year. The Seward Highway between Anchorage and Girdwood is constrained between the steep slopes of the Chugach Mountains and the waters of Turnagain Arm, making it one of the most challenging highways to reconstruct.

Why are we looking at this? This segment of the Seward Highway has been the site of a high rate of serious injury and fatal crashes. The goal of removing the Safety Corridor designation is a measurable objective that results in reducing the rate of life-altering crashes and make it safer for all to use and enjoy.

We have published the Draft Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation! You can review these documents at safersewardhighway.com.

Project Needs

Reduce High Crash Rate and Severity

Proposed Improvements

- Curve flattening
- Rock and ice fall mitigation
- Wider shoulders
- Divided highway
- Increased line of sight
- Adding turning lanes and acceleration/ merge lanes

Measurable Results

- Reduction in severe and fatal crashes.
- Removal of the Safety Corridor designation.

Improve Mobility and Reliability

Proposed Improvements

- Frontage roads
- Emergency services turnarounds and shoulders
- Additional passing lanes/spaces
- Improved wayfinding signage
- Adding space for emergency response
- Adding deceleration and acceleration lanes

Measurable Result

- Decrease in traffic delays and time spent following (platooning of traffic), faster emergency response, and improved incident management.

Safely Accommodate Mixed Uses in the Corridor

Proposed Improvements

- Pedestrian tubes
- Separated multi-use path
- Improved scenic and recreational pull offs
- Consolidated and improved trailhead parking
- Turning and through lanes

Measurable Result

- Preservation of the highway's outstanding scenic designations while improvement safety for all users.
- Separation of traffic going different speeds

Proposed Action

After months of public outreach, stakeholder engagement, environmental analysis, and engineering, the project team has developed a proposed action that is a 4-lane divided highway with multi-use separated pathway. The proposed action is projected to meet the purpose and need of the project including reducing the overall rate of crashes by 56% and fatal and injury crashes by 71%.

The project has an estimated total cost of approximately $1.5 billion, with anticipated expenditures of $75 million to $150 million per year over a 10- to 20-year period to complete all phases. Funding is programmed through the Statewide Transportation Improvement Program (STIP) as resources become available, allowing the project to advance incrementally. There will be numerous opportunities for public engagement through planning, design, and construction.

The four-lane concept reduces construction delays and impacts because: (1) we can build the new two lanes while leaving the existing facility open, and (2) phasing means breaks in between construction seasons and shorter areas of construction.

Preliminary Phase Sequence

Based on what we know today, the following is how we would propose phasing the improvements. This will change as time progresses.

Phase / Section	Estimated Cost (M)	Funding Year
Bird Flats to Bird (MP 98.5-100)	$35.00	2027
Rainbow Curves (MP 108-109)	$125.00	2028
Windy Corner to Rainbow (MP 105.5-108)	$236.30	2029
Rainbow to McHugh Creek (MP 109-111.5)	$343.60	2031
Bird to Bird Ridge (MP 100-102.5)	$53.00	2033
Bird Ridge to Falls Creek (MP 102.5-105.5)	$194.00	2035
Potter Valley Road to McHugh Creek (MP 111.5-115)	$445.30	2037
Rabbit Creek to Potter Valley Road (MP 115-118)	$88.00	2040

Contacts:

If you have any questions or require additional information, please leave a message for the project team:

info@safersewardhighway.com

(907)802-3656

Safer Seward Highway c/o HDR
582 E 36 Ave Ste 500
Anchorage, AK 99503

Visit the Project Website: www.safersewardhighway.com

The environmental review, consultation, and other actions required by applicable federal environmental law 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.

Project Purpose and Proposed Action

1. Why is the Safer Seward Highway (Seward Highway Milepost [MP] 98.5–118, Bird Flats to Rabbit Creek Improvements) Project needed?

The purpose of the proposed Safer Seward Highway Project is to improve public safety. This section of the highway has a higher rate of fatal and major-injury crashes than similar corridors in the state. In 2006, it was designated a Highway Safety Corridor. Since then, the Alaska Department of Transportation and Public Facilities (DOT&PF) has worked with public safety partners to increase enforcement, improve emergency response times, and educate users. This has helped to reduce serious crashes by 40% overall (**Safety Corridor Audit 2022**[1]), but serious crashes are still happening, and there has not been an improvement to the rate of fatalities. Our plan is to develop improvements to the road cross-section and alignment that would decrease crashes, improve safety, and provide space for mixed-user groups along the corridor.

2. What is the Proposed Action?

The Proposed Action is a four-lane, divided highway with a 55-mile-per-hour design and posted speed with a separated multi-use pathway. The highway would be updated to: add a barrier, median, or vertical separation for north- and southbound travel lanes; provide space along the road for falling rock or ice; add turn pockets and travel lanes; adjust the ARRC alignment and tracks to accommodate the widened highway; and improve intersections, culverts and drainage, parking and recreational access, and signage. To make these changes, the highway would be widened into the mountainside in some locations, requiring rock cuts, and extend toward the water for approximately 7 miles, requiring fill placement into Turnagain Arm and realignment of railroad track.

3. Did you look at smaller options? Why didn't those work?

Yes, we looked at a wide variety of locations and ideas with our Stakeholder Working Group. We looked at a three-lane option, which would mean alternating passing lanes, and an undivided option, both three- and four-lane. Of these, the four-lane divided highway performed the best at improving safety, ease of maintenance, and ability to stay open during emergency events. The three-lane ideas provided much lower safety benefits, with a high cost; construction would also require more lane and road closures. This analysis is documented in the Traffic and Safety Analysis, which is included as Appendix G of the Draft Environmental Assessment (EA). The undivided highway and three-lane options do not meet the project's purpose and need, as documented in Appendix E (Highway Configuration Development and Selection Memorandum) of the Draft EA.

1 https://dot.alaska.gov/stwdplng/hwysafety/safety_corridors.shtml

4. Can a separated, non-motorized pathway be constructed as part of the proposed project?

Yes, a separate, non-motorized, shared-use pathway is part of the design. However, the pathway alone does not provide sufficient safety improvements to advance as a stand-alone improvement; therefore, it is part of the larger highway project.

5. Can the proposed project be constructed within the existing right-of-way (ROW)?

No. There isn't enough room within the existing ROW to make the needed improvements. We have avoided and minimized impacts on residential and commercial property. ROW would need to be acquired from Chugach State Park, and if mitigation for this is documented in the project's Section 4(f) evaluation (**SSH Project EA Appendix Individual Section 4(f) Evaluation Appendix S**[2]). ROW would need to be acquired from the Anchorage Coastal Wildlife Refuge on the water side; we carefully routed the improvements to avoid impacts to deep-water habitat in Potter Marsh.

6. Where would road-building material come from? Would it be mined from Chugach State Park?

Necessary cuts to the mountainside to construct the improvements would supply sufficient materials for the rest of the corridor. No material site(s) are proposed within the park. The engineers have looked closely at ways to balance the amount of cut and fill in the design.

Design engineers would continue to strive toward greater balance between cut and fill needs within the project, providing both cost and time-savings.

Cost

7. How much will it cost?

The current cost estimate is $1.4 billion (2024 dollars) for the entire project over 10 to 20 years. Construction would occur in stages, roughly $150 million at a time, much as we have built out improvements to the Seward Highway through Anchorage, from 36th Avenue to O'Malley Road. Future phases would be funded using National Highway System funds and federal grants as well as state-match funds. Stages and timing would depend on funding availability.

8. Why did the estimated project cost increase from $600 to $700 million to $1.4 billion?

The $600 to $700 million cost came from DOT&PF's 2017 Reconnaissance Study, and the new cost estimate is $1.4 billion. There are two reasons that the current cost estimate is higher: refinement of engineering and inflation. As the engineers have begun detailing the project to the 15% level of design, we have a better sense of how much excavation and material would be needed, how the project might be constructed, and where it would be

[2] https://safersewardhighway.com/wp-content/uploads/2025/12/Appendix-S.-Section-4f-Evaluation.pdf

routed. This kind of engineering detail means that the current cost estimate is more accurate than prior reconnaissance engineering cost estimates. The other reason the project cost estimate is higher than estimated in 2017 is that during the COVID-19 pandemic, material costs for construction projects rose rapidly, for some materials by as much as 40%. Since that time, construction cost escalation has softened slightly, but inflation continues. As more engineering occurs over time, the cost would continue to change to reflect more detailed engineering and the current market.

9. How will the project be paid for?

This project expects to use federal funds from the National Highway Performance Program to design and construct this project. DOT&PF also plans to pursue federal grants.

10. Will advancing this project mean that other high-fatality corridors in Anchorage won't be addressed?

No. The Safer Seward Highway Project would have to compete with highway projects across the entire state for National Highway System funds. The Statewide Transportation Improvement Program process is how DOT&PF prioritizes among projects to be funded in the future, and public comment is encouraged.

At the same time, DOT&PF is committed to advancing work to address pedestrian deaths in Anchorage via the **Vision Zero Taskforce**[3] , an inter-agency group that is taking a comprehensive approach to pedestrian safety.

11. How would new improvements be maintained? Can we afford it?

Maintenance costs would increase for additional pavement surface, such as for plowing. DOT&PF is responsible for the increased maintenance needs and would include them in their annual maintenance and operations budget.

Environmental Process and Draft EA

12. Why is the environmental document an EA?

DOT&PF determined that an EA is the appropriate class of action for the National Environmental Policy Act (NEPA) document because significant environmental impacts can be avoided through design and mitigation.

13. What is a Section 4(f) evaluation?

Section 4(f) of the U.S. Department of Transportation (USDOT) Act provides special protection for publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites during federally funded transportation projects. Because the Seward Highway runs between Chugach State Park and the Anchorage Coastal Wildlife Refuge—both Section 4(f) properties—the project must avoid adversely affecting their activities, features, or attributes unless there is no feasible and prudent avoidance alternative. When use of these properties cannot be

[3] https://dot.alaska.gov/comm/pressbox/arch2024/PR24-0027.shtml

avoided, an individual Section 4(f) evaluation is required to ensure compliance with the USDOT Act. This formal process, completed during the draft and final phases of the EA, identifies and evaluates avoidance alternatives and measures to minimize harm. If multiple reasonable alternatives use Section 4(f) property, it determines which causes the least overall harm. For the Safer Seward Highway Project, our team has conducted extensive analysis of Section 4(f) properties and impacts, published as a standalone document as Appendix S of the Draft EA for public review and comment. Learn more about Section 4(f) requirements in the FHWA Environmental Review Toolkit: **FHWA Environmental Review Toolkit**[4].

Several park improvements and additions are proposed to mitigate impacts to Chugach State Park, including a pedestrian overcrossing at Beluga Point, improved parking facilities at Windy Corner and Beluga Point, and improvements to the Bird Creek Campground, along with many other improvements.

14. Is the project team considering a no-build alternative?

Yes, analysis of a no action alternative is a required part of the NEPA process and is included as part of the EA analysis. Once the Draft EA review period is complete, DOT&PF will review all comments and decide whether to select the No Action (no-build) or Proposed Action (build) alternative.

15. Would the aesthetics be suitable for a Scenic Byway?

Yes. We've heard that the public values the scenic nature of the road and surrounding area. During the EA process, we evaluated how proposed changes to the highway might affect aesthetics. Avoidance, minimization, and mitigation measures have been proposed to reduce visual impacts and will be continually refined during design. The Proposed Action would not make the Seward Highway lose its scenic designations. You can read the Visual Impact Assessment (Appendix N of the Draft EA) for more information.

16. How can you build into the Cook Inlet with the beluga whales?

Turnagain Arm is designated critical habitat for endangered Cook Inlet beluga whales. As such, we have consulted with the National Marine Fisheries Service (NMFS) to avoid and reduce impacts on beluga whales, other marine mammals, and their habitat. Agreed-to mitigation measures include performing work at low tide when the area is dry, stopping work when beluga whales or other marine mammals are nearby, and using designated observers to implement the mitigation measures as specified by the NMFS permit. With the mitigation in place, NMFS has issued their opinion that marine mammals will not be harmed by this project.

17. How did feedback from the public and agencies influence the Draft EA?

It influenced the Draft EA a lot! Over the past 3 years, we have had extensive feedback from the public, agencies, and our Stakeholder Working Group that has shaped this project. Hearing about how people use the corridor and the safety challenges they've experienced has given us first-hand information to consider as we designed solutions within the constraints, avoided

[4] https://www.environment.fhwa.dot.gov/Env_topics/4f_tutorial/overview.aspx?e=e#e

impacts, and found mitigation—win-win solutions. Based on your feedback, we have:

- Changed the project's purpose and need to address mobility and reliability, and focus on all users (vehicles, bikes, rail, pedestrians);
- Added pedestrian crossings throughout the project corridor;
- Considered other possible solutions such as a three-lane (alternating passing lanes) and undivided highway configurations;
- Designed the separated multi-use pathway throughout the corridor;
- Designed for more rock cut and less fill in the water to minimize impacts on wildlife and Turnagain Arm;
- Avoided private property impacts;
- Avoided and mitigated Cook Inlet beluga whale impacts;
- Avoided cultural and historical resources impacts;
- Improved parking and park facilities; and
- Protected scenic views.

18. What happens after the Draft EA?

The Draft EA is available for a 45-day public review and comment period. After that, DOT&PF will review all the feedback from the public and agencies. If it is determined that impacts, mitigation, and public/agency input have been properly addressed, DOT&PF can decide whether to move forward with the Proposed Action, finalize the EA, and issue a Finding of No Significant Impact. From there, the project can move forward with engineering design. If DOT&PF decides to not advance the project, they can select the No Action alternative in the EA and close out the environmental review process.

19. How long will design take? When will construction start?

With a phased approach, we will be looking to design, fund, and construct in several segments. We have proposed the area of MPs 109 to 107 (Rainbow curves) as the first stage, which would begin design following DOT&PF's decision to move forward with the Proposed Action after the EA is finalized. There is a long road ahead still, but you can check out our proposed staging plan in the Winter 2026 public meeting materials.

Welcome!

Safer Seward Highway

Seward Highway MP 98.5–118 (Bird Flats to Rabbit Creek) Reconstruction

Project No.: Z566310000 / 0A31034

The Alaska Department of Transportation & Public Facilities (DOT&PF) is hosting this special public meeting for the Safer Seward Highway to present the process followed in determining the purpose and need statement, the concepts considered, and next steps in the environmental process. This meeting will explain the many ideas considered to date, analysis done, and the specifics of the proposed engineering design details and invite the public to provide feedback.

Here is what you can expect today, as well as during the comment period.

We Are Here: In-Person Public Meeting

In-Person Public Meeting

Anchorage Loussac Library
September 22, 2026

5:00 – 5:30 PM **Meet & Greet with Project Team**
Check out posters and learn more.

5:30 – 6:10 PM **Orientation & Presentation**
Overview of the project, where we came from, and how the project got to where it is today.

6:10 – 6:30 PM **Questions and Discussion**
Please raise your hand and a moderator will come to you with the microphone.

6:30 – 7:00 PM **Poster Session**
Have more questions? Ask a subject matter expert at the poster session.

7:00 PM **Public Meeting Concludes**
Thank you for coming.
Please submit comments by October 22, 2026.

Virtual Public Meeting

Zoom (details online at https://safersewardhighway.com/public-involvement-1/)
September 23, 2026

Scan to view virtual meeting details

Open Now

Online Open House:
September 22 – October 22, 2026

You can review all the meeting materials you see here tonight online at your own pace at storymaps.arcgis.com/stories/381bfc06227547d3953c972d456bc783

Public Comment Period on the Design Details:
September 22 – October 22, 2026

Ways to Comment

All comments are considered equally! If you send a comment in by one method, there is no need to send the same comment in by another method.

Send us an email:
info@safersewardhighway.com

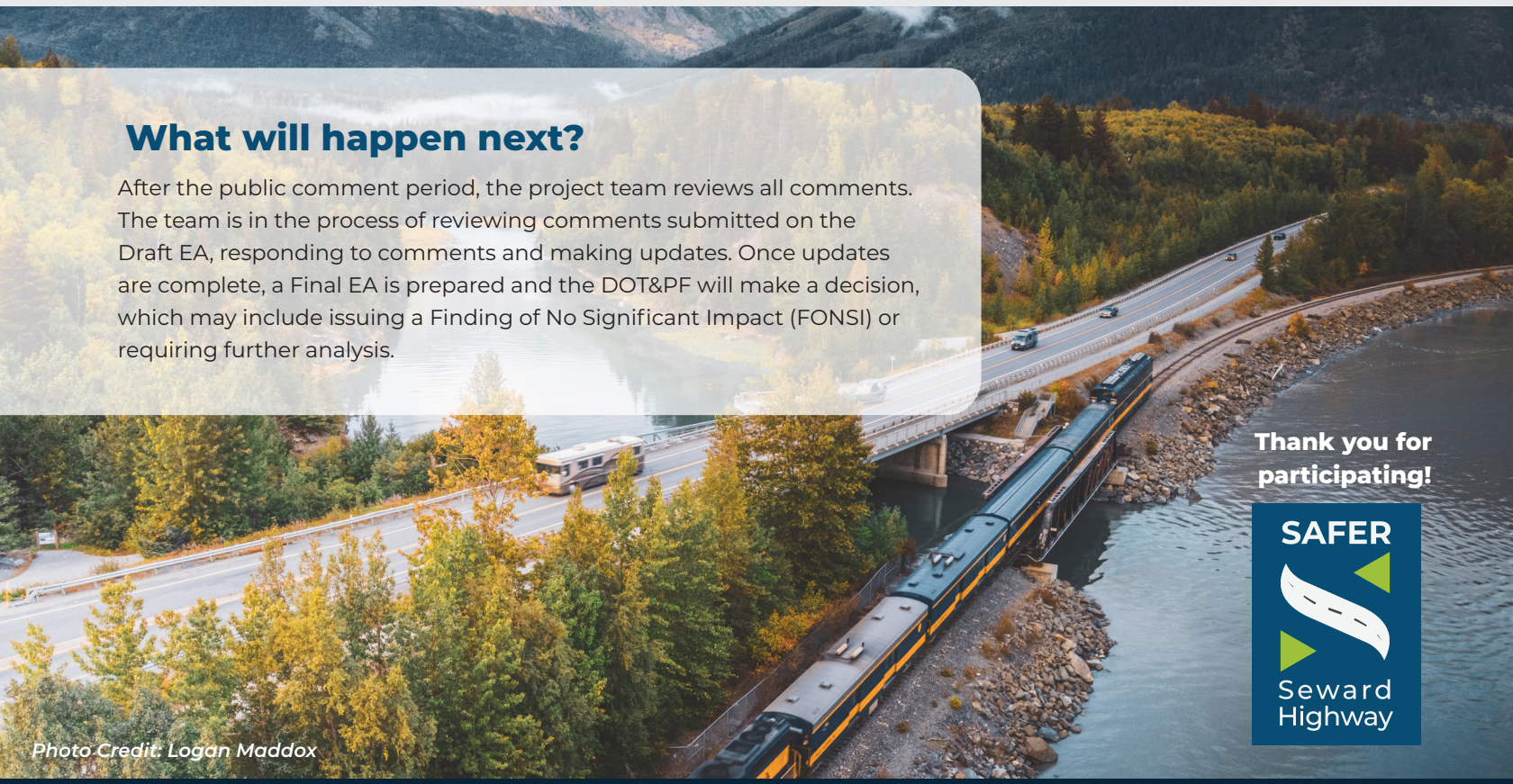
Call our hotline to leave a voice message:
907 - 802 - 3656

Fill out a hard copy comment form and mail it to us at:
Safer Seward Highway c/o HDR 582 E 36 Ave Ste 500, Anchorage, AK 99503

Fill out the digital comment form on our website.

What will happen next?

After the public comment period, the project team reviews all comments. The team is in the process of reviewing comments submitted on the Draft EA, responding to comments and making updates. Once updates are complete, a Final EA is prepared and the DOT&PF will make a decision, which may include issuing a Finding of No Significant Impact (FONSI) or requiring further analysis.



Thank you for participating!

SAFER Seward Highway

Photo Credit: Logan Maddox

Safety Improvement Projects Planned Around Anchorage

Roadway safety is a top priority for the Alaska Department of Transportation & Public Facilities (DOT&PF). This includes both motorist and nonmotorist safety. The Federal Highway Administration (FHWA) defines a Vulnerable Road User (VRU) in 23 U.S.C. §148(a)(15) as a nonmotorist who is included in the federal definitions of non-motorized fatalities or serious injuries. FHWA also commonly describes VRUs as people walking, bicycling, or rolling who are at greater risk of serious injury or death in a crash because they lack the protective structure of a motor vehicle. For transportation planning, safety assessments, and funding programs, VRUs are a major focus of the Safe System Approach and the Highway Safety Improvement Program (HSIP).

Anchorage Area Projects:

This is not a comprehensive list but intended to give a sample of projects planned around Anchorage. Not all of these projects may be VRU specific but have related elements.

HSIP 26CR03 - TUDOR ROAD AT WRIGHT STREET AND DALE STREET - VRU IMPROVEMENTS

Pedestrian safety improvements at Tudor Road & Wright Street and Tudor Road & Dale Street.

HSIP 25CR06 - MOUNTAIN VIEW DRIVE SAFETY IMPROVEMENTS

Reconfigure roadway to 3-lane configuration from Reeve Avenue to Flower Street, driveway consolidation, raised crosswalks, and transit stop improvements/relocation. Signalized intersection improvements including leading pedestrian interval.

HSIP 25CR05 A STREET SAFETY IMPROVEMENTS

Reconfigure roadway to 2-lane one-way. Install traffic signal at 16th Avenue and A Street. Shared-use path and creek crossing to connect 16th Avenue to the Chester Creek Trail on the west side of A Street.

HSIP 25CR02 INGRA & GAMBELL COUPLET SAFETY IMPROVEMENTS

Reconfigure one-way roadways to 3-lanes each.

HSIP 25CR01 NORTHERN LIGHTS BLVD SAFETY IMPROVEMENTS

Reconfigure roadway to remove one lane between Lake Otis Blvd and Lois Drive. Widen Sidewalk to ADA compliant standards. Consolidate driveways. Install buffered grassy area or two-way cycle track. Enhance signalized crosswalks, include 4th crossings at New Seward Highway and Minnesota Drive crossings with signalized hardware upgrades and Leading Pedestrian Intervals. Install rectangular rapid flashing beacon and raised crosswalk at Lois Drive. Install new sidewalk connection on Lois Drive from Northern Lights Blvd to Benson Blvd. Reduce speed limit to 30-MPH.

HSIP 21CR01 5TH AVE: CONCRETE ST TO KARLUK ST PEDESTRIAN IMPROVEMENTS

Install pedestrian median barrier between Concrete Street and the couplet of 5th and 6th Avenues. The project scope also proposes to improve existing lighting levels to the extent practicable.

HSIP 19CR01 GAMBELL ST UTILITY POLE REMOVAL AND INCREASED PEDESTRIAN LIGHTING

Remove existing utility/lighting poles and replace with new light poles with break-away bases installed farther from travel lanes outside the ADA accessible route. Existing overhead utilities are currently being removed and reinstalled underground by Chugach Electric Company.

OTHER AMATS TIP PROJECTS THAT ALL HAVE NON-MOTORIZED IMPROVEMENTS:

- Fireweed Lane Reconstruction
- Spenard Road Rehabilitation
- Rabbit Creek Road Rehabilitation
- Potter Drive Rehabilitation
- Mountain Air Drive Extension
- Eagle River Road Pathway
- Academy – Vanguard Drive Area Traffic Circulation Improvements
- 3rd Ave Reconstruction
- 32nd Ave Upgrade
- Dale and Folker Street Reconstruction
- I/L Street Rehabilitation
- Northern Lights Sidewalk Repairs
- Glenn Highway Trail Connection
- Campbell Creek Trail Crossing at Lake Otis
- Minnesota Drive Sidewalk Repairs

Attachment D

E-Blasts

Sent: Mon, Aug 24, 03:46 PM AKST

View this email in your browser

Join us for a special meeting!

The Alaska Department of Transportation & Public Facilities (DOT&PF) is hosting a special public meeting for the Safer Seward Highway to present the process followed in determining the purpose and need statement, the concepts considered, and next steps in the environmental process. This meeting will explain the many ideas considered to date, analysis done, and the specifics of the proposed engineering design details and invite the public to provide feedback.

Public Meeting

Date: Tuesday September 22, 2026

Time: 5:00–7:00 p.m., with a presentation at 5:30 p.m.

Location: Anchorage Loussac Library, Learning Commons, 3600 Denali Street, Anchorage, AK 99503

There will be a presentation at 5:30 p.m., followed by Q&A. Snacks will be provided.

Virtual Public Meeting

Wednesday, September 23, 2026, from 5:00 to 7:00 p.m., with a presentation starting at 5:00 p.m.

The same information from the public meeting will also be presented virtually.

Visit our website for more information.

Public Comment Period

September 22-October 22, 2026

View the details and submit comments at: safersewardhighway.com

All materials will also be available online to view.

Want to learn more?

Visit us at SaferSewardHighway.com

Questions or comments?

Contact us at (907) 802-3656 or info@safersewardhighway.com.

The Safer Seward Highway Project Team

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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If you require reasonable accommodation and/or special modifications to participate in this meeting, please contact the communications lead, Katherine Wood, at 907-644-2153. Please make your request at least 10 days before the accommodation

is needed in order to make any necessary arrangements. To communicate by text telephone, dial TTY 711 or 1-800-770-8973.

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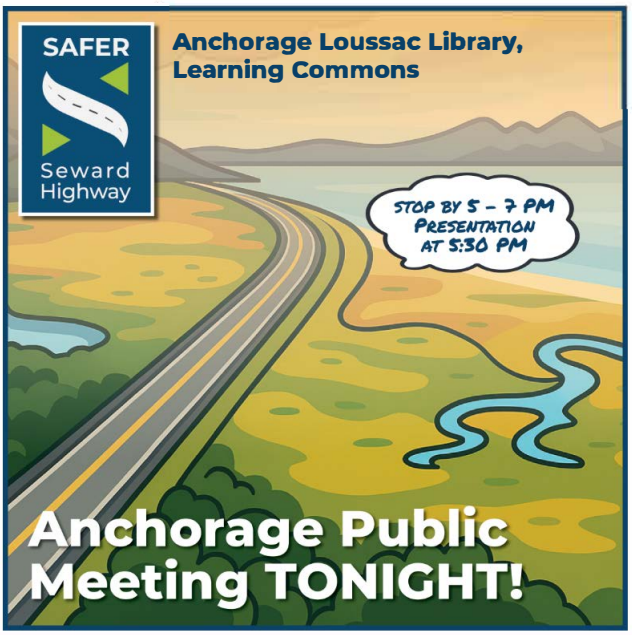
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Sent: Tue, Sep 22, 11:18 AM AKST

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Join us TONIGHT for a special meeting!

Learn more about the process followed in determining the purpose and need statement, the concepts considered, and next steps in the environmental process. This meeting will explain the many ideas considered to date, analysis done, and the specifics of the proposed engineering design details and invite the public to provide feedback.

Public Meeting

Date: Tuesday September 22, 2026

Time: 5:00--7:00 p.m., with a presentation at 5:30 p.m.

Location: Anchorage Loussac Library, Learning Commons, 3600 Denali Street, Anchorage, AK 99503

There will be a presentation at 5:30 p.m., followed by Q&A. Snacks will be provided.

Virtual Public Meeting

Wednesday, September 23, 2026, from 5:00 to 7:00 p.m., with a presentation starting at 5:00 p.m.

The same information from the public meeting will also be presented virtually.

Link to Zoom meeting click here.

Visit our website for more information.

Online Open House

Live tonight after the meeting, check it out at safersewardhighway.com

Public Comment Period

September 22-October 22, 2026

View the details and submit comments at: safersewardhighway.com

All materials will also be available online to view.

Want to learn more?

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Sent: [illegible] AKST

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Join us for a virtual Public Meeting TONIGHT!

Couldn't make the meeting in person? No problem.

Join us online tonight from 5:00 to 7:00 p.m. for our virtual public meeting. The presentation will begin shortly after 5:00 p.m., followed by a Q&A session.

We hope to see you there!

🔗 Join the meeting: https://hdrinc.zoom.us/j/87980881535

Other call in options are posted online: Safer Seward Public Involvement Page

Meeting materials as well as the recording of the virtual meeting will be posted online. safersewardhighway.com.

Online Open House

Now live! Check it out:
Safer Seward Highway

You can also view meeting materials online, available now at safersewardhighway.com.

Public Comment Period

September 22-October 22, 2026

View the details and submit comments at: safersewardhighway.com
All materials will also be available online to view.

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Comment Period Closing Tomorrow!

Thank you to everyone who has participated in the project. If you haven't shared your input, there is still time. We ask that you submit your feedback by tomorrow, October 22, 2026.

Here are easy ways you can participate now:

1 Review the design details materials online. Meeting materials as well as the online open house are available in the ***Project Library***.

2 Submit your comments before end of day on October 22, 2026, at info@safersewardhighway.com.

Learn more or comment anytime:

- 907-802-3656
- info@safersewardhighway.com
- safersewardhighway.com
- https://linktr.ee/saferseward

Want to learn more?
Visit us at SaferSewardHighway.com

Questions or comments?
Contact us at (907) 802-3656 or info@safersewardhighway.com.

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Public Outreach Summary

September 2026 Design Details Outreach

Attachment E

Newspaper and Online Publicity

Public Outreach Summary

September 2026 Design Details Outreach

Social Media Posts:

Alaska Department of Transportation & Public Facilities
Aug 26 •

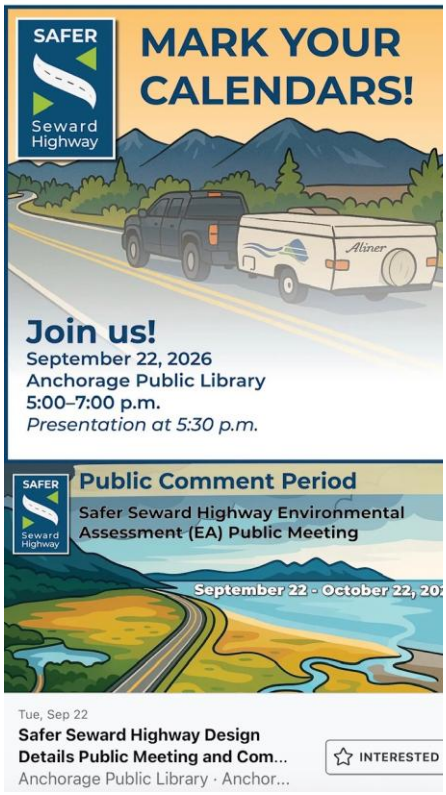
Safer Seward Highway Design Details: Public Meeting

Learn more about how the design was developed for the proposed four-lane highway and pathway. Stop by the Anchorage Loussac Library on September 22, 2026, between 5:00 and 7:00 p.m. There will be a brief presentation at 5:30 p.m., followed by Q&A. If you cannot make the meeting, a virtual public meeting will be held Wednesday, September 23, 2026, from 5:00 to 7:00 p.m. and also recorded. The same information will be provided in both meetings. Visit our website for more information: **safersewardhighway.com**

Busy both nights? No problem! All materials that are presented will be available on our website.

Send us your comments from September 22 to October 22, 2026. The project team is gathering feedback on the materials we will be sharing. Check it out for yourself at **safersewardhighway.com**!

#sewardhighway #KeepAlaskaMoving



Alaska Department of Transportation & Public Facilities
Sep 22 •

Safer Seward Highway Design Details: Public Meeting Tonight!

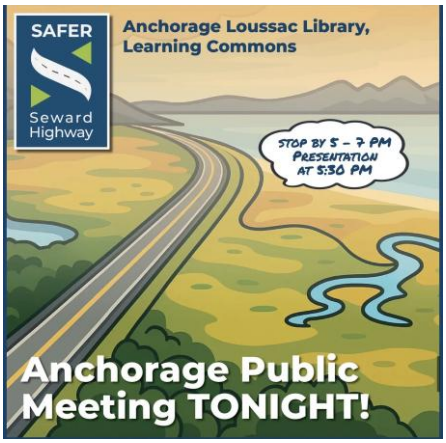
Anchorage Loussac Library, Learning Commons
Stop by between 5:00 and 7:00 p.m. for the open house. The presentation will begin at 5:30 p.m.

Can't make it today? There will be a virtual public meeting held tomorrow, September 23, 2026 at 5:00 p.m.

Online materials are available now for those who cannot attend the meeting.

Learn more: **https://linktr.ee/saferseward**

#sewardhighway #KeepAlaskaMoving



Public Outreach Summary

September 2026 Design Details Outreach

Display Ads in the Anchorage Daily News:

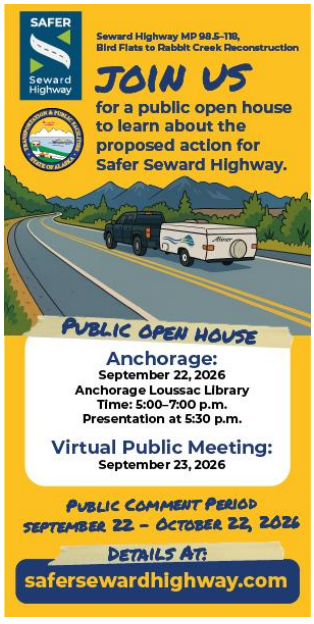




Online Ads on AnchorageDailyNews.com:









Public Outreach Summary

September 2026 Design Details Outreach

Legal Ad in the Anchorage Daily News:

Notice of Public Meeting and Comment Period for the Safer Seward Highway Project
Seward Highway MP 98.5–118 (Bird Flats to Rabbit Creek) Reconstruction
Project No.: Z566310000/0A31034

The Alaska Department of Transportation & Public Facilities (DOT&PF) is hosting a special public meeting for the Safer Seward Highway to present the process followed in determining the purpose and need statement, the concepts considered, and next steps in the environmental process. This meeting will explain the many ideas considered to date, analysis done, and the specifics of the proposed engineering design details and invite the public to provide feedback.

The purpose of the project is to reduce crash rates and severity, improve mobility and reliability for all users, and safely accommodate mixed uses in the corridor. The proposed action is a divided four-lane highway with a separated pedestrian pathway. About 7 miles of the Alaska Railroad would be realigned to make space for the improvements. The modifications would require the conversion of approximately 200 acres within Chugach State Park and 17 acres within the Anchorage Coastal Wildlife Refuge to transportation use.

Public Meeting
Tuesday, September 22, 2026, from 5:00 to 7:00 p.m., with a presentation at 5:30 p.m., followed by Q&A session.
Anchorage Loussac Library, 4th floor Learning Commons, 3600 Denali Street, Anchorage, AK 99503

All meeting materials will be available online for those who cannot make it in person to view at your own pace.

Virtual Public Meeting
Wednesday, September 23, 2026, from 5:00 to 7:00 p.m., with a presentation starting at 5:00 p.m. Visit our website for more information.

Comment Period
September 22–October 22, 2026
Submit comments online at safersewardhighway.com; by phone at 907-802-3656; by email to info@safersewardhighway.com; or by mail to Safer Seward Highway, c/o HDR, 582 E 36th Avenue, Suite 500, Anchorage, AK 99503.

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If you require reasonable accommodation and/or special modifications to participate in this meeting, please contact the communications lead, Katherine Wood, at 907-644-2153. Please make your request at least 10 days before the accommodation is needed in order to make any necessary arrangements. To communicate by text telephone, dial TTY 711 or 1-800-770-8973.

Pub: Aug. 23, 2026

Attachment F

Meeting Flyer

SAFER Seward Highway

Design Details PUBLIC MEETING

Seward Highway MP 98.5-118: Bird Flats to Rabbit Creek Reconstruction

Please join us!

The Alaska Department of Transportation & Public Facilities (DOT&PF) is hosting a special public meeting for the Safer Seward Highway to present the process followed in determining the purpose and need statement, the concepts considered, and next steps in the environmental process. This meeting will explain the many ideas considered to date, analysis done, and the specifics of the proposed engineering design details and invite the public to provide feedback.

IN-PERSON PUBLIC MEETING

Tuesday September 22, 2026

5:00 – 7:00 p.m.

Presentation: 5:30 p.m.

Anchorage Loussac Library
Learning Commons
3600 Denali Street
Anchorage, AK 99503

Q&A will follow the presentation.
Snacks will be provided.

VIRTUAL PUBLIC MEETING

Wednesday, September 23, 2026

5:00 – 7:00 p.m.

Presentation: 5:00 p.m.

The same information from the public meeting will also be presented virtually. Meeting will be recorded and posted online.

Visit our website for more information.
safersewardhighwayonline.com.

PUBLIC COMMENT PERIOD: September 22 – October 22, 2026
View the details and submit comments at: safersewardhighway.com

LEARN MORE:

Call: 907-802-3656 | **Email:** info@safersewardhighway.com | **Visit:** safersewardhighway.com

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Project No. 0A31034/ Z566310000

Attachment G

Sign-In Sheets

Safer Seward Highway 2026 Design Details Open House

Sign-in Sheet

September 22, 2026 | Anchorage Public Library | 5:00 PM - 7:00 PM

Name (Please print)	*E-mail*	*Join Our Mailing List! (Y or N)*	*Gender* (M/F)*	*Race* (W, AN, N, B, H, A, P, O)*
Mark Parmelee	[redacted]			
Madison Eckhardt				
Brian Lindamood				
Alexa Dobson				
Jim Kubitz				
Candice McDonald				
Emily Weiser				
KRISTAN KAIFER				
FRANK RAST				
Gary Snyder				
Lucas Mahi				

**GENDER IDENTITY: How you identify your sexual orientation: This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Gender Identification Categories: Male (M), Female (F), Transgender (T), Non-binary (N). Prefer to self-describe - Please specify (SD)

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September 22, 2026 | Anchorage Public Library | 5:00 PM - 7:00 PM

Name (Please print)	E-mail	Join Our Mailing List! (Y or N)	Gender* (M/F)	Race* (W, AN, N, B, H, A, P, O)
Pat Whitesell	[redacted]			
Nara Tongelet				
Susan Uriy				
CONNOR ESHLEMAN				
Jeri collins				
Michael Packard				
Laura Walter				
Brian Bjordin				
Nan Mora				
Kyle Shedd				
Erica Kostelecky				

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Name (Please print)	E-mail	Join Our Mailing List! (Y or N)	Gender* (M/F)	Race* (W, AN, N, B, H, A, P, O)
William Ashton	[redacted]			
C. LEONG				
~~J. FUNATAKE~~				
Bill Sherwood				
Marsha Burns				
LYNN HIGHLAND				
ASHISH NARAYAN				
Scott Janis				
MARC EISENMAN				
Fren Callahan				
KATE DUERSER				

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Christian Mounce	[redacted]			
R. Warden				
Emily Haynes				
Ben White				
JASON BOOKMAN				
Emma Powers				
Kelcie Ralph				
Helen Nielson				
Linda Smith				
Mark Miner				
Dave Evans				

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Summer Eshleman	[redacted]			
Bruce Talbot				
Chad Jensen				
Tim Aldersen				
Vivian Mendenhall				
Bob Butera				
Linda Brodie				
Katrina Brown				
William Dobok				
Renee Whitesell				
Chris Williams				

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Suzann G. Speckman	[redacted]			
Mark D. Wonston				
Stan Allard				
Hahlen Behnken Barkhau				
Shaun Turner				
SUPARAT PRASANNET				
Erin Baldwin Day				
Lang Van Dommelen				
JEREMIE ALEXANDRE				
Nancy Pease				

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Dorn Van Dommelen	[redacted]			
Roxanne Risse				
Lynn Kenealy				
Tracy Anna Bader				
La'Shaun Danielsen				
Wendy Woolf				

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