

ASSEMBLY MEMBER DANIEL VOLLAND

**NO RIGHT
(OR LEFT)
ON RED**

A DOWNTOWN SLOWDOWN

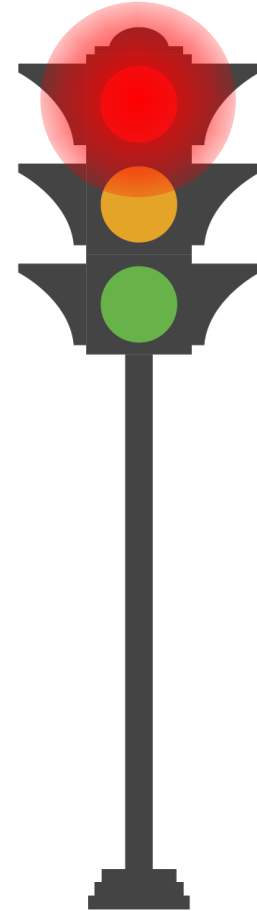
WWW.MUNI.ORG/ASSEMBLY



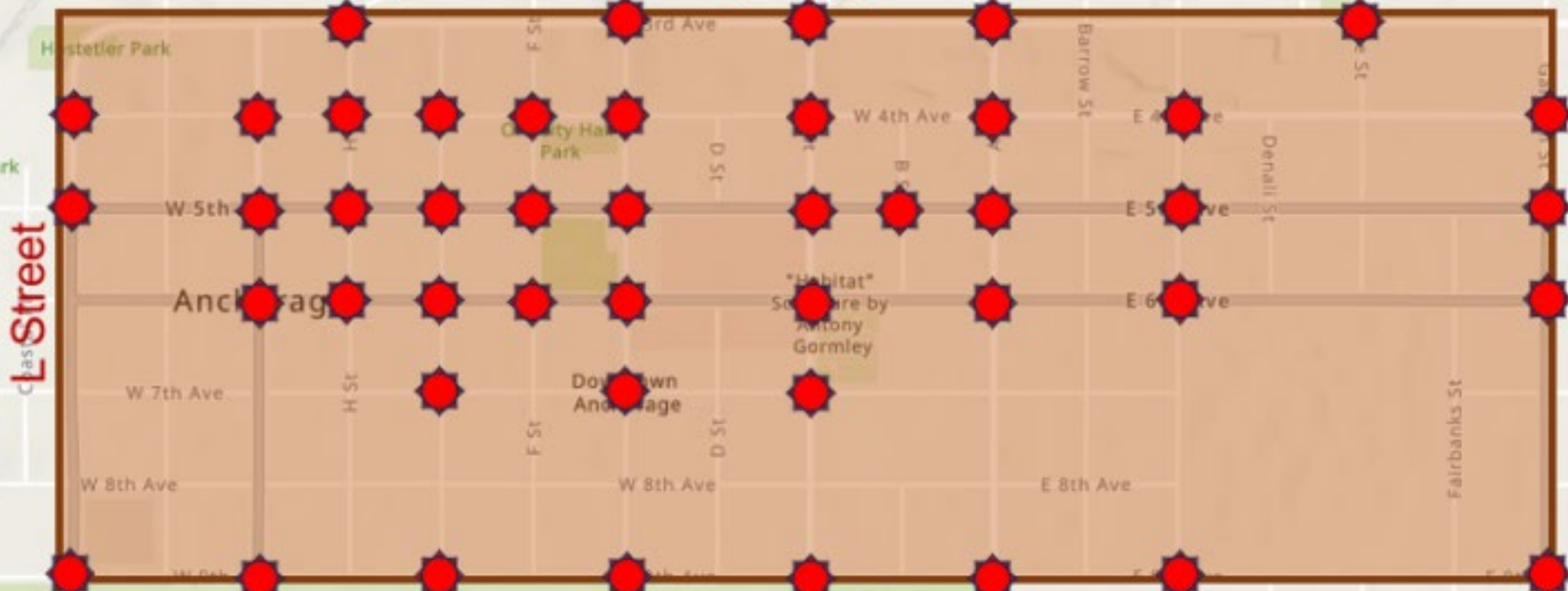
ABOUT **AO 2024-14**

BANS TURNS ON RED LIGHTS

The proposed ordinance will make it illegal to execute a turn when facing a steady red light in the central business traffic district in downtown Anchorage.



MOA Grid: 50806



CENTRAL BUSINESS DISTRICT

WHY SLOW DOWN DOWNTOWN?



WHY SLOW DOWN DOWNTOWN?



SAFETY FIRST

It's time to confront the growing problem of pedestrian/vehicle collisions head-on.

ECONOMIC VITALITY

Safer streets invite more people to spend time and money in the city we love.

THE DOWNTOWN SLOW DOWN IS
A CULTURAL SHIFT TO
PRIORITIZE PEOPLE
OVER CARS

October 13, 2022 · News & Alerts

VEHICLE VS BICYCLE COLLISION: BRAGAW/DEBARR

Update—9:00PM—10/13/22

On January 21, 2023 · News & Alerts

22-YEAR-OLD JADEN JABAAY CHARGED WITH OUI IN PEDESTRIAN FATALITY

Update—7:30PM—01/21/23

On January 21, 2023 at 1:30PM Anchorage Police Department Day Shift Patrol officers responded to the area of Abbott Road and Birch Road for a report of a pedestrian struck by a vehicle. Anchorage Fire Department medics transported an adult male victim to an area hospital where he was declared deceased.

May 9, 2023 · News & Alerts

TRAFFIC COLLISION INVESTIGATION AT DEBARR ROAD AND AIRPORT HEIGHTS DRIVE

Update at 4:45 PM on 5/9/23:

Initial indications are that an adult female bicyclist was crossing Airport Heights, westbound at Debarr. An SUV that was also westbound turned right to go north on Airport Heights and struck the bicyclist in the crosswalk.

Initial

N
Boulev

INJURY COLLISION INVESTIGATION AT BENSON BL/ARCTIC BL INTERSECTION

Update at 7:10 PM on 5/8/23:

At 5:16 PM

Wellsford

Initial indications are that the adult male pedestrian entered the roadway and was struck by a pickup truck that was being driven eastbound on W Benson Boulevard, east of Arctic Boulevard, in the far left-hand lane. The pedestrian was not in a crosswalk.

The preliminary investigation found that a Ford Expedition was traveling on Wellsford Circle at a slow rate of speed when a juvenile entered the roadway and was struck by the vehicle. The juvenile victim was later taken to

There are no road closures and no charges have been filed

January 23, 2023 · News & Alerts

TRAFFIC FATALITY: HIT AND RUN VEHICLE VS PEDESTRIAN; 4800-BLOCK OF SPENARD ROAD

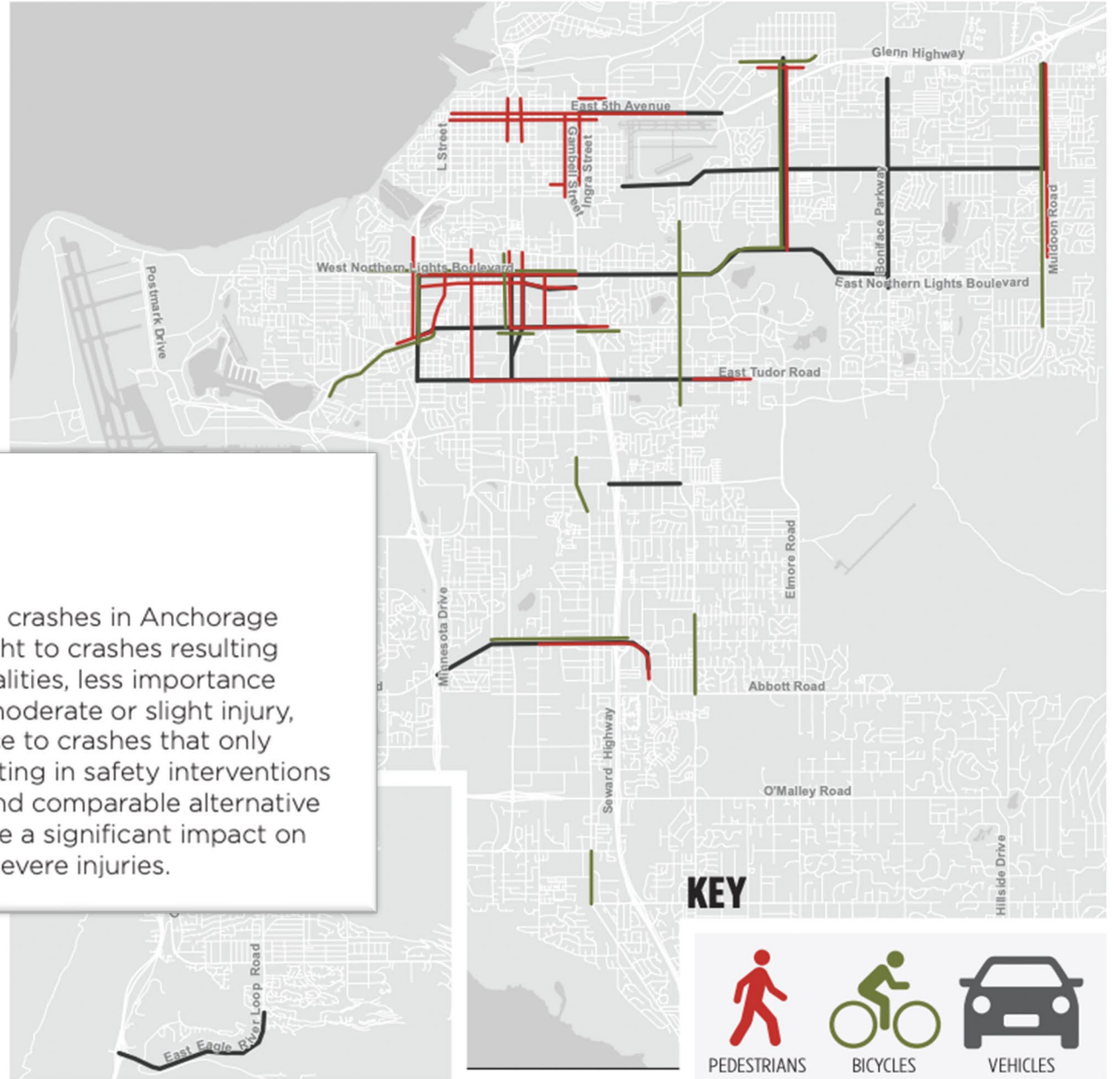
November 8, 2022 · News & Alerts

VEHICLE VS BICYCLE FATALITY INVESTIGATION – A STREET/BENSON BOULEVARD

HIGH INJURY NETWORK

While severe traffic crashes and fatalities are a persistent problem across the city, crash data show certain corridors that are more seriously impacted than others. This high injury network was identified using the Equivalent Property Damage Only (EPDO) Average Crash Frequency Methodology from the Federal Highway Administration Safety Manual.

This analysis looks at all crashes in Anchorage but attaches more weight to crashes resulting in serious injuries or fatalities, less importance to those resulting in a moderate or slight injury, and the least importance to crashes that only damage property. Investing in safety interventions along these corridors and comparable alternative street networks will have a significant impact on reducing fatalities and severe injuries.



ALL SIGNS POINT TO A **SLOW DOWN**



ANCHORAGE COMPREHENSIVE PLAN; OUR DOWNTOWN PLAN (2023)

2. Design Streets. Maximize year-round pedestrian, bicycle, transit access, and winter maintenance. Provide walkable, safer, easily accessed connections throughout Downtown.



VISION ZERO ACTION PLAN (2018)

Improve three pedestrian and/ or bicycle street crossings/corridors identified as having the highest risk (high bicyclist/pedestrian demand, high posted speed, multiple lanes, poor sight lines, and lacking a median).



2040 METROPOLITAN TRANSPORTATION PLAN (2020)

Action 2A-1: Explore removing Right Turn on Red at select locations, focused on the Vision Zero High Injury Network



LONG RANGE TRANSPORTATION STRATEGY

A forward-looking view of right-of-way policies across the Municipality



DOWNTOWN STREETS ENGINEERING STUDY

A focused look at actions to make Downtown streets safer and more vibrant

WHY DO WE ALLOW RIGHT ON RED ANYWAY?



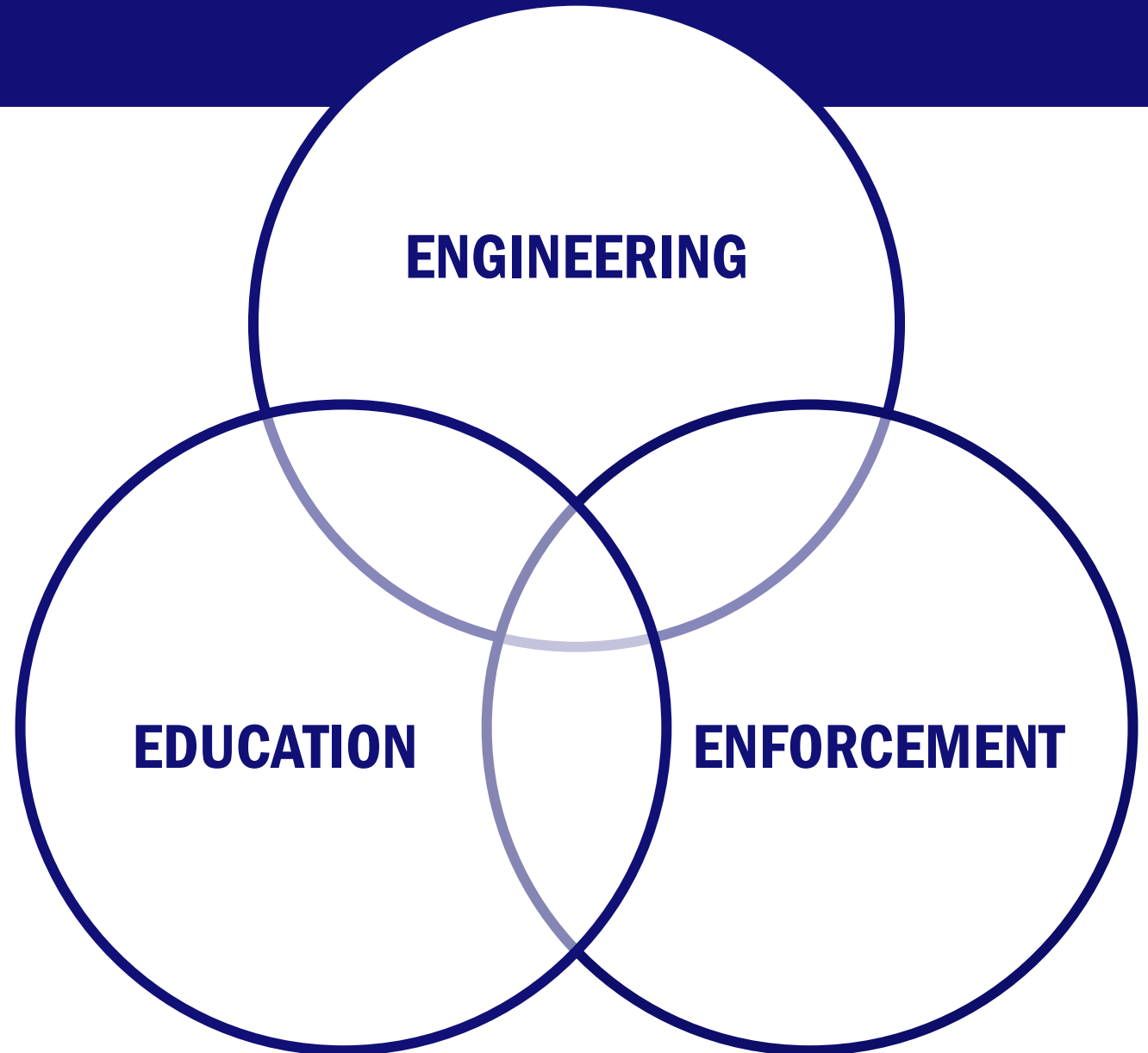
KEYS TO SUCCESS

 **Greg Spotts** ✓
@Spottnik · Follow

Crews are installing No Turn on Red signs in downtown Seattle this weekend, one of our 5 Momentum Building Actions coming from the Vision Zero "Top2Bottom Review"

 Incoming NTPR locations are shown as green circles:

google.com/maps/d/edit?mi...



SCOPE + SCALE **OPTIONS**

BALANCING SCALE WITH COST AND ROI

As currently drafted, AO 2024-14 is limited to the Central Business District, but there are other options.

Option 1:
Do Nothing

Option 2:
**Central Business
District**

Option 3:
**High Injury
Network**

Option 4:
Areawide

WHAT DO YOU THINK?

AO 2024-14 PUBLIC HEARING

OPTIONS TO GIVE TESTIMONY

AO 2024-14 is scheduled for a public hearing on Tuesday, May 21. Here's how you can testify:

- Provide testimony during the meeting at the Loussac Library Assembly Chambers
- Sign up to provide testimony during the meeting by phone: **ancgov.info/testify**
- Provide written testimony: **ancgov.info/testify**
- Email the Assembly: **wwmas@anchorageak.gov**

THANK YOU.

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