

Senate Transportation Committee

Department of Transportation & Public Facilities

Anchorage Pedestrian Safety and Partnerships

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KEEP ALASKA MOVING

Safe Systems Approach

- Death and Serious Injuries are Unacceptable
- Humans make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



Fatal and Serious Injury (FSI) Crashes in Top Five Areas

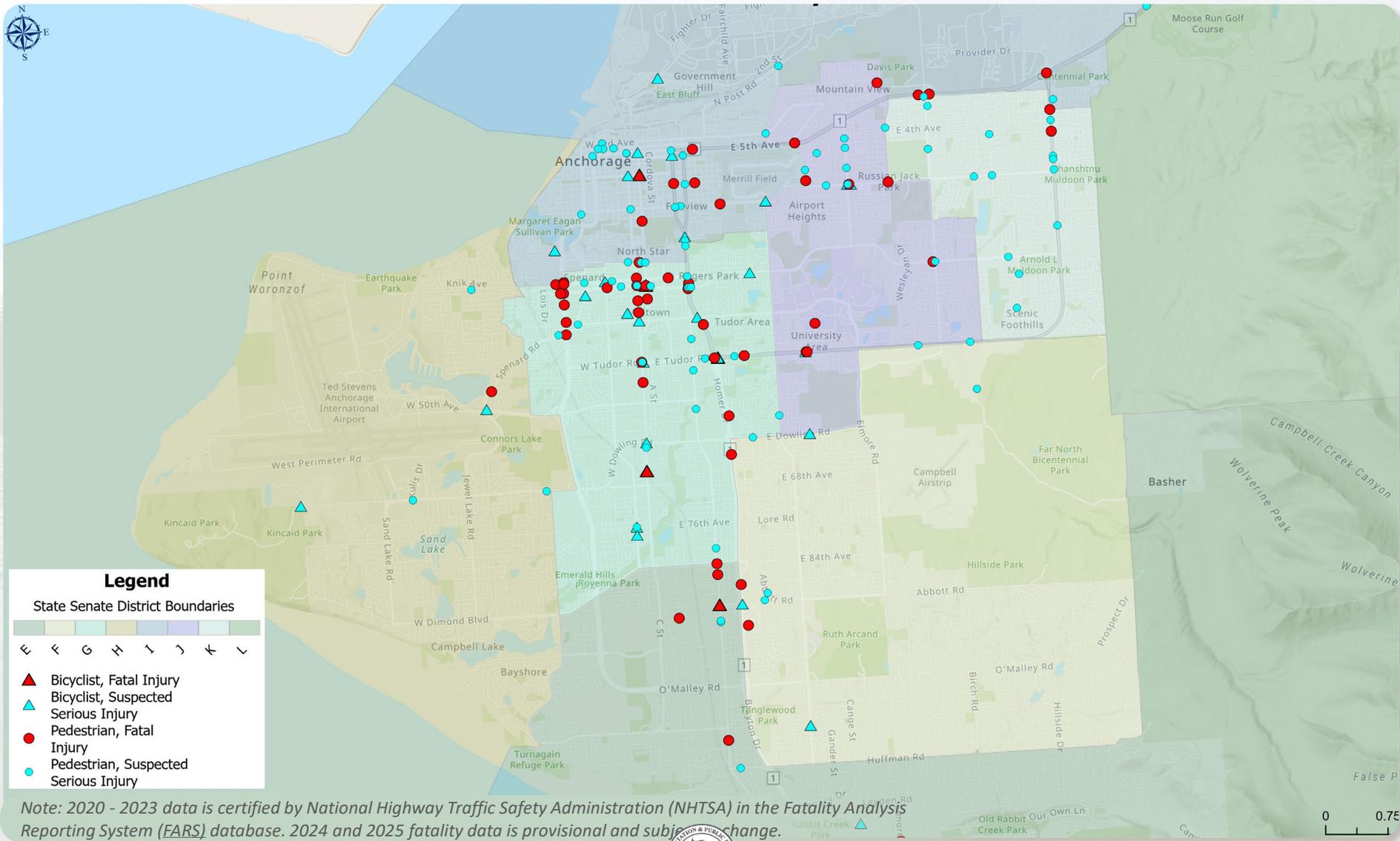
Borough	% of Alaska's population	% of Alaska's total FSI crashes 2020-2024	% of Alaska's total VRU* FSI crashes 2020-2024	% of FSI crashes in borough that are VRU* 2020-2024
Anchorage Municipality	39%	35%	66%	33%
Mat-Su Borough	16%	21%	7%	6%
Fairbanks North Star Borough	13%	12%	7%	11%
Kenai Peninsula Borough	8%	15%	5%	6%
Juneau City and Borough	4%	2%	3%	28%
Total of 5 most populous areas	80%	85%	88%	14.4% of all FSI crashes are VRU

*VRU: Vulnerable Road User



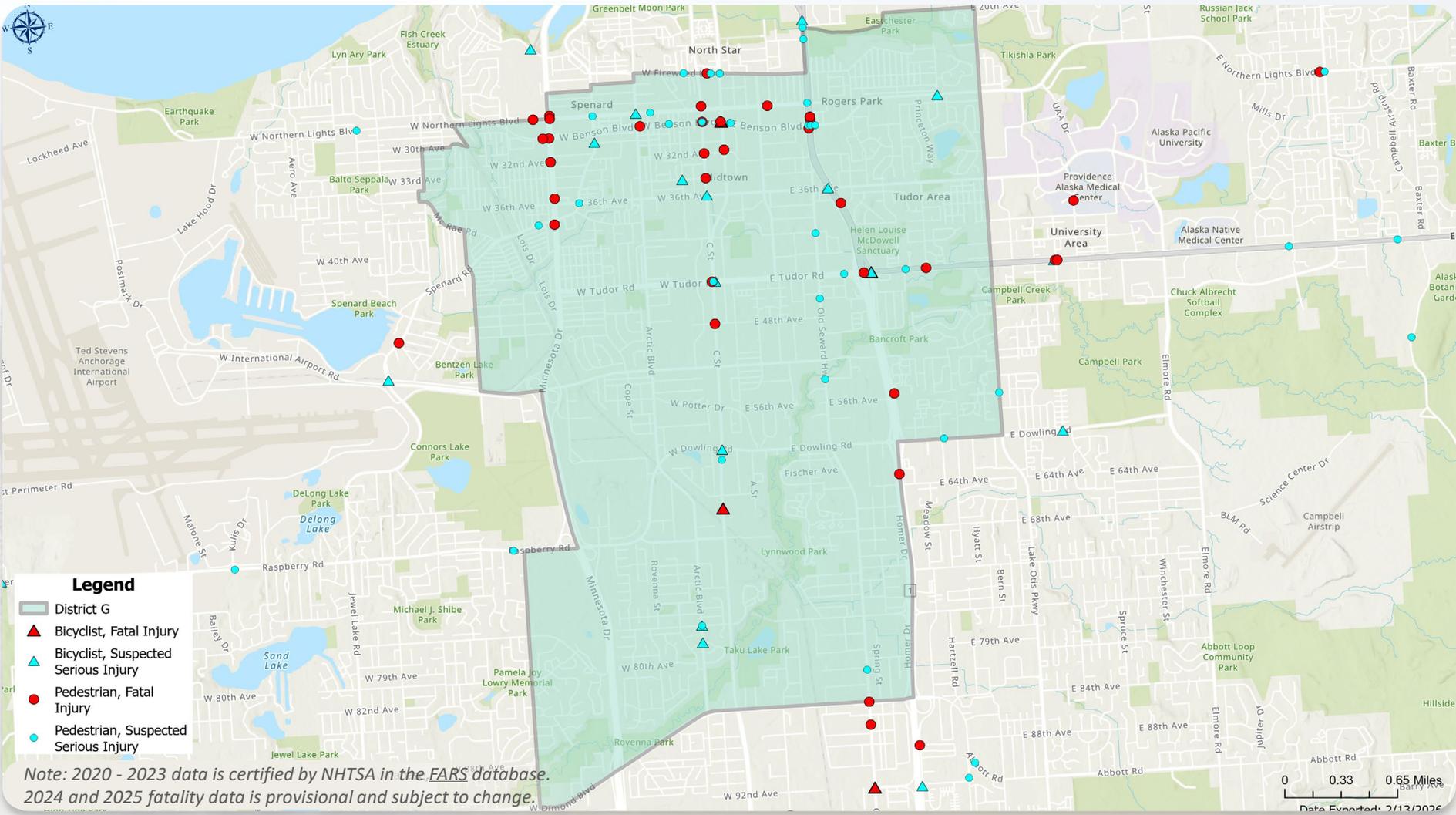
VRU Fatalities and Serious Injuries

Municipality of Anchorage (MOA) 2020-2024 & Preliminary 2025



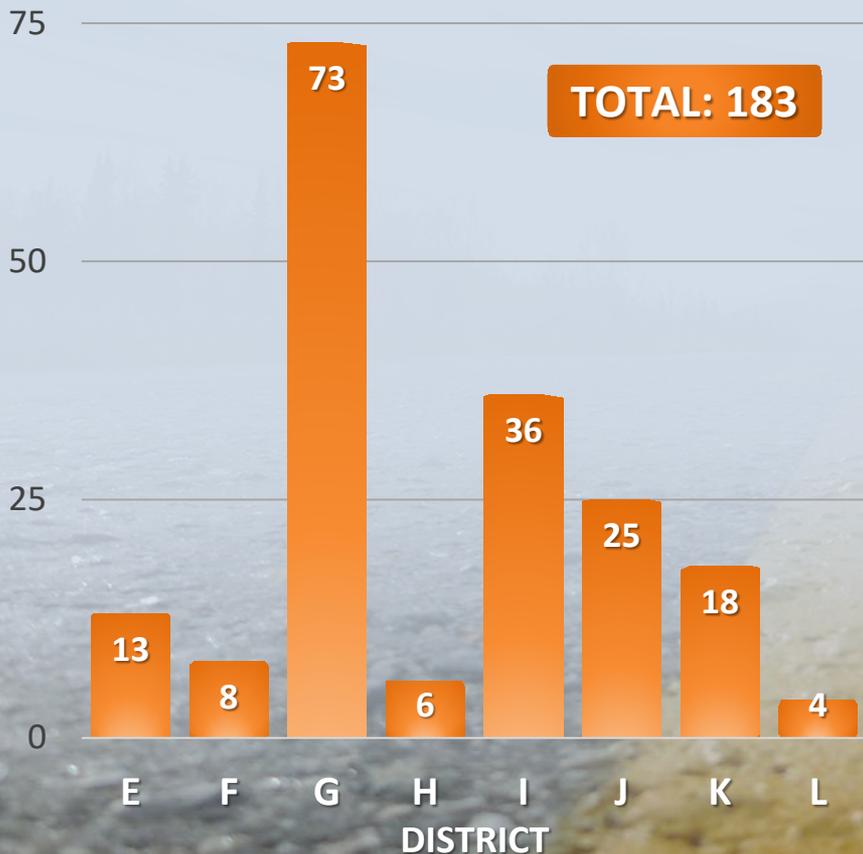
VRU Fatalities and Serious Injuries

Municipality of Anchorage 2020-2024 & Preliminary 2025



Vulnerable Road User (VRU) Fatal and Serious Injuries (FSI)

VRU FSI in MOA by Senate District
(2020-2024 & Preliminary 2025)



VRU Fatalities in MOA by Senate District
(2020-2024 & Preliminary 2025)



Note: 2020-2023 data is certified by NHTSA in the [FARS](#) database. 2024 and 2025 fatality data is provisional and subject to change.



Cultural Shift Needed

Only **60.5%** of drivers considered going more than 10 mph over the speed limit in a residential area to be deadly with nearly **30%** admitting to doing so within a month prior to the survey.

34.9%



SAFE DRIVERS

Rarely engage in risky driving behavior

19%



DISTRACTED DRIVERS

Predominantly engage in distracted driving behaviors

32.6%



SPEEDING DRIVERS

Predominantly engage in speeding behaviors

11%



DISTRACTED + AGGRESSIVE DRIVERS

Predominantly engage in both distracted driving and aggressive driving behaviors

2.5%



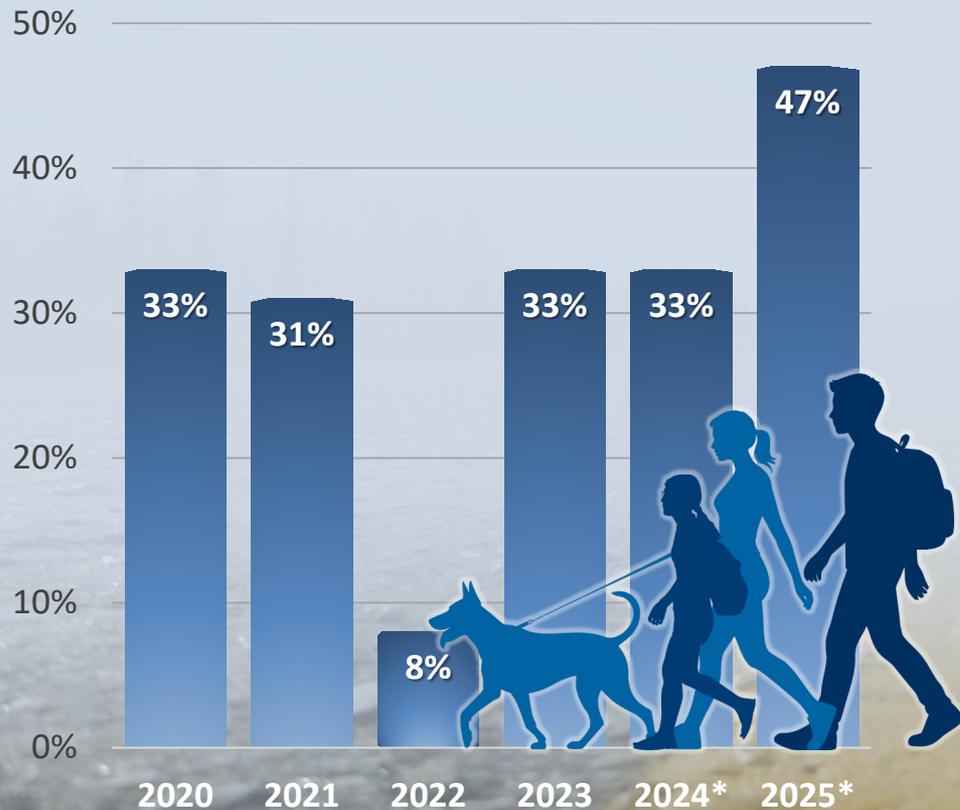
MOST DANGEROUS DRIVERS

Engage in all risky driving behaviors

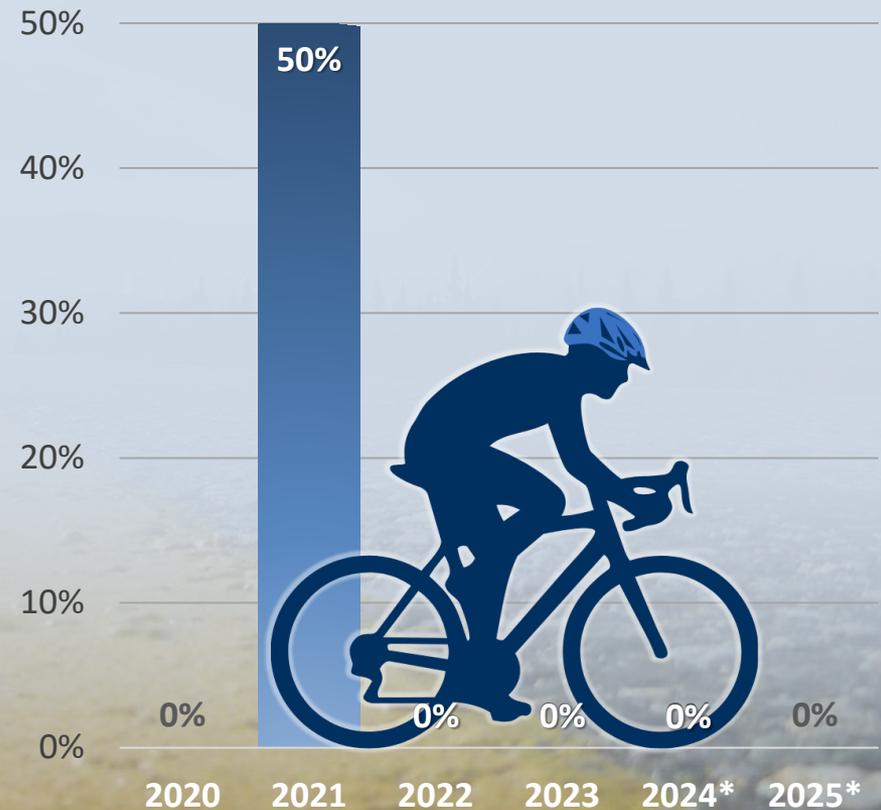
AAA Foundation for Traffic Safety. (2024).
2023 Traffic Safety Culture Index (Technical
Report). Washington, D.C.

Hit and Run VRU Crashes (Statewide)

Percentage of Pedestrian Fatalities that involve a Hit and Run



Percentage of Bicyclist Fatalities that involve a Hit and Run



Note: Certified state data was used for 2020-2023.

* Preliminary state data was used for 2024 and 2025.

NHTSA* Behavioral Countermeasures that Work

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Lower Speed Limits	★★★★	\$	High	Varies

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
High-Visibility Enforcement at Pedestrian Crossings	★★★	\$\$	Low	Short

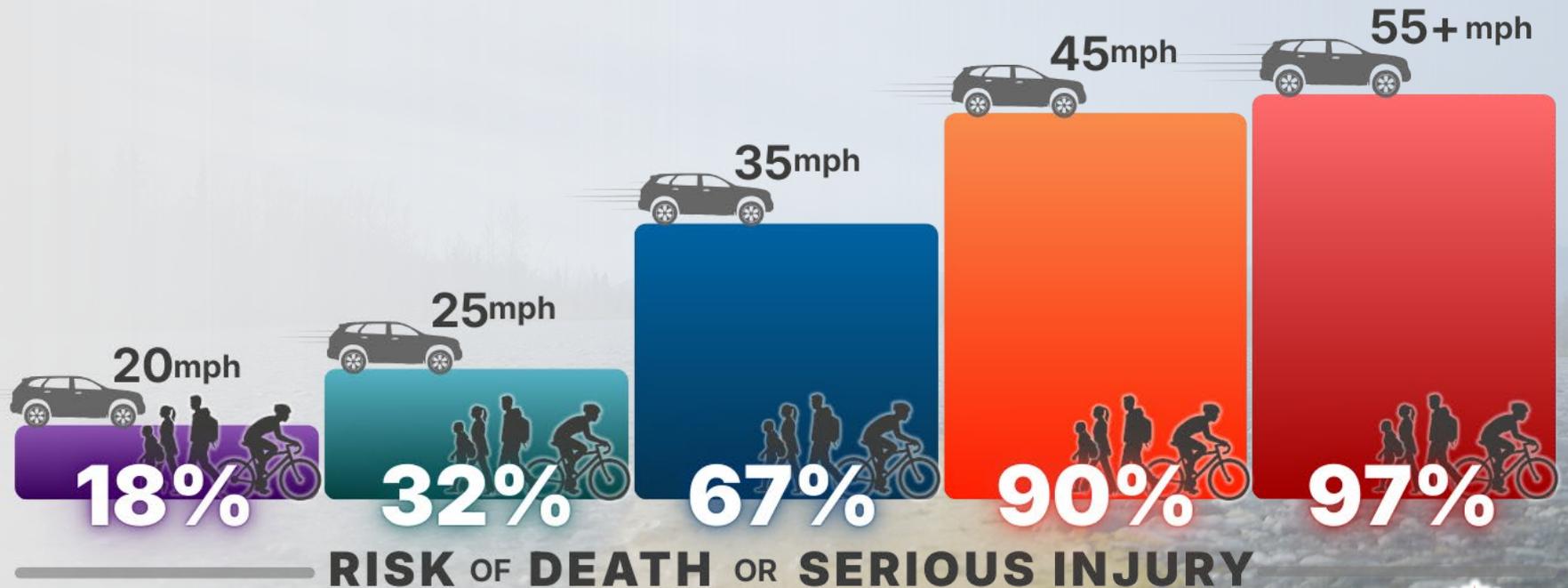
Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Pedestrian Safety Zones	★★★★	\$\$\$	Low	Long
Elementary-Age Child Pedestrian Training	★★★	\$	Unknown	Medium
Safe Routes to School	★★★	\$	High	Medium
Walking School Buses	★★	\$	Unknown	Short
Conspicuity Enhancement	★★	\$	Low	Medium



Behavioral Countermeasure

LOWER SPEEDS REDUCE RISK



Source: IIHS 2025 Study by Monfort & Mueller

Vulnerable Road User (VRU) Behavioral Grants

Safe Biking and Walking Program (\$189,000)

Conspicuity items, helmet distribution and safety cards, pop up traffic garden

Bike Safe Alaska: Equipping Bicyclists with Skills for Safe Riding (\$42,320)

Teach safety education classes using League of American Bicyclists curriculum

Anchorage Police Department (APD) VRU Awareness (\$102,410)

Dedicated enforcement mobilizations and campaigns (motorized and nonmotorized)

Media Buys for Bicycle and Pedestrian Safety (\$115,000)

Special Events/Sports Marketing (\$24,000)

Safe Kids Kenai Peninsula: Bicycle and Pedestrian Safety Program (\$2,900)

Community bike safety events, bike helmet distribution, walk to school event

**Please note funds are listed in whole dollars*



Anchorage traffic garden in August 2025; funded with NHTSA grant funds through the Alaska Highway Safety Office.

Pedestrian Infrastructure Countermeasures

Pedestrian/Bicyclist



Bicycle Lanes



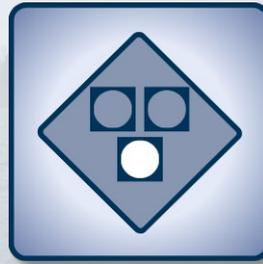
Crosswalk Visibility Enhancements



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB)



Road Diets (Roadway Reconfiguration)



Walkways

Road Diets vs. Lane Drops

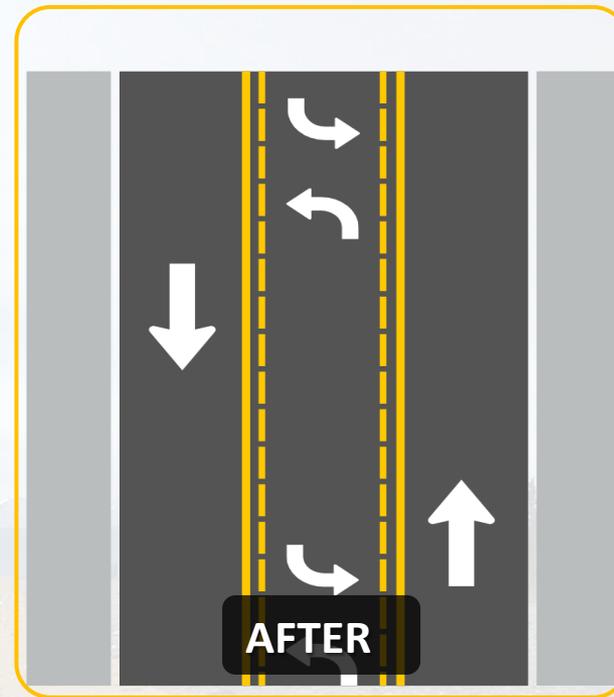
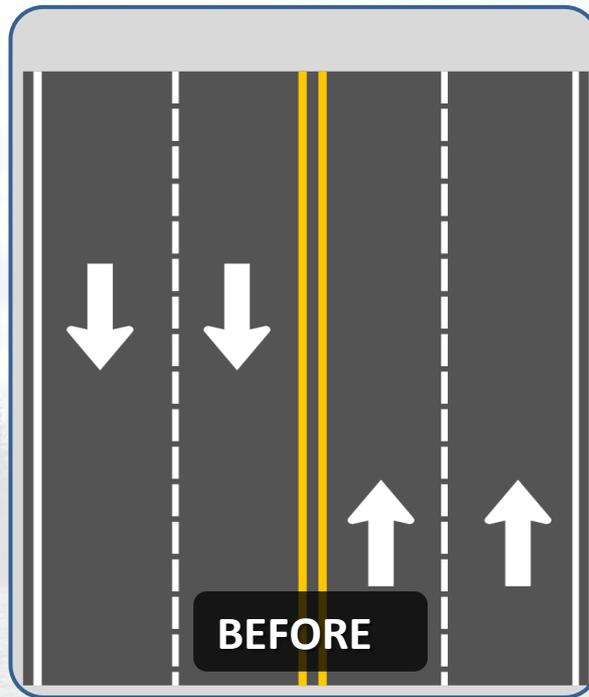


Diagram: Road Diet

	Road Diet Two-way Road/4 lane to 3 lane	One Way Road Lane Drop
Reduces crossing distance for pedestrians	Yes	Yes
Reduces speed differential of vehicles	Yes	Unknown
Provides pedestrian refuge mid-crossing	Yes (hardscaped or wait in the TWLTL*)	No
Has a reliable crash modification factor based on studies at multiple installations	Yes	No

Road Diets vs. Lane Drops

1. A St. (multiple safety features moving forward)
2. Fireweed Ln. Rehabilitation
3. 36th Ave. (Spenard Rd. to Lake Otis Parkway)
4. 5th and 6th Ave. Complete Streets (I St. to Reeve Blvd.)
5. 5th and 6th Ave. (M St. to Reeve Blvd.)
6. Ingra St. (3rd Ave. to Northern Lights Blvd.)
7. Gambell St. (3rd Ave. to Northern Lights Blvd.)
8. I & L St. Reconstruction to Complete Streets
9. Northway Dr. (Debarr Rd. to Penland Parkway)
10. Dimond Blvd. (Jewell Lake Rd. to Arctic Blvd.)
11. Spenard Rd. Rehabilitation - Minnesota Dr. to Benson Blvd.
12. Spenard Rd. Rehabilitation - Northwood Dr. to Minnesota Dr.
13. Mountain View Dr. (Anchorage Metropolitan Area Transportation Solutions (AMATS) moving forward)
14. Northern Lights Blvd. Safety Improvements



Image: Road Diet (Roadway Configuration) FHWA

Partnership with Municipality – Vision Zero Task Force

- **“Rest on Red”**
 - Minnesota Dr./Northern Lights Blvd.
 - Dimond Blvd./C St.
 - Dimond Tudor Rd.
 - Arctic Blvd./Fireweed Ln.
- **Elmore Rd. Pilot Project** – 35 mph Dowling Rd. to Abbott Loop, studying area for driver compliance
- **C St. & Benson Blvd.** – Intersection improvement
- **VRU Safety Audits** – Muldoon Rd.: 36th Ave. to Glenn Highway, and Tudor Rd.: Minnesota Dr. to Kingston Dr.
- **Tudor Rd. and Muldoon Rd.** – Community requested speed reduction, hearing first quarter of 2026
- **Pedestrian, Work Zone and Seat Belt** outreach campaigns
- **Crash Data publicly available:** public.alaskadata.net
- **Data, Modernization & Innovation Office** distributed thousands of pieces of reflective gear
- **Central Region staff** presented safety information at over 23 Community Councils

Highway Safety Improvement Program (HSIP) Projects Can Be Controversial

The goal is maximizing lives saved and serious injuries reduced per dollar spent. To do this, we often look to:

- Interim solutions
- Projects within the existing right-of-way
- Lowest cost solutions (near term and ongoing maintenance)

May change the way a person uses the infrastructure:

- Channelization for vehicles
- Safety fencing for pedestrians
- Roundabouts

Projects are data driven, so public involvement starts after solutions identified



2026 HSIP Funding Plan—MOA projects

Ingra St. & Gambell St. (\$19.4M in FFY2026)

- HSIP: Ingra St. and Gambell St. Overhead Signal Improvements
- HSIP: Gambell St. Utility Pole Removal and Increased Lighting
- Utilities: Gambell St. 5th Ave. to 15th Ave. Power Underground (Telecoms, Natural Gas, Water and Sewer)

Tudor Rd. (\$6.1M in FFY2026)

- HSIP: Tudor Rd. – Baxter Rd. to Patterson St. Channelization
- HSIP: Tudor Rd. at Wright St. and Dale St. Intersections – VRU Improvements

A St. Safety Improvements: Fireweed Ln. to 9th Ave. (\$632,000 in FFY2026)

– New light at 16th Ave. and pathway from Chester Creek Trail to 14th Ave.

5th Ave. (\$3.9M in FFY2026) – Concrete St. to Karluk St. Pedestrian Improvements

2026 HSIP Funding Plan—MOA projects (continued)

Seward Highway Rockfall Mitigation, Milepost 113.2 (\$400,800)

Anchorage Flashing Yellow Arrow and Signal Head Display Improvements (\$150,000)

Seward Highway Variable Speed Limit (\$910,000)

Central Region Red Light Indicator Lights and Retroreflective Backplates (\$105,000)

Regionwide Systemic Retroreflective Back Plates at Signalized Intersections (\$211,000)

Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund (\$600,000)

Rail Crossing Projects (\$126,900) – Dual-Tone Multi-Frequency (DTMF) Activated Railroad Crossing Signal Upgrades and Ocean Dock Road 2-Track Signal System Upgrade

5th Ave: Concrete St to Karluk St Pedestrian Improvements

Improved Lighting: options will be coordinated with Merrill Field staff to minimize impacts to aircraft operations

Glare Screen

Fence Ending

height approx 6 ft

Several fencing options and colors exist which will be discussed with stakeholders during public outreach efforts this spring

Safety fence system is required to be crash rated

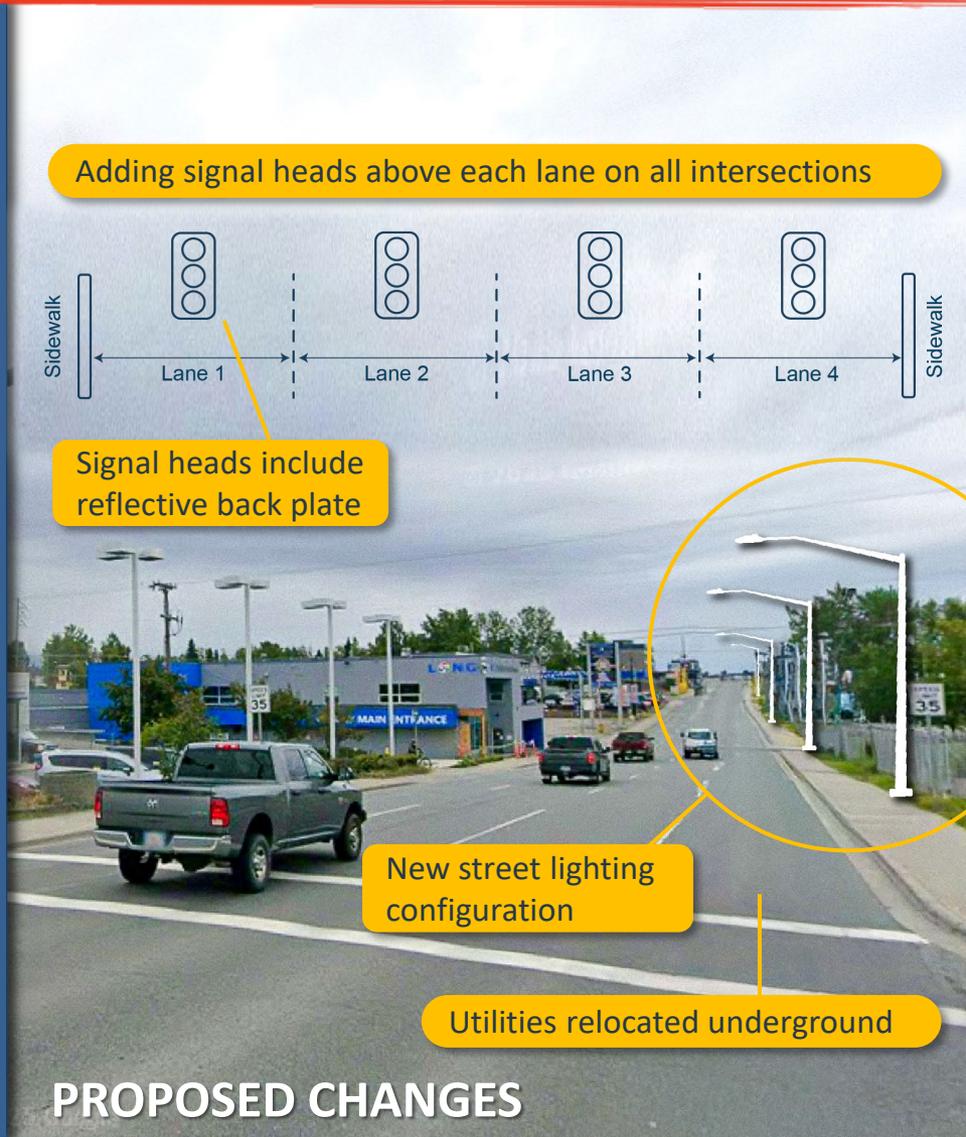
The design team is looking into potential concrete design element possibilities to improve aesthetics

PROPOSED CHANGES



CURRENT CONFIGURATION

HSIP – Ingra St/Gambell St Safety Improvements



2025 and 2026 Pedestrian Safety (Uncertified)

2025:

- 18 pedestrian fatalities statewide
 - 15 pedestrian fatalities in Anchorage
 - Two pedestrian fatalities in Palmer
 - One pedestrian fatality in Kenai
- One bicycle fatality

Nov. 22, 2025 – Feb 16, 2026

- Zero pedestrian fatalities

Dec. 24, 2025 – Feb 13, 2026

- Zero vehicle fatalities

Preliminary data, will be confirmed by NHTSA certification



Thank You.

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