

**Resolution  
Of the  
Scenic Foothills Community Council  
Safety and Traffic Calming at Tudor /Muldoon from Baxter to 36<sup>th</sup> Ave**

**Background:**

In 2019, the 1,500-foot stretch of Tudor Road lying to the east of the Baxter Road intersection experienced 3 motorist deaths. These fatalities amounted to more than 3 percent of all motorist fatalities within the State of Alaska for the year 2019. There has been an increase in crashes and fatalities along this stretch of road.

Tudor Road became a 4-lane paved roadway in 1976. At that time the average vehicles per day was 9,800, with estimated daily truck volume of 500. In 2004 AMATS estimated that an average of 30,000 vehicles per day traveled this corridor, of those vehicles, approximately 1400 were trucks and 200 to 250 were tractor-trailer units. The increase of traffic has not been met with safety improvements.

The current posted speed limit on this section of roadway is 50 miles per hour. The 50 miles per hour speed limit was established by the Alaska Department of Highways in the 1970s. There is a traffic signal at the intersection of Baxter Road. The next traffic signal to the east is 36<sup>th</sup> Avenue, a distance of 1.3 miles. Vehicle travel in this 1.3 mile section of roadway is unabated, and is associated with excessive driver speeds.

Tudor Rd. near the Muldoon curve has an approximately 800 feet of this stretch of roadway which is elevated as much as 15 feet above adjacent Kensington Park Subdivision, which lies on the north side of Tudor Road. This elevated section of Tudor Road has a steep embankment on the Kensington Park Subdivision side. This location has experienced numerous vehicle rollovers and vehicle travel onto private property incidents since 1976, when the Tudor Road was first widened to 4 lanes. It should be noted that those vehicles traversed the pedestrian pathway before going over the embankment.

**Resolution:**

**Whereas**, in 2016 Anchorage signed on to the Vision Zero initiative to use data and evidence based strategies to reduce transportation crashes, injuries and fatalities to zero for all transportation users; including pedestrians, bicyclists, and transit users.

**Whereas**, the entire length of this section of Tudor Road and Muldoon Road experience approximately 30,000 vehicles per day, often traveling at excessive speeds, and where no raised and curbed median currently exists.

**Whereas**, the risk of vehicle rollovers is high along the 4-percent gradient segment of road beginning at the Tudor Road-Baxter Road intersection and extending 1500 feet to the east, endangering motorists, pedestrians, bicyclists, transit users, and private property owners.

**Hereby be it Resolved** that measures must be taken to increase the safety of all transportation users, including pedestrians, bicyclists, transit users, and homeowners in the area of road from Baxter to 36<sup>th</sup> avenue. Some suggestions include: reducing speed limit, limiting trucking through the curve, adding a curb to the median, adding a barrier to the north of Tudor near just west of Chugach square.

Respectfully submitted by the Scenic Foothills Community Council

Approved: \_\_\_\_\_ SFCC President, Dawn Groth, Date \_\_\_\_\_ Yays \_\_\_\_\_ Nays \_\_\_\_\_ Abstain \_\_\_\_\_