

February 23rd, 2023 DRAFT

SACC Resolution to Improve Pedestrian and Bicycle Safety and Reduce Vehicle Speeds and Noise by Working with Alaska Department of Transportation for Complete Streets Capital Projects

Whereas, traffic related safety and noise remain the top concerns facing South Addition residents as shown most recently in its 2016 Neighborhood Plan Needs Assessment, 2018 Traffic Calming Resolution and 2022 Capital Project priorities,

Whereas, crossing arterial roads is the highest risk to non-motorized users, specifically the young and elderly and there are three elementary schools, one middle school, and one retirement home within the South Addition community and each are adjacent to State of Alaska arterial roads,

Whereas, non-motorized user deaths are increasing faster than all other traffic fatalities [across Anchorage](#), which matches [national trends](#),

Whereas, the four arterial roads through South Addition: A, C, I and L Streets remain high speed corridors that have documented speeds well above posted speed limits with too few signalized pedestrian crossings,

Whereas, Inlet View Elementary (IVES), a neighborhood school, [has a current walking route plan](#) that prohibits students from crossing I and L Streets and are considered “[significantly less safe](#)” and results in three nearby sections of South Addition families deterred from walking or biking to school,

Whereas, IVES does not have consistent crossing guard services at L street at 13th Ave, despite the walking plan [indicating a cross guard is required](#), because they cannot fill the position,

Whereas, “Complete Streets” are [defined by the Federal Highway Administration](#) as streets planned, designed and operated to enable safe use and support mobility for all users of all abilities within a roadway corridor,

Whereas, Complete Streets design elements through infrastructure, especially lane width [and protected bike lanes](#), have more influence on reducing vehicle speed and improving safety for all users than posted speed limits, adjacent land uses or police enforcement,

Whereas, in the summers of 2017 and 2018 the South Addition Traffic and Noise Neighborhood Plan Committee requested speed data from Alaska Department of Transportation and Public Facilities (DOT&PF) for A, C, I and L Streets north of 15th Avenue,

Whereas, DOT&PF has provided SACC with eight-hour speed study data on L Street, and continuous data from Minnesota Blvd. at the Lagoon,

Whereas only 23% of the reported speeds in the *right* lane of L Street between 11th and 13th were at or under the posted 30 miles per hour (mph) speed limit, and 24 vehicles were over 46 mph, with one over 64 mph,

Whereas, only 13% of the reported speeds on Minnesota at the Lagoon were at or under the posted 45 mph speed limit, with 228 vehicles over 70 mph and one over 90 mph,

Whereas, Anchorage's 2040 Land Use Plan states "Complete streets are essential in traditional walkable neighborhood contexts...." and Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a [Complete Streets Policy](#) in 2019,

Whereas, South Addition is highly valued as a traditional, walkable neighborhood for all users and all abilities,

Whereas, AMATS included Complete Streets studies for South Addition arterial roadways into the January 2023 [Draft 2050 Metropolitan Transportation Plan Complete Streets Project List](#),

Whereas, The Anchorage Assembly passed resolution [2022-254\(S\)](#) urging DOT&PF and AMATS to focus funding towards non-motorized infrastructure investments over adding car-centric infrastructure expansion in order to reduce greenhouse gas emissions,

Whereas, AMATS and DOT&PF infrastructure funding for Alaska, across all programs has [increased on average 40% from the 2021 Bipartisan Infrastructure Law \(BIL\)](#),

Now therefore, South Addition Community Council resolves that DOT&PF and AMATS advance Complete Streets study of A, C, I and L Streets within the next year that will identify capital improvements needed to

1. Make the roadways compatible with adjacent land use and neighborhood character,
2. Continue to accommodate vehicle traffic while improving safety for all users,
3. Slow traffic speeds and reduce traffic noise through design and infrastructure including protected bicycle lanes on arterial roads,
4. Promote improved transit service and access to transit,
5. Allow people to safely walk along and across arterial streets,
6. Encourage more people to walk and bicycle by improving comfort, access, and safety.

Adopted unanimously by the South Addition Community Council on February 23, 2022

John Thurber , President

Date