

South Addition Community Council  
Resolution for DOT&PF Regarding I & L Streets Repaving Project

Whereas, high traffic speeds on I and L Sts are a danger to students and families walking and biking to Inlet View, Central Middle, and Chugach Optional Schools, as well as seniors who live at the Pioneer Home and throughout the community, and all tourists navigating West Anchorage, and South Addition residents who walk or roll to commute, access transit, shop, or recreate, and;

Whereas, high traffic speeds and dangerous designs on I and L Sts produce excessive traffic noise, pollution and are a visual blight that deter investment, lower property values, and discourage much-needed investment in additional housing in South Addition, and;

Whereas, high traffic speeds on I and L Streets are the result of an excessive number of automobile travel lanes, excessively wide and straight travel lanes, and an absence of safe and comfortable walking and bicycling infrastructure, thereby increasing the risk of crashes to all users of the corridor and;

Whereas, lack of crosswalks across I and L Sts for 10th Ave, 12th Ave, and the south side of 9th Ave endanger pedestrians, bicyclists, children, and people with disabilities, especially during Park Strip events and;

Whereas, DOTPF is engaged in designing a pavement preservation project that will re-surface I and L Sts using 90% Federal funding and 10% State General Funding as match, and;

Whereas, the Federal Highway Administration (FHWA) has provided guidance on how states and localities can improve road safety to provide or expand pedestrian and bicycle infrastructure, add crossings, enhance transit stops, update signal timing, and comply with the American Disabilities Act with pavement preservation projects, and;

Therefore be it resolved, the South Addition Community Council urges DOT&PF to convert one automobile lane on each I and L Sts to non-motorized use, such as a cycle track, which will reduce traffic speeds, improve safety for all users, and finally provide safe crossing opportunities for non-motorized access, and;

Be it further resolved, South Addition Community Council urges DOT&PF to reduce posted speed limits to 25 mph, narrow remaining automobile lane widths, adjust signal timing to reduce traffic speeds to levels that are less likely to be fatal in the event of a collision and;

Be it further resolved South Addition Community Council supports installing enhanced crosswalks at all intersections of cross streets with I and L Sts, including where crosswalks are currently minimal, incomplete, or missing at 9th, 10th, and 12th Avenues.