

ROGERS PARK COMMUNITY COUNCIL
RESOLUTION 2021-xx

A RESOLUTION OF THE ROGERS PARK COMMUNITY COUNCIL REGARDING THE
SEWARD HIGHWAY: 36th INTERCHANGE PROJECT

WHEREAS, Rogers Park Community Council (RPCC) was closely involved with the recent Alaska Department of Transportation and Public Facilities (DOT&PF), Midtown Congestion Relief Planning and Environmental Linkages (PEL) study;

WHEREAS, DOT&PF and its consultant DOWL are proceeding with preliminary design and environmental permitting of the first PEL project to move forward, the Seward Highway 36th Interchange (hereafter “project”);

WHEREAS, on March 16, 2021, the project team held its first public meeting; presented four highway alternatives for the interchange; stated that they are evaluating whether the Seward Highway should be elevated above 36th or depressed below 36th, with 36th remaining approximately at grade for all alternatives; and requested feedback on all project issues;

WHEREAS, the RPCC’s January 13, 2020 Resolution 2020-01 regarding the PEL supported a future depressed freeway through the council area (RPCC extends from 36th to Chester Creek), opposed an elevated freeway, advocated for the thoughtful design of non-vehicular components of future PEL projects, and advocated for a 35 mph speed limit on frontage roads;

WHEREAS, in the March 16 open house, the project team stated that all highway alternatives for the 36th interchange, whether the highway passes over or under 36th, would be designed to allow future extension of the highway under Benson, Northern Lights, and Fireweed;

WHEREAS, in the March 16 open house, the project team stated that the DOT&PF had not decided whether an Environmental Assessment was needed; and

WHEREAS, the no-build and at-grade alternatives will not be evaluated unless an Environmental Assessment is performed;

Now therefore, be it resolved that the RPCC continues to support:

1. a future depressed freeway through the council area, passing under 36th, as well as under Benson, Northern Lights, and Fireweed in the future;
2. non-motorized facilities along and across the highway corridor that are accessible, safe, buffered, well-lit, usable year-round, and designed to minimize the winter maintenance effort;
3. a maximum speed limit of 35 mph on frontage roads and 45 mph on the highway through the entire midtown area; and
4. an Environmental Assessment for the 36th Interchange Project.

NOTE: this resolution is intended to reinforce and confirm the relevance of Resolution 2020-01 as it pertains to the project at hand. Resolution 2020-01 requests several accommodations that will be pertinent to other future PEL projects.

THIS RESOLUTION WAS APPROVED by the Rogers Park Community Council on April 12, 2021 by a vote of: FOR XX, AGAINST X, ABSTAIN X.

Steve Lindbeck, President
Rogers Park Community Council