

**Fairview Community Council Resolution No. 2012-13**  
**A Resolution Relating to the Gambell-Ingra Repaving Project**

WHEREAS the Fairview Community Council recognizes the need to repave Gambell and Ingra streets to maintain their integrity and usefulness; and

WHEREAS the Fairview Community Council recognizes the very important need to improve the ADA accessibility of our roadways; and

WHEREAS the Fairview Community Council has identified Gambell and Ingra Corridor Enhancements as a priority of the neighborhood; and

WHEREAS the State of Alaska has identified repaving of Gambell and Ingra streets between 2014 and 2015; Project Need ID: 27250 of the 2012-2015 Statewide Transportation Improvement Plan (STIP), and

WHEREAS the State of Alaska, Department of Transportation has identified the need for ADA accessibility improvements; and

WHEREAS the State of Alaska Department of Transportation has restricted the scope of project to repaving and minimal ADA improvements;

WHEREAS, as taxpayers, consumers, and workers, people with disabilities are contributing to our society and to their own fulfillment of the American dream; and,

WHEREAS, the Fairview Community Council recognizes the need for safe and accessible pedestrian facilities in the Anchorage community because reportedly 54% of those using public transportation are going to work and another 29% are riding the bus to access medical services and shopping. Accessible buildings mean little without accessible sidewalks leading to them. For people with mobility impairments who use public transportation, which often requires traveling from a station, bus stop, or other drop-off point to a destination, inaccessible sidewalks can render an otherwise possible trip impossible. Inaccessible sidewalks also force many people to use more expensive paratransit services.

Whereas the Fairview Community Council recognizes the pedestrian system contained within the Gambell-Ingra Project service area has similar issues noted from the findings of the National Council on Disability's 2005 Transportation Report that found...

"public rights-of-way including streets, sidewalks, and other public infrastructures continue to be inaccessible and not in compliance with the ADA. The lack of ramps at many intersections, curb ramps that are too steep or not adjacent to pedestrian push buttons, lack of accessible pedestrian signals for blind pedestrians, and failure of municipalities to clear snow from curb ramps were cited as issues causing people with disabilities to make unsafe street crossings and, in some instances, forcing people to use their wheelchairs in the streets or gutters."

Whereas the Fairview Community Council urges and agrees with the memorandum transmitting Program Guidance on bicycle and pedestrian issues to Federal Highway Administration (FHWA) Division Offices. The Program Guidance itself makes a number of clear statements of intent:

- "Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes."
- "Due consideration" of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities."
- "The decision not to accommodate [bicyclists and pedestrians] should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling."

WHEREAS Municipal Light & Power Utility power poles significantly impede pedestrian movement on Gambell Street, and

WHEREAS those ML & P utility poles in the sidewalk also impede snow removal which further restricts use of the sidewalk, and

WHEREAS providing ADA accessible pedestrian facilities is a civil rights mandate that is not subject to limitation by project costs, levels of use, or "exceptional circumstances". While the Americans with Disabilities Act doesn't require pedestrian facilities in the absence of a pedestrian route, it does require that pedestrian facilities, when newly constructed or altered, be accessible.

WHEREAS the Fairview Transportation Study (1996) findings and recommendations including:

- "Fairview has the highest percentage of households within Anchorage that do not own a vehicle."
- "Sidewalks and bus stops, especially along 15th Avenue, are difficult to use due to obstacles such as power poles, fire hydrants, etc. Also, snow berms and splashing by passing vehicles make it impossible to comfortably use the sidewalk or transit system."
- "Enhanced lighting and walkway system to promote safer pedestrian access for school children, residents walking to the store, and residents walking to other local facilities such as the Recreation Center, Post Office, Senior Center, and Health Clinic (soon to be Access Alaska, Inc.- Headquarters)."
- "Improve sidewalk snow removal to make pedestrian movement easier."
- "The residents here have the highest rate of unemployment."
- "Additionally, the highest population of senior citizens reside in Fairview. (Source: Bureau of the Census, User-Defined Areas Program computer runs for the Municipality of Anchorage.)"
- "Clearly, the above indicators suggest that the Fairview population relies on alternate modes of transportation to a greater degree, for day to day activities, than the remainder of town. Pedestrian, bicycle, and transit access and circulation are very important and warrant special consideration."

THEREFORE BE IT RESOLVED that the Fairview Community Council supports and believes providing access for people with mobility challenges, and

BE IT FURTHER RESOLVED that the Fairview Community Council agrees with the Fairview Transportation Study (1996) findings and recommendations, and

BE IT FURTHER RESOLVED that the Fairview Community Council recognizes the many high scoring pedestrian facilities contained within the Anchorage Pedestrian Plan's "Project Priority List"; and the need to include those pedestrian improvements within the Gambell-Ingra Repaving Project wherever possible, and

BE IT FURTHER RESOLVED that Fairview Community Council requests that our state and local officials contact the Alaska Department of Transportation expressing support for Fairview Community Council's efforts to add pedestrian amenities to meet the Americans with Disabilities Act requirements on Gambell and Ingra, and

BE IT FURTHER RESOLVED that Fairview Community Council requests that additional funding for the Gambell and Ingra repaving project be provided in order to amend the scope to improve pedestrian and other amenities along the Gambell and Ingra Street Corridor.

Passed this 14th day of February, 2013, by a vote of 15-0, as attested to by the following:



SJ Klein, President