

Taking Action to Prevent Roadway Deaths

Overview of Report by Anchorage Vision Zero Task Force

Assembly Transportation Committee Meeting

– October 16, 2024 –

Vision Zero Task Force Participants

DOT&PF

- Sean Holland
- Anna Bosin
- Justin Shelby
- Sean Baski
- Luke Bowland
- Cynthia Ferguson
- Pam Golden
- Kirk Warren
- Ben White
- Andy Mills
- Robespierre Howard
- Eli Kesten-Brackett
- Mark Eisenman
- James Starzec

Municipality of Anchorage

- Brad Coy
- Graham Downey
- Zak Hartman
- Eric Armagost
- Kim Carpenter
- Brandon Telford
- Melinda Kohlhaas

APD

- Sgt. David Noll
- Officer Mark Fortunato

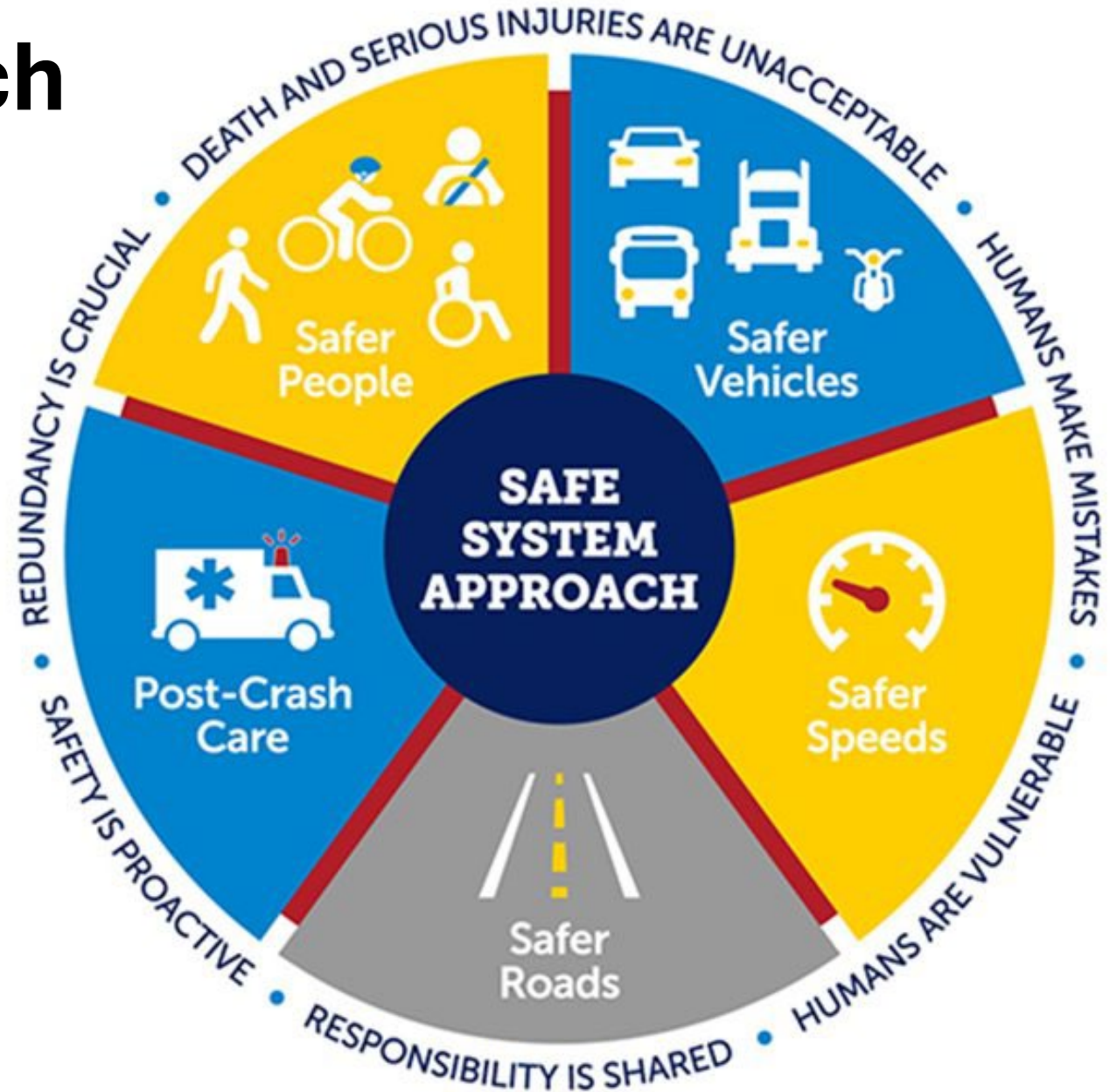
AMATS

- Aaron Jongenelen
- Christine Schuette

Initiated by Sean Holland, Central Region Director
Has met weekly since Sep. 23rd

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 and MOA are committed to doing our part
- Everyone has a responsibility



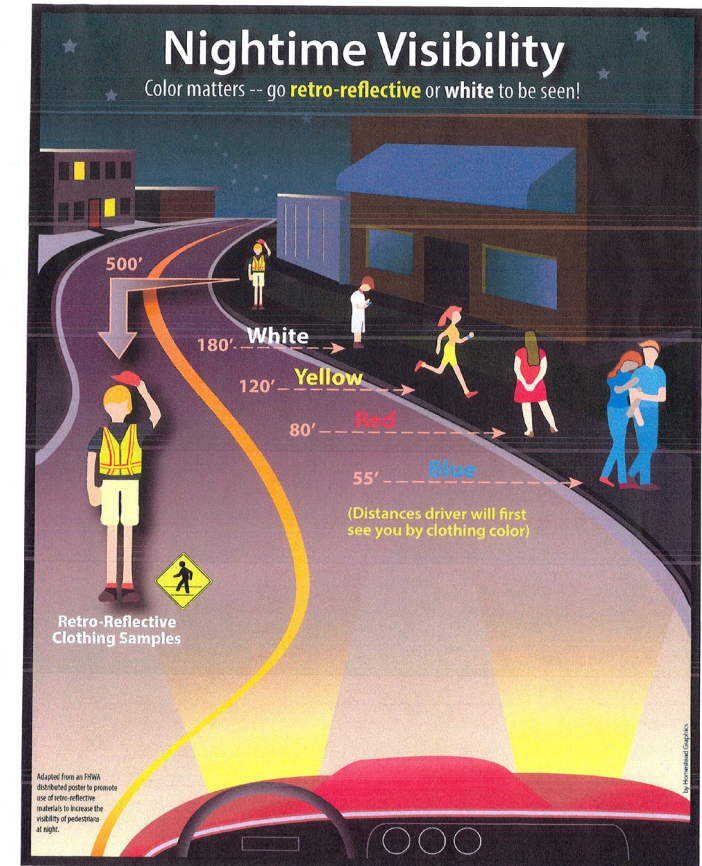
Request #1 – Improve Lighting

Actions Taken in Past Few Weeks

- DOT&PF adjusted staff schedules to perform night-time review of lighting maintenance needs
- DOT&PF incorporated additional lighting in HSIP nominations
- MOA exploring contract to assess lighting levels on four high priority municipal roads

Prioritized Actions

- DOT&PF to take light levels for pedestrian crossings and sidewalk for priority 1 locations
- DOT&PF and MOA to evaluate lighting conditions for prioritized corridors across Anchorage, prepare report, and inform revised action plan



Request #2 – Reduce Speed Limits

Actions Taken in Past Few Weeks

- DOT&PF and MOA identified priority corridors and created plan for lowering speed limits

Prioritized Actions

- DOT&PF to begin speed studies and public outreach for highest priority corridors:
 - Tudor Road (C Street to Elmore Road)
 - Muldoon Road (DeBarr Road to Boundary Avenue)
- Additional roads with current projects:
 - Elmore Road (Abbott Road to Dowling Road and Dr. Martin Luther King Avenue to Providence Drive)
 - Spenard Road (Minnesota Drive to Hilcrest Drive)
- DOT&PF and MOA to work towards additional corridors as staff capacity allows
- MOA to oversee Speed Management Study for holistic city-wide evaluation as part of Bragaw SS4A grant

Corridor	Action Priority
TUDOR ROAD	1
MULDOON ROAD	1
NORTHERN LIGHTS BLVD	2
15TH AVE & DEBARR ROAD	2
5TH AVENUE	2
C STREET	2
BENSON BOULEVARD	2
A STREET	2
SPENARD RD	2
OLD SEWARD HIGHWAY	3
MINNESOTA DRIVE	3
GAMBELL STREET	3
36TH AVENUE	3
BRAGAW STREET	3
MOUNTAIN VIEW DRIVE	3
INGRA ST	3

Attachment A - Action Prioritization Table

Action Prioritization Table									
Corridor (BOLD indicates a street with posted limit higher than 35MPH)	Action Priority ⁷	2018-2022 Pedestrian Crash Cost Rank ¹	Corridor identified as a safety concern in...			Pedestrian Fatality in 2024	Corridor Located in a Disadvantaged Community ⁵	Significant Engineering Required to Achieve 35MPH ⁶	Highlights of Near-Term/Recent Action
			Alaska DOT&PF Strategic Highway Safety Plan (SHSP) Vulnerable Road User Assessment ²	Anchorage Metropolitan Area Transportation Solutions (AMATS) Safety Plan Priority Corridor	Municipality of Anchorage Vision Zero Plan - High Pedestrian Injury Network ⁴				
TUDOR ROAD	1	1	✓	✓	✓	✓		Pursue Speed Limit Reduction. Increased Enforcement from APD. Speed Feedback Signs	
MULDOON ROAD	1	9	✓	✓	✓	✓		Pursue Speed Limit Reduction. Increased Enforcement from APD. Speed Feedback Signs	
NORTHERN LIGHTS BOULEVARD	2	3	✓	✓	✓	✓	x	Pursue 2025 Lane Drop Pilot.	
15TH AVE & DEBARR ROAD	2	2	✓	✓		✓	x		
5TH AVENUE	2	4	✓	✓	✓	✓			
C STREET	2	5		✓	✓	✓	x	Increased Enforcement from APD.	
BENSON BOULEVARD	2	10	✓	✓	✓	✓	x		
A STREET	2	16		✓	✓	✓	x	Increased Enforcement from APD.	
SPENARD RD	2	24	✓	✓	✓	✓		Pursue Speed Limit Reduction.	
OLD SEWARD HIGHWAY	3	6		✓	✓	✓			
MINNESOTA DRIVE	3	7		✓		✓	x	Safety Change Orders in Active Project.	
GAMBELL STREET	3	12		✓	✓	✓		Increased Enforcement from APD.	
36TH AVENUE	3	17	✓		✓	✓			
BRAGAW STREET	3	20		✓	✓	✓	x		
MOUNTAIN VIEW DRIVE	3	25		✓	✓	✓			
INGRA ST	3	27		✓	✓	✓		Increased Enforcement from APD.	
SEWARD HIGHWAY	4	8		✓		✓	x		
3RD AVENUE	4	11			✓	✓		Speed Feedback Signs	
GLENN HIGHWAY	4	13	✓			✓	x		
DOWLING ROAD & RASPBERRY RD	4	14					x		
LAKE OTIS PARKWAY	4	15		✓				Speed Feedback Signs	
ARCTIC BOULEVARD	4	18			✓	✓		Speed Feedback Signs	
4TH AVENUE	4	19				✓			
DIMOND BOULEVARD	4	21		✓	✓		x	Pursue 2025 Lane Drop Pilot.	
11TH AVE	4	N/A				✓	✓		
DENALI ST	4	T-49			✓				

¹Crash costs replicated from Alaska DOT&PF's Highway Safety Improvement Program Handbook. Fatal=\$3.044M, Serious Injury=1.522M, Minor Injury=\$0.578M

²DOT&PF SHSP VRU Assessment was released in August 2024, based on 2016-2021 data, and included seven high injury corridors in Anchorage. Corridors were presented without any order of priority.

³AMATS Safety Plan was completed in 2024, analyzed safety with 2017-2021 APD crash data, and identified 22 corridors (without prioritization) separated into two tiers dependent on if the corridor had upcoming projects/plans programmed.

⁴MOA's Vision Zero Plan was completed in 2018 and included data from DOT&PF, APD, Federal Highways, and Alaska's Trauma Registry - ranging from 2010 to 2016. Pedestrian Injury Network was identified and mapped, without priority indicators.

⁵Disadvantaged Communities identified by USDOT's Justice 40 Climate and Economic Justice Screening Tool

⁶"Significant Engineering" can include: transit route modifications, signal timing, capital projects to upgrade infrastructure

⁷Priority set with subjectivity based on recent crash data, recommendations from current safety plans, and equity considerations.

Effectively Reducing Travel Speeds

- Speed Study
 - Understand context, identify safety needs, clear documentation of rationale
 - "Comprehensive speed study" required by code for MOA Traffic Engineer to set speed limits
 - New MUTCD 11th Edition
 - "On urban and suburban arterials . . . the 85th-percentile speed should not be used to set speed limits with consideration of all factors"
- Operational Considerations
 - Signal timing
 - Transit route schedules
 - Traffic sign placement
- Public Outreach
- Enforcement
- Physical Changes (lane reductions/narrowing, traffic calming, increase non-motorized crossings, etc.)



Effectively Reduce Operational Speeds

	Guidance	Action	Action
Enforcement	State Code and Policy and Procedure	Engineering Study	APD targeted efforts for priority corridors
Education	Public campaign by both DOT&PF & Muni	PSA on social media, Packets for Community Councils, news media campaigns	APD to do warnings first before issuing tickets
Engineering	Design for prudent driver expectations. Land Use and Adopted Plans.	Operational speed data collection, transit and signal timing adjustments	crossing enhancements, green ways project, capital project. Geometry to match intended operational speeds.
Evaluation	Complete Streets Policies, Safe System Approach	Pilot lane reductions and study operational speed improvements	inform upcoming capital projects, inform policy and budget changes

Other Efforts to Reduce Travel Speeds

Actions Taken in Past Few Weeks

- DOT&PF and MOA kicked off discussions for Summer 2025 road diet pilot projects
- DOT&PF initiated change orders for narrower lane striping on existing repaving projects
- MOA created work orders for placement of speed feedback signs
- DOT&PF positioned Speed feedback carts on Tudor Road and Muldoon Road

Prioritized Actions

- DOT&PF and MOA to install additional speed feedback signs
- DOT&PF to submit new HSIP nominations (road diets, non-motorized facilities, speed feedback signs, etc.)
- MOA to deploy "rest-on-red" signalization at 24 intersections across the municipality
- DOT&PF and MOA to continue collaborating on 2025 pilot projects
- MOA to pursue process for lowering downtown speeds - statute discussion, 20MPH recommended in adopted "Our Downtown Plan"



Request #3 – Produce Safety Campaign

Actions Taken in Past Few Weeks

- DOT&PF initiated Pedestrian Safety Month campaign
- Center for Safe Alaskans (AMATS and MOA contract) began taking online orders for reflective tape
- DOT&PF recommended improved messaging in DMV Driver's Manual
- DOT&PF coordinated with FCC and began scheduling community council meetings

Prioritized Actions

- DOT&PF and MOA to meet with community councils to discuss speed limit changes and other safety improvement needs
- DOT&PF, MOA, and AMATS to advance public education and media campaigns that support our various efforts

drive in the moment
stay present | stay safe

Commit to drive "in the moment":

- Avoid distracted driving.
- Drive at a safe speed.
- Be ready to stop for pedestrians, cyclists and wildlife.

Want a reminder? Place this windshield cling inside your car, on the left corner of your windshield.

drive in the moment
stay present | stay safe

Drive, ride and walk safely.
Take the "In the Moment" pledge:

Drive safely:

- Always yield to pedestrians and bicyclists.
- Watch for people at crosswalks.
- Slow down when you turn.
- Use caution in driveways, parking lots and where vision is obscured.
- Follow speed limits, especially where kids are around — in areas like school zones and neighborhoods.

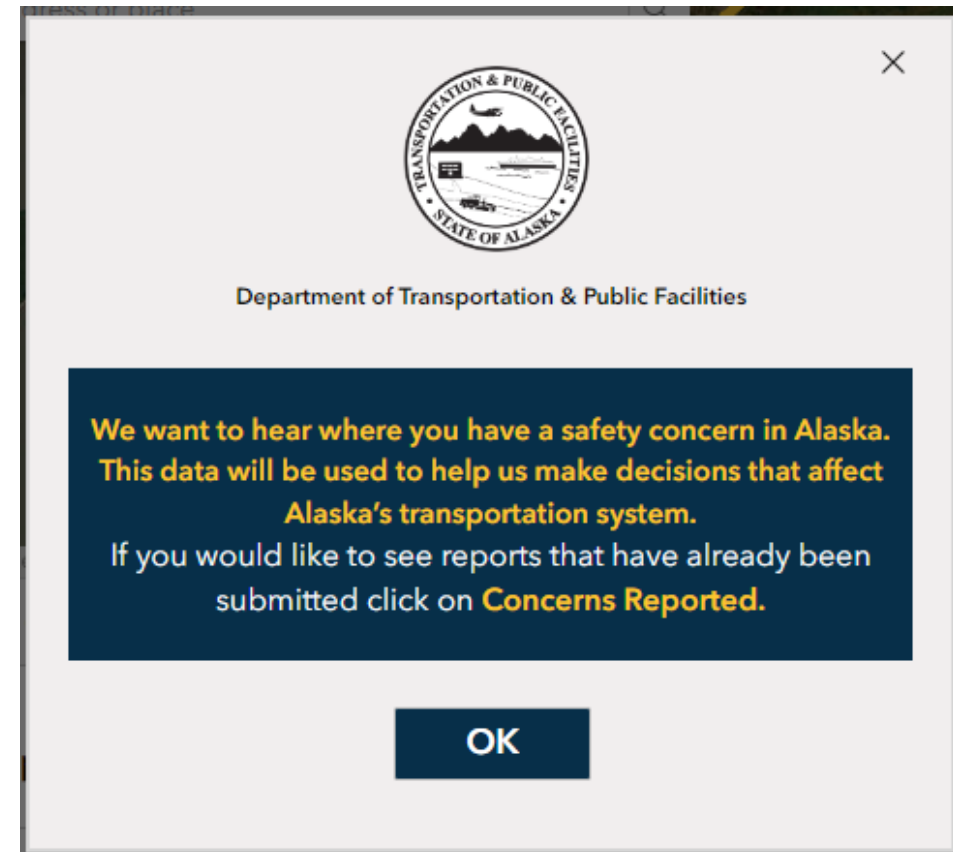
AMATS
Anchorage Transportation Planning

TRAFFIC ENGINEERING

safe ALASKANS
preventing injuries & promoting wellbeing



- Report a safety concern to DOT&PF
 - Lighting, pothole, brush clearing for sight distance
 - Non-motorized facilities needed
 - Cracked sidewalks
 - Etc.
- <https://dot.alaska.gov/besafe/>



Request #4 – Increase Enforcement

Actions Taken in Past Few Weeks

- APD prioritized enforcement activities on high-speed arterials with pedestrian crash history:
 - Ingra Street, Gambell Street, Muldoon Road, Tudor Road, A Street, C Street
 - Vehicular enforcement targeted at speeding, red light violations, distracted driving, and screen use
 - Pedestrian contacts targeted at education of pedestrian rules of the road and safe crossing practices

Prioritized Actions

- APD to continue targeted enforcement on priority corridors (50% of officer shifts + HSO grant-funded overtime), including support of speed limit reduction implementation
- APD to release public service announcements
- MOA to explore whether to advance proposal for charter amendment authorizing Automated Traffic Enforcement



Implement Other Vision Zero Action Items

Actions Taken in Past Few Weeks

- DOT&PF, MOA, and APD performed pedestrian fatality crash site reviews
- Enhanced crosswalks included for existing signalized intersections on Minnesota Drive construction contract

Prioritized Actions

- MOA to develop formal Vision Zero Working Group
- MOA to review/update signalized pedestrian crossing protections
- DOT&PF and MOA to review winter maintenance prioritization of non-motorized facilities
- DOT&PF to revise Alaska Traffic Manual Supplement to adopt 11th Edition MUTCD, with updates to:
 - Crosswalk markings, pedestrian crossing treatments, and other enhancements, pedestrian countdown timers
 - Urban Safety Corridor selection criteria
 - Pedestrian Rights of Way Accessibility Guide (PROWAG) adoption



Improve Staffing Levels and Resources

Actions Taken in Past Few Weeks

- MOA Mayor's budget proposed additional \$116k for Traffic Engineering Department (additional seasonal Paint & Sign staff to prioritize "Neighborhood Greenways," streamline roadway painting, and increase capacity for supporting DOT&PF's pilot projects)

Prioritized Actions

- DOT&PF and MOA to prioritize efforts to fill currently vacant positions
- DOT&PF to draft Memorandum of Agreement for streamlining and funding MOA support work within DOT&PF rights-of-way
- DOT&PF to quantify resources needed to achieve commitments
- MOA to explore staff capacity to assign PM to co-manage demonstration lane drop implementations

Any Questions?