

# Taking Action to Prevent Roadway Deaths

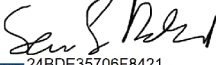
The Municipality of Anchorage (MOA) and Alaska Department of Transportation and Public Facilities (DOT&PF) have collaborated to prepare the following report of actions we are taking to prevent additional deaths on Anchorage roads. On September 24th, the Anchorage Assembly requested this report ([AR 2024-296](#)).

Like you, we have been shocked and saddened by the disturbing trend of pedestrian road fatalities in Anchorage in 2024—and September in particular. We are committed to doing the hard work required to achieve Vision Zero, which is our shared goal of zero fatalities and serious injuries for all road users. Over the past few years, we have been shifting our approach to align with the Federal Highway Administration’s Safe System Approach, but the recent spike in fatalities highlights that we need to do more, urgently.

The following report outlines what we are already doing and what we will do differently. It describes immediate changes we can make that can help prevent additional deaths, and it also describes some of the long-term changes we need to make so that our roads are designed for safety. We can’t do this work alone. We are thankful for the partnership of the legislative branch, and the public plays a critical role in safety as well.

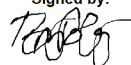
We are resolved to make progress in this critical area, but we must also acknowledge the limitations we face. Our ability to act as swiftly and comprehensively as we all desire is constrained by staffing shortages, construction timelines, impending winter weather, and ingrained user behavior. Fixing these will take time, but we created this comprehensive, multi-division report to relay our commitment to this work and explain how we are prioritizing specific actions based on the resources available to us. With regular and ongoing collaboration, we will continue to refine and adapt our efforts so our streets can be safer for everyone.

Sincerely,

DocuSigned by:  
  
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Sean Holland, P.E.  
Alaska Department of Transportation  
and Public Facilities  
Central Region Director



Signed by:  
  
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Brad Coy, P.E., PTOE  
Municipality of Anchorage  
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## Our Action Plan

Below are specific actions we have done, are doing, and are committed to do in each of the topic areas requested by the Anchorage Assembly. Actions are organized first by request area and then by their planned execution timeframe to convey our commitment to carrying through and to provide a picture of what we anticipate being achievable with our current resources. Our action steps will build on our plans, projects, and programs discussed in later sections of this report.

To be most effective with our ongoing and future efforts, the MOA, DOT&PF, and partner agencies have developed an Action Prioritization Table. This table identifies the corridors most in need of pedestrian safety improvements, prioritizing them based on recent pedestrian crash data, recommendations from current safety plans, and equity considerations. By focusing our resources on these high-need areas, we aim to make the most immediate and impactful safety improvements. The complete Action Prioritization Table is provided in Attachment A.

### *Request #1: Immediately Install Improved Lighting*

*Assembly Explanation: Providing adequate light—especially in our shoulder seasons when conditions are darkest—is vital to safety in our winter city.*

Lighting is an important component of safe roads, especially during the fall when we experience decreasing daylight. Because new luminaires require a longer lead time to design, manufacture, ship, and install, we are unable to immediately install them this year. However, we have made—or plan to make—the following efforts to improve lighting on our streets:

#### *Actions Taken in the Past Two Weeks Since the Passage of AR 2024-296*

- Adjusted DOT&PF Maintenance and Operations staff schedules to begin winter schedule shift work earlier than usual to assess the lighting and fix any identified maintenance issues. (DOT&PF)
- Began working with an engineering consultant on a possible contract to assess lighting levels on four high-priority municipal roads identified in the AMATS Safety Plan and to provide recommendations for improvement. (MOA PM&E)
  - Bragaw Street (Northern Lights Boulevard to Glenn Highway)
  - Debar Road (Lake Otis Parkway to Airport Heights)
  - Mountain View Drive (Commercial Drive to Bragaw Street)
  - Lake Otis Parkway (Northern Lights Boulevard to 68th Avenue)

#### *Actions To Be Taken Within the Next Month*

- Create a data collection plan for prioritized corridors listed in Attachment A – Action Prioritization Table. (DOT&PF and MOA Traffic Engineering and PM&E)

#### *Actions To Be Taken Within the Next Three Months*

- Begin evaluating lighting conditions for prioritized corridors across Anchorage. (DOT&PF and MOA)

*Actions To Be Taken Three to Twelve Months from Now*

- Prepare report in Spring 2025 that documents the data gathered and includes results and recommendations based on the evaluation of the system's lighting conditions across Anchorage in Winter 2024-2025. (DOT&PF and MOA)
- Prepare recommended action plan for advancing improved lighting projects. This could be HSIP project nominations, adding lighting to existing projects already underway, and addressing barriers to improving lighting where it is not immediately possible. (DOT&PF and MOA)
- Review lighting level standards in the Design Criteria Manual (DCM) with a focus on pedestrian-level lighting, consistent with the Vision Zero Action Plan. (MOA Traffic Engineering and PM&E)

## *Request #2: Lower Speed Limits By At Least 10mph, Not to Exceed 35 mph On Major Roads*

*Assembly Explanation: The single most impactful risk factor to pedestrians is speed. A pedestrian hit by a vehicle traveling at 40MPH has an 85% chance of being killed, compared to a 40% fatality rate when the vehicle is travelling at 30MPH.*

Reducing traffic speeds is a critical component of the Safe System Approach to traffic safety, and it requires a combination of speed limit reductions, roadway redesign, public outreach/education, and increased enforcement. This section of the report focuses only on speed limit reductions, with the other actions addressed in later sections.

State statute and municipal code specify the responsibilities and processes required for changing speed limits on state and municipal streets. The action items identified below account for these requirements. Additionally, changing speed limits has implications for traffic signal timing, public transportation route schedules, public outreach, and targeted enforcement activities, each of which require varying levels of staff time and resources to accomplish.

### *Actions Taken in the Past Two Weeks Since the Passage of AR 2024-296*

- Identified priority corridors (Attachment A – Action Prioritization Table) for lowering speed limits, and estimated implementation timeframes that account for required speed studies, signal timing changes, transit route service changes, and public outreach. (DOT&PF and MOA)

### *Actions To Be Taken Within the Next Month*

- Begin speed studies and public outreach for reducing speed limits along the two highest priority locations. (DOT&PF)
  - Tudor Road (C Street to Elmore Road)
  - Muldoon Road (DeBarr Road to Boundary Avenue)
- Perform speed study and public outreach for reducing speed limits along currently active projects. (DOT&PF)
  - Elmore Road (Abbott Road to Dowling Road)
  - Elmore Road (Dr. Martin Luther King Jr Avenue to Providence Drive)
- Coordinate with MOA Public Transportation Department to evaluate how speed limit reductions would affect transit routes. (MOA)
- Meet with the Federation of Community Councils (FCC) and create a plan for visiting community councils throughout Anchorage as part of the required public outreach process for changing speed limits. (DOT&PF)
- Finalize speed limit reduction authorization on Spenard Road and coordinate with MOA Signals, MOA Paint & Sign, APD, and MOA Public Transportation Department to establish the earliest the posted reduction can take effect. (MOA Traffic Engineering)

### *Actions To Be Taken Within the Next Three Months*

- Review municipal code and prepare local legislation to align Anchorage's default speed limits with state statute, particularly in relation to the State's 20 mph statutory speeds in business districts. (MOA Traffic Engineering and Law)

*Actions To Be Taken Three to Twelve Months from Now*

- Pending the outcome of the speed studies and public outreach process, proceed with speed limit reductions on the two priority roadway segments. Coordinate with MOA Signals on signal timing changes, DOT&PF or MOA Paint & Sign shop on sign fabrication and installation, APD on enforcement/education efforts, and People Mover on schedule changes needed to align with the slower travel times. (DOT&PF and MOA)
- Visit second round of community councils in order of priority as outlined in Attachment A – Action Prioritization Table to discuss speed limit reductions and other safety improvements on next round of Anchorage streets. (DOT&PF)
- Revise MOA's Design Criteria Manual (DCM) design speeds to account for land use context by acknowledging statutory speed limits exist and making roadway design decisions fit the context of surrounding land use and adopted planning documents. (MOA PM&E and Traffic Engineering)
- Evaluate land use in Anchorage's denser neighborhoods to identify which might also fit the Alaska Administrative Code definition of a "Business District," where the statutory speed limit of 20 mph would apply (13 AC 40.010). (MOA)

*Actions To Be Taken in Twelve to Twenty-Four Months from Now*

- As part of the Bragaw Street SS4A grant award, perform the Speed Management Study to review speeds and recommend speed limit changes holistically for MOA and DOT&PF roads throughout the entire municipality. (MOA)

### *Related Request: Other Efforts to Reduce Travel Speeds*

To reduce travel speeds, we must redesign our roads. To make immediate change and collect data to inform future efforts, we will use demonstration projects to experiment with road diets and similar treatments as early as next summer. We will also implement traffic signal changes and install speed feedback signs on priority corridors.

#### *Actions Taken in the Past Two Weeks Since the Passage of AR 2024-296*

- Kicked off planning & design discussions between MOA and DOT&PF staff for Summer 2025 road diet pilot projects (reducing vehicular travel lanes) on DOT&PF roadways currently under contract with design consultants for pavement preservation projects. (DOT&PF and MOA)
  - Northern Lights Boulevard (Lake Otis Parkway to Forest Park Drive)
  - I Street (3rd Avenue to 15th Avenue)
  - L Street (3rd Avenue to 15th Avenue)
  - West Dimond Boulevard (Jewel Lake Road to Seward Highway)
  - Old Seward Highway South of O’Malley and Spur
- Created MOA work orders for the installation of speed feedback signs on municipally owned roads highest on the Action Prioritization Table – Attachment A. (MOA Traffic Engineering)
- Initiated change orders to add enhanced crosswalk striping and brush clearing on currently active projects. (DOT&PF)
  - Minnesota Drive (Spenard Road to 26th Avenue)
  - Elmore Road (Tudor Road to Providence Drive)

#### *Actions To Be Taken Within the Next Month*

- Install additional speed feedback signs in key locations on MOA and DOT&PF roadways with high pedestrian crash history or identified in existing safety planning documents. DOT&PF will deploy speed feedback carts in strategic locations and rotate them through the prioritized list. (DOT&PF and MOA)
- Submit new HSIP nominations on high priority corridors that include road diets, improved nonmotorized facilities, speed reductions, and/or speed feedback signs. (DOT&PF)
- Deploy “rest-on-red” signalization for late night hours at the following 24 traffic signals. These signals will be red for all vehicle and pedestrian directions during late night hours (12-6 a.m.) until a vehicle is detected as it approaches the intersection or a pedestrian activates the pedestrian push button. Pedestrian calls can be served immediately when the signal is in the “all red” condition. (MOA)
  - Tudor Road (Boniface, Elmore, Lake Otis, and C St intersections)
  - C Street (Dimond, Dowling, and Tudor intersections)
  - Minnesota Drive (Northern Lights, Benson, and Spenard intersections)
  - Northern Lights Boulevard (Boniface, Lake Otis, and Minnesota intersections)
  - 5th Avenue (Concrete, Reeve, and Airport Heights intersections)
  - Lake Otis Parkway (Northern Lights, 36th, Tudor, and Abbott intersections)
  - 36th Avenue (Lake Otis and Spenard intersections)
  - International Airport Road (Jewel Lake, Arctic, and Old Seward intersections)

- Raspberry Road (Jewel Lake and Northwood intersections)
- Abbott Road (Lake Otis and Elmore intersections)
- Bragaw Street (Mountain View intersection)

*Actions To Be Taken Within the Next Three Months*

- Continue collaboration between MOA and DOT&PF preparing for Summer 2025 road diet pilot projects (reducing vehicular travel lanes) on DOT&PF roadways currently under contract with design consultants for pavement preservation projects (see prior list). (DOT&PF and MOA)

*Actions To Be Taken Three to Twelve Months from Now*

- Summer road diet demonstration projects on DOT&PF roadways currently under contract with design consultants for pavement preservation projects (see prior list). (DOT&PF and MOA)



### *Request #3: Produce Public Education Campaign About Impact of Speed on Pedestrian Safety*

*Assembly Explanation: Reiterating our shared responsibility for driving down the number of preventable deaths on our roads is something we can all get behind—the Municipality and the State, drivers and pedestrians alike. An education campaign could include distributing pedestrian safety equipment, similar to the Center for Safe Alaskans, which mails reflective tape to households throughout the state.*

Traffic safety is everyone's responsibility. To change our community's traffic safety culture, we will be informing the public about what we are doing and why it is needed. We also have several safety campaigns to encourage safe roadway behaviors.

#### *Actions Taken in the Past Two Weeks Since the Passage of AR 2024-296*

- Initiated Pedestrian Safety Month Campaign across social media with the theme of "EVERYONE is a pedestrian." (DOT&PF)
- Began taking online orders for reflective tape on October 1, 2024, through the Center for Safe Alaskans as part of a State Highway Safety Office program and the AMATS Non-Motorized Safety Campaign, with over 4,400 requests received in the first week.
- Reviewed DMV Manual and recommended improved messaging regarding pedestrian safety and driver awareness of pedestrian yield law and scenarios (unmarked and marked crosswalks). (DOT&PF)
- Coordinated with the Executive Director of the Federation of Community Councils, began scheduling community council meetings in prioritized corridors where posted speed limits are being reviewed, and developed strategies for effectively spreading our messaging to the public. (DOT&PF)

#### *Actions To Be Taken Within the Next Month*

- Schedule meetings with community councils in every corridor identified in the AMATS Safety Plan and our Strategic Highway Safety Plan/Vulnerable Road User Plan to discuss speed limit reductions. (DOT&PF)
- Create media campaign informing public about new "rest-on-red" signalization practices. (MOA and DOT&PF)
- Launch a public education campaign to promote safe driving practices, including reminders that pedestrians have the legal right to cross at crosswalks, how higher speeds increase stopping distance, how tinted windows impair visibility, and the importance of not blocking crosswalks at signalized intersections, among other important safe driving behaviors. (DOT&PF)
- Work with the Alaska Department of Public Safety on statewide education and outreach and traffic safety and enforcement recommendations. (DOT&PF)
- Respond to media requests covering this report and emphasize the importance of slowing down, observing the speed limit, being mindful of other users, and prioritizing safe behaviors on our roads. (DOT&PF and MOA)

*Actions To Be Taken Within the Next Three Months*

- Determine whether AMATS Non-Motorized Safety Campaign can expand educational campaign currently focused on distracted driving to also target speeding and aggressive driving. (MOA)

*Actions To Be Taken Three to Twelve Months from Now*

- Create joint radio public service announcements. (DOT&PF and MOA)
- Determine whether to seek increased funding in order to expand the AMATS Non-Motorized Safety Campaign. (MOA Traffic Engineering)

#### *Request #4: Increase Enforcement of Traffic Violations Along Identified Corridors*

*Assembly Explanation: Increasing enforcement of traffic violations along identified corridors and pedestrian behavior. Whether you drive, ride, walk or roll, everyone needs to follow the rules of the road, including traffic enforcement (AMC 9.16) and pedestrian rights and duties (AMC 9.20).*

Traffic enforcement is necessary to deter unlawful behavior, maintain orderly road use, and foster a predictable and lawful roadway environment for everyone. As speed limits are reduced and other changes are made, enforcement by the Anchorage Police Department (APD) is a critical way to convey to the public the importance of adhering to the changes and to realize meaningful safety improvements.

#### *Actions Taken in the Past Two Weeks Since the Passage of AR 2024-296*

- Prioritized enforcement activities have on high-speed arterials with pedestrian crash history, including fatal crashes in 2024. (APD Traffic Unit)
  - These areas include the Ingra Street/Gambell Street corridor, Muldoon Road, Tudor Road, and the A Street/C Street corridor.
  - Vehicular enforcement was targeted at speeding, red light violations, distracted driving, and screen use.
  - Pedestrian contacts were targeted at education of pedestrian rules of the road and safe crossing practices, as well as conducting enforcement action on intoxicated pedestrians in the roadway (AMC 8.35.410).

#### *Actions To Be Taken Within the Next Month*

- Explore whether to advance a proposal for a municipal charter amendment authorizing the use of Automated Traffic Enforcement, an action identified in the Municipality's Vision Zero Action Plan. (MOA)
- Continue targeted vehicular enforcement and pedestrian contacts by spending at least 50% of officer shifts at same priority locations listed above. (APD Traffic Unit)

#### *Actions To Be Taken Within the Next Three Months*

- Evaluate 2024 pedestrian related crash data. Use results to identify priority enforcement actions and locations, where officers will spend at least 50% of shifts. (APD Traffic Unit)

#### *Actions To Be Taken Three to Twelve Months from Now*

- Periodically release public service announcements reminding drivers to watch for pedestrians and for pedestrians to use safe crossing practices. (APD)
- Monitor 2025 pedestrian related crash data. Use results to identify priority enforcement actions and locations (including corridors where speed limits are being changed), where officers will spend at least 50% of shifts. (APD Traffic Unit)
- Conduct targeted vehicle/pedestrian enforcement if pedestrian safety grant is awarded by the Alaska Highway Safety Office to pay officers for overtime. (APD Traffic Unit)

### *Related Request: Implement Other Vision Zero Action Items*

Numerous additional actions are needed to support ongoing traffic safety improvements.

#### *Actions Taken in the Past Two Weeks Since the Passage of AR 2024-296*

- Performed pedestrian fatality crash site reviews with APD and diverse group of Road Safety Audit participants. (DOT&PF and MOA)
- Launched Community Safety Survey to catalog safety concerns submitted by public; this is a new long-term portal for submitting safety requests that will be cataloged and shared with planning and project staff. (DOT&PF)
  - <https://survey123.arcgis.com/share/2e5e6b1389fd4ae6977d57968153b7e3>

#### *Actions To Be Taken Within the Next Three Months*

- Develop formal Vision Zero Working Group with MOA, DOT&PF, and APD staff along with other community stakeholders to continue advancing Vision Zero initiatives. (MOA and DOT&PF)

#### *Actions To Be Taken Three to Twelve Months from Now*

- Consider “right turn on red” restriction policy for new construction projects. Evaluate additional restrictions beginning in Downtown Anchorage and extending out to other signalized intersections along the pedestrian priority corridors and others with right-turn crash histories. (MOA Traffic Engineering)
- Review signalized pedestrian crossing practices, including the “rest in walk” function for major streets that are not running coordinated and crosswalk protection against left turners at turn movements operating with flashing yellow arrows (permissive phasing not used when a pedestrian call is made). (MOA Traffic Engineering)

#### *Actions To Be Taken Twelve to Twenty-Four Months from Now*

- As part of the Bragaw Street SS4A grant award, implement and develop policy for leading pedestrian intervals (LPIs), a signal timing technique to give pedestrians a head start providing for improved visibility and reducing vehicle conflicts
- Revise Alaska Traffic Manual Supplement to adopt 11<sup>th</sup> Edition MUTCD with updated warrants for:
  - Crosswalk markings, pedestrian crossing treatments, and enhancements
  - Urban Safety Corridor selection criteria
  - Pedestrian Rights of Way Accessibility Guide (PROWAG) adoption
- As part of the Right-of-Way Management Strategy, review winter non-motorized maintenance prioritization across agencies to improve sidewalk accessibility during winter months. (MOA and DOT&PF)

### *Related Request: Improve Staffing Levels and Resources*

Filling current vacancies and finding other opportunities to increase staffing levels are critical for more quickly implementing desired safety improvements.

#### *Actions Taken in the Past Two Weeks Since the Passage of AR 2024-296*

- Additional budget proposed by Mayor LaFrance for the MOA Traffic Engineering Department for Paint & Sign Shop staff, who will support a new initiative to prioritize non-motorized users on local neighborhood streets that connect to the multiuse trail network; these staff will also allow for greater capacity when considering how MOA could support DOT&PF's road diet pilot projects next summer. (MOA)

#### *Actions To Be Taken Within the Next Month*

- Prioritize efforts to fill the positions within MOA Public Works and DOT&PF that are critical to roadway safety:
  - **MOA Utility Engineer** – This engineer serves as a subject matter expert for street lighting, storm drain lift stations, and storm drain thaw systems; performs technical reviews on capital and private development projects; responds to inquiries from the public, other municipal agencies, and policy makers; and assists with the development of design criteria. This position has been vacant since August 2023 and attempts to recruit a qualified applicant have been unsuccessful. The position is currently being reclassified from Civil Engineer II to Civil Engineer III with the goal of attracting a qualified applicant. (MOA PM&E)
  - **MOA Traffic Signals Manager** – This engineer manages the MOA's Traffic Signals Group in the Traffic Engineering Department and oversees the shared MOA/DOT&PF traffic signal system. Filling this position will increase the number of available signal operations engineers available to re-time the traffic signals to accommodate the lower speed limits. The ability to perform the other signal timing safety adjustments will also be increased. This position has been vacant since August 2021 and attempts to recruit a qualified applicant have been unsuccessful. The salary range of this non-represented position needs to be substantially increased to attract qualified applicants. (MOA Traffic Engineering)
  - **Central Region DOT&PF Highway Safety Improvement Program Engineer** – This position is critical to completing the data analysis and reporting requirements of the FHWA funded safety program. This position would coordinate with MOA Vision Zero position to comprehensively implement infrastructure improvements. This position is currently re-advertised since the initial posting received zero applicants. (DOT&PF)

#### *Actions To Be Taken Within the Next Three Months*

- **Central Region Traffic Control Review Engineer** – This position will review private development and utility construction activities within the DOT&PF rights-of-way to ensure safe and consistent application of the updated Alaska Traffic Manual, including providing safe and accessible access through or around work zones for

non-motorized user. The position is currently vacant and being reclassified and anticipated to take several months before advertisement. (DOT&PF)

- Execute a Memorandum of Agreement between DOT&PF and MOA to efficiently deliver the proposed activities, including work within DOT&PF rights-of-way and to transfer state and/or federal funds for associated work. (DOT&PF and MOA)
- Quantify resources needed to achieve commitments beyond this state fiscal year. State funds are required to operate DOT&PF infrastructure, so any recommendations will likely require additional funding to maintain the safety impacts beyond what is currently allocated this fiscal year. (DOT&PF)

## Framework of Plans, Projects, and Programs

MOA and DOT&PF are committed to doing more to improve traffic safety, and we have a robust framework of plans, projects, and programs that guide our efforts.

### *Safe System Approach*

The Safe System Approach is the official policy of the U.S. Department of Transportation. It aims to both prevent crashes and minimize the harm caused when crashes do occur. Under the Safe Systems Approach, which guides Federal funding, our roads must be designed with multiple safety redundancies that protect human beings. The diagram at right includes the six principles (outer ring) and five elements (inner ring) that form the basis of the Safe System Approach.

MOA and DOT&PF are working to integrate the Safe System Approach into all our plans and programs. We encourage everyone—all transportation professionals, elected officials, roadway users, members of the public, and members of the media—to join us in committing to and working within the Safe System Approach to do our part in eliminating fatal and serious injury collisions.

### *AMATS Safety Plan*

In March 2024, Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a new Safety Plan. Using the Safe Systems Approach, the AMATS Safety Plan analyzes crash data, identifies high-risk areas, and outlines strategies to reduce accidents and improve overall transportation safety. It recommends targeted infrastructure improvements, public awareness campaigns, and stakeholder collaborations. The report emphasizes a data-driven approach to prioritize interventions and enhance the safety of all road users, including pedestrians and cyclists.

- Available at: <https://publicinput.com/amatssafetyplan>
- Contact: Aaron Jongenelen, [aaron.jongenelen@anchorageak.gov](mailto:aaron.jongenelen@anchorageak.gov), 907-343-8254



### *Anchorage Vision Zero Program*

Vision Zero has been the Municipality of Anchorage's policy since 2016. Vision Zero means that our goal is for no one to die or be seriously injured on our roads. The initiative reflects a commitment to prioritizing human life in urban planning and transportation decisions. The 2018 Vision Zero report identifies high-risk areas and populations, proposing targeted interventions such as improved infrastructure, education campaigns, and policy reforms. In 2024, after a few years of its Vision Zero Program being dormant, the MOA re-initiated the program by funding and hiring a new Vision Zero Coordinator within the Traffic Engineering Department. Efforts are now underway to implement the Vision Zero Action Plan's action items.

- Report available at: <https://www.muni.org/Departments/traffic/Pages/visionzero.aspx>
- Contact: Zak Hartman, [Zakary.hartman@anchorageak.gov](mailto:Zakary.hartman@anchorageak.gov), 907-343-8470

### *Protected Bike Lane Pilot Project*

In the Summer of 2024, MOA and DOT&PF collaborated on the Anchorage Protected Bike Lane Pilot Project. The Pilot provided us with valuable experience in building temporary low-cost road infrastructure that improves safety for all. We learned effective strategies for designing and managing protected bike lanes. Community engagement was integral, with feedback collected through surveys and events to evaluate the project's successes and areas for improvement.

- More information available at: <https://anchoragepbl.com/>
- Contact: Brad Coy, [bradly.coy@anchorageak.gov](mailto:bradly.coy@anchorageak.gov), 907-343-8070  
Anna Bosin, [anna.bosin@alaska.gov](mailto:anna.bosin@alaska.gov), 907-269-0639

### *Bragaw Street Safe Streets and Roads for All Grant-\$25M*

Last month, the Federal government awarded the Municipality a \$24,995,000 Safe Streets for All (SS4A) grant to improve safety on 1.5 miles of Bragaw Street north of Northern Lights Boulevard. The grant will primarily fund a "road diet" that will help calm traffic, improve intersections, and create space for both snow storage and non-motorized users. The grant will also fund several supplemental planning and demonstration activities (explained below) that will allow us to immediately implement and test safety improvements like lane removals, leading pedestrian intervals on signals, and speed limit changes. Grant funds are expected to become available starting in mid-2025.

The **East Northern Lights Boulevard Lane Reallocation Demonstration Project** will close the northern west-bound lane between Baxter Road and Muldoon Road, reduce the intersection at Patterson to one westbound through lane, and make other safety improvements, like shortening curb return radii. We will monitor user behavior and use video analytics tools to understand the impact of the project. Results will be used to determine if a permanent lane restriction is warranted and inform the use of similar lane restriction projects—temporary or permanent—throughout the Municipality.

The **Leading Pedestrian Interval Pilot Study** will evaluate signal timing changes that give pedestrians the WALK signal 3-7 seconds before providing vehicle traffic with a green signal. This leading interval makes pedestrians more visible to drivers and reduces conflicts with turning



vehicles. Video analytics tools will be deployed to determine yield rates, speeds, turning speeds, and conflict rates. The pilot study will inform implementation of leading intervals at existing signals and as part of new construction projects.

The **Speed Management Study** will include a comprehensive review of current speed limits, create a new MOA speed limit setting policy, and make recommendations for changes on MOA and DOT&PF streets throughout the entire municipality. It will include an evaluation of traffic characteristics, crash data, adjacent land use context, and other relevant information. A public involvement process will accompany implementation of changes.

- More info at: [https://www.transportation.gov/sites/dot.gov/files/2024-09/SS4A\\_FY24\\_Implementation\\_Grant\\_Project\\_Summaries.pdf](https://www.transportation.gov/sites/dot.gov/files/2024-09/SS4A_FY24_Implementation_Grant_Project_Summaries.pdf)
- Contact: Brandon Telford, [brandon.telford@anchorageak.gov](mailto:brandon.telford@anchorageak.gov), 907 343-8145

### *DOT&PF Strategic Highway Safety Plan*

The 2023-2027 Alaska Strategic Highway Safety Plan (SHSP) describes how the State of Alaska plans to implement the Safe System Approach, focusing on four key areas: Safe Road Users, Safe Roads, Safe Vehicles, and Post-Crash Care. The plan identifies data analysis, public education, legislative actions, and collaboration among state, regional, and local partners. Alaska's SHSP aims to move toward zero deaths through strategies in engineering, education, enforcement, and emergency response. One federally required element of the SHSP is a Vulnerable Road User Safety Assessment.

The **Vulnerable Road User (VRU) Safety Assessment** identifies areas of high risk to VRU's and outlines specific safety strategies to be considered for reducing safety risks to VRUs as required under the Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act.

- A St, C St, Debarr Road, 5<sup>th</sup> & 6<sup>th</sup> Ave Road Safety Audits programmed in 2025.
- More info available at: <https://dot.alaska.gov/stwdplng/shsp/>
- Contact: Pam Golden, [pamela.golden@alaska.gov](mailto:pamela.golden@alaska.gov), 907-451-2283

### *Alaska Highway Safety Office*

The Alaska Highway Safety Office (AHSO) administers National Highway Traffic Safety Administration (NHTSA) programs targeting impaired driving, speeding, aggressive driving, distracted driving, pedestrian and bicycle safety, and younger and older drivers. It partners with agencies like the Anchorage Police Department (APD) by providing grants for targeted enforcement. AHSO promotes road safety through public service announcements, focusing on sharing the road and pedestrian visibility ("Be Safe, Be Seen"), running throughout the winter. These initiatives aim to reduce traffic-related fatalities and injuries across the state.

- More info available at: <https://dot.alaska.gov/stwdplng/hwysafety/>
- Contact: Tammy Kramer, [tammy.kramer@alaska.gov](mailto:tammy.kramer@alaska.gov), 907-465-8944

### *DOT&PF Highway Safety Improvement Program (HSIP)*

The Alaska Highway Safety Improvement Program (HSIP) is a federally funded initiative managed by DOT&PF. Based on a data-driven approach that considers crash data, HSIP identifies high-risk areas and implements targeted safety measures to improve road safety.

- DOT&PF is in the process of nominating projects from the following roads for future HSIP funding, with the primary focus on addressing vulnerable road user (VRU) safety needs:
  - Gambell Street/Ingra Street
  - Muldoon Road
  - Debarr Road
  - Northern Lights Boulevard
  - Turpin Street/Boundary Avenue
  - A Street
  - Mountain View Drive
  - Seward Highway Traffic Safety Corridor
- More program information at: <https://dot.alaska.gov/stwddes/dcstraffic/hsip.shtml>
- Contact: Anna Bosin, [anna.bosin@alaska.gov](mailto:anna.bosin@alaska.gov) , 907-269-0639

### *DOT&PF Complete Streets Policy*

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The DOT&PF Complete Streets Policy is being developed to assign DOT&PF actionable steps to implement the Safe Systems Approach to planning and programming as well as current safety needs for all users, including non-motorized, across Alaska. While it is being developed, the Complete Streets policy will be incorporated into DOT&PF's other practices, procedures, and manuals.

- More info available at: <https://dot.alaska.gov/stwdplng/completestreets/>
- Contact: Julius Adolfsson, [julius.adolfsson@alaska.gov](mailto:julius.adolfsson@alaska.gov), 907-465-6978

### *AMATS Non-Motorized Safety Campaign*

The Non-Motorized Safety Campaign began in 2023 as a collaborative effort between MOA Traffic Engineering, AMATS, and the Center for Safe Alaskans. It aims to educate and protect vulnerable pedestrians in Anchorage. This small program, launched 16 months ago, has been providing reflective gear and safety materials to our most vulnerable and exposed citizens, 86% of which represent our underserved community. While the current program is limited in scope, it has laid the groundwork for future expansion. A media outreach campaign is in development, utilizing a proven theme similar to successful campaigns in other areas. This expansion would require significant additional funding to make it a larger-scale educational initiative.

- Contact: Kim Carpenter, [kim.carpenter@anchorageak.gov](mailto:kim.carpenter@anchorageak.gov), 907-343-8421

### *Other Projects and Plans Under Development*

- Fireweed Lane Rehabilitation
  - <https://www.fireweedlane.com/>
  - Contact: Kristina Busch, [Kristina.Busch@alaska.gov](mailto:Kristina.Busch@alaska.gov), 907-269-0567
- Seward to Glenn Connection Planning and Environmental Linkages (PEL)
  - <https://sewardglennconnection.com/>
  - Contact: Galen Jones, [Galen.jones@alask.gov](mailto:Galen.jones@alask.gov), 907-269-0550
- Right of Way Management Strategy: Snow and Ice
  - Tom Davis, [Tom.davis@anchorageak.gov](mailto:Tom.davis@anchorageak.gov), 907-343-7916
- Long-Range Transportation Strategy
  - <https://www.muni.org/Departments/OCPD/Planning/Projects/Pages/Long-Range-Transportation-Policy-Plan.aspx>
  - Daniel Mckenna-Foster, [daniel.mckenna-foster@anchorageak.gov](mailto:daniel.mckenna-foster@anchorageak.gov), 907-343-7918
- AMATS Complete Streets Plan
  - Aaron Jongenelen, [aaron.jongenelen@anchorageak.gov](mailto:aaron.jongenelen@anchorageak.gov), 907-343-8254

**Attachment A - Action Prioritization Table**

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

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

<sup>2</sup>DOT&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.

<sup>3</sup>AMATS 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.

<sup>4</sup>MOA'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.

<sup>5</sup>Disadvantaged Communities identified by USDOT's Justice 40 Climate and Economic Justice Screening Tool

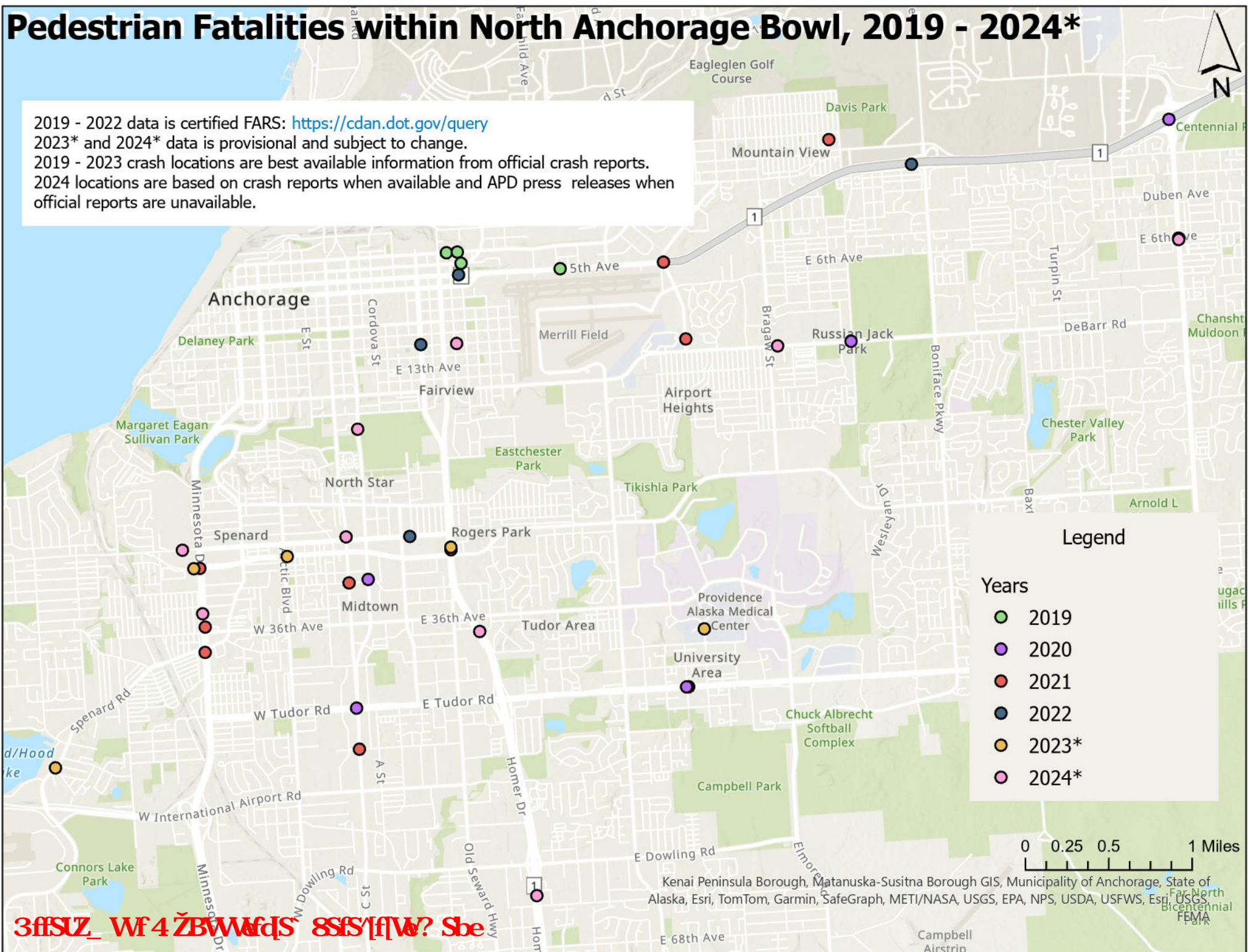
<sup>6</sup>"Significant Engineering" can include: transit route modifications, signal timing, capital projects to upgrade infrastructure

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



# Pedestrian Fatalities within North Anchorage Bowl, 2019 - 2024\*

2019 - 2022 data is certified FARS: <https://cdan.dot.gov/query>  
 2023\* and 2024\* data is provisional and subject to change.  
 2019 - 2023 crash locations are best available information from official crash reports.  
 2024 locations are based on crash reports when available and APD press releases when official reports are unavailable.



3ffSUZ, Wf 4 ZBWwqS, 8SIS [fW? Sbe



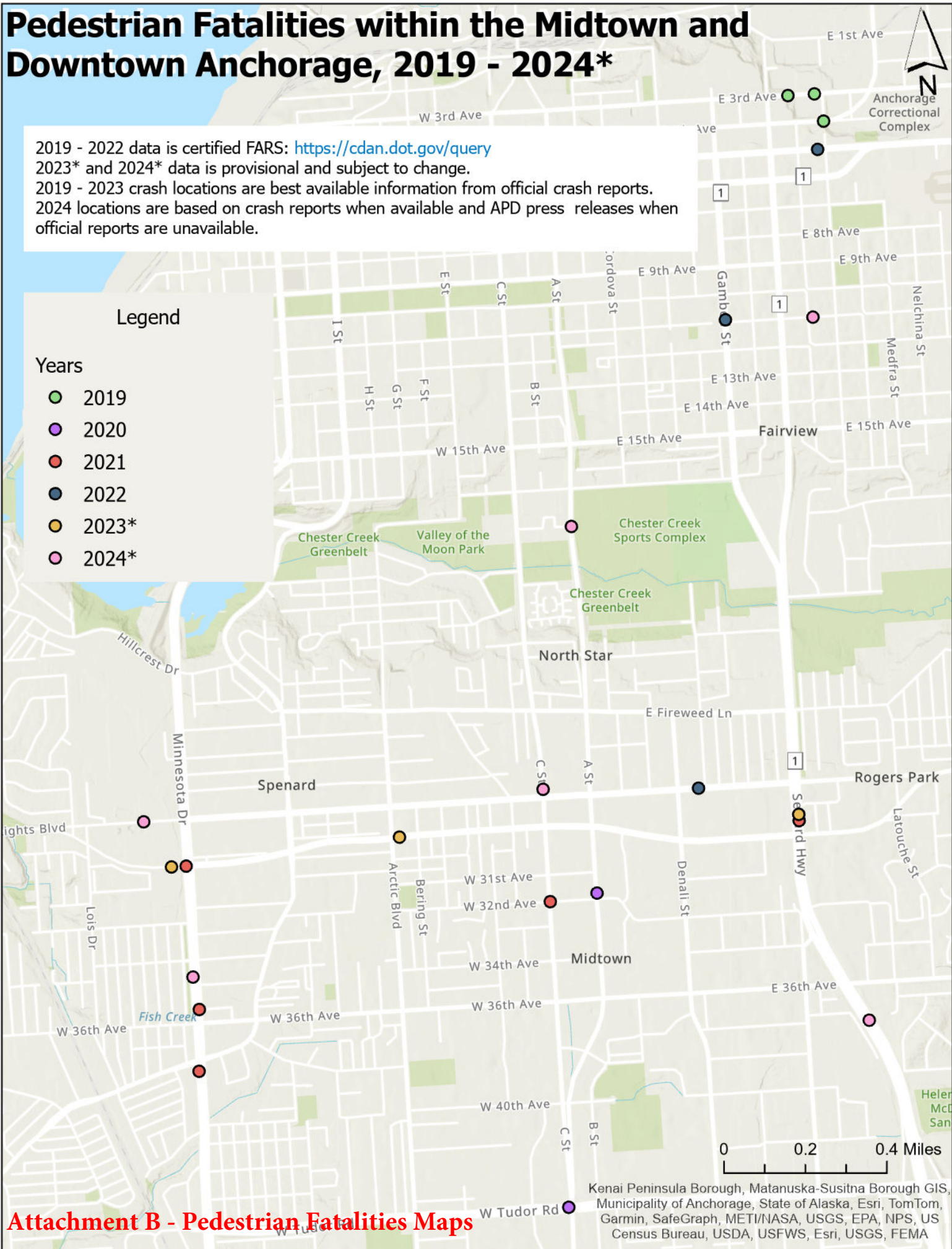
# Pedestrian Fatalities within the Midtown and Downtown Anchorage, 2019 - 2024\*

2019 - 2022 data is certified FARS: <https://cdan.dot.gov/query>  
 2023\* and 2024\* data is provisional and subject to change.  
 2019 - 2023 crash locations are best available information from official crash reports.  
 2024 locations are based on crash reports when available and APD press releases when official reports are unavailable.

## Legend

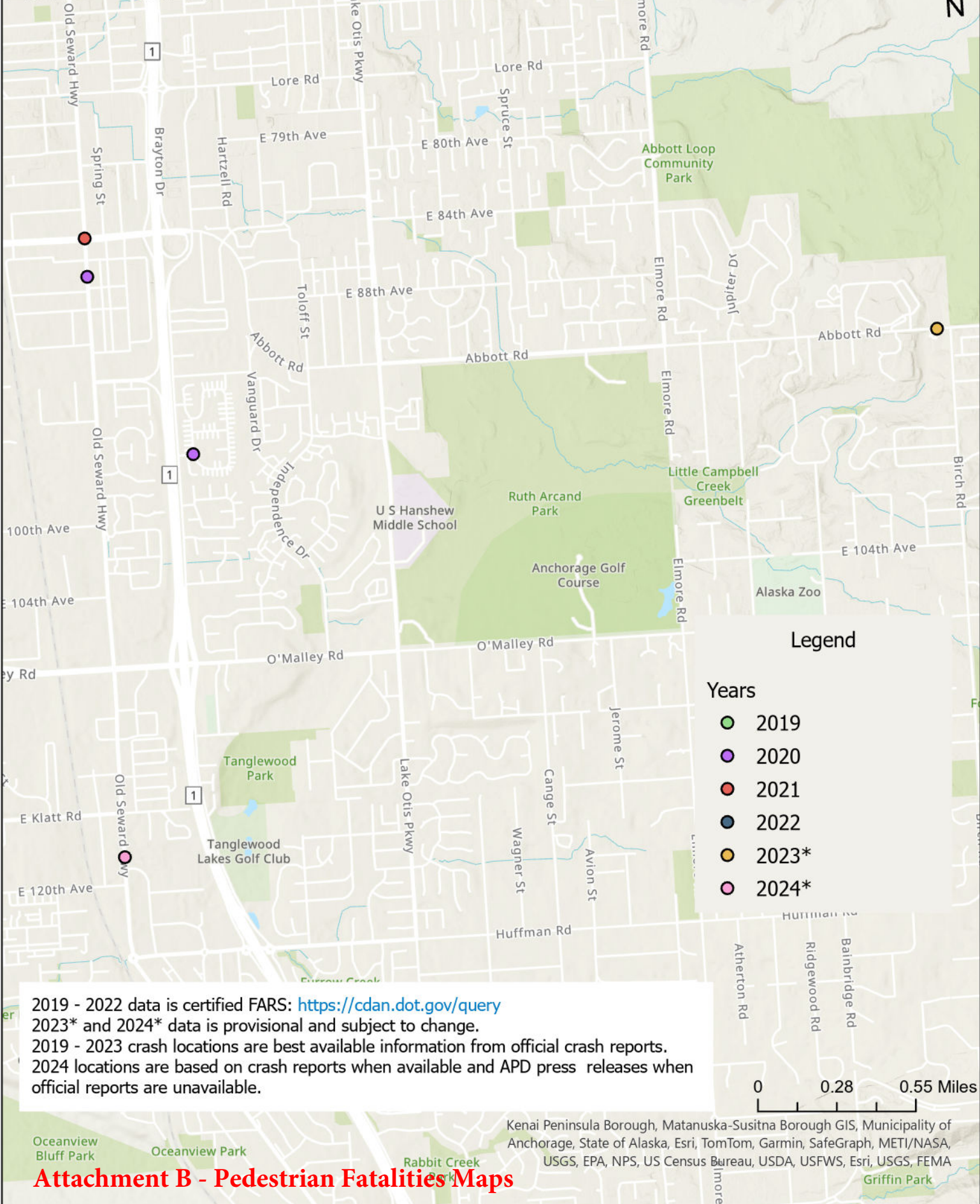
### Years

- 2019
- 2020
- 2021
- 2022
- 2023\*
- 2024\*





# Pedestrian Fatalities within South Anchorage Bowl, 2019 - 2024\*



2019 - 2022 data is certified FARS: <https://cdan.dot.gov/query>  
 2023\* and 2024\* data is provisional and subject to change.  
 2019 - 2023 crash locations are best available information from official crash reports.  
 2024 locations are based on crash reports when available and APD press releases when official reports are unavailable.

Kenai Peninsula Borough, Matanuska-Susitna Borough GIS, Municipality of Anchorage, State of Alaska, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Esri, USGS, FEMA

# Attachment C -2018-2023 Pedestrian Fatalities Table

Pedestrian Fatalities - Crash Descriptions (2018-2023)																
Date	Time	Crash Locations	Weather Conditions	Roadway Conditions	Lighting Conditions	Vehicle type	Driver Direction of Travel	Number of Vehicle Lanes	Roadway Description	Driver				Victim		
										Hit and Run?	Driver Age	Driver Drugs or Alcohol Suspected?	Unlicensed Driver?	Victim Sex	Victim Age	Victim Drugs or Alcohol Suspected?
3/18/2018	10 PM	COMMERCIAL DRIVE, 150 feet W of the intersection with MOUNTAIN VIEW DRIVE	Cloudy	Ice/Frost	Dark-Lighted	Van/Van Trailer	Westbound	Five Lanes	Two-Way Divided Positive Median Barrier	YES			Unknown	Male	65	
6/5/2018	12 PM	CORDOVA STREET, 80 feet S of the intersection with EAST 9TH AVENUE	Clear	Dry	Daylight	SUV	Southbound	Two Lanes	Two-Way Not Divided	YES	19	Yes		Male	40	
6/16/2018	3 AM	C STREET and WEST 34TH AVENUE	Rain	Dr (Standing, Mo	Dark-Lighted	Pickup	Southbound	Unknown	Unknown	YES				Female	23	
8/24/2018	10 PM	SEWARD HIGHWAY, 300 feet N of the intersection with EAST FIREWEED LANE	Clear	Dry	Dark-Not Lighted	Pickup	Southbound	Three Lanes	Two-Way Divided Positive Median Barrier					Male	58	
9/15/2018	5 PM	DEBARR ROAD and BRAGAW STREET	Cloudy	Dry	Daylight	Van/Van Trailer	Eastbound	Two Lanes	Two-Way Not Divided		56		YES	Male	0	
10/16/2018	8 PM	48TH AVENUE and C STREET	Cloudy	Wet	Dark-Not Lighted	SUV	Northbound	Six Lanes	Two-Way Divided Positive Median Barrier					Male	58	
11/10/2018	5 PM	3RD AVENUE and ORCA STREET	Clear	Dry	Dark-Lighted	SUV	Eastbound	Unknown	Unknown	YES				Female	35	
12/31/2018	5 PM	BRAYTON DRIVE, 300 feet N of the intersection with THUJA AVENUE	Clear	Ice/Frost	Dark-Not Lighted	Pickup	Northbound	Two Lanes	One-Way Trafficway		55		YES	Male	38	
1/21/2019	7 AM	TUDOR ROAD and ARCTIC BOULEVARD	Clear	Ice/Frost	Dark-Lighted	Sedan	Eastbound	Two Lanes	Two-Way Divided Positive Median Barrier					Male	43	
1/27/2019	11 PM	5TH AVENUE, 100 feet E of the intersection with SITKA STREET	Clear	Ice/Frost	Dark-Lighted	Loader	Westbound	Three Lanes	Two-Way Divided Positive Median Barrier					Male	53	
3/22/2019	5 PM	3RD AVENUE and KARLUK STREET	Cloudy	Wet	Daylight	Pickup	Westbound	Two Lanes	One-Way Trafficway		29	Yes		Female	25	
7/25/2019	10 PM	3RD AVENUE and KARLUK STREET	Clear	Dry	Dusk	Pickup	Westbound	Two Lanes	One-Way Trafficway	YES		Yes		Female	52	
9/23/2019	11 AM	TUDOR ROAD (SOUTH SIDE) and BAXTER ROAD	Clear	Dry	Daylight	Van/Van Trailer	Westbound	Two Lanes	Two-Way Divided Positive Median Barrier					Male	16	
10/25/2019	7 AM	4TH AVENUE and KARLUK STREET	Rain	Wet	Dark-Lighted	Pickup	Eastbound	Three Lanes	One-Way Trafficway		50		YES	Female	52	
1/22/2020	5 PM	Unnamed-6127 ROAD (NORTH SIDE) and OLD SEWARD HIGHWAY	Clear,Snow	Ice/Frost	Dark-Lighted	Sedan	Eastbound	Non-Trafficway Area	Non-Trafficway Area			Yes		Female	55	
2/9/2020	2 AM	GLENN HIGHWAY, 0 feet 0 of the intersection with Milepoint 2.5	Freezing Rain or Freezing Drizzle	Dry	Dark-Lighted	Sedan	Westbound	Six Lanes	Two-Way Divided Positive Median Barrier				YES	Male	61	
8/25/2020	6 AM	TUDOR ROAD and C STREET	Rain,Cloudy	Wet	Dawn	Pickup	Eastbound	Four Lanes	Two-Way Divided Positive Median Barrier	YES	0		Unknown	Male	59	
9/19/2020	2 AM	A STREET, 50 feet N of the intersection with WEST 32ND AVENUE	Clear	Dry	Dark-Lighted	SUV	Northbound	Four Lanes	One-Way Trafficway					Female	59	
9/23/2020	1 AM	BRAYTON DRIVE and HELGELIEN LOOP (SOUTH SIDE)	Cloudy,Unknown	Dry	Dark-Lighted	SUV	Northbound	Two Lanes	One-Way Trafficway	YES		Yes	YES	Unknown	0	Yes
9/29/2020	8 PM	TUDOR ROAD and WRIGHT STREET	Clear	Wet	Dark-Lighted	SUV	Eastbound	Two Lanes	Two-Way Divided Positive Median Barrier		22			Female	38	
10/24/2020	9 PM	TUDOR ROAD and WRIGHT STREET	Cloudy	Dry	Dark-Lighted	SUV	Westbound	Two Lanes	Two-Way Not Divided				YES	Female	0	
11/29/2020	3 AM	DEBARR ROAD and PINE STREET	Cloudy	Snow	Dark-Lighted	SUV	Westbound	Four Lanes	Two-Way Not Divided With a Continuous Left Turn Lane			Yes		Male	57	
1/2/2021	6 AM	GLENN HIGHWAY, 0 feet 0 of the intersection with Milepoint 10.5	Clear	Ice/Frost	Dark-Unknown Lighting	Sedan	Eastbound	Six Lanes	Two-Way Divided Positive Median Barrier	YES	25			Male	26	
1/14/2021	6 PM	GLENN HIGHWAY, 300 feet E of the intersection with AIRPORT HEIGHTS DRIVE	Cloudy,Clear	Ice/Frost	Dark-Lighted	Pickup	Westbound	Six Lanes	Two-Way Divided Positive Median Barrier					Male	0	
1/15/2021	7 PM	MINNESOTA DRIVE and WEST 35TH AVENUE	Clear	Ice/Frost	Dark-Lighted	SUV	Northbound	Six Lanes	Two-Way Divided Unprotected (Painted over 4 Feet) Median				YES	Female	0	
3/5/2021	12 PM	DIMOND BOULEVARD and OLD SEWARD HIGHWAY	Unknown	Unknown	Unknown	Sedan	Eastbound	Three Lanes	Two-Way Divided Positive Median Barrier		0		Unknown	Male	80	
3/25/2021	7 AM	FIREOVED DRIVE and CARIBOU AVENUE	Snow,Cloudy	Snow	Dark-Lighted	Garbage or Refuse Truck	Southbound	Two Lanes	Two-Way Not Divided					Male	62	
5/9/2021	3 AM	5TH AVENUE, 500 feet W of the intersection with UNGA STREET	Clear	Dry	Dark-Lighted	SUV	Westbound	Three Lanes	Two-Way Divided Positive Median Barrier	YES		Yes		Male	32	
7/26/2021	9 PM	32ND AVENUE and C STREET	Cloudy	Dry	Daylight	Motorcycle	Southbound	Three Lanes	One-Way Trafficway		22			Male	39	
8/6/2021	11 PM	AIRPORT HEIGHTS DRIVE, 300 feet N of the intersection with ALASKA REGIONAL DRIVE	Cloudy	Dry	Dark-Lighted	Pickup	Southbound	Four Lanes	Two-Way Not Divided	YES			Unknown	Female	39	
8/7/2021	2 AM	MINNESOTA DRIVE, 100 feet S of the intersection with SPENARD ROAD (SOUTH SIDE)	Clear	Dry	Dark-Not Lighted	SUV	Southbound	Three Lanes	Two-Way Divided Positive Median Barrier					Male	24	
8/11/2021	12 AM	C STREET and WEST 48TH AVENUE	Clear	Dry	Dark-Not Lighted	Station Wagon	Southbound	Six Lanes	Two-Way Divided Positive Median Barrier		34		YES	Male	67	
9/17/2021	10 PM	SEWARD HIGHWAY, 500 feet S of the intersection with EAST NORTHERN LIGHTS BOULEVARD	Clear	Dry	Dark-Lighted	SUV	Southbound	Two Lanes	Two-Way Divided Positive Median Barrier	YES				Male	43	
10/2/2021	10 PM	OLD SEWARD HIGHWAY and SCOOTER AVENUE	Clear	Dry	Dark-Lighted	Pickup	Southbound	Four Lanes	Two-Way Not Divided					Male	39	
10/23/2021	2 AM	MINNESOTA DRIVE and WEST BENSON BOULEVARD	Cloudy	Dry	Dark-Lighted	SUV	Southbound	Six Lanes	Two-Way Divided Positive Median Barrier		39	Yes		Female	36	
10/31/2021	2 PM	A STREET and WEST 9TH AVENUE	Clear	Dry	Daylight	SUV	Westbound	Four Lanes	Two-Way Not Divided				YES	Male	83	
12/29/2021	9 AM	NORTH BLISS STREET, 210 feet S of the intersection with THOMPSON AVENUE	Clear	Ice/Frost	Daylight	SUV	Westbound	Two Lanes	Two-Way Not Divided	YES		Yes		Male	36	
3/4/2022	10 PM	GAMBELL STREET and EAST 11TH AVENUE	Cloudy	Ice/Frost	Dark-Lighted	Pickup	Southbound	Four Lanes	One-Way Trafficway	YES	39	Yes		Male	58	
3/19/2022	1 AM	5TH AVENUE, 100 feet W of the intersection with KARLUK STREET	Cloudy	Ice/Frost	Dark-Lighted	Pickup	Westbound	Three Lanes	One-Way Trafficway				Unknown	Female	59	
3/24/2022	10 PM	NORTHERN LIGHTS BOULEVARD, 250 feet E of the intersection with DENALI STREET	Clear	Wet	Dark-Not Lighted	Pickup	Westbound	Unknown	Unknown				Unknown	Male	0	
10/5/2022	8 PM	GLENN HIGHWAY, 167 feet W of the intersection with Milepoint 2.0 (BONIFACE & MT.VIEW N AND S RAMPS)	Clear	Dry	Dark-Not Lighted	Pickup	Westbound	Three Lanes	One-Way Trafficway		45		YES	Male	36	
10/21/2022	10 PM	BENSON BOULEVARD and A STREET	Fog, Smog, Smoke,Cloudy	Dry	Dark-Lighted	SUV	Eastbound	Four Lanes	One-Way Trafficway					Male	72	
11/1/2022	12 PM	SEWARD E. OFF RAMP AT TUDOR, 200 feet N of the intersection with EAST TUDOR ROAD	Clear	Dry	Daylight	Sedan	Northbound	Three Lanes	Entrance/Exit Ramp					Male	73	
11/24/2022	5 AM	MULDOON ROAD, 20 feet S of the intersection with RANGEVIEW TRAILER COURT (NORTHERN MOST)	Clear	Ice/Frost	Dark-Lighted	Sedan	Northbound	Four Lanes	Two-Way Divided Positive Median Barrier	YES	24			Male	22	Yes
1/21/2023	1 PM	ABBOTT ROAD, 250 feet W of the intersection with BIRCH ROAD	Clear	Ice/Frost	Daylight	Pickup	Eastbound	Two Lanes	Two-Way Not Divided					Male	20	
1/23/2023	12 AM	SPENARD ROAD and AVIATION AVENUE	Clear	Ice/Frost	Dark-Lighted	SUV (Sport Utility Vehicle)	Southbound	Two Lanes	Two-Way Divided Positive Median Barrier	YES			Unknown	Male	77	
5/8/2023	3 PM	WEST BENSON BOULEVARD, 65 feet E of the intersection with ARCTIC BOULEVARD	Clear	Dry	Daylight	Pickup	Eastbound	Unknown	Unknown		50		Unknown	Male	63	Yes
5/13/2023	11 PM	GLENN HIGHWAY, CHUGIAK, 200 feet E of the intersection with Milepoint 21.5	Clear	Dry	Dark-Lighted	Pickup	Northbound	Two Lanes	One-Way Trafficway					Male	29	
7/1/2023	7 PM	WEST BENSON BOULEVARD and MINNESOTA DRIVE	Clear	Dry	Daylight	SUV (Sport Utility Vehicle)	Eastbound	Four Lanes	Two-Way Not Divided With a Continuous Left Turn Lane					Female	65	
7/30/2023	6 PM	SEWARD HIGHWAY, 0.25 feet N of the intersection with EAST FIREWEED LANE	Clear	Dry	Daylight	SUV (Sport Utility Vehicle)	Southbound	Three Lanes	Two-Way Divided Positive Median Barrier		59	Yes		Female	0	
8/24/2023	1 PM	PIPER STREET and SPIRIT DRIVE	Rain,Cloudy	Wet	Daylight	Pickup	Eastbound	Two Lanes	Two-Way Not Divided					Male	85	