

Tudor Area Community Council
1057 W. Fireweed Lane, Suite 100
Anchorage, Alaska 99508

To: Mayor Ethan Berkowitz
Anchorage Assembly
Federation of Community Councils
DOT, Attention: Shawn Holland
DOWL, Attention: Steve Noble

TUDOR AREA COMMUNITY COUNCIL RESOLUTION NO. 2020-_____
REGARDING PROPOSED MIDTOWN CONGESTION RELIEF PROJECT

WHEREAS, the Tudor Area Community Council (TACC) has been involved with the State Department of Transportation, Midtown Congestion Relief Study of the past two years,

WHEREAS, the Study Team has selected for detailed study the “elevated” intersection/interchange concept for the 36th Avenue design.

Now therefore the TACC contributes the following input to provide evaluations and concerns of the Geneva Woods Subdivision that this elevated concept would entail.

1. We concur with the one-way frontage road concept as that will allow improved ability of pedestrians and bicyclists to cross the Seward Highway safely. However, it appears unclear that there will be enough land for bike paths, shoulders, and drainage. With a great deal of new pavement, there is concern regarding adequate drainage and possible effects on the water table.
2. We support a depressed or cut and cover freeway concept for the 36th Avenue intersection as proposed for Benson Boulevard, Northern Lights Boulevard, and Fireweed Lane.
3. We do not support an elevated overpass at 36th Avenue and the New Seward Highway.
4. It appears appropriate as apparently planned, to take the land on the west side of the New Seward Highway rather than taking properties from the Geneva Woods Subdivision. However, as actual construction appears likely to be some years away, avoiding the appearance of imminent construction by destroying property until needed is important. In this regard, the destruction of buildings leaving empty spaces at the northwest corner of 36th Avenue and the New Seward Highway tends to give the appearance of urban blight, and depresses the value of nearby properties.
5. For those living west of the highway, an elevated overpass, in case of earthquake damage to the structure, would impede the most direct access down 36th Avenue to the emergency rooms of the two largest hospitals in Anchorage: Providence and the Alaska Native Medical Center. Tudor Road and 15th Avenue also have overpasses on direct access to hospitals care.

6. The term “interim” for sections of the design could well mean in place for 10-15 years or more. It would appear this “interim” plan should include construction of the amenities of a completed project, such as landscaping and pedestrian facilities.
7. Noise, air, and light pollution would be much more acute than now and a sound barrier would need to be 20-30 feet high so that the noise could pass over the rooftops of the residential structures. Still, one would be able to see the traffic on the overpass. The freeway and associated fences would limit a view of the westward sky and sunsets. We request that noise meters be compared with areas that do not have highway traffic noise. If this plan for an elevated roadway actually proceeds, we expect to be able to have input as to designs regarding efforts to mitigate these environmental impacts. We expect the design of a selected barrier to be approved, in writing, by the DOT and DOWL and given to the Tudor Area Community Council.
8. We request input during construction: noise barriers should be installed first to eliminate as much construction annoyance as possible such as graders (beep, beep, beep at 7:00 am all season long and into the night) and to alleviate air pollution from the resulting dust. Vibration during compacting will constantly rattle glass and nerves. No lifts over 4”. Effects on residents in the area should be considered and means to mitigate these damaging effects should be part of the design.
9. The additional light pollution from both the Tudor Road and 36th Avenue interchanges would flood the surrounding areas, and an overpass would bring more fuel pollution from the additional traffic as projected.
10. Light, noise, and sight pollution would suggest that compensation for decreased property values be made to Geneva Woods residents should the overhead concept actually occur.
11. We recommend redesign of the current intersection of 36th Avenue and the New Seward Highway. The sharp left hand turn needs to be reconfigured. Appropriate overhead signage should also be provided.

Approved by the membership of the Tudor Area Community Council on this ____ day of _____ 2020.

President Tudor Area Community Council

Date