



MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION
MEETING MINUTES

Thursday, December 4, 2025

Anchorage Fire Training Center, 1140 Airport Heights Rd., Bldg. C, Rm 9
Anchorage, Alaska

The Purpose of the MAAAC is to advise and make recommendations to the Assembly and the Administration regarding the Airport budget and operations.

1. Call to Order / Roll Call

Stormy Jarvis called the meeting to order at 12:00 PM.

COMMISSION MEMBERS PRESENT

Stormy Jarvis, Chair
Dan Owen, *Vice Chair*
Karl Kisser
Marty Edwards
Dave Frazier
Ransom Jones

Quorum met

COMMISSION MEMBERS ABSENT

John Pratt

AIRPORT STAFF PRESENT

Earl Malpass, Airport Manager
Julie Hixenbaugh, Commission Secretary
Amy Garcia, Assistant Airport Manager

2. Review & Approval – Meeting Agenda

MOTION

Marty Edwards moved to approve December 4th agenda.
Karl Kisser seconded the motion.
The board voted unanimously to approve.

3. Review & Approval - of the Minutes

MOTION

Karl Kisser moved to postpone, November 6, 2025.
Dan Owen seconded the motion.
The board voted unanimously to postpone.

4. Informational Reports

A. Chair

- None

B. Airport Management PowerPoint (Exhibit A)

- Earl's FYI
- Community Relations

- MRI Budget Status
- Upcoming Events

Follow up discussions on Earl's power point presentation:

- None

5. Organization Reports

- A. **MRI ATCT-** Rob Stapleton introduced New Air Traffic Controller's Manager, Neal Sheneman.
- B. **AOPA-**None
- C. **AACA-**None
- D. **Anchorage Community Councils** – None
- E. **Other-** None

6. Old Business –

A. Runway 7/25 Rehabilitation Update- Mark Swenson (HDL) & Matt Wavra (QAP)

- MRI is currently waiting for Chugach Electric to connect power for the PAPIs and REILs.
- QAP is scheduled to install last transformer today.
- Runway 8 awaiting flight check.
- Thank you to the Tower team for their outstanding participation.

Follow up discussions on HDL and QAP presentation:

- None

7. New Business Items –

A. HDR and AK DOT-Seward to Glenn Parkway Connection-

AK DOT -Galen Jones, Luke Bolin and James Sowerwine
HDR-John McPherson Paige Barker and Laurie Cummings

HDR Power Point Presentation (Exhibit B)

Follow up discussions on HDR and AK DOT presentation:

- There is an alternative route to go under the Medivac taxiway, construction would not obstruct any operations in and out of the hospital.
- Solid Waste Services, AWWU, FAA, MOA, and Alaska Regional have not yet been invited to provide feedback or final comments regarding this plan. Their input should be sought prior to the submission of this plan.
- If Runway 16 is extended, the Runway Safety Area (RSA) zone will also need to be expanded.
- The RSA should be taken into account during the design process, and the RSA parameters will need to be addressed prior to the design to ensure that the airport expansion is not constrained by the road.
- FAA Advisory Circulars are available for development in and around airports and should be referenced for this specific design project.
- The Runway Protection Zones (RPZ) should also be considered during the design phase.
- The timeline design for a project like this would be 5- 10 years, acquiring right of way (ROW), utilities and all. DOT stated any impact to airport operations is a deal breaker.

- DOT would reimburse MRI for any lost property, either through financial compensation or by providing physical replacements.
- The economic impact that Merrill Field provides for the State of Alaska should be given significant consideration before a plan is accepted for design.
- The impact on the medivac taxiway should be considered a high priority.
- FVCC council member stated they would oppose an extension of runway 16, it not in the Master Plan as of now.
- A reminder that FAA will likely not approve of relinquishing airport property for ROW if it does not doesn't comply with FAR (Federal Aviation Regulations) and design criteria.
- The 2026 Master Plan for MRI is currently in the initial planning stages.
- There will be 4 residential properties that will be impacted, the rest of the parcels are MOA owned along 15th Avenue.
- DOT will collaborate with the FAA and MRI in the acquisition of land required for this project.

8. Public Comments-

Michael Schoder submitted written comments to the PEL Study Group on November 20th, opposing the Fairview Bypass and proposing an alternative eastern route to mitigate airport concerns. He requested that these suggestions be considered in the final decision.

9. Commission Comments-

- None

10. Next Meeting Date

→ MAAAC Meeting: Thursday, January 8, 2026 12 PM
Anchorage Fire Department Training Center
1140 Airport Heights Road, Building C, Room 9

11. Adjournment - MOTION

Stormy moved to adjourn

Dan seconded the motion.

No objections were made, meeting adjourned at 1:09 PM

EXHIBIT A

Merrill Field Airport Operations Report December 4, 2025



November's Operations Activity

Earl's FYI's –

- Runway 8/26 Rehab (MRI's role)
 - Working weekly with HDL, QAP, & FAA
 - Tower control screen in full operation.
 - CEA and FAA have failed to complete the final hook-ups. Pushing harder.
- Airport Layout Plan Grant (ALP Update w/IAP's) **COMPLETED!**
 - Grant closeout in progress
- ALP Update Grant 2 – In progress
 - Will cover miscellaneous expense not covered under the original
- SREB Grant: Awaiting FAA review of MRI supplied data.



November's Operations Report

Earl's FYI's - Continued

- Landfill Gas Mitigation:
 - On hold until Spring 2026; Flare Lot upgrade complete and working very well.
- MRI Master Plan Status.
 - MRI to establish a selection panel to review RFP's received and make recommendation.
 - 1200.aero tracking important data for airport planning portion of AMP/ALP
- Snow Removal Equipment (SRE) Grant.
 - MRI to put out for RFO
- Met w/Crowley Fuel to discuss QC process, Unleaded Fuel Plan
- First snowfall – non-event; New Mx staff learning process.



November's Operations Report

Community Relations

- Offered to speak with all Community Councils- Not during holidays.
- DOT/HDR meeting for final proposal.
 - Difference of opinion are stark
 - Submitted statement in Public Comment; circulated to MAAAC.
 - Scheduled meeting between MAAAC & DOT/HDR
- Aviation Celebration Planning meetings have begun

MRI Budget Status:

- MRI 2025 "End of Month" budget - **As Expected at 92% YTD.**
 - Assembly approved rate; Muni IT department inputting new rates



EXHIBIT A

November's Operations Report

Upcoming Events:

- Airport Gate & Security Grant ; Environmental: Self pay
- Airport Master Plan – Phase I (RFP Dec 2025; Begin Jan 2026)
- Land Fill Gas mitigation Spring 2026
- Rate & Fee increase January 1, 2026



EXHIBIT A

Merrill Field Airport Manager's Comments

Merrill Field Airport understands that the consultants were hired by communities wishing to reverse highway and business development which has adversely affect their neighborhood's redevelopment efforts, community cohesion, and quality of life, and this final report provides what the customer wanted.

However, as the current airport manager, I need to make Merrill Field Airport's position on this final proposal clear.

First, I concur with the comments and concerns Mr. Michael Schoder submitted via email dated November 19, 2025.

Secondly, since I am named in the document as having been consulted (one time meeting, at my request, in broad, conceptual terms), I need to have MRI's position on this proposal memorialized.

Alternative Five, as proposed with bringing a highway between Merrill Field Airport and Alaska Regional Hospital, would cause quantifiable, irreparable harm to the airport, the Municipality of Anchorage, and the residence of over 150 communities in Alaska, most of which live remote and rely on Merrill Field as a lifeline to their communities and businesses. The number of ways this alternative is a non-starter for MRI are numerable. It is my opinion there has been little-to-none consideration or consultation of the airport stakeholders impacted by this alternative.

The basis of some decisions is illogical and flawed. For example, the report states:

"Despite involving relocations and environmental concerns near Merrill Field..." "it offers the most miles of non-motorized infrastructure, the most greenspace, and the lowest acreage of roadway fronting residential properties."

Of course MRI has *"the most miles of non-motorized infrastructure, greenspace, and non-roadway residential properties."* It's an airport! Non-motorized infrastructure, residences, and congested roadways are contrary to safe, secure, FAA compliant airports. The first portion of the statement implies the *"relocations and environmental concerns"* are the only hurdles or consequences, and the *"luxury of not having traffic go through the neighborhoods"* is more important than MRI being an economic engine to the Municipality and the state.

A large portion of the success of this plan hinges on routing a federal highway through Merrill Field Airport. The proposed route was selected without input from the FAA, Merrill Field stakeholders, Anchorage Solid Waste Services (which is responsible for the land fill), Anchorage Regional Hospital, FAA Air Traffic Control Tower, Municipality of Anchorage

EXHIBIT A

Airport Advisory Commission (which has sent a resolution against this proposal to the Anchorage Assembly) and very minimal interaction with MRI management. As do all our neighbors, the airport supports our community's objectives but this alternative should not be a serious consideration. We are disappointed for our community.

EXHIBIT A

MUNICIPALITY OF ANCHORAGE
MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION
RESOLUTION NO. 2025-01

A RESOLUTION OBJECTING TO ANY SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION THAT ADVERSLY AFFECTS MERRILL FIELD.

WHEREAS, Under Municipal Code Title 4, Chapter 4.60.160, the Municipal Airports Aviation Advisory Commission has the responsibility to:

1. Advise and make recommendations to the administration and assembly on all matters pertaining to the annual operating budget for municipal airports; and
2. Advise and make recommendations to the administration and assembly on all matters pertaining to operations of municipal airports, including rules, regulations and administrative guidelines in force at municipal airports.

WHEREAS, The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region, has published a Planning and Environmental Linkages (PEL) Study identifying and evaluating options to connect the Seward and Glenn Highways, which include options that will significantly and adversely affect Merrill Field

WHEREAS, the Municipal Airports Aviation Advisory Commission reviewed this issue on January 2nd, 2025 and February 6, 2025, and March 6, 2025.

NOW THEREFORE BE IT RESOLVED, by the Municipal Airports Aviation Advisory Commission that:

A. The Commission makes the following findings of fact:

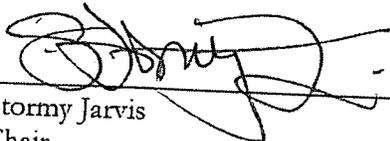
1. The DOT&PF published PEL Alternatives utilize surface options that will significantly and adversely affect Merrill Field, including potential violation of federal grant assurances, and improper airport layout and design.
2. The potential for alternate options that do not adversely impact Merrill Field need to be evaluated and considered.

B. The Commission advises that any PEL Alternative that adversely affects Merrill Field Airport must be rejected.

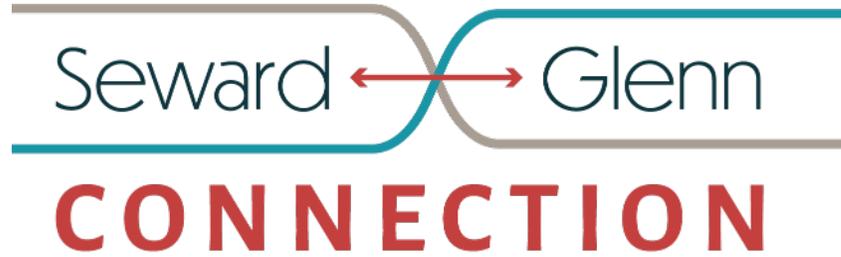
C. The Commission recommends that the Merrill Field Airport Manager work with the DOT&PF to evaluate solutions that do not adversely impact Merrill Field Airport.

PASSED and APPROVED by the Municipal Airports Aviation Advisory Commission on March 6, 2025.

ADOPTED by the Municipal Airports Aviation Advisory Commission this 6th day of March, 2025.


Stormy Jarvis
Chair

 03/06/2025
Dan Owen
Vice Chair



Seward to Glenn Connection PEL Study

Municipal Airports Aviation Advisory
Commission (MAAAC)

Merrill Field Update
December 4, 2025



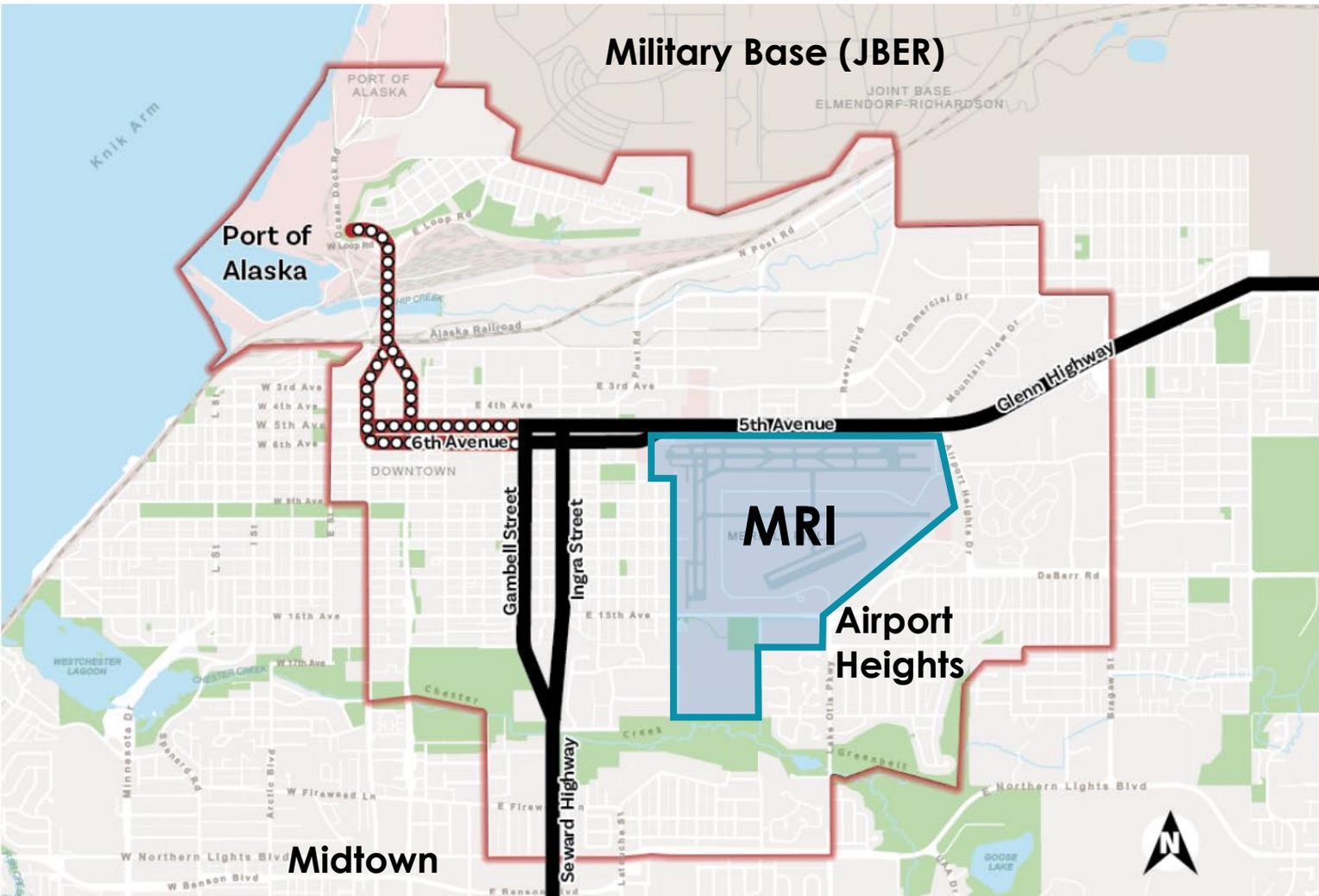
Presentation Overview

- **PEL Study Overview & Status**
- **Recommendations**
 - Fairview Bypass
 - Med-evac Taxiway
- **Concerns & Opportunities**
- **Next Steps**



We want to hear from you! Visit the Online Open House
sewardglennconnectiononline.com

Study Area & Roadways



- Glenn and Seward Highways
 - Interstate Highway System (IHS)
 - National Highway System (NHS)
- Port Connection & Freight
- Strategic Highway Network (STRAHNET)
 - “highways important for defense mobility and deployment of military equipment and personnel”
- Questions left unanswered by Highway to Highway (H2H)

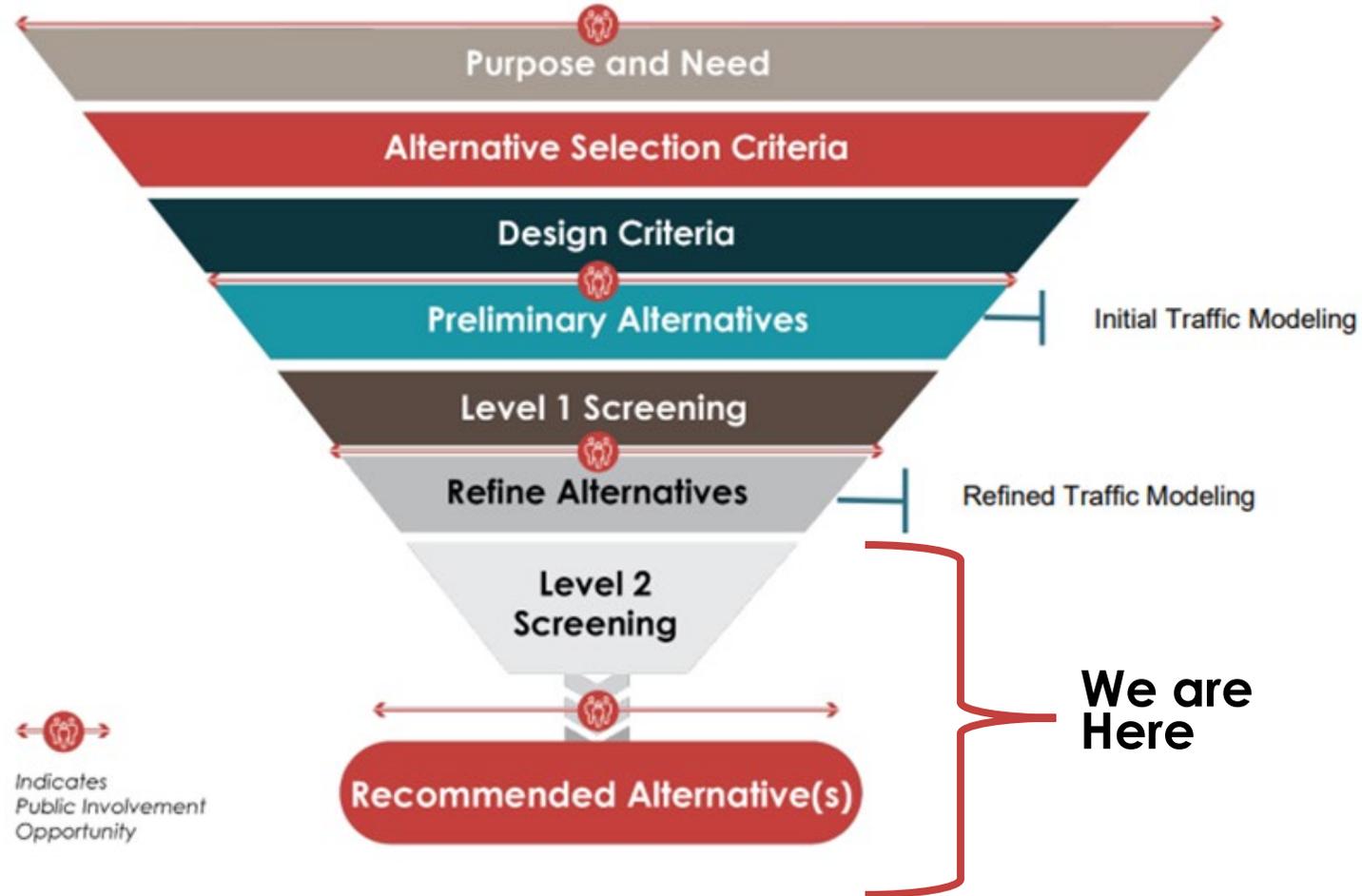
Balancing Issues & Challenges

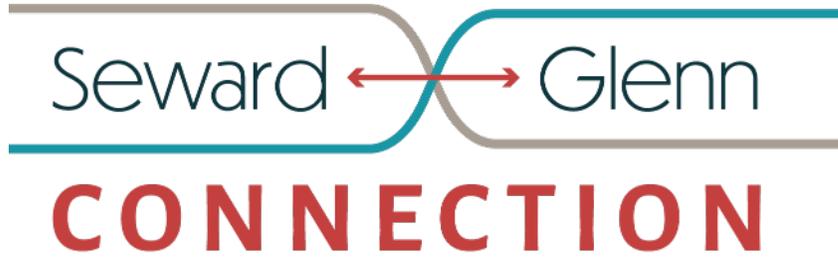
-  Non-motorized Safety & Emergency Response 
-  Reduce Conflicts between Regional & Local Users
-  Consider Needs of All Users 
-  Maintain Functionality & Intent of National & Interstate Hwy Systems
-  Improve Port Access
-  Improve Livability 
-  Promote Neighborhood Investment
-  Accommodate Adopted Plans
 - Gambell Main Street Redevelopment Plan
 - Fairview Greenway
 - MOA Long Range Transportation Plan
 - Mountain View Neighborhood Plan (2016)



EXHIBIT B
Process

- **Level 2 Screening**
- **Draft PEL**
- **Public Comment**
- **Final PEL**
- **Adopted in Local Plans**
- **Design Funding**
- **Environmental Document**
- **Stakeholder Coordination**
- **Final Design**

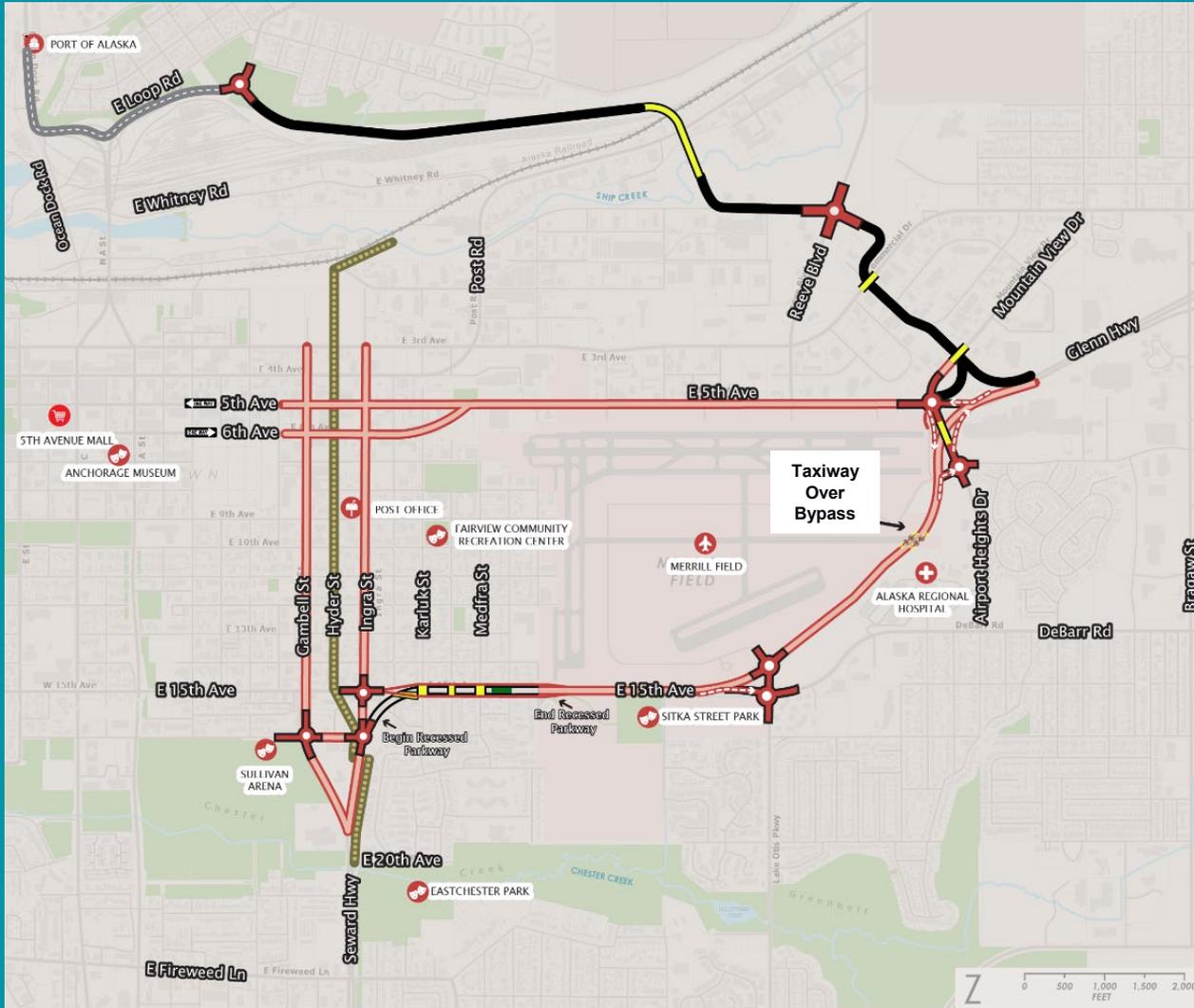
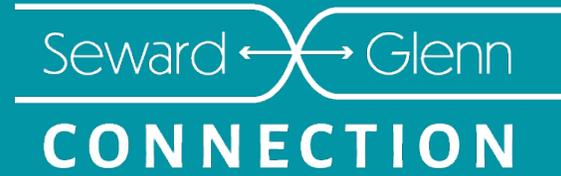




Recommendation: Alt 5: Fairview Bypass



Alternative 5 Recommended



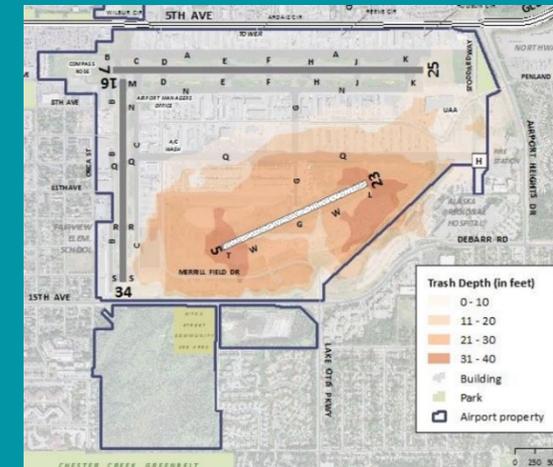
Alternative 5: Benefits

- Best for Safety
- Highest reduction in traffic through Fairview (Trucks and general traffic)
- Attracts most trips (i.e., high usage investment)
- Lowest traffic diversion – widespread traffic reductions

Alternative 5: Challenges

- Highest right-of-way and relocations
- Merrill Field Airport concerns
- Former landfill

High Priority to Maintain Medivac Taxiway



Rec. Alternative: Fairview Bypass

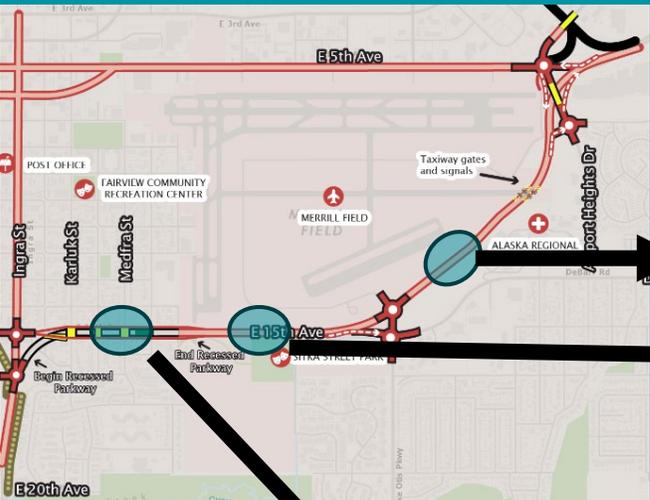
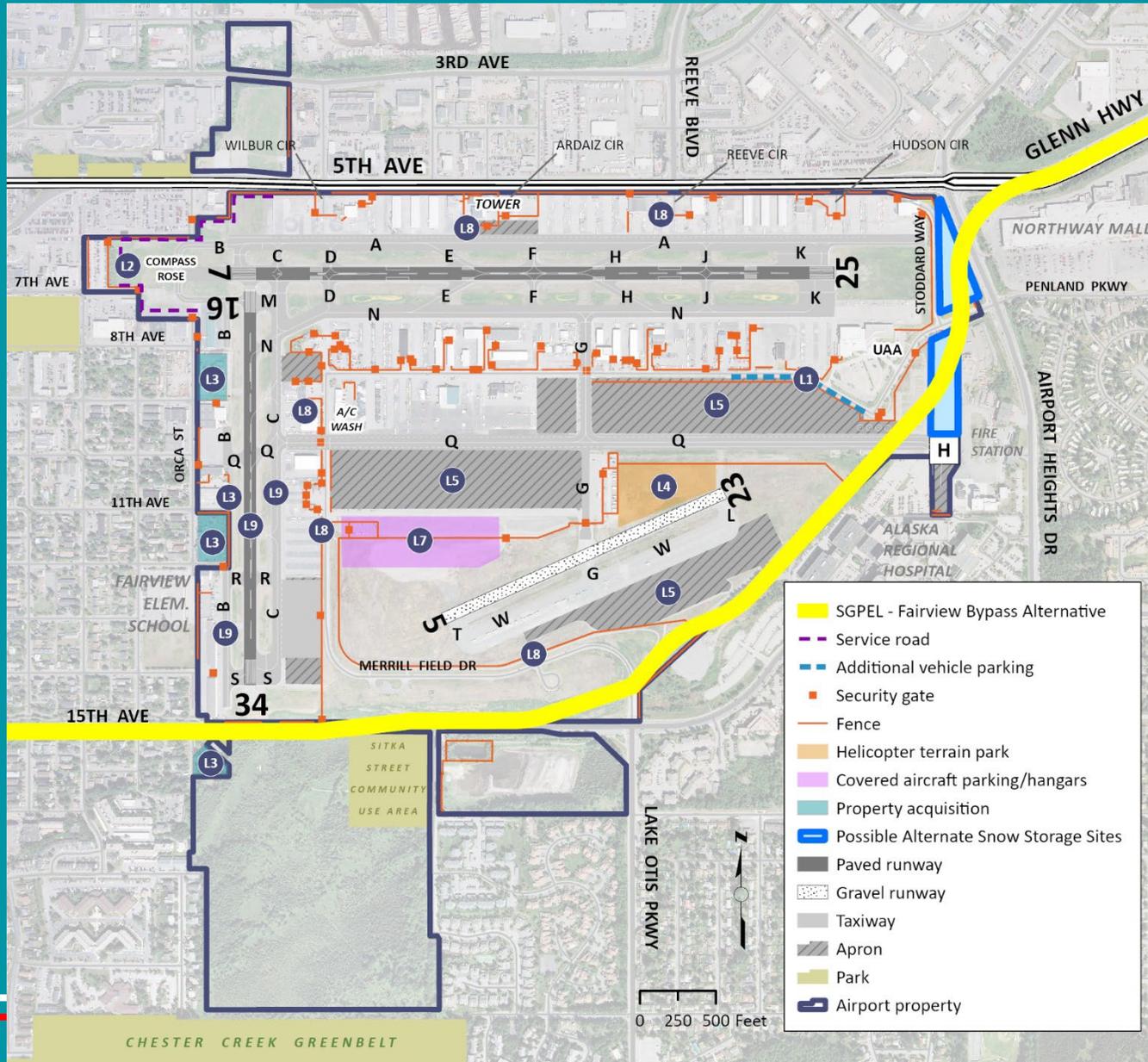
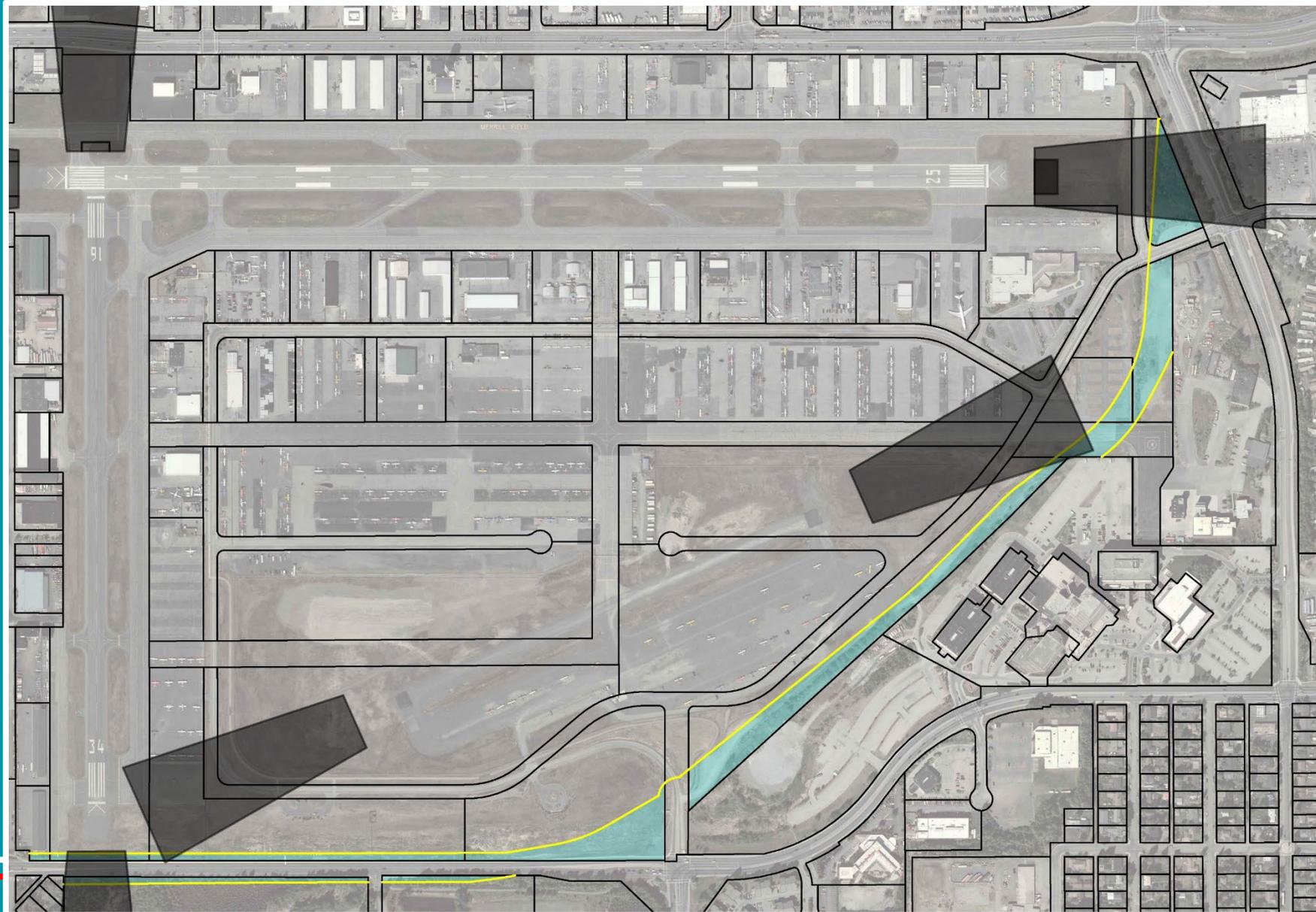


EXHIBIT B Concerns



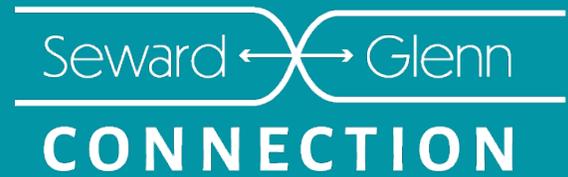
- Med-Evac Taxiway
- Snow Storage
- MRI Parcel Impacts
- Leachate Collection System
- Airspace
- Airplane Tie-Downs
- Camping Spots
- 16/34 Runway Extension

EXHIBIT B MRI Parcel Impacts



Possible ROW
Acquisitions

Opportunities & Mitigation



Concern

Opportunity / Potential Mitigation

- | | | |
|------------------------------|---|---|
| • Med-Evac Taxiway | → | • Bridge over roadway |
| • 16/34 Runway Extension | → | • DOT&PF pays to lower 15 th Ave |
| • Snow Storage | → | • DOT&PF pays to relocate |
| • MRI Parcel Impacts | → | • DOT&PF minimizes/compensates |
| • Leachate Collection System | → | • DOT&PF pays to rebuild |
| • Airspace | → | • No impacts |
| • Airplane Tie-Downs | → | • DOT&PF pays to relocate |
| • Camping Spots | → | • DOT&PF pays to relocate |
| • Other? | → | • Other? |

Next Steps



GETTING TO THE FINAL PEL STUDY REPORT:

- Draft PEL Study reports released October 20
- Public comment period (October 21-November 21)
- Address comments and publish final PEL in early 2026



AFTER THE PEL:

- ✓ Changes must be adopted into the MTP (either in the next update or via an amendment)
- ✓ Projects need to be prioritized and funded through the local Transportation Improvement Program (TIP) and/or Alaska Statewide Transportation Improvement Program (STIP)

Each project will undergo:

- ✓ Environmental (NEPA) and preliminary engineering
- ✓ Multiple opportunities for public comment
- ✓ ROW acquisition (as needed)
- ✓ Final design
- ✓ Construction

FAA Coordination



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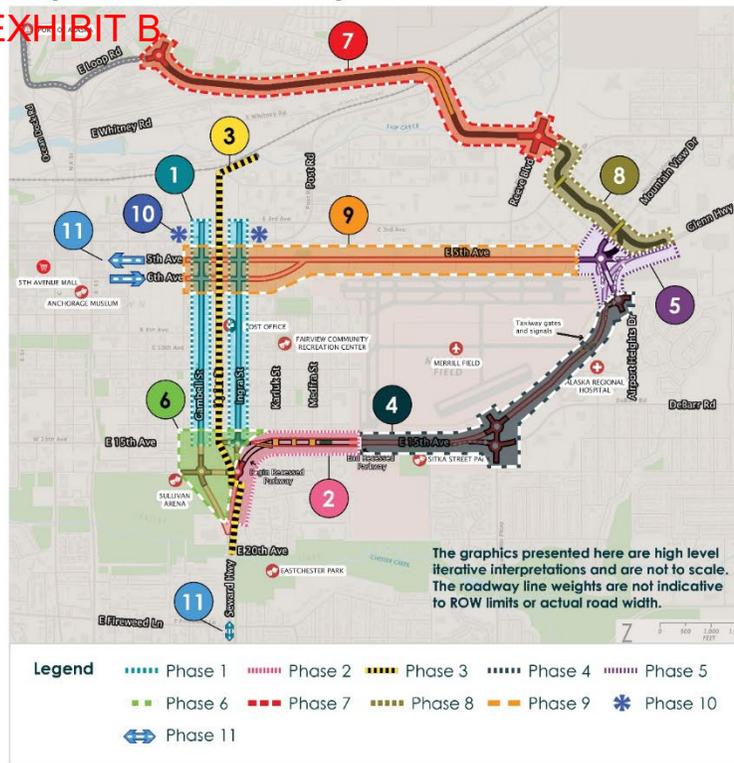
BY PHONE

(907) 206-2289

THANK YOU!

Implementation Map

EXHIBIT B



A key aspect of this preferred alternative is the **flexibility to implement it incrementally** over time through a **series of fundable, standalone projects**; each with independent utility and measurable benefits.

This implementation approach allows for **strategic investment** aligned with funding availability, community priorities, and system performance goals.

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

Implementation Summary

Project Name	Predecessor Projects	Design	Description	Key Benefits	Purpose & Need Alignment	Speed Limit	Capital Cost
1 Gambell & Ingrá Couplet Conversion	None	6-lane one-way couplet pair	<ul style="list-style-type: none"> Reduce 8-lane couplet to 6 lanes Reallocate space for bike/ped improvements Interim solution until regional connections are built 	<ul style="list-style-type: none"> Early safety and livability improvements Supports multimodal access Sets stage for future transformations 	<ul style="list-style-type: none"> Improves safety and accessibility Reduces conflicting travel functions Promotes community livability 	35 mph	\$75,000,000
2 Fairview Bypass Phase 1	None	4-lane parkway/complete street	<ul style="list-style-type: none"> Depressed arterial road under 15th Ave Bridges and Park Lid with landscaping Maintains surface connectivity of 15th Ave Sidewalks and multiuse paths along 15th Ave 	<ul style="list-style-type: none"> Diverts regional traffic from Fairview Improves safety with grade separations Supports community cohesion 	<ul style="list-style-type: none"> Improves mobility and safety Reduces conflicting travel functions Enhances neighborhood connections 	35 mph	\$105,500,000
3 Fairview Greenway and Hyder Pedestrian Boulevard	2	2-lane woonerf & regional trail	<ul style="list-style-type: none"> Separated path and tunnels under Ingrá St and 15th Ave Hyder converted to woonerf Trail extension to Ship Creek Trail 	<ul style="list-style-type: none"> Improves nonmotorized connectivity Supports loop trail system Enhances neighborhood livability 	<ul style="list-style-type: none"> Improves accessibility and safety Promotes livability and economic development Supports community cohesion 	20 mph or less	\$12,380,000
4 Fairview Bypass Phase 2	2	4-lane parkway	<ul style="list-style-type: none"> Complete street design with bike/ped facilities Parkway alignment through public land Roundabouts at Lake Otis Pkwy/Debarr Rd Penland Pkwy 	<ul style="list-style-type: none"> Improves multimodal access Enhances safety with roundabout design Minimizes property impacts 	<ul style="list-style-type: none"> Improves mobility and safety Reduces travel conflicts Supports livability and access to institutions 	35 mph	\$46,000,000
5 Glenn Highway Interchange with Fairview Bypass	4	Interchange with roundabouts	<ul style="list-style-type: none"> Realign Glenn Hwy to regional parkway Dogbone roundabout interchange Elevated over Airport Heights Dr 	<ul style="list-style-type: none"> Completes regional parkway connection Improves freight and commuter access Reduces congestion on local sts 	<ul style="list-style-type: none"> Improves regional mobility Reduces conflicting travel functions Supports community cohesion 	35 to 45 mph	\$47,756,000
6 16th Ave Extension and Roundabout Network	2	3-lane with center turn lane	<ul style="list-style-type: none"> New east-west 16th Ave connection with roundabouts Improves access to Sullivan Arena Traffic calming transition into Fairview 	<ul style="list-style-type: none"> Improves event traffic flow Provides alternate Downtown access Enhances safety and neighborhood character 	<ul style="list-style-type: none"> Improves mobility and safety Reduces travel conflicts Promotes livability and access 	30 mph	\$14,250,000
7 Port Access Route Phase 1	None	2-lane industrial	<ul style="list-style-type: none"> Limited-access freight route Crosses Ship Creek and ARRC mainline Connects to Viking Dr and Reeve Blvd 	<ul style="list-style-type: none"> Diverts trucks from Downtown and Fairview Improves freight efficiency Supports industrial area access 	<ul style="list-style-type: none"> Improves freight mobility Reduces travel conflicts Promotes livability in urban neighborhoods 	35 mph	\$51,750,000
8 Port Access Route Phase 2	7	2-lane industrial	<ul style="list-style-type: none"> Depressed roadway under Commercial and Mountain View Dr Gentle grade for trucks Direct connection to regional parkway 	<ul style="list-style-type: none"> Eliminates truck stops and steep grades Improves freight access to Glenn Hwy Enhances port connectivity 	<ul style="list-style-type: none"> Improves freight mobility and safety Reduces travel conflicts Supports economic development 	35 mph	\$7,500,000
9 5th and 6th Ave Complete Sts	5	4-lane complete street	<ul style="list-style-type: none"> Lane reduction and multimodal upgrades Protected bike lanes and landscaping Implemented after regional/port routes complete 	<ul style="list-style-type: none"> Improves bike/ped safety Supports Downtown walkability Reduces regional traffic impacts 	<ul style="list-style-type: none"> Improves safety and accessibility Reduces travel conflicts Promotes livability and economic growth 	35 mph	\$63,000,000
10 Final Reconstruction of Gambell and Ingrá Sts	2, 4, 5*	2-lane Gambell main st/Ingrá 3-lane with center turn lane/complete sts	<ul style="list-style-type: none"> Convert to 2-way, 30-mph sts Reclaim space for sidewalks, bike lanes, landscaping Supports land use transformation 	<ul style="list-style-type: none"> Improves safety and livability Supports economic revitalization Restores neighborhood-serving street function 	<ul style="list-style-type: none"> Improves safety and accessibility Reduces travel conflicts Promotes livability and community cohesion 	30 mph	\$57,000,000
11 Downtown-Midtown-UMED Rapid Transit	None	Improved bus route with elements	<ul style="list-style-type: none"> Add a new route connecting Fairview to key destinations Connect three employment centers Provide frequent service with bus rapid transit style elements as part of projects 9 and 10 	<ul style="list-style-type: none"> Improves connectivity for transit dependent residents, providing access to jobs, healthcare, and shopping Supports economic revitalization Reduces regional traffic impacts 	<ul style="list-style-type: none"> Improves accessibility Reduces travel conflicts by reducing single occupant vehicle reliance Promotes livability and community cohesion 	N/A	\$9,560,000

EXHIBIT B 2050 Vehicle Diversion Impacts

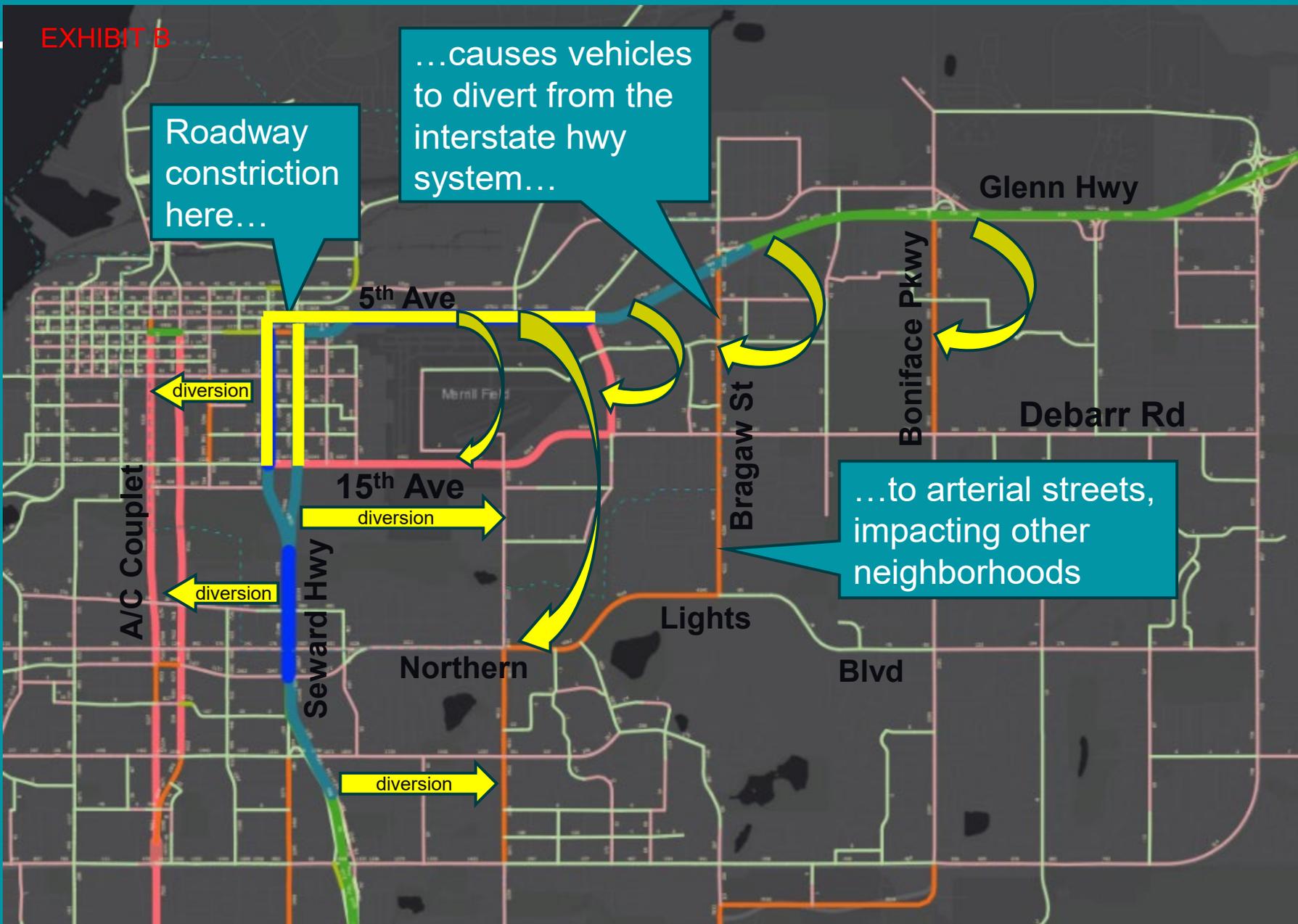


LOCATION	1. NO ACTION	2. 2050 MTP	RANK	3. TRANSIT FOCUS	RANK	4. INGRA TUNNEL	RANK	5. FAIRVIEW BYPASS	RANK
Boniface Pkwy South of Glenn Highway	22,800	1,400 (+6.1%)	3	2,600 (+11.4%)	4	-500 (-2.2%)	2	-5,300 (-23.2%)	1
Boniface Pkwy South of Debarr	33,200	1,000 (+3.0%)	3	2,400 (+7.2%)	4	-600 (-1.8%)	2	-7,200 (-21.7%)	1
Bragaw South of Glenn Highway	23,600	800 (+3.4%)	2	4,200 (+17.8%)	3	4,600 (+19.5%)	4	-7,000 (-29.7%)	1
Bragaw south of Penland Pkwy	20,400	900 (+4.4%)	2	4,200 (+20.6%)	3	4,700 (+23.0%)	4	-8,700 (-42.6%)	1
Bragaw South of Debarr	35,000	1,100 (+3.1%)	3	4,200 (+12.0%)	4	3,000 (+8.6%)	2	-10,000 (-28.6%)	1
Airport Hts Drive South of Penland Pkwy	28,100	4,600 (+16.4%)	3	8,000 (+28.5%)	4	-3,900 (-13.9%)	2	-6,400 (-22.8%)	1
Lake Otis north of Northern Lights Blvd	20,200	2,000 (+9.9%)	3	2,200 (+10.9%)	4	-4,800 (-23.8%)	1	1300 (+6.4%)	2
15th West of Lake Otis Pkwy	12,700	3,000 (+23.6%)	1	6,500 (+51.2%)	2	7,500 (+59.1%)	3	65,000 (+512%)*	4
Lake Otis north of Northern Lights Blvd	46,400	900 (+1.9%)	2	4,300 (+9.3%)	4	2800 (+6.0%)	3	-12,500 (-26.9%)	1
15th Ave, Orca St to Lake Otis Pkwy	25,800	-1,700 (-6.6%)	3	1,000 (+3.9%)	4	-5,000 (-19.4%)	2	-5,500 (-21.3%)	1
A St North of 15th	28,600	6,200 (+21.7%)	3	7,200 (+25.2%)	4	1,100 (+3.8%)	2	-2,500 (-8.7%)	1
C St North of 15th	16,300	6,900 (+42.3%)	3	9,300 (+57.1%)	4	4,900 (+30.1%)	2	4,400 (+27.0%)	1
5th Ave West of C St	18,000	-800 (-4.4%)	4	-1,000 (-5.6%)	3	-41,00 (-22.8%)	1	-3,000 (-16.7%)	2
6th Ave West of C St	8,800	-900 (-10.2%)	2	-600 (-6.8%)	4	-700 (-8.0%)	3	-1,200 (-13.6%)	1
3rd Ave West of Reeve Blvd	14,300	3,200 (+22.4%)	3	1,000 (+7.0%)	2	23,400 (+163.6%)*	4	-2,100 (-14.7%)	1
5th Ave at Merrill Field	62,900	-10,100 (-16.1%)	4	-27,600 (-43.9%)	2	-24,200 (-38.5%)	3	-34,800 (-55.3%)	1
Gambell North of 13th	28,700	-13,700 (-47.7%)	4	-24,000 (-83.6%)	1	-19,800 (-69.0%)	3	-20,800 (-72.5%)	2
Ingra North of 13th	25,800	-9,400 (-36.4%)	3	-12,200 (-47.3%)	2	-8,000 (-31.0%)	4	-17,700 (-68.6%)	1
Karluk North of 15th	1,500	400 (+26.7%)	4	300 (+20.0%)	3	-1,200 (-80.0%)	1	-600 (-40.0%)	2
Total Rank (lower is better)			56		62		49		23

Legend

- Increase > 0% and ≤ 10%
- Decrease > 20%
- Increase > 10% and ≤ 20%
- Decrease > 10% and ≤ 20%
- Increase > 20%
- Decrease > 0% and ≤ 10%

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



Vehicle Diversion:

Alt 3 (Transit Focus)

- Road constriction causes traffic impacts to other neighborhoods
- Regional, non-local traffic is not intended for those streets
- Widespread effects

EXHIBIT B

Orange & Pink routes show vehicle increase

Blue & green routes show vehicle reduction

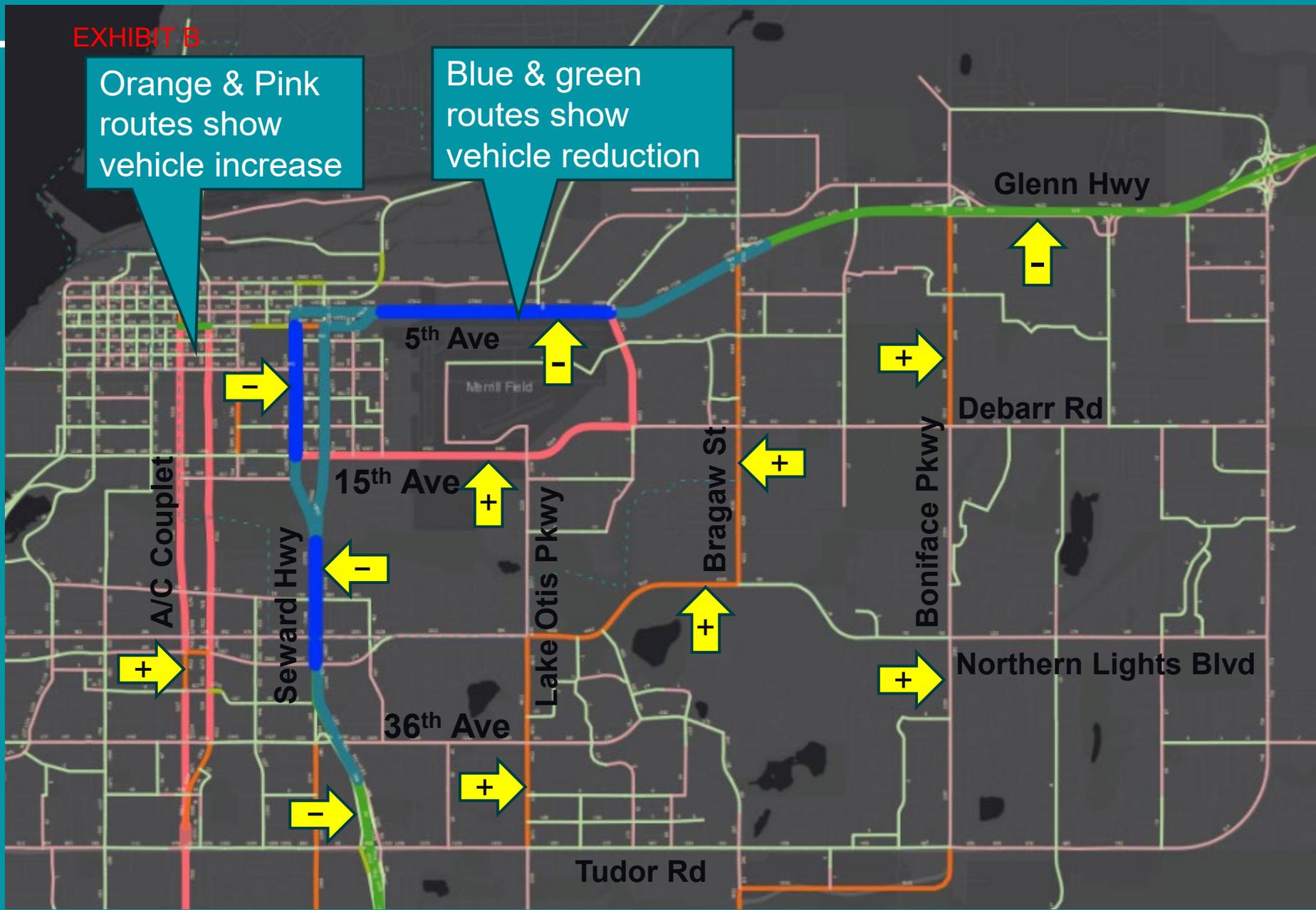


CONNECTION

Vehicle Diversion:

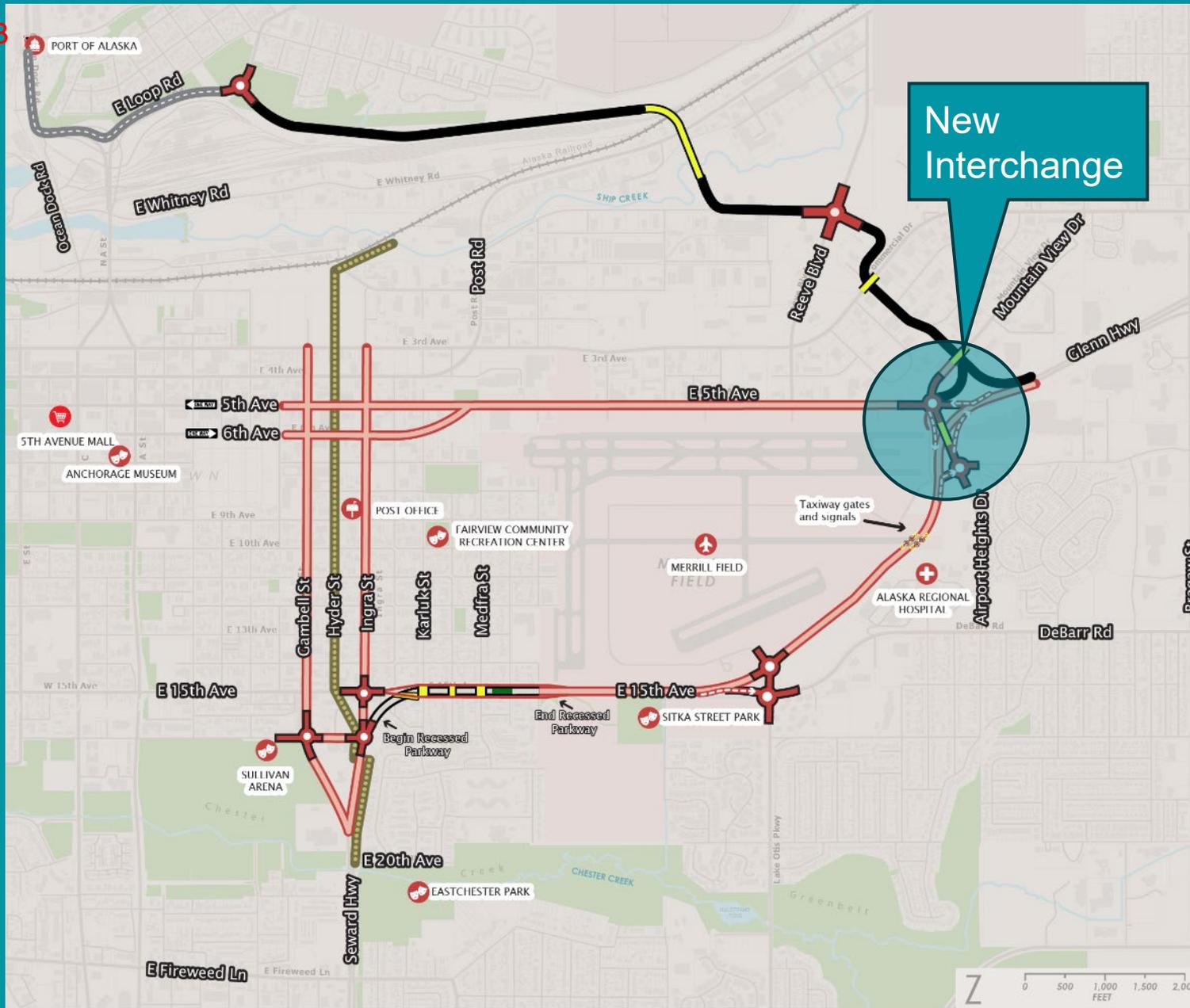
Alt 3 (Transit Focus)

- **Blues & Greens** = vehicle *reduction*
- **Orange & Pinks** = vehicle *increase*
- **Thicker lines** = *bigger change*



Level 2 Screening Highlights

CRITERIA	NO ACTION	2050 MTP	ALTERNATIVE 3: TRANSIT FOCUS	ALTERNATIVE 4: INGRA TUNNEL	ALTERNATIVE 5: FAIRVIEW BYPASS
Predicted number of crashes (2050)	1,220	1,216 Improved from no action	1,262 Worse than no action	1,208 Improved from no action	1,168 Improved from no action
Number of conflict points between vehicles and pedestrians	1,280	1,068 Improved from no action	1,104 Improved from no action	1,112 Improved from no action	1,007 Improved from no action
2050 study area vehicle hours of travel (Daily)	18,400	18,300 Improved from no action	17,700 Improved from no action	18,200 Improved from no action	18,400 Same as no action
2050 regionwide vehicle hours of travel (Daily)	190,600	190,800 Worse than no action	191,900 Worse than no action	190,300 Improved from no action	189,700 Improved from no action
2050 study area vehicle hours of delay (Peak Hour)	48	55 Worse than no action	48 Same as no action	49 Worse than no action	80 Worse than no action
Study area miles of roadway with a peak period level of service of D or better	33.6	33.5 Worse than no action	36.7 Improved from no action	36.9 Improved from no action	38.1 Improved from no action
Miles of roadway with a peak period level of service of E or F	0.7	0.9 Worse than no action	1.1 Worse than no action	1.3 Worse than no action	2.2 Worse than no action
Daily truck traffic on the A/C Viaduct	4,810	+40	-4	-520	-30
Average daily traffic: Gambell Ingra & 13th (Total)	54,500	31,400 Improved from no action	13,555 Improved from no action	26,700 Improved from no action	16,000 Improved from no action Reduces vehicle traffic in Fairview the most
Transit boardings (Daily)	13,730	13,740 Improved from no action	14,707 Improved from no action	13,723 Worse than no action	13,595 Worse than no action
Traffic attracted to alternative (indicates vehicles pulled away from Fairview, minimal vehicle diversion into other neighborhoods, and higher utilization of the new parkway)	N/A (No new regional connection)	N/A (No new regional connection)	N/A (No new regional connection but has improved transit) Attracts 985 new boardings per day	25,000 ADT Second most attractive to vehicle traffic	77,700 ADT Most attractive to vehicle traffic
Number of at-grade rail crossings to the port	1	1 - Same as no action	5 - Worse than no action	8 - Worse than no action	1 - Same as no action
<ul style="list-style-type: none"> Residential Relocations Commercial Relocations Total relocations 	<ul style="list-style-type: none"> 0 Residential Relocations 0 Commercial Relocations 0 Total 	<ul style="list-style-type: none"> 0 Residential Relocations 0 Commercial Relocations 0 Total 	<ul style="list-style-type: none"> 0 Residential Relocations 1 Commercial Relocations 1 Total 	<ul style="list-style-type: none"> 0 Residential Relocations 4 Commercial Relocations 4 Total 	<ul style="list-style-type: none"> 20 Residential Relocations 2 Commercial Relocations 22 Total
Social	<ul style="list-style-type: none"> Fairview continues to be bisected by 8-lane road No safety improvements Ongoing impact on disadvantaged groups 	<ul style="list-style-type: none"> 6-lane road with complete sts Moderate safety and quality of life gains Traffic diversion to other locations 	<ul style="list-style-type: none"> Same as Alt 2 + transit Better mobility for non-drivers 	<ul style="list-style-type: none"> Removes vehicle traffic from Fairview Substantial safety & community cohesion benefits 	<ul style="list-style-type: none"> Removes vehicle traffic from Fairview New vehicle traffic near hospital Strong safety & quality of life benefits
Noise	<ul style="list-style-type: none"> Traffic noise in Fairview remains 	<ul style="list-style-type: none"> Noise may shift areas Fairview still impacted 	<ul style="list-style-type: none"> Noise may shift areas Fairview still impacted 	<ul style="list-style-type: none"> Tunnel reduces noise in Fairview Major noise reduction 	<ul style="list-style-type: none"> Less noise in Fairview More near hospital & Penland Pkwy
Construction impacts	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> Traffic disruption during lane work Minor localized impacts 	<ul style="list-style-type: none"> Traffic disruption during lane work Minor localized impacts 	<ul style="list-style-type: none"> Major tunnel impacts Disruption near portals 	<ul style="list-style-type: none"> Moderate trenching impacts Disruption near hospital & port
Constructability	<ul style="list-style-type: none"> No construction required 	<ul style="list-style-type: none"> Standard methods Locally feasible Minor Fairview impacts 	<ul style="list-style-type: none"> Standard methods Locally feasible Minor Fairview impacts 	<ul style="list-style-type: none"> Tunnel boring complex Needs outside expertise High construction risk 	<ul style="list-style-type: none"> Standard methods Old landfill geotechnical challenges
Construction, operation, or maintenance constraints that can't be overcome	<ul style="list-style-type: none"> No major constraints 	<ul style="list-style-type: none"> No major constraints 	<ul style="list-style-type: none"> No major constraints 	<ul style="list-style-type: none"> Geotechnical risks Complex maintenance needs 	<ul style="list-style-type: none"> Air quality infrastructure for park "cover" along 15th Ave
PEL capital cost	N/A	N/A	\$174,468,000*	\$407,273,000**	\$255,071,000**
PEL operations & maintenance costs per year	N/A	N/A	\$24,100,000	\$122,000 + \$2,500,000 (tunnel)	\$169,000



CONNECTION

Fairview Bypass

New Interchange

- 'Dog bone' roundabouts
- Transition from freeway using design cues
- Reconnects Mt. View w/ other neighborhoods by removing regional traffic

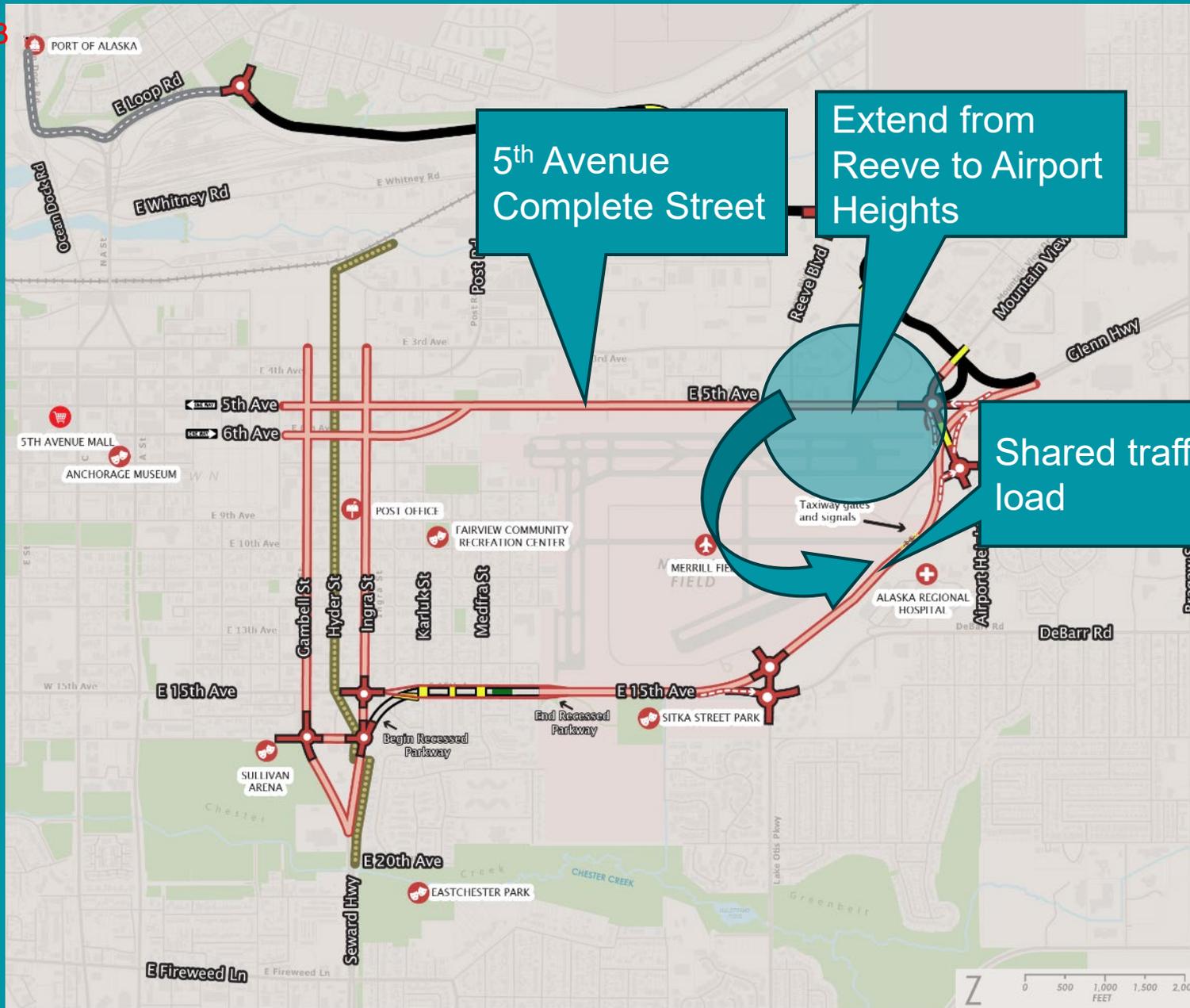


Fairview Bypass

- Interchange at Airport Heights Dr / Mountain View Dr / Glenn Hwy
- New Parkway would go under collector roads

Similar to 76th Ave & New Seward Hwy



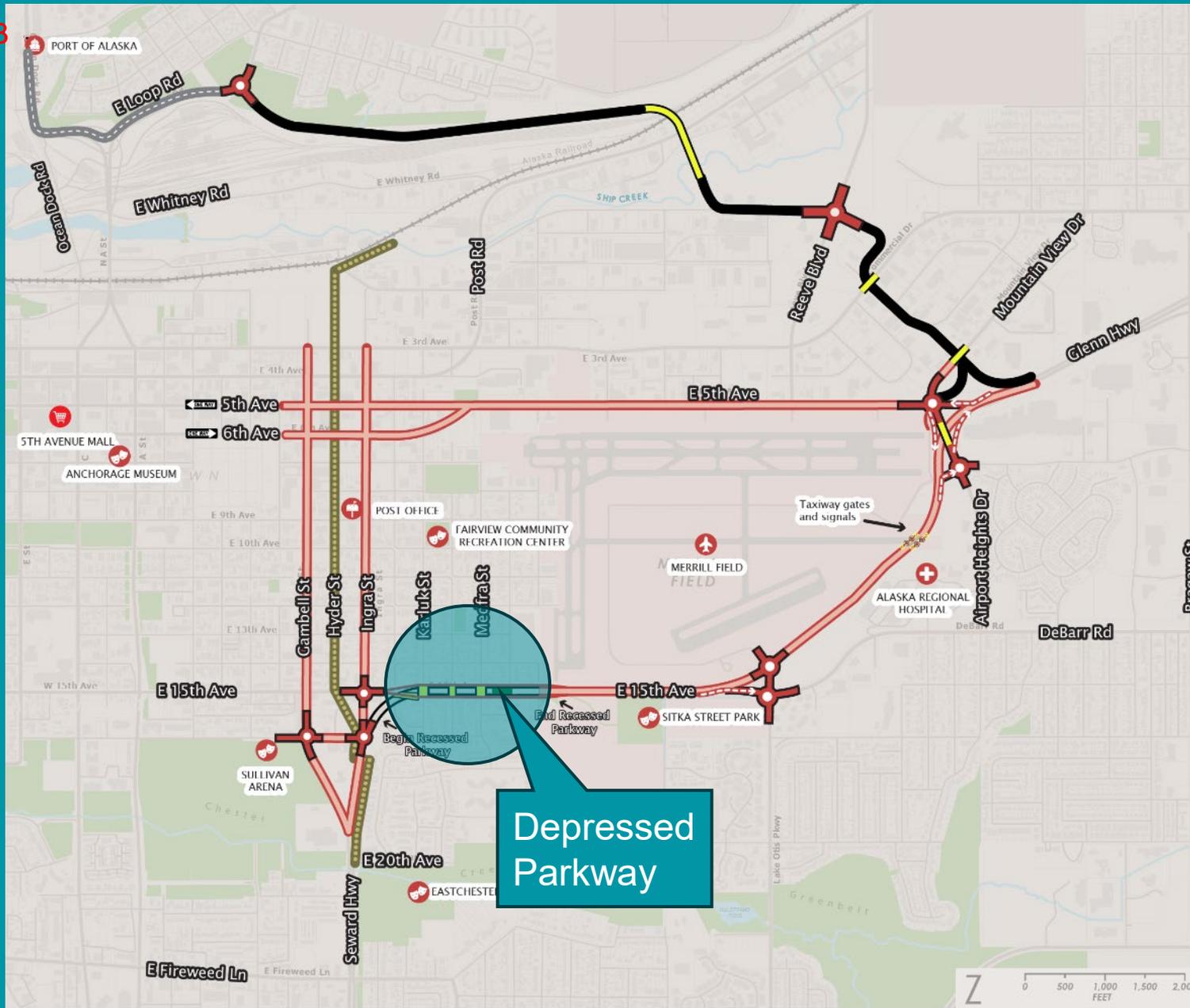


CONNECTION

5th Avenue Complete Street

(Gambell to Mountain View Dr)

- Enabled by new parkway connection
- Gateway into Downtown Anchorage



Seward ← → Glenn
CONNECTION

Fairview Bypass

A Depressed Parkway through South Fairview

- To maintain cohesion
- Improve safety
- Reduce livability impacts

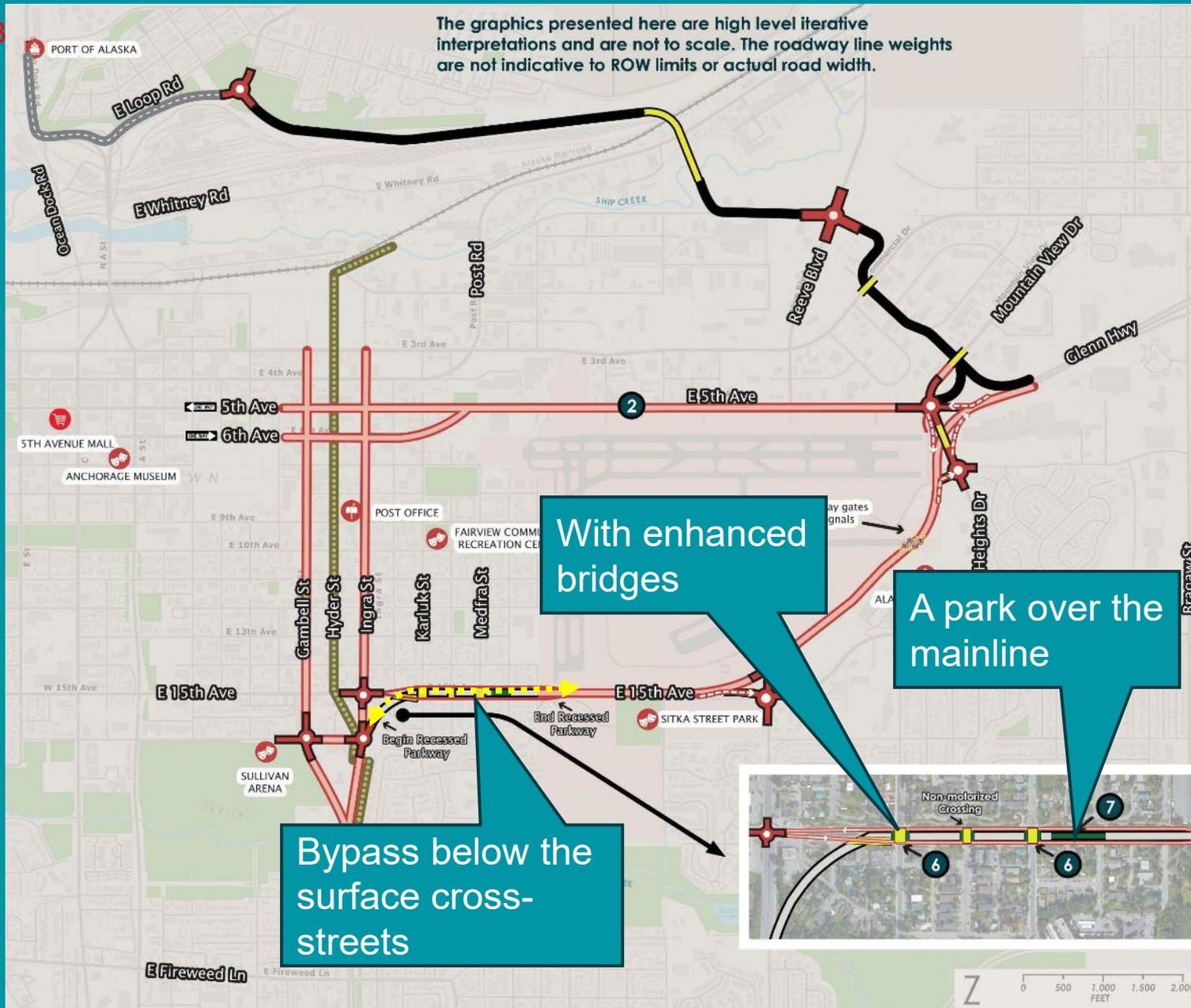


Seward ← → Glenn
CONNECTION

Fairview Bypass

A Depressed Parkway through South Fairview

- Maintain neighborhood cohesion
- Improve safety & connectivity
- Reduce livability impacts

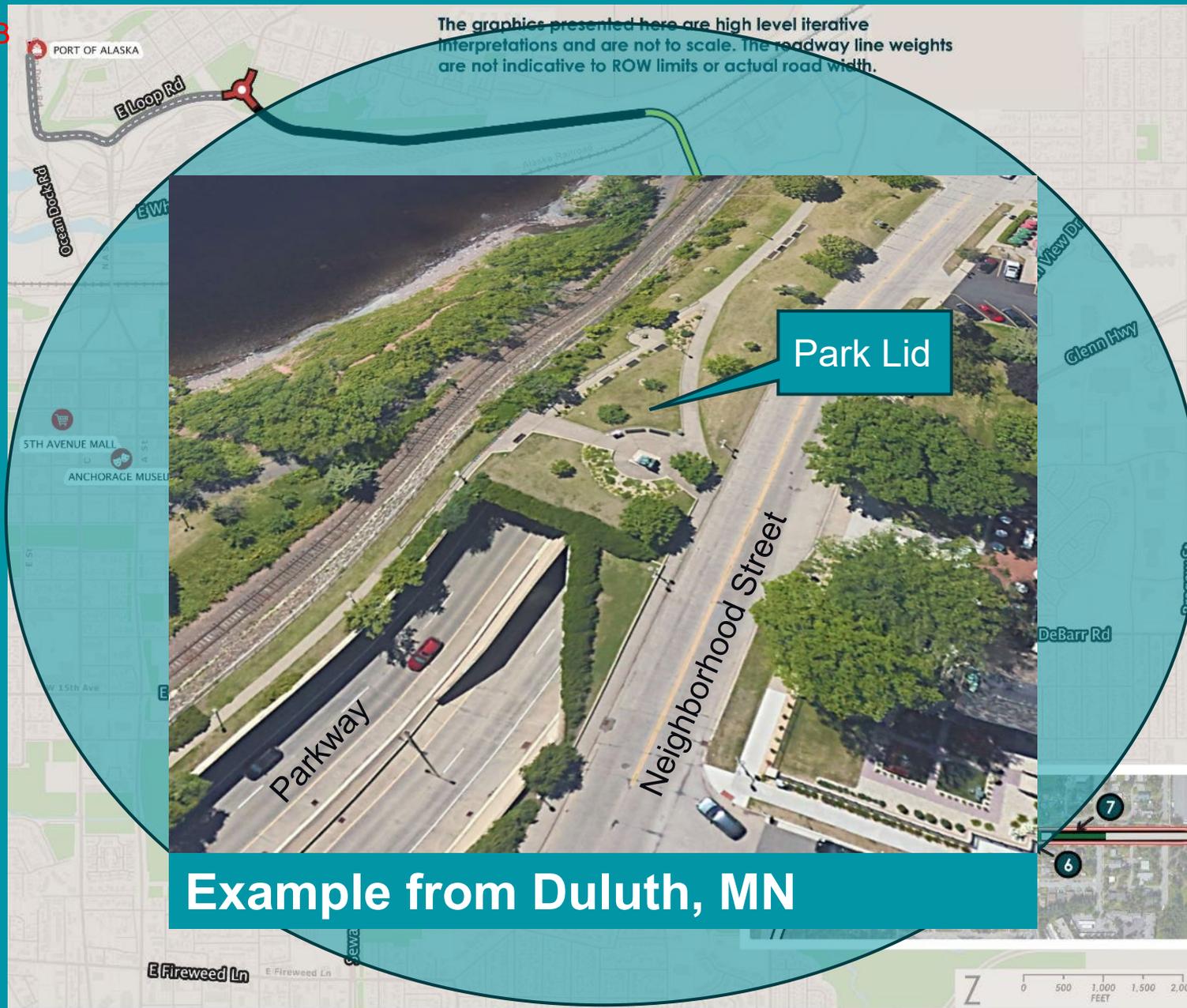


Seward ↔ Glenn
CONNECTION

Fairview Bypass

A depressed Parkway through South Fairview

- To maintain cohesion
- Improve safety
- Reduce livability impacts
- Hides vehicles below



Seward ← → Glenn
CONNECTION

Fairview Bypass

- Includes a park-style 'lid'
- Often referred to as a, "cut & cover park"



Example from Seattle, WA

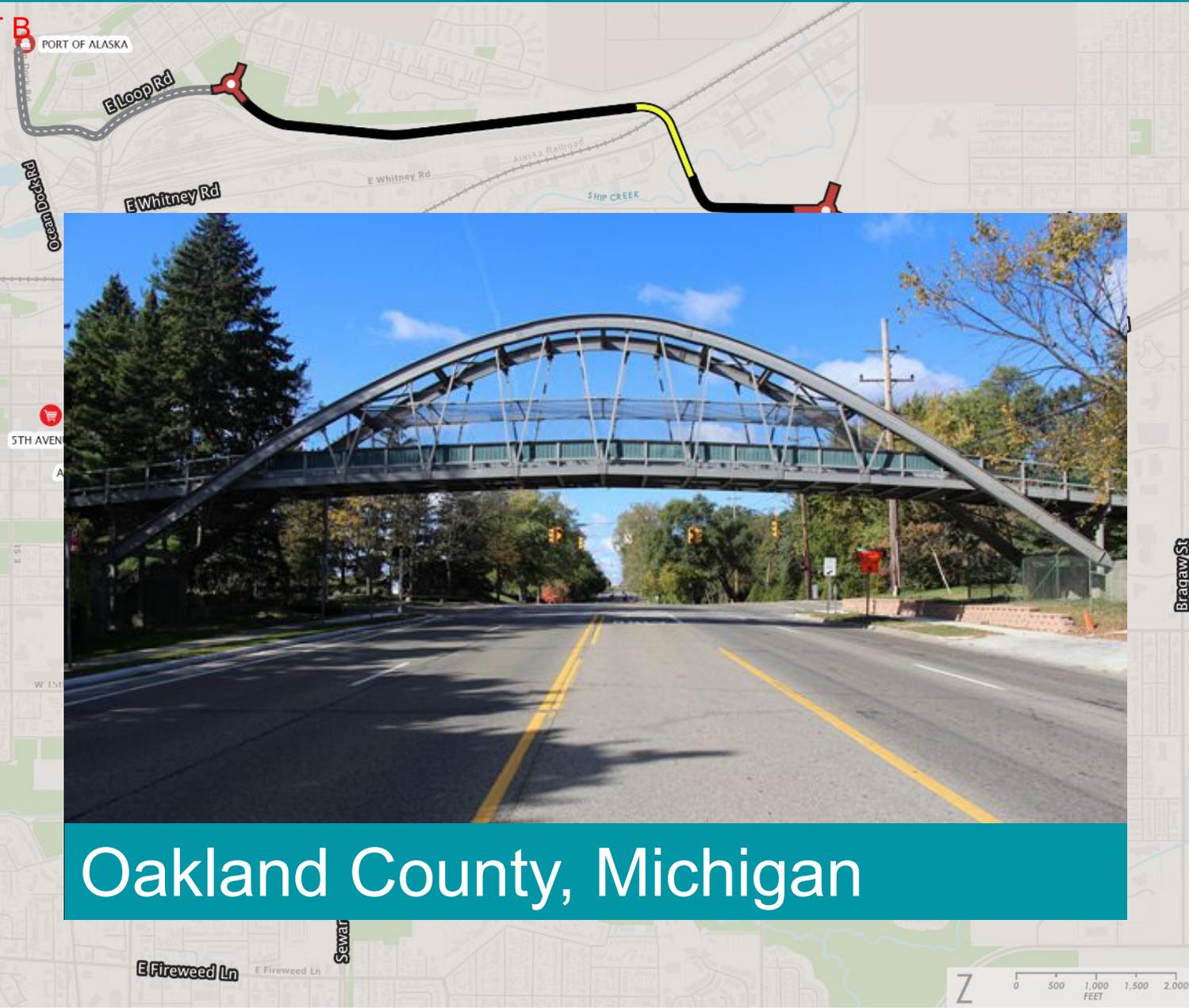
Seward ← → Glenn
CONNECTION

Fairview Bypass

Enhanced Bridge Crossings

- Karluk St
- Medfra St

Improved Neighborhood Connectivity

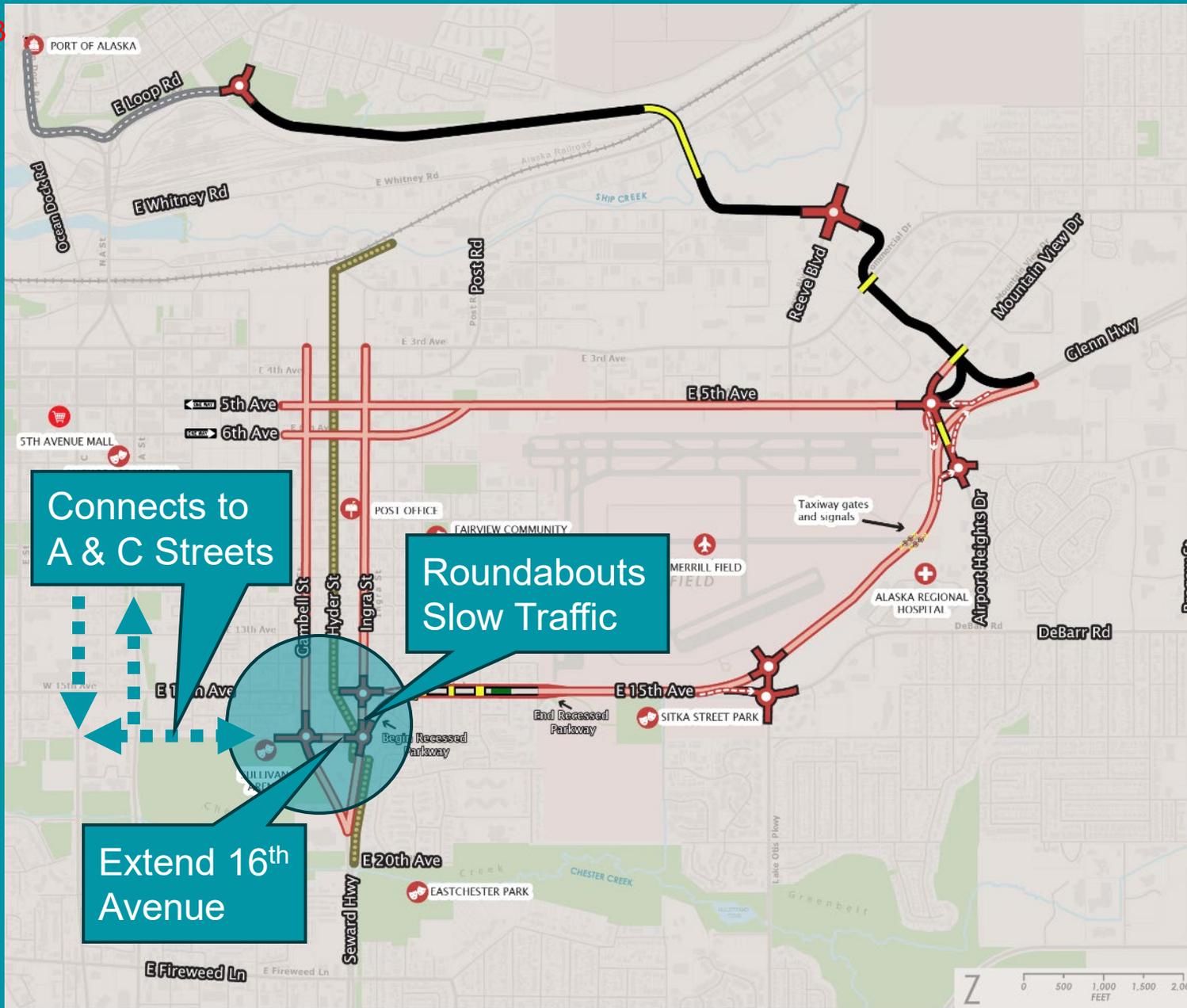


Oakland County, Michigan

Fairview Bypass

New Nonmotorized Bridge Connections

- Latouche St
- Nelchina St

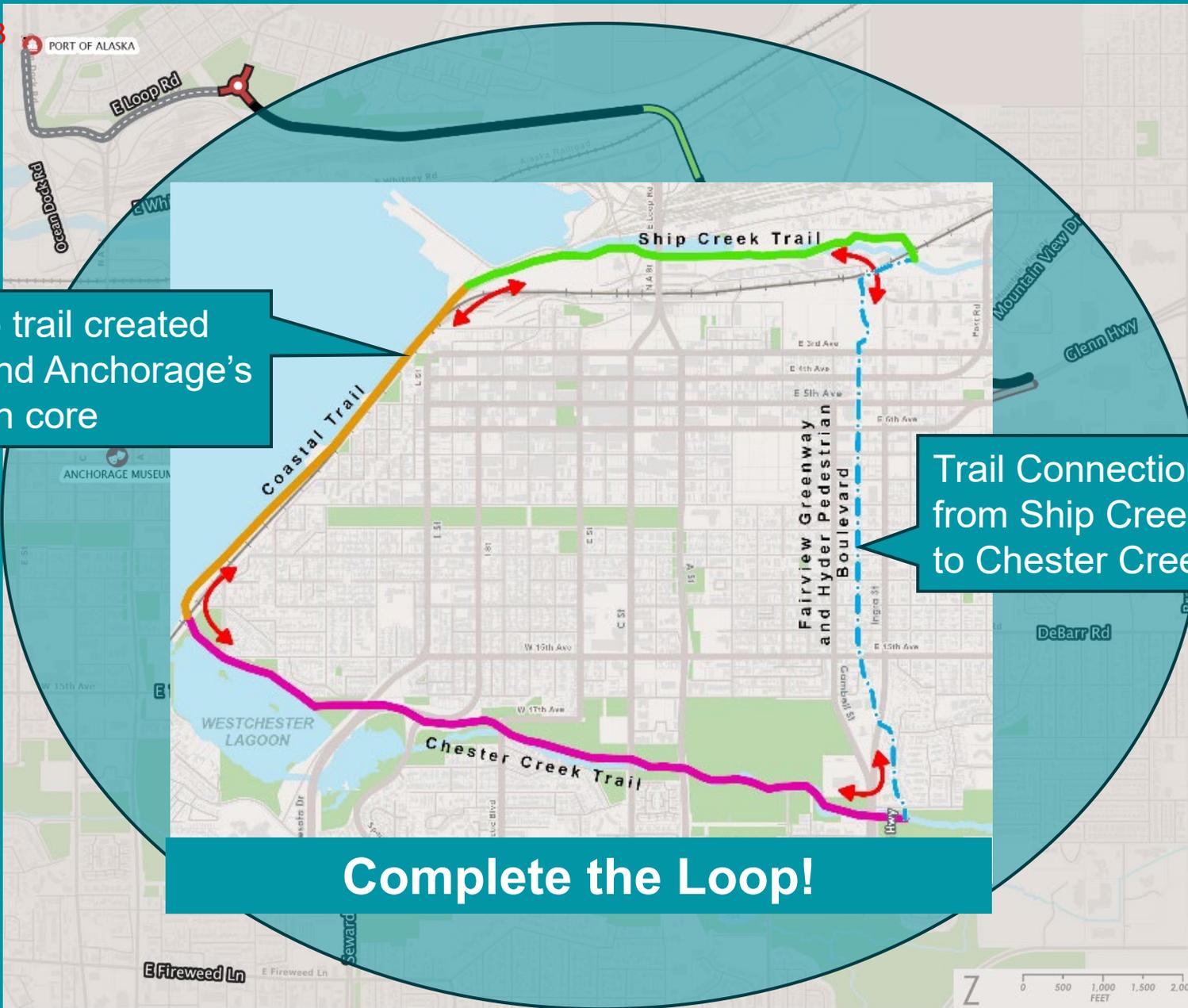


Seward ← → Glenn
CONNECTION

Fairview Bypass

Extend 16th Avenue

- Roundabouts slow traffic entering urban core
- Manages arena/event traffic
- Connects to A-C couplet
- Draws traffic away from Ingra/Gambell & 15th



Loop trail created around Anchorage's urban core

Trail Connection from Ship Creek to Chester Creek

Complete the Loop!

Seward ↔ Glenn
CONNECTION

**New Greenway:
Extend Hyder
Pedestrian
Boulevard**

- Create a loop Trail
- Quality of life
- Benefits everyone

EXHIBIT B

Hyder Street

Hyder as a Pedestrian Boulevard and community thoroughfare for active modes between Chester Creek and Ship Creek.



Winter

Summer

Option 2: A shared mixed-use path for pedestrians and bicycles; a planted median between the path and travel lanes that provide summer landscaping and winter snow storage

Gambell Main Street & Ingra Complete Street

- Enabled by new parkway connection

Gambell Main Street
(2 lane, 2 way)

Ingra Complete Street
(3 lane, 2 way)

Shared traffic load

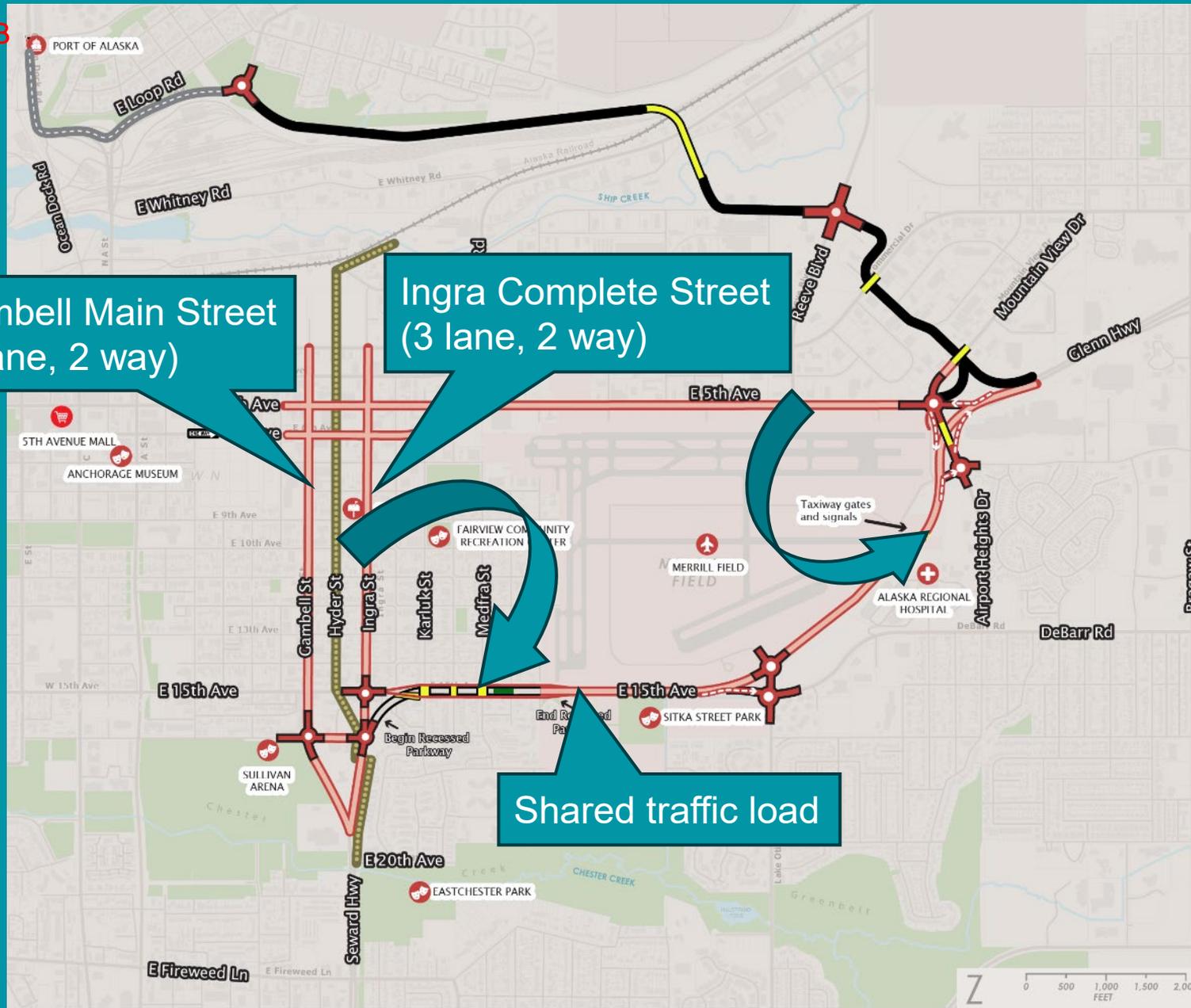
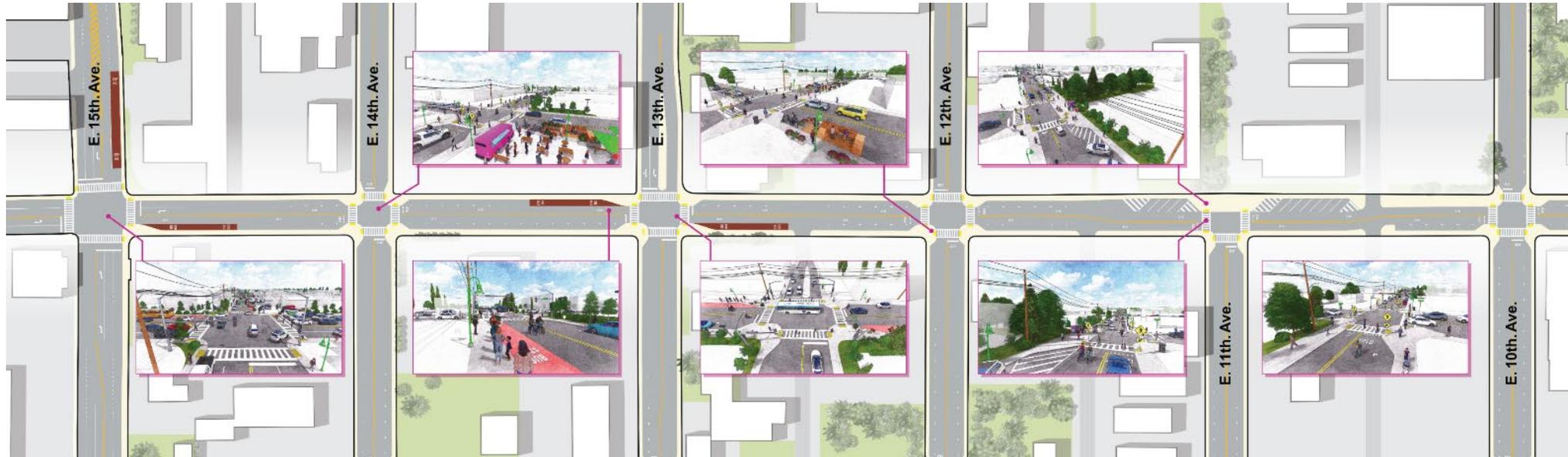


EXHIBIT B

Gambell Street

*Gambell Street as a **vibrant main street** that prioritizes active modes and invites people to spend time in Fairview.*



Key Ideas:

- 1) Gambell Main Street with one lane in each direction
- 2) Summer parking lanes on both sides that serve as snow storage in winter
- 3) Shared use travel lanes with bicycles
- 4) Marked crosswalks throughout corridor
- 5) Lateral shift between 10th and 12th avenues at bottom of hill

Ingra Street

Ingra will serve as a higher-capacity alternative to Gambell, with dedicated space for bicyclists and improved sidewalks.



Key Ideas:

- 1) One lane in each direction with center two-way left turn lane
- 2) Bicycle lanes in both directions
- 3) Wider sidewalks

1 5th Ave EXHIBIT B



2 Gambell St



3 Ingra St



4 Glenn Highway



ALTERNATIVES LEGEND

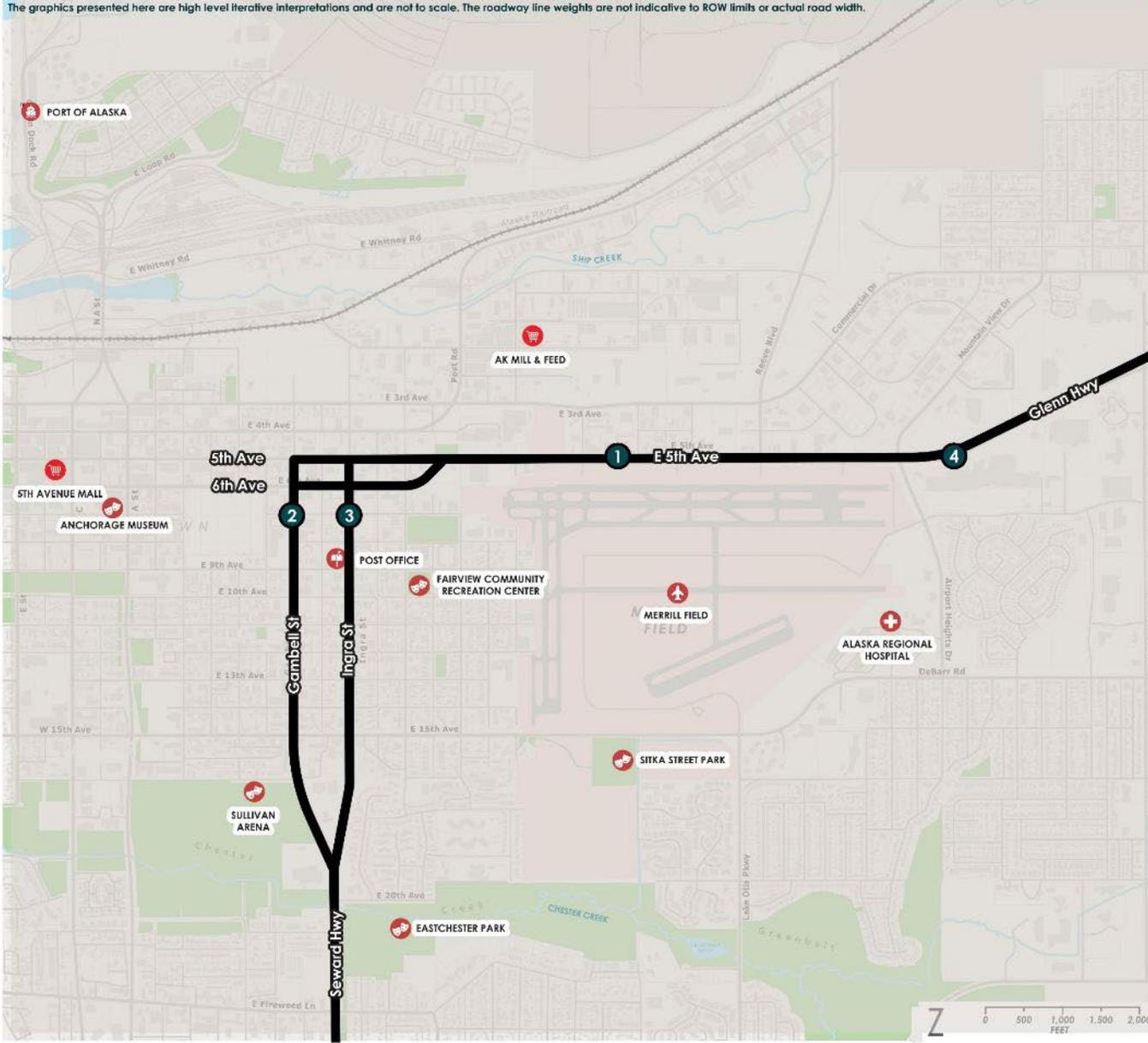
- Existing Roadway
- Railroad

LANDMARK LEGEND

- Airport
- Post Office
- Commerce
- Medical
- Port
- Community Resource

Alternative 1: No Action

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



Seward ↔ Glenn CONNECTION

- Required by NEPA for comparison
- Preserves current conditions
- Doesn't address community concerns
- Doesn't meet Purpose & Need

CONNECTION

- Modest pedestrian/bike improvements
- Interstate Highway System continues through Fairview
- Traffic diverts to surrounding neighborhoods
- No freight/port access improvements
- Doesn't meet Fairview's vision

1 5th Ave 4-Lane Arterial



2 Ingra and Gambell 3-Lane, 1-Way



3 Pedestrian Blvd



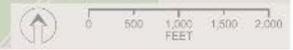
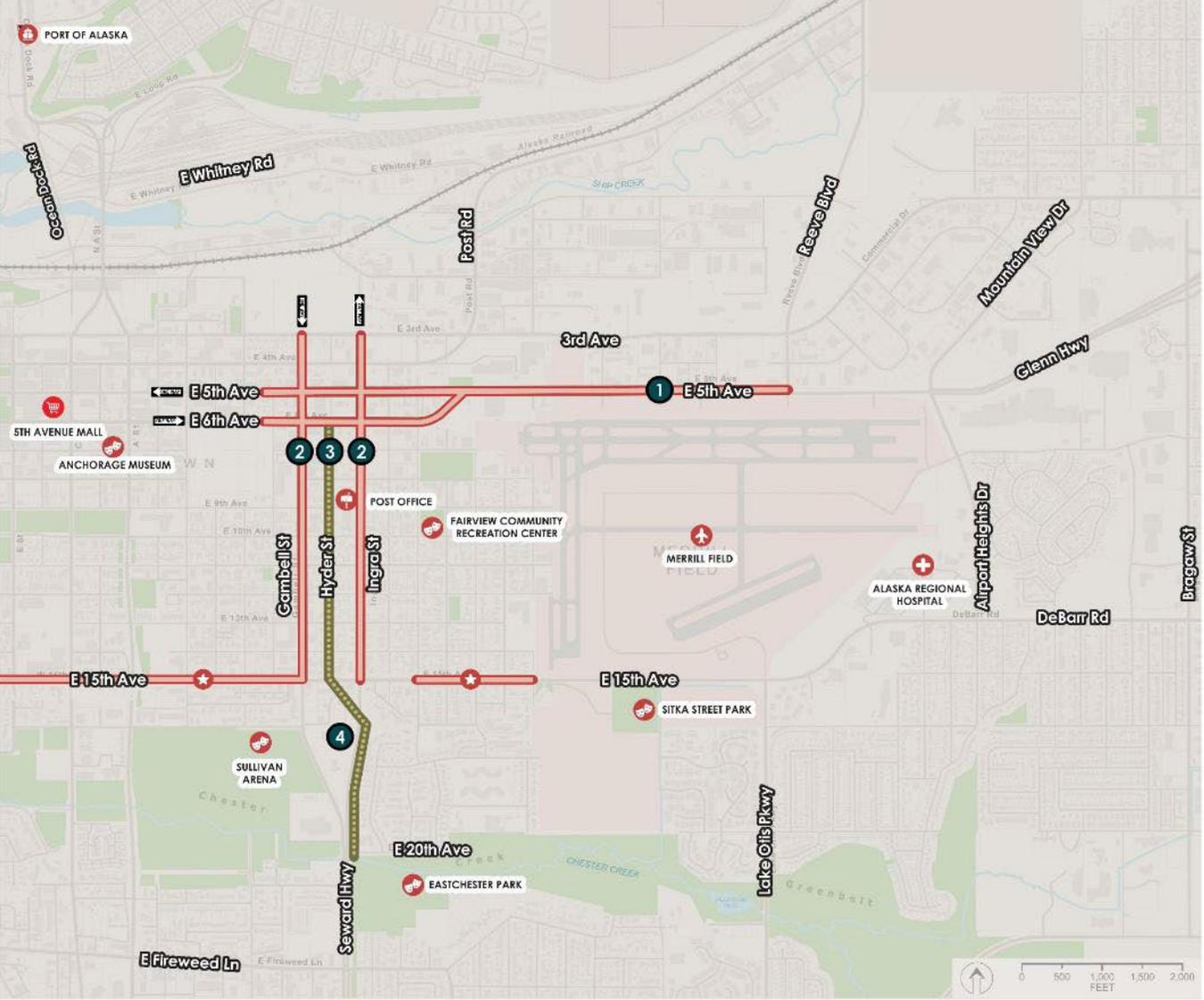
4 Trail Connection

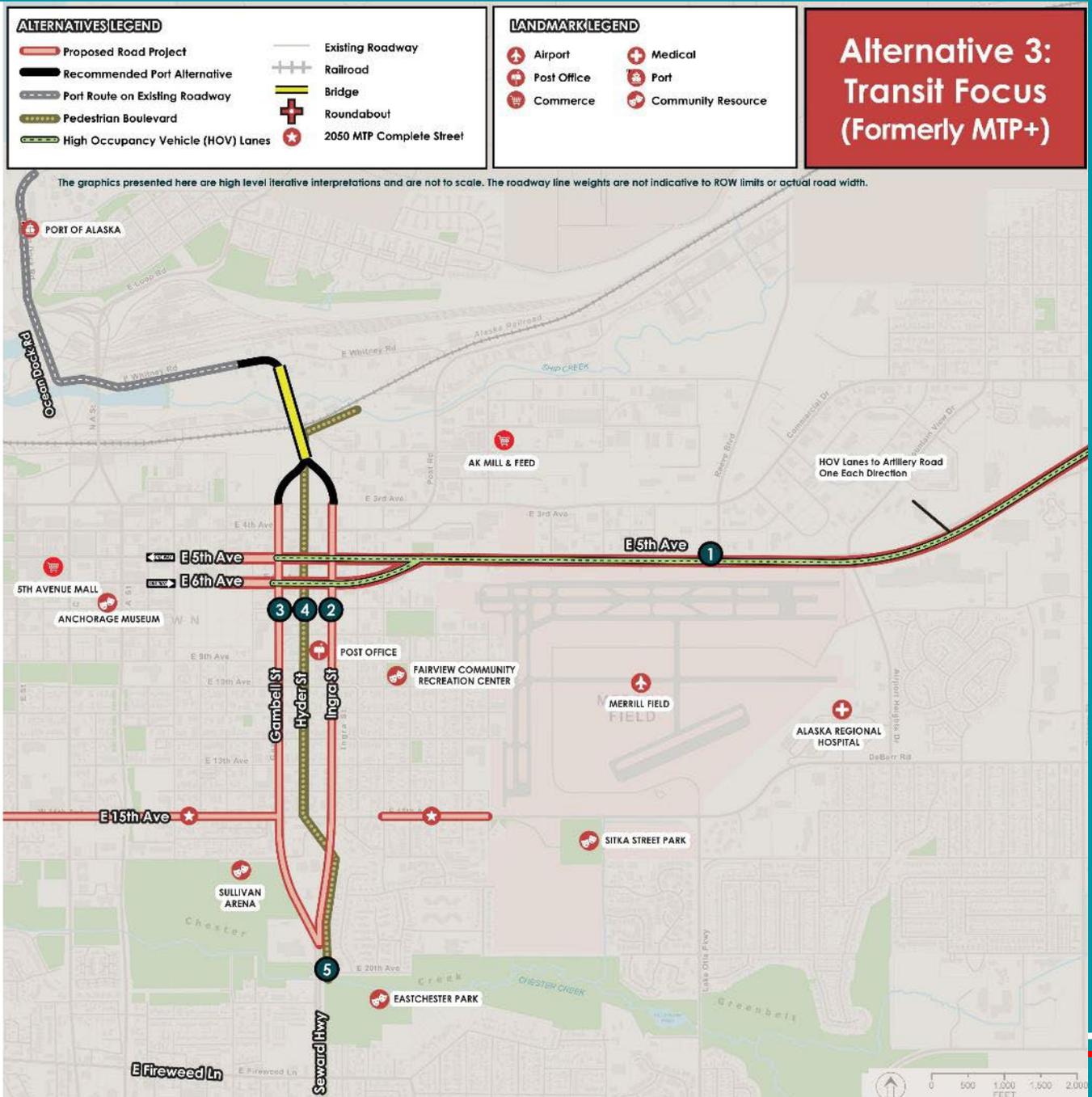


ALTERNATIVES LEGEND		LANDMARK LEGEND	
	Proposed Road Project		Airport
	Pedestrian Boulevard		Post Office
	Railroad		Commerce
	Existing Roadway		Medical
	2050 MTP Complete Streets		Port
			Community Resource

Alternative 2: 2050 MTP

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





Seward ↔ Glenn

CONNECTION

- Less than 1,000 new boardings per day (~500 cars removed from roads)
- Interstate highway continues through Fairview
- Vehicle diversion impacts to surrounding neighborhoods
- Increased # of at-grade rail crossings for port route

EXHIBIT B

Alternative 3: Transit Routes

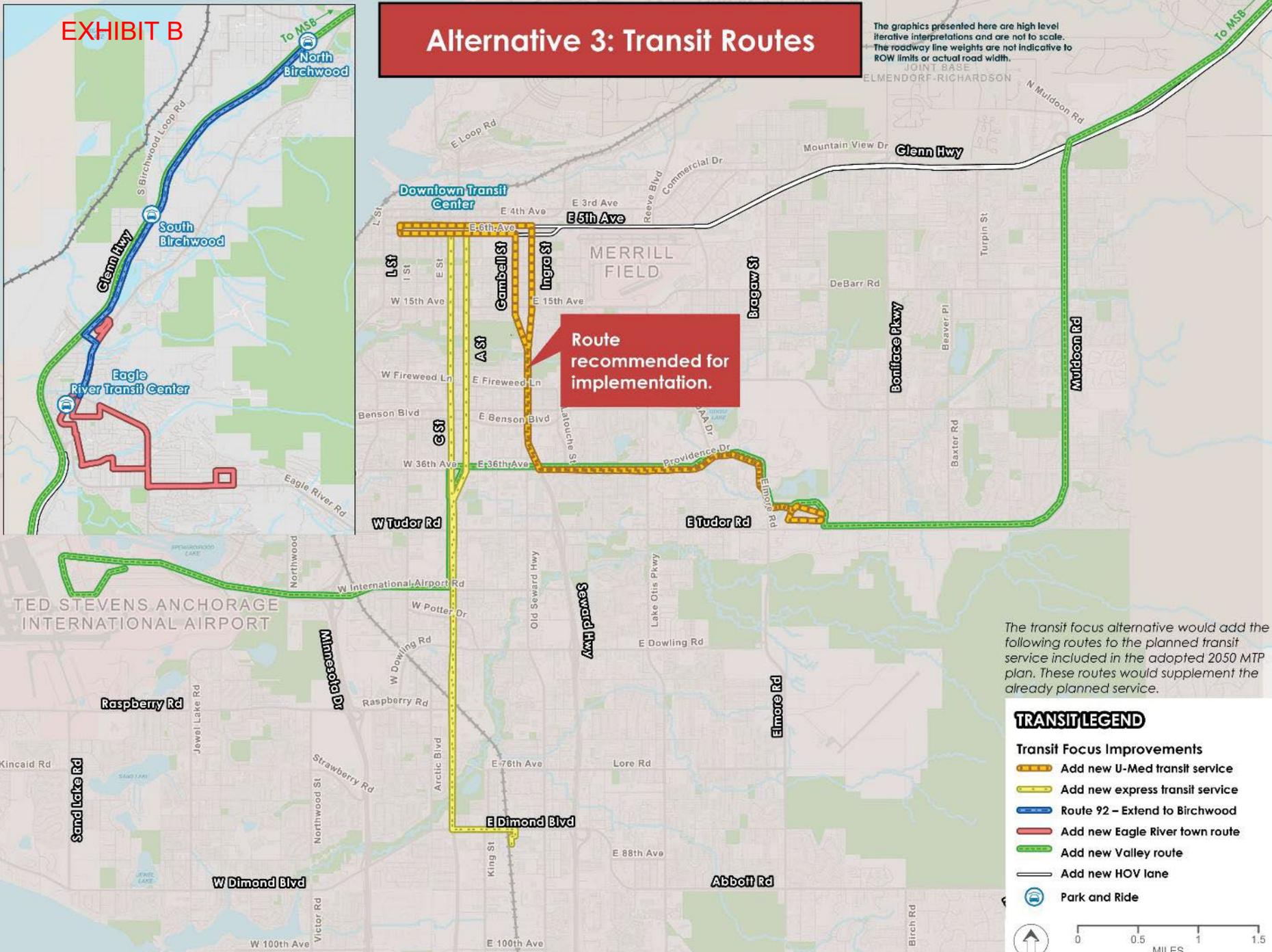
The graphics presented here are high level iterative interpretations and are not to scale. The roadway line weights are not indicative to ROW limits or actual road width.

Seward ↔ Glenn CONNECTION

- New Bus Routes
- Increased Service
- Fare Reduction
- Demand Management

Recommendation:

Implement the **orange** bus route, connecting U-Med, Fairview, and Downtown



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

TRANSIT LEGEND

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

0 0.5 1 1.5 MILES