

Anchorage Protected Bike Lane

PILOT STUDY



What is a PBL: A designated on-street bikeway separated from traffic (Protected Bike Lane) by a vertical component such as a barrier, curb, or flex-post.

WHY A PROTECTED BIKE LANE?

PBLs offer improved safety, mobility, and comfort for cyclists of all ages and abilities. PBLs are recognized throughout the U.S. as the recommended bikeway type for higher speed and volume roadways.

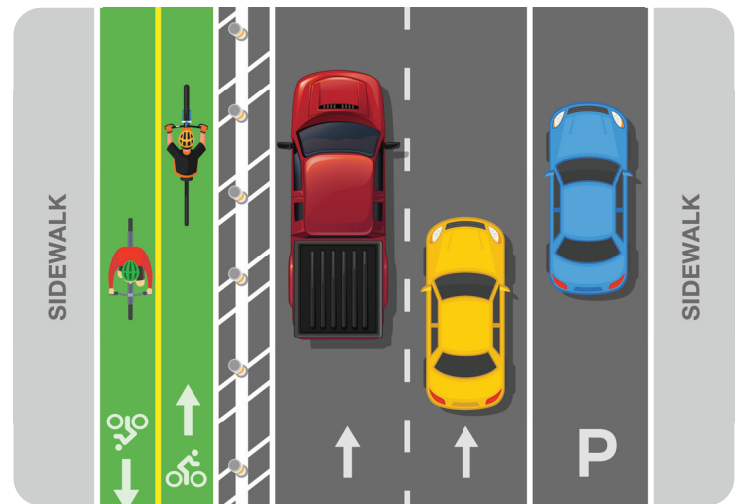


WHY A PHASE 2 PBL PILOT?

- Pilot studies allow testing of new types of bikeways without the cost, time, or impact of a full road project.
- The study documents the process and gathers data and community input to inform future decisions.
- Phase 2 will take the lessons learned from Phase 1 and implement a temporary PBL on a more visible corridor.

WHAT DO WE HOPE TO LEARN?

- How might PBLs affect speed, volume, and safety along the road for all users?
- How might PBLs affect residences and businesses?
- Will PBLs attract different cyclists who wouldn't otherwise ride?
- Feedback on cost and effectiveness of pilot studies for transportation planning & design.



THE COST \$\$

MOA Traffic Engineering is completing the study through a \$1M federal grant administered through DOT&PF.



WHAT ABOUT WINTER MAINTENANCE?

The Phase 2 Pilot is during the summer only, but will include discussions about winter-compatible materials and maintenance equipment needs.

For more info:
www.anchoragepbl.com
907-223-0136



PHASE 2

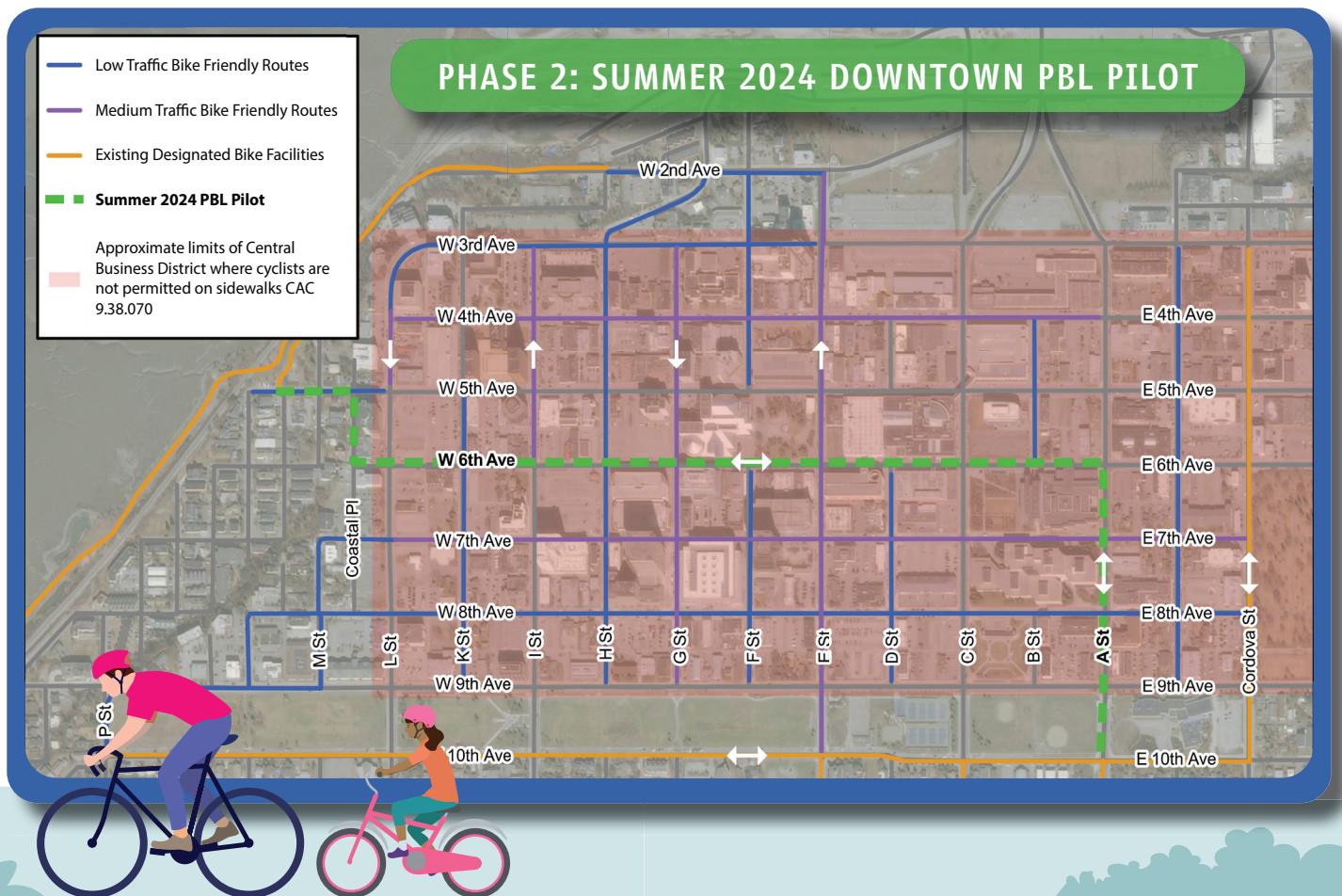
SUMMER 2024 DOWNTOWN PBL PILOT

WHAT WILL THE DOWNTOWN PBL PILOT LOOK LIKE?

The left travel lanes of 6th Ave. and A St. will be converted to **two-way protected bike lanes**, separated from the remaining two vehicle lanes by a vertical component. **Temporary striping and signage** will alert turning vehicles entering and exiting the corridor to yield to two-way bike traffic. **Temporary bike signals** will be present for contra-flow cyclists.

WHY ON 6TH AVENUE AND A STREET?

6th Ave. and A St. **connect two major non-motorized entry points into downtown**, including an existing multi-use path along A St. and existing on-street bike lanes. The roadways are also **wide enough to accommodate existing traffic along with the temporary PBL**.



A two-way network is essential to the usefulness and connectivity of the pilot. Incorporating two-way PBLs decreases the pilot's impacts by 50% and generally requires reallocation of only one vehicular travel lane.



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