

Municipal Clerk's Office  
**Amended and Approved**  
Date: **November 9, 2022**

Submitted by: Assembly Vice Chair Constant and  
Assembly Member Volland  
Prepared by: Legislative Services  
For reading: November 9, 2022

**ANCHORAGE, ALASKA**  
**AR No. 2022-348, As Amended**

1 **A RESOLUTION OF THE ANCHORAGE ASSEMBLY SUPPORTING THE**  
2 **FAIRVIEW COMMUNITY COUNCIL AND NEIGHBORWORKS ALASKA IN**  
3 **THEIR EFFORT TO SECURE A RECONNECTING COMMUNITIES PILOT**  
4 **PROGRAM GRANT THROUGH THE U.S. DEPARTMENT OF**  
5 **TRANSPORTATION TO DEVELOP A STRATEGY TO UNIFY A COMMUNITY**  
6 **PHYSICALLY FRACTURED BY TRANSPORTATION INFRASTRUCTURE.**

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7  
8 **WHEREAS**, the Infrastructure Investment and Jobs Act was passed with the support  
9 of the Alaska delegation and signed into law by the President of the United States  
10 on November 15, 2021, and will bring much needed investments to the State of  
11 Alaska; and

12  
13 **WHEREAS**, the “Reconnecting Communities Pilot Program,” a discretionary grant  
14 program funded with \$1 billion over the next 5 years, is the first-ever Federal  
15 program dedicated to reconnecting communities that were previously cut off from  
16 economic opportunities by transportation infrastructure; and

17  
18 **WHEREAS**, funding through this program supports planning grants and capital  
19 construction grants, as well as technical assistance, to restore community  
20 connectivity through the removal, retrofit, mitigation, or replacement of eligible  
21 transportation infrastructure facilities; and

22  
23 **WHEREAS**, eligible facilities for this program include highways, roads, streets,  
24 parkways, or other transportation facilities that create barriers to community  
25 connectivity, including barriers to mobility, access, or economic development, due  
26 to high speeds, grade separations, or other design factors; and

27  
28 **WHEREAS**, the Municipality of Anchorage is physically bisected by the New Seward  
29 Highway, and the Fairview Community is divided by the Gambell and Ingra Couplet  
30 corridor; and

31  
32 **WHEREAS**, high speeds through this corridor, combined with precariously narrow  
33 sidewalks that are frequently interrupted by utility poles or piled high with snow,  
34 present ongoing dangers for pedestrians, cyclists, and wheelchair users in a  
35 neighborhood where nearly half of the population is low income and where some  
36 cannot afford to travel by vehicle; and

37  
38 **WHEREAS**, this couplet brought over 28,000 vehicles daily in pre-pandemic years  
39 through largely residential areas, with an estimated 5% being freight traffic including  
40 tractor-trailer doubles and hazardous materials; and

41

1 **WHEREAS, the Federal Title 23 Highway bisecting the Fairview community is**  
2 **a textbook study in structural inequality that can be traced back to the original**  
3 **construction of the couplet in the 1950's – it served to divide the town and a**  
4 **place “that would never amount to anything” – a stance taken by some in a**  
5 **position to affect the project. What was once de jure segregation continued**  
6 **as de facto segregation now affecting multiple minority populations across**  
7 **several generations. Urban renewal and its use of a low-income, minority**  
8 **neighborhood to assist in siting a high-speed, 8-lane couplet, a federal**  
9 **highway cutting through an urban neighborhood, was a clear act of**  
10 **discrimination in the implementation of transportation policy and planning;**  
11 **and**  
12

13 **WHEREAS**, the highway corridor has led to decades of divestment and decline in  
14 the area, and causes ongoing health and safety risks to an economically  
15 disadvantaged community; and  
16

17 **WHEREAS**, the Alaska Department of Transportation and Public Facilities has  
18 completed its first year of a Seward to Glenn Mobility Planning and Environmental  
19 Linkages (PEL) Study, but many community members have found it unresponsive  
20 to neighborhood priorities and concerns, with thru-traffic prioritized and vehicle  
21 level-of-service metrics emphasized, in spite of the fact that an overwhelming  
22 proportion of public comments received from neighbors emphasized the need to  
23 prioritize safety for non-motorized travel; and  
24

25 **WHEREAS**, with AO 2014-108, the Assembly adopted the Fairview Neighborhood  
26 Plan which included the findings of fact in Planning and Zoning Resolution 2014-  
27 032, notably #13 which reads:  
28

29 Gambell Street is neither safe for the public, nor safe for traffic; it is time to  
30 stop studying Gambell Street and to take action for improvements.  
31 Concerning the AMATS plan noted on page 32, to delay [a project] until 2035  
32 could be considered a taking, through the 20-year delays asked of property  
33 owners. Public agencies should make their decisions in a timelier manner;  
34 and  
35

36 **WHEREAS**, the Fairview Community Council has taken the community-led initiative  
37 to partner with NeighborWorks Alaska to apply for funding through the U.S.  
38 Department of Transportation Reconnecting Communities Pilot Program grant  
39 opportunity, in an effort to restore balance by incorporating the priorities of land use,  
40 non-motorized mobility, neighborhood connectivity, and economic development;  
41 and  
42

43 **WHEREAS**, the “Reconnecting Fairview” proposal seeks to fund planning activities  
44 for the revitalization of the East Downtown and Fairview neighborhoods that utilize  
45 a robust public engagement and community visioning process combined with  
46 important technical analysis to restore neighborhood unity, enhance year-round

1 mobility, and achieve concurrence on a revitalization strategy for the physically  
2 fractured Fairview community;

3  
4 **NOW THEREFORE BE IT RESOLVED**, the Anchorage Assembly strongly supports  
5 the "Reconnecting Fairview" collaboration between the Fairview Community Council  
6 and NeighborWorks Alaska and their effort to secure funding through the  
7 Reconnecting Communities Pilot Program and the U.S. Department of  
8 Transportation.  
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11 PASSED AND APPROVED by the Anchorage Assembly this 9th day of November,  
12 2022.  
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14  
15 *Christopher Constant*

16 \_\_\_\_\_  
17 Chair

18 ATTEST:

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21 *Jennifer Veneklasen*

22 \_\_\_\_\_  
23 Municipal Clerk