



Safer Speeds for a Thriving Downtown

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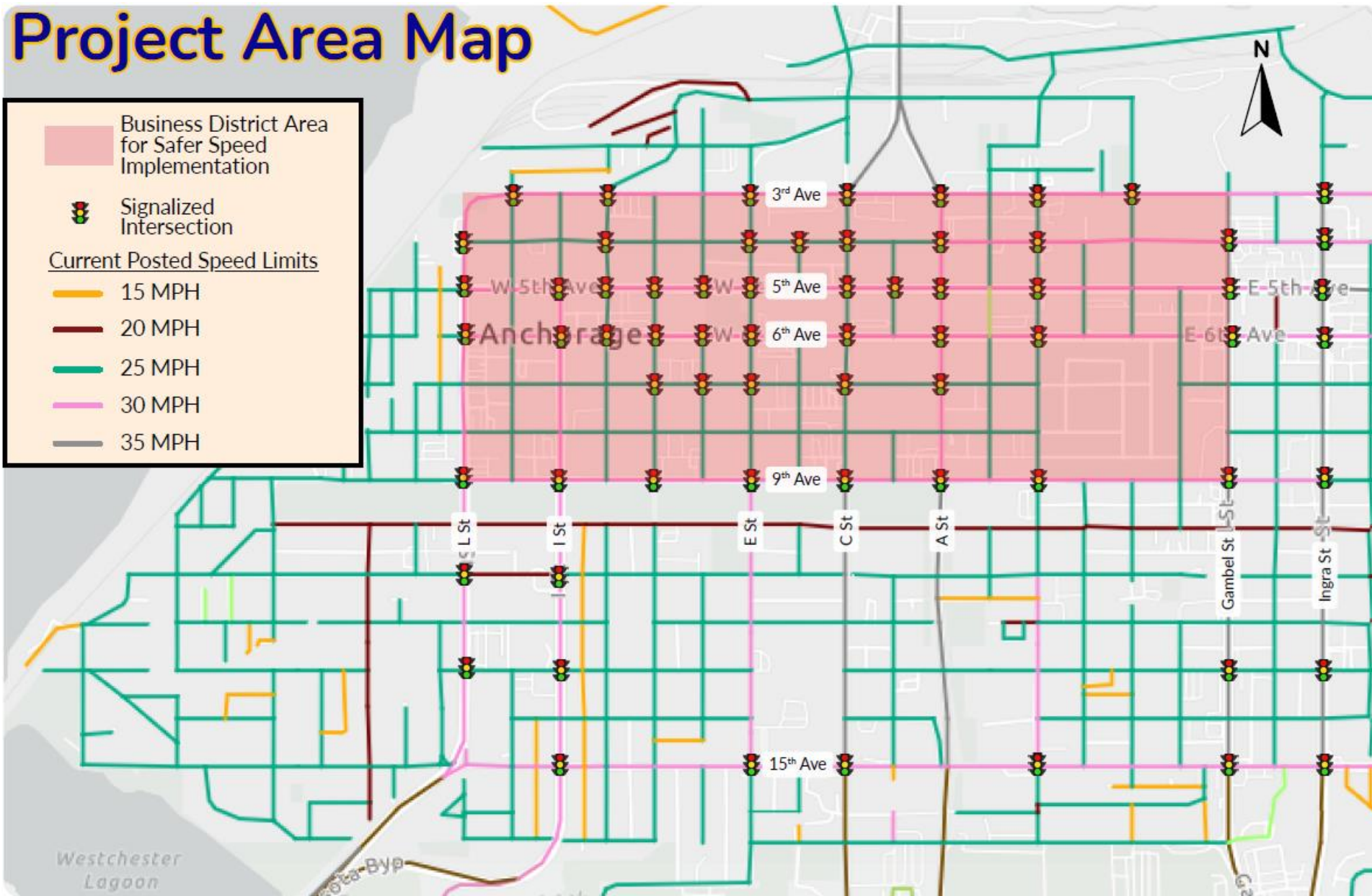
Project Area Map

Business District Area for Safer Speed Implementation

Signalized Intersection

Current Posted Speed Limits

- 15 MPH
- 20 MPH
- 25 MPH
- 30 MPH
- 35 MPH



Central Business Traffic District (as defined in AMC 9.04.010)

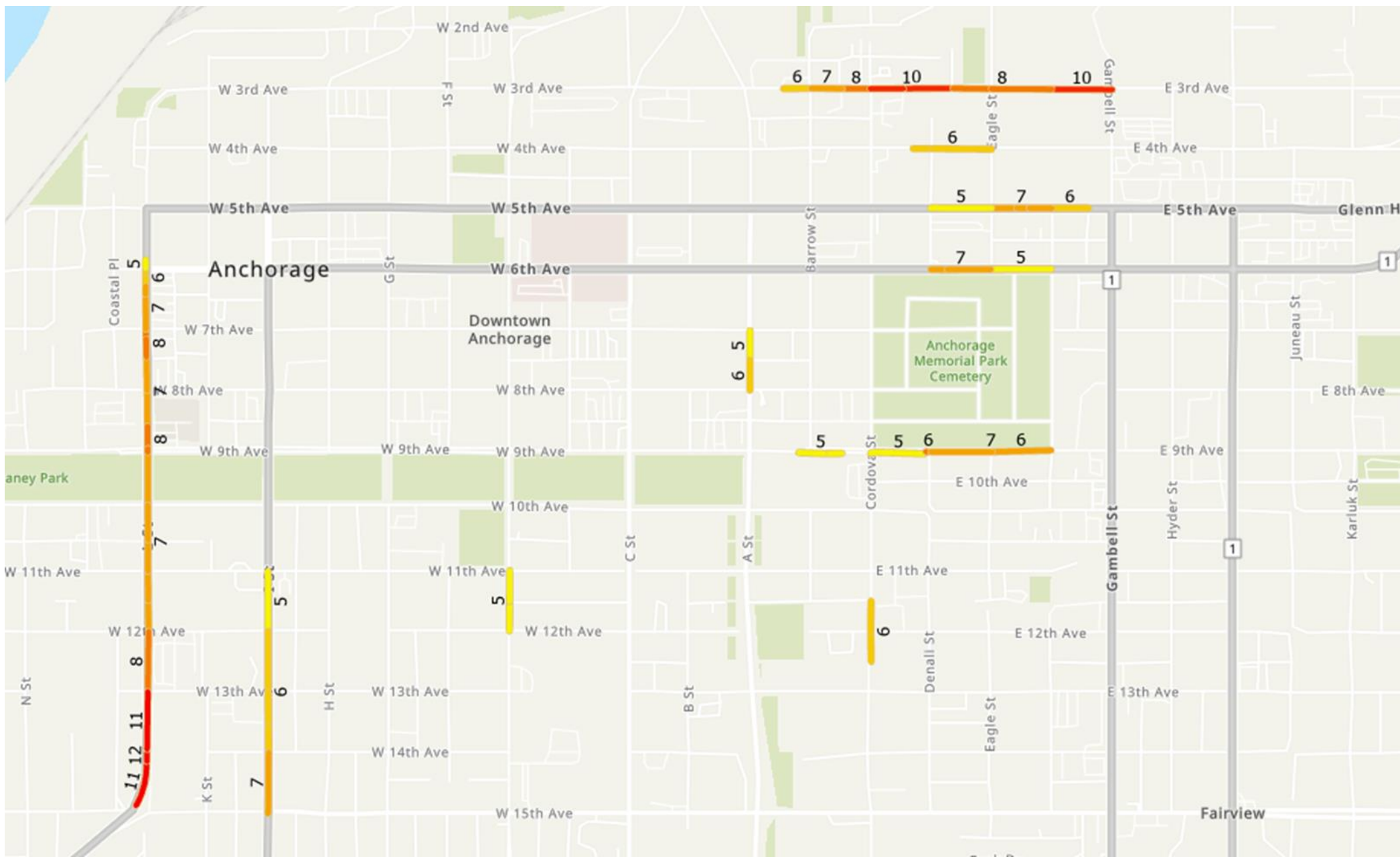
Benefits

1. Recommended by the Our Downtown Plan.
2. Economic development studies have repeatedly told us that you can't have a thriving downtown if there's a highway running through it.
3. Everyone should feel safe downtown. The current mix of pedestrians and traffic is unpredictable and risky.
4. Similar changes have been successful in many other communities.

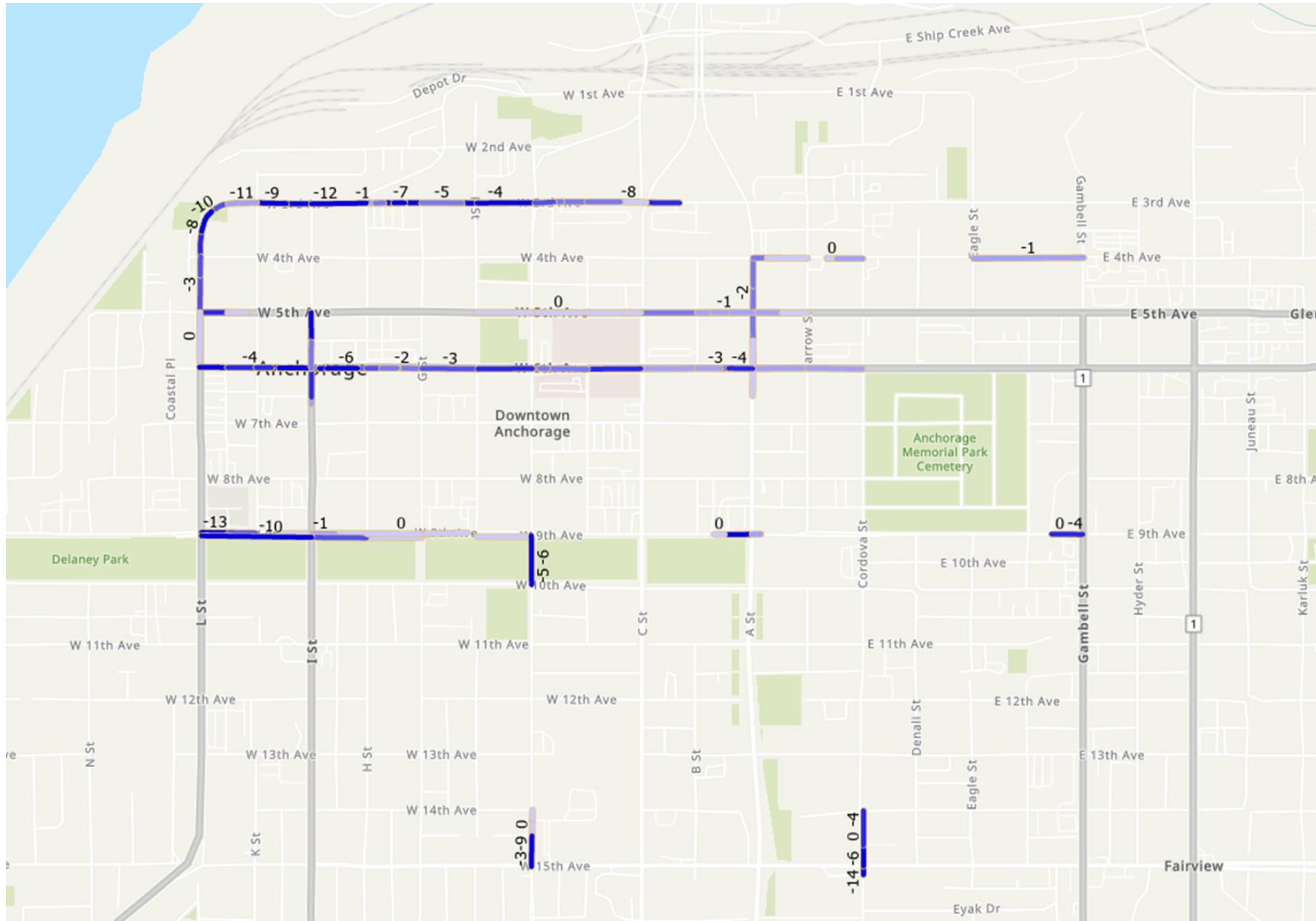
Risks to mitigate

1. Freight traffic still needs to be able to efficiently and safely get to and from the Port.
2. Public messaging needs to be clear, so no one is surprised and everyone understand the benefits.
3. Consistent and fair APD enforcement will be critical to success.
4. Data should drive decision-making. Speed studies need to be completed before decisions are made.

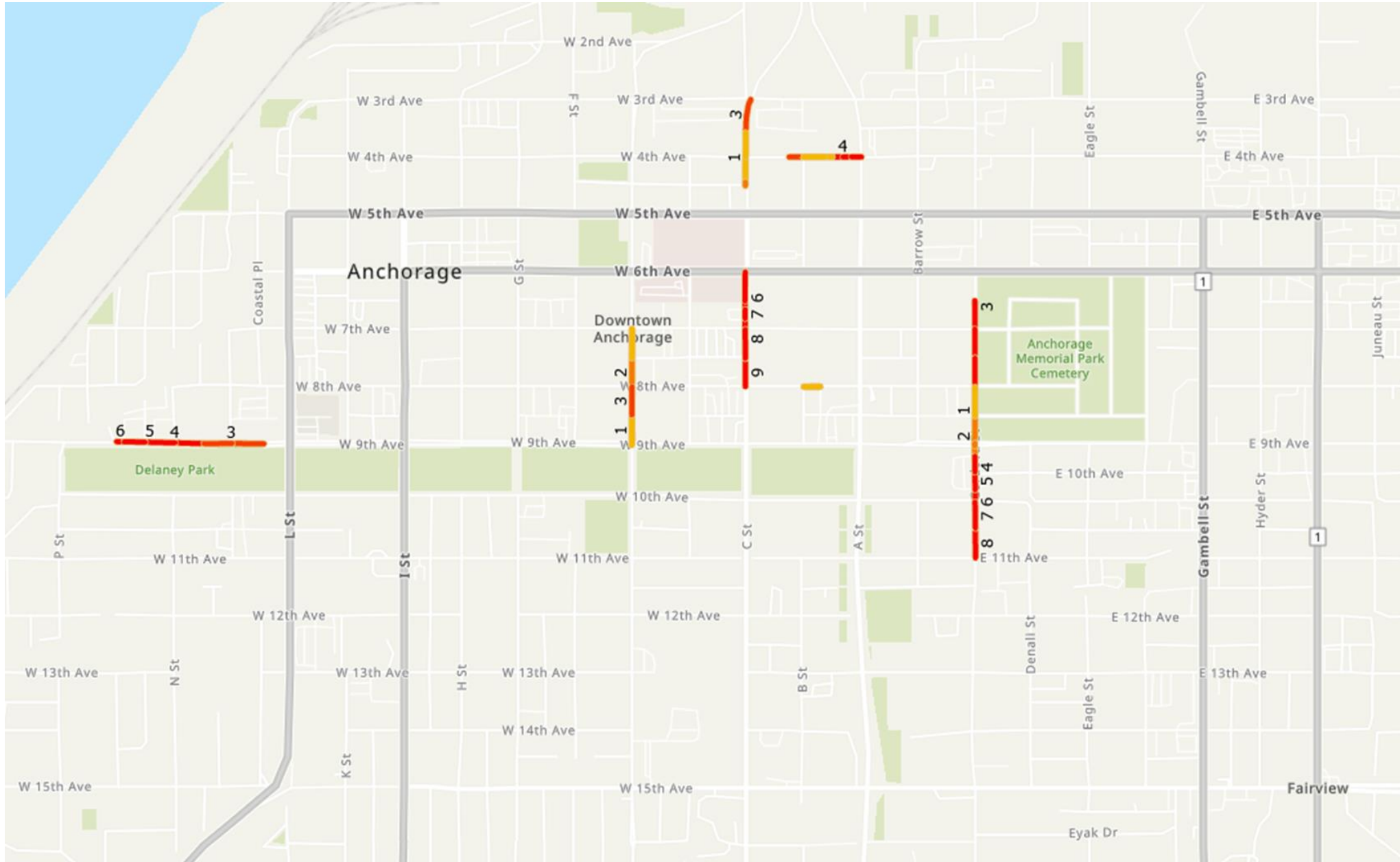
85th Percentile Speeds 5+ mph above posted on 30mph roads



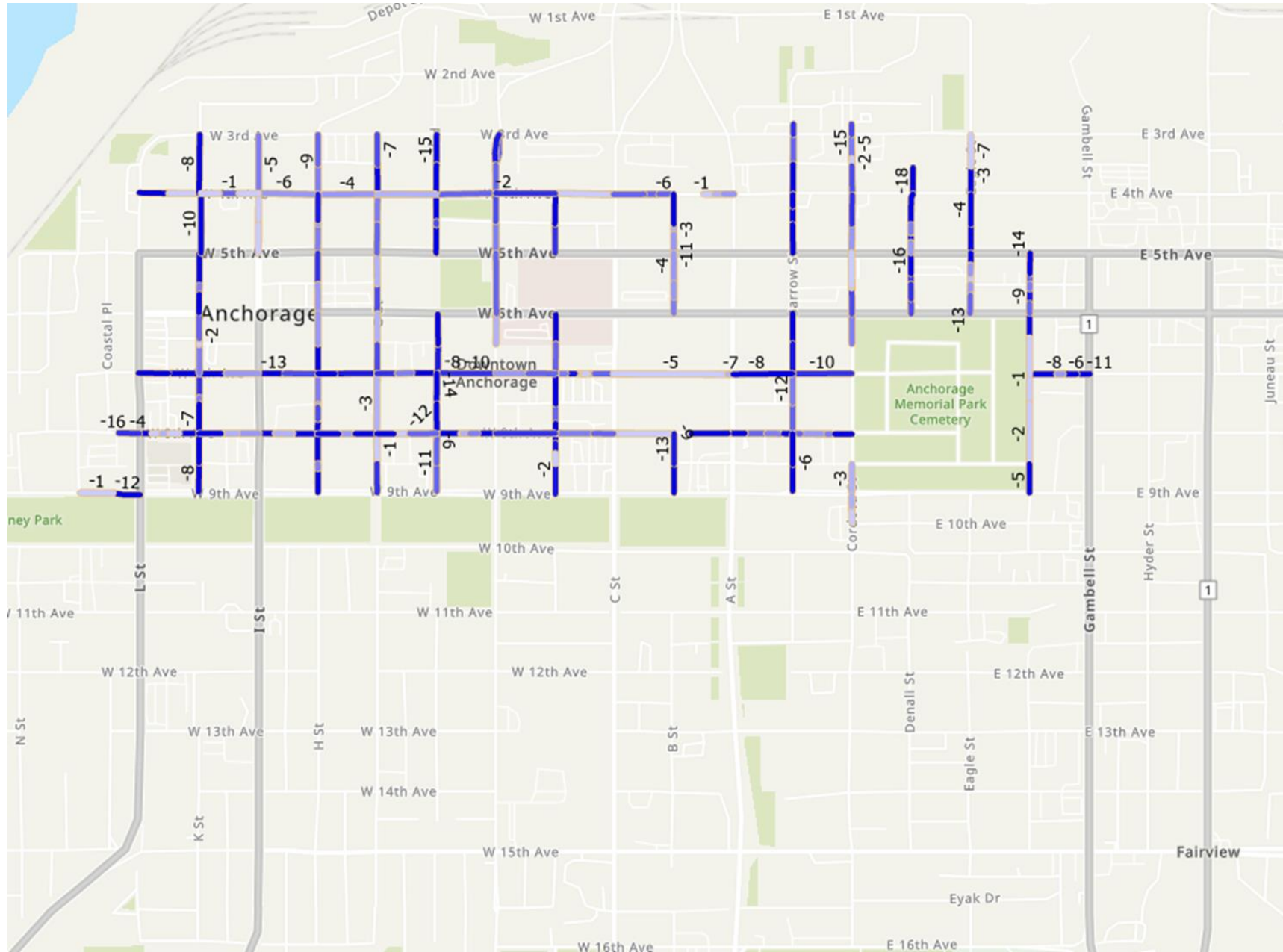
85th Percentile Speeds Below Posted on 30mph Roads



85th Percentile Speeds Above Posted on 25mph Roads

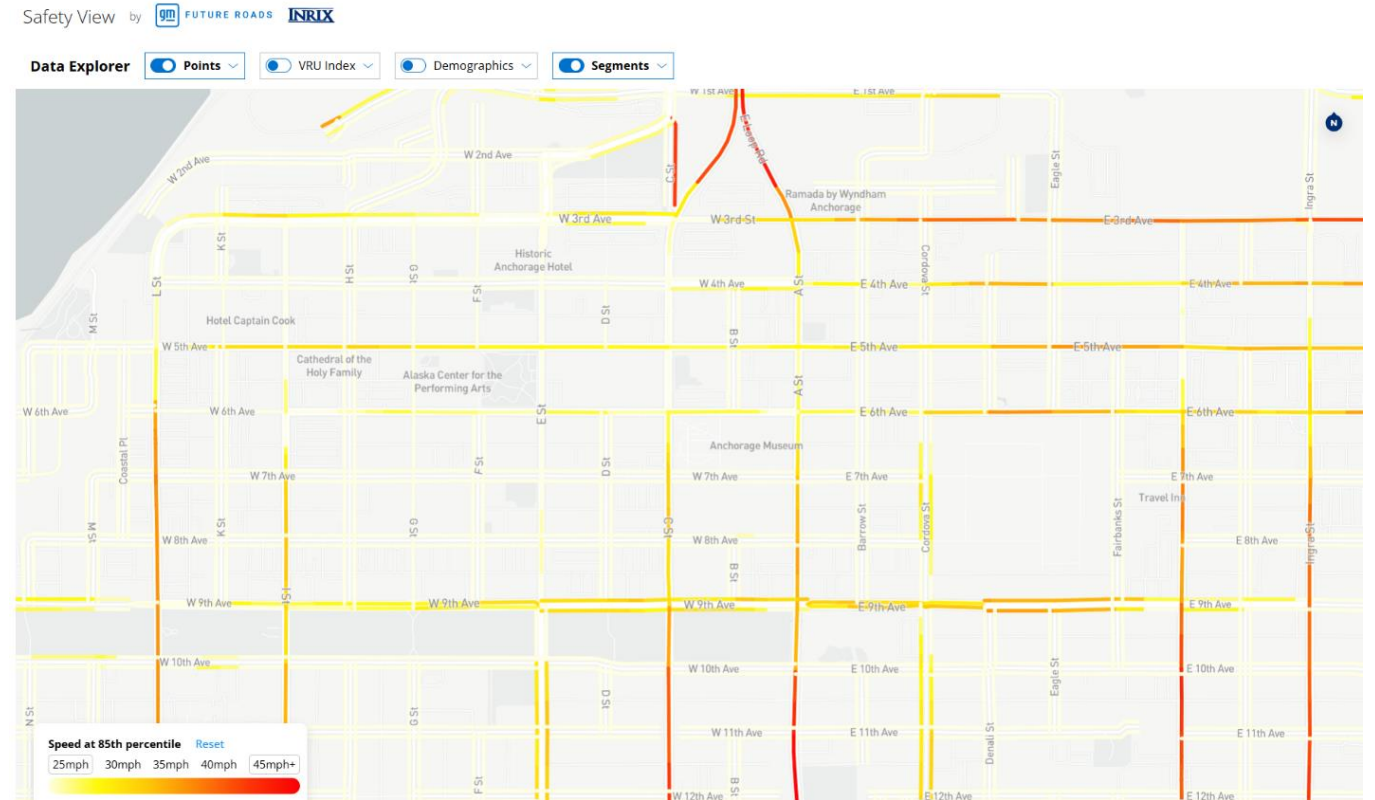


85th Percentile Speeds Below Posted on 25mph Roads



Speed Data Overview

- Minor Streets
 - Most Muni-owned streets already operate close to 20 mph
 - Given starts and stops currently, not a significant change from current conditions.
- Major Streets
 - On signalized couplets, speeds are being controlled effectively by signals
 - Signal timing would be adjusted to enforce changed limits.
 - Will reduce speeding between lights but will not increase overall travel time.
- In-depth speed studies forthcoming from both Muni and State.



Example Advanced Warning Sign





Questions for Consideration

- Should it be a uniform 20mph or should some roads be 25 or 30mph?
- Are I & L critical freight routes, or can A & C accommodate freight needs?
- Could more crosswalks increase predictability?
- What other changes would support Downtown street safety?
- What excites or concerns you about this potential change?

Potential Code Change

Anchorage Municipal Code 9.26.020 Maximum limits designated.

- A. Except when a special hazard exists requiring lower speed for compliance with section 9.26.010, the limits specified in this section or established as authorized in this chapter shall be maximum lawful speeds, and no person shall drive a vehicle at a speed in excess of such maximum speed limits:
1. Fifteen miles per hour in any alley or public parking lot.
 2. Not more than 20 miles per hour on streets of less than 600 feet in total length, or as determined by the traffic engineer.
 3. Twenty miles per hour on streets within the Central Business Traffic District (as defined in section 9.04.010), except as otherwise posted by the traffic engineer or the State of Alaska.
 - 4[3]. Twenty-five miles per hour on all streets, except as otherwise posted by the traffic engineer or the State of Alaska.

AMC 9.04.010 defines the Central Business Traffic District as the “area bounded on the south by Ninth Avenue, on the north by Third Avenue, on the west by L Street and on the east by Gambell Street”

Current State Law

Alaska State Administrative Code 13 AAC 02.275 provides that, unless otherwise posted, the maximum speed limit in business districts is 20 miles per hour.