

Taking Action to Prevent Roadway Deaths

Update by Anchorage Vision Zero Task Force

Joint Presentation by DOT&PF and Municipality of Anchorage

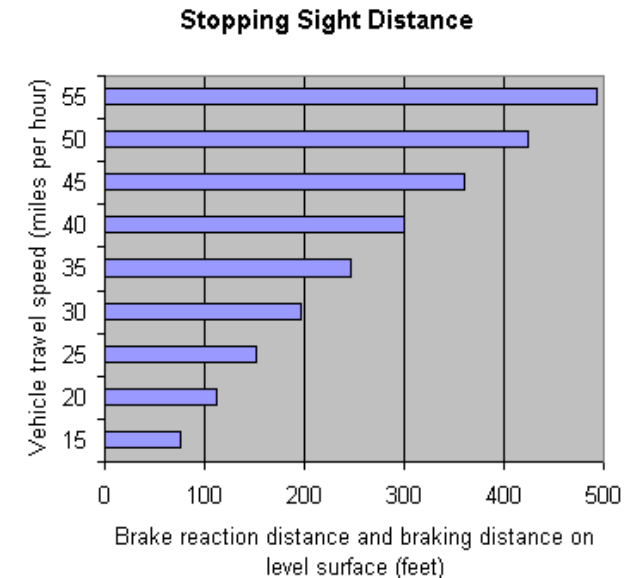
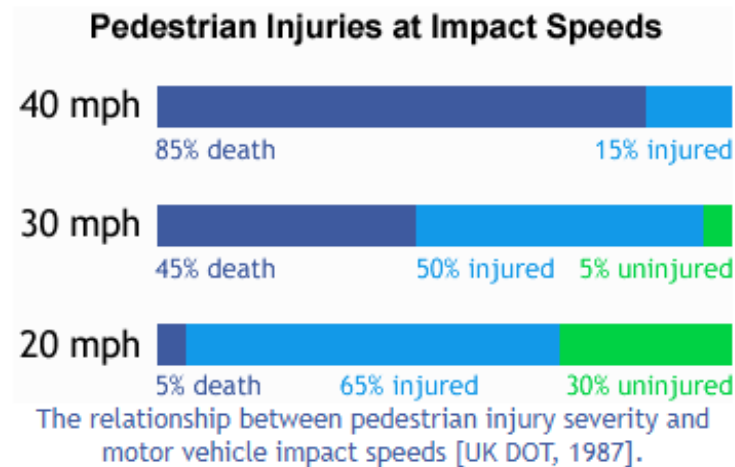
REMINDER: Safe System Approach

- U.S. DOT's guiding paradigm to addressing roadway safety
- Vision Zero is our goal, the **Safe System Approach** is how we get there!
- DOT&PF & MOA attended 3-day FHWA Pedestrian Safety Course in December
- FHWA Complete Streets and Roadside Design training coming soon- March 4,5,6 via LTAP



Why Focus on Speed Reduction?

1. Force = Mass x Velocity ²
2. Stopping Distance assumes perfect conditions (flat, good traction, working brakes, **attentive drivers**)
3. Survivability **decreases** dramatically when hit above 30MPH
4. Headlights only project between 200'-250' in **perfect** conditions
5. **Speed disparity** among users: Nationally, ~30% of Americans don't drive. According to DMV, only 62% of Alaskans have a drivers license



Vision Zero Update Since October

11 Community Councils, 1 FCC meeting presentation since November. Takeaways:

- Frustration regarding pedestrian behavior:
 - 1. Jaywalking, 2. dark clothing, 3. education
 - Requesting data on contributing factors related to pedestrian actions
- Support Speed Feedback Signs and Increased Lighting
- Mixed feedback on Speed Limit Reductions.
 - 1 Resolution of support received from Airport Heights CC.
 - Speed limit disparity and severe crashes happening in locations with higher pedestrian populations than others.
- Mixed feedback on road diets and automated enforcement.
 - Red Light Running is common concern. Privacy concerns with automation
 - Support for more crossings & enhancing crossing treatments with flashing lights
 - Concerns regarding e-bike conflicts
 - Strong support for traffic calming
- Plowing Prioritization for sidewalk clearing:

<https://dot.alaska.gov/stwdmno/wintermap/sidewalks.shtml>

Winter Sidewalk Priority Map

Use your mouse to zoom and drag to your preferred location on the map. Click on a sidewalk for more information.

Winter Conditions Vary. Response times depend on the severity and length of each winter storm.

PRIORITY LEVEL 1

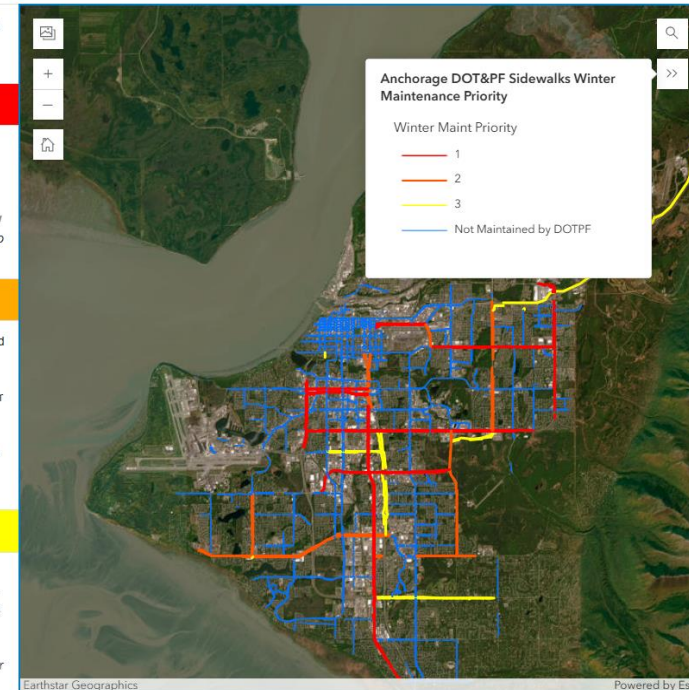
Heavily utilized by non-motorized users. May provide direct access to economy centers (business and shopping centers), bus stops, and intersect with lower priority sidewalk / pathways. May take up to 48 hours to clear after the end of a winter storm.

PRIORITY LEVEL 2

Moderate utilization by non-motorized users and alongside routes with intermittent economy centers or connection between higher and lower priority routes, including routes maintained by Municipality of Anchorage. Likely to have some bus stops. May take up to 72 hours to clear after the end of a winter storm.

PRIORITY LEVEL 3

Lightly utilized by non-motorized users and typically alongside higher-speed roadways with limited facilities for pedestrians and non-motorized user. Likely not to have bus stops. May take up to 96 hours to clear after the end of a winter storm.



Enforcement Stats Update

Fatal Pedestrian Crash data (through October):

Driver Impairment – 38% (4 tox results are still pending);

Tinted window – 38%

Speeding (10% over) – 30%

Pedestrian Safety Campaign through October 1:- 682 total traffic stops

Speeding- 223

Tinted windows- 112

No Proof of Insurance - 109

DWLR (no license) - 64

Red Light Running - 32

Screen device (distracted driving) - 4

Racing - 1

Pedestrian education/warning- 243

Drunk in roadway – 6

• APD enforcement activities on:

- Ingra Street, Gambell Street, Muldoon Road, Tudor Road, A Street, C Street
 - Vehicular enforcement targeted at speeding, red light violations, distracted driving
 - Pedestrian contacts targeted at education of rules of the road and safe crossing practices
 - APD public service announcements
- ~40% of all citations in December in Pedestrian Safety Areas
 - Met with APD for VRU crash site review regarding 2 most recent Fatal crashes (Brayton Drive & C Street).



Actions Taken to Date

- Jointly Created PSA: <https://vimeo.com/1027086064>
- CR DOT&PF submitted new HSIP nominations (road diets, non-motorized facilities, speed feedback signs, crosswalk enhancements, etc.)
 - Northern Lights Blvd: Lake Otis Blvd to Lois Drive
 - Gambell/Ingra Couplet Lane reductions
 - Traffic Safety Corridor Variable Speed Feedback Signs
- Drafted Elmore Speed Study with recommendations: 30MPH [N of MLK Jr. Dr.], 40MPH [MLK Jr. to Dowling], 35MPH [S of Dowling to Abbott Rd].

Next Steps:

- MOA to deploy "rest-on-red" signalization at 24 intersections across the municipality
- Complete Speed studies for Tudor & Muldoon corridors
- MOA to pursue process for lowering downtown speeds - statute discussion, 20MPH recommended in adopted "Our Downtown Plan"
- Incorporate design principles in upcoming urban projects
- Supplemental HSIP nominations:
 - Mountain View Drive-Commercial Drive to Pine Street
 - A Street-Fireweed to 9th Ave
 - Red Light Running Indications & Signal Retroreflective back plates
 - Mobile Speed Feedback Signs



Improve Staffing Levels and Resources- Update

- DOT&PF unsuccessful in filling HSIP Coordinator Position
- DOT&PF and MOA has no capacity to add pilot projects for the 2025 season.
- Greenways program funded and design underway for 2025 Implementation
- Muni VZ Coordinator in Acting Signals Manager role
- Procuring INRIX speed and safety data for speed study evaluations- will be shared resource for Muni and consultants.