

Open House No. 1 Summary



Wednesday, December 10, 2025, 4:30 – 6:30 p.m.

Z.J. Loussac Library Atrium, 3600 Denali Street, Anchorage, AK

Open House Summary

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) hosted its first public open house for the Seward Highway & Tudor Road Interchange Project to present and solicit feedback and project goals, objectives, alternatives analysis, preferred alternative, schedule, and budget.

Public notice for the event was distributed through several channels. Notices were sent via email and postcards were mailed to project stakeholders. The event was also advertised twice in the Anchorage Daily News, announced on KSKA public radio from December 3–10, and posted on the DOT&PF Facebook page and the State of Alaska Online Public Notice site.

Attendees signed in upon arrival and received a Fact Sheet along with a Frequently Asked Questions (FAQ) document outlining key information about the project. The open house featured thirteen information boards highlighting project details and interchange alternatives, accompanied by a large roll plot of the project area. Project team members were available throughout the event to answer questions and discuss the project. Participants were encouraged to provide feedback by adding comments directly on the roll plot or completing comment sheets.

The event was attended by approximately forty-six community members, in addition to the project team. Ten attendees submitted written comment sheets during the open house, and two additional comments were received via email afterward.

Comments and Questions Summary

Feedback was collected through written comment forms, notes on roll plots, and emails submitted following the meeting. Overall, attendees expressed enthusiasm for the project and agreed that updates to active transportation facilities and interchange geometry will be both necessary and valued.

The following is a summary of comments received during and after the open house:

Active Transportation Facilities

- Improve biking access by adding lighting and installing more substantial barriers between vehicle traffic.
- Add and enhance pedestrian crossings, including marked crosswalks and improved lighting.
- Provide more direct connections to nearby amenities, such as the Campbell Creek Trail System.
- Protect pedestrian facilities by constructing a separated overpass or tunnel.
- Widen facilities and provide a buffer for snow storage.
- Widen pathway and paint part of pathway green for cyclists.
- Separate pathway from roadway or add barrier.
- Support was expressed verbally for the project's goal to consolidate driveways and eliminate conflict points with sidewalks and shared-use pathways to improve non-motorized safety.

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Roadway Improvements

- Address high vehicle speeds on highway off-ramps to improve merging with frontage roads.
- Reevaluate turn lanes and intersection turn movements throughout the project area to improve safety and usability.
 - Prevent right turns on red at the bridge.
 - Protect or signalize mid-block traffic crossings at intersections with Shelikof and MacInnes Streets.
- Add speed feedback/radar speed signage along highway off-ramps.
- Raise the bridge to prevent additional bridge strikes from over-height vehicles.
- Add an additional right-turn lane on the northbound exit ramp to reduce queueing.

Other Comments

- Provide noise reduction measures and repair or update existing noise barrier walls.
- Improve neighborhood access to and from Tudor Road. For example, residents generally must use the frontage road and merge with northbound exit ramp traffic to turn left on Tudor Road.
- Enhance the intersection with Shelikof Street, where residents currently avoid left-hand turns due to delays and risk. Provide a separate lane for right-turning traffic to prevent backups caused by vehicles unfamiliar with the area attempting left turns onto Tudor Road.
- Improve access to and from MacInnes Street by adding lighting and constructing a roundabout or signalized intersection.
- Support adding additional turn lanes on the bridge.
- Ensure the project begins construction in 2030 as anticipated.

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Photos

