

South Addition and North Star Resolution Regarding DOT&PF Minnesota Drive Corridor Study

Whereas, high-speed one-way couplet arterial highways are incompatible with safe and economically vital Anchorage Downtown and Midtown communities, and

Whereas, extreme noise levels, speeding, and auto-centric roadway design depress property values, endanger residents including children walking to neighborhood schools, and create elevated risk of fatalities and serious injuries for motorists, pedestrians, and bicyclists, and

Whereas, the Minnesota Drive Corridor Study includes Minnesota Drive plus I and L Streets that are owned and operated by Alaska Department of Transportation & Public Facilities (DOT&PF), and

Whereas, a [2009 nationwide survey](#) showed 35% of students in grades K-8 who lived within one mile of school usually walked or bicycled to school, even once a week, and

Whereas, the North Star and South Addition community plans call for safer, people-centered urban and transportation planning, and

Therefore, be it resolved the South Addition and North Star Community Councils urge the Mayor, Anchorage Assembly, Alaska Department of Transportation and Public Facilities (DOT&PF), Anchorage School District Safe Student Transportation Committee, and Anchorage Metropolitan Area Transportation Solutions (AMATS) to transform the I/L/Minnesota Drive couplet from the dangerous and grossly inappropriate highway into a safe urban boulevard by reducing the number of vehicular travel lanes to two lanes wide in each direction while reducing lane width, shorten intersection crossings, add crosswalks where pedestrians are currently prohibited at signalized intersections, add new pedestrian and bicycle facilities connecting North Star and South Addition, enhance transit stops, add landscaping and vegetation to reduce noise pollution, and reduce both Design Speeds and Posted Speed Limits along with associated traffic signal timing to ensure automobiles and trucks travel no faster than 25 miles per hour north of Benson Boulevard, and

Be it further resolved, the South Addition and North Star Community Councils support a comprehensive examination of roadway configurations including consideration of conversion from couplets to two-way roads, and inclusion of cycle tracks and/or protected bike lanes on all road segments, and remove right-turn pockets at intersections to reduce right-hook crashes with vulnerable road users, and

Be it further resolved the South Addition and North Star Community Councils support Complete Streets Redesign with the above mentioned roadway and intersection elements to reduce the risk of fatalities and serious injuries for all modes of travel, particularly for children who are at risk while walking to Romig Middle, West High, and Inlet View Elementary schools in the I/L/Minnesota Drive corridor.