

**NORTH STAR COMMUNITY COUNCIL
RESOLUTION # 2024-12-01**

A RESOLUTION DESCRIBING NSCC PRIORITIES FOR THE MIDTOWN DISTRICT PLAN

WHEREAS, the Midtown District Plan is integrating feedback from North Star Community Council and soliciting action items specific to the NSCC geographic area to be implemented in a 3-5 year timeline, some of which may be integrated into the 2025 budget process;

WHEREAS, NSCC residents living in a distributed area with several high speed roads passing through have a vested interest in safe, quiet streets that are properly maintained;

WHEREAS, the uniquely close proximity of NSCC to Midtown and Spenard places vibrant city amenities and workplaces within walking biking, and convenient bussing distance of residents;

WHEREAS, Resolution 2023-03 expressed NSCC support for Protected Bike Lanes and the specific benefits of active transportation infrastructure to benefit all road users;

RESOLVED, the following bullet points summarize the NSCC's priorities for the MDP, and are intended to be used by NSCC steering committee representatives and the plan team to guide more detailed action items to be integrated into the plan document. NSCC's portion of the draft plan document will be approved at further meetings.

- **Overall Approach and Core Goals:**
 - Quickly implement low cost/low complexity changes to increase safety as first pass of efforts to improve area
 - Decrease the speed on our roads and making sidewalk more pleasant and comfortable for all users
 - Lean into mixed use development and our key identity as a residential neighborhood within walking distance of the Midtown District's many amenities
- **Road and Sidewalk Safety, Infrastructure**
 - Road diets and speed reductions on Arctic, A, C, Fireweed
 - Goal: streets are pleasant, serve residents walking and rolling in neighborhoods, and slow down excessive speeding to prioritize safety.
 - Addition of protected bike lanes, and designing to NACTO Complete Streets manuals to ensure connectivity for both vehicles and pedestrians.
 - Adequate width in non-motorized facilities to allow for year round use by both pedestrians and cyclists and for adequate maintenance.
 - Comfortable, inviting, and accessible streets that encourage pedestrians and drivers to linger and patronize local businesses.
 - Where possible, physical buffers between traffic and non-motorized users to increase the comfort level of pedestrians such as trees and/or other landscaping that may also serve as winter snow storage.

- Actively designed streets that carefully consider the use of each section of road resulting in a profile that may allow for higher volume access areas such as schools or turns onto arterials, but may taper down elsewhere that larger traffic volumes are not needed (e.g. Bayshore Dr.).
 - Phase in widened sidewalks and additional crossings on Seward Highway
 - Add pedestrian access to trail underpass connected to sidewalks along Seward Highway, and C St
 - Add raised crosswalks to crosswalks within CC area and surrounding roads where possible (e.g. Latouche street in Rogers Park). Such as but not limited to:
 - 19th and Arctic
 - 23rd and Barrow
 - 19th and Spenard
 - Stellar and North Star Connection
 - Modify crossings and intersections to prevent cars from blocking pedestrian infrastructure
 - Add additional crosswalks, four way stops, and other traffic calming infrastructure to slow neighborhood roads. Such as but not limited to:
 - 19th and Arctic (crosswalk)
 - Spenard and Hillcrest (crosswalk)
 - North Star and 23rd (4 way stop)
 - Add additional infrastructure and signage to schools crossings following “Safe Routes to Schools” model
 - Trees along roadways serving as a buffer between pedestrians and cars wherever possible, and to allow for snow storage
- **Road and Sidewalk Safety, Maintenance**
 - Improved Snow clearance on sidewalks
 - Provide CC drafted map of snow clearing priorities for sidewalks such as:
 - Cook Inlet Head Start and Puffin Heights Montessori
 - North Star Elementary, Steller Secondary, other schools
 - CSS Complex Care
 - Triage roads and sidewalks to provide minimum usability ASAP, such as prioritizing one side of the sidewalk over complete coverage
 - Improved snow clearance and brush/tree trimming at bus stops
 - Additional efforts to mitigate ice build up on pedestrian sidewalks
- **New/Improved Amenities & Services**
 - Improved/additional bus shelters/benches
 - Improved wayfinding routes to connect to Midtown and Spenard business locations, with best walking routes through core area
 - Placemaking infrastructure to establish NSCC neighborhood identity
 - Bike parking at Mulcahy park, and other public access locations in NSCC area
 - City incentivization of bike parking at private businesses in NSCC/MTDP area
 - Evaluation of stairs or pathways on easements or acquired property to better connect upper and lower NSCC
 - Spenard Road/Hillcrest mural repainting and development of additional murals

- Additional facilities to expand use of Valley of the Moon for community events
- Continued support for facilities serving vulnerable residents such as the MACK House and CSS Complex Care
- Continued/increased city support for community support programs such as:
 - Trail grooming, needle exchanges, diaper exchanges, mobile crisis teams, Anchorage Safety Patrol, litter clearance, and public restrooms
- Code updates to ease establishment of businesses relevant to neighborhood
 - e.g. incentivize additional daycare facilities, local bakeries, etc

PASSED AND APPROVED this 11th day of December, 2024.

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