

TUDOR & MULDOON SPEED LIMIT FAQ

Why is DOT&PF considering a speed limit reduction on Tudor & Muldoon?

In response to an increase in pedestrian deaths across Anchorage, the Anchorage Assembly passed a resolution in October 2024 calling on the Municipality of Anchorage and DOT&PF to “take action in response to pedestrian deaths” including “[l]owering speed limits by at least 10 miles per hour, not to exceed 35 miles per hour, on corridors where fatalities have occurred.” The Vision Zero Task Force, a working group made up of representatives from DOT&PF, the Municipality of Anchorage, the Anchorage Police Department, AMATS, and others, conducted an analysis of high-crash corridors and identified this corridor as the top priority for a speed limit evaluation.

What is the crash history on this corridor?

This corridor has a higher than average crash rate, including a high pedestrian crash rate. DOT&PF analyzed crashes between January 2020 and December 2024. During this period there were 2,224 crashes on Tudor and Muldoon Roads, including 42 serious injury crashes and 10 fatal crashes. Of the 10 fatalities, six were pedestrians and one was a bicyclist. Of the 42 serious injury crashes, 11 involved a pedestrian and three involved a bicyclist. After the end of that study period, through December 2025, there were two additional pedestrian deaths along the corridor.

How does DOT&PF decide whether to change a speed limit?

Sometimes DOT&PF decides to change a speed limit as part of the design process when a road is reconstructed. Other times, the process begins with a formal request made by a community or neighborhood. When considering a speed limit change, DOT&PF may decide to move forward with a speed study, which examines a variety of factors to determine if a change is warranted. The speed study report will include a recommendation about whether a change is warranted.

What is a speed study?

A speed study is an engineering and traffic investigation that considers a variety of factors to determine if a speed limit change is warranted. Alaska Statute (AS 19.10.072), requires DOT&PF to consider the following factors in priority order: 1) neighborhood safety including the presence of children and pedestrians; 2) the presence of schools, houses, parks, and crosswalks; 3) the presence of driveways, parked vehicles, and turn locations; 4) the speed at which safe and prudent drivers travel; and 5) the effectiveness of local enforcement in the corridor. DOT&PF also looks at current driver speeds and is required to consult with the local government and community members.

For more information visit dot.alaska.gov/besafe/tudor-muldoon/

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What data has been collected?

Data was collected by DOT&PF staff in the summer during low volume hours under fair weather conditions. Here are a few highlights:

- Most people (85% of drivers) travel within a few miles per hour of the current speed limit or slower
- Enforcement of traffic speeds is expected to be low in the long-term
- Traffic naturally slows due to congestion and turning traffic due to the high traffic volumes
- There are few residential driveways along this corridor
- Children's activity is low for most of the corridor, except in three areas near schools
- Pedestrian and bicycle activity is low to moderate, with more near the commercial areas
- There are marked pedestrian crossings at each signalized intersection, but pedestrians are crossing at unmarked locations

The data indicate that reducing the speed limit alone will have a limited effect on driver speed. For speeds to be effectively reduced, other efforts should accompany a lower speed limit including engineering changes, education, and/or increased law enforcement. The report recommends further outreach to understand better how a lower speed limit would change how people use this corridor.

How effective are posted speed limit reductions at reducing driver speeds?

Studies have shown that most drivers will choose the speed that gets them where they're going as quickly as possible without endangering themselves, others, or their property. Posted speed limits are one factor, but not the only one, and not the most important one when it comes to the speed people drive. According to a report published by the Federal Highway Administration that looked at driver behavior and crash data from 100 sites in 22 states where speed limits had been lowered or raised, changing speed limits had little effect on how fast people drive. One of the conclusions of the report states, "Changing speed limits alone, without additional enforcement, educational programs, or other engineering measures, has only a minor effect on driver behavior."

What's next?

DOT&PF is hosting a public hearing on Wednesday, June 10 from 5:30 - 8:00 p.m. at the Loussac Library in Anchorage to hear from community members about whether a lower speed limit would change their behavior, speeds, and use of the corridor. Each person will have three minutes to provide testimony that will be formally recorded.

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