# ALASKA

# HIGHWAY SAFETY IMPROVEMENT PROGRAM

## 2024 ANNUAL REPORT


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Photo source: Federal Highway Administration

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# 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. 407 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.” As of August, 2024, we currently measure our post-construction program benefit-cost ratio at approximately 5.96:1, which we have achieved through a program blending 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 and Safety staff follow the same process for statewide projects. HQ Traffic and 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.

The HSIP funding plan typically includes a blend of ongoing 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 and Safety manages funding for the statewide HSIP, annually updates the HSIP Handbook, maintains program effectiveness data, and produces the annual HSIP report.

Historically, HSIP has been managed directly by the State Traffic and Safety Engineer, who was organized within the Design and Engineering Unit of the Division of Program Development. In 2023, the Office of the State Traffic and Safety Engineer was established as a unit within the Data Modernization and Innovation Office. This change brought HSIP into a new unit with the Alaska Highway Safety Office and the Transportation System Management and Operations staff, and daily management of the program is now the responsibility of the Assistant State Traffic and Safety Engineer with oversight by the State Traffic and Safety Engineer. The goal of this reorganization is to eliminate previous barriers to collaboration among these safety-forward programs. The same reorganization eliminated the position of the Director of Program Development, so final project selection is approved by the Commissioner.

As noted in previous HSIP Annual Reports, the Alaska Division of Motor Vehicles (DMV, within the Department of Administration) is the official state repository of crash data. As of today, DMV has not been able to provide DOT&PF with all crash reports for calendar year 2023. Although we believe that all reports for crashes resulting in fatalities and serious injuries have been transferred, QC is not complete. Given the nature of standard QC activities, we anticipate that any changes in data from these reports would result in a decrease in the number of serious injuries.

In addition, one of Alaska's law enforcement agencies discovered in early 2024 that their automated file transfer process encountered an error, and reports for the years 2018 to 2023 were not sent to the official repository. While DMV and internal DOT&PF staff have worked diligently to address both of these issues, DOT&PF is unable to validate final data on serious injuries for 2018 to 2023 at this time. Due to the relatively small number of missing reports, we anticipate that overall trends would not be significantly affected by this issue.

As fatalities are independently verified through FARS, these data are reported through 2023. Serious injury data for 2023 is reported as “0” for 2023 in this report in order to avoid an appearance of accuracy for these values.

# 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 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. HQ staff develop and propose projects related to statewide priorities such as opportunities to advance implementation of the Safe System Approach. All projects must align with one or more strategies in the Strategic Highway Safety Plan. 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 ratio of specific safety-related improvements using estimated crash 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-20 to A-22) of the Alaska HSIP Handbook, a reprinting of 23 U.S.C. Section 148 (a)(4)(B).

Alaska’s regional and statewide Traffic and Safety sections submit proposed projects to the State Traffic and Safety Engineer for review. HQ Traffic & Safety staff review all proposed new projects, work with regions to clarify project descriptions and scope, rank projects according to criteria in the handbook, and submit a final list of 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 ongoing projects for funding and coordinates with the Program Management & Administration Division and the Office of the Commissioner to prepare a funding plan for the coming federal fiscal year. Note that a recent reorganization has moved the duties of the Program Development Office to the Program Management & Administrative Division and the Office of the Commissioner.

HQ 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

The HSIP program manager is located with the DOT&PF Office of the State Traffic & Safety Engineer. DOT&PF regional HSIP practitioners are located within the regional pre-construction 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. Note that tribal roads are defined as being on a reservation; as there is only one reservation in Alaska, the majority of roadways in communities made up predominantly of tribal members would be considered either state or locally owned.

## 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
- Other-Program Management & Administration, Commissioner's Office

## 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 and Safety identifies and ranks statewide projects, 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. Following Chief Engineer review, recommendations are advanced to the Commissioner's Office for review and final approval.

Program Management & Administration: HQ Traffic and Safety develops the funding plan in coordination with the Program Management & Administration Division.

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

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

### Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

HQ staff confers with FHWA Division partners on questions of eligibility for specific projects.

Note that the Governor's Highway Safety Office is an internal partner.

### Describe coordination with external partners.

The formal mechanisms in the program for coordination with external partners include both the SHSP development and implementation process and establishment of annual performance measure targets. However, Regional Traffic and Safety Engineers continuously work with external partners, including community groups and local and tribal agencies, 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 and the HSIP Handbook (attached).

### Describe HSIP program administration practices that have changed since the last reporting period.

In 2023, the Statewide Traffic and Safety Office was reorganized from Program Development Division Design and Engineering Services Unit to the Data Modernization and Innovation Division Office of the State Traffic and Safety Engineer (Unit). This reorganization moved the office from a sub-program of DES to a standalone Unit consisting of three sub-units which each focus primarily on an aspect of highway safety: Traffic & Safety (engineering), the Alaska Highway Safety Office (behavioral), and TSMO (operations).

## *Program Methodology*

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

Yes

Per approval of FHWA Division Representative, updated crash costs and analysis years are approved for use.

### Select the programs that are administered under the HSIP.

- HSIP (no subprograms)

## Program: HSIP (no subprograms)

### *Date of Program Methodology:3/10/2023*

### *What is the justification for this program?*

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

### *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
- Excess proportions of specific crash types

### *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).*

**Relative Weight in Scoring**

Ranking based on B/C:90
Available funding:10
Total Relative Weight:100

With the advent of the BIL/IIJA option to use a portion of HSIP funds for Specified Safety Projects, we have taken the initiative to address additional, non-infrastructure SHSP priorities that we previously would not have considered due to lack of eligibility. In FFY24, this included projects to support post-crash care, including purchase of automated sequential LED flares for use by first responders, and enhanced enforcement of impaired driving laws.

## What percentage of HSIP funds address systemic improvements?

49.8

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Install/Improve Pavement Marking and/or Delineation
- Other-First Responder TIM&Extrication Tools, Roadside MEDEVAC Site Evaluation, Signal Camera U/G
- Other-Road Safety Audits
- Other-RR Crossing Sight Distance / Signal Improvements
- Rumble Strips
- Traffic Control Device Rehabilitation
- Upgrade Guard Rails

## 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
- Stakeholder input
- Other-RSAP, Roadside

## Does the State HSIP consider connected vehicles and ITS technologies?

Yes

## Describe how the State HSIP considers connected vehicles and ITS technologies.

We are developing our first HSIP-supported ITS project, a variable speed limit, at this time. While we are monitoring connected vehicle issues and trends in Alaska and elsewhere, we have not begun a specific program of integrating projects for this technology.

## 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, with low confidence for reliable predicted outcomes.

## Describe program methodology practices that have changed since the last reporting period.

With the advent of the BIL/IIJA option to use a portion of HSIP funds for Specified Safety Projects, we have taken the initiative to address additional, non-infrastructure SHSP priorities that we previously would not have considered due to lack of eligibility. In FFY24, this included projects to support post-crash care, including

purchase of automated sequential LED flares for use by first responders, and enhanced enforcement of impaired driving laws.

# 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)** | $19,506,935 | $10,684,950 | 54.78% |
| **HRRR Special Rule (23 U.S.C. 148(g)(1))** | $0 | $0 | 0% |
| **VRU Safety Special Rule (23 U.S.C. 148(g)(3))** | $3,673,400 | $6,234,886 | 169.73% |
| **Penalty Funds (23 U.S.C. 154)** | $15,902,700 | $13,880,377 | 87.28% |
| **Penalty Funds (23 U.S.C. 164)** | $15,902,700 | $14,120,050 | 88.79% |
| **RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))** | $0 | $0 | 0% |
| **Other Federal-aid Funds (i.e. STBG, NHPP)** | $0 | $0 | 0% |
| **State and Local Funds** | $9,146,220 | $8,078,286 | 88.32% |
| **Totals** | $64,131,955 | $52,998,549 | 82.64% |

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

$6,828,187

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

$6,727,833

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

$5,884,000

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

$7,834,000

Three non-infrastructure projects were initially planned to be obligated over multiple years, but we found that initiating single, multi-year contracts would provide cost savings. This, rather than cost overruns, is the reason for the higher amount obligated than planned for this category.

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

0%

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

$8,000,000

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

Staffing. We continue to see delays related to DOT&PF or contractor staffing levels. Ongoing shortages of skilled labor - already present prior to the pandemic - are exacerbated both by COVID-related issues and as a result of the increase in competition for that labor related to the expanded infrastructure funding from the BIL/IIJA. DOT&PF also has faced increased overall department stress from emergency response to issues caused by melting permafrost, geography, and impacts from natural disasters (for example, flooding and earthquakes). Additionally, the Traffic & Safety programs at all levels of the department have seen exceptionally high turnover; of the 9 full-time staff assigned to Traffic & Safety within the department, only three have been associated with the program for more than a year. Loss of key staff resulted in the necessity to contract out some projects. All positions but one are now filled with qualified personnel.

STIP. The HSIP funding plan was significantly delayed by the extended STIP timeline, which significantly reduced the amount of time available for program implementation; project funds were not able to begin being obligated until the second quarter of 2024. In addition, changes in the STIP process created a ripple effect on associated processes, which are still being evaluated and addressed. We anticipate a shorter, but still significant, delay in development of the FFY25 funding plan, with approval on or near January 1, 2025; by FFY26, we expect to resume a normal schedule.

Construction delays. Projects continue to experience significant delays related to availability of manufactured materials. This is especially evident in products subject to Buy America standards, and it is beyond the scope of our program to address.

## *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 OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Richardson Hwy MP 351 Interchange | Interchange design | Convert at-grade intersection to interchange | 1 | Numbers | $6098780 | $6098780 | Penalty Funds (23 U.S.C. 164) | Rural | Principal Arterial-Other | 16,858 | 55 | State Highway Agency | Spot | Intersections | Implement infrastructure projects to address intersection crashes |
| HSIP: Airport Way / Steese Expwy / Gaffney Rd / Richardson Hwy Interchange (GARS) | Interchange design | Convert at-grade intersection to interchange | 1 | Numbers | $815350 | $905944 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 36,265 | 55 | State Highway Agency | Spot | Intersections | Implement infrastructure projects to address intersection crashes |
| Old Steese @ Fox Shoulder Widening | Shoulder treatments | Widen shoulder – paved or other (includes add shoulder) | 2 | Miles | $131905 | $131905 | Penalty Funds (23 U.S.C. 154) | Urban | Major Collector | 1,446 | 99999 | State Highway Agency | Spot | Roadway Departure | Implement infrastructure projects to address run-off-road crashes |
| NR Systemic Signal Upgrades | Intersection traffic control | Modify traffic signal – add additional signal heads | 8 | Intersections | $6369711 | $6369711 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Intersections | Implement infrastructure projects to address intersection crashes |
| City of Fairbanks Systemic Signal Upgrades | Intersection traffic control | Modify traffic signal – add additional signal heads | 22 | Numbers | $1500197 | $1586197 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Chena Pump Rd @ Chena Small Tracts Rd Roundabout | Intersection traffic control | Modify control – Modern Roundabout | 1 | Intersections | $138255 | $138255 | Penalty Funds (23 U.S.C. 164) | Rural | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Parks Highway Sheep Creek Ext Traffic Signal | Intersection traffic control | Intersection traffic control - other | 1 | Intersections | $420000 | $420000 | Penalty Funds (23 U.S.C. 154) | Urban | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Spot | Intersections | Implement Highway Safety |

| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | Improvement Program (HSIP) qualified projects |
| Murphy Dome Rd Shoulder Widening | Shoulder treatments | Widen shoulder – paved or other (includes add shoulder) | 2 | Miles | $626400 | $696000 | HSIP (23 U.S.C. 148) | Rural | Minor Collector | 1,730 | 50 | State Highway Agency | Spot | Lane Departure | Reduce the number of fatal and serious injury lane departure crashes. |
| Richardson Highway MP 357-362 Bicycle/Pedestrian Path | Pedestrians and bicyclists | Pedestrians and bicyclists – other | 4.3 | Miles | $65674 | $65674 | VRU Safety Special Rule (23 U.S.C. 148(g)(3)) | Urban | Principal Arterial-Interstate | 99,999 | 99999 | State Highway Agency | Spot | Pedestrians | Separate VRUs in space from adjacent motor vehicle traffic |
| Hurricane Gulch Railroad Crossing Device and Surface Upgrades | Railroad grade crossings | Railroad grade crossings - other | 1 | Locations | $21270 | $21270 | RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2)) | Rural | Principal Arterial-Interstate | 1,040 | 65 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Statewide Trailer Mounted Attenuator Upgrade | Miscellaneous | Equipment | 20 | Numbers | $750000 | $750000 | Penalty Funds (23 U.S.C. 154) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Work Zones | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Dalton Highway 247-362 Delineator Upgrade | Roadway delineation | Delineators post-mounted or on barrier | 15 | Miles | $70000 | $70000 | Penalty Funds (23 U.S.C. 154) | Rural | Principal Arterial-Other | 210 | 50 | State Highway Agency | Spot | Roadway Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Sheep Creek (Goldstream) Railroad Crossing Surface and Signal Upgrades | Railroad grade crossings | Active grade crossing equipment installation/upgrade | 1 | Locations | $33000 | $33000 | RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2)) | Rural | Major Collector | 2,410 | 55 | State Highway Agency | Spot | Older Drivers | Implement Highway Safety Improvement Program |

| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | (HSIP) qualified projects |
| Anchorage Pedestrian Lighting, Phase 1 (nomination name was Minnesota Dr / Seward Hwy / Tudor Rd / Muldoon Rd Lighting Improvements) | Lighting | Lighting - other | 1.16 | Miles | $246780 | $274200 | VRU Safety Special Rule (23 U.S.C. 148(g)(3)) | Urban | Principal Arterial-Other | 99,999 | 99999 | State Highway Agency | Spot | Pedestrians | Support safe travel for pedestrians and bicyclists. |
| Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements | Intersection traffic control | Modify control – Modern Roundabout | 2 | Intersections | $770000 | $800000 | Penalty Funds (23 U.S.C. 164) | Urban | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Spot | Intersections | Support safe travel for pedestrians and bicyclists. |
| 68th Ave, Ocean View Dr, and 2nd St/FAA Rd RR Crossing Improvements Nom. name: Railroad Crossing Sight Distance Improvements and Signal Hut Upgrades | Railroad grade crossings | Active grade crossing equipment installation/upgrade | 3 | Locations | $1899501 | $1972000 | RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2)) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| CR Guardrail Inventory & Upgrade | Roadside | Barrier - other | 654 | Miles | $980000 | $980000 | Penalty Funds (23 U.S.C. 164) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Systemic | Roadway Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Seward Highway Rockfall Mitigation, MP 113.2 | Roadside | Removal of fixed objects (trees, poles, etc.) | 1 | Locations | $462780 | $514200 | HSIP (23 U.S.C. 148) | Rural | Principal Arterial-Other | 9,283 | 55 | State Highway Agency | Spot | Lane Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Church Rd and Spruce Ave | Intersection traffic control | Intersection flashers –sign- | 1 | Locations | $537660 | $597400 | HSIP (23 U.S.C. 148) | Rural | Major Collector | 99,999 | 99999 | Multiple / Varies | Spot | Intersections | Implement Highway |

| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Flashing Beacon | | mounted or overhead | | | | | | | | | | | | | Safety Improvement Program (HSIP) qualified projects |
| Palmer-Fishhook Rd and Trunk Rd Roundabout | Intersection traffic control | Modify control – Modern Roundabout | 1 | Numbers | $465015 | $500000 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 99,999 | 55 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Anchorage Flashing Yellow Arrow and Signal Head Display Improvements | Intersection traffic control | Modify traffic signal – add flashing yellow arrow | 21 | Intersections | $1776000 | $1776000 | Penalty Funds (23 U.S.C. 154) | Urban | Principal Arterial-Other | 99,999 | 99999 | State Highway Agency | Systemic | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Pittman Rd Shoulder Widening and Slope Flattening | Shoulder treatments | Widen shoulder – paved or other (includes add shoulder) | 6.307 | Miles | $720000 | $800000 | HSIP (23 U.S.C. 148) | Rural | Major Collector | 940 | 45 | State Highway Agency | Spot | Roadway Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Tudor Road: Baxter Road to Patterson Street Channelization | Roadway delineation | Longitudinal pavement markings - remarking | 0.5 | Miles | $255400 | $255400 | Penalty Funds (23 U.S.C. 154) | Urban | Principal Arterial-Other | 99,999 | 99999 | Multiple / Varies | Spot | Lane Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Ocean Dock Road RR Crossing Device Upgrades | Railroad grade crossings | Active grade crossing equipment installation/upgrade | 1 | Locations | $1017682 | $1017682 | RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2)) | Urban | Principal Arterial-Other | 1,970 | 30 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |

| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Anchorage Signalized Intersection Cameras | Intersection traffic control | Modify traffic signal –other | 82 | Intersections | $47700 | $53000 | VRU Safety Special Rule (23 U.S.C. 148(g)(3)) | Urban | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Intersections | Support safe travel for pedestrians and bicyclists. |
| DTMF Activated Railroad Crossing Signal Upgrades | Railroad grade crossings | Active grade crossing equipment installation/upgrade | 9 | Locations | $50000 | $50000 | RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2)) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Bogard Road: Greyling Street to Grumman Circle Safety Improvements | Access management | Access management - other | 1.26 | Miles | $1493640 | $1659600 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 9,540 | 50 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| Bogard Road: Trunk Road to Engstrom Road Safety Improvements | Access management | Change in access - close or restrict existing access | 0.42 | Miles | $689580 | $766200 | HSIP (23 U.S.C. 148) | Urban | Multiple/Varies | 10,060 | 50 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| KTN Stedman and Deermont Street Intersection Safety Improvements - HSIP | Intersection geometry | Intersection geometry - other | 1 | Numbers | $156801 | $167890 | Penalty Funds (23 U.S.C. 154) | Urban | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| WRG - Zimovia Highway Rock Fall Mitigation HSIP | Roadside | Removal of fixed objects (trees, poles, etc.) | 2 | Miles | $63681 | $63681 | Penalty Funds (23 U.S.C. 164) | Rural | Minor Collector | 427 | 45 | State Highway Agency | Spot | Roadway Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |

| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JNU - Egan-Yandukin Intersection Safety Improvements | Speed management | Speed management - other | 1 | Intersections | $44131 | $44131 | Penalty Funds (23 U.S.C. 154) | Urban | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP | Intersection traffic control | Modify control – Modern Roundabout | 1 | Intersections | $535000 | $535000 | Penalty Funds (23 U.S.C. 154) | Urban | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Spot | Intersections | Support safe travel for pedestrians and bicyclists. |
| JNU Vanderbilt Continuous Green T HSIP | Intersection geometry | Innovative Intersection (e.g. MUT, RCUT, QR) | 1 | Intersections | $80000 | $80000 | Penalty Funds (23 U.S.C. 154) | Urban | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Spot | Intersections | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| SR Regionwide Passing Zones Inventory and Restriping HSIP | Roadway delineation | Longitudinal pavement markings - remarking | 174.05 | Miles | $200000 | $200000 | Penalty Funds (23 U.S.C. 154) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Systemic | Lane Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| HNH Harbor Way Pedestrian Improvements | Pedestrians and bicyclists | Install sidewalk | 0.2 | Miles | $372998 | $414442 | VRU Safety Special Rule (23 U.S.C. 148(g)(3)) | Rural | Minor Collector | 487 | 20 | City or Municipal Highway Agency | Spot | Pedestrians | Separate VRUs in space from adjacent motor vehicle traffic |
| POW Rumble Strip Improvements | Roadway | Rumble strips – center | 46.064 | Miles | $300000 | $300000 | Penalty Funds (23 U.S.C. 154) | Rural | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Systemic | Lane Departure | Implement Highway Safety Improvement Program (HSIP) qualified projects |
| JNU Glacier Hwy Lighting Improvements | Lighting | Continuous roadway lighting | 1.3 | Miles | $300000 | $300000 | Penalty Funds (23 U.S.C. 164) | Rural | Principal Arterial-Other | 9,140 | 50 | State Highway Agency | Spot | Lane Departure | Implement Highway Safety Improvement |

| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (Jensine - Fritz Cove) | | | | | | | | | | | | | | | Program (HSIP) qualified projects |
| Rural / Remote School Zone Safety Audit Project | Miscellaneous | Road safety audits | 3 | Numbers | $1000000 | $1000000 | Penalty Funds (23 U.S.C. 154) | Rural | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Systemic | Pedestrians | Conduct VRU Safety Audits and other types of safety studies in identified high-risk corridors and intersections. |
| Road Safety Audit Program | Miscellaneous | Road safety audits | 9 | Numbers | $1500000 | $1500000 | Penalty Funds (23 U.S.C. 164) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Multiple | Conduct VRU Safety Audits and other types of safety studies in identified high-risk corridors and intersections. |
| Numbered Highways MEDEVAC Sites | Miscellaneous | Miscellaneous - other | 1 | Locations | $500000 | $500000 | Penalty Funds (23 U.S.C. 154) | Rural | Multiple/Varies | 99,999 | 99999 | State Highway Agency | Systemic | Multiple | Protect first responders at crashes through tools, techniques, technology, and information-sharing practices |
| First Responder Sequential LED Flares | Miscellaneous | Equipment | 639 | Numbers | $1710000 | $1900000 | HSIP (23 U.S.C. 148) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Work Zones | Protect first responders at crashes through tools, techniques, technology, and information-sharing practices |
| Anchorage Police Department Impaired Driving | Miscellaneous | Miscellaneous - other | 1 | Locations | $1684000 | $1684000 | Penalty Funds (23 U.S.C. 154) | Urban | Multiple/Varies | 99,999 | 99999 | City or Municipal Highway Agency | Spot | Speeding Involved | Implement Highway Safety Improvement |

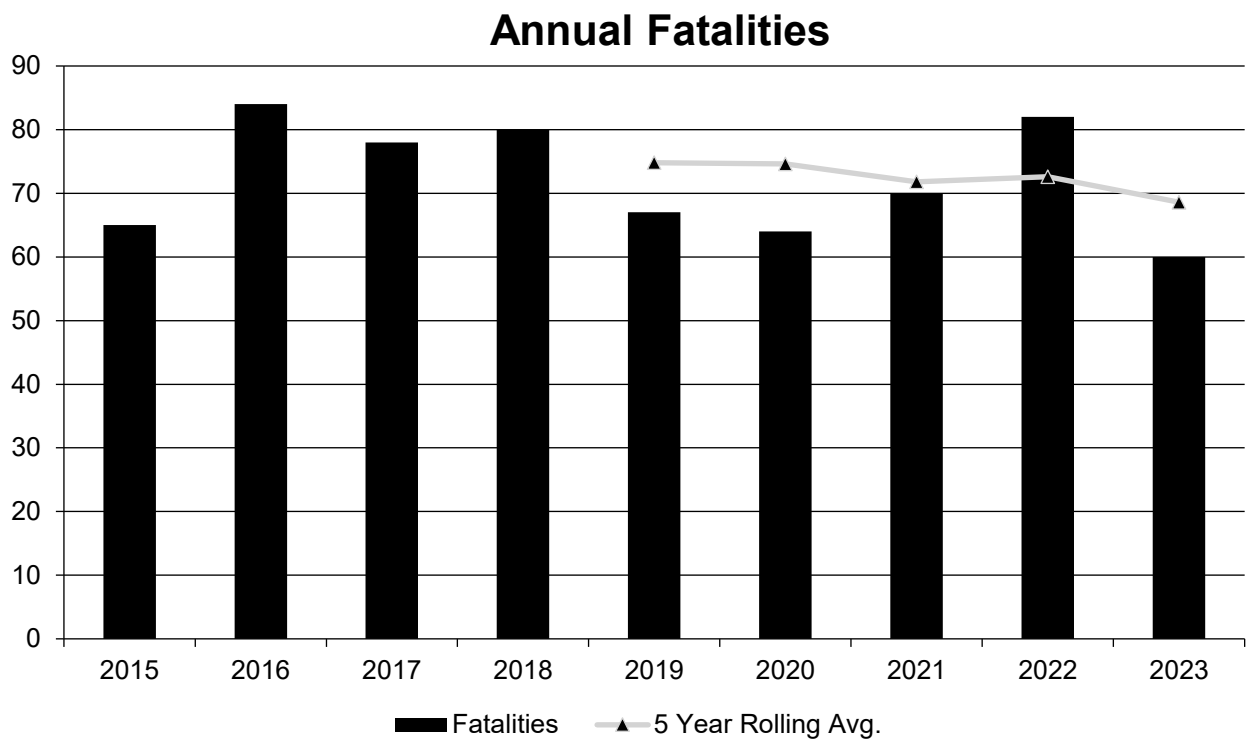
| PROJECT NAME | IMPROVEMENT CATEGORY | SUBCATEGORY | OUTPUTS | OUTPUT TYPE | HSIP PROJECT COST($) | TOTAL PROJECT COST($) | FUNDING CATEGORY | LAND USE/AREA TYPE | FUNCTIONAL CLASSIFICATION | AADT | SPEED OR SPEED RANGE | OWNERSHIP | METHOD FOR SITE SELECTION | SHSP EMPHASIS AREA | SHSP STRATEGY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enforcement Unit (IDEU) | | | | | | | | | | | | | | | Program (HSIP) qualified projects |
| HSIP: EMS Extrication Devices Project | Miscellaneous | Equipment | 14 | Numbers | $900000 | $1000000 | HSIP (23 U.S.C. 148) | Multiple/Varies | Multiple/Varies | 99,999 | 99999 | Multiple / Varies | Systemic | Multiple | Protect first responders at crashes through tools, techniques, technology, and information-sharing practices |

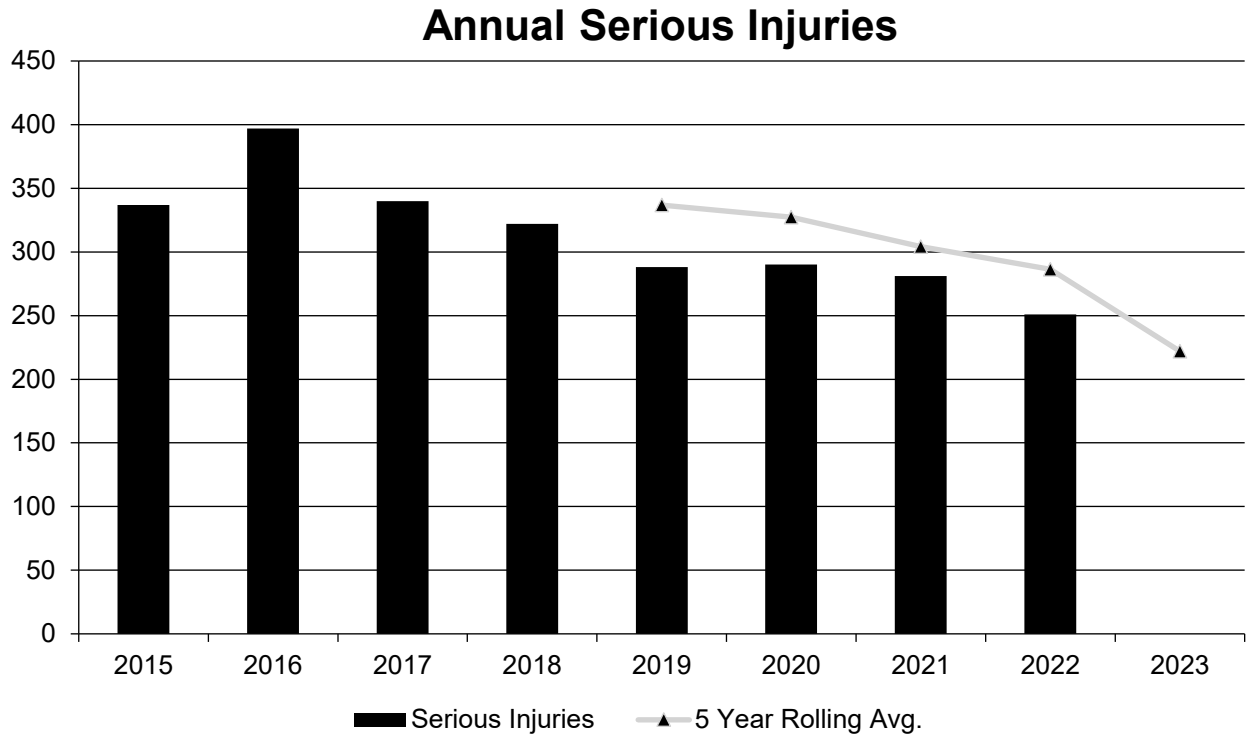
# Safety Performance

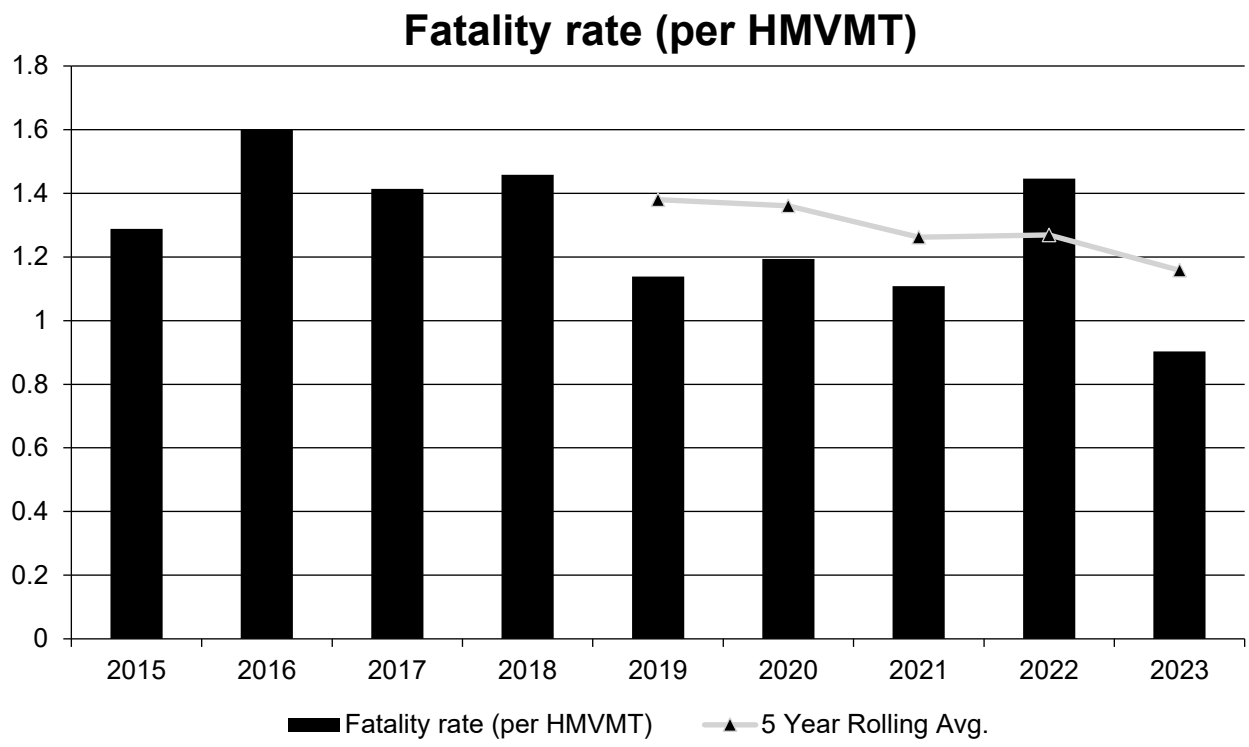
## *General Highway Safety Trends*

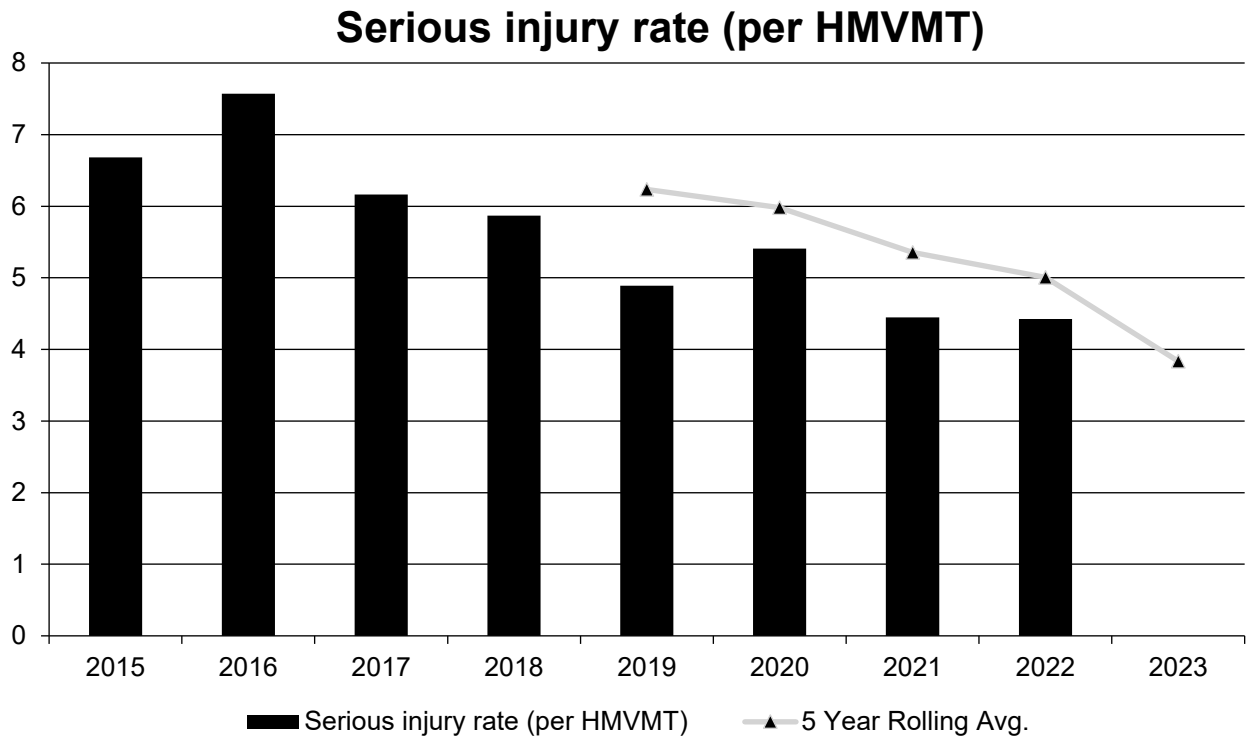
### Present data showing the general highway safety trends in the State for the past five years.

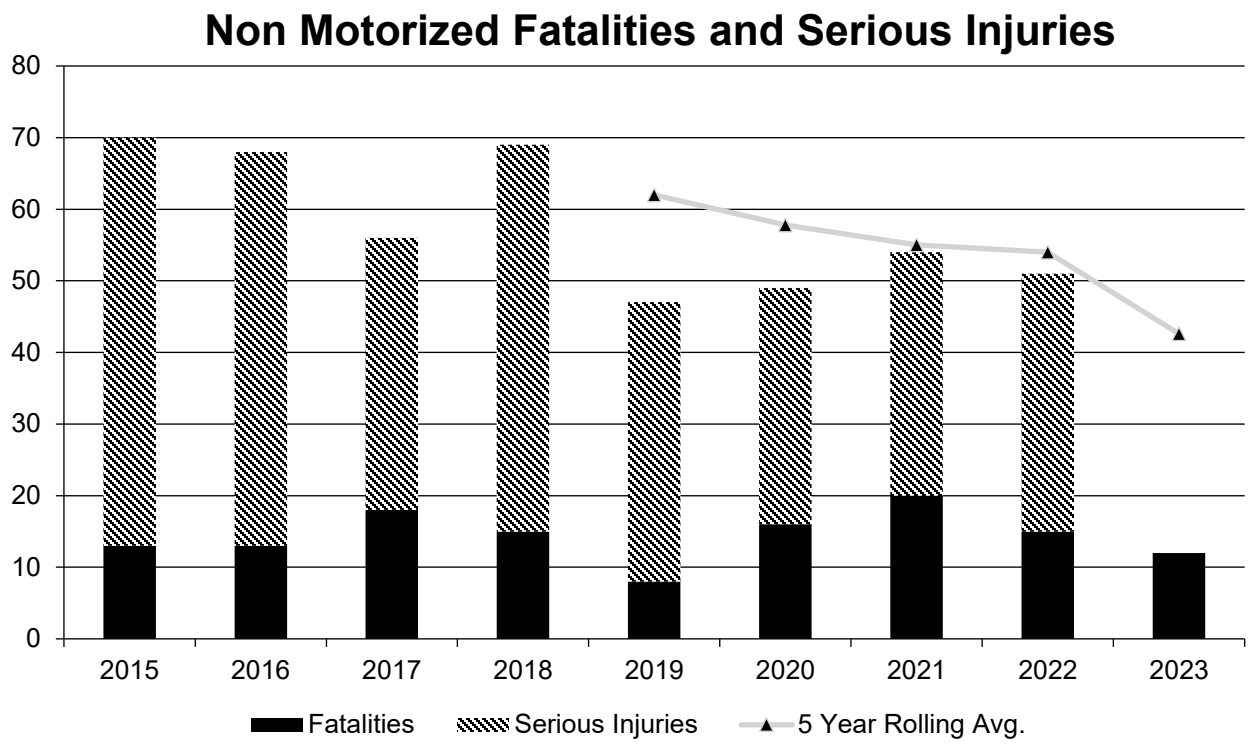
| PERFORMANCE MEASURES | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|
| Fatalities | 65 | 84 | 78 | 80 | 67 | 64 | 70 | 82 | 60 |
| Serious Injuries | 337 | 397 | 340 | 322 | 288 | 290 | 281 | 251 | 0 |
| Fatality rate (per HMVMT) | 1.288 | 1.602 | 1.414 | 1.458 | 1.138 | 1.194 | 1.108 | 1.446 | 0.903 |
| Serious injury rate (per HMVMT) | 6.680 | 7.571 | 6.162 | 5.868 | 4.891 | 5.410 | 4.446 | 4.427 | 0.000 |
| Number non-motorized fatalities | 13 | 13 | 18 | 15 | 8 | 16 | 20 | 15 | 12 |
| Number of non-motorized serious injuries | 57 | 55 | 38 | 54 | 39 | 33 | 34 | 36 | 0 |


Annual Fatalities
90
80
70
60
50
40
30
20
10
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
450
400
350
300
250
200
150
100
50
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
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
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.




As noted in previous HSIP Annual Reports, the Alaska Division of Motor Vehicles (DMV, within the Department of Administration) is the official state repository of crash data. As of today, DMV has not been able to provide DOT&PF with all crash reports for calendar year 2023. Although we believe that all reports for crashes resulting in fatalities and serious injuries have been transferred, QC is not complete. Given the nature of standard QC activities, we anticipate that any changes in data from these reports would result in a decrease in the number of serious injuries.

In addition, one of Alaska's law enforcement agencies discovered in early 2024 that their automated file transfer process encountered an error, and reports for the years 2018 to 2023 were not sent to the official repository. While DMV and internal DOT&PF staff have worked diligently to address both of these issues, DOT&PF is unable to validate final data on serious injuries for 2018 to 2023 at this time. Due to the relatively small number of missing reports, we anticipate that overall trends would not be significantly affected by this issue.

As fatalities are independently verified through FARS, these data are reported through 2023. Serious injury data for 2023 is reported as “0” for 2023 in this report in order to avoid an appearance of accuracy for these values.

## Describe fatality data source.

FARS

Note: The August 2023 annual report used state crash data because Alaska was one of several states encountering an issue with data upload into FARS. DOT&PF has updated all tables in this report with updated FARS data for the affected years and intends to use FARS data going forward.

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

**Year 2023**

| 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 | 16 | 34.6 | 1.92 | 4.21 |
| Rural Principal Arterial (RPA) - Other Freeways and Expressways | 0 | 0 | 0 | 0 |
| Rural Principal Arterial (RPA) - Other | 7.6 | 15.8 | 2.65 | 5.7 |
| Rural Minor Arterial | 1.4 | 5.8 | 1.2 | 4.96 |
| Rural Minor Collector | 3 | 13.8 | 1.29 | 5.57 |
| Rural Major Collector | 6 | 16.6 | 2.08 | 5.85 |
| Rural Local Road or Street | 4 | 8 | 0.52 | 1.03 |
| Urban Principal Arterial (UPA) - Interstate | 7.6 | 29.6 | 0.89 | 3.69 |
| Urban Principal Arterial (UPA) - Other Freeways and Expressways | 0 | 0 | 0 | 0 |
| Urban Principal Arterial (UPA) - Other | 12 | 48.4 | 1.34 | 5.48 |
| Urban Minor Arterial | 6 | 28.6 | 1.18 | 5.79 |
| Urban Minor Collector | 1 | 6.2 | 0.87 | 5.64 |
| Urban Major Collector | 2.4 | 17.6 | 1.02 | 7.57 |
| Urban Local Road or Street | 1.2 | 12.4 | 0.17 | 1.88 |

**Year 2023**

| 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 | 59.4 | 170 | 1.5 | 4.45 |
| County Highway Agency | 6.2 | 36.2 | 0.5 | 3.14 |
| Town or Township Highway Agency | 0 | 0 | 0 | 0 |
| City or Municipal Highway Agency | 2.2 | 7.6 | 0.58 | 2.14 |
| 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 | 0.2 | 0 | 2.79 | 0 |
| Private (Other than Railroad) | 0 | 0.2 | 0 | 1.65 |
| 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 | 0.2 | 0 | 0.09 |

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small number of missing reports, we anticipate that overall trends would not be significantly affected by this issue.

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## *Safety Performance Targets*

### Safety Performance Targets

### Calendar Year 2025 Targets *

#### *Number of Fatalities:62.0*

#### *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 HSIP target is aligned with the Alaska Strategic Highway Safety Plan's goal of achieving 0 fatalities and serious injuries by 2050, which requires a decrease of 3.5% (relative to year 0) in fatalities and serious injuries annually.

Alaska's SHSP was updated in 2023 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:276.4*

#### *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 HSIP target is aligned with the Alaska Strategic Highway Safety Plan's goal of achieving 0 fatalities and serious injuries by 2050, which requires a decrease of 3.5% (relative to year 0) in fatalities and serious injuries annually.

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#### *Fatality Rate:1.120*

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

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### *Serious Injury Rate:5.033*

### *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 HSIP target is aligned with the Alaska Strategic Highway Safety Plan's goal of achieving 0 fatalities and serious injuries by 2050, which requires a decrease of 3.5% (relative to year 0) in fatalities and serious injuries annually.

Alaska's SHSP was updated in 2023 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:48.0*

### *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 HSIP target is aligned with the Alaska Strategic Highway Safety Plan's goal of achieving 0 fatalities and serious injuries by 2050, which requires a decrease of 3.5% (relative to year 0) in fatalities and serious injuries annually.

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As fatalities are independently verified through FARS, these data are reported through 2023. Serious injury data for 2023 is reported as “0” for 2023 in this report in order to avoid an appearance of accuracy for these values.

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

Both the Fairbanks Area Surface Transportation Planning (FAST Planning) 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. In addition, staff from MatSu Valley Planning for Transportation MPO that is forming also attended and participated.

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 recommending the targets to the Commissioner.

### Does the State want to report additional optional targets?

No

### Describe progress toward meeting the State's 2023 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.

| PERFORMANCE MEASURES | TARGETS | ACTUALS |
|---|---|---|
| **Number of Fatalities** | 70.0 | 68.6 |
| **Number of Serious Injuries** | 325.0 | 222.0 |
| **Fatality Rate** | 1.300 | 1.158 |
| **Serious Injury Rate** | 5.900 | 3.835 |
| **Non-Motorized Fatalities and Serious Injuries** | 58.0 | 42.6 |

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## *Applicability of Special Rules*

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

No

## Does the VRU Safety 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 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Number of Older Driver and Pedestrian Fatalities | 9 | 10 | 9 | 8 | 13 | 6 | 9 |
| Number of Older Driver and Pedestrian Serious Injuries | 29 | 27 | 26 | 14 | 25 | 24 | 0 |

As noted in previous HSIP Annual Reports, the Alaska Division of Motor Vehicles (DMV, within the Department of Administration) is the official state repository of crash data. As of today, DMV has not been able to provide DOT&PF with all crash reports for calendar year 2023. Although we believe that all reports for crashes resulting in fatalities and serious injuries have been transferred, QC is not complete. Given the nature of standard QC activities, we anticipate that any changes in data from these reports would result in a decrease in the number of serious injuries.

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# 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 5.96:1 over the last 5 years of completed projects with at least 3 years of post-construction crash data available.

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

- HSIP Obligations

### Describe significant program changes that have occurred since the last reporting period.

With the advent of the BIL/IIJA option to use a portion of HSIP funds for Specified Safety Projects, we have taken the initiative to address additional, non-infrastructure SHSP priorities that we previously would not have considered due to lack of eligibility. In FFY24, this included projects to support post-crash care, including purchase of automated sequential LED flares for use by first responders, and enhanced enforcement of impaired driving laws.

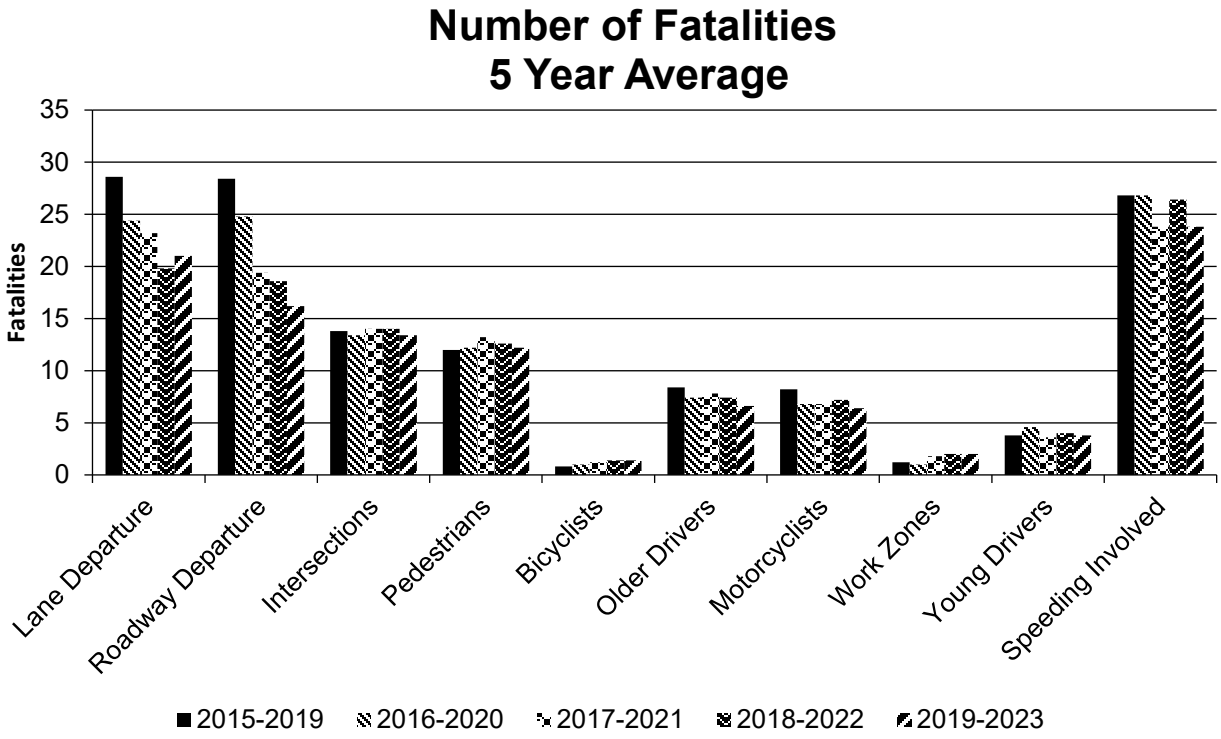
## *Effectiveness of Groupings or Similar Types of Improvements*

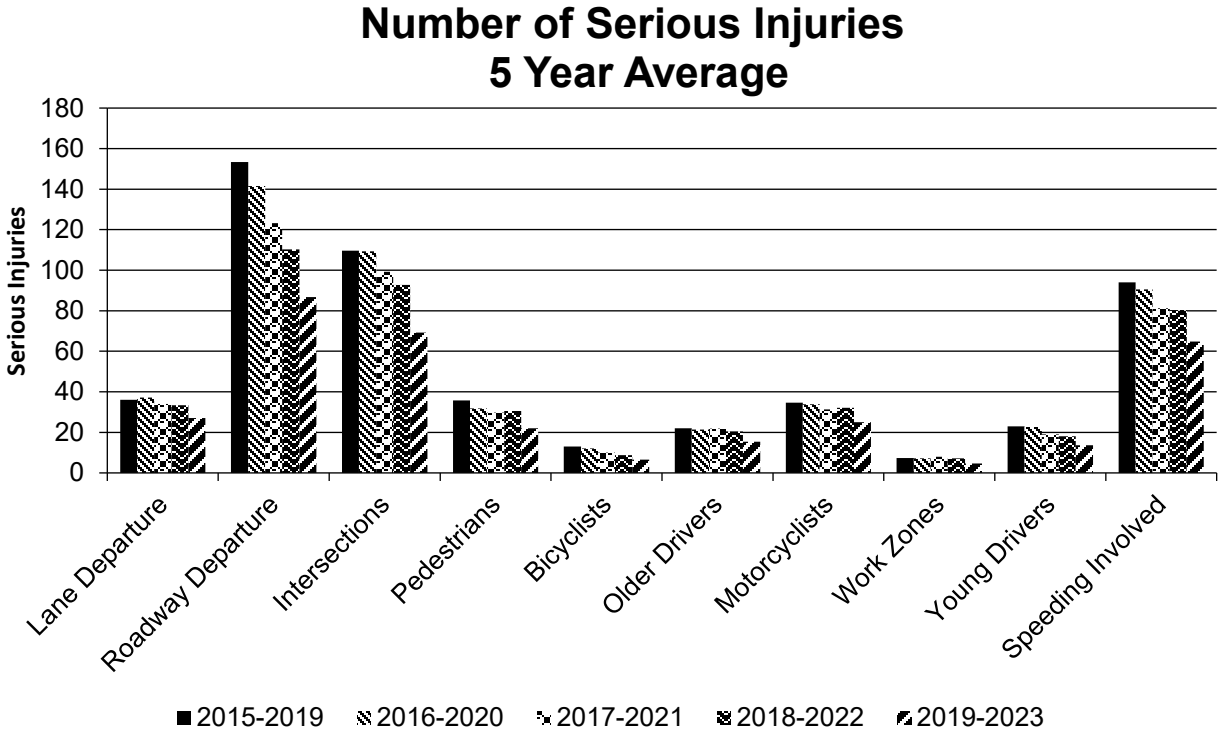
### Present and describe trends in SHSP emphasis area performance measures.

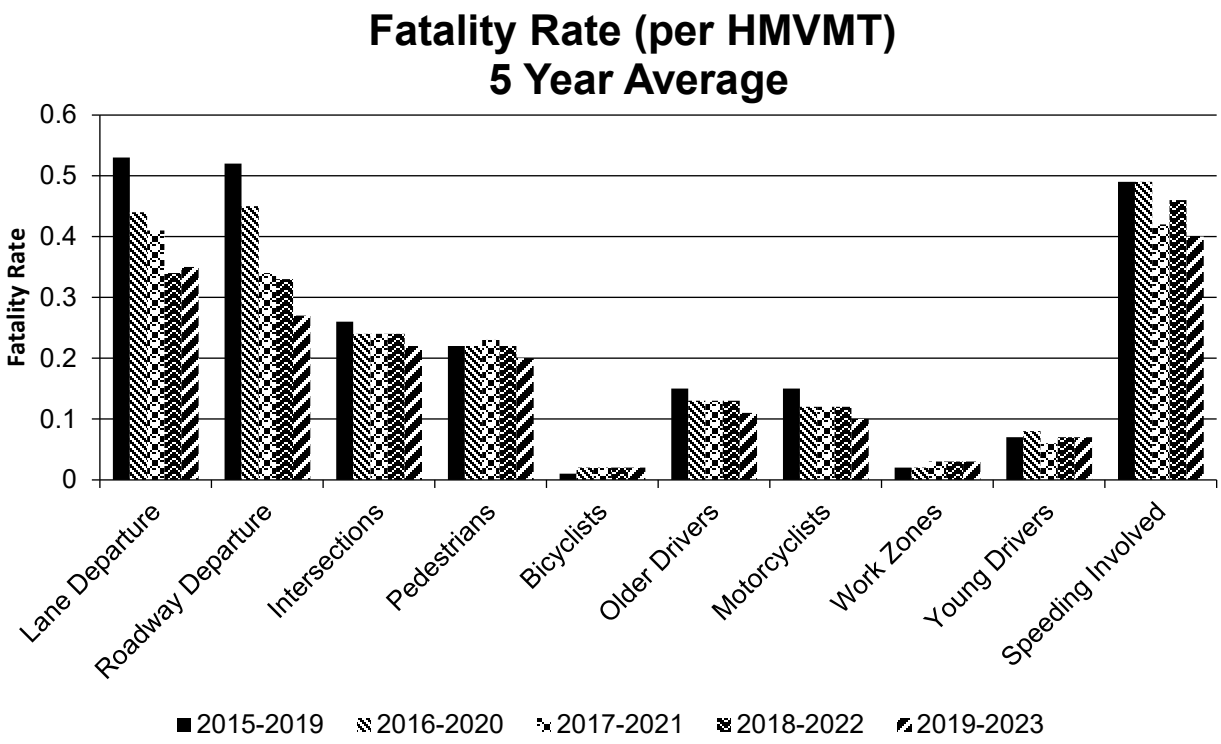
**Year 2023**

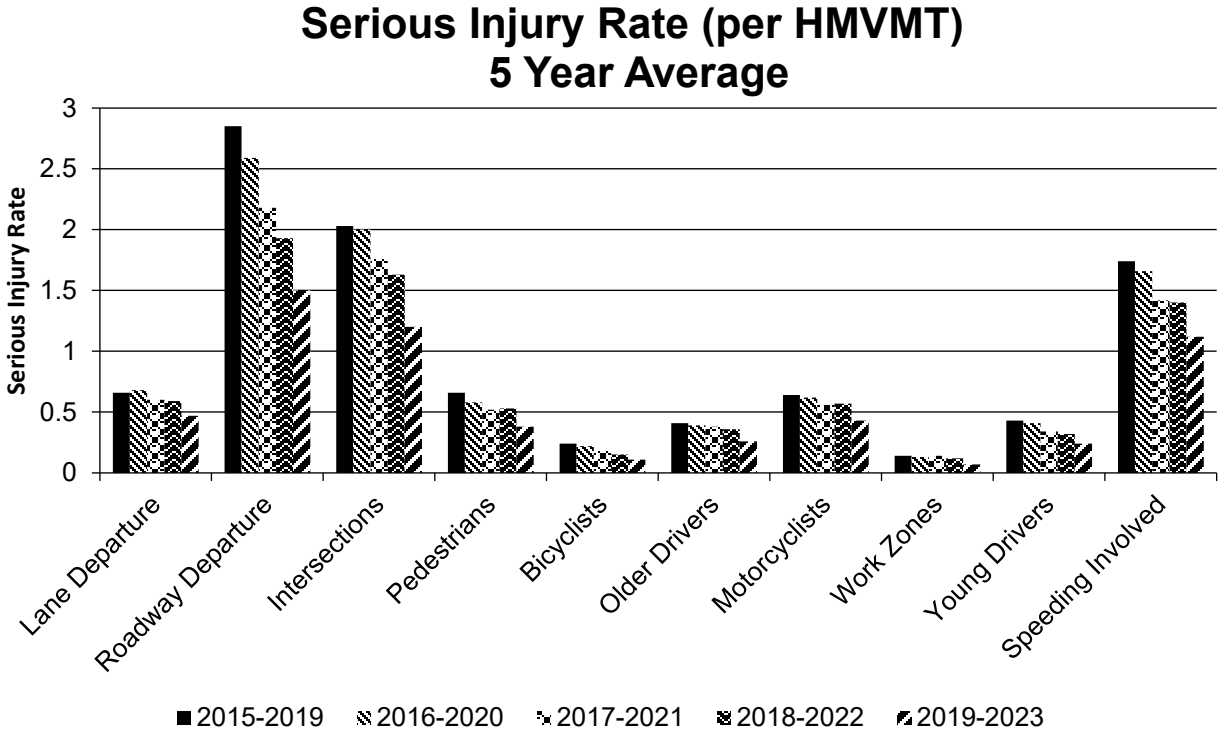
| SHSP Emphasis Area | Targeted Crash Type | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|---|
| Lane Departure | | 21 | 27 | 0.35 | 0.47 |
| Roadway Departure | | 16.2 | 86.8 | 0.27 | 1.5 |
| Intersections | | 13.4 | 69.2 | 0.22 | 1.2 |
| Pedestrians | | 12.2 | 22 | 0.2 | 0.38 |
| Bicyclists | | 1.4 | 6.6 | 0.02 | 0.11 |
| Older Drivers | | 6.6 | 15.4 | 0.11 | 0.26 |
| Motorcyclists | | 6.4 | 25 | 0.1 | 0.43 |

| 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) |
|---|---|---|---|---|---|
| Work Zones | | 2 | 4.6 | 0.03 | 0.07 |
| Young Drivers | | 3.8 | 13.6 | 0.07 | 0.24 |
| Speeding Involved | | 23.8 | 64.8 | 0.4 | 1.12 |


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
Young Drivers
Speeding Involved
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


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
Young Drivers
Speeding Involved
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023




As noted in previous HSIP Annual Reports, the Alaska Division of Motor Vehicles (DMV, within the Department of Administration) is the official state repository of crash data. As of today, DMV has not been able to provide DOT&PF with all crash reports for calendar year 2023. Although we believe that all reports for crashes resulting in fatalities and serious injuries have been transferred, QC is not complete. Given the nature of

standard QC activities, we anticipate that any changes in data from these reports would result in a decrease in the number of serious injuries.

In addition, one of Alaska's law enforcement agencies discovered in early 2024 that their automated file transfer process encountered an error, and reports for the years 2018 to 2023 were not sent to the official repository. While DMV and internal DOT&PF staff have worked diligently to address both of these issues, DOT&PF is unable to validate final data on serious injuries for 2018 to 2023 at this time. Due to the relatively small number of missing reports, we anticipate that overall trends would not be significantly affected by this issue.

As fatalities are independently verified through FARS, these data are reported through 2023. Serious injury data for 2023 is reported as “0” for 2023 in this report in order to avoid an appearance of accuracy for these values.

## *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) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14CR01: Parks Highway Systemic Passing Lanes (Review 1 of 2: MP 83-123) | Rural Principal Arterial (RPA) - Interstate | Roadway | Roadway widening - add lane(s) along segment | 74.00 | 8.00 | 3.00 | 1.00 | 11.00 | | 18.00 | 4.00 | 106.00 | 13.00 | 1.25:1 |
| 15CR01: Akakeek St and Ridgecrest Drive (Bethel) - Intersection Improvements | Rural Major Collector | Intersection geometry | Intersection geometry - other | 2.00 | | | | | | 1.00 | | 3.00 | | 1.87:1 |
| 17CR06 - Old Glenn Hwy and Knik Goose Bay: Wider Lane Lines (Review 1 of 2: Knik Goose Bay - MP 8.1 to 20) | Mulitple/Varies | Roadway signs and traffic control | Roadway signs and traffic control - other | 9.00 | 1.00 | 3.00 | 1.00 | 5.00 | 2.00 | 12.00 | 2.00 | 29.00 | 6.00 | -0.05:1 |
| 17SR02 - SR Regionwide Horizontal Alignment Signing Compliance | Mulitple/Varies | Roadway signs and traffic control | Roadway signs and traffic control - other | 125.00 | 18.00 | | | 5.00 | 1.00 | 90.00 | 15.00 | 220.00 | 34.00 | 3.59:1 |

## Compliance Assessment

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

05/23/2023

**What are the years being covered by the current SHSP?**

From: 2023 To: 2027

**When does the State anticipate completing its next SHSP update?**

2027

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

| 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE |
| ROADWAY SEGMENT | Segment Identifier (12) [12] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| | Route Number (8) [8] | 100 | 100 | | | | | | | | |
| | Route/Street Name (9) [9] | 100 | 100 | | | | | | | | |
| | Federal Aid/Route Type (21) [21] | 100 | 100 | | | | | | | | |
| | Rural/Urban Designation (20) [20] | 100 | 100 | | | | | 100 | 100 | | |
| | Surface Type (23) [24] | 100 | 100 | | | | | 100 | 75 | | |
| | Begin Point Segment Descriptor (10) [10] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| | End Point Segment Descriptor (11) [11] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| | Segment Length (13) [13] | 100 | 100 | | | | | | | | |
| | Direction of Inventory (18) [18] | | | | | | | | | | |
| | Functional Class (19) [19] | 100 | 100 | | | | | 100 | 100 | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE |
| | Median Type (54) [55] | 60 | 60 | | | | | | | | |
| | Access Control (22) [23] | 100 | 100 | | | | | | | | |
| | One/Two Way Operations (91) [93] | 100 | 100 | | | | | | | | |
| | Number of Through Lanes (31) [32] | 100 | 100 | | | | | 100 | 80 | | |
| | Average Annual Daily Traffic (79) [81] | 100 | 100 | | | | | 100 | 100 | | |
| | AADT Year (80) [82] | 100 | 100 | | | | | | | | |
| | Type of Governmental Ownership (4) [4] | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| **INTERSECTION** | Unique Junction Identifier (120) [110] | | | | | | | | | | |
| | Location Identifier for Road 1 Crossing Point (122) [112] | | | | | | | | | | |
| | Location Identifier for Road 2 Crossing Point (123) [113] | | | | | | | | | | |
| | Intersection/Junction Geometry (126) [116] | | | 30 | 30 | | | | | | |
| | Intersection/Junction Traffic Control (131) [131] | | | | | | | | | | |
| | AADT for Each Intersecting Road (79) [81] | | | 100 | 100 | | | | | | |
| | AADT Year (80) [82] | | | 100 | 100 | | | | | | |
| | Unique Approach Identifier (139) [129] | | | | | | | | | | |
| **INTERCHANGE/RAMP** | Unique Interchange Identifier (178) [168] | | | | | | | | | | |
| | Location Identifier for Roadway at | | | | | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE |
| | Beginning of Ramp Terminal (197) [187] | | | | | | | | | | |
| | Location Identifier for Roadway at Ending Ramp Terminal (201) [191] | | | | | 100 | 100 | | | | |
| | Ramp Length (187) [177] | | | | | 100 | 100 | | | | |
| | Roadway Type at Beginning of Ramp Terminal (195) [185] | | | | | | | | | | |
| | Roadway Type at End Ramp Terminal (199) [189] | | | | | | | | | | |
| | Interchange Type (182) [172] | | | | | | | | | | |
| | Ramp AADT (191) [181] | | | | | 100 | 100 | | | | |
| | Year of Ramp AADT (192) [182] | | | | | 100 | 100 | | | | |
| | Functional Class (19) [19] | | | | | 100 | 100 | | | | |
| | Type of Governmental Ownership (4) [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 (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

**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.**

DOT&PF's Enterprise GIS staff are working with the Department’s Safety staff, as well as through a contract with ESRI, to prioritize modeling the FDEs through:

1 - Development of a practical and useful route segment definition;

2 - Identifying and addressing of overlapping data needs, such as MIRE and the Highway Performance Monitoring System (HPMS);

3 - Aligning the intersection and interchange/ramp features with ESRI's new R&H intersections.

4 - Support overlapping data needs

## Optional Attachments

Program Structure:

L_8-31-24_HSIP_Ann_Report.pdf
Alaska HSIP Handbook 2023.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.