

**MIDTOWN 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, protected bike lanes may be comfortable for bicyclists of all ages and abilities and thus may increase the number of trips taken by bike;

WHEREAS, active transportation, including bicycling, often improves physical and mental health, thus improving individual quality of life and may reduce the need for public health services;

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 bike;

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

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

WHEREAS, supporting non-motorized transportation may 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 might 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;

NOW, THEREFORE, BE IT RESOLVED that the Midtown Community Council supports the implementation of temporary protected bike lanes on Fireweed Lane, in 2023 or 2024 for testing purposes if done after these considerations are addressed:

- A written plan of experiment,
- Approval of a written plan by the State of Alaska, Department of Transportation,
- A comprehensive survey of the businesses along Fireweed Lane,
- A disclosure of the necessary permits and whether they are they currently in place,
- A plan for the development of usage statistics,
- An analysis of impact to future development and design along Fireweed Lane as it relates to business development and road design.
- An analysis of the research completed on the success of protected bike lanes *where there exist frequent ingress/egress driveways* into businesses. There are 55 business turn-ins/turn-outs on the approximately 1.2-mile Fireweed Lane.
- A notation that the current census shows 1% (with a +/- 0.5% margin of error) of the current Anchorage population using bikes as a mode of transportation. [S0801 COMMUTING CHARACTERISTICS BY SEX \(2021: ACS 1-Year Estimates Subject Tables\)](#)
- The testing and design adhere to the standards for safety outlined by the National Association of City Transportation Officials (NACTO).

PASSED AND APPROVED this __14__ day of June, 2023.

Yes _____9_____ No _____3_____ Abstained _____0_____

Kristine Stoeher

MTCC President

NOTE: The 55 business turn-in lanes are on the South side of Fireweed. KGS 6-15-23