

**South Addition Community Council
Resolution 2025-02**

A Resolution Relating to the Seward to Glenn Planning and Environmental Linkages Study Revised Alternatives

Whereas, The Seward to Glenn Highway Connection Planning and Environmental Linkages Study has developed multiple alternatives to connect the Seward and Glenn Highways; and

Whereas, Fairview Community Council has a vested interest in this study, which includes the entire council boundary, and because the council has advocated for a long-term solution for the highway connection currently sited along 5th and 6th Avenues and the Gambell-Ingra couplet; and

Whereas, Fairview is a neighborhood with historically vulnerable populations, sections of the neighborhood earning as low as \$27,196 annually per household and up to 70.4% minority areas;¹ and

Whereas, The impacts of siting the highway through Fairview with the Gambell-Ingra couplet were well known, with the city acknowledging the negative impact of the highway in 1965, that the corridor would "cut the neighborhood and create an island two blocks wide and ten blocks long;"² and

Whereas, The highway corridor through Fairview is one of the most dangerous stretches of the road in the state, with data from the PEL study documenting, from 2008 to 2017, 136 major injury crashes and 19 fatalities, with an example of the highest crash rate of 145.7 fatal and major injury crashes per million vehicle miles traveled at Ingra Street between 5th and 6th Avenues;³ and

Whereas, The Municipality of Anchorage and the State of Alaska have not enacted solutions to address the highway connection, including most recently the incomplete "Highway to Highway" process (2011), which has led to years of further disinvestment along the corridor and especially on Hyder Street where the proposed "cut and cover" alternative was identified but not implemented; and

¹ Alaska Department of Transportation & Public Facilities (January 2022). A Basic Description of the Environmental Setting. Seward to Glenn Highway PEL Study.

² Reamer, D. (2023, May 25). Why Planners Routed a Highway through Anchorage's Fairview Neighborhood. Anchorage Daily News. <https://www.adn.com/opinions/2023/05/25/apinion-wbv-planners-routed-a-highway-through-anchorage-s-fairview-neighborhood> Anchorage Daily News.

³ Alaska Department of Transportation & Public Facilities (January 2022). A Basic Description of the Environmental Setting. Seward to Glenn Highway PEL Study.

**South Addition Community Council
Resolution 2025-02**

Whereas, The purpose and need of the study do not include addressing congestion but instead include the purposes to address accessibility, safety, livability, and to "improve neighborhood connections and quality of life;" and

Whereas, The Seward to Glenn Highway Connection Planning and Environmental Linkages Study has published preliminary alternatives for public review and comment; and

Whereas, Every alternative includes long-term priorities for the Fairview neighborhood, including restoring Gambell as a main street and a Greenway or "Regional Trail Connection" between the Chester Creek and Ship Creek Trails; and

Whereas, The long-term alternatives assume the need for a high-speed, controlled access freeway between the Seward and Glenn Highways, prioritizing single-occupancy vehicle through-traffic over residents' quality of life and local connectivity; and

Whereas, The construction of a controlled-access freeway through a densely developed part of the Anchorage Bowl would "relocate" hundreds of homes and businesses and would eliminate, in perpetuity, tax receipts from those homes and businesses purchased for right-of-way; and

Whereas, The MTP 2050 (no highway connection) Alternative meets the overall purpose and need of the study by reducing speeds in the corridor, adding Complete Streets projects within the study area, and rerouting freight out of Downtown; and

Whereas, Current best practices for transportation planning include less impactful solutions at lower costs to manage, including improving active transportation facilities, increasing transit, Transportation Systems Management and Operations (TMSO), and Transportation Demand Management (TOM); and

Whereas, The Reconnecting Fairview planning effort will focus on the Gambell-Ingra Corridor through a robust public-involvement process to address land uses and transportation facilities within the corridor;

NOW, THEREFORE, BE IT RESOLVED, the South Addition Community Council continues to stand with the Fairview neighborhood to ensure a solution that reconnects the community and mitigates decades-long past and existing harms caused by the two one-way four-lane roads that were intentionally built through the neighborhood;

THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council supports the removal of the preliminary "highway" alternatives (A, AB1, AB2, C1, C2, and D), recognizing that a controlled-access freeway through a densely developed part of the Anchorage Bowl is unacceptable to the community; and

**South Addition Community Council
Resolution 2025-02**

THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council supports the MTP 2050 and MTP+ alternatives with meaningful Traffic Systems Management and Operations and Traffic Demand Management investments as long-term solutions, focusing lane reductions on Gambell and Ingra Streets with the potential for 5th and 6th Avenues if warranted. This approach for the corridor achieves the purpose and need of the study and neighborhood priorities to increase safety along the corridor, removes uncertainty and disinvestment along the corridor, provides an opportunity to revitalize the corridor and the neighborhood as a whole, and will better balance community needs to preserve residences, businesses, and parks; and

THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council recommends prioritizing port connection alternatives within the industrial Ship Creek area rather than through Downtown and adjacent residential areas, pending additional analysis and outreach to determine if these connections will solve the freight concerns without harming neighborhoods, and

THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council requests the Seward to Glenn Planning and Environmental Linkages Study not to repeat the errors of the past by selecting one alignment and precluding others when there is significant fiscal uncertainty about future availability of funding for an extremely expensive capital project, and when the “parkway” alternatives will have significant impacts on neighborhoods and parklands, and

THEREFORE, BE IT ALSO RESOLVED, the South Addition Community Council requests the Seward to Glenn Highway Connection Planning and Environmental Linkages Study to continue working closely with the Reconnecting Fairview planning effort to align its schedule and outcomes to recognize transportation and land use development must be treated holistically.

After establishing the necessary quorum, the South Addition Community Council, by a vote of ___ ayes, ___ nays, and ___ abstentions, attested this resolution on the ___ day of _____, 2025.

John Thurber, President
South Addition Community Council