

Fairview Community Council

Resolution 2024-14

A Resolution in Support of Actions to Protect Pedestrians and Other Non-Motorized Users of Anchorage’s Surface Transportation Network

WHEREAS, the Fairview Community Council (“FVCC”) is an organization representing the interests of area businesses, residents, property owners and other stakeholder groups within Anchorage’s Fairview neighborhood; and

WHEREAS, the purpose of community councils is to provide a direct and continuing means of participation in local government and local affairs; and

WHEREAS, a pedestrian is a person on foot walking, running, bicycling, riding scooters, skateboards, skates, using a wheelchair, tricycles, or quadricycle. In other words, a pedestrian is a person not in a motorized vehicle moving around our community; and

WHEREAS, according to the ADOT&PF, a pedestrian is also a “Vulnerable Road User,” which is any person who chooses to walk, bike, or roll on Alaska’s roadways. Vulnerable road users are considered “vulnerable” because they lack the visibility, protection, and deference given to motor vehicles; and

WHEREAS, a record 14 pedestrians have been killed in Anchorage this year after being struck by a vehicle, the highest annual number with three months remaining in the year¹; and

WHEREAS, in Anchorage, the majority of these collisions and deaths have occurred on high-speed highways and arterials, including roads within Fairview; and

WHEREAS, roads within Fairview that are part of the city’s Vision Zero “high injury network” include Gambell Street, Ingra Street, 5th and 6th Avenues among others; and

WHEREAS, people have the right to cross roadways on foot and should be able to do so without fear of death by vehicle.

NOW THEREFORE BE IT RESOLVED THAT the Fairview Community Council urges the State of Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Municipality of Anchorage (MOA) to advance the following actions:

¹ Theriault Boots, M. (September 26, 2024). “Fatally flawed”: What this year’s 13 pedestrian deaths tell us about Anchorage’s roads. *Anchorage Daily News*. <https://www.adn.com/alaska-news/anchorage/2024/09/26/fatally-flawed-what-this-years-12-pedestrian-deaths-tell-us-about-anchorages-roads/>

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- Reduce speed limits by 10 mph on corridors identified in the Vision Zero “high injury network,” AMATS Safety Plan², and the Strategic Highway Safety Plan/Vulnerable Road User Plan³.
- Launch continuous public education campaigns for safe driving practices, especially as they relate to interactions with vulnerable road users.
- Reduce speed limits to a maximum of 35 mph in corridors with multi-modal facilities and transit.
- Include quick-build solutions for:
 - Creating separation and safe spaces for drivers, bicyclists, and pedestrians, which also calms traffic.
 - Installing more frequent crosswalks and mid-block crossings, including pedestrian beacons for better visibility.
 - Building road diets including the use of chicanes that naturally enforce slower, safer speeds.
- Prioritize snow removal and maintenance for non-vehicular infrastructure through increased funding to the Municipality for sidewalk and trail facilities
- Increase pedestrian-scaled lighting along high-speed corridors.
- Program funding in the Statewide Transportation Improvement Program (STIP) for enhanced support of regular and consistent speed limit enforcement at state and municipal levels.
- Install educational speed feedback technologies and fund increased traffic enforcement within dangerous corridors.
- Advance mid- to longer-term actions to include:
 - Adopting a Complete Streets Policy for the ADOT&PF.
 - Updating the Design Criteria Manual (DCM) to allow for prioritizing safe designs for vulnerable road users.
 - Strategic lane reductions on facilities which have a documented history of pedestrian deaths.
 - Discontinuing use of the 85th percentile speed study considerations and instead design and re-design roadways in core urban areas for vehicle speeds no higher than 35 miles per hour.
 - Providing equal consideration of vulnerable road user safety (pedestrians and bicyclists) in all transportation planning, design, maintenance, and construction projects, including designs to encourage slower driving speeds.
 - Examining the feasibility of establishing a systems-wide and complementary lower-speed bike and pedestrian network within the Anchorage Bowl.

The Fairview Community Council, after obtaining a quorum of 15 members and after due consideration _____
Approved _____ Disapproved this resolution by a vote of _____ Ayes _____ Nays _____ Abstentions.

Attested this _____ day of _____, 2024.

² MOA Anchorage Metropolitan Area Transportation Solutions. (March, 2024). AMATS Safety Plan. <https://publicinput.com/a8536>

³ State of Alaska Department of Transportation & Public Facilities. (August, 2024). Alaska Strategic Highway Safety Plan 2023-2027. [https://dot.alaska.gov/stwdplng/shsp/#:~:text=What%20is%20the%20Strategic%20Highway%20Safety%20Plan%20\(SHSP\)%3F&text=The%20SHSP%20is%20the%20statewide.%C2%A7%20148](https://dot.alaska.gov/stwdplng/shsp/#:~:text=What%20is%20the%20Strategic%20Highway%20Safety%20Plan%20(SHSP)%3F&text=The%20SHSP%20is%20the%20statewide.%C2%A7%20148).

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Fairview Community Council President

Date