

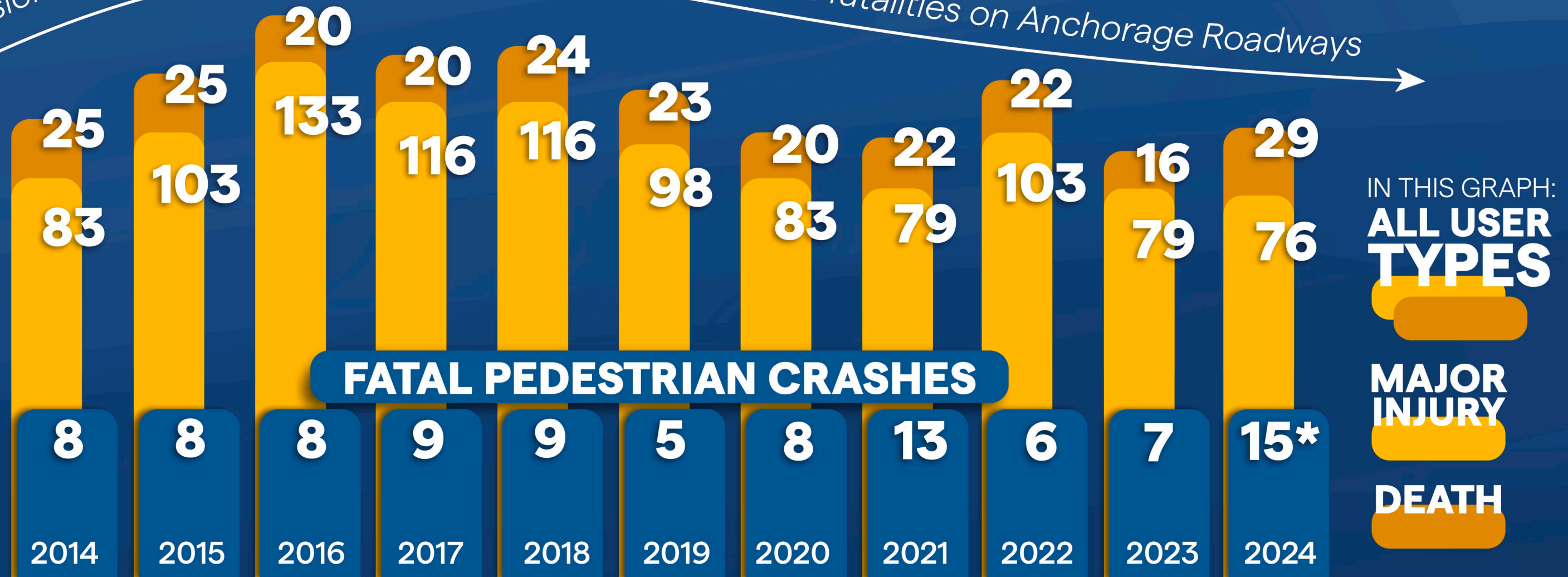
TAKING ACTION TO PREVENT ROADWAY DEATHS

Update by Anchorage Vision Zero Task Force

Joint Presentation by DOT&PF and Municipality of Anchorage

CRITICAL INFORMATION GATHERING

Vision Zero efforts are focused on all major injuries and fatalities on Anchorage Roadways



*Preliminary 2024 Numbers - Report still being QC'd by Traffic Engineering Data Division

Site Visits: Members of the Vision Zero Task Force visit sites of each pedestrian and bike crash with law enforcement.

Multiple factors contribute to each crash and may include speed, vehicle type, lighting conditions, road conditions, impairment among other contributors

CRITICAL INFORMATION GATHERING

Vision Zero Task Force Members Attended and Presented at Twenty+ Community Councils
& One FCC meeting presentation

Frustration regarding pedestrian behavior.

Desire to see more education and outreach in the classroom for traffic and pedestrian safety.

Support speed feedback signs and increased lighting.

Mixed feedback on speed limit reductions.

Mixed feedback on road diets and automated enforcement.

Plowing prioritization for sidewalk clearing.

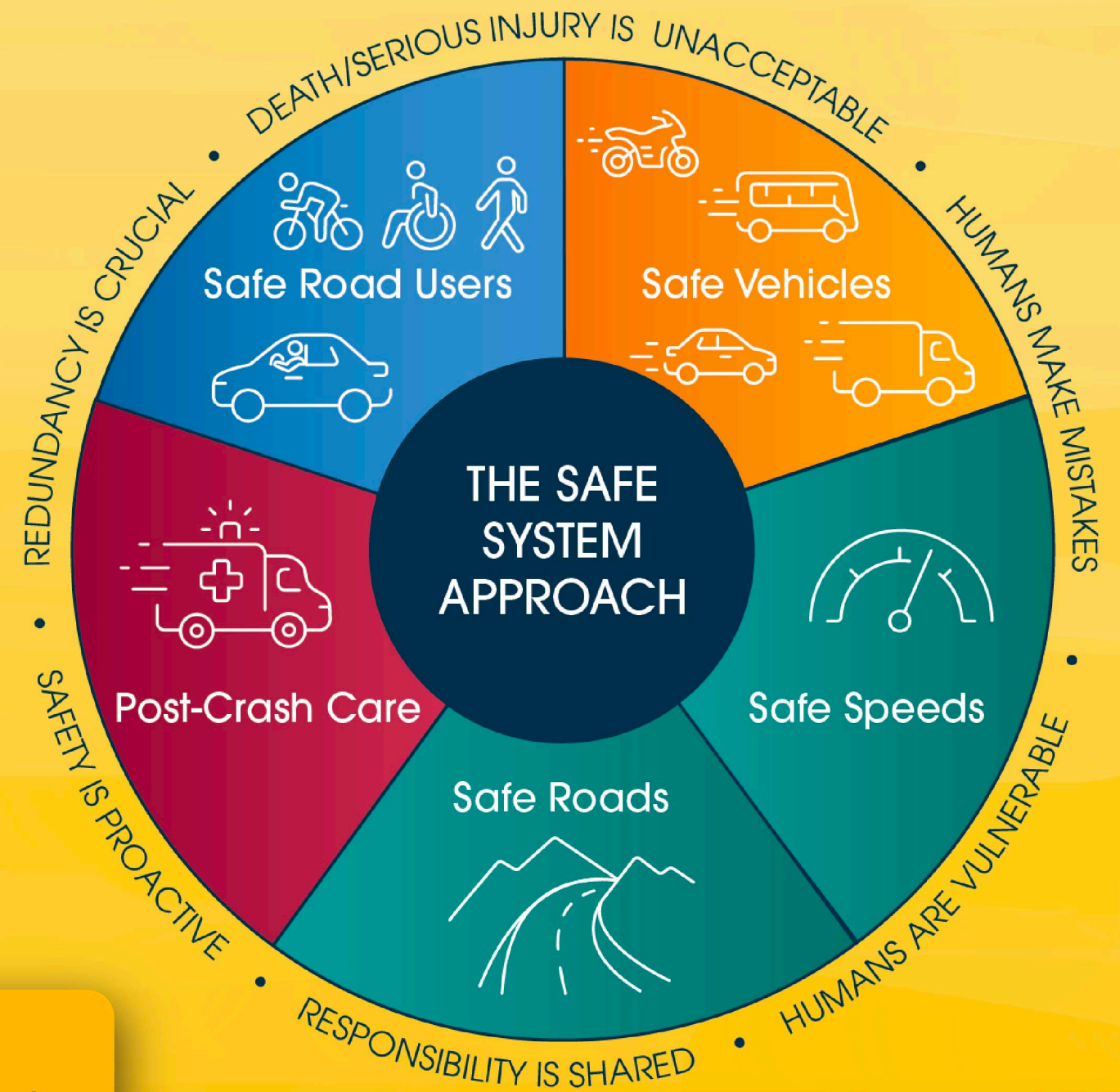
REMINDER: SAFE SYSTEM APPROACH

U.S. DOT's guiding paradigm to addressing roadway safety

DOT&PF & MOA attended 3-day FHWA Pedestrian Safety Course in December

FHWA Complete Streets and Roadside Design training
- March 2025 via LTAP

Alaska DOT&PF sharing safety messaging internally – moving toward a culture of safety.



SAFER SPEEDS, SAFER PEOPLE: ENFORCEMENT STATS UPDATE

2024 FATAL PEDESTRIAN CRASH DATA

46%	Driver Impairment (2 tox results are still pending)
86%	Pedestrian Impairment (presence of an impairing substance)
40%	Tinted Windows
26%	Speeding (10% over)

2025 PEDESTRIAN SAFETY CAMPAIGN

Traffic Stops	643	31	Red Light Running/Stop Sign Violation
Speeding	242	3	Screen Device (Distracted Driving)
Tinted Windows	55	21	Arrests for Warrants, DUI
No Proof of Insurance	108	32	Vehicles Were Impounded
DWLR (No License)	53		



APD enforcement activities on:
Ingra Street, Gambell Street, Muldoon Road, Tudor Road, A Street, C Street, Northern Lights, Benson Blvd, 5th Ave, 6th Ave, Dimond Blvd, Bragaw St.

SAFE SYSTEMS APPROACH SAFER SPEEDS

Travel Speeds Matter More Than Posted Speed Limits

FORCE
=
MASS x VELOCITY²

1

Speed limits are
the maximum safe
speed under ideal
driving conditions

2

Survivability
decreases
dramatically when
hit above 30MPH

3

Context matters:
Visual cues
influence driver
behavior

4

To lower travel
speeds, roads must
look and feel slower
- not just be posted
slower.

5

PICKUP TRUCK

330,000 JOULES AT 35 MPH

STRIKE ZONE: Vital Organs
IMPACT: Pulled Under or
Knocked Over



SEDAN

166,000 JOULES AT 35 MPH

STRIKE ZONE: Legs
IMPACT: Thrown Above



SAFE SYSTEM APPROACH: SAFER PEOPLE

PARTNERS IN SAFETY

- DOT.Alaska.gov/besafe for resources on current safety efforts
- Online Safety Reporter to report concerns
- HSIP Vulnerable Road Users Rapid Response Fund – allows rapid non ground disturbing safety enhancements
- Retroreflective gear to distribute in Anchorage and statewide
- Continued support from the Highway Safety Office to local grantees (APD, CFSA, Bike Anchorage)



BE SAFE INFORMATION AND EDUCATION CAMPAIGN

- Right on Red (and left turning on green)
- A Pillar/what a driver sees/what a pedestrian sees
- Getting everyone home safely
- Driving sober and not leaving friends to get home on foot if they're drinking
- Physics is not our friend
- Higher speeds decrease survivability in a vehicle v pedestrian crash
- Hard to judge speed of approaching vehicles
- Expect pedestrians every where
- Retroreflective gear – how it increases visibility

COMING NEXT

SAFE SYSTEM APPROACH: SAFER ROADS & SAFER SPEEDS

CR DOT&PF SUBMITTED SUPPLEMENTAL HSIP NOMINATIONS

- Mountain View Drive - Road diet, crossing treatments, lighting
- A St. (Fireweed to 9th Ave) - Lane reallocation, new signal at 16th Ave.
- Vision Zero Implementation - Signing/striping/speed feedback signs on Tudor & Muldoon Corridors

REST-ON-RED

Adjusted signal timing at 4 intersections:

- Minnesota/Northern Lights;
- Dimond/C Street;
- Dimond/Tudor;
- Arctic/Fireweed

ELMORE ROAD

North of MLK Jr. Drive • moving to 35MPH

Elmore between • Abbott & Dowling
ongoing speed study
– 35 MPH starting
August 4 after
additional public
outreach, markings
and speed feedback
signs are positioned.

NEXT STEPS

SAFE SYSTEM APPROACH: SAFER ROADS & SAFER SPEEDS

Benson/C & Northern Lights/C Street - Implement LPI (Leading Pedestrian Intervals) and adjust turning movements

Complete speed studies for Tudor, Muldoon, and Spenard corridors and Downtown Central Business Traffic District

2025 PROPOSED HSIP NOMINATION LOCATIONS:

- Wright/Tudor
- Folker/Tudor
- MacInnes/Tudor
- Signal Upgrades
- Rapid Response project opportunities

NEXT STEPS

**SAFE SYSTEM APPROACH:
SAFER ROADS & SAFER SPEEDS**

ALASKA DOT&PF ROAD SAFETY AUDITS:

Debarr Rd, Pine to Boniface
Tudor Rd, Lake Otis to Bragaw
West 5th and West 6th intersections with A St and C St (4 intersections)

**VRU FOCUSED
SAFETY AUDITS:**

ROAD SEGMENTS

5th Ave/Glenn Hwy, L St to Bragaw
Benson Blvd, Minnesota Dr to New Seward Hwy
Debarr Rd/15th St. E St to Muldoon
Muldoon Rd, 36th Ave to Glenn Hwy
Northern Lights Blvd- Forest Park Dr to Pine St
Spenard/36th/Providence Dr, Wisconsin St to Elmore Rd
Tudor Road, Minnesota Dr to Kingston Dr

INTERSECTIONS

Duben Ave and Muldoon Rd
Spenard Rd and Minnesota Dr
Debarr Rd and Bragaw St
Benson Blvd and C St
West 5th Ave and C St
Tudor Rd and C St

CHALLENGES TO IMPLEMENTATION: STAFFING LEVELS & RESOURCES

HSIP Coordinator position is vacant, hiring freeze requires higher level of review and approval

Muni VZ Coordinator in Acting Signals Manager role

SOLUTIONS

DOT&PF statewide engineering term agreement for traffic analysis to ensure lane reductions don't result in unintended consequences

Use newly acquired crowdsourced data to look at speed and signal operations

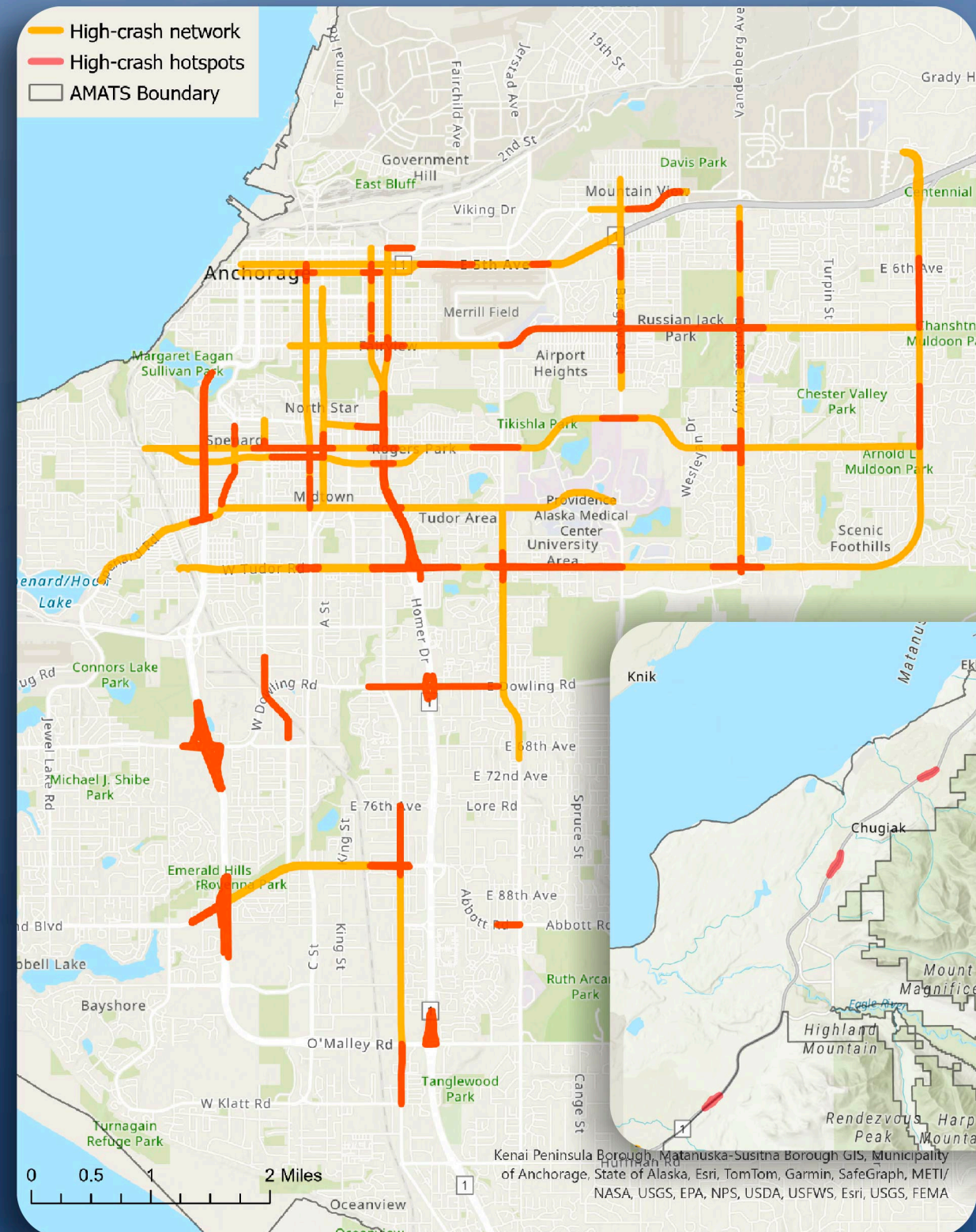
HIGH CRASH NETWORK (DRAFT)

AMATS Safety Plan

DOT&PF's Highway Safety Improvement Program (HSIP): top 10

DOT&PF's Strategic Highway Safety Plan: vulnerable road users

Vision Zero Action Plan: pedestrian fatalities



PROJECTS ON THE HIGH-CRASH NETWORK (PAGE 1)

PROGRAM

PROJECT

YEAR

TIP AMEND. 3:
AMATS FUNDING

AMATS: Fireweed Lane Rehabilitation

AMATS: Spenard Road Rehab: Benson to Minnesota

AMATS: Spenard Road Rehab: Minnesota to Northwood

AMATS: Campbell Creek Trail Grade
Separated Crossing at Lake Otis Parkway

AFTER 2026

AMATS: Northern Lights Blvd Sidewalk Repairs

2026

TIP AMEND. 3:
DOT&PF FEDERAL
FUNDING

Glenn Highway Milepost 1-34 Rehabilitation

2026

Seward Hwy & 36th Ave Interchange

Tudor Road & Seward Hwy Overcrossing Replacement

AFTER 2026

TIP AMEND. 3:
SS4A GRANT

Bragaw Street Corridor Safety Improvements

AFTER 2026

PROJECTS ON THE HIGH-CRASH NETWORK (PAGE 2)

PROGRAM	PROJECT	YEAR
TIP AMEND. 3: HSIP	Gambell/Ingra Utility Pole Removal and Lighting	2026
	5th Ave Pedestrian Improvements	
	Tudor Rd Channelization	2025
	Old Seward Channelization	2026
	Pedestrian Lighting (Muldoon, Tudor, Seward)	2025
	Northern Lights Safety Improvements	AFTER 2026
	Ingra/Gambell Safety Improvements	
	Mountain View Drive Safety Improvements	
	A Street Safety Improvements	

PROJECTS ON THE HIGH-CRASH NETWORK (PAGE 3)

PROGRAM

PROJECT

YEAR

MOA CAPTIAL
IMPROVEMENT
PROGRAM

Debarr Rd Surface Rehab – Lake Otis to Airport Heights

2028

Lake Otis Parkway Surface Rehab – 68th to Abbott

2029

Mountain View Dr Surface Rehab – Park to McCarrey

TBD

Northern Lights Blvd Surface Rehab –
Bragaw to Boniface

2028

Providence Dr/University Dr Surface Rehab –
Lake Otis to East End

2030

Bragaw Corridor Safety Improvements –
Glenn Hwy to Northern Lights (SS4A)

2028

East Nothern Lights Blvd Safety Improvement
Pilot Project (SS4A)

2026

Leading Pedestrian Interval Pilot Project (SS4A)

Speed Management Study (SS4A)

2027

VISION ZERO TASK FORCE



Department of Transportation
& Public Facilities



Municipality of Anchorage