

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 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 increase the number of trips taken by bike¹;

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

WHEREAS, the presence of a protected bike lane improves 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 bring more customers, who also spend more per trip and visit businesses more often than drivers, thus increasing revenue for businesses on the route³;

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

WHEREAS, supporting non-motorized transportation improves equity, reduces transportation costs for individuals, reduces air pollution and greenhouse gas emissions, reduces traffic congestion, and is 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 is 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 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 would provide best-practice facilities for Anchorage bicyclists along important corridors that provide connectivity for the bike network and access to businesses and services;

WHEREAS, A Street, E Street, and G Street are in our Community Council area and are important corridors that should better accommodate bicyclists;

WHEREAS, temporary projects are 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 would also 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 South Addition Community Council supports the implementation of temporary protected bike lanes on Anchorage roads, including Gambell Street, A Street, E Street, and G Street, Fireweed Lane and Spenard Road south of Benson to Minnesota in June–August 2023.

Adopted 16 Yes Votes and 0 No Votes

PASSED AND APPROVED this 23 day of March, 2023.

John Thurber 3/28/23
John Thurber, President

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/xmws4t2/cc-protected-oct201022.pdf>.

² Marshall, W.E., & N.N. Ferenchak. 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>.