

### 3 Glenn Highway ICM Vision, Goals, and Objectives

#### 3.1 Vision

The vision for the Glenn Highway ICM project was adapted from existing regional and statewide plans. The vision statement is as follows:

*Implement an integrated, multimodal system on the Glenn Highway corridor that improves safety and mobility, enhances efficiency and convenience of travel and supports local, regional, and state transportation objectives.*

#### 3.2 Goals and Objectives

Table 40 summarizes the goals and objectives. These goals and objectives were adapted for the Glenn Highway ICM project from the Alaska ITS Project Implementation Plan for the Glenn Highway Commuter Corridor and the Alaska Statewide Long-Range Transportation Plan.

**Table 40: Glenn Highway Study Area Goals and Objectives**

Goals	Objectives
A – Improve Safety	<ul style="list-style-type: none"> <li>• Reduce the occurrence of vehicular crashes</li> <li>• Reduce secondary crashes</li> <li>• Reduce vulnerability and increase resiliency of transportation infrastructure from natural hazards and disasters</li> </ul>
B – Improve Mobility and Multimodalism	<ul style="list-style-type: none"> <li>• Reduce travel times and delays</li> <li>• Improve travel time reliability</li> <li>• Reduce delays due to work-zones and planned special events</li> <li>• Promote transit use</li> <li>• Promote environmentally friendly, affordable transportation solutions</li> </ul>
C – Improve Incident and Emergency Management	<ul style="list-style-type: none"> <li>• Reduce incident response and clearance times</li> <li>• Improve communication and coordination among agencies and stakeholders</li> <li>• Enhance coordination of regional emergency management</li> </ul>
D – Improve Information Data Collection and Sharing	<ul style="list-style-type: none"> <li>• Expand collection of real-time traffic and weather data</li> <li>• Improve day-to-day information exchange with regional operations partners</li> <li>• Provide proactive, timely, and accurate information to travelers</li> <li>• Make traveler information widely available</li> </ul>

### 3.3 Issues and Needs

This section summarizes the transportation issues and needs for the Glenn Highway corridor. The needs were gathered from the stakeholder input, and existing planning documentation. The issues and needs were then grouped by the corridor goals.

Table 41 to Table 44 summarize the key issues and needs under each goal.

**Table 41: Issues and Needs for Goal A – Improve Safety**

Issues	Needs
<ul style="list-style-type: none"> <li>• Traveling at posted speeds during adverse and dynamic weather conditions is often unsafe and not recommended.</li> <li>• The traffic flow at interchanges along the corridor is not optimal leading to safety issues and reductions in capacity at the intersections.</li> <li>• Travelers approaching unexpected congestion may not have time to react, resulting in secondary incidents.</li> </ul>	<ul style="list-style-type: none"> <li>• Need to harmonize speeds during incidents and adverse weather conditions.</li> <li>• Need for infrastructure improvements at interchanges to ease merge conditions for travelers entering/exiting the highway.</li> <li>• Need to reduce the conditions that can lead to secondary incidents.</li> </ul>

**Table 42: Issues and Needs for Goal B – Improve Mobility and Multimodalism**

Issues	Needs
<ul style="list-style-type: none"> <li>• Any reduction in capacity due to non-recurring congestion during peak periods in the corridor can cause operational breakdowns throughout the corridor and affect travel reliability.</li> <li>• There is a lack of connected alternate routes to balance traffic during congestion and incidents.</li> <li>• Alternative transportation modes such as transit and carpooling are not well utilized in the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Need to reduce major crashes.</li> <li>• Need to expand alternate route options.</li> <li>• Need to improve traffic control flexibility for intersections along alternate routes (for example, alter signal timing) in response to changing traffic conditions.</li> <li>• Need to encourage use of alternative mode options, such as carpooling/vanpooling</li> <li>• Need to identify, promote, and provide additional options for first-mile-last-mile challenges.</li> <li>• Need accurate, real-time information for transit schedules, current status, and access to parking space availability information.</li> </ul>

**Table 43: Issues and Needs for Goal C – Improve Incident and Emergency Management**

Issues	Needs
<ul style="list-style-type: none"> <li>• Pre-planning and pre-coordination between agencies is not well documented or institutionalized.</li> <li>• Emergency vehicles find it difficult to reach the incident scene.</li> <li>• Minor incidents remain on the shoulder for several hours. In some cases, this is policy (tow trucks are asked to respond outside of peak hours). In other cases, due to lack of resources (tow trucks may be busy on other calls)</li> <li>• Incident clearance times for major incidents can last up to several hours, due to the time it takes to process a crash scene.</li> </ul>	<ul style="list-style-type: none"> <li>• Need to establish incident response plans, agreements and training among partner agencies that clearly defines goals and collective roles and responsibilities.</li> <li>• Need a robust information-exchange capability among emergency responders (fire, police, and other transportation dispatchers) to help manage incidents and coordinate response.</li> <li>• Need to improve emergency vehicle access to the incident scene.</li> <li>• Need to clear minor incidents in a more safe, efficient, timely and effective manner.</li> <li>• Need to clear major incidents in a more safe, efficient, timely and effective manner.</li> <li>• Need expanded, real-time detection, status monitoring, and incident verification capabilities for regional stakeholders.</li> </ul>

**Table 44: Issues and Needs for Goal D – Improve Information Data Collection and Sharing**

Issues	Needs
<ul style="list-style-type: none"> <li>• Data on study corridor highway conditions are not uniformly available to accurately monitor traffic conditions, due to gaps in the technology infrastructure.</li> <li>• Transportation operations agencies are often uninformed of the data that other partner agencies have available.</li> <li>• Existing communications modes between agencies are not always reliable.</li> <li>• Travelers lack on-demand, real-time, multimodal and personalized traveler information.</li> </ul>	<ul style="list-style-type: none"> <li>• Need expanded, real-time detection, status monitoring, and incident verification capabilities for regional stakeholders.</li> <li>• Need for a comprehensive view of available capacity and demand throughout the corridor to allow agencies to better coordinate and manage the corridor.</li> <li>• Need broad-based coordination and sharing of information between various public agencies.</li> <li>• Need protocols for the Incident Management Team to share information regarding incidents with the public.</li> <li>• Need comprehensive corridor-wide traveler information across all modes tailored to the needs of the individual travelers.</li> </ul>