36th avenue INTERCHANGE

May 11, 2026

Rogers Park Community Council Meeting

2026 PROGRESS & STATUS

Environmental Documentation and Preliminary Design:

- Cultural & Historical Resources Assessment underway
- Environmental Document underway (tentative completion, August 2026)
- Preliminary Design, including:
  - Updated the Travel Demand Model (TDM) based on the 2050 Metropolitan Transportation Plan
  - Evaluating whether reduced vehicle capacity, fewer travel lanes, & roundabouts on 36th Avenue, Old Seward, & 34th Avenue satisfy future demand
  - Evaluating design options to reduce impacts to private property and the Helen Louise McDowell Sanctuary
- Final Design, ROW Analysis, & Utility Investigation will begin after Environmental Document completion

2026 PROGRESS & STATUS (CONT.)

36th avenue INTERCHANGE

Previous Engagement:

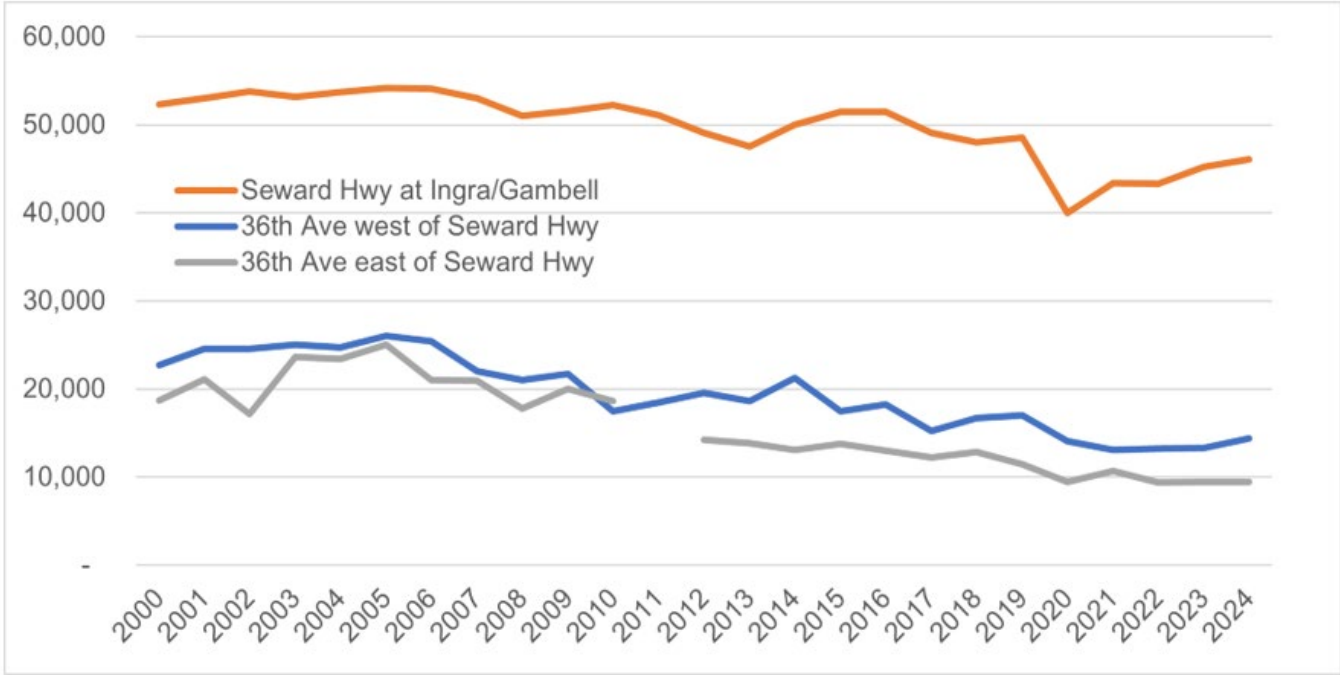
- Anchorage Transportation Fair: April 2025 and April 2026
- Geneva Woods HOA: May 2025 and April 2026
- Rogers Park Community Council: May 2022

Construction Schedule and Funding:

- Project funding approved through AMATS 2023-2026 TIP Amendment No. 3
- Project funding identified in the DOT&PF 2024-2027 STIP Amendment No. 2
- Construction scheduled after completion of the Tudor Rd Interchange in 2031 to:
  - Align with the ROW acquisition timeline
  - Reduce impacts to the traveling public & businesses

EXISTING TRAFFIC VOLUMES

- Seward Hwy near the project carries between ~47,000 & ~48,000 vehicles per day
- Long-term trends show stable to slight decline in traffic volumes in the last decade
- Traffic volumes support the need to ***improve operations & safety, not expand capacity***



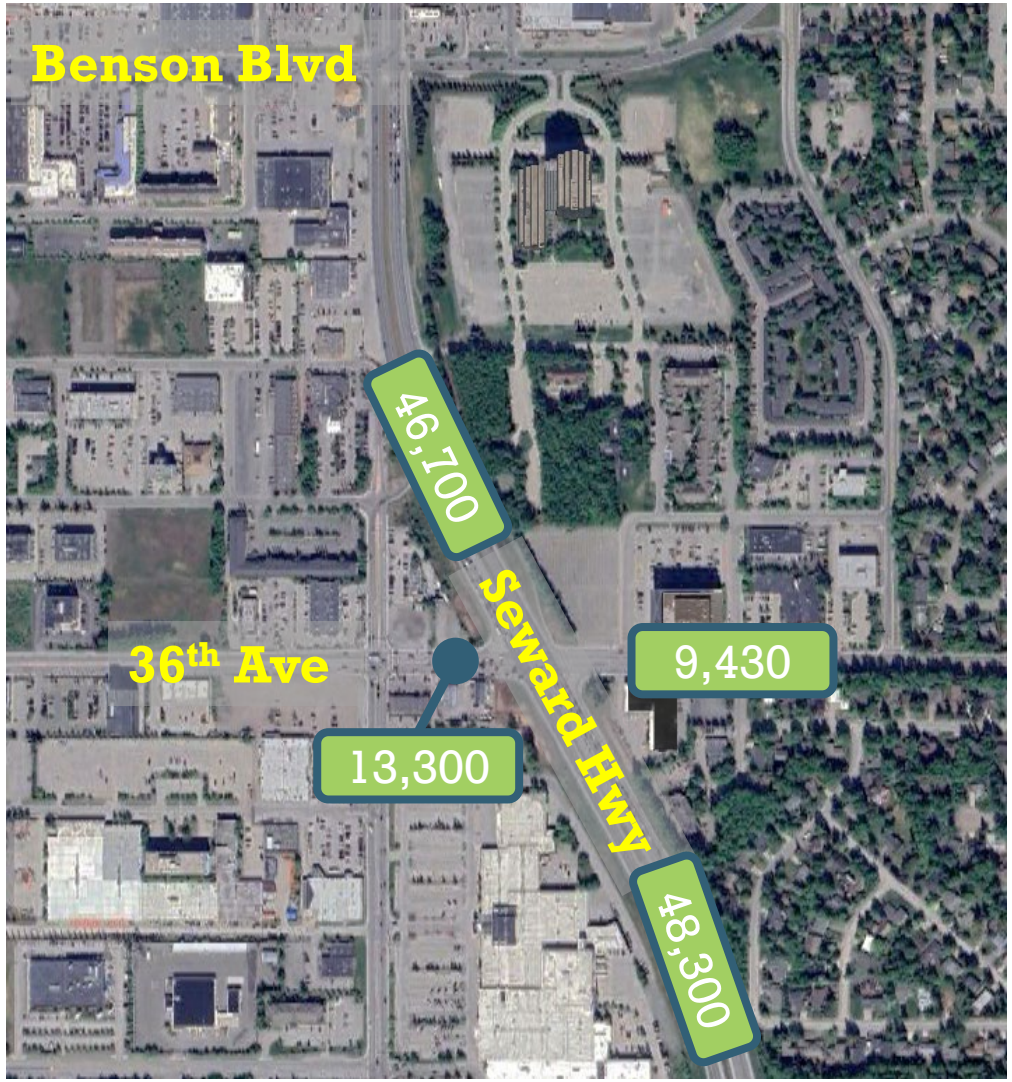
Historical AADT on 36th Ave & Seward Hwy
(vehicles per day)

TRAFFIC OPERATIONS & SAFETY CONDITIONS

- **Corridor Issues:**
  - High delay during peak periods
  - Complex, dual-lane turning movements
  - At-grade intersection w/ high-volume conflict points
  - Two fatalities near the intersection in the last 2 years*
- **Non-Motorized Crossings:**

Crossing Direction		# of Lanes Crossed		
		Existing	Proposed	Reduction
East – West	North Side	9	1	8
	South Side	9	3	6
North – South	West Side	8	N/A	N/A
	East Side	8	5	3

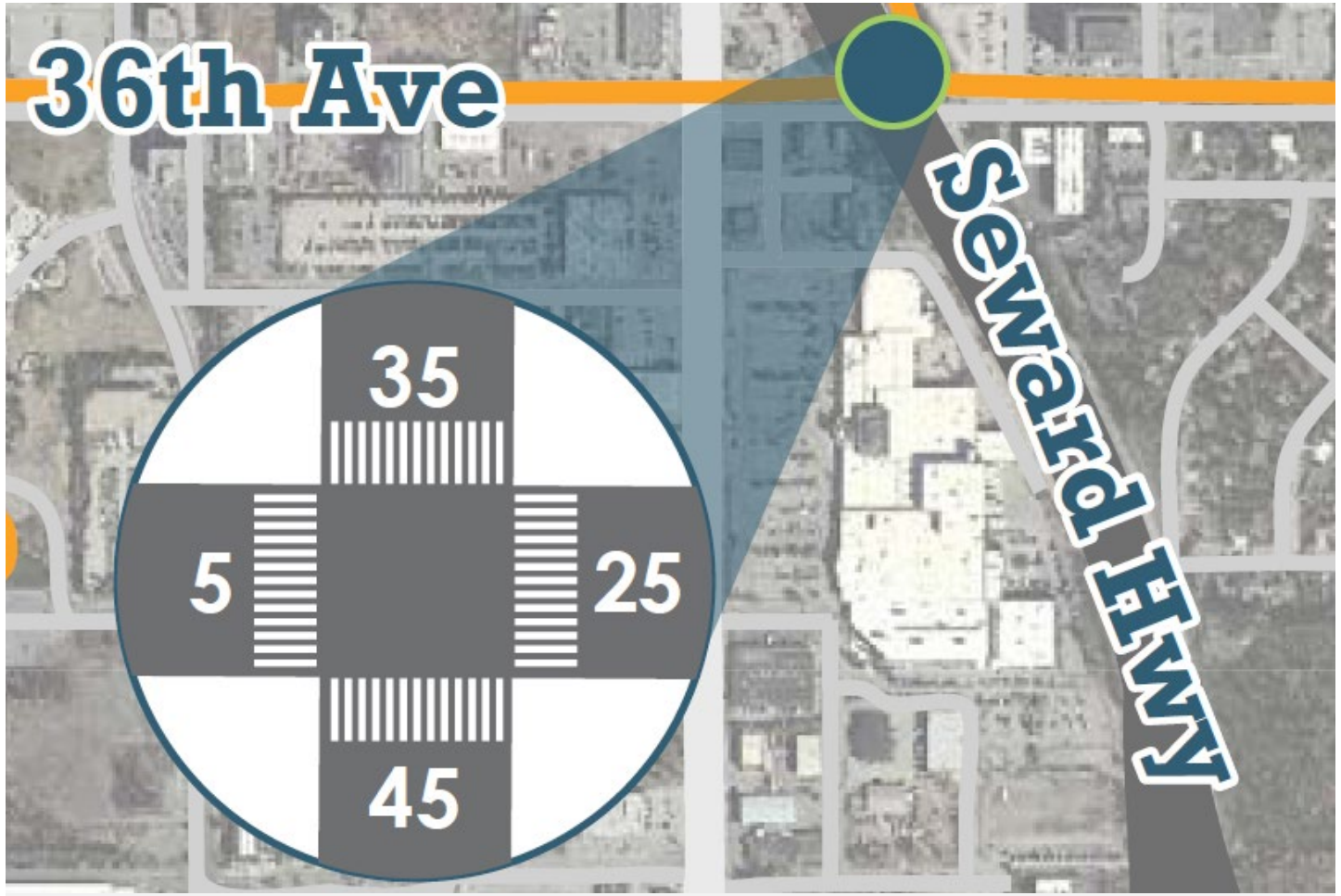
- **The project will:**
  - Reduce intersection conflict points
  - Shorten crosswalk distances
  - Separate regional & local traffic
  - Improve long-term safety and east-west connectivity



2025 Existing AADT (vehicles per day)

*Source: Anchorage Police Department traffic incident, September 2024-2025.

PEDESTRIAN & BICYCLE CROSSING VOLUMES



7 am to 7 pm Pedestrian Crossing Volumes

Low Non-Motorized Crossing Volumes are likely due to:

- High intersection traffic volumes
- High-speed traffic
  - Seward Hwy = 45 mph (posted)
- High number of lane crossings:
  - 9 lanes east-west
  - 8 lanes north-south
- Low-comfort facilities:
  - Narrow pedestrian refuges (~13')
  - Narrow sidewalks (6')
  - No separation from traffic

**Source: Midtown Congestion Relief PEL Study, Appendix 4, Figure 23: Pedestrian and Bicycle Crossing Volumes*

INTERSECTION CRASH ANALYSIS (2010-2014) FROM THE MCR PEL STUDY

36th avenue INTERCHANGE

Intersection	Total Crashes	Total Million Entering Vehicles	Crash Rate (per MEV)	DOT&PF Average Crash Rate (per MEV)	Critical Crash Rate
20th Ave / Seward Hwy (Ingra St)	25	10.1	0.50	0.19	0.30
Fireweed Ln / Seward Hwy	149	20.8	1.43	1.45	1.65
Northern Lights Blvd / Seward Hwy	211	26.2	1.61	1.13	1.29
Benson Blvd / Seward Hwy	280	28.9	1.94	1.13	1.28
36th Ave / Seward Hwy	**277**	**25.7**	**2.15 >**	**1.41**	**1.59**
Tudor Rd / NB Seward Hwy Ramps	93	16.7	1.11 [1.40*]	1.13 [1.02*]	1.33
Tudor Rd / SB Seward Hwy Ramps	65	17.0	0.76 [1.00*]	1.13 [1.02*]	1.33

Notes:

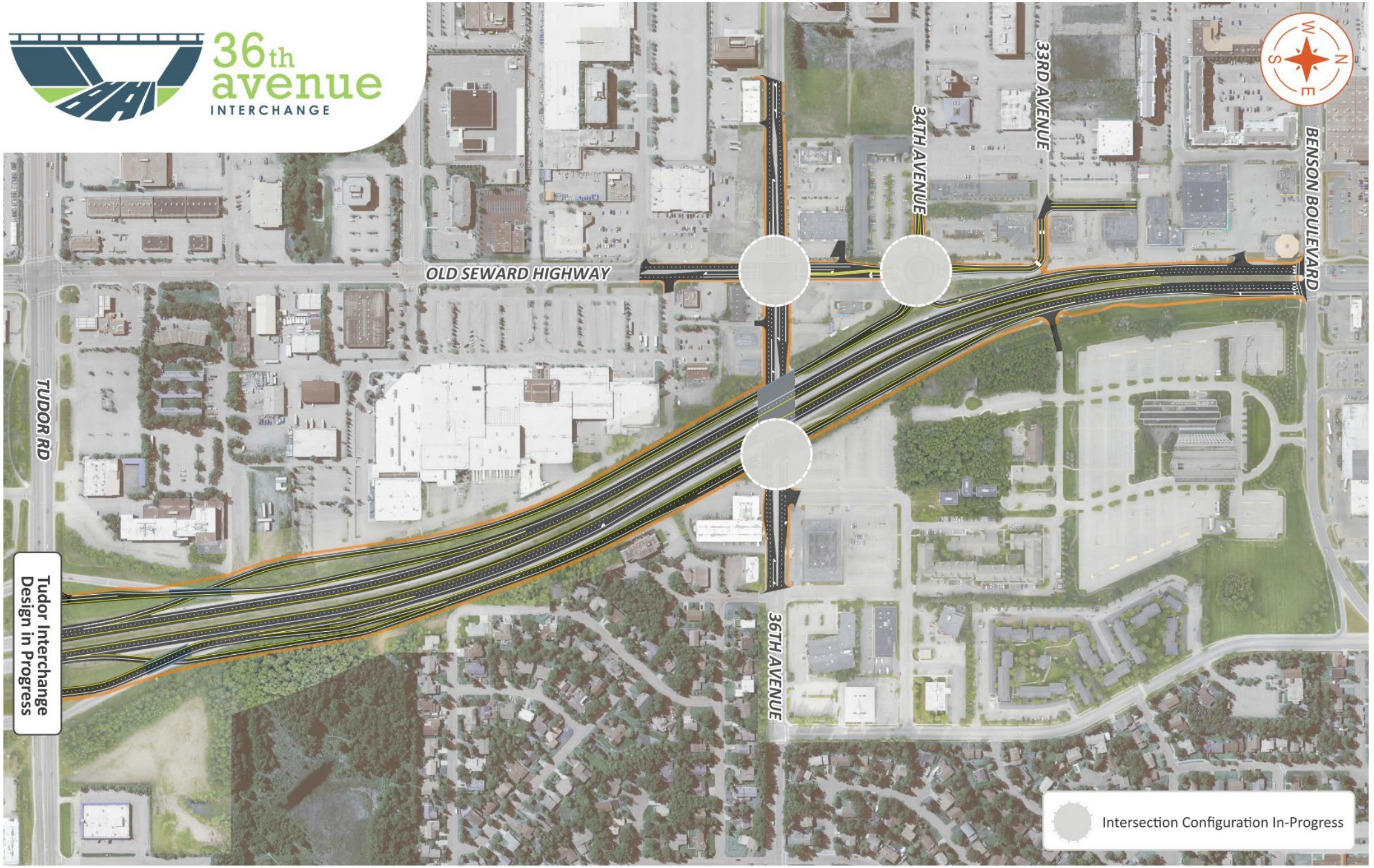
MEV = Million Entering Vehicles: A traffic volume measure representing one-million vehicles entering an intersection.

Average Crash Rate: Statewide average for similar intersection types.

Critical Crash Rate (CCR): A threshold used to identify intersections with crash rates meaningfully higher than expected for similar intersection types. CCR helps distinguish between random variation and a location that may truly have a safety problem. Intersections with a crash rate *above* the CCR are generally considered to have a potentially correctable safety issue.

Data Source: Midtown Congestions Relief PEL Study, Table 1
**(Updated with 2014-2023 crash data)*

36th avenue INTERCHANGE



CONCEPTUAL RENDERINGS

36th avenue INTERCHANGE

①

SEWARD HIGHWAY SOUTHBOUND VIEW

②

AERIAL VIEW

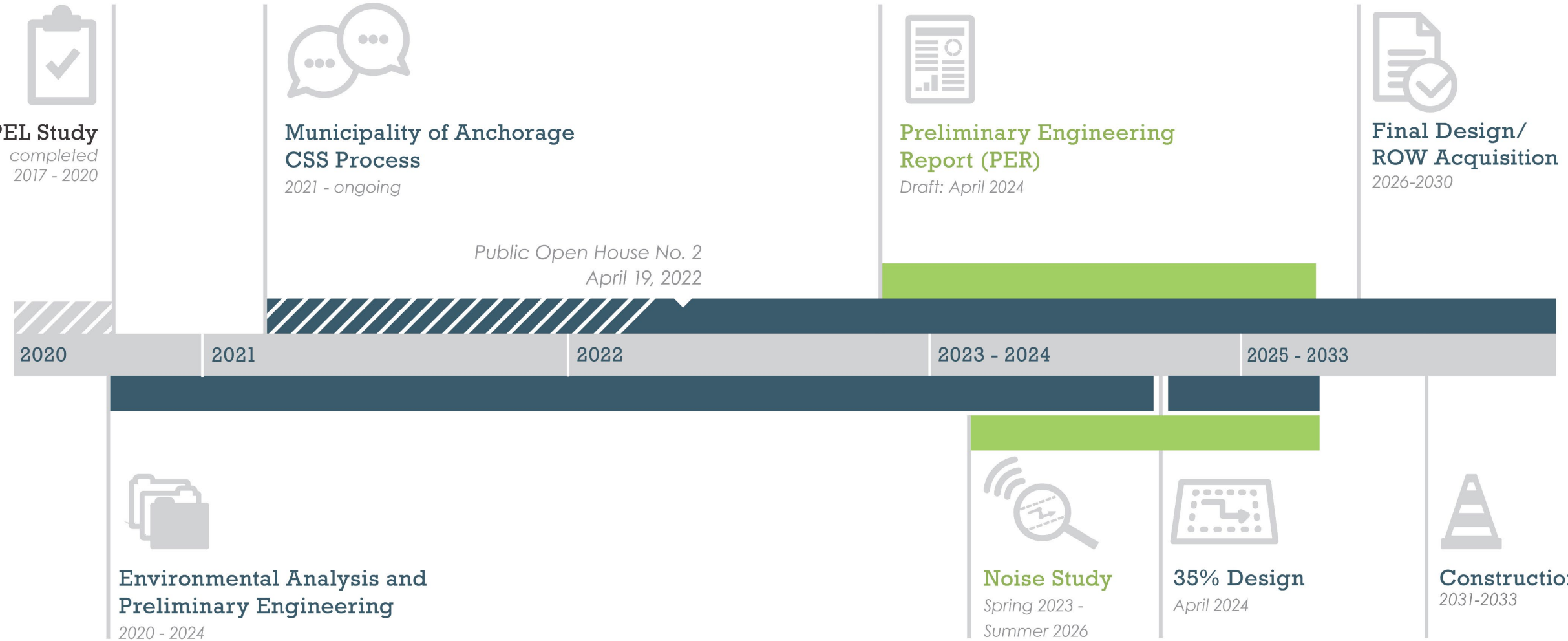
③

36TH AVENUE EASTBOUND VIEW

④

36TH AVENUE WESTBOUND VIEW

SCHEDULE


PEL Study
completed
2017 - 2020
Municipality of Anchorage
CSS Process
2021 - ongoing
Public Open House No. 2
April 19, 2022
Preliminary Engineering
Report (PER)
Draft: April 2024
Final Design/
ROW Acquisition
2026-2030
2020
2021
2022
2023 - 2024
2025 - 2033
Environmental Analysis and
Preliminary Engineering
2020 - 2024
Noise Study
Spring 2023 -
Summer 2026
35% Design
April 2024
Construction
2031-2033

PROJECT CONTACTS

DOT&PF

- **Galen Jones, PE** | *Project Manager*

DOWL

- **Steve Noble, PE** | *Project Manager*
- **Jovie Garcia** | *Public Involvement*

36th avenue INTERCHANGE

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