

**NORTH STAR COMMUNITY COUNCIL
DRAFT RESOLUTION # 2023-03**

**A RESOLUTION IN FAVOR OF THE IMPLEMENTATION OF
TEMPORARY PROTECTED BIKE LANES IN ANCHORAGE**

WHEREAS, a “protected bike lane” is an on-street bicycling facility that is separated from motorized traffic by a vertical barrier, such as posts, planters, or concrete barriers;

WHEREAS, unprotected bike lanes usually appeal only to people that are confident cyclists (10% of people in the US) while about 50% of people would like to bike but are unwilling to use facilities that are not physically protected from motor vehicles¹;

WHEREAS, protected bike lanes are comfortable for bicyclists of all ages and abilities and thus may increase the number of trips taken by bike¹;

WHEREAS, active transportation, including bicycling, often improves physical and mental health, thus improving individual quality of life and reducing the need for public health services, which may more than offset the cost of building a protected bicycle network¹;

WHEREAS, the presence of a protected bike lane may improve safety for all traffic modes by acting as a “calming” mechanism, slowing cars and reducing fatalities for people traveling by motorized vehicle, foot, and bike²;

WHEREAS, protected bike lanes may bring more customers, who also spend more per trip and visit businesses more often than drivers, thus increasing revenue for businesses on the route³;

¹ Reich, D.T., et al. October 2022. Protected Bicycle Lanes Protect the Climate. Institute for Transportation & Development Policy and FIA Foundation. <https://www.fiafoundation.org/media/xmwns4t2/cc-protected-oct201022.pdf>.

² Marshall, W.E., & N.N. Ferencak. 2019. Why cities with high bicycling rates are safer for all road users. Journal of Transport & Health 13:100539. <https://doi.org/10.1016/j.jth.2019.03.004>.

³ Popovich, N., & S.L. Handy. 2014. Bicyclists as Consumers: Mode Choice and Spending Behavior in Downtown Davis, California. Transportation Research Record 2468:47–54. <https://doi.org/10.3141/2468-06>.

⁴ Liu, J. H., & W. Shi. 2017. Impact of Bike Facilities on Residential Property Prices. Transportation Research Record 2662:50–58. <https://doi.org/10.3141/2662-06>.

WHEREAS, the presence of high-quality cycling infrastructure, such as protected bike lanes, may benefit homeowners by increasing the value of their home⁴,

WHEREAS, supporting non-motorized transportation may improve equity, reduce transportation costs for individuals, reduce air pollution and greenhouse gas emissions, reduce traffic congestion, and may be a more space-efficient and cost-effective use of public dollars than supporting motorized transportation;

WHEREAS, an increase in the mode share of non-motorized transportation may be necessary to meet the goals of the Alaska Statewide Long-Range Transportation Policy Plan; Municipality of Anchorage goals as stated in the 2040 Land Use Plan, 2040 Metropolitan Transportation Plan, Non-Motorized Plan, and Climate Action Plan;

WHEREAS, the main road corridors in Anchorage that provide access to businesses and services are equally important for both motorized and non-motorized traffic, but prioritize motorized traffic while providing minimal accommodation for non-motorized traffic, and thus are often not welcoming or usable for most people who would like to travel by bike;

WHEREAS, alternate routes for bicyclists are often not available, as many low-traffic streets in Anchorage are not through-streets and thus not part of a usable bike network;

WHEREAS, protected bike lanes could provide best-practice facilities for Anchorage bicyclists along important corridors that provide connectivity for the bike network and access to businesses and services;

WHEREAS, Fireweed Lane is in our Community Council area and is an important corridor that should better accommodate bicyclists;

WHEREAS, temporary projects may be useful to test, fine-tune, and demonstrate designs that have not yet been implemented as permanent facilities in Anchorage, including protected bike lanes;

WHEREAS, temporary protected bike lanes may be useful to inform ongoing or upcoming projects to reevaluate the design of Anchorage roads, including the Seward-Glenn Mobility PEL Study, the A/C Streets Corridor Plan, and Fireweed Lane Rehabilitation;

WHEREAS, public safety is the most important purpose of local government, and three-lane roads have been proven to be safer than two-lane roads, the North Star Community Council asks that any temporary bike lanes on Fireweed Lane be tested using a three-lane model.

NOW, THEREFORE, BE IT RESOLVED that the North Star Community Council supports the implementation of temporary protected bike lanes on Fireweed Lane, in 2023 or 2024, if done using a three-lane model.

PASSED AND APPROVED this 10th day of May, 2023.

Yes _____ No _____ Abstained _____

Matt Johnson, NSCC President

Mark Butler, NSCC Vice-President