

ROGERS PARK COMMUNITY COUNCIL  
RESOLUTION 2021-02

A RESOLUTION OF THE ROGERS PARK COMMUNITY COUNCIL REGARDING THE  
SEWARD HIGHWAY: 36<sup>th</sup> 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 36<sup>th</sup> 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 36<sup>th</sup> or depressed below 36<sup>th</sup>, with 36<sup>th</sup> 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 36<sup>th</sup> 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 36<sup>th</sup> interchange, whether the highway passes over or under 36<sup>th</sup>, 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 36<sup>th</sup>, 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 36<sup>th</sup> 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 23, AGAINST 0, ABSTAIN 5.



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Steve Lindbeck, President  
Rogers Park Community Council