

Municipality of Anchorage

What We Are Doing to Make Biking Safer and More Accessible



Food for Thought: What's Good Anchorage?

BIKES!

(July 19, 2024)

MOA Departments & Bikes

- Departments and Staff
- Existing Network
- Ongoing Work
- Future Projects/Plans
- Why?



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Departments and Staff

Traffic Engineering

- Brad Coy, Municipal Traffic Engineer
- Zak Hartman, Vision Zero Coordinator
- Donovan Camp*, Traffic Calming/Pedestrian/Bicycle Coordinator

Project Management and Engineering (PM&E)

- Brandon Telford, Acting Municipal Engineer
- Chelsea Ward-Waller, CIP Coordinator

Planning

- Daniel Mckenna-Foster, Long Range Planning Project Manager
- Tom Davis, Long Range Planning Project Manager

Parks and Recreation

- Mike Braniff, Director
- Taylor Keegan, Superintendent
- Nicolette Dent, Parks Planner

*New Hire Starting in September!



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Departments and Staff (Cont.)

Health

- Amy Brown, Bike Program Support

Maintenance and Operations (M&O)

- Paul VanLandingham, Street Maintenance Manager

Transit

- Bart Rudolph, Planning Manager

Mayor LaFrance's Administration

- Graham Downey, Special Assistant to the Mayor (Housing and Transportation)

AMATS (Anchorage's Metropolitan Planning Organization)

- Aaron Jongenelen, AMATS Coordinator

*New Hire Starting in September!



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Existing Network



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Existing Network



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Ongoing Efforts



- Programs
- Traffic Calming
 - Safe Routes to School
 - Vision Zero
 - Annual ADA Compliance
 - Annual Pedestrian Safety and Rehabilitation
 - Bike to Work Day

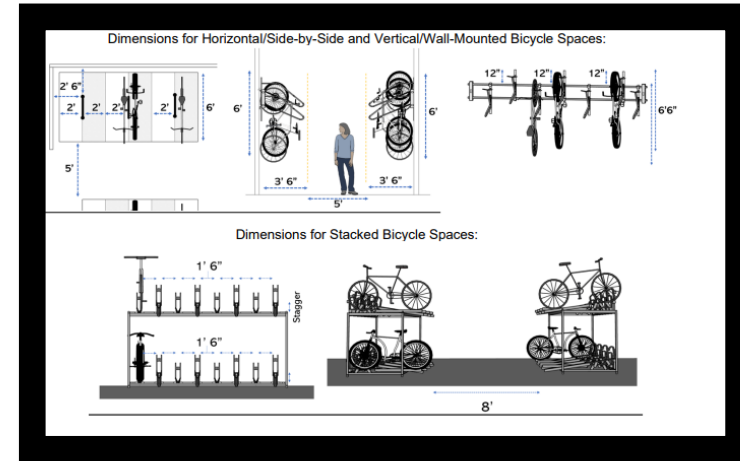


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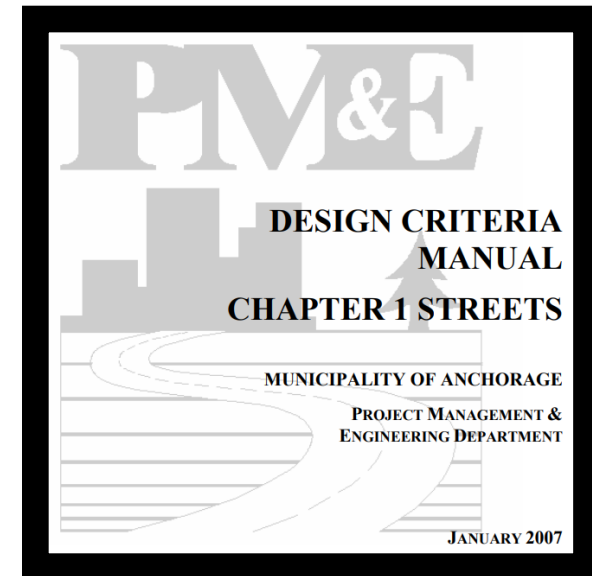
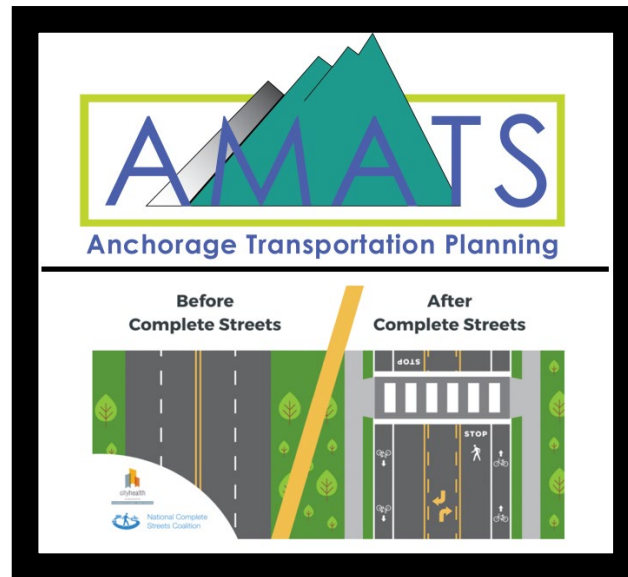
Future Projects/Plans



ROW Management Strategy

- Snow and Ice
- Parking Management

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The Why?

Reasons People Bike:

- Necessity
- Convenience
- Health (Physical & Mental)
- Ethical (Environmental, etc.)
- Recreation



Live. Work. Play.



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The Why?

Benefits of Biking:

- Safety
- Economy
- Health
- Livability
- Mode Choice



For more information on the benefits of biking visit <https://www.pedbikeinfo.org/>

Safe Streets and Trails



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Safety

The addition of bicycles lanes to urban roads has been shown in various studies to reduce total crashes.

- Adding bicycle lanes to urban 4-lane roads, reduces total crashes by up to 49%.
- Adding bicycle lanes to urban 2-lane roads reduces total crashes by up to 30%.

Source: Development of Crash Modification Factors for Bicycle Lane Additional While Reducing Lane and Shoulder Widths (FHWA-HRT-21-012, 2021)

Office of Safety
Proven Safety Countermeasures

Bicycle Lanes

Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists¹ because the speed and size differential between vehicles and bicycles can lead to severe injury. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

Safety Benefits:
Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

- 53%** for bicycle/vehicle crashes.³
- 49%** for total crashes on urban 4-lane undivided collectors and local roads.⁷
- 30%** for total crashes on urban 2-lane undivided collectors and local roads.⁷

Applications
The FHWA's *Bikeway Selection Guide* and *Incorporating On-Road Bicycle Networks into Resurfacing Projects* assist agencies in determining which facilities provide the most benefit in various contexts. Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through *Road Diets*. Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes provide additional safety benefits.^{2,3} For a marked bike lane without vertical elements, a lateral offset with marked buffer can help to further separate bicyclists from vehicle traffic.

Considerations

- In order to maximize a roadway's suitability for riders of all ages and abilities, bicycle lane design should vary according to roadway characteristics (number of lanes, motor vehicle and truck volumes, speed, presence of transit), user needs (current and forecasted ridership, types of bicycles and micromobility devices in use within the community, role within the bicycling network), and land-use context (adjacent land uses, demands from other users for curbside access). Separated bicycle lanes are recommended on roadways with higher vehicle volumes and speeds, such as arterials.
- City and State policies may require minimum bicycle lane widths, although desirable bicycle lane widths can differ by agency and functional classification of the road, current and forecasted bicycle volumes, and contextual attributes such as topography.

• Studies have found that roadways did not experience an increase in crashes or congestion when travel lane widths were decreased to add a bicycle lane.⁴

• Studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity.

• In rural areas, rumble strips can negatively impact bicyclists' ability to ride if not properly installed. Agencies should consider the dimensions, placement, and offset of rumble strips when adding a bicycle lane.⁵

• Bicycle lanes should be considered on roadways where adjacent land use suggests that trips could be served by varied modes, particularly to meet the safety and travel needs of low-income populations likely to use bicycles to reach essential destinations.⁶

References:
1 Thomas et al. Bicyclist Crash Types on National State and Local Levels: A New Look. Transportation Research Record 6736, 644-676, (2019).
2 Separated Bike Lane Planning and Design Guide. FHWA-IP-15-025, (2015).
3 CMFID 11209 Determining CMTs for Separated Bicycle Lanes. FHWA-HRT-21-026, (2021).
4 Park and Abdel-Aty. Evaluation of safety effectiveness of multiple cross-sectional features on urban arterials. Accident Analysis and Prevention, Vol. 19, pp. 245-255, (2016).
5 FHWA Tech Advisory Shoulder and Edge Line Rumble Strips, (2017).
6 Smart et al. Promoting Equity in Pedestrian and Bicycle Planning. FHWA, (2016).
7 CMFID 11793. 10% Development of Crash Modification Factors for Bicycle Lane Additional While Reducing Lane and Shoulder Widths. FHWA-HRT-21-012, (2021).

ZERO ROAD DEATHS

FHWA-SA-21-081



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Why Should MOA Make Biking Safer and More Accessible?

What we know about Anchorage:

- People bike here.
- Our bike network is incomplete.
- The vehicle network needs improvement but is far more robust than the bike network.
- Bicyclists are overrepresented in killed or serious injury crashes.
As are pedestrians and motorcyclists.



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People Bike Here: Our Office



Photo Source: Alaska Landmine

- Aaron
- Brad
- Brandon
- Chelsea
- Daniel
- Isobel
- Paul
- Rebecca
- Russ
- Troy
- Zak
- New traffic calming/ped/bike coordinator (coming soon)



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People Bike Here: Traffic Counts

Jewel Terrace St

Jewel Terrace St & W Dimond Blvd

Date	Motor Vehicles	Bikes
7/11/2023	368	21
7/15/2023	368	43
7/16/2023	300	4

Patterson St

Counts Captured on 9/7/2022

Cross Street	Motor Vehicles	Bikes
Chester Ct	2,182	20
16 th Ave	2,523	38
20 th Ave	1,367	24
Sherwood Ave	201	31

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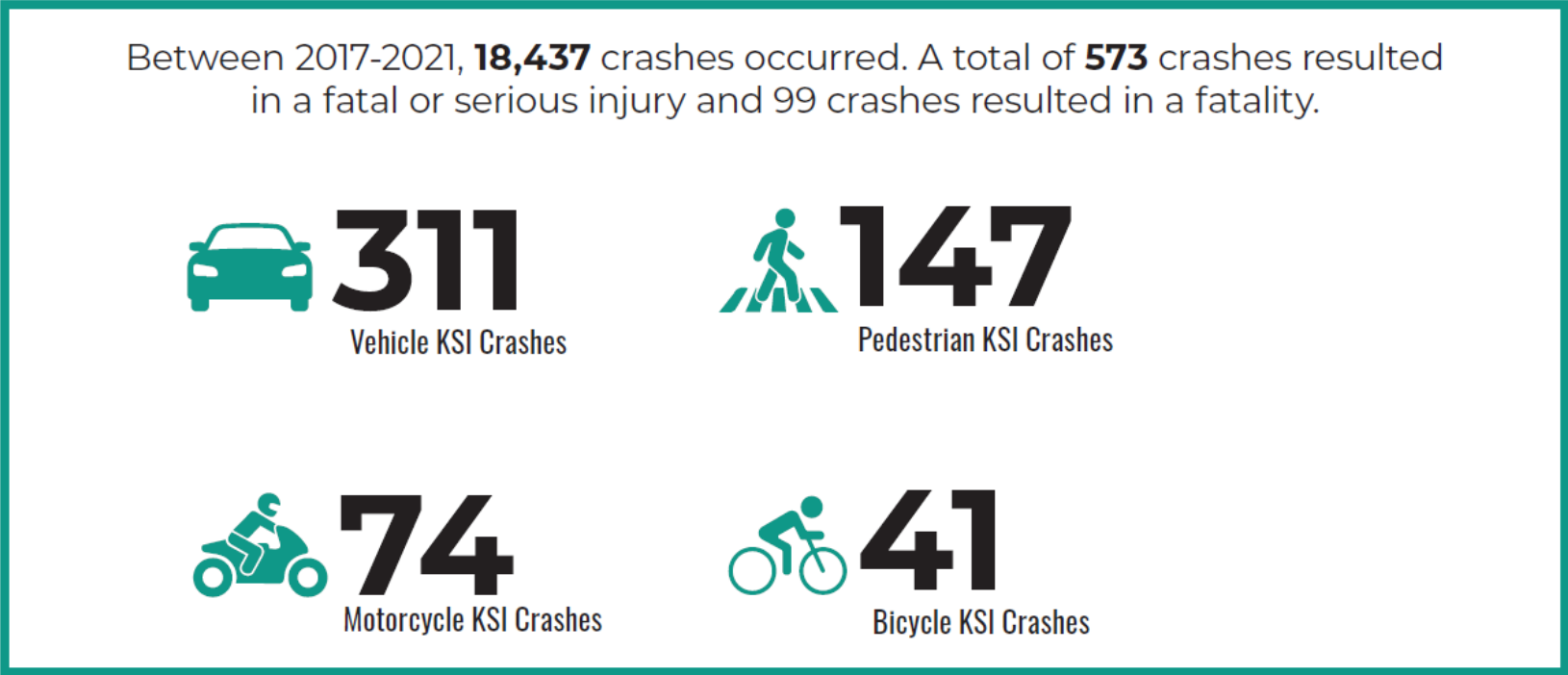
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People Bike Here: Crash Data

General Crash Trends



Source: AMATS Safety Plan

Anchorage has an Incomplete Bike Network



Existing Bike Network

Figure 2.1: Existing Bicycle Network



Recommended Bike Network

Figure 4.1: Recommended Bicycle Network



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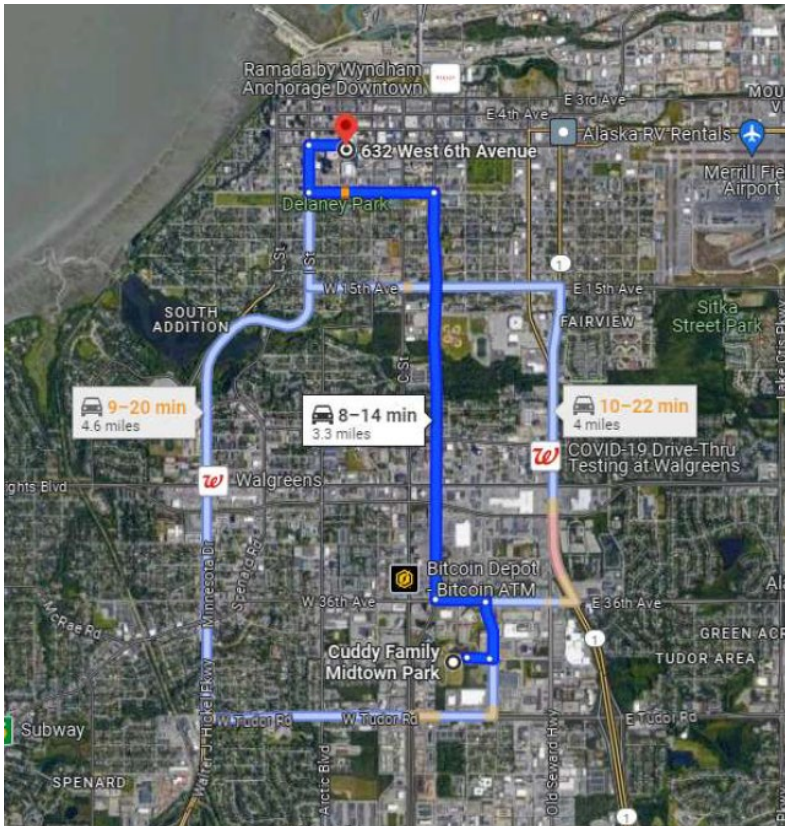
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Source: AMATS Non-Motorized Plan



Anchorage has a Robust Vehicle Network

Cuddy Park to City Hall
By Vehicle



Source: Google Maps

Travel time estimates from Cuddy Park leaving at 5:00 pm on Thursday, July 18, 2024.

Destination	Estimated Travel Time
City Hall	8 - 22 min
Potter Marsh	12 - 28 min
Kincaid Park	14 - 28 min
Chanshtnu Park	12 - 35 min



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Bicyclists are Overrepresented in Killed or Serious Injury Crashes

Modal Crash Trends

AMATS has a 9% commute mode share for walking and 2% for biking. However, over the last five years, 25% of pedestrians and 7% of bicyclists were killed or seriously injured, as depicted in **Figure 13a-b**.

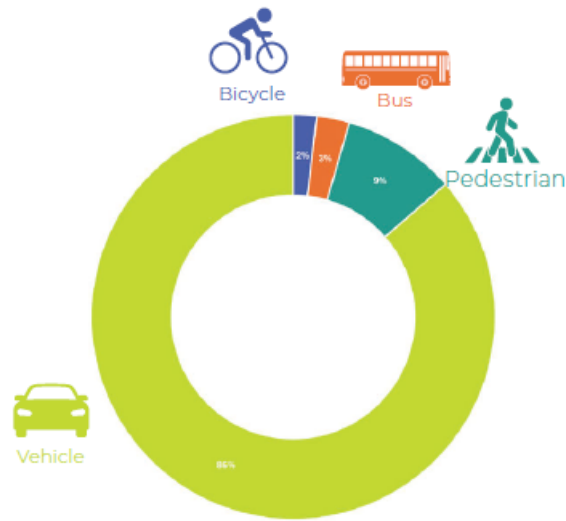


Figure 13a: Mode Share in the Study Area

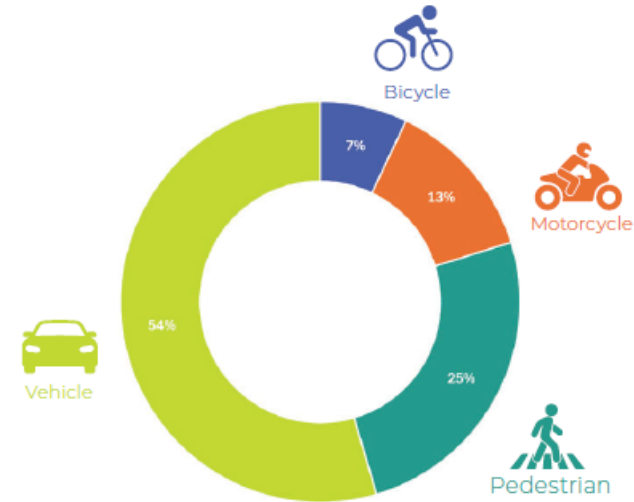


Figure 13b: KSI Crash 5 Year Mode Distribution

Source: AMATS Safety Plan

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Bicyclists are Overrepresented in Killed or Serious Injury Crashes



Big Picture: Bicyclists were involved in **2%** of all crashes, but **10%** of all bicycle crashes resulted in a serious injury or death.

Crash Type: Angle, Front-to-Front, and Sideswipe

Human Behavior: Cyclist **error or confusion**, or driver **fails to yield** to another vehicle.

Where: Occurring at **intersections**



Big Picture: Vehicles were involved in **94%** of all crashes - **2%** of those resulted in a death or serious injury.

Crash Type: Angle, Front-to-Rear, and Sideswipe

Human Behavior: The driver is operating the vehicle at a **dangerous speed**, **neglects to yield** to other vehicles, makes **sudden maneuvers** to avoid obstacles, or **disregards red lights**.

Where: Occurring mostly at **intersections**

Source: AMATS Safety Plan



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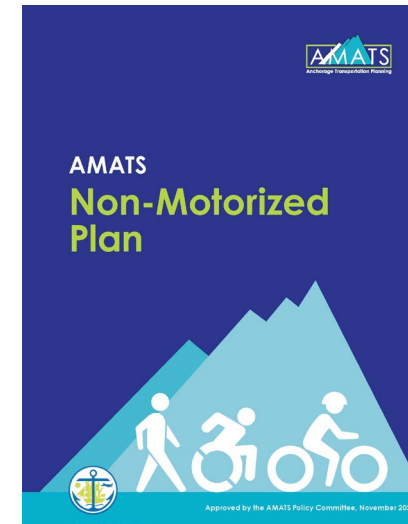
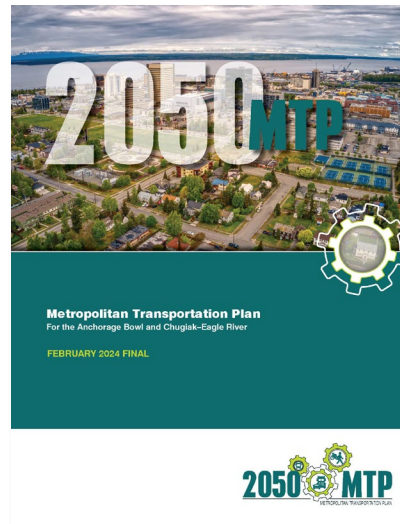
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The Why?

If we know people bike here and we know biking could be made safer and more accessible.

- Why wouldn't we work to complete our bike network?



2050 MTP Goal 3: Improve Access & Mobility Options



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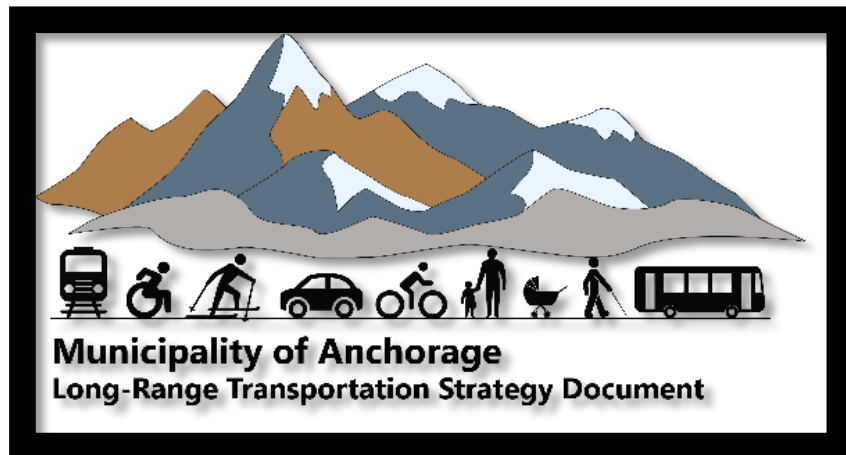
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The Why?

Policy Choice of the Municipality:

- 1 of the 3 Goals of the LaFrance administration: Safe Streets and Trails.
- 2024 Assembly legislative goal: "Increase investment in safe streets, road maintenance, and non-motorized modes"



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