

## **April 28, 2022 DRAFT for South Addition Community Council edits and adoption**

Open letter to Assembly, AMATS Technical and Policy Committees, Downtown Partnership, fellow community councils

South Addition Community Council seeks your support to fund the redesign and reconstruction of A and C Streets in downtown Anchorage into "Complete Streets," to

- **reduce vehicle** speeds to allow safe walking and access to public transit,
- **promote infill and redevelopment on prime residential lands** within walking distance of both downtown and midtown,
- **provide safe walks home for students** at Denali and Chugach Elementary and Central Middle Schools, all adjacent to A and C.

We seek to lower the speeds of downtown roadways by **amending Anchorage's 2023-2026 TIP** (Transportation Improvement Program).

**Public comments are due to AMATS by May 5 at [amatsinfo@muni.org](mailto:amatsinfo@muni.org) on their spending priorities. The Assembly holds its Public Hearing May 10.**

Posted speed limits on A and C downtown are already too high at 35mph, and actual speeds are above that well into the 40's, with ***no signalized crossings between 9th and 15th.***

We object to AMATS latest TIP funding high speed traffic and volume over long term community goals of health, safety, infill and redevelopment and just plain livability. Hundreds of millions of transportation dollars are budgeted but **do not reduce vehicle trips or implement urban infill and redevelopment.**

**We ask that AMATS fund the first step of studying A and C's transition into 'Complete Streets,' at a cost of \$500,000.** That study is already adopted in Anchorage's MTP 2040. It simply needs to be funded.

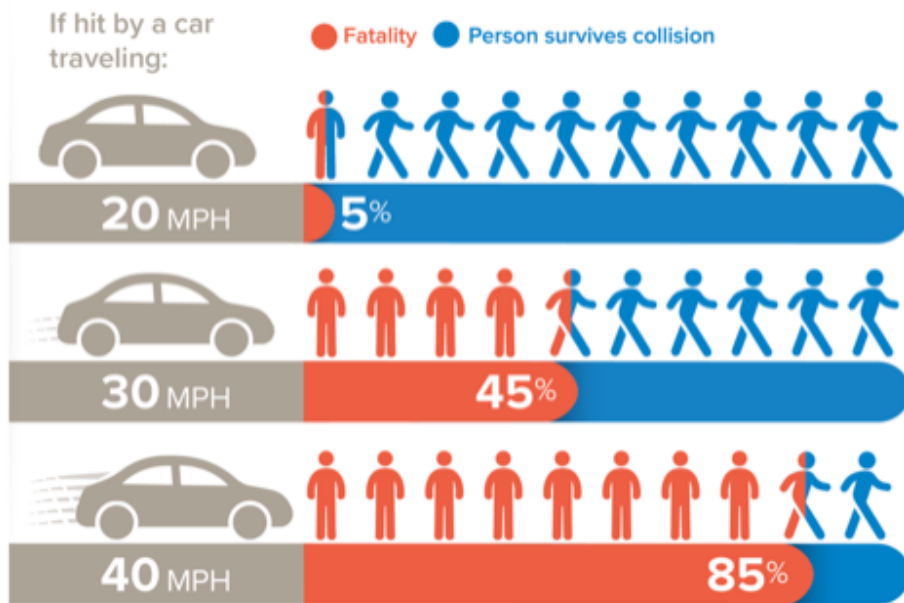
In the name of geographic 'fairness' **Eagle River Road rehabilitation was funded** at a cost of \$60 million over the much higher ranked 'A and C Street Complete Streets'. Combined with the \$94 million in Glenn Highway expansion we must object **that the TIP is not implementing Anchorage's Comprehensive or Land Use Plans.**

For example, **it is alarming that AMATS prioritizes funding an unwanted new freeway** offramp through a sleepy neighborhood at Vanguard and Scooter near Dimond Mall at an initial cost of \$18.7 million (total cost \$60-80 million) over a \$5 million traffic calming project in downtown Anchorage.

South Addition neighborhood, downtown Anchorage, our public health and safety are harmed while AMATS continues to spend money bringing more, high speed vehicles into Anchorage rather than making transportation safer in our valued, sustainable urban communities.

**Please act now to amend the TIP and provide \$500,000 in the coming year to fund a Complete Streets study for A and C Streets downtown through South Addition.**

Speed is the number one culprit in these fatalities. Speed is also the best predictor of whether or not a collision will result in an injury or a death. (In addition to the size of vehicles, which are rapidly increasing, but that's another conversation.)



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>