



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**



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.

# ABOUT THE PROJECT



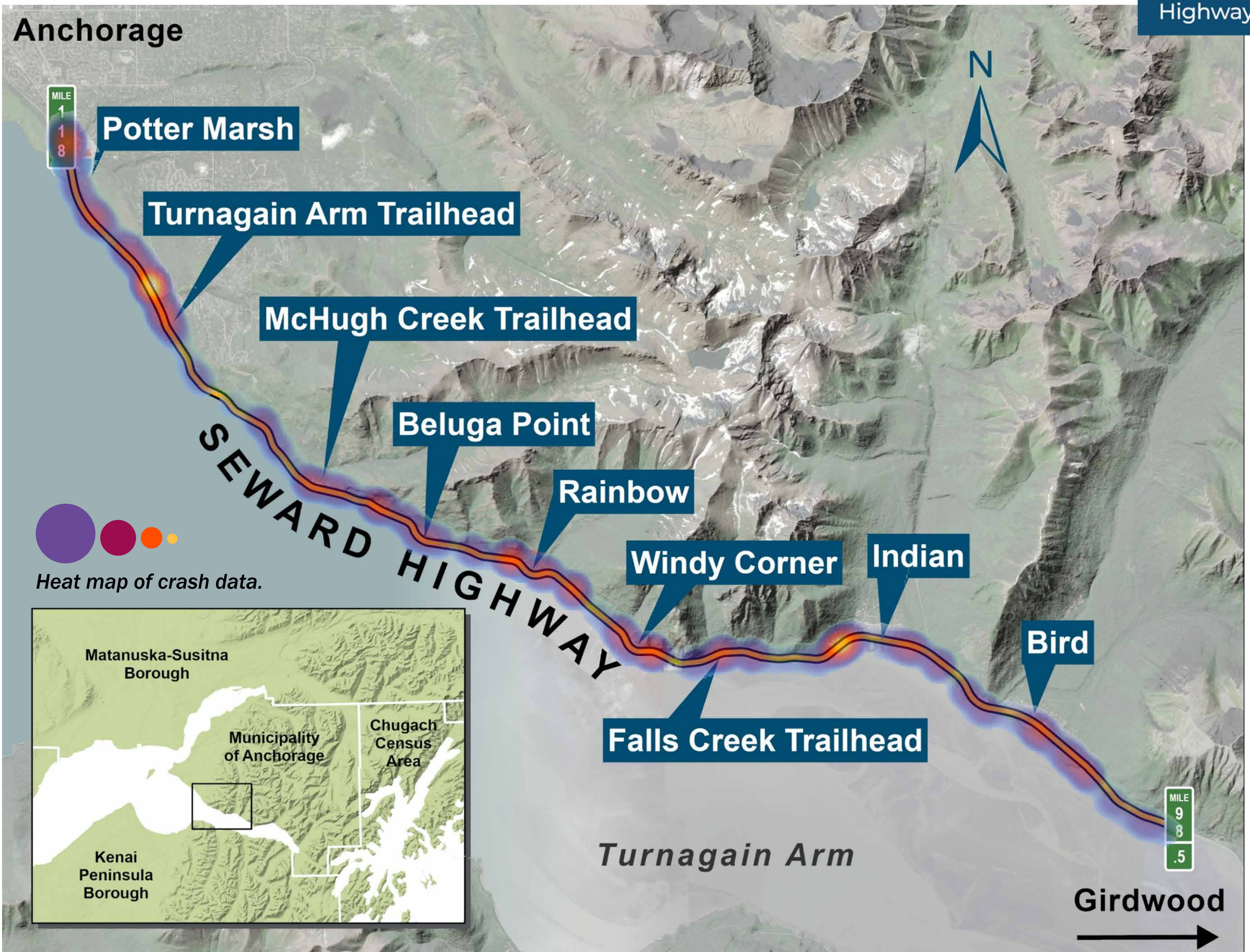
The Seward Highway has a long history of crashes that result in serious injuries and fatalities. Due to these safety concerns, it was designated as a Highway Safety Corridor in 2006.

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.



# HOW WAS THE PROPOSED ACTION DEVELOPED



## 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.

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### 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



## 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.



# HOW DID THE PROJECT CHANGE BASED ON COMMUNITY FEEDBACK?



- » **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.

## 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.

Climbing / Bouldering Routes and Potential Impacts



## 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.



# RECREATION CHANGES AND MITIGATION



**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.



### Climbing Impacts Info



<https://safersewardhighway.com/climbers-info/>



View the full details of the [Section 4\(f\) evaluation](#) in the Draft Environmental Assessment Appendix S.

[safersewardhighway.com/draft-ea](https://safersewardhighway.com/draft-ea)



# PROPOSED ACTION DEVELOPMENT PROCESS



## 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

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## 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)

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## Reasonable and Feasible Factors (early 2025)

**Next, we evaluated these ideas to determine if they:**

- » Met the Purpose and Need
- » Were feasible and reasonable

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## 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

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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.

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# THE PERFORMANCE OF CONCEPTS CONSIDERED

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.

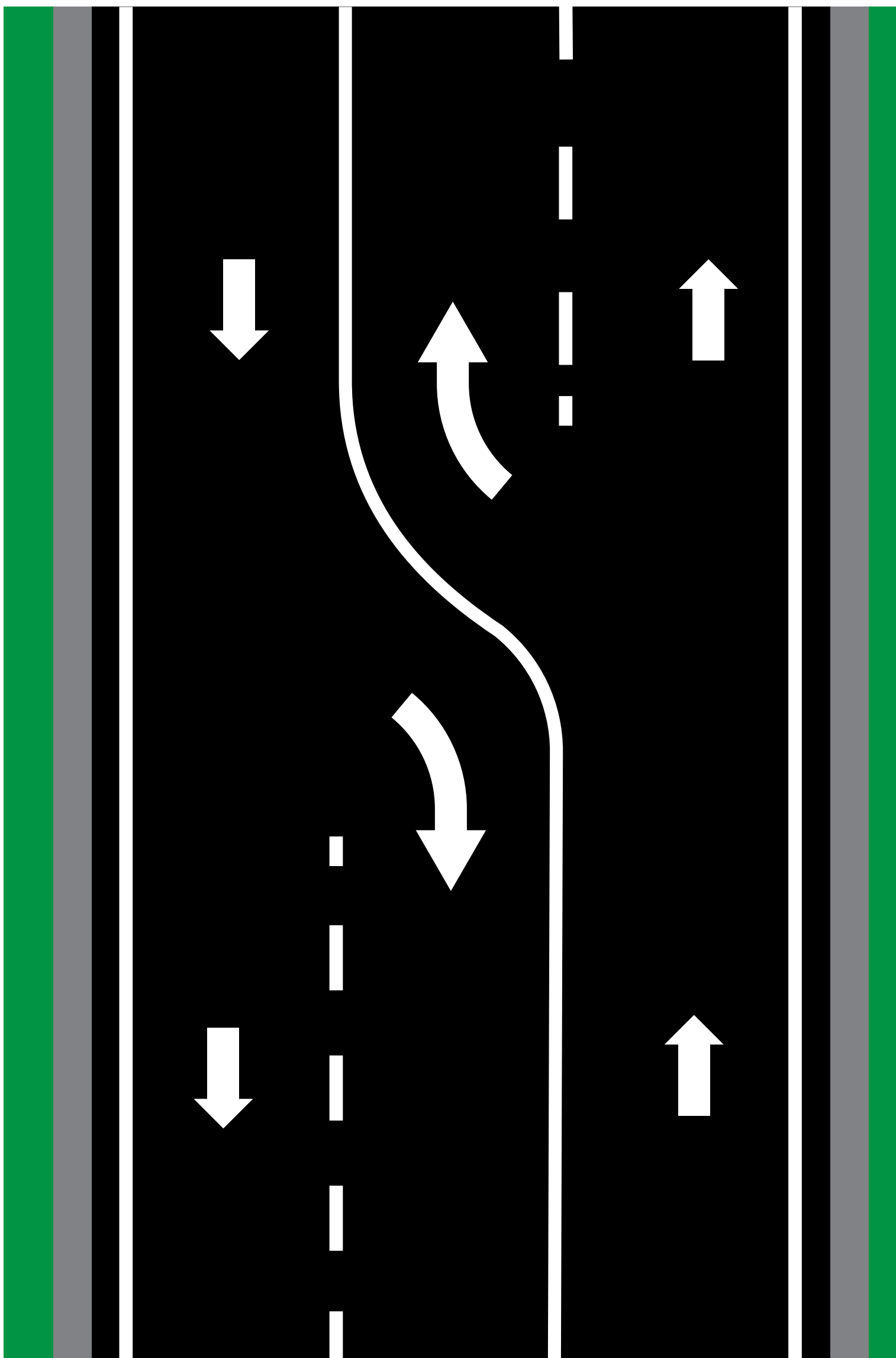
**What about footprint and cost?** These are important factors as well, but they are considered differently than meeting the goals of the project. The 3-lane and the 4-lane concepts were comparable in footprint and cost.

**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.**

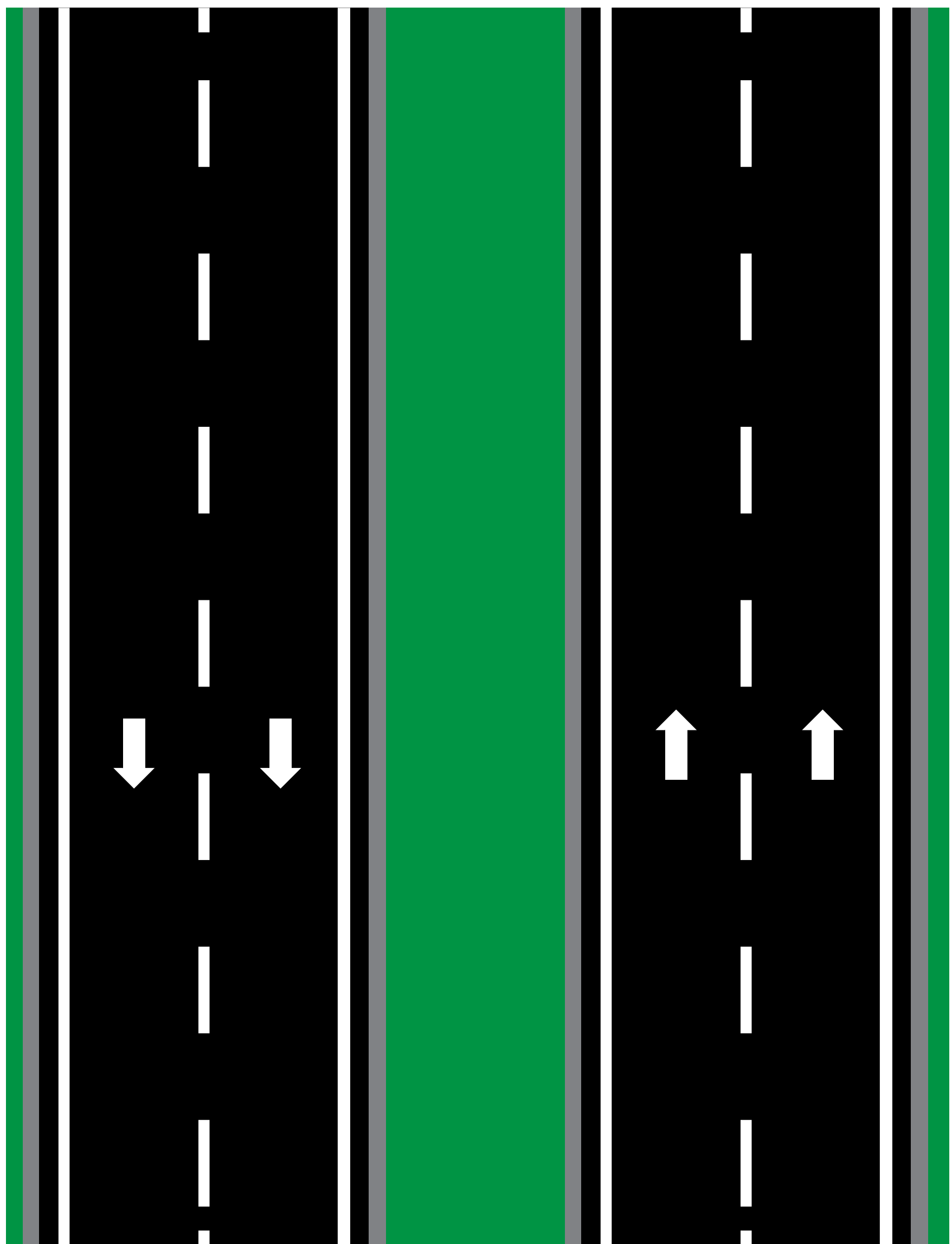
- » 3-lane alternate passing: \$1.2B, 579-acre footprint
- » 4-lane: \$1.5B, 669-acre footprint

**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



# 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 Anchorage. 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.



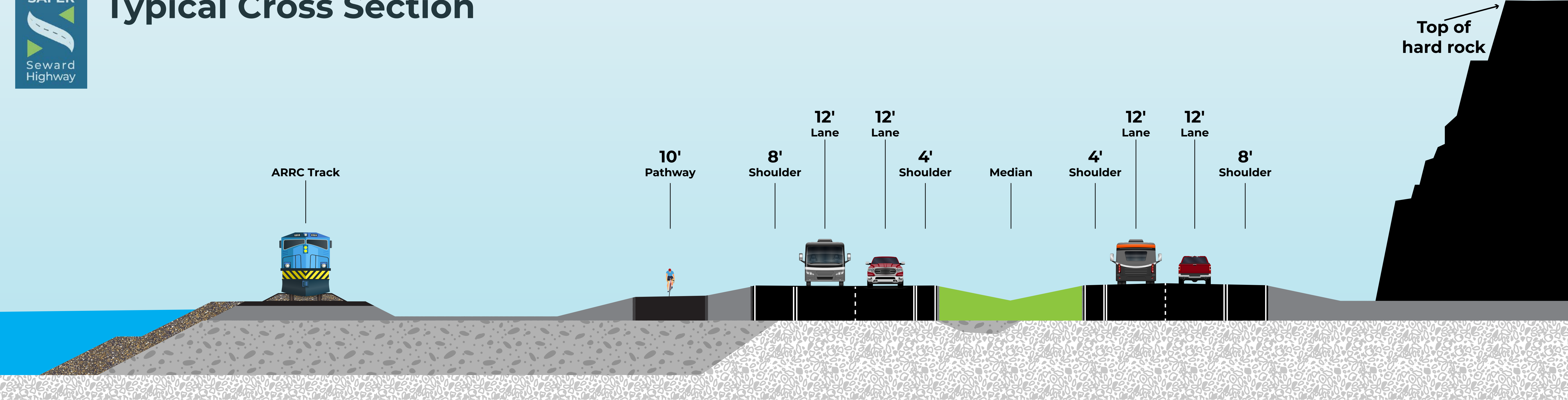
# PROPOSED ACTION OVERVIEW



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.



[safersewardhighway.com/draft-ea](https://safersewardhighway.com/draft-ea)



# PROPOSED ACTION DETAILS



## Highway Reconstruction:

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



## 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



## Access Improvements:

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



## Frontage Roads:

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



## Construction Details:

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



## 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.



## Rock Catchment and Ditches:

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



[safersewardhighway.com/draft-ea](https://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.



## Mountain Cuts:

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



## Fill:

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



## Fencing along ARRC:

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



# HOW IS THE PROPOSED ACTION SAFER?



## 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)

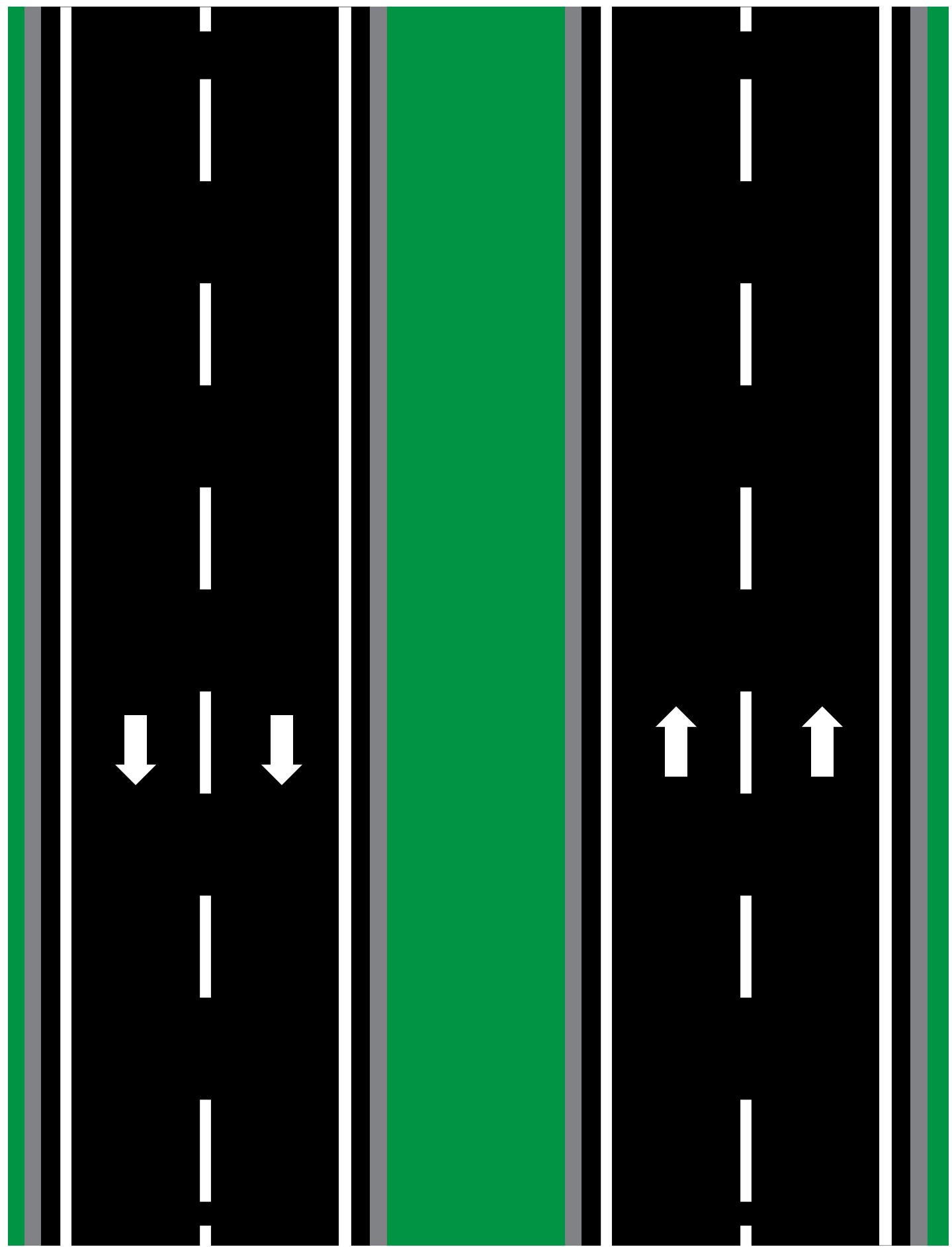
## Encourages safer traffic activities

- » 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



# 4-LANE DIVIDED: STRONGEST SAFETY PERFORMANCE



## 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



# DESIGN CONCEPTS

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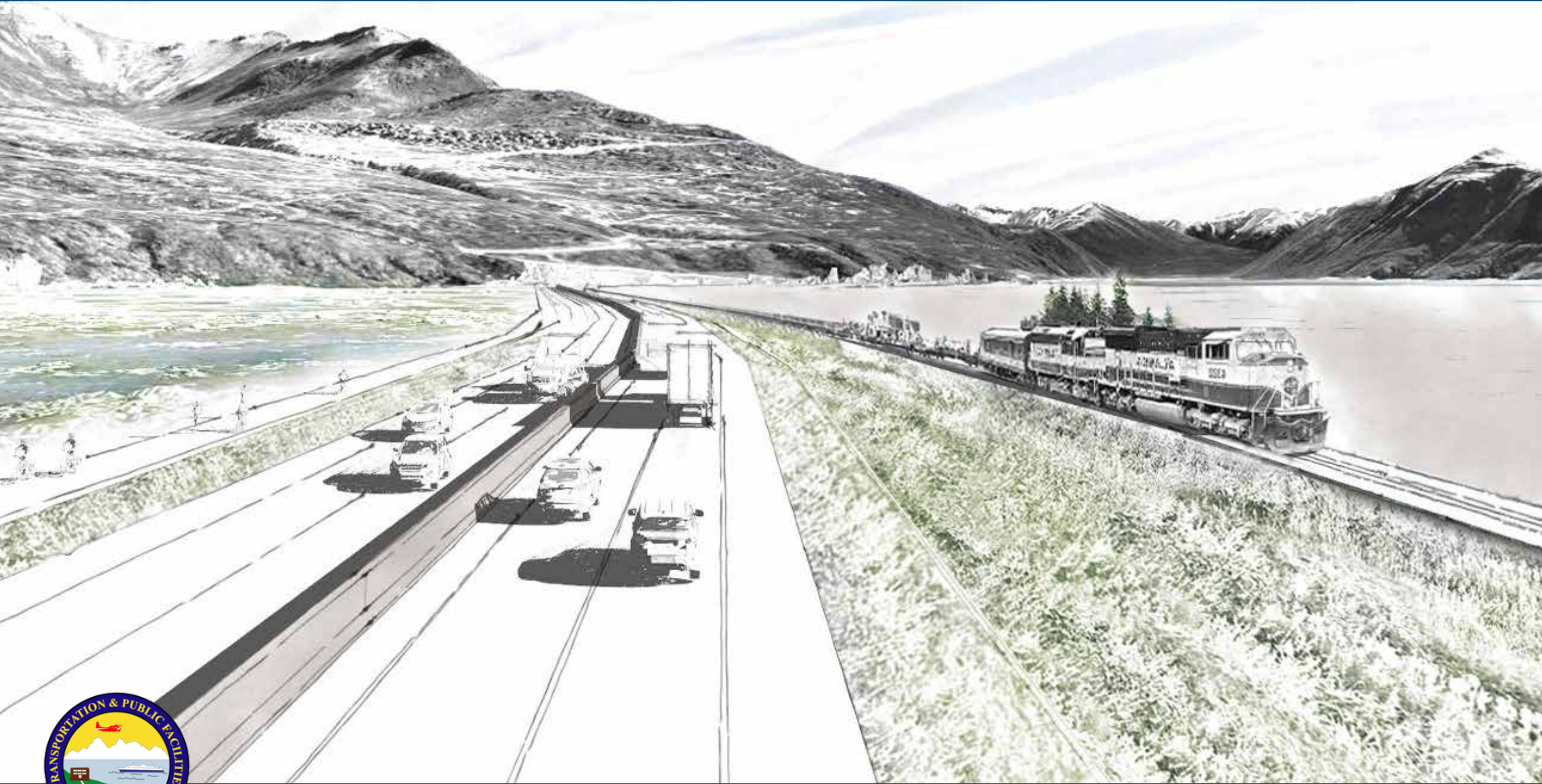
Windy Corner



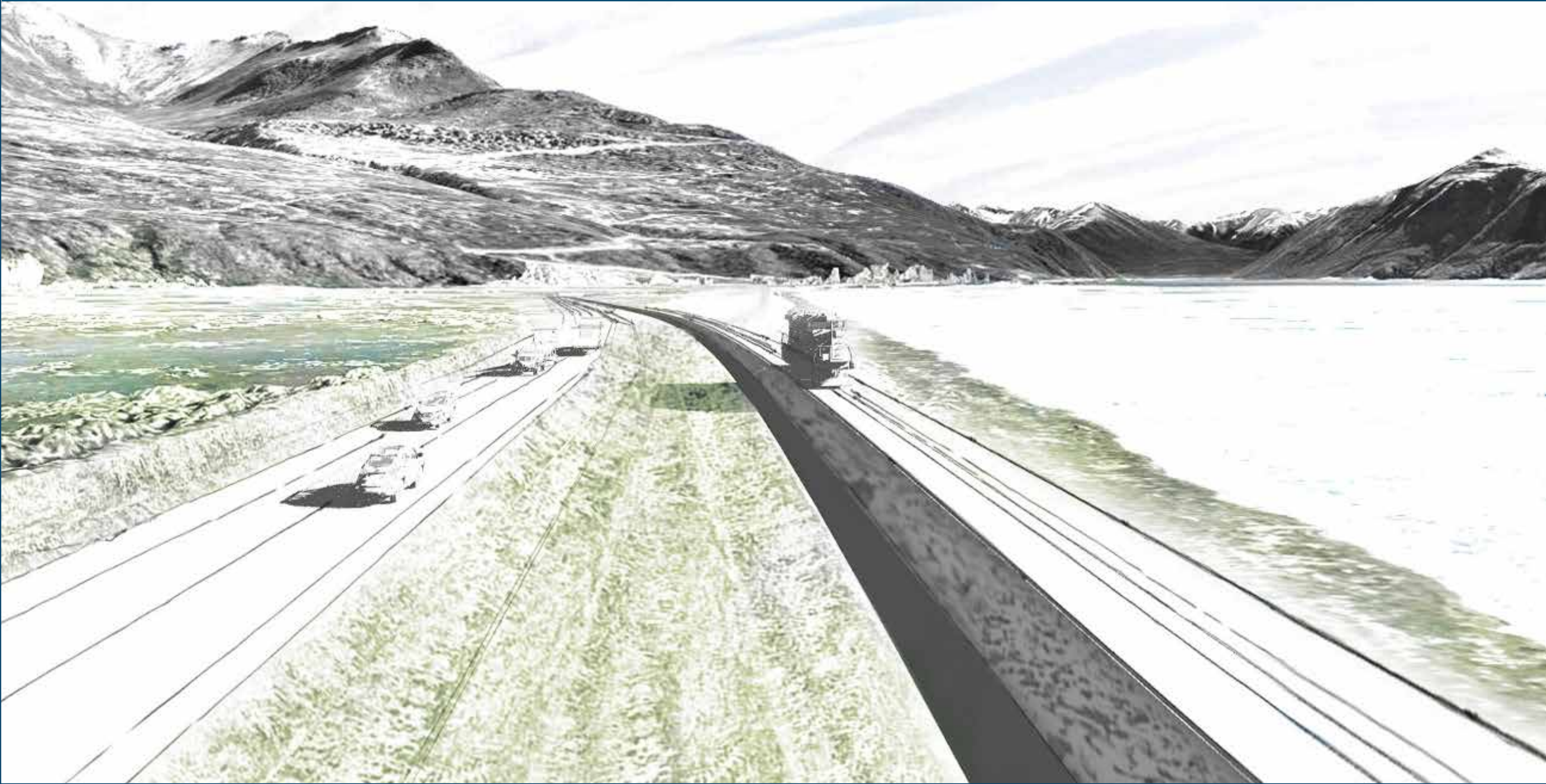
Beluga Point



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.



[safersewardhighway.com/draft-ea](https://safersewardhighway.com/draft-ea)



# WHAT'S NEXT FOR THE OVERALL PROJECT?

## WHEN IS CONSTRUCTION?



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! 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<br><br>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.



# 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](mailto: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](http://safersewardhighway.com)



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