

Rogers Park Community Council

(including Anchor Park, College Village, Woodside East and Rogers Park)

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Date: April 8, 2019

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



ROGERS PARK COMMUNITY COUNCIL RESOLUTION 2019-02

A RESOLUTION REGARDING THE MIDTOWN CONGESTION RELIEF STUDY

WHEREAS, Rogers Park Community Council (RPCC) has been closely involved with the Alaska Department of Transportation, Midtown Congestion Relief Study over the past 2 years;

WHEREAS, the Study team has winnowed its list of conceptual alternatives and is getting close to selecting a few alternatives for detailed study;

Now therefore, the RPCC provides the following input to inform the evaluation and selection of alternatives:

1. We concur with the selection of "One-Way Frontage Road" concepts (versus "Two-Way Frontage Road" concepts), as they will improve the ability of pedestrians to cross the Seward Highway safely and comfortably.
2. **For all alternatives we support a "depressed" or "cut and cover" freeway concept, or some combination of the two concepts.**
3. Conversely, we **strongly oppose** an "elevated" or "viaduct" freeway concept.
4. If the interim "Median U-Turn" concept is selected, we recognize that this configuration of the road could be in place for 10 to 15 years. We do not consider this "interim" and request that it be designed and constructed with all the amenities of a "final" project, including landscaping and pedestrian amenities.
5. If additional right-of-way is necessary, we request that:
 - a. a strong effort be made to avoid residential property acquisition on the east side of the Seward Highway and that the taking of property on the west side be equally evaluated, and

- b. acquisition be done at the initial phase of the project, to avoid the reduction in property values that would occur if the need for a taking is announced or implied, but the actual taking is not done for many months or years.
- 6. We understand that noise mitigation is a given, but we **strongly oppose** a development scenario where residential homes will face a sound fence across their street, as was recently constructed along Becharoff Street just south of Tudor Road. Also, we request:
 - a. going beyond typical “sound fences” and evaluating the potential for a tall, landscaped, earthen berm to separate the roadway from residential and parkland areas,
 - b. a dedicated community garden between Ingra Street and the sound barrier, and
 - c. that the sound barrier be constructed at the onset of construction to mitigate construction noise.
- 7. We are concerned about “cut-through” traffic in our neighborhoods and request that each alternative’s effect on LaTouche Street and Fireweed Lane traffic volumes be evaluated and included in the alternative evaluation and ranking.
- 8. Where the highway crosses Chester Creek and the Chester Creek Trail, we request that this crossing be done as a bridge; that is, without tunnels or culverts, such as at the A Street crossing of Chester Creek.
- 9. We appreciate the Study team’s on-going attention to non-motorized user safety and connectivity, and we ask that the team keep those as priorities during the evaluation and ranking process.

THIS RESOLUTION WAS **APPROVED** by the Rogers Park Community Council on April 8, 2019 by a vote of: 34 FOR, 0 AGAINST, with 2 members ABSTAINING.

Respectfully,



Jim Wright
President, Rogers Park Community Council