

**Municipality
of
Anchorage**



*P.O. Box 390
Girdwood, Alaska 99587
<http://www.muni.org/gbos>*

Ethan Berkowitz, Mayor

*GIRDWOOD VALLEY SERVICE AREA BOARD OF SUPERVISORS
Jerry Fox & Mike Edgington, Co-Chairs
Eryn Boone, Christina Hendrickson, James Glover, Jr.*

**Resolution 2019-12
Of the Girdwood Board of Supervisors
RESOLUTION OF SUPPORT**

**FOR THE
ALASKA DEPARTMENT OF TRANSPORTATION (AK DOT) APPLICATION FOR
ALASKA COMMUNITY TRANSPORTATION PROGRAM (CTP) GRANT FUNDS**

WHEREAS, Girdwood has designated itself in the Girdwood Area Plan of 1995 as a pedestrian-based community, should ensure that pedestrian facilities are maintained for safe passage on a year-round basis; and,

WHEREAS, the Alyeska Highway Pedestrian Safety Corridor was built after Scott and Wesley Gerrish were killed by a vehicle as they walked on the shoulder of Alyeska Highway on December 5, 1981, and such pathways become the design model along new and redesigned highways Statewide; and,

WHEREAS, the community of Girdwood, through the Girdwood Trails Committee, Girdwood Land Use Committee and Girdwood Board of Supervisors (GBOS), lobbied for over 10 years for funding of renewal and repaving of the Alyeska Highway Pedestrian Safety Corridor from Monarch Mine Road to Crow Creek Road; and,

WHEREAS, funding for the pavement renewal project was procured through the State of Alaska Capital Improvements Project (CIP) funding and work was completed in Summer, 2016, in conjunction with re-paving of Alyeska Highway; and,

WHEREAS, after construction, GBOS on behalf of the Girdwood community, has expressed concerns to DOT Engineering about glaciation issues on the pathway where ice buildup makes use of the pathway unsafe during certain winter conditions; and,

WHEREAS, after construction, GBOS on behalf of the Girdwood community, has expressed concerns to DOT Engineering about the safety of the specific design of the sweeps where the path is brought down to Alyeska Highway's Edge of Traveled Way (EOTR) with no intervening buffer; and,

WHEREAS, after construction, GBOS on behalf of the Girdwood community, has expressed concerns to DOT Engineering that the specific design of the sweeps confuses drivers into using the multiuse path as a frontage road; and,


WHEREAS, the Alaska DOT is responsible for design, construction and maintenance of this Right Of Way, and is eligible to apply for funding through Alaska CTP funding; and

WHEREAS, the community has voiced support for Alaska DOT application for Alaska CTP funding by unanimous votes at the Girdwood Trails Committee on August 6, 2019 and the Girdwood Land Use Committee on August 12, 2019.

WHEREAS, the recommended design for sweeps in the Alaska DOT's Highway Pre-construction Handbook (Fig 1210-4) shows a 6' minimum buffer between the pathway and EOTW, such a design mitigating many community concerns about direct proximity to Alyeska Highway traffic and the confusion with a frontage road; and,

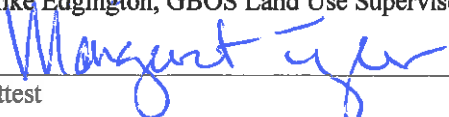
THEREFORE, the Girdwood Board of Supervisors recommends and supports the Alaska DOT applying for a Community Transportation Grant to bring the Alyeska Highway Pedestrian Safety Corridor to the design standard recommended in the Alaska Highway Preconstruction Handbook with a minimum 6' separation between the path and Alyeska Highway EOTW, and to resolve the drainage and glaciation issue that will prematurely erode the path.

PASSED AND APPROVED by a vote of 4 to 0 this 19th day of August, 2019.



Mike Edgington, GBOS Land Use Supervisor and Co-Chair

8/23/19
Date



Attest

8/23/19
Date