

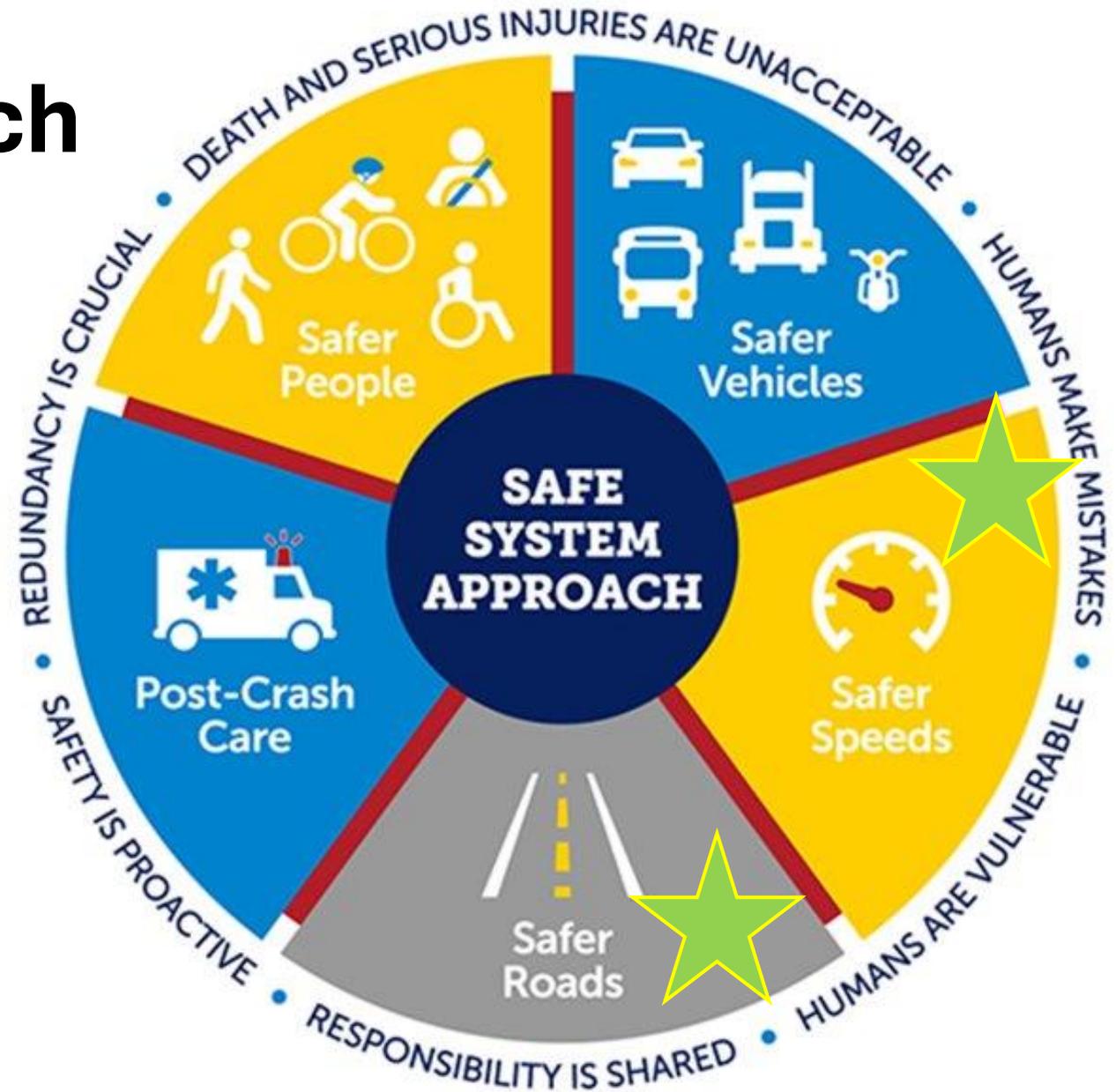
Taking Action to Prevent Roadway Deaths

Community Council Presentation by Anchorage Vision Zero Task Force

Joint Presentation by DOT&PF and Municipality of Anchorage

Safe System Approach

- U.S. DOT's guiding paradigm to addressing roadway safety
- Vision Zero is our goal, the **Safe System Approach** is how we get there!
- DOT&PF and MOA are committed to doing our part
- Everyone has a responsibility



Effectively Reducing Travel Speeds

- Speed Study
 - Understand context, identify safety needs, clear documentation of rationale
- Operational Considerations
 - Signal timing
 - Transit route schedules
 - Traffic sign placement
- Public Buy-In
- Enforcement
- Physical Changes (lane reductions/narrowing, traffic calming, increase non-motorized crossings, etc.)



Where to Reduce Speed Limits?

Prioritized Actions

- DOT&PF to begin speed studies and public outreach for highest priority corridors:
 - Tudor Road
 - Muldoon Road
- Additional roads with current projects:
 - Elmore Road
 - Spenard Road
- DOT&PF and MOA to work towards additional corridors as staff capacity allows
- MOA to oversee Speed Management Study for holistic city-wide evaluation as part of Bragaw SS4A grant

Corridor	Action Priority
TUDOR ROAD	1
MULDOON ROAD	1
NORTHERN LIGHTS BLVD	2
15TH AVE & DEBARR ROAD	2
5TH AVENUE	2
C STREET	2
BENSON BOULEVARD	2
A STREET	2
SPENARD RD	2
OLD SEWARD HIGHWAY	3
MINNESOTA DRIVE	3
GAMBELL STREET	3
36TH AVENUE	3
BRAGAW STREET	3
MOUNTAIN VIEW DRIVE	3
INGRA ST	3

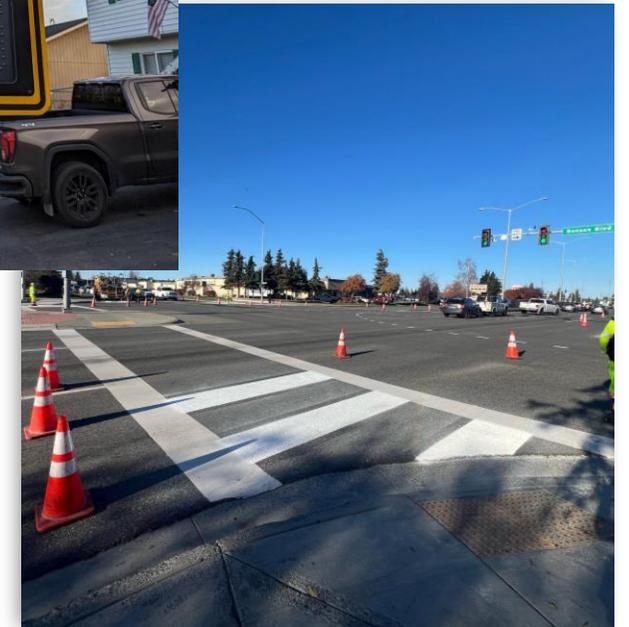
Other Efforts to Reduce Travel Speeds

Actions Taken

- DOT&PF initiated change orders for narrower lane and crosswalk striping on existing repaving projects
- MOA placed speed feedback signs on 3rd Ave and Karluk St.
- DOT&PF positioned Speed feedback carts on Tudor Road and Muldoon Road

Prioritized Actions

- Install additional speed feedback signs
- New HSIP nominations (road diets, non-motorized facilities, speed feedback signs, etc.)
- "rest-on-red" signalization at 24 intersections across the municipality
- 2025 pilot projects
- Lowering downtown speeds - statute discussion, 20MPH recommended in adopted "Our Downtown Plan"



Right of Way Reallocation for Traffic Calming & User Separation



- Low Capital Project Costs
- Pilot Project Opportunity
- Safety and Comfort Improvements for All Users
- Winter City Travel Options
- Complete Streets Best Practice

Increase Enforcement

Statistics for 2024

Fatal Pedestrian Crash data:

Driver Impairment – 38% (4 tox results are still pending);

Tinted window – 38%

Speeding (10% over) – 30%

Pedestrian Safety Campaign through October 1:- 682 total traffic stops

Speeding- 223

Tinted windows- 112

No Proof of Insurance - 109

DWLR (no license) - 64

Red Light Running - 32

Screen device (distracted driving) - 4

Racing - 1

Pedestrian education/warning- 243

Drunk in roadway – 6

- APD enforcement activities on:
 - Ingra Street, Gambell Street, Muldoon Road, Tudor Road, A Street, C Street
 - Vehicular enforcement targeted at speeding, red light violations, distracted driving
 - Pedestrian contacts targeted at education of rules of the road and safe crossing practices
 - APD public service announcements
- MOA to explore whether to advance proposal for charter amendment authorizing Automated Traffic Enforcement

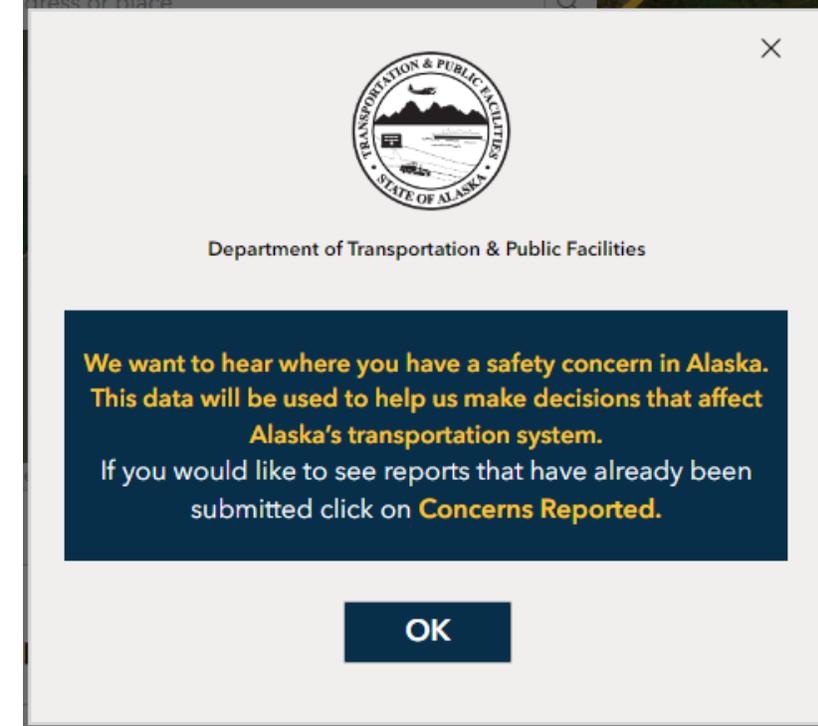




- Report a safety concern to DOT&PF
 - Lighting, pothole, brush clearing for sight distance
 - Non-motorized facilities needed
 - Cracked sidewalks
 - Etc.
- <https://dot.alaska.gov/besafe/>

October 16th, 2024 Anchorage Assembly Transportation Committee Meeting report out: [Transportation Committee Meeting](#)

October 8th, 2024 Report: [Taking Action to Prevent Roadway Deaths_Report for Anchorage Assembly_10-08-2024.pdf](#)



Neighborhood Greenway Program

- Takes advantage of existing neighborhood street networks
- Low-cost treatments
- Reduces cut-through vehicular traffic
- Supports systemic build out of existing non-motorized city plans



Components of a greenway

Neighborhood greenways are quiet and comfortable places for people to walk and bike due to a number of engineering strategies.

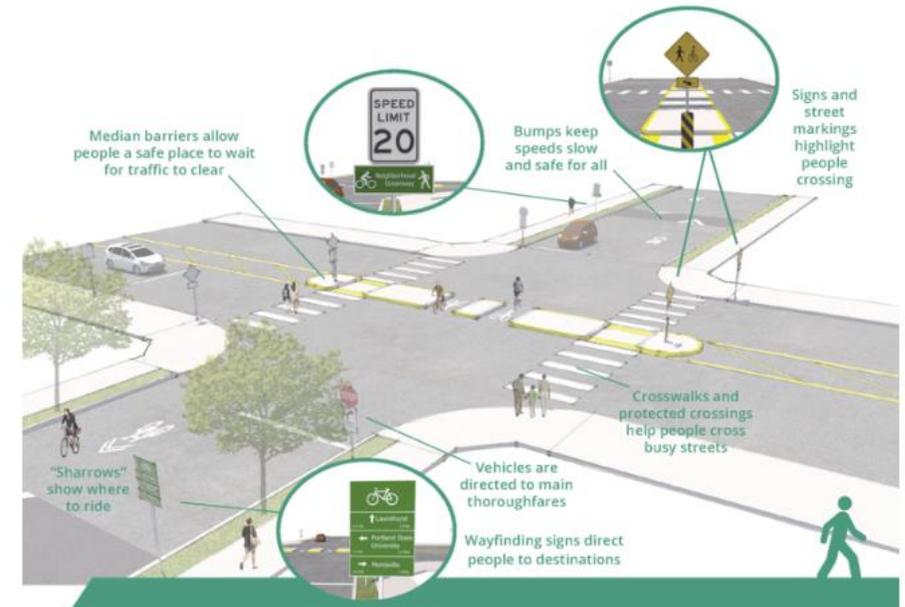
Speed bumps - Bumps keep speeds slow and safe for everyone.

Protected crossings at busy streets - Median islands shorten crossing distances on bigger roads; high visibility crosswalks and signs highlight that many people will be crossing there.

Traffic diversion - Cars are directed to main thoroughfares with signs or physical barriers. Navigation apps often direct people through neighborhoods to avoid traffic. Using diverters to change traffic patterns stops cut-through traffic, keeping neighborhood streets quiet.

Wayfinding signs - Distance and estimated travel times for popular destinations are posted on signs throughout the network.

"Sharrow" street markings - The sharrow markings indicate where to ride on the street, and can also serve as a helpful wayfinding tool.



All of these components work together to make greenways work for pedestrians and cyclists.

What are Your Thoughts, Ideas, Feedback?

- Reduced speed limits
- Increased enforcement
 - Automated enforcement
- Repurposed excess pavement between roadway and sidewalk for:
 - Snow storage
 - Buffer space
 - Multi-use pathways
 - Bike lanes
 - Traffic calming
- Neighborhood Greenway program locations
- Other safety priorities

