DRAFT Existing Conditions Report:
Part 2 Agency Stakeholder Summary

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Prepared For:  
DOT&PF

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### Abbreviations

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<thead>
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<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADEC</td>
<td>Alaska Department of Environmental Conservation</td>
</tr>
<tr>
<td>AFD</td>
<td>Anchorage Fire Department</td>
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<tr>
<td>AMATS</td>
<td>Anchorage Metropolitan Area Transportation Solutions</td>
</tr>
<tr>
<td>APD</td>
<td>Anchorage Police Department</td>
</tr>
<tr>
<td>ARRC</td>
<td>Alaska Railroad Corporation</td>
</tr>
<tr>
<td>ASD</td>
<td>Anchorage School District</td>
</tr>
<tr>
<td>AST</td>
<td>Alaska State Troopers</td>
</tr>
<tr>
<td>CBERRRSA</td>
<td>Chugiak/Birchwood/Eagle River Rural Road Service Area</td>
</tr>
<tr>
<td>CVFRD</td>
<td>Chugiak Volunteer Fire &amp; Rescue Company Inc</td>
</tr>
<tr>
<td>DMS</td>
<td>Dynamic Message Sign</td>
</tr>
<tr>
<td>DOT&amp;PF</td>
<td>Alaska Department of Transportation and Public Facilities</td>
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<tr>
<td>EMS</td>
<td>Emergency Medical Services</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
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<tr>
<td>HOT</td>
<td>High-Occupancy Toll Lane</td>
</tr>
<tr>
<td>HOV</td>
<td>High-Occupancy Vehicle Lane</td>
</tr>
<tr>
<td>ICM</td>
<td>Integrated Corridor Management</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligence Transportation Systems</td>
</tr>
<tr>
<td>JBER</td>
<td>Joint Base Elmendorf - Richardson</td>
</tr>
<tr>
<td>KE</td>
<td>Kinney Engineering, LLC</td>
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<tr>
<td>MOA</td>
<td>Municipality of Anchorage</td>
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<tr>
<td>M&amp;O</td>
<td>Maintenance and Operations</td>
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<tr>
<td>MPT</td>
<td>Milepoint</td>
</tr>
<tr>
<td>MSB/ Mat-Su</td>
<td>Matanuska- Susitna Borough</td>
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<tr>
<td>MTP</td>
<td>Metropolitan Transportation Plan</td>
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<tr>
<td>NHS</td>
<td>National Highway System</td>
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<tr>
<td>NOAA</td>
<td>National Oceanic and Atmospheric Administration</td>
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<tr>
<td>PM&amp;E</td>
<td>Project Management and Engineering</td>
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<tr>
<td>PPP</td>
<td>Public Participation Plan</td>
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<tr>
<td>RWIS</td>
<td>Road Weather Information Systems</td>
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<tr>
<td>STRAHSNRT</td>
<td>Strategic Highway Network</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Plan</td>
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<tr>
<td>UPWP</td>
<td>Unified Planning Working Program</td>
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</table>
Definition of Terms

**Average Annual Daily Traffic (AADT):** A measurement of the number of vehicles traveling on a segment of highway each day, averaged over the year.

**Controlled Access Freeway:** Divided multi-lane highway without direct access to adjacent land uses. Users must utilize ramps to reach adjacent highway facilities with access to the adjacent land uses.

**Crash Modification Factor (CMF):** Factor associated with a safety treatment. Crashes for the condition without the safety treatment are multiplied by the crash modification factor to determine the number of crashes if the treatment is applied. CMFs are determined using a statistical analysis of sites with and without the treatment.

**Integrated Corridor Management (ICM):** Management of a transportation corridor to optimize use of available infrastructure by directing travelers to underutilized capacity (for example, shifting travel times, routes, or mode). Multijurisdictional partner agencies manage ICM corridors as collaborative, multimodal systems.

**Interchange:** Set of ramps and intersections used to allow traffic to travel to and from a controlled access freeway facility.

**Level of Service (LOS):** Performance measure concept used to quantify the operational performance of a facility and present the information to users and operating agencies. The actual performance measure used varies by the type of facility; however, all use a scale of A (best conditions for individual users) to F (worst conditions). Often, LOS C or D in the most congested hours of the day will provide the optimal societal benefits for the required construction and maintenance costs.

**Peak Hour Factor (PHF):** Measure of traffic variability over an hour period calculated by dividing the hourly flowrate by the peak 15-minute flowrate. PHF values can vary from 0.25 (all traffic for the hour arrives in the same 15-minute period) to 1.00 (traffic is spread evenly throughout the hour).

**Critical Accident Rate (CAR):** Statistical measure used in crash rate analysis to determine statistical significance. If the crash rate of the location in question is above the upper control limit for that location, the crash rate is above the average crash rate for similar facilities to a statistically significant level.

**Volume to Capacity Ratio (v/c):** Measure of how much of the available capacity of a facility is being used, calculated by dividing the demand volume by the capacity of a facility. Values of 0.85 or less indicate adequate capacity to serve the demand volume. When v/c is greater than 0.85, drivers begin to feel uncomfortably crowded.
1 Introduction

In order to identify measures for improvements to the management of the Glenn Highway, it is important to recognize current practices, including and not limited to the role of each agency during an incident, what resources agencies have available, and other entities that each agency collaborates with. Agency stakeholders for the Glenn Highway were contacted about the project and were invited to participate in a Stakeholder Survey. The Stakeholder Survey was designed to gather information regarding how traffic incidents in the project corridor influence each agency. The survey asked questions about the agency’s response to traffic incidents, adjustments agencies make to normal operations due to incidents, and coordination between the different agencies.

Table 1 lists the stakeholders who were invited to participate in the survey and whether they responded.

See Appendix A for Completed Stakeholder Surveys.

KE also invited stakeholder agencies to meet on April 17, 2018 to help outline the existing coordination and decision making that occurs after an incident, as well as to discuss opportunities for improvements.

See Appendix B for the Stakeholder Meeting Summary.
Table 1: Stakeholder Agencies that received and responded to the Stakeholder Survey

<table>
<thead>
<tr>
<th>Agency</th>
<th>Completed Survey</th>
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<tr>
<td><strong>Alaska Department of Transportation and Public Facilities</strong></td>
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<tr>
<td>Planning</td>
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<tr>
<td>ITS</td>
<td>X</td>
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<tr>
<td>Maintenance &amp; Operations</td>
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</tr>
<tr>
<td>Traffic</td>
<td>X</td>
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<tr>
<td><strong>Municipality of Anchorage</strong></td>
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<tr>
<td>Traffic</td>
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</tr>
<tr>
<td>Long Range Planning</td>
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</tr>
<tr>
<td>Maintenance &amp; Operations</td>
<td>X</td>
</tr>
<tr>
<td>PM&amp;E</td>
<td>X</td>
</tr>
<tr>
<td><strong>MSB</strong></td>
<td></td>
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<tr>
<td>MSB Planning and Land Use Dept</td>
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<tr>
<td><strong>Emergency Responders</strong></td>
<td></td>
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<tr>
<td>Anchorage Police Department</td>
<td>X</td>
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<tr>
<td>State Troopers</td>
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<td>Anchorage Fire Department</td>
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<td>Chugiak Volunteer Fire and Rescue</td>
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<tr>
<td>LifeMed</td>
<td>X</td>
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<tr>
<td><strong>Transit</strong></td>
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<td>People Mover</td>
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<td>Valley Transit</td>
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<td><strong>Other Organizations</strong></td>
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<td>Native Village of Eklutna</td>
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<td>CBERRSA</td>
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<td>Alaska Trucking Association</td>
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<td>Anchorage School District Transportation Department</td>
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<tr>
<td>NIT (Northern Industrial Training)</td>
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<tr>
<td>Bore Tide Construction</td>
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<tr>
<td>United Freight and Transport</td>
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<td><strong>Additional Agency Coordination</strong></td>
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<td>JBER</td>
<td>Letter sent to Colonel Dietrich</td>
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<td>Alaska Railroad</td>
<td>Meeting</td>
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<tr>
<td><strong>MetroQuest Survey</strong></td>
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<tr>
<td>Chugiak-Eagle River Chamber of Commerce</td>
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<tr>
<td>Passenger Rail for Commuters Anchorage-MatSu</td>
<td>X</td>
</tr>
<tr>
<td>Alaska Trucking Association</td>
<td>X</td>
</tr>
</tbody>
</table>
2 Stakeholder Agencies

2.1 Planning

2.1.1 DOT&PF Planning
Planning develops projects to improve safety, enhance access and mobility, and lower transportation costs. Planning identifies and evaluates potential projects, coordinates new projects with other projects, and obtains input from the public and other agencies. The planning section also has a representative on the Anchorage Metropolitan Area Transportation Solutions (AMATS) technical advisory committee to facilitate coordination between MOA and DOT&PF when evaluating and recommending projects on DOT&PF roads within the Municipality. While the planning section is not involved directly during an incident with non-recurring congestion, the planning section would help program infrastructure improvements that could reduce delay during non-recurring congestion.

2.1.2 MOA Planning Department
The MOA planning department is comprised of three divisions: Current Planning, Long-Range Planning, and Transportation Planning/AMATS. The Current Planning Division administers the MOA’s land use and subdivision regulations, implements comprehensive land-use plans, and updates Title 21, municipal ordinances related to land use regulations, as well as development and design standards. The Long-Range Planning Division helps plan for community growth and development based on land use, urban design, economic and environmental planning principles. The Transportation Planning/AMATS division is the Metropolitan Planning Organization (MPO) for the Anchorage Bowl and Chugiak-Eagle River areas, representing all of the different agencies with jurisdiction within the AMATS area when federal transportation funds are being used.

AMATS is responsible for developing, updating and approving the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), which help determine how federal funds will be used for transportation projects. The MTP is updated every four years and documents the recommended transportation improvements over the next twenty years. The 2035 MTP was published in 2012; it included projects to improve the Glenn Highway interchanges at Hiland Road and Artillery Road and a new partial interchange at Farm Avenue. It also included projects to improve the Glenn Highway interchange at Muldoon Road (construction has been nearly completed) and add high-occupancy vehicle (HOV) lanes to the Glenn Highway corridor from Boniface Parkway to the Peters Creek interchange. The plan also recommended a Mat-Su to Anchorage Express Bus that leaves every 30 minutes during morning, afternoon, and peak periods, and a new Park and Ride at Hiland Road. The draft MTP 2040 Plan is expected to be published winter 2019. It includes a possible toll for the Glenn Highway and discusses HOV versus high-occupancy toll (HOT) lanes.
2.2 Operations

2.2.1 Alaska Department of Transportation and Public Facilities (DOT&PF) – Central Region

Several groups within DOT&PF are involved with operations of the Glenn Highway corridor. DOT&PF is always involved in incidents on the highway that affect the infrastructure, since DOT&PF is the owner of the highway. DOT&PF does not have any 24-7 operations, and therefore relies on the Anchorage Police Department for immediate responses to all crash incidents.

2.2.2 DOT&PF Maintenance and Operations (M&O)

M&O is responsible for maintenance response, weather response, and some construction response on the Glenn Highway. During weather events, they provide equipment and personnel as necessary, including plowing and sanding. Depending on the incident, M&O might adjust their shift from day to night or adjust to around the clock operations. The M&O division alerts the public of operations through Alaska Navigator, Facebook, Twitter, radio, and other onsite methods. Alaska Navigator is an online source for road construction information within the State of Alaska. The site is updated daily during construction season to provide users with information pertaining to road closures and traffic impacts.

2.2.3 DOT&PF Traffic and Safety

DOT&PF Traffic and Safety responds to preplanned, unplanned, and emergency construction prior, during, and after an event along the Glenn Highway. Traffic and Safety can adjust traffic flow with lane and road closures. Traffic and Safety alerts the public of construction through Navigator, Facebook, Twitter, radio, television news, and other onsite methods. Traffic and Safety coordinates with the MOA; APD, Anchorage Fire Department (AFD) and other emergency responders; Anchorage School District (ASD); utilities; and any other agency involved with the construction. DOT&PF Traffic and Safety coordinates through preseason meetings, designs and specifications, and announcements. One of the biggest hurdles is a lack of personnel working 24 hours a day, 7 days a week. It was mentioned in the stakeholder survey that it would be helpful for the section to have emergency incident preplanning and drills. This training is currently being conducted by the department.

2.2.4 DOT&PF Intelligence Transportation Systems (ITS)

The ITS section uses advanced technologies to make travel smarter and more efficient. One objective of the section is to use equipment with the same specifications to promote interoperability between systems. One example is the dynamic message sign (DMS) on the northbound Glenn Highway near Arctic Valley. Anchorage Police Department (APD) is responsible for putting the messages on the board, but DOT&PF Central Region Traffic section is responsible for ensuring the messages conform to guidelines and that the board is in working order. DOT&PF also provides APD with safety messages to be posted at certain times of the year (for example, holiday weekends). If there is an issue with the DMS, DOT&PF Traffic contacts the Central Region Public Information Officer or APD Dispatch through email or
phone. There is not a formal agreement between DOT&PF Traffic section and other agencies identifying responsibilities, but rather, they have developed informal practices that are working well.

Another ITS tool being used are the Road Weather Information Systems (RWIS). RWIS is a network of metrological and pavement sensors located along highway system that can provide weather information. Between Anchorage and the Knik River Bridge there are four RWIS along the Glenn Highway that include cameras. However, none of the cameras currently record and store information, though they have that ability. The RWIS/camera systems are at the S Curves (MP 10), Eagle River Bridge (MP 12.8), Thunderbird Falls (MP 24.5), and Knik River Bridge (MP 31.1).

Additionally, DOT&PF is responsible for the 511 website and text or email notifications that update the public about driving conditions and events. DOT&PF posts the information provided via the 511 system. For information regarding crashes and lane closures, DOT&PF receives alerts from the Anchorage Police Department (via Nixle) and automatically posts all alerts pertinent to the highway system to 511.

2.2.5 MOA Traffic

The MOA Traffic Department is responsible for the operation of all traffic signals within the MOA (whether owned by the state or by the municipality). The MOA is also responsible for all MOA-owned roads, including pavement markings and street signs to ensure safe and efficient transportation and communications. For the Glenn Highway, DOT&PF alerts the MOA Traffic Department if there will be changes or if construction will affect a MOA road. While the MOA is capable of adjusting signal timing within Eagle River, if necessary, the MOA does not usually change signal timing in Eagle River in reaction to incidents on the Glenn Highway because the unsignalized intersections at the interchange ramps are the limiting factor in terms of capacity.

The MOA has a traffic camera at the Airport Heights signal, but no cameras in Eagle River at this time. They use Centrax Econlight controllers and loop detection, but they are starting to experiment with radar detection. This department also manages the Traffic Operations Center; however, this center only has 3 staff members and it is not staffed 24 hours a day, 7 days a week. Adjustments to signal timing can be done remotely, if needed.

2.2.6 MOA Project Management and Engineering (PM&E)

The Municipality of Anchorage Project Management and Engineering division manages design and construction of roads, sidewalks, storm drains, trails and parks projects owned by the MOA. PM&E coordinates with DOT&PF during construction. PM&E used to manage a website that listed all of the muni-wide construction projects by any agency; this website is no longer used and communication/information about construction is sent to the various agencies via fax.
2.3 Fire and Emergency Response

2.3.1 Anchorage Police Department (APD)
APD responds to 911 calls along the highway system and monitors for traffic violations. Along the Glenn Highway, APD performs emergency response, crash investigation, evidence collection, vehicle removal, traffic control, and lane and road closures. APD coordinates with AFD and other emergency responders through a common dispatch. APD oversees the DMS messages and APD-related Nixle reports. Nixle provides notifications to the public directly from government agencies; these messages include alerts, advisories, community information, or traffic information. The public can sign up to receive texts or emails from specified organizations like the police department, schools, or other organizations. During construction events, APD helps with traffic control, and APD will try to help with traffic calming during weather events. When weather causes an incident on the highway, APD is the first responder to the crash.

2.3.2 Anchorage Fire Department (AFD)
AFD responds to fire and medical emergencies along the Glenn Highway. They also coordinate with APD for lane and road closures to prevent and reduce secondary crashes due to the primary crash. AFD will sometimes dispatch the Chugiak Volunteer Fire & Rescue Company (CVFRD) to respond or assist in the response or DOT&PF or MOA for sanding or other assistance. If there are hazardous materials associated with an incident, AFD will call Alaska Department of Environmental Conservation (ADEC). AFD only responds to weather events if there are crashes. AFD will also respond to calls for medical assistance along the corridor, even if there is not any impact to traffic conditions from the incident, for example, collapsed persons, bicyclists or ATV medical emergencies, search and rescue, etc. AFD response includes emergency apparatus and personnel scaled to the type and severity of the incident. When responding to a collision on the Glenn Highway, all lanes of traffic are generally closed for the affected direction of traffic while the fire equipment is engaged, simply because of the size of the equipment and the need to focus on the rescue operation.

According to the survey from AFD, the biggest hurdle when working in the highway corridor is accessing the scene and providing for the safety of their personnel. The lack of alternate routes hinders emergency responders getting to the scene. The Fire Department indicated that more immediate notification to the public to stay off the road after crash events would help reduce congestion along the corridor.

2.3.3 Chugiak Volunteer Fire and Rescue Company Inc (CVFRD)
The Chugiak Volunteer Fire and Rescue Company provides fire protection and emergency medical services (EMS) on the Glenn Highway from the Knik River to the North Eagle River overpass and access road. CVFRD responds to nearly 900 emergency calls per year of which 75 to 80 percent are medical emergency responses. The 100 or so members of CVFRD are all volunteer. There are four crews, each on call for one week of a four-week rotation, from 6:30 pm to 6:30 am on weekdays and all hours of the weekend.
The CVFRD responds to emergencies on the Glenn Highway when APD dispatch believes CVFRD will be able to respond faster than APD or AFD. During a crash incident, CVFRD directs its resources to the Glenn Highway and they also often stage additional equipment on the overpasses for possible secondary incidents. CVFRD coordinates with APD, Alaska State Troopers, Lifemed, and DOT&PF through dispatchers as needed. According to CVFRD, the biggest hurdle responding to incidents is getting through the traffic to the incident. They believe widening turn-arounds and having the ability to re-route traffic would help alleviate these issues. Additionally, better mile marker signs would help their response efforts. During response, CVFRD follows standard operating procedures for fire and EMS response. CVFRD indicated that the average time engaged at the scene of a collision is 28 minutes.

2.4 Transit

2.4.1 People Mover

People Mover is a public transportation agency that serves Anchorage, Alaska as well as Eagle River. People Mover maintains 52 buses that serve Anchorage and Eagle River with 14 regular transit routes. A recent route restructuring reduced service to Eagle River. Currently, Route 92 is a commuter route traveling between Eagle River and Anchorage. The bus schedule is as follows:

Monday through Friday - Eagle River Transit Center to City Hall
- Leaves: 5:47 am, 5:48 am, 6:47 am, 6:48 am, 7:14 am, 7:15 am, 4:20 pm

Monday through Friday - City Hall to Eagle River Transit Center
- Leaves: 6:32 am, 3:35 pm, 4:20 pm, 4:11 pm, 5:12 pm, 5:13 pm, 6:10 pm

2.4.2 Valley Transit

Valley Transit provides public transit service between the Matanuska-Susitna Valley and Anchorage as well as demand response within the Valley. Valley Transit operates Monday through Friday. The commute between the Valley and Anchorage costs $7 one way, $10 per day, or $120 per month. Valley Transit travels between the Valley Transit Park and Ride and the Anchorage Downtown Transit Center:

Monday through Friday – Valley Transit Park and Ride to Downtown Transit Center
- Leaves: 4:40 am, 4:55 am, 6:10 am, 6:25 am, 11:40 am, 12:50 pm, 1:55 pm, 2:55 pm, 3:10 pm, 4:30 pm

Monday through Friday – Downtown Transit Center to Valley Transit Park and Ride
- Leaves: 5:55 am, 7:40 am, 8:35 am, 1:10 pm, 2:05 pm, 4:10 pm, 5:15 pm, 5:35 pm, 6:40 pm
2.5 Alaska Railroad Corporation (ARRC)

The Alaska Railroad Corporation (ARRC) provides year-round transportation throughout Southcentral and Interior Alaska. The two trains that run parallel to the Glenn Highway project limits are the Denali Star and the Aurora Winter Train.

The Denali Star train runs daily from mid-May to mid-September between Anchorage and Wasilla (and points further north). It departs Anchorage to head northbound at 8:15 am arriving in Wasilla at 9:30 am and departs Wasilla at 6:20 pm arriving in Anchorage at 8:00 pm. Additionally, during the State Fair weekends, ARRC runs six to eight passenger trains a day between Anchorage and the fair-grounds in Palmer.

The Aurora Winter train runs from the end of September to mid-May. It runs northbound once a weekend and southbound once a weekend, with some mid-week service that varies from month to month, according to demand.

If the Glenn Highway faced significant closures, ARRC would potentially be able to provide service to carry people around the closure; however, in the summer, ARRC has all passenger trains running at or close to capacity and the rail tracks themselves are at or near capacity. Mobilizing to be able to transport additional passengers during an event on the Glenn Highway would take two to three days.

Providing passenger rail in the winter has additional challenges. Only about 12 train cars are winterized, as most of the train cars are not designed for winter passenger use and do not have adequate heating for a comfortable ride. Additionally, equipment that runs regularly in the winter must be stored inside between trips.

Nevertheless, there is precedent for ARRC to aid in carrying passengers during a highway closure event. During a wildfire in 2015, the ARRC rail tracks remained open while the Parks Highway was closed. ARRC assisted in ferrying many persons around the fire, back and forth between Wasilla and Talkeetna. Tour companies who would normally carry passengers on buses reached out to ARRC passenger services and filled otherwise empty spots on ARRC trains. Similarly, whereas under normal circumstances the luggage for some of ARRC’s tour passengers is carried on trucks on the Parks Highway, during this event ARRC arranged to take the luggage as well.

According to the stakeholder summary, in order for ARRC to serve commuters short or long term, there needs to be better connecting commuter services/infrastructure. Commuters need to get from their house to the train station and have ways to get from the train station to their place of employment. Additionally, there needs to be sufficient parking at the train depots, which is particularly lacking in Wasilla. One solution might be to partner with vanpooling to take passengers from the train station to their work. Another solution may be for large employers to provide shuttles for their employees. A number of commuters work at Joint Base Elmendorf-Richardson (JBER), but due to security issues it would be difficult to add a train stop at the base. See Appendix D ARRC Meeting Summary for more information.
Note that Governor Bill Walker convened a task force to discuss the feasibility and implementation of a pilot project for a commuter rail system between the Matanuska-Susitna Valley and Anchorage using existing railroad infrastructure to the extent possible. This task force has held several meetings. Initial findings and recommendations indicating what is needed for a pilot study in 2019 were sent to the Governor in May 31, 2018. (Meeting minutes for the task force can be found at http://dot.state.ak.us/commuterrail/.)

2.6 Joint Base Elmendorf-Richardson (JBER)
The Glenn Highway serves four gates onto JBER through the Boniface Interchange, Muldoon Interchange, Arctic Valley Interchange, and the Fort Richardson Interchange. JBER asked for additional time to complete the agency survey, so that the answers could be vetted by the proper authority, and the completed survey has not yet been received from JBER as of the writing of this draft report. In addition to the questions asked of all other agencies, JBER was asked whether or not it would be possible to route traffic onto military property in the event of a major incident on the Glenn Highway.

2.7 Anchorage School District (ASD) Transportation
The ASD Transportation department provides transportation for public school children between their homes and the schools, including developing bus schedules, safe walking routes, safety training, and school bus/support maintenance. Four high schools have school zone boundaries that overlap the Glenn Highway: Bartlett High, East High, Eagle River High, and Chugiak High. There are also numerous Elementary, Middle, Charter, and Alternative Schools that would be accessed by traveling along the Glenn Highway.

During a crash incident, ASD initiates an adjustment to normal operations based on information from bus drivers, Nixle alerts, and radio stations. Departments that may be impacted are notified of the incident. Depending on the severity and location of the crash, operations can be diverted or delayed. During construction events, the State of Alaska, Municipality, and private contractors communicate with ASD for needed adjustments, such as accelerated departure times or route changes. ASD monitors weather on the Glenn Highway from the National Oceanic and Atmospheric Administration (NOAA) weather information and sometimes APD, if crashes are occurring. ASD will delay or accelerate school bus departure times or require the use of chains, depending on weather conditions. Additionally, schools will be closed or have delayed opening of up to two hours to help with weather incidents. The challenges ASD have are congestion caused by an incident and communication to parents and school staff.

See the ASD survey in Appendix C for ASD alternate routes currently used to avoid the Glenn Highway.

ASD suggests the following improvements:

1) Put a third lane southbound from the South Eagle River on-ramp across the Eagle River Bridge with a dedicated non-merge lane.
2) Extend the on-ramp for entering the Glenn Highway Southbound from Highland Road, similar to the northbound South Eagle River on-ramp.

3) Improve the grade on the Glenn Highway from Eklutna to North Peters Creek.

4) Open a Frontage Road all the way from Arctic Valley to Highland Road northbound on the Glenn Highway.

5) Mandated communication to all stakeholders about any construction projects. Continuing to create a very efficient communication system among all the agencies. Better use of the information board currently at the Northbound Glenn Highway just past Arctic Valley.

2.8 Other Agencies

In addition to key stakeholders for the Glenn Highway, other agencies were contacted to fill out the stakeholder survey. These stakeholders either provide service along the Glenn Highway corridor or they are located along the Glenn Highway corridor.

- The Eklutna Reservation includes 1,819 acres, including a large amount of land adjacent to the Glenn Highway. The Native Village of Eklutna is on the west side of the Glenn Highway at the Eklutna interchange.

- LifeMed provides emergency air ambulance services 24/7 through-out Alaska and is headquartered in Anchorage, Alaska. If LifeMed is needed along the Glenn Highway, an EMS agency will contact and coordinate with LifeMed via radio channels.

- The Chugiak/Birchwood/Eagle River Rural Road Service Area (CBERRRSA) encompasses over 350 lane miles of roadway in the Chugiak, Birchwood, and Eagle River areas. Each area has a representative from their community council that meets to help communicate with MOA about the level and type of road services the residents of the area need.

- Alaska State Troopers (AST) assists APD if an incident occurs near the Knik River end of the Glenn Highway project area. AST can assist APD with traffic control and scene documentation and can attempt to reroute traffic whenever possible. They also notify radio stations to broadcast roadway issues and coordinates with DOT&PF if the roadway is damaged or needs sand, etc.
3 Existing Coordination and Decision Making

Coordination between different agencies is vital during incident mitigation. This is especially important along the Glenn Highway due to the lack of alternate routes. The stakeholder survey provided some information regarding how each agency coordinates with other agencies during crash, weather, and construction incidents. Additionally, the stakeholder meeting enabled agencies to discuss in more detail the coordination that occurs when there is a crash incident along the Glenn Highway.

3.1 Crash Incident

3.1.1 Detection & Verification
Detection and verification are the means by which an incident is discovered and confirmed. After a crash on the Glenn Highway, 911 calls are received by dispatch and directed to APD who then sends an officer to the scene to verify the incident. The time it takes to complete verification depends on the severity of the incident reported. If there are no injuries reported it may take a while for an officer to reach the scene. If there is a medical or fire emergency reported, APD Dispatch will call AFD to assist with the response.

Other agencies are alerted of a crash incident through witnesses to the event, Nixle alerts, 511, Google maps, radio stations, and social media. Nixle alerts are issued during business hours through the APD Public Information Officer; during after hours, dispatch sends Nixle alerts out directly. The 511 system receives Nixle alerts and automatically posts those related to traffic incidents. DOT&PF does not receive any real-time direct reporting of a crash incident unless infrastructure is impacted. Traffic cameras are not used to detect crashes as there are not resources to man the cameras.

3.1.2 Onsite Public Communication
At the scene, APD can alert the public of an incident through portable message boards that are kept in response vans and can be set up on a patrol car on site. The APD supervisor on shift can request dispatch to issue a message to the DMS. There was general agreement from the agency stakeholders present at the stakeholder meeting that the DMS isn’t in the right location for effectively allowing drivers to read the sign and choose an alternate route or time to travel on the Glenn Highway.

3.1.3 Response
APD responds to every crash incident. If there are injuries AFD, will be dispatched, and APD will inform AFD from the scene if they determine AFD is needed or not needed. Rollover incidents are assumed to involve injuries. When AFD responds, an ambulance, fire truck, battalion chief, and any additional apparatuses needed will be sent. If medics respond to an incident, the highway in the direction of travel is closed to give the emergency response vehicles room to maneuver. When a helicopter is needed, the highway gets closed down. AFD uses their fire engines to block traffic. ADEC will be called if there is a hazardous materials spill.
If the crash involves a moose, APD is dispatched and they call a charity to come harvest the moose. APD now requests that charities haul the moose away to avoid traffic slowing down when the moose remains on the shoulder/roadside.

APD does their own traffic control for most crashes. However, the municipality has a contract with a private traffic control contractor (Shaman), who will be called to set up traffic control if the closure is expected be longer than a couple of hours. If there is damage to infrastructure, APD coordinates with DOT&PF.

One of the harder locations for detours, response time, and incident management is between the Highland Road interchange and Muldoon Road because there are no frontage roads in that segment and when traffic backs up, it can be very difficult to get emergency vehicles to the incident. Sometimes APD will dispatch out of Eagle River or call CVFRD to respond to incidents if their response time can be faster.

### 3.1.4 Clearance

As part of their response, APD must document the scene of the incident. APD now uses 3D scanners to document the scene during major crash events. While this helps speed the clearance time, it still takes time to collect evidence. This is especially true when there is a fatality, because every fatality is treated as a homicide. Collecting evidence in these cases causes at least a two-hour shut down of the highway lane/lanes. After an incident is cleared, APD will alert dispatch to send out a Nixle message indicating the highway is open.

For clearing disabled vehicles from the highway, APD rotates through a list of nine tow companies. Drivers of the disabled vehicles can request a specific company, or APD dispatch calls the next tow company on the rotation list. If the disabled vehicle is needed for evidence, tow companies are contracted to respond within 45 minutes. For non-injury collisions, APD can use push bumpers to get disabled vehicles off the road quickly. In these cases, the tow companies generally come out after rush hour, and can frequently take an hour or more for a tow truck to reach the scene after being called.

Because of the congestion that builds up behind an incident and the narrow shoulders on the Glenn Highway, emergency vehicles may have difficulty getting to the crash scene. APD and AFD have to use extreme caution and sometimes need to drive off the road surface or in the medians to reach an incident. If congestion is not allowing access to the scene, portions of the highway may be closed so the opposite direction of travel can be used for emergency vehicles. Emergency vehicles are able to detour through JBER if necessary, but usually if the Glenn Highway is backed up, traffic on JBER is also congested. AFD and APD can also dispatch from different directions if they are unable to reach the scene from the closest point.

### 3.2 Weather

When there is a weather event on the Glenn Highway, maintenance is done to help maintain traffic flow and decrease the chance of incidents. When weather causes a crash incident, the
response is the same as it would be for any crash; however, the road conditions generally decrease response times and it is harder to find available tow trucks.

3.3 Construction

The Traffic and Safety section of DOT&PF responds to preplanned, unplanned, and emergency construction prior, during, and after a construction event along the Glenn Highway. During a construction event, the public is alerted of construction through Navigator, Facebook, Twitter, radio, news outlets, and other on site methods. Before, during, and after the construction event, Traffic and Safety coordinates with MOA, APD, AFD, ASD, utilities, and any other agency involved with the construction through preseason meetings, designs and specifications, and announcements. Specifically, DOT&PF will communicate if an MOA road will be affected, and then MOA will make adjustments, if necessary. During construction events, DOT&PF can adjust traffic flow with lane and road closures and APD helps with traffic control if needed. ASD Transportation might adjust bus departure times or routes during construction events.

3.4 Summary

In most incidents, the first agency to coordinate and make decisions is APD. APD assesses the situation and then determines which agencies need to be dispatched to assist. APD is also the main channel to the public via Nixle alerts and the DMS. At this time, there is no formalized incident management plan that includes all potentially affected stakeholders.
Appendix A     Stakeholder Surveys

See attachment
Appendix B    Stakeholder Meeting Summary
Jeanne Bowie opened the meeting and introduced team members. Self-introductions were then made.

Kevin Miller gave an overview of Integrated Corridor Management (ICM) (see attachment). Following that, Imran presented an example ICM study that was done for Virginia DOT in the DC area (see attachment).

Mark Roberts, AEOC, asked if Kapsch has had an ICM project comparable to the Glenn Highway, specifically a project that does not have existing alternate routes. Kevin responded that they had an I15 corridor bridge project that had no alternate routes.

Vivian Underwood, AMATS, asked how towing was handled in that project corridor. Imran explained that the police have a list of different towing companies and the capabilities of each. When an incident occurs, VDOT or the police call a towing company that has the necessary equipment. In addition, tow trucks stage themselves in some areas so they can more quickly respond. Some places also use push-bumpers to quickly get disabled vehicles off the road.

Kristen Langley, MOA Traffic, mentioned that in California they have dedicated incident response teams and Rick Steiding, APD, mentioned that California also has recurrent frequent patrols that clear the highway and shoulders of any disabled vehicles or debris, which helps prevent motorists from being distracted and causing further congestion.

Imran also talked about different incentivizing ideas that have been implemented. The Google campus has a program where single occupant drivers “pay” those that carpool. Imran also mentioned that in the DC area they use demand tolling (HOT lanes). It was mentioned that the Mat-Su Borough Long Range Transportation Plan (LRTP) identified some park and ride lots to be developed and that vanpooling is a popular option of public transportation for Mat Su commuters.

Jeanne then reviewed the status of the project, including a summary of the online survey results (see attachment). The question was raised as to whether or not the recent bridge incident skewed the results. Heather Edic, who has
been delving into the results, stated that the responses before the incident appear consistent with the answers after the event.

To better understand how incidents are handled, Jeanne led a discussion of the four stages of an incident: Detection and Verification, Response, Clearance, and Responders Safety.

**DETECTION & VERIFICATION**
Means by which an incident is detected:
- 911 call
  - Calls go to APD and they decide who to send out in response (APD or AFD)
    - APD always sends an officer if they get a call (although it may take a long time for an officer to reach the scene if no injuries were reported)
    - AFD will respond to an incident if there was a medical or fire emergency reported
    - APD also calls ASD to alert them
  - For incidents outside of Anchorage (Knik River and north), 911 MatCom calls the State Troopers
- ASD bus drivers witness an incident
  - ASD (John Miller) goes out to verify
  - Nixle also alerts ASD of an incident
- Officers on the road come across a crash
- Google maps, Waze or other apps
- Radio stations/Facebook/other social media

**Comments:**
- Traffic cameras aren’t used to detect crashes (they also get overwritten every 3 days)
- No real-time reporting to DOT&PF
  - Unless a big infrastructure issue, even guardrail damage will take at least a business day to get reported
- APD can issue message on big sign (DMS)
  - Supervisor on the shift requests dispatch to issue message
    - Strict guidelines on the messages are required in accordance with the DOT&PF agreement
    - Agreement amongst the stakeholders that it isn’t in the right location
- APD will do traffic control if needed for motorists to get around a crash
  - Shaman has a term contract with APD and they will do the traffic control if necessary (for lane or road closures of longer than a couple of hours)
  - APD does all incident traffic control unless there is a very large incident with infrastructure issues, then they will coordinate with multiple agencies, like DOT, to come up with detours, etc.
- Nixle Alerts: APD dispatch contacts their Public Information Officer (PIO) who then issues the alert. If after normal business hours, dispatch issues the alert
  - There are 48,000-52,000 subscribers
  - 511 gets updated when Nixle alert goes out via an automated link
  - Direct link also goes to the DOT website, apps, and Facebook
- APD has portable message boards that they can use (in a van, set up on patrol car)
- APD does not notify radio stations and APD’s radios are on a secure channel (no one can listen into the scanner)

**RESPONSE (actions that various agencies take after incident is verified)**
- APD responds to every crash
  - If there are injuries, AFD responds (AFD will be dispatched if they know there are injuries, APD will call AFD from the scene if they determine AFD is needed)
    - Rollovers are assumed to involve injuries
    - If AFD goes out, an ambulance, truck, battalion chief, and an additional apparatus if extrication is needed are sent to the scene. If a helicopter is needed (1 every 2 to 3 months), the highway gets closed down. Fire engines are used to block traffic.
    - If medics have to respond, it is most likely that the highway will get shut down (because the road is too narrow for the emergency response vehicles to maneuver)
- AFD follows their protocols to determine response speed
  - 3D scanners are used only in major crashes
  - Speeds things up but it's still very time consuming to collect the evidence
  - Fatalities are treated as homicides (minimum 2 hour shut down)
  - APD is working on getting a drone for mapping—this will speed up the data collection process
- DEC will be called out if there is a hazardous materials spill
- Tow trucks
  - Tow trucks are not called out during rush hour (ties up traffic too much)
  - For non-injury collisions, APD can use push bumpers to get disabled vehicles off the road quickly
- Wildlife-Vehicle Collisions
  - APD is dispatched, they call a charity to harvest the moose
    - Slows down traffic even when it is off the road
    - Trying to get charities to haul the moose away and butcher it off-site
- Commercial vehicles (including tour buses) have a different protocol and they send out their own safety officers
- DOT&PF is called only when there is damage to the infrastructure

Comments:
- Emergency turn arounds aren't designed for high speed but they can be used for emergency response vehicles. However, they also get used by drivers
- The stretch of highway between Highland Road and Muldoon is the worst (Highland Road is the worst point)
  - A frontage road between Highland and Muldoon would be a big help
- Frontage roads are in the draft Metropolitan Transportation Plan (MTP) to provide an alternate route. However, if frontage roads are used during a closure of the Glenn, the traffic then just gets moved onto the frontage road and creates problems there. When the Old Glenn is used as an alternate route during accidents the capacity gets exceeded and it backs-up.
- To use JBER requires a tremendous amount of coordination and approvals
- Traffic Operations Center (TOC) at MOA has only 3 staff members and it is not staffed 24/7. They cannot remotely access the system to adjust signal timing.
- APD would provide traffic control on side streets in rare instances
- Commuter rail could have been implemented if the bridge wouldn't have been open on the Monday after it was damaged.
- Comments were made regarding why people are unlikely to take public transportation with the current set up. Waiting for public transportation in the cold, where will commuters park their vehicles while they commute, is it secure? Sprawled out city without a lot of public transport, bus doesn't go anywhere on base and has a hard time going up hills.
- If a commercial vehicle is in the incident, the commercial company usually sends out a safety personal supervisor and an additional bus if needed (for tour bus companies).
- The question was asked if traffic signal timing should be changed when traffic is diverted onto frontage or other roads. The answer was that the technology is there, but not the resources to do so. The roads and signals may not all be under the same ownership.
- APD discusses their response to major incidents but it is not routine to discuss most incidents in terms of lessons learned and changes to protocols.

CLEARANCE (clearing vehicles out of the roadway)
- Towing
  - APD uses push bumpers when they can
  - There are 9 tow companies that they rotate through
    - Drivers can request a specific company or APD dispatch calls whoever is next on the rotation list
    - When the disabled vehicle is needed for evidence, tow companies have to respond within 45 minutes
      - Otherwise, there is no guarantee that a tow truck will be available. It can take an hour or more for one to reach the scene.
• Most of the need for towing is during bad weather (motorists going in the ditch)
• Many tow companies will not respond to certain calls because they don’t want to be stuck with the vehicle (drivers are responsible for paying the towing fee and the tow companies don’t want to risk not getting paid)
  - Imran suggested offering incentives to companies that clear an accident quickly
  - APD won’t contract with many tow companies because their drivers can’t pass background checks
  - Private tow companies would be helpful but not currently being used (Special Safety Patrol (SSP) vehicles used to assist disabled vehicles)
  - Probably not enough volume on the Glenn Highway for it
• APD will let Dispatch know when the incident is cleared
• HazMat issue is a big deal
• Highway has narrow shoulders which inhibits emergency vehicles’ abilities to get to the scene
  - APD has to use extreme caution to reach the scene
    - Portions of the highway can be closed down so the opposite direction of travel can be used to get AFD to the scene
    - Emergency vehicles can use JBER if necessary
  - The route most likely used is not maintained
    - If it’s clogged up on the highway, it’s clogged up on base so not always helpful
    - Past Muldoon is where it gets most difficult to reach a scene
    - AFD and APD can dispatch from Eagle River and the Chugiak FD can also be called in

RESPONDERS SAFETY
• Police Academy only spends about 1 hour in traffic control training
• Alaska does have a “move over” law but enforcing it is a low priority because of lack of resources
  - AMATS could help with a campaign to educate the public
• Three to four officers have been struck outside their vehicle in the last 20 years. It is more common to hit an officer in their vehicle.
• Safety is a bigger issue during construction, lots of cars come speeding through the construction zone. APD mentioned there are only about six officers in the traffic department which includes Glenn and Seward Highway traffic patrolling.
• Speed signs with built in radar are effective but only good for two lane roads.

Each stakeholder was then asked about their goals—what do they hope this project will accomplish?

DOT&PF (Edith McKee)
• identify needed infrastructure
  - there are a lot of crashes in one area we can look at the cost benefit of adding additional infrastructure
  - What alternatives do we have right now if an accident occurs in certain locations, identify areas that have no viable infrastructure alternatives already set in place
• identify incentives for mass transit—what would it take to get more people on the bus, train, van pool, etc?

MOA Planning
• better construction coordination (and special events)
• more/better post incident debriefs, where was there too much overlap, identify gaps
• Need transit coordination

ASD Transportation
• Better communication of construction. Having one place that shows all of the construction with all agencies (AWWU, MOA, DOT)
AMATS
- Speed deterrents
- More robust traffic unit at APD would be really helpful
  - What is an appropriate number for our population, lane miles, etc?
  - Enforcement does reduce fatalities
- Commuter rail
- Coordination with Uber or Lift for public transportation

DOT&PF (Dave Post)
- Is there an online ride sharing information/program?
- Vivian responded that there is—LinkAK
- Need to promote van pool better

APD
- Increase resources (grow traffic unit)
- Emergency lanes/shoulders built to accommodate emergency vehicles and possibly be used for traffic
- Emergency turn arounds built or altered to be able to be used to transition traffic from one side of the highway to the other
- Frontage road between Muldoon and Highland (improved detour routes)
- Adjustable speed signs
  - Generally, are advisable only, not enforceable

MOA Traffic
- Improved communications with the travelers
- Having people ready to go at trouble spots
- Park and Ride lot security

Other comments:
- New MTP does call for HOV lanes
- Better placement of message board
- Eklutna bridge is the only bridge with over height detection
- Freight—biggest problem is getting them around an incident (getting them thru/across a median), highway isn’t wide enough for them turnaround, not much volume of freight so it isn’t a big issue

Stakeholders were thanked for their time and for sharing such important information.

Copies of the presentation materials will be distributed along with the meeting summary notes to all attendees.
Appendix C  Data Collected from Stakeholder Agencies

See attachment
Appendix D       Meeting Summaries
Title: Glenn Highway Integrated Corridor Management Study  
Stakeholder meeting: ARRC

Date: March 16, 2018
Time: 1:30 PM
Location: ARRC

Attendees: Brian Lindamood (ARRC), Edith McKee (DOT&PF), Jeanne Bowie, Joann Mitchell (KE)

OCEAN DOCK ROAD RECONNAISSANCE STUDY

- The railroad prefers Alternative 4. It provides fewer skewed crossings, which are undesirable. More thought would need to go into exactly where the tracks run.
- The main opposition that the railroad has to Alternative 3 is that it makes the skewed crossing northwest of the subject intersection worse.
  - Adding the left turn lane for turning into the North Star Terminal area means that left turning trucks may be stopped on the tracks, waiting to turn, and not see a train coming along the skewed track directly behind the truck.
  - This could be mitigated by stopping the traffic from the Port prior to the North Star driveway, and also stopping the North Star driveway traffic. There would have to be sensors on both the east and the west tracks that triggered the gates at the North Star driveway.
- Jeanne asked Brian if the “greenbelt” around Government Hill is railroad land that has been leased to the Municipality. Brian confirmed that it is and he will see if he can find more information about the lease.

Action Items:

- KE to alter graphics/narrative for Alternative 3 and indicate the ARRC preference for Alt 4 in the report.
- Brian Lindamood to search for lease language for “greenbelt” around Government Hill to determine whether or not the land is leased as a park.

GLENN HIGHWAY INTEGRATED CORRIDOR MANAGEMENT STUDY

State Fair

- The railroad requires very little coordination with anyone else to run trains to the fairgrounds. Most coordination that is done is simply to gather sponsorships to help subsidize the trip.
- The trip to the fairgrounds takes around 1 hour and 20 minutes. The slowest part of the trip is the last 5 miles into Palmer, which are on tracks that require train speeds of 10 mph or less.
- ARRC is running 6 to 8 passenger trains a day on State Fair weekends and it consistently sells out.

Other Passenger Service

- During the 2015 Willow wildfire, ARRC tracks remained open while the Parks Highway was closed. ARRC ferried many persons around the fire back and forth between Wasilla and Talkeetna. Tour companies who would normally carry passengers on buses reached out to ARRC passenger services and filled otherwise empty spots on ARRC trains.
• Normally, ARRC carries tour passengers on the Parks Highway, but their luggage is carried on trucks. During the Willow fire, ARRC had to arrange to take the luggage, as well.

• If the Glenn Highway were closed, ARRC may be able to provide services to carry some people around the closure.
  o In summer, ARRC has all trains running at or close to capacity and the tracks themselves are at near capacity. They could add trains to help in an event, but it would not be easy and not realistic to do for a one or two day event.
  o In winter, ARRC has limited capacity of train cars that are winterized (about 12 pieces) and would need time to get those pieces that normally are not used in the winter ready for use. Most of their train cars are not designed for winter passenger use and do not have adequate heating to make for a comfortable ride.
  o Equipment that runs regularly in the winter must be stored inside between trips. ARRC would have to move stuff that is normally stored in their shed over the winter out of the shed and would have to plug that equipment into electrical power to keep it warm.

*Other Ideas*

• One of the barriers to the train serving commuters either short or long term is the problem of getting folks from their house to the train station and from the train station to their work.
  o There is sufficient parking at the Wasilla train stop to accommodate commuters.
  o The railroad could potentially partner through share-a-ride vans to carry passengers from the Anchorage depot to their place of employment.
  o Big employers might be willing to provide a shuttle for their employees from the train station to their offices.
  o People Mover has expressed that they are not interested in stopping at the Anchorage depot, for example as part of route 11 to Government Hill, because delay at the train crossings on Ocean Dock Road would significantly impact their travel time.
  o There are a significant number of commuters that work on JBER. However, due to security issues, it would be difficult to add a train stop on the base.

• While ARRC carries freight through the corridor, there are no facilities for loading or unloading freight in the MSB, so all goods to the MSB are trucked there.

*Action Items:*

• Brian to gather information on how many passengers are riding the train to the State Fair.
On Monday, April 16th there was a debrief meeting on the Glenn Hwy bridge incident with DOT&PF and APD (they are the two parties in responsible charge for the Glenn)

How does DOT&PF respond on a 24/7 basis?
- Rely on APD or AST because they have 24/7 operations and DOT&PF does not have 24/7 staff
- Law enforcement calls DOT&PF when needed
  - DOT&PF gets called when their heavy equipment is needed, occasionally for traffic control
  - APD calls Shaman (traffic control contractor) when needed (Shaman has a term contract with MOA, DOT&PF has supplemented the funding)

What improvements could be made in the future?
- More/better coordination to match volume and incidents
- There really isn't an incident management plan, but there are good working relationships between the individuals at the different agencies
- Incident response training and table top excercises
- Railroad incident training
- M&O is down-staffed. Private industry may be able to step-in the support operations

In general, DOT&PF is looking for low cost improvements that do not require more employees to operate or that come with funding for the added folks it takes to operate it.

Public-private partnerships to provide traveler information could work.

Rolling patrols are not used—staff and funding resources do not exist to make it happen (though it was on the 2014 list of mitigation tools)

The message sign was installed in 1989. Scott does not know why it went where it did, but thought the DSR might explain it. May have been related to the ER hill (brake light hill)

DOT&PF has a list of about 11 sites where they would like to see additional message signs installed (not a big priority, but if money was available, they would take them). There is a manual for describing how the message signs should be operated.

Shoulder running—for transit, traffic, HOV is a possibility if funding is available, but it will require widening and strengthening of shoulders in several locations.

Evacuation planning:
There could be scenarios such as fire on Eagle River or catastrophic events such as an earthquake that require evacuation.

- Reversible lanes/contra-flow lanes are an option but these need to be actively managed and DOT&PF doesn’t have the resources. May require widening of ramps and other safety measures.
  - Require longer merge lanes
  - Frontage roads
    - West side is challenging with the military property but the Davis Hwy is there. National Guard and JBER would like to have an alternative route onto base
    - East side is more feasible – estimate the existing system is about 70% complete.
  - Scott is updating the 2014 list and prioritizing it
  - DOT&PF is looking at interchange revisions—Aaron J should have info
  - Artillery Interchange project—this is in the early stages of design but final design is not yet funded
  - Southbound ER bridge needs construction funding
  - Hiland Rd on-ramp. Scott and Ron developed a low cost design for a new on-ramp (that ramp has enough volume for its own lane, should not have to merge)
  - More cameras would be nice, they should be easy to add because of existing contract
    - RWIS gets used as a traffic condition camera but gets updated only every 15 minutes
  - In May/early June there will be another table top meeting about incident management on the Glenn Hwy. Scott mentioned that we should attend.
  - The report should look at cost of incidents.
  - High speed crossovers
  - Dan Monteleone, DOT&PF Safety Officer, is ready to set up incident command
  - Roundabouts at the top of ramps is on Scott’s list
  - Improve gap selection during merging from on-ramp to the highway. Scott gets asked regularly about metering the ramps. He thinks it will only make backups and delays worse.
  - Need to identify low cost, easy to implement items
MOA does not change signal timing in Eagle River in reaction to incidents on the Glenn Highway because the interchange ramp intersections are the limiting factor in terms of capacity. The existing Hiland interchange capacity is too small for demand.

- MOA uses Centrax/Econolight controllers
- MOA has traffic cameras at the Airport Heights signal, but no cameras in Eagle River at this time
- MOA uses mostly loop detection now, but is experimenting with radar detection (wavetronics)
- The Virtual Traffic Operations Center has all of the equipment it needs to operate, but a 24/7 operator was cut from the budget several years ago and never been replaced.
Title: Glenn Highway Integrated Corridor Management Study  
Stakeholder meeting: Val Rader

Date: April 18, 2018

Time: 1:00 PM

Location: DOT&PF Val’s office

Attendees:
  DOT&PF: Val Rader  
  KE: Joann Mitchell, Jeanne Bowie  
  Kapsch: Kevin Miller, Imran Inamdar

- APD is the only one that puts messages on the DMS
  - Shannon McCarthy (DOT&PF spokesperson) sends them a schedule of generic safety messages to post at certain times
  - Because APD knows the status of incidents, they are best suited to post the messages, they are also 24/7 whereas DOT&PF is not
  - Val offers technical support
- New network installations are fiber
- The objective is to use equipment with the same specifications to promote interoperability between systems.
- There are “handshake” agreements between agencies to share information and coordinate
- RWIS is a specialty
- DOT&PF does not record, though they have the ability
• There is a direct connection from Nixel to 511 – Vivian receives alerts from 511 directly following receiving the Nixel alert.

• AFD would like better information about road closures due to construction
  
  o MOA PM&E (Shane Locke) used to maintain a website that had all muni-wide construction projects. The website is no longer up and information is shared via fax

• A successful Traffic Operations Center (TOC) would require State and Muni to work together and it would have to be virtual. There isn’t sufficient funding for implementation.

• LinkAK provides information to travelers on travel options (modes available and how long they take). There is a link on the MOA website (muni.org). Vivian would like to see a link to transit from 511, and make LinkAK statewide, not just Muni

• Nixel is a subscription service. APD is the most active.

• It would be good for travelers to know how long a closure is going to be and if this information was posted on the DMS sign

• Vivian asked about the use of highway advisory radio. Imran explained that the use of radio is being phased out in some states because it takes too long to post messages (can be 30-45 minutes)

• The 2035 MTP recommends HOV lanes for the Glenn Hwy

• The 2015 Congestion Management Plan report includes metrics

• Tech memo #1 of the 2040 plan discusses new performance measures and Federal

• Incident clearance time is difficult to determine. Crash reports provide good information on the incident response time (time of accident and time first responders arrive); however, the time specified on the form when the incident is cleared is frequently wrong, as the police officer just indicates the time that the report is completed. Some information could potentially be gathered from Nixel, as Nixel alerts tell the public that an incident has occurred and then when the area is cleared; however, it is uncertain how accurate the timing of those alerts is. (Do they reflect the actual time of the incident and time of clearing?)

• Who are the 3rd party data providers in Alaska? Are there special concerns in Alaska (not enough demand, technical limitations, etc?) (Imran to check)

• Bart Rudolph from MOA Transit might have info about Transit’s thoughts and ideas

• The Commuter Rail Committee is discussing a pilot project and discussing what it would take to make commuter rail a year round option
• 2040 MTP update discusses HOT vs HOV lanes
• The first mile/last mile issue of transit needs to be addressed. Perhaps employers would be willing to provide shuttles for their employees
• Imran discussed how State Farm sponsors rolling highway patrol trucks in other states
• Debbie Ossiander with the Eagle River Chamber of Commerce would be a good contact
• Need to look into the Eagle River Traffic Mitigation project and the Artillery Road interchange (PTS is managing the Traffic Mitigation project for MOA)
• The LRTPs list frontage road construction projects
• The MTP includes a Glenn Hwy interchange study
• MSB LRTP includes park & ride facilities for the Glenn Hwy