

Subject; Highway Safety Improvement Project: Jewel Lake Road Widening, 88th Avenue to Strawberry Road, Roadway Lighting (Project).

Whereas, Alaska Statutes Chapter 35.30 *Consistency with Local Government Plans and Ordinances* (attached) require State departments to follow local planning and zoning ordinances;

Whereas; the Municipality of Anchorage requires roadway lighting for all urban arterials.

Whereas; Alaska Statute 35.30.010 requires State departments, before commencing construction of a public project, to submit project plans to the planning commission of the municipality "for review and approval";

Whereas; the State Department of Transportation and Public Facilities (DOT&PF) submitted the Project to the Municipality of Anchorage Urban Design Commission (UDC);

Whereas; DOT&PF in its "Plans in Hand drawing set" and accompanying narrative represented to the UDC that the Project would result in the installation of not less than 14 additional light poles to provide continuous roadway lighting from 88th Avenue to Strawberry Road;

Whereas; the UDC approved the Project in Resolution 2016-003, in which it fully resolved that the constructed roadway lighting be "substantially in conformance with the provided narrative and the Plans in Hand drawing set";

Whereas, State Senator Mia Costello, Representative Jason Grenn, Representative Matt Claman and incoming Representative Sara Rasmussen have all publicly supported roadway lighting on Jewel Lake Road.

Whereas; DOT&PF **approved removal** of the existing roadway lighting and deleted new continuous lighting from the Project without clearly demonstrating an overriding State interest.

Jewel Lake Road from 80th Avenue to Strawberry Road has been designated as a school safe route to Sand Lake Elementary School, the largest elementary school by enrollment within the Municipality of Anchorage. Roadway lighting will enhance the safety of school children pedestrians.

The Traffic Analysis Report for the Project identifies low light conditions as a contributing factor to collisions, including reported collisions with moose, pedestrians and bicyclists within the project area. The lighting policy criteria used by DOT&PF to justify remove lighting from the Project did not consider moose, pedestrian and bicycle collisions in the analysis.

The Sand Lake Community Council has no objection to turning off the roadway lighting from 12:00 AM to 5:00 AM to lower operating costs.

Now Therefore Be It Resolved, the Sand Lake Community Council requests the DOT&PF Commissioner direct DOT&PF Central Region to incorporate new roadway lighting conforming to UDC Resolution 2016-003 by Change Order into the Jewel Lake Road Widening Project.

Nikhi Rose, President
Sand Lake Community Council

January 14th, 2019