

ASSEMBLY MEMBERS VOLLAND,
BRAWLEY & BRONGA

BREAKING THE CYCLE

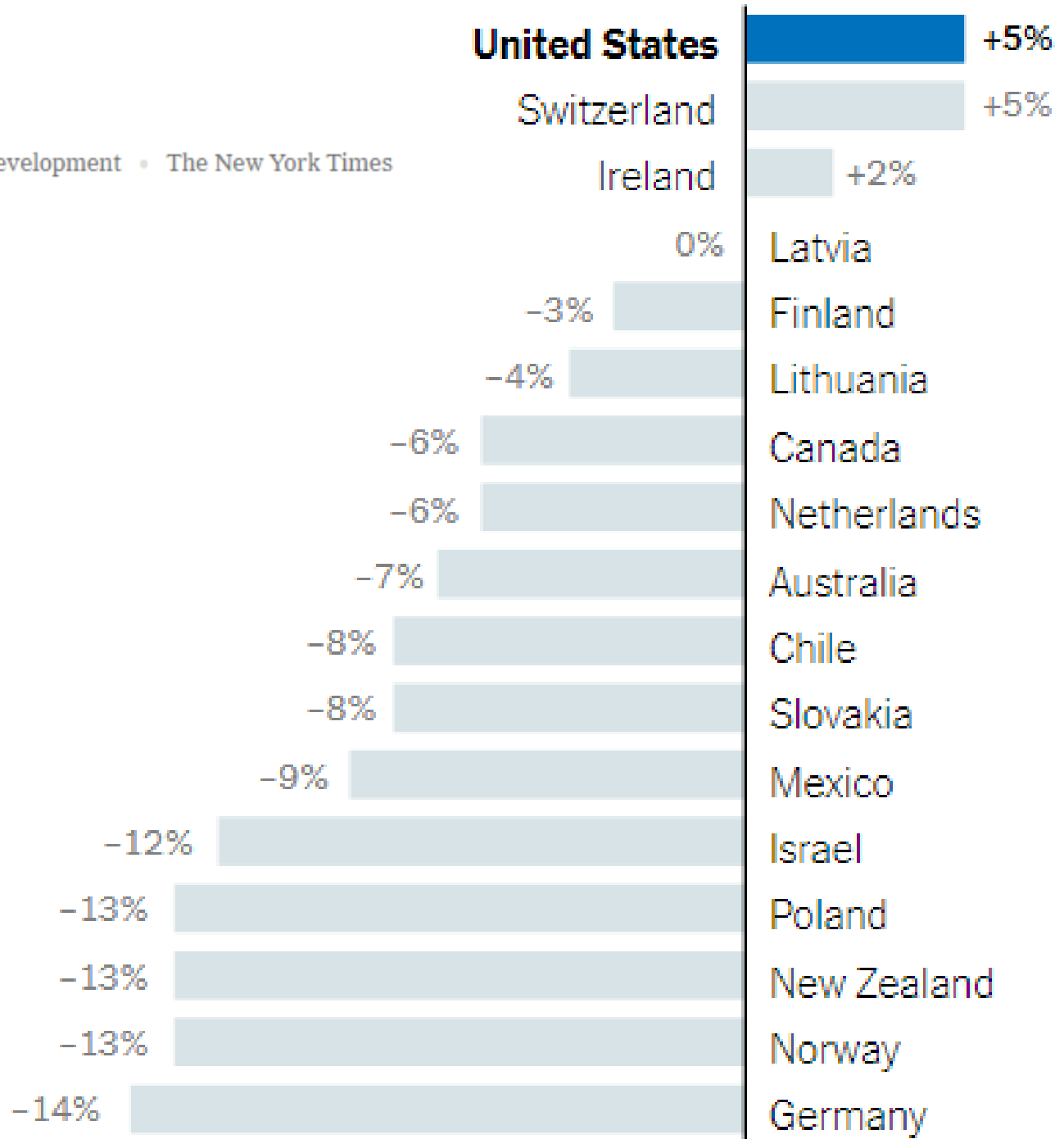
WWW.MUNI.ORG/ASSEMBLY



Source: Organization for Economic Cooperation and Development • The New York Times

Change in road deaths during the pandemic

Deaths in 2020 compared with 2017-19 average



October 13, 2022 · News & Alerts

VEHICLE VS BICYCLE COLLISION: BRAGAW/DEBARR

Update—9:00PM—10/13/22

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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.

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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

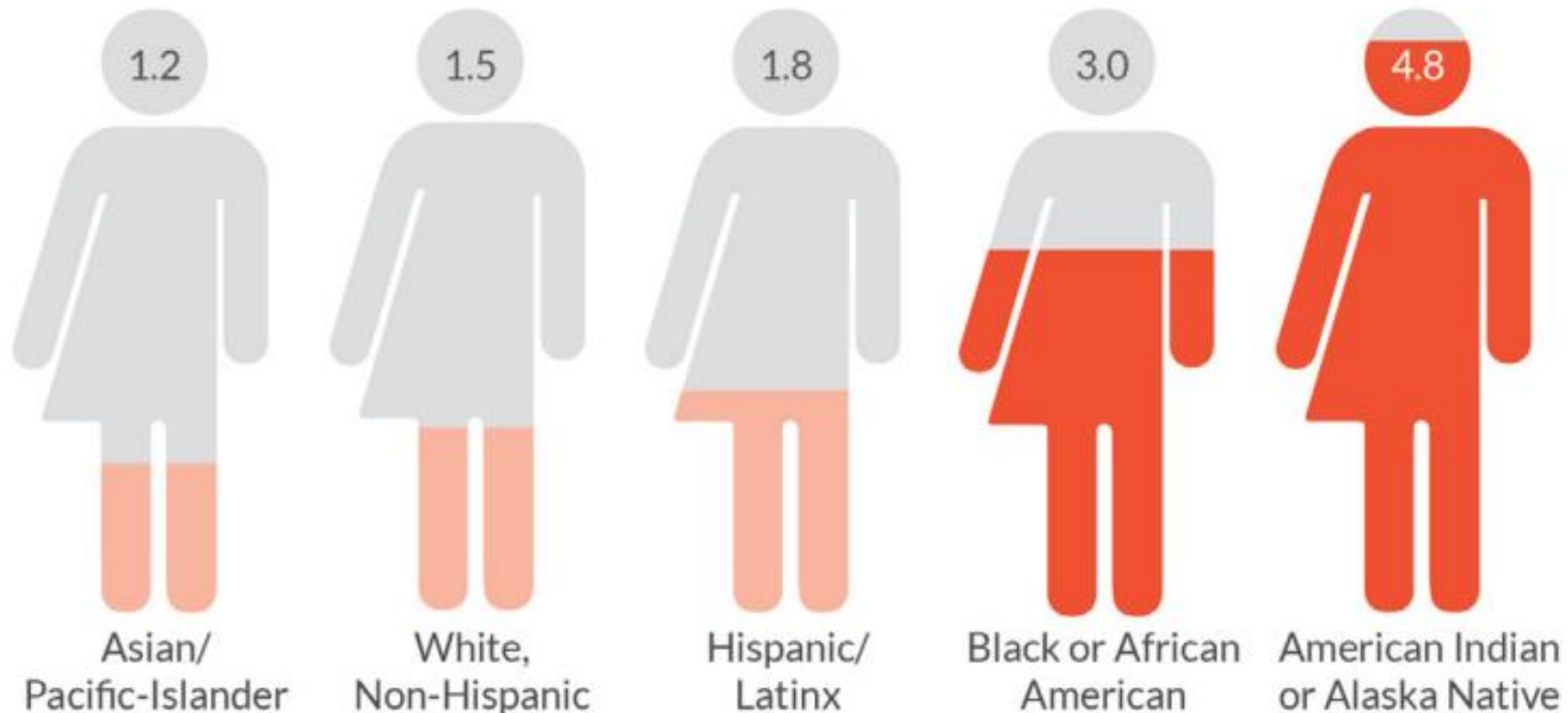
TRAFFIC FATALITY: HIT AND RUN VEHICLE VS PEDESTRIAN; 4800-BLOCK OF SPENARD ROAD

November 8, 2022 · News & Alerts

VEHICLE VS BICYCLE FATALITY INVESTIGATION – A STREET/BENSON BOULEVARD

DANGEROUS BY DESIGN (2022)

Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)



GOALS OF THE ORDINANCE

AVOID AVOIDABLE PEDESTRIAN DEATHS

Do **something** about the rising local rates of pedestrian deaths

REDUCE OVER-POLICING

Free up limited police resources to **fight real crime**

MITIGATE FUTURE VEHICLE CONGESTION

With increasing density, create affordable communities **with less traffic congestion and pollution**



**FOR SAFE, EQUITABLE &
HEALTHY COMMUNITIES**

KEY COMPONENTS

DEFINING KEY TERMS IN CODE AND MESSAGING

LEGALIZING BIKE-FRIENDLY BEHAVIOR

ESTABLISHING TOOLS FOR MUNICIPAL PROJECTS

REMOVING FINES FOR EQUIPMENT REGULATIONS

DEFINITIONS

ACTIVE TRANSPORTATION

Modes of transportation, bicycle and pedestrian infrastructure that get people moving.

Active transportation is a way to think about your daily commute, weekly errands and trips around town.



DEFINITIONS

VULNERABLE ROAD USER

A person on a public roadway not using a motor vehicle.

This ordinance codifies “Vulnerable Road User” as recommended by the **Anchorage Vision Zero Plan**:

- People walking and rolling on a road
- People working on or along a public road
- People walking or riding an animal
- People legally riding bicycles, skateboards, roller skates or low-speed electric devices, like e-bikes, scooters and motorized wheelchairs



BIKE-FRIENDLY BEHAVIORS

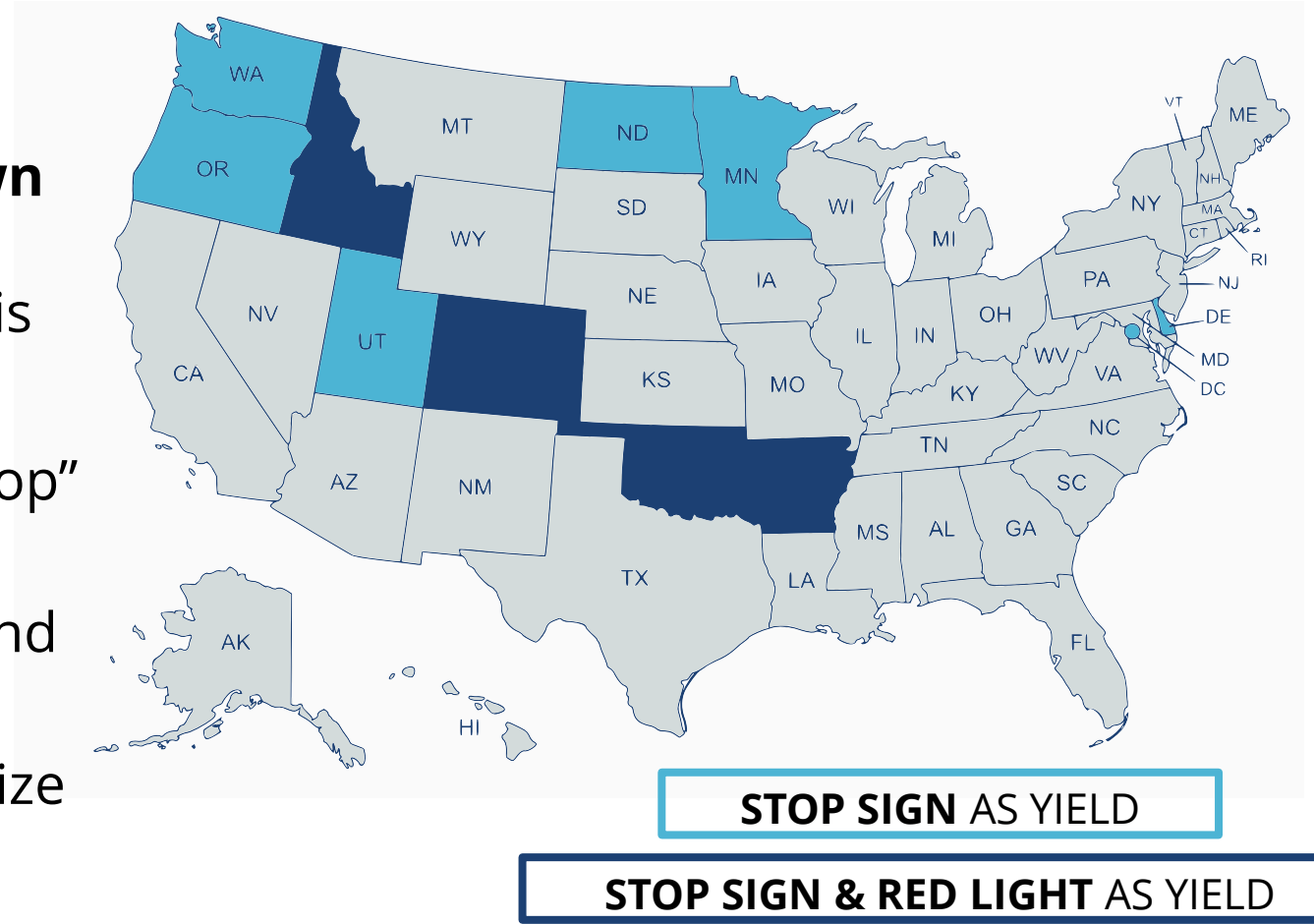
THE IDAHO STOP

Allows people on bikes to **slow down and yield** at STOP signs, without coming to a full stop if intersection is clear to pass through.

1982 – Idaho legalizes the “Idaho Stop” to relieve case load

2017 – Delaware becomes the second state to adopt the practice

2023 – A total of **nine** states authorize the Idaho Stop



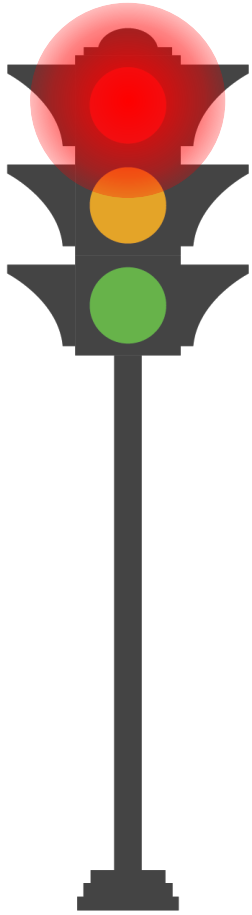


INTRODUCING THE ANCHORAGE STOP

Extends the Idaho Stop to any vulnerable road user, including...
people using **wheelchairs**,
riding **bicycles**, on **skateboards**,
wearing **roller skates** or
using **low-speed electric devices**



BIKE-FRIENDLY BEHAVIORS



THE DEAD RED

Allows people on bikes to **proceed** through a red light after **two minutes**.

Signal detection often misses people on bikes and pedestrian buttons aren't always accessible by bike.

BIKE-FRIENDLY BEHAVIORS

3 FOOT PASSING SIGNAGE

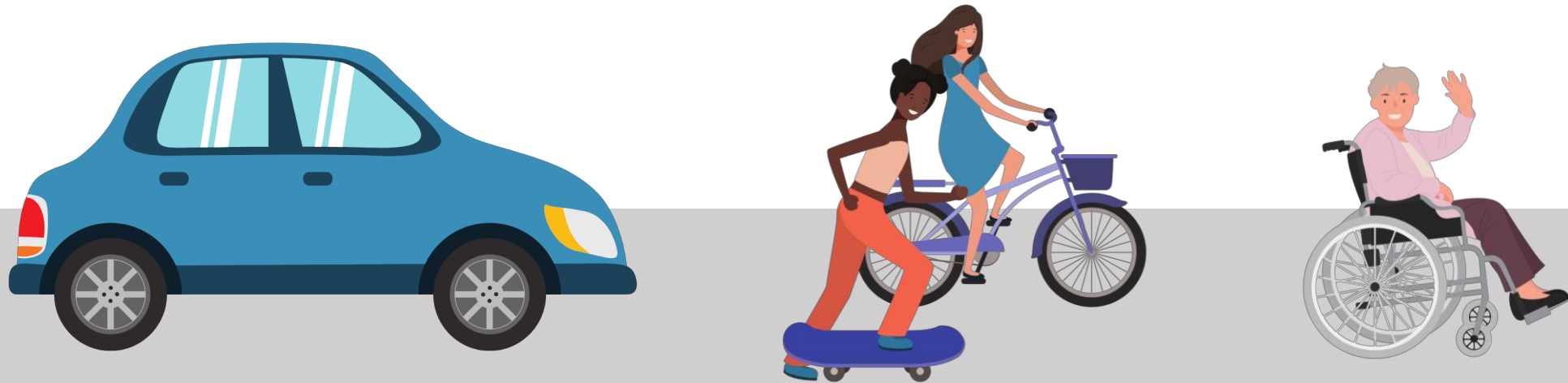
9.16.030 Rules for overtaking on the left.

The driver of a motor vehicle overtaking a vulnerable road user proceeding in the same direction shall pass to the left at a safe distance, **not less than three feet...**

The municipal traffic engineer may erect and maintain signage along public ways to notify operators of motor vehicles of the requirements for passing a vulnerable road user from a safe distance as required by this section.



WHO YIELDS TO WHOM?



Wherever there is doubt or ambiguity, travelers shall **yield the right of way to the more vulnerable road users.**

People driving motor vehicles shall yield to people on bicycles and other non-motorized traffic, which in turn shall yield to people walking and using wheelchairs.

BIKE LANES AND WHO CAN USE THEM



BIKE LANES

BICYCLE LANES

A portion of a roadway designated by pavement markings and, if used, signs for preferential or exclusive use by vulnerable road users, not including pedestrians.

The ordinance builds from the existing definition to include...



BIKE LANES

PROTECTED BICYCLE LANE

A bicycle lane guarded from vehicle traffic by a physical barrier, such as bollards, medians, raised curbs.

Relocatable barriers make **seasonal** or **temporary** bike lanes possible, like planters and landscaping, trees in fish totes, removable bollards, etc.



BIKE LANES

BUFFERED BICYCLE LANE

A bicycle lane paired with a designated buffer space that uses pavement markings but no physical barriers to separate the bicycle lane from the lane of traffic.



BIKE LANES

CYCLE TRACK

A permanently installed on-street protected bicycle lane that is physically separated from motor vehicle travel lanes, parking lanes, and sidewalks.

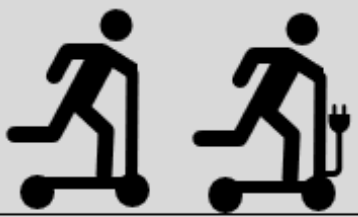
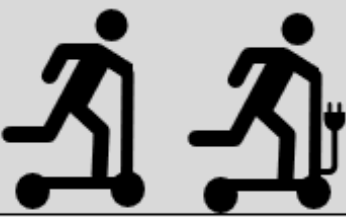
Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level.



Business District



SIDEWALK



WHO IS ALLOWED?

AO 2023-65 AS WRITTEN

BICYCLE LANE



ROADWAY



**INCREASING SAFETY
WITH RIGHT-SIZED
ENFORCEMENT**

Ms. Shannon's nephew was just **8 years old** when he and three friends were stopped by an officer a few blocks from their houses for not wearing helmets.

She said the officer **accused them of stealing the bikes.**

“

To this day my nephew
doesn't ride a bike.
He's never forgotten that.

MS. SHANNON

DECRIMINALIZING BIKE RIDING

BICYCLE TRAFFIC OFFENSES	SECTION	FINE
CARRYING ARTICLES ON BIKE WITHOUT 1 HAND ON HANDLEBARS	9.38.090	\$50.00
RIDING WITHOUT A LAMP	9.38.100A.	\$40.00
RIDING WITHOUT A BELL	9.38.100B.	\$40.00
RIDING WITHOUT BREAKS	9.38.100C.	\$40.00
ALTERING A SERIAL NUMBER OR REGISTRATION	9.38.190	\$50.00
NOT WEARING A HELMET 2 ND AND SUBSEQUENT OFFENSES	9.38.200	\$25.00

AO 2023-65(S)

PEDESTRIAN-FRIENDLY BEHAVIOR

JAYWALKING

To allow pedestrians to cross a street within 150ft of a red light, as long as it's safe.

Why would someone do this?

- To catch a bus
- To time crossing with a signal change
- The coast is clear
- It's simply more convenient



FURTHER READING

ANCHORAGE VISION ZERO PLAN (2018)

AMATS NON-MOTORIZED PLAN (2019)

BREAKING THE CYCLE (2022)

ARRESTED MOBILITY (2023)