



5th Avenue Pedestrian Safety Project

Project Fact Sheet

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), proposes to install a median barrier along 5th Avenue between Concrete Street and Karluk Street in Anchorage (the Project). The primary goal of the Project is to improve pedestrian safety in a timely and cost-effective manner.

Fifth Avenue ranks as a top pedestrian fatality corridor in the state. Between Concrete Street and the 5th and 6th Avenue couplet (Karluk Street), 5th Avenue experienced

more than 80 crashes during a 2013–2016 collection of crash data, identifying this project as a critical safety improvement. Pedestrian and bicycle crashes made up the majority of the serious and fatal injury crashes.

The Project aims to improve safety primarily by reducing the number of midblock pedestrian crossings and improving drivers' ability to predict pedestrian and bicyclist crossing locations.



Project Background

The Project is being developed and funded through the Highway Safety Improvement Program (HSIP) which specifically targets reducing and preventing fatalities and severe injury crashes on Alaska's roadways.

The Federal Highway Administration's [crash data facts](https://highways.dot.gov/safety/pedestrian-bicyclist/background-resources/crash-data-facts) found that 75% of pedestrian fatalities in traffic crashes are not at an intersection¹. This is a reoccurring issue along

5th Avenue. A detailed study by the Maryland Department of Transportation seeking to quantify the impact and compare the effectiveness of different types of median treatments on pedestrian safety concluded that median treatments reduced fatal crashes by more than 80%².

¹ <https://highways.dot.gov/safety/pedestrian-bicyclist/background-resources/crash-data-facts>

² https://www.roads.maryland.gov/OPR_Research/MD-17-SHA-UM-4-28_Median-Fencing_Report.pdf

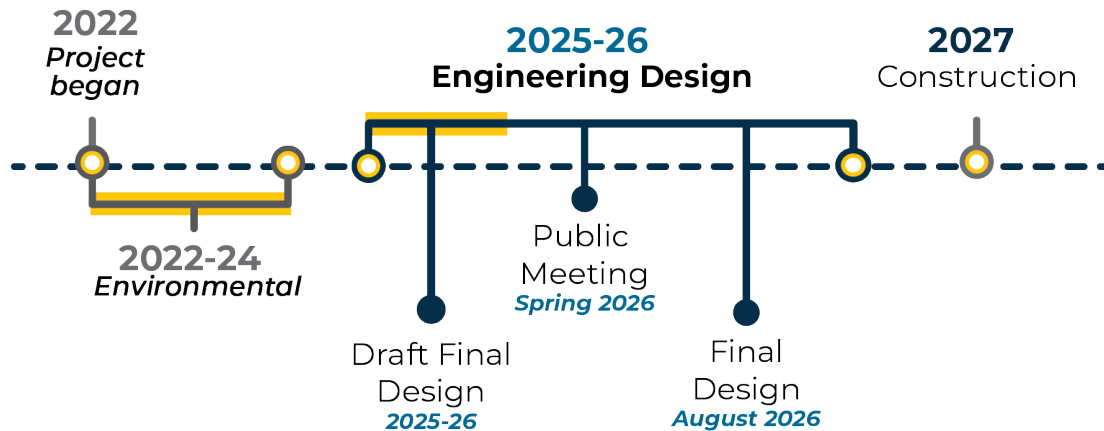
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By installing a median, the Project has the opportunity to make meaningful safety improvements along the corridor. Lighting improvements are also being evaluated; however, options are limited by the Project's proximity to the active runway at Merrill Field and may require additional study beyond implementation of this project.

Project Timeline & Status

DOT&PF published a Notice of Intent to Begin Engineering and Environmental Studies in 2022 and a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) process was issued later that year.

The Project is now in the final design phase. Construction is anticipated in 2027, pending funding availability, with the majority of work occurring within the existing road right-of-way (ROW).



Stay Up to Date

DOT&PF will work to relay up-to-date information about the Project and consider comments and concerns. You can stay informed about the Project in a variety of ways:

- **Sign up for the email contact list** – Receive meeting notices, Project announcements, and other up-to-date information in your email inbox.
- **Contact the Project team** – Contact us by emailing the Project email below or by leaving a comment. You can submit a comment using the online comment form on the Project website or by downloading a PDF comment form and sending it to the Project email.
- **Visit the website** – Visit the Project website regularly to stay up to date; be on the lookout for project updates at 5thAvePedSafety.com

Contacts

You can email the Project team directly at connect@5thAvePedSafety.com. If you have questions or require additional information, please send a message.

You can also contact the Project team via regular mail at:

HSIP: 5th Ave Pedestrian Safety
c/o HDR
582 E 36th Avenue, Suite 500
Anchorage, Alaska 99503



We need your help!

The Project team will be soliciting the community for feedback on how the median barrier would look. Join the mailing list and check out the Project website regularly for opportunities to provide your input.



<https://mailchi.mp/959a5992015d/5th-ave-ped-safety-mailing-list>