

ASSEMBLY MEMBER DANIEL VOLLAND

WHOSE STREET IS THIS?

CITY NERD NITE

WWW.MUNI.ORG/ASSEMBLY



MUNICIPALITY OF ANCHORAGE

MOA

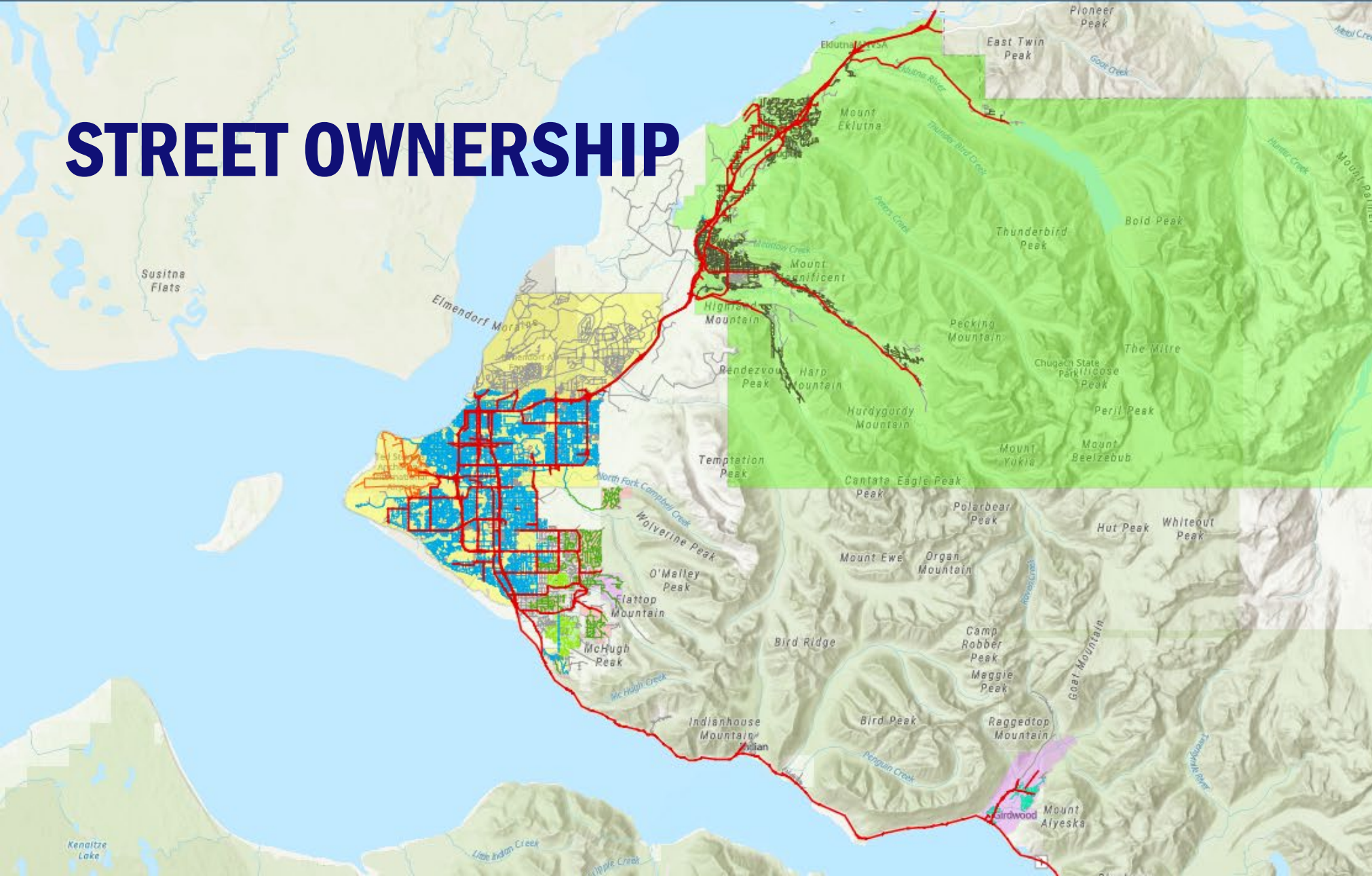


**STATE OF ALASKA
DEPARTMENT OF
TRANSPORTATION
& PUBLIC
FACILITIES**

AKDOT&PF (DOT)



STREET OWNERSHIP



Legend

- State (DOT &PF) 
- State (Airport) 
- Anchorage Street Maintenance 
- Eagle River Street Maintenance 
- Girdwood Street Maintenance 
- Rural Road Service Agencies 
- Limited Road Service Agencies 
- Other Agencies or Private 
- Road_Service_Areas
 - Anchorage Service Area (ARDSA) 
 - Other Service Areas 
 - Limited Road Service Areas (LRSA) 
 - Rural Road Service Area (RRSA) 

WHAT IS A ROAD SERVICE AREA?

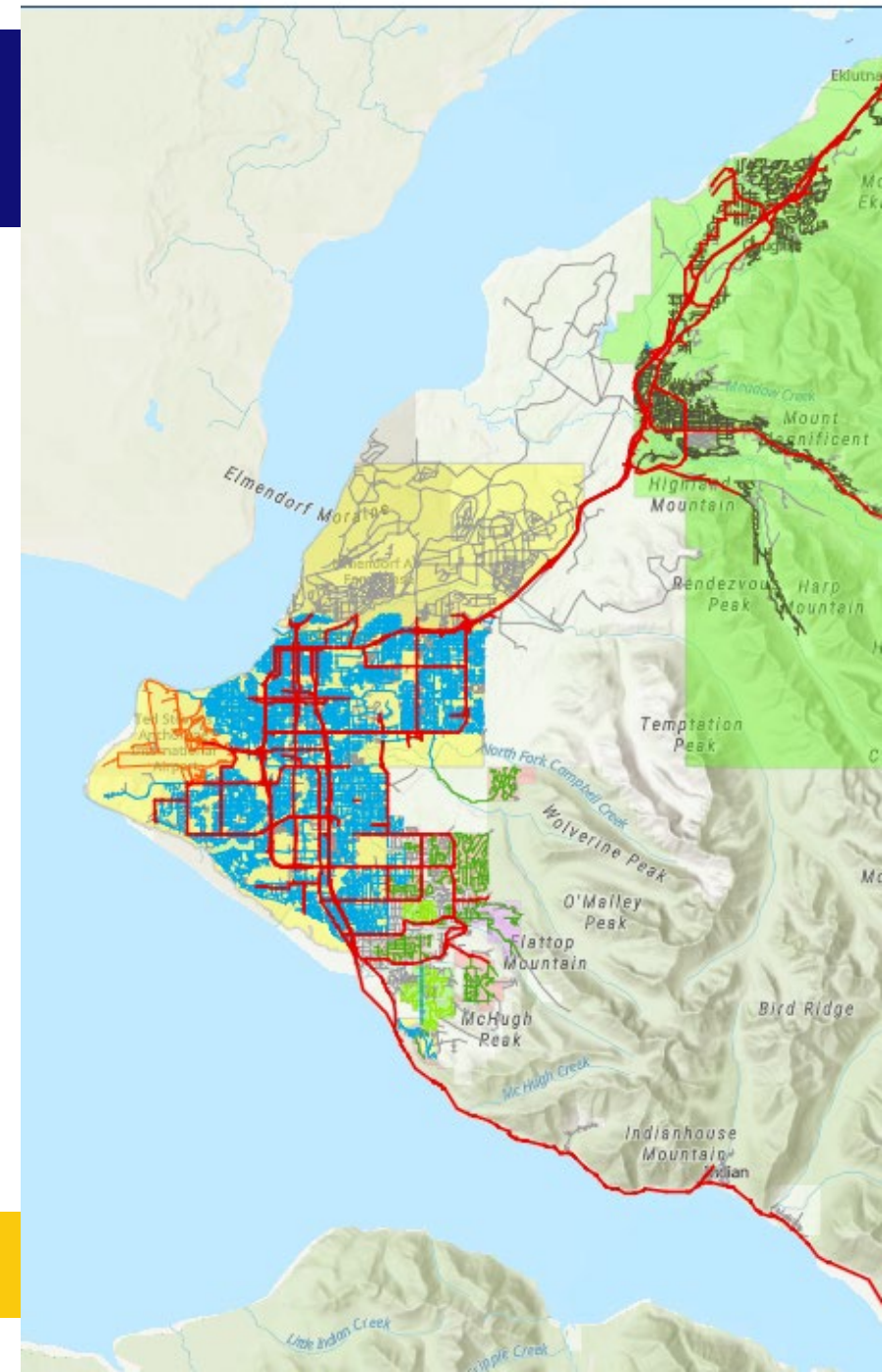
ROAD SERVICE AREAS (SA)

The Anchorage Road and Drainage Service Area (ARDSA) in **yellow** provides basic road maintenance, makes capital road improvements and saves for capital road projects.

The SA may have other authority, such as fire protection and rescue, and parks and recreation.

RURAL ROAD SERVICE AREAS (RRSA)

The Chugiak Birchwood Eagle River Road Service Area (CBERRRSA), shown in **green**, is separate from the ARSA.



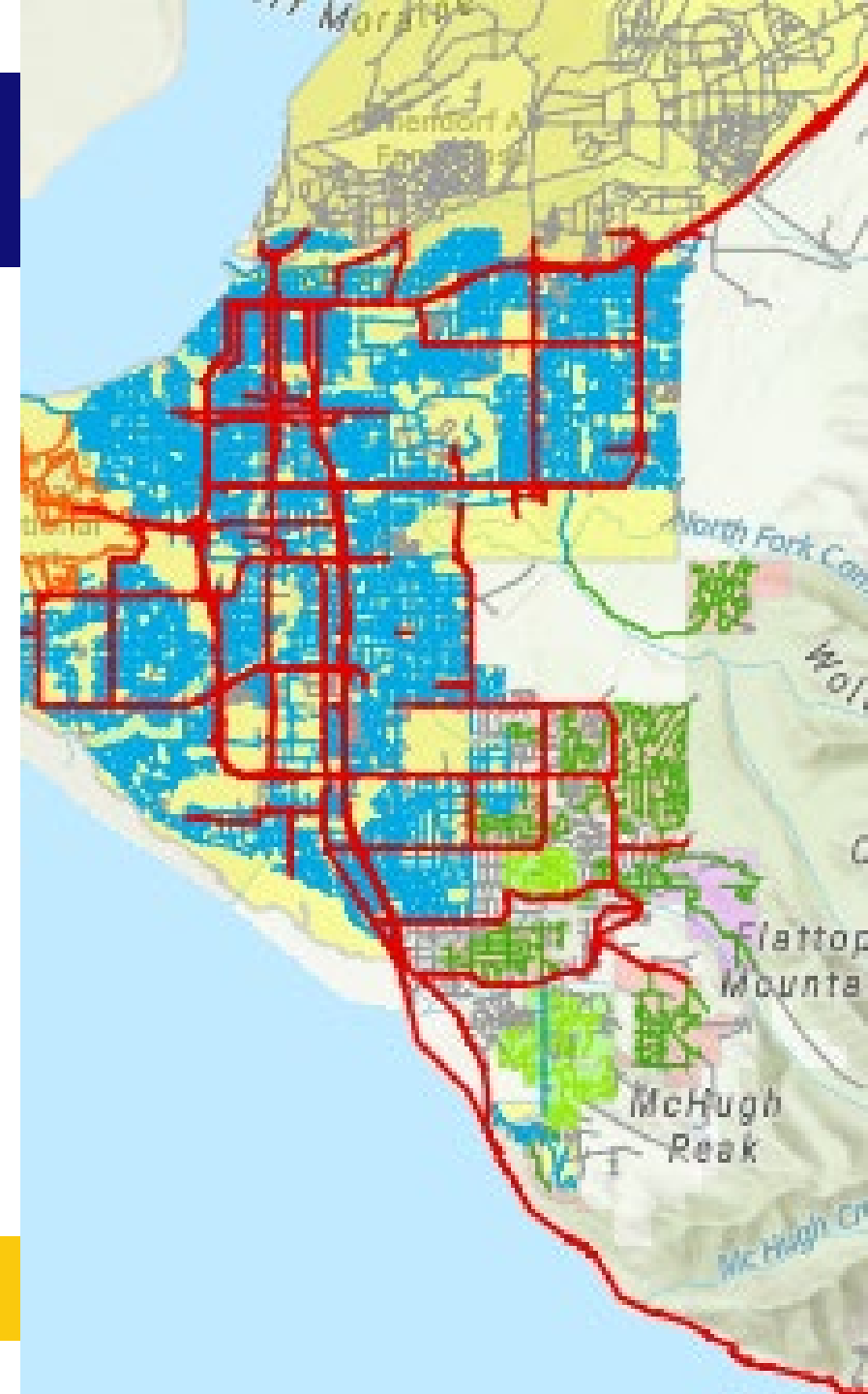
WHAT IS A ROAD SERVICE AREA?

LIMITED ROAD SERVICE AREAS (LRSA)

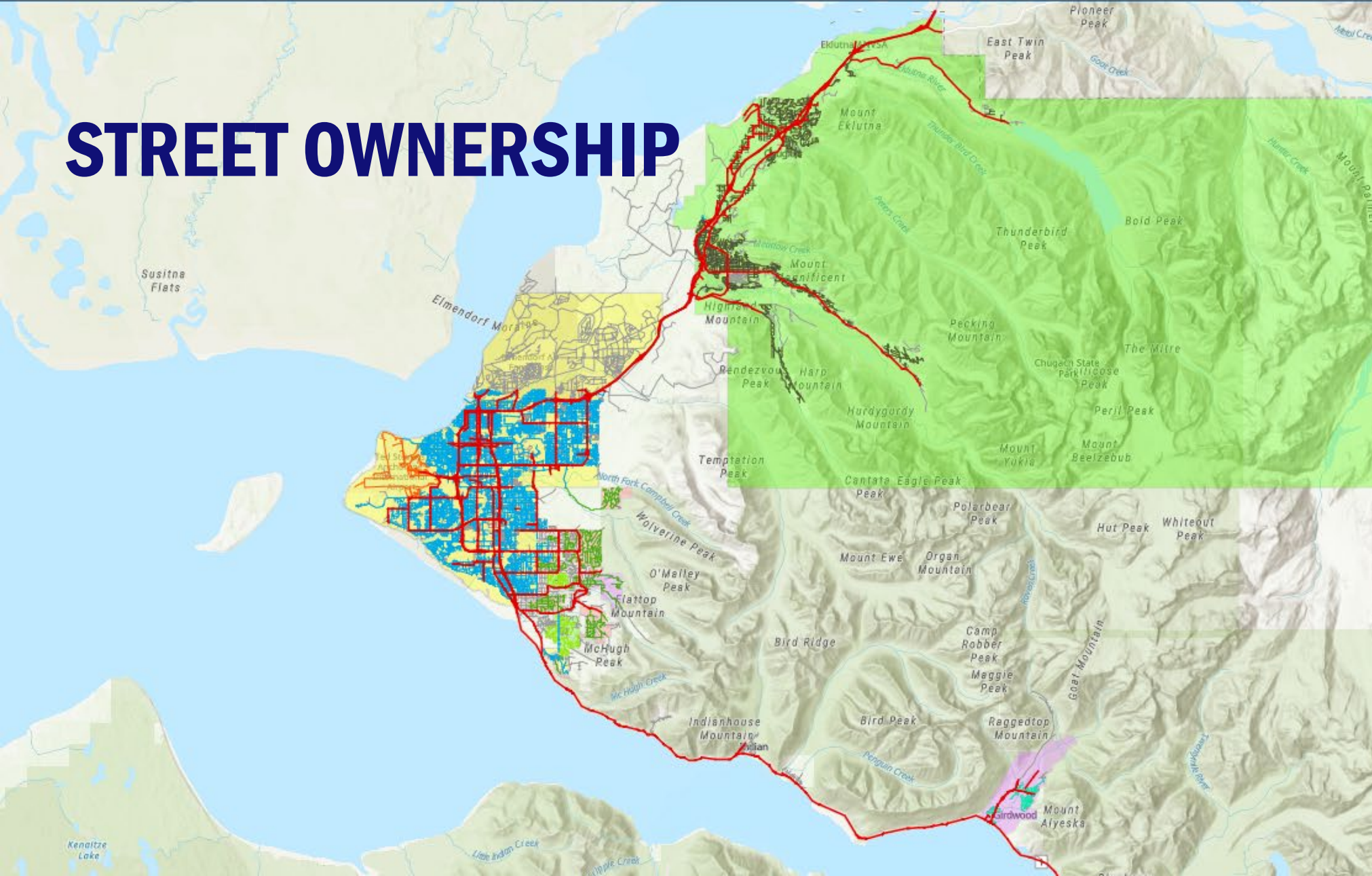
There is a collection of “Limited Road Service Areas” or LRSAs with limited authority to **provide basic road maintenance** in the form of grading, dust control, brushing, culvert thawing and replacement, ditching.

LRSAs have limited use of tax funds for authorized basic road maintenance services.

LRSAs do not have the ability to save tax funds for capital road projects. Most road service areas on the hillside are LRSAs.



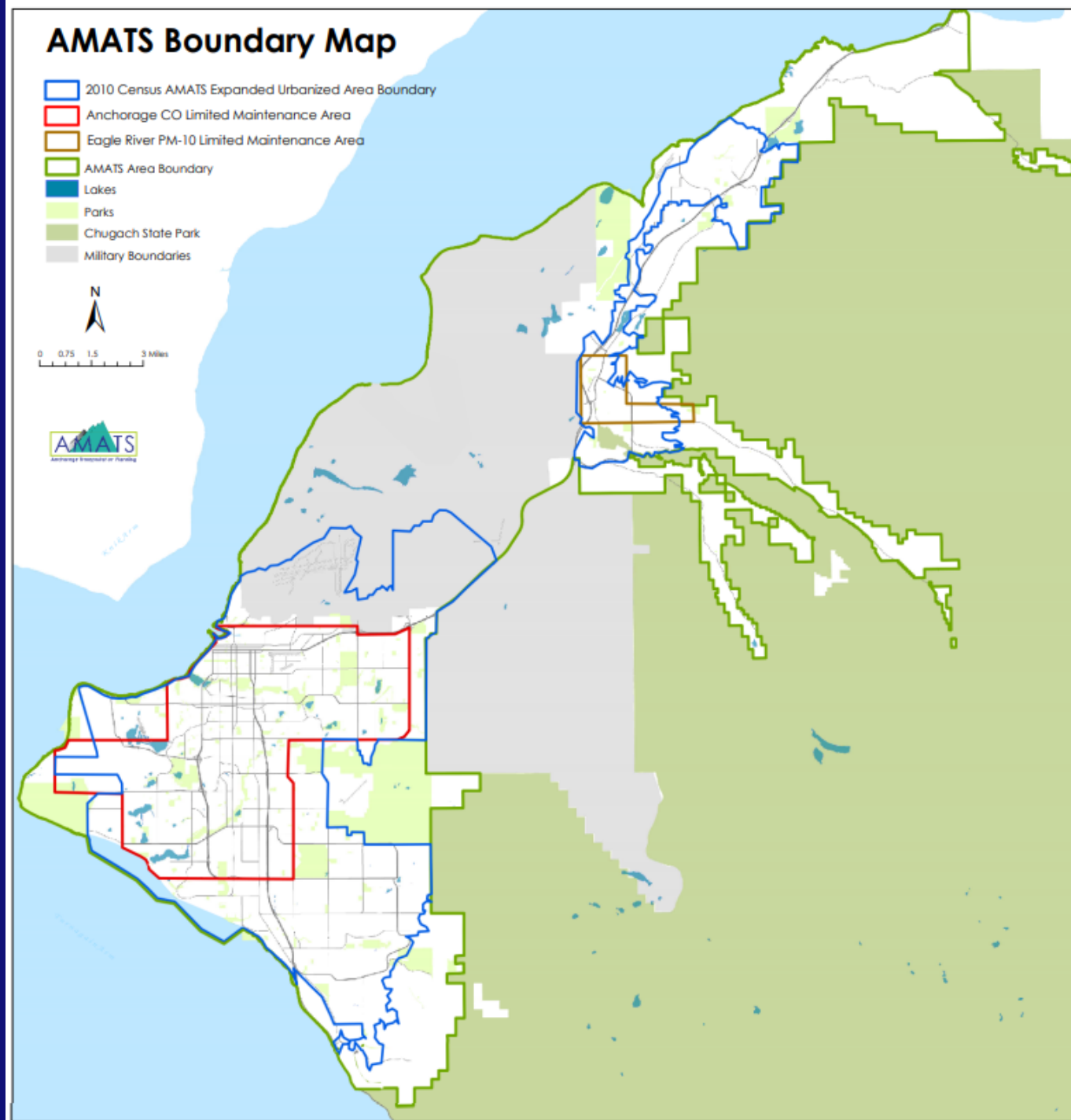
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ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS AMATS



Statewide Transportation Improvement Program (STIP)

The state's four-year program for transportation system preservation and development. Includes interstate, state and some local highways, bridges, ferries and public transportation, but does not include airports or non-ferry-related ports and harbors. Primarily federally funded.

AMATS Transportation Improvement Program (TIP)

Short term (4-years) funding program consistent with MTP. Primarily federally funded, local match required. AMATS planning area only (Anchorage Bowl, Chugiak, Eagle River).

Projects in the STIP in the AMATS planning area must be in the TIP.

Projects in the STIP in the AMATS planning area must be in the MTP.



Projects in the TIP must be in the MTP.

AMATS Metropolitan Transportation Plan (MTP)

Long-range surface transportation system needs and recommended solutions based on anticipated funding availability over 20+ year horizon. AMATS planning area only (Anchorage Bowl, Chugiak, Eagle River).

The TIP must include CIP projects that are regionally significant and/or federally funded.

The MTP must include CIP projects that are regionally significant and/or federally funded.

Municipality of Anchorage (MOA) Capital Improvement Program (CIP)

Supports the maintenance and development of infrastructure in the MOA over the next 6 years. Primarily local bond funded, may also include state and federal funds. In many cases, proposed bond funds leverage matching non-local dollars. Separate capital budgets exist for the Anchorage School District proposed improvements and the municipal-owned utilities.



October 13, 2022 · News & Alerts

VEHICLE VS BICYCLE COLLISION: BRAGAW/DEBARR

Update—9:00PM—10/13/22

On January 21, 2023 · News & Alerts

22-YEAR-OLD JADEN JABAAY CHARGED WITH OUI IN PEDESTRIAN FATALITY

Update—7:30PM—01/21/23

On January 21, 2023 at 1:30PM Anchorage Police Department Day Shift Patrol officers responded to the area of Abbott Road and Birch Road for a report of a pedestrian struck by a vehicle. Anchorage Fire Department medics transported an adult male victim to an area hospital where he was declared deceased.

May 9, 2023 · News & Alerts

TRAFFIC COLLISION INVESTIGATION AT DEBARR ROAD AND AIRPORT HEIGHTS DRIVE

Update at 4:45 PM on 5/9/23:

Initial indications are that an adult female bicyclist was crossing Airport Heights, westbound at Debarr. An SUV that was also westbound turned right to go north on Airport Heights and struck the bicyclist in the crosswalk.

Initial

N
Boulev

INJURY COLLISION INVESTIGATION AT BENSON BL/ARCTIC BL INTERSECTION

Update at 7:10 PM on 5/8/23:

At 5:16 PM

Wellsford

Initial indications are that the adult male pedestrian entered the roadway and was struck by a pickup truck that was being driven eastbound on W Benson Boulevard, east of Arctic Boulevard, in the far left-hand lane. The pedestrian was not in a crosswalk.

The preliminary investigation found that a Ford Expedition was traveling on Wellsford Circle at a slow rate of speed when a juvenile entered the roadway and was struck by the vehicle. The juvenile victim was later taken to

There are no road closures and no charges have been filed

January 23, 2023 · News & Alerts

TRAFFIC FATALITY: HIT AND RUN VEHICLE VS PEDESTRIAN; 4800-BLOCK OF SPENARD ROAD

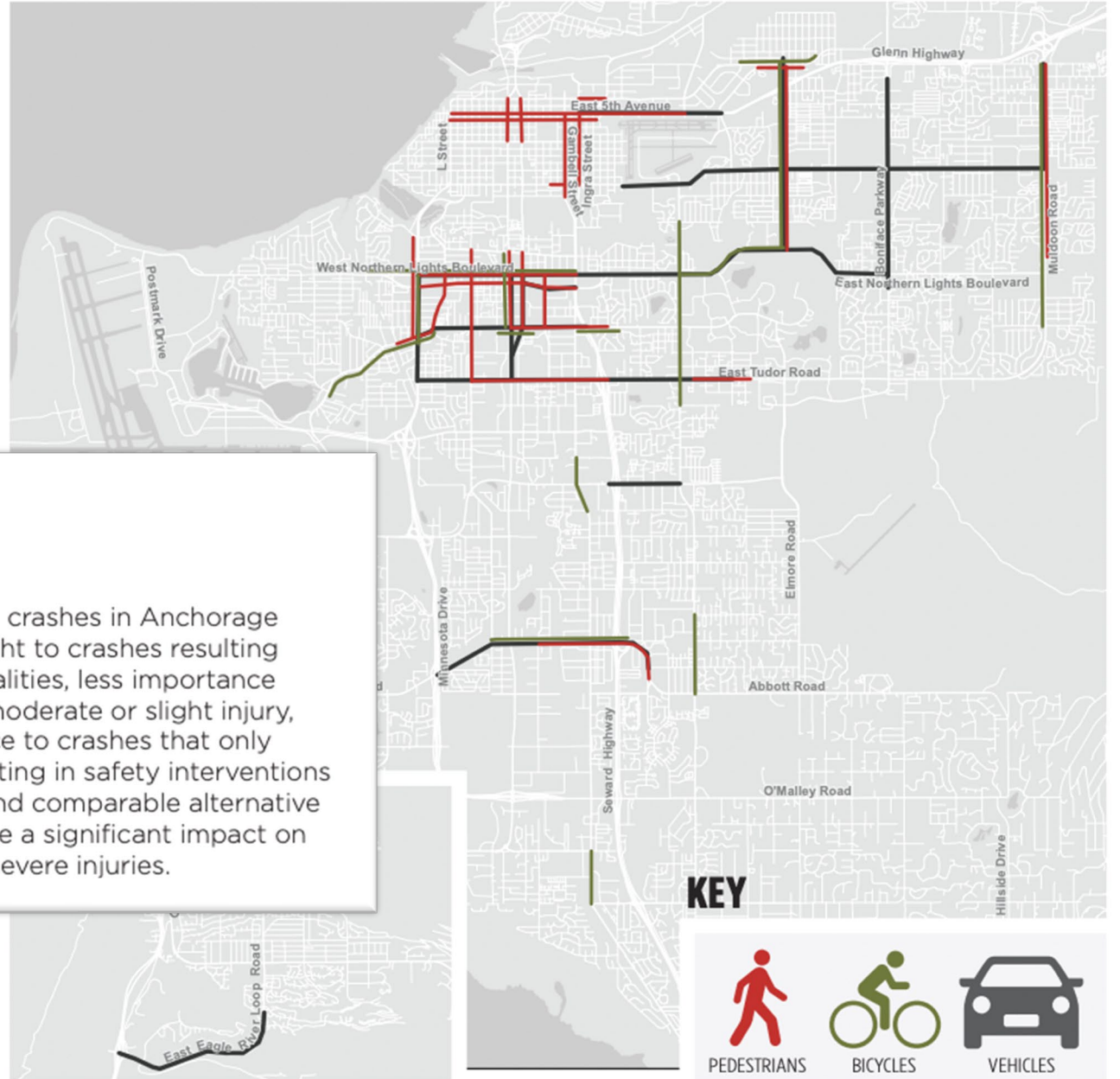
November 8, 2022 · News & Alerts

VEHICLE VS BICYCLE FATALITY INVESTIGATION – A STREET/BENSON BOULEVARD

HIGH INJURY NETWORK

While severe traffic crashes and fatalities are a persistent problem across the city, crash data show certain corridors that are more seriously impacted than others. This high injury network was identified using the Equivalent Property Damage Only (EPDO) Average Crash Frequency Methodology from the Federal Highway Administration Safety Manual.

This analysis looks at all crashes in Anchorage but attaches more weight to crashes resulting in serious injuries or fatalities, less importance to those resulting in a moderate or slight injury, and the least importance to crashes that only damage property. Investing in safety interventions along these corridors and comparable alternative street networks will have a significant impact on reducing fatalities and severe injuries.



TRANSPORTATION IS FOR EVERYONE



SAFETY FIRST

It's time to confront the growing problem of pedestrian/vehicle collisions head-on.

ECONOMIC VITALITY

Safer streets invite more people to spend time and money in the city we love.

THANK YOU.

DANIEL VOLLAND

Assembly Transportation Committee Co-Chair
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WWW.MUNI.ORG/ASSEMBLY

