

VISION ZERO
ANCHORAGE

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JOIN MAYOR BERKOWITZ VISION ZERO ANCHORAGE

KICKOFF - 3.3.2016 - 6 to 8PM
RASMUSON HALL LOBBY UAA

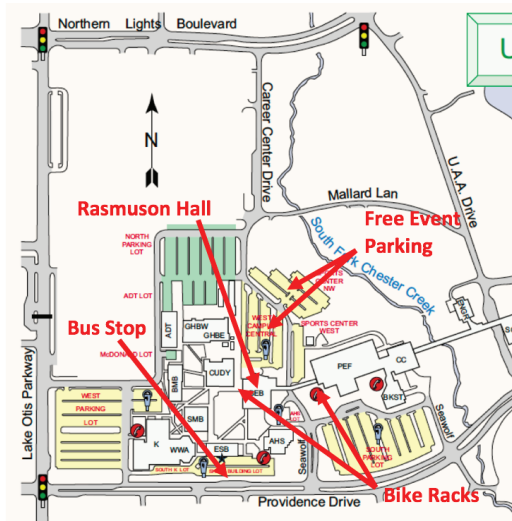


Mayor Berkowitz will be kicking off the public input process for Vision Zero Anchorage. The kickoff event will include safety activities for the whole family, light refreshments and beverages.

WHAT IS VISION ZERO?

Vision Zero is a **commitment to end traffic deaths and serious injuries on our streets** by a given time frame.

This global initiative is founded on the belief that death and injury on city streets is unacceptable and preventable. Vision Zero is a data-driven and coordinated approach to multi-use road infrastructure, education, encouragement, evaluation, and enforcement.



Launch Press Release

FOR IMMEDIATE RELEASE: March 3rd, 2016

Mayor Berkowitz Launches Vision Zero Anchorage Initiative

ANCHORAGE – Today, Mayor Ethan Berkowitz will kick-off the public involvement process for Vision Zero Anchorage. Vision Zero is a commitment to eliminating traffic deaths and serious injuries for all road users.

This global initiative is founded on the belief that death and injury on city streets is preventable. Key components of this data-driven and coordinated approach include infrastructure, education, evaluation, encouragement, and enforcement. It has been successfully used in New York City and Seattle.

"Anchorage streets should be safe for everyone – pedestrians, bicyclist, and motorists," said Mayor Berkowitz. "Vision Zero puts safety first."

Mayor Berkowitz formed a steering committee to ensure Vision Zero represents all road users in Anchorage and to provide Anchorage-specific policy recommendations, this committee includes: Alaska Injury Prevention Center, Alaska Institute for Justice, ANTHC, Anchorage Senior Activity Center, Anchorage Women's Commission, Bike Anchorage, Catholic Social Services, Disability Law Center of Alaska, Hope Community Resources, Municipality of Anchorage, and University of Alaska Anchorage.

"I'm thrilled with the Mayor's commitment to convening a collaborative effort to make our streets safer for everyone. It takes a community and multiple partners with a broad range of ideas to make change happen," said Marcia Howell, Executive Director of Alaska Injury Prevention Center.

The kickoff event this evening will be at the Rasmuson Hall Lobby at UAA from 6:00-8:00pm. The public involvement process continues with two more Town Hall meetings and an online survey. The town hall meeting details are:

- Wednesday, March 30, 6:00-8:00 PM at Fairview Recreation Center multipurpose room (1121 E 10th Ave).
- Saturday, April 2, 1:00-3:00 PM, location TBD

All input gathered from people who walk, bike, use transit, and drive will be reviewed, analyzed, and presented in a report on the public involvement process at the end of April.

Committing to Vision Zero and following through with implementation will substantially impact our community. Anchorage is the farthest north and first community of its size in the U.S. to take on this proactive approach to increasing public safety – making the Municipality a pioneer and model in developing policies that would impact traffic safety in every season.

For more information, contact Nora Morse at [\(907\) 343-7102](tel:9073437102) or LIKE Vision Zero Anchorage on Facebook: facebook.com/vzanchorage.

###

YOU'RE INVITED TOWN HALL MEETINGS

WHY: Your voice matters! Please share your thoughts and experiences to help determine how to improve traffic safety in Anchorage.

TOWN HALL MEETING 1

WHEN: Wednesday, March 30
6:00 to 8:00 p.m.

WHERE: Fairview Rec Center
1121 E 10th Ave.

TOWN HALL MEETING 2

WHEN: Saturday, April 2
1:00 to 3:00 p.m.

WHERE: Z. J. Loussac Library
Ann Stevens Room
3600 Denali St.



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MORE INFORMATION:

- Visit muni.org/visionzero
- Like **Vision Zero Anchorage** on Facebook



VISION ZERO
ANCHORAGE

Longhand Kickoff and Town Hall Notes

■ Kickoff notes – 3/3/16

■ Map Notes

- Russian Jack could use a continuous bike route that connects to the existing trails
- All lanes drop over the bridge into Mt. View from Pine/McClarey
- Mt. View – MV Drive – on road bike infrastructure east of Bragaw, Connect Chip Creek Trail to Coastal Trail in Ship Creek, Chester Creek Trail at Russian Jack Park
- Make bike lane around the perimeter of Mountain View
- Make bike boulevards not just paint
- Rooted bike trail
- Bragaw cars don't look for pedestrians, Narrow sidewalks, No bike lanes
- 3rd Avenue along all the way to MtV could biggy back on ADA compliant construction
- Mt. View Drive and Airport Heights/Bragaw totally unsafe for peds
- Hyder St. has pedestrian safety potential
- Folker no safe pedestrian crossing
- Need more crosswalks, speed limit signs, and pedestrian improvements for ANMC/ANTHC campus
- Lake Otis by Campbell Creek park. Far too out of way along sidewalk to underpass
- Need to modify DOT state road construction codes to set a min shoulder
- Getting our teens/vulnerable downtown transit people more prosocial activities as they are constantly in the streets making it unsafe for everyone (and just a negative downtown environment).
- New Seward – 36th – Arctic – Fireweed – this area is a box of death where everyonday has to get to
- Getting support for those on alcohol/drugs who are wandering into the streets: 13th and Gambell, 6th Stree → Downtown Transit Center
- 15th Ingra (Consumer Web Creepy Carrs) dangerous pedestrian area
- improve alternative transportation routes for E/W travel (Northern Lights, Tudor, 36th, etc.)
- Having a link off Chester Creek trail and Coastal trail again will be nice!
- The new Spenard bike lane – hooray! But it abruptly

edns. → Don't leave the cyclists stranded

- Coordinate street and sidewalk cleaners so that there are clean sidewalks to be on all over Anchorage, not just in a few areas
- Need this sign where exit and bike lane cross: Turning traffic yield to bicyclists
- Campbell Creek trail connects to Kincaid how?
- DOT about to widen Jewel Lake. They already have to build bike a bike lane but won't stripe/sign it. Make them

■ Map Notes from Town Halls

- Connect trails around, through Anchorage
- Downtown peds and Highway = major trouble
- More pedestrian-first treatments and speeds
- Car vs Ped at 3rd Ave and Karluk
- Fireweed corridor → A/C Street, → Gambell/Rogers Park entrance
- E Street hill light @ 15th → blind corner at Valley of the Moon park
- 5th and C Street dangerous intersection for peds w/ turn lane off 5th to C St, lots of high speed vehicles don't think they have to stop for crosswalk peds, need wider stripping for crosswalk
- Bikes want to go here but there are few routes
- Sidewalks serve primarily as snow storage in winter in DOT's eyes
- Lake Otis and Campbell Creek Park → Diversion is too big in bike trail. Makes for risky behavior.
- Needs bike lanes
- No 40th Ave bike or sidewalk route to access park or library
- Tudor and Minnesota Rd scary for ped and bikes
- No road delineation – lanes highly dangerous
- Trail trouble spots (numerous locations identified)
- Make Old Seward a bike lane to connect N to S
- Is there a way to share AMATS data? This is good! (new improvements)
- Hazardous roundabouts
- Current crossing system @ Lake Otis and Campbell Creek Trail does not work is not used as designed by great majority of users
- Sidewalks on 36th are tiny, cracked, and dangerous. Taking the lane on a bike isn't safe here, and it's tough

to get to work in midtown by bike or walking

- Bike trail + water + speed bump + speed = danger, speed bump is settled/raised asphalt
- This map fails to show the highway on it's math through Gambell and Ingra. It looks like a neighborhood road. But in reality it's a highway cutting through a neighborhood with 1950s infrastructure a 2016 modern town. People are dying here.
- 5th and 6th on Cordova, crosswalks are hazardous because of red light runners and speeding vehicles. Need wide strip on traffic side so peds know if car will stop in time
- Bike route disconnected
- Hazardous crosswalks and sidewalks

■ Town Hall #1 notes – 3/30/16

■ Encouragement

Stickies

GOOD

- People who are polite – let people into the lane, etc.
- Seatbelts
- Helmets
- Bike trails are fast, unite community
- Polite, trails, bikes on buses
- Mountains
- Better connectivity
- Wayfinding plan
- Bike to work day
- Good bike shops, groups, activities
- Speed signs that tell you how fast you are going
- Trail to trail connectivity
- Safety corridor
- Doing well with bike commuting #s
- Culture of all-weather bike travel
- Critical mass → lots of cyclists! = more people to talk and ride with
- Existing trails are great (mostly)
- When I drive I can speed as much as I want with little fear of
- New energy for advocacy
- Many great and varied partners care about traffic safety

BAD

- Ped buttons don't change lights quick enough – more

like dummy lights

- Lack of \$
- Lack of bacon and hot chocolate on trail
- Unwillingness to share the road
- City bike! Bike share! Good for tourism, trail use, commuters
- DOT that is more supportive of non-motorized travel
- Us vs them mentality
- Us vs them mentality
- Hostility/lack of empathy between modes
- Why do we waste money to repave roads with less damage that are more visible but leave some areas unattended. Why when there is a question of State vs Muni roads to people throw up their arms and force nothing?

Group report out:

- Ice cream tickets for helmet wearing
- Us vs. them
- Road repair
- Trails
- Connectivity

■ Enforcement

Stickies

GOOD

- Spenard Road Redo
- LINK
- Committed staff commuter
- BikeLife Anchorage
- Willing administration
- Good cops need more
- Laws in place i.e. against cell phone use in vehicles
- Not many roundabouts
- Making commitment with this initiative

BAD

- Speed limits are too fast
- Speeds
- Speed limits are pretty high
- People not using their turning signal
- Too much texting and selfiing while driving
- Really bad non-reflective paint for road striping
- Speeding is common, maybe due to minimal enforcement?

- Second this
- Lack of police presence breeds disregard of code/laws
- No red light running cameras
- Lack of police enforcing laws costs us: high accident rate, high injury rate, HIGH auto insurance
- Anchorage ranked high in risk by insurance
- What is the cost?
- Speed cameras = revenue/safety should be goal, no fixies for show b/c there is funds
- Green flashy lights with larger placards letting people know bikers have right of way
- Why does the drunk tank drop off people downtown where a higher incidence of traffic fatalities occur? It's close to a state Highway of course that will lead to deaths.
- Rock (in spring) snow removal – not soon enough
- Cannot see lines on streets in winter
- People not watching out for each other (peds, bikes, cars)
- Not great enforcement of traffic laws lots of red light runners
- Enforcement of traffic violations is poor
- Snow removal for winter commuting
- Not enough ticketing (red lights, speeding, etc.)
- Need more bike training law enforcement
- Lighting on certain street bad
- Walkways not clear for users
- Roadways not cleared of snow quickly
- Potholes
- No DUI checkpoints
- Rarely see speed camera
- Reckless drivers
- Enforce – auto/truck add ons that endanger peds/bicyclists, bullracks, etc.
- Ban cell phone for drivers and peds and bike

Group report out:

- Speed
- Staff
- Automated enforcement

■ Education

Stickies

GOOD

- Attention and where people are dying

- Provide info in multiple languages and alternate medias
- New discretionary grants seeking new Title 21 code more normal to consider bike/ped
- More community discussion (= education)
- Sponsor challenge for user safety videos
- School bikeology
- Educational program for bikes, pedestrians, and vehicles
- Encourage/reinforce positive behavior
- Require retesting for driver's exam
- New bike safety program in schools – bikeology ASD/AIPC
- Better information about bike friendly routes (for adults)
- Newspaper/print, video, radio, social media, news story
- Groups such as Bike Anchorage that involve the community and causes around bike safety and responsibility
- Outreach for bike boulevards – sponsor videos
- Vision Zero adopted
- Spenard Rd.
- Bike Anchorage programs
- Effort to make way-finding better for trails
- Sponsor educational/outreach articles in newspaper

BAD

- Pervasive attitude that bikes don't belong on roads
- Lack of education for bike laws
- No culture of sharing the road
- Lack of education
- Insufficient funding for education
- Lack of code/lack of knowledge both vehicle, bike and ped
- Drivers are not aware of bike laws. Many bicyclists are equally unaware
- Behavior conflicts between users
- Limited education and enforcement resources
- Not enough bus passes for people who need them
- Drivers don't understand bike laws
- Lack of compassion for walkers in the cold – not given right of way
- Cars ignore and/or had bikes
- Often there is victim blaming
- Negative stigma associated with bus systems
- Most drivers know the rules but don't care to follow them if they feel they don't need to. Like when no on

is around or if they can get away with out following them

- Bike in the vehicle lanes
- People crossing against lights and/or middle of the block
- People drive fast and weave through traffic
- People follow too close
- Sidewalks/bike trails not clear in winter
- Lack of education/knowledge about bike safety laws, best practices by bikers, car drivers, DOT

Group report out:

- Ongoing – all ages
- All forms of media
- Information about routes
- Sponsor articles
- Kids/youth challenge – safety video
- Encourage good
- Information in multiple languages
- No local community councils in membership

■ Evaluation

Stickies

GOOD

- Bridge sucking away resources
- Lucky to have strong bike plan and leadership in Mayor's office
- Plans have been and are being adopted
- Projects being built
- Crashes – mainly are decreasing
- During design, much more consideration is being given to all modes of travel
- More awareness of multi-modal travel and consideration of their needs
- Lots of trails
- Involved groups like Bike Anchorage
- Accessible office to city planners
- People Mover willingness to reconfigure to serve needs
- GIS services implementation
- Most motorists and commuters can be patient, easy to get along with until confronted with rudeness

BAD

- Need education of speed limits and correlated with

crashes

- Need to link crash and trauma data
- Need to track bicycle miles traveled
- Need bike counters on roads – historical data that counts cards, peds, bike that cross
- Ruts in the road
- Lanes disappear in winter
- Why did you highlight the entire roads? Can we see map with incident locations and work to make cyclists and ped more visible in those hot spots?
- Drainage issues
- Spenard has options with new design
- Flat roads hard to redesign → fill with sand and kind of cleaned
- Need better means to highlight problem areas BEFORE someone is KILLED
- Problem area: Gambell/13th, Muldoon
- Protected bus stop on Gambell (across from Carrs)
- People Mover looking to coop with bikes and buses, decide what to do next – increase services or maintain specific veins
- Muni
- Fed (\$)
- Crosswalk hotline!
- Glitching, broken sensors
- Defer to DOT signals in different areas → don't sync
- How is this timing system working? Inconvenient, inconsistent
- Interviewing people in the area → what are their ideas to add the problem

Group report out:

- Why do we do what we do? Agencies
- Problem areas for all users
- Traffic signals
- Websites
- Planning documents

■ Engineering

Stickies

GOOD

- Good airport
- Most streets well lit
- Lighting on roads some trails
- Trails wayfinding
- Transit supporting biking

- Code changes to improve infrastructure
- 9/10 people wear a seatbelt
- Wide traffic lanes
- No “real” rush hour
- A lot of daylight in the summer
- Ramped sidewalks at crosswalks
- Trails
- Coastal trail, Chester creek, Ship Creek, and connections to parks
- Grid in downtown and some narrow roads
- Growing bike lanes on roads
- People on sidewalk corners talk together, build community
- Bike trails on sides of major roads like 36th rock
- Bus riders are supportive of people who are biking and walking
- New roads with both lanes and trail/sidewalks
- Good trails system especially by university
- Commitment to remodeling Spenard Road
- Separate bike paths on some major streets
- Bike/pedestrian underpasses
- Specific right and left turn signals at some major intersections
- Blinking count down walk lights
- Count down crosswalk signals
- Bike lanes and trail
- Walk/don’t walk signs countdown
- Reflection vests, lights
- Roundabouts especially the good ones (new one for Mt. View Dr.!)
- Timed crosswalks
- Wide lined bike lanes
- Towns response to snow removal
- Lighting
- Most streets clearly labeled
- Trails lane need more better signage
- Completing connections
- Reducing traffic (DOT) (Lake Otis and Tudor example)
- Bike riders/ped. wearing reflectors or lights
- Bike lanes
- Roads with wide lanes and turn lanes
- Attention is coming to dangerous areas
- Safety corridors
- Speed signs on highway

BAD

- Bridge is sucking away key resources
- People dying on my neighborhood streets
- Infrastructure is oldest in highest pedestrian areas
- Better accessibility for those with mobility issues
- Clear sidewalks
- Lighting
- Anchor Rides
- Bus System
- Disparity between modes
- Obstructed sidewalks
- Thin or non-existent sidewalks
- Lack of on-road bike facilities on almost all roads
- High speeds for vehicles combined with no safe place
- Lighting on roads low brightness or no streetlights
- Spenard Road Fireweed Lane
- Traffic lanes (including bike lanes) and or merge suddenly without much warning
- Lanes too narrow on many streets
- Where the bike lane doubles as sidewalk curbs don’t work for cyclists
- Roads not maintained well during winter i.e. freeze/thaw freeze creating ice sheets
- Bike signage and lanes (turning lanes/boxes especially)
- Need more public bike racks
- Difficult to determine lanes on many main roads making it very unsafe
- Ped/bike network groups
- Need more safe connections for bikes between bike trails like Chester Creek to job centers
- Too spread out
- No cateyes, curves, speed limits
- Lanes are too wide
- Mountain View has high bike/ped rates (it seems) and needs safer travel routes for bike/ped
- Trails need upkeep
- No connecting system across/around/thru entire city
- Need critical mass on public transit
- I can speed as much as I want with no repercussion
- More direct bike commuting lanes
- I rather see larger lanes than more tiny lanes
- Midtown is a job center and needs more bike on-road facilities and signage, especially to help commuters and bikes as transit
- Lack of bike support structure bike racks repair stations bike secure parking
- Need safer bike/ped routes on Glenn Hwy and crossing it to connect Fairview and Mtn. View
- No bike lanes

- No highway plan holds back redevelopment, revitalization

- No clearly marked bike lanes
- No bike lanes at turns
- Roundabouts at Dowling and New and Old Seward are an extreme hazard to all users
- City is not built to promote walking or biking we drive from parking lot to parking lot
- Pot holes
- Small sidewalks
- Drainage
- Carrs Gambell needs a light
- Inebriates stumbling in to high traffic roads
- Downtown hard to see oncoming traffic with parked cars specifically Cordova and 3rd
- Road design – traffic engineering with regards to bikes
- Commercial areas are designed to be access by cars alone. Midtown is not bike or ped friendly
- Right turn lanes where no crosswalk
- Lack of nice infrastructure
- Ugly buildings

Group report out:

Needs –

- More and better infrastructure
- Lighting
- Trail connections
- Remove obstructions/winter maintenance/summer gravel
- Bike racks
- Highway to highway plan
- Glenn Highway
- Re-route freight
- Integrate DOT and MOA

Good –

- \$150M in upgrades
- Airport
- UAA trails
- Chester Creek repave and Coastal
- Ship Creek trail
- Lighting
- Trails
- Countdown crosswalks
- Labels

■ Town Hall #2 notes – 4/2/16

■ Encouragement

Stickies

GOOD

- I see more bikes and peds than ever!
- Mayor is committed to it
- Trail systems to Kincaid Park, Trails around APU
- It's slightly improving in terms of physical improvements and snow removal – perspective: over the last 29 years observation
- People respect traffic lanes and lights for the most part
- Driver education and visibility of cyclists on the road

BAD

- Lack of sidewalks at schools

Group report out:

- Encouragement –
- Bike to work and school day → month? Fair?
- Seeing bikes and pedestrians out and about
- Mayor and city committed to it
- Trail Systems
- Great Parks – big and small
- Driver respect seems good
- Snow removal
- Fat bikes

Room for improvement –

- Bike Parking
- Theft of bikes
- Campaign similar to Motorcycle = stickers, signs
- Bicycles → not vehicle (car, motorcycle) → not ped
- Motorists don't know bike rules, motorcycle rules
- Not enough sidewalks around schools
- Snow removal and gravel
- Need to deal with the frustration that bicyclists are doing something wrong when they're not
- Big bike festival where parts of town are shut down for only bikes and pedestrians

■ Enforcement

Stickies

GOOD

- Laws that permit cyclists to “take the lane” as read for

safety – statute 9.38.060

- Have the APD traffic enforcement
- Increased enforcement
- More DUI and reckless driving citations
- Lots of lights/signage available
- Time on lights
- Gravel, rocks, etc.
- Bikes safety
- Pedestrians

BAD

- APD now ticketing cyclists for “taking the lane” despite 2011 rewrite of statute 9.38.060 (I was ticketed on 15 Mar 16, my court date is 3 May 2016. I was on Post Rd. when ticketed.)
- There are a lot of impaired pedestrians
- There is garbage in the roads and on side streets, a lot of garbage
- Must continue with a long-term plan to improve snow removal from sidewalks
- Speeding
- Why isn’t APD at this meeting
- Is APD on board with Vision Zero? Mixed messages
- Tinted windows
- Invisible cyclists and pedestrians – dark clothing/no lights at night

Group report out:

- There’s an assumption that pedestrians are impaired when something happens
- Lots of good input on good and bad enforcement – comes down to not enough officers and people focusing on traffic enforcement
- Why isn’t APD here? Why aren’t they part of vision zero?
- Do they have bike officers? Those that are in the schools patrol on bikes during summer
- Individual got cited for taking the lane – discussion about who the officer was, about how state statute that drivers should be given 3 feet
- Overall more enforcement is needed equal to the other modes
- Photo radar failed, suggestion about red light monitors
- Discussion about 35 mile an hour speed limit, but the road is designed for 50 mph – we need to shift from the goal of moving people the fastest to keeping

people safe

■ Education

Stickies

GOOD

- Compared to cities in which I’ve lived, drivers seem more conscientious
- Mostly courteous drivers. Mostly like no red light cameras, but they do help stop folks from running lights
- People actually yield to the sign no new things I can think of
- The increasing number of bikes is making drivers more aware and careful (I hope)

BAD

- Motorists don’t know cycling laws in title 9
- Bicyclists and pedestrians using inappropriate dangerous areas to cross road
- Negative attitude of drivers towards bikes and pedestrians
- People don’t watch for pedestrians. Flipside, pedestrians are on their phones
- Bikes/people act like roads are sidewalks
- Education of rural villages population (high incidence of pedestrian deaths)
- Education programs and campaigns needed to increase awareness
- Aggressive drivers
- People turning right usually only look for oncoming traffic, no pedestrians
- Visual demographics of different vehicles to the various crosswalk
- Yield on green

Group report out:

- Who thinks you can ride on the sidewalk? Answer – some places yes, some places no.
- Has anyone here run a red light?
- Always look twice
- How do we change the culture and attitude for bicyclists on the road – more bikes and pedestrians on the road
- Aggression here isn’t as bad as Seattle, not many road rage situations
- There’s a minority of the population that thinks bikes

shouldn't be on the road and that causes them to be hostile

- People don't honk here at intersections
- Need to look at long term
- Cross into state vs. muni – one bike question on driver test – even just one question about bikes/pedestrians
- Question about whether bikes have the right of way
- Question about how we educate people that don't know the rules – I walk a lot, people are sitting on the sidewalk looking the opposite way – I want to tell people to look both ways
- Conversation about young drivers, getting something like Vision Zero infused into the schools
- Timed crosswalks for a delay for pedestrians
- Targeted education and enforcement works: if people are getting a lot of tickets for one thing, like seatbelts, now 9 out of 10 people wear them. Same would happen to speeding.

■ Evaluation

Stickies

GOOD

- Many alternate trails to stay off roads
- Figuring out the root problem to find solutions, use data
- Look at Portland. Overseas has great ped relationships
- Use data like peds, bikes, cars
- Better signs at crosswalks where collisions occur
- Some way to include phone data like tracking, give consent/benefit for less car registration for cars, bikes
- Clear benchmarks and goals, based in data
- Better data collection for bikes, peds on roadways

BAD

- Cell phone usage. Stand at any stoplight and watch turning traffic. 1 in 3 are on cellphones.
- Wider sidewalks or dividers from driving lanes
- Include trauma reporting with transportation reporting injuries and fatalities
- Winter bicyclists and pedestrians hard to see and usually in roadway b/c of snow berms on sidewalk → wintertime
- Old data re pedestrian/bike traffic
- Knowing more about situations causing ped injuries, right turn lanes

- Knowing if people in collisions are impaired (often it's assumed)

Group report out:

- Data and knowing who is using our roadways and where
- Know where problem areas are, goals and benchmarks to move forward and track our progress. We do it a lot with cars but not as much with pedestrians and bike.
- Knowing where injuries occur is different than knowing where fatalities occur – important to get the trauma data so we know where the injuries are
- Minor bike accident or pedestrian/car often go unreported
- Evaluation for the solution for all areas will let us know where we are at
- How can we use iPhones as a data source
- Active Transportation in Chicago has a hotline that gets the details of a crash and gets the medics on the way
- Crossover for Evaluation from other groups
- Education
- Questions about the degree to which injuries and deaths are caused by things like pedestrians from out of town

■ Engineering

Stickies

GOOD

- Most intersections well lit
- Recent maintenance on multi-use trail system
- Bike lanes available
- Have the separated pathways and trails in Anchorage
- South Anchorage Roundabouts
- Great bike and walking trail system
- Neighborhoods that broke long straight roads with curves seem to be safer and less strange, pass through as short cut (like Fairview, Mt. View)
- Arctic Blvd bike lane!
- "traffic calming" initiatives – Spenard Rd, etc.
- Traffic cameras
- Raised crosswalk
- More connectivity in the trail system

BAD

- Must continue with a long term plan that includes physical impairments for those who experience disabilities
- Clearing and sweeping of bike lanes is inadequate in winter. E.g. Wisconsin Ave. has “bike lanes” but in winter only one lane per direction is cleared
- Potholes, cracks, and bumps on bike trails (potentially lethal spots)
- Some intersections very large, too big to cross quickly
- Not convinced about traffic calming strategies (Arctic Boulevard)
- No clear bike lanes, sidewalks are lacking in places
- Sidewalk continuity
- Need more bike lanes
- Lots of missing sidewalks on side streets
- Sidewalks are basically part of the road in winter
- We’re not doing enough specific areas need attention – consideration for those who experience disabilities
- No lines in the roads
- People run red lights every time
- Pedestrians walk in the roads everywhere
- The roads are icy and not well maintained on side streets
- Midtown is dangerous due to lack of ped/bike amenities and high speed traffic
- Alternative efficient routes for bikes into downtown avoiding A and C Streets
- Snow and ice removal could be addressed especially for bike lanes and routes
- High speed limits in populated areas
- Some bike infrastructure (Bike lane on Arctic) not maintained in winter
- One way roads through downtown aren’t quite convenient for bikes... 2 way protected bike lanes?
- Sidewalk design (setback at intersections)
- Blind intersections
- More focus on bike lane snow and gravel removal. It seems to stack up in those lanes
- Better lane definition
- Sidewalk maintenance: drainage, plowing
- Short lights
- Small roads
- Needs bike paths on streets (like NYC)
- Merging traffic lanes after intersections (i.e. Arctic and 36th, Jewel Lake and International)

Group report out:

- Lots about sidewalks and bike lanes (no group discussion on this topic at the meeting)

Longhand Public Bike Forum Notes

■ Public Bike Forum notes – 2/17

On February 17, 2016, Bike Anchorage hosted a Public Bike Forum, which followed a nearly identical structure to the Vision Zero Town Hall meetings, but geared to solicit input specifically from people who bike. This Forum served as an effective dress rehearsal for the Vision Zero Town Halls, and also contributed to the relevant body of input on the issue. *[Because of the targeted nature of the Public Bike Forum, the results of that meeting are not combined with those of the Town Halls and survey, but they have been included with this report to contribute to the discussion.]*

■ Encouragement

- \$1/kid to wear helmet
- incentives for health teachers/police to handout
- Anyone should be able to get to basic places – work, store, school
- Cheaper to bike than to bus, even!
- Visibility and speed, key factors
- “rights and rules” of cyclists
- Make Bike Anchorage stickers reflective
- Brilliant
- “watch for bicyclists” stickers put on public vehicles
- Ride with 3-ft hula hoop thing to visualize space
- Education for drivers, too
- Routing education – maps and major waypoints
- Connectivity between green belt system → destination
- Crowd source routing – coordinated by Bike Anchorage
- Mentorship ride-to-work program helping route, share tips, point of contact (Off the Chain?)
- Don’t be snobby – bring people in
- Workshop – partner with local bike shops → target new cyclists, schools, big employers
- Education for all (not just snobby cyclists)
- Target: community centers, schools (Campfire, ACLT, AK GED), mayor employers, existing communities
- Visibility and Speed are key – workshops and social rides
- Reach organizations that already work with → low income, minority, immigrants, etc communities

Stickies:

- Carbon output for average bike vs car in manufactur-

ing, encouragement for globally-minded folks

- Signage – miles/distance to destination
- Anyone should feel safe biking or walking anywhere in the city, not just fit “cyclist” types
- Bike to work stations are cool, would be nice to have on in the Muldoon area
- Make Safety Vests Night with reflective tape
- Create “Bike Ready” kits for public – bike map, reflective vest/device, basic sharing the road know-how
- Help get access to visibility products
- Create Alaska- and Anchorage- centric messages that resonate with Alaskans
- Identify and use education campaigns from other cities
- Encourage all users to increase visibility
- Automobile detect speed and detect violation and forward info to law enforcement

■ Enforcement

- People on buses (intoxicated) getting kicked off – more dangerous, get kicked out in cold
- People running across road where they shouldn’t be
- Every user group breaks laws: cars, jaywalking, bikes
- Pedestrians – temperature (brr...)
- Pedestrians don’t always have right of way
- Police don’t always know bike rules, police training, understand physics/dynamics of bikes/on foot
- Traffic cameras where most frequent accidents are, speed watch, not politically popular but aren’t enough cops to watch
- People driving much too fast, even in neighborhood
- Speed bumps, landscaping (make Minnesota feel less highway)
- Traffic cams: cost saving, testimony from affected families
- Film license plates/cars who are dangerous to cyclists → social media campaign
- Update DMV manual and driver’s edu courses
- Signs for cyclists/cars that need to be on road
- Certain downtown streets designated bike/walk only
- Bike theft! Deters people from riding
- Enfore no-texting while driving

Stickies

- Police who are knowledgeable about biking rules and

encourage people to bike on roads/paths (not sidewalks)

- Traffic Cams enforcement ticketing
- Raise more awareness of the 3ft-rule
- Tickets for drivers that do not look both ways on sidewalk when merging into one way
- Advertise a “311” type phone line users can call to report dangerous conditions on roads
- AMATS budget comment period Feb – Mar
- No more “share the road” signs, instead “bike lane”
- Discourage cell phones and other distractions
- Traffic laws that support cyclists
- Bike and pedestrian priority over motorist

■ Education

1. Driver education
 - DMV testing on bike law
 - Driver’s ed class – info on biking
 - Driver education about bike laws at gas stations
 - Car registration/renewal discount for taking on-line bike education quick course
2. Educational programs
 - a. Schools
 - PE tests/units on cycling/walking multi-modal travel
 - Elementary training for families with kids biking to school
 - b. Greater community
 - Incentives for bike lights (like car plug-ins)
 - Nighttime visibility (lights, hi-vis clothing, reflectors)
 - Education at shelters
 - PSAs
 - Group commute rides in the morning

Stickies

- PE test includes bike in high school or graduation exam
- Look both ways for drivers pulling into traffic. Great for pedestrian and cyclists on the sidewalk
- Engage universities (UAA and APU) (low hanging fruit for biking community and educational resource)
- Lights, reflectors, helmets
- Education on commuter tax deductions
- Keep public informed and involved for ownership
- Mentoring/education program for amateur cyclists to connect with more experience

- Health leaders are great support for education in helmet use. They could use prizes to encourage
- Education on being a cyclist or pedestrian for ALL kids
- Public understanding of bike laws
- Night time visibility awareness
- Lights and reflective gear
- Insurance companies offer lower rates for driving behaviors
- Change driving test to include how to deal with bikes or road in bike lanes
- Better driver education talk @ drivers training
- Educate public about use of sidewalk use, street use, and safety re: bikers using streets
- Signage to remind all users to stay right on paths... stay left
- Visibility at night
- In order to get more people biking, research barriers to biking and address how these maybe become more educational
- Give drivers negative or positive feedback as warranted
- Driver education about bike lanes at gas stations
- Improved DMV ed/testing on bike/ped law
- Bike/ped questions on drivers test
- Include info on impact of texting while driving in drivers manual
- Reflective tape given when bike purchased... basket of reflective tape

■ Evaluation

Stickies

- Access similarities of fatalities/fatal roads
- Who is being hit? Who is hitting? Who needs education?
- more data about street widths and fatalities, economic valuation etc. specific to ANC
- pedestrian/bicyclist counts
- evaluate lessons learned from other projects
- traffic safety stat. board (i.e. Moose Kill Board) – sign on street, newspaper, radio
- have a way to measure effectiveness when VZ when adopted for outreach
- public surveys: “Do you bike commute?” “How do you commute?” “Would you be interested in bike community if it were safer?”
- survey general population: what would make bus a more appealing mode of transport

- analysis: cause/reason for fatalities collect stories data from public records
- survey bus riders/bike riders: start points/destinations
- how do we eval experiences – sign in sheets @ Bike Anchorage events? Post event surveys
- set up a sharing free network/ group usually apps such as Map My Ride or Google Maps and Roads feed-back on trails and roads: reviews, hints, etc.

1. Pre-evaluation
2. Planning
3. Surveying: Instead of the status quo, ask riders where they want to go. Measure effectiveness
 - Stories: public data, emotional connection
 - Share my ride app (planning)
 - What are common themes for increase fatality roads? (planning)

■ Engineering

- Reduce speeding – traffic calming
- Bike Network – more, trails separated for peds/bikes
- Bike Lanes – more, transition at intersections, thru signalized intersections, bike detection, buffered
- Connectivity – Build Missing Links, consistency, transitions, Chugach Foothills connection, linkage
- Safer Roadway Crossings – improve timing at signalized intersections, more crosswalks, safer, accessible, flashing lights when used
- Better Lighting/visibility
- Encourage more Transit Sharing
- Better Maintenance – snow removal/ice, repainting, coordinate MOA/DOT
- Update design standards, NACTO
- Specific Network Upgrades (stickies): bike lanes on Northern Lights and Benson, Northeast corner of Anchorage has a laundry list of unsafe walking/biking, 36th between Patterson and Muldoon is unseparated school route for kids, more bike paths connecting SE Anchorage with West and Downtown, Old Seward between Trail and Benson, bike lanes between downtown or all pedestrian *increase public parking
- Ped lights need to change to walk when traffic light is green
- More buses with more bike racks
- To reduce cost barriers to improve infrastructure, design and staff to identifies, write, and apply for bike infrastructure grants/awards
- Car free streets
- Commercial zones free of motorized vehicles (i.e. downtown)
- Limit through traffic for cars
- 10 foot lane width for vehicles
- Less car-centric focus engineering
- Scatter crossings at key intersections
- Make cross walks more visible, frequent, and accessible
- Road crossings – safe, easy, frequent, accessible to all
- Pedestrian crossings that automatically switch for pedestrians/cyclists without pushing button
- More crosswalks in high traffic areas (on the Glenn and Seward)
- Address current issues with traffic signal timing and improve signaling
- Decrease speed limits
- Slow traffic
- Clear division between fast roads to move cars and normal roads for everyone
- 20 mph max in residential areas
- Slower speed limits
- Reduce speed limits in high fatality zones or put up more signs
- Signed thoroughfares to direct alternative traffic to lower speed limit routes
- Increase street lighting
- Bike lanes on coastal trail
- Create more off-road multi-user paths
- Update design standards to NACTO
- We need support for safe trail connections in Chugach Foothills
- Last mile problem – awesome bike paths, but from path to destination needs work
- Connectivity currently bike lanes end in dangerous spots and transitions from trail/road is typically unclear
- Build missing links of trails of bike lanes
- Consistency example Arctic and E → usually confrontation because of varied signage and communication
- Continuity!!! Of bike-ped network
- Better “transition” zones from trails to roads to side-walks to bike lanes etc. (as opposed to abrupt end/

Stickies

- AMATS budget comment period Feb – Mar
- Increase signage on roads to remind all that roads are multiuse
- Increased funding for Bike/Ped Plan implementation

intersection)

- Current trail east-west from the corner of Tudor/Muldoon is right on Tudor
- Maintenance (snow clearing) in timely manner of bike, car, ped, infrastructure
- End using toothed plow blade attachments on bike path clearing equipment
- Dedicate more funds to maintenance of signs, markings for bikes
- Winter path/sidewalk/bus stop maintenance
- Add barriers between pedestrian sidewalk and high speed avenues
- Bike lanes through signalized intersections
- More bike lanes
- Reduce right-hook hazard w/ blue boxes and split bike/turn lanes
- Better sidewalks and more bike lanes
- Build a critical mass of on-street facilities → bike expected
- More dedicated bike lanes
- More traffic calming
- Bike signal detection
- Paint bike lanes this is CHEAP
- Separated bike/walking areas on trails
- Arctic bike infrastructure → advocate for buffered bike lanes with maintenance

Vision Zero Anchorage survey

Your voice matters! Your experiences will shape the future of Vision Zero in Anchorage. Please answer the following 22 questions to help determine how to improve traffic safety in Anchorage.

DRAWING: If you provide your name and contact information at the end of the survey, you will be entered to win 20,000 Alaska Airlines Miles!

What is Vision Zero?

Traffic fatalities and serious injuries have been on the rise in Anchorage over the last ten years. Vision Zero is a community commitment to reduce the loss of life and major injuries on roadways to zero. This bold goal can only be achieved by taking a data-driven and coordinated approach to designing safer streets, public education, evaluating what works, and enforcing the best laws. Streets should be safe for everyone, regardless of whether you travel by foot, in a car, on the bus, on a bike, or by other means. Vision Zero puts the safety of human life above all else.

Anchorage Traffic Statistics

According to the National Highway Traffic Safety Administration, there were 81 traffic fatalities in Anchorage between 2010 and 2014. Although 5% of people walk, bike, and ride motorcycles as their primary mode of transportation in Anchorage, combined they make up 52% of the traffic fatalities (Source: Regional Household Travel Survey, 2014 and the National Highway Traffic Safety Administration).

1. Which of the following is your primary form of transportation?

Mark only one oval.

- ☐ Personal vehicle
- ☐ Bike
- ☐ Walk
- ☐ Public Transportation (People Mover bus, AnchorRIDES, Share-A-Ride)
- ☐ Other:

2. If you were Mayor for a day, what one change would you make to improve traffic safety in Anchorage?

.....

Please rate each of the following elements in Anchorage from 1 to 5, with 1 being least satisfied with that element and 5 being completely satisfied with that element. Feel free to skip any element if you have no opinion.

3. Safety of walking

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

4. 4. Road conditions

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

5. 5. Non-motorized transportation (walking and biking) routes

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

6. 6. Safety of public transportation

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

7. 7. Access to public transportation

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

8. 8. Safety of driving

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

9. 9. Management of traffic flow and congestion

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

10. 10. Safety of biking

Mark only one oval.

	1	2	3	4	5	
Least satisfied	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Completely satisfied

The Five E's: Engineering, Education, Evaluation, Enforcement, and Encouragement

The following discussion includes explanations of the E's and measures that have been successfully implemented in other cities to reduce traffic fatalities. Please rate each of the E's by how important they are to traffic safety in Anchorage from 1 to 5, with 1 being not important at all and 5 being extremely important.

Engineering

Physical changes to streets that calm traffic, reduce speeds, minimize conflicts with motor vehicles, and create a safe and attractive environment for people who walk, bike, take transit, drive, or use other methods of transportation. Example measures include:

- Reduce lane widths to slow but efficiently move vehicles while increasing safety for all users.
- Design policies prioritizing safety.
- Traffic signal timing modifications to decrease motor vehicle-pedestrian conflicts at intersections.
- Improve street lighting to increase visibility and reduce crash risk at night.
- Re-design locations where people are being killed or injured in crashes.
- Protective bike lanes, physically separating bikes from cars by a curb or bollards.

11. 11. How important do you think engineering is for Vision Zero Anchorage?

Mark only one oval.

	1	2	3	4	5	
Not important at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Extremely important

12. 12. Do you have any feedback on the above ideas?

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Education

All road users must be made aware of the laws governing other user types, and how to behave safely and responsibly around these users and on the streets. Example measures include:

- Public safety messaging campaigns
- More bike- and pedestrian-related information included in driver's education

- More traffic safety education for K-12 youth
- Updates to Division of Motor Vehicle (DMV) manual
- Increased media coverage of traffic safety

13. 13. How important do you think education is for Vision Zero Anchorage?

Mark only one oval.

	1	2	3	4	5	
Not important at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Extremely important

14. 14. Do you have any feedback on the above ideas?

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Evaluation

When implementing any of the policies and strategies to be determined for Vision Zero Anchorage, it is necessary to track data before and after any interventions. Example measures include:

- Track traffic fatalities and serious injuries and publish online in a timely manner
- Collect, track, and publish walking and biking volume data
- Work to combine trauma registry data with police crash reports
- Create a municipality-wide traffic data communication system

15. 15. How important do you think evaluation is for Vision Zero Anchorage?

Mark only one oval.

	1	2	3	4	5	
Not important at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Extremely important

16. 16. Do you have any feedback on the above ideas?

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Enforcement

Enforcement is critical to long-term behavior change. Example measures include:

- Speed cameras, which automatically ticket cars being driven above the posted speed limit
- Automatically ticket cars that run red lights
- Lower traffic speed limits
- Training of enforcement officers on laws relating to all modes of transportation
- Targeted enforcement for driving under the influence (DUI)
- Laws prohibiting texting while driving or biking
- Helmet laws

17. 17. How important do you think enforcement is for Vision Zero Anchorage?

Mark only one oval.

	1	2	3	4	5	
Not important at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Extremely important

18. 18. Do you have any feedback on the above ideas?

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Encouragement

Promoting a cultural shift to increase walking, bicycling, and transit trips increases safety because those that have experienced what it's like to walk or bike on the roads are likely to be safer drivers around people who walk and bike, the most vulnerable road users. Example measures include:

- Community outreach
- Bike- and Walk-to-Work days
- Install more bike racks at high-demand locations
- Institute a bicycle and pedestrian wayfinding system Anchorage-wide
- Community rides, walks and walk assessments
- Implement a robust Safe Routes to School program

19. 19. How important do you think encouragement is for Vision Zero Anchorage?

Mark only one oval.

	1	2	3	4	5	
Not important at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Extremely important

20. **20. Do you have any feedback on the above ideas?**

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You're almost done!

21. **21. Please list the top 3 places in Anchorage where you feel safety concerns MUST be addressed. Please provide the name of streets and/or intersecting streets. Example: "Northern Lights and Seward Highway"**

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22.

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23.

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24. **22. Anchorage is the first community of its size and climate to take on this proactive approach to increasing public safety in the United States. Do you think Vision Zero is an appropriate tool to address traffic safety in Anchorage? How do you feel that Anchorage is different in terms of traffic safety? What are your ideas to address this?**

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Drawing!

Please provide your name and contact information to be entered to win 20,000 Alaska Airlines Miles, donated by DDA, Inc.!

25. **Name**

.....

26. **Phone**

.....

27. **Email**

.....

28. **What is your zip code?**

.....

29. **Affiliation (if applicable)**

.....

30. *Check all that apply.*

☐ If you would NOT like to subscribe to the Vision Zero email list, please check here.

Powered by



Open Ended Survey Responses

■ If you were Mayor for a day, what one change would you make to improve traffic safety in Anchorage?

- Increase public transportation
- Enforce the current laws
- Reduce speed limits, particularly on streets traveling through denser development and housing
- Continue to improve trail connectivity, so bikes can stay off roads
- Assess the timing of traffic lights on heavily congested intersections.
- Wave a magic wand and improve the pavement on all Anchorage trails and form safe passage between each of them to get around the city safely & easily by bicycle.
- Better road design
- increased enforcement
- More painted bike lanes on main roads
- Time the stoplights better
- Protected bike lanes throughout the city.
- Wash inside of People Mover buses daily
- More police
- road diets/multimodal
- Slow it down. 20mph in high pedestrian areas and residential areas.
- Actually enforce the traffic/motor vehicle/bicycle/pedestrian laws on the books.
- Assume fault of drivers in motor vehicle crashes
- Well street design can't be fixed in a day, but I would take out a car lane and make it a designated bike lane with a separated divider. Improve the readability and usability of bus routes online and at the actual bus stops.
- lower the speed limit
- Safe bike lanes
- Set up a task force to make walking and biking safer with an action plan for the next 30, 90, 180, 365 days
- Widen and better indicate bike lanes and cross walks.
- Better education for drivers
- More media to educate the public to share the road with bikes/peds/motorcycles. That the shoulder in the road is for riders. /
- make an ad demonstrating traffic rules
- More road bridges for people to walk in safety
- Increase the number of accessible and functional bike lanes (decreasing the need to pull in to the intersection to safely turn on to another street)
- More commuting bike lanes that are clearly marked and clear of snow/gravel
- Protected bike lanes
- Flashing blue cyclist right of way lanes on existing, unchanged roads where bikes have the priority, parallel to the highest traffic routes in anchorage
- build a bridge over Lake Otis, to connect the Campbell Creek Trail
- Separated - protected bike lanes
- Pedestrians have the right-of-way and killing a pedestrian with a car would be considered vehicular homicide.
- Better education on safe driving with pedestrians and bicyclists. Drivers don't seem to understand how it works.
- Better public transportation
- Improve street design to accommodate for all modes of transportation AND snow removal. Year round prioritization of sidewalk/bike lanes.
- Harsher distracted driving laws using cameras - ticket for no eyes on the road
- Improve lighting at intersections, since I can't make people smarter.
- Increased signage and publicity about watching out for pedestrians, bikes, and motorcycles.
- Lower the speed limit on most of the roads within Anchorage and also enforce the speed limits.
- Less one way streets
- Better maintenance and clearing of sidewalks in winter to encourage walking
- Install red light cameras
- I would address the unsafe landscaping choices at intersections. Often when I'm turning from a side road to a main road there are shrubs and trees blocking my visibility.
- no bikes in the roadways
- I would require all drivers to re-take the driver's exam with the updated Traffic laws.
- Add more protected north south bike lanes to complement Chester and Campbell creek trails.
- Invest in bike lanes with attention to signage.
- I would improve travel options (transit frequency and service area, expand van pooling, maintain sidewalks for pedestrians and bicyclists during winter weather)

for people so they would not have to rely on a personal vehicle.

- Better sidewalk maintenance, better red light enforcement, “safety colors and Lighting” campaign for bicyclists.
- Increase fines for traffic violations and maintain a public information campaign about those costs.
- put up pedestrian barriers and improve lighting at high risk locations
- Prohibit cell phone use while driving, ticket drivers for not stopping before the crosswalk, stop speeding, make right on red illegal
- wider sidewalks with buffer zones from street- more areas to park your car and walk around (car free shopping districts), encourage more biking with a bike share program...
- Public education and awareness campaign. I have many “close calls” on my bike commutes, mainly because people just don’t stop to look. They roll right through stop signs and never take the time to look both ways. This one simple act would make this town much safer.
- Add red light cameras to curtail light running, partial stops, and speeding.
- Lines on roads and at crosswalks/bike lanes
- Reduce default speed limit to 20 mph
- More/better traffic enforcement.
- Better bike and pedestrian trails
- Enforce existing traffic laws. Have you ever seen someone get pulled over for running a red light?
- Use some non-invasive, ethically acceptable mind meld to help people start caring about and seeing each other.
- Protected, raised bike lanes, similar to those in Copenhagen
- Improved Bike Paths and Lanes
- People’s attitudes! And increased bike paths
- Three things: (1) Reduce speed limits. (2) Enforce red light runners and speeders. (3) Build out the bike network!
- more bike friendly routes
- Make it safe for bicycling. I don’t know how, but too many pedestrians and bicyclists killed here.
- More bike lanes / awareness around bikes
- Fund separate bike lanes
- Bike lanes!
- Narrow Northern Lights between Seward Hwy and Minnesota to two lanes with turn lanes, eliminate driveways, add separated bike + ped infrastructure,

and add street landscaping

- Fine taxis for reckless driving
- Street Diet Master Plan!!
- Improved bike lanes
- Make pedestrian signals longer.
- Just one day? One change? Traffic safety and transportation in Anchorage is too complicated to do just one thing.
- sidewalks with boulevards on every street (dream big!)
- Designate bicycle safety corridors in downtown, midtown, etc.
- Zero Vision
- Step up traffic law enforcement, increased police visibility.
- Bike lanes
- Fix McClure turn on Seward highway
- Adopted Complete Streets Policy and allocate funds to implement it
- Enforce traffic rules for pedestrians and bicyclists. (both right of way and “jay walking”).
- better biking and walking infrastructure
- Bike Lanes!!
- Work with various local NGOs to develop Educational programming addressing pedestrian and driver behaviors. Focus on pedestrians making deliberate, predictable, and calculated moves when negotiating traffic (such as crossing at appropriate crosswalks, behaviour modification not walking impaired, etc.) Focus on drivers treating all pedestrians as unpredictable and being highly aware that unexpected movements by pedestrians are going to happen, and driver behaviors such as speeding and impairment.
- Traffic enforcement APD
- It would take more than a day. I think I would start with an education campaign to improve awareness of bicyclists and pedestrians. Things like look before turning and bikes are ok in the roadway.
- Increase the number of police officers, both in general, and working traffic enforcement.
- Add more lanes, repair grooves, repaint lane markings and replace street signs with ones that light up. Oh... and blow up all the roundabouts!
- No turn on red sign for 5th avenue at L street
- Construct safe bike commuter routes
- Slower speed limits throughout Anchorage
- Pull officers from “Spice response” to be put on traffic patrol in areas with high levels of pedestrians and cyclists.

- Improve signal timing to favor pedestrians by either introducing pedestrian lead intervals and/or push button phase changes within 10 seconds to deter mid-block crossings
- Add bike safety to driver's ed/hold drivers more accountable? Or, more bike lanes?
- Increase plowing in the winter to allow for peds and bikes
- Maximize pedestrian visibility, enhance sidewalk coverage, and make intersections pedestrian safe, all of which challenges traffic safety/
- create safer places for mobility for all users
- Add more enforcement for traffic violations.
- Place shared lane bike symbols on all roads in Anchorage.
- Eliminate through traffic in neighborhoods
- See if there is a way to improve left turn lights on Arctic Going north through midtown. The left turn at Arctic and Northern Lights (by McDonald's) gets all backed up. Then, traffic is blocked south of Benson etc. And see if that type of Arctic 1 lane/ 2 lane switches and blockages can be fixed.
- Arrest jaywalkers
- Lower speed limits - particularly on roads running through residential or commercial districts
- ticket red light runners
- Make sure the city's traffic department was educated AND excited about making Anchorage bicycle and pedestrian friendly and safe.
- build and maintain better bicycle infrastructure.
- Lower all speed limits on neighborhood arterials.
- Infrastructure
- money to a mass transit system
- "Right size" road infrastructure. We need a lot of road diets, not projects to "widen, straighten and 'pedestrian improvements'" I mean DOT loves that phrase. Next I might raise the price of parking, or install "performance parking" in Muni managed lots, could be a good way to get the libertarians on board. Finally I'd overhaul the entire planning and zoning land use maps to try and work toward livable / walkable communities and real mixed-use developments, not just pay lip-service to planning buzzwords. Bonus: I'd work on cycling infrastructure. We have a world-class trail network but embarrassing bicycle and pedestrian infrastructure, especially in what should be our denser, more bike/ped-friendly parts of the Muni.
- Lines need to be re-painted
- Enforce existing laws on all users
- Wider sidewalks
- Mandatory bike/pedestrian driver awareness rules/ lessons/online training.
- More citations for minor traffic violations
- more bike lanes and increased signage to watch for bikes and pedestrians
- I would sign an order to create more signs to post on traffic routes to communicate road safety rules, this would increase awareness of motorists, cyclist, and pedestrians.
- More speed cameras, speed traps, etc. on roads with high fatalities.
- More distinction for pedestrian crossings! Trees shrubs fences?
- Improve road lines
- Reorganize buses
- Increase enforcement
- narrow the roads
- Use highly reflective paint to mark the roads
- Hire employees who share values of sustainability; fire employees who show lack of innovation
- More pedestrian crosswalks on major roadways (much like the one on Northern Lights just west of Bragaw). This is true for many roads in Anchorage and even the Old Glenn Hwy in Eagle River.
- Put all the city planners on bikes or wheelchairs and have them go around downtown
- stripe more bike lanes
- Reroute freight routes so they do not go through the middle of town (i.e highway to highway)
- I would place speed traps from the North Eagle river exit all the way to Merrill Field and establish triple traffic fines in this corridor for speeding, improper lane changes, following too close, and driving below speed limits in the left hand lane.
- Make Anchorage the Winter City with pedestrian friendly public transportation in the winter and an all out effort to make Anchorage the "GO TO" destination during the tourist season, nationally and globally. Safe paths to schools and work, traffic suppression in the Anchorage Bowl area. Top priority. ..Access for People with Disabilities
- More police focused on traffic enforcement
- More dedicated bike lanes
- require all major roads to become "complete streets" within 10 years. Protected bike lanes with separate pedestrian lane.
- designated bike lanes
- More cops

- Improve mid town(Fireweed to Tudor) bike and pedestrian safety with lower speed limits, pedestrian facilities
- Bike lanes
- If I had unlimited money, I would build roads with walkways/sidewalks wider and built further away from the cars driving by; I would also build bike lanes. Southport is the perfect street. There are sidewalks set back from the road and bike lanes on both sides. There is good signage about the bike lanes and good signage about pedestrian crossing. There is trash cans for dog poop pick up. My niece wanted to know why southport was such a nice street and I told her that southport residents vote and make more money and it is a newer part of town. But, we should have streets like southport all over anchorage, for everyone, not just the upper middle to upper income folk. I would also build sidewalks for wheel chairs. I see people in motorized wheel chairs going down the road and one time, the wheelchair was driving in the lane of cars on minnesota because there was no place on the sidewalk due to the snow. There is no place on minnesota (and many other places) to push the snow from the road - it goes right onto the sidewalk and people can't walk on the side walk. Minnesota is terrible for people jaywalking - they always wear dark clothes! They jaywalk to Carrs and they jaywalk to the holiday store - those are the two critical spots that dark clothes people run or even walk slowly and dare you to miss them. The intersection for crossing is close by but they don't want to take an extra five minutes to safely cross at the intersection. They assume that I can see them (in dark clothes and it is dark outside), they assume that I my brakes are working, they assume that I am paying attention to the road and will slow down for them; that is a lot of faith to put into someone's hands that you do not know. Many people are texting - every single day, I see people texting, talking on the phone and not paying attention - what can we do about that? When a car starts slowly meandering down the road going from side to side, I know that someone is texting. We have to stop texting and driving. We need a big campaign like anti-smoking or something.
- better lighting for the dark winter nights that we have now with our lack of snow
- Enforce Speed Limits
- Better speed limit enforcement
- Better bike lanes so bikers aren't on sidewalks and

potentially running over pedestrians (or getting run over in the street themselves)

- Add lots of bike lanes. Restrict bikes from high traffic streets where there are no bike lanes
- More. Bike lanes
- make traffic lights work better based on traffic flow, do this by fixing sensors .
- South turn lane on Dimond and Arctic. You can wait for two minutes on a red with no traffic going by. I would make that a yield instead of a red.
- Dedicated bike lanes on every road
- More safe trail connections
- Enforce traffic laws including ticketing drivers who weave in at out of lanes
- Improved signage to promote multiple uses for transportation corridor.
- paint the lines
- Put up street lights on Abbott Road between Lake Otis and Elmore.
- More enforcement.
- Raised traffic lines
- Extend the Glenn Hwy bike path to Eklutna, so all the kids can have a safe path to school.
- Make midtown more pedestrian and bike friendly
- Move roundabout crossing farther from traffic
- More bike friendly roads, including education for cyclists, motorcycles, and drivers.
- fix ped x-ing areas where homeless people cross
- Outlaw cell phone use when driving!
- harsher dui laws
- Change the way we solve problems.
- Outlaw all but hands free telephone use in vehicles
- Traffic calming measures
- More Crosswalks! WITH lights that blink.
- Vehicle drivers must STOP for people in crosswalks
- Enforce speed limits. More police.
- Make sure bike lanes are properly painted.
- More traffic tickets, increase fines
- officers giving fines for folks who don't stop before the crosswalks before slowly and carefully moving up to the main street.
- Mandatory driving classes to get a license
- Make sure all sidewalks are snow free enough for walking and bikes in winter.
- More bike lanes
- Reduce speed limits, esp in midtown
- No cellphones and driving
- enforce traffic rules and strengthen fines
- Hmm. Introduce legislation to establish high pen-

alties (fines, jail time, loss of license) for drivers who hurt/kill non-drivers. The onus should be on those of us whizzing around in multi ton vehicles. And make it retroactive to that girl who killed

- Eliminate traffic calming
- More bike paths
- I would be swamped with buearocracy for a day. Jk. (Kind of). I would paint the lines on the roads - uni-laterally.
- Synchronize all the traffic lights for smoother flow thru downtown
- Sidewalk upkeep during the winter
- I don't know
- More bus stops in neighborhoods
- Continue to improve cycling and pedestrian infrastructure. As mayor for a day, I would issue this as a (largely symbolic) edict with the hopes of establishing this as planning criteria and municipal guidance. If governor for a day, I would increase the penalties for negligence resulting in injuries and death to pedestrians and cyclist--i.e., the death of Jeff Dusenbury and the far too lenient sentence received by his murserer Alexandra Ellis.
- Enforce speed limits!
- Install traffic cameras at critical locations for red light runners & speeders at reduced enforcement costs for taxpayers.
- More separated bike lanes
- More bike lanes & speed bumps
- Catch red light runners
- configure infrastructure to encourage alternate forms of transportation.
- Bike lanes would be part of the sidewalk
- Designated Bike Lanes
- Bike lanes. Cameras at inter sections used to ticket red light runners and speeders
- Defensive driving course for bicyclists
- Make it so you have to have a bicycle safety course to ride your bike on the streets or sidewalks for those over 16. Lots of cyclists act as if they are the only ones on the road.
- Synchronize the lights better (like they are on 5th avenue during the commute)
- Invest in larger traffic signal light fixtures
- Enforcement
- Ride the bus and valley train to work day
- improve walkability and bikeability
- Maybe have a bigger police presence to actually do something about all of the distracted drivers out

there.

- Video monitoring of traffic with tickets issued for violations
- Have signs which can dynamically alter traffic speeds (i.e. 35 mph when snowfall, 45 if clear roads)
- More Traffic Law Enforcement
- Ensure visibility of lane dividers that are currently too faded to see
- bike path or route through spenard to fireweed.
- Convert 5th and 6th Avenues from one-way to two-way streets.
- Improve sidewalks and keep them clear in the winter.
- Photo Radar for speed and intersection violations
- something to prevent cars from using residential roads as high speed shortcuts
- Take the politics out of traffic safety and let the traffic engineers do their job.
- Allocate more resources to APD, the MOA Prosecutor's Office
- Add more bike lanes
- Increased and improved road design for bicycle ridership
- Online drivers quiz w/each renewal, open book. Edcuation and encourage courtesy, due care.
- bike paths and walkers safety
- Re-paint all traffic lines.
- Time all lights better
- More sidewalks, less potholes.
- Reduce speed limits
- No bikes on the roads
- More police on the highway diring rush hour commute.
- prioritize decreasing/eliminating disregard of red lights.
- make it a law to have motorcycles wear helments
- more visible law enforcement on the streets
- Keep bicycles on bike paths, not on roads.
- Mandatory driving class for all drivers about the use of the fast lane.
- Require by law that cyclists use the sidewalk if there is one available to them. Too many cyclists choose the road over safer options and cause traffic backups and slowdowns.
- I would create more bicycle/pedestrian infrastructure. This to help the community access Anchorage without driving.
- Only hands free device use for all drivers and enforcement of same
- more sidewalks and bike trails; increase bus service/

routes

- I'd like to no cell phone use being enforced
- I would make sure that there are more bike routes in town not only the park trails
- Speed bumps in school zones
- Police presence
- I would keep the traffic light red for the first 10-15 seconds while allows pedestrians to get a head start to cross the street, so that cars making a right hand turn, do not forget pedestrians are stepping off the curb to cross the street.
- Shorter waiting time at a light
- Require bicycles to utilize sidewalks
- improve trail conditions for bikes to encourage more bikers and less cars on the road
- Comprehensive sidewalk planning
- improve traffic flow where possible by adding roads like through the university area, utilizing over/under passes for bikes as needed. I don't know what else could be done.
- When you renew your drivers license you must take the written driving test. Lots of changes, like roundabouts, cell phones, and other laws need to be known and have the population reeducated. This would be the simplest method.
- More policing/traffic citations
- Red light cameras
- Add more bike lanes
- Arrest yellow/red light runners
- Budget for a valley light rail.
- Sidewalks
- Implement the Elmore street extension. This is a major traffic safety concern, reducing congestion and addressing north-south access
- Fix the timing of the lights, some too long and others too short. Lake Otis and Tudor is horrible, often have to wait at least three cycles to get through light when on Lake Otis crossing over Tudor. Ridiculous.
- more roundabouts
- Enforce existing traffic laws, especially stop sign violations and DUI
- Driving Test renewals
- I would re-design the roadways to accommodate the rising population. I would widen the lanes, add new roadways and highways, add more turn lanes, sidewalks, etc.
- Increased police officer presence to enforce traffic laws.
- Longer green lights, longer green arrows, make road

rage harsher charges

- bike lanes, enforce j walkers
- make police officers enforce traffic laws!
- MORE CAMERAS AT INTERSECTIONS
- Increase the number of roads that cross through Anchorage completely to help cut back on congestion, widen the highways to 3 lanes all the way to Seward at least, purchase street sweepers to remove old gravel and rocks that serve only to put holes in peoples' windshields and make the roads more difficult to grip for tires, and somehow remove the mentality that it is better to deny someone the ability to pass on the right or left hand sides than to drive at a reasonable, defensive speed. Also, promote defensive driving over this crazy, offensive version up here.
- Start giving out traffic tickets again.
- Implement those cameras at intersections that take pictures of drivers who are speeding. Work on the texting problem too.
- Create more bike lanes
- plowing and sweeping sideways
- Reduce speed limit on major arterials by 5-10 mph
- Slower speed limits in high-foot-traffic areas.
- build more sidewalks and guardrails, also re-paint the lines on the road
- Enforce distracted and drunk driving rules more
- Make neighborhood streets safer by installing speed bumps and enforcing traffic laws.
- Traffic cameras
- The medians are not helping, they are hindering. You can't make left turns any more. it used to take me 2 minutes to drive to Safeway, it now takes almost 7! I'd stop the war on left turns!
- Improve sidewalks and keep them clear in winter
- More lanes
- Install more sensors to keep stoplights more in sync with the flow of traffic
- extend Bragaw at Northern Lights to Elmore
- Enforcing and ticketing people that run red lights
- Do something to keep pedestrians out of the middle of the roadway
- No yaking on the phone
- Wave my magical hands and force cars to go faster than the posted speed limit, ESPECIALLY in residential zones
- Explain that with every RIGHT comes RESPONSIBILITIES, whether you are in a car, on a bike or walking.
- extend Elmore through to Northern Lights sooner than later.

- Have the lights synchronized to the speed limit.
- Fill potholes within 2 hours it being reported on the pothole hotline (343-8277).
- More highway patrol officers to enforce traffic laws.
- Trail building and maintenance
- Focus on red light runners
- Tell police to pull over more inattentive drivers and speeders.
- West/East bound highway
- Enforce/increase citations for red light runners and increase associated fines
- something to deter so many pedestrians from getting hit. Maybe small fences by the larger roads, more overhead passes etc.
- More traffic enforcement officers; speed cameras in school zones and local roads; red light cameras at major intersections; lower speed limits; change Title 9 to give pedestrians right of way over cars in crosswalks.
- bike lanes
- Plan an actual highway through Anchorage without all the traffic lights. Proper exits and overpasses at each intersection.
- More traffic lights in downtown and midtown and expanding sidewalks and bike lanes
- lower speed limit on all roadways
- Decrease speed limits all around town.
- Have police crack down on more vehicle offenses
- Blinking Crosswalks or cross walk bridges
- More bike paths and trails
- Have more of the main roads go totally across town
- More traffic lights in downtown and midtown and expanding sidewalks and bike lanes
- Improve public transportation - light rail, Uber, always require sidewalks, add bike lanes
- Build sidewalks and cross walks to increase our ability to walk and bike safely
- Increased education for the public about bikes and cars safely using roads together
- More Bike lanes
- Promote share the road information for drivers to be aware of bicyclists and pedestrians.
- Install red light cameras at major intersections
- Wider streets, the space for a bicyclist is narrow, I have to veer off and slow down to the side to pass at times
- Go after those who drive unsafely--those who speed and drive aggressively
- More frequent buses and transfers without having to pay twice
- Put more enforcement on the streets
- Require all road improvements to have mandatory funding for bike lanes and pedestrian safety enhancements along with a more reliable and efficient public transportation system.
- traffic patrol department
- Get pedal bikes off the road.
- Bike commute safety
- More bike lanes
- All roads should have a pedestrian/bike lane
- Expand public transit options
- Improve education on transportation safety and regs
- Take out the one ways, medians and roundabouts in heavily travelled areas, I.e., Dowling!
- More bike lanes throughout the city to compliment the bike paths. Less multi-lane one way streets to slow down traffic and make roads safer for pedestrians and cyclists.
- More safety at beans cafe walkways
- Widen sidewalks and put in buffers between sidewalks and roadways (could be used for snow storage)
- No Talking or Texting on a phone while driving
- more police enforcing the law and not just letting violations be missed
- Make it more bike and walking friendly!
- I would make the street lanes visible with durable paint and reflectors.
- Crack down on people running red lights.
- remove bike riders from the streets
- Create a program to reward good driving behaviors including cognizance of bikers and walkers.
- Striping of the streets is especially important (because it wears off so quickly). The addition of reflectors and the "bumps" to warn someone when they are traveling outside their lane is extremely important.. to see what could be done to coordinate traffic lights and traffic flow more efficiently.
- I would add cameras to the light and make sure everybody is aware that they can get a ticket for running the yellow and red light. I would also make sure that the Police do their job to make traffic stops to everyone who runs even a stop sign.
- Build more and safer walkways for pedestrians and bike lanes for bikers
- texting while driving would mean steeper consequences and one two many of them would result in a suspension of your license for at least 90 days then a year the next time and 5 years the next and then after that no more license.
- better access to public transportation

- anchorage bypass
- Allocate money to install speed bumps in every neighborhood w 25mph limit, install Alarms on crosswalk "Red Hand," (like most metropolis have to warn r. turn or yeild vehicles of walk), install traffic cameras that capture speeder- auto ticket. I am the worst at speeding and was caught several times in other cities. This is effective & good income for city
- Road lines are visible
- No bikes on roads in winter
- Less speeding monoterger and more monitering in real violations
- safer shareride vans for girdwood
- Get bikes off the roads during the winter
- Better delineated pedestrian crossings
- Have police occasionally patrol bike trails
- Actual punishment for drivers who injure or kill cyclists.
- make downtown limited vehical traffic, improve bike lanes
- Red light cameras
- Teach people how to cross streets appropriately.
- More separated non-motorized trails/pathways that actually connect and form a cohesive, easy to navigate network
- ticket roundabout misuse
- I would fix the Muldoon sidewalks by increase lighting and making an overpass for pedestrians to cross the street safely, I would then create bicycle lanes for bicycles to safely ride their bicycles.
- No cell phones/ texting
- sync traffic lights
- Fill divits from studs
- More bike paths with overpasses
- I would make the area by Barnes and Noble have large sidewalk embankments at intersections. I would also fund a huge PSA to let drivers know never enter a crosswalk if pedestrians are waiting to cross.
- No bikes on road
- Give pedestrians priority
- More bike lanes
- I would add more police patrol around town. I hardly see police when in driving around and when I do, they're never pulling people over for violating traffic rules. In fact, I almost got rear ended by a police car last month! So I'd increase police presence and also do some Training with them to set a good traffic example (except for emergency situations)
- No bikes on roadway
- improve timing of traffic lights, the long waits encourage people to run through yellow lights.
- more traffic studies
- Remove bicycles from sharing the roadway with motorized vehicles
- The street lights should be synchronized to avoid people avoiding stops at intersections.
- More bike lanes!!!
- expand bike lanes outside of trails
- Flashing light crosswalks
- Enforcement
- Impose harsher penalties for DUI, traffic violations
- Stopping people from running red lights
- More bicycle friendly trails/ lanes
- Cars driving during winter months would be required to have snow tires, preferably studless.
- Traffic control for bicyclists. Frequently they make their own rules, and it is very dangerous for them, and results in dangerous behavior for drivers.
- Make sidewalks wider that are along the major roads.
- More illumination in the city
- More roundabouts- especially at 100th and Victor. And some on ramps onto Minnesota and Seward Hwy need extended- they are too short.
- Cameras, cameras, cameras
- Steeper penalties for texting/driving, increase response rate/importance of REDDI calls
- Increase penalties for traffic violations that put pedestrians/bikers at risk. Increase outreach/education.
- Hire more law enforcement.
- Split Seward Hwy between Huffman and Portage and make existing highway run one direction only. Construct another road through the mountains for the traffic in the opposite direction. That would eliminate head-on collisions.
- I would consider more roundabouts in high traffic areas to eliminate the cost of maintaining the lights and then I would begin to put heated streets at and around the lights and stop signs!!!
- More bike paths and bike lanes
- Maintenance: Clearing pedestrian & bike paths
- Enforcement on thoroughfares and traffic lights
- More sidewalks and narrower streets
- Mandatory bike awareness training as part of getting your DL
- Make signage more clear- street names and directional (one way). Also, clarify HOW MANY lanes roads have- hard to tell with the paint rubbed off each winter

- Reinstitute Mandatory Drivers Education to Graduate from High School
- Improve sidewalks and bike routes.
- make all “big streets” (C St, Northern Lights, etc) into half car traffic with reduced speed limits, and half protected bike and pedestrian lanes, with easy on and off access at other streets and trails to improve the network of paths across the city
- improve enforcement of traffic lights... more enforcement of pedestrians and bikes also,
- I would create better/more visible bike lanes and slow the speed limit in high traffic areas.
- Request that police enforce jaywalking laws.
- Keep homeless safer on 3rd and Karluk
- Ensure sidewalks are clear of snow in the winter for pedestrians
- Add police protection to replace lost protection from State Trooper cuts
- More bike trail, with lights and winter upkeep
- speed limits
- more regular and on time public transport.
- Increase the number of bus routes and make bus routes free to increase ridership
- Put a sidewalk on my street so my kids can go to school more safely.
- Better synchronization of traffic lights and improve awareness of rights and responsibilities of all users.
- Enforce tickets for drive while texting
- Clean the road shoulders and mark the lanes.
- increase police presence
- More bike lanes
- Bike lanes
- Have cars obey traffic rules
- More bike lanes. Punch through on Elmore.
- Provide public transportation at the hours when bars close in downtown Anchorage. There are not enough cabs in Anchorage to pick up the drunk people and they are forced to drive drunk and risk themselves and others. Since Uber and Lyft are not allowed in Anchorage and there are not enough cabs working our community is at risk for dangerous drunk drivers. My suggestion, bring in Uber and Lyft is the safe thing to do.
- Bike lanes on all major roads and large information signs about how to drive along bicyclists
- better bike lanes
- Expanded access to UMED District
- Better lane markings on road surface
- Timely plowing of roads in the winter.
- repaint lines and lane markings on roads
- I'd put a bike lanes on Northern Lights Blvd and Benson Blvd
- more bike lanes
- Glenn Highway and travel from valley to Anchorage
- Maintained sidewalks on all roads
- more sidewalks
- Just for a day? Ban cars altogether so folks can understand and appreciate other modes of transportation.
- Increased traffic violation enforcement
- More bicycle awareness campaigns or signage before crossing areas in high traffic areas
- More police citing red light runners
- I've never encountered any traffic safety issues.
- Somehow stop red light runners!!!!
- Enforce bike riding laws
- unknown
- No turn on red option. Followed by smarter lights.
- more police and more speeding tickets
- walking area instead of driving in downtown Anchorage
- strictly enforce no texting while driving, including no moving screens for drivers to watch while in the seats
- Make streets narrower and use the extra space for wide sidewalks/bike trails, with trees in between the street and the path.
- Turn all stop lights into roundabouts
- Find a way to eliminate red light runners
- Bike & ped paths physically separated from automobiles
- Make sure State & Muni snow removal from sidewalks was coordinated effectively
- More bike lanes. Three speeds of personal travel. Cars= fast, Bikes= medium, pedestrian=slow all with their own space
- make sure there are separate bike lanes and that
- fund sidewalks
- quadruple the budget for public transportation
- bicycle lanes
- Increase police patrols for traffic violations. Give speeding tickets on heavily abused roadways.
- I would reduce the speed limit on several of Anchorage's main roads by 5mph. There is a big difference in pedestrian/biker perception of safety with that change. I suspect that drivers can avoid more accidents at those speeds as well.
- Crack down on the crazy drivers - the red light runners, the tailgaters, the excessive speeders, and the

late night crazies.

- For one day, I would ban the use of cell phones in vehicles for any reason!
- Improve add ped crosswalks
- More APD traffic patrols
- paint lines on the roads
- Tickets for running red lights
- More and systematic Bike Lanes
- For one day, I would focus on enforcement (e.g. speed traps, tickets for texting while driving, etc.)
- less lights and no speed limit
- Bright reflectors at bus stops. Bright pink in summer for everyone to see and good reflection in winter. Got to think about seasonal weather.
- Better bike/ pedestrian lanes

■ Do you have any feedback on the above (engineering) ideas?

- How are you going to pay for all that? Need to balance desires and budget, currently doing a pretty good job of that.
- Finding ways to make bike surfaces safer, stopping cracking, potholes and roots making trails dangerous. Particularly when the surface is wet, it can be horrendously dangerous, particularly on the Campbell Creek Trail.
- I think the engineering solutions proposed above are the driving factor for safer roads.
- n/a
- Many of our roads are wide enough to add a bike lane and re-apportion the car lane sizes. Lets do it.
- At intersections with lights, it's hard for a person driving who wants to turn right to see a bicyclist coming up on the right hand side. The bicyclist also has a hard time looking back to make sure no one is going to hit them. The intersection of Elmor and MLK is treacherous for a bicyclist traveling north on Elmor who wants to continue traveling straight towards Tudor.
- I like the idea of bright green signage for bike crossings. I don't much care for bike lanes on the same strip of pavement as car lanes.
- Anchorage designs our streets wide and fast to move as many cars through, and that creates more dangerous situations for everyone (including people in cars).
- No I believe the current administration is committed to improvement and innovation
- People's attitudes towards non cars, people's awareness while driving, people on cell phones, drunk or intoxicated drivers, people's belief that they are more important all impact safety as well. But the winter sidewalks are an issue too.
- Pedestrian crosswalks that automatically signal for pedestrians (no need to push the button), road diets, sidewalks/pathways set back from the street or buffered, not everything being centered around cars are all things that make the pedestrian/biker and driver interactions friendlier and safer.
- Slow traffic down in the city, especially on the high-traffic state roads. Better sidewalk plowing in winter.
- Anchorage is rife with extra-wide lanes, poorly timed lights (for drivers and pedestrians) that encourage jaywalking and running red lights, and unnecessarily fast one-way roads that function as highways rather than city surface roads. Protected bike lanes, narrower road lanes, and properly cleared and separated sidewalks could make a large difference in decreasing fatalities. Muni/state engineers that design roads and bike lanes in Anchorage have ignored data/research on effective design (e.g. C st. bike lane designs shunting people riding bicycles to sidewalks/crosswalks at intersections).
- Agree 100%! Our pedestrian and biking incidents are totally because we designed our urban environment for a single occupant car. Every day - (yes on my drive home because bus and biking is doable but challenging here) I see people risk there lives trying to cross at minimum six lanes of very fast moving traffic because crossings at lights are so far apart. I just moved here and am troubled by how it won't be possible to just bike on the roads like I was used to in Spokane to commute and get around town. I would be killed! And sidewalks aren't that much safer and make you feel like a second rate citizen. So anything that can be done to make it possible for bikers to share ALL roads, would be helpful. And given the fast speeds here, it likely requires an actual physical barrier between bike lane and the cars.
- it looks like a beginning
- Ensure DOT understands biking and pedestrian safety and implements
- Narrow lanes to 9-11 feet and transfer that space to shoulders and sidewalks. Improved ped infrastructure, but not on roads that have a primary purpose of moving large volumes of vehicles such as c st, Seward hwy. Encourage ped travel on minor roadways.
- Bikes and pedestrians don't seem to get any consid-

eration.

- My husband was run over last year legally crossing Muldoon, with right of way, etc. He suffered a badly bruised hip and a broken ankle. It could have been worse, but he was out of work for 3 months, and it was very difficult for our family and finances. I think stiffer penalties and punishments should be given to these drivers that aren't paying attention, and safer crosswalks should be considered.
- Effectively engineered streets can make a significant community norm change in the acceptance of non motorized vehicles on the road
- Many sidewalks are falling apart, too thin, obstructed, or non-existent. We have great trails, but it's hard to get around by bike in Midtown. Protective bike lanes would be amazing.
- Very needed
- Chester creek trail is a great success. Other parts of anchorage namely could use the love and consideration that gets. Had we not picked a home right on that system, my ratings would rank lower on this survey.
- Really stoked about the protective bike lanes! Biking on Anchorage streets can be scary and the sidewalks are nearly more scary than the streets!
- "Lighting should be motion detected or only on during low light/commuter times. Off during late night hours.
- Protected/seperated bike lanes and routes are only safe way to integrate biking w/traffic and make it more attractive as a means of transport."
- Physical separation and prioritizing updates to intersections where serious collisions have occurred would be most important to me to start.
- This effort is key. Land use and transportation planning working together is crucial. 40mph and up roads in ANC currently have WAY too many curb cuts, which is a safety issue for all modes of transportation.
- Protected bike lanes should be part of applicable street repaving projects; ideally, bike bridges (e.g. Tudor & Elmore) would be located at key intersections throughout town
- The biking and walking public must make themselves more visible at night with lights and reflective clothing. They must train themselves to watch for drivers that don't see them. Eye contact between the parties is essential.
- Engineers should follow the national guidelines for bike lane structure. It seems we have bike lanes be-

ing added to new streets but they end abruptly leaving both bicycles and automobiles unsure of what is expected or predictable behavior. This is a safety issue. Narrowing lanes will help the traffic slow down. Speed limits in this city are too high in many areas. Removing the middle lane on many roads may help reduce 'accidents' overall but it seems to be making intersections more dangerous. It forces automobiles to make a U-turn when we have drivers making 'right-on-red' turns, pedestrians trying to cross the road as well. Some cross walks in Anchorage are at an angle and the people turning left or going straight are blocking the view of those turning right. A solid white line with a sign that says 'stop here for red light' further back may help open the line-of-sight for those turning right before entering the cross walk and hitting someone that they cannot see.

- Street lighting is VERY important, not just for traffic safety but community safety!
- In addition to improving street lighting it would be beneficial to improve road markings. It's an annual springtime problem - a four-lane roadway with faded to no street lines is scary to drive on (e.g. New Seward by Worthington Ford).
- curbs or bollards to separate bike lanes, better lighting, better lane demarcation in winter
- Improvements to street lighting increases traffic safety for all users (drivers, bicyclists, and pedestrians).
- I like all these ideas. We also need to do a better job of clearing sidewalks in winter so people have a safe place to be
- Yes, use them! Stop designing for cars and instead design for people!
- Many of our crosswalks are blind corners, meaning that drivers and cyclists that are moving would have a hard time seeing each other even if both are following the rules. These intersections need to be examined and fixed.
- I grew up in Anchorage, but lived outside in several different locales. As an adult resident, now returned, I'm extremely disappointed with Anchorage's lack of foresight, options, and enforcement insofar as road safety and transport options are concerned. We can do much better.
- Protected bike lanes are a must for Anchorage's streets.
- "Speed reduction through narrower lanes, road diets, and calming treatments, etc. reduces the frequency and severity of crashes, particularly cars with ped/

bike. Reducing speeds drastically decreases stopping distance, increases driver awareness, and reduces the likelihood of a fatality.

- Essential ped facilities, on-street bike facilities, and signal infrastructure are the other key."
- With few exceptions, AK DOT seems generally very receptive to prioritizing non-motorized transport. This needs to change somehow. The Muni-seems to be on a better track but still a ways to go.
- Design bike lanes so that they continue to and through traffic signals. Moving bikes to sidewalks at lights, as done in the recently construction C street lane, goes against current best practices for bike lane design and is unsafe.
- Protected bike lanes would rock. Narrower car lanes, esp in winter, make me nervous as a driver. And Mid-town desperately needs more pedestrian and bike friendly infrastructure.
- Separated bike lanes
- We have to build out the bike network to make our streets safer for bicyclists. We need to catch up with other cities (including northern cities) and build protected bikeways and make bike boulevards a reality.
- I truly believe in a "build it and they will come" approach. I talk to so many people who are afraid to bike because -- besides our trail system (Chester Creek, Campbell Creek, Coastal) -- biking around town feels super dangerous. There's not a lot of room on the roads, there are very aggressive drivers (more than I've ever seen elsewhere), and no / few bike lanes. I think there would be a huge increase in bicyclists and walkers if the infrastructure was more safe, and then drivers would be more aware because of the infrastructure and because of the greater number of people on bikes / on foot.
- If you build it, they will come, but I fear business owners and stingy people will resist these elements making it difficult to enact.
- All measures would be an improvement - However, implementation is a multi-year effort that will require thoughtful public outreach, successful pilot projects, and a well organized advocacy group
- More light. I get almost hit by drivers when I am walking.
- "-Protective Bike lanes: separating pedestrian and bike traffic would be preferential, but only with appropriate maintenance. Much of the conflict comes from not correctly maintain non-vehicular corridors creating conflicts between all types of transportation

users (I.e. shoveling snow/sand/garbage into bike lanes and narrow sidewalks).

- -Additionally, reducing speeds through better traffic planning/reducing number of lanes for cars would be amazing- it would make moving through the city (read: OUR COMMUNITY) more comfortable, and pleasant.
- - I think redesign based on fatalities and injuries is important, but also designing based on nodes and destinations for all types of transportation users is specifically important. Our city is a grid, designed from above- not from the three dimensional reality where people prefer specific venues based on experience, not based on lot size. "
- Traffic flow and road construction
- Lighting is very important, we need to be able to see people.
- When narrowing lanes, don't eliminate the bike lane and route the cyclist onto the sidewalk or path.
- Blind corners are a huge problem in Anchorage. Vehicles commonly have to pull across pedestrian lanes before turning right on red or at a stop sign in order to see oncoming traffic. Also, left and right turn lanes are not always clearly marked as to whether you can stay in the lane past a side street or must turn at the street.
- Bike lanes in critical areas where the bike paths end or link or go to popular place (grocery stores etc) would not take much advanced engineering
- Slow traffic down by design. Have bike lanes continue through intersections - lanes are safer than sidewalks/ paths (right-hook crash)
- Bike lanes, with adequate winter maintenance, are crucial and will become increasingly important as the winters become milder and more people use fat-tire bikes year round. Right now bikes ride on the sidewalk because of the unsafe road conditions with traffic and seasonal ice . This is EXTREMELY DANGEROUS for several reasons. The habit pattern of automobile drivers is to check for on-coming traffic in the road. The sight-lines for sidewalks from a car are not adequate to see a fast moving bike which can appear from around a curve or corner after a car is already pulling out. I have personally had 3 such encounters which could have easily resulted in serious injury or death to the cyclists. I have begun to dread the summer biking season because it means constantly being on alert for these impossible to anticipate road hazards.

- Please don't just design for one user. pedestrians and motorcyclists have some of the highest fatality rates.
- Bicycle and pedestrian improvements should be system wide. All would benefit from more opportunities to cross Seward Highway, Minnesota, Chester Creek rather than just widening the streets at the existing crossing locations.
- Implementation of pedestrian safety features should be required in all road projects.
- Have well planned and continuous non motorized routes through the city
- Reduce speed is a physical change. When was the last time speed was reduced in an area in Anchorage? When was a location re-designed where pedestrians are being hit or killed by cars? Raised pedestrian crossings on Gambell at 11th through 15th would help to slow traffic and hopefully save at least one life.
- lower cost engineering solutions are very important to try first. signal timing adjustments, signing, striping, clearing of sight restrictions. I highly recommend a fence/shrub setback and height restriction policy adjacent to roadways and driveways to make pedestrians visible when cars enter the roadway
- Protective bike lanes seem necessary in winter when sidewalks aren't plowed as regularly, meaning easier to fall into traffic or want to ride in the street (but it's so dark and dangerous in the narrower-because-of-snow streets!).
- I think overall engineering does well, it is the awareness portion that people need to get in their head.
- Slow traffic; enforce speeding by cracking down on speeders
- Pedestrian overpasses in high-use areas so people can connect to Chester and Campbell Creek Trails.
- Decrease traffic volume in residential neighborhoods
- Lanes should be wider and well marked to accommodate reduced visibility of lanes in winter
- separated bike lanes from vehicles and pedestrians
- Engineers seem to be ideologically opposed to the effort required to include safe and adequate pedestrian and bike amenities in any construction design. Getting these amenities included is like pulling teeth.
- Engineering and thoughtfulness needs to be the cities priority of future infrastructure. If we do not fully understand how a project will impact our community then the project should not move forward.
- milder winters can allow for previously laughed-at ideas (protected bike lanes). Lane width in Anchorage are way too wide and give drivers the incentive to

speed with no regard to non-motorized users. Many sidewalks do not have adequate space to accommodate bikes and peds.

- "You can design a lot simply in the name of "safety" i.e. you can have fully separated routes for cars & bikes, but that's really the antithesis of complete streets and community building. Drivers should grow accustomed to seeing cyclists, not being segregated apart.
- Physical separation may sound nice, but it can be prohibitively costly, inconvenient for all road users, and may make most cycling actually more dangerous."
- Bicyclists need to get better at obeying traffic laws. If they did, there would be less injuries and fatalities.
- Engineering has been ongoing for years, time for the other E's to get some help.
- More signs about bikes sharing lanes, especially if they are just painted on the road - this is hard to see in the winter and it wears out.
- all great concepts
- I like the ideal of improving the lighting especially in the winter months! I also like the idea of safety officers that use bicycles to patrol bike and walking paths. I have heard they can be unsafe and this makes me think twice about using the path system.
- Lets distance sidewalks from roadways, restructure high risk roadways, shaping the road network for road injury prevention, construct barriers between roads and sidewalks, speed breakers, look into Solar Road Systems and the quality of pavement currently used. Modified cat's eyes for icy road warnings or glow-in-the-dark paint to identify lanes.
- Reducing lane widths to slow but efficiently move vehicles while increasing safety for all users: I know this has been successful in other areas--- including similar climates like Sweden. However, I am concerned that smaller lanes here in Alaska would cause more unsafe situations-- especially in the winter. We in Alaska have a very different approach to driving than Sweden-- both philosophically and in approach.
- Bike lanes and more pedestrian crosswalks
- stripe more lanes for cyclists, even if it means fewer or narrower car lanes
- Close Merrel Field, and all the shoddy businesses along 5th st and widen the corridor into Anchorage
- Anchorage has a unique opportunity to improve our quality of life. By improving an
- So important!
- During periods of snow, we have little to no com-

munication between the DOT and Muni for clearing roads and sidewalks. The muni will clear a sidewalk, only to have the DOT plow the street after making the sidewalk in-walkable or bike able. Every year I see several users of wheelchairs forced out into traffic in midtown because of this problem. I have also been prevented from reaching my destination or been late to work because of the problem.

- Not sure if the Glenn is Muni or State, but continual improvement of that is much appreciated!
- Protected bike lanes yes. Increased lighting/ only for main pedestrian crossings.
- southport is the perfect street for walkers/runners but the bike lane is next to the car road
- Bike infrastructure is not enough. There are numerous traffic signals on my route that will not “sense” bikes. Bike lanes are seldom cleared of snow/debris in the winter.
- Yes! Road diets and protected bike lanes everywhere!
- Redesigning known problem locations-- Seward hwy into Gambell, especially at 15th, is a major problem with cars turning into pedestrians or bikers and causing injuries/deaths. Needs to be redesigned.
- Bikes are *not* traffic. You can’t drive a golf cart down the highway; it doesn’t meet road safety specs. Neither does a bike. We need lots of bike paths, and bikes barred from street traffic.
- Road engineering for Anchorage is behind the times. Engineering companies up here are backward, they don’t want to follow fed guidelines and their inspectors don’t have the guts to make the road companies do their job correctly. Just look at 9th Ave and Jewel Lake to Spendard. Poor design on those roads. Lighting on roads improved with LED lights but too many are placed along roads. Designing roads that have breakdown lanes, side walks and bike lanes are impacting the ruralness of some parts of town. Diamond Blvd example \$10Million dollars for three quarter miles of road. Put speed limit signs up for roundabouts. Look to Oregon roads for suggestions.
- Separating bike lanes would be awesome
- Lane narrowing will increase potential for winter accidents, some ‘re-design of identified safety hazards would be good, maintenance is critical and should be considered in design engineering.
- I like the protective bike lane idea!
- Protective bike lanes are a necessity, look what happened with the new bike lane next to Chugiak Elementary, they had to retrofit a guardrail because win-

ter drivers could not see the lanes and were driving on the bike path. Design it right!

- Physically separated bike lanes should be a priority because lanes completely disappear during winter. When that is not feasible bike lanes with clear coloring delineating the bike lane should be pursued. Pedestrian walk ways and bridges over main thoroughfares in midtown would be fantastic!
- Need also Neuroscience involved with roundabouts, since the human brain cannot process all the information while going through roundabout with including pedestrians and bikes. Someone should ask a neuroscientist
- Engineering solutions is just part of the problem. Agreeing on priorities and then supporting those priorities is what is needed too make a difference.
- I would love to see more traffic lights engineered for bikes and walkers. I would like to see roads set up so that walkers and bikers would be safe crossing lights. I would like Anchorage drivers to appreciate that even when bikers screw up, the drivers have much more dangerous weapons.
- Don’t **** up roads like Spenard like you did with Arctic
- Focus these changes in specific areas to complete linkages for biking or support investment allowing bikes to safely reach destinations...Spenard to the University or hospitals...downtown to midtown.... apartment living neighborhoods to employment areas.
- Reducing lane widths will only cause problems with snow removal and increase vehicle conflicts. Protective bike lanes are a great idea. Traffic signal timing is horrific in Anchorage, there is no timing at all.
- Thank you for asking about this. It’s an important issue. I do not, however, approve of reduced lane widths. It sounds like a terrible idea to me with the snow in Anchorage.
- Protected bike ways seems expensive w road clearing and ROW costs. Start w more standard bike lanes
- Protective bike lanes would make me feel safer when biking, especially after hearing drivers say things like “if bikers want to use the road they should keep up with the speed limit or get out of the way.”
- Need better training and education for urban street design in public and private sector. ADOT is good at slapping in highways but in anchorage they need better pedestrian and bicycle friendly designs that meet municipal design criteria...maybe NACTO de-

sign standards

- E for expensive
- I love all of the ideas, but especially the protective bike lanes. Painting a bike symbol on a land shared by bikes and cars does not = protection.
- Reducing speeds creates more congestion and frustrated drivers
- The traffic signal timing modification would go a long way to help. The Muni needs some help with this big time.
- Anything is better than what we have
- Engineering needs to promote traffic flow - there are a number of Anchorage roads where supposed safety features are not "safe" and negatively impact traffic flow - 9th Avenue, L Street, and Arctic at Northern Lights and Benson.
- Wide lanes add to the safety of driving in winter conditions when curbs get packed with snow and roadway striping disappears. Separated pathways, bike lanes, and greenbelt trails should be a priority. Public education should include an effort to explain to area-wide residence the rights cyclist have to be on a roadway--this is something many folks do not understand and leads to animosity between user groups and greater conflict.
- All of those sound like good ideas.
- "All of the above are needed in spades in Anchorage:
- #1 - triangle/sight distance at intersections suck here. Lack of enforcement for setbacks, planning and properly designed/constructed roads leads to lots of dangerous encounters between ped/bikes/cars
- #2 - ROW encroachments & fencing/building obstructions are allowed to remain.
- #3 - Good transportation engineers design roads for the speed they want vehicles to drive and don't depend on motorists abiding by speed limits - narrow lanes and follow progressive design examples from the lower 48 and around the world
- #4 - properly separated sidewalks from roadways. A majority of the sidewalks in ANchorage are dangerous - why would anyone design sidewalks to abutt up against the roadway in a winter city with snow plows, major sanding, and icy conditions that increase chances of cars careening out of control onto sidewalks?"
- More public transport, it's so poor we can't use it for work etc.
- street lights are important so they should stay on when they are supposed to be on. and in winter, es-

pecially when there's not much snow, they are extremely necessary

- Walk and bike in residential zones that meet up to bus and carpool zones.
- separating bikes and cars whenever possible is key!
- I think it's important to separate sidewalks and bike paths from the roads, with barriers in between as much as possible. And maybe reduce speeds on roads with big curves (Abbott).
- some will work but some walkers cross 4 to 6 lanes on seaward and glenn hwys because there is no safe place to cross near by.
- Anchorage will never be truly walkable or bike-able without high-density, mixed use (commercial & residential) development to fill in the urban core. As it stands, housing density is highest in neighborhoods that completely removed from where people work, and without access to shops or other amenities. However, the above changes are still necessary to reduce auto dependence. Development should also prioritize urban-style building placement (close to the street) compared to the 'big box store' model, as this promotes pedestrian travel, and results in a natural decrease in vehicle speeds, as the apparent width of the street narrows. While connectivity is high between green belts, Campbell creek is a sad and often dangerous excuse for the better known Chester - along with better lighting, the green belt should be renewed, and better crossings constructed, such as over/under Lake Otis.
- Protective bike lanes ideally would not follow or intersect with roads or driveways
- I see lots of drivers use residential areas as shortcuts and usually are speeding when they do it
- Remove the politics and let the engineers do as they are trained
- Traffic signal timing is crucial. Drivers become very frustrated with the number of delays caused by inefficient traffic signal timing and take chances they otherwise wouldn't take, endangering other drivers and especially pedestrians and bikers.
- I don't think ANC drivers are willing to make changes to allow for safer walking and biking.
- Colors and even landscaping should be used to make bicycle traffic as obvious as possible while beautifying the area overall.
- Paying for equipment, people to maintaining what we build is more of an immediate need and return on investment than new projects.

- Several areas of Anchorage need to have lines re-painted.
- These ideas sound fantastic for both motor and other traffic
- Separate the bikes. Eliminate center left-turn lanes ("suicide lanes").
- Protective bike lanes are a must.
- Even with engineering positive changes, DISTRACTED DRIVERS (using electronic devices to text, talk, browse etc.) will not change
- I would love to see protected bike lanes/sidewalks. I think this is a huge problem in the winter especially when bike lanes and sidewalks become unusable due to snow being piled on them
- Highly reflective paint to mark the roads!
- Outside of my expertise
- I would like to see the white lines painted earlier in the year (sooner after breakup). This would benefit motorized traffic as well as alternate traffic.
- Integrated bike lanes can help slow traffic and make sidewalks more pedestrian friendly. Have panelists of cyclists and pedestrians review plans for accessibility and flow between nodes.
- Efforts like this should target specific needs, issues that of been clearly identified, and not blanket endeavors. I can see some places and situations where it is really needed and others where I don't see that much to be done.
- Get rid of the left hand turn at diamond to Braxton drive, instead have traffic stick to the right lane and create an off ramp for traffic to get onto Brayton Drive.
- Anchorage needs more bike lanes. Look at Copenhagen, Denmark as a model, please.
- Anchorage residents don't know how to drive with bikers in the same lanes as cars. We need separate bike lanes, clearly marked.
- I'm concerned that reducing lane size will increase rather than decrease problems. This is especially true in the winter when it is difficult to see lane lines due to the lack of municipal plowing. It might be defining who the problem is for. We shouldn't take a zero-sum approach. We have to assure safety for all people: motorized and non-motorized. We very much need to get our traffic lights synced up.
- Ban bikes from being in the roadways in winter, so dangerous especially when roads are plowed and bikes are sharing an icy, snowy lane with cars. Plow sidewalks and bike trails, we paid money to put those in around town, bikes should use them!
- We have a lot of streets with fences etc that block the road way. Raised Seward/Glen Highway interchange would make a huge difference going cross town
- Improving street lighting is very important.
- IMPROVE STREET LIGHTING, SEPARATE BIKES FROM CARS
- The traffic signals need to be timed so that vehicles are able to go from point A to point Z without hitting random lights in between. Coming through Eagle River this morning, I hit 4 red lights in a row.
- I think all new and updated roads should have bike lanes.
- I like that the city is working on the Muldoon area. They see a problem and are addressing it.
- Reducing lane widths will be a hard sell to the public?
- I've noticed that some of the measures meant to help sometimes harm- like putting in traffic circles- extremely difficult to get around rotaries on a bike without feeling like you are about to be killed. Also some square paving stones at intersections in my neighborhood are supposed to be good for calming traffic, but edges get filled with ice and so more slippery for bike commuting than smooth pavement.
- Improve traffic signal timing (it's an F I believe) and re-align turn lanes and provide more turn lanes, both left and right. Improve sidewalk surfaces for ride ability and walking
- To design human-friendly and easy-access and safe road, curves, sidewalks are extremely important
- Too many left turn lanes do not have NO U TURN signs.
- We need better bike lanes, including trails and sidewalks to trails.
- Again, stop turning into a no left turn city! Also, if you MUST make a median, use some common sense. Example: Muldoon @ Fred Meyers. Worst redesign ever! We've had more accidents and pedestrian fatalities there since the redesign than in the last 15 years that I can remember. Plus the traffic flow thru that area is horrendous, it made it worse. Previously, you had a light at the bus stops so people could easily cross with the lights to get to their bus. Now they have to walk 200 feet or more in either direction to get to a light, cross, then walk that same distance to get back to the bus stop. It's no wonder people Jay walk and then get hit all the time! If you don't want them to Jay walk, plant thick pokey bushes in the median.
- Lower speed limits; enlarge roundabouts
- any safety improvement to people who walk is essen-

tial

- This is a great general idea, but in these times of short funds, where is the money coming from to pay for this?
- Would need more specific info for an opinion. Decision makers should take in to account WHY there are more accidents... are drivers distracted, not paying attention? If so, changing the roads won't help much.
- narrowing streets may slow traffic but it also slows business not always a good idea. Business help with our tax base.
- Having lights timed with the speed limits will help slow traffic. Post that the lights are synched to encourage driving at the same speed. Nobody likes hitting every red light.
- Designers should be experienced with designs for cold weather climates. Not just book learning but actual design in Anchorage specifically.
- PLEASE modify traffic signal timing/use lights triggered by waiting traffic. I'm so tired of stopping for nearly every light, often with no cross traffic. It decreases gas mileage and increases pollution.
- The timing on lights, especially at night needs to be fixed. Lights should change with amount of traffic, not one set timing for all hours.
- I support traffic calming but painted lines and low medians are difficult to see in the winter months - need higher medians and maybe divots where the lines are.
- Simply painting bicycles on the shoulder of roads does not create a safe place to ride a bike, especially in winter, when both bikes and cars are more prone to sliding on ice. Bicycles in roadways should only be allowed in low-speed residential areas, as drivers become impatient with bikes moving at half the speed limit (example, E Street, especially on the uphill from 15th Ave toward downtown), and may try to unsafely pass. Completely separated bike paths are the only safe solution. Enforce use of headlights for better vehicle visibility and encourage light/reflective material use by pedestrians and cyclists at night.
- State roads are designed for optimal trips not for safety. A complete reversal of priorities needs to be made by the state to make anchorage roads safer.
- I like the idea of separate bike lanes, improving traffic signal timing. I do not like the idea of reducing lane widths with the number of buses, RVs and trucks that come through Anchorage.
- One way streets are extremely dangerous for non mo-

torized transit. Drivers speed and don't look around them

- great ideas
- It would be nice separated bike paths had lights.
- Be careful... "Slow" isn't in the modern world's dictionary anymore.
- The upgrade on Spenard is one of the goofiest engineering ever witnessed. After spending millions of dollars on the Elmore connection and then only realize that more turning lanes on Tudor were needed, better foresight on engineering is needed for utilizing funds.
- One way streets are extremely dangerous for non motorized transit. Drivers speed and don't look around them
- better snow removal in areas where bus transit is the mode of transport
- Redesign locations--more explanation/education/awareness of the why/need to redesign an area. Example--Muldoon road redesign adding turn only curbs. I think if more time was spend explaining why this was done that residents would have a better appreciation for why the funding was spent on this project.
- Need some roads to be wider and there are always pot holes; is there some kind of method to alleviate chronic pot holes - danger to the driver and public
- "Roundabouts scare me to death. I go out of my way to avoid them, particularly the one near Dowling. They might be great in theory, but everyone drives way way too fast.
- I wish we had a way to let us know when pedestrians are crossing. The car has a green light the same time the ped has the ""walk"" signal. Very dangerous."
- Separated bike lanes with a curb
- Stop building bike trails that are dysfunctional for riders and drivers. Most trails that are along neighborhood streets have stop signs for traffic that are past the bike trail. Often as a driver if you stop before the trail you can not see traffic coming. Build bike lanes.
- More patrol on foot for busy pedestrian areas.
- We need more road options for getting from one side town to the other.
- Without the proper infrastructure, safety is always going to be an issue
- I like the ideas and feel that with starting at the root, Anchorage should be using other cities as examples for cycling / traffic balance.
- Reducing the likelihood of high-speed contact be-

tween vehicles and peds/bikes is essential, as the latter will always lose.

- Hate the narrowing of roads. With snow it sometimes is not wide enough for two cars to pass. Independence Park, for example. It's more of a hindrance than an improvement. And I think money could be better spent on other improvements ... Redesign of heavy accident areas... Bike lanes, lighting,
- Protective bike lanes would be awesome!
- These ideas are excellent, especially improving street lighting and protective bike lanes. I might also add that striping of the streets is especially important (because it wears off so quickly). The addition of reflectors and the "bumps" to warn someone when they are traveling outside their lane is extremely important.
- Whoever designed the roads for Anchorage was NOT wise they made the roads with a small box mind & did not know how to design highways for growth, they should have copied Fairbanks AK engineers because whoever designed the Fairbanks AK highways was so smart.
- Often it is difficult to tell how many lanes a road has because the lines between lanes are barely visible.
- anchorage is doing well on improving traffic flow where they lack is road maintenance Alaska drastically needs better roads I have personally driven in a two foot pothole and it completely ruined my tire the roads need to be flat too just about every road you drive on has ruts and I think that is ridiculous.
- Stop doing roundabouts. This isn't Europe and we have a very different driving culture than they do. You fail to consider the traffic breaks that lights provide to feeder streets. Try crossing Dowling between the New Seward and Lake Otis during rush hour from a feeder street. You literally risk your life. When there was a stop light there, it provided a break in traffic for feeder streets to empty, now its terrible. A hill should have been built in the round about so that you can't see through the intersection and so you'd have to slow down and drive defensively. Now Dowling traffic just plows through because they have visibility through both roundabouts. When i said engineering was important in a previous question, i mean good engineering. Dowling was not good engineering
- There are enough safety precautions; unless a pedestrian is openly breaking the law, it is typically the driver who causes an issue. Slow driving mixing w aggressive drivers is a huge issue in this town.

- Get the bikes off the road!
- Bikers motorized and non do not have safety on the streets here in Alaska. I support all things listed above!
- Get the bikes off the roads
- I frequently bike to work and appreciate the bike trail system as I can ride to work without crossing any major roads. I do not feel comfortable sharing the road with cars or crossing major roads, especially during winter months. I think separate trails are better solution than bike lanes.
- I like the idea of more roundabouts rather than traffic signals at intersections.
- I think lighting is a big issue at night and that needs to be worked on. I would also encourage changes at areas that receive high pedestrian traffic, such as the Tudor Rescue Mission.
- I don't think narrowing the lanes in Anchorage would be a good idea. There are no lines 6 months out of the year.
- It should be priority in the budget
- The area by Barnes and Noble needs immediate attention. Brighter lights on cross walks, narrow lanes, heck no turn on red up and down Benson and Northern Lights.
- "I don't think lanes should be narrower.
- Lights should be better timed "
- lack of sidewalks and bike lanes means pedestrians and bikers are at unnecessary risk. Traffic light timing is poor and is noticeably different from other cities I have lived in.
- Highest priority - traffic signal timing modifications to decrease motor vehicle-pedestrian conflicts at intersections.
- Follow federal guidelines for complete streets
- Focus on making off street bike trails, do not try and add bike lanes to existing roads. Add a bike lane to the sidewalks- not to streets.
- Improving traffic light timing would be great!
- I do not think reducing lane widths would help to slow traffic. It is more likely to cause more accidents especially in the winter months. We do not need more bike lanes. The need for bike lanes would be for winter months, and I don't think that they would be cleared often enough to be utilized by bikers, especially if it is a separate responsibility with their being a curb or bollard.
- I don't think reducing lane widths would improve safety especially with Anchorage's population driving mostly SUV's and trucks. Not to mention commercial

vehicles and heavy equipment vehicles that have run of the roads during the summer and winter (when there's actually snow).

- Design needs more automobile (95%) and less walking/biking priority. Arctic and Spenard Rds are examples of poor design; Muldoon Road is better. Can't wait for the new Muldoon/Glenn interchange.
- Anchorage needs designated bike lanes. Glenn Hwy needs third lane each way, possibly a carpool lane?
- I often feel safer riding on bike lanes in the road than on a designated bike/walking path. On a bike lane at least drivers are looking for traffic, where often on a path drivers aren't paying the slightest bit of attention.
- Re-paint the lane markers on Gambell & Ingra more often!
- While these would definitely be improvements we have a vast gammet of drivers and they don't all have the same beliefs so it really wouldn't matter what kinds of improvements were made.
- Protective bike lanes would be extremely helpful! Many drivers are unaware of the bike lanes that exist and how far they should move away from a rider
- Separated bike and pedestrian paths are imperative for the safety of non-vehicular commuters
- Constantly improving roads
- I do not agree with decreasing lane widths- I don't think it would actually slow anyone down and in turn increase accidents. I do love the protective bike lanes. Removing obstacles near corners such as overlarge plants/etc and business/political signage would improve visibility dramatically- especially in midtown.
- Separate Bike Trails and sidewalks from roadways - create more bike and sidewalks within the municipality that are separated from roads by at least 3'
- Many streets are hostile to bikes and pedestrians. More crosswalks and sidewalks are needed. The sidewalks need to be moved back from the street in many places and/or cleared better and more frequently in winter.
- I agree with the proposals except for making lanes narrower. With so many RVs and boats in summer out on roads and then lane narrowing due to snow in winter... Narrower lanes would not be safer for anyone save telecommuters.
- I'm especially passionate about lights, traffic signal timing and looking at locations where fatalities have occurred.
- Seperate bike lanes in anchorage is a must for the

safety of riders

- Making people feel safe walking or riding, especially on main thoroughfares through town will make it more enticing and motivating to use alternative modes of transportation. The bike paths on the green belts are awesome but not time effective for commuting for most people thus people will ride along major roads to work, which are less safe but faster. Making designated bike lane and even creating barriers between riders and cars would also force drivers to give riders more room and hopefully, respect.
- This is a comprehensive and thoughtful list.
- I don't like the idea of reduce lane widths
- I am not necessarily a fan of protective bike lanes if they are not maintained. I would rather seen well designated bike lanes on roadways.
- It is unreasonable to think bikes mixing with vehicle traffic can ever be safe.
- I work on the ANTHC campus and the congestion and flow creates concerns for me in terms of safety and access to the hospital.
- I think the most brilliant system in use is the coordinating traffic signals on 5th Ave., so if you drive the speed limit, you never hit a red light. Please don't reduce lane widths, the lanes are already so narrow that it feels unsafe to pass a bus or large truck in the next lane while driving a larger vehicle. The other ideas above all sound helpful.
- Urban biking in Anchorage is extremely dangerous-- there are hardly any bike lanes. People are expected to ride on the sidewalks which are narrow, with lots of gravel and cracks.
- Our city was designed for cars. We need to come up with a plan that respects and protects all forms of transportation. It's about being inclusive and proactive.
- Reducing lane widths needs to avoid reducing space for vehicles/bicycles on roadways. Don't reduce lane widths if the result is forcing bicycles closer to other vehicle traffic. Traffic calming done in some neighborhoods involved addition of "curb bulbs" at cross streets that cut off the bike lanes forcing bicycles to merge into live traffic at speed or run into a curb and/or concrete planter. This is highly dangerous and should be avoided at all cost.
- While Engineering is important, attitude and education is everything. The mayor needs to instill an attitude within the community that bicycling is a way of life and a legit form of transportation. Including

commercial campaigns to watch for bicyclists. But also, the city may need to instill campaigns to give bicyclists reflective vests and stickers for their bicycles also in addition to engineering.

- I think our transportation routes are well engineered; if users would pay attention, there would be no problem.
- Panhandlers going into traffic are a problem as is not obeying rules for walking across roadways. Bicycles should follow traffic rules and be cited if they do not. Running a red light on a bicycle in NY gets you a \$500.00 fine.
- they all sound great
- This focuses a lot on bike safety. As a person who loves to walk, many of the trails (particularly Chester Creek which is near my home) are often made dangerous by speeding silent bicycles. This is a problem particularly near Valley of the Moon park where children run from the play equipment toward the creek sometimes without looking for zooming bikes. I'd like to see more pedestrian only spaces. In the winter the sidewalks are often impassible for pedestrians (I live near arctic and often see people walking down the bike lane) this is often reversed during the summer when bikes are on the sidewalks because the roads are so dangerous. Maybe protective pedestrian lanes too.
- bike lanes probably the most important
- There need to be drastic changes to street layouts. The vast majority of Anchorage roads are hostile to any non-car transportation. There are way too many streets without sidewalks, or with tiny sidewalks right next to a busy road. That's unacceptable. Streets should be designed to prioritize non-car transportation, as it is vastly healthier for the city in many ways. At the very least, cars and non-cars should be given equal priority. Even the best-designed streets in Anchorage still don't meet that standard.
- Start prioritizing vulnerable travelers over automobiles instead of the other way around
- Improvement have been made to desperate the three speeds of transportation... More needs to happen
- Creating more pedestrian friendly crossings at signals.
- Main traffic corridors (Tudor, Northern Lights, 36th, etc) have few features that remind drivers that they are in busy urban streets. The lights, lane configuration, and straightaways encourage driving at 50 mph+. Four quick pedestrian features that deserve

more study: 1. crosswalks that require pressing a button (or one never receives a crossing light) may not be used as much as those that don't require a light. 2. Sidewalks often abutt the main traffic lanes very closely (Tudor over New Seward, Northern Lights and Muldoon) that surely increase the potential for accidents. 3. Sidewalks or bikepaths that are perforated by each and every business driveway are all but invisible to drivers. 4. Bikepaths on the "left" side of the road are not seen by drivers who approach the road to take a right and do not look ahead (their right) for oncoming traffic (which would not be cars, but only bikes or pedestrians)

- Some vehicle-pedestrian accidents could be decreased if pedestrians would use lights and crosswalks, even if it means walking a bit farther!
- More bike lanes
- Visibility of pedestrians and bikes is a key component
- Make downtown a destination for pedestrians and bikers; traffic is too fast and is just passing through
- This is Alaska if you want Seattle or Portland move there. We should keep our pioneer heritage and not be lemmings.
- We need to protect bikers/walkers and educate about roundabouts!!!

■ Do you have any feedback on the above (education) ideas?

- Individual responsibility for their own safety has to be a part of the plan.
- Making drivers more aware and accepting of bikes on the road is super important. Or improving the connectivity of the trail system to where bikes don't have to go on the roads.
- n/a
- All of the ideas above are useful if done well for segmented audiences. One size message does not fit all and is a waste of money. More bike/ped ed in elementary and middle school, not more bike rodeos, but education that is effective.
- Our city rarely holds informational campaigns about traffic changes (for example, the flashing yellow lights at intersections instead of a turn arrow). Lots of education needs to be a big part of this campaign going forward.
- Even with education some people just won't care.
- Education is incredibly important. Educating bikers about road laws is important too.

- More education about distracted driving
- Requiring drivers education (at least for licensees under 21) to obtain a license might eventually make a difference.
- I Agree education has a major role to play here but the effort is trying to inspire a major culture change and that can't be accomplished alone by any of the suggestions above. Built environment influences your progress so much more. As more bikers/pedestrians are able to safely use the road, the education around sharing the road seems to follow.
- use social media , contests, and activities to reduce traffic related injuries and deaths
- This is absolutely the most important part, for bikers and drivers alike.
- Drivers probably need the most education
- Drivers are very rude to riders. Throwing things and verbal assaults. These should be a criminal act with penalties.
- Drivers test have little to no information on driving I.e. Nothing about pedestrians cyclists.
- See above answer
- Encouraging people to recognize the reality that the person riding the bike or walking is someone they are somehow connected to in our community. Their safety is everyone's responsibility
- We need more information for drivers about right-of-way for all users.
- Incentivize to create value for non-commuters less your target will be people that already know what you teach or their children. Unless it's something completely new, then a heavily marketed education campaign is really effective.
- Education is really helpful, unfortunately with the Jeff Dusenbury incident, it set a precedent that makes me feel as though bikers lives are not worth as much as motorists.
- The benefits of being able to safely travel are huge. We share the road and can all be successful. The recently amended fine for using a phone while driving, and educating folks about the risks, may help.
- Non-compliance of trail/road laws for all modes is frustrating. It is indicative that people do not understand the rules, but also that the design does not accommodate the transportation appropriately. Cars shooting across 4 lanes of traffic on N. Lights, Cyclists switching between sidewalk and road riding, etc. A lot of this is caused by poor infrastructure. Maybe the sidewalk starts and stops, so the cyclist doesn't have

a choice, or there is snow piled on the sidewalk so the pedestrian has to walk in the gutter/street, or a business has a curb cut too close to the intersection and the car cuts across traffic. Education is important, but sometimes you just can't comply because we are victims of poor design.

- public needs to be educated on just how big of an INCREASING problem distracted driving is; addressing that would address numerous other safety factors. Education is part of the picture but engineering controls are much more effective (as you probably know)
- Increased signage along roadways to remind drivers when they're thinking of other things.
- "Updating the DMV manual would be a start. Requiring drivers education in schools would be highly valuable. We have parents/adults who do not know the rules of the road teaching children how to 'not' drive.
- Overturning the mentality that roads are only for automobiles needs to be addressed. Alaska needs to have a Vulnerable User bill. There is no consequence if you hurt or kill someone with your vehicle. Only a ticket for running a red light, not stopping, etc.
- I would love to see the photos and advertising of the people on bikes (cyclists are people campaign) posted to a number of the city buses as well as a 'share the road' comment. I created and started work with Senator Wielechowski on a 'Share the Road' license plate but it didn't get far."
- I like including this info in the DMV manual -- add it to the permit quiz!
- I think all of the ideas proposed above are great! We need to continue engaging the youth, but find ways to get folks who already have their license educated on new/changed traffic laws.
- Be visible campaign for walkers and bikers.
- Assimilating traffic safety information in K-12 subjects could have a very positive impact on driver/pedestrian/rider behavior, but it must start in K. Driver Ed in high school is too little, too late.
- I'm not sure any of these measures will reach the people who are really at risk. Seems like the people who get killed are adults who cross where there is no crosswalk in the dark. Putting up barriers so they are forced to use crosswalks would help.
- Education is important, but it's not enough. People drive the way streets are designed for them to drive, no matter how they are 'supposed' to drive.
- See previous suggestion about people not coming to a stop prior to the stop sign and looking both ways.

- Education has to be a component, but vigorous enforcement of road rules will go further, quicker.
- All are excellent. The key education message (paired with the message the road design communicates about speed and car-priority) should be: "we care about cyclists and peds" and "bikes can be in the road and you should respect them"
- Education is very important, but the most problematic drivers will never be receptive. They need to be managed first through road design and traffic enforcement, and there are a lot of problem drivers in this town.
- Communicate to drivers that bikes have a legal right to be on the road and cite drivers who harass bikers
- Education needs to be incentivized and localized.
- Driver education is key, hardcore alternate commuters tend to have scrutinized regulations and laws already.
- Education is important but has limited impact. People keep running red lights and they know it is wrong. They speed and know it is wrong. While we need more education it should not be the priority when it comes to fiscal allocation.
- I do not watch television. I'm not sure how useful this kind of campaign is versus the cost.
- If people don't understand the danger of driving, they can't heed it.
- "- Assertive language on bike signs (i.e. ""BIKE ROUTE"" not ""SHARE THE ROAD"").
- - A specific place to report harassment on the road from vehicular traffic that is formulaic, that allows people to fill out plate numbers, time of day, and location. "
- Include seminars at schools so that young drivers & cyclists become more aware of the safety issues.
- Need bike n pedestrian law on traffic exam for motorists
- Some traffic issues may be related to ignorance of the law, rather than outright carelessness. For example, changing lanes at or within intersections. The white lines are there for a reason, but I think many don't understand.
- More maps and signs could be helpful but I think people don't ride to work because of safety and discomfort in winter
- Educating the public is expensive. Select systematic/policy education like the DMV manual and make sure you get lots of earned media around the change.
- Please include APD in this effort
- I really think there should be a media campaign educating the public to look out for pedestrians and bicycles and to give them right-of-way where they legally have it.
- Our drivers are stupid and no further education will improve that.
- Too many people do not know or understand pedestrian and biking road rights.
- On the road signage
- Can we educate officers to make better analyses of car/pedestrian and car/bicycle accidents? Cars do have brakes. Why do the pedestrians and cyclists seem to always be at fault when a car seeing a pedestrian or cyclist can certainly slow down?
- social media campaigns, visiting and surveying high schools and college campuses
- When I first moved up from Oregon, that year there were multiple auto-bicycle accidents where the biker was in the right/driver made a mistake that injured or killed the biker, and the articles in the paper all cautioned bikers to be more careful without saying anything about the drivers! Share the roads, eh?
- You can make things perfect and dumb/ignorant people will find a way to make it unsafe.
- Fundamentally our Legislature needs to make the laws stiffer for drivers. Pedestrians and cyclists are not second-rate citizens. If a driver is at fault, and they don't leave the scene, they are basically slapped with a fine. If laws were more stringent (like the threat of losing their license for a period), then drivers would wake up and respect pedestrians. As it is, drivers feel entitled and pedestrians are considered second class citizens.
- It needs to be self explanatory or it will not happen. You can update DMV manuals and TV ads, but that is not going to change behavior.
- Require all drivers to recertify their drivers license with a driving test every seven years
- Educating all modes of transportation on respective laws is necessary. Additionally, using the education tool when penalizing motorists for vehicular homicide prosecutions could be useful.
- DMV and driver education is KEY to safety.
- Drivers need to learn to expect cyclists, and cyclists need to obey traffic laws (as written, perhaps we should legalize the Idaho Stop)
- Thank you for the opportunity to take this survey.
- Teach everyone the rules of the road for all user groups

- Any way to somehow require an annual or 5-year on-line or in person “test” or mandatory reading to raise public awareness?
- as more people feel safe, more will bike, and there should be a positive feedback loop
- I really like the idea of bringing information to the schools. The things I remember the most about safety, were essentially engrained into my brain by hearing it as a young person over and over again. For example even more recently in my adult life the watch for motorcycles bumper stickers you see everywhere.
- The development of pedestrian-related skills in children, perception of dangerous locations, practical training will be the most effective
- enforcement , engineering and education are the most significant
- Provide funding to non-profit organizations with a strong history of public health-based traffic safety promotion
- Mandatory traffic safety education TESTS at time of license renewal. .
- Anchorage has a unique opportunity to improve the quality of life in Anchorage through proper planning and implementation of proven strategies. To make Anchorage the Number One Safe and Fun Winter City on Our Planet !
- Most people mean well, education would help
- I love the “I bike” adds. All of the above ideas are fantastic. Also, while some would see as a bit extreme, why not require drivers to Renew their license with at the very least a computer test? We currently don’t have a system to re-test driver knowledge and remove unskilled/uninformed drivers from the street.
- Alaskans need educated on how to merge onto highways
- There is a mentality with drivers that they OWN the road and bikers should not be on it. I drive and bike and I pay taxes. We should have a campaign that roads are not just for cars - roads should be built for multiuse so that car drivers don’t think it was made for just them. I was almost hit by a truck because the driver didn’t like me biking on the road. Car drivers think that bikers should be on the sidewalk, well that is dangerous for bikers because bikers are going at 20 mph and could hurt a pedestrian on the sidewalk. Also, the sidewalks are not meant for road bikes. The coastal trail from Kincaid to Westchester is a joke for bikers - large groups of people will walk right in the middle with no thought to others around them - bik-

ers come around the corner and almost run into them - or I end up asking them move aside and they turn around and see a biker with a look of amazement on their face that a biker is on the coastal trail. I avoid the coastal trail during peak times because too many people on it and they don’t observe common sense logic like stay to the right.

- Motorists (and police officers) do not know the laws for biking in Anchorage. They need to know that statute 9.38.060 A. 1-4 give bikes the right to take the lane for safety. They need to know that it’s safer to take the lane than bike on sidewalks or hug the curb.
- Only if it’s accompanied by some form of consequence, a higher bar to pass to be allowed to drive, etc. Education doesn’t help when people are driving on autopilot.
- It seems most people who drive do not know how to handle pedestrians or bikers (at the same time, those groups also don’t respect rules and can cause traffic issues of their own). There is an ineffective hierarchy of superiority with cars thinking they always have the right away, then bikes, then pedestrians. (Riding on not wide sidewalks makes like dangerous or pedestrians especially when biking up from behind and giving no warning). More education-- both DMV-led and public campaigns would be excellent.
- Improved signage for roads, drivers education in schools starting in elementary school. Get insurance companies to support education of drivers. Stop closing down roads when there is an accident. Waste of time, there has got to be a better way to figure out accidents.
- Education on the theory and rules isn’t going to be effective without enforcement
- Bicycle laws are not exactly the same as car laws. In some parts of town bikes should be on paths and sidewalks, but downtown they are banned from sidewalks. It’s like fishing regulations! How can we educate bicyclists and drivers as to what is legal/appropriate for different locations??
- Education only goes so far. We need physical changes in traffic flow that make our community more pedestrian and bike friendly.
- This has to be a community effort--there needs to be some kind of consensus on priorities or the efforts won’t be effective. You can’t pit one group against another.
- I think drunk driving represents the biggest safety concern, increased education in that area should be

focused on

- Increase awareness via outreach campaign...use the hospitals, health community and enlist them in this effort...high schools, university. Prizes for the best video entries...enlist the Bear Tooth Theater...to hold the contest.
- Public messaging campaigns are a waste of taxpayer dollars. Those that break the rules don't care that they are breaking the rules.
- I think there should be invitations to a traffic safety class or course when people come in for the first time from small villages. I worry that these people don't know how to deal with traffic, cars, or being a pedestrian in a city.
- Cyclists will be less opposed if we can get that large # who follow.no rules to get with the program.
- Better education as part of getting a drivers license seems like the most proactive measure Anchorage could take to make sure new drivers who are more likely to have accidents know bikers and pedestrians fit into the transportation picture.
- Issue more traffic citations with increased fines and require refresher course for 6 points or more
- Education is very important but segments of the population are resistant and uninterested.
- Reinstate in-school drivers ed
- Prioritize education of bikers
- Hooray for all of the above. And, I would love to see more focus on education/responsibility for drivers and a more diverse education campaign that represents the different cultures, ages, income levels, and housing situations of bikers and pedestrians rather than only middle + class white people.
- Many of us do not know the rules surrounding biking on public roads leading to frustration and safety issues. PSAs about where bikes should ride, rights-of-ways and driver responsibilities would be helpful in educating and reminding all users.
- See question number 13
- Better enforcement of existing and any new laws would go a long way
- "- Drivers in AK are ignorant of the laws as they apply to peds & bicyclists, and are poorly schooled because of a lack of affordable drivers ed in HS. The rules of the road need to be more thoroughly covered in the State DMV drivers manual and included under the test.
- - Drivers need to be educated on what the different speeds mean for the survival rate of peds/bicyclists.

For example, an educational campaign on what 15 mph school zones mean for the survival rate of a child struck by a car versus 35mph.

- - Older drivers need to receive updates and reminders of the important rules of the road.
- - More enforcement and stricter laws on ped crossings need to be put in place. For instance, when I was traveling in Calgary Alberta I noticed there is a law that cars have to stop when peds are approaching crosswalks - in Anchorage you practically get run over by numerous cars while IN the cross walk (and there are statics to support this). <http://www.calgary.ca/Transportation/Roads/Pages/Traffic/Traffic-safety-programs/Pedestrian-safety.aspx>
- - Educate ANC taxpayers on the costs to everyone. Crunch the numbers and inform residents how much more we're collectively paying for car insurance because of the higher accident rate/higher insurance costs. My USAA insurance raised my premiums when I moved back to ANC from Juneau because they considered Anchorage ""high risk"". Then compare it to what enforcement would cost using traffic camera's versus police enforcement. What does that mean in tax dollars/savings to residents?"
- Teach driver's and bikers how to coexist better.
- The driving test is too easy, not enough education given about rules, people do not know how to drive on the freeway!
- It's not only the drivers who need education. I see tons of cyclists who have no clue what the rules of the road are and who has the right of way. In their mind, they're the king of the road and you better give way to them no matter what they do.
- People will absolutely hate it... but maybe every 5 or 10 years when it's time to renew their license, they should have to pass a quick (on line?) test that reflects updates to traffic regulations. Kind of make them do a refresher course.
- If bike riders are going to use the sidewalks, they need to yield at all intersections regardless of the traffic signal color
- Involve businesses, schools, churches. This is OUR community!
- Once you pass your drivers test, nobody ever looks at the rules of the road. There should be a required online course/ test every 2-5 years. I had to take an online defensive driving course for work, and it provided a lot of good information and important safety reminders. Public safety reminders are also great

ideas to keep people thinking about staying focused and not getting distracted.

- how about real jail time if you kill someone with a car. seems like if you are a white girl with connections you can get off free. this is proven multiple times over the years. we will vote all of the privilege makers out.
- Increase visibility and commuter numbers so that the education is helpful. People likely won't put their bike education to use if they never see any bikes. Our trails are generally separated from traffic.
- More media coverage may have an effect. Most dangerous drivers do not drive that way because they don't know better. They just don't care. The only thing that will change their behavior is better policing and more consistent prosecution of offenses.
- To encourage and inform bicycle ridership, there should be a policy in which the first violation can be waived if an online bicycle safety course and exam are completed.
- Drivers, bikers, peds have the least effort required to use roads and are the least targeted for improvement. Recommend more quizzing, media, and use of safety gear to promote a safety culture - make safer actions more acceptable on the users' part.
- Education doesn't always cure rudeness or lack of common sense.
- Bike safety some bikers think they own the road and actually don't
- I think both cyclists and drivers need better education about cyclists rights on the road. Cyclists riding in traffic and using bike lanes also seem to need more education on the rules of the road etc.
- I see quite a lot of pedestrians and cyclists on the wrong side of the road. I was taught to walk against traffic and bike with traffic. that is frustrating to see. More PSA's on this would be great.
- Build it and they will come.
- This is an excellent idea.
- Anyone can ride a bike (no license) but drive a car and you have to be licensed. Bike education for those riders is lacking. People don't wear helmets or follow laws when on roadways. Majority of people look out for bikes but bike riders assume drivers of cars see them and can anticipate their moves.
- Bike/pedestrian training needs to start in the 1st grade and continue through high school
- Better education for bikers on the laws about intersections so fewer fly through and get hit.
- Please see my previous comment on defensive driv-

ing.

- I think the best education is to start giving out traffic tickets.
- I think the driver's test needs to be harder. I don't know how half the people on the road get a driver's license.
- Public inebriates (both drivers and pedestrians) are a large factor in traffic related injuries and deaths - will this be overtly addressed?
- To educate people how to drive, how to behave on the sidewalk, how to follow the traffic rules are extremely important
- We need better safe driving courses for teenagers, easily accessible.
- Education is important, but not effective without enforcement
- more lighting on bike paths
- Education is key! In other countries it takes 20 pages of questions to get a driver's license, not 20 questions (of multiple choice). In this country, almost anyone can get a driver's license. Most do not know the laws (for example, pulling into an intersection and sitting there, or changing lanes in an intersection, and I've never seen anyone signal when they are exiting a roundabout.)
- Drivers need to be educated on how to drive a roundabout. Too many accidents continue to occur there. Educating commercials would help like Click-it or Ticket.
- Require passing a written test for drivers license renewal.
- Pessimistic about whether public would pay attention to educational materials
- Educating cyclists is also important. If they insist on riding in the road, they must follow the rules of the road and not pick and choose. For example, they should signal turns, and cannot run red lights just because there is no opposing traffic, or ride the wrong direction in a lane when it is convenient, or jump off the road to cross a plaza so they don't have to wait for traffic. If they don't want to follow the rules of the road, they should stay out of the road, period. Consistency is one key to safety.
- Drivers desperately need education on how to drive around peds and bikes.
- More traffic education for K-12 youth may be helpful, but should evaluate current knowledge to set baseline and evaluate efficiency of program. It may be hard to show this has a direct effect on reducing

traffic accidents since there are so many potential variables.

- I don't think information in and of itself is enough. Maybe a massive media campaign but really what you need are penalties for doing the wrong thing.
- Despite flashing lights during school hours, drivers are still speeding through school zones, additional police or bumps to decrease this. Also - education that even if there is a one way lane - drivers need to look both directions before turning. Last year witnessed a driver turning South from Azurite to Lake Otis Parkway - she was only looking North and turned - turned directly in a youth on bicycle that was going North - he probably should have been on the other side of the road but still - drivers not paying attention. Would also like to see less pan handlers, less folks waving campaign signs, less of folks in medians that distract drivers. Also step up enforcement on driving and texting.
- Require bicycle riders to engage in minimal education and require license to ride on roadways.
- yield to pedestrians, would be a good start
- I like the focus on increased media coverage for traffic safety, especially in the areas of merging into traffic from middle turn lanes (I see other driver tendency to drive down the middle until they can merge) and turning into traffic into the correct lane (first lane vs. the second lane).
- This is probably my number one priority. We need reminders about what is and isn't OK when driving and what rights cyclists have.
- Public awareness is crucial to creating change.
- Visions take education-period
- Don't drivers already know this? The problem is not lack of information but attitude, and that is not so amenable to change.
- I think bikers need the education. One should have to obtain a license to ride a bike in main roads and be educated to wear reflective clothing and fined for wearing dark clothing ... They are the ones who cause accidents ... Not the motorists who can't see them at night.
- Please include bike safety in driving test and driver's ed courses. Also teaching drivers to get in the right lane when going slowly is a huge issue in this city that inhibits traffic flow. Traffic laws in general are not well known and drivers are much worse here than any other U.S. city I've lived in.
- Excellent ideas - Lighting in particular
- Sometimes its the pedestrian and people who ride their bikes (not all) but they are not being safe on the roads there are times I've seen them not care if there is a vehicle coming and they sometimes act like they own the road. I would see it and think the pedestrian and bikes are being unsafe and if anything happens the vehicle will be the one in trouble and that's not right.
- Drivers need to be better educated in how to share the road with other forms of transportation.
- Public transportation in Anchorage is embarrassing. Bus operations, schedules, commute times and stops is horrendous. Elementary students in major cities can use subway system for free and feel safe, yet this is not available, nor safe in Anchorage? Also, there are students in the School system that would love to attend school- for many it is their only source for food. Yet, public transport times are take so long, nor are stops safe, and it costs money- so students will stay home or be truent over not having a transportation method. Again, embarrassing. The School system and the Public transportation system should combine forces. This could eliminate costs and increase success of Vision Zero. It is amazing to me, as a life-long Anchorage, that no Mayor has considered this. Also- 15 years ago I wrote Mayor Mystrom that public bus stops need more safety & maintenance (I would use these as my method of transpo for school and I would stand on a ungroomed bank on the side of Old Seward hwy- as a 11 yr old!), his response is this is a "State of ALaska issue," and to write the Governor. That was the response to a (then) 14 yr old. Embarrassing. Hopefully Mayor B's staffers can provide a better solution.
- As a driver there should be some sort of annual test to ensure that education is on going.
- I think those are all good ideas, especially the media coverage and kids' education.
- Teach people native to Alaska how to properly merge
- I routinely see people jaywalking and crossing streets inappropriately. More than once I have had to slam on my brakes or swerve to avoid hitting pedestrians.
- Definitely more public service announcements
- new to area, not able to get a printed DVM manual to learn Alaska specific requirements - it's a barrier. education is a passive fix and less effective than mechanical fixes (like sidewalks, better roadways, lighting).
- short videos on the people mover. public announcements on FB,Twitter, TV, and radio.

- Mayoral support for education can entrain the community.
- Make the high schools include drivers safety in their curriculum- the issues of texting and driving, drunk/ drug driving
- moving bicycles should also be removed from parked cars so the bicyclist doesn't get hit by a car door opening. traffic calming through narrowing neighborhood streets. Reminders through public announcements, street signs and on the outside of the busses to be mindful of sharing the road with nonmotorized users.
- People know what to watch out for, but reminders never hurt.
- Public safety messaging campaigns and safety education for K-12 youth should be a priority for the city.
- There needs to be a way to tell bikers how to behave. Cars are confused by people switching from being a pedestrian (riding on the side walk) to being a car (riding in the road). so many people cut across intersections and it makes drivers mad
- It'd be nice if people listened, but I see no indication anywhere that they (we) do. More education in schools would be the best of the listed Education alternatives.
- Promote REDDI Campaign. It is already well advertised but perhaps success stories? Catching drunk drivers? Where are they now segments?
- I'm just really tired of being treated like (1) cars own the road and nobody else should go anywhere near them; (2) I'm the one that has done something wrong if I get hit by a car or have a close encounter. Too be honest, I don't know if any of the above will actually work. I've tried to do environmental outreach before and it's pretty touch to change peoples ideas. When I got hit by a MOA garbage truck (that was fun), the driver thought that all bikers had to stop and walk across intersections. Maybe the muni could start with educating it's own commercial drivers?
- Money spent on this is unlikely to have any significant effect.
- I really like the idea of educating yhe kids on school this would begin to teach them awareness and mindfulness for sure. But like I was saying any improvements would be a benefit because the needs of the people are changing to become more technical.
- People need to be aware of bicycle laws
- People aren't stupid, they're ambivalent about traffic laws and know they can get away with aggressive and distracted driving most of the time.
- Special emphasis during mandatory classes on bicycle safety
- I think if you get a ticket for jaywalking or bike or car violation you should have to do an online educational session to get it cleared up instead of a fine for 1st violation.
- I bike to work a lot. And I enjoy recreational running and biking on trails. Honest to God bikers can be such assholes. If I'm running with a dog let me know you're about to pass so I can ensure I have tight control of my dog for YOUR safety. And top speed is inappropriate for mutli use trails. Bikers have a very poor reputation due to their behavior. This in turn promotes bad behavior and attitudes from drivers. With fair enforcement of biking laws I think bikers would clean up their act and drivers would improve behavior.
- Education is hard to implement and change people some are just set in their ways. Changing the actual roads creates change.
- Public awareness via paper materials and signs is great, but drivers aren't going to pay as much attention to them unless they have to also deal with a large number of actual riders on a regular basis throughout town and learn to share the roads with them. Fewer frequent encounters with riders just makes drivers more ignorant and frustrated because.
- I believe this is the most important item. I have been honked and swerved at when cycling in the bicycle lane. People use the bike lane or shoulder as a turn lane. And so on.
- Education, while important, will not impact bike/pedestrian mentality who think they have the right of way entering vehicle traffic.
- I think increased media coverage would help lot as well as increased awareness of cyclists legal rights.
- Drivers definitely need to be taught how to share the road with others. Anchorage drivers don't have a clue about right of way.
- There needs to be education for drivers about interacting with cyclists on the roadway. Also, there needs to be education for cyclists how to properly use the roadway.
- This is the most important to me. Make bicycling a way of life in Anchorage through PR campaigns.
- These are all excellent ideas; sadly, "the stupids" will always step out to undermine all education efforts.
- they all sound good
- social media is most important. More tickets for bicyclists who don't follow traffic rules. I've seen so many

run red lights and bike the wrong way down one way streets almost causing accidents. Maybe there needs to be more education for bicyclists.

- need more driver education as many do not know rules about not tailgating, too much distracted driving with phones, and distracted walking, not paying attention and far too much speeding, especially with young drivers, energy drink impatience??
- This is secondary to engineering but still important. All drivers, bicyclists and pedestrians need to know their rules and responsibilities. However, it's useless without enforcement. For example, every driver already knows it's illegal to stop in a crosswalk, or to simply roll through it without even stopping to make a right on red. But they do it anyway -- in fact, that seems to be the norm in Anchorage. That won't change until police start pulling people over and giving them harsh fines for that dangerous, thoughtless behavior.
- Anchorage motorists are clearly ignorant of the laws and realities of bicycle commuting, as I get routinely harassed for using the road, even downtown where I'm legally required to, but it's the only place they're looking. A 20 MPH vehicle is way too fast for side-walks but angry motorists refuse to understand that.
- There is almost no education. Especially about sharing roads
- Educating elementary school kids - its sticks with you for life
- Drivers know they can get away with terrible behavior so that's how they drive. Make phones while driving illegal including hands free. Jail people who text and drive.
- I don't know what evidence exists for this form of public education, but if it's proven to make a difference, I encourage it.
- This is a tough one because it is the most obvious of the "Es" but it is also the hardest to do effectively. Current education efforts are a failure at best. Many publicly funded education campaigns are so safe they are boring and ineffective.
- I think the program that was just done before summer at Service High School, regarding drinking and driving, was well-done and bears repeating at other venues where there is a captive audience.
- More education on bicycles using the road system for EVERYONE, drivers and cyclists alike
- we have rules and laws already why do more
-

■ Do you have any feedback on the above (evaluation) ideas?

- Survey tracking of alternative transportation behavior is important, both attitudinal and behavioral.
- n/a
- Bike injuries should come from trauma registry, police reports have been found to grossly underreport injuries and severity of injuries. talk to the traffic records coordinating committee about integrating records. They have been working on this effort for years. It is not a health care provider issue. It is a higher up policy issue that involves HIPPA and privacy issues.
- It's important to have this information in an easy-to-read way, like infographics.
- Need to include biking and walking in all traffic counts.
- Volume data on ped/bikes seems to be ignored except for occasional (one day/year) efforts driven by private nonprofits. Muni should include this information in all traffic engineering decisions.
- Fund programs that work and share the programs
- The DOT does this already and keeps good track of the data.
- See above answers
- Is what we are doing working? If not, change it.
- Most important.
- The results should be shared as part of the educational component.
- There are probably some "false positives" in the data, e.g. people who die while jaywalking across the highway in the middle of the night. Analysis method should give those less weight. Not all traffic fatalities are created equal.
- Make all of the 5 E's a priority in the budget.
- We already do many of the items above. The key is getting people to understand the data is already available and how to interpret the data.
- Anchorage is still in its infancy when it comes to engineering and design of roadsides that accommodate non-motorized transit AND few drivers are educated in how to drive in the few areas that currently accommodate bikers and pedestrians. This makes engineering and education critical components of this program.
- It's difficult to focus attention where needed if you don't know where safety problems are existent.
- Data is important to ensure money goes to the most effective changes.

- Necessary to use data to establish most utilized routes, most dangerous routes, and to target these as areas for intervention first.
- Good stuff, but not all of this has to be new. For instance, there is a lot of national research on engineering measures that we can adopt without a five-year crash data lag.
- This is fundamental.
- We already know the major problems. Its time for solutions. Tracking is important but should not be the priority.
- Data is important to support decisions and counter peoples emotional resistance to change in the policy arena
- If you don't track it, you can't change it. People need to know risks.
- Many incidents are not reported; must educate people on the importance of reporting the injury.
- Monitor levels of use of different modes of trnsport
- Identifying areas where bike lanes should be would be helpful. Maintaining the paint on lane boundaries is critical.
- If there are zero fatalities, it will be easy to evaluate.
- Education does not have the impact as enforcement because there are no consequences.
- Please use data--it's not just the crash, its how, when, where that will help us reduce deaths.
- Need much better data on walking and biking volumes combined with crash data to really understand what is a problem and how to fix it.
- It's important to evaluate what's working and what's not. But then using the information for actual on-the-ground safety improvements is critical.
- If we want to continue to make Anchorage more pedestrian and cyclist friendly, having data is the best first step.
- these are excellent ideas already!
- We have to know where we are to determine where we want to go!
- This will help find very poor areas.
- I am not sure what this effort would provide. It seems more retroactive than proactive.
- Important, but I do not think you have or should have the money to do this effectively. I think it is a nice to have, but I am not willing to pay more property tax or reduce things at my son's school for it.
- Make pedestrians more accountable...jaywalking while drunk/high is causing many of these incidents. Why aren't the native corporations stepping up to

take care of their people?

- Evaluation is necessary for new projects, but not an immediate concern of mine.
- Yay data of traffic fatalities... I'd argue this data is better representative of where traffic is designed to move far too fast next to pedestrian infrastructure, not data that should drive pedestrian improvements per se. But yay data...
- Traffic Safety section has been tracking data for years, need to disseminate it.
- It is very important to see if the methods the city is implementing are actually working.
- Collecting and tracking baseline data will be an important piece of the puzzle.
- Evaluation is important only as far as it feeds action. Feedback needs to lead to education, plan development and implementation.
- make it public
- collect bike data on roads so we can track denominator for injury rates and conduct research to determine whether teaching bikeology curriculum to youth improves their driving skills- including perception of risk and safe decision making when they become drivers. Include trauma, hospital discharge and EMS data to track injuries, not police crash data. Work with Alaska Traffic Records Coordinating Committee in their effort to get crash and injury surveillance data linked.
- Extremely important now that pot is going to be smoked as the dregs of society and the valley trash drive into Anchorage on a daily basis.
- Seems logical
- Have system for public input of problems or incidents. Of close calls can be tracked and analyzed perhaps future fatalities can be avoided.
- You can't fix things if you don't know their current situation
- Our volumes are too low. Common sense doesn't require so much study time and miney
- We need to know when and how people using non-motorized transportation are being hit and killed in Anchorage, and that data needs to be disseminated.
- Use GPS to figure out how car accidents took place, use a drone to photograph the accident scene. Stop closing down roads.
- When you collect the data you should also ask people to list and comment on contributing factors.
- Map it!
- Being data driven is extremely important but mon-

itoring how existing infrastructure is performing should only be one part of the planning process. We should also be prioritizing completely outside the box thinking that allows us to completely redesign our community if there is a better vision that involves going back to the drawing board.

- This will help reinforce the priorities that are set and the education efforts.
- As a person of Dutch descent, with experience living and biking in the Netherlands, I dream of seeing any city in the United States pay attention to fatalities in the same horrified and responsible ways, examining what went wrong and working to correct issues. Bikers and walkers must follow laws of course, but Anchorage streets and crossings are frequently set up for failure except when used by motor vehicles.
- I don't know exactly how well collecting such data would translate into a safer anchorage, not very much I imagine
- Focus funds on police strategy and engineer design rather than spending money on reports.
- I really want to see more coverage of traffic on mapping programs. If I can avoid congested areas and plan my route, it would help me better relieve congestion in our city!
- It's not that data isn't important, but we have such multimodal chaos on the roads, improvements should be obvious.
- If a vehicle makes any contact with a bicycle or a pedestrian it should be encouraged to call for police report. Many go unreported.
- Public reporting of data is important.
- Without such combined data in useful form, it is impossible to track poor design, safety issues and identify what is working.
- Quantifiable data is difficult to dispute in decision making processes. Collecting and analyzing much of this information can provide the most cost-efficient implementation of proposed solutions.
- Grant funding for any of this will require measurable data.
- If the above data isn't being collected in Anchorage then its long overdue. The MOA should be designed for the health and safety of all people and not for inanimate automobiles.
- I'm not certain what publishing online about the fatalities/serious injuries would do but I believe a traffic data communication system would be beneficial in helping traffic choose alternative routes in cases of

accidents

- This info helps to get started but it doesn't convey Vision.
- again no more deals for drivers that kill. ban from driving for life.
- Collect where things happen, not how often, and improve those locations.
- I think having data is the only way to make sure real problems are being targeted
- The only thing this will improve is for agencies to be able to request money for traffic programs from NHTSA.
- Interactive GIS based applications would be a great tool to help users interpret the aforementioned data.
- Education and enforcement of current laws would be money better spent
- I think data needs to be collected on where to implement these strategies. For example the city spend a lot of time adding a bike lane to Arctic last summer, I find that it is rarely used because the trail system is so close, and the people who use it do so incorrectly. I think it would have been more beneficial to see where a bike lane was most needed and would have been better utilized.
- Safety of bicyclists and pedestrians is very poor. Bicyclists and pedestrians are like second class citizens in Anchorage.
- Best idea
- I think a hot line to report drunk pedestrians might be helpful. I usually call the police on their non-emergency line 786-8500 to report an intoxicated person is walking in traffic. This number has a lengthy menu before reaching a live person. Maybe we could improve this by being able to dial 0 to speak with a resource officer.
- This is a no-brainer municipal duty.
- Data driven approaches are always best. That's what I was getting at in the engineering question
- Data is necessary in order to make reasoned decisions. Safety data exists showing a strong need for additional more North-south route in the U-med district.
- Extremely important, but little seems to be done with the information
- MAKE TRAFFIC/ACCIDENT INFO PUBLIC IMMEDIATELY ONLINE
- A public-facing, online GIS map with current data would be informative and provide transparency
- From the data, we can find a trend or pattern how

crash happen, and might be able to prevent the accident from the study/research.

- Actually follow up with the data, not just collect it. Get the community involved with redesign feedback as well.
- Evaluation necessary for management, but not general public.
- As long as the data is relative and presented in a fair way. We all know data can be interpreted in various ways.
- I don't think people would pay attention to it.
- Data is almost always misused by people with an agenda. This can backfire.
- A good idea but probably won't change behavior.
- All of the above ideas would be great.
- Seems like we've spent too much on bike paths - more input as to where bike paths are needed - some seem like they're put in isolated areas
- be sure data collection, analysis and interpretation is done in a valid and reliable manner by qualified personnel
- Evaluation is important and one way to show how actually implementing these changes shows the impact, or lack of.
- Great to follow informed decision making using tracked data.
- This sort of stuff can perhaps tell us a lot and guide where education is needed most.
- Evaluation is important in providing feedback on whether or not changes are effective. This could be a partnership with UAA Engineering Dept.
- Data should drive all decision making
- How will we interventions work (or don't work) unless they are evaluated?
- We already know where many problem areas are ... Just Do It already!
- "No decision" is a decision! Track data and move on it - don't just keep "tracking" it.
- I think it would be helpful for people to know how most of the accidents happen (free-right turns, j-walking, low lighting, etc.) as real data speaks the strongest.
- It would be helpful to know where the high pedestrian areas are. Some are obvious, such as downtown, but there may be other areas around town that drivers should be aware of.
- Municipality traffic data would be a great start!
- Voluntary self-tracking could bring valuable data for little cost.

- Of course you want to make sure that the changes you made were positive.
- Evaluators should not be the designers; designers should not be evaluators. Too much chance of politicization.
- I don't have any way to evaluate how Anchorage's current processes measure in this category. It is extremely important when trying to balance a budget.
- We don't have adequate funds for this and the city can't afford more taxes.
- This is very important as well as having a task force to enforce that the police are protecting the people not filling their quota or abusing them.
- Use data in mandatory school traffic education
- You need to know data if implementations are successful or not.
- Without validated data, making any decisions is a wasted effort
- include data related to drug and alcohol-related accidents
- More people need to know about traffic fatalities.
- This is the cornerstone of any program. Without evaluation, we won't know if we're being effective!
- This is a way to show progress or identify recurrent problems.
- Need to include something for those folks simply not paying attention and making poor decisions.
- sounds less useful than engineering and education
- work with interaction designers and people who don't just study the data but go out into the field to learn about the actual situation.
- need to publicize, to make more people aware, especially when they using poor judgement like tailgating on icy conditions
- I'm doubtful of the evaluation process, as I'm currently in a debate with Kinney engineers about the Raspberry road DOT project where they're refusing to stripe & sign the bike lanes they're already required to build because of insufficient data, meaning I've swerved and braked to survive careless motorists too well to become a piece of their "data"
- people drive now because they don't have safe reliable options. evaluating what we know is a waste of time and \$\$\$\$
- Yes. Please.
- The more the public is informed could hopefully increase awareness and attention to this big problem.
- Must measure and evaluate to see if effective
- Cars pay the taxes they should get priority. Also those

with arthritis can manage a car better than walking the bus or a bike. Then again the current administration HATES SENIORS

■ Do you have any feedback on the above (enforcement) ideas?

- Be careful what you wish for...
- n/a
- Enforcement and creating new laws should be done with intention, not just with the expectation that more laws create safer communities. What really are the issues that are involved in fatalities, improper crossing by pedestrians who are not visible, cars turning right without looking right. Knowing the root causes will help define the fix.
- We could represent a traffic camera company, they generate revenue...
- I don't see very many cops enforcing traffic issues. And then the penalties and courts are a whole new ball game and need to be factored in to policy change around enforcement.
- Red light cameras are a slippery slope,
- There has been basically no penalty for murdering pedestrians. It's disgusting.
- Training police officers on laws regarding all modes of transport is crucial. No one is advocating for their rights currently. I'm personally focused less on laws and more on advocacy and education.
- Don't be afraid to ticket wrong-way cyclists.
- If we had enough APD resources to enforce the laws on the books (speeding, traffic light violations, D.U.I., distracted driving, jaywalking, riding bicycles on limited access roadways, etc.), the incidence of vehicle-pedestrian or bicycle collisions could surely be reduced. Also, holding those responsible for injuries or death accountable would deter reckless, dangerous, and deadly behavior would go a long way toward these goals.
- "Red lights are ignored more in Anchorage than in any other city in which I've lived, and I've never seen any enforcement in six years.
- Helmet laws discourage bike riding and only serve to make it seem more dangerous than driving or walking, which is not the case. "
- if only we would do this...
- Bring back bike patrols , add bike and pedestrian enforcement with fines and education diversion programs for offenders
- See above answer.
- We haven't been very successful in punishing people as a way to change their behaviors (systemic failures, we might be more effective with education)
- Unless you're weighing revenue creation as a trade-off for enforcement people will hate. Speed cameras where people are being killed would be the pilot. No enforcement of texting or talking while driving but I'm okay with because that's too paternalistic.
- Charging people with murder when they kill someone seems like a start.
- I hope that the educational component will be successful and enforcement won't need to carry the weight. Strong enforcement practices will go a long way to share the message.
- I think education can go a long way. As a bike commuter, there seems to be a big disconnect between things I do and how they are perceived. For example, I give wide berth to cars parked on the side of the road because they can open at any time and I don't want to run into a car door and die. The driver perceives this as "this bicyclist thinks they can take the whole lane just because they want to, what a jerk."
- I think prioritizing infrastructural improvements and design is the key. We need to save ourselves from ourselves. If our roads were designed better and allowed for bike lanes, more bikes means more awareness and drivers will learn. It's too sporadic right now in terms of usage. Focus on getting people out of their cars and creating comfortable zones for them first.
- More cameras and distracted driving crackdowns, please
- I was hit by a car while legally crossing Muldoon St in 2015. Since then I have been keenly aware of how aggressive drivers are and how foolish pedestrians are when crossing roadways. I believe Anchorage needs all the safety measures it can realistically engineer but it doesn't matter when people ignore the laws and what I call use common sense. If you can't educate then you need to enforce. I was very surprised at the lack of visible law enforcement when I came to Anchorage. Drivers run red lights all the time, even when driving conditions are perfect. There needs to be more enforcement of this.
- Again, it has to be a budget priority.
- Without enforcement, habits will not change. Lowering the speed limits and enforcing them would go a long way. Running red lights and ticketing, even with cameras, would help tremendously. Bike helmets,

well, they may help a little but not when being hit by an automobile. The rating is for falling off your bike, not being slammed into by huge vehicle going quite fast. Bike helmets are designed to protect against brain trauma, not saving your life.

- Anchorage has a history with photo radar. I don't remember it being particularly helpful or well planned. If this were to be implemented again I hope it's organized better. I seem to remember people getting ticketed in school zones during the summer when there was no school in session.
- Artificially lowering posted traffic speeds does nothing to change driver behavior. There would need to be a physical change to a roadway and increased enforcement for a speed reduction to occur.
- This is an important aspect because it seems that far too often, drivers of vehicles can walk away from incidents involving bikers. There is a level of entitlement that drivers feel they have on the roads in this town and you really feel that when you commute to work on bike. Enforcement (and education) are needed to get drivers who have never biked to work to understand the perspective that bikers are coming from.
- I have witnessed big increase in red light runner accidents. Education and enforcement needs to happen.
- Speed and redlight cameras are a good idea. Lots of people run reds here.
- Yes, please! Especially prohibiting cell phone use while driving. I am nearly hit every day by people staring at their crotch!
- I just don't feel police care about cyclists and pedestrians. Look at what happened with the young woman involved in the hit and run. The law isn't built to protect cyclists, and people don't support us.
- These options are easy ways to curb the poor driving that occurs in this town. Red light cameras are a must-have.
- Automatic ticket cameras at targeted intersections may be helpful. Running red lights is a huge problem in Anchorage.
- Enforcement, especially automated speed and red-light cameras, communicates a serious commitment to safety and calls out how severe these actions are, if launched thoughtfully. Increased enforcement of reckless and aggressive driving (and cycling) would be beneficial too. Lower speed limits has to be paired with street/road treatments. Bike helmet laws lead to fewer cyclists, which lead to less safety in numbers. Studies indicate this safety reduction is greater than

any crash outcome benefit due to helmet laws.

- I really feel this has been lacking over the last few years.
- Education paired with enforcement of existing laws is critical to progress. Need non-negligible punishment for drivers who harm or kill pedestrians or cyclists
- People tend to respond more effectively to positive incentives instead of negative consequences...
- Enforcement is great, but making safe coexistence possible is an engineering and education problem first, otherwise enforcement is just picking on how people work around flawed systems that have NO reasonably safe option.
- Until motorist behavior changes regarding how comfortable people seem to be speeding, running red lights, and driving while texting, we will continue to see problems, fatalities, injuries, etc. We need to reign in unlawful behavior.
- We have too many overzealous traffic cops working overtime details with high pay rates as it is. Let's keep the police doing real work, less traffic citation trolling.
- Laws are already on the books. Behavior will not change without adequate enforcement.
- Especially the DUI issue: I am fearful to ride at certain times of day/year because of how prevalent drunk driving is in our city. In addition, when there is an accident, I don't feel advocated for (i.e. Alexandra Ellis and Jeff Dusenbury).
- I support wearing a helmet when cycling, however, helmet laws don't protect us from speeding cars, red light runners, etc.
- Not sure that the automatic ticketing or helmet laws are possible here. There would be too much opposition. Best solution may be more traffic police visibility and ticketing.
- Install automatic camera-operated ticket systems at intersections. People who run red light will be automatically ticketed. Boulder CO does this successfully
- Focus on texting and driving enforcement.
- Anchorage drivers are notorious for routinely running yellow lights and often the beginning of red ones. Enforcement through more speed cameras and police patrols during peak traffic hours would have a big impact on slowing traffic.
- Please bring back traffic enforcement.
- People need to take responsibility for their actions.
- Enforcement is lacking on every level, more police are needed to enforce existing laws
- Can we change the laws so that photo tickets can

again be used for simple traffic speeding? Let's focus on more important crimes and fine and add points to the consistent speeders. Also, can we begin to enforce sound and light ordinances for cars and trucks?

- speed cameras in the past have been a failure from the public perspective and might kill the overall program politically. speed limits can only be lowered so much for certain roadways due to geometry. data-driven enforcement such as DDACTS program might maximize cost-effectiveness of existing enforcement patrol.
- I'd rather get a ticket for speeding than kill someone in an accident...
- Cops discourage problem people from being a problem.
- Bring back speed cameras
- High dollar fines for harassment of cyclists/pedestrians. I can't tell you how many times I have been honked at and nearly run over while biking in this town. There needs to be a fundamental shift in driver's attitudes toward pedestrians and cyclists.
- Lower residential speed limits.
- This seems the most effective to me. I do not want to pay for a ticket, so I do not speed to much or go through red lights etc.
- Jaywalking is missing from your list, people who jump out in traffic and cross streets in dark clothing or against lights and not in crosswalks are causing many of these incidents
- Cyclists have a role in claiming transportation corridors that do not have other viable options (taking the lane, especially when sidewalk infrastructure is unsafe or inadequate). Also, including education and public outreach with mandatory sentencing guidelines/settlements could address this.
- I don't see very much enforcement in our city. That may be due to other issues that our officers face.
- enforcement should not include ticketing bikes for riding on sidewalks. this discourages less confident users from getting on bikes
- Training of officers is important. Our bike cops routinely ride on sidewalks downtown, that makes those cyclists who want to follow the law less safe, it's a pedestrian hazard, and shows the officers blatantly don't know what the law actually is.
- Time for automated help, red light cameras, speed cameras at schools, etc.
- Unenforced rules are invalid to people.
- Reducing exposure to risk through transport and

land-use policies, setting and securing compliance with road safety rules. Mandatory use of daytime running lights on the front of motorized vehicles. Mandatory use of reflective and protective clothing for cyclists/walkers within a certain distance of roads.

- Enforcement will be more successful if all understand the pedestrian, bicycle, motorcycle and car laws. Police must be proficient in all laws and some campaign to further the knowledge of all on the roads, sidewalks and trails will be helpful. Thanks!
- More cops, bike patrols and tickets or diversion programs
- warnings for unsafe pedestrian behaviors, tickets for cars in crosswalks, tickets for drivers who turn right without looking to their right and put peds and cyclists at risk.
- Also, all 1st time DUI drivers banned from driving for 5 years, second offense 10 years, third offense banned for life
- The Biking Culture is a great generator of good will and overall health. Please support initiatives to include marginalized communities in our efforts. I'm available.
- Need more police for these reasons and to address public safety more broadly
- Please, do this! Lack of enforcement for all users creates an emboldened society of lawlessness.
- Speed and red lights. Big helmets- personal chour
- People will hate it. But, it needs to be done. I think that education is more important to encourage people to do make these changes by themselves - not everyone will change of course. Start with the kids! They are open and receptive and can influence their hard-headed parents.
- Vision Zero is frankly doomed if the APD, and Chief Tolly are not on board, and from my recent experience they are not. I was harassed by loudspeaker, and cited by APD Officer Richard Dykstra on 15 Mar 16 for taking the lane on Post Rd where statute 9.38.060 A. 3 and 4 give me the right to do so, and it is absolutely necessary for my safety to do so. It is going to cost me \$180 in lost wages to contest a \$68 ticket on 3 May 16. Former APD Chief Mew was very supportive of non-motorized transportation we need a public statement from Chief Tolly similar to Chief Mew's 25 Feb 14 ADN article (<http://www.adn.com/article/20140225/police-chief-mark-mew-rules-road-bicyclists-and-motorists>). Replace Chief Tolly now if he can't make the APD a positive force for Vision Zero.

- Enforcement is lax and people don't take driving seriously. Lower speed limits and better enforcement will go a long way.
- I know the police force is limited and traffic violations are hardly a priority, but it causes a lot of dangerous driving to continue. With the threat of enforcement actually being a real threat, this could curb some offenders' behavior.
- The muni had a go-round with speed cameras before, c 15 years ago. People sued and won. I like them, but I don't know if you can use them
- Get the police out there enforcing: blackened driver windows, speeding on main roads, bust those who still have studs on tires, there are plenty of ways to improve enforcement , it starts with police being visible.
- Hoping enforcement will be educative.
- Automated ticketing is illegal in Alaska. Reducing speed limits below design speeds will only create and reinforce a culture of scofflaws, benign presence and enforcement of right of way rules would be more effective than posting lower speed limits.
- I think individuals would be less inclined to break the "rules" if they were more strongly enforced.
- Aggressive and inattentive drivers are the biggest threat to safety on Anchorage roads. Those behaviors will not change unless there is a threat of a legitimate consequence. Knowing that there could be repercussions for aggressive or inattentive driving even when there isn't a squad car around could go a long way toward altering driving behavior.
- Actually monitor and enforce. We already have too many regulations/laws that aren't enforced.
- Even a little bit of enforcement of drivers would help matters.
- all of those except the dui and texting enforcement are unnecessary
- I like the above suggestions but not the camera...too big brotherish for me.
- Lowering traffic speed limits will not change behavior. Speed limits are good as they stand.
- DUI - YES!! Please enforce. Lower speed limits in certain areas (Tudor Road, for example) would be helpful in reducing problems. However, I DO NOT NOT NOT approve of automatic red light tickets (red light cameras). NO WAY! Not in a town where sometimes it is WAY safer to go ahead and gas it at a light than to try to stop, sliding through the intersection and causing an accident. BAD IDEA.
- Too many cyclists follow no rules. That creates dangers and anticycling attitudes.
- I wish I could rate this of highest importance. Need more peace officers.
- For too long bad drivers have gotten away with bad behavior and set the example for other drivers that driving poorly doesn't have consequences. Proper enforcement is needed to remind drivers that they should obey driving laws.
- Implement Idaho stop for bicycles...Bicycles yield at stop signs. Auto drivers should understand they are not exerting much energy stopping and starting like a bicyclist.
- This will be hard to implement in lean fiscal times, as will the other elements.
- Crack down on texting while driving laws!
- The red light running situation is out of control in Anchorage and is so dangerous.
- I don't think that speed cameras will go over with the residents of anchorage.
- Red light runners are a major problem that has to be addressed
- Most of the above contribute to safer roadways. I am not certain automatic cameras do much - too easily challenged.
- I'd also like to see (on a somewhat related note) stronger efforts by APD to help curb the quickly rising volume of bicycle thefts.
- We already know auto-tickets w/speed cameras don't work and just make people angry. I think better engineering and more sane (and enforced, by human cops) speed limits are a better option.
- "- I am in support of all the enforcement options listed above except lower speed limits. I believe most of our roads have proper speed limits, just that none of the laws are enforced.
- - If speed limits were enforced we would eliminate 40% of our problem.
- - The other 50% would be eliminated by installing traffic cameras at intersection to catch red light runners (at least 3 cars run red lights at every intersection) and cars not yielding to peds/bicyclists.
- - compare the costs of traffic cameras to cops and what it means in tax dollars. Also talk about the higher cost of car insurance because ANC is considered a high risk city.
- - The major contributing problems to both speeding and red light running is talking and texting on phones and drinking. Get people off the phones period and off drugs/alcohol - get some darn rehab centers in

Anchorage!”

- I think people don't know the rules for sharing the road or biking responsibly that would be where I would start for enforcement.
- We need more police on the roads to stop people from reckless driving / speeding. Minnesota Hwy should not be 60mph.
- You need to enforce laws that cyclists are constantly breaking. I couldn't count the # of times I have seen cyclists with total disregard for traffic lights, etc.
- One of the biggest problems I see is the conflict between red light accelerators and green light anticipators. Usually 2 - 3 cars go through a light once it turns red. I don't think the auto (photo) tickets will stick in the State of Alaska, but something needs to be done.
- all of the measures listed have importance, though lowering speed limits may be the least important
- Necessary, but public condemnation (printing names) might help.
- I rarely see police vehicles. Speed limits are too high around town. There should be laws against texting and any other distractions.
- the thing is our cops would love to give small fines and tickets to supplement their public safety budget under Andrews lead but they will botch and poorly collect and prosecute large crimes or property theft. I don't feel safe with Anchorage police I feel like a form of income.
- I think it's important but I'm against all of those ideas, as a biker and a driver.
- All great ideas above!
- Enforcement is best used to protect the motorized public from each other and not from themselves
- Truly dangerous drivers can only be stopped through law enforcement penalties. Other drivers see no consequences for bad driving and are more inclined to ignore traffic laws.
- I think traffic cameras are a no go in ANC. Cops need to do the ticketing
- Always expecting an officer changes everyone's courtesy level. Our risk of death is more so on highways than homicides - want to see more patrol of traffic aggression and recklessness.
- I think helmet laws for bikes and motorcycles are incredibly important
- More laws won't cure the problems. I dislike automatic ticketing by cameras.
- I don't lower traffic speeds are the solution. There are too many horrible drivers in Anchorage that need to

be aware of all their surroundings and the same goes for bikers.

- Enforcement of use of hand held devices needs to increase
- I hardly ever see people being pulled over for traffic violations and it could be helpful to enforce those rules most strictly, even if just for a short period of time.
- Better enforcement regarding the safety of bicyclists and pedestrians is highly needed as well as drivers using their turning signals.
- Sounds expensive
- I support the idea of automatic tickets. I do not support the idea of lower speed limits. If drivers followed the rules and watched for bikers, pedestrians and cyclists we can improve safety. However, slowing down already congested streets will frustrate drivers more. The newest and biggest problem is not speed it is drivers on their cell phones and texting while driving.
- Education first to prevent harmful voter backlash (consider the demographics of the folks who are pedestrians and cyclists who may be less likely to have access and influence at the polls).
- I think it's important but there would also need to be a heads up to the community. I also don't agree with lowering the speed limit just about anywhere. Many places are too slow for any reasonable person, at least in the summer. I think making a summer speed limit and it would just be limit would be wise. I know people are supposed to adjust the speed for conditions but they don't. So we end up having this low speed limit all summer for no reason, and then people are driving too fast in the winter. Enforcement... How about people who murdered bicyclists with their car get more than like two months in jail.
- Speed and stop light cameras would help tremendously with deaths. This wouldn't be a popular solution but if you look at the data from cities that do have them, it's night and day. No one wants change because they don't want to be held accountable.
- Traffic crashes, injuries, and deaths would be reduced if people were forced to obey the posted limits or at least charged if they failed to obey..
- Helmets are very important.
- Have you also considered non-motorized adherence to laws and traffic signals? I have seen many near-misses from bikes that choose when to follow laws and when to simply jump on to sidewalks, blow lights, or

weave through traffic. There has to be parity and educational for all modes of transportation. All buses should have pullouts for stops.

- Enforce tickets of bad pedestrians and bicyclists too, they are at minimum, 50% of the problem.
- I do have a problem with “automatically” ticketing if done by a machine. I do believe that the laws need to be enforced, or we shouldn’t have them
- I have lived many places, and I have never seen the number of law-breaking drivers as I have in Anchorage. It is very frustrating to watch cars run red lights multiple times a day, drive much faster than the speed limits, driving while texting, etc. I fully support the idea for speed cameras, as I have seen them effectively make drivers more conscious of following the laws. Our police force is currently not staffed to the level that they can monitor traffic safety on a regular basis. Drivers know that and take advantage of that. Anchorage needs something to keep drivers accountable.
- more enforcement for bikers who do not obey traffic laws.
- TARGET DISTRACTED DRIVERS
- The speed limits are already low enough.
- Less focus on DUI only traffic stops and more focus on Broken Windows theory for people speeding and running red lights.
- Speed cameras would be great. I think the posted speed limits are appropriate, but so many people speed in town and on the highways, and run red lights in town.
- I have also seen people driving and biking with head-phones on
- Helmet laws and DUI are important, but I don’t think it works the way... The more strict, the less accident.
- We need better enforcement in neighborhoods.
- Enforce what we already have before adding new. Also, when police are making a traffic stop, let people pull into a side street or parking lot of its going to block traffic! Especially with the school busses. People zoom around them all the time when they are speed with their lights on.
- None of the other factors are effective without enforcement.
- Without enforcement, this is all just rainbows and unicorns. Bring back the traffic cams and do it in a way that allows them to stay. model how other communities have implemented traffic cameras.
- All good ideas to prevent accidents/crashes. But, po-

lice officers need to lead by example. I’ve seen far too many police cars tailgating cars, not using turn signals, changing lanes in intersections, etc. Tailgating is one of the biggest issues I see in Anchorage - not leaving enough braking distance (should be 3 seconds between vehicles, regardless of speed).

- Riding bikes on main road when there is a bike path next to the road should be a violation and enforced we pay millions of dollars to put in bike paths. It is unsafe to have bikes mixing sometimes very aggressively with motorized vehicles.
- Current status quo is fine
- I like training of officers, focus on DUI, laws against texting and helmet laws. I don’t want speed limits lowered, I think they are fine as long as they are enforced. Also, I don’t trust the accuracy of automatic ticketing devices. I would not want them used.
- Need more officers that can focus on traffic infractions
- Also need to ticket drivers turning illegally across multiple lanes of traffic and those not using turn signals to alert cyclists and pedestrians, as well as other drivers, of their intent.
- Laws are useless without enforcement. Anchorage needs very little change to laws but desperately needs enforcement. Not just on the Glen.
- I do NOT like the idea of automatically ticketing cars that run red lights. I am okay with targeting DUIs, enforcing helmet laws and prohibiting texting while driving.
- Definitely lower the speed limits.
- Motorcycle helmet laws save lives.
- Studies have been done debating speed limits and their effectiveness. I’m not sure how good the effect of lower speed limits would be. The rest of the ideas are fine.
- Probably the worst drivers are the ones that are texting and driving at the same time. More enforcement
- create a consumer/user based monitoring system - community patrol to identify “hot spots”
- I’ve lived in ANC for 16 years and continue to be appalled by the traffic infractions that go unobserved. Littering, speeding, road rage, not yielding to pedestrians.
- There needs to be APD focus on ticketing. The lack of APD officers to issue tickets adds to the amount of drivers that disregard traffic safety and laws.
- Speed limits are fine, it’s the drivers that break the limits; even in snowy conditions some drive really fast

like their are in dry conditions

- I shake my head “yes” to all of the concerns listed above. Some people just decide that the rules don’t apply to them because they consider themselves a safe driver. Also, I see more people without helmets than with. Can we start a helmet program perhaps?
- There should be stronger penalties for driving under the influence and texting and driving particularly when there are innocent people injured or killed from this behavior.
- I’m all for cameras to catch speeders and drivers acting irrationally.
- Yes to cameras, they work! And mandatory biking helmets.
- Violation of traffic laws is flagrant in Anchorage. But the police can’t be everywhere, so we should take advantage of using technology as a force multiplier. Lower speed limits are not really properly enforceable if road conditions seem safe enough to drive fast, but coupled with traffic calming measures it might work. Helmet laws could have a side effect of reducing thefts of bicycles and motorcycles.
- Safety is important but slow moving vehicles pose problems too. I don’t agree with cameras for writing tickets. I think more time should be allotted between one red light changing and the opposing green light changing in busy intersections like 36/C where you can’t even make the turn most of the time before yellow turns to red even if you enter the intersection on green.
- All are great ideas, speed cameras, no texting and helmet laws
- I’ve seen police who are breaking traffic rules as they bike or clearly don’t know about safe on-street biking... Please enact no texting laws, seat belt laws, helmet laws, and traffic cameras. These things will make a big difference.
- I DON’T like the cameras; driving must involve common sense, the situation, and the weather. Cameras don’t take that into consideration. Our speed limits seem fine; training of officers is good; we already watch for DUI; Helmet laws are important; a fine for texting while driving is excellent.
- if that’s the case you have to be consistent with enforcement. There are many times I’ve seen a Police car around when someone ran a red light or runs a stop sign and they don’t do anything about. I think that the Police believe that’s nothing and not a big enough deal to stop them to give them a ticket do

you realize that they would catch a lot of bad people if they were consistent with doing their jobs, because if they are breaking the traffic laws they for sure are breaking other laws.

- In neighborhoods particularly very few cars actually stop at a stop sign and cars drive way to fast. Making neighborhoods streets safe for children is important and alerting drivers to that fact is crucial.
- That’s the last thing we need to do is take all of our hard earned cash especially if we already pay taxes makes sense bite the hand that feeds you!
- the last two are the only ones i would support. traffic cameras, and mandatory law enforcement stops in my mind are unconstitutional.
- Enforcing traffic laws, not only speeding, should be considered. Also, “engineering” timed lights will assist. There are many lights in Anchorage & due to urban expansion, they prohibit a speedy commute. Combining enforcement of passing lane purpose, yielding, etc. is more important than just capturing a speeder.
- Like to see bikers ticketed when they are on road & disobey laws just like cars.
- Although I agree with the above I think that it needs to happen and be held. To often people are ticketed with the above things and get away with a slap on the hand.
- No traffic cameras
- There currently seems to be very little enforcement.... need more police
- In addition to traffic safety, I also have concerns about safety when biking on trails next to homeless camps, people sleeping in tunnels under roads/bridges, questionable people hanging out along trails, young adults hanging out in the woods along trails, etc. I know people who bike on roads where there is a higher risk of getting hit because they feel safer than biking through places like Russian Jack and Chester Creek trails. Law enforcement patrolling the trails, thinning out dense brush to increase visibility, and increasing lighting alongside trails would be helpful in making the trails more widely used and keep pedestrians off the main roads.
- Encourage drivers to report traffic problems as well.
- no traffic cameras, already been done and failed once
- I don’t think decreasing speed limits are necessary. Maybe just add a road condition speed (for example when it’s icy, the speed limit is ____)
- dash cams are becoming more popular, with that

making them useful in the court system even when APD was not there to witness the infraction.

- Stop drivers from killing pedestrians and bicycle riders.
- Let's build a culture of lawfulness through enforcement. Our current car and bike culture clearly scoffs at signals and limits (This is clearly visible every day during afternoon rush at 6th and C street).
- Less than one year sentence for an 18 year old drunk and killing a cyclist is absurd! Makes me embarrassed for our city that people get away with killing cyclists and pedestrians with almost no accountability
- Install red light cameras at all intersections and issue tickets via mail.
- I don't think the public will embrace speed cameras that ticket us for speeding, but the other listed ideas are great. Zero tolerance for drinking and driving
- Red light running is a huge problem and people think they get a pass when it's slick out. I don't think this is the case, because they should be driving a speed that conditions allow.
- I think the most important enforcement policies should include cars running red lights, targeting DUI's, and helmet laws.
- Cameras, cameras, cameras! We had a great start with School Zone cameras but there was no political will in the Assembly, or anywhere else for that matter. Our elected officials need to become less concerned with reelection and more concerned with doing the right thing.
- Enforcement is a deterrent. Nothing spreads quicker than word of mouth. The more enforcement, the less likely the action will continue. We need steeper penalties for texting while driving. Number one way to catch that is responding to REDDI calls. Red light cameras should be in place to issue tickets.
- Of course this is important and the enforcement should not be above any laws they are people like me and are just as imperfect and when I do something I'm held accountable and not justified or covered up or above the next person. As you can see from all the news how imperfect the current law enforcement is.
- Anchorage has some of the poorest drivers I have encountered globally. Enforcement of traffic laws is of paramount importance.
- There's almost no enforcement during the commuting hours. I drive Minnesota at least twice a day. I'll bet the average speed is 70 to 75 because you almost never see any cops
- I am not at all in favor of cameras being used for enforcement. I do, however, support no texting while driving/biking laws. I also think lowering speed limits is a good idea in some areas of town.
- Too many times I've seen dangerous behavior by bicyclists around high traffic areas - they need traffic safety enforcement tickets too.
- Yes. This would be the second thing I would do if mayor for the day!
- enforcement of traffic lights, vehicles turning left from right lane, right turn from left lanes.. reckless driving enforcement bikes riding on the wrong side of the road running lights etc.
- Why so much targeted enforcement for cars and none for cyclists other than helmets?
- Enforce speed limits on Seward Highway after Trooper reductions June 30.
- This is trying to catch the problem after it happens. Prevention is key.
- The speed cameras were highly effective
- I would love to see texting and driving prohibited
- There are enough laws already, enforcing them on all parties is key. This includes pedestrians and bikers.
- I definitely want to see laws prohibiting texting while driving or biking, and more tickets given for drivers running red lights.
- While education is important, I don't think it'll change the mindset of some drivers without enforcement measures that directly impact people personally. Laws prohibiting texting and driving should be misdemeanor fines so that police can actually enforce without the burden of taking to court. It's just as important to enforce laws aimed at cyclists (helmets, not running red lights, etc.) as it is to enforce those aimed at drivers. Cyclists who think they're above the law are dangerous, and give the rest of us a bad name!
- I have been almost T-boned twice in recent weeks by trucks that ran red lights. Had I not been more vigilant I would have been obliterated.
- Good enforcement will significantly reduce danger on the roadways for drivers and pedestrians. Right now, drivers know there is almost zero enforcement, so don't care about the "rules of the road".
- People are going to do what they are going to do, we have to instill community and education in drivers to make a difference.
- These are good; majority of citizens use good common sense and follow the rules; tough sell to reach that minority who only think of themselves and won't

follow any rules or use good judgment.

- it would be great if we had the police staff to do this, but at the moment my priority would be fewer shootings.
- Yes, there are many terrible, aggressive drivers up here but many of the bicyclists are no better. They should have laws like (DUI) enforced too. There needs to be a coalition working to make everyone safer from bicycles too. I took defensive driving lessons, there should be defensive biking. The biking in the wrong way on one way streets, especially sidewalks is a major problem downtown and in midtown. Bicyclists seem to think that stop signs and traffic lights don't apply to them.
- more enforcement on the Glenn Highway, too much speeding and careless lane changes at high rate of speed, start enforcing laws against tailgating, following too close, especially during poor weather conditions, endangering many others, not just themselves.
- As I said in my answer above, this is critical. Speed limits should be nearly cut in half in some areas (Minnesota Drive, Gambell Street, C Street and East Fifth Avenue near Merrill Field are urgently in need of this). And they need to be strictly enforced. I don't care how you do it -- cameras, radar, patrols in dangerous areas -- but hit speeders with harsh penalties and suspend their licenses.
- I would LOVE to see a crackdown on motorists who fail to stop before the crosswalk/sidewalk instead of silly "click it or ticket" campaigns to save them from themselves. Drivers making right turns are the WORST.
- I think automatic ticketing is not the answer. More enforcement by actual people is better.
- I fully support enforcement but am fairly adamantly opposed to the "big brother" auto enforcement (photo radar).
- The DUI and texting violations followed by running red lights are big problems. I know the corrections department is busy, but I think there should be longer sentences for those with a second DUI conviction and I pray that no one is injured either the first or second time! The innocents are usually the ones injured or killed.
- More DUI enforcement
- Definitely getting the DUI and those who text
- If we had the money to do more speed/texting traps, maybe it would generate enough revenue to pay for those speed/texting traps. I don't feel there are many consequences for the reckless and distracted drivers.

- Cameras already illegal lower speed limits make people more irritable we are all cranky make motorists happy and get us faster drive times and higher speeds. ban stupid people and greenies and liberals from the states.
- I haven't seen cops patrolling the roads in years. Budget cuts? More visible patrols, more people will follow the rules!

■ Do you have any feedback on the above (encouragement) ideas?

- Drop back to the 4 E's of the original Vision Zero...
- Part of bringing about a quantum shift towards a different set of behaviors involves communication and increasing awareness. All these things are good. Lots of people walking and riding.
- We tend to be creatures of habit. Changing habits is hard. changing habits with a gang of like minded peers makes it easier.
- Yes! We need to make alternative transportation in Anchorage safe and fun so it's important to have the muni lead on this.
- The current infrastructure is not bike friendly. Some places have no bike racks and others have ones that are difficult to use and not designed well for bikes.
- More encouragement to end distracted driving.
- "Bicycle racks (or more secure bicycle parking) should be required in zoning laws, and allowed to substitute for parking requirements in commercial areas, at least in downtown and midtown.
- The current wayfinding effort may help people realize that walking/riding bikes can be a viable form of accomplishing errands and should be encouraged."
- Check out the Spokane Washington Walk, Bike, Bus program they started from Washington DOT funding. They basically piloted in a neighborhood this exact approach of encouraging people to shift their habits and consider other modes of transit. Their impact has been remarkable!
- the change to the town would be awesome
- Stress the health and safety elements for non-motorized transportation
- This needs to be our main priority, without this, very little will change
- Bikes to work is awesome!
- This effort is important, and can be done with grassroots organizing. It leads the way with the culture changing, and may be more successful if allowed to

grow organically. There are lots of routes available, but these are not yet proven to be safe.

- Make it easy to bike and walk and take public transportation. Incentives! This takes time and will be a slow process, but is worth it. The more people using bike trails and sidewalks, the safer it gets.
- Good luck with this one
- "People are already going by bike and walking, it is increasing every year and becoming more a way of life. There do need to be more bike racks or inside secure storage. Bike theft in Anchorage is huge and is one reason why people don't ride their bike to a location where it will be left alone for a long period of time. Encouraging businesses to provide secure bike parking is good for business, especially downtown where parking is limited.
- Way finding would be an added benefit. Anchorage has a nice trail system and better signage would be beneficial as the trails do not offer a direct route to everyone's destination. A Safe Routes to School program would help form a better future in healthier people, less traffic as well as wear & tear on the roads."
- All good ideas.
- I think of encouragement as going hand in hand with education.
- Improve bus system by adding routes and buses, improving headways, and increasing public information.
- People aren't going to be 'encouraged' to walk or bike anywhere until they feel it is safe (and pleasant) to do so, which currently it is not.
- Important, but needs to be a good campaign. If it is of poor quality and dopey like much of the social sector marketing it won't work.
- I think all of these are important, fun, necessary. However, infrastructure improvement, policy, and education should be the primary focal points for Vision Zero. If a safer system is built, more people will use it.
- This is important, but in some ways this lags behind the others. Let's work towards making biking/walking/transit safer and more efficient first, then invite lots of new folks onto the system.
- A bike-sharing program would be GREAT.
- More people biking and walking will raise more awareness with motorists and greater awareness will lead to a reduction in bike/ped collisions. Its a positive feedback loop, making investment in encouragement a worthwhile endeavor to make our streets safer. We will do more to change motorist behavior by install-

ing bike infrastructure and having more bicyclists on the road than we will with an education campaign.

- Outreach must be sustained and successes must be promoted
- By increasing walking and cycling, it makes people more aware when they are driving to look out for others, and takes cars off the streets.
- Work on landuse/planning to provide more "walkable" communities, or begin to provide infrastructure in areas that have a semi-mixed use model already to begin the "experiential journey" that it usually takes folks to really how awesome it is to walk off your lunch or dinner!
- If people felt safe cycling and walking, more people would do it. I would certainly do it more than the 15% or so I do now.
- Include dedicated, secure bike parking in city-owned parking structures; possibly bike lockers. Fear of bike theft is a big barrier to using bicycles as transportation.
- Good ideas, but possibly limited effects.
- It takes staff and volunteers to do these types of activities. Focus on policy changes like Complete Streets if you don't have adequate resources.
- I think education and encouragement should include vehicle drivers too. Notice that most of your examples are only for bicyclists. Drivers get killed too. Also, by making drivers feel like they're part of the solution will make it safer for everyone. 99.99% of drivers want to be safe and keep others safe. The others probably have additional problems that should be addressed through other means such as enforcement, substance abuse treatment etc.
- The more bikes and peds we have, the safer it is!
- Need to improve security somehow to stop the attacks on the trails.
- You can't encourage people unless you have a safe built environment. But many people in Anchorage don't even realize what we have to offer that is safe.
- Trail connectivity along with wayfinding
- We are doing much better at connecting cycling and pedestrian trails, but several still end in the middle of nowhere. Lake Otis crossing at Campbell Creek almost challenges cyclists and pedestrians to cross at the most natural place, which is wide and difficult to see for the non-car crowd. A raised pedestrian crossing there to slow traffic and to allow pedestrian crossing will certainly help.
- These are less data-driven solutions and would be

the least priority for the MOA to spend funds on. instead partnering with businesses to be role models of encouragement might get better buy in by all users. Also, consider expanding the downtown partnership program to the northern lights benson area

- I put 4 because I like this, but think it's less important than the others. YES more bike racks! There isn't even one at our LIO...
- I think the more people you have doing it the more peer pressure there is for people to pay attention
- I could lie, but honestly this seems like a good way to spend money and not be effective. "We had a community outreach program and spoke to 2,000 people (who spent the time looking at their phone) ... blah, blah, blah."
- I think a way finding system is a great idea
- The more people we get on the streets walking and biking, the more visible and the more awareness.
- This must be coupled with the above areas. Once people start to feel safe and protected in their desired forms of commuting, we will see an increase for all commuters.
- Anchorage is notorious for unsafe biking and walking conditions. Also a mental shift in the community that non-motorized transpo isn't just for those who can't afford a car, but it is by choice.
- The easier it is to bike, the safer it is to bike, the simpler the pedestrian / transit / cycling systems are, the more they'll be utilized which in turn can lead to less traffic, lower maintenance costs, and a happier / healthier community.
- Let the public pick their own mode of travel, some can't walk or bike, don't punish them by not supporting 'their' mode choice.
- Community outreach is essential to improving safety! I like the wayfinding ideal as well. This is especially important for people who are newer to the city.
- Community outreach offering free reflective vests, provide education at schools to teachers and students, encourage community to report issues with roads, trails, safety concerns, etc and where to report them to.
- Yes- DO IT ALL!
- Positive incentives for safe behavior
- Provide funding for organizations with proven encouragement efforts like Bike Anchorage and the AK Injury Prevention Center. Promote Walking School Bus efforts.
- Anchorage is a dusty dirty city at break up. No one

is going to ride bikes while breathing in glacial silt. STOP putting all that idiotic glacial silt and dirt which creates lung infectious health hazards in the air! If people can't drive on the roads in winter without all this garbage spread on the roadways don't come to Alaska! Just slow down!!!! NO other state in the country spreads this crap on the road beds. It also costs the state millions each year to spread it and then clean it up! What the hell is DOT thinking? No wonder the state has a 4billion dollar deficit!!!!

- Bicycle advocates, environmentalists and others have a Cultural Inclusion Gap...We have solutions, not just complaints
- It's already starting
- Encourage businesses to provide secure bicycle storage and locker room/shower/changing facilities. A healthy workforce is a productive workforce.
- Deal with bike theft. More important than just more bike racks. Need locked bike parking
- On the internet, I found a video made by a guy that explained how to bike around Anchorage by avoiding the main roads...it was helpful...I also talked to other bikers on how to get from A to B....education and learning. I avoid riding on the main roads like Dimond and other busy roads - its scary and even dangerous with nice drivers because they try to avoid you but sometimes they can't help but get close.
- I like the Anchorage Bike Map, and I'm member of Bike Anchorage.
- The key is getting people to think of using their feet or bike to get somewhere instead of their car. Getting to school is a great start.
- Again, bikes are not traffic. If we're not going to make it safe for bikers and drivers by putting bike lanes everywhere and restricting bikes to them, I don't think we should be encouraging biking. But if we are, then yes-- bike racks everywhere. A speed limit for bikes would also be a good idea -- one for bike lanes and another (for bikers, skaters, everyone, on shared trails).
- When a 17 year old girl gets less than a year in jail for killing a prominent bicyclist, well what does that say about non vehicle transportation ? The biker is always at fault.
- Each mode of transport requires the ability to extend oneself into the experience of the other modes. That's a cultural shift.
- Maintenance, maintenance, maintenance. Smooth surfaces, cleared physically separated lanes, well

marked lanes and pathways, is the best encouragement. Bike racks are good too.

- Bike racks and lighting are important, but make sure the lighting doesn't blind like those horrible light towers in the Glenn interchanges.
- I think there is a lot of encouragement but we need to the education and enforcement to make it more successful
- I will be looking for ways that I can help with this effort.
- most of those do not seem very effective, i think there is little that would encourage people to stop driving
- Enlist the diversity of Anchorage in this effort....
- People do not bike because there are not enough biking routes into town as well as we live in Alaska where the weather is not conducive to biking. You are focusing your attention and money to a very small community. Not important in our current low funding environment.
- These are positive and fun solutions.
- Biking to work in the summer is a lot of fun, and a great way to see Anchorage.
- Municipality could purchase urban bicycles and encourage municipal employees to bicycle for field work. Urban Bicycle could have municipal colors and logo. Or encourage employees to work and bike given reasonable distances.
- Establish bike share
- All of this is wonderful!
- You cannot legislate behavior.
- Awareness helps.
- More bike racks, yes! And in high-visibility locations too. Not in the back alley where thieves have better cover. Use some prime parking spaces for bike parking.
- Nothing you say will encourage most people who work 20 miles away from their job site to walk or bike. Mixed zoning, improved planning and better public transportation will get people out of their cars. We can't build our way out of congestion. Smaller buses with more frequent schedules along popular routes will get people using more van/car pools for commutes, and more walking/public transportation for work day errands. The best example of this is Boulder Colorado's Hop, Skip, Jump bus system.
- This isn't Seattle or Chicago where everyone is within a short walking distance to reliable, quick public transportation to get places. Give Anchorage another 100 years and we might have enough people to make

public transportation really feasible.

- I think there need to be better non motorized vehicle transportation lanes. Try to find a sidewalk in mid town... unfortunately weather and distance seem like they would be big inhibitors to all but the most dedicated bikers/walkers.
- Really need to include those facilities that cater to the homeless where large, often careless people hang out
- Break the strategies down to individual areas. Have a Hillside To Work Strategy Week , followed by Another area next.
- I'd love more bike racks! Good ones, at least. With security cameras. A bike parking garage with security downtown/spenard would be nice.
- This will probably help, but it will take a long time to see the effects
- I'm under the impression that the bicycle culture is robust and may not need extra attention if resources can be allocated to more urgent needs.
- Support efforts that lead to changes in behavior, increases in maintenance capacity, more enforcement as the greater returns on investment.
- More bikes competing for road space with cars will INCREASE accidents.
- Better bike racks to lock up bikes. More encouragement from employers to bike to work. Bike or walk breaks should be encouraged especially in the summer.
- I think these are great ideas to inform the community and I would love to see more events like them.
- More awareness towards biking and walking.
- I like the bike rack idea
- I like the suggestions for bike to work days. But unless the new-to-bike folks are aware of safety rules, they will cause more problems for drivers. Education is key. I would like to think we are protecting drivers as well as bikers, pedestrians, and cyclists.
- Network approach to include not just the most vehement advocates, but also suburban parents who don't let their kids ride in the streets, too!
- These are great ideas and it would make a handful of people do that more. However, my guess is that the amount spent per person (who actually does it) isn't likely to be justifiable.
- This sounds amazing! I support all of these initiatives.
- This is a great plan.
- I think the market place will make these decisions if education is in place

- A WAYFINDING SYSTEM WOULD BE GREAT
- I would love for this city to become more bike friendly. I rode my bike to work for a week last year and was almost hit by a van running through a crosswalk.
- Targeted communications for different populations seems necessary (year-round bicycle commuters will respond differently to those who congregate/socialize at the bus depot downtown, for example)
- Incentivise installations of bike racks/bike-to-work programs. Improve safety for bike paths along major arterials
- I think this is part of education. Encouragement is always important.
- I see police vehicles breaking traffic laws....rolling stops, etc.
- I like Institute a bicycle and pedestrian wayfinding system Anchorage-wide
- Until the public transportation is overhauled and made significantly more user and disability friendly that's going to be a hard sell. Bus stops are not maintained in the winter, plows pile snow in front of them regularly making them completely inaccessible for someone with no mobility issues, let alone someone with issues. I've seen routes with stops that had 4-5 foot berms in front of them for a month. I don't know where this fits in, but wider, better maintained, and more sidewalks. I was walking with a friend recently who is in a motorized wheelchair and trying to get anywhere with her was just embarrassing.
- I suspect encouragement has limited value for road safety, but has many other values.
- right now I avoid main roads when walking if I can because I am scared of the traffic. I do not feel safe at all
- Encouragement is great, but if you do not provide clear winter walkways, or even cut the damned snow berms so people can get off the bus and get to a walkway, this is all just wasted effort.
- Safety on trails is important, too, to encourage more bike riders.
- This is a cold weather climate and I am not sure I believe in the reality of spending time and resources on a topic that people like to talk about doing but don't implement in their daily lives
- A lot of bicycles are being stolen. Require registration of all bicycles including serial numbers and increase effort of recovery of bikes and prosecution of thieves. When I was looking for a used bike Craigslist had one user selling tons of bikes. Very suspicious. Did not buy from him because of it.
- There is always going to be a huge population of non-adapters. The same folks who end up in the ER due to their poor lifestyle choices.
- Would like to see more safe routes to school program implemented. The Alaska Native Charter School area seems to be dangerous for the children and drivers. Lights, signs, speed bumps, signage needs to be installed there.
- engage the Chamber to support and incentivize business/community council participation
- Many areas of Anchorage are not safe places to walk either because there are no walks, people who impede family friendly walking, speeding traffic next to walkway.
- I don't bike to work because I do not feel it's safe. I infrequently ride for recreation for the same reason, unless I stick only to the bike trails here in town.
- I am an avid cyclist and love that we have some of these things but they are not a priority for me with regard to the other concerns listed above.
- Change the mentality or message of vehicles vs. Others whether it's pedestrian bike etc.
- You can encourage people to ride bikes but our city is not designed for the recreational bike rider. Trying to ride bikes to school everyday is a nightmare because people leave their trash bins out and it is an obstacle course. But our city decided everyone should have those bins so it is a worthless cause.
- I feel the other categories listed above need to come first
- These are all good ideas in and of themselves, but I think the people who would be likely to participate are already sensitive to these safety issues.
- Anchorage is too spread out and the bike / walking season is too short to waste time on this issue. Bikes and pedestrians don't belong on roads in the winter months ... Period.
- People don't know how to or don't feel comfortable biking, walking or taking public transportation to work. Each has it's own stigma and breaking down these stigmas is huge. Maybe even having like a "ride the bus for free" day would get some people to try it out. More bike racks are so key! Especially with the bike theft levels in this city.
- I love the idea of a bicycle and pedestrian system - Anchorage wide!
- Also if I were the Mayor for a day, I would ask that all Pastor and Christians meet and do a prayer walk through Anchorage, AK (they always have things like

the heart run) I would ask all Pastor's and Christians and Churches to come together to have a Prayer Walk; Because Prayer Changes things! PUSH is Pray Until Something Happens. I'm tired of thinking we are going to Offend someone esp. a foreigner also they are on our turf if we were on their turf we would have to abide by their laws...but they are on our turf now and we shouldn't have to feel like we can't be American, so with all that said...our safety is in God, His Son Jesus Christ & the Holy Spirit. God bless America! Lord give the Mayor of Anchorage, AK the wisdom, knowledge with an understanding about what needs to be done to keep Anchorage and Alaska Safe! in Jesus name amen

- Anchorage is too big to bike how would you like to spend two more hours out of your day biking to and from work I work 7 miles from my house. some people even live in the valley or eagle river which is at least 10 miles from Anchorage.
- all of this sounds good but how about we bust up the bicycle theft rings in this town first before we give them really cool storage rack areas to steal from
- When the muni grooms the trails for skiing in the winter, it would be helpful to also clear a 1 foot strip off the side of the trail for pedestrians/bikers to keep pedestrians/bikers on the trails and off the roads. It would also keep the ski trails in better shape if pedestrians had a separate place to walk. Bike racks are a great idea, although they should be carefully selected as some types tend to damage bikes. There are some types of bike racks that I don't use as I have had my bike damaged on them before. Also, security cameras next to bike racks would be good as I have had my bike stolen from a rack even with a lock on it. More signs and maps at trail intersections would be good. More safety signs at the Jewel Lake - International intersection would also be good.
- We need more bike paths in shopping core areas. Downtown and mid-town. Bike paths need to be connected to each other.
- These are good, although I think Anchorage already does a good job in this area.
- Alaskans that ride bikes, ride bikes. They are cute, riding their bikes in the winter. However, Alaskans drive, and mostly likely that will always be the dominant form of transportation. Focus on drivers, educating drivers, it keeps pedestrians and neighborhoods safer. We are the guys in the big trucks, we need to slow down, in heavily congested areas and in

our own neighborhoods.

- I think in order for that to become a reality, the pedestrian walkways need to be improved greatly. We also need to address the homelessness problem and increase police presence on the streets of Anchorage. Also separate bikes from traffic.
- offer more public transportation
- Wrong climate for a lot of walking and bicycles. They are primarily summer sports.
- Infrastructure has been demonstrated to drive cultural shift in Scandinavia. Let's build the safe routes.
- While neat in theory, most people will not just up and change how they commute.
- All example measures stated are great ways to encourage potential bikers and walkers.
- Again, something that might pay real dividends if used in the school system; most adults don't care.
- Public safety, health/wellness, carpooling -- all create culture of wellness in the city. Keep it up please.
- Increase bus routes and add additional buses to the schedule. Clean up the bus depot. Keep mentally ill and intoxicated people off the buses.
- What about the transient people they are struggling to survive on the streets and my question is how will any of this benefit them?
- Need to encourage indoor bike parking - bike theft is crazy in Anchorage
- Before we can attempt to shift a culture of alternative transportation, we NEED the infrastructure to support it. It is unacceptable to ask our community to utilize an unreliable bus system (I once waited 1.5 hours for my bus) or walk during the winter when the only passable route is IN the road because the sidewalks are piled with crusted snow berms.
- We live close enough for us to bike with our children to school daily, but don't feel safe crossing O'Malley during morning traffic, and I think many people in our neighborhood feel the same. I don't walk/bike or take public transit- especially in mid or downtown- because I don't feel safe. There are so many vagrants everywhere we go, to include public parks. We have sat in traffic and watched them use drugs on occasion. I avoid going to certain areas in to shop because I am constantly harassed for money, especially around bus stops. So, for me and my family, no amount of encouragement will make me open to the idea of not driving myself everywhere until Anchorage is cleaned up and I feel safe.
- Anchorage needs more bicycle and walkways - too

few are painted “bike lanes” on the roads

- Have to change the highway culture at ADOT&PF
- The more reasons someone has to be physically active but safe is great to help reduce road accidents.
- I believe that the bike to work days have greatly improved awareness of bicycle commuters.
- Anchorage is spread out too wide for any reasonable solution for bikers and walkers
- Many people in Anchorage don't consider biking as a viable means of transportation because it isn't safe.
- These events will help shift culture away from being automobile-based.
- This is the key to the PR campaign to increase safety
- It all comes down to following the rules, using good common sense/judgment and PAYING ATTENTION.
- seems like extra credit, but I like the safe routes to school idea
- maybe creative thought provoking signs on streets to remind drivers to watch and look, maybe humorous, but with a real message
- Consider Uber as an option to decrease reckless driving and prevent more cars driving in unsafe conditions
- Sure, it'd be nice, but ultimately if we don't build safer policies and streets people won't do it, especially women, are more risk averse. This has been documented.
- I don't think you can encourage more biking and walking until there are safer routes and enforcement.
- build it and they will come.
- While Anchorage has a contingent of hardy bikers and pedestrians, many still believe that Anchorage is a car's town. Many do not believe that it is even possible to walk, bus, or bike certain distances across town.
- I love biking. I love walking. And, I love running. We have to recognize though that we are not a bike friendly or walk friendly community. The cost to get there is enormous. Prioritize enforcement and other safety measures first. This is a frosting on the cake matter - or a nice to have but not as critical. Take care of the others then focus on this one.
- This is somewhat limiting for the growing elderly population, and for those that drive into Anchorage for work. I would love to see the safe-routes to school program implemented.
- Good luck
- To shift the culture, non-vehicles need to feel as important as vehicles. Currently, all businesses and public areas are best accessed with a car. In the winter,

this problem is made worse. Maybe this belongs in engineering, but developers need to be encouraged to be pro-notcar.

- This is discriminatory to seniors
- Thanks for asking!

■ **Please list the top 3 places in Anchorage where you feel safety concerns MUST be addressed. Please provide the name of streets and/or intersecting streets. Example: “Northern Lights and Seward Highway”**

- C St. and Tudor
- Dowling roundabout (all roundabouts but that one is so high traffic and centrally located). Half the people have no idea what the hell they're doing. I would never take my son walking or biking in that intersection
- Northern lights eastbound, the curves just after village just after village inn. Especially in the winter, people are in three lanes but then go to two lanes at that curve because it's so narrow and I don't know where the lanes are. So dangerous
- Tudor Curve and Muldoon
- “northern lights and C”
- “northern lights and old seward”
- (biking) downtown and midtown streets
- 1. Campbell Creek trail between Taku Lake and Northwood Street. 2. Trail/Sidewalk on the north side of Northern Lights between Minnesota and Forest Park... it's a mess. Unnecessarily forces bikes onto a dangerous high speed stretch of road.
- 13 & Gambell
- 13th and Gambell
- 13th and Gambell
- 15th and Ingra, panhandlers
- 15th & C
- 15th & Cordova
- 15th & Ingra
- 15th and C street
- 15th and Cordova
- 15th and Gambel
- 15th and Gambell/Ingra
- 15th and Gambell/Ingra
- 15th and Ingra
- 15th and Ingra
- 15th and lake otis

- 15th/Debarr
- 15th/debarr between fairview and airport heights
- 16th and A
- 16th and A
- 17th and Gambell
- 24th and Boniface - put a no U turn sign here!!!!
- 36th & New Seward
- 36th & Seward Highway
- 36th and A st.
- 36th and A Street
- 36th and C
- 36th and C
- 36th and Cottonwood
- 36th and new seward
- 36th and New Seward
- 36th and new seward
- 36th and new Seward
- 36th and new Seward
- 36th and New Seward Hwy
- 36th and New Seward Hwy & Old Seward Hwy
- 36th and New Seward.
- 36th and Old Seward
- 36th and Old Seward
- 36th and Old Seward
- 36th and Old Seward....difficult to merge onto 36th
- 36th and Seward
- 36th and Seward Highway
- 36th and Seward highway
- 36th and Seward Highway
- 36th and Seward Highway
- 36th and Seward Highway (nasty intersection for all involved)
- 36th and Seward Intersection both vehicles and pedestrians
- 36th and the Seward Hwy
- 36th and/ or Seward Highway
- 36th Ave
- 36th ave from Spenard to UAA Campus.
- 36th Ave midtown
- 36th Avenue
- 36th Avenue & NS Hwy
- 36th near the Seward Highway
- 36th Street & Providence Dr
- 36th Street and New Seward Highway
- 36th/NewSeward
- 3rd and 4th avenues near Merril Field
- 3rd and karluk
- 3rd Ave & Karluk
- 3rd Ave and Karluk
- 3rd ave, near Bean's Cafe
- 3rd Avenue and Ingra
- 3rd Avenue and Karluk
- 3rd Avenue and Latouche St
- 40th and C Street - the pedestrian symbol is NOT long enough when crossing C Street. I'm able-bodied and I must run. I can't imagine how anyone with mobility issues makes it across at all.
- 4th Street Downtown Anchorage
- 4th, 5th, and 6th Avenues downtown
- 5/6th ave between Ingra and Airport Heights
- 5th (& 6th) Avene and
- 5th and 6th from Merrill to downtown
- 5th and C
- 5th and L
- 5th and L street
- 5th ave
- 5th ave by Merrill Field.
- 5th Ave from old Seward to Airport Heights
- 5th6th/Glenn from Fairview you my view bike trail
- 6th & C, or probably anywhere downtown
- 6th and A
- 6th and C
- 6th and C Street
- 6th and Cordova or generally speaking downtown
- 6th and G
- 6th and G St
- 6th Ave at bus station
- 6th Ave. downtown, swarming w/ pedestrians
- 6th Avenue
- 6th Avenue & C Street
- 6th Avenue & Gambell
- 7th and A St
- 8th and C
- 9th and L
- A "ring road" or bypass road to take truck and heavy traffic out of the downtown and midtown areas.
- A crosswalk or light needs to be placed on lake Otis just before Tudor so that wakes and bikers can cross from east to west sides to meet the bike trail without having to go all the way up to the Tudor light.
- A safe route from south Anchorage to downtown. The south to north route. From Potters Marsh in.
- A St midtown
- A St. and 16th is a terribly blind corner at the bottom of a hill. Everyone is desperate to get across as quickly as possible.
- A street and northenlights
- A Street during school zone times by Denali Elemen-

tary. Speeders every morning & afternoon. The school zone doesn't end once you cross 9th.

- A/C Streets to the Park Strip -- Connectivity to Downtown
- A&C streets, downtown to midtown
- Abbott and Lake Otis
- Abbott in front of Fred Meyers between Lake Otis and Independence
- Abbott Road (Lake Otis to Hillside Dr)
- Abbott road curve
- Access to UMED District
- Accessible public transport
- Add a pedestrian tunnel/bridge on Elmore near the ballfields. Very difficult to cross during high traffic times.
- Airport Heights and Glenn Highway
- Airport Heights and Glenn Hwy
- Airport heights rd
- Airport Hgts. to Mt. View Drive - Connectivity to Ship Creek Trail
- Alaska Native Charter School
- All along Benson and Northern Lights from Seward Hwy to Lake Otis
- all areas where there are critical missing links between trails and neighborhoods
- ALL crosswalks in and around hospitals
- ALL crosswalks in and around schools
- All hi speed streets like Minnesota extension, Glenn Hwy, and Seward Hwy
- all highways need to have signs that make clear the left lane is the fast/passing lane and that people need to pull over to let faster cars by. Current signage is insufficient
- All intersections with a green light (no green arrow) for those turning left. Lots of people seem to think those turning right onto the street they want to turn left on need to yield to them.
- all main roads
- All major intersections on northern lights
- All of 36th, but particularly at N Seward. Crumbling narrow sidewalks with poles in them, busy narrow lanes with no shoulders. It's AWFUL.
- All of Gambell and Ingra, but particularly near 15th. Same complaints as above. Cut a lane & use space to improve safety.
- All of midtown
- All of Muldoon
- All of Muldoon rd
- All of Northern Lights
- All of Northern Lights & Benson, Spenard, Muldoon
- All of Northern lights and Benson
- All of Seward High way in town and out
- All roundabouts in Anchorage (people don't know how to use them)
- All roundabouts suck if you're on a bike
- all school areas
- All Soup Kitchens especially Tudor/Piper
- All the lights on C Street from 4th Ave to Dimond
- All the lights on International Airport Road
- All the medians placed around town making it impossible to get around!
- All the roundabouts -- these are seriously scary to walk across. Very few drivers pay attention to pedestrians
- Along Arctic from 15th to 36th
- Along old Seward from Huffman to O'Malley
- Ambassador and Elmore - needs a light
- Ambassador and Elmore stoplight
- Ambassador Drive and Elmore Road
- Anchorage Hillside - All of O'Malley, DeAmoun, Upper DeArmoun, Rabbit Creek Rd. - We NEED bike paths & sidewalks!
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- ANTHC Ambassador Road behind of ANMC, needs safer crosswalk
- Any "shared" road.
- any and every place in winter
- any arterial crossing seward hwy
- Any place where SOA DOT did NOT allow a cross walk in all 4 directions. 4th & I, Minnesota and Northern Lights
- any roadway in the winter where the snow is on sidewalk if there is one
- Any roundabout in town (there is a lack of drivers following rules and feels like a speed contest driving through)
- Any work zones. It makes me crazy to see people speeding (lots of people) and no one there to ticket them. Work zones should be better manned by law enforcement.
- Anything involving the Seward Highway, of course.
- Anything trying to enter or cross mid-town--it's just a dangerous place to rest most of the time.

- Anywhere downtown
- Anywhere there is a MUP crossing an major arterial road
- Anywhere there is snow.
- Arctic and 36th
- Arctic and fireweed
- Arctic and Fireweed scale roads where bike lanes could be better implemented and used!
- Arctic and Northern Lights... SHORT left turn light off Arctic. Traffic backs up way beyond the Benson intersection.
- Arctic boulevard from International to Fireweed - bike lane disappears and traffic is nasty
- Arctic near Fireweed
- Arctic Road
- Arctic, Dimond to Valley of the Moon, this could be a really nice bicycle "highway" from downtown to the south side. Parts have bike lanes, and much of the road could use a road diet. DOT seems to slowly be expanding the road and intersections, they're trying to turn it into another N/S commuter way as opposed to a complete neighborhood by neighborhood street.
- Areas where rules change on alternating streets. 4 way stop on one street and then just a 2 way stop on the next street. Spruce and 84th is one example. Similar issues downtown.
- areas with homeless camping communities- like near UAA where the commuter cyclist was attacked with a tree branch
- Around the downtown bus station - lots of people just walking.
- arctic and northern lights (terrible traffic design)
- Artillery road and the old glenn, entire off ramp issue
- Ast/Cst & Northern Lights/Benson
- Backlog all along Tudor
- Barnes and Noble area
- Basically all of midtown - very poor sidewalks.
- Baxter Road between NL and Tudor, and onto Tudor (drag racing all the time)
- Bean's Cafe crossing area.
- Beans Cafe
- Becoming communist and a nany state
- benson
- Benson
- Benson
- Benson (in midtown)
- Benson & A street, especially the right turn lane.
- Benson & C, the only place where right on red isn't allowed, so people ignore it. Do the cops need to meet

a ticket quota? This is the perfect spot.

- Benson & New Seward
- Benson and A St. is notorious because most drivers turn on red when it is forbidden. Yet this is not enforced by the police.
- Benson and C (two right turn lanes northbound on C)
- Benson and C St intersection (red right turn signals get ignored ALL the time while people are walking).
- Benson and Minnesota
- Benson and Minnesota
- Benson and Minnesota
- Benson and new seward
- Benson and New Seward
- Benson and new Seward highway
- Benson and northern lights
- Benson and Seward Highway
- Benson and Seward Highway
- Benson and Seward Highway
- Benson and Seward Highway
- Benson between A st. and Seward. People are often walking to/from the hotel to the mall. There's also a lot of jaywalking by Walmart. Same suggestions as above.
- Benson Blvd
- Benson Blvd (entire street)
- Benson corridor between Denali and NSH.
- Benson/Gambell
- Benson/Lois
- Benson/Northern Lights and Fireweed
- Benson/Seward Hwy
- Beogher Francis Shelter and Bean's Cafe
- Bicyclists who are forced to use the roads during commutes to and from work
- Bike lanes
- Bike Trails
- Bike trails all across the city are not that safe. There is too much illegal camping.
- biking along major roads such as benson Northern lights
- boniface
- Boniface & 15th
- Boniface and 4th area
- Boniface and boundary
- Boniface and Debar
- Boniface and Debarr
- Boniface and DeBarr intersection
- Boniface and NL
- Boniface between Debarr and Northern Lights
- Boniface corridor to highway (Same thing, multiple

bike paths feed to Boniface but don't connect all the way to highway path)

- Both on ramps at International and Minnesota need lengthened.
- Both Roundabouts on Dowling (Educate and enforcement)
- Bragaw
- Bragaw and Mt. View
- Bragaw and Reka
- Bragaw and tudor
- Bragaw, New Seward at 15th
- Bragaw and debarr
- Bus depot-too many scary characters there and on the buses.
- by midtown by Barnes & Noble - walking from Pizza Hut across to Barnes & Noble
- Bicycle sat 15th and E
- C & A Street Corridor
- C & Tutor
- C and A street downtown to Dimond
- C and Tudor
- C and Tudor Intersection
- C and Tudor.
- C St
- C St & Benson
- C St & Tudor
- C St and tudor
- C St and Tudor Rd
- C St corridor through mid town (36th through Fireweed)
- C St. And Tudor
- C St. and Tudor
- C St. and Tudor
- C St. intersections Downtown
- C Street
- C street
- C street
- C Street (All)
- C Street & Raspberry
- C street 15th ave toward downtown -- there are so few crosswalks here and it's scary to try and run across
- C Street and International
- C Street and Northern Lights
- C Street and Northern Lights/Benson
- C Street and Tudor,
- C Street between Fireweed and Benson
- C street exiting downtown - speed
- C Street from 15th to 36th
- C street, 15th to Fireweed deterioration

- C, Boniface, Minnesota and Tudor
- C/A Street and Tudor
- Campbell creek trail at Lake Otis
- Campbell Creek Trail connection across Lake Otis Parkway - this is the last missing link for a continuously separated trail system
- Campbell Creek trail underpasses (highway) still makes me feel very very dangerous
- Campbell Crk Xing Lake Otis Pkwy
- Campbell Trail crossing Lake Otis
- Can we fix the cracks in the bike paths around town? There are a lot of miles of bike paths but need some maintenance.
- Center lane on International
- Chester Creek bike trail - scary through there by the ball fields
- Chester Creek Trail (3+ physical assaults in the past year)
- Chester creek trail- can be scary using trail during lower use times (non commuting period, winter). Very isolated in places with zero law enforcement presence
- clearing snow of bike and walk ways
- coastal trail
- Commuting options from Eagle River
- Congestion during rush hours
- Connect the sidewalks together
- Crossing all the sidewalks on a bicycle past all the driveways down Northern Lights by Sears, midtown Carrs, AKUSA, to about McDonalds
- Crossing Minnesota from northern lights to Tudor.
- crosswalks
- Cst north of 36th
- Cycling Lake Otis N of Abbott to the N end.
- Debarr
- Debarr and Boniface
- Debarr and Bragaw, at costco entrance.
- debarr and muldoon
- Denali and Benson, deep ruts are unsafe and the light for protected turns is too short
- Diamond and old seward
- Diamond and Old Seward
- Diamond and Old Seward
- Dimond
- Dimond
- Dimond and old Seward
- Dimond & Seward highway
- Dimond and C.
- Dimond and Jewel Lake Road

- Dimond and New Seward
- Dimond and New Seward underpass
- Dimond and old Seward
- Dimond and Old Seward
- Dimond and old Seward
- Dimond and old Seward
- Dimond and Old Seward
- dimond and old Seward
- Dimond and Old Seward
- Dimond and Old Seward
- Dimond and old Seward
- Dimond and Seward Hwy
- Dimond Blvd
- DIMOND BLVD
- Dimond Blvd (South Anchorage drivers are the worst)
- Dimond Blvd & Old Seward Hwy
- Dimond blvd and Brayton
- Dimond blvd and old Seward hwy
- Dimond Blvd between C and Seward
- Dimond Blvd./Abbott Rd. from Lake Otis to Jewel Lake Rd.
- Dimond Blvd/Old Seward
- Dimond Boulevard
- dimond center
- Dimond exit off of Seward Hwy
- Dimond exit off Seward Highway
- Dimond mall area
- Dimond Rd
- Dimond/Abbott from Lake Otis to C Street
- Dowling
- Dowling & Seward Highway roundabout
- Dowling and New Seward is not pedestrian friendly
- Dowling and new Seward round about
- dowling and tuttle
- Dowling Road from Lake Otis to Old Seward
- Dowling Road merge to New Seward Hwy
- Dowling round about
- Dowling round about.
- Dowling round abouts
- Dowling roundabout
- Dowling Roundabout
- Dowling Roundabout
- dowling roundabout
- Dowling roundabout
- Dowling roundabout
- dowling roundabout
- Dowling Roundabout
- Dowling Roundabout
- Dowling roundabout
- Dowling roundabout. People go too fast.
- Dowling roundabout. People need better education and there needs to be more informative signs
- Dowling Roundabouts
- Dowling roundabouts
- Dowling Roundabouts (inappropriately designed, modified, implemented, and public education materials are inconsistent and inaccurate)
- Dowling/Old Seward roundabout
- Downing Roundabouts
- Downtown
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- Downtown
- Downtown - has had a number of car/pedestrian accidents
- Downtown - homeless population
- Downtown - Transit center
- Downtown (3rd to 9th, A to L)
- Downtown (all streets, especially A and C leading in and out)
- Downtown (there are no signs that bikes belong in the roads anywhere)
- Downtown 3rd, 4th and 5th need speed bumps.
- Downtown area
- Downtown areas where so many homeless & inebriates wander/cross when/wherever.
- Downtown Bus Station
- Downtown by Beans/Bro Francis - keep homeless off street
- Downtown can be confusing to motorists with a lot of one way streets, when people are trying to figure out where they are going they may be more distracted to pedestrians and cyclists.
- Downtown Core, bicycle infrastructure, making sure

people know bikes belong, not just on the coastal / ship creek trail

- Downtown in general
- Downtown in general (esp. 5th Ave)
- Downtown needs to be more biker friendly
- downtown square
- Downtown Transit Center
- Downtown Transit Center
- Downtown Transit Center
- Downtown transit center
- downtown vagrants wondering into traffic
- Drunk drivers
- E 13th Ave and Gambell
- E Northern Lights and Fairbanks
- E. 20th, between Patterson and Muldoon
- E/Arctic between 15th and 19th
- Eagle River entrance to the Glenn Highway
- Eagle River road and Old Glen Highway
- Eagle River to Hiland exit bike path signage.
- East Northern Lights (the majority of it)
- East side
- East side Road from Settlers Drive to peters Creek exit (ladybug rock)
- East side streets have fewer bike lanes
- Egloff&alyeska hwy
- Elmore
- elmore and ambassador
- Elmore and Coventry/84th - Lots of pedestrian traffic crossing Elmore to access the park (people with dogs, parents with young kids). Drivers do not even hesitate when pedestrian crossing light is flashing.
- Elmore and MLK Intersection, Traffic circles on Dowling, Tudor between Lake Otis and Elmore (people not crossing the street at intersections)
- Elmore RD and Ambassador Dr Intersection
- Elmore Road
- Elmore Road and Dowling bike lane crossing
- Elmore Road and MLK Jr. crossing
- Elmore Road to 36th Avenue
- Enforcing slow drivers in the left lane on highway during high traffic times. It causes commuters to drive irratically around them. A public annoucement of drive slow in left lane= get fined for causing drivers to drive unsafe around them (Sewad Hwy & Minnesota)
- Enforcing traffic laws and penalties
- Every. Single. Roundabout.
- Exits to streets from trail systems
- Extend the on ramps at 100th and Minnesota
- Faded lines in all of downtown, as well as other areas

of Anchorage.

- Fairview
- Fairview
- Fairview
- fairview
- Farm Street and Old Glenn Highway
- fast, wide arterials through downtown (5th, 6th, A, C, I, L)
- Fireweed
- Fireweed & A Street, E Street curve (Valley of the Moon Park), Downtown Transit Center
- Fireweed and C Street
- Fireweed and Gamble
- Fireweed and the Seward Highway
- Fireweed Ave
- Fireweed between Minnesota and Seward
- Fireweed from New Seward to Spenard
- Fireweed Lane, all of it.
- from persecution by liberals of the city
- Gambel
- Gambel
- Gambel from Fireweed to 9th
- Gambel/new seward
- Gambell
- Gambell & 15th
- Gambell and 13th Ave -- so many pedestrians jaywalk around this area
- Gambell and Ingra need lines painted more frequently.
- Gambell between 12th and 15th
- Gambell between 15th and Fireweed.
- Gambell between 6th and 15th
- Gambell near Carr's
- Gambell near the Carr's. Need to find a way to keep intoxicated folks off the street or slow traffic through this area.
- Gambell St south bound lanes are too narrow combined with narrow sidewalks.
- Gambell Street between Fifth and 15th
- Gambell, near Carrs
- Gambell/Ingra corridor
- Gamble
- gamble at killer locations
- Gamble 15
- Gamble street lines are not visible
- Gambrel/Seward highway-no Lane markers painted and pedestrians who don't follow the law
- glen highway to eagle river
- Glen Hwy: tailgating

- Glen into town.
- Glenn and Airport Heights
- Glenn at Muldoon
- Glenn Highway
- Glenn Highway
- Glenn highway
- Glenn Highway and Mountain View Drive/Airport Heights
- Glenn Highway and Muldoon
- glenn highway and seward highway
- Glenn Highway at Merrill Field
- Glenn highway at Tikatnu--pedestrians/kids crossing
- Glenn highway between eagle river & anchorage
- Glenn Highway!!!
- Glenn Highway!!!!
- Glenn Highway!!!!
- Glenn Highway/Artillary road off ramp.
- Glenn Hwy
- Glenn Hwy
- Glenn Hwy bike path from Peters Creek to Eklutna
- goldenview road
- Good example
- Hillside
- Hillside Drive - Upper omalley to Service for biking
- hire more officers
- homeless people living under Martin Luther King Drive bike trail overpass
- Huffman and old seward
- Huffman between Elmore and Birch where there in no shoulder.
- Huffman roundabout at Brandon, signage and Lane markers inadequate for traffic heading south
- Huffman roundabouts
- Huffman. From Elmore to Birch!
- I live in Eagle River so don't really know which other areas are of particular concern.
- I nearly got killed on the C Street bike path, east side, north of Todir, where the trail curves around the pretty vegetation and art and is dumped right into the new access road into Natural Pantry. You cannot see the intersection until you curve around a blind corner and run into the tiny stop sign. Northbound on C. Needs early warning or changes in vegetation positioning.
- I Street coming into downtown - speed
- I think that safety issues should be addressed by the number of accidents at a location
- Ice and snow issues
- If I walked, I would feel very unsafe throughout An-

chorage.

- Impaired driving
- Improve Campbell Creek crossing at Lake Otis. The current crossing is not practical for anyone actually using the trail.
- In winter, snow being plowed onto sidewalks and it taking days longer to plow the sidewalks.
- Inbound Glenn... Eagle River Lp onramp
- ing streets. Example: "Northern Lights and Seward Highway"
- Ingra and 20th? (next to Consumer Web/Carrs), Tudor and Piper area (by Rescue Mission), C street and Northern Lights
- Ingra and Gambel from 5th to fireweed
- Ingra/Gambell, 5th to 15th. I avoid that area when possible due to the narrow lanes and large number of pedestrians.
- inside and around city buses
- inside and outside Downtown Transit
- International Airport Rd and Artic
- International Airport Road
- International Airport Road and Old Seward Highway
- International and Artic corner
- international Minnesota tunnels are wothless make them usable. tudor old seward stop light
- Intersection of 36th and Denali Rd
- Intersection of Tudor and Old Seward
- It's not so much any particular intersection as it is the way people have learned it is acceptable to drive all over the city.
- Jewel Lake and International Intersection
- Jewel Lake Rd at Sand Lake Elementary- terrible traffic jam every school day
- Jewel Lake Road
- Jewel Lake Road
- Jodphur street
- Just south of Tudor on Lake Otis when Pedestrians and bikers attempting to cross at Lk Otis south of Tudor from the bike trail across to Campbell Creek park area.
- Karluk
- Keep sidewalks clear of snow
- L street going out of downtown - speed
- Lack of education of transportation safety in the city
- Lake Otis
- Lake Otis
- Lake Otis - all of it
- Lake Otis - Campbell Creek trail, needs a bike path to cross the road safely

- Lake Otis & Tudor
- Lake Otis & Tudor
- Lake Otis and 20th
- Lake Otis and Abbott
- Lake Otis and Abbott
- Lake Otis and Cornell
- Lake Otis and Northern Lights
- Lake Otis and Northern Lights
- Lake Otis and O'Malley
- lake otis and tudor
- Lake Otis and Tudor
- Lake Otis and Tudor
- Lake Otis and tudor
- Lake Otis and Tudor
- Lake Otis and Tudor
- Lake Otis and Tudor
- Lake Otis and Tudor
- Lake Otis and Tudor
- Lake Otis and Tudor
- Lake Otis and Tudor
- Lake Otis at Campbell Creek
- Lake Otis between Northern Lights Blvd and 15th...
- Lake otis for non moterized users
- Lake Otis near the Rescue Mission need a crosswalk due to high foot traffic.
- Lake Otis Parkway
- Lake Otis south of Tudor by Campbell Creek park - the bike route is too circuitous (and the bridge is very child unfriendly)
- Lake Otis south of Tudor....difficult to enter traffic
- Lake Otis: nlb to debarr
- Lake Otis/Tudor
- Lake Otis/Tudor.
- Lighting along roads and sidewalks everywhere possible.
- Lighting on Abbott Road between Lake Otis & Elmore
- Lk Otis and Tutor
- Long waits for the cross button to trigger the walk signal, especially when on a minor road trying to cross a major road..
- Look at the Muni heat maps, All along Northern Lights and Benson, especially at Minnesota and the Seward highway. Also downtown.
- Look at the muni traffic hotspot report for best information

- Looking forward to spenard rd upgrade :)
- Lore and Petersburg, a little girl died at this very intersection and the nearby Park was named after her. However, drivers are daily running the stop sign there. Tragedy waiting to happen.
- love to see ship creek bike trail feed into UAA somehow
- Main Exit area into Eagle River (where traffic converges from across the overpass, downtown ERiv and Eagle River Road...(this is the exit/entrance to Glen where Johnson's Tire Building is)
- Major intersections
- make the police enforce traffic laws
- Mall Parking Lots
- Maybe a pedestrian bridge somewhere in the vicinity of Benson/N. Lights and the Seward highway
- Merge eastbound of omalley after new Seward underpass into independence park
- Merging from Soenard onto Minnesota going North, especially if one gas to change lanes before reaching 15th.
- Mid town
- Mid town is unsafe for bikers
- Midtown
- Midtown
- midtown
- Midtown
- Midtown - it is crazy. N Lights, C st, Seward, Benson, Fireweed
- Midtown (non-motorized access is horrible)
- Midtown A/C St and Northern Lights and Benson intersections
- Midtown A&C street corridor Dimond to Downtown
- Midtown along the Old Seward Highway between Tudor and 36th;
- Midtown area is very busy.
- Midtown between Minnesota and the Seward Highway (all corridors between Fireweed - Tudor)
- Midtown generally. There aren't many safe ways to get through or around midtown on a bike or by foot.
- Midtown is a disaster
- Midtown major roads
- Minnesota
- Minnesota (between Spenard and Romig School)
- Minnesota & Benson / Northern Lights
- Minnesota & northern lights
- Minnesota & Northern lights
- Minnesota & Northern Lights should be more walker friendly

- Minnesota and Benson
- Minnesota and everywhere
- Minnesota and Northern Lights
- Minnesota and Northern Lights
- Minnesota and northern lights
- Minnesota and Northern Lights area
- Minnesota and northern lights/benson
- Minnesota and Raspberry
- Minnesota and Spenard
- Minnesota and spenard
- Minnesota and Spenard Intersection
- Minnesota and Spenard Rd
- Minnesota and Spenard Road
- Minnesota and Tudor
- Minnesota and Tudor
- Minnesota at Northern Lights
- Minnesota between Benson and Spenard
- Minnesota between downtown and midtown
- Minnesota between Northern Lights and Tudor
- Minnesota between Old Seward and Tudor
- Minnesota between Tudor and Northern Lights - tons of pedestrians crossing this stretch of road
- Minnesota Dr.
- Minnesota Drive
- Minnesota Drive at intl airport
- Minnesota Drive at Northern Lts - Benson
- Minnesota Drive between 36th and N.Lights - pedestrians crossing live traffic outside of legal crosswalks
- Minnesota Drive sidewalks - they are very narrow and right next to high-speed traffic, do not provide well for pedestrians or bicyclists
- Minnesota from Tudor to 6th
- Minnesota North of 15th needs a sharow for bikes.
- Minnesota Northern Nights
- Minnesota outbound
- Minnesota, between Westchester Lagoon and Tudor
- Minnesota/Benson/NLights/SpenardRoad
- Minnesota/NL/Benson
- More bike trails moving north to south (e.g Elmore Rd)
- most major right turn lanes, esp 36th and New Seward
- Most of Northern Lights/Benson lacks shoulder, sidewalk
- Motorists not signaling
- Mountain View
- Mountain View
- Mountain View
- Mountain View
- Mountain view (bike/pedestrian)
- Mountain View Drive and Lane Street
- Mountainview
- Mountian View
- Mt view all
- Mulddon and Glenn Highway interchange is very dangerous. I was utilizing he crosswalk on my bike when someone turning left hit me. With the shopping, base, and school on the north side, this area is dangerous for those on bikes or foot.
- MULDOON
- Muldoon
- Muldoon
- Muldoon
- Muldoon
- Muldoon
- muldoon
- muldoon - tikatnu
- MULDOON (especially between DeBarr and Duben)
- Muldoon (transit center)- pedestrians not using crossings
- Muldoon & Debarr
- Muldoon & Debarr
- Muldoon and Debarr
- Muldoon and Debarr
- Muldoon and debarr
- Muldoon and DeBarr
- Muldoon and Glenn Hwy overpass (in RE to pedestrians)
- Muldoon and Glenn Hwy. interchange
- Muldoon and Glenn on and off ramps
- Muldoon and northern kights
- Muldoon and Seward Highway from 5th-15th
- muldoon area
- Muldoon at the Tikatnu mall
- Muldoon between DeBarr & 10th where people jay walk from the two bus stops.
- Muldoon between Debarr and 11th Court
- Muldoon between fred meyer and the boys and girls club/library strip mall
- Muldoon between Glenn Highway and Norhtern Lights
- Muldoon bridge crossing over Glenn hwy
- Muldoon bridge over Glenn Highway
- Muldoon corridor to highway (multiple bike paths dead end on Muldoon and resume at Highway)
- Muldoon crossings
- Muldoon exit/interchange
- Muldoon from 36th to the Glen Hwy
- Muldoon from Northern Lights to the Glen

- Muldoon R.
- Muldoon Rd
- MULDOON RD
- Muldoon Road
- Muldoon road
- Muldoon road
- Muldoon Road
- Muldoon Road - Pedestrians crossing between legal crossing locations in live traffic.
- Muldoon Road, the whole road.
- Muldoon sidewalks and bus stops. I see moms with strollers in snow drifts, while jogging trails get swept in S. Anc.
- Muldoon St
- Muldoon, across from Fred Meyers
- Muldoon/DeBarr at Fred Meyer
- Muldoon/Tudor Corridor for pedestrians
- N L and A Street
- N lites and seard
- N side of C st and Raspberry intersection
- N. Lights between Spenard&Minnesota
- NA
- Near "ghetto cars". So many pedestrian accidents.
- Near Beans Cafe
- Near Merrill Field on Glenn Highway. Too many deaths there.
- Need a bike lane connected all the way through Eagle River
- Need sidewalks in midtown on Northern Lights and Benson
- Neighborhood streets
- Neighborhoods with high vehicle crash rates (because the problem is more in the neighborhoods, it seems statistically, than on major intersections).
- New Seward Hwy and Dimond exit, it backs up
- New Seward
- new seward and 36th
- New Seward and Dowling
- New Seward and Dowling - the roundabouts are labeled in a manner that is difficult to understand.
- New Seward and Northern Lights
- New Seward and Northern Lights/Benson
- new seward and tudor
- New Seward at Tudor exit going South (less traffic lanes)
- New Seward Highway & 36th Avenue
- New Seward hwy from 36th to dimond
- NL & Bragaw: pedestrian light has to go; left turn to Bragaw needs improvement.
- NL and debar
- NL and Seward
- NL/Benson at Spenard retail area
- NL/Seward Hwy
- No Lights sidewalks on snow days-pedestrians in road
- northern lights and seward
- North - south bike friendly routes (like a bike path along all of C St)
- North-south cutoff bypassing downtown
- North/South through Downtown
- Northern Lights
- Northern lights/benson/minnesota
- Northern lights and C
- NORTHERN LGTS BLVD AND C ST
- Northern light Seward
- Northern lights
- northern lights
- Northern Lights
- Northern Lights
- Northern Lights
- Northern lights
- northern lights
- Northern Lights
- Northern Lights
- Northern Lights
- Northern Lights
- Northern lights - all of it
- Northern Lights & Benson
- Northern Lights & Boniface
- Northern Lights & Bragaw
- Northern Lights & Lk Otis
- Northern lights & minnesota
- Northern Lights & Minnesota
- Northern lights & Minnesota
- Northern Lights & Old Seward
- Northern Lights & Old Seward
- Northern Lights & Seward Hwy
- Northern Lights & Tudor
- Northern lights and 36th
- Northern lights and A
- Northern Lights and A St.
- Northern Lights and A Street.
- Northern Lights and Arca Drive
- Northern Lights and Benson and Fireweed intersections in midtown
- Northern Lights and Benson between Minnesota and OSeward Highway
- Northern lights and benson C Street crossing
- Northern Lights and Benson corridor

- Northern Lights and Benson corridor between Minnesota and Seward Highway
- Northern Lights and Benson from Seward to Minnesota
- Northern Lights and Boniface
- Northern Lights and Bragaw
- Northern Lights and Bragaw for those turning West from Bragaw. Cars rarely stop before the crosswalk before inching forward to turn. They forget about pedestrian and bike traffic that could have a WALK signal at that location.
- Northern lights and C street
- Northern Lights and Gambell
- Northern Lights and Lake Otis
- Northern Lights and Lake Otis
- Northern Lights and Minnesota
- Northern Lights and Minnesota
- Northern lights and Minnesota
- Northern Lights and Minnesota
- Northern Lights and Minnesota
- Northern Lights and Minnesota
- Northern lights and minnesota
- Northern lights and Minnesota
- Northern Lights and Minnesota/Lois
- Northern Lights and New Seward
- Northern Lights and Patterson - red light runners
- Northern lights and seward
- Northern lights and Seward
- Northern Lights and Seward
- Northern lights and Seward hey
- Northern Lights and Seward Highway
- Northern Lights and Seward Highway
- Northern Lights and Seward Highway
- Northern lights and seward highway
- Northern Lights and Seward Highway
- Northern Lights and Seward Highway
- Northern lights and seward highway
- Northern Lights and Seward Highway
- Northern Lights and Seward Highway
- Northern Lights and Seward Highway - Fred Meyer Intersection!!
- Northern Lights and Seward Hwy
- Northern Lights and Spenard
- Northern Lights and the Seward high way
- Northern Lights and UAA and the "S" curves
- Northern Lights and/or Seward Highway
- Northern Lights at ALL major intersections east of Minnesota
- Northern Lights between Denali and Minnesota
- Northern lights between Laural and New Seward
- Northern Lights between Seward Highway and Minnesota
- Northern Lights Blvd (entire street)
- Northern Lights BLVD between A st and Minnesota: High number of homeless jaywalking
- Northern Lights Blvd.
- Northern lights btwn seward hwy and minnesota
- Northern lights corridor
- Northern Lights could use a lot more bike friendly areas
- Northern lights everywhere
- Northern lights from Bragaw St to Fred Myers.
- Northern lights from bragaw to Minnesota
- Northern Lights from New Seward to Minnesota
- Northern Lights from Seward Hwy to Forest Park Drive
- Northern Lights lanes between LaTouche and C street. In the winter, the lane paint can be hard to see. I've often seen cars get mixed up between lanes and nearly side swipe each other. Suggest more visible paint or lighted markers.
- Northern Lights need a safer route to bike. Sidewalks are too narrow
- Northern lights pedestrian traffic. Put more visibly intoxicated individuals in the drunk tank.
- Northern lights the entire way but especially from Seward highway to mid town.
- Northern Lights, Benson and New Seward Hwy area
- Northern Lights/Benson
- Northern Lights/Benson
- Northern lights/benson & A street
- Northern lights/benson & seward highway
- Northern Lights/Benson and Arctic Blvd.
- Northern Lights/Benson and C St.
- Northern Lights/Benson and Minnesota
- Northern Lights/Benson and Minnesota
- Northern lights/benson and new seward
- Northern lights/Benson and Seward Highway
- Northern Lights/Benson and Seward Hwy
- Northern Lights/Benson between Seward and Minnesota
- Northern lights/benson between seward highway and minnesota. No bike lanes. Speeding traffic, sidewalk narrow with no buffer from traffic lanes
- Northern Lights/Benson between Wisconsin and

Lake Otis.

- Northern Lights/Benson Corridor
- Northern Lights/Benson from Arctic to Minnesota
- Northern Lights/Benson in midtown
- Northern Lights/Benson in the Spenard area. The speed limit is too high and the sidewalks too narrow.
- Northern Lights/Benson need on-street bike lanes or sharrows. (Sidewalk riding kills cyclists.)
- Northern Lights/Benson west of the Seward Highway
- Northern lights/benson/seward highway
- Northern Lights/C
- Not sure
- Not sure
- O'Malley
- O'Malley and Lake Otis
- O'Malley from Elmore to Hillside Drive
- O'Malley Road (Lake Otis to Hillside Dr)
- O'Mally Road needs to be widened from Commodore to Lake Otis
- Off ramp crossings at O'Malley, Dimond And Dimond Old Seward
- Old and new Seward highways
- Old Glenn/Artillery/Glenn Hwy off-ramp merge area
- Old Seward
- Old Seward and 36th
- Old Seward and All major intersections
- Old Seward and Diamond
- Old Seward and Dimond
- Old Seward and Dimond
- Old Seward and Dimond
- Old Seward and dimond
- old seward and dimond blvd
- old seward and E36th
- Old Seward and New Seward at 36th. That intersection is a hot mess.
- Old Seward and O'Malley
- Old Seward highway and northern lights
- old seward hwy tudor - o-malley
- Old Seward toward 5th Ave (no lanes)
- old swd hwy south of potter marsh to the pass
- Omalley above Lake Otis - for biking
- Omalley and new Seward
- On northern lights near east high
- on ramps to the glenn hwy
- On tudor between lake otis and piper
- over zealous buliding zone title 21
- Parking lots on W 53rd Ave behind the Hope Community Resource Discovery Center. Parking lot has extreme pot holes and ridges that are not safe for

people to drive on.

- Patterson, between DeBarr and E. 20th
- ped crossings over major roads 4 lanes rds + 2 turn lanes
- Ped's & bike users not following the rules down town, in Muldoon, & along Ingra/Gamble
- Pedestrian crossing areas on Muldoon
- Pedestrian/cyclist safety
- PEDESTRIANS CROSSING MULDOON RD, FRED MEYERS
- PEDESTRIANS CROSSING N. LTS, SEARS MALL
- Pedestrians illegally crossing on Gamble. Enough said.
- Penland Parkway and Glenn Highway
- Plowing snow onto sidewalks and forcing pedestrians into the street
- Potholes on 68th between Lake Otis and Frontage.
- Potter to Bird
- pretty much all of midtown Northern Lights/Benson corridor
- Providence Drive & Bragaw
- Providence drive/Lake Otis through Elmore, people do not pay attention to pedestrians
- Punch elmore through to bragaw
- Put a roundabout at 100th and Victor
- put/keep law breakers in jail
- Rabbit creek "lower" hill in winter
- rabbit creek from seward to goldenview
- Rabbit Creek Road
- Rabbit Creek Road - Elmore down
- Raspberry past Jewel Lake, only one sidewalk requires pedestrians to jaywalk to access sidewalk
- Raspberry road from jewel lake to the dome needs a bike lane.
- Raspberry turn to caravelle
- Red light runners
- Red lights and stop signs throughout Anchorage
- Remove homeless from strret corners around midtown
- Rescue Mission on Tudor
- road up to Glen Alps could be a beautiful bike ride from town but it's too narrow and no shoulder
- Roundabout crosswalks (great for cars, but drivers are surprised by positioning of crosswalks)
- Roundabouts
- Roundabouts
- Routes from downtown to South/Midtown seem non-existent and unsafe
- Rowling round about

- Safety of the trail (Chester/ Campbell) users
- Sand lake and Dimond Blvd
- Sand Lake/Jewel Lake
- School locations should discourage POV near the school and improve bike and walking access
- schools
- security issues along chester creek
- Seward - Merrill corridoe
- Seward & 13th
- Seward & Glenn Highways
- Seward and 36th
- Seward and Northern Lights
- Seward Highway
- Seward Highway
- Seward Highway
- Seward Highway
- Seward Highway
- Seward highway
- Seward Highway (slow drivers infuriating others to the point of making dangerous and reckless maneuvers to get around them)
- Seward Highway (the part with lights, before it turns into a highway with exits)
- Seward highway and 36th ave
- Seward Highway and 36th Street
- Seward highway and a streets in downtown
- Seward Highway and Alyeska Way
- Seward highway and Benson
- Seward highway and Benson
- Seward Highway and Benson
- Seward highway and lake otis
- Seward Highway and Northern Lights
- Seward Highway and Northern Lights
- seward highway and northern lights
- Seward highway and northern lights/Benson
- Seward highway at northern lights & benson intersections
- Seward Highway between Northern Lights and Benson
- Seward highway from O'Malley to Tudor
- Seward Highway in general
- Seward highway on and off ramps.
- Seward highway speeding, inappropriate passing.
- Seward Highway/Benson intersection
- Seward Hwy
- Seward Hwy & 15th
- Seward Hwy & 36th Avenue
- Seward Hwy & Northern Lights/Benson
- Seward Hwy and 36th Ave
- Seward Hwy and 36th Ave. Sometimes the light to turn west on 36th is so short only 2 cars can get through before yellow so people run reds.
- Seward hwy and northern lights
- Seward Hwy at Northern Lts - Benson
- Seward Hwy betw And and Girdwood
- seward hwy diamond people running across hwy.
- Seward hwy intersections from 15th to 36th
- Seward hwy northbound & 15th
- Seward Hwy: driving too fast or too slow (sight seeing while driving).
- seward hwy/dimond
- Seward/n lights
- Sewars Hwy along Turnagain Arm
- Side walks are necessary on the Eagle River Loop Road going towards the Eagle River Nature Center.
- sidewalks in midtown
- Sidewalks non existent or poor, no separate bike lanes
- Sidewalks on all streets.
- Sidewalks, in general, in the winter - they don't get paved and are impossible to walk on.
- Slower speed limits in traffic heavy areas
- South & west Anchorage residential neighborhoods. need bus routes!!!
- South Anchorage (Dimond southward)
- South bound Seward Highway between Diamond and Dowling
- Southbound New Seward just before 36th
- Spaniard Road in its entirety
- Speed bumps on Ocean View Drive off of Old Seward- there is a daycare, church and several bus stops and large parks. This is a high pedestrian area, high vehicle and bus traffic. Officers could get so many tickets here, but speed bumps/traffic humps should be installed
- Speeding laws enforced on Minnesota and New Seward
- Speeding on Minnesota and the New Seward Highway
- Spenard
- Spenard
- Spenard
- Spenard
- Spenard
- Spenard
- Spenard (concerns for all modes)
- Spenard / Northern Lights
- Spenard / Northern Lights

- Spenard and 27th
- Spenard and Benson
- Spenard and every major intersection along its route
- Spenard and International
- Spenard and Minnesota where they turn into "I" street.
- Spenard and Minnesota
- Spenard and Minnesota
- Spenard and Minnesota
- Spenard and Northern Lights
- Spenard and Northern Lights
- Spenard area
- Spenard area
- Spenard between Hillcrest and Benson
- Spenard from 36th to Minnesota
- Spenard from Fireweed to 36th
- Spenard Rd
- Spenard Rd
- Spenard Rd
- Spenard rd from 36th to fireweed
- Spenard Road
- Spenard Road
- Spenard road
- Spenard Road
- Spenard Road
- Spenard road
- Spenard Road
- "Spenard Road
- Minnesota and Northern Lights
- Northern Lights and Seward Highway"
- Spenard road
- Spenard Road bikers and walkers should be able to cross Spenard safely and travel on it without fear
- Spenard Road & Fireweed Road
- Spenard Road between Benson and Taft
- Spenard Road entirety
- Spenard road from fireweed to Minnesota.
- Spenard road from fireweed to Minnesota.
- Spenard Road, but we're already doing that! :)
- Spenard.
- State highways that border residential and shopping centers.
- Stop allowing cars to park along Third avenue behind the courthouse (police cars included!) You can't see past them if you are headed south on K Street.
- Stop sign enforcement in the neighborhoods. They are ignored!
- Taku Lake to Dimond High bike path in terrible shape
- That street near Brother Francis where so many peds are killed - is it Concrete?
- The APD. Again, Vision Zero is frankly doomed if the APD, and Chief Tolly are not on board, and from my recent experience they are not. I was harassed by loudspeaker, and cited by APD Officer Richard Dykstra on 15 Mar 16 for taking the lane on Post Rd where statute 9.38.060 A. 3 and 4 give me the right to do so, and it is absolutely necessary for my safety to do so. It is going to cost me \$180 in lost wages to contest a \$68 ticket on 3 May 16. Former APD Chief Mews was very supportive of non-motorized transportation we need a public statement from Chief Tolly similar to Chief Mew's 25 Feb 14 ADN article. Replace Chief Tolly now if he can't make the APD a positive force for Vision Zero.
- The Benson and Northern Lights corridors need more safe passage for pedestrians. There is too much distance between traffic lights in many places, so people take foolish chances in crossing between lights.
- The commute between Anchorage and the Valley
- The crosswalk on Northern lights, just west of Burgaw. There needs to be a bridge there
- The curve on Minnesota/ OMalley, near C St & over the rotaries by Cabella's going North it seems to swerve oddly. Swerve to the right and car seems to drift into center median there. Seems like people end up in a snow bank in the center there too often.
- The Dowling roundabout
- the Dowling roundabouts
- The Dowling roundabouts.
- the downtown intersection where intoxicated people are always getting run over, around Ingra and 6th, near the Carrs
- The groves on Minnesota between Dimond and Raspberry north bound. There were three dents in the new fence and 4 lamp poles taken out
- The intersection of C and Tudor. There have at least been two serious accidents (one fatality, one hospitalization) since I moved here in 2010.
- The majority of Spenard.
- the midtown area between the Seward Hwy to Minnesota
- The muldoon highway bridge
- The roundabout at Dowling and New Seward
- The S turns on the Glenn Hwy
- The same issue mentioned above applies to the Glenn Highway north of Merrill Field-- too much distance between lights for pedestrians wanting to cross.
- The UAA pedestrian crosswalk. This street is too busy. It needs to be a light or something else.

- The whole city!
- This answer should be statistical rather than anecdotal.
- Town Square
- Traffic circles at on and off ramps for Dowling and Seward Highway
- Traffic intersections
- Traffic rounding from Muldoon to Tudor
- tudor
- Tudor
- Tudor
- Tudor
- Tudor - all of it
- Tudor & C Street
- Tudor and ALL major intersections with lights
- Tudor and C
- Tudor and C
- Tudor and C St.
- Tudor and C Street
- Tudor and C Street
- tudor and c street
- tudor and elmore
- tudor and elmore
- tudor and elmore
- Tudor and everywhere
- Tudor and highway bridge
- Tudor and Lake Otis
- Tudor and Lake Otis
- Tudor And Lake Otis
- Tudor and Lake Otis
- Tudor and Lake Otis
- tudor and new seward
- Tudor and new seward
- Tudor and new seward
- Tudor and New Seward and Old SewRD
- Tudor and New Seward Hwy
- Tudor and New Seward Hwy overpass
- Tudor and old seward
- Tudor and old Seward
- Tudor and Old Seward Highway
- Tudor and Old Seward.
- Tudor and piper
- Tudor and Piper area
- Tudor and Seward Highway area
- Tudor and the New Seward Hwy.
- Tudor and Wright St
- Tudor between Lake Otis and Elmore
- Tudor between Minnesota and Elmore
- Tudor Center Drive and Diplomacy Drive intersection

suggested as a 4 way stop for safer crossing while walking

- Tudor crossing at mcinnes
- Tudor Elmore intersection not biker friendly
- Tudor everywhere
- Tudor from Lake Otis to Boniface
- Tudor Highway
- Tudor near Anchorage Mission
- Tudor needs a couple of cross over bridges, especially between Piper and LO.
- Tudor New Seward overpass
- tudor old seward stoplight
- Tudor Rd
- Tudor Rd ---any long stretch without a way to cross over traffic on foot
- Tudor Rd and A and C Streets
- Tudor Rd, intersection of Lake Otis and 36th, Spenard and Northern Lights
- Tudor Rd/Muldoon
- Tudor rescue mission. There are often people crossing and jaywalking in this area. Perhaps a crosswalk similar to the one by Brother Francis would be helpful. A traffic light similar to the one on Northern Lights by UAA may also help.
- Tudor Road
- Tudor road
- Tudor road
- tudor road
- Tudor Road
- Tudor Road
- Tudor road
- Tudor Road
- Tudor Road
- Tudor Road
- Tudor Road
- Tudor Road
- Tudor road
- Tudor road
- Tudor road (bike pedestrian access)
- Tudor Road (Minnesota to Elmore Rd)
- Tudor Road between Patterson and Elmore
- Tudor road Boniface to C street. Often many pedestrians not being careful when crossing.
- Tudor Road corridor
- Tudor Road near Seward Highway (narrow sidewalk next to fast highway)
- Tudor Road sidewalks - they are very narrow and right next to high-speed traffic, do not provide well for pedestrians or bicyclists
- Tudor-Baxter turn lanes-can't see cars

- Tudor-deep ruts in the road
- Tudor. East of Seward highway for one mile ish.
- Tudor/Muldoon Curve
- Tudor/Seward highway area
- Tudor/Seward highway overpass
- Tudor/Seward highway overpass
- Turnagain Street traffic calming @ No. Lights
- Tutor and C
- Tutor and c street
- Tutor on the New Seward overpass
- U-med District
- U-Med District - Tudor Road AND Northern Lights
- U-Med isn't much better
- UAA and Medical Complex -- please keep biking safe and do not ruin the integrity of trails or roadways by cutting Elmore through
- UAA campus - 36th - bikes need more space and more obvious infrastructure
- UAA Dr & Providence Drive.
- UAA drive and 36th (providence drive)
- UAA Drive and Alumni Drive
- Umed district
- Visualization of Pedestrians & Bicyclists
- Walkers safety in the winter when the sidewalks aren't cleared
- West 36th Avenue
- West high access road
- West High intersection with multiuse trail and Hillcrest offramp
- West Northern Lights and Minnesota intersection
- Where lanes enter and merge from Tudor going south on new Seward highway
- Where the Glenn becomes Fifth Avenue, all along Tudor and Muldoon, where Seward Highway becomes Gambell; all need to be slower with better crosswalks.
- Windy Spenard Road.
- wooded areas alongside trails around East High School

■ **Anchorage is the first community of its size and climate to take on this proactive approach to increasing public safety in the United States. Do you think Vision Zero is an appropriate tool to address traffic safety in Anchorage? How do you feel that Anchorage is different in terms of traffic safety? What are your ideas to address this?**

- Our city is so spread out and there are so few intersections for safe crossing. The community does not respect pedestrians, cyclists and users of public transportation.
- As long as you ignore the cities in Sweden that started the movement. Skip the hyperbole...
- Yes. This is a much needed effort at a prescient time!
- Studded tires are a huge part of both cars and bikes being safe on the road. Lower income people can't afford them. Maybe it's time to consider mandating low impact studs and providing assistance (both for cars and bikes) for people to buy them and change them over. We did it for block heaters and timers, maybe it's time to get serious about the one thing that makes winter driving safer.
- Yes, I think Anchorage and Vision Zero are complimentary and VZ is an appropriate tool for our community. Our unique climate and sprawl make bicycling, driving and walking a different beast. Ideas to address this to follow...
- Vision Zero is just one tool of many that are needed to address safety.
- Rather than think about how we are different, which is so common for Alaskans, we can think about our similarities and learn from those who started VZ before us. Vision Zero started in Sweden. I don't think we are really the first community with our climate to take this on. Edmonton Canada has similar climate, and while it is bigger, it is not that much different.
- We need to keep the walkways cleared of snow.
- Yes, great tool.
- Yes! We have so many traffic related deaths that we cannot keep approaching it like we have, which has been more and faster driving lanes. We need to put safety first and make a cultural shift happen.
- Maybe a Facebook profile would be better to reach the real people who commute in the areas that need the most help.
- I think Vision Zero is a step in the right direction. I think the Administration is taking this issue seriously. I'm looking forward to learning more
- I have at least one car almost hit me every time I am out with my toddler on bike or foot. The cars run red lights or ignore pedestrian signals because they are in a hurry.
- The goals are admirable but will take genuine concern for all humans, including those who have physical disabilities, to implement successfully. Everything right now is based around cars. We're a moderate enough

sized city that we can make significant changes to existing infrastructure and make new infrastructure that guarantees that everyone gets where they need to go safely without needing to rip everything out and start over again. A cultural shift is needed too to redefine how we view public and non-vehicular transportation, which Vision Zero could be a great educational tool for.

- Yes
- Yes. Anchorage needs to be sure that funding comprehensive snow removal (including sidewalks, enforcement of ordinances requiring snow removal, or zoning) is part of the plan.
- I am SOOOO excited about this undertaking. I work as a grant writer and new transportation funding has recently been released that would fund implementation of several of these ideas (through the FAST Act) and I instantly thought of this effort. I feel strongly the answers are in the built environment which are expensive and difficult to change so hopefully with creative problem solving we can find ways to repurpose existing roads to be bike and walking friendly. I tell people that I don't think I can live here forever because the city is so dangerous for biking, bus and walking but an effort like this really gives me pause. I would love to help out with this as a volunteer in any way possible. Great work!!!
- winter driving is very dangerous but then so is summer because at both times people drive too fast and are VERY distracted
- Yes, it works in Denmark, Norway, Finland it can work here
- I think this is a great start. Some kind of educational campaigns are key. Anchorage traffic is different due to our increasingly erratic winters, they produce ever changing road conditions that easily catch people off guard.
- Anchorage is a winter city, bike and pedestrian safety must be evaluated in the context of a long winter season (i.e. Snow piles up on sidewalks and bike lanes)
- Yes, second question has many answers. 3d question enforce laws on books and make sure punishments are severe enough to prevent future occurrences.
- Because of weather conditions, people need to be more careful and practice better traffic safety.
- "Yes, I think this is absolutely the best approach to addressing significant issues, speak to the consumers and let them tell you the issues they recognize.
- Anchorage is a city designed for vehicles. We need a

significant cultural shift in order to make our community more bike and pedestrian friendly. I have hope in this community, we have become smoke free, we can achieve vision zero.

- Need to use individuals who already influence others and our community mobilizers to make this change. It is possible."
- I'm from Anchorage, but have lived in other US communities. I've never seen the animosity toward cyclists and pedestrians elsewhere like I have here. I do wonder if we had safer infrastructure and programs, such as wide sidewalks, more bike lanes, and more public transit options if drivers would be more willing to share the road because they had actually used alternate transportation methods.
- I think vision zero is the correct approach. One of the problems we have is that lane markings (including bike lane markings) disappear every winter, and don't return until the lines are repainted. This means that for more than half the year, there are no lane markings.
- Addressing traffic safety may allow bikers to have a small say in traffic patterns, future planing etc.
- Yes. This sort of approach has been used successfully in European cities with similar climates and populations. An action force that can speak at planning committee meetings and get the ball rolling may be helpful if significant support is not already established.
- Anchorage is different because we have a very diverse mixture of people and views. That said, people tend to be willing to work together given the right perspectives and education.
- As long as Vision Zero results in actual policy changes, it is a very appropriate tool. Anchorage is no different than any other small American city, it must de-emphasize auto travel and spend more money on active transportation and public transportation to draw more business investment and attract / retain residents.
- Every city think they are unique. Of course Anchorage has unique traits. I'm not opposed to Vision Zero - its trendy right now amongst the Transportation/Land Use groups right now...I know Minneapolis has done some impressive work w/ regard to snow removal. I think it is important to address the lack of prioritization for ped/bikes by the city by using sidewalks to hold snow in the winter. The city needs to demonstrate that they are serious about doing something about safety, and prioritize accordingly. Talking

about it is important, but actions are key.

- Snow on the sidewalks and low daylight during commute times are probably the most unique challenges
- Knowledge of how people feel and think is always useful as long as you can do something about the issue. I believe Anchorage and Alaska as a whole have one significant difference from the lower 48. No one else has to deal with such short daylight hours and possible bad driving conditions at the same time. I believe better lighting at intersections would help drivers and pedestrians alike. More visible lines on the road would help drivers.
- Alaskans feel proactive and empowered to make positive change. I like the fact that you offered this survey to get community feedback. It makes me proud to live here, knowing that I can help make a difference.
- It is very important. We have too many fatalities and injuries to pedestrians in this city. The lack of regard for human life by many drivers is inexcusable. We need education, enforcement, better road design, lower speed limits to help make Anchorage safer for everyone.
- Awareness will only take drivers and pedestrians so far. There must be infrastructure changes to promote safer roads.
- It seems like a step in the right direction. Anchorage doesn't have a lot of pedestrian-friendly areas compared to other big cities. I think it's a problem that needs to be addressed on all sides - from the public being better educated to the infrastructure being more pedestrian/biker oriented.
- Yes. Winter makes things worse
- I think Vision Zero is a great way to get the community engaged about traffic safety. I think Anchorage is different from other cities in that we are very driver focused due to our large geographic size (very spread out) and climate. My hope is that we can get all users to understand the risks associated with different travel modes and for people to recognize driving for the privilege it is. Then we can get everyone focused on the goal of safety and not the mentality of, "Get me to where I want as fast as possible". Efficiency is important, but safety is paramount.
- Anchorage has a head start with the green belt trails. It is important to build on that and create a network of protected pathways for bikes throughout the city.
- I think Vision Zero is an incredible first step in the right direction. Anchorage expanded at a time when driving was the only form of transportation and poor

city planning existed with little interest in improving non-motorized urban infrastructure. Finally Anchorage is doing something about this, likely because of the increase in deaths related to poor roadside safety as well as the fact that biking to work is no longer just a summer activity.

- Can't hurt. Drivers attitude about red lights and speeding. Education and enforcement. Auto ticketing. Education and support a bicycle rider program. Better bike lanes. Better signage.
- It is an appropriate tool if you follow through and if the funding and resources are available to do the things that need to be done.
- This is a good city to bike around for the most part, but it really isn't very pedestrian friendly in a lot of places.
- According to it's success in other areas (i.e. Sweden) with similar climates, yes, I think it is an appropriate tool. Anchorage is different b/c it is a really hostile city towards people walking and biking. It amazes me when I travel to larger cities and find them much more pleasant places to walk around. Narrow, poorly maintained sidewalks and high traffic speeds really contribute to this. Have you ever tried riding a bike along Northern Lights in the winter?
- We have a lot of poor drivers from around the country, and FAR too many are violating traffic laws. Lack of enforcement is the biggest problem.
- Vision Zero seems to incorporate all of the necessary components to address traffic safety. I think Anchorage is different in terms of winter weather conditions. Snow is routinely plowed on to sidewalks and in to bike lanes in the winter. Better coordination to ensure that sidewalks and bike lanes are kept clear, even in winter, is necessary. I also feel that Anchorage has a culture of poor driving. Running red lights, speeding, and aggressive driving are the norm, rather than the exception. Education and better enforcement of traffic laws are needed in order to change this culture.
- "Absolutely. Vision Zero says that we as a city care about more than how fast people can drive across town. What is the alternative to Vision Zero? Saying that the current fatality/injury rate is simply the cost of mobility. VZ is powerful because it is the mayor on down saying publicly that they want to make this a priority, even a priority over vehicle speed.
- Much of Anchorage's unique nature is overblown as many Western cities have the same issues: land uses and network that force/enable/encourage people to

drive long distances quickly. Sure we have winter and poor people, but that is hardly unique too. We need to be less hesitant to implement methods and treatments proven elsewhere. Speed reductions and bike lanes are universal. “

- Anchorage probably has some extra factors involved such as winter conditions and budget concerns, but the concept should be the same. The solutions will need to come from many aspects, but having a common goal can keep them better focused.
- It’s a great starting point. Traffic-wise, Anchorage is not as bad as some other large cities, but we have a long way to go before our town is friendly towards bikers/walkers. Better trails? More striping at intersections?
- I don’t know yet whether vision zero is an appropriate tool but I have felt less safe walking and biking in Anchorage than anywhere else I have lived. I have nearly been hit on my bike numerous times, had obscenities yelled at me while legally using roads, and have witnessed a pedestrian get hit by a bike. Cars and drivers feel a sense of entitlement to use the roads and get to their destination as fast as possible that seems to be an impediment to working together for safer streets and stronger community for everyone
- Yes because it involves public input. But your most effective way to get input may not be online or at meetings. I would go hang out at bus stops all over town and ask riders and walkers directly.
- I think Vision Zero is on the right track.
- Anchorage has uniquely poor public transit, making end to end safely engineered bike/ped paths/lanes a bigger part of the equation than in other locales.
- I am really excited about the potential of this project for the city of Anchorage. I wonder if we could build on our expansive trail system to increase access to safe routes? Any way of linking trails?
- Anchorage isn’t that different. We have lots of fatalities in the middle of the summer - where Anchorage looks like any other city. There are specific winter issues (like not plowing sidewalks and making our streets very dangerous for pedestrians). The winter issues must be addressed but we should not use winter /we are a northern city as an excuse for not taking steps to make our city safer.
- ABSOLUTELY!!!! I think it is SOOO important! We have so many people who want to and who do commute on bike or by foot. I think a lot of that is because of our paved bike paths (Chester Creek, Campbell Creek,

Coastal Trail). Even more people would use these areas if the city was more bike friendly, which would be good for the overall livability of the city and attract young professionals to want to live here.

- Yes. Anchorage’s seasonal conditions seem to make it challenging to engage in year-round awareness and advocacy for bike/walk commuters. Looking at where there are problems and trying to create more awareness through education and increased safety tools like biker lanes would probably go a long way here.
- Snow removal on sidewalks and walkways during winter months. During icy winters like this one, sanding sidewalks, walkways and bike paths. Clearing neighborhood streets of snow and more importantly ice. Main roads get cleared partly due to the amount of traffic. Our neighborhood was dangerous to walk in for several months this year due to ice.
- Anchorage is a northern city and driving is part of the culture. Over time, a holistic approach to transportation safety should be addressed through the land use process. We are a driving city because every element of our daily lives requires us to drive. We need more small scale development at the neighborhood level. Fire Island and New Sagaya are a good example. When we live closer to the places we shop, dine, recreate, and learn - we reduce vehicle miles traveled, and consequently improve safety.
- I don’t know what Vision Zero is and what authority it has to do anything. Anchorage has issues like being dark during commuting hours and for several hours of the day that decrease pedestrian visibility. Snow plowing needs to be prioritized to decrease collisions. Animal bridges need to be put into place to decrease fatal collisions with moose. Texting while walking should be fined to increase pedestrian awareness. Keep sidewalks clean to increase the safety of winter walkers. I don’t feel safe riding my bike on downtown streets, so I don’t do it often.
- ISSUE: Anchorage is different based on the fact that it was built in a boom and bust economy; unlike its post-industrial friends in the lower 48, it still has its population intact (i.e. not dealing with the vacancy-post sprawl that a city like Detroit currently is.). The rapid development, resulted in our city’s development being created for a community that relies heavily on its vehicle. IDEA: More infrastructure that is thoughtful towards non-vehicular forms of transportation. Wider sidewalks and skinnier vehicular corridors would be a great start to creating spaces for peo-

ple, not just cars. ISSUE: Additionally, Anchorage is an arctic city, and has needs that are different from those that have a shorter winter season, and non-arctic infrastructure needs. IDEA: This calls for infrastructure that takes into account the varying types of surfaces that any one user may have to navigate. Maintenance is key in providing safe routes for all types of travel through the city. Separated Bike lanes would be ideal for those who are not traveling by vehicle- however, that does not mean separated routes. It also does not mean “not visible routes.” ISSUE: Finally , it seems planners in the past believed in compartmentalizing much of Anchorage through separation of pedestrians/bikes and vehicles... not dissimilar to how separated many of our commercial are from our residential areas. This makes the city difficult and intimidating to navigate if you go outside a your typical form of transportation. Not to mention, it creates areas that are flooded at certain times of day with pedestrians or traffic, creating congestion, instead of an even flow of mixed traffic-types throughout the city. IDEA: Keep our beautiful greenbelts, and our highways! But create corridors that are multimodal, and promote more varied types of transportation. This, combined with more mixed-use areas of land planning, would help promote a more balanced movement throughout the city. It would also improve safety (or atleast perception of safety) because you wouldn't have places that are deserted at certain times of day (i.e. downtown/ midtown). In summary: Jane Jacobs, baby! I would also like to thank all that are part of this mission- this is excellent work in facilitating discussion, education, and really improving quality of life for people from ALL BACKGROUNDS!

- I think it's a good start
- I don't know enough about Vision Zero to determine if it is appropriate for Anchorage. People in Anchorage are often “blind” to others regarding traffic safety and only think of themselves. Keep educating us.
- Don't know enough about Vision Zero to say, but anything is better than the status quo. But the goal is commendable. Anchorage is different in terms of traffic safety because development and traffic planning appear to have been and continue to be haphazard with a bunch of reactionary, piecemeal efforts by both ADOT&PF and the Muni. New developments seem to be allowed without planning for traffic (all kinds, not just vehicle and a prime example of this is the U-Med District). All over town there are

short stretches of road that may have on-road bike travel facilities And all over the city are new short stretches of roads built with on-road bike facilities that lead to ... sidewalks, narrow roads with curbs, or nothing. Ideas to address this? Developers should be required to pay the cost of the planning and construction of adequate infrastructure to manage traffic that will result from their developments. And that new infrastructure must include safe facilities for all modes of transportation. I have more specific ideas but I'm biased - I lived in Portland for many years and my commute was either by bike or bus.

- It seems like a fine way to go about improving safety. The extreme like/dark seasons makes biking continuity difficult - drivers don't “see” the same all year round. In Minneapolis, you had similar weather, but not so dark. Bike lanes helped tremendously. You could safely bike year round. The road were plowed perfectly clean.
- Yes; Anchorage is different in that we have higher speed limits through the city on major roads and few direct bicycle friendly routes to get from Point A to Point B. Bus service is too infrequent; Every student should be required to take driver training classes.
- Vision zero is a must.
- Anchorage is badly in need of improved traffic safety compared to other places that I have lived. Some of it is due to careless driving and disregard for traffic laws and regulations, some of it due to poor road design and marking. I have certainly never lived in a place before where people are honked at for stopping in the right turn lane at a red light if it appears that there is no oncoming traffic. I do think a proactive effort is needed.
- Great idea!
- Vision Zero is perfect. Mayor's backing important. We need State DOT to allow innovative approaches to solve issues and to be better partners.
- All that's needed is get the drunks off the street and back to the villages.
- Yes, Vision Zero is the proper approach.
- A significant proportion of Anchorage drivers are more flagrant in their violations of traffic lights than any other metropolitan areas of like size (in addition to both smaller and larger communities) in other states. There is almost a ‘culture’ of non-compliance. This dangerous practice is a subject of conversation among drivers in many different social settings and not just a personal observation. There is a sense

that drivers 'get away' with running yellow and red lights with no consequences. There is also concern about approaching yellow lights and not having drivers behind your vehicle slow down and having to go through the light to keep from being rear-ended. More enforcement with cameras and police as a visible presence is extremely important to break this pernicious pattern.

- Vision Zero is only one of many efforts to reduce traffic deaths. joint efforts with resources are most effective to long term efforts to reduce death and injury.
- I used to think Vision Zero was an unrealistic goal; however, I've realized as I've studied it more that it makes a lot of sense for a community to work together to provide infrastructure and services that will reduce the risk for all.
- I think almost any effort to increase traffic safety would be appropriate. This approach seems to be a logical way to begin. The one issue that stands out to me as making Anchorage different in terms of traffic safety is the surprising number of vehicles I see driving without headlights on late at night. I think putting more resources towards enforcement would be the only way to make people more mindful of their driving. As things stand now, I feel like people are largely not paying attention when they drive.
- We need less studies and "tools" and more actions on implementing previous studies
- Scandinavian countries have done this? Other winter cities do this. It's not unique. It's critical for public safety. And if we want healthier, happier, more fit people it is essential to our well being. I feel more safe biking in Seattle and Portland than Anchorage. Bit hare light years ahead of Anchorage. Anchorage has very aggressive drivers. I had near misses every week when I commuted from south anchorage to downtown. The 5 E s fully implemented will help. But until aggressive driving is curbed it is difficult.
- Yes, V.Z. is important!
- It depends on how far this information goes and if it is used to make effective changes. I'm certain that my mentioning raised pedestrian crossings will irritate snowplow drivers, commercial drivers, and all drivers in general. Is the saving of the life of one human crossing Gambell worth the cost to install, to educate drivers, and to ask them to slow down? I think it is. I'm guessing Jeff Dusenbury would feel the same way.
- It's a great tool! I hope this is supported by funds for projects and programs for years to come. Anchorage

is different than other cities because many roads are owned and maintained by DOT or are mixed ownership between MOA and DOT so more collaboration is necessary to fix and maintain the roadway system. Winter maintenance could be better conducted through a midtown partnership like downtown to attract more park and walk mentality. also, planning that encourages businesses to share parking and driveways to minimize the parking lots that take up all the frontage and expose non-motorized users to risk at each driveway and back up onto sidewalks.

- It's so icy here! Auto-tickets for red-light running is tough in the winter? I'm not sure.
- Yes. We have a lot of challenges to overcome and I believe that our city is really good at looking to the future. Snow is one of the big issues. There is no cheap way to deal with it outside of education.
- Yes. Snow removal and temporary storage is inconsistent and impacts pedestrians.
- Thank you for taking on this initiative. As a relative newbie to Anchorage I am amazed by the following compared to other cities I have lived in: a) Aggressiveness of the drivers; b) Number of drivers running through red lights at intersections; c) Number of bike commuters both recreational and work; d) Number of fatalities that happen year-after-year. We need to stop the carnage on our roads for drivers, bicyclists and pedestrians.
- Yes. We need to start somewhere. Better public transportation would be very helpful.
- Mayor Berkowitz needs to lobby to the Legislature so we can implement a suite of laws that protect pedestrians and and more harshly punish drivers who fail to yield, harass, hit, and kill pedestrians and cyclists. Until the laws change, drivers attitudes will not. I used to bike all over this town. Now, the liability for me is too great. I don't bike because I don't want to be treated as a second-class citizen.
- The need for effective traffic calming in residential neighborhoods is not taken by the Muni.
- I guess. OK if it is a federal grant. I am not too excited if we have to pay for it in this budget climate. Seems like drivers are getting more crazy. I think controlling marijuana affected driving and the heroin epidemic would be the most effective way to make traffic safer.
- Our main issue continues to be pedestrians who choose to haphazardly walk/cross streets against lights and outside of crosswalks, many while intoxicated or high. Many of these chronic homeless are

also Native Alaskans. Why are the Native corporations not stepping up to address this specific subset of homeless Alaskans? They have the resources and responsibility to do so but they are silent and passive in taking care of these individuals. Most other pedestrians and cyclists are visible and not a challenge to share the road with.

- Yes, I think Vision Zero is imperative and very useful to getting different users of the traffic system to work together.
- At least it is a tool which addresses the topic. Anchorage needs to catch up in regards to bike/ped safety issues and awareness. The drivers of Anchorage need to realize that the big truck they are in is not the only way to get around
- We need leadership from the top down. We need to be able to trust that the people making the most influential decisions about design, safety and education are educated themselves about best practices and actively seeking out ways to integrate that knowledge and level of design into our infrastructure.
- I think VZ is a great testing ground. I look forward to seeing the changes.
- Attitude among motorists and cyclists/pedestrians is a challenge. There are a lot of scofflaws among all user groups. This can be addressed through a combination of education and enforcement.
- "Yes. Anchorage is different in terms of commuting and traffic safety due to how the city is set up - it's made for cars, with the afterthought of commuters. We need to think about projects city wide and include ALL types of commuters.
- We need to hire an EXPERIENCED city planner to help us move forward on these projects."
- I'm not familiar with Vision Zero specifically. Anchorage has to consider the lack of daylight and safety issues (homeless population). A campaign to address reflective wear would be a start. More events encouraging trail use in the winter.
- "Vision Zero" is a poor name for the tool, we can come up with something that says we're not just trying to "fix" road fatalities. We're really trying to weave a more inclusive, robust, and complete transportation fabric for Anchorage. I haven't seen sufficient involvement by the Police Department for this project so far. The eventual enforcement and education by APD will be crucial to the entire process. Far too often pedestrians and cyclists suffer from police officers who suffer from the same windshield mentality we're used to.
- All of it sounds great, but with the current budget crisis, I don't think we should make traffic safety a priority.
- Yes, it is an appropriate tool, but your statement is not true, unless you ignore Europe. Lay off the sound bikes and stick to the facts.
- I think ANC is very similar to other western cities where the car rules. Attitudes will change with better engineering and as adoption of walking and biking grows.
- I think it's going to take a combination of things - education for drivers to a public awareness campaign is huge, but I also advocate for some kind of mandatory reminders. You can have a good driving record but still be a poor driver in regards to pedestrians. Improved public transit would help. I rarely use it because the times and routes are inconvenient. We have a terrific trail system, but it's pretty rare for people to be able to stay on that their entire route to/from work, so sidewalk improvements are key, especially for the winter!
- Winter driving makes bad drivers worse. Too many people speed up at yellow lights, understandable in the winter when it's slick, but even more so in the summer on dry conditions.
- yes. lots of bikers but also lots of people not paying attention to bikes, pedestrians. the ideas mentioned in previous questions should work
- I think it is awesome that Anchorage is taking the initiative to make the community safer!
- "Anchorage is the only large community in the largest state in the country. Our city expanded quickly and created a very driving centric norm for everyone living. People cannot easily access downtown areas without driving as most people live around the central area. Since we grew and developed so fast there is poor city planning and poor commuter infrastructure. This causes dangerous conditions for commuters because driving and drivers are prioritized.
- We need localized communities! Having more local parks, community areas, grocery stores, local fresh food access for all communities.
- Having clear bike paths and access to bike paths will help make walking and biking around the city more of a norm. If it is a safe choice with clear paths and way to go more people will have an easier decision of whether to bike, walk, or drive. "
- TOTALLY appropriate, so needed, Anchorage is different for the obvious reasons and we face what seems

to be an unusually hostile anti-bike culture.

- It's the first step going the right way. Everyone needs to be reminded to be more cognoscente of others on the road and not just be in their own world.
- Culture of respect for all users; catch up engineering, road design to 21st century.
- three questions!?
- I think Vision Zero is great to take this on.
- Yes, people here are friendly and unaware
- Look outside the US for similar examples of Vision Zero strategies. (Edmonton) Work with the Alaska Highway Safety Office to ensure efforts aren't being duplicated and are complementary. Look at communities who are implementing efforts in support of Toward Zero Deaths. The goals are similar. Look outside the Vision Zero box for ideas.
- It's a first step but how about making those over paid police officers patrol the godson Glenn Highway?? Go to the bus barn in Anchorage, the last thing the drivers see when they exit the hub to begin their day is a sign that reads: You are about to enter the most dangerous highway in the nation!!! Hello wonder why that is idiots!! Start writing god am. Tickets out there!!!!
- We engage with communities that others don't even talk to.but survey data is nice....but the people are not falling for the same old approach with a new twist.
- Yes!
- It is absolutely appropriate and has been needed for a long time. Anchorage has terrible traffic safety due to our poorly designed streets and driver habits. Complete streets ASAP, education, enforcement.
- Yes
- It seems like an excellent idea. This is the first I've heard of it.
- "Lower volumes dilute appearance of need
- Darker longer here increase need for pedestrian safety"
- Anchorage has more people who use alternative forms of transportation. But also has to cope with winter weather. I feel like on a large scale (roads) bike traffic is very far behind other cities. The biking/ walking paths are awesome but road cycling options are minimal. Also, it is apparent that legally people are not held accountable when they endanger/hurt cyclist (drunk driving and kill someone, you get less than a year in prison). The overall system is not ok with bikes being on the road.

- Anchorage was built in a hurry in the oil boom days with no thought to safety or bikers/walkers/handicap people. It was built in a hurry by people that came from the Lower 48 and most likely retiring to the Lower 48. True Alaskans need to rebuild our city to meet our needs for today - its an ugly town with ugly buildings, houses and streets that was just thrown up. We need streets and roads that are built with trees, walkways and with thoughtful intentions to the next 100 - 200 years down the road and what we want to leave behind and build for the future. I was born and raised in Fairbanks and now live in Anchorage. A true Alaskan is someone that lives in Alaska forever and dies here. We don't plan to move away and retire to some sunny place. Our heart is here.
- Some of the ways in which Anchorage is different is that much of the year the roads are icy and lately, the winters are dark, and people wear dark clothing all winter, which makes it hard for drivers to see pedestrians and bikers and to be able to respond quickly; lane lines are unmarked most of the winter, spring, and early summer; more people are riding bikes and walking all year than have in the past and drivers are unused to "seeing" them; bikers and walkers do not make sure drivers see them at intersections before moving into the intersections and they take a fair number of risks in other ways; and in general our traffic system was designed to accommodate cars only. I think Vision Zero is an appropriate tool and that it provides the kind of multi-faceted solution that is needed.
- Absolutely, but snow removal is going to be key. The bike infrastructure on Wisconsin is a great example. During snow free months it is great, but the plows only clear narrow sections during the winter.
- Anchorage drivers are hostile to cyclists and pedestrians and drivers who hit or kill cyclists and pedestrians are given a slap on the wrist, if anything at all. (Alexandra Ellis) We must find ways to reduce people's sense of entitlement to driving, and make them take the risks of driving seriously.
- I think it could work. Anchorage has a lot of devoted bus riders, bikers, and walkers who do experience quite a bit of a threat from drivers in vehicles. The more people made aware of the deaths and dangers (and the consequences) and are given positive alternatives through education (ie: how to drive when a biker is on the road or how important it is to look for pedestrians/bikers at stop lights), the less of an issue

there could be.

- We need a more robust police force. Traffic enforcement should be highly visible, and there should still be enough officers not doing it to deal with crime, accidents, etc. (And yes I'm willing to chip in more taxes for improved public safety)
- yes
- On street snow storage
- It does not seem logical that Anchorage is the first city to do this. Look at Portland, OR. The highway / city road Minnesota is a 60 mph road, in the minds of many drivers in Anchorage, 60 MPH = 70MPH it should be 50mph. Anchorage bows to the pressure of special interests. Anchorage still feels like a wild west town. Thank you for starting this conversation.
- Bike lanes, etc will only work if they are regularly cleared after snow, and swept of gravel.
- I do think it will benefit. The attitudinal shift will be most challenging. I've witnessed a zero sum attitude and animosity among drivers and cyclists. Important to recognize that the benefits will be mutual.
- Yes good tool. Plow pedestrian lanes in winter, sweep them in summer.
- I think Vision Zero is a great idea. Especially with decreased visibility due to darkness in the Winter time there are increased accidents.
- Sounds good.
- Weather
- our climate and challenges are not that different from Minneapolis, which has light rail and a thriving bike culture.
- "The snow removal challenges are real and somewhat unique to Anchorage. Traffic lanes almost completely disappear in the winter creating chaotic merging and traffic patterns.
- Vision Zero is an amazing idea that should be aggressively pursued by the municipality (I would just recommend a name change - it sounds like there isn't a vision for the city!) "
- Something needs to be done to save lives
- Unfortunately, we have a lot of poor drivers. We also have a lot of people who use the roads on foot or bicycle without proper illumination. Several people I know carry reflective strips with them to give to people who they meet who are not visible. I hope that this project grows and works. In the last few years, the growing number of bicycles has helped bike safety because people are watching more. Unfortunately, some people also seem to be more angry when they

have to share the road with bikes. I hope that this project will advertise for whatever kind of help you will be needing in the future.

- I think Anchorage's climate makes for a very pedestrian unfriendly experience, the ~6 months of snow and ice discourage walking, and winter biking remains a privilege for only the rich. So I think that safety measures put in place with summer in mind would have no effect for a greater part of the year
- Absolutely.
- Good tool to obtain community input. Anchorage has less traffic safety than most US cities I have visited. We need people to follow traffic speed laws and need to Slow down in the winter time and make the city a hands free telephone community. Focus funding towards the policing venue.
- Reduce the focus on vehicular traffic "efficiency". The focus on vehicular modes of traffic effectively de-emphasizes visibility of pedestrian and bike traffic
- The snow and ice make it a challenge. Please DO NOT install red light cameras. Those don't work, are unconstitutional, and are UNSAFE!! I like the idea of the new inverted diamond (or whatever you call it) intersection at Muldoon and the Glenn.
- Yes. It's odd that as a society we accept so many deaths on our roads.
- The amount of dirt that is added to the streets over the long winter months present hazards for bikers when the snow melts. Anchorage drivers do not respect pedestrians at all! There should be strict laws that a car can not move when a person is in the crosswalk. They should remain put until the pedestrian reaches the opposite curbside.
- Yes- people drive terrible. We need more education.
- Being a northern city I think there are unique challenges. Until we can figure out how to prevent the plows from dumping all the road snow on the sidewalks and bike lanes winter will be very unsafe for walkers and bikers.
- I think it's appropriate. Anchorage is different because while it's a small city, we have a lot of drivers packed into a very congested highway. Enforcement of laws and public education are key.
- The ice factor
- I think Vision Zero should be used as an educational and research tool, but changes can be implemented through existing programs and departments.
- Road safety will improve if we just start enforcing traffic rules. Put cops on the streets consistently.

- Yes it's a great tool with many levels of output. One thing that leaps into mind re: Anchorage traffic safety is our disappearing lane lines. I'd be looking at other states/countries that have similar weather to see how their lane lines fare and adopt successful measures they might be using.
- Don't do it
- Yes, just start doing something, any change will be good and help
- I think it's idealistic, but when it comes to addressing problems that can't be fixed (like traffic mortality), optimism is the only thing a government can/should promote. In case the tone of my sarcasm was lost in that last sentence - I think it's a good idea, and I wish Anchorage the best of luck on the implementation of it!
- I oppose red light cameras. Etc. More officer presence helps, but not just hard hitting ticket enforcers, but letting offenders know what they have done and maybe self correction will help spread the word.
- Anchorage feels very spread out and not initially designed for multiple types of transportation. Expanding public transportation and making it more 'hip' could be one idea to improve public safety.
- Just having a survey like this is a start
- It is a start and we must start somewhere.
- Are problems are just different in respect to seasons and weather. As such, innovative approaches are appreciated. I believe involving the cycling community would be of great benefit, starting with shops, and including all cycling organizations for input (Arctic Bike Club, Bicycle Commuters of Anchorage, Off the Chain Co-op, Denali Randonneurs, etc).
- I think we have unique weather challenges, and a lot of work to do in addressing poor design choices that were made without pedestrians/cyclists in mind. the lack of sidewalks and crosswalks in anchorage is shameful. and the fact that the existing ones are covered in ice/rocks/snow half the year is pretty pathetic. getting to the few and far between bus stops is treacherous. We really let down folks who don't or can't drive. we can do better.
- Yes - Anchorage's size and climate has nothing to do with most of the items that can be addressed to make this city safer for everyone. The key words are "United States." The Vision Zero model began in Sweden, which is a northern climate, winter country. If they can do it, why are we somehow incapable?
- Yes. Anchorage is firmly entrenched in a car culture

where there is little tolerance for alternative forms of transportation. There needs to be more education and infrastructure like educating drivers that it is legal for cyclists to ride in the road, take the lane when necessary, etc. Cyclists need to be educated on how to ride in traffic and obey the laws etc when riding on the road. We need more bike lanes and the ones we have must be maintained. There is no enforcement for speeding and red light runners etc. more police and reinstate traffic control patrols.

- More & brighter street lights during the dark winters, icy roads need more gravel
- I grew up in Los Angeles so traffic here is rather minor. I feel pretty safe driving around town.
- Icy roads and the lack of lane lines when it melts present unique problems. Adequate gravel, plowing and seasonal painting keep us safe. low visibility during dark winters is also a challenge. LED streetlights help. Reflective bike gear helps.
- I think anywhere is a good start.
- Anchorage is a city designed for cars. Increasing public transportation and bike accessibility will help decrease traffic congestion. That being said, drivers and bikers need to learn the rules of the road when sharing the road so I feel education is very important. This program seems to touch on some very important points that Anchorage needs to improve upon and I will be curious to see how it plays out.
- Yes
- Yes
- One thing that will definitely help reduce red light running is time the damn lights so if you travel down Dimond or Lake Otis at the speed limit you are not stopping at every single damn light.
- not sure.
- without knowing the costs involved in using Vision Zero, I can't say if this is the best tool for Anchorage to use. Traffic in Anchorage is basically the same as most large, northern cities. Addressing distracted driving/ biking/walking is of high importance and needs to be addressed as soon as possible.
- Folks ski to work and cross streets for all types of recreation. Downtown should be car free on weekends!
- I don't think it's different. More engineering solutions to help walkability and bikeability will also aid in vehicular safety and will make the city more livable. And improvements to public transportation.
- Yes, I think this is a great tool. Anchorage does have some unique issues with winter conditions, road ruts,

and moose, and now lots of winter bikers. Keeping walkers and bikers away from vehicles as much as possible would be my recommendation. And make sure bike paths and sidewalks are kept clear.

- More cops.
- There are large amounts of snow, occasionally poor visibility, folks on bikes and less visible modes of transport, and often times occluded lanes so traffic is narrowed to less mobility.
- I think it is good to see a desire by Muni Government to improve things but I think the money would be better spent on enforcement.
- Yes. Need for plowed sidewalks, need for warm public transportation, willingness to bike.
- yes
- Anchorage is spread out that getting around without a car is a real challenge. The arterial roads often seem to have pedestrian crossing as an afterthought, and for cyclists the traffic speed is prohibitive. I would like to see more cycling lanes on these roads, and more protection for crossings.
- Pedestrian/ bicycle conflicts are a large concern with winter sidewalk and trail conditions. Public transportation is inconvenient and dangerous during the winter months, accessibility and lighting as well as shorter waiting periods would help encourage the use of other options.
- In this town, if you hit a biker or walker you will not do anytime even if you are in the wrong. Sends bad messages to drivers that we do not count.
- I think Vision Zero is appropriate. Anchorage is unique from some other cities because of its extremely personal vehicle-oriented road design, as well as strong recreational bicycle usage. So, strategies to increase ridership should address bicycle infrastructure and take into account already existing riding culture.
- Yes - A zero approach leads to actually trying and gains will be made. The biggest difference is the lack of courtesy compared to smaller towns like Sitka and Kodiak. Driver behavior and aggressions could be mitigated through free online retesting with license renewal and increased traffic patrols.
- Yes, I think this is important. Anchorage faces unique weather conditions that impact road conditions annually. This calls for year-round attention to hazards.
- The highway has improved greatly, due to the new bridge in Eagle River.
- I am ignorant with regards to what other tools are available to address the issue so have no basis for

comparison. The town is quite spread out making a cross town trek to work an actual commute each day. Maybe a beltway of sorts like in Baltimore or Houston would be helpful to allow commuters to zip around the city instead of through it and permit the speed limits within the city to decrease to more of a residential speed. More overpasses and underpasses would help keep bikers and walkers safe.

- We live in a variable climate where snow, ice and even the angle of the sun cause specific driving concerns. We have a large number of people who move here for jobs or military assignment who have never driven in these conditions and don't get any training or education about risks and safety. It would be encouraging if at least the military bases offered or mandated a brief training. Also, Driver Ed should be offered in the schools and mandatory if you wish to get your license before you are 18 years old.
- safety is important and should be a top concern
- Winter conditions. We need more sidewalks for pedestrians.
- I think their ideas are well thought out and could help Anchorage drivers and bikers to be more cautious of their surroundings
- Ice and snow play a big part in the accidents that occur, maintaining our roadways so they are not full of ruts would be very helpful. I think studded tires should be outlawed to help prevent this problem. There are plenty of new tire products on the market that work just as well as studded tires, but don't do the damage. Adjusting the lane stripping each year by 6 inches in opposite directions each year would also help with this issue. Also, motorcycles and bicycles are only on the roads for short periods of time each year, so people aren't used to watching out for them. There needs to be more community awareness when the bike season is here.
- Yes, this is an important tool. Anchorage has some large intersections that can be hard to cross in good weather much less during the bad weather. As well build up of snow can lead to sidewalks (often used for bicycle lanes and transportation) can cause folks to ride their bikes and utilize their wheelchairs in the street. This can make all unsafe. Lastly, a push for the community to "dress to be seen!" is important. Visibility issues such as flags on bicycles, or wheelchairs, reflective devices and tape are important pieces to safety on the roads for drivers and non-drivers alike.
- Since we have such a diverse, multi-cultural popu-

lation that involves many who immigrate here from other countries and/or territories (as well as from Alaskan rural areas) I believe Anchorage needs to beef-up it's education regarding the basic driving rules and perhaps require additional driving tests (including simulation of ice driving) for those applying for a drivers license. Due to the dual conditions of ice and darkness - there should be additional education for all on how to be safely dressed when walking during dark hours

- Folks seem to forget how to drive in snow each year. I suggest PSA to address any special driving conditions each season-winter driving in ice and snow; fall driving such as watching out for kids, school zones, busses; Spring and summer driving such as watching out for bikes, motorcycles and kids darting or playing in the street.
- I like that anchorage is taking this proactive approach. I think it would be most helpful to enforce speed limits. It is a problem in the winter when people travel to fast in inclement weather and is equally problematic in the summer when there are a lot of people walking/biking etc.
- Yes. Anchorage lacks respect towards pedestrians especially in the winter. Many days can pass until pedestrians paths are being cleared of snow forcing them to walk and cross in unsafe places.
- Anchorage didn't seem to grow with a plan. I think roads should be planned out with growth and future needs in mind
- The drivers here are the worst I have ever seen. There are no lines on the roads indicating which lane is which. Also, the condition of the roads is terrible.
- to question number 21;I would decide my answer based on evidence of past incidences and see if their is a correlation between location and number of incidences. Question 22; we have limited space, many vehicles on the road (congestion), larger vehicles per capita than I imagine other cities have, and an influx of tourists who increase our already congested roads. I don't know if Vision Zero is an appropriate tool.... I am not sure what it is. The name does not do much for a description. I have responded to the questions as best I could.
- I think this is a great idea, but I don't think Anchorage is much different than any other place
- In terms of traffic safety, Anchorage is different because of rural to urban drivers who don't have a lot of experience, extreme weather conditions, and the

"Alaskan attitude." Unfortunately, enforcement is probably the most effective way to address the issues. However, I wish education would work so that extreme enforcement wasn't necessary.

- (Sounds like creative historicizing to me to say we're the first.) But, we need to allocate for snow removal to places other than sidewalks.
- I think it's very ambitious. One problem that we have is the high turnover in population. Every winter we have a whole new batch of idiots who don't know how to drive in the winter. And we are unique because of that winter. We have special challenges when we have new people who don't know what the traffic flow it is. Is there no way to have lines on the ground in the winter? Maybe there truly isn't. Perhaps signs at streetlights that show what the lanes are doing, and I don't just mean turning lanes but also how many lanes are going straight. I also feel like a lot of our safety issues and navigability issues in the winter relate to improper and slow snow removal on roadways, but even more so on the walkways beside it. On a sidenote, I would really like to see motorcycle awareness as part of your safety mission.
- Way to many red light runners and little to no enforcement. As mentioned earlier, maybe making people retake the written portion of the driving test when they renew their licenses would help by educating the masses.
- Not sure.
- It's a good start.
- Yes. We are a vehicle dominate town, we must encourage and improve public transportation, biking, walking, and ride sharing.
- Cameras at major intersections. Increased fines for violations. Education
- Our weather sucks. We have ice one day and snow the next. If the roads are too dangerous to travel on, the Muni should have a system in place where they basically shut down driving in the city. Seriously. It gets that dangerous.
- Vision zero is a good start. Stronger planning around immediate needs like the U-med district and Elmore extension as well as a North-south bypass are needed to significantly reduce unnecessary traffic congestion
- It's a start, not the whole solution.
- If this is just another "study" then it is a waste of time and money. If cost effective policies can be put into place with a serious look at what is really important and acting upon it, then it will make a wonderful dif-

ference.

- I think looking to address the issues is a step in the right direction. I think education and enforcement are probably the most important factors when it comes to traffic safety.
- Traffic safety in Anchorage is obviously a concern, since the number of accidents, injuries and fatalities is on the rise. Being proactive about this concern is the only answer. Anchorage's streets were designed many, many years ago and were designed to accommodate the population, traffic and demand of the time. Time's have changed and will continue to change, and the people who run our city need to be innovative in re-thinking the design of the city to better protect its citizens from unnecessary incidents.
- Number of cars on a road system which is trying to catch up to the volume.
- what does climate have to do with people paying attention and driving? Stop texting, stop drinking , stop being stupid!
- ANCH HAS WAY MORE BIKE RIDERS, AND ALSO HOMELESS PEDESTRIANS
- A) Yes. B) Yes as well. C) People slow down a LOT when they turn and the other lane typically takes advantage of this moment to pass to the other lane, creating the visual effect that the traffic itself is never ending. The city's highways need more lanes, and the streets definitely need to be maintained. By maintained, I mean having potholes filled, lane lines painted so that drivers can see them, and the ruts in the road need to be leveled.
- Way to be innovative... yes... dealing with ice and snow many months every winter; city needs to be quicker to respond when icy conditions begin
- I don't see survey's as the Answer. I would prefer to look towards other cities that have done it successfully.
- I like the approach where you're seeking the communities input. There are definitely still safety issues that need to be addressed, and I'm sure that eventually solutions will be implemented.
- it all depends on the quality of the execution. it isn't just infrastructure and communication; the crime rate/types of individuals on the streets is a big deterrent to using alternate forms of transportation in Anchorage
- Vision Zero is a great idea. I think there are a lot of great ideas we can get from other northern cities. Mostly we just need more enforcement of existing

laws- require stores to shovel in front of their buildings for example. Or when cars turn in front of bikes/ pedestrians during a walk signal that there is an easy way to report these incidents

- Good to start this long-overdue process. Public awareness and commitment from city leaders to improve and act on making anchorage safer for all transportation modes.
- Anchorage is different in that the sidewalks and bike paths can become unusable during winter when snow and/or ice cover the ground. This can force pedestrians or bicyclists into the roadways. Not clearing the main roads by piling the snow on the sidewalks would be a good start.
- This is a good survey. I hope it will be considered to get changed.
- Glad we're doing it.
- "Given never heard of Vision Zero before today, don't know if it's the best place. Ideas include previously mentioned answers plus:
- Road repair and maintenance increase. Actually fix the potholes instead of slapping a bandaid on them. Better sanding and use some gravel when it's really icy. Add a gas tax, I'm fine with that, I drive the roads, I'll pay to help maintain via a gas tax.
- Pay attention to timing on lights. I can't tell you how many times I've sat at a light for literally 3-5 minutes with NO other cars around while our traffic builds up like crazy. (Patterson and DeBarr is a great example and we've almost blocked the firetrucks in because we were waiting for the light and had no where to go and the couldn't get out far enough to trigger it)
- Look to Portland for transit help. Their system is incredible, efficient, user friendly, and I love their ""Honored Citizens"" terms instead of seniors and disabled. Much more respectful! "
- It's a start. Lower speed limits in winter. SOMEHOW consider homeless walking the streets and often drunk.
- Yes. winter city.
- None
- Appropriate? I cannot answer than without comparing alternatives. It is at least an attempt, and that is better than what we have presently.
- I don't think Anchorage is that different from other northern communities of the same size. Though we do have a number of rude drivers in a hurry, cutting in and out of lanes, driving with little regard to others.
- Need to change stud dates due to climate change.

- Anchorage is a hard place for pedestrians due mainly to our weather. More could be done in the winter to keep sidewalks clear.
- Too generic, give me an example so I can frame my response appropriately.
- It will be an appropriate tool if it works. If not, then I suppose it's wasted money.
- Seems like a good approach. Anchorage seems to be behind the rest of the country in terms of technology. Cameras, more efficient traffic lights, and more traffic enforcement.
- I warn visitors that they should assume drivers are trying to kill them. How to make drivers respect bicyclists and pedestrians? Maybe publicize how much they save wear and tear on roads, and clean air? I don't know. Why do they hate us? Maybe ask them somehow.
- Many homeless camps are within close proximity to trails for pedestrians and bikers, which makes them more threatening. Improving pedestrian trails safety (including lighting) may promote more use.
- Anchorage has grown without a plan for expansion in terms of alternative transportation. We have to deal with icy/snowy roads and sidewalks, as well as darkness in winter and "suicide run" drivers in summer. I don't know whether Vision Zero is the appropriate approach, but I'm glad to see that the issues of traffic safety are being addressed, and hope to see improvements in our community in the future.
- Vision Zero is a good start. Anchorage does not have a culture of traffic safety. The culture is hands down auto centric. Anchorage is Alaska's biggest hub city and we get visitors from places that have board roads, no roads, etc. we expect everyone to know where and how to walk along our roads and cross them. We have no compassion for the struggles people face on our roads. Minor mistakes end up with people being killed by impatient and distracted drivers.
- "The frequency of Iced sidewalks for walkers and bikers over the past winters, and also not clearing the sidewalks of snow, decrease safety as walkers and bikers need to use the road.
- I also think the gravel accumulation becomes a safety challenge for bikers by the end of the season."
- Sidewalks and bike lanes need to be maintained they ought the year - too often sidewalks and bike lanes and bus stops become inaccessible and unusable in the winter. Lighting in winter is also a concern
- Yes, go for it. Folks drive too fast. With better plan-

ning, we can all get to where we need to go on time and alive.

- All I can say is good luck. It is in people's past history to always do things last minute. You might not get enough people to care until it is too late.
- Mainly snowy conditions, having more driving/educational tools & ads to drive safer during winter and during the construction season on the roads
- Yes, I think it's an appropriate tool. We have many trails and parks around Anchorage that most cities don't have. Connecting these trails and expanding the trail network to get a lot of the bike traffic off the roads will help with safety and non-motorized travel time. Putting this together with the road network to create a master bike network plan will help I believe. I think there's already something out there like this. My hope is that the MOA and DOT have a vision/plan for moving forward with creating a robust bike network.
- Too many fatalities, too many motorcycle fatalities
- Sidewalks and bike lanes need to be maintained they ought the year - too often sidewalks and bike lanes and bus stops become inaccessible and unusable in the winter. Lighting in winter is also a concern
- Anchorage is not walking friendly during the winter. If sidewalks can't be kept clear create pathways. Maybe create more "trails" and paths than typical, to move bicycle and foot traffic away from streets. Heat sidewalks.
- OK good
- It seems like a good idea to be proactive using this approach. I think that the biggest challenge is getting drivers to respect pedestrians and bikers as well as other drivers (especially in the snow/ice). Enforcement would help this. Anchorage is different because its trails do encourage biking and walking but the areas that require bikers and pedestrians to share the road with drivers aren't as safe because of the high speeds that are allowed, the automobile-centric attitude cultivated by a cold climate, and the debris/snow that collects in pedestrian/bike lanes. One idea to address this is to construct additional bike/pedestrian paths to enable less interaction between automobiles and bicycles/pedestrians. I realize that this is an expensive request and I acknowledge that Anchorage already has an extensive, wonderful trail system that is probably already better than many cities of its size.
- Yes!! I really like the ideas and am excited to see them implemented.
- I do not feel Anchorage has the same feel that you get

from Seattle or Portland for bicyclist safety and ease of public transportation.

- Yes, very appropriate. Winter ice and darkness make our road much more dangerous than many other cities, but LED street lights are an improvement and road crews are normally quick in clearing streets.
- No comment at this time
- Yes it is an appropriate tool. We are different perhaps because we have a lot darkness. Honestly, we need to educate pedestrians and cyclists about making themselves visible
- Yes- our weather/dark/ multi-use roadways/ increasing biking community are variables- also have to admit texting/alcohol use/ driver attitudes are also variables
- Yes. Anchorage is unique due to climate which is all the more reason to have good public transportation system. More people would use it if it was safe, efficient and reliable. Much rather not have to drive in winter if could rely on public transportation to get places in a timely manner.
- We have more residents who like to bike and walk and participate in outdoor activities, we also have residents who commute long distance to Anchorage to work. Add public transit for farther reaching communities and encourage more car pooling.
- The problems I have with traffic lie more with the highways into and out of the city, rather than the roads within the city. Either way, I have lived here my entire life. I have the steady increase in population and little to no infrastructure to support it.
- I feel it is the appropriate tool if it has a strategic plan that is supported. Anchorage is different due to the ever changing road conditions from the weather, and the maintenance required to maintain safe roads. I feel the bike organizations should be involved with how we maintain our roads year around
- Wildlife poses a challenge
- A lot of the drivers have no idea how to drive in the winter. Mandatory ice/snow tests and mandatory studded or all weather tires on vehicles.
- Yes, but I think the tool can be scaled and modified to meet the needs of our size and unique qualities.
- Yes vision zero is a great vehicle to start the public safety initiative.
- When improving lanes, take into account the different seasons and the potential weather we may endure. The narrow lanes on busy through ways after a heavy snowfall is ridiculous. A roundabout in a lo-

cation that people were just driving 65mph is even more ridiculous... The list goes on. Hire engineers that know what Alaska is like so they know how to Create a design that accommodates both the climate and our growing community.

- I think any improvement is good improvement. But well planned cities from the start will benefit ten fold in the future.
- Yes
- "So far, I'm impressed by this initiative. I live in a neighborhood with lots of pedestrians, so anything that can be done to make things safer for us is much appreciated.
- Anchorage is different from many other cities because of the winter. Sidewalks are often used for snow storage or are not even shovelled. It is very unsafe to be a pedestrian in the winter. In the city where I grew up, everybody had to clear the snow from the sidewalk in front of their property, not just in the CBD but everywhere. If you didn't clear the snow in 2 or 3 days, you could get a ticket. Why not do that here? Also, there needs to be a better system for snow removal. Why not try an experimental snow melt cistern as a pilot in a neighborhood? "
- Getting drivers input is an important tool to identify problem areas that need to be addressed. Hopefully this forum will provide positive information that will be used to improve the safety of our roads. This past winter and its numerous pile ups is a great example as to what is wrong with many AK drivers. Stupidity. I don't know how you train folks to slow down and recognize black ice etc before they are spinning out of control.
- Anchorage has great bike pathways throughout the city that I have not found in other cities across America that I have lived. I love this!
- Yes!! So glad this is happening for our city. Makes me want to stay here longer, because I have hope that the bike/walk/public transport infrastructure will improve. Safety is not great, but at least if I have the hope it will be better in 10 years, I am more likely to stay here. Bike commuting is a huge passion of mine and something I love to do and living in a city that doesn't support that makes me sad and desire a place that does support that type of commuting.
- Not sure
- We have had major issues with snow clearing in order to ensure walking safety. We'll see if the weather trends continue. The public transportation system is

poor. It doesn't serve all of Anchorage. Also, it's hard to want to go anywhere near the bus station downtown for safety reasons.

- I use to feel safe but since the Police have become relaxed in their jobs, I don't feel safe only because; I'm afraid of what they'll do to meet they quota for traffic stops. Also Right now with the way things are going I'm not comfortable answering my door if I see a Police I'll first call 911 to ask if there are Police at my door if they confirm they are Police via after speaking to 911 then I'll answer my door. Just because I see Police through my peep hole in my door doesn't mean they are police.
- Anchorage was not built to accommodate pedestrians and bikers and so there is a lot that needs to happen to make our community safer. Winter driving condition also make it different in terms of addressing traffic safety.
- fix our roads
- Yes. We have moose along with drivers, bicyclers, motorcyclists, and pedestrians. I think your plans are good.
- We are terrible at road maintenance and winter plowing. Why do we use gravel on roads in winter that end up in the windshields of our vehicles. Why aren't gravel truck loads covered? someone will be killed by one of these rock projectiles one day
- Anchorage should follow example from D.C. or Minneapolis- those cities have high road & street bikes, foot pedestrian, and high volume commuters, utilizing both private and public traffic methods. They also have high snow & rain falls, which decrease visibility and increase public utilities. Anchorage could adopt much from the plans of these large cities.
- Yes
- No clue
- There is less of a biking culture in Anchorage and people are less aware
- Yes! I am excited Anchorage is working for improved traffic safety. Keep it up!
- Yes. Feedback from "users" is an excellent idea. Anchorage has very little visible enforcement of traffic safety. The lack of a strict and enforced distracted driver law (i.e.: it should be illegal to talk on your cell phone, smoke, text, put on make up, etc... while driving) is a significant challenge while driving on Anchorage roads. Being from a city with an enforced and stricter distracted driver law, it is obvious that people in Anchorage think that talking or texting while driv-

ing is an acceptable behaviour. It is not. The running of red lights is routine and expected in Anchorage. Red lights are run regardless of road conditions (i.e.: not only in winter when it may be difficult to stop). Progressive and enforced speed limit reductions (like the one on North bound Seward highway from Tudor to 36th) are helpful with the addition of a red light camera. The red light sign is also helpful in this area. Count down walk signs are also helpful. Red light cameras pay for themselves very quickly. Finally, signs on major highways to educate Alaskans on proper merging techniques. Also, educate in driver training on proper merging. Advertise enforcement of distracted driving and make sure the police are enforcing at the same time. Set up police officers at major intersections and ticket people for running the red lights - again, advertise that this is going to happen and that it will be enforced.

- I think it's a good idea to reach out to the community to hear their concerns. I think Anchorage is different because it has a much heavier amount of pedestrian and bicycle traffic than I've seen in other places.
- The major focus will need to be on an integrated, updated transportation plan with clear recommendations for updating our design regulations (design criteria manual, Anchorage Code, etc) and implementation strategies that are actually implementable - including recommendations on funding sources.
- More ice snow and cold weather. Keep bikes off roads
- Possibly. Something needs to be done. People are allowed to use their phones and text at least at lights. It's distracting.
- Yes
- I don't know. I just know that I would love to drive less but the city makes it tough to walk or bike safely with our kids.
- Icy roads, low visibility much of the year, and a culture dominated by vehicles makes our community dangers for bikers and pedestrians alike.
- Yes. Anchorage has too many cars and drivers do not respect pedestrians and bikes. Vehicles will always get where they are going quickly and they must give non-motorized traffic respect and treat them with patience.
- Yes. Improvements should focus on infrastructure
- I think vision zero is a good start. Assess after its been given time to work and did not the. Look for something new. Overall people need to slow down at yellow lights and stop for red. This is the biggest prob-

lem with everyday drivers. Redlight cameras at major intersections would help.

- sure
- Yes, as long as it is used to improve and evaluate the possible dangers in our city.
- Communicate with other Arctic cities and build on the information they provide to Vision Zero Anchorage for their successes for public safety increases, and citizen death decreases.
- I think this is a great place to start. I think that Anchorage needs to focus on creating a community that values biking more and more over time.
- Absolutely. I can't name how Anchorage is different from other communities of its size, but outside of the paved trails (Chester Creek, Coastal trail) I feel very unsafe. On those trails I feel awesome. I am lucky that trails take me all the way to and from work but I would like other options to allow me to go other places and bike more for utility.
- Pedestrians having their own walk time (like in Denver, CO) would be amazing.
- Vision Zero is appropriate if followed with infrastructure and engineering changes.
- People's attitude is "you can't tell me what to do" and
- I think any proactive approach is helpful. Anchorage isn't too different from other cities that can have high snow winters. Mainly, I would remove studded tires as an option for winter driving. The technology of studless tires has evolved to sufficiently keep vehicles on icy/snowy roads safe, if not, safer than with studded tires. This would also reduce the damage to the roads that occurs during the winter.
- Yes, I do think Vision Zero is an appropriate tool to address traffic safety. Anchorage is different because its finally growing into a major U.S. city with increasing population and our roads that were maintained and built 20 years ago do not suffice for the growing traffic today and for the future, not only that but the need for alternative means of transportation, other than bus or cab, could use some growing as well, whatever that may be.
- from what i have read about Vision Zero, it seems like a great way to approach increasing public safety. I have never biked in another community so i have nothing to compare it to.
- Stick to the school district. Otherwise you're either wasting your time or doing the bidding of a few.
- I find drivers much more respectful of cyclists in most places I travel with my bike outside of Alaska. I don't

know what's up with people here, but often it feels like they are out to get me. I promise you that I'm not a careless or rude cyclist, but I've had things thrown at me, been honked at, been hit, and been yelled at many times. I think if Vision Zero can work it'd be amazing, but I am doubtful that the people of Anchorage or Alaska care enough to listen.

- We deal with a lot of ice and snow and RUTS in the roads. It's challenging driving, and pedestrians and bikes are in more danger than in other places.
- Public Safety is based upon the needs of its population and a task force of regular people should be considered.
- I just think the mentality here among drivers is that pedestrians and cyclists don't belong near the road at all. We really need a culture shift and get bikes more visible so people start accepting that bikes are used for transportation too. I wish we had a culture like Seattle or Portland.
- I am optimistic with the Vision Zero concept; however, this concept depends on proactive measures. Anchorage has a history of refusing to work proactively, operating instead on a reactionary basis, making only those improvements that are absolutely necessary for the immediate future. Because of this track record, I am dubious that Anchorage will be able to pull this off. A paradigm shift will need to occur in our leaders and legislators before a concept such as Vision Zero has a fighting chance.
- "We have so many fearless people driving while texting, racing, running lights because they know enforcement is largely non existent.
- I was in a city in another state similar in size to Anchorage that had a brand new police station. It had a sign outside of it that said, ""This station proudly paid for by your bad behavior on our roads.""
- Such a large % of people here drive. We should improve public transportation frequency, costs, user tools and routes to remove more cars from the road which has a number of benefits in a variety of areas.
- Anchorage is a community with half the year in winter conditions, more individuals are riding bicycles during the winter - safety will only improve with separate bicycle and pedestrian walkways from the road system
- Yes
- Yes, I think it's great way to address our traffic safety issues in Anchorage. Anchorage is difficult because it has such a strong car culture and an anti alternative

transportation culture. The multi pronged approach with the 5 Es of creating better infrastructure while encouraging more people to use bikes or walk for transportation will be the best bet in changing peoples' attitudes toward multiple transportation options and having those changes stick.

- Traffic is actually not bad compared to lower 48, but there is alot of lawlessness including bikes and pedestrians...
- I think it is an appropriate tool
- Possibly. With multiple user groups the behavior of ALL needs to be evaluated and improved.
- I think the length of a typical winter and extended darkness play a role. If sidewalks are available they are typically not plowed or do not have a separation such as a grassy median to absorb the snow plowed from the road which makes the sidewalk unusable. I also think the cold weather may be a factor in the rate of jaywalking. Folks may not walk to a crosswalk or traffic light and choose to make a run for it to shorten their walk.
- Not enough enforcement
- Not sure
- Community doesn't seem to prioritize pedestrians and bikers generally
- There is a very active and outdoors community in Anchorage. More so than in many other city's or towns. Tapping into this will help more people use public transport or non motorised forms of transport. However there is also a large group of perhaps aggressive and reckless portion of drivers on anchorages roads and dealing with them to help protect others is hard. Therefore seperate bike lanes ore more bike paths and walking paths will help make everyone safer and happier.
- Obviously anchorage is a winter city for many months and one thing I have noticed is that the sidewalks are not plowed on a regular basis in a normal winter with lots of snow which makes it much less safe for pedestrians.
- Absolutely! We have the right population. All ages are interested in outdoor activities. I keep going back to roles and responsibilities; e.g. It is the cyclists job to be seen through clothing choices and lights; it is the motorists job to see the cyclist through a heightened awareness. Both parties are responsible for knowing the laws associated with their respective modes of transportation. In terms of funding improvements, how about dedicating the taxes from marijuana?

"Pot for potholes!" This idea came from a Palmer resident who called my office one day...

- Vision Zero seems appropriate. Anchorage is different due to cold weather - ice damage to paths and gravel for traction.
- Since we have only two ways in Glenn and Seward, these highways need to be monitor better and if there is an accident, there should be an efficient way to record and clean up the accident
- From what I know of it (which is little), it seems like an appropriate tool.
- Anchorage is very different considering the range in road users throughout the seasons and the diverse industries who use the roads, airways, waters and rail. A long term goal should be to improve the transit system to reduce vehicle traffic. Congestion in Anchorage will only increase with time. Steps need to be taken now to provide adequate planning and funding for the future of Anchorage. The proposed inter-modal transportation facility would be a great step towards improving the transportation in Anchorage. Allow thought light rail is a large investment it should be considered as land availability is reduced and congestion increases.
- Currently, Anchorage does not seem like a bike friendly city (it is very motor-centric), yet there are many who commute to work from all sides. Cities such as Seattle and Portland are just as spread out and complicated (non-grid) yet have very friendly biking streets. Anchorage SHOULD be far more bike-safe, and steps such as Vision Zero are likely the only way to make major improvements. Thanks for taking the initiative.
- I think that there are to many drivers, bikers and pedestrians who do not have enough exposure to complicated traffic patterns i.e. lived their life in rural Alaska. Getting a drivers license in some rural sites takes nothing more than knowing the person working the front desk. Until the state considers driving a true privilege rather than an entitlement, things will continue the way they are.
- More media coverage of danger, fatalities and legal rights is necessary for people to consider biking as a viable transportation in Anchorage.
- Anchorage is a very physically active community and I think there could be a lot of community support for such a project.
- maybe
- I hope this works!

- Anchorage is a winter city (usually). Considerations need to be made for winter driving and pedestrian use when markings may not be visible and pathways may be rough or unusable.
- I feel like it is quite appropriate and has an opportunity to be successful because Alaska has a community oriented spirit and there are fewer media outlets which allows focalization of ideas and directed PR campaigns.
- No, I don't think this will be effective. Only more enforcement will make a difference
- Wholistic approach
- I don't know much about traffic safety in other places, not qualified to answer
- Yes. We have moose issues, weather condition issues, limited bike paths and sidewalks in south Anchorage, no public transit that is efficient or even any that service certain parts of town. Designing or re-designing streets to include islands, roundabouts, bike paths, etc...to slow down traffic & to allow safer options for alternative commuting methods are needed. Often times, turn lane signs don't match the actual turn lanes - 2 lanes to 3 is a challenge for Anchorage drivers. Well...driving in general is a challenge for Anchorage drivers. But...baby steps.
- Look to success stories in northern Europe and places with similar climate. Because bicyclists are the minority population in our sprawling city they need to be extra vigilant. There should be a greater stress on following the rules of the road for the safety of everyone.
- "There seems to be more of a ""frontier"" mentality in drivers that they can do whatever they want and do not have to follow any rules unless APD is nearby. I believe driver's ed for new drivers is not mandatory, which means no one really taught new drivers about the rules of the road. That would be my priority, that everyone has to pass a drivers education program. Good manners and good judgement is more difficult to mandate.
- I also wanted to include the following in my Vision Zero comments:
-
- Pedestrians are "bumped" by city buses at least once per year that I know about. In 2009 a woman was actually run over by a bus and survived.
- In my 5 years as a city bus driver I have seen distracted driving and distracted walking increase exponentially. Pedestrians do not look up even for an oncoming

bus, and distracted drivers sometime stop for a green light. The streets have definitely become more dangerous in the 33 years that I have been in Anchorage.

- City bus drivers also have far more distractions on the bus as more troublemakers cause disturbances and arguments that create huge safety concerns for bus drivers and everyone in and around the bus. Almost no enforcement of the existing rules and lack of management support for drivers who are harassed has created increased chaos on the buses, making them less safe both inside and out
- If a pedestrian is hit or bumped, the bus driver is blamed and automatically fired. For future prevention, there needs to be OUTSIDE OVERSIGHT about the cause. Extreme fatigue, lack of bathroom breaks and tolerance for huge distractions in the bus has been routinely ignored by management, and quietly swept under the rug.
- Yes! I'm thrilled that the city is FINALLY taking this problem seriously! We need a prioritized, comprehensive campaign to drastically change transportation in this city and make it safer and healthier for everyone. I am convinced that will go a long way toward solving the city's other major problems (crime, homelessness, mental health problems). And we need to be willing to make huge engineering changes as the primary part of that. Imagine how much nicer it would be if we took one lane out of Northern Lights Boulevard (or even two!), transformed that space into a greenbelt with wide bike/walk paths and trees, and dropped the speed limit to 30! It would transform that corridor from an aggressively unsafe and unpleasant place to a healthy and pleasant one. My car is my primary mode of transportation, but if we had streets like that, I and many others would switch to walking and biking more. And even when I'm driving, I would gladly take a street with a lower speed limit and more traffic congestion that's safer and more pleasant. I'd vote for any bond proposal that devotes funds to this.
- Yes
- The combination of population density, & physical climate might be unique, but the principles still apply. The climate we need to change is social. More people will commute without cars when we improve non-auto infrastructure and public transportation, but we have to kill the entitled god-given-right-to-drive attitude before the masses will support the funding for it.
- The biggest problem is distracted driving. I think vision zero is a good start to making Anchorage friend-

lier to non motorized traffic

- I'll believe it when I see it. Usually you just cut funds and programs.
- Absolutely. Mayor Berkowitz is doing everything I could ask for in a Mayor.
- I hope this is a good process and I very much appreciate the attention the issue receives. There's no such thing as a cyclist, pedestrian, or motorist. I think most people are all three, sometime in the course of one day. We all want safe streets. I think we should consider safety as the primary goal in organizing our streets with efficiency as the secondary goal, instead of the inverse.
- It's a start and you have to start somewhere. I think much of current safety is hamstrung by lack of enforcement. Prioritize it. Hit problem areas with big sweeps. You'll get some of "us" while doing it and we'll squawk but you'll also get the really problematic drivers. I don't know our city's stats but I have to imagine a select group of crazy drivers accounts for a high percentage of accidents. Same matter works for the road to Girdwood. We have the tools right now to tackle a big chunk of the problem but I have a sense (opinion) that we don't have the full will to get after it.
- Yes it is appropriate, but we do need more police officers on the street to help, which is another problem altogether. Because of our climate, for some reason people with big pickups and four-wheel drives think they are immune to speed limits and stopping for red lights especially on days of inclement weather. When my kids moved to Oregon, their friends wanted to know why they didn't go when the light turned green. My daughter's response was that she had learned to drive in Alaska, and she expected at least 3 more people to go thru the light after it turned red. It

shouldn't take tragedy to increase awareness. Maybe drivers education should be required again for people who continue to violate traffic laws. Something like the AARP 55-Alive program with a test required afterwards.

- The northern climate - dark and ice are contributing factors. More lights and free safety vests for pedestrians
- It is a start, and I am excited that we're participating. I think we have a culture of cars here that is made even stronger by the long winters. Our strip malls and 70s developments also contribute to the feeling (and reality) that cars are the only way to access anything. It makes for a larger gulf between those who have vehicles and those who have not. I would like to have more areas of town that are pedestrian corridors (e.g. 4th St between C & H) besides just the trail systems. It would allow for safe space for families, tourists, and others to enjoy downtown without the fear of moving traffic.
- NO NO NO !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! QUIT COPYING THE STATES WE ARE NOT LEMMINGS WE MOVE FROM THE STATE TO GET AWAY FROM STUPID
- Yes, it gives different opinions from people who use different methods of transportation. Anchorage is very diverse and people who are not used to the seasonal changes do drive differently than those who have lived in Anchorage more than a year or two. In winter, those who have not driven before on the roads should have some knowledge of how to drive before getting behind the wheel. Updates to signage is very necessary for the safety of everyone who utilizes public or private transportation.
- Absolutely! We have a lot of snow and weather to deal with

Longhand Face to Face Steering Committee Meeting Notes

■ Engineering → more of everything

- Adopt and implement current design standards → Complete Streets (3 dots)
- Change the timing of traffic lights
- Increase number of pedestrian crossings (1 dot)
- Install more protected bike lanes, bikeways (1 dot)
 - Be cognizant of the cost to the community of the added space required for bike lanes
- Identify, analyze, and redesign high-risk locations
- Increase street lighting
- Paint with retro-reflectivity markings
- Promote constructions coordination
- Repair uneven sidewalks, ADA
- Promote traffic calming projects
- Increase pavement and winter maintenance
- More public education on engineering steps that are already being taken → multi-channel
 - State of Alaska has invested over \$120 million in bike and pedestrian specific infrastructure in the last 10 years, the State's deficit will curb that.
 - If the community wants it, they're going to need to pay for it
- Context-sensitive design
 - Holistic view of a corridor for all users. For instance, broadening by having the city purchase land adjacent to a business for parking, then swapping it for the land adjacent to the road.
- Codes, plans, policies support each other (2 dots)
 - Title 21 has codes (law) about how roads should look, classifications about what the goals of roads are, sometimes these come into conflict with public will, not to mention public interest.
 - For instance, even if it is deemed a best practice, current laws prohibit making bike lanes a different color. A different example is that Northern Lights Blvd is out of space in some areas where it's corridor cannot be expanded due to parking requirements for existing buildings, while reducing parking might not be ideal, planners/engineers are presently prohibited from balancing trade-offs for different user groups due to explicit legal requirements.
- Community readiness
 - No amount of engineering will solve problems the community does not see as problems, need

community readiness to make the physical structures work.

- Funding for maintenance
 - Plan it in up front
- Report what's already happening → innovative ways to share info with public
- Continuing education for engineers, bring other transportation professionals together → Complete Streets, NACTO, Context-Sensitive design
 - There aren't enough high value/innovative trainings available in Alaska/exposure to best practices etc. from outside.
 - Joe Gilben came up one time to give a training. Highly valuable, similar things should happen more often

■ Education

- Implement a public safety messaging campaign → identify audiences (special population – 2 dots) and issues based on data (6 dots)
- More bike and pedestrian information in driver's education and DMV manual
- More traffic safety education for K-12
- Use media coverage to education on traffic safety, existing and planned projects (1 dot)
- Appropriate signage throughout the city to ensure understanding of bike and pedestrian laws
- Create transportation system user guides
- NACTO training for AMATS and DOT staff
- Grow the number of agencies working together
- Strategic, effective effort → not just more of everything, determine the issues of greatest risk
- Include adults in education efforts
- Measure effectiveness
- Target administration, legislators, community leaders
- Use Mayor to coordinate messaging, draw attention to existing efforts (3 dots)
- Use City staff, any captive audience, professional drivers as primary traffic safety examples

■ Evaluation

- Track traffic fatalities and serious injuries and publish online in a timely manner
- Track and publish walking and biking volume data

- Install digital automated counters at key locations
- Work with Trauma Registry to combine trauma data with police crash reports
- Use crash data to identify traffic safety “hot spots” and unsafe behaviors
- Conduct interdisciplinary annual review of high priority safety improvement needs → centralized location to access (1 dot)
- Determine how to present data to public, including sensitivity with data
- Identify gaps → EMS data, trails collisions, multiple data systems, inventory of existing datasets
- Ability, tool created for self-reporting → education on use of existing tools, create online tools – map
- Hansen infoR
- Codes, plans, policies → analysis

■ Enforcement

- Recognize political sensitivity around speed cameras and red light cameras and explore ways to educate public on speeding and red light running → ask Legal about specific codes around cameras, include ongoing research from UAA
- Lower traffic speed limits where appropriate
- Install more speed feedback signs
- Regular training of officers on laws relating to all transportation modes
- Increase high-visibility enforcement and corridor safety patrols
- Promote retention and recruitment of police officers to increase staffing for expanded traffic enforcement (1 dot)
- Expanded enforcement on all modes → funding
- Codes, plans, policies support each other
- Community readiness → for all of Vision Zero (4 dots)

■ Encouragement

- Promote Bike- and Walk-to-Work days
- Install more bike racks at high-demand locations
- Institute a bicycle and pedestrian wayfinding system

Anchorage-wide

- Promote community rides
- Promote community walks and walk assessments
- Implement a Safe Routes to School program
- Include encouragement for special populations, reach out to low-income individuals, identify other involuntary bike and pedestrian transportation users
- Active transportation → promote health
- Use existing programs, partnerships (1 dot)
- Share local transportation information with new residents
- Highlight existing options
- Bike-friendly business membership, promotion
- Encourage relationships with transit, businesses
- Encourage pedestrian outreach (1 dot)

■ *What is one thing that you would do if you were Mayor for a day?*

- Law Enforcement, people in traffic, ask them “what keeps you up?”
- Enforce DUI, seatbelts, speeding, increase visibility, see people pulled over, everyone else slows down
- Paint bike lanes everywhere, adopt current design standards, get all of our codes/policies aligned for what we already know we need to be doing.
- More cops
- Put shoulders on all of our highways - old goal for state, get everyone with Muni on one big item
- Build consensus
- Use bully pulpit to coordinate messaging create path forward for various groups who implement traffic planning etc.
- Communicate to all users, whole city of Anchorage. We are a community, everything you do has an impact on the people around you. Be respectful, treat others the ways you’d like to be treated.
- Keep doing what we are doing here, in pulling out the story of what’s going on with different users. Look at what the community is ready for.
- Sit down with everyone and listen to everyone here. Look at how to provide access to everyone without discrimination

VISION ZERO ANCHORAGE

MAY 2016 REPORT

APPENDICES