

**From:** Jade Powell [REDACTED]  
**Sent:** Tuesday, February 17, 2026 9:17 AM  
**To:** Michael Notti [REDACTED] Rep. Zack Fields  
[REDACTED]  
**Cc:** nscboard [REDACTED]  
**Subject:** Re: Hearing on HB 282 to allow red-light cameras

Rep Fields,

Thank you for the opportunity to testify this morning. I wanted to add a few notes to my testimony to add to the record that I didn't have the opportunity to bring up this morning on the phone:

- There was some discussion on the call of fiscal notes, and roundabouts. I don't have numbers in front of me but I know for a fact that a roundabout, or even simply an additional signalized crosswalk, costs hundreds of thousands to multiple millions of dollars, vastly outnumbering by the potential costs of other tools like automated enforcement. Giving municipalities access to this sort of tool, especially on DOT roads, will potential **save** the state money in the long run, by allowing municipalities to assume the responsibility of increasing safety and potentially reducing then need or at least urgency for costly engineering solutions that are often paid for by the state and federal government.
- Traffic Safety is a major concern in North Star, and I feel comfortable speaking on behalf of the North Star Community Council in saying that we are very frustrated with speeding and red light running in Anchorage, and would be open to all possible solutions to address the problem. There was great support for a bill passed by the municipality adding additional enforcement of exhaust noise, so I can assume there would similarly be support for this bill, if not unanimous certainly robust.
- The 30 fatalities per year number that Lindsey mentioned not only excludes the near misses I mentioned in my testimony, but also serious injuries. A colleague of mine was recently seriously injured in a crash, requiring multiple surgeries. Thankfully her and her unborn son that was in his third trimester both made it through okay overall but it was a huge scare for their family, and a life changing injury for her. Those types

of traumatic and potentially life changing accidents are left out of our death statistics and are important to remember.

- As another testifier mentioned, mass surveillance is here, and is often welcomed by many of the same people who might oppose cameras if they feel like it is to keep them safe from "other people" and not policing them. It's a complex issue but it should ideally be decided on a local level. Unfortunately, much of the surveillance such as license plate cameras amassing databases across the country and facial recognition on body cameras worn by federal law enforcement we already deal with is not within local control, does not serve a clear safety purpose, and has already been clearly abused in multiple instances. On the contrary, putting safety cameras in the control of municipalities allows them to decide on systems that are accountable to residents and directly weigh the cost benefit of these tools in a way that is accountable to their community, and can make smart choices to mitigate the potential downsides of these types of enforcement.

Thank you for your work to make Anchorage a safer place!

Jade Powell

**From:** Jade Powell [REDACTED]  
**Sent:** Tuesday, February 17, 2026 9:59 AM  
**To:** Michael Notti [REDACTED]  
**Cc:** Rep. Zack Fields [REDACTED]; nscboard  
[REDACTED]  
**Subject:** Re: Hearing on HB 282 to allow red-light cameras

One additional note to add to the record: while I was driving home before this testimony, I was stuck in

some traffic on my way from UMED to North Star. I wasn't sure what the cause was, but turning left onto

Fireweed from the highway saw that the highway was completely closed. After looking it up I now know

that a pedestrian was tragically killed by a driver at 20th and Ingra.

That intersection is directly adjacent to a trail underpass. But for a variety of reasons, I understand why a

pedestrian would attempt to cross at grade- it saves quite a bit of time and potentially slushy or snowy

conditions on the underpass.

Relevant to this bill, that area is also posted for a 45mph speed limit, with drivers regularly going 10+

over. Like many other parts of town, it is an area where a driver can be almost guaranteed there will be no

chance of a speed trap so there is little incentive to follow the limit.

I don't know how fast that driver was going, and we may never know, but at 45mph we know that (based

on data from 1994-1998, when cars and trucks were much smaller) the chances of a pedestrian's death

from an impact is roughly 60%. at 55mph, it's closer to 90%. Small increases in speed carry meaningful

differences in safety, and I hope this bill can allow local governments to make a decision if these tools

will help prevent avoidable fatalities.

Thank you,

Jade

**From:** Bennett Pearce [REDACTED]  
**Sent:** Monday, February 16, 2026 1:06:45 PM  
**To:** Rep. Zack Fields <[Rep.Zack.Fields@akleg.gov](mailto:Rep.Zack.Fields@akleg.gov)>  
**Subject:** Re: Update on the Fight for Public Education Funding

Hey Zack,

I strongly support HB 282 to allow traffic cameras to be installed in municipalities across the state. There is substantial evidence to support the idea that speeding camera fines, even if they are only small dollar amounts, substantially reduce speeding and create a safer environment for pedestrians and active transportation users. Anchorage simply can't afford to overlook this tool as people die on our roads.

Attached is an article on the effect of speeding cameras on driver behavior in New York.

I'm a little skeptical about the effectiveness of HB 305, however. While I support the intent to pay Uber and Lyft drivers a fair wage, I'm not sure that setting a revenue sharing percentage will actually be beneficial to either drivers or consumers. There's a [working paper from NBER](#) that discusses this topic using Seattle as a case study after they implemented a similar policy. The researchers found that increasing the minimum pay for gig workers didn't lead to an increase in monthly pay for workers. I'm sure you have access to more Alaska-accurate information but figured I would share this.

I would be supportive of a small tax on lyft and uber trips that is remitted to the local municipality specifically with the intent to fund public transportation projects. I realize this doesn't achieve the goal of paying gig-workers a living wage, but it would help municipalities get ahead on developing transit projects, which have a myriad of benefits to residents.

Thanks for your work!

Cheers,

Bennett Pearce

**From:** Jason Norris [REDACTED]  
**Sent:** Sunday, February 15, 2026 8:52:00 AM  
**To:** House Community and Regional Affairs  
<[House.Community.And.Regional.Affairs@akleg.gov](mailto:House.Community.And.Regional.Affairs@akleg.gov)>; House Transportation  
<[House.Transportation@akleg.gov](mailto:House.Transportation@akleg.gov)>  
**Cc:** Rep. Zack Fields <[Rep.Zack.Fields@akleg.gov](mailto:Rep.Zack.Fields@akleg.gov)>  
**Subject:** HB 282

Good Morning Representatives,

I write in support of HB 282. Anchorage has lost over 30 of our neighbors in the last two years whose only crime was daring to walk along our roads, specifically those owned by the State. In discussions about what to do about our pedestrian death crisis, enforcement comes up often but we simply cannot police roads in a way that is effective with the budgets we have. The Muni also refuses to get out of its own way by repealing the charter's ban on traffic camera devices. I was here for the debate over traffic cameras and remember the debate well. I believe the issues that arose 30 years ago can be mitigated now. I urge your support of this bill that would allow proven technology to be deployed in the service of making our roads safer for all users. I stand ready to discuss should you wish.

Respectfully,  
Jason Norris  
Anchorage

**From:** [REDACTED]  
**To:** [House Community and Regional Affairs](#)  
**Subject:** automated traffic enforcement  
**Date:** Sunday, March 1, 2026 9:33:51 PM

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The use of automated traffic enforcement for traffic safety cameras to prevent red light running makes sense both as a practical response to a public safety matter and as a means of ensuring appropriate public safety.

I encourage you to support legislation to ensure reckless driving is curtailed and public safety is a priority.

Eric F. Myers

**From:** [REDACTED]  
**To:** [House Community and Regional Affairs](#)  
**Subject:** Please Support HB 282  
**Date:** Sunday, March 1, 2026 9:16:50 PM

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Dear Community and Regional Affairs Committee Members,

Red light runners are causing deadly accidents in Anchorage and this needs to stop. You can help make that happen by passing HB 282 out of committee, and recommend the bill be passed by the House.

Please help prevent another deadly accident caused by someone running a red light.

Thank you,  
Michael Coumbe

[REDACTED]  
Anchorage, Alaska 99509

**From:** [REDACTED]  
**To:** [House Community and Regional Affairs](#)  
**Subject:** Testimony in support of HB282  
**Date:** Sunday, March 1, 2026 11:13:53 AM

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Co-Chairs Himschoot and Mears and members of the committee,

Please pass HB282 out of your committee post haste, as we need it improve traffic safety in Anchorage and other Alaska communities.

As you will have noticed yourself when driving in Anchorage, red light running is brazen and epidemic, endangering the safety and health of residents and visitors alike, drivers, passengers, pedestrians and cyclists.

At any time, night or day, in any season, anywhere in Anchorage, drivers run red lights, often at a high rate of speed.

Such lawless, selfish, impatient, disrespectful driving has outstripped the Anchorage Police Department's enforcement capacity, but, fortunately, most (if not all) signal-controlled Anchorage intersections are equipped with cameras that can empower enforcement, improve safety immensely, augment revenue and perhaps reduce insurance premiums.

Enactment of HB282 is a necessary step, so I appreciate your Do Pass recommendation and your vote to pass the bill out of HCRA March 5, 2026.

Thank you,

Thomas Atkinson

**From:** [REDACTED]  
**To:** [House Community and Regional Affairs](#); [House Transportation](#)  
**Cc:** [Rep. Zack Fields](#)  
**Subject:** HB 282  
**Date:** Sunday, February 15, 2026 8:52:23 AM

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Good Morning Representatives,

I write in support of HB 282. Anchorage has lost over 30 of our neighbors in the last two years whose only crime was daring to walk along our roads, specifically those owned by the State. In discussions about what to do about our pedestrian death crisis, enforcement comes up often but we simply cannot police roads in a way that is effective with the budgets we have. The Muni also refuses to get out of its own way by repealing the charter's ban on traffic camera devices. I was here for the debate over traffic cameras and remember the debate well. I believe the issues that arose 30 years ago can be mitigated now. I urge your support of this bill that would allow proven technology to be deployed in the service of making our roads safer for all users. I stand ready to discuss should you wish.

Respectfully,  
Jason Norris  
Anchorage

## Michael Notti

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**From:** Donati, Michelle [REDACTED]  
**Sent:** Monday, February 23, 2026 8:41 AM  
**To:** Rep. Zack Fields  
**Subject:** AAA Supports Automated Traffic Enforcement (HB 282)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Representative Fields,

My name is Michelle Donati-Grayman, and I oversee Government Relations for AAA Mountain West Group, representing seven western states, including AAA Alaska.

As a not-for-profit advocacy organization serving Alaska since the early 1980s, road safety is our core mission. AAA Alaska strongly supports the use of automated traffic enforcement as a proven tool for saving lives. While physical law enforcement is imperative, officers cannot be at every intersection. Automated enforcement fills that gap, serving as a vital force multiplier.

According to the Insurance Institute for Highway Safety, red light cameras have reduced fatal red light running crash rates in large cities by 21 percent and decreased the rate of all types of fatal crashes at signalized intersections by 14 percent.

AAA Alaska welcomes the opportunity to testify in support of this bill. Please let me know how we can best assist you in advancing this critical legislation.


Thank you for your leadership on this issue.

Sincerely,

--

**Michelle Donati-Grayman (she/her)**

Director, Government Affairs & Communications  
AAA Mountain West Group  
602.373.8656

 Season 2 of the [Via Podcast](#), presented by AAA Mountain West Group, is here. Press play and listen now!



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