

Anchorage Police Department & Anchorage Fire Department Meeting Summary

Project # 0A31067 / Federal # CFHWY00909



MEETING INFORMATION

Thursday, July 2, 2026, from 2:00 – 3:00 PM via Microsoft Teams

Project Team Attendees

Galen Jones, P.E.
Steve Noble, P.E.
Sam Tyler, P.E.
Ryane Gray, P.E.
Elena Feghali

DOT&PF Project Manager
DOWL Project Manager
DOWL Project Engineer
DOWL Design Engineer
DOWL Design Engineer

Workshop Attendees

Michael Guest
Josh Nolder
Marc Patzke

Anchorage Fire Department Battalion Chief
Anchorage Police Department Captain
Anchorage Police Department Lieutenant

PRESENTATION & DISCUSSION SUMMARY

Overview

Steve Noble (DOWL Project Manager) welcomed attendees and explained that the Seward Highway and Tudor Road Interchange project will replace the aging bridge and improve safety, traffic flow, and mobility for all users. He shared that crash rates are evaluated against statewide averages for similar intersections, with particular attention given to pedestrian, bicycle, fatal, and major-injury crashes. The analysis identified elevated crash rates at two intersections and several pedestrian-related fatalities within the past ten years. Marc Patzke (Anchorage Police Department) said the findings were not surprising and asked whether the project would involve changes beyond roadway widening. Steve responded that the corridor design will be significantly different from its current configuration and is expected to provide improvements for pedestrian safety and accessibility.

Integration with 36th Avenue Interchange

Steve explained that the Tudor Interchange project is being coordinated with the future 36th Avenue Interchange project, which is expected to begin after Tudor is completed. Current plans include elevating the Seward Highway over 36th Avenue, reconstructing the roadway, adding new pedestrian pathways, and maintaining full access through ramps.

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Tight Diamond Interchange & Proposed Bridge Cross-Section

Steve then presented the recommended Tudor Interchange design, a tight diamond interchange that brings the two signalized intersections closer together, so they operate as a coordinated system. He noted that this alternative provides the best balance of traffic operations, access, and right-of-way impacts among the options evaluated. The design includes 11' lanes, expanded pedestrian facilities, median refuge areas for staged pedestrian crossings, a wider bridge, and a proposed under passing pathway connection on the west side of the interchange.

Michael Guest (Anchorage Fire Department) asked whether drivers traveling eastbound and westbound on Tudor Road would still need to cross opposing traffic movements to access the Seward Highway. Sam and Steve confirmed that all existing access movements would be maintained. Steve explained that the proposed design would use more efficient, coordinated three-phase traffic signals that are expected to improve traffic flow and interchange operations.

Marc asked about the pedestrian and bicycle barriers planned for the bridge, specifically whether protective barriers would separate pedestrians from traffic and whether measures would be included to discourage people from climbing the structure. Steve explained that the design includes an eight-foot shoulder between traffic and the pedestrian pathway, separated by a Jersey-style barrier with a railing similar to those used on the Glenn Highway–Muldoon interchange. He also noted that taller exterior railings will be installed on the outside of the bridge to make climbing or throwing objects from the structure much more difficult.

Steve then reviewed the bridge cross-section, explaining that it will accommodate two through lanes and two left-turn lanes in each direction, along with wider shoulders that provide additional separation between vehicles and pedestrians. He added that while the design does not include additional travel lanes at this time, the bridge width could allow for future expansion if needed.

Emergency Access Considerations

Sam outlined key discussion topics, including access to Fire Station 4, construction-related access needs, neighborhood connectivity, trail safety, and possible access changes near Shelikof and Becharof Streets. He noted that the project team is seeking feedback from the Anchorage Fire Department (AFD) and Anchorage Police Department (APD) to better understand operational needs and access concerns. Focusing on Fire Station 4, Sam asked for input on current vehicle circulation, emergency response routes, and any existing access challenges. He also requested feedback on the potential signalization of the MacInnes intersection and any access considerations that should be addressed during construction.

Michael described access challenges at Fire Station 4, noting that the area around MacInnes Street and Tudor Road is complex due to nearby U-turn movements, turning traffic, and the high volume of activity around the station. He explained that larger fire trucks exit directly onto MacInnes Street, while medic units, dive team vehicles, and other support vehicles typically use the rear parking area before accessing MacInnes.

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Michael emphasized that the MacInnes/Tudor intersection has long been a safety concern for emergency responders. He said that emergency vehicles often encounter difficulties entering Tudor Road during responses, and AFD has previously advocated for a traffic signal at the intersection to improve safety and provide controlled access. He noted that wiring infrastructure for a signal was installed when the station was built, but the signal was never constructed. While a full traffic signal would be preferred, he said even a preemptive signal system would improve safety and emergency response access.

Michael also noted that buses have not been a significant issue for station access. Instead, he identified the nearby U-turn lane as a major source of confusion and conflict, particularly for drivers unfamiliar with the area. He noted that motorists sometimes make U-turns in unintended locations near the intersection. Galen Jones (DOT&PF Project Manager) responded that the U-turn location can be difficult for larger vehicles to navigate and may create conflicts when buses are present. He also observed that the roadway configuration is confusing enough that it is understandable why some drivers attempt U-turns at the intersection.

Josh Nolder (Anchorage Police Department) asked why a traffic signal had not previously been installed at the MacInnes/Tudor intersection. Michael said the primary concern appeared to be adding another signal along Tudor Road and its potential effect on traffic flow. Steve explained that the intersection historically did not meet traffic signal volume warrants, but the project team now supports signalization due to emergency access needs, pedestrian safety concerns, crash history, and the need for safe crossings for transit users. The proposed design would replace the existing U-turn location with a signalized intersection that includes pedestrian crossings and emergency vehicle preemption.

Sam and Steve discussed construction considerations, noting that while traffic control plans have not yet been finalized, maintaining access through the interchange and to Fire Station 4 will be a priority during construction. The team acknowledged the station's high call volume and emphasized that interchange closure is not considered a viable option.

Access Management

Steve then introduced the topic of access management along Tudor Road, explaining that the project aims to improve safety by reducing conflict points where feasible. One potential change under consideration is restricting left turns out of Shelikof Street. Michael confirmed that emergency responders occasionally use the existing left-turn movement out of Shelikof and sought clarification on the proposal. The project team explained that only the left-turn-out movement would be removed. Steve added that if this change is implemented, the project team would need to accommodate those movements through nearby signalized intersections, likely increasing the use of U-turns at MacInnes. Sam noted that neighborhood residents have also expressed concerns about the difficulty of making left turns from Shelikof, particularly during peak traffic periods, and often use alternate routes instead.

The project team asked about gated neighborhood access points, and Michael explained that emergency responders can access them, although doing so can delay response times.

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Michael noted that AFD personnel typically access the neighborhood via Shelikof and generally do not make left turns from Shelikof Street across traffic due to safety concerns. He acknowledged, however, that if the neighborhood's access along Brayton Drive was restricted, relying on a single neighborhood access point could present challenges during a large-scale emergency or evacuation.

Josh sought clarification on whether the project was considering removing or restricting neighborhood access. Steve explained that the team is evaluating several options to improve operations and safety, including potential access restrictions, relocation, or retaining the existing configuration. He noted that direct residential access onto a major arterial like Tudor Road would generally not be permitted under current design standards.

Steve reviewed proposed access management improvements intended to reduce conflict points and improve safety along Tudor Road, including the removal of several driveways near intersections and interchange ramps. He also described a proposal to replace the frontage road access serving nearby apartment complexes with a direct connection from Juneau Street. Josh supported the change, noting that the Homer Drive area behind the noise wall and fence has historically been associated with abandoned vehicles and other criminal activity and would not cause negative impacts from a public safety perspective. Marc agreed but emphasized that the roadway should be fully removed to prevent continued vehicle access. Galen confirmed that the intent would be to eliminate the roadway and restore the area with vegetation.

Schedule

Sam provided a project schedule update, noting that the team is currently completing approximately 35% design and advancing through the environmental review process. Final design is anticipated to occur between 2026 and 2029, depending on right-of-way acquisition and permitting requirements, with construction currently planned for 2029–2031.

As the presentation concluded, Sam and Galen invited additional feedback from APD and AFD. Galen thanked participants for their input, particularly on operational and access-related issues, and emphasized that the project team will continue coordinating with emergency services as the design progresses.