



Transform Transportation

LEGISLATIVE BRIEFING: LOCAL CONTROL OF 5TH & 6TH AVE

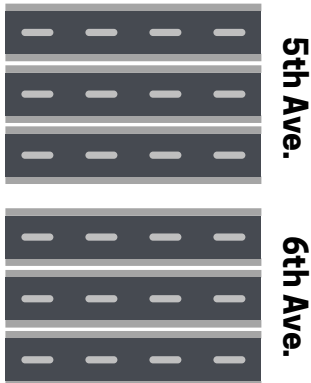
Heavy, high-speed traffic through Downtown is not safe for Alaskans, tourists, commuters or businesses.

Anchorage should be a place to get to, not through.

LOCAL CONTROL OF 5TH & 6TH AVE

The Municipality of Anchorage (MOA) supports the transfer of ownership of 5th and 6th Avenues through downtown and associated funding for maintenance from the State of Alaska (SOA) Department of Transportation & Public Facilities (DOTPF) to the MOA.

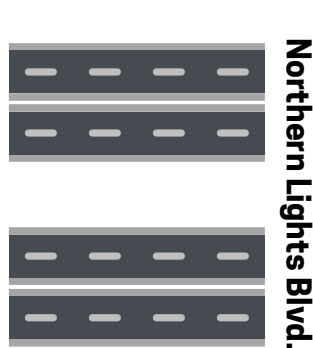
DOTPF ROADS



15.46 Lane Miles

L St. to Airport Heights

MOA ROADS



14.78 Lane Miles

Lake Otis to Muldoon

2023 ASK

Local control of 5th and 6th Ave will give Anchorage more flexibility and increase maintenance efficiency.

Transfer ownership and funding for 5th & 6th Ave. through Downtown to the Municipality of Anchorage.

It's time for Anchorage road maintenance to work for Anchorage. For comparison, the stretch of 5th and 6th Ave. through Downtown is comparable in "lane miles," or the distance of lanes maintained, to the section of Northern Lights currently maintained by the MOA.

Urban planning experts engaged in the Our Downtown Comprehensive Plan recommend two-way traffic, angled parking, separated bike lanes and wider pedestrian infrastructure to create a more walkable, shoppable Downtown.

MORE

Learn about **Downtown Revitalization:** www.ourdowntownanchorage.com

Learn more about **Anchorage Road Ownership:** ancgov.info/road-service

Questions about Anchorage Transportation? Contact amatsinfo@anchorageak.gov



PEDESTRIAN SAFETY & ROAD REHABILITATION

LEGISLATIVE BRIEFING: ROADS ARE FOR PEOPLE

PEDESTRIAN SAFETY

Anchorage has a serious issue with pedestrian accidents and fatalities, but solutions are within reach. Roadway design improvements, non-motorized corridors and speed management strategies can go a long way to making streets safer for pedestrians and bikers and will save lives. The upcoming State of Alaska 5-Year Strategic Highway Safety Plan will provide much-needed help in this area, but Anchorage has an opportunity to get started sooner on a traffic safety program.

This request is for a \$500,000 state grant appropriation for an MOA traffic safety project to:

- Hire a Vision Zero Coordinator to lead the MOA traffic safety program
- Identify roads that have a high incidence of vehicle collisions and identify priorities for designation as safety corridors through the Highway Safety Improvement Program (HSIP)
- Use identified safety corridors to gather data and reduce speeds in preparation for future redesign and reconstruction of these key corridors

ROAD REHABILITATION

In a continued effort to increase the quality of life for Anchorage residents with safer neighborhood streets, funding for road rehabilitation will resurface local roads and upgrade pedestrian facilities, bringing them into ADA compliance.

\$3M in each Senate District will go towards eliminating potholes, cracks and frost heaves to reduce the financial burden of vehicle damage on your constituents.

2023 ASK

\$500,000 for traffic safety measures and an MOA Vision Zero Coordinator

A short-term local fix while waiting for the long-term solution in AK DOT 5-year plan

Anchorage

Anchorage pedestrians have been more likely to be killed by vehicles in the last 2 years. Why isn't clear.

By Tess Williams
Updated: September 29, 2021
Published: September 28, 2021

Anchorage police seek driver after Spenard Road crash kills pedestrian

By Chris Klint, Alaska Public Media - Anchorage - January 23, 2023

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\$24M for Anchorage Roads
\$3M per Senate District

A long-term investment in road rehabilitation is long overdue