

April 2018

Vision Zero



VISION ZERO
ANCHORAGE



Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. (Vision Zero Network)

Anchorage streets should be safe for everyone - people on foot and in wheelchairs, in cars, using public transit, and on bikes. No loss of life is acceptable.



Latest Trends in Vision Zero

Human error is inevitable

- ▶ Overall transportation system should be designed to be forgiving so that these mistakes do not lead to fatal outcomes.

System Approach- A Culture of Safety

- System designers and policymakers must design roadways, policies, and systems to prioritize safety



Anchorage Vision Zero History

Bike Anchorage -
November 2015

Mayor Berkowitz
launched Vision Zero
(March 2016)

Town Hall Meetings &
Survey

Vision Zero Plan (May
2016)

Long term Strategy

- Agency Coordination
- Municipal Code Assessment
- Public Media Campaign
- Professional Development

Vision Zero:

*Implemented via
planning and
capital projects*

MTP 2040 (AMATS)

Non-Motorized Transportation Plan (AMATS)

Human Services Coordinated Transportation Plan (AMATS)

Complete Streets Policy (AMATS)

Spenard Corridor Plan

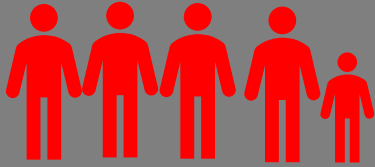
Midtown Congestion Relief (DOT)

Alaska Bike + Ped Plan (DOT)

Capital Projects (32nd – 33rd Ave Upgrades, Midtown
Corridor Improvements (MOA PME))

2018 Statistics

Fatalities



Serious Injuries



Injured



Who: Passenger (Child)
Where: Lake Otis/O'Malley
Why: Left Turn on Flashing Yellow, Through Green

Who: Driver
Where: Old Seward Highway
Why: Speed, weather

Who: Driver
Where: Glenn Highway
Why: Wrong way on Glenn, no headlights

Who: Pedestrian (Child)
Where: Boniface
Why: Child chasing dog

Who: Pedestrian
Where: A & Northern Lights
Why: Hit by Impaired Driver

Who: Pedestrian
Where: 15th and C
Why:

Who: Driver
Where: Tudor/Seward Ramp
Why: Speed / Impaired

Who: Pedestrian
Where: 5th & G
Why:

Action Plan - Data Driven

Existing Conditions

Who: Pedestrian, Driver, Passenger, Bicyclist

Where: Intersection, Road

How: Crash Type

Why: Contributing Factors

When: Month, Day, Time

Countermeasures

Tool Kit

Application to 5 priority locations

Code Assessment

A Culture of Safety

Recommended code changes based on best practices

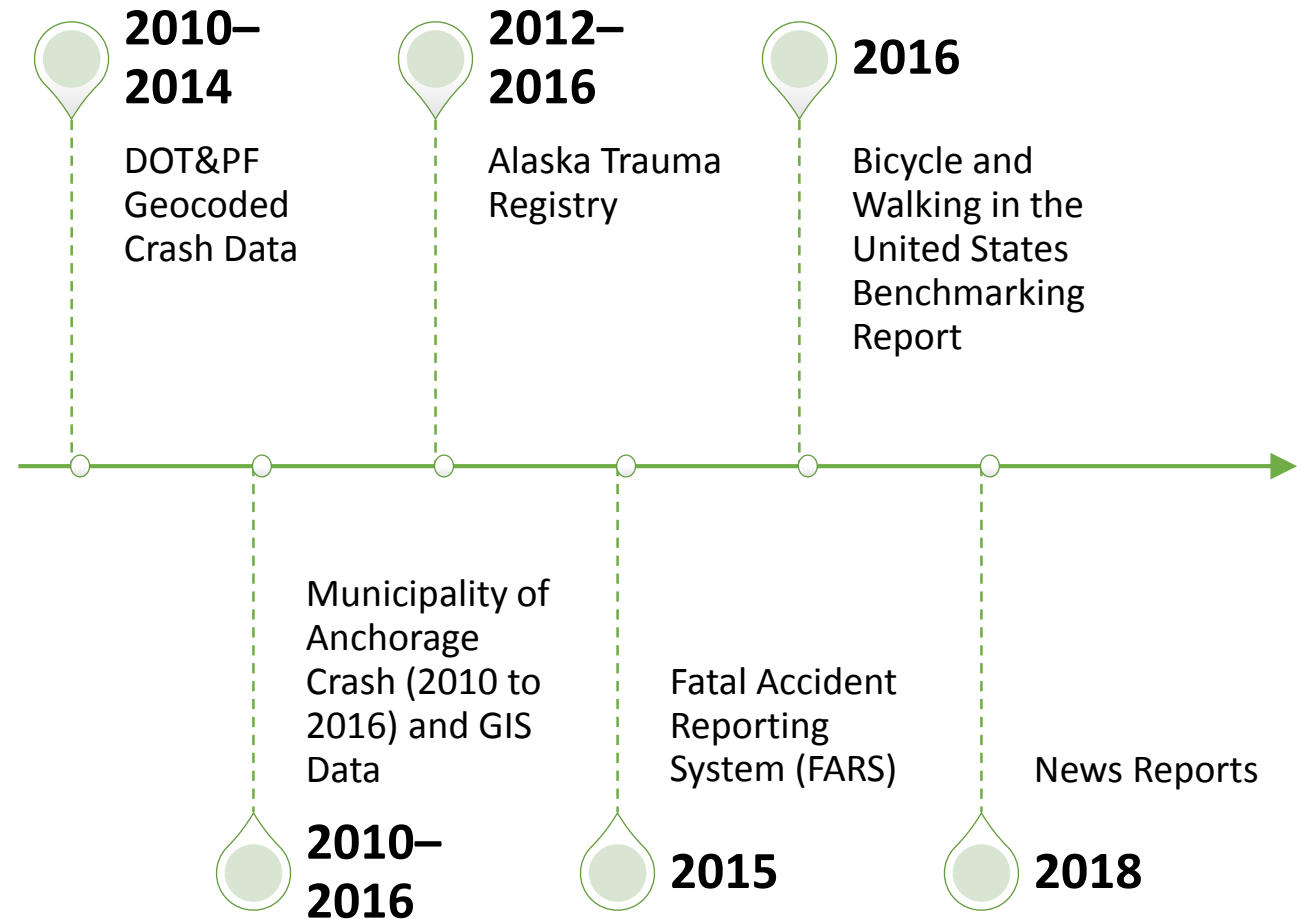
Public Media Campaign

Targeted Communication

Educate

Equity Based Engagement of Vulnerable Users

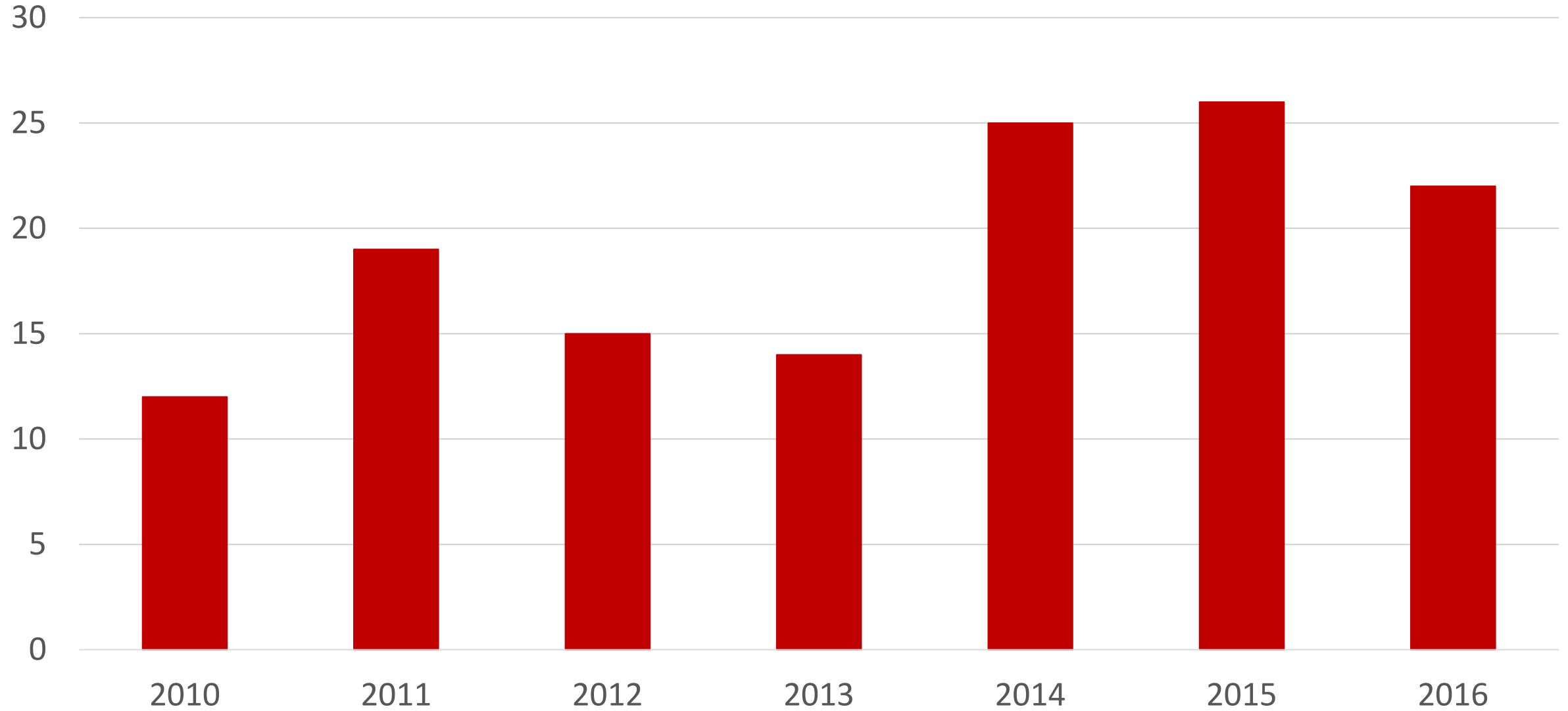
Data Analysis – It's hard to argue with the Facts



The Big Picture

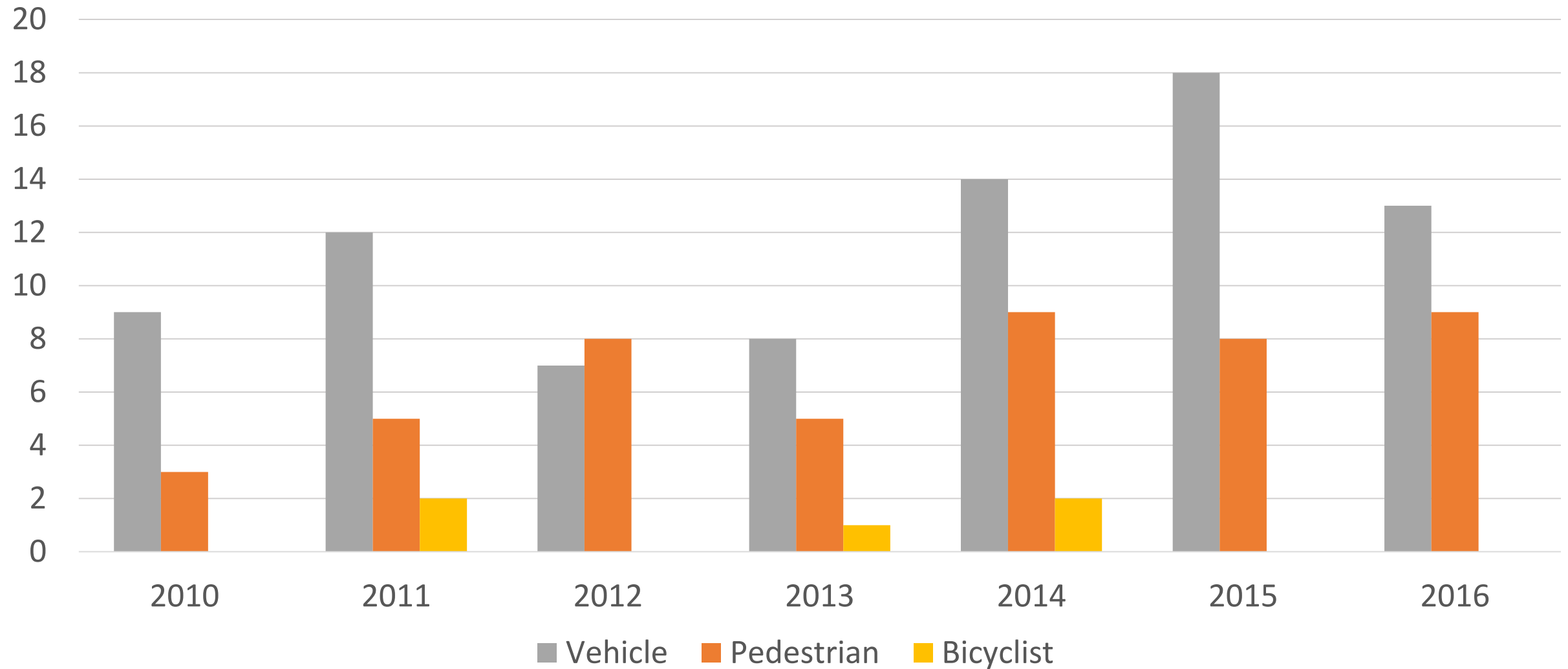


Fatalities - All Modes





Fatalities by Mode

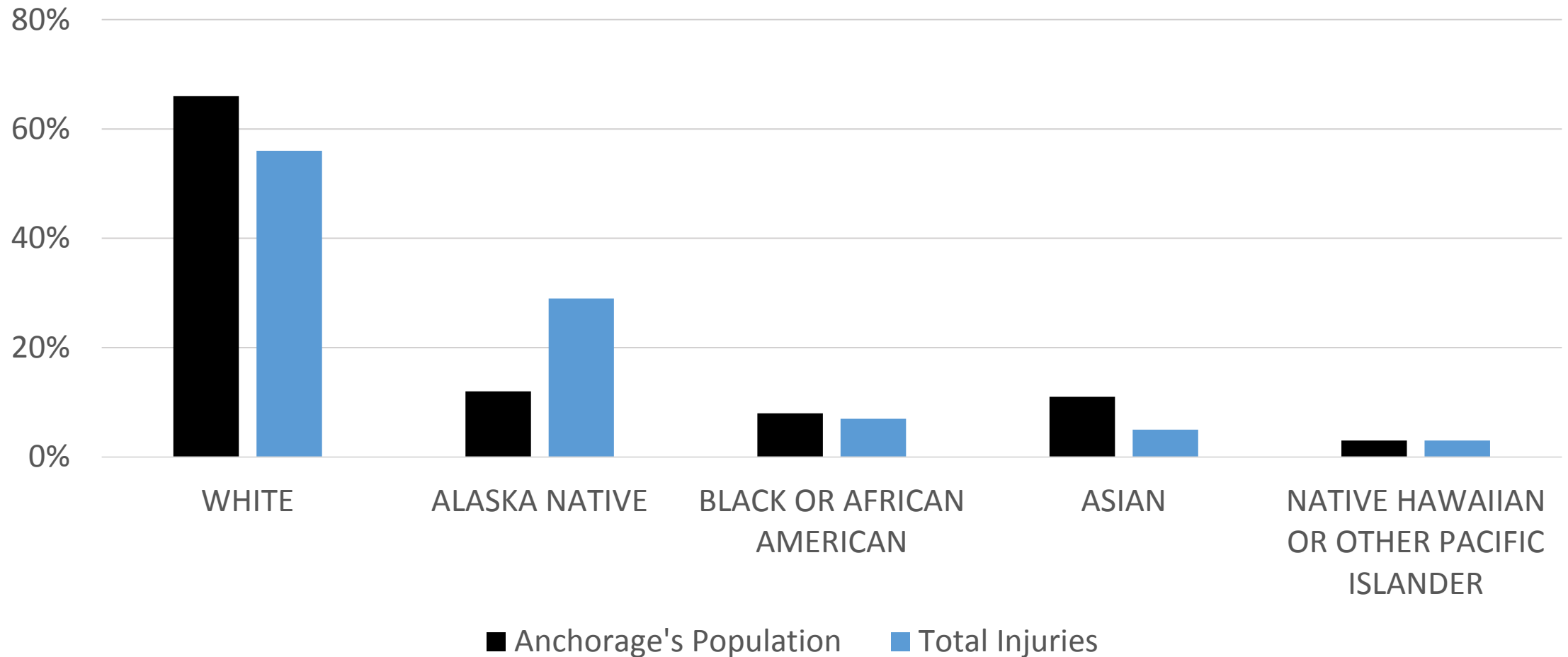


Who





Incidents that Led to a Hospital Visit by Race – All Modes



CRASH DEMOGRAPHICS



80%
OF **MOTORCYCLE**
CRASH VICTIMS ARE
WHITE



60%
OF **MOTOR VEHICLE**
CRASH VICTIMS ARE
WHITE



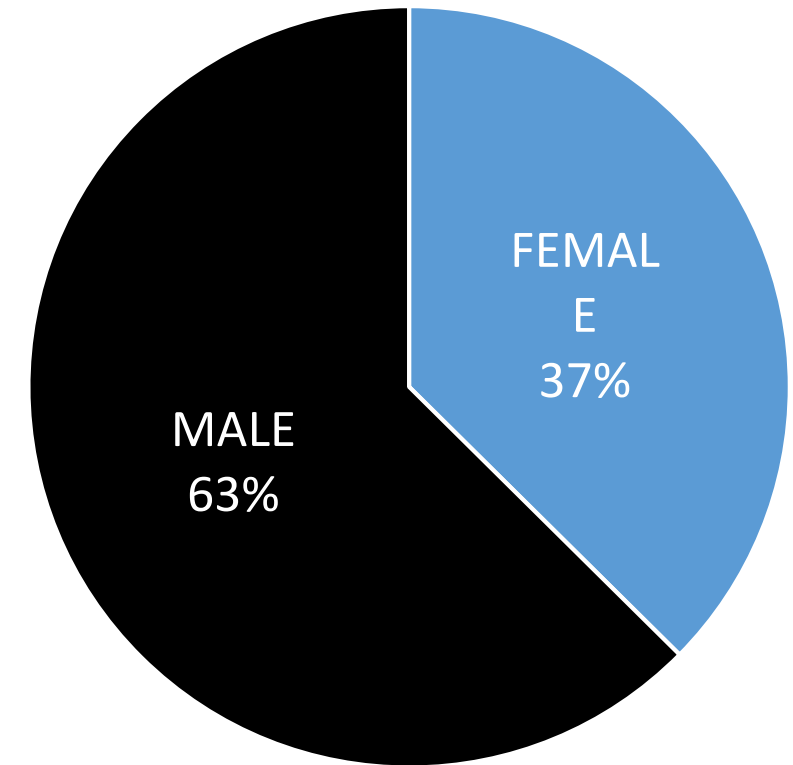
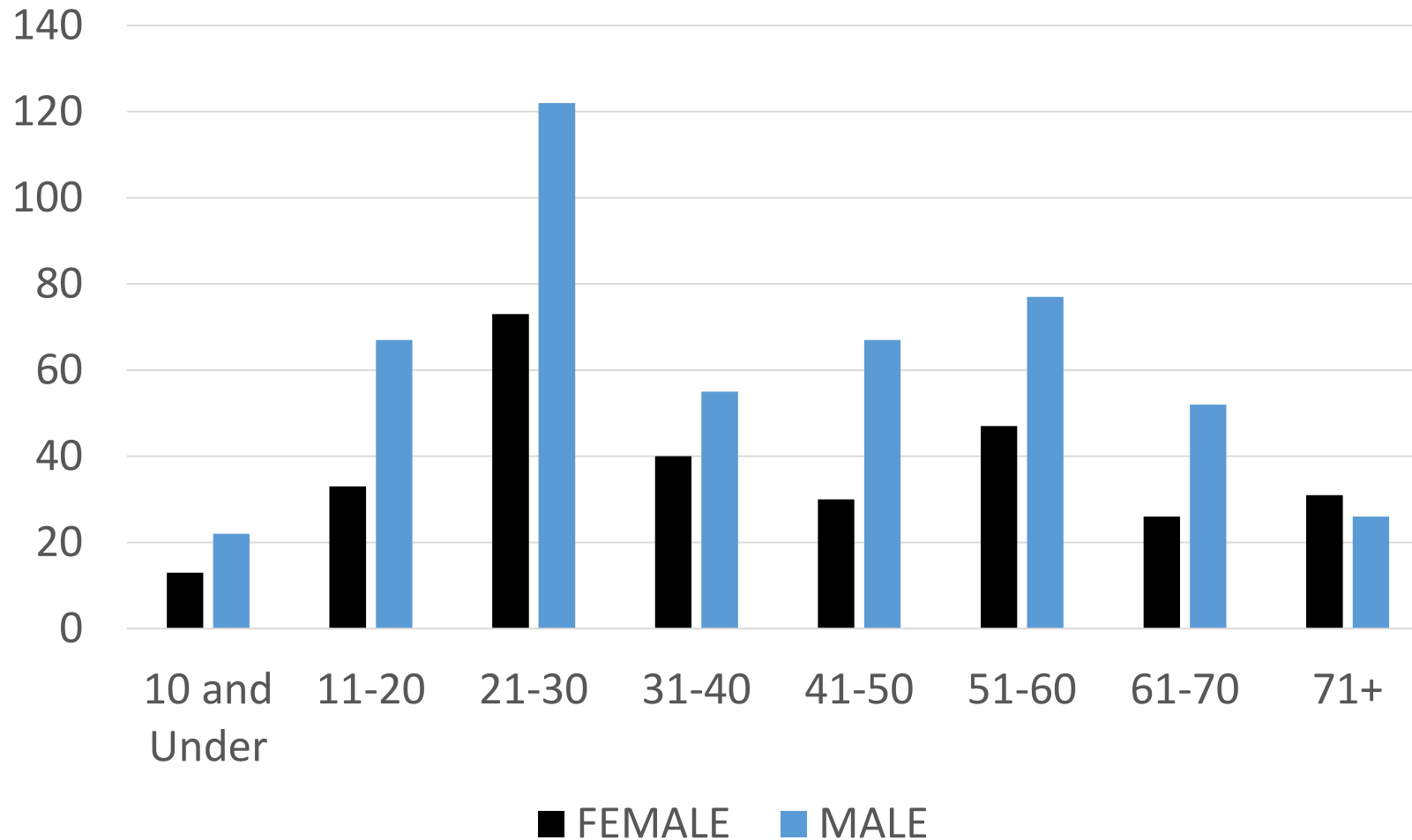
58%
OF **PEDESTRIAN CRASH**
VICTIMS ARE
ALASKA NATIVE



52%
OF **BICYCLE CRASH**
VICTIMS ARE
WHITE



Incidents that Led to a Hospital Visit – All Modes



CRASH FATALITIES BY MODE



1 IN 1000
CAR CRASHES
RESULTED IN DEATH



1 IN 200
BICYCLE CRASHES
RESULTED IN DEATH



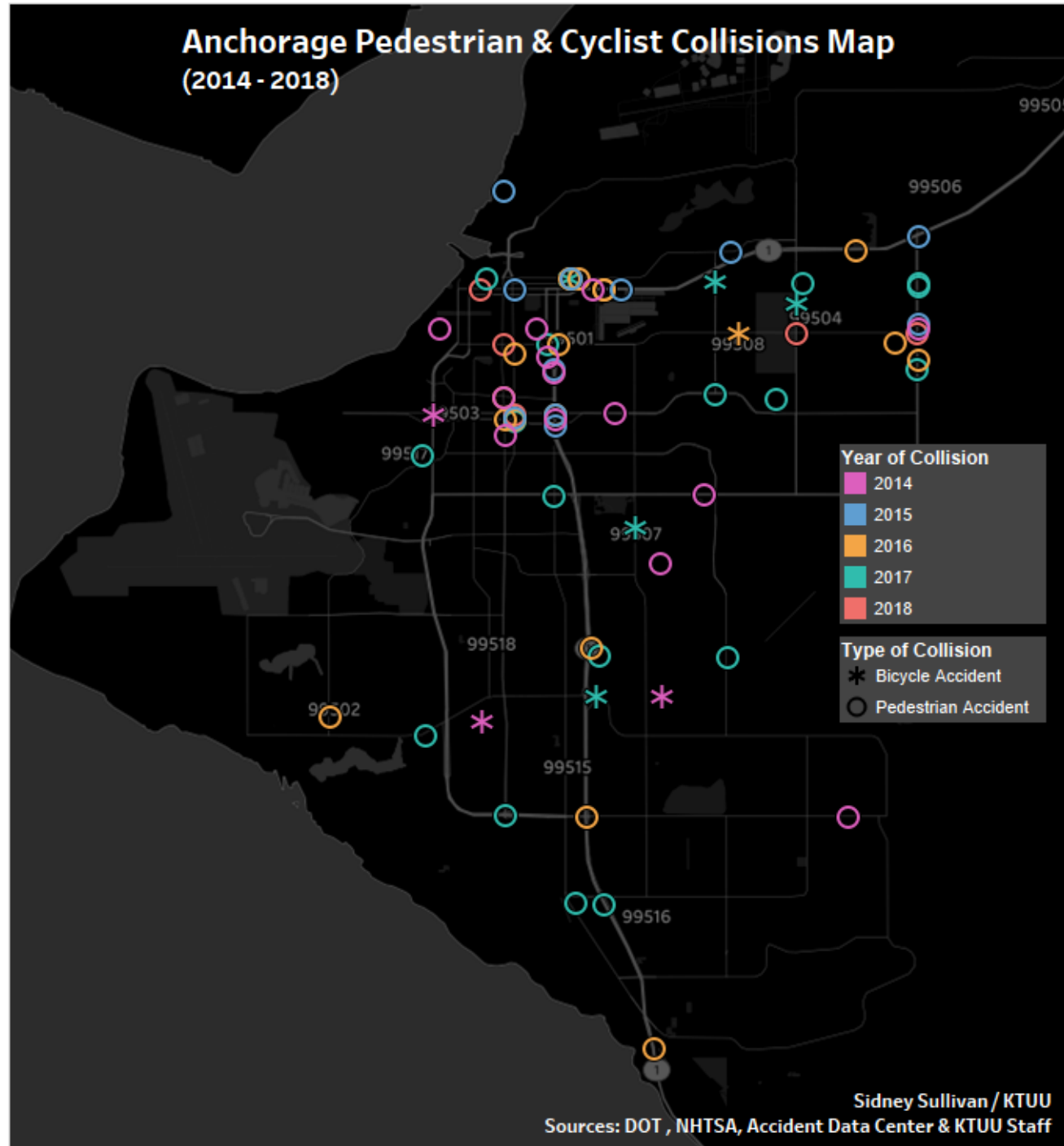
1 IN 50
MOTORCYCLE CRASHES
RESULTED IN DEATH



1 IN 22
PEDESTRIAN CRASHES
RESULTED IN DEATH

Where

Anchorage Pedestrian & Cyclist Collisions Map (2014 - 2018)



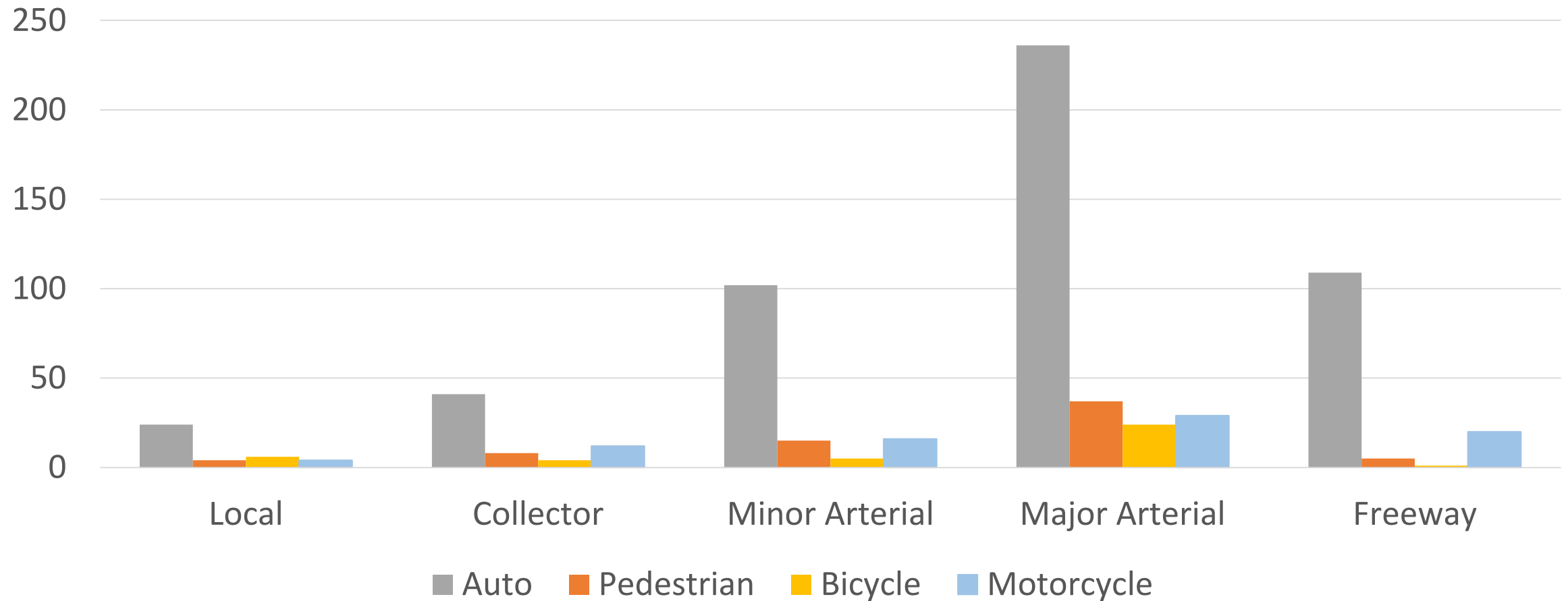
Sidney Sullivan / KTUU

Sources: DOT, NHTSA, Accident Data Center & KTUU Staff

Source: KTUU

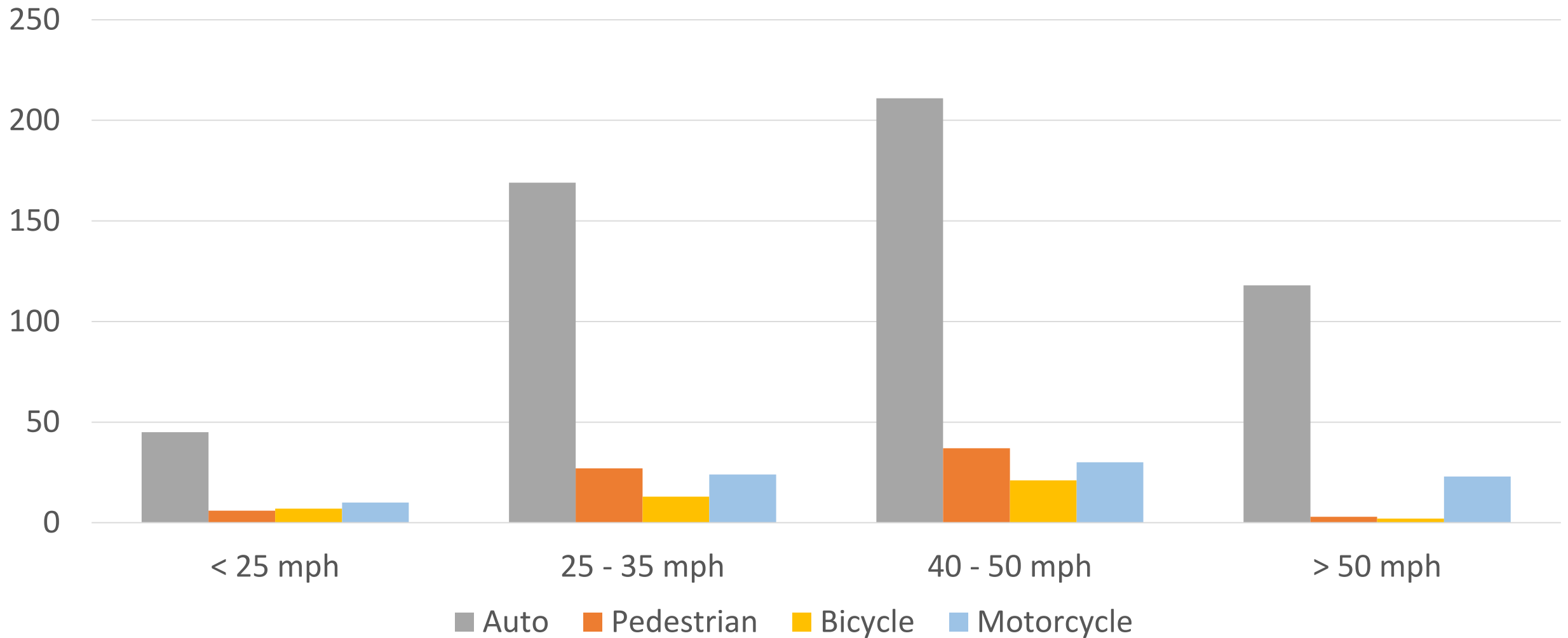


Roadway Functional Class



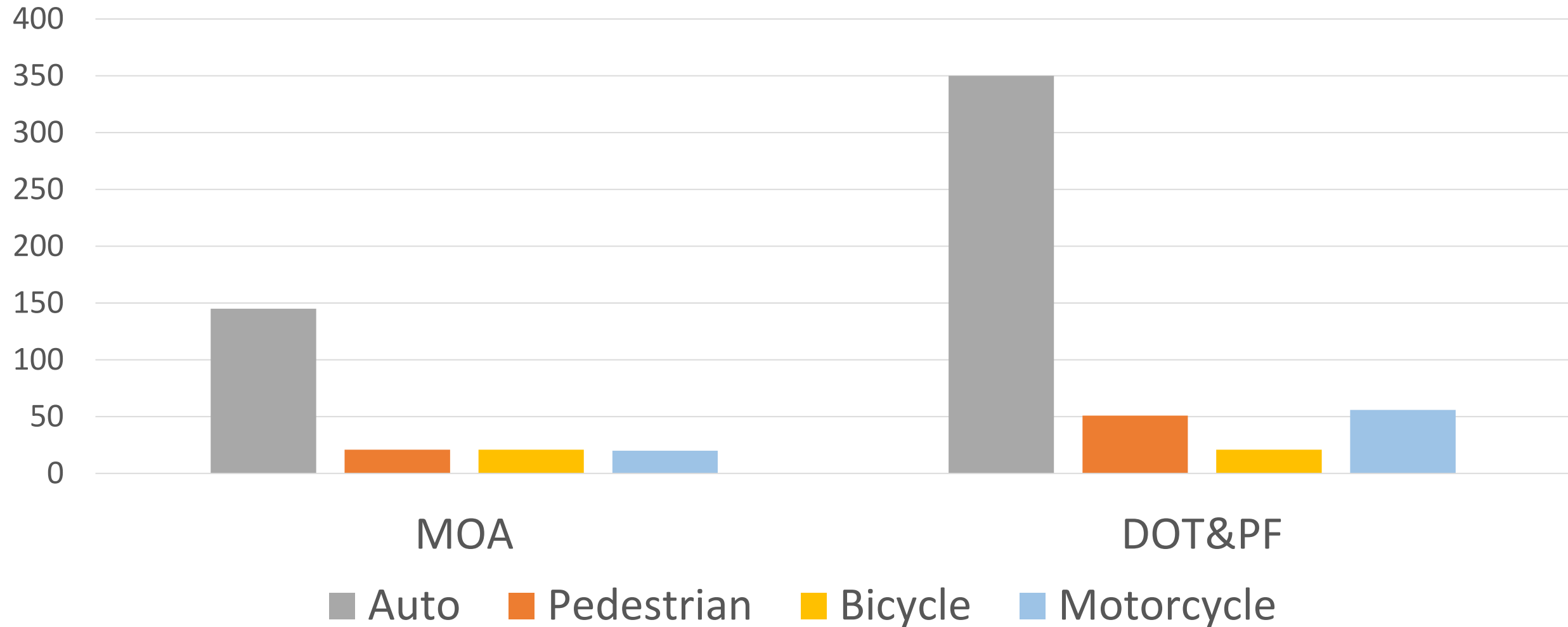


Roadway Posted Speed

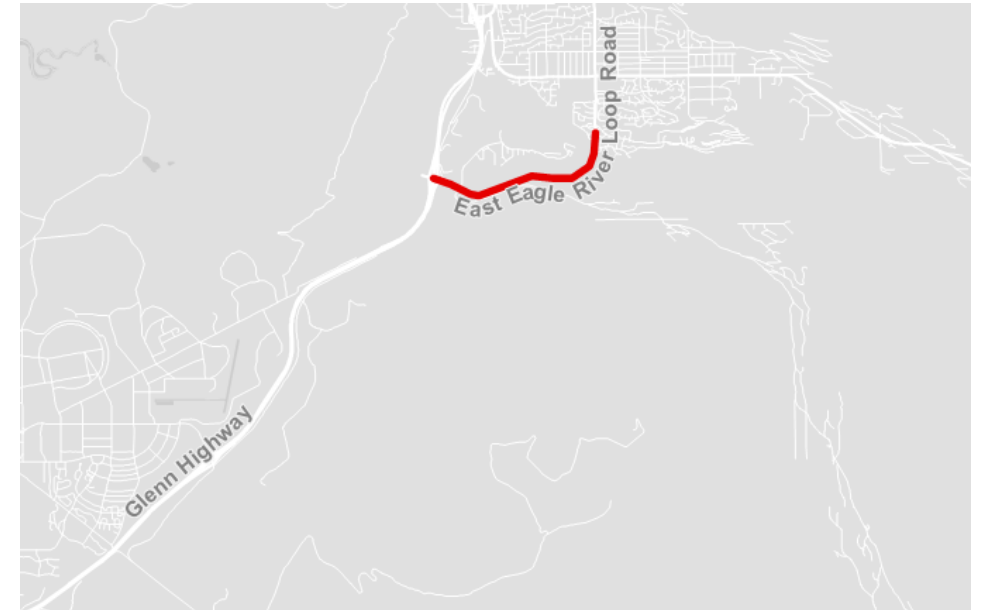
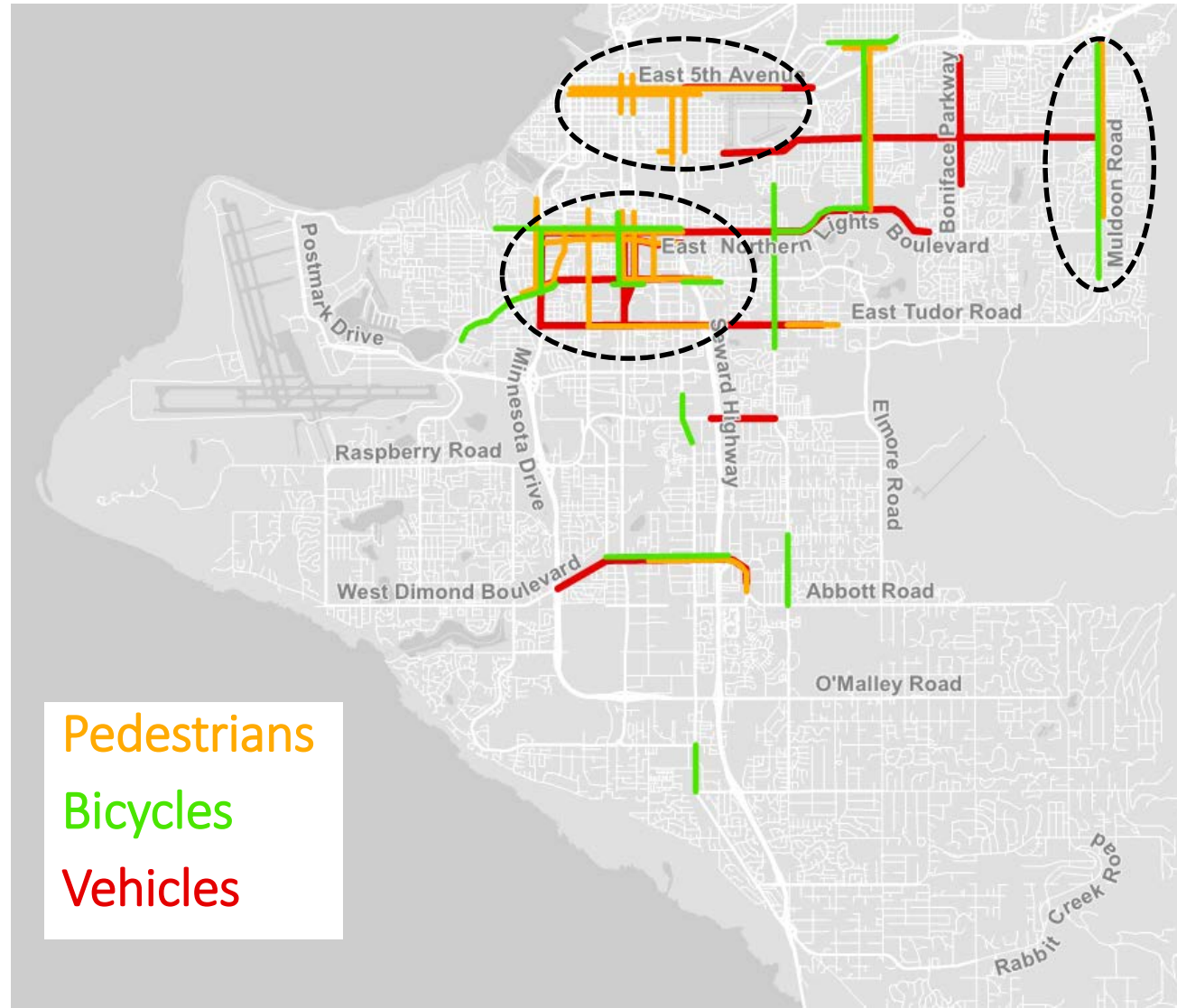




Roadway Ownership

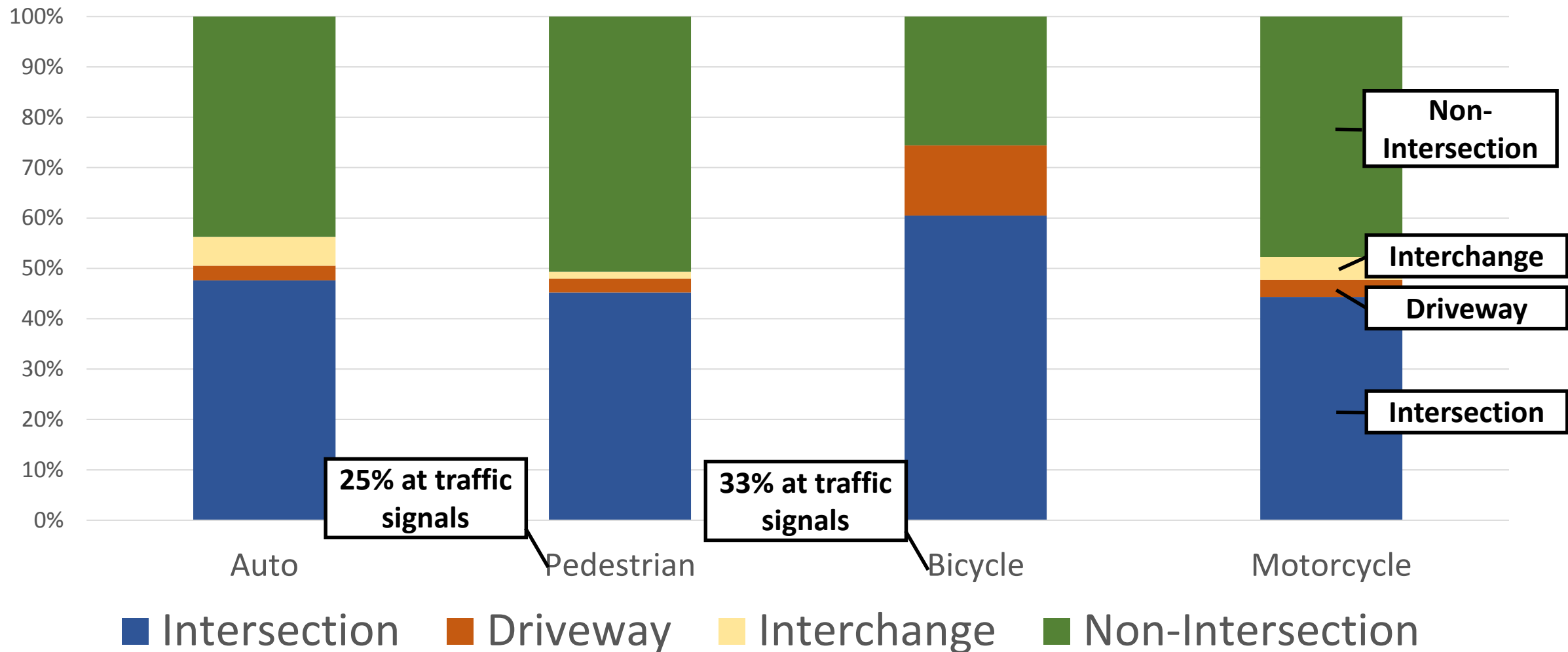


High Crash Corridors





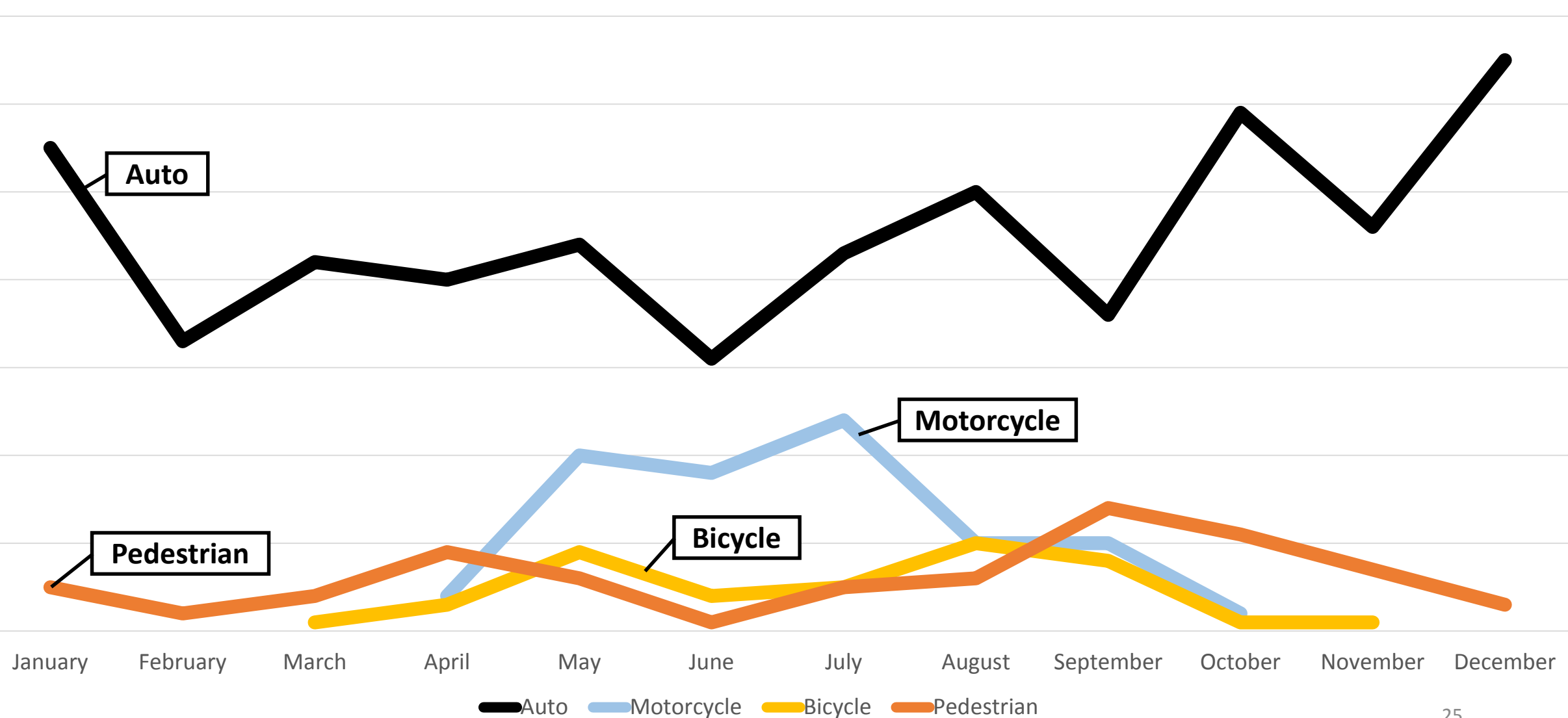
Crash Location by Mode



When



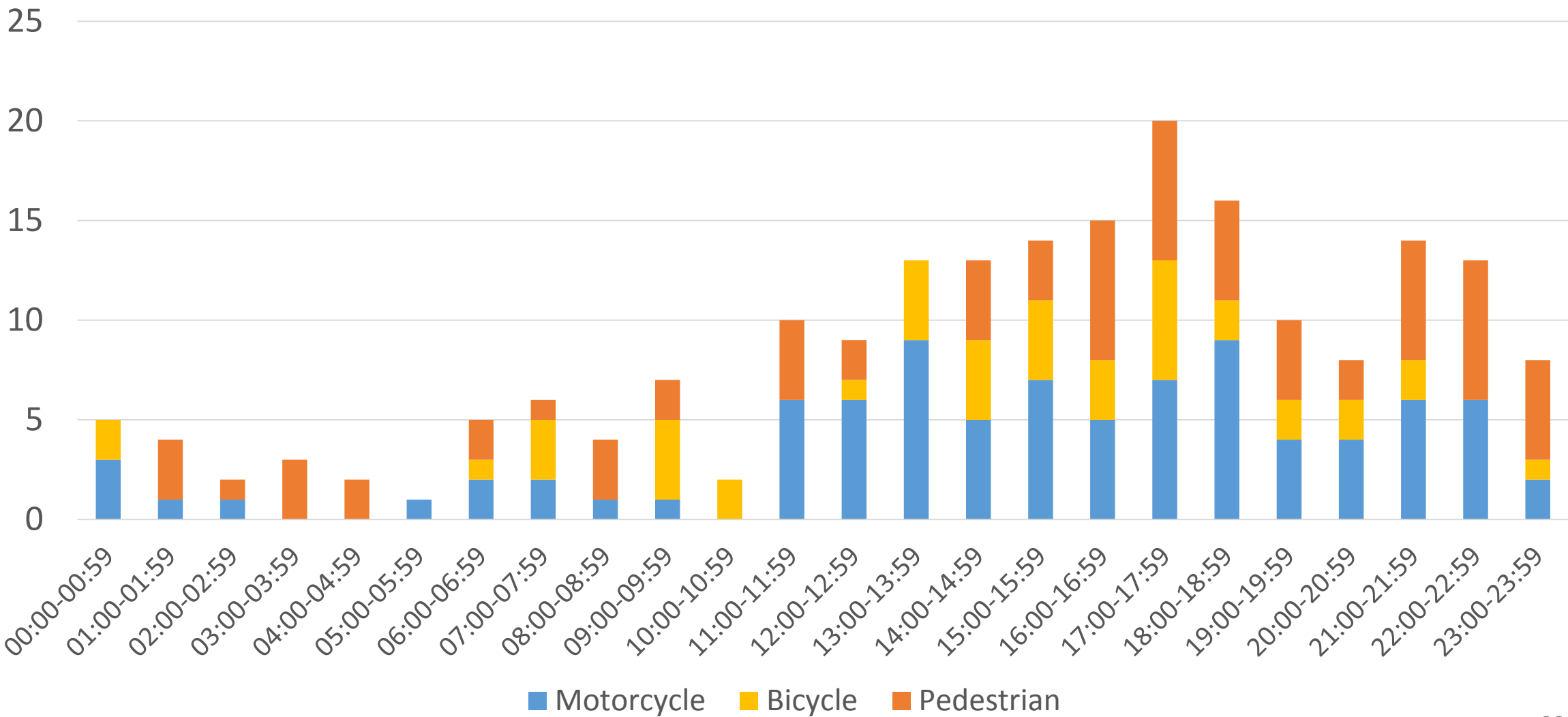
Crash Mode by Month



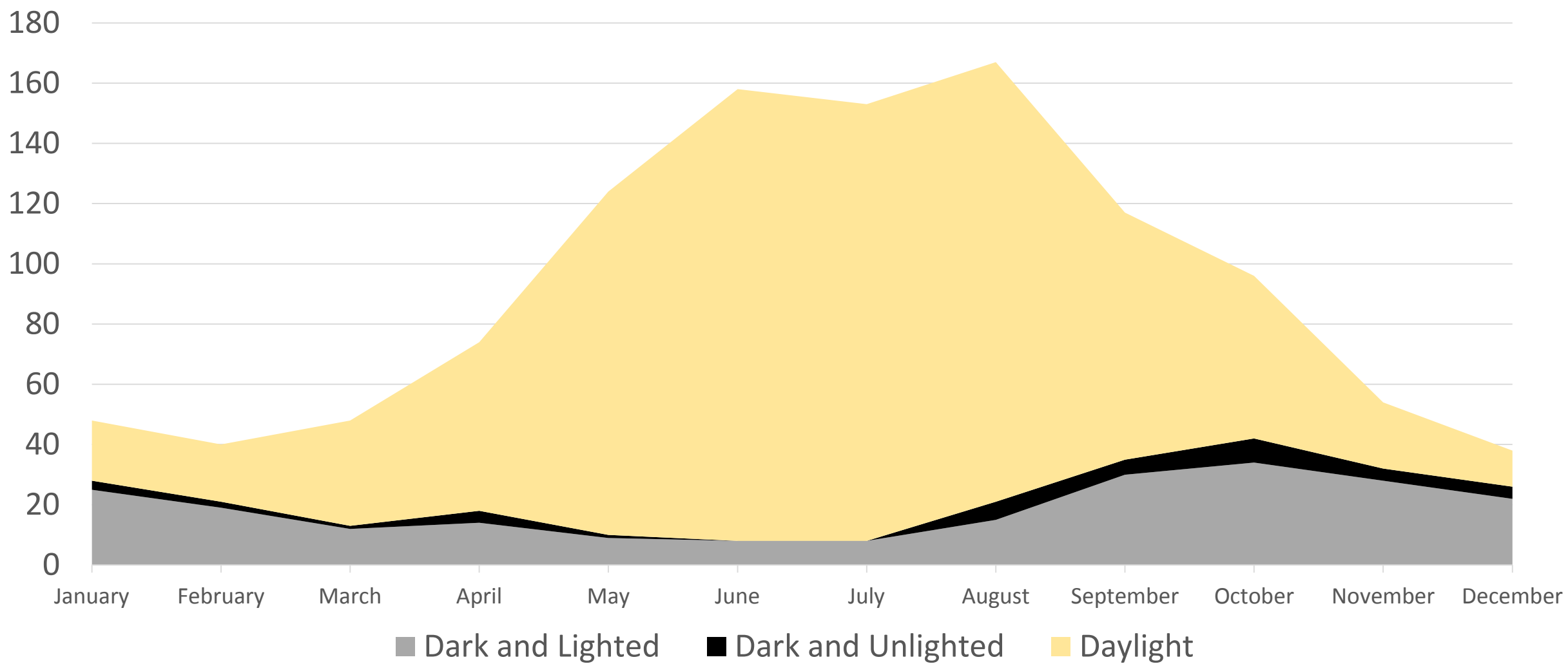
Source: Fatal and Severe Injuries, DOT&PF, 2010-2014



Time of Day – Motorcycles, Bicycles, and Pedestrians



Roadway Lighting - Pedestrian and Bicycle





Why

ALCOHOL & DRUG-RELATED CRASHES



FATALITIES
31%
INVOLVED
ALCOHOL / DRUGS



SEVERE INJURIES
18%
INVOLVED
ALCOHOL / DRUGS



PEDESTRIAN FATALITIES



9 out of 23
INVOLVED ALCOHOL / DRUGS



8 in pedestrian, 1 in both ped and driver

BICYCLE FATALITIES



2 out of 4
INVOLVED ALCOHOL / DRUGS



1 in bicyclist 1 in driver

Roadway Surface – All Modes

- 44% - in daylight on dry roads
- 30% - ice and snow in all lighting

How



Crash Actions – Pedestrians and Bicycle

Pedestrian Crashes

- 11% involved right-turning vehicles
- 13% involved left-turning vehicles

Bicycle Crashes

- 43% involved right-turning vehicles
- 7% involved left-turning vehicles
- 64% of bicyclists were traveling straight ahead

Crash Analysis Summary

Pedestrian crashes occur
crossing major roads

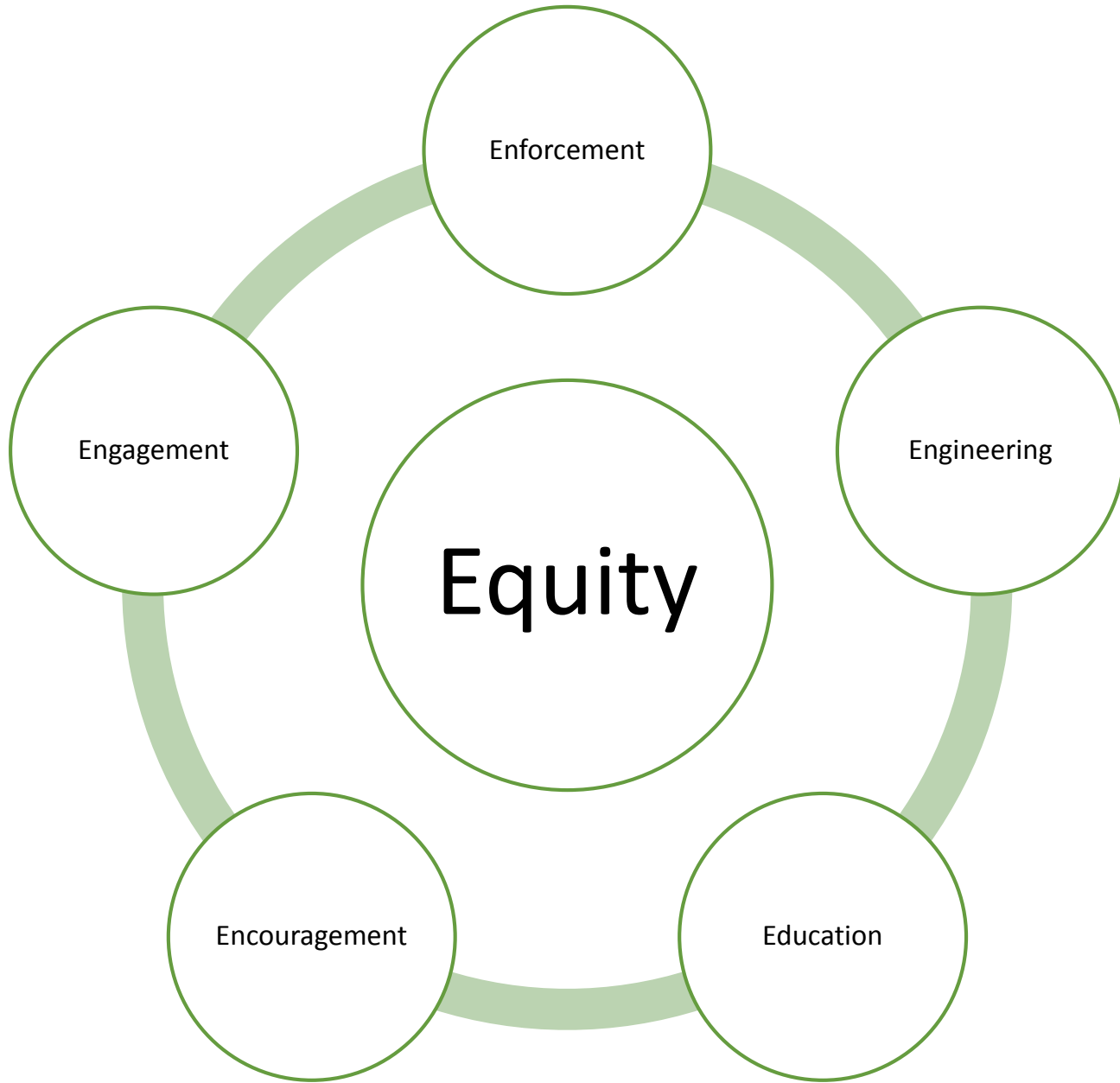
Bicycle crashes occur
along major roads

Automobile crashes occur
at major road ***intersections***

Public Engagement

- Equity Based
- Targeted Outreach
 - Does the data resonate as true?
 - Is anything being done to address this issue?
 - How can effectively and appropriately “interview” your clients and give the a voice



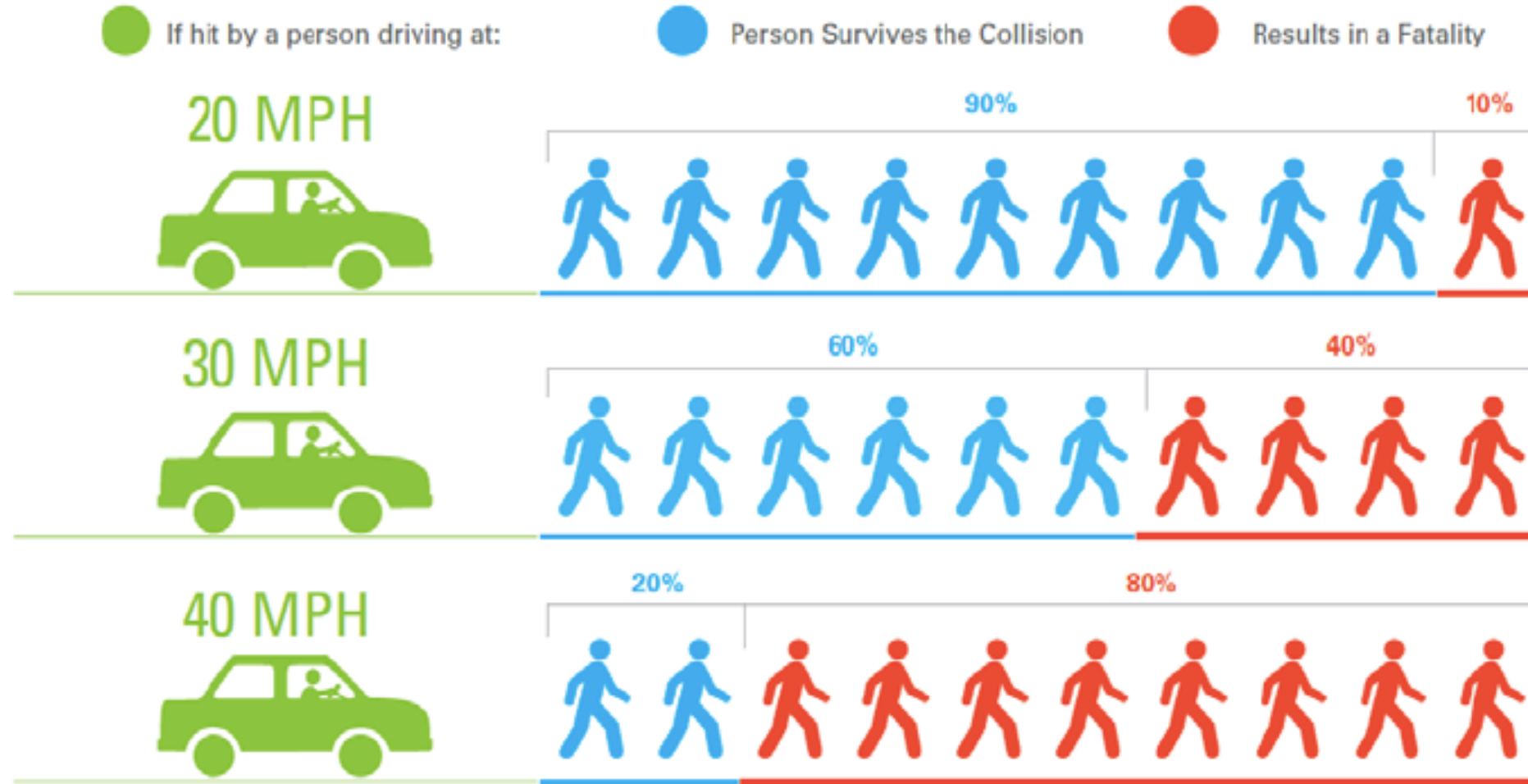


Countermeasures
National Best
Practices

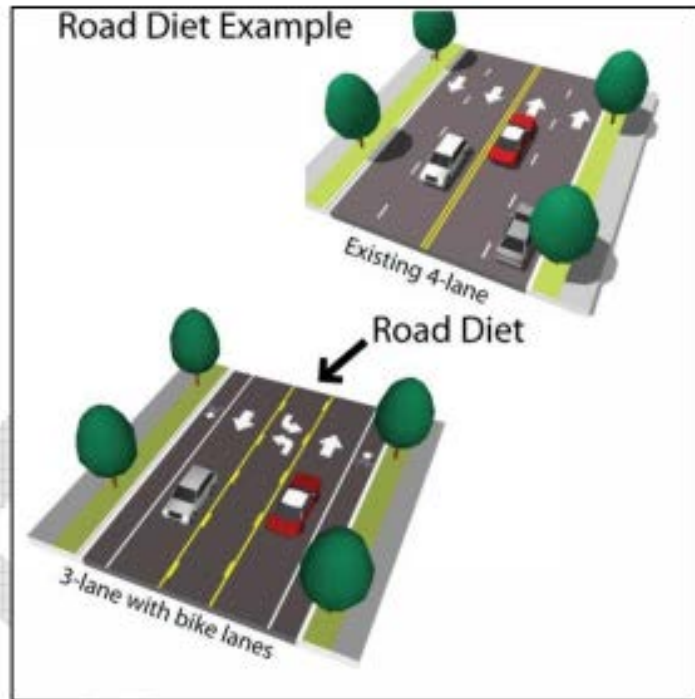


Engineering

Speed Matters



Source: Vision Zero Two-Year Action Strategy



Engineering – Self Enforcing Roads



Education, Encouragement, and Engagement

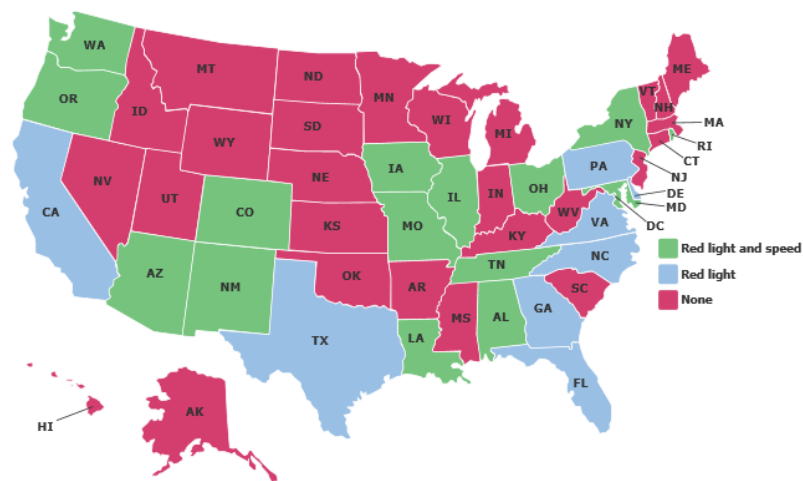


Culture, Arts, Wayfinding



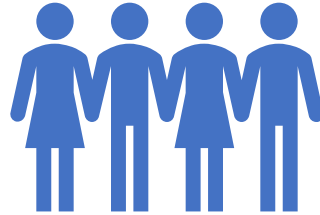
Enforcement

- **Portland** - 53% reduction in fatalities
- **Seattle** - average number of traffic violations decreased by 64% (2012 to 2014).
- **Chicago** - 31% decline in speeding vehicles





Does Vision Zero Work



Seattle Rainier Avenue South

- On average 1 crash/day-takes 45 minutes to clear.
- Posted Speed 30 MPH, most driving 38 MPH
- Overall collisions down 15%
- Pedestrian & bicycle collisions down 40 %
- Speeds reduced by 16% NB and 10% SB
- General traffic/transit travel time average of 1 minute **faster** in PM peak hours
- No serious injuries or fatal crashes since 2015

What's Next

