Municipality of Anchorage

What We Are Doing to Make Biking Safer and More Accessible

Food for Thought: What’s Good Anchorage?

BIKES!

(July 19, 2024)
MOA Departments & Bikes

- Departments and Staff
- Existing Network
- Ongoing Work
- Future Projects/Plans
- Why?
Departments and Staff

**Traffic Engineering**
- Brad Coy, Municipal Traffic Engineer
- Zak Hartman, Vision Zero Coordinator
- Donovan Camp*, Traffic Calming/Pedestrian/Bicycle Coordinator

**Project Management and Engineering (PM&E)**
- Brandon Telford, Acting Municipal Engineer
- Chelsea Ward-Waller, CIP Coordinator

**Planning**
- Daniel Mckenna-Foster, Long Range Planning Project Manager
- Tom Davis, Long Range Planning Project Manager

**Parks and Recreation**
- Mike Braniff, Director
- Taylor Keegan, Superintendent
- Nicolette Dent, Parks Planner

*New Hire Starting in September!
Departments and Staff (Cont.)

**Health**
- Amy Brown, Bike Program Support

**Maintenance and Operations (M&O)**
- Paul VanLandingham, Street Maintenance Manager

**Transit**
- Bart Rudolph, Planning Manager

**Mayor LaFrance’s Administration**
- Graham Downey, Special Assistant to the Mayor (Housing and Transportation)

**AMATS (Anchorage’s Metropolitan Planning Organization)**
- Aaron Jongenelen, AMATS Coordinator

*New Hire Starting in September!
Existing Network

MOA Efforts to Make Biking Safer and More Accessible

Food For Thought: What’s Good Anchorage?
BIKES!
(July 2024)
Existing Network
Ongoing Efforts

Programs
- Traffic Calming
- Safe Routes to School
- Vision Zero
- Annual ADA Compliance
- Annual Pedestrian Safety and Rehabilitation
- Bike to Work Day
Future Projects/Plans

MOA Efforts to Make Biking Safer and More Accessible

Food For Thought: What's Good Anchorage? (July 2024)

ROW Management Strategy
- Snow and Ice
- Parking Management
The Why?

Reasons People Bike:
• Necessity
• Convenience
• Health (Physical & Mental)
• Ethical (Environmental, etc.)
• Recreation

The Why?

Benefits of Biking:

- Safety
- Economy
- Health
- Livability
- Mode Choice

For more information on the benefits of biking visit https://www.pedbikeinfo.org/

Safe Streets and Trails
Safety

The addition of bicycles lanes to urban roads has been shown in various studies to reduce total crashes.

- Adding bicycle lanes to urban 4-lane roads, reduces total crashes by up to 49%.
- Adding bicycle lanes to urban 2-lane roads reduces total crashes by up to 30%.

Source: Development of Crash Modification Factors for Bicycle Lane Additional While Reducing Lane and Shoulder Widths (FHWA-HRT-21-012, 2021)
Why Should MOA Make Biking Safer and More Accessible?

What we know about Anchorage:

• People bike here.
• Our bike network is incomplete.
• The vehicle network needs improvement but is far more robust than the bike network.
• Bicyclists are overrepresented in killed or serious injury crashes. As are pedestrians and motorcyclists.
People Bike Here: Our Office

- Aaron
- Brad
- Brandon
- Chelsea
- Daniel
- Isobel
- Paul
- Rebecca
- Russ
- Troy
- Zak
- New traffic calming/ped/bike coordinator (coming soon)

Photo Source: Alaska Landmine
# People Bike Here: Traffic Counts

## Jewel Terrace St
Jewel Terrace St & W Dimond Blvd

<table>
<thead>
<tr>
<th>Date</th>
<th>Motor Vehicles</th>
<th>Bikes</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/11/2023</td>
<td>368</td>
<td>21</td>
</tr>
<tr>
<td>7/15/2023</td>
<td>368</td>
<td>43</td>
</tr>
<tr>
<td>7/16/2023</td>
<td>300</td>
<td>4</td>
</tr>
</tbody>
</table>

## Patterson St
Counts Captured on 9/7/2022

<table>
<thead>
<tr>
<th>Cross Street</th>
<th>Motor Vehicles</th>
<th>Bikes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chester Ct</td>
<td>2,182</td>
<td>20</td>
</tr>
<tr>
<td>16th Ave</td>
<td>2,523</td>
<td>38</td>
</tr>
<tr>
<td>20th Ave</td>
<td>1,367</td>
<td>24</td>
</tr>
<tr>
<td>Sherwood Ave</td>
<td>201</td>
<td>31</td>
</tr>
</tbody>
</table>
People Bike Here: Crash Data

General Crash Trends

Between 2017-2021, **18,437** crashes occurred. A total of **573** crashes resulted in a fatal or serious injury and **99** crashes resulted in a fatality.

- **311** Vehicle KSI Crashes
- **147** Pedestrian KSI Crashes
- **74** Motorcycle KSI Crashes
- **41** Bicycle KSI Crashes

Source: AMATS Safety Plan
Anchorage has an Incomplete Bike Network

Existing Bike Network

Recommended Bike Network

Source: AMATS Non-Motorized Plan
Anchorage has a Robust Vehicle Network

Cuddy Park to City Hall
By Vehicle

Travel time estimates from Cuddy Park leaving at 5:00 pm on Thursday, July 18, 2024.

<table>
<thead>
<tr>
<th>Destination</th>
<th>Estimated Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Hall</td>
<td>8 - 22 min</td>
</tr>
<tr>
<td>Potter Marsh</td>
<td>12 - 28 min</td>
</tr>
<tr>
<td>Kincaid Park</td>
<td>14 - 28 min</td>
</tr>
<tr>
<td>Chanshtnu Park</td>
<td>12 - 35 min</td>
</tr>
</tbody>
</table>

Source: Google Maps
Bicyclists are Overrepresented in Killed or Serious Injury Crashes

Modal Crash Trends

AMATS has a 9% commute mode share for walking and 2% for biking. However, over the last five years, 25% of pedestrians and 7% of bicyclists were killed or seriously injured, as depicted in Figure 13a-b.

Source: AMATS Safety Plan
Bicyclists are Overrepresented in Killed or Serious Injury Crashes

**BICYCLIST**

**Big Picture:** Bicyclists were involved in 2% of all crashes, but 10% of all bicycle crashes resulted in a serious injury or death.

**Crash Type:** Angle, Front-to-Front, and Sideswipe

**Human Behavior:** Cyclist error or confusion, or driver fails to yield to another vehicle.

**Where:** Occurring at intersections

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**VEHICLES**

**Big Picture:** Vehicles were involved in 94% of all crashes, - 2% of those resulted in a death or serious injury.

**Crash Type:** Angle, Front-to-Rear, and Sideswipe

**Human Behavior:** The driver is operating the vehicle at a dangerous speed, neglects to yield to other vehicles, makes sudden maneuvers to avoid obstacles, or disregards red lights.

**Where:** Occurring mostly at intersections

Source: AMATS Safety Plan
The Why?

If we know people bike here and we know biking could be made safer and more accessible.

• Why wouldn’t we work to complete our bike network?

2050 MTP Goal 3: Improve Access & Mobility Options
The Why?

Policy Choice of the Municipality:

- 1 of the 3 Goals of the LaFrance administration: Safe Streets and Trails.
- 2024 Assembly legislative goal: “Increase investment in safe streets, road maintenance, and non-motorized modes”