

AIRPORT HEIGHTS COMMUNITY COUNCIL
RESOLUTION 2024-3

A RESOLUTION REGARDING THE SEWARD TO GLENN CONNECTION PLANNING
AND ENVIRONMENTAL LINKAGES STUDY ALTERNATIVES

WHEREAS, the Seward to Glenn Connection Planning and Environmental Linkages Study has a defined boundary in the northern area of the Anchorage bowl, including a significant portion within the Airport Heights Community Council boundary;

WHEREAS, Airport Heights Community Council has a vested interest in this study directly as part of the study area and indirectly as residents of Anchorage that use the transportation system to get to work, school, food, health care, and other important activities;

WHEREAS, the Seward to Glenn Connection Planning and Environmental Linkages Study has proposed alternatives for public review and comment;

WHEREAS, none of the alternatives are a full cut-and-cover, which is the only acceptable highway option to address both the neighborhood impacts and regional vehicle traffic needs as previously supported by Airport Heights Community Council residents through [Resolution 2022-01](#);

WHEREAS, Alternatives A through D involve running a major highway directly through the middle of our city, prioritizing single-occupancy vehicle through-traffic over residents' quality of life and local connectivity;

WHEREAS, all of the A and B alternatives reduce connectivity in Fairview by creating cul-de-sacs and appear to do further harm to the neighborhood by taking out businesses and residences;

WHEREAS, Alternative C passes within 500 ft of the outdoor play space for both Dr. Etheldra Davis Fairview Elementary and Airport Heights Elementary Schools, based on best estimates from locations shown in report maps. These are both Title 1 schools. Based on [information from the U.S. Environmental Protection Agency](#), within 500 ft is the noted distance for the worst health effects from highway air pollution, and impacts only decrease gradually from there. The school buildings themselves are both within 800 ft of the proposed alternative. Background levels of pollution are not reached until 2000 feet;

WHEREAS, Alternatives C1 and especially C2 would increase traffic, and thus road noise, auto emissions and light pollution, on or along 15th Avenue adjacent to our neighborhood, affecting residents as well as the hospital and schools;

WHEREAS, Alternative D would destroy Sitka Street Park and run alongside the Eastridge

neighborhood and then down through the heart of the Greenbelt Park, alongside the Chester Creek Trail, for approximately one mile, causing substantial noise and air pollution for our residents at home and on the trail;

WHEREAS, Alternative D builds a new major highway through an existing greenbelt and adjoining similarly situated neighborhoods, where roadway-contaminated snow and rain runoff from Alternative D would be deposited directly into Chester Creek and the Sitka Street Park wetland and on the highly-traveled Lanie Fleischer Chester Creek Trail and severely impact the residents of Eastridge condos;

WHEREAS, the 2050 MTP (No Highway Connection) Alternative may be an acceptable compromise that balances traffic flow with community needs, as it restores connectivity to Fairview by narrowing Ingra and returning Gambell to a community “main street” environment. It would also mitigate the harm caused by high-speed, high-volume traffic by reducing speeds, thus reducing deadly crashes as well as the currently pervasive highway noise. The alternative is based on projects that were proposed by the community and selected by AMATS for inclusion in the 2050 MTP. As such, these projects explicitly represent the will of the community in how this corridor should be reimagined;

WHEREAS, we should ensure sufficient funding for pavement preservation and winter maintenance of the infrastructure we already have before adding many more lane miles and facilities to our transportation system, as proposed in the Alternatives A through D;

WHEREAS, the Fairview Community Council, in partnership with NeighborWorks Alaska, received a Reconnecting Communities Grant from the federal government to do more in-depth work on solutions to make the community whole and The Reconnecting Fairview project is ongoing;

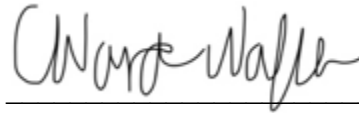
NOW, THEREFORE, BE IT RESOLVED, that the Airport Heights Community Council stands with the Fairview neighborhood to ensure a solution that reconnects the community and mitigates decades-long past and existing harms caused by the two one-way four-lane roads and two one-way three-lane roads that were intentionally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

BE IT FURTHER RESOLVED, that the Airport Heights Community Council supports removal of Alternatives A through D and requires consideration of a cut-and-cover as an additional alternative in the next study phase due to significant impacts on parklands and neighborhoods;

BE IT FURTHER RESOLVED, that the Airport Heights Community Council supports the “no-highway” alternative for the Seward to Glenn Connection Planning and Environmental Linkages Study, such as the 2050 Metropolitan Transportation Plan alternative, which would better balance community needs, local connectivity, and vehicle traffic flow, preserve residences, businesses, and parks, reduce vehicle traffic noise, and improve air quality.

BE IT FURTHER RESOLVED, that with all the resulting negative and destructive impacts to the recreational use and livability to the adjacent neighborhood, the Airport Heights Community Council vigorously and unequivocally opposes any and all options and alternatives that would direct construction of a new highway through Sitka Park or the Chester Creek Greenbelt or would fail to mitigate the negative impacts of the highway through the Fairview neighborhood.

THIS RESOLUTION WAS APPROVED by the Airport Heights Community Council on April 18, 2024 by a vote of: FOR_20_, AGAINST _0_, ABSTAIN _1__.

A handwritten signature in dark ink, appearing to read "Chelsea Ward-Waller", written over a horizontal line.

Chelsea Ward-Waller, President