



ALASKA'S ACTION PLAN

Advancing SAFE ROADS in Alaska:
A Data-Driven Strategy for Urban Safety

Draft

Advancing SAFE ROADS in Alaska: A Data-Driven Strategy for Urban Safety

The Alaska Department of Transportation and Public Facilities (DOT&PF) is committed to ensuring that every Alaskan—regardless of how they travel—arrives home safely. As stewards of the state’s vast and diverse transportation network, we recognize that safety is not achieved in isolation. It requires close collaboration and shared responsibility among local governments, law enforcement, emergency responders, public health agencies, and Alaska’s residents themselves.

The recent and troubling increase in fatal pedestrian crashes—particularly in Anchorage’s urban areas—demands urgent, coordinated action. Aligned with the Safe System Approach, and following the strategies outlined in Alaska’s Strategic Highway Safety Plan (SHSP) and the national call to action from the U.S. Department of Transportation, DOT&PF is prioritizing efforts that deliver safer roads, support safer speeds, and promote safer behavior by all road users. Our role centers on reducing the likelihood and severity of crashes through thoughtful design and targeted improvements. We also support education and awareness campaigns to empower travelers—drivers, walkers, bikers, and transit users alike—to make informed, safer choices. Strong collaboration with emergency responders, law enforcement, and local agencies remains essential to achieving lasting safety outcomes.

It is important to acknowledge that much of Urban Anchorage’s built environment has not drastically changed in recent years. The surge in pedestrian fatalities cannot be attributed to infrastructure alone. Instead, a combination of factors appears to be converging: behavioral patterns, impairment, vehicle speed, visibility, and possibly, gaps in public awareness. Understanding and addressing these complex, interrelated factors is essential to reversing this trend.

The SHSP 2023–2027 is our guiding framework. Built on data and structured around the Safe System Approach, it focuses on four key areas: Safe Road Users, Safe Vehicles, Safe Roads and Speeds, and Post-Crash Care. This plan anchors our statewide goal: zero deaths and serious injuries on Alaska’s roads. In Urban Anchorage, we are aligning SHSP strategies with local Vision Zero efforts to target high-risk urban corridors. We are implementing near-term solutions—such as enhanced lighting and signage—while advancing longer-term improvements to reduce conflicts between vehicles and pedestrians and make our streets more forgiving for all users.

A recent call to action from U.S. Transportation Secretary Sean Duffy underscores the urgency: over 39,000 lives were lost on American roads in 2024. His SAFE ROADS initiative—Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies—mirrors Alaska’s approach:

- Use data to guide action
- Prioritize intersections and arterial corridors
- Apply proven safety countermeasures
- Collaborate across all levels of government

DOT&PF remains committed to transparent, focused action—because every life matters. Whether in Anchorage’s urban core or in rural communities across the state, we are building a safer future through partnership, evidence, and purpose.

THE FOLLOWING SECTION OUTLINES THE SPECIFIC ACTIONS ALASKA DOT&PF HAS TAKEN—AND CONTINUES TO PURSUE—IN ALIGNMENT WITH THE SHSP AND IN RESPONSE TO THE NATIONAL CALL FOR DATA-DRIVEN STRATEGIES, WITH AN EMPHASIS ON ADDRESSING URBAN SAFETY CHALLENGES.





PEDESTRIANS & BICYCLISTS

(Vulnerable Road Users)

STRATEGY 1:
Implement best practices and proven countermeasures and incorporate into state and local policies and manuals to support safe travel for pedestrians and bicyclists.

STRATEGY 2:
Educate pedestrians, bicyclists, and other vulnerable road users about "rules of the road" and safety equipment.

STRATEGY 3:
Develop and implement a statewide active transportation safety action plan and data collection plan.



MOTORCYCLES, ALL-PURPOSE VEHICLES, AND SNOWMACHINES

STRATEGY 1:
Research current motorcycle, all-purpose vehicle (APV), and snowmachine policies, educational offerings, and data to better understand the state of safety education for these vehicle operators.

STRATEGY 2:
Establish a state motorcycle and APV safety program.

STRATEGY 3:
Provide law enforcement with training specific to motorcycles, APVs, and snowmachines.

STRATEGY 4:
Educate motorcycle, APV, or snowmachine operators about pertinent laws and best practices for driving on Alaska roadways.



YOUNG DRIVERS & OLDER DRIVERS

STRATEGY 1:
Conduct outreach and education to encourage young drivers to practice safe driving behaviors amongst their peers.

STRATEGY 2:
Increase the knowledge of medical providers, law enforcement, licensing personnel, family and caregivers on the recognition and assessment of older at-risk drivers.

STRATEGY 3:
Educate drivers on how to properly use their vehicle's safety features.



DANGEROUS DRIVING

STRATEGY 1:
Explore and implement best practices and policies to address dangerous driving behaviors.

STRATEGY 2:
Implement media campaigns and educational trainings to discourage dangerous driving behaviors.



URBAN: SAFE ROAD USERS

ACTION

DESCRIPTION

TIMEFRAME: SHORT TERM

HSIP: ROAD SAFETY AUDIT PROGRAM

Perform road safety audits at three selected locations each year.

HSIP: FFY25-30 PARTNERS IN SAFETY

Improves safety data collection and analysis for use in transportation planning. The goals of Partners in Safety (P/S) are to engage the public about traffic safety topics, analyze real-time data collection methods as they become available and improve traffic safety planning.

HSIP: FFY25-30 BE SAFE PUBLIC OUTREACH CAMPAIGN

Implement the BeSafe public awareness and outreach campaign. BeSafe will use the best available data to create highway safety messages tailored to specific Alaska audiences. DOT&PF will use best practice communication techniques to reach out the drivers with the goal of motivating changes in behaviors that are creating risk for other users including: speeding, impaired driving, and distraction.

HSIP: VULNERABLE ROAD USER ROAD SAFETY AUDIT PROGRAM

Provide/perform road safety audits on the high-risk corridors and intersections identified in the 2023 Vulnerable Road User Safety Audit in the FFY23-27 Strategic Highway Safety Plan.

ENCAMPMENT MITIGATION IN RIGHTS OF WAYS AND CLEAR ZONES: MOA NO TRESPASSING SIGNAGE

Right of Way no trespass signage and other measures to regulate and ensure safe and appropriate use of right of ways.

ENCAMPMENT MITIGATION IN RIGHTS OF WAYS AND CLEAR ZONES: MOA COVENANT HOUSE

Launch a workforce development program in Anchorage to help individuals experiencing homelessness gain skills for careers in the transportation industry—improving lives while enhancing safety and quality of life on our roadways.

REFLECTIVE WEARABLES

Purchase approximately \$10,000 in retro reflective materials to distribute to Alaskans who rely on walking as a primary mode of travel. Materials will be shared at end-of-summer community events through partnerships with local urban organizations to ensure they reach those most in need.

PUBLIC EDUCATION

Public education "Partners in Safety" campaign focusing on the safe people component of the Safe Systems Approach. The campaign includes identifying the leading behaviors in pedestrian vs. vehicle crashes and then create content to target those behaviors.

ACTION

DESCRIPTION

PUBLIC OUTREACH

In July 2025, the Alaska DOT&PF will launch a statewide public outreach campaign focused on reducing pedestrian-vehicle crashes and promoting roadway safety. The campaign will center on educating both drivers and pedestrians about risk behaviors, crash patterns, and actionable steps to improve safety. Leveraging over 142,000 followers across DOT&PF's social media platforms and a paid media buy (Aug/Sept. 2025) with additional paid media winter 2025/2026. This multifaceted initiative will amplify visibility across Alaska's communities.

**SHORT
TERM**

ENCAMPMENT MITIGATION IN RIGHTS OF WAYS AND CLEAR ZONES: MOA (2025)

Conduct homeless camp abatement within DOT&PF rights-of-way in the Municipality of Anchorage to address safety, access, and public health concerns.

**SHORT
TERM**

COMPLETED

ACTION

DESCRIPTION

ENCAMPMENT MITIGATION IN RIGHTS OF WAYS AND CLEAR ZONES: FAIRBANKS (2024)

Conduct homeless camp abatement within DOT&PF rights-of-way in the Fairbanks area to address safety, access, and public health concerns.

ENCAMPMENT MITIGATION IN RIGHTS OF WAYS AND CLEAR ZONES: MAT SU (2024)

Conduct homeless camp abatement within DOT&PF rights-of-way in the Matanuska Susitna Borough to address safety, access, and public health concerns.

ENCAMPMENT MITIGATION IN RIGHTS OF WAYS AND CLEAR ZONES: MOA (2024)

Conduct homeless camp abatement within DOT&PF rights-of-way in the Municipality of Anchorage to address safety, access, and public health concerns.

**Encampment mitigation is a separate initiative and is not part of the Vision Zero Task Force's work.*

SPEED MANAGEMENT

ROADWAYS

STRATEGY 1:

Update DOT&PF policies and manuals to include effective countermeasures to mitigate lane and roadway departures.

STRATEGY 2:

Perform timely and adequate winter weather maintenance for all road users.

STRATEGY 3:

Implement a media campaign to help road users understand how to navigate various roadway types and elements.



STRATEGY 1:

Conduct high-visibility enforcement and awareness campaigns to reduce speeding.

STRATEGY 2:

Develop model policies and implement and innovative practices to reduce speeding.

STRATEGY 3:

Use data to support policy, legislative, and enforcement efforts aimed at reducing speeding.

STRATEGY 4:

Provide training to law enforcement on best practices related to speed enforcement.



URBAN: SAFE ROADS & SAFE SPEEDS

ACTION

DESCRIPTION

ALASKA DOT&PF LANE REDUCTION POLICY

Develop a statewide policy to guide the evaluation and decision-making process for lane reduction proposals, ensuring consistent analysis and coordination across DOT&PF.

COMPLETE

ALASKA DOT&PF COMPLETE STREETS POLICY

Develop a statewide policy to ensure road designs consider the needs of all users—pedestrians, cyclists, transit riders, and drivers—while addressing safety, mobility, and both summer and winter maintenance requirements.

MID
TERM

5TH & 6TH I & L RELINQUISHMENT

Coordinate and execute the legal, administrative, planning, and engineering actions necessary to facilitate the transfer of ownership and operational control of the following road segments from the Alaska Department of Transportation and Public Facilities (DOT&PF) to the Municipality of Anchorage:

MID
TERM

SEWARD HIGHWAY MEDIAN FENCING

Installation of median fencing along the Seward Highway between Fireweed Lane and 15th Avenue to improve safety by discouraging pedestrian crossings at undesignated locations.

SHORT
TERM

TUDOR/MULDOON ROAD MAST ARM LIGHTING

Install under-mast arm LED luminaires above cross-walks at all signalized intersections along Tudor Rd and Muldoon Rd., starting at the Minnesota Dr. intersection, and ending at the Boundary Ave. intersection.

SHORT
TERM

DEBARR ROAD SPEED FEEDBACK SIGNS

Install speed feedback signs on DeBarr Rd between Pine St and Boniface Parkway.

SHORT
TERM

ELMORE ROAD SAFETY IMPROVEMENTS

Includes addressing speed in third segment, as well as speed feedback signage.

SHORT
TERM

HSIP: VISION ZERO SPEED LIMIT COMPLIANCE

Non ground disturbing rapid response including signing on existing poles (including speed feedback on existing light poles where they have existing power) and enhanced crosswalk striping.

SHORT
TERM

ACTION

DESCRIPTION

HSIP: GAMBELL ST. UTILITY POLE REMOVAL AND INCREASED LIGHTING

Remove the utility poles and underground the utilities on Gambell Street. New light poles will be installed at locations further from the traveled way to reduce the risk of impact by errant vehicles and improve street lighting. New light poles will be installed meeting current standards.

**MID
TERM**

HSIP: 5TH AVE: CONCRETE ST TO KARLUK ST PEDESTRIAN IMPROVEMENTS

Construct a median barrier on 5th Avenue between Concrete Street and the couplet of 5th and 6th Avenues (Karluk Street). Work may include roadside hardware, drainage, improvements, and utilities

**MID
TERM**

HSIP: ANCHORAGE FLASHING YELLOW ARROW & SIGNAL HEAD DISPLAY

Install signal heads for existing protected-permissive and permissive left turning movements (opposing left turns will both be upgraded, where identified); install new signal poles, mast arms, and foundations as required to complete upgrades; upgrade existing TS-1 traffic controller cabinets and electrical load centers to support operation; relocate mast arm signage and reconstruct existing sidewalk, roadway, curb and gutter, and curb ramps as required to modify the required traffic signal to operation.

**SHORT
TERM**

HSIP: ANCHORAGE SIGNALIZED INTERSECTION CAMERAS

Install traffic signal camera systems at multiple intersections within the Municipality of Anchorage.

**SHORT
TERM**

HSIP: OLD SEWARD HWY, INDUSTRIAL WAY/120TH AVE CHANNELIZATION

Install raised median on Old Seward Highway with directional left-in only median openings at Industry Way and 120th Avenue.

**MID
TERM**

HSIP: TUDOR RD: BAXTER RD TO PATTERSON ST CHANNELIZATION

Install a non-traversable median and roadside barriers on Tudor Road between Baxter Road and Patterson Street. The proposed median targets head-on and access-related crashes by providing physical separation between vehicles, identifying specific left turn locations, and promoting through trips. This median may be raised concrete curb, concrete barrier, or a combination of both median types.

HSIP: GAMBELL AND INGRA STREET--OVERHEAD SIGNAL INDICATION U/G

Install new signal poles and mast arms to bring signals into conformance with current minimum signal indication requirements.

**MID
TERM**

HSIP: INGRA & GAMBELL COUPLET LANE RECONFIGURATION

Conduct a safety performance evaluation and public involvement process to assess the impacts on all users; if data supports a positive safety and operational benefit, the project may advance to full implementation.

**MID
TERM**

ACTION

DESCRIPTION

**HSIP: NORTHERN LIGHTS BLVD
SAFETY IMPROVEMENTS**

Provide Vulnerable Road User (VRU) improvements on Northern Lights Blvd between Lake Otis Parkway and Minnesota Drive.

**MID
TERM**

**HSIP: A STREET ROAD SAFETY
IMPROVEMENTS**

Provide Vulnerable Road User (VRU) improvements on between Fireweed and 9th Avenue.

**MID
TERM**

**HSIP: MOUNTAIN VIEW DRIVE
SAFETY IMPROVEMENTS**

Improve safety of all road users by converting green signal indicators to flashing yellow arrows, installing pedestrian safety features, upgrading facilities to comply with PROWAG guidelines, implementing a road diet, modifying select right-turn locations, and implementing access management.

**MID
TERM**

**HSIP/SMS CENTRAL REGION FFY
2022-2023**

Evaluate highway crash data and safety concerns. Develop proposed safety improvement projects to reduce crashes on public road system. Evaluate crash benefits for completed safety improvement projects. For Safety Management System (SMS): Monitor and assess key safety systems. Systems include signals, all-way stops, railroad crossings, school zones, and speed zones. Check signing systems for routes to hospitals, police, fire, and other emergency services. Respond to public and agency requests. Perform data gathering and analysis, safety training, and policy development.

**MID
TERM**

**HSIP: ANCHORAGE PEDESTRIAN
LIGHTING, PH II**

Increase visibility, reduce pedestrian/bicycle crashes and other traffic incidences by installing lighting. The proposed improvements are consistent with the Alaska Strategic Highway Safety Plan, Special Users Strategies to identify and implement appropriate engineering to address high-crash locations involving bicyclists and pedestrians. This project is also inline with MOA Vision Zero Safety Goals.

**MID
TERM**

**HSIP: ANCHORAGE PEDESTRIAN
LIGHTING, PHASE I**

Increase visibility, reduce pedestrian/bicycle crashes and other traffic incidences by installing lighting. Work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. This project will construct the first phase and includes work on Tudor Road, Seward Highway and Muldoon Road.

**MID
TERM**

**HSIP: C ST: TUDOR AND DIMOND
INTERSECTIONS**

Construct raised islands to channelize right turn movements. This will require widening the intersections, Right of Way acquisition, utility relocations and adjustments, storm drain relocation, replacement of some sidewalk, pathway, curb ramps, and curb and gutter, re-paving and re-striping the intersections, temporary traffic signals, and new permanent traffic signals.

**MID
TERM**

**HSIP: A ST. MIDTOWN COUPLET
OVERHEAD SIGNAL INDICATION
U/G**

Upgrade roadside hardware on A Street between Benson Boulevard and Northern Lights Boulevard. Work includes removing and replacing the traffic signals at the intersection of Benson Boulevard and A Street and Northern Lights Boulevard and A Street and lighting system replacement adjacent to intersections.

**MID
TERM**



STRATEGY 1:

Educate drivers on how to properly use their vehicle's safety features.

STRATEGY 2:

Update and share safe driving best practices with tourism commercial vehicle operators and owners.

STRATEGY 3:

Conduct education and outreach about regulations and safety topics related to commercial motor vehicles.



STRATEGY 4:

Enforce commercial motor vehicle regulations.

URBAN: SAFE VEHICLES

ACTION

PLOW TRACKING (511 UPGRADES)

DESCRIPTION

DOT&PF's new Track-a-Plow feature on Alaska 511 lets users view the real-time location and recent routes of active snow plows. This tool improves travel awareness, supports winter driving safety, and reflects DOT&PF's commitment to transparency and modern, data-driven operations.

**SHORT
TERM**

STRATEGY 1:

Identify the contributing factors for crashes involving first responders and emergency vehicles.

STRATEGY 2:

Protect first responders at crashes through tools, techniques, technology, and information-sharing practices.

STRATEGY 3:

Implement a media campaign about Alaska's Move Over Law.



STRATEGY 4:

Enforce commercial motor vehicle regulations.

URBAN: URBAN POST-CRASH CARE



ACTION

DESCRIPTION

HSIP: FIRST RESPONDER SEQUENTIAL LED FLARES

Provide first responders across the state with sequential LED flare kits for incident management. Includes delivery of 35-50 PiLit kits to APD.

**SHORT
TERM**

HSIP: ANCHORAGE POLICE DEPARTMENT IDEU

Assist the Anchorage Police Department's Impaired Driving Enforcement Unit through funding opportunities.

**SHORT
TERM**

HSIP: EMS EXTRICATION DEVICES PROJECT

Purchase extrication tools for 14 EMS providers

**SHORT
TERM**

HSIP: FFY25-30 FATAL CRASH REVIEW TEAM & RAPID RESPONSE FUND

Implement a statewide Fatal Crash Review Team to analyze and where possible implement low-cost, quick-build improvements at locations of VRU fatalities statewide. See attached example for C Street / Benson Blvd.

**MID
TERM**

STATEWIDE EMS NEEDS LIST DEVELOPMENT

Develop needs list for EMS across the State (2024)

**SHORT
TERM**

EMS EQUIPMENT (2024)

With a maximum request of \$150,000, this initiative provided essential equipment and training to support EMS providers in keeping Alaska's roadways safe.

**SHORT
TERM**

EMS EXTRACTION TOOLS (2025)

Provide critical extrication tools—commonly known as the "Jaws of Life"—to remote volunteer emergency medical services (EMS) and fire departments throughout the state.

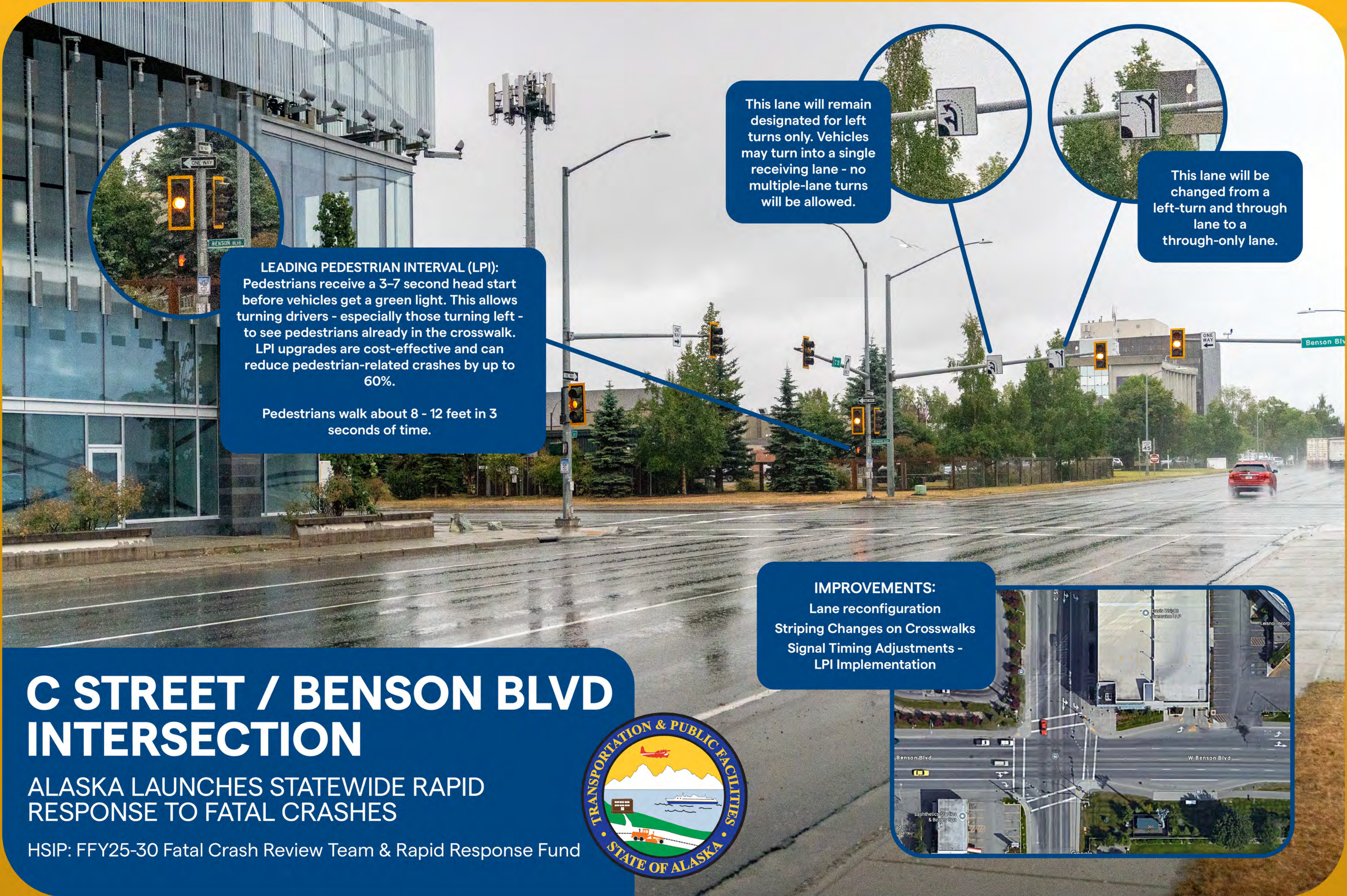
**SHORT
TERM**

EMS ADVISORY BOARD REPRESENTATION

Promoting communication and cooperation among diverse stakeholders to enhance pre-hospital care and transport. Advocating for inclusive and supportive environments to strengthen recruitment and retention efforts for EMS clinicians.

**SHORT
TERM**

HSIP: FFY 25-30 FATAL CRASH REVIEW TEAM & RAPID RESPONSE FUND



LEADING PEDESTRIAN INTERVAL (LPI):
Pedestrians receive a 3-7 second head start before vehicles get a green light. This allows turning drivers - especially those turning left - to see pedestrians already in the crosswalk. LPI upgrades are cost-effective and can reduce pedestrian-related crashes by up to 60%.

Pedestrians walk about 8 - 12 feet in 3 seconds of time.

This lane will remain designated for left turns only. Vehicles may turn into a single receiving lane - no multiple-lane turns will be allowed.

This lane will be changed from a left-turn and through lane to a through-only lane.

IMPROVEMENTS:
Lane reconfiguration
Striping Changes on Crosswalks
Signal Timing Adjustments - LPI Implementation

C STREET / BENSON BLVD INTERSECTION

ALASKA LAUNCHES STATEWIDE RAPID RESPONSE TO FATAL CRASHES

HSIP: FFY25-30 Fatal Crash Review Team & Rapid Response Fund

