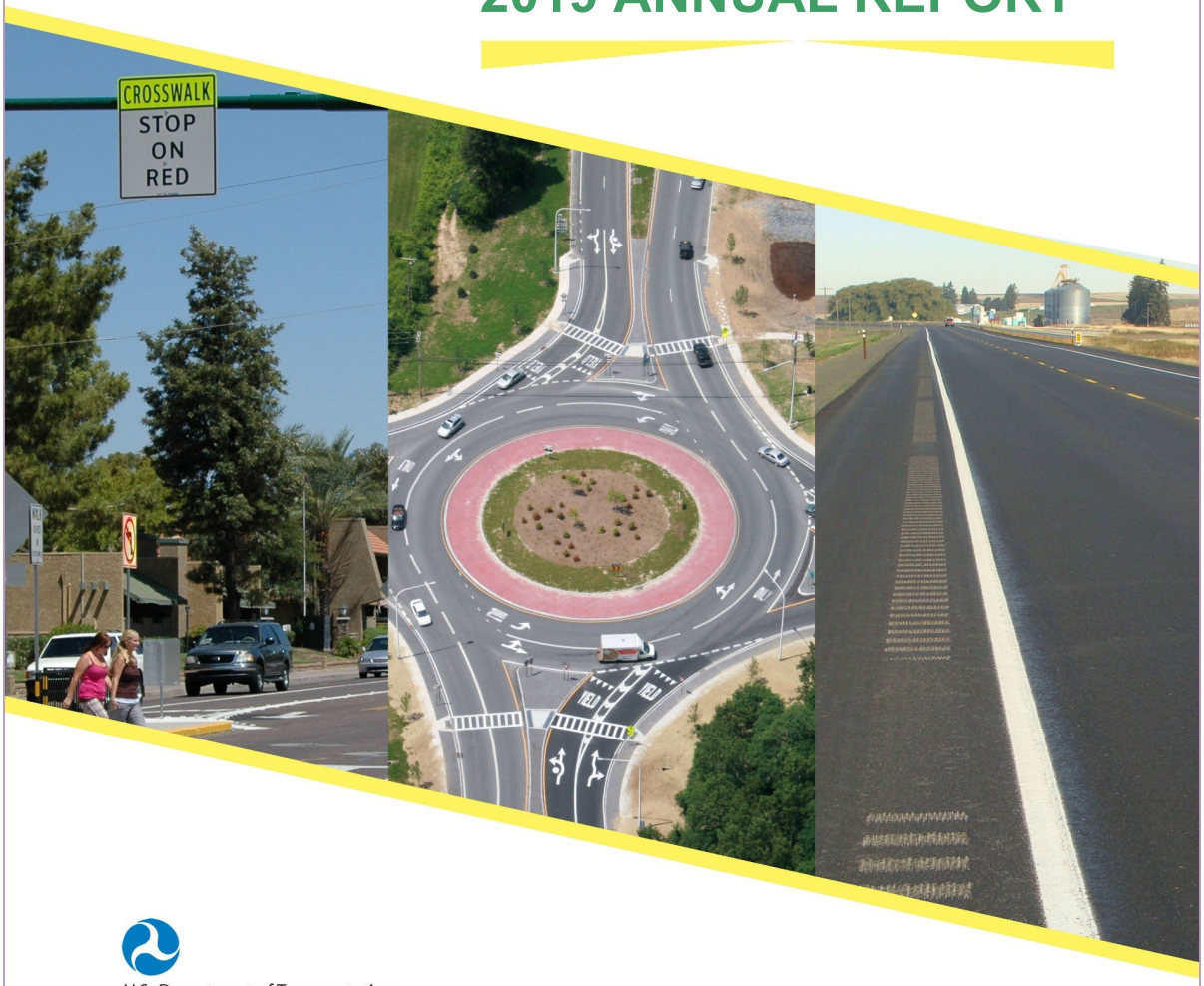
ALASKA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Table of Contents

Table of Contents....2
Disclaimer....3
Executive Summary....4
Introduction....5
Program Structure....5
  Program Administration....5
  Program Methodology....7
Project Implementation....9
  Funds Programmed....9
  General Listing of Projects....11
Safety Performance....17
  General Highway Safety Trends....17
  Safety Performance Targets....23
  Applicability of Special Rules....25
Evaluation....26
  Program Effectiveness....26
  Effectiveness of Groupings or Similar Types of Improvements....26
  Project Effectiveness....30
Compliance Assessment....31

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.”

Executive Summary

Under the Alaska Highway Safety Improvement Program (HSIP), the Alaska Department of Transportation & Public Facilities (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 purpose of the Alaska HSIP is to “maximize lives saved and major injuries eliminated per dollar spent.” We currently measure our post-construction program benefit-cost ratio at approximately 7:1, a successful ratio achieved through a program that blends spot and systemic projects throughout the State in urban as well as rural locations. 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 DOT&PF's Chief Engineer for approval. Following 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 2017 or 2018. Our goal is to have 2017 and 2018 data entry complete by the end of calendar year 2019. We would appreciate accommodations by FHWA to allow a late submittal of the data before conclusions are drawn about whether Alaska made progress toward performance measure targets.

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 Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The general structure of Alaska's HSIP is basically described in Sec. 1.3 of the Alaska HSIP Handbook:

Regional Traffic and Safety Engineers in Alaska’s three regions (Northern, Central and Southcoast) screen crash data and consider other information to identify projects. Projects can be either ranked or non-ranked.

Ranked projects are implemented at locations with high crash history and are ranked by analyzing the benefit cost of specific safety-related improvements using estimated accident reduction factors and improvement costs. Non-ranked projects are implemented at locations with potential for severe crashes identified in SHSP strategies and may be spot or system-wide improvements. System wide, or systemic, improvement projects are implemented to reduce potential for fatal and serious injuries by mitigating road conditions or characteristics associated with specific crash types. Non-infrastructure projects are limited to those types specifically included in Appendix A (p. A-11) of this handbook, a reprinting of 23 U.S.C. Section 148 (a)(4)(B).

Alaska’s three regional traffic & safety sections submit proposed projects to the State Traffic and Safety Engineer for review. HQ Traffic & Safety reviews the proposed new projects, works with regions to clarify project descriptions and scope, and submits recommended projects to the Chief Engineer for advancement as safety projects. Following Chief Engineer approval of new HSIP projects, the State Traffic and Safety Engineer proposes a list of new and on-going projects for funding and coordinates with HQ Project Development to prepare a funding plan for the coming federal fiscal year.

State Traffic and Safety personnel manage the federal funds for approved projects. Regional Traffic and Safety personnel work with preconstruction and construction personnel to ensure projects remain consistent with their HSIP scope throughout design and construction. The regions conduct follow-up studies to determine the effectiveness of completed projects. HQ Traffic & Safety summarizes the overall effectiveness of the statewide program in the annual HSIP Report.

Where is HSIP staff located within the State DOT?

Engineering

HSIP program manager is located with the DOT&PF Statewide Design and Engineering Services division (Chief Engineer's office). DOT&PF regional HSIP practitioners are located within the regional preconstruction divisions.

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process

Describe how local and tribal roads are addressed as part of HSIP.

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 and tribal) roads.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Governors Highway Safety Office
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

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 DOT&PF Chief Engineer 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 HSIP planning.

- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

SHSP is the forum through which external partners participate in the HSIP planning process.

Describe coordination with external partners.

Other than through SHSP implementation, there are no formal mechanisms in the program for coordination with local agencies. However, Regional Traffic & Safety Engineers continuously work with external partners to identify and develop HSIP project nominations. Their input is valued and considered in the development and delivery of HSIP projects.

Coordination with FHWA is described under the most recent Stewardship and Oversight Agreement.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes
FileName:

The current edition of Alaska's HSIP Handbook is the 18th edition with one addendum.

Select the programs that are administered under the HSIP.

- HSIP (no subprograms)

Program: HSIP (no subprograms)

Date of Program Methodology:1/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes	Volume	

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate

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

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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).

Rank of Priority Consideration

Ranking based on B/C:90
Available funding:10

What percentage of HSIP funds address systemic improvements?

32

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Horizontal curve signs
- Other-concrete barrier
- Other-passing lanes
- Upgrade Guard Rails
- Wrong way driving treatments

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan

Does the State HSIP consider connected vehicles and ITS technologies?

No

Not at this time.

Does the State use the Highway Safety Manual to support HSIP efforts?

No

Not at this time. HSIP funding was used to develop Alaska specific calibration factors for some SPFs in the HSM. DOT&PF had envisioned the calibration factors for use at planning level for HSIP nominations, but the calibration factors were much higher than expected and may not result in reliable predicted outcomes.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$80,254,851	$11,674,410	14.55%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$900,000	$994,720	110.52%
Penalty Funds (23 U.S.C. 154)	$16,800,000	$13,714,678	81.63%
Penalty Funds (23 U.S.C. 164)	$11,600,000	$16,162,588	139.33%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$1,390,410	$1,571,519	113.03%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$60,539,444	0%
State and Local Funds	$9,071,696	$7,639,276	84.21%
Totals	$120,016,957	$112,296,635	93.57%

Department needs for surface transportation and NHPP were greater, so we chose to advance construct our HSIP projects to allow us to obligate a larger NHPP and STP program. In FFY 2020, we anticipate a larger than usual HSIP need, and we will be prepared to fund this program.

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

$9,936,750

How much funding is obligated to local or tribal safety projects?

$5,083,531

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

$1,335,000

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

$703,700

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$34,266,466

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$0

CMAQ & NHPP funds transferred in. Department needs for surface transportation and NHPP were greater, so we chose to advance construct our HSIP projects to allow us to obligate a larger NHPP and STP program. In FFY 2020, we anticipate a larger than usual HSIP need, and we will be prepared to fund this program.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

Alaska DOT&PF believe the flexibility lost under the FAST Act by removing eligibility for non-infrastructure projects is an impediment not only to obligation of HSIP funds but to the purpose of the HSIP program listed in 23 USC 148(b)(2) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Fairbanks: Danby-Wembly Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$242869.5	$269855	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,560	0	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Fairbanks Area Signal Upgrades (combines 10NR01, 13NN05, 14NR01, 14NR02)	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	57	Locations	$8220990	$8224490	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Steese Expressway/Chena Hot Springs Road Ramp Termini Roundabouts	Intersection traffic control	Modify control - two-way stop to roundabout	2	Intersections	$26144	$26144	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	8,155	0	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
College Median Extension	Access management	Median crossover - close crossover	0.2	Miles	$339248.7	$376943	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,036	35	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Badger Road Two Way Left Turn Lane	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	10	Miles	$15942397.5	$17713775	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	9,600	55	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Richardson Hwy MP 351 Interchange	Interchange design	Convert at-grade intersection to interchange	1	Intersections	$553500	$615000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	16,858	55	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Fairbanks Ramp Sight Distance Improvements	Alignment	Horizontal and vertical alignment	3	Locations	$935514.9	$1039461	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.

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HSIP: Airport Way / Steese Expwy Interchange	Interchange design	Convert at-grade intersection to interchange	1	Locations	$2000000	$2000000	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	36,265	55	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Fairbanks Area Concrete Barrier Upgrade (HSIP)	Roadside	Barrier - concrete	35	Miles	$4944948.3	$5494387	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the number of fatal and serious injury lane departure crashes.
Lake Otis Parkway @ 68th Avenue Channelization Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$23892.3	$26547	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,054	45	City or Municipal Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
HSIP: Anchorage Area Safety Improvements	Intersection geometry	Intersection geometrics - modify intersection corner radius	18	Locations	$331418.7	$368243	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	City or Municipal Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Palmer-Wasilla Highway HSIP: Center Left Turn Lane Widening	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	10	Miles	$20698554.051	$22998393.39	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	0	0	State Highway Agency	Spot	Lane Departure	Reduce the number of fatal and serious injury lane departure crashes.
Sterling Highway & Main Street (Homer) Intersection Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$70077.98	$76139	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	11,405	35	City or Municipal Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Parks Hwy Safety Corridor Median and Cont. Lighting	Access management	Grassed median - extend existing	6	Miles	$180000	$200000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0	55	State Highway Agency	Spot	Lane Departure	Reduce the number of fatal and serious injury lane departure crashes.
Jewel Lake Road: 88th to Strawberry TWLTL	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	0.75	Miles	$1980971.62	$1982348.62	Other Federal-aid Funds (i.e.	Urban	Minor Arterial	14,734	40	State Highway Agency	Spot	Intersections	Reduce the number of fatal and

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							STBG, NHPP)								serious injury intersection crashes.
George Parks Highway Systemic Passing Lanes Project	Roadway	Roadway widening - add lane(s) along segment	80.2	Miles	$14501256.42	$14501256.42	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	0	65	State Highway Agency	Systemic	Lane Departure	Reduce the number of fatal and serious injury lane departure crashes.
CR Traffic Safety Corridor Left Turn Lanes	Intersection geometry	Auxiliary lanes - add left-turn lane	3	Locations	$2234492.5	$2482769.33	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	0	55	State Highway Agency	Spot	Intersections	Reduce the number of pedestrian fatalities and serious injury crashes.
HSIP: Pedestrian Safety Fencing	Roadside	Fencing	2	Locations	$51000	$51000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0	65	State Highway Agency	Spot	Pedestrians	Implement infrastructure to address pedestrian safety improvements
Bethel Ridgecrest Drive School Zone Upgrades	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$85439.7	$94933	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,982	20	City or Municipal Highway Agency	Spot	Pedestrians	Reduce the number of pedestrian fatalities and serious injury crashes.
Anchorage Pedestrian Improvements	Lighting	Lighting - other	1.16	Miles	$725000	$725000	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	0	0	State Highway Agency	Spot	Pedestrians	Reduce the number of pedestrian fatalities and serious injury crashes.
Tudor Rd at C St and Dimond Blvd at C St - Right Turn Channelization	Intersection geometry	Splitter island - install on one or more approaches	2	Locations	$793024.2	$881138	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Minnesota Dr Weaving Lane	Interchange design	Acceleration / deceleration / merge lane	1	Locations	$2425535.654	$2436893.6	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	48,285	60	State Highway Agency	Spot	Roadways	Reduce the number of fatal and serious injury lane departure crashes.

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Seward Highway Passing Lanes, MP 37-52	Roadway	Install / remove / modify passing zone	3.7	Miles	$12412858	$15123550	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	4,429	60	State Highway Agency	Spot	Lane Departure	Reduce the number of fatal and serious injury lane departure crashes.
Minnesota Dr Guide Sign Upgrades	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3	Signs	$326805.687	$363117.43	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	37,700	60	State Highway Agency	Spot	Lane Departure	Reduce the number of fatal and serious injury lane departure crashes.
HSIP: Central Region Curve Warning Signs Evaluation/Upgrade (Systemic)	Roadway signs and traffic control	Roadway signs and traffic control - other	413	Miles	$4329784.26	$4329784.26	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the number of fatal and serious injury lane departure crashes.
HSIP: RR Crossing Surface Upgrades 2018	Railroad grade crossings	Surface treatment	2	Locations	$1078020	$1197800	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Minor Collector	0	0	City or Municipal Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
HSIP: Denali National Park Road RR Signal Upgrade	Railroad grade crossings	Upgrade railroad crossing signal	1	Locations	$350145.234	$389050.26	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Major Collector	1,592	35	National Park Service	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
HSIP: Traffic Signal Preemption Upgrades for RR Crossings	Railroad grade crossings	Upgrade railroad crossing signal	1	Numbers	$180270	$200300	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Systemic	Intersections	Reduce the number of fatal and serious injury intersection crashes.
HSIP: Arctic Blvd RR Signal Relocation	Railroad grade crossings	Upgrade railroad crossing signal	1	Locations	$531090	$590100	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	8,490	40	City or Municipal Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
HSIP 10: Anchorage	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	11	Locations	$23822	$23822	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0	0	City or Municipal	Systemic	Intersections	Reduce the number of fatal and

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Flashing Yellow Arrow Project												Highway Agency			serious injury intersection crashes.
Kodiak Island: Pillar Mountain Rock Fall Hazard Remediation	Roadside	Barrier - other	1	Numbers	$6081.03	$6756.7	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	5,430	45	State Highway Agency	Spot	Hazard correction and prevention	Implement HSIP qualified projects.
UPS Load Center Battery Backup for Traffic Signals	Intersection traffic control	Intersection traffic control - other	7	Locations	$144537.3	$160597	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Jewel Lake Road @ Raspberry Road East-West Dual Left Turn Lanes Project	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Locations	$4500	$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,585	45	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Gambell St Utility Pole Removal & Increased Lighting	Roadside	Removal of roadside objects (trees, poles, etc.)	1	Miles	$497700	$553000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,500	35	State Highway Agency	Spot	Roadway Departure	Reduce the number of fatal and serious injury lane departure crashes.
Gambell & Ingra Streets Overhead Signal Indications	Intersection traffic control	Modify traffic signal - add additional signal heads	10	Locations	$450000	$500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,000	35	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Systemic CR One-Way Signing Compliance	Roadway signs and traffic control	Roadway signs and traffic control - other	163	Locations	$52000	$52000	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Railroad Crossing Signal Hut Upgrades	Roadside	Removal of roadside objects (trees, poles, etc.)	14	Locations	$886050	$984500	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Spot	Roadway Departure	Reduce the number of fatal and serious injury lane departure crashes.

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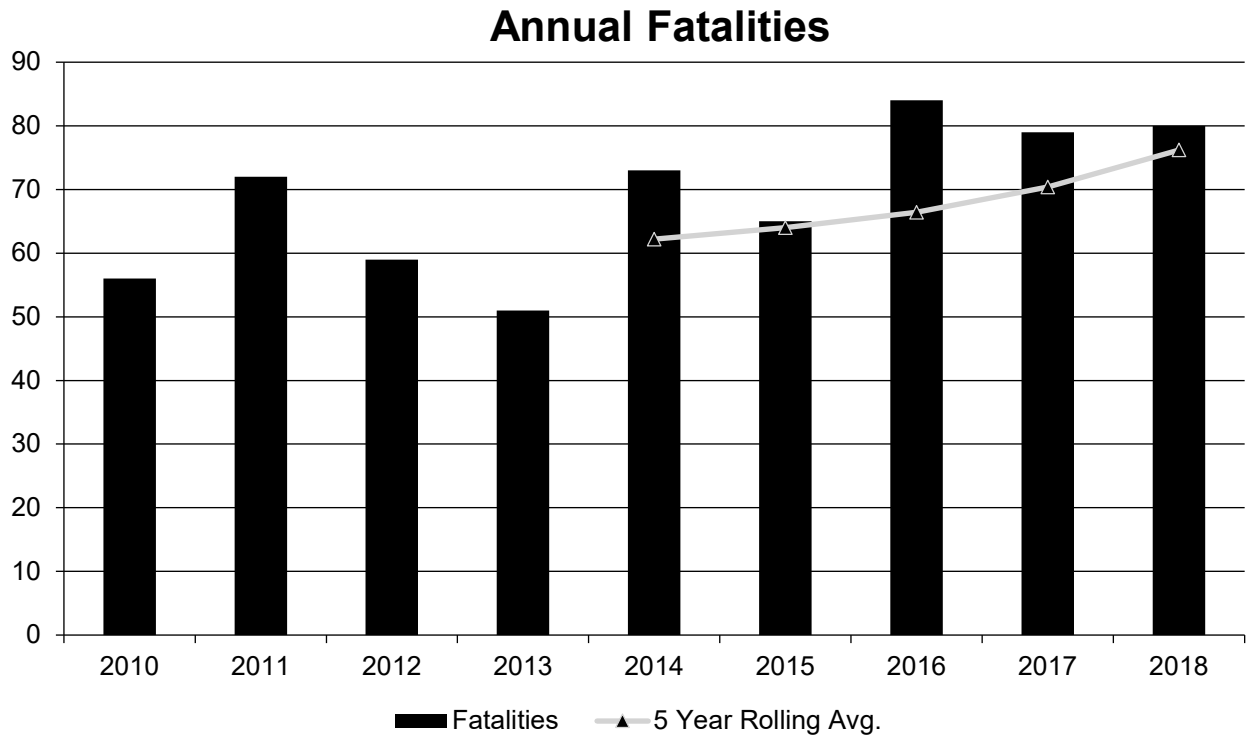
CR Guardrail Inventory & Upgrade	Roadside	Barrier - other	654	Miles	$900000	$1000000	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Reduce the number of fatal and serious injury lane departure crashes.
HSIP: HFST Removal in Select Locations	Roadway	Pavement surface - miscellaneous	5	Locations	$135000	$150000	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Intersections	Reduce the number of fatal and serious injury intersection crashes.
SR Regionwide Traffic Signal System Upgrades	Intersection traffic control	Modify traffic signal - modernization/replacement	22	Locations	$1262081.745	$1402313.05	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Intersections	Reduce the number of fatal and serious injury intersection crashes.
YAK School Zone Crossing Improvements HSIP	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Locations	$15000	$15000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	1,013	35	State Highway Agency	Spot	Pedestrians	Reduce the number of pedestrian fatalities and serious injury crashes.
Stedman and Deermont Street Intersetion Safety Improvements - HSIP	Intersection geometry	Intersection geometry - other	1	Locations	$30899.7	$34333	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,286	25	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
Back Loop-Mendenhall Loop Intersection Safety Improvements - HSIP	Intersection traffic control	Intersection flashers - add stop sign-mounted	1	Locations	$75179.7	$83533	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	11,328	45	State Highway Agency	Spot	Intersections	Reduce the number of fatal and serious injury intersection crashes.
FFY19-23 STRATEGIC HIGHWAY SAFETY PLAN	Non-infrastructure	Non-infrastructure - other	1	Numbers	$93330	$103700	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A	planning	Roadways	N/A
SR FFY 20-21 HSIP/SMS	Non-infrastructure	Non-infrastructure - other	1	Numbers	$540000	$600000	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0	0	N/A	planning	Roadways	N/A

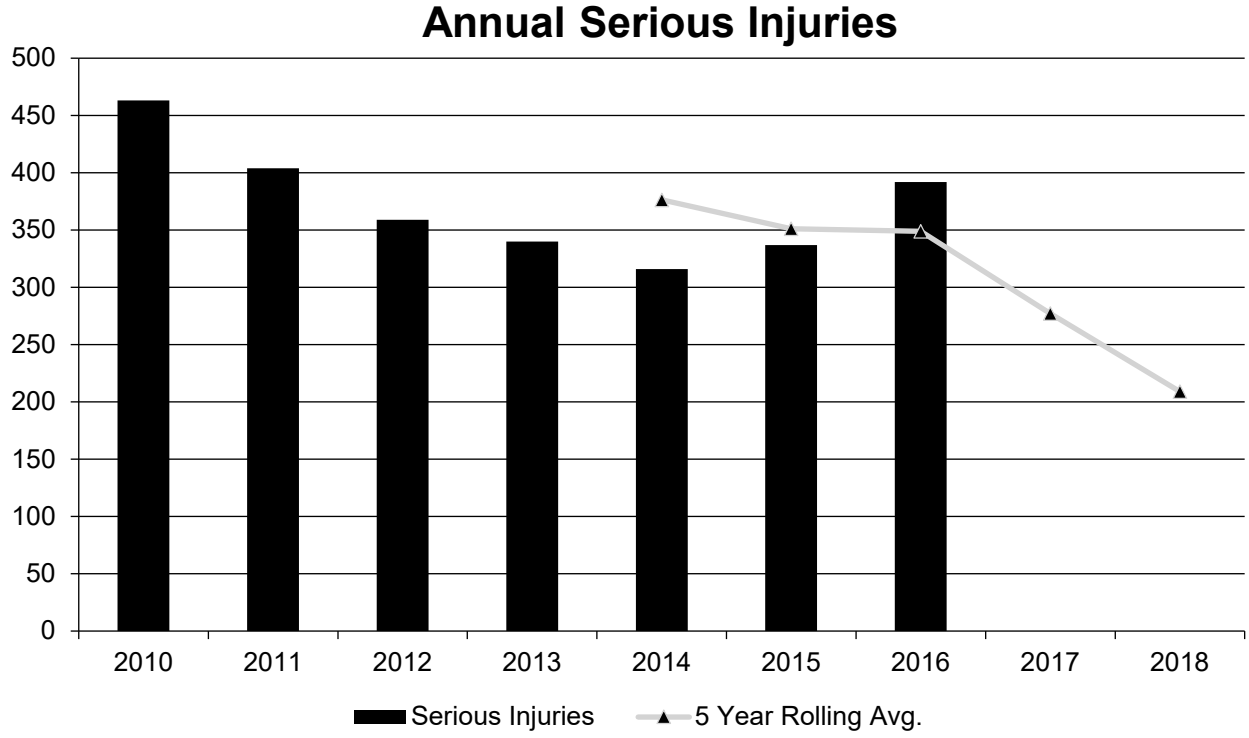
Safety Performance

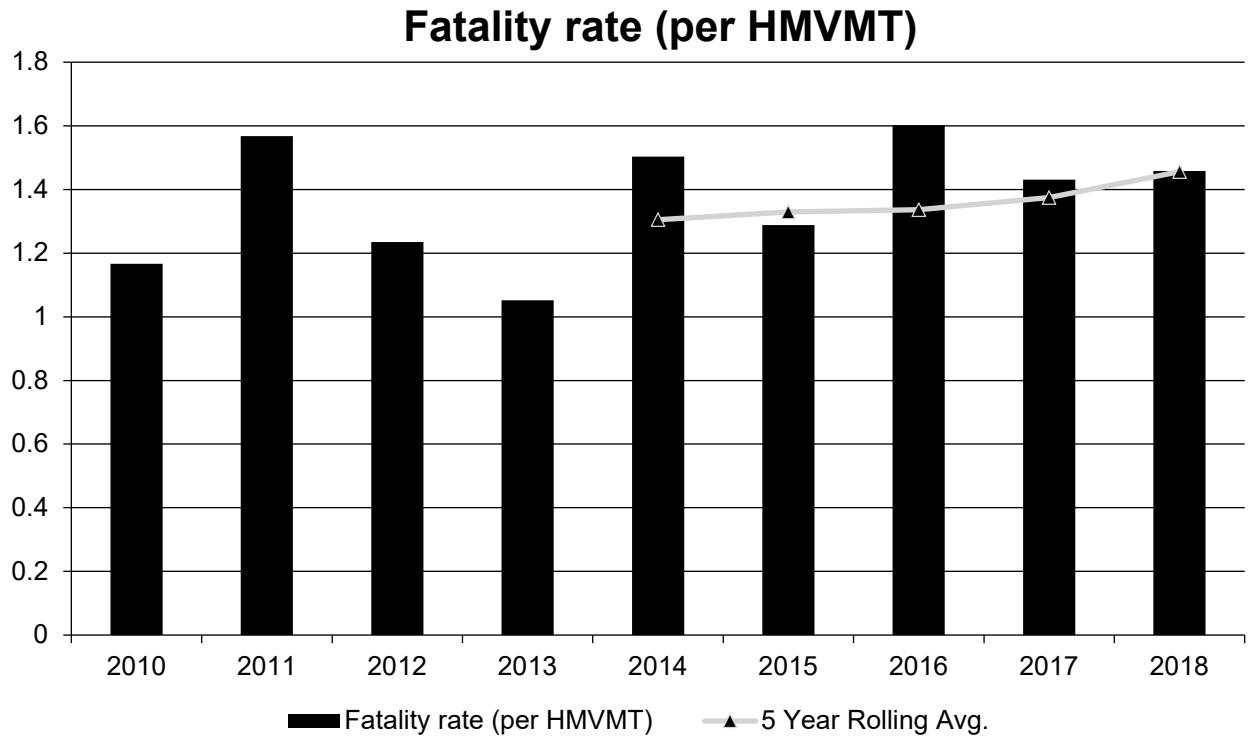
General Highway Safety Trends

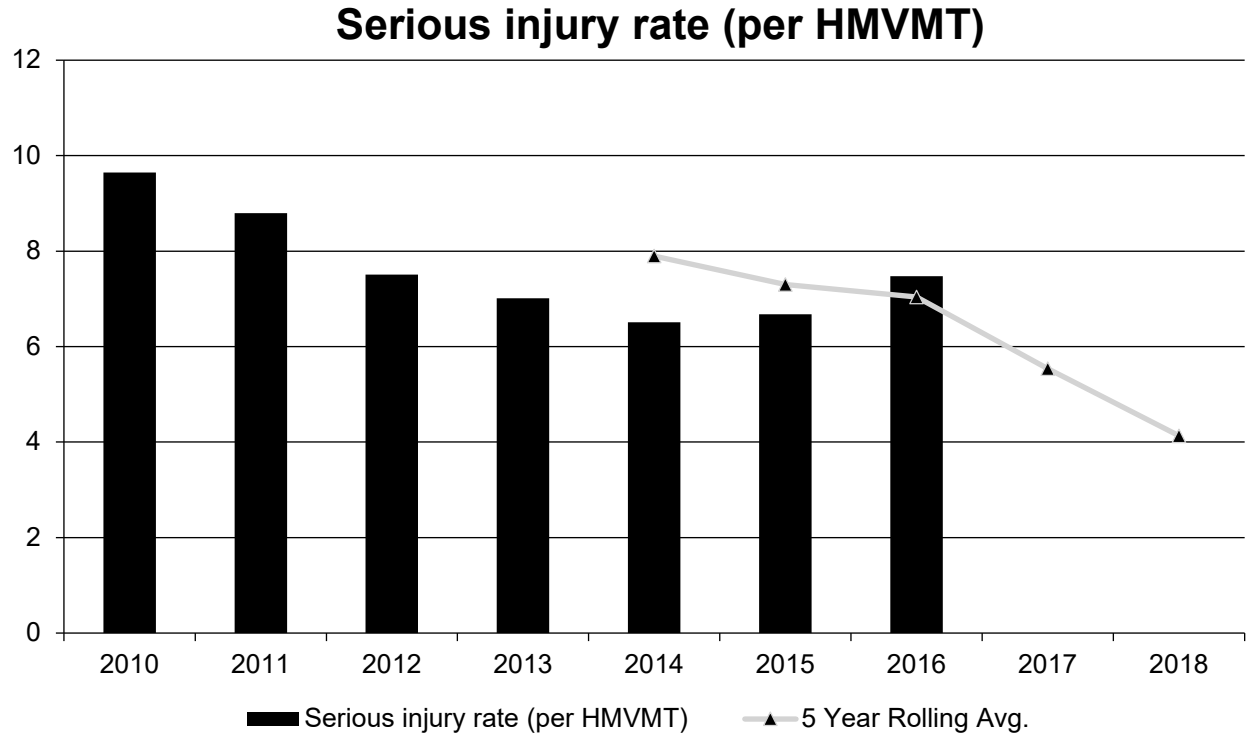
Present data showing the general highway safety trends in the State for the past five years.

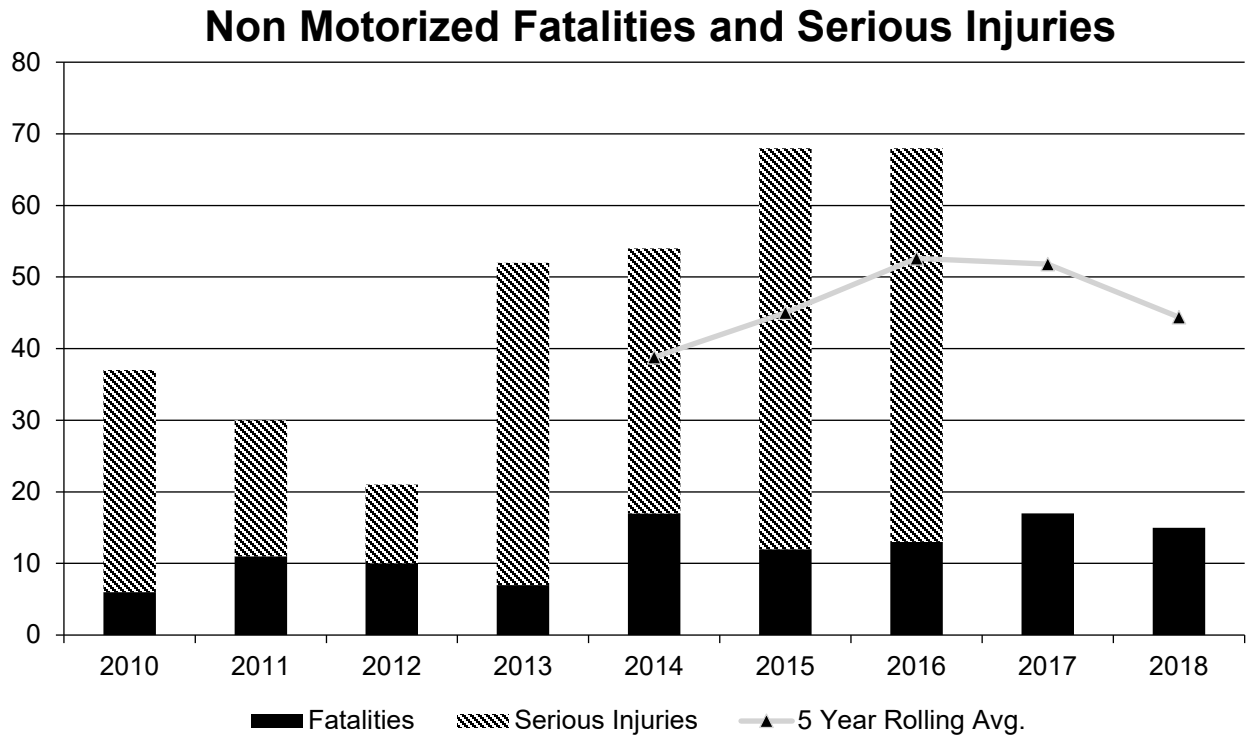
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	56	72	59	51	73	65	84	79	80
Serious Injuries	463	404	359	340	316	337	392	0	0
Fatality rate (per HMVMT)	1.167	1.568	1.235	1.052	1.503	1.288	1.602	1.431	1.458
Serious injury rate (per HMVMT)	9.650	8.796	7.512	7.013	6.507	6.680	7.475	0.000	0.000
Number non-motorized fatalities	6	11	10	7	17	12	13	17	15
Number of non-motorized serious injuries	31	19	11	45	37	56	55	0	0


Annual Fatalities
90
80
70
60
50
40
30
20
10
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
500
450
400
350
300
250
200
150
100
50
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Technology and back-up failures in Spring 2019 prevented the completion of 2017 data entry and delayed the start of 2018 data entry. Alaska was not able to complete reconstruction of 2017 data before the deadline for this report. Our goal is to have 2017 and 2018 data entry complete by the end of calendar year 2019. We would appreciate accommodations by FHWA to allow a late submittal of the data before conclusions are drawn about whether Alaska made progress toward performance measure targets.

Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2018

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate				
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	4.4		1.08	
Rural Minor Arterial	3.6		2.91	

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	6		3.76	
Rural Major Collector	6.4		2.12	
Rural Local Road or Street	5		1.12	
Urban Principal Arterial (UPA) - Interstate	9.4		1.25	
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	10.8		1.09	
Urban Minor Arterial	7.2		1.35	
Urban Minor Collector	2.4		1.97	
Urban Major Collector				
Urban Local Road or Street	2		0.54	

Year 2018

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	60.4			
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency	5.4			
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Technology and back-up failures in Spring 2019 prevented the completion of 2017 data entry and delayed the start of 2018 data entry. Alaska was not able to complete reconstruction of 2017 data before the deadline for this report. Our goal is to have 2017 and 2018 data entry complete by late fall 2019. We would appreciate accommodations by FHWA to allow a late submittal of the data before conclusions are drawn about whether Alaska made progress toward performance measure targets.

This is the first year Alaska has VMT by ownership categories to enable rate calculation by ownership.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:80.0

Describe the basis for established target, including how it supports SHSP goals.

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual fatality numbers leveling off even considering the external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP was updated in 2018 and continues to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Number of Serious Injuries:400.0

Describe the basis for established target, including how it supports SHSP goals.

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual serious injury numbers continuing to decline even considering the external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP was updated in 2018 and continues to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Fatality Rate:1.500

Describe the basis for established target, including how it supports SHSP goals.

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual fatality numbers leveling off even considering the external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP was updated in 2018 and continues to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Serious Injury Rate:7.500

Describe the basis for established target, including how it supports SHSP goals.

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual serious injury numbers continuing to decline even considering the external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP was updated in 2018 and continues to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Total Number of Non-Motorized Fatalities and Serious Injuries:70.0

Describe the basis for established target, including how it supports SHSP goals.

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an upward trend combined with external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP was updated in 2018 and continues to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Both the Fairbanks Metropolitan Area Transportation System (FMATS) Executive Director and Anchorage Metropolitan Area Transportation Solutions (AMATS) Coordinator were included in meetings during the development of initial target recommendations that were delivered to DOT&PF management for review and edits.

The Alaska Highway Safety Office (AHSO) was involved in establishing targets throughout the entire process. An AHSO data analyst attended every meeting and was instrumental in the analysis of data trends and external factors. The Governor's highway safety representative was a signatory to the memo signed by the Governor establishing the State's targets.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2018 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

Technology and data back-up failures in Spring 2019 prevented the completion of 2017 data entry and delayed the start of 2018 data entry. Alaska was not able to complete reconstruction of 2017 data before the deadline for this report. Our goal is to have 2017 and 2018 data entry complete by the end of calendar year 2019. We would appreciate accommodations by FHWA to allow a late submittal of the data before conclusions are drawn about whether Alaska made progress toward performance measure targets.

Fatalities: The 5 yr average is higher than the target. A possible reason for this is lack of law enforcement presence on highways.

Fatality Rate: The 5 yr average is lower than the target.
Serious Injuries: Serious injury data is not available for 2017 and 2018. See explanation above.
Serious Injury Rate: Serious injury data is not available for 2017 and 2018. See explanation above.
Non-motorized Fatalites and Serious Injuries: Serious injury data is not available for 2017 and 2018. See explanation above.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?
Yes

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	5	5	3	11	11	9	10
Number of Older Driver and Pedestrian Serious Injuries	22	18	18	22	26	0	0

Technology and data back-up failures in Spring 2019 prevented the completion of 2017 data entry and delayed the start of 2018 data entry. Alaska was not able to complete reconstruction of 2017 data before the deadline for this report. Our goal is to have 2017 and 2018 data entry complete by the end of calendar year 2019. We would appreciate accommodations by FHWA to allow a late submittal of the data before conclusions are drawn about whether Alaska made progress toward performance measure targets.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The overall benefit / cost ratio of Alaska's HSIP program is 7.5:1 over the last 5 years of completed projects with at least 3 years of post construction crash data available. The B/C ratio includes seven projects which may be considered outliers due to their high B/C ratios and excluding them would result in a 5 yr program B/C of 2.5:1.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

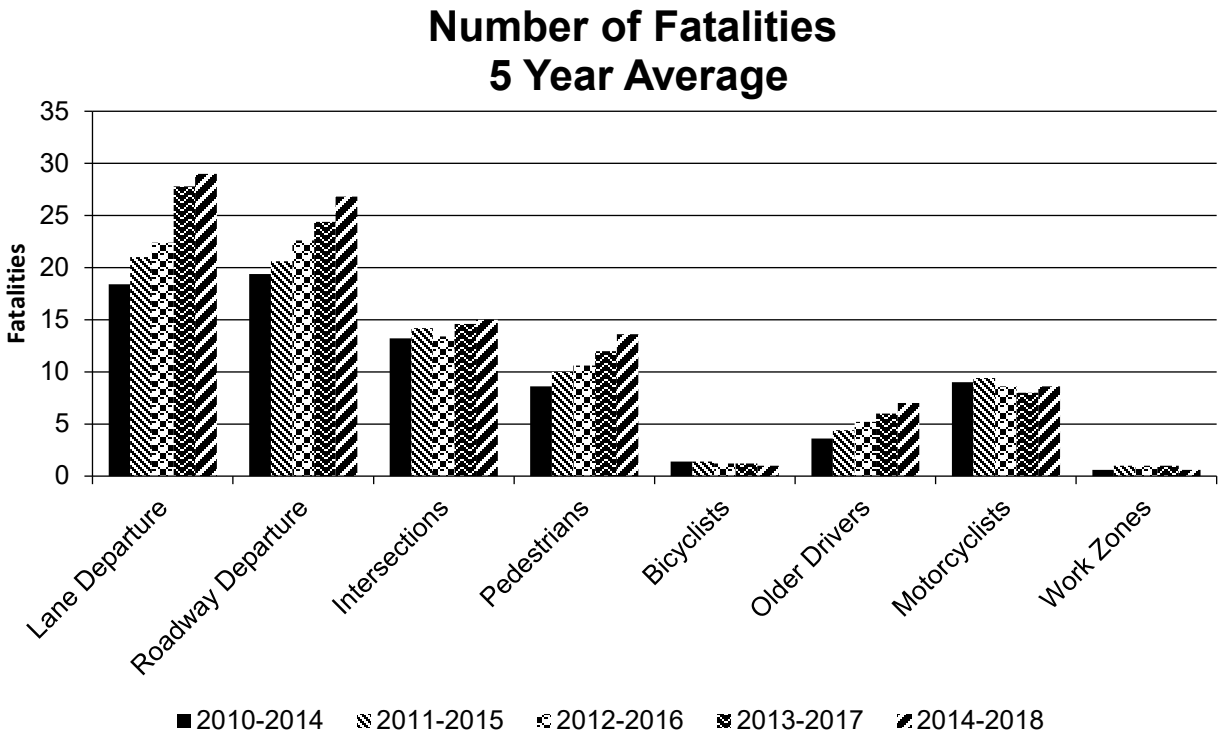
- HSIP Obligations

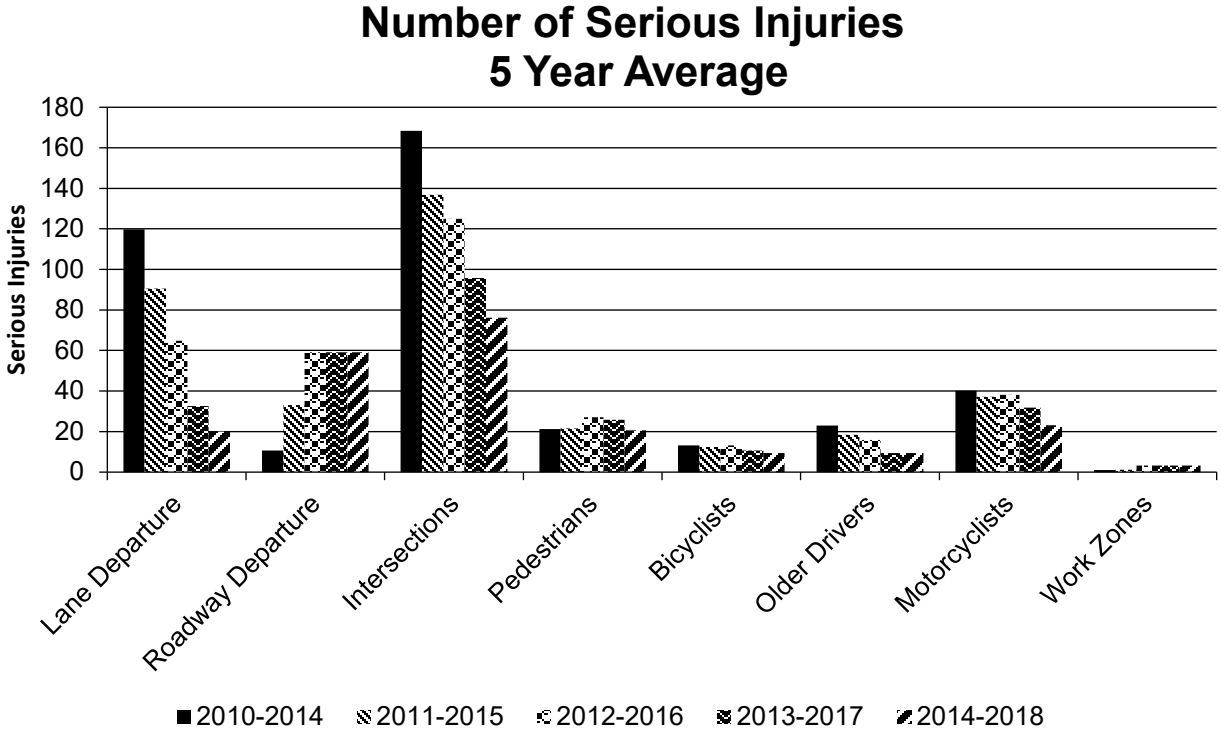
Effectiveness of Groupings or Similar Types of Improvements

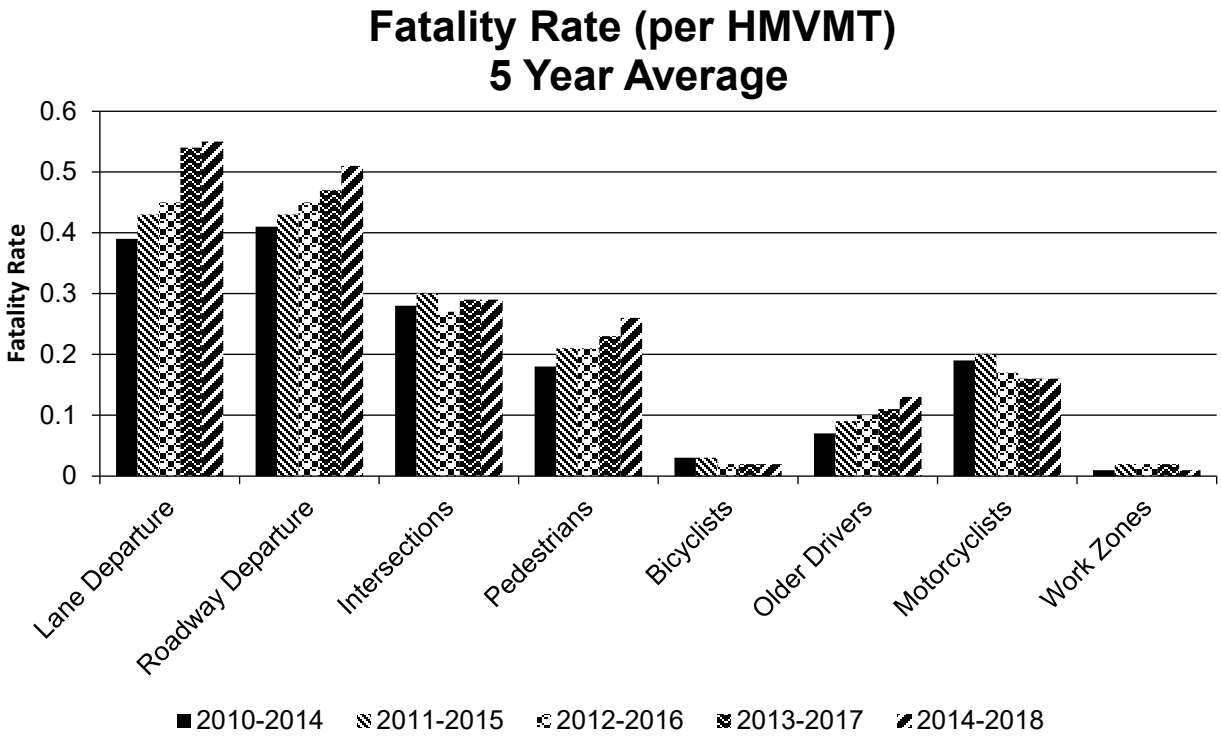
Present and describe trends in SHSP emphasis area performance measures.

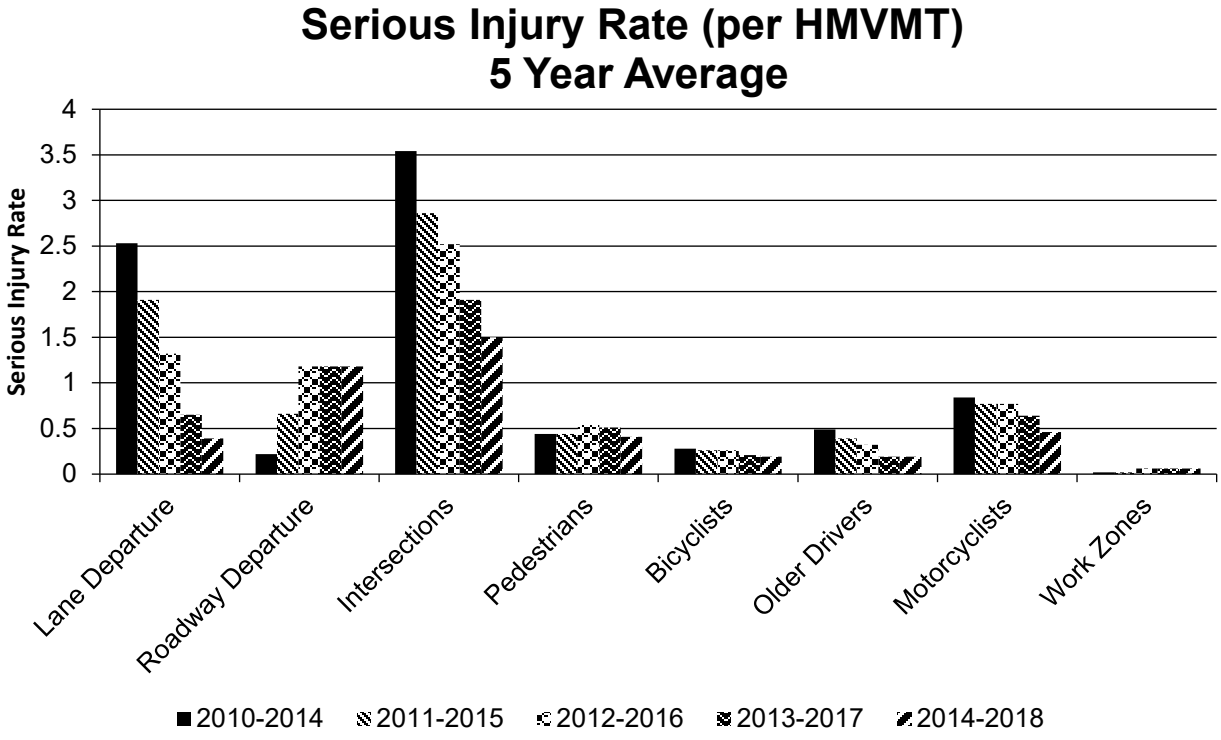
Year 2018

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		29	20	0.55	0.39
Roadway Departure		26.8	59.2	0.51	1.18
Intersections		15	76.2	0.29	1.5
Pedestrians		13.6	20.6	0.26	0.41
Bicyclists		1	9.4	0.02	0.19
Older Drivers		7	9.4	0.13	0.19
Motorcyclists		8.6	23.2	0.16	0.46
Work Zones		0.6	3.2	0.01	0.06


Number of Fatalities
5 Year Average
Fatalities
35
30
25
20
15
10
5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
180
160
140
120
100
80
60
40
20
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





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Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
07CR15 (09) - Bogard Road @ Peck Street Intersection Improvements	Rural Major Collector	Intersection traffic control	Intersection traffic control - other	38.00	3.00			6.00		25.00	2.00	69.00	5.00	3.4:1
12SN4 Juneau - Walmart HAWK (100% CRF)	Urban Major Collector	Pedestrians and bicyclists	Pedestrian signal - Pedestrian Hybrid Beacon		2.00			2.00		1.00	1.00	3.00	3.00	94.3:1
12SN6 Juneau - SEA Areawide HOAAT Signage (100% CRF)	Multiple/Varies	Roadway signs and traffic control	Roadway signs (including post) - new or updated	7.00	2.00			3.00		6.00		16.00	2.00	232.1:1
13SN4, JNU Montana Creek Road Intersection Illumination- 100% CRF	Urban Minor Collector	Lighting	Intersection lighting							3.00		3.00		9.2:1
14SR1, KTN NTH Safety Improvements - 45% CRF	Urban Minor Arterial	Roadside	Barrier- metal	1.00	1.00	1.00				2.00		4.00	1.00	103.3:1

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

01/21/2019

What are the years being covered by the current SHSP?

From: 2018 To: 2022

When does the State anticipate completing it's next SHSP update?

2022

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	100	100					100	100	100	100
	Route Number (8)	100	100								
	Route/Street Name (9)	100	100								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100	100					100	75		
	Begin Point Segment Descriptor (10)	100	100					100	100	100	100
	End Point Segment Descriptor (11)	100	100					100	100	100	100
	Segment Length (13)	100	100								
	Direction of Inventory (18)										
	Functional Class (19)	100	100					100	100	100	100
	Median Type (54)	60	60								
	Access Control (22)	100	100								

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	One/Two Way Operations (91)	100	100								
	Number of Through Lanes (31)	100	100					100	80		
	Average Annual Daily Traffic (79)	100	100					100	100		
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)										
	Location Identifier for Road 1 Crossing Point (122)										
	Location Identifier for Road 2 Crossing Point (123)										
	Intersection/Junction Geometry (126)			30	30						
	Intersection/Junction Traffic Control (131)										
	AADT for Each Intersecting Road (79)			100	100						
	AADT Year (80)			100	100						
	Unique Approach Identifier (139)										
INTERCHANGE/RAMP	Unique Interchange Identifier (178)										
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
	Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
	Ramp Length (187)					100	100				

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Roadway Type at Beginning of Ramp Terminal (195)										
	Roadway Type at End Ramp Terminal (199)										
	Interchange Type (182)										
	Ramp AADT (191)					100	100				
	Year of Ramp AADT (192)					100	100				
	Functional Class (19)					100	100				
	Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):		**92.22**	**92.22**	**28.75**	**28.75**	**63.64**	**63.64**	**100.00**	**95.00**	**100.00**	**100.00**

*Based on Functional Classification

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Alaska DOT&PF's Statewide Design and Engineering Services (D&ES) division continues to use R&H to maintain the state's road centerline/linear reference system network as well as the related roadway features and attributes required for the annual submittal to the Highway Performance Monitoring System. It's expected R&H will also be the system of record for the MIRE FDEs.

D&ES is in the process of developing a plan to meet the MIRE FDE requirements and deadline by reviewing each FDE and grouping them into the following categories:

- Elements that already exist as feature classes or those that could be derived from existing feature classes in the department’s R&H geodatabase,
- Elements that could be produced from feature classes in the department’s R&H geodatabase but would require modifications to the existing data set,
- Elements that will need to be added to the departments R&H geodatabase, and
- Elements which the department needs clarification to fully understand and develop a solution.

Potential data owners and data sources for each FDE were also identified and technical questions for some of the elements were documented.

During the coming performance period the FDE plan and timeline will be finalized. Anticipated tasks in the formalization process include:

- Seek clarification from FHWA on some of the FDEs
- Model the modifications to the existing R&H feature classes as well as the new feature classes required to address the FDE requirements
- Designate data owners and data stewards
- Verify data sources and secure funding (if needed)
- Develop a strategy to prioritize element deployment
- Deploy the initial subset of prioritized elements (likely to be those that already exist or could be derived from the current geodatabase)

Did the State conduct an HSIP program assessment during the reporting period?

No

When does the State plan to complete its next HSIP program assessment.

2022

Optional Attachments

Program Structure:

Al Fletcher HSIP Annual Report Cover Letter.pdf
Addendum-enclosure.pdf
HSIP Hdbk 18th Ed FINAL_180221.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, 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.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

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.