Municipality of Anchorage
Traffic Engineering Department
Standing Report for Anchorage Assembly Transportation Committee
(January 17, 2024)
Quarterly Update

• 2022 Annual Traffic Report
• Protected Bike Lane Pilot (PBL) Project Status

• Traffic Calming will be coming as a separate presentation/agenda item
2022 Annual Traffic Report

- Contents
  - Traffic Devices
  - Crash Analysis
  - Traffic Volumes (Roadways, Trails)
  - Roadway Information (Speeds)

- Published December 2023
  - Target completion each year in 2nd Quarter
  - When not completed prior to summer rush of data collection, it can take until fall or winter

- Link to Report:
  - [https://www.muni.org/Departments/traffic/Pages/AnnualTrafficReport.aspx](https://www.muni.org/Departments/traffic/Pages/AnnualTrafficReport.aspx)
10-Year Crash Trend

Pre-COVID

- Fatal
- Suspected Major Injury
- Suspected Minor Injury
- Non-Injury
Vehicle/Pedestrian Crashes

10 YEAR SUMMARY

Pre-COVID

Crash (CRH)  Fatal (FAT)

2013  104  4  3.8%  0
2014  125  8  6.4%  0
2015  108  8  7.4%  0
2016  121  8  6.6%  0
2017  111  9  8.1%  0
2018  145  9  6.2%  0
2019  137  5  3.6%  0
2020  82  8  9.7%  0
2021  94  13  13.8%  0
2022  109  6  5.5%  0
Vehicle/Bicycle Crashes

Pre-COVID
Correlates with Higher Summer Bike Usage
Vehicle/Pedestrian Crashes

Legend:
- Local
- MOA
- Side
- Main Road
- Marine
- Lakes
- Airports
- Parks

Key Feature(s):
- Pedestrian Crash

Anchorage Bowl
2022 Vehicle / Pedestrian Crashes
## Intersections with the Most Crashes

<table>
<thead>
<tr>
<th>Year</th>
<th>Street</th>
<th>Cross Street</th>
<th>Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>East 6th Avenue</td>
<td>Gambell Street</td>
<td>29 (1)</td>
</tr>
<tr>
<td></td>
<td>Boniface Parkway</td>
<td>Debarr Road</td>
<td>23 (2)</td>
</tr>
<tr>
<td></td>
<td>East 15th Avenue</td>
<td>Gambell Street</td>
<td>22 (3)</td>
</tr>
<tr>
<td></td>
<td>Bragaw Street</td>
<td>Debarr Road</td>
<td>19 (4)</td>
</tr>
<tr>
<td></td>
<td>Seward Highway</td>
<td>East Benson Boulevard</td>
<td>19 (4)</td>
</tr>
<tr>
<td></td>
<td>A Street</td>
<td>West Benson Boulevard</td>
<td>18 (6)</td>
</tr>
<tr>
<td></td>
<td>C Street</td>
<td>West Tudor Road</td>
<td>18 (6)</td>
</tr>
<tr>
<td></td>
<td>Airport Heights Drive</td>
<td>Glenn Highway</td>
<td>18 (6)</td>
</tr>
<tr>
<td></td>
<td>East Dimond Boulevard</td>
<td>Old Seward Highway</td>
<td>17 (9)</td>
</tr>
<tr>
<td></td>
<td>East Tudor Road</td>
<td>Old Seward Highway</td>
<td>16 (10)</td>
</tr>
<tr>
<td></td>
<td>East 36th Avenue</td>
<td>Seward Highway</td>
<td>16 (10)</td>
</tr>
<tr>
<td></td>
<td>Debar Road</td>
<td>Pine Street</td>
<td>15 (12)</td>
</tr>
<tr>
<td></td>
<td>Abbott Road</td>
<td>Lake Otis Parkway</td>
<td>15 (12)</td>
</tr>
<tr>
<td></td>
<td>A Street</td>
<td>West Northern Lights Boulevard</td>
<td>15 (12)</td>
</tr>
<tr>
<td></td>
<td>Minnesota Drive</td>
<td>Spenard Road (South Side)</td>
<td>15 (12)</td>
</tr>
<tr>
<td></td>
<td>East Dowling Road</td>
<td>Old Seward Highway</td>
<td>15 (12)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Street</th>
<th>Cross Street</th>
<th>Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>Boniface Parkway</td>
<td>Debarr Road</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td>East 6th Avenue</td>
<td>Gambell Street</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>Boniface Parkway</td>
<td>East Northern Lights Blvd</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>East 6th Avenue</td>
<td>Ingra Street</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>East Northern Lights Blvd</td>
<td>Lake Otis Parkway</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>A Street</td>
<td>West Benson Blvd</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>East Northern Lights Blvd</td>
<td>Seward Highway</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>East Tudor Road</td>
<td>Old Seward Highway</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>Bragaw Street</td>
<td>Debarr Road</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>C Street</td>
<td>West International Airport Road</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>East 15th Avenue</td>
<td>Ingra Street</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>East 15th Avenue</td>
<td>Gambell Street</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>East 36th Avenue</td>
<td>Seward Highway</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>Seward Highway</td>
<td>East Benson Boulevard</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>A Street</td>
<td>West 36th Avenue</td>
<td>16</td>
</tr>
</tbody>
</table>
Protected Bike Lane Pilot – Phase 1

- **Goal**
  - Learn how to implement a PBL
  - Prepare for Summer 2024 pilot (Downtown Anchorage)

- **Materials**
  - Plastic Posts
  - Rubber Curbs

- **Average speeds decreased by**
  - ~8 mph at Pine & 3rd
  - ~4 mph at Pine & 7th

- **Highest speeds (50 mph) were all but eliminated**
  - Reduced from 60 vehicles per day down to 1 vehicle

Link: [https://www.muni.org/Departments/Assembly/PressReleases/Pages/Safer-Streets-for-Biking-in-Anchorage-Pilot-Protected-Bike-Lane-Now-Open.aspx](https://www.muni.org/Departments/Assembly/PressReleases/Pages/Safer-Streets-for-Biking-in-Anchorage-Pilot-Protected-Bike-Lane-Now-Open.aspx)
Protected Bike Lane Pilot – Phase 2

- Concept:
  - Two-way PBL on left side of one-way streets
  - Feasible as temporary installation for **Summer 2024**

- Newly Signed Agreement – This Week!
  - MOA Municipal Manager
  - DOT&PF Central Region Director

- Starting Community/Stakeholder Outreach
  - Will include project website

**Seniority**

MOA Traffic Engineering Department

Standing Report for Assembly Transportation Committee

(Jan. 2024)