Highway Safety Improvement Program

Data Driven Decisions

Alaska
Highway Safety Improvement Program
2014 Annual Report

Prepared by: AK

Disclaimer

Protection of Data from Discovery & Admission into Evidence

23 U.S.C. 148(h)(4) states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."

23 U.S.C. 409 states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

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Executive Summary

Under the Alaska Highway Safety Improvement Program (HSIP), the Alaska DOT&PF identifies high risk intersections and roads, scopes and prioritizes corrective projects, funds the most cost-effective projects, and evaluates actual project and program effectiveness. HSIP dollars are distributed to the most effective projects from a single statewide fund. The goal of the Alaska HSIP is to "maximize lives saved and major injuries eliminated per dollar spent."

Regional Traffic and Safety personnel identify, scope, estimate, and rank candidate projects according to benefit-cost ratio (ranked projects) and potential for crash reduction (non-ranked projects). HQ Traffic & Safety reviews proposed new projects, works with the regions to clarify project description and scope, and submits recommended projects to the Federal Highway Administration for approval. Following FHWA approval of new HSIP projects, HQ Traffic and Safety selects the most effective projects and proposes a statewide HSIP funding plan for the coming federal fiscal year for approval by the Chief Engineer and the Director of Program Development.

The HSIP funding plan typically includes a blend of on-going projects and new projects. Regions design and construct funded projects and generate before-after studies when three years of post-improvement crash data becomes available. HQ Traffic & Safety manages funding for the statewide HSIP, annually updates the HSIP Handbook, maintains program effectiveness data, and produces the annual HSIP report.

Important Note on Performance Measures calculated by Online Reporting Tool: Alaska does not yet have serious injury data for 2013, and 2012 serious injury data is preliminary. Alaska's serious injury performance measures for 2012 and 2013 will be updated next year when the data for those years are finalized.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

☒ Central

☐ District

☐ Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

Safety projects on all public roads in Alaska are eligible to compete for HSIP funding. The same process is used to prioritize projects on both state and non-state (including local) roads.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

☒ Design

☒ Planning

☒Maintenance

☒Operations

☒Governors Highway Safety Office

☐Other:

Briefly describe coordination with internal partners.

Design: Regional Traffic and Safety personnel identify, scope, estimate, and rank candidate projects according to benefit-cost ratio (ranked projects) and potential for crash reduction (non-ranked projects).

HQ Traffic & Safety reviews proposed new projects, works with the regions to clarify project description and scope, and submits recommended projects to the Federal Highway Administration for funding approval.

Planning: Funding plan developed in coordination with the Office of Program Development.

Maintenance and Operations: M&O staff consulted to determine alternative project nominations where safety problems may exist despite the lack of historic crash data.

Governors Highway Safety Office: Split penalty transfer funding to address engineering solutions to highway safety.

Identify which external partners are involved with Highway Safety Improvement Program planning.

☐Metropolitan Planning Organizations

☐Governors Highway Safety Office

☐Local Government Association

☒Other: Other-Municipality of Anchorage

☒Other: Other-City of Fairbanks

☒Other: Other-FHWA

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

☐ Multi-disciplinary HSIP steering committee

☒ Other: Other-None

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

No response.

Program Methodology

Select the programs that are administered under the HSIP.

☐ Median Barrier	☐ Intersection	☐ Safe Corridor
☐ Horizontal Curve	☐ Bicycle Safety	☐ Rural State Highways
☐ Skid Hazard	☐ Crash Data	☐ Red Light Running Prevention
☐ Roadway Departure	☐ Low-Cost Spot Improvements	☐ Sign Replacement And Improvement
☐ Local Safety	☐ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☐ Shoulder Improvement	☐ Segments
☒ Other: Other-Entire HSIP		

Program: **Other-Entire HSIP**

Date of Program Methodology: **3/21/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☐ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☐ Selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☒ Ranking based on B/C 90
- ☒ Available funding 10
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

What proportion of highway safety improvement program funds address systemic improvements?

18

Highway safety improvment program funds are used to address which of the following systemic improvments?

- ☐ Cable Median Barriers
- ☐ Traffic Control Device Rehabilitation
- ☒ Install/Improve Signing
- ☐ Upgrade Guard Rails
- ☐ Safety Edge
- ☐ Add/Upgrade/Modify/Remove Traffic Signal
- ☒ Rumble Strips
- ☒ Pavement/Shoulder Widening
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☐ Clear Zone Improvements
- ☐ Install/Improve Lighting
- ☒ Other Other-Bridge Rail Upgrades

Regional engineers rank segments or corridors (the systems) within their region based on crash performance, and evaluate whether implementing a particular countermeasure throughout the segment (system) would improve crash performance.

What process is used to identify potential countermeasures?

☒ Engineering Study

☐ Road Safety Assessment

☐ Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

☐ Highway Safety Manual

☐ Road Safety audits

☐ Systemic Approach

☒ Other: Other-None

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

-Data Used: Intersection screening is based on all crashes, with an emphasis on fatalities and major injuries. Segment screening is based on fatalities and major injuries.
-Project Identification: Project identification results from intersection and segment crash screening, initial project scope, cost estimate, and estimated crash reduction.
-Countermeasures implemented this year: rumble strips, warning signs and delineators, urban intersection & pedestrian improvements, passing lanes, turn lanes, and bridge barrier upgrades.

-Spot vs. System wide improvements: About 18% of current year project funding addressed system wide improvements. Regional engineers rank segments or corridors (the systems) within their region based on crash performance, and evaluate whether implementing a particular countermeasure throughout the segment (system) would improve crash performance.

-HSIP/SHSP Alignment: All HSIP projects align with SHSP emphasis areas.
-Project Prioritization Process: Project prioritization is based on cost of crashes eliminated. Using crash cost results in a greater emphasis on severe crashes. For "ranked" projects, prioritization is based on benefit-cost ratio (estimated cost of crashes eliminated / cost of construction and maintenance). For "non-ranked" projects, prioritization is based on a subjective estimate of potential for reducing severe crashes.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☐ State Fiscal Year

☒ Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	52330700	79 %	44065891	85 %
HRRRP (SAFETEA-LU)				
HRRR Special Rule				
Penalty Transfer - Section 154	0	0 %	0	0 %
Penalty Transfer – Section 164	10000000	15 %	2284799	4 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)	0	0 %	1866542	4 %
State and Local Funds	3570000	5 %	3398156	7 %

Totals	65900700	100%	51615388	100%

How much funding is programmed to local (non-state owned and maintained) safety projects?

$2,762,000.00

How much funding is obligated to local safety projects?

$4,693,065.00

How much funding is programmed to non-infrastructure safety projects?

$4,860,500.00

How much funding is obligated to non-infrastructure safety projects?

$6,397,500.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

$1,866,542.00

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

HSIP projects are often smaller projects that must compete with other state priorities for the same resources (personnel, equipment, etc.) as the larger projects in the state. Strategies for overcoming these impediments include bundling projects in the construction phase with larger projects, and consider program revisions to allow leveraging HSIP funds by combining with other eligible federal funding.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

No response.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
College Road/ Antoinette Ave/ Margaret Ave Intersection Reconstruction	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	72000	80000	HSIP (Section 148)	Urban Minor Arterial	14120	0	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
HSIP: COLLEGE ROAD RIGHT TURN LANES	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	82994	92215	HSIP (Section 148)	Urban Minor Arterial	14076	35	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Fairbanks Area Signal Upgrades (Formerly Fairbanks Flashing	Intersection traffic control Modify traffic signal - add flashing yellow arrow	35 Numbers	90000	100000	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Intersections	Implement infrastructure projects to address intersection

Yellow Arrow Signal Upgrade)											crashes
Johansen Expressway Curve Delineation	Roadway delineation Delineators post-mounted or on barrier	1.69 Miles	41208.237	45786.93	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Parks Highway MP 215-219 Enhanced Curve Delineation	Roadway delineation Delineators post-mounted or on barrier	3 Miles	149695.2	166328	HSIP (Section 148)	Rural Principal Arterial - Other	1245	65	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Steese Highway MP 18-20 Enhanced Curve Delineation	Roadway delineation Delineators post-mounted or on barrier	3 Miles	171852.3	190947	HSIP (Section 148)	Rural Minor Arterial	350	55	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Richardson Highways MP 291-295 Enhanced Curve	Roadway delineation Delineators post-mounted or on barrier	4 Miles	320262.3	355847	HSIP (Section 148)	Rural Principal Arterial - Other	1180	65	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road

Delineation											crashes
Northern Region Pedestrian Intervals and Signal Phases updates	Intersection traffic control Modify traffic signal timing - general retiming	60 Numbers	30970	30970	Penalty Transfer – Section 164	All FCs - systemic install	0	0	State Highway Agency	Pedestrians	Identify and implement appropriate engineering strategies to address high-crash locations involving pedestrians
Northern Region RR Crossing Signing and Delineation	Railroad grade crossings Railroad grade crossing signing	110 Numbers	376492.5	418325	HSIP (Section 148)	All FCs - systemic install	0	0	Other Local Agency	Lane Departure	See "Supporting Text" for relavant strategy
Fairbanks Area Signal Upgrades (Formerly Signal Head Configuration upgrades: Airport Way, Mitchell Expy, and Badger Rd)	Intersection traffic control Intersection flashers - add advance intersection warning sign-mounted	19 Numbers	130000	130000	HSIP (Section 148)	Principal Arterial - Other, Minor Arterial	0	0	State Highway Agency	Intersections	Implement infrastructure projects to addres rear end and angle crashes

Fairbanks Area Signal Upgrades (Formerly Signal Head Configuration upgrades: Geist Rd, Johansen Expy, Steese Expy, and College Rd.)	Intersection traffic control Intersection flashers - add advance emergency vehicle warning sign-mounted	19 Numbers	130000	130000	HSIP (Section 148)	Principal Arterial - Other, Minor Arterial	0	0	State Highway Agency	Intersections	Implement infrastructure projects to addres rear end and angle crashes
Alaska Highway Signing and Striping Upgrades	Roadway Install / remove / modify passing zone	195.85 Miles	150000	150000	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Lane Departure	Implement proper signing and striping to address passing related crashes
Richardson Highway Edge line Rumble Strips	Roadway Rumble strips - edge or shoulder	138.857 Miles	1332360	1480400	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Parks Highway	Roadway Roadway widening - add lane(s)	5 Numb	177671	186278	HSIP (Secti	Rural Principal	0	0	State Highwa	Lane Departur	Implement infrastructur

Passing Lanes - Northern Region HSIP	along segment	ers	7.56	3	on 148)	Arterial - Other			y Agency	e	e projects to address head-on crashes
Chena Hot Springs Road Safety Improvements	Roadway signs and traffic control Roadway signs and traffic control - other	56.111 Miles	125000	125000	HSIP (Section 148)	Rural Minor Arterial, Rural Major Collector	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Parks Highway Rest Areas	Parking Truck parking facilities	30 Miles	250000	250000	Penalty Transfer – Section 164	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Copper River Highway Signing and Striping	Roadway signs and traffic control Roadway signs and traffic control - other	36.3 Miles	117000	130000	HSIP (Section 148)	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Fairbanks Area Signing and Striping	Roadway signs and traffic control Roadway signs and traffic control - other	86.561 Miles	247500	275000	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road

											crashes
NR Parks Highway Signing and Striping	Roadway signs and traffic control Roadway signs and traffic control - other	181.068 Miles	225000	250000	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Eastern Alaska Named Highways Signing and Striping	Roadway signs and traffic control Roadway signs and traffic control - other	388.2 Miles	270000	300000	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Dalton, Elliott and Steese Highways Signing and Striping	Roadway signs and traffic control Roadway signs and traffic control - other	711.1 Miles	315000	350000	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Parks Hwy MP 321 Speed Feedback Sign	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	63000	70000	HSIP (Section 148)	Rural Principal Arterial - Other	1485	65	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes

HSIP: 36th Ave, Arctic to C St 5 Lane Conversiont (formerly Group 5A. Anchorage Area HSIP Projects)	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0.75 Miles	2338830	2598700	HSIP (Section 148)	All FCs - channelization & other geometric improvements at multiple locations	0	0	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Ingra Street: 4th Avenue to 3rd Avenue Channelization Improvements	Roadway Roadway narrowing (road diet, roadway reconfiguration)	1 Numbers	293400	326000	HSIP (Section 148)	Urban Major Collector	2462	30	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Seward Highway MP88 Clear Zone Improvements	Roadside Roadside - other	0.25 Miles	62245.8	69162	HSIP (Section 148)	Rural Principal Arterial - Other	7909	55	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Northern Lights Boulevard @	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	829521	829521	HSIP (Section	Urban Principal Arterial -	41858	40	City of Municipal	Intersections	Implement infrastructure projects to

UAA Drive					148)	Other			Highway Agency		address intersection crashes
6th Avenue @ Muldoon Road Safety Improvements	Intersection geometry Intersection geometry - other	1 Numbers	80000	80000	Penalty Transfer – Section 164	Urban Major Collector	0	0	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Central Region Overhead Beacons 2014	Intersection traffic control Intersection flashers - add overhead (continuous)	7 Numbers	2180589.93	2422877.7	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
HSIP: Anchorage Area Safety Improvement 2015	Intersection geometry Intersection geometry - other	2 Numbers	293400	326000	HSIP (Section 148)	Urban Major Collector	6222	35	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Central Region Traffic Signal Modifications, 2013	Intersection traffic control Intersection flashers - add overhead (continuous)	5 Numbers	154232	154232	Penalty Transfer – Sectio	Mixed FCs	0	0	State Highway Agency	Intersections	Implement infrastructure projects to address intersection

					n 164						crashes
DeArmoun Rd & Elmore Rd OH Beacon	Intersection traffic control Intersection flashers - add overhead (continuous)	1 Numbers	36000	40000	HSIP (Section 148)	Urban Minor Arterial	6170	45	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Turpin Rd & Boundary Ave OH Beacon	Intersection traffic control Intersection flashers - add overhead (continuous)	2 Numbers	27000	30000	HSIP (Section 148)	Urban Major Collector	10675	30	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Glenn Hwy & Muldoon Rd Interchange Signals	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	2 Numbers	1637225	1637225	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Johns Road and Klatt Road Intersection	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	1552924	1702924	HSIP (Section 148)	Urban Minor Collector	10153	40	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes

Sterling Highway & Main Street (Homer) Intersection Improvements	Intersection traffic control Intersection traffic control - other	1 Numbers	425000	425000	Penalty Transfer – Section 164	Rural Principal Arterial - Other	11405	35	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Muldoon Road Channelization Improvements: 11th Court to Boundary Ave.	Access management Raised island - install new	0.75 Miles	500000	500000	HSIP (Section 148)	Urban Principal Arterial - Other	0	40	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Parks Hwy & Petersville Rd Intersection Improvements	Intersection traffic control Intersection flashers - add overhead (continuous)	1 Numbers	40000	40000	Penalty Transfer – Section 164	Rural Principal Arterial - Other	1753	55	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Sterling Hwy & North Fork Rd (Anchor Pt) Intersection Improvemen	Intersection traffic control Intersection flashers - add overhead (continuous)	1 Numbers	40000	40000	Penalty Transfer – Sectio	Rural Principal Arterial - Other	5450	45	City of Municipal Highway	Intersections	Implement infrastructure projects to address intersection

t					n 164				Agency		crashes
Pioneer Ave & Main Street (in Homer) Intersection Improvements	Intersection geometry Intersection geometrics - modify intersection corner radius	1 Numbers	22500	25000	HSIP (Section 148)	Urban Minor Arterial	6504	25	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
O'Malley Road @ Elmore Road Intersection Improvements	Intersection traffic control Intersection flashers - add overhead (continuous)	1 Numbers	25000	25000	Penalty Transfer – Section 164	Urban Minor Arterial	9784	45	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Bogard Road @ Seldon Road Intersection Improvements	Intersection traffic control Intersection flashers - add overhead (continuous)	1 Numbers	30000	30000	Penalty Transfer – Section 164	Urban Minor Arterial	12099	50	City of Municipal Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
Glenn Highway Continuous Lighting Project, MP 27-31	Lighting Continuous roadway lighting	4 Miles	7718476.11	8538798	HSIP (Section 148)	Rural Principal Arterial - Other	27210	65	State Highway Agency	Lane Departure	See "Supporting Text" for relavant strategy

Central Region Guardrail Delineation Enhancements: Post Top Delineators	Roadway delineation Delineators post-mounted or on barrier	758 Miles	396106	396106	Penalty Transfer – Section 164	All FCs - systemic install	0	0	Other Local Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Jewel Lake Road: 88th to Strawberry TWLTL	Intersection geometry Auxiliary lanes - add two-way left-turn lane	0.75 Miles	1450000	1450000	HSIP (Section 148)	Urban Minor Arterial	14734	40	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
George Parks Highway Systemic Passing Lanes Project	Roadway Roadway widening - add lane(s) along segment	80.2 Miles	1000000	1000000	HSIP (Section 148)	Rural Principal Arterial - Other	0	65	State Highway Agency	Lane Departure	Implement infrastructure projects to address passing crashes
Sterling Highway Shoulder Widening MP 157-169	Shoulder treatments Widen shoulder - paved or other	11.837 Miles	592000	592000	HSIP (Section 148)	Rural Principal Arterial - Other	3646	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
CR Traffic Safety	Intersection geometry Auxiliary lanes - add	3 Numb	500000	500000	HSIP (Secti	Rural Principal	0	55	State Highwa	Intersecti	Implement infrastructur

Corridor Left Turn Lanes	left-turn lane	ers			on 148)	Arterial - Other			y Agency	ons	e projects to address rear end crashes
Kodiak Bridge Rail Upgrades	Roadside Barrier - other	18 Numbers	398000	398000	HSIP (Section 148)	Rural Major Collector, Rural Minor Collector	0	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to preemptively prevent roadway departure crashes
Regional High Furiction Surface Treatment Project	Roadway Pavement surface - high friction surface	37 Numbers	524000	524000	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Lane Departure	Implement infrastruture projects to help motorists maintian control
Statewide Truck Mounted Attenuator Upgrade	Work Zone	8 Numbers	1576000	1576000	HSIP (Section 148)	Non-Infrastructure Proj., no FC	0	0	State Highway Agency	Work Zones	Implement Truck Mounted Attenuators to prevent rear-end crashes
Kodiak Island: Pillar	Roadside Barrier -	1 Numb	833760	926400	HSIP (Secti	Urban Minor	543	45	State Highwa	Hazard correctio	Implement infrastructur

Mountain Rock Fall Hazard Remediation	other	ers			on 148)	Arterial	0		y Agency	n and preventi on	e to prevent hazardous conditions
University Mediacl District (UMED) Transit and Pedestrian Improvements Lake Otis to Elmore Phase IV	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	0 Miles	186654 2	207393 6	Other Federal-aid Funds (i.e. STP, NHPP)	Urban Minor Arterial	866 0	40	City of Municipal Highway Agency	Pedestrians	Implement Infrastructure to prevent crashes involving pedestrians
Central Region Sign Assembly Compliance Improvement	Roadway signs and traffic control Roadway signs (including post) - new or updated	2100 Numbers	288173	288173	Penalty Transfer – Section 164	Mixed FCs	0	0	State Highway Agency	Roadway Departure	Implement infrastructure to improve signing/delineation
Central Region Crash Cushions Upgrade	Roadside Barrier end treatments (crash cushions, terminals)	29 Numbers	260100	289000	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Roadway Departure	Implement infrastructure to prevent run-off-the-road crashes
UPS Load Center	Intersection traffic control Intersection	7 Numb	118800	132000	HSIP (Secti	Mixed FCs	0	0	State Highwa	Intersecti	Implement infrastructur

Battery Backup for Traffic Signals	traffic control - other	ers			on 148)				y Agency	ons	e to address intersection crashes
Statewide Portable Work Zone Speed Feedback Display Devices	Work Zone	14 Numbers	301041	301041	Penalty Transfer – Section 164	Mobile Device purchase	0	0	State Highway Agency	Work Zones	Implement infrastructure to address work zone crashes
Dual Track Grade Separated Alaska Railroad Crossing at Parks Highway/ Montana Creek Crossing and Sunshine Crossing	Railroad grade crossings Grade separation	0.49 Miles	2989658.7	3321843	HSIP (Section 148)	Rural Principal Arterial - Other	2640	65	State Highway Agency	Roadways	Implement infrastructure to address rail road crossings
Freeway/ Ped Safety Fence Seward	Roadside Fencing	2 Numbers	298652	298652	HSIP (Section 148)	Urban Principal Arterial - Other	0	65	State Highway Agency	Pedestrians	Implement infrastructure to address pedestrian

Freeway and Glenn Freeway											safety improvements
Eklutna Overpass Low Bridge Warning System	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	315000	350000	HSIP (Section 148)	Urban Principal Arterial - Other	29950	65	State Highway Agency	Roadways	Implement infrastructure to address existing highway safety problem
Daisy Bell Avalanche Hazard Reduction System	Access management Access management - other	1 Numbers	183278	183278	Penalty Transfer – Section 164	Rural Principal Arterial - Other	8950	55	State Highway Agency	Roadways	Implement infrastructure to address existing highway safety problem
Statewide Durable Markings for At-Grade Railroad Crosings on Public Roadways	Roadway signs and traffic control Roadway signs (including post) - new or updated	94 Numbers	1593900	1771000	HSIP (Section 148)	Mixed FCs	0	0	State Highway Agency	Lane Departure	Implement infrastructure to address driver inattention crash factor
Anchorage Police	Non-infrastructure	1 Numb	1000	1000	Penalty	Non-infrastruc	0	0	Other State	Data	See "Supporting

Department Crash Data Interface	Data/traffic records	ers			Transfer – Section 164	ture, data improvement project			Agency		Text" for relavant strategy
HSIP: PORTAGE GLACIER RD: RAILROAD CROSSING SURFACE UPGRADES	Railroad grade crossings Surface treatment	1 Numbers	150589.53	413921	HSIP (Section 148)	Rural Minor Arterial	968	55	State Highway Agency	Roadways	Implement infrastructure to address rail road crossings
SGY Dyea Road Improvements	Roadway Roadway widening - curve	6 Numbers	308196.504	342440.56	HSIP (Section 148)	Rural Minor Collector	243	25	State Highway Agency	Lane Departure	Implement infrastructure projects to address head-on crashes
JNU Stephen Richards Safety and Capacity Improvements	Intersection geometry Intersection geometry - other	1 Numbers	209315.016	232572.24	HSIP (Section 148)	Urban Major Collector	2769	30	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
SEA Areawide HOAAT	Roadway signs and traffic control Roadway signs (including post) -	54 Numbers	147669.46	147669.46	HSIP (Section	Mixed FCs	0	0	State Highway	Lane Departure	Implement infrastructure projects to address

Signage	new or updated				148)				Agency		head-on crashes
JNU Montana Creek Road Intersection Illumination	Lighting Intersection lighting	1 Numbers	89726	89726	HSIP (Section 148)	Urban Major Collector	7987	45	State Highway Agency	Intersections	Implement infrastructure projects to address intersection crashes
POW Craig-Klawock Hwy Guardrail Improvement	Roadside Barrier - other	7 Miles	40000	40000	Penalty Transfer – Section 164	Rural Major Collector	1729	0	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
KTN - Collins Road Guardrail	Roadside Barrier-metal	0.194 Miles	185840	202600	HSIP (Section 148)	Urban Minor Arterial	4516	50	State Highway Agency	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
KTN - North Tongass Highway Illumination Upgrade	Lighting Continuous roadway lighting	4.876 Miles	450000	450000	HSIP (Section 148)	Urban Minor Arterial	0	0	State Highway Agency	Lane Departure	Implement infrastructure projects to address night time crashes

NR: SMS/HSIP 2012-2014	Non-infrastructure Non-infrastructure - other	1 Numbers	22500	25000	HSIP (Section 148)	N/A	0	0	N/A	Roadways	See "Supporting Text" for relavant strategy
NR: SMS/HSIP 2015-2017	Non-infrastructure Non-infrastructure - other	1 Numbers	324000	360000	HSIP (Section 148)	N/A	0	0	N/A	Roadways	See "Supporting Text" for relavant strategy
SEA FFY 14-15 HSIP/SMS	Non-infrastructure Non-infrastructure - other	1 Numbers	200000	200000	HSIP (Section 148)	N/A	0	0	N/A	Roadways	See "Supporting Text" for relavant strategy
FFY14-16 STRATEGIC HIGHWAY SAFETY PLAN IMPLEMENTATION	Non-infrastructure Non-infrastructure - other	1 Numbers	75000	75000	HSIP (Section 148)	N/A	0	0	N/A	Roadways	See "Supporting Text" for relavant strategy
FFY14/15 STWD: HSIP/SAFETY MANAGEMEN	Non-infrastructure Non-infrastructure - other	1 Numbers	640000	640000	HSIP (Section 148)	N/A	0	0	N/A	Roadways	See "Supporting Text" for relavant

T											strategy
Bureau of Highway Patrol Enhanced Enforcement Shared Funding	Non-infrastructure Enforcement	1 Numbers	4250000	4250000	HSIP (Section 148)	N/A	0	0	N/A	Roadways	See "Supporting Text" for relavant strategy
FFY12/13 STWD: HSIP/SAFETY MANAGEMENT	Non-infrastructure Non-infrastructure - other	1 Numbers	292500	325000	HSIP (Section 148)	N/A	0	0	N/A	Roadways	See "Supporting Text" for relavant strategy
FFY 14-16 HSIP: Large Animal Carcass Removal	Non-infrastructure Non-infrastructure - other	1 Numbers	292500	325000	HSIP (Section 148)	N/A	0	0	N/A	Wildlife Management	See "Supporting Text" for relavant strategy
Calibrate HSM SPFs for Alaska Experience	Non-infrastructure Non-infrastructure - other	1 Numbers	200000	200000	HSIP (Section 148)	N/A	0	0	N/A	Data	See "Supporting Text" for relavant strategy
Young Driver Safety	Non-infrastructure Educational efforts	1 Numb	100000	100000	HSIP (Secti	N/A	0	0	N/A	Implement	See "Supporting

Program High School Assemblies											

Identify and implement work zone and rail-highway crossing safety improvements, planning activities, improvements in data collection and analysis, road safety audits, and engineering strategies that correct or improve a hazardous road location or feature, or addresses a highway safety problem as allowed under 23 CFR 924 Highway Safety Improvement Program.

Progress in Achieving Safety Performance Targets

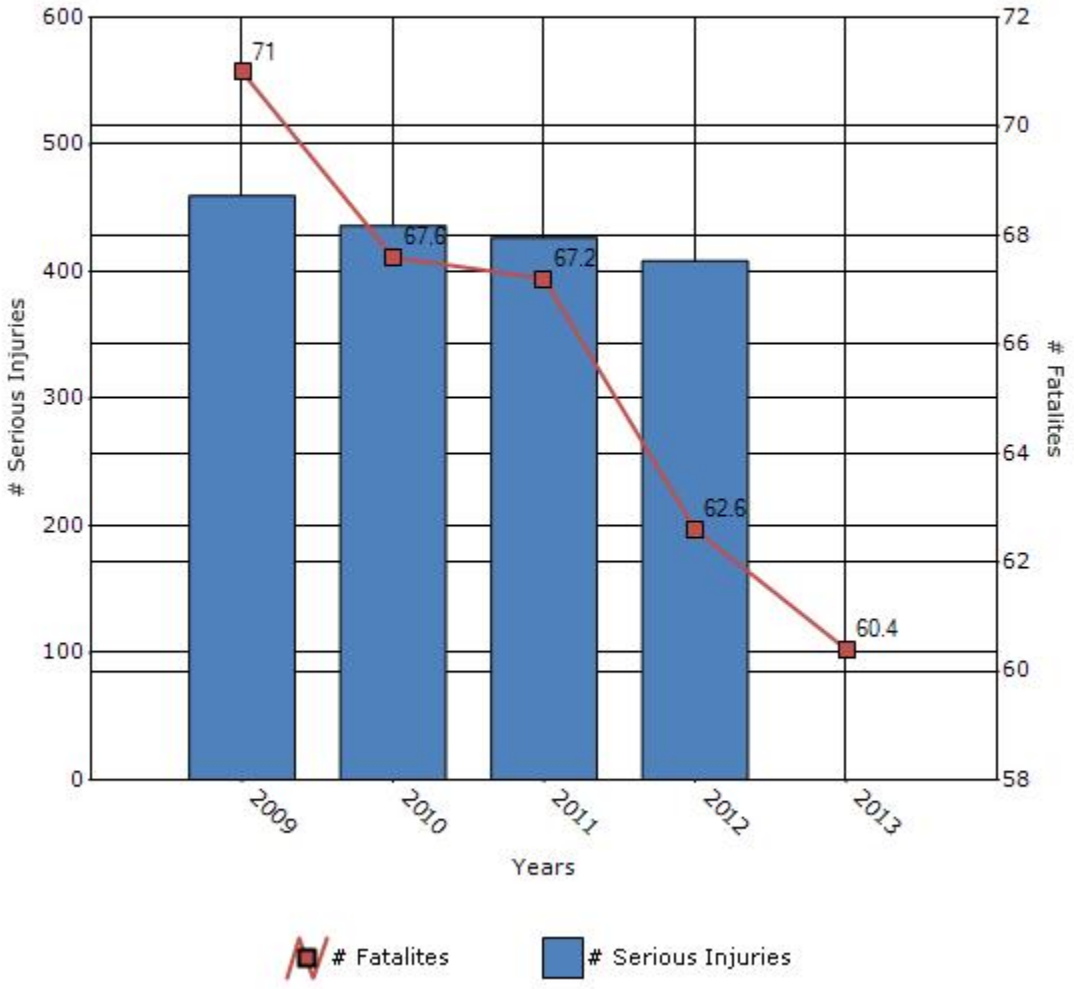
Overview of General Safety Trends

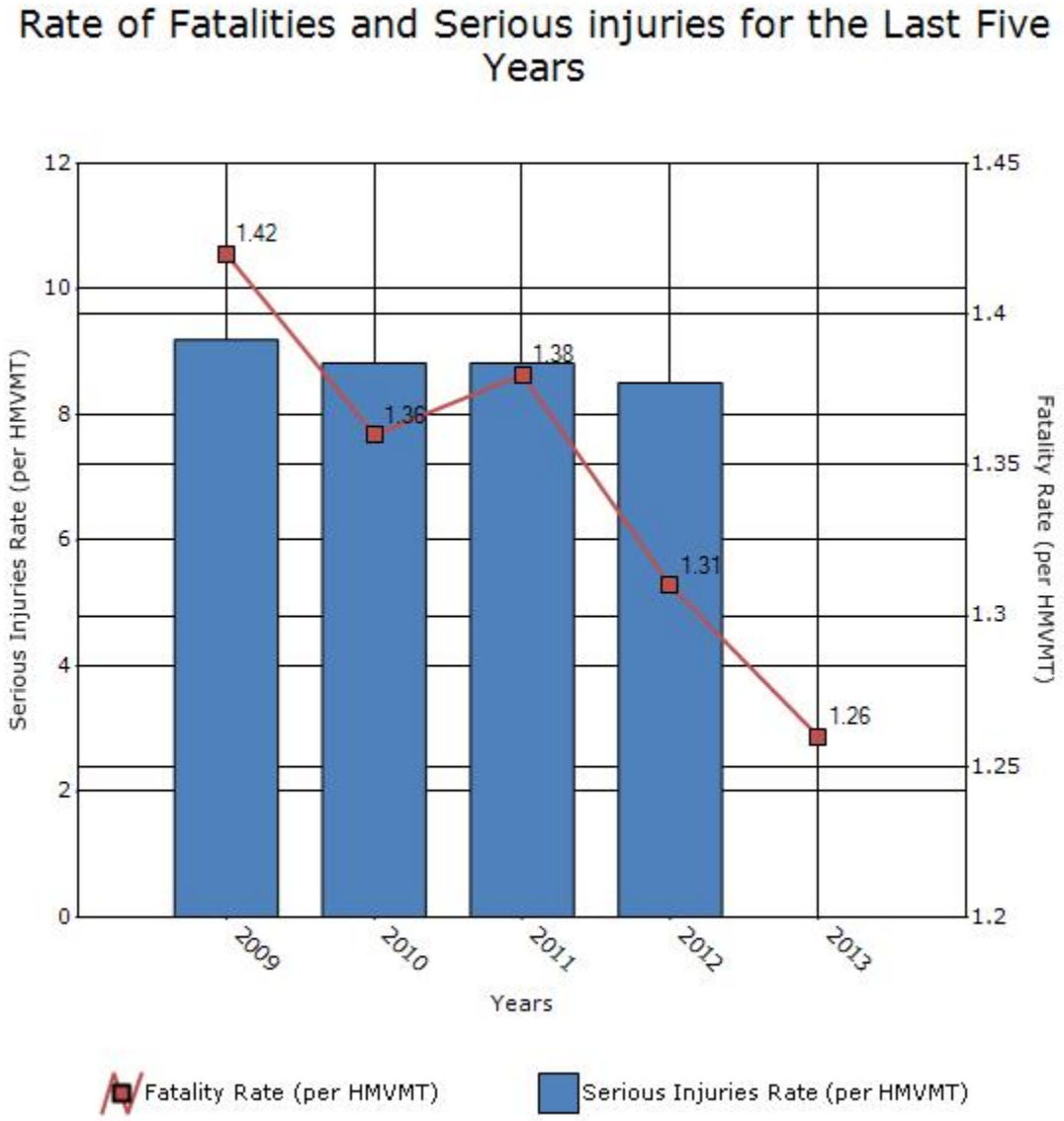
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2009	2010	2011	2012	2013
Number of fatalities	71	67.6	67.2	62.6	60.4
Number of serious injuries	459.6	436.2	426.6	408.4	0
Fatality rate (per HMVMT)	1.42	1.36	1.38	1.31	1.26
Serious injury rate (per HMVMT)	9.19	8.82	8.82	8.51	0

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years





Alaska does not yet have serious injury data for 2013, and 2012 serious injury data is preliminary. Alaska's serious injury performance measures for 2012 and 2013 will be updated next year when the data for those years are finalized.

The performance measures for 2009-2011 may vary somewhat from last year's HSIP report. Possible explanations for the variances are:

1. Alaska has new staff in key crash data positions. New staff may interpret data from crash reports and crash outcomes differently than their predecessors.

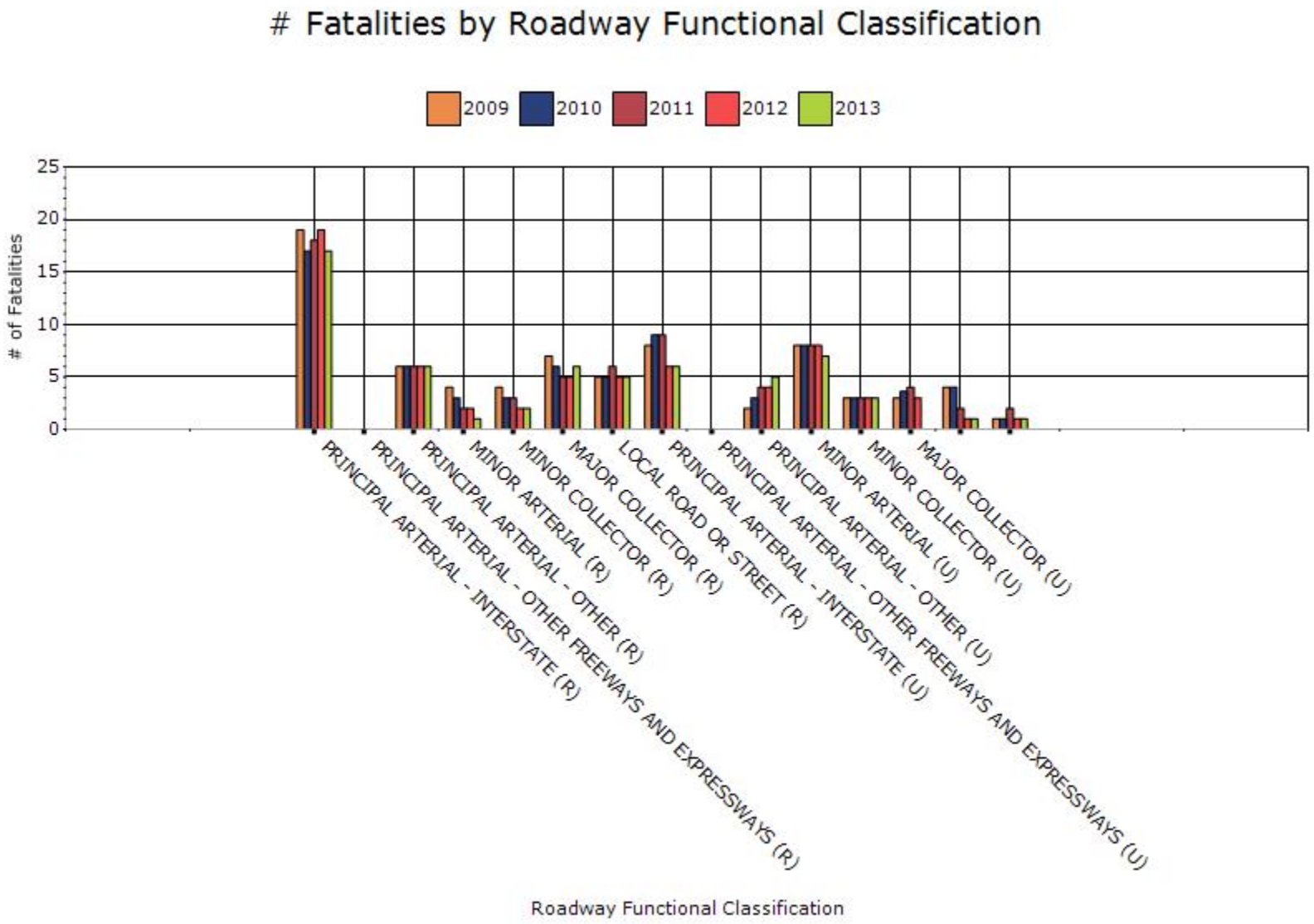
2. This is the first year fatality data has been pulled from a different source (FARS) than the non-fatality data (legacy mainframe data system). FARS criteria are somewhat different than criteria used in the mainframe data system.

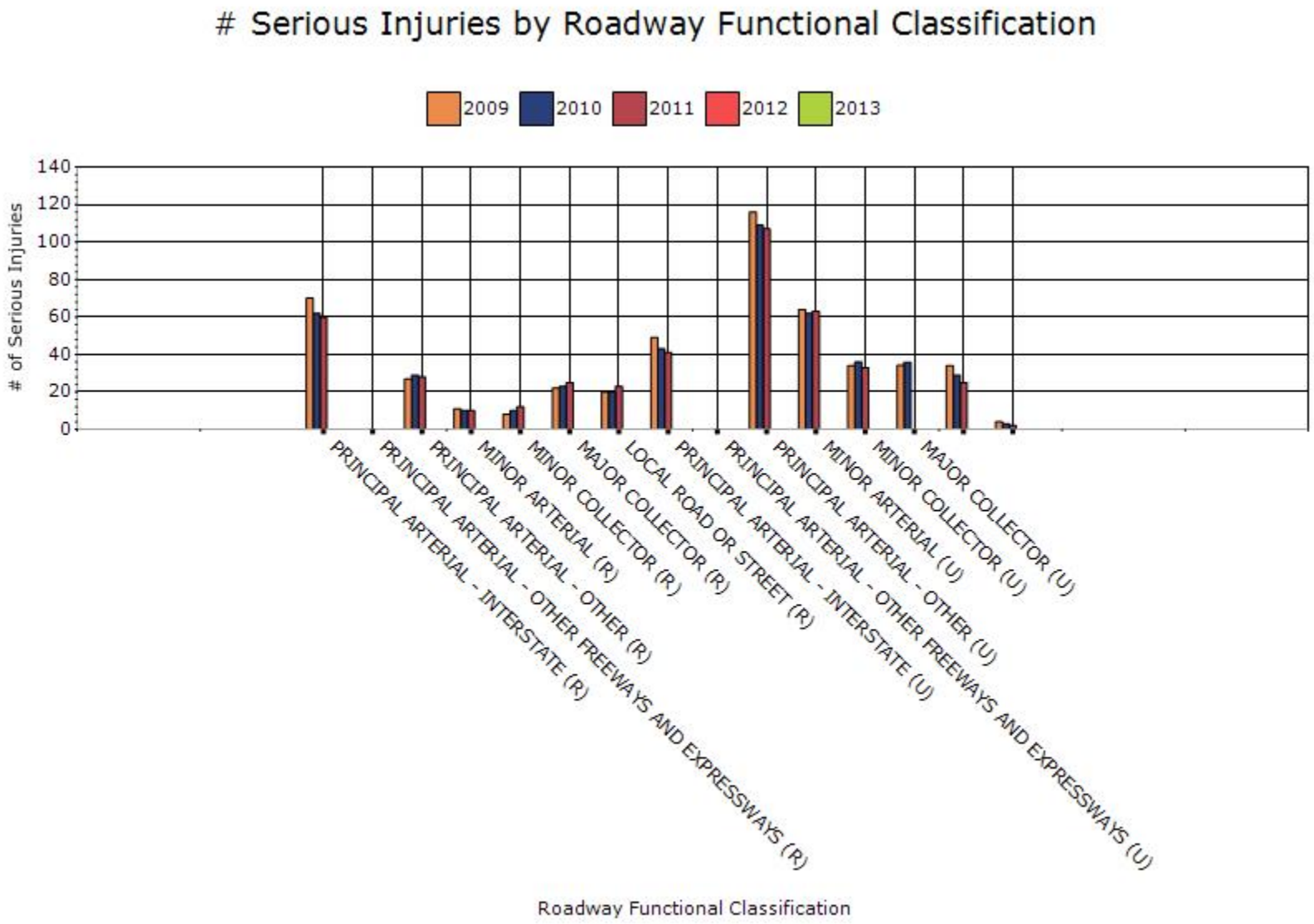
To the maximum extent possible, present performance measure* data by functional classification and ownership.

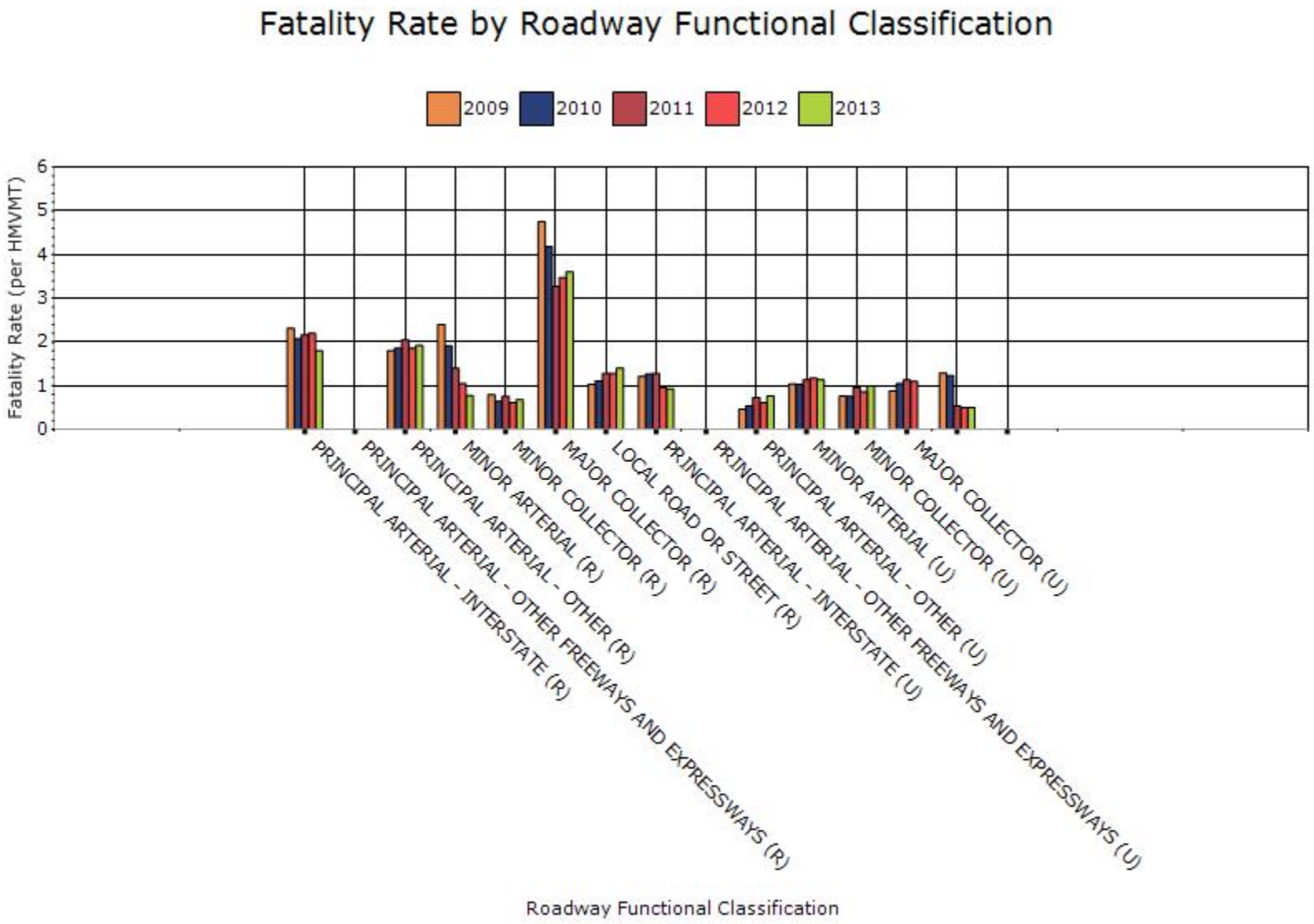
Year - 2013

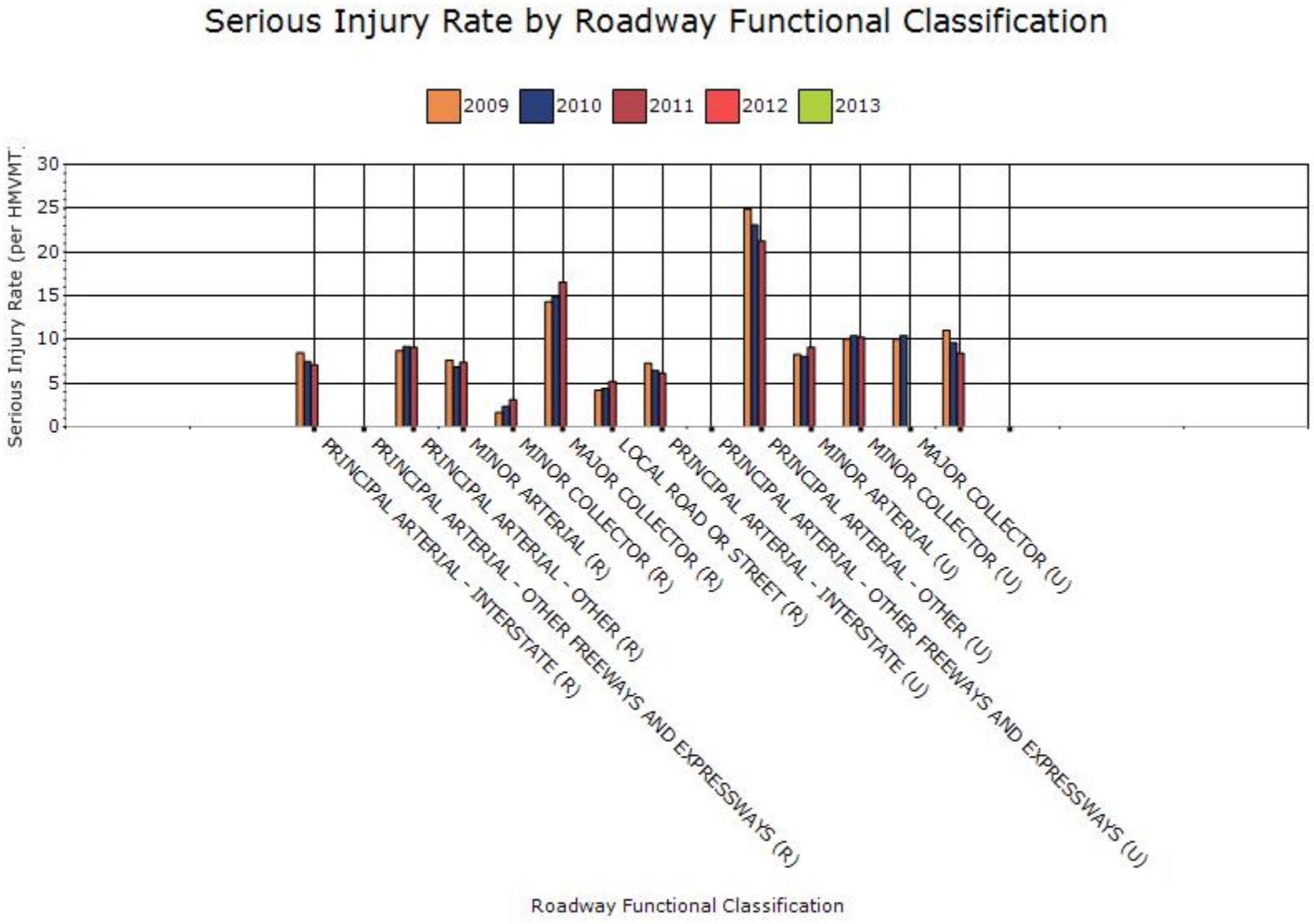
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	17	0	1.8	0
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	6	0	1.92	0
RURAL MINOR ARTERIAL	1	0	0.77	0
RURAL MINOR COLLECTOR	2	0	0.68	0
RURAL MAJOR COLLECTOR	6	0	3.6	0
RURAL LOCAL ROAD OR STREET	5	0	1.4	0
URBAN PRINCIPAL	6	0	0.93	0

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	5	0	0.76	0
URBAN MINOR ARTERIAL	7	0	1.13	0
URBAN MINOR COLLECTOR	3	0	0.99	0
URBAN MAJOR COLLECTOR	0	0	0	0
URBAN LOCAL ROAD OR STREET	1	0	0.5	0
OTHER	1	0	0	0


Fatalities by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Fatalities
25
20
15
10
5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification


Serious Injuries by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Serious Injuries
140
120
100
80
60
40
20
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

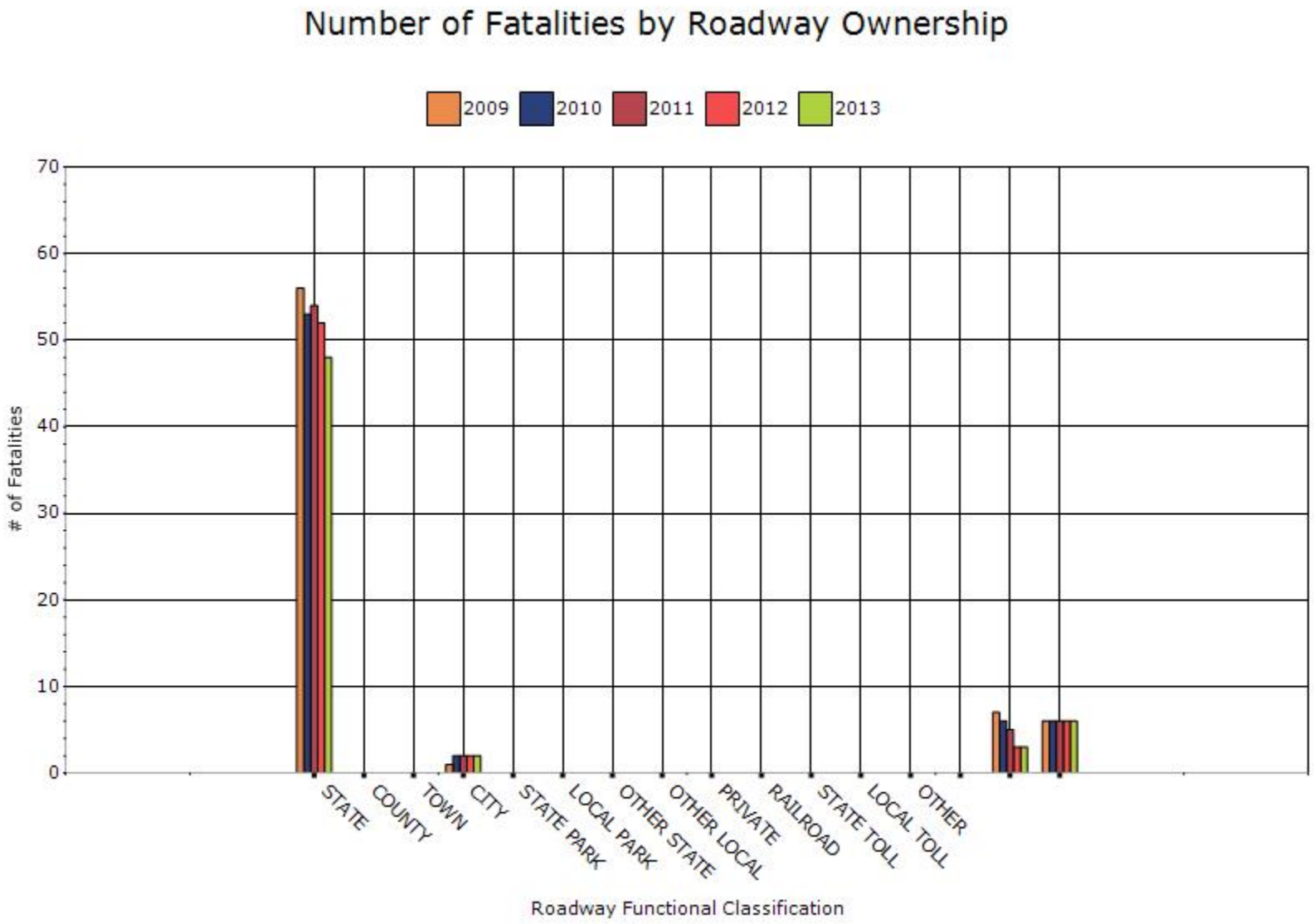

Fatality Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
0
1
2
3
4
5
6
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

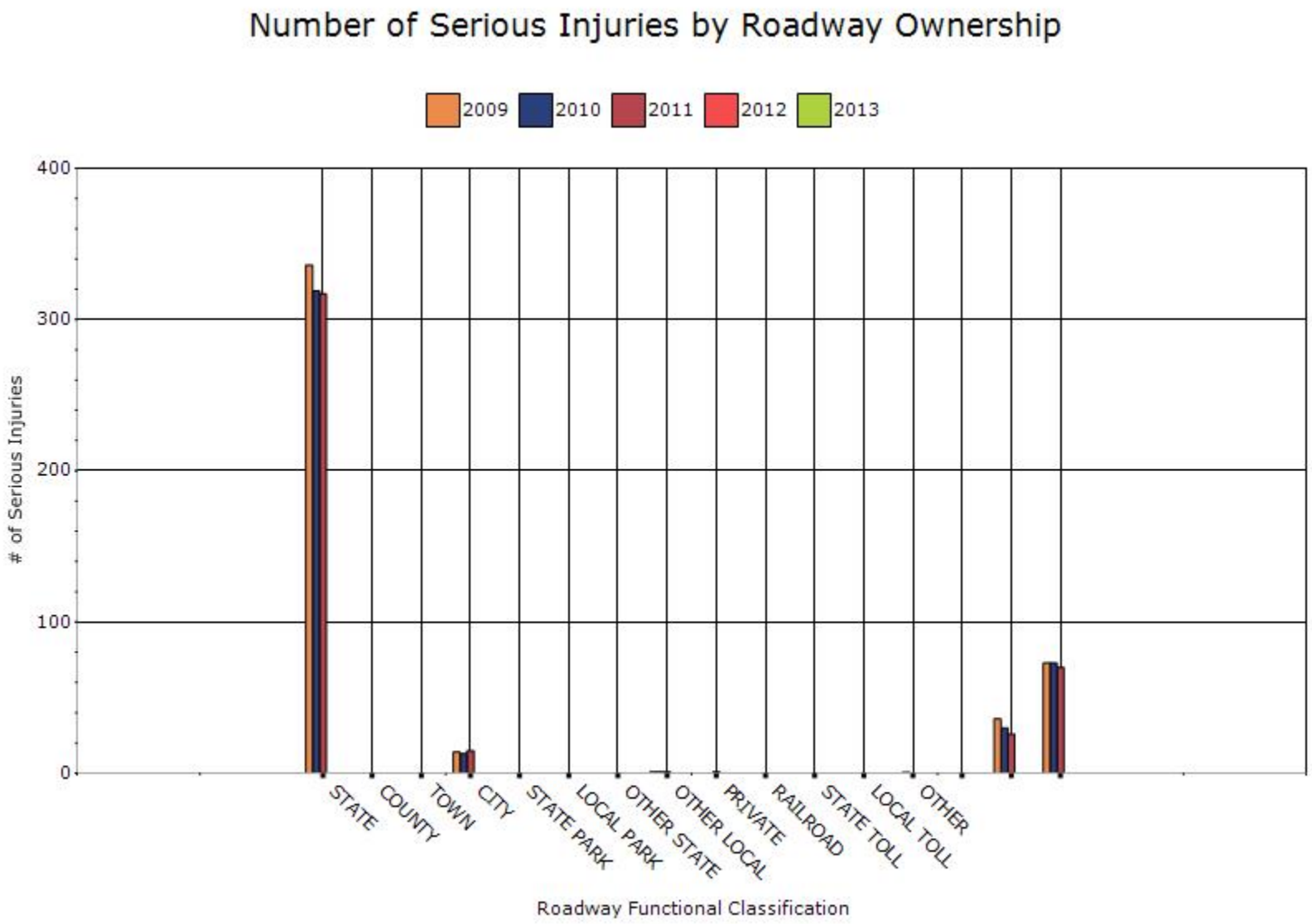

Serious Injury Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
30
25
20
15
10
5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

Year - 2013

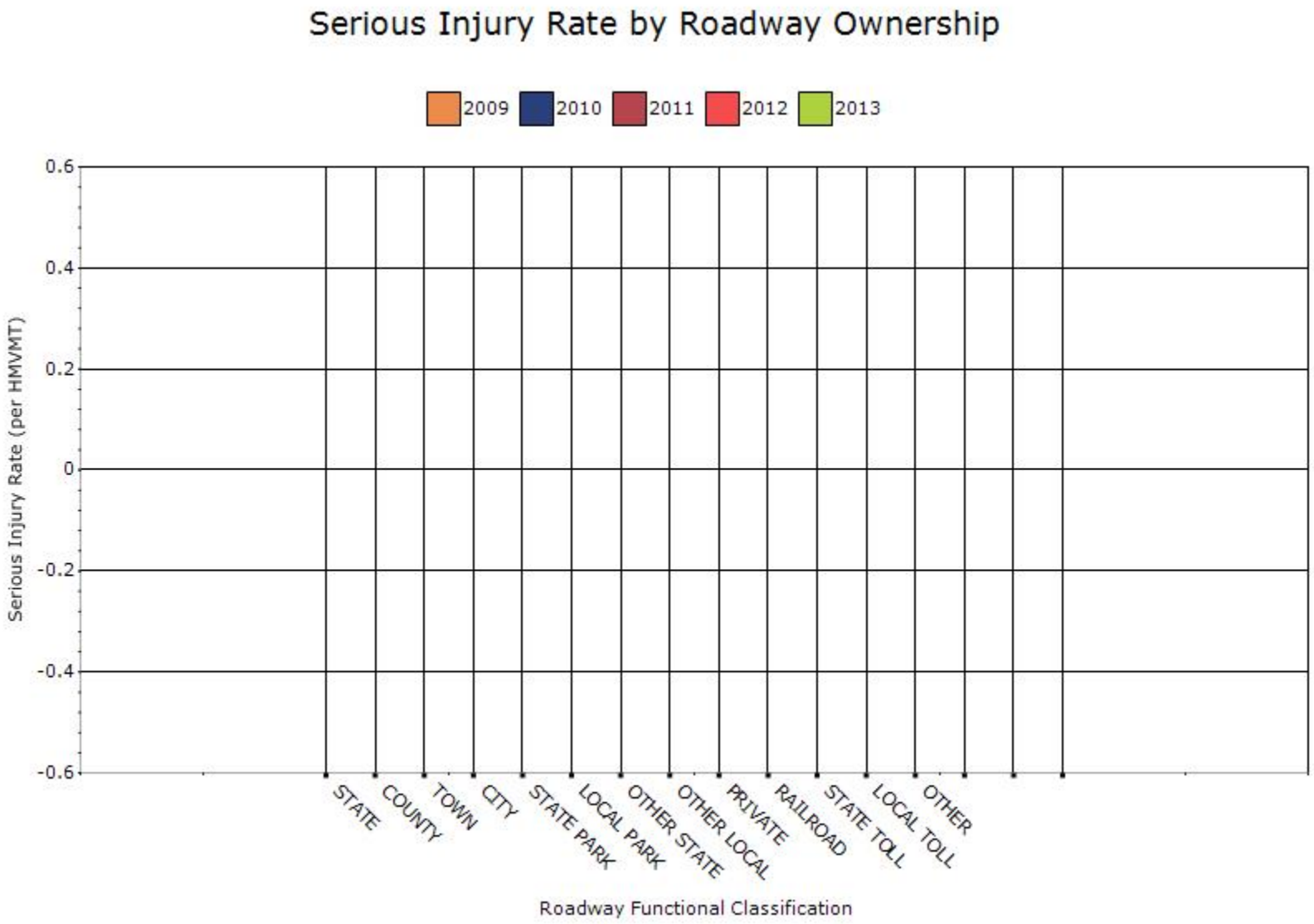
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	48	0	0	0
COUNTY HIGHWAY AGENCY	0	0	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	2	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
INDIAN TRIBE NATION	0	0	0	0

OTHER/UNKNOWN	3	0	0	0
BOROUGH	6	0	0	0


Number of Fatalities by Roadway Ownership
2009
2010
2011
2012
2013
70
60
50
40
30
20
10
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2009
2010
2011
2012
2013
400
300
200
100
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2009
2010
2011
2012
2013
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Fatality Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2009
2010
2011
2012
2013
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

Alaska does not yet have serious injury data for 2013, and 2012 serious injury data is preliminary and isn't yet available by functional classification or ownership. Alaska's serious injury performance measures for 2012 and 2013 will be updated next year when the data for those years are finalized.

Alaska does not categorize VMT data by ownership and cannot compute fatality or serious injury rates in the Ownership table.

The performance measures for 2009-2011 may vary somewhat from last year's HSIP report. Possible explanations for the variances are:

1. Alaska has new staff in key crash data positions. New staff may interpret data from crash reports and crash outcomes differently than their predecessors.
2. This is the first year fatality data has been pulled from a different source (FARS) than the non-fatality data (legacy mainframe data system). FARS criteria are somewhat different than criteria used in the mainframe data system.

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

No response.

Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.08	0.08	0.07	0.07	0
Serious injury rate (per capita)	0.24	0.27	0.29	0.29	0
Fatality and serious injury rate (per capita)	0.31	0.34	0.37	0.36	0

*Performance measure data is presented using a five-year rolling average.

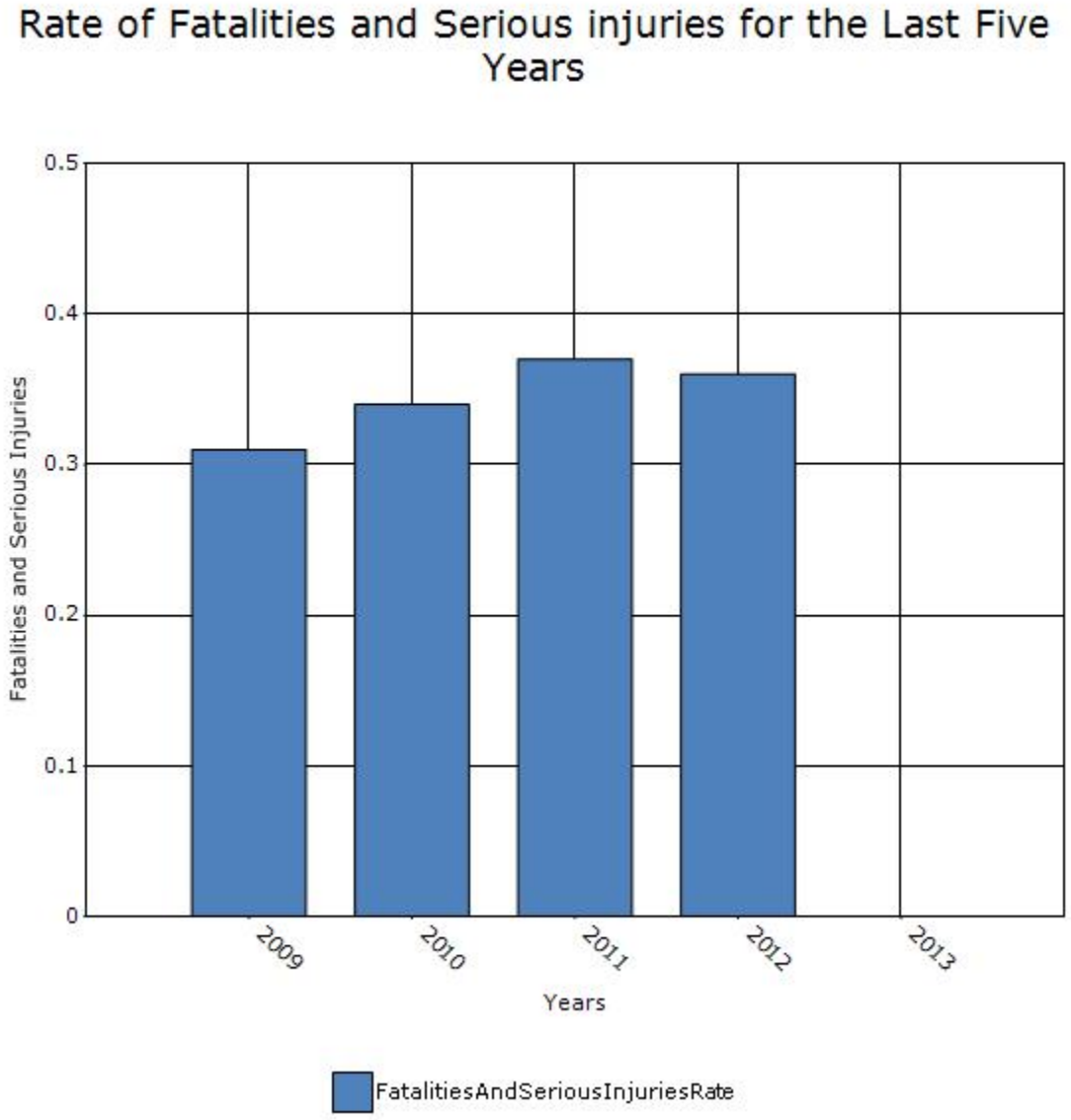
Compute five year rolling average rates for Older Drivers and Pedestrians.

Tabulate Annual totals for a. Fatal Driver, b. Fatal Ped, c. SI Driver, d. Serious Injury Ped and e. Total of Fatal/SI drivers and Peds.

Population Figures were provided by state in the MAP-21 Older Driver Guidance web page.

Compute annual rates for each grouping for years 2005 through 2012 using Population Figures for the applicable year (F+MI 2008/ PopFig 2008) .

Used upload template. 5-yr rolling averages computed by the ORT. Alaska does not yet have Older Driver Fatality or Serious Injury data for 2013.



Does the older driver special rule apply to your state?

Yes

If yes, describe the approach to include respective strategies to address the increase in those rates in the State SHSP.

<p>Enhance older driver safe driving programs as described in the Alaska Strategic Highway Safety Plan - 2013 Revision. Identify and implement appropriate engineering strategies to address high-crash locations involving older drivers and pedestrians. Actions of this strategy emphasize engineering measures described in FHWA Highway Design Handbook for Older Drivers and Pedestrians from among

other applicable countermeasures.</p>

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

☐ None

☒ Benefit/cost

☐ Policy change

☐ Other:

What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

☐ Other:

Briefly describe significant program changes that have occurred since the last reporting period.

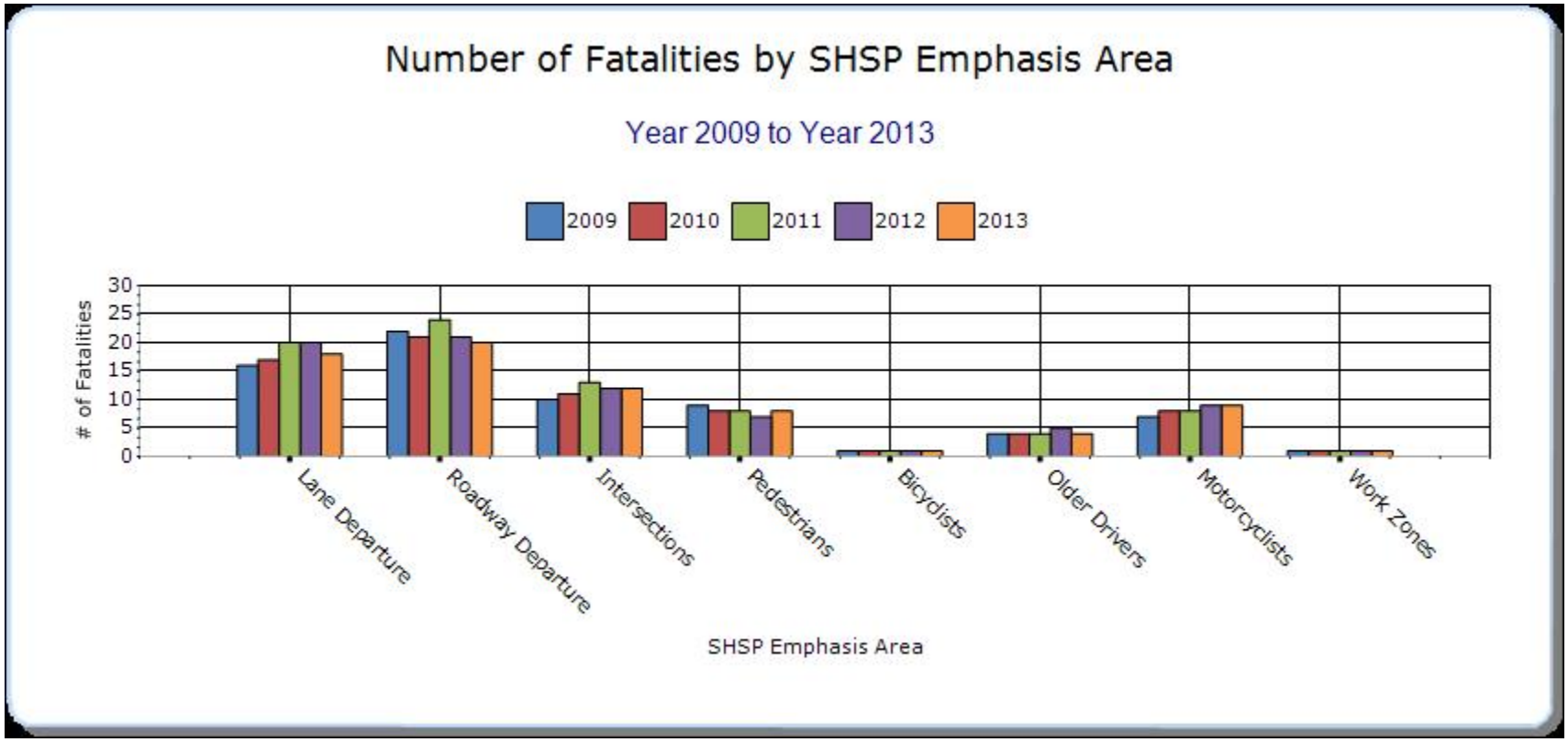
No response.

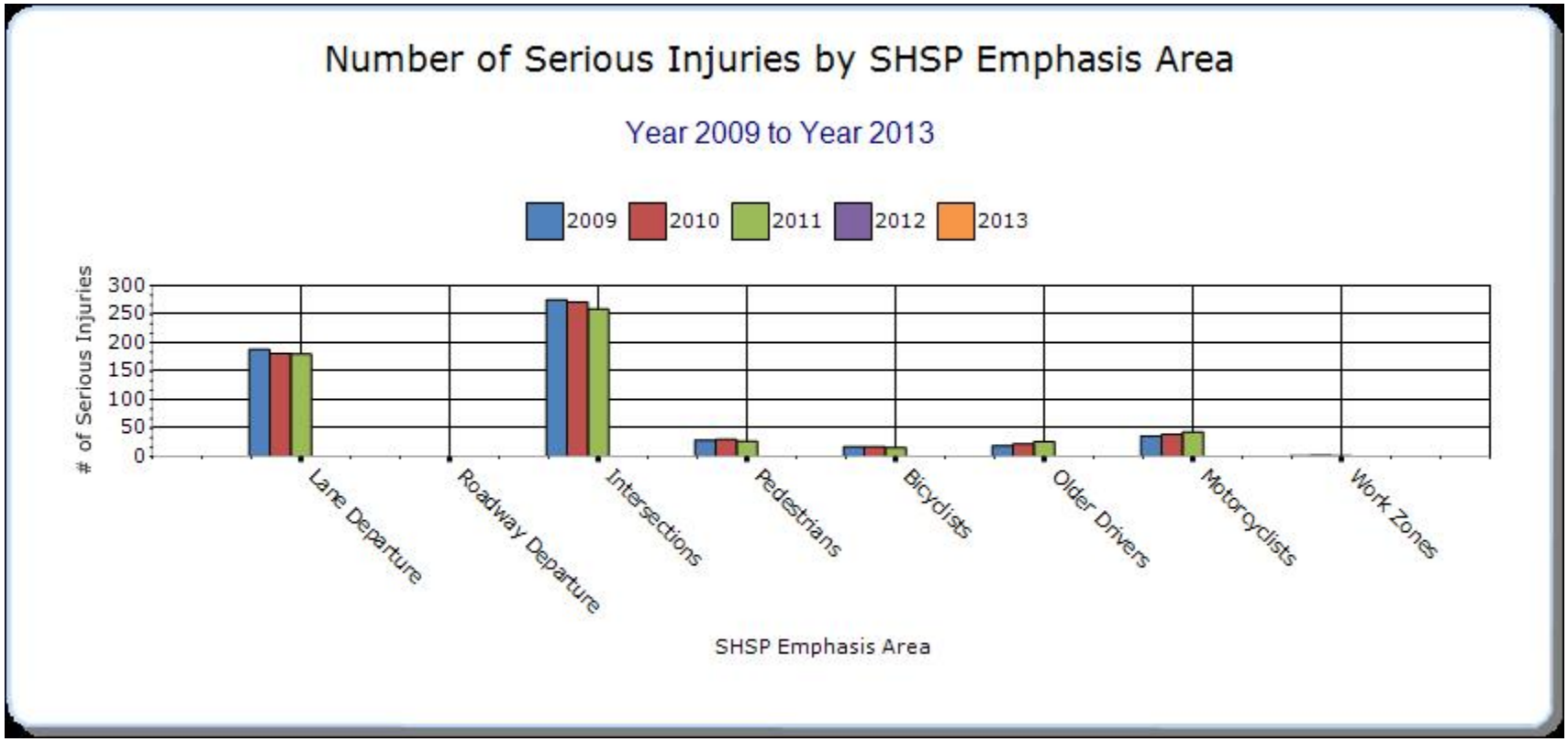
SHSP Emphasis Areas

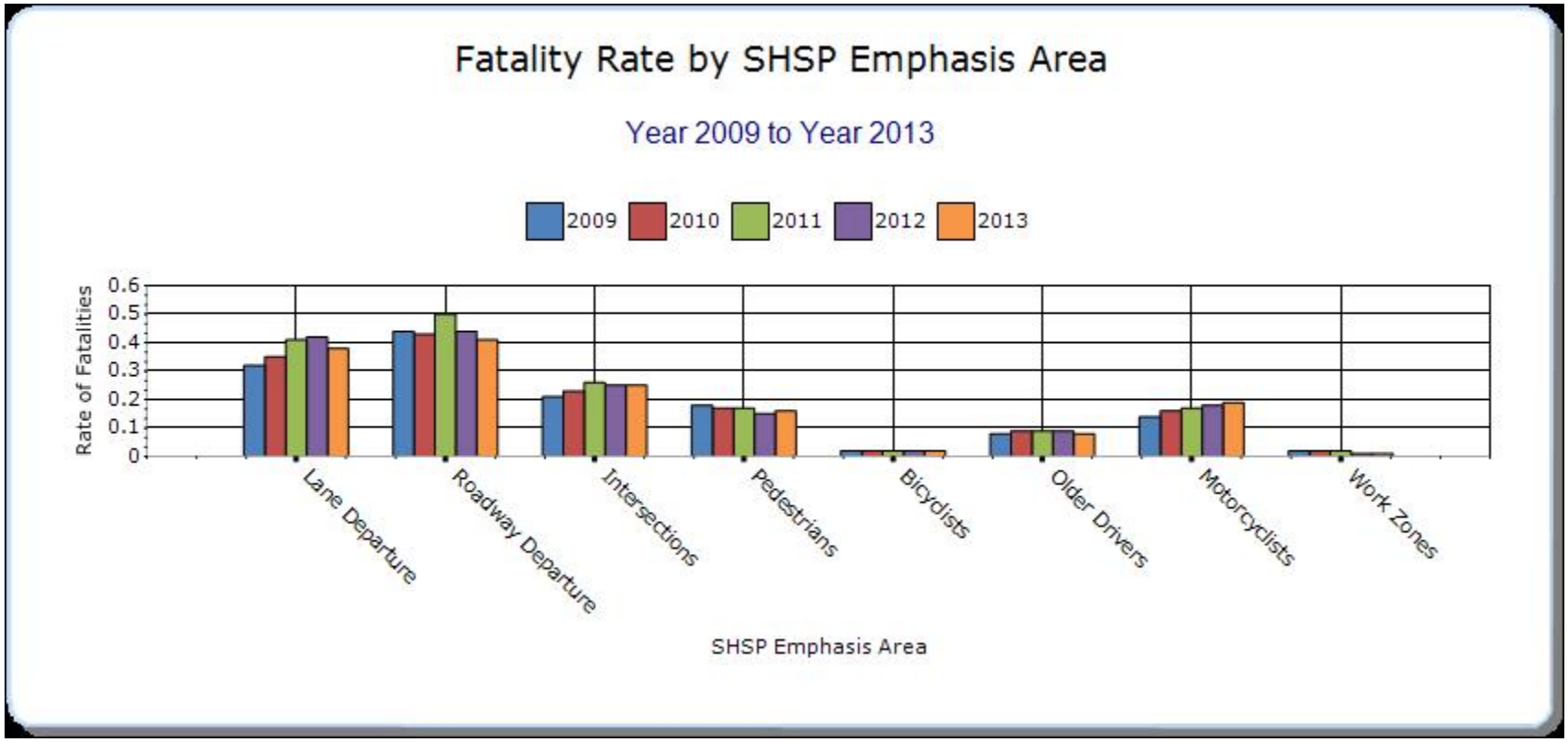
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

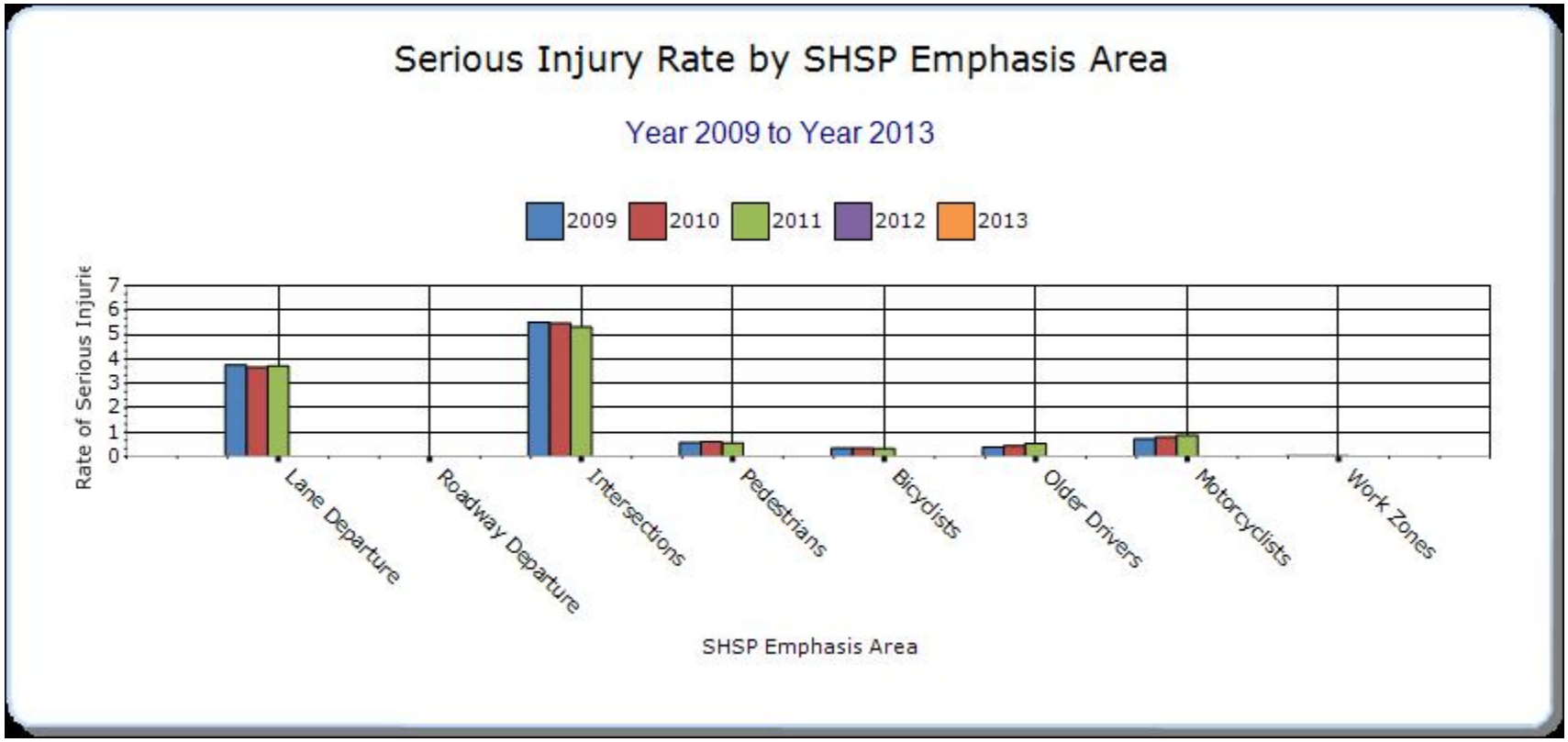
Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Lane Departure		18	0	0.38	0	0	0	0
Roadway Departure		20	0	0.41	0	0	0	0
Intersections		12	0	0.25	0	0	0	0
Pedestrians		8	0	0.16	0	0	0	0
Bicyclists		1	0	0.02	0	0	0	0
Older Drivers		4	0	0.08	0	0	0	0
Motorcyclists		9	0	0.19	0	0	0	0
Work Zones		1	0	0.01	0	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
30
25
20
15
10
5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
300
250
200
150
100
50
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0.6
0.5
0.4
0.3
0.2
0.1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
SHSP Emphasis Area



Alaska does not yet have serious injury data for 2013 and 2012 serious injury data is preliminary and isn't yet available by emphasis area. Alaska's serious injury performance measures for 2012 and 2013 will be updated next year when the data for those years are finalized.

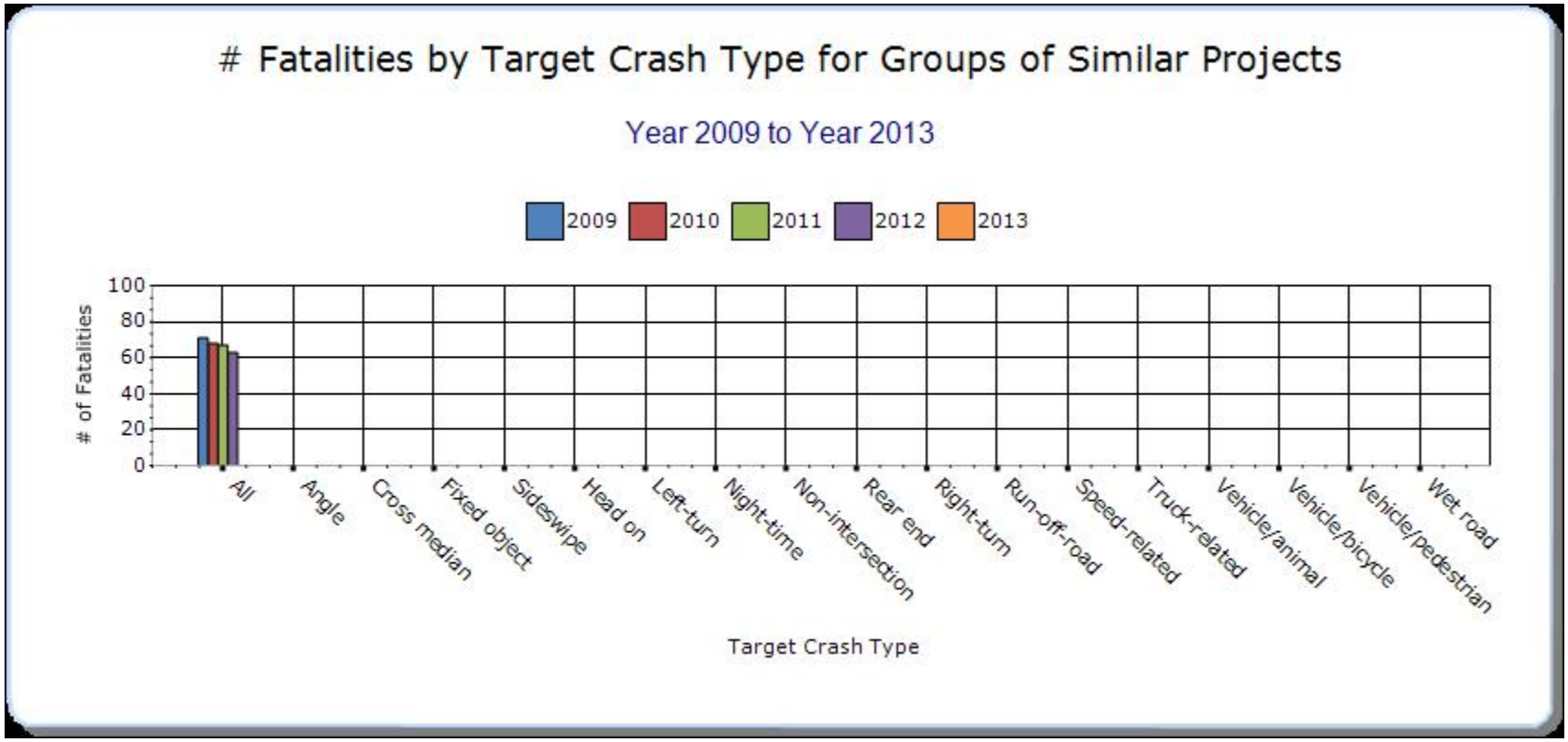
Alaska is using the Online Report Tool's default emphasis areas this year for the first time. The HSIP Annual Report for Alaska in previous years showed performance measures for the emphasis areas defined in its SHSP, not those provided in the ORT.

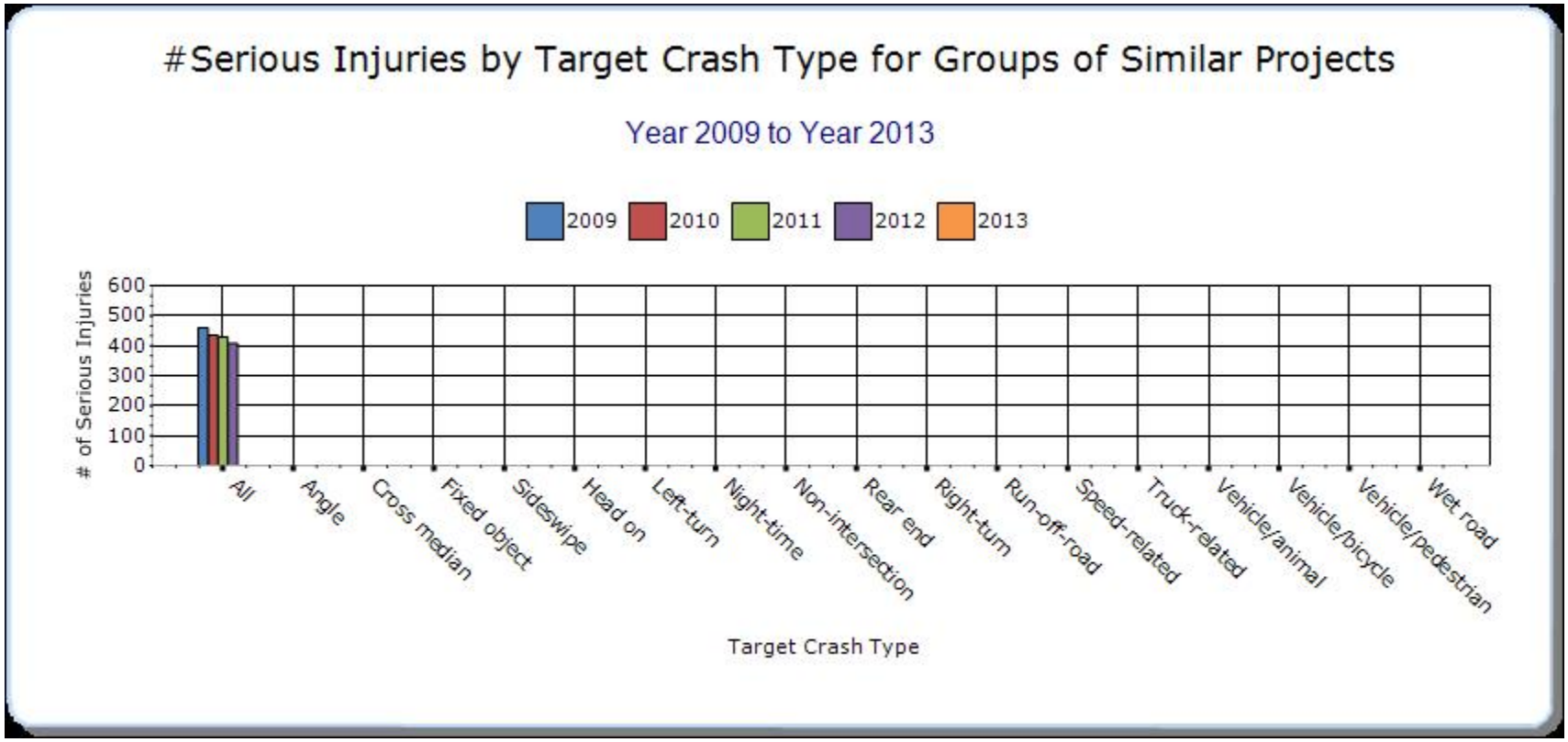
Groups of similar project types

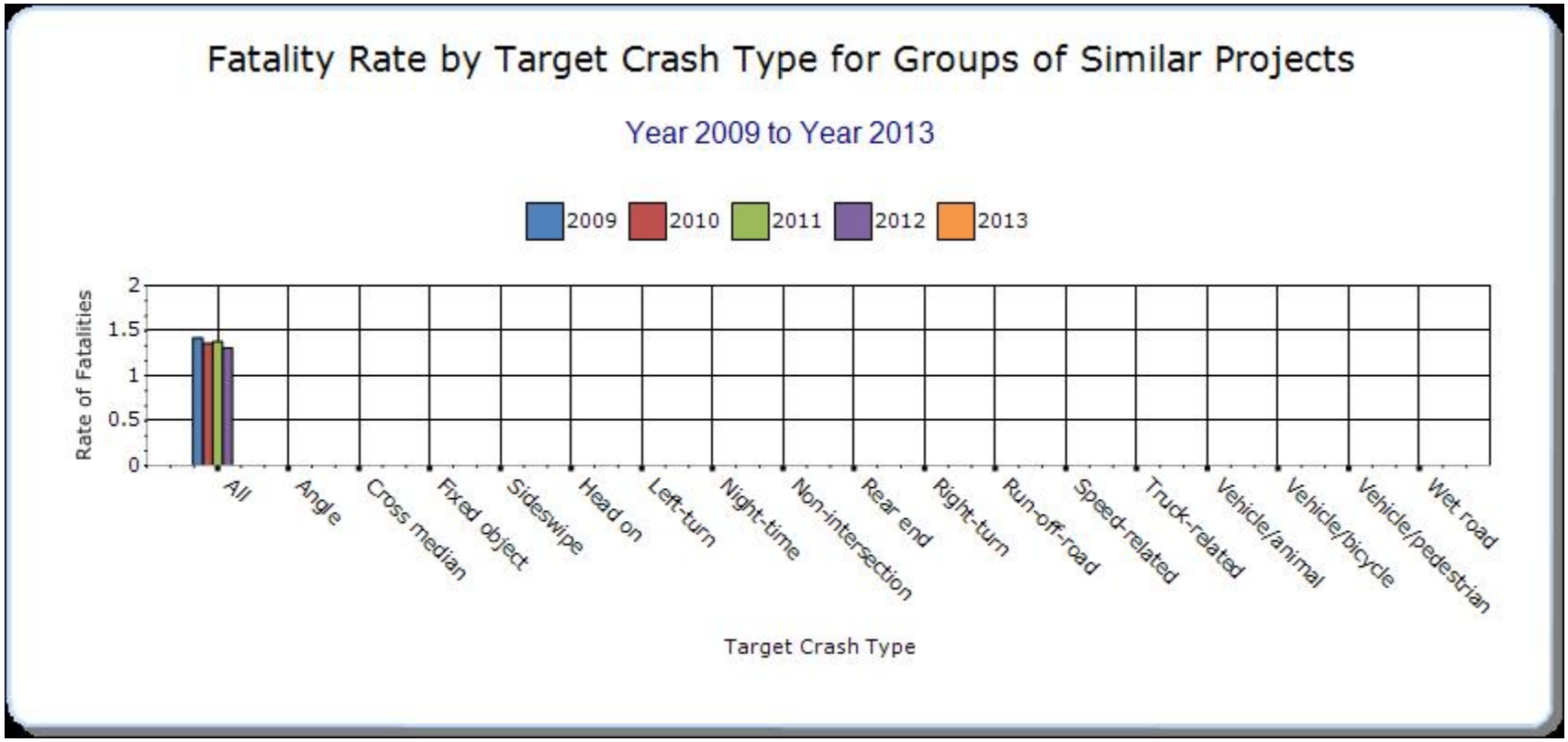
Present the overall effectiveness of groups of similar types of projects.

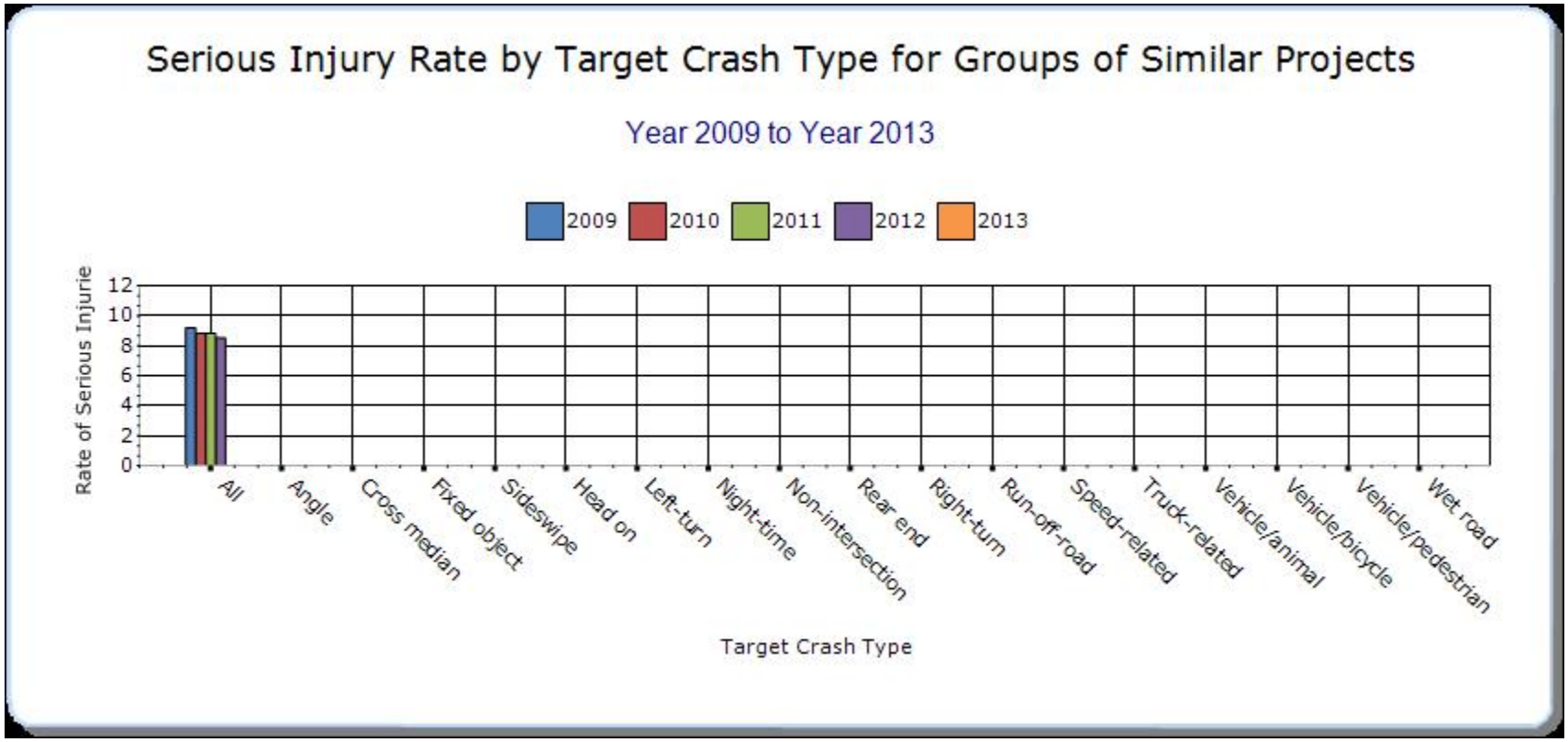
Year - 2013

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Other-Entire HSIP		60	0	1.26	0	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
100
80
60
40
20
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
600
500
400
300
200
100
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
2
1.5
1
0.5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type



Alaska does not yet have serious injury data for 2013, and 2012 serious injury data is preliminary. Alaska's serious injury performance measures for 2012 and 2013 will be updated next year when the data for those years are finalized.

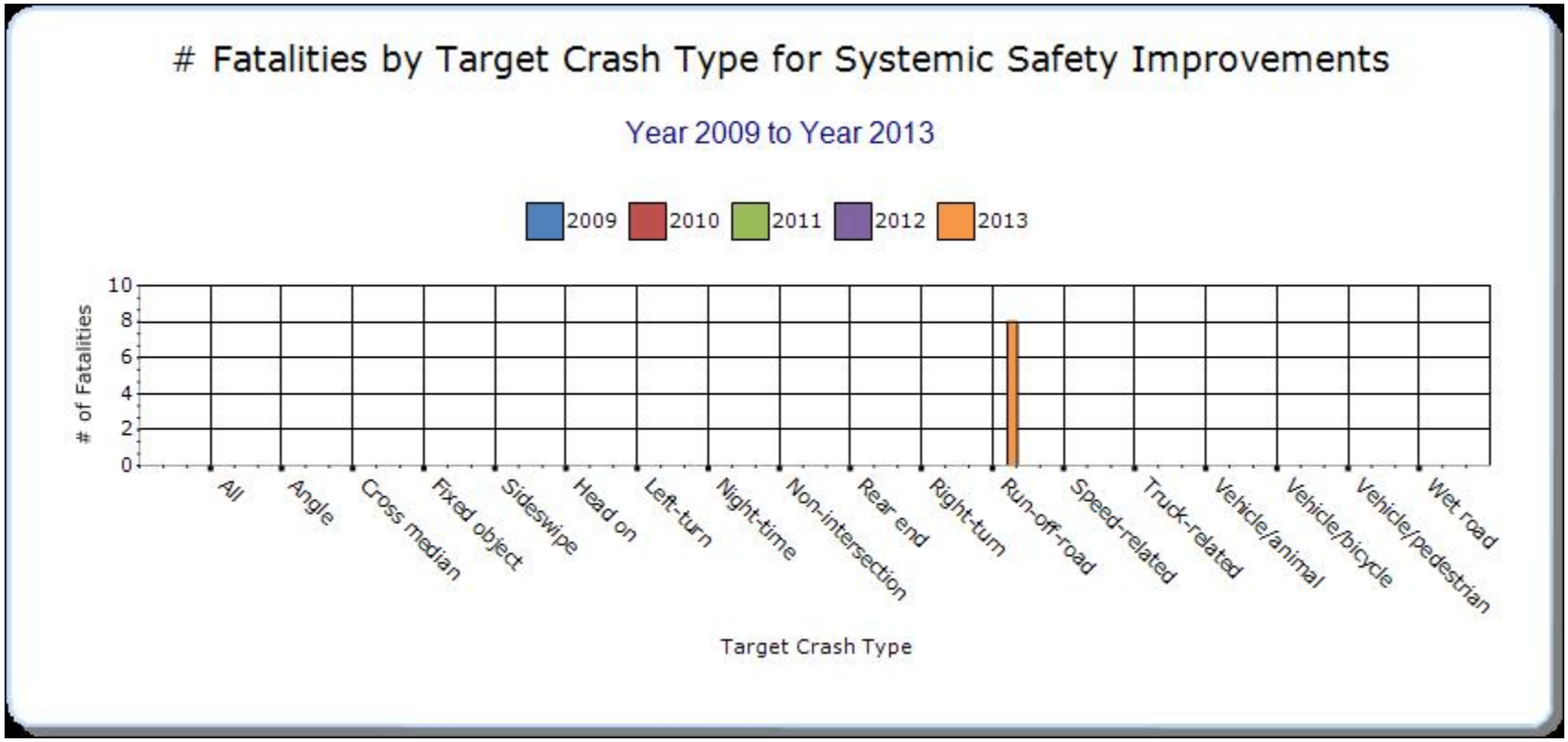
Alaska is using the Online Report Tool's default emphasis areas this year for the first time. The HSIP Annual Report for Alaska in previous years showed performance measures for the emphasis areas defined in its SHSP, not those provided in the ORT.

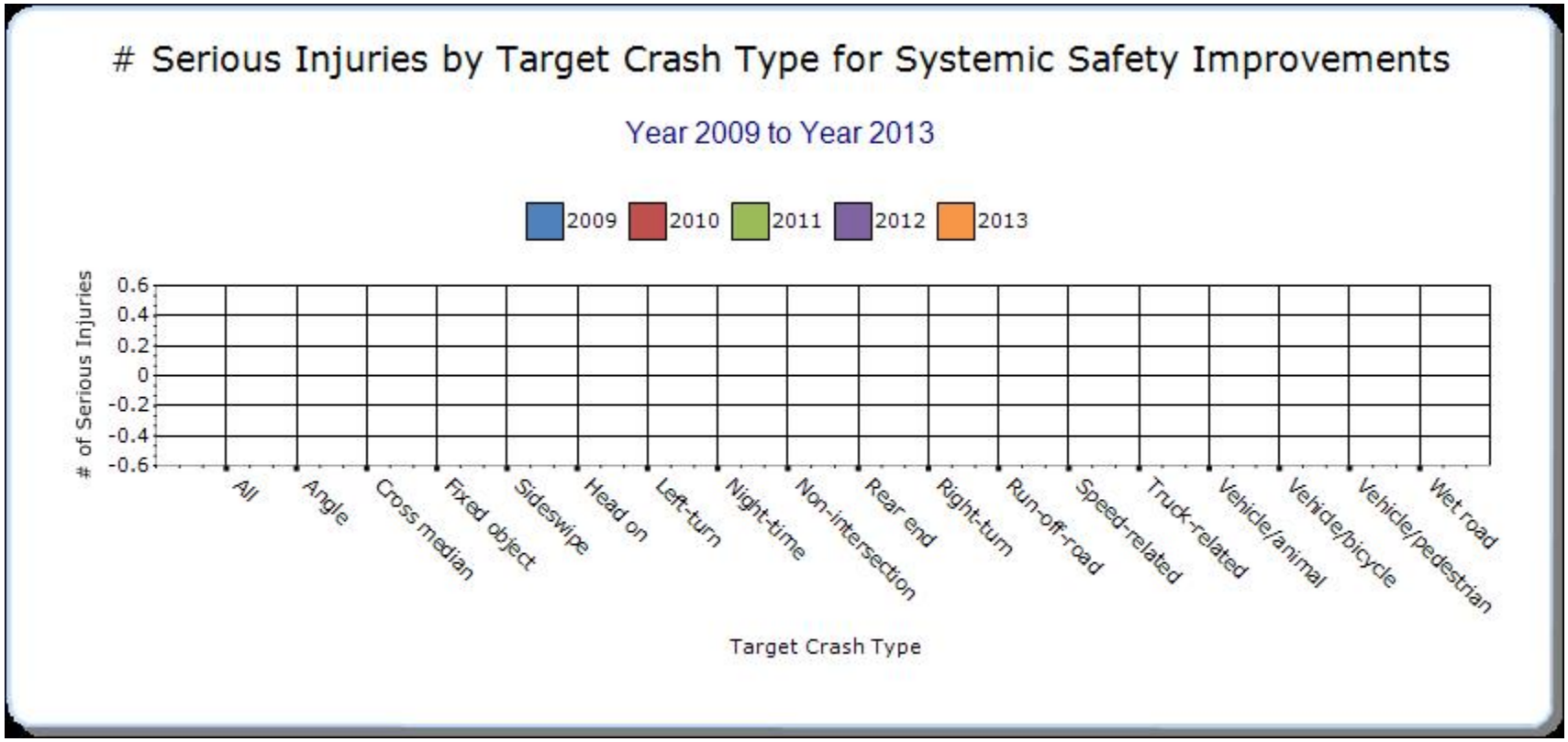
Systemic Treatments

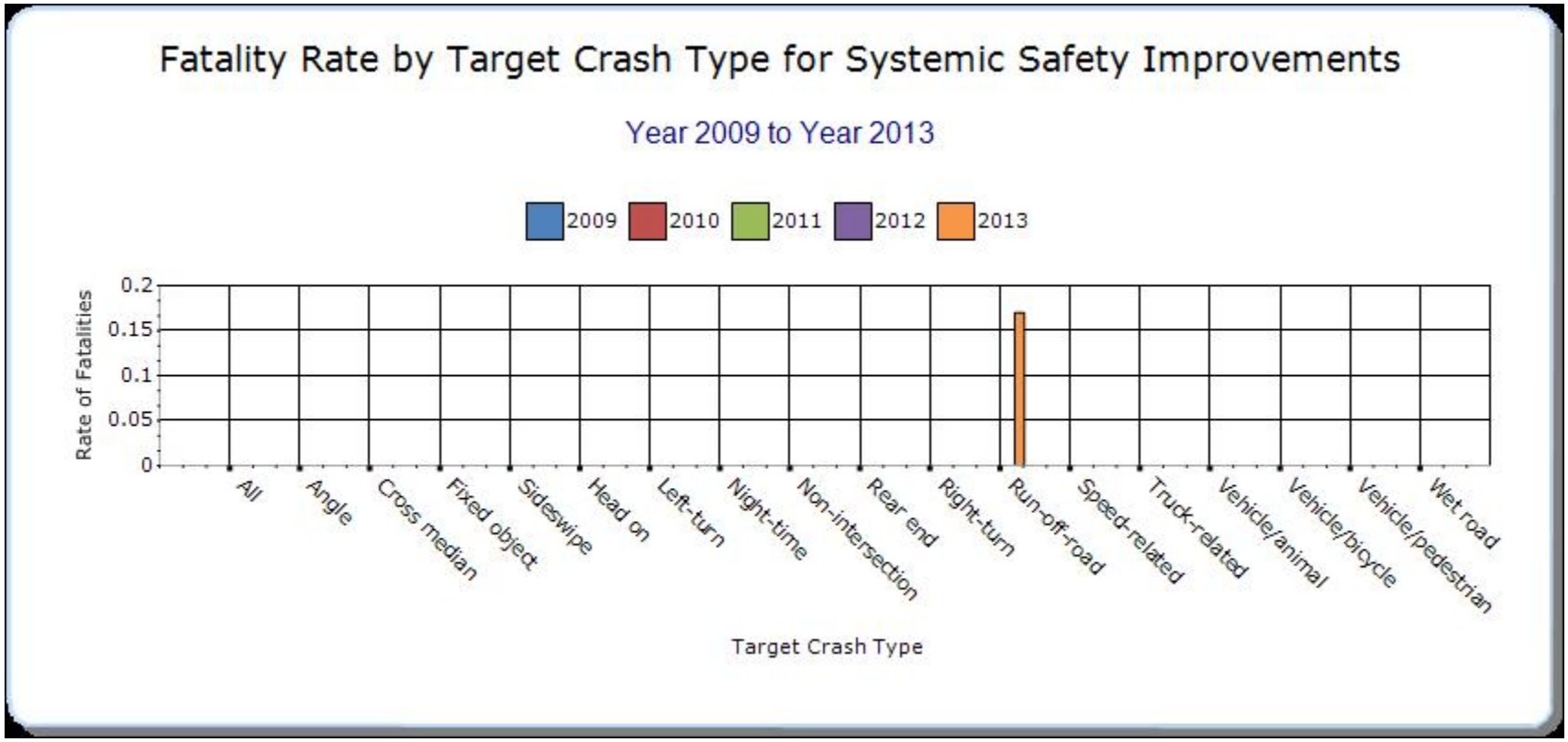
Present the overall effectiveness of systemic treatments.

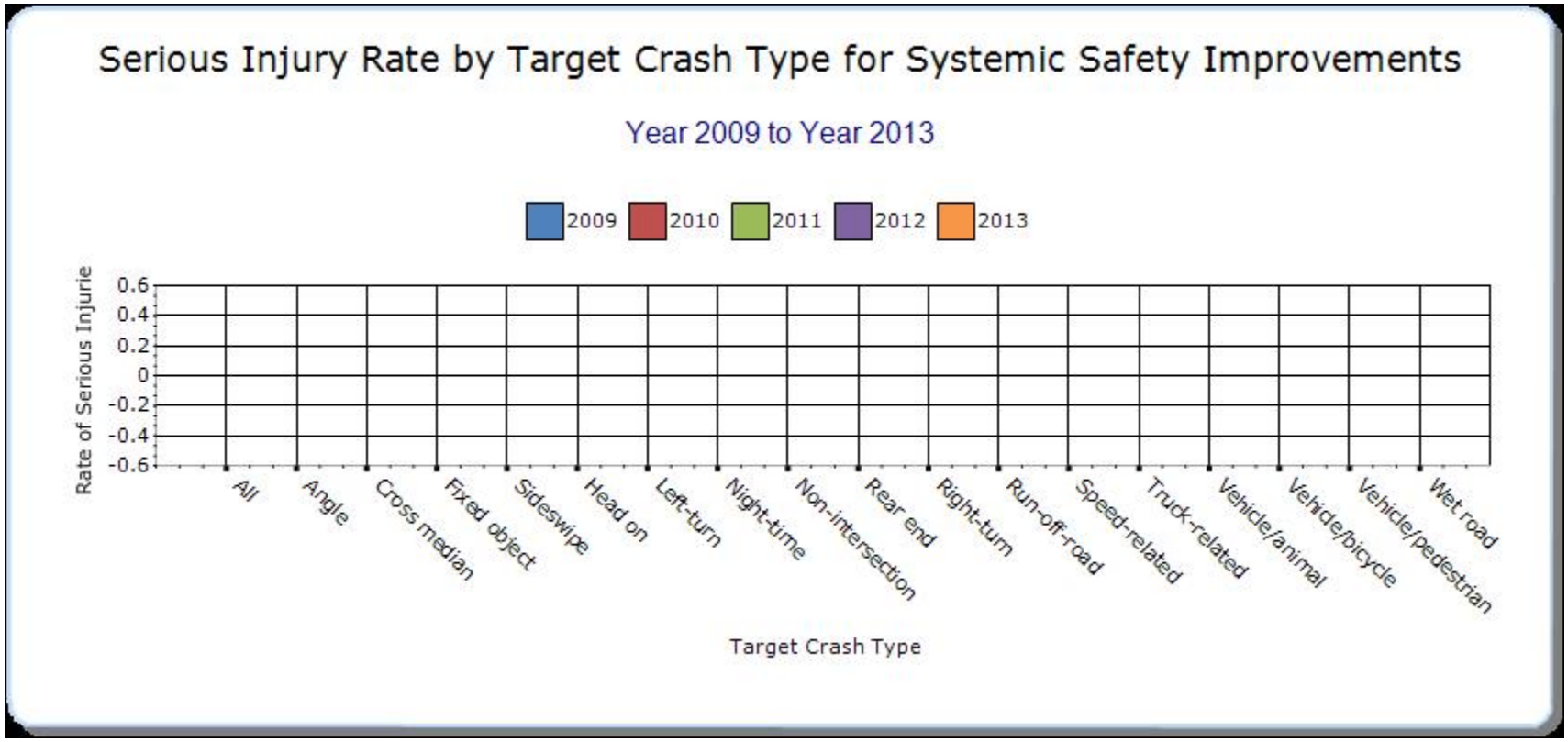
Year - 2013

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Rumble Strips	Run-off-road	8	0	0.17	0	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
10
8
6
4
2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0.2
0.15
0.1
0.05
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type



Alaska does not yet have fatality or serious injury data for 2012 and 2013 broken down by crash type. Alaska's serious injury performance measures for 2012 and 2013 will be updated next year when the data for those years are finalized.

Run off road crash type is a measure for all the systemic improvements Alaska is implementing.

Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

No Response.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
Airport Way and Steese Expressway Intersection	Urban Principal Arterial - Other	Intersection geometry	Auxiliary lanes - add acceleration lane	0	0	5	19	24	0	0	1	4	5	2.23:1
Rich MP 350 Badger Road IC Ramps	Rural Principal Arterial - Other	Intersection traffic control	Modify control - two-way stop to roundabout	0	0	9	35	44	0	0	0	4	4	0.85:1
Jnu Fritz Cove Road	Rural Minor Collector	Intersection geometry	Intersection geometry - other	0	0	2	1	3	0	0	0	1	1	7.18:1
POW Hydaburg Highway	Rural Major Collector	Roadway delineation	Roadway delineation - other	0	2	6	2	10	0	0	0	2	2	30.37:1
Seward HWY MP 102-115 Paving and Shoulder/	Rural Principal Arterial -	Roadway	Roadway - other	5	9	17	18	49	3	1	5	3	12	0.9:1

Cenerline Rumblestrips	Other													
Sterling Highway at MP 168 curve warning improvements	Rural Principal Arterial - Other	Roadway signs and traffic control	Curve-related warning signs and flashers	2	1	5	7	15	0	0	1	2	3	7:1
Lucille St. at Fred Nelson Road Safety Improvements	Urban Major Collector	Intersection traffic control	Intersection traffic control - other	0	0	7	13	20	0	0	0	12	12	2.13:1
Sterling Highway MP 50-58	Rural Principal Arterial - Other	Roadway signs and traffic control	Curve-related warning signs and flashers	0	7	35	84	126	0	3	8	25	36	7.2:1
Willow St at Main Street Loop Int.	Urban Minor Collector	Intersection traffic control	Intersection flashers - add overhead (continuous)	0	2	7	18	27	0	0	0	0	0	5.8:1
Old Seward Highway at 48th Ave	Urban Minor Arterial	Roadway	Roadway - other	0	0	12	17	29	0	0	0	0	0	6.9:1
Northern Lights Blvd at	Urban Principal Arterial -	Intersection geometry	Auxiliary lanes - extend existing left-	0	0	15	24	39	0	0	4	8	12	3.1:1

Bragaw St Int	Other		turn lane											
10th Ave and E and C Street Ints	Urban Major Collector	Intersection geometry	Intersection geometry - other	0	0	13	28	41	0	0	1	4	5	7.3:1
L St: 5th Ave to 13th Ave	Urban Principal Arterial - Other	Intersection geometry	Intersection geometry - other	0	2	38	73	113	0	1	6	18	25	6.5:1
6th Ave at I Street Int	Urban Principal Arterial - Other	Intersection geometry	Intersection geometry - other	0	0	1	40	41	0	0	0	0	0	4.4:1
Arctic Blvd Fireweed Ln to Benson Blvd	Urban Minor Arterial	Intersection geometry	Auxiliary lanes - modify auxiliary through lane	1	2	33	96	132	0	0	5	23	28	4.3:1
8th Ave at E and G Sts	Urban Local Road or Street	Intersection traffic control	Intersection signing - add enhanced regulatory sign (double-up and/or oversize)	0	0	3	32	35	0	0	0	6	6	7.5:1
Old Seward Highway: 60th	Urban Minor	Intersection	Intersection geometry -	0	3	34	47	84	0	0	2	11	13	21.8:1

Ave to 40 Ave	Arterial	geometry	other											
C Street at 7th Ave Int	Urban Principal Arterial - Other	Pedestrians and bicyclists	Modify existing crosswalk	0	1	7	18	26	0	1	3	4	8	-2.6:1

Optional Attachments

Sections	Files Attached
Program Structure: Program Administration	L 8-28-14 HSIP Annual Report RKH.pdf
Program Structure: Program Methodology	2013.03.21 HSIP Hdbk FINALwAppdx.pdf
Progress in Achieving Safety Performance Targets: Overview of General Safety Trends	Q25_2_upload.xlsx
Progress in Achieving Safety Performance Targets: Overview of General Safety Trends	Q24_upload.xlsx
Progress in Achieving Safety Performance Targets: Overview of General Safety Trends	Q25_1_upload.xlsx
Progress in Achieving Safety Performance Targets: Application of Special Rules	Q27_upload.xlsx
Assessment of the Effectiveness of the Improvements (Program Evaluation): SHSP Emphasis Areas	Q32N_upload.xlsx
Assessment of the Effectiveness of the Improvements (Program Evaluation): Groups of similar project types	Q33_upload.xlsx
Assessment of the Effectiveness of the Improvements (Program Evaluation): Systemic Treatments	Q34_upload.xlsx

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT means hundred million vehicle miles traveled.

Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systemic safety improvement means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.