

ALASKA

STRATEGIC HIGHWAY SAFETY PLAN



2023-2027



Front cover photo sources: highway (top), motorcycle, and child in booster seat – Getty Images; bicyclists and oversized vehicle – Alaska DOT&PF; and Commercial Vehicle Enforcement – Carl Brill.
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THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
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May 23, 2023

Dear Safety Partners:

The vast geography of our transportation system in Alaska challenges us in many ways. As Alaska's State Transportation Authority, the Alaska Department of Transportation and Public Facilities (DOT&PF) is committed to safety as a core value and strategic investment area across our vast system. The Alaska Highway Safety Office (AHSO) works to enhancing the health and wellbeing of Alaska's people through programs aimed at saving lives and preventing injuries on our roads regardless of how we choose to travel.

This Strategic Highway Safety Plan is the roadmap for the DOT&PF, AHSO, and our many safety partners to achieve a significant reduction of fatalities and serious injuries on Alaska's roadways. We can achieve this through implementation of the Safety System Approach and implementing strategies and actions focused on engineering, education, enforcement, and emergency medical services.

Creating a Safe System depends on all of us. We need each one of you to help foster a culture of safety that believes death and serious injury is unacceptable. Making safe driving, biking, and walking decisions can save lives and reduce injuries when combined with safe speeds, roadway design, vehicle technologies, and post-crash care. Through this shared responsibility, we can move Alaska *Toward Zero Deaths* and serious injuries.

Thank you to the many individuals who helped develop this plan and to the many more who will implement its strategies, projects, and programs to help develop our culture of safety. We appreciate your dedication to roadway safety in Alaska.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.

Commissioner

"Keep Alaska Moving through service and infrastructure."





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INTRODUCTION

The Alaska Strategic Highway Safety Plan (SHSP) is focused on reducing highway fatalities and serious injuries on all public roads in Alaska.

As mandated by 23 U.S.C. §148 (c)(1), the SHSP is a federally required statewide, comprehensive safety plan that provides a coordinated framework around which safety stakeholders unite to reduce highway fatalities and serious injuries on all public roads. Federal law requires the SHSP to be updated every five years.

This 2023 through 2027 SHSP identifies Alaska's key safety needs, priorities, and actions over the next five years using the Safe System Approach. The plan reflects the nature of traffic safety in Alaska, as well as the people, organizations, and agencies serving essential roles to effectively and innovatively improve safety on Alaska's roadways.

This plan identifies opportunities to improve safety and provides guidance for all safety stakeholders to move *Alaska Toward Zero Deaths*.



This plan guides investment decisions and countermeasures with the most potential to save lives and prevent injuries based on data-driven goals, objectives, and strategies. The plan provides strategic direction by:

- ✓ **ESTABLISHING PERFORMANCE GOALS** for traffic-related fatalities and serious injuries
- ✓ **IDENTIFYING THE PRIORITY EMPHASIS AREAS** to focus resources on Alaska's most serious traffic safety problems
- ✓ **USING DATA TO IDENTIFY CRITICAL FACTORS** contributing to crashes and potential solutions
- ✓ **INCORPORATING THE SAFE SYSTEM APPROACH** into the plan's proven strategies and actions within each Emphasis Area
- ✓ **MONITORING PROCESS AND PERFORMANCE** to determine where Alaska is making progress and where more effort is needed

The Strategic Highway Safety Plan (SHSP) is the overarching safety plan identifying traffic safety problems and effective solutions for Alaska. The Alaska Department of Transportation and Public Facilities (DOT&PF) leads the SHSP with support from federal, state, regional, and local agencies, as well as private sector and non-profit/advocacy stakeholders.

The SHSP serves as the beacon guiding priorities and coordination for all other plans and programs in Alaska that touch upon traffic safety. This includes safety elements of the Statewide Long-Range Transportation Plan (LRTP), State Transportation Improvement Program (STIP), and Transportation Improvement Programs (TIPs) developed by Alaska's Metropolitan Planning Organizations (MPOs).

The SHSP guides DOT&PF plans and programs that specifically implement the SHSP: the Triennial Highway Safety Plan (3HSP), Highway Safety Improvement Program (HSIP), and the Commercial Vehicle Safety Plan (CVSP). The SHSP also influences existing and new safety plans, programs, and policies, such as the Alaska Statewide Active Transportation Master Plan (2019), Alaska's upcoming Complete Streets Policy, and the Safe Routes to School Program.



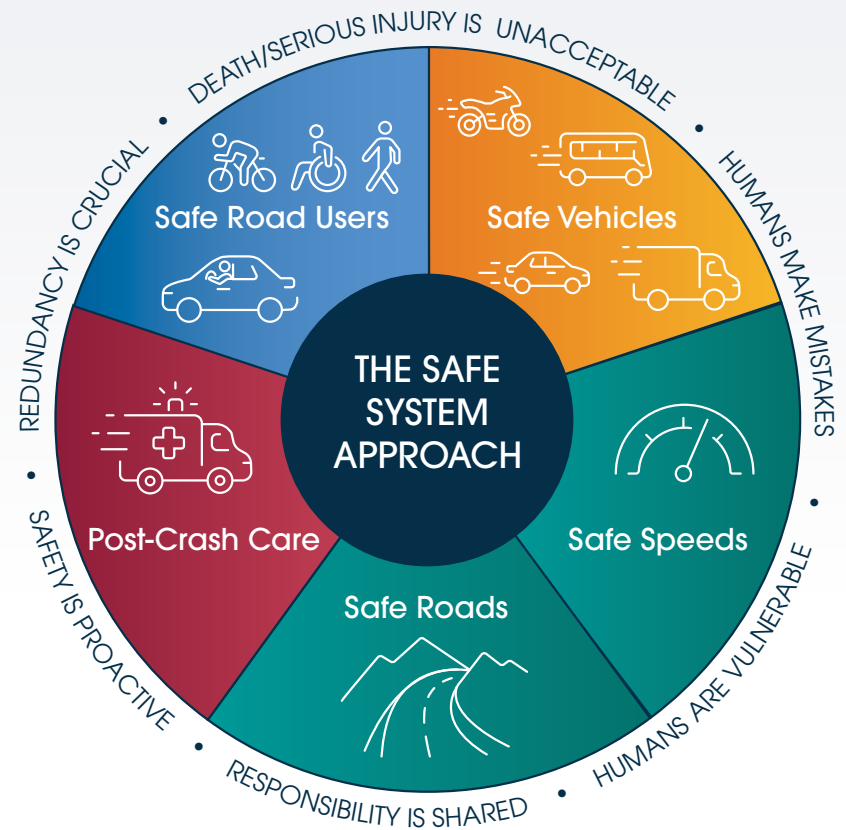
TOWARD ZERO DEATHS AND SAFE SYSTEM APPROACH

In its 2007 SHSP, Alaska adopted the goal *Toward Zero Deaths* with the aim to reduce traffic-related fatalities on public roads in Alaska to zero through proven countermeasures. The path forward has

been dynamic and challenging, recognizing the state's unique climate and transportation modes, evolving transportation technologies, and a growing coalition of safety partners.

Today, Alaska continues to support and work *Toward Zero Deaths*, as well as zero serious injuries, through the adoption of the **Safe System Approach**. In 2022, the United States Department of Transportation (USDOT) announced the new National Roadway Safety Strategy¹ formally adopting the **Safe System Approach** to reach the goal of zero traffic deaths and serious injuries. The **Safe System Approach** consists of six principles and five elements, as shown in the figure to the right.

Alaska believes that all deaths and serious injuries on our transportation system are unacceptable. Humans are vulnerable and may make mistakes, and the transportation system must account for this reality through proactive and systemic programs, policies, processes, partnerships, and projects. Responsibility is shared amongst all stakeholders across levels of government, industry, non-profit and advocacy groups, and the public.



To prevent deaths and serious injuries, multiple elements of the transportation system should address risks and contributing factors to crashes, protecting people through redundancy in case one or more elements fail.

¹ [USDOT National Roadway Safety Strategy](#).

The **Safe System Approach** is how Alaska and the nation will reach the goal of zero traffic deaths and serious injuries. This is borne out through stakeholders and countermeasures that span the “**4 Es of Traffic Safety**”: Engineering, Education, Enforcement, and Emergency medical services.

Alaska selected four Emphasis Areas and eight Focus Areas to concentrate resources and initiatives on the state’s most serious traffic safety problems. Although these new Emphasis Areas diverge from previous Alaska SHSPs, many of the Focus Areas cover similar traffic safety priorities.

The Alaska SHSP Emphasis Areas are **Safe Road Users**, **Safe Vehicles**, **Safe Roads and Safe Speeds**, and **Post-Crash Care**. The Focus Areas are **Pedestrians and Bicyclists**; **Young Drivers and Older Drivers**; **Motorcycles, All-Purpose Vehicles, and Snowmachines**; **Dangerous Driving**; **Roadways**; **Speed Management**; **Vehicle Safety**; and **Emergency Response**.

In addition, the Alaska Highway Safety Office (AHSO) leads the Impaired Driving Task Force, Occupant Protection Task Force, and Alaska Traffic Records Coordinating Committee.



VISION AND MISSION

Alaska's vision and mission guide the actions we will take to move *Toward Zero Deaths* and serious injuries.

VISION: Towards zero deaths and serious injuries so all surface transportation users arrive safely at their destination.



MISSION: To improve the safety of all surface transportation users throughout Alaska through effective and equitable solutions using a Safe System Approach.

PERFORMANCE TARGETS

Alaska uses the following five federally mandated performance measures to track progress on improving safety on our roads:

- » **Number of fatalities**
- » **Number of serious injuries**
- » **Fatality rate per 100 million vehicle miles traveled (VMT)**
- » **Serious injury rate per 100 million VMT**
- » **Number of non-motorized fatalities and serious injuries**

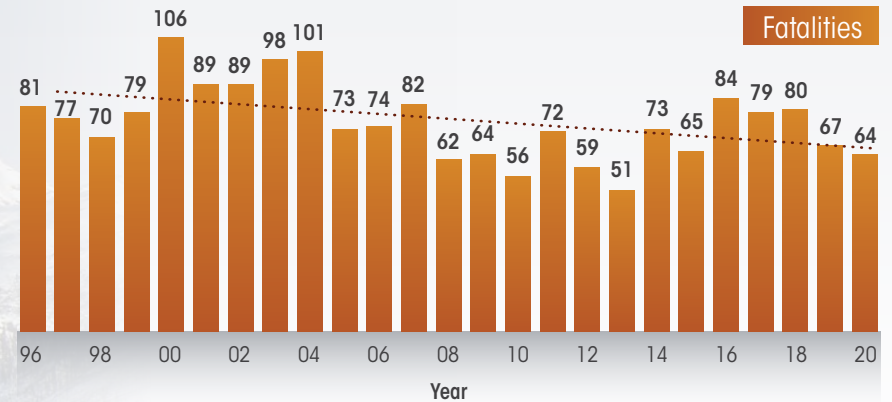
To select measurable goals to reduce fatalities and serious injuries on Alaska's roadways, the SHSP Steering Committee reviewed current crash, fatality, and serious injury trends. The Steering Committee selected the goal to decrease fatalities and serious injuries on Alaska's roadways by 3.5 percent per year, in support of the *Toward Zero Deaths* vision.



TRAFFIC SAFETY IN ALASKA

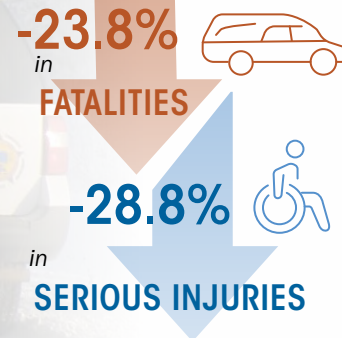
While total annual fatalities have fallen over the past 25 years, fatalities were higher between 2016 and 2020 than they were in the early 2010s.²

Figure 1. Traffic Fatalities Over the Past 25 Years



Since 2016, fatalities and serious injuries have decreased.

Percent change
2016 to 2020



Alaska is **below**
the national fatality rate

2020 National Fatality Rate:

1.34
per 100 million VMT

2020 Alaska Fatality Rate:

1.21
per 100 million VMT

² Fatal and serious injury crash data: Alaska CARE, NHTSA Fatality Analysis Reporting System (FARS). At the time of analysis, 2020 was the latest available year of data.

Figure 2. Number of Fatalities

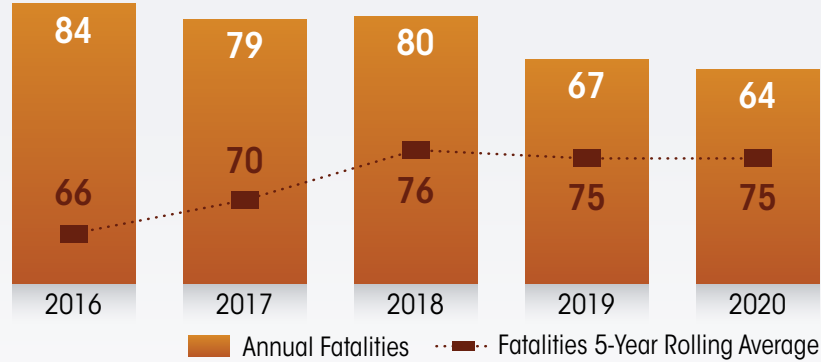


Figure 3. Rate of Fatalities (Per 100 Million VMT)

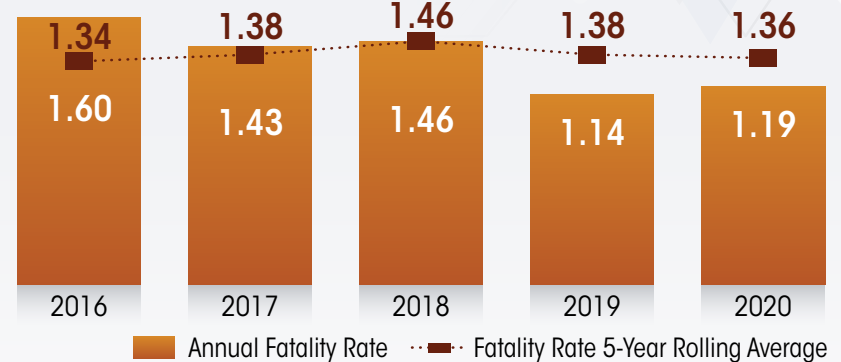


Figure 4. Number of Serious Injuries

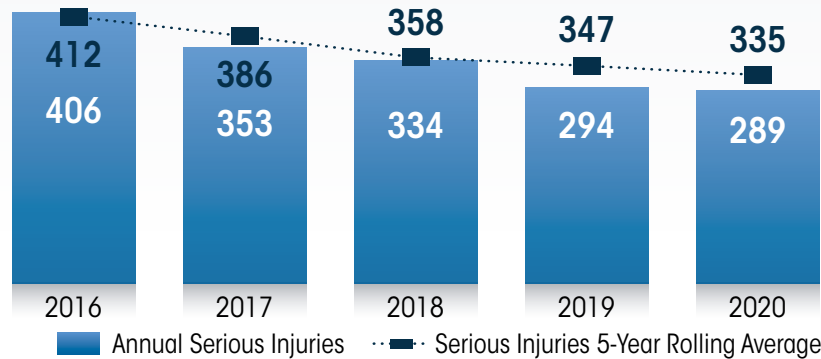


Figure 5. Rate of Serious Injuries (Per 100 Million VMT)

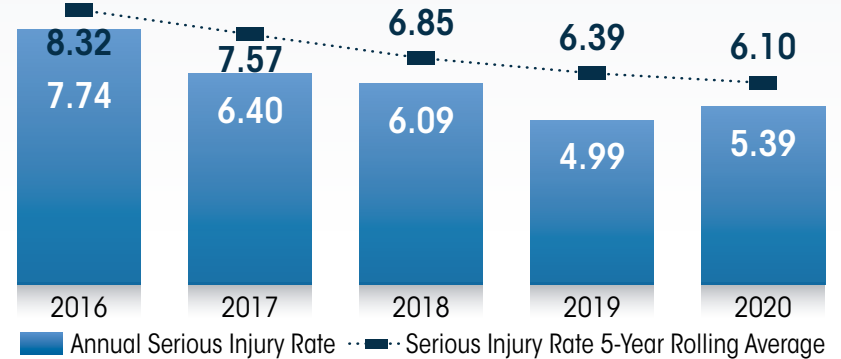


Figure 6. Number of Non-Motorized Fatalities and Serious Injuries

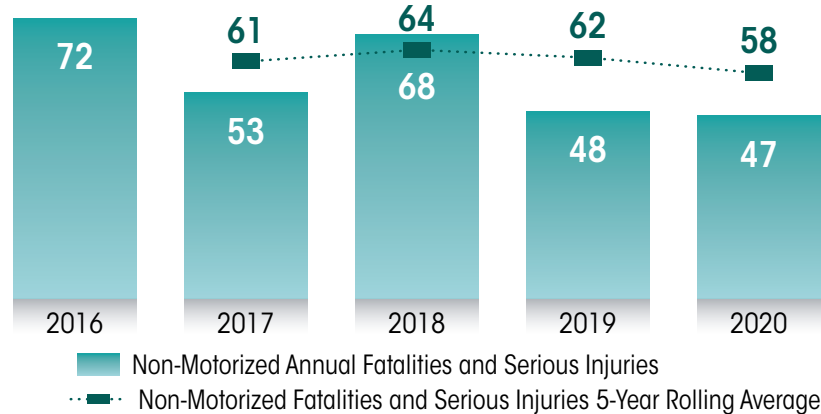
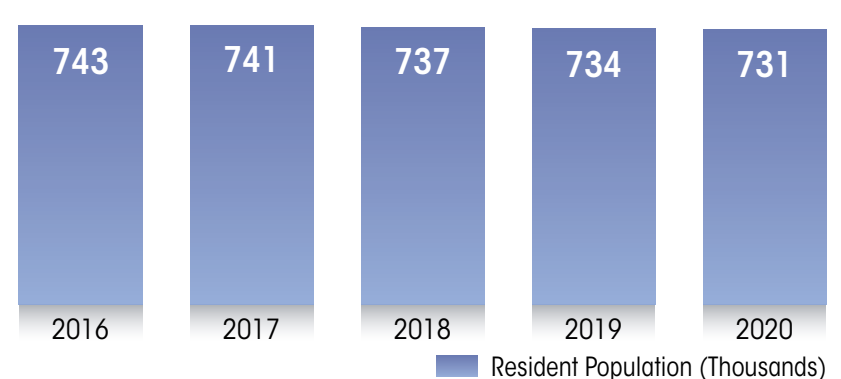


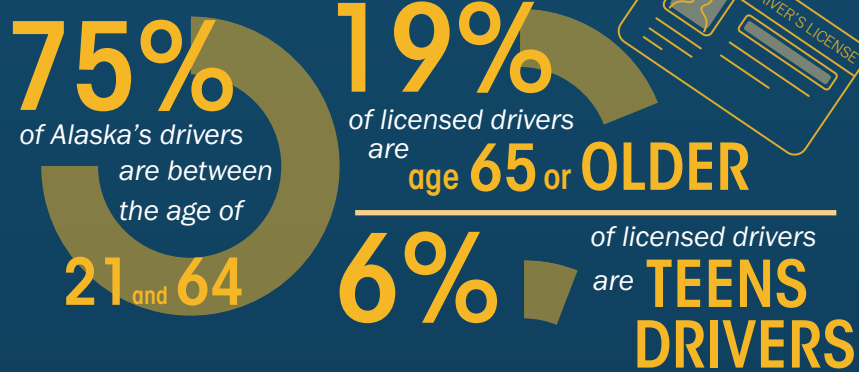
Figure 7. Resident Population in Alaska



Note: The 2012-2016 average could not be calculated due to a change in reporting in 2012.

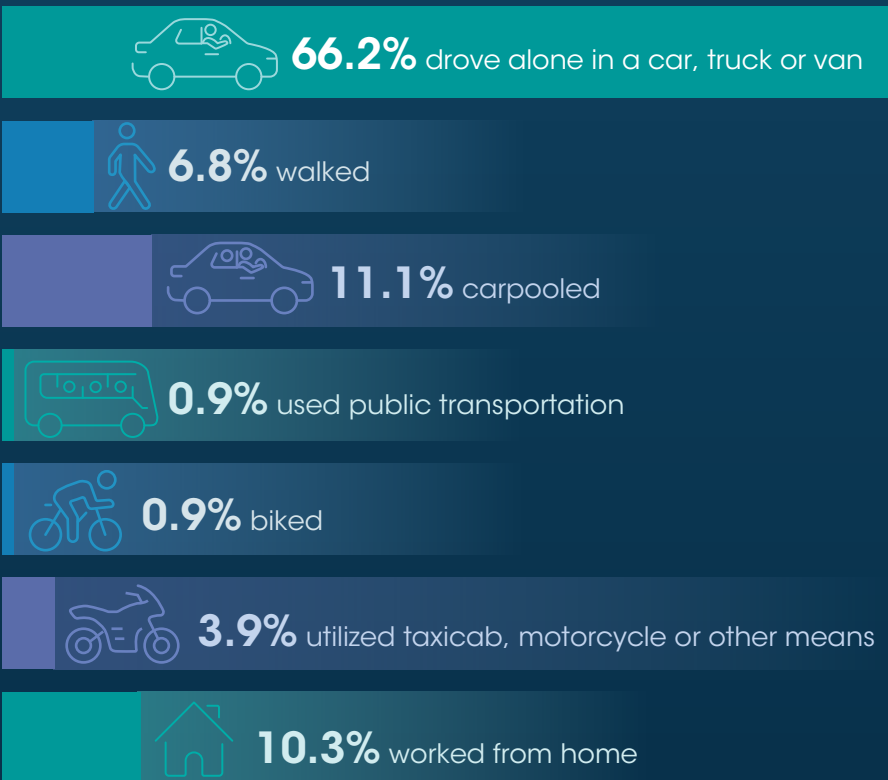
Source: [Alaska Department of Labor and Workforce Development](#).

Licensed drivers in Alaska in 2022:



Source: Alaska Department of Administration, Division of Motor Vehicles, 2022.

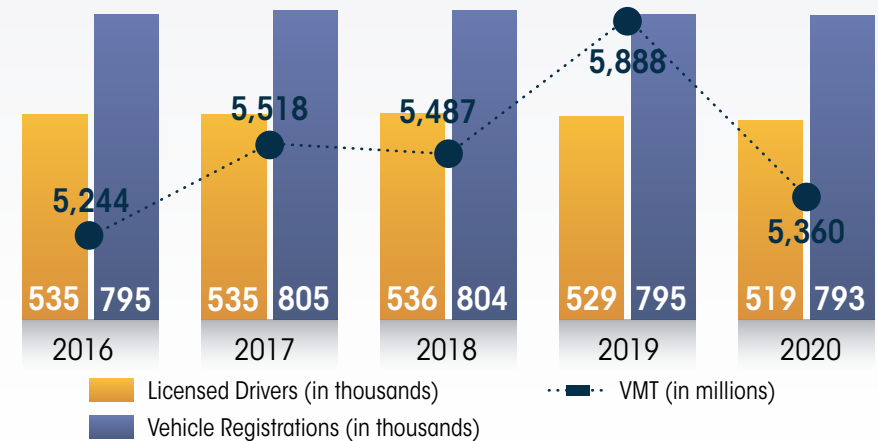
Commuting habits for workers (age 16 and older) in Alaska in 2021:



Source: U.S. Census Bureau, 2021.

Despite fewer licensed drivers and decreasing vehicle registrations over the past five years, the **TOTAL NUMBER OF MILES VEHICLES TRAVELED INCREASED FROM 2016 THROUGH 2020**. This mean that overall, people are driving more miles in Alaska.

Figure 8. Licensed Drivers, Vehicle Registrations, and Vehicle Miles Traveled, 2016-2020



Source: Alaska Department of Administration, Division of Motor Vehicles; Alaska DOT&PF.

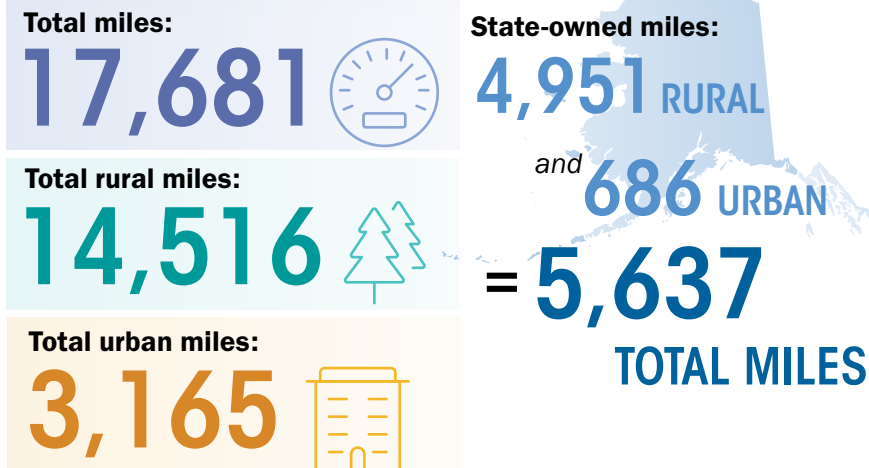


Despite the vast size of our state, Alaska doesn't have many miles of roads. Our roads are mostly in rural areas.

Only about one-third of Alaska's road miles are owned and managed by the state. Because the majority of public roads are owned and managed by boroughs, municipalities, or other jurisdictions, it is vital for DOT&PF to collaborate with other traffic safety stakeholders to reduce traffic deaths and serious injuries.

61% of fatalities and **42%** of serious injuries occurred on **RURAL ROADS**

Public road centerline miles in 2020:



Source: Federal Highway Administration, [Highway Statistics 2020](#).

Figure 9. Fatalities and Serious Injuries in Rural Areas

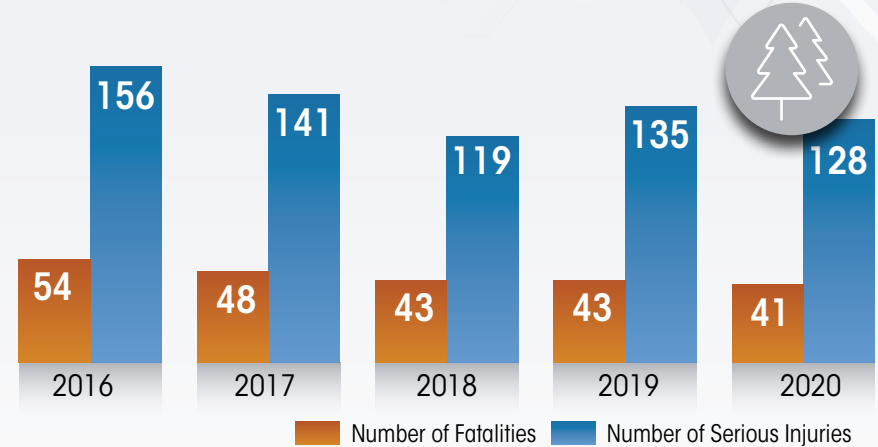
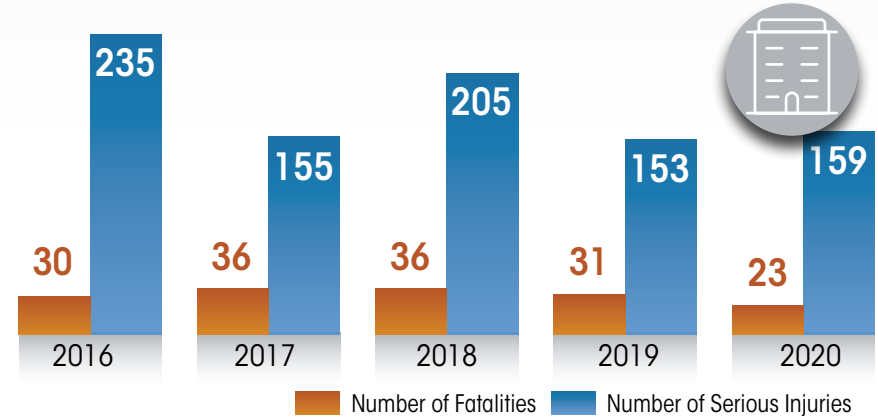


Figure 10. Fatalities and Serious Injuries in Urban Areas



SHSP ROLES AND RESPONSIBILITIES

All traffic safety stakeholders in Alaska share the responsibility to:

- » Foster adoption of the Safe System Approach and the creation of a statewide traffic safety culture.
- » Hold one another accountable for implementing actions Toward Zero Deaths and serious injuries on Alaska's roads.
- » Recruit additional team members and local communities to participate.
- » Identify a successor if no longer able to successfully serve in their role.

Alaska has defined the roles and responsibilities for each group who participates in the SHSP.





Source Alaska DOT&PF.

Executive Committee

- » Review SHSP progress, provide guidance, and remove barriers in support of SHSP implementation within their organizations.
- » Provide organizational resources to support and assist specific SHSP strategies and actions.
- » Encourage collaboration among agencies and stakeholders.
- » Align agencies with the SHSP's vision, mission, and goals while promoting the SHSP and the importance of traffic safety.

Steering Committee

- » Meet three times annually and as needed to review Emphasis Area implementation progress, performance, and challenges.
- » Approve mid-plan corrections, changes, and new actions proposed by the Focus Area teams.
- » Provide guidance on and measure performance of SHSP-related campaigns, training, and programs.
- » Actively work to further the SHSP objectives, overcome barriers, and solve problems.
- » Report on SHSP status, challenges, and outcomes to the Executive Committee annually.
- » Conduct strategic planning to update the SHSP when appropriate.

Tribal Advisory Committee

- » Share insights and experiences on transportation safety challenges and needs within the specific contexts of Alaska's Tribes and Nations.
- » Provide expertise on culturally appropriate solutions to meet the transportation safety needs for Alaska Native and American Indian people.
- » Participate on relevant Focus Area Teams.

Source Alaska Tribal Transportation Work Group Annual Symposium 2023, photo courtesy of Ryan Klitzsch.

Emphasis Area Leaders

- » Gather updates from Focus Area Team Leaders and report on progress and challenges to Steering Committee.
- » Ensure Focus Area Team Leaders hold meetings and make progress on action plan implementation.

Focus Area Team Leaders

- » Convene Focus Area Teams to meet three times annually and as needed, notifying participants and preparing meeting reports.
- » Educate team members on specifics of their Focus Area, including common challenges, countermeasures, and ongoing initiatives.
- » Maintain an updated tracking tool on implementation progress of the action plans.
- » Notify the Emphasis Area Leaders of accomplishments, progress, challenges, and needs.
- » Seek assistance from state and local partners and stakeholders to help implement a task or project or overcome a barrier.

Focus Area Team Members

- » Review crash data and other relevant information for the Focus Area annually.
- » Revise, add, or delete strategies and action steps in the action plan as action steps are completed, become obsolete, or new needs arise.
- » Discuss the progress of action step implementation and coordinate next steps at Focus Area meetings three times or more annually.
- » Leverage the diverse knowledge of the team to identify emerging or continuing issues, build partnerships, and seize new opportunities.

Action Champions

- » Coordinate and work with partners to implement each action step.
- » Update the Focus Area Team Leader three times annually on accomplishments.
- » Report action implementation progress using the tracking tool at least annually.
- » Notify the Focus Area Team Leader of problems or issues in implementation.



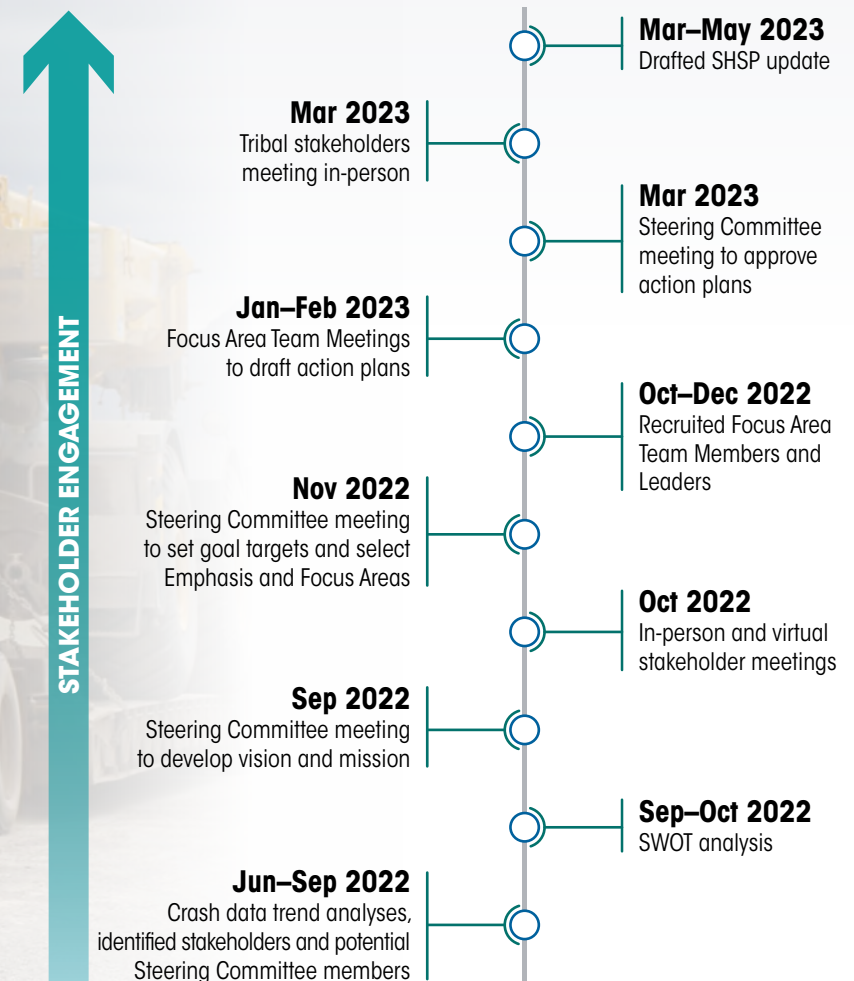
Source Alaska DOT&PF.

UPDATE PROCESS

Updating the SHSP provides Alaska with the opportunity to improve traffic safety through data analysis, organizational structures, and programs and projects.

The update and implementation of the SHSP are dependent on stakeholder collaboration, partner engagement, implementation, and evaluation.

The SHSP is federally required to be updated every five years.



DATA ANALYSIS

Alaska analyzed crash trends from 2011 through 2020, the most recent data available at the time, to identify the most pressing safety problems on Alaskan roadways.

Data analysis incorporated annual state and federal crash data, vehicle registrations, licensed drivers, vehicle miles traveled, toxicology data, and the Occupant Protection Use Survey (OPUS) Report.

Stakeholders and the Steering Committee reviewed fatalities and serious injuries between 2016 and 2020 to shape the priority areas and goal targets for 2027. They examined how fatalities and serious injuries have changed for specific road users including young drivers, older drivers, pedestrians, bicyclists, and motorcyclists. The analysis also identified common risks such as speeding, impaired driving, animal-vehicle collisions, and not wearing a seat belt. The analysis looked at crash types and locations, including fatalities and serious injuries at intersections or resulting in a lane or roadway departure.

The Steering Committee also selected targets for the five federally required safety performance measures based on trends in five-year rolling averages for fatalities, serious injuries, and rates per vehicle miles traveled.

Figure 11 shows the total fatalities and serious injuries between 2016 and 2020 for each Sub-Emphasis Area identified in the previous SHSP.

Figure 11. Total Fatalities and Serious Injuries sorted by Sub-Emphasis Areas from the Previous SHSP, 2016-2020

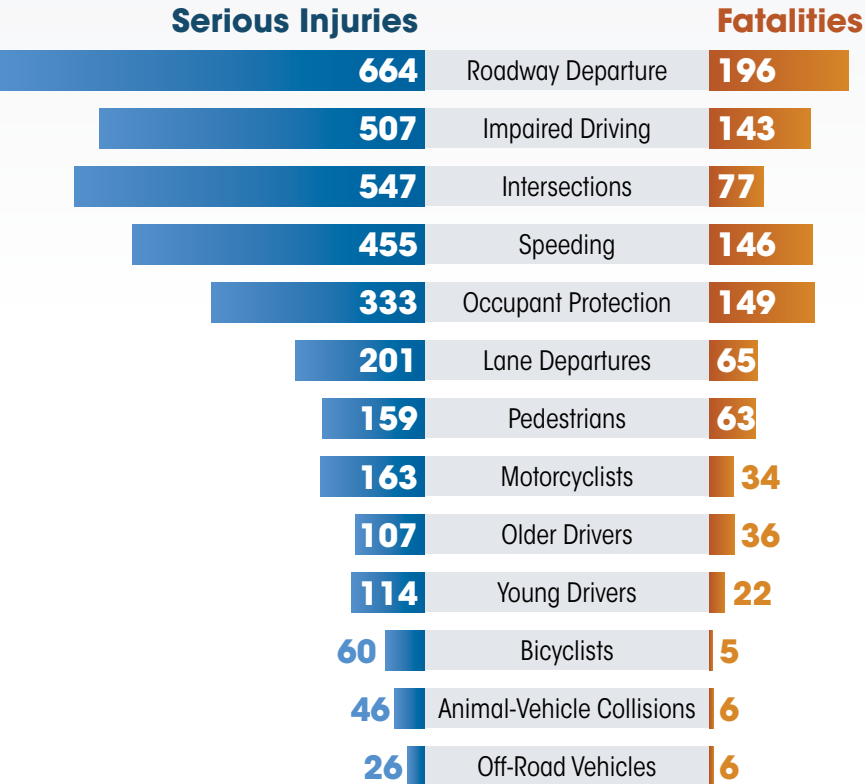
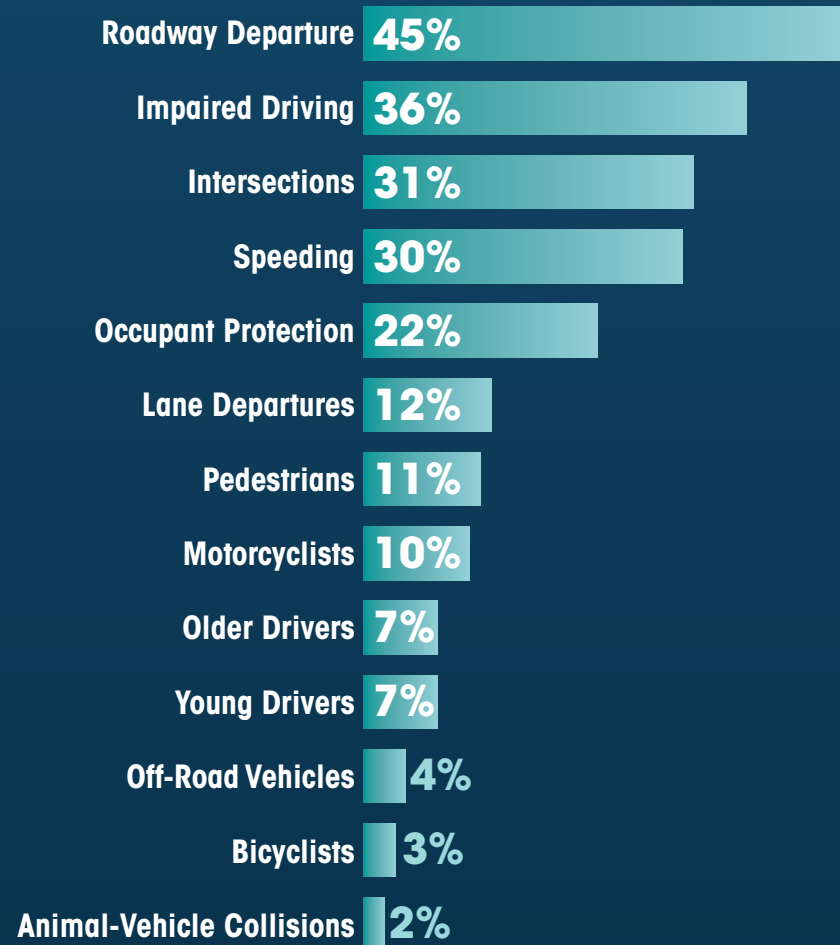


Figure 12 shows the percentage of combined total fatalities and injuries between 2016 and 2020 for each Sub-Emphasis Area identified in the previous SHSP.

Figure 12. Percent of Total Fatalities and Serious Injuries, 2016-2020



SWOT ANALYSIS

Alaska asked its Steering Committee members and other key traffic safety stakeholders to identify Strengths, Weaknesses, Opportunities, and Threats for the SHSP update, also known as a SWOT analysis.

Forty-six people shared insights via a survey about what was successful about Alaska's current safety programs and where there were opportunities for improvements in traffic safety. The respondents represent Alaska state agencies, Tribes and Nations, non-profit organizations, metropolitan and regional planning organizations, law enforcement, public health, and advocacy groups.

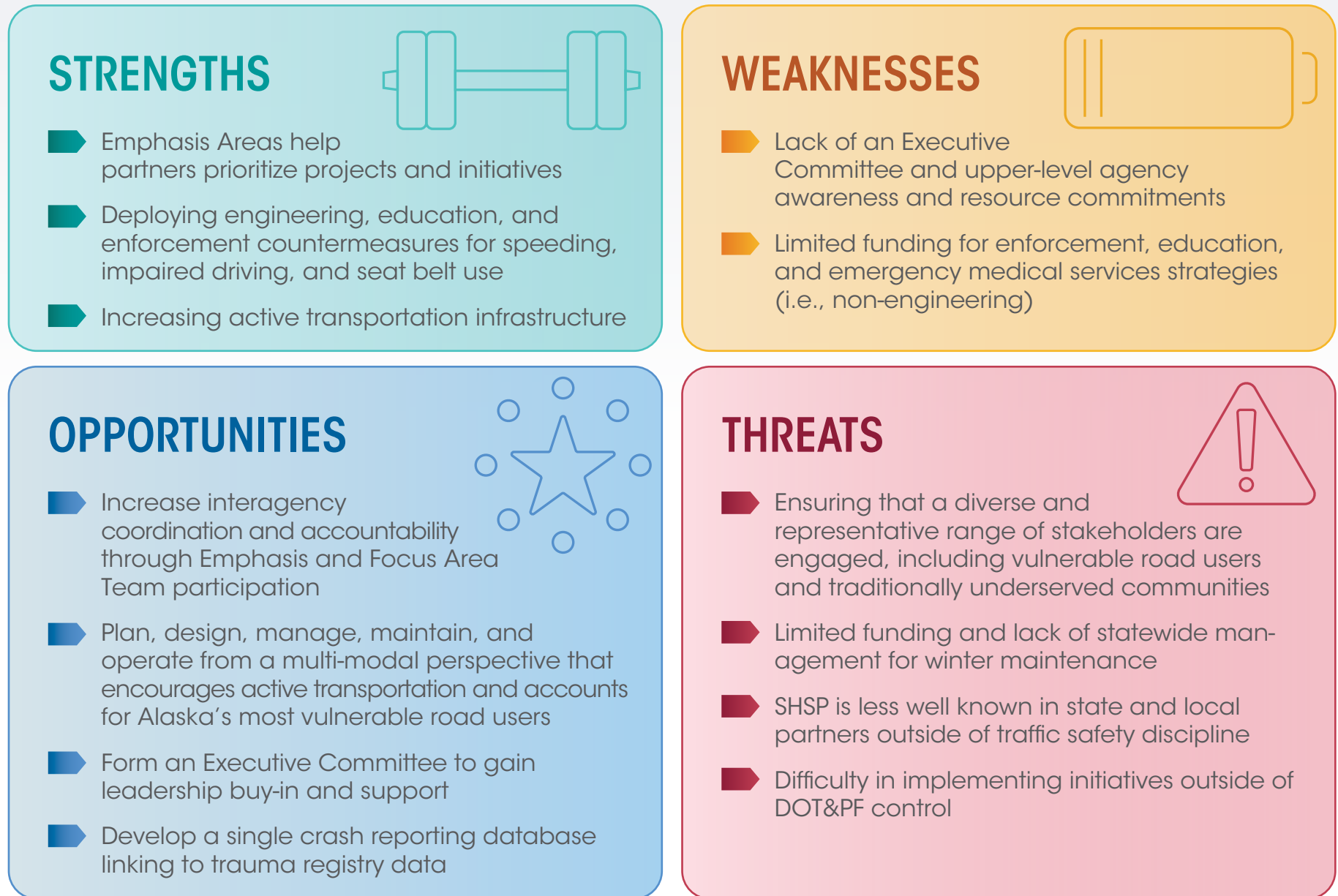
The SWOT analysis highlighted strengths in broadening stakeholder engagement, providing guidance to prioritize safety projects and obligate HSIP funds, and implementing engineering solutions that increase safety of the built environment.

The analysis also revealed some challenges, in particular implementing strategies throughout the COVID-19 pandemic and reporting on implementation progress. Stakeholders felt that many safety initiatives needed more top-level support and resource commitments, a sentiment also shared during the last SHSP update.

Stakeholders see many opportunities in Alaska, including a vision to increase safety for Alaska's most vulnerable road users by encouraging active transportation and prioritizing active transportation infrastructure in winter road maintenance. It will be importantly to engage with a diverse and representative range of Alaskan stakeholders throughout the process.

Figure 13 presents the most significant findings from the SWOT analysis.

Figure 13. SWOT Findings



SHSP PARTNERS AND STAKEHOLDERS

Stakeholder engagement was a key element of the SHSP update process to ensure the plan aligns with Alaskan citizens' priorities and with ongoing initiatives and transportation plans throughout the state.



This included in-person and virtual public meetings; a survey about SHSP strengths, weaknesses, opportunities, and threats; recruiting participants for Focus Area teams; sharing updates on the project website; and collaborating with key partners on the Steering Committee and Focus Area teams.

In October 2022, the AHSO hosted three in person stakeholder meetings in Juneau, Fairbanks, and Palmer in Matanuska-Susitna Borough, and one hybrid in-person and virtual meeting in Anchorage.

Almost 100 stakeholders participated, sharing their experiences with traffic safety, ideas for solutions, and input on potential targets and Focus Areas. Some attendees signed up to participate on Focus Area teams.

The Focus Area teams met virtually in January and February 2023 to draft strategies and actions for the plan. The Focus Area teams assigned a champion to each action to coordinate implementation progress and identify potential challenges.

The Steering Committee met four times between September 2022 and May 2023 to select the vision, mission, and goal targets; determine the Emphasis and Focus Areas; revise and approve the eight Focus Area action plans; and review the SHSP document.

Figure 14 shows Alaska’s safety partners and stakeholder groups who participated in the update process.

Figure 14. Participating Partners and Groups

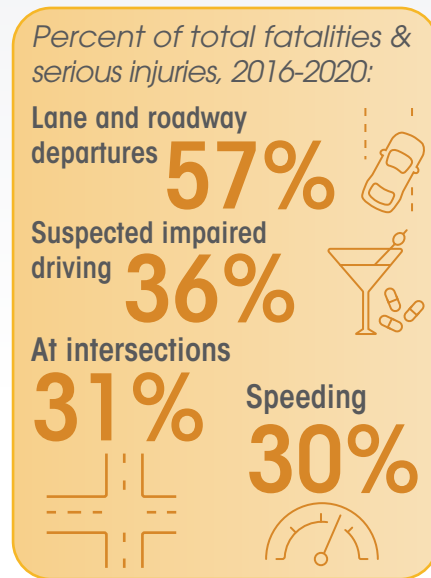
| STATE AGENCIES | REGIONAL AND LOCAL GOVERNMENT ORGANIZATIONS | NON-PROFIT, ADVOCACY, AND PROFESSIONAL ORGANIZATIONS |
|---|--|--|
| <ul style="list-style-type: none"> ■ Alaska Bureau of Highway Patrol ■ Alaska Court System ■ Alaska Department of Administration, Division of Motor Vehicles ■ Alaska Department of Health and Social Services, Division of Public Health ■ Alaska Department of Public Safety ■ Alaska Department of Transportation and Public Facilities ■ Alaska State Troopers | <ul style="list-style-type: none"> ■ Alaska Association of Chiefs of Police ■ Alaska Municipal League ■ Anchorage Fire Department ■ Anchorage Metropolitan Area Transportation Solutions ■ Anchorage Office of Emergency Management ■ Anchorage Police Department ■ Capital City Fire Rescue ■ Fairbanks Area Surface Transportation Planning ■ Fairbanks Memorial Hospital ■ Fairbanks North Star Borough ■ Fairbanks Police Department ■ Juneau Police Department ■ Kenai Police Department ■ Matanuska-Susitna Borough Department of Public Works ■ Matanuska-Susitna Borough Emergency Medical Services ■ Matanuska-Susitna Borough Fire Department ■ Matanuska-Susitna Services for Children and Adults ■ Municipality of Anchorage ■ Providence Alaska Medical Center | <ul style="list-style-type: none"> ■ ABATE of Alaska ■ Alaska Outdoor Alliance ■ Alaska Safe Riders (Palmer) ■ Alaska Trucking Association ■ Bike Anchorage ■ Center for Safe Alaskans ■ Challenge Alaska ■ Elite Towing ■ Fairbanks Safe Rider ■ Horst Expediting and Remote Operation ■ JN Consulting ■ Juneau Tourism Best Management Practices ■ Laborers’ International Union of North America Local 942 ■ Rider Choices ■ Sitka Bicycle Friendly Community Coalition and Walk Sitka ■ United Freight and Transport ■ University of Alaska, Fairbanks ■ Yukon-Kuskokwim Health Corporation, Injury Control & Emergency Medical Services |
| <p>TRIBES, NATIONS, AND COMMUNITY ORGANIZATIONS AND MEMBERS</p> | | |
| <ul style="list-style-type: none"> ■ Alaska Native Tribal Health Consortium ■ Bristol Bay Native Association ■ Sitka Tribe of Alaska ■ Tlingit and Haida Indian Tribes of Alaska | | |
| <p>FEDERAL PARTNERS</p> <ul style="list-style-type: none"> ■ Federal Highway Administration ■ Federal Motor Carrier Safety Administration ■ National Highway Traffic Safety Administration | | |

SELECTION OF EMPHASIS AREAS AND FOCUS AREAS

To ensure consistency with the National Roadway Safety Strategy, the Steering Committee reorganized the Emphasis and Focus Areas to align with the elements of the **Safe System Approach**. Many sub-emphasis areas from the previous SHSP were carried forward as Focus Area topics within four Emphasis Areas: **Safe Road Users, Safe Roads and Safe Speeds, Safe Vehicles,** and **Post-Crash Care**. The Steering Committee selected eight Focus Areas, building upon input from stakeholder meetings and data analysis.

The Steering Committee selected Focus Areas based on the most prevalent circumstances and contributing factors for fatal and serious injury crashes between 2016 and 2020.

The Steering Committee also selected Focus Areas to address crashes involving specific groups with a high number of fatalities and serious injuries. In particular, pedestrians and bicyclists are considered vulnerable road users.







In addition, the Steering Committee identified Focus Area topics worth pursuing despite limited available data. **All-purpose vehicles and snowmachines** are transportation methods commonly used by Alaskan citizens. Dangerous behaviors such as **aggressive, distracted, and drowsy driving** can be difficult to track in data but are worth addressing.

The Steering Committee also included **emergency response**, acknowledging the life-saving role that emergency medical services play post-crash, and **vehicle safety**, covering commercial motor vehicles and vehicle safety equipment, such as forward collision warning systems.

The Focus Area teams drafted action plans based on strategies and actions from the previous plan, stakeholder recommendations, and national best practices and proven countermeasures. Each action step has a champion who is responsible for coordinating implementation and reporting on progress and challenges. The Steering Committee approved the action plans for this SHSP update.

Over the next five years, the Focus Area teams and Steering Committee will meet periodically to track implementation progress, address challenges as they emerge, and reevaluate safety priorities and tactics as needed.

| | |
|---|---|
|  Drivers age 20 and younger |  Drivers age 65 and older |
|  Motorcycles |  Pedestrians and Bicyclists |

EMPHASIS AREAS

Emphasis Areas set the priorities for where Alaska should focus funding, resources, and effort to reduce fatalities and serious injuries. The four Emphasis Areas are **Safe Road Users, Safe Roads and Safe Speeds, Safe Vehicles, and Post-Crash Care.**

Each Emphasis Area has Focus Areas, which further direct Alaska's efforts for specific types of road users, behaviors, vehicles, and infrastructure. The eight Focus Areas are **Pedestrians and Bicyclists; Young Drivers and Older Drivers; Motorcycles, All-Purpose Vehicles, and Snowmachines; Dangerous Driving; Roadways; Speed Management; Vehicle Safety; and Emergency Response.**

In addition, Alaska has the **Impaired Driving Task Force, Occupant Protection Task Force, and Traffic Records Coordinating Committee.**

Each Focus Area has strategies and actions to address traffic safety through engineering, education, enforcement, and emergency medical services efforts. Focus Area action plans are included in Appendix B.



SAFE ROAD USERS

The **Safe Road Users** Emphasis Area seeks to encourage responsible, cautious, and courteous behaviors for all motorized and non-motorized users on Alaska’s roadways.

This includes ensuring pedestrians, bicyclists, and other active transportation users can safely traverse on roads while feeling comfortable and secure. It means that novice drivers receive the education and support to become good drivers, while more experienced drivers have the ability to continue as safe drivers. This means ensuring motorized but unshielded roadway users such as motorcycles, all-purpose vehicles, and snowmachines can safely and responsibly share the roadway.

Safe Road Users also avoid dangerous driving behaviors such as distracted, drowsy, aggressive, and impaired driving. It aims for all roadway users to use proper occupant protection for their transportation mode, such as seat belts, child safety restraints, helmets, and high-visibility clothing.

SAFE ROAD USERS

PEDESTRIANS AND BICYCLISTS

Pedestrians and bicyclists are Alaska's most vulnerable road users.

Between 2016 and 2020, almost **ONE OUT OF EVERY FIVE FATALITIES** in Alaska was a pedestrian or a bicyclist.



Source: Alaska DOT&PF.

STRATEGIES FOR PEDESTRIANS AND BICYCLISTS



IMPLEMENT best practices and proven countermeasures and incorporate into state and local policies and manuals to support safe travel for pedestrians and bicyclists.




EDUCATE pedestrians, bicyclists, and other vulnerable road users about "rules of the road" and safety equipment.



DEVELOP and **IMPLEMENT** a statewide active transportation safety action plan and data collection plan.

Between 2016 and 2020,

63%
of **all bicyclist**
fatalities &
serious injuries

and **38%**  
of **all pedestrian**
fatalities and serious injuries
in Alaska occurred at an
INTERSECTION

Percentage of all Alaska fatalities and serious injuries, 2016-2020



16%

Pedestrian Fatalities



10%

Pedestrian Serious Injuries



2%

Bicyclist Fatalities



4%

Bicyclist Serious Injuries

Between 2016 and 2020,



28%

of **all pedestrian**

20%

of **all bicyclist**



fatalities and serious injuries

in Alaska involved someone

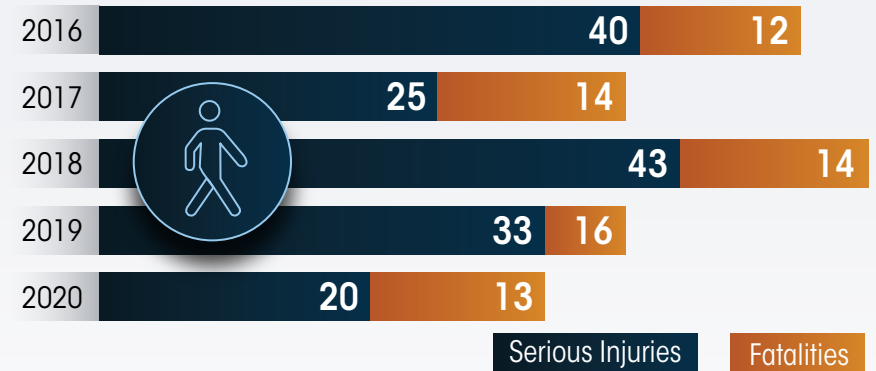
SUSPECTED TO BE IMPAIRED

It is imperative to design, maintain, and operate a transportation system that plans for and protects those who choose to walk, bike, and roll in their communities as they are more vulnerable than those who travel by vehicle.

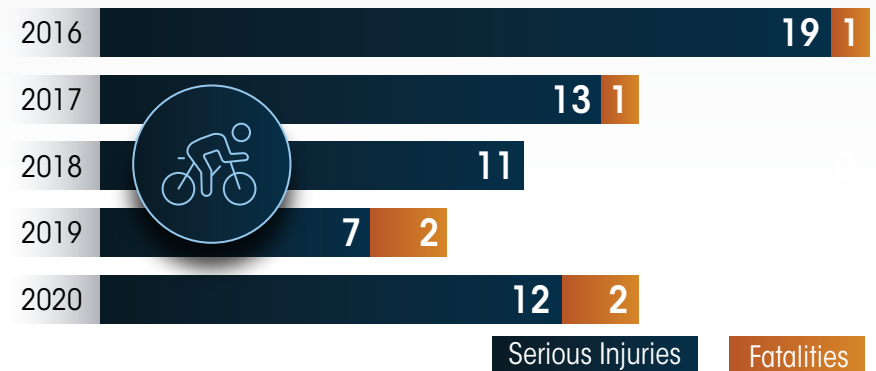
This means **PROVIDING VISIBLE AND PROTECTED SPACES FOR PEDESTRIANS AND BICYCLISTS TO MOVE FREELY.** It also means creating equitable environments where all people can walk regardless of mobility level, including older people, individuals with disabilities or mobility assistive devices, and caregivers with small children.

At the same time, **THE SAFETY OF PEOPLE WALKING AND BIKING ALSO DEPENDS ON THE BEHAVIOR OF VEHICLE DRIVERS.** Other Emphasis Areas will address dangerous driving behaviors including impaired driving, aggressive driving, or driving too fast for conditions, which all increase the risk of death for pedestrians and bicyclists.

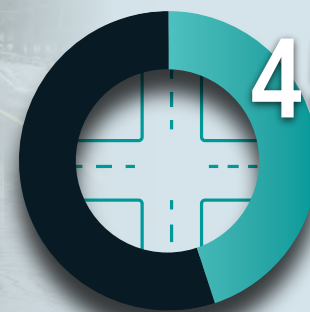
Pedestrian Fatalities and Serious Injuries, 2016 to 2020



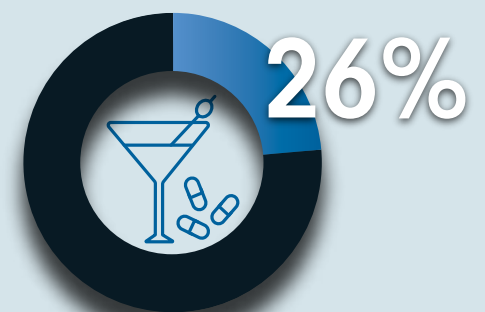
Bicyclist Fatalities and Serious Injuries, 2016 to 2020



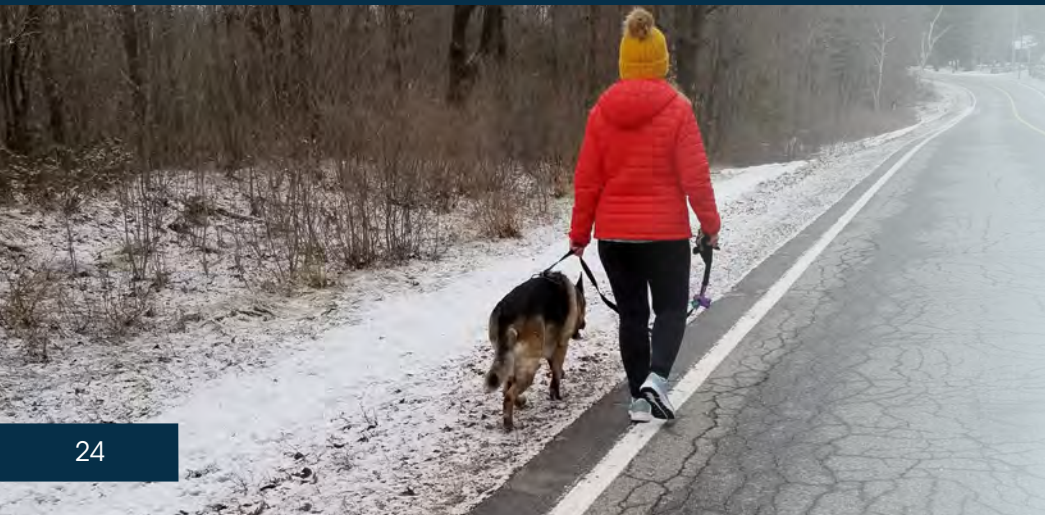
Pedestrian and Bicyclist Overlapping Emphasis Areas



Intersections



Impaired Drivers







SAFE ROAD USERS

MOTORCYCLES, ALL-PURPOSE VEHICLES, AND SNOWMACHINES

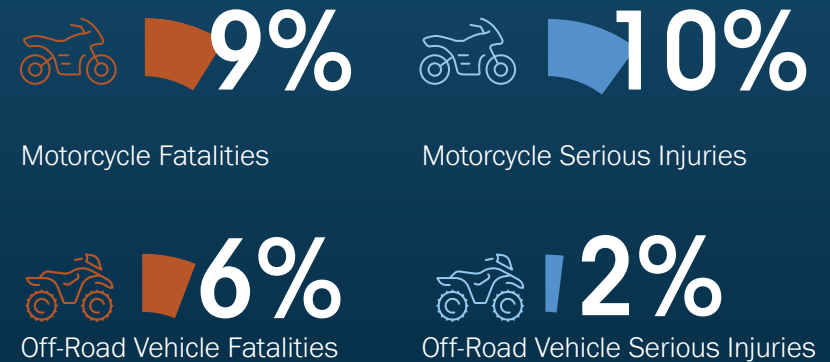


Motorcyclists represent about **10 PERCENT OF ALL FATALITIES AND SERIOUS INJURIES** in Alaska, while riders on off-road vehicles represent about 2 percent. Often, these deaths and injuries include not wearing a helmet, speeding, driving while impaired, or unsafely leaving the travel lane or roadway.

STRATEGIES FOR MOTORCYCLES, APVS, AND SNOWMACHINES

-  **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.
-  **ESTABLISH** a state motorcycle and APV safety program.
-  **PROVIDE** law enforcement with training specific to motorcycles, APVs, and snowmachines.
-  **EDUCATE** motorcycle, APV, or snowmachine operators about pertinent laws and best practices for driving on Alaska roadways.

Percentage of all Alaska fatalities and serious injuries, 2016-2020



An **ALL-PURPOSE VEHICLE (APV)**

is an **All-Terrain Vehicle (ATV)** that is used on public roads or highways with a **speed limit of 45 miles per hour** or less in a community that has not prohibited its use



You must **TITLE & REGISTER** your APV if you intend to **operate it on a public road or highway**

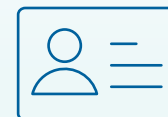


Wearing a **MOTORCYCLE HELMET** is **required by law** in Alaska for:

- Riders age 17 and younger**
- Riders with an instructional permit**
- All motorcycle passengers**

4.2 TIMES

as many **men** have motorcycle licenses as **women**



MOTORCYCLES represented **3.2%** of all registered vehicles in Alaska in 2022



SNOWMOBILES represented **4.7%** of all registered vehicles in Alaska in 2022



Source: [Alaska Department of Administration, Division of Motor Vehicles.](#)

Source: [Alaska Department of Administration, Division of Motor Vehicles, 2022.](#)

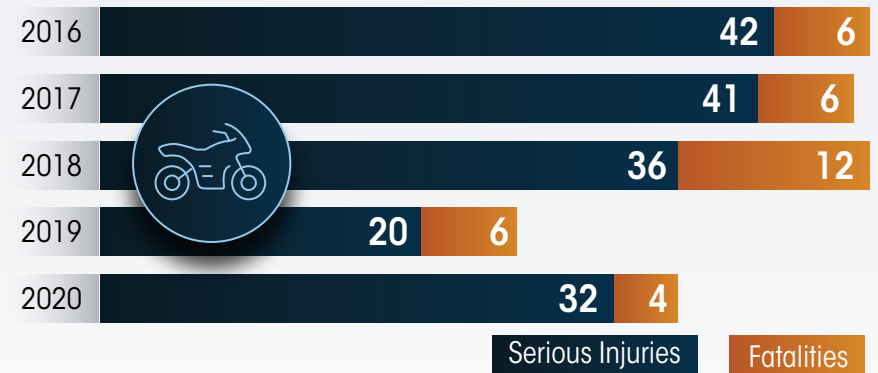
Riders of motorcycles, all-purpose vehicles, and snowmachines are unshielded, meaning they are not protected by a vehicle body while riding. Motorcycles, APVs, and snowmachines have unique steering and stability characteristics that require skill and training to operate safely.

It is essential that operators of these types of vehicle wear proper safety equipment (including helmets and high visibility clothing) on these types of vehicles. It is also important to educate other vehicle drivers on how to safely share the road with motorcycles, APVs, and snowmachines.

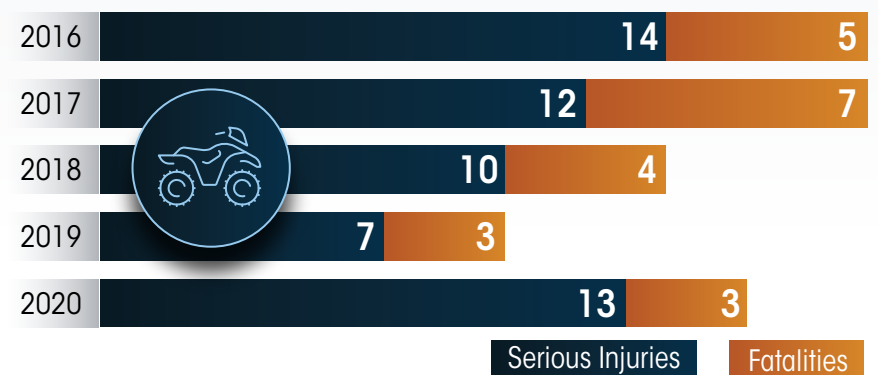
Despite only representing about three percent of all vehicle registrations in Alaska, motorcyclists represent about 10 percent of all traffic deaths and serious injuries.

One-third of riders killed or severely hurt on a motorcycle were **not wearing a helmet**. Nearly half of all motorcyclist deaths and serious injuries involved the motorcycle **leaving the travel lane or the roadway**. **Speeding** and **impaired driving** increase the risks and severity of these crashes.

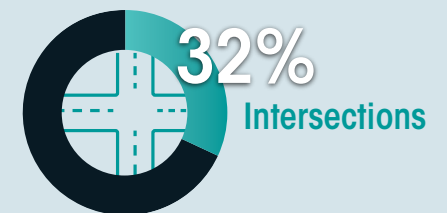
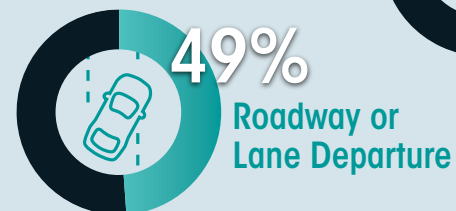
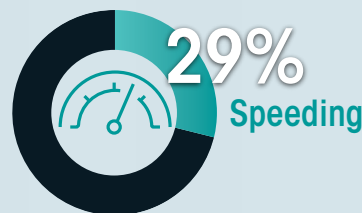
Motorcycle Fatalities and Serious Injuries, 2016 to 2020



Off-Road Vehicle Fatalities and Serious Injuries, 2016 to 2020



Motorcycle Overlapping Emphasis Areas



Alaska's rural terrain and snowy winters make it a unique riding environment. APVs and snowmachines are common modes of transportation in Alaska, with snowmachines representing about five percent of all vehicle registrations.

However, these atypical vehicles also mean the operators may not realize that all rules of the road apply to their vehicle, too. The vast majority of APV and snowmachine fatal and serious injury crashes occur on local-owned roads in rural areas, where emergency response times may be long.

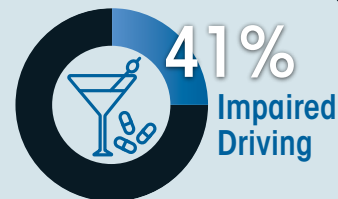
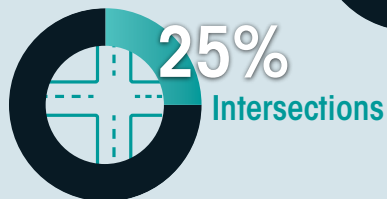
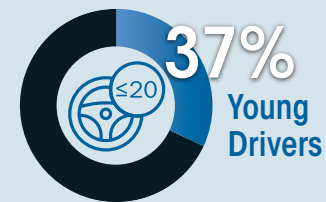
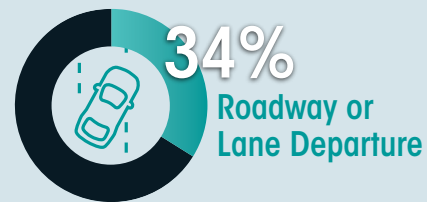
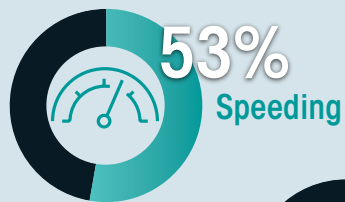
Unsafe driving behaviors of an APV or snowmachine can lead to deadly consequences. One out of every two deaths or serious injuries on an off-road vehicle involved **speeding**. Two out of every five riders were **impaired**. **Young drivers** (age 20 or below) represent one out of every three deaths or serious injuries on an off-road vehicle.

³ [Alaska Native Tribal Health Consortium](#).

There are also inequities resulting in the deaths and injuries of Alaska Native and American Indian people on ATVs and snowmachines. According to the Alaska Native Injury Atlas (2020)³, between 2007 and 2016, four times as many Alaska Native and American Indian people were hospitalized for ATV injuries as non-Native people. Six times as many Alaska Native and American Indian people were hospitalized for snowmachine injuries as non-Native people.



Off-Road Vehicle Overlapping Emphasis Areas






SAFE ROAD USERS

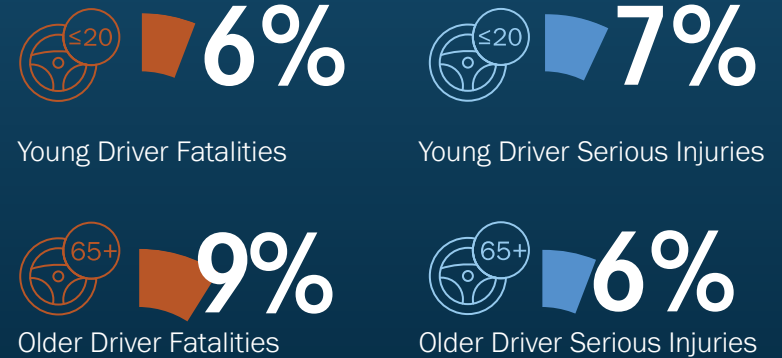
YOUNG DRIVERS AND OLDER DRIVERS

Young drivers (ages 20 and younger) and older drivers (ages 65 and older) **TOGETHER MAKE UP ABOUT 13 PERCENT OF TRAFFIC DEATHS AND SERIOUS INJURIES** on Alaska's roads. Although young drivers and older drivers have different driving experiences, both can benefit from positive messaging and education about vehicle safety features and safe driving behaviors.

STRATEGIES FOR YOUNG DRIVERS AND OLDER DRIVERS

-  **CONDUCT** outreach and education to encourage young drivers to practice safe driving behaviors amongst their peers.
-  **INCREASE** the knowledge of medical providers, law enforcement, licensing personnel, family and caregivers on the recognition and assessment of older at-risk drivers.
-  **EDUCATE** drivers on how to properly use their vehicle's safety features.

Percentage of all Alaska fatalities and serious injuries, 2016-2020



YOUNG DRIVERS
are people ages
20 AND BELOW



OLDER DRIVERS
are people ages
65 AND ABOVE

In 2022,
19% of all **CLASS D & CLASS D/M1**
MOTORCYCLE DRIVER LICENSES



were people ages
65 and above

Source: [Alaska Department of Administration, Division of Motor Vehicles, 2022.](#)

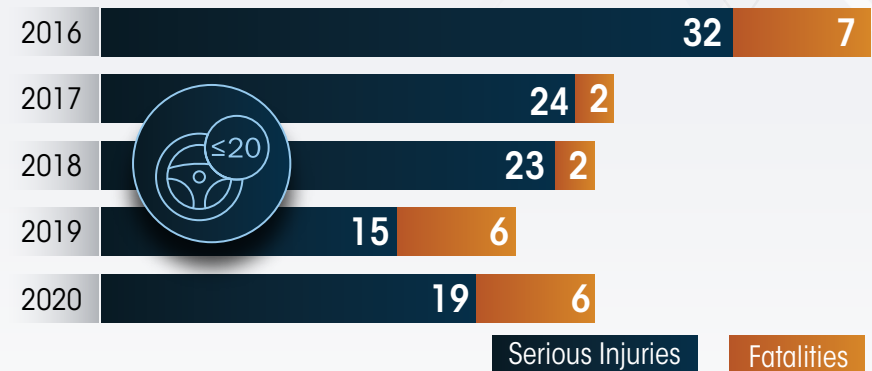
Young drivers are new to driving and less knowledgeable about the road. Young drivers may underestimate risks and therefore make unsafe decisions, such as driving while texting or speeding.

One out of every two young drivers killed or severely injured on Alaska’s roads involved **speeding**. One out of every three young drivers killed or severely injured on Alaska’s roads was **not wearing a seat belt**.

When a young driver leaves the travel lane or the roadway, they may not have the experience to safely recover and reenter the road. Three out of five young driver fatalities and serious injuries involved a **roadway or lane departure**.

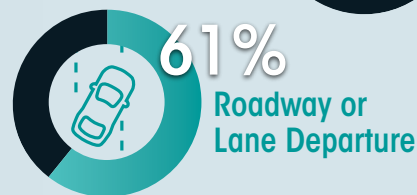
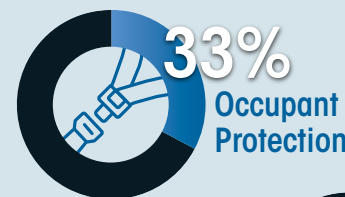
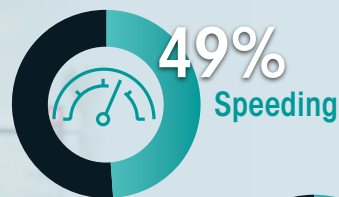
Inexperience and risky decisions can have deadly consequences, particularly on alternative vehicle types like snowmachines and all-purpose vehicles; people aged 20 or younger represent one-third of all fatalities and serious injuries on **off-road vehicles**.

Young Driver Fatalities and Serious Injuries, 2016 to 2020



Each new driver also learns to drive in unique circumstances and environments. Some are taught by family members or caregivers, while others may take a formal class. New drivers may learn to drive in urban or rural areas, in winter or summer, or in different vehicle types. Some may practice driving frequently, while others receive little practice time. Alaska’s Graduated Driver’s Licensing law allows young drivers to gain experience on the road before receiving their full license.

Young Driver Overlapping Emphasis Areas



Distracted Driving

Young drivers are more susceptible to distracted driving. About 10% of teen drivers in recent fatal crashes nationwide were distracted at the time of the crash. *NHTSA, 2020.*



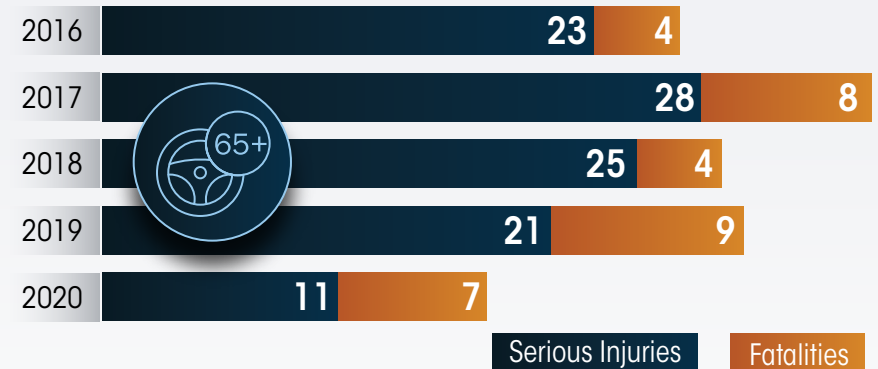
Driving is an essential way for many older adults to thrive in their communities, including access to recreation, food, and medical care. Mobility independence for older adults is vital and sometimes challenging with Alaska’s long distances in rural regions, poor visibility during prolonged darkness, or snowy and icy roadway conditions in winter.

The challenges of Alaska’s unique environment compound with naturally declining vision, memory, reaction times, and reflexes as people age, which occurs differently for each person. Some older drivers take legal and medically necessary over-the-counter or prescription drugs, which may have unintended impairing effects on a driver.⁴

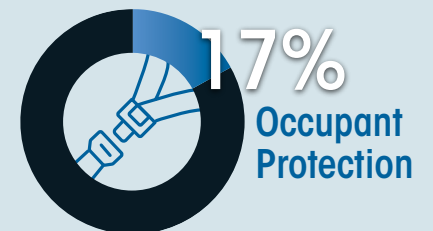
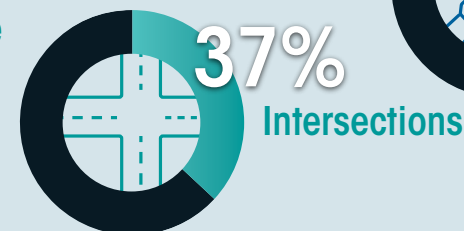
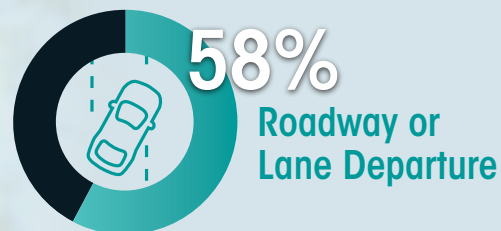
Three out of five older driver traffic deaths and serious injuries in Alaska involved the driver **leaving the travel lane or the roadway**. One in three took place at an **intersection**.

⁴ [National Transportation Safety Board, 2022.](#)

Older Driver Fatalities and Serious Injuries, 2016 to 2020



Older Driver Overlapping Emphasis Areas



DANGEROUS DRIVING



It is essential to encourage safe driving and responsible behaviors for vehicle drivers and operators, i.e., giving the task of driving your complete attention. Dangerous driving behaviors – such as aggressive, distracted, or drowsy driving – mean the driver is not fully aware of their surroundings or does not accept their responsibility to drive safely. **DANGEROUS DRIVERS PUT THEMSELVES AND ALL ROAD USERS AT RISK.**

STRATEGIES FOR DANGEROUS DRIVING:



EXPLORE and implement best practices and policies to address dangerous driving behaviors.



IMPLEMENT media campaigns and educational trainings to discourage dangerous driving behaviors.

Dangerous driving behaviors can be difficult to prove after a crash and are likely underreported in crash data. **Speeding** and **impaired driving** are dangerous driving behaviors addressed by other Focus Areas.



AGGRESSIVE DRIVING includes racing, exceeding the speed limit, driving too fast for conditions, following a vehicle too closely, unsafe lane changes, or running stop signs or red lights.



DISTRACTED DRIVING means taking your eyes off the road, your hands off the wheel, or your mind off of driving. This includes texting or using handheld devices, eating, drinking, focusing on other car passengers, or fiddling with the stereo or navigation system.⁵



DROWSY DRIVING is driving while feeling sleepiness or fatigue, usually when a driver has not slept enough.

⁵ NHTSA, 2021.

In Alaska between 2016-2020, aggressive and/or distracted behaviors were a contributing factor in each of the following:



13%

Young Driver Fatalities or Serious Injuries



13%

Non-Seat Belt Use Fatalities or Serious Injuries



13%

Impaired Driving Fatalities or Serious Injuries



13%

Speeding Fatalities or Serious Injuries



9%

Pedestrian and Bicycle Fatalities or Serious Injuries

Aggressive driving and **speeding** often happen together. Sometimes, aggressive driving behaviors are directed towards other road users specifically. Aggressive driving increases the risks of injury and death, such as running a red light at an **intersection** while **pedestrians and bicyclists** are crossing.

Drowsy driving can be an issue in Alaska, particularly during long Alaskan summers. When it is light for many hours, drivers may not realize how tired they are. A drowsy driver may have slower reaction times or may **swerve out of the travel lane or the roadway**. Drivers who have been driving for extended periods, such as **commercial motor vehicles**, may become drowsy if they don't take proper breaks and rest.

Taking attention away from the road can be deadly for the driver/operator and other road users. There are three types of distraction:

- ▶ **MANUAL**, such as taking your hands off the steering wheel
- ▶ **VISUAL**, including taking your eyes off the road
- ▶ **COGNITIVE**, in which you take your mind off driving


Texting while driving is all three types of distraction. People, objects, and new roadway environments and situations are occurring constantly on the road while you are distracted.

When you take your eyes off the roadway:

25 MPH At 25 mph, you travel **HALF THE LENGTH OF A FOOTBALL FIELD** in 5 SECONDS

50 MPH At 50 mph, you travel **THE FULL LENGTH OF A FOOTBALL FIELD** in 5 SECONDS

 **20%** of Alaskan drivers reported **TALKING ON CELL PHONE WHILE DRIVING** often or always

 **96%** have strong belief that it is **VERY OR SOMEWHAT DANGEROUS** TO TEXT WHILE DRIVING

 **54%** of Alaskan drivers **HAVE READ, SEEN, OR HEARD MEDIA OR DISCUSSIONS ABOUT DISTRACTED DRIVING** in Alaska

Source: Alaska Highway Safety Office and Center for Safe Alaskans, 2022 Transportation Attitudinal Survey.

While data is limited for dangerous driving behaviors, there are still clear **OVERLAPPING EMPHASIS AREAS:**



ROADWAY DESIGN

can help prevent dangerous driving behaviors (for example, rumble strips for distracted/drowsy driving)



YOUNG DRIVERS

are more likely to text or make riskier decisions while driving



SPEEDING




is commonly paired with other aggressive driving behaviors

OCCUPANT PROTECTION

Occupant protection is a necessary element of the Safe System Approach to **PROTECT HUMAN BODIES FROM THE FORCE IMPACTS OF CRASHES**. Two out of every five people killed on Alaska’s roadways were not wearing a seat belt or helmet.



STRATEGIES FOR OCCUPANT PROTECTION

-  **INCREASE** the number of law enforcement agencies and officers participating in high-visibility enforcement for occupant protection.
-  **CONTINUE TO FUND** and support child passenger safety programs, including in rural areas.
-  **TARGET EDUCATIONAL MEDIA** campaigns at vehicle occupants with low seat belt use.

Using lap and shoulder seat belts reduces the risk of:

FRONT SEAT PASSENGER CAR

occupant deaths by **45%**
 occupant moderate to critical injuries by **45%**

FRONT SEAT LIGHT TRUCK

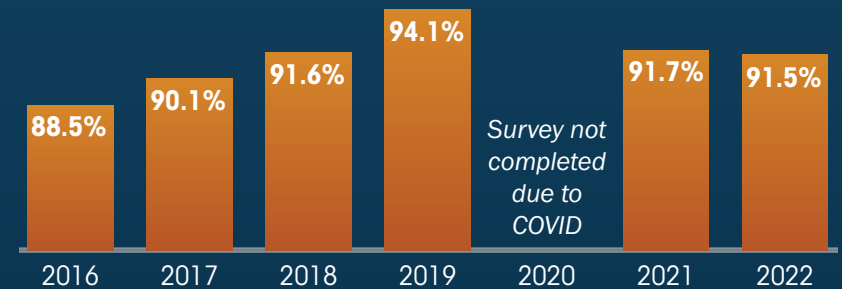
occupant deaths by **60%**
 occupant moderate to critical injuries by **65%**

Source: [NHISA](#).

Percentage of all Alaska fatalities and serious injuries, 2016-2020



Weighted Observed Seatbelt Use Rate by Year



Source: Alaska Highway Safety Office and Center for Safe Alaskans, 2022 Occupant Protection Use Survey Report.

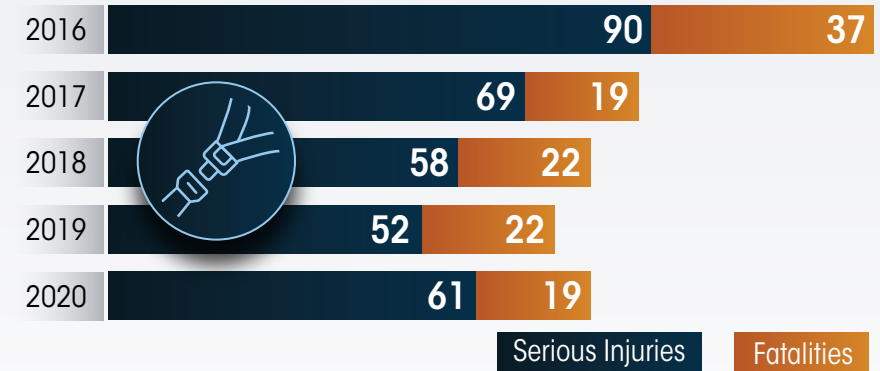
Occupant protection includes restraint devices and protective equipment that are meant to protect vehicle drivers and passengers during a crash. Restraint devices include seat belts and child safety seats. Protective equipment includes helmets and high visibility clothing for bicycle, motorcycle, all-purpose vehicle, and snowmachine riders.

Wearing a seat belt or a helmet are two of the greatest protections drivers, occupants, and riders can do to survive a crash.

Not wearing a seat belt can multiply the risks of death or injury in a crash, particularly when paired with **dangerous driving** or risky behaviors. Seat belts are the single best defense against **impaired drivers, speeding, and aggressive or distracted drivers.**

Two out of every three unbelted people who were killed or seriously injured were in a vehicle that either **left the travel lane or the roadway.** Often, lane and roadway departures lead to collisions with other vehicles or fixed objects such as trees or guardrails. Wearing a seat belt can save lives by preventing people from being thrown from the vehicle with the force of the impact.

Occupant Protection Fatalities and Serious Injuries, 2016 to 2020



HELMETS

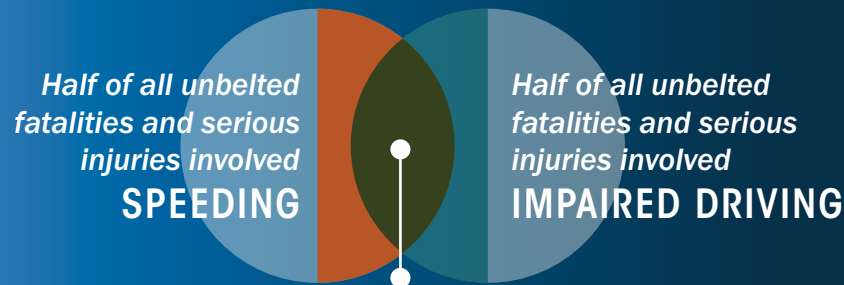
reduce the risk of head injury by

69%



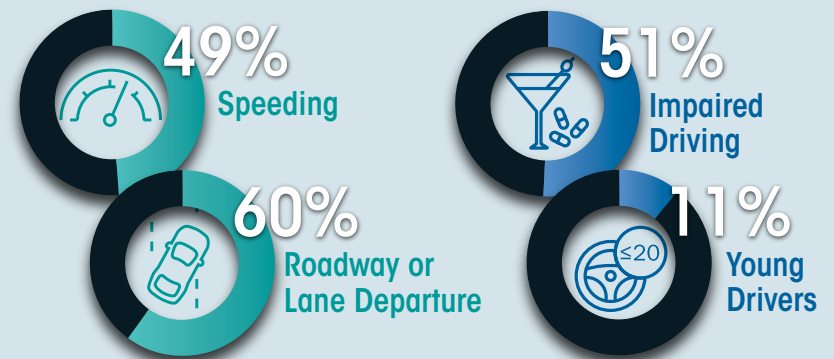
Source: [Centers for Disease Control and Prevention](https://www.cdc.gov/).

One out of every three YOUNG DRIVERS killed or seriously injured was NOT WEARING A SEAT BELT OR HELMET



When combined: One out of every three unbelted people killed or severely injured was in a crash involving both SPEEDING and IMPAIRED DRIVING






Occupant Protection Overlapping Emphasis Areas



IMPAIRED DRIVING

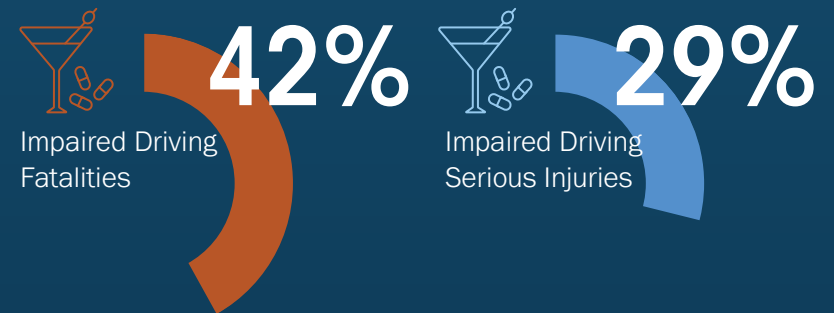
One-third of all traffic deaths and serious injuries on Alaska's roadways involved a driver under the influence of alcohol or drugs.
IF YOU FEEL DIFFERENT, YOU DRIVE DIFFERENT.⁶

STRATEGIES FOR IMPAIRED DRIVING

-  **CONTINUE** saturation patrols statewide.
-  **IMPROVE** the collection and quality of impaired driving data.
-  **PREVENT** over-serving at establishments serving alcohol.
-  **EXPLORE** the feasibility of a screening and treatment program for substance misuse disorder for convicted impaired drivers.
-  **PROMOTE** statewide certifications for law enforcement for Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE).

⁶ NHTSA.

Percentage of all Alaska fatalities and serious injuries, 2016-2020



In Alaska it is AGAINST THE LAW TO OPERATE A VEHICLE, AIRCRAFT, OR WATERCRAFT UNDER THE INFLUENCE OF ALCOHOL.

Driving Under the Influence means:

Your breath or blood test result is .08 G/DL OR GREATER

Your breath or blood test result is .04 G/DL OR GREATER WHEN OPERATING A COMMERCIAL VEHICLE

You are under the COMBINED INFLUENCE OF INTOXICATING LIQUOR AND A CONTROLLED SUBSTANCE

Source: Alaska Department of Administration, Division of Motor Vehicles.

IMPAIRED DRIVING MEANS BOTH ALCOHOL-IMPAIRED AND DRUG-IMPAIRED DRIVING.

Alcohol, cannabis, and other drugs, including over-the-counter, prescription, and illicit drugs, can negatively affect drivers' thinking, judgment, and reflexes.

IMPAIRED DRIVERS CAN'T ACCURATELY EVALUATE THEIR OWN LEVEL OF IMPAIRMENT.

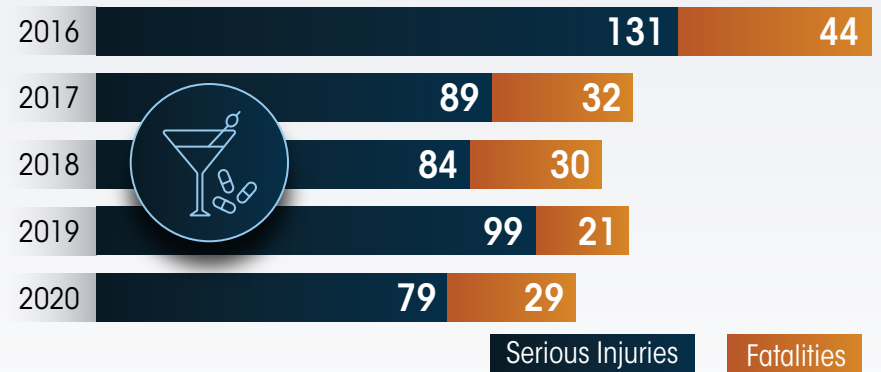
When a driver is impaired, they may make riskier choices or drive dangerously. Impairment slows drivers' reaction times and affects body coordination, meaning it may take longer for a driver to notice and react to a pedestrian, bicyclist, another vehicle, or roadway condition.

Impairment includes drowsiness, dizziness, blurred vision, affected judgment, and slower reaction times. Over-the-counter and prescription drugs can impair driving performance, even when prescribed by a doctor and taken as recommended. Some over-the-counter and prescription drugs may have labels warning users to avoid driving or using heavy machinery while taking the drug. The same drug may affect different users in different ways. Alcohol and drugs or two drugs taken in combination may amplify impairing side effects.^{7, 8}

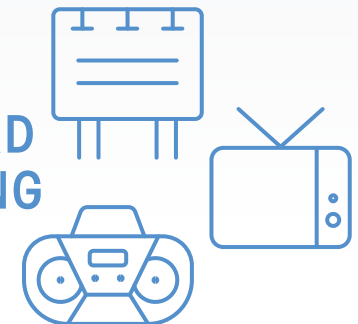
⁷ [NHISA](#).

⁸ [National Transportation Safety Board](#), 2022.

Impaired Driving Fatalities and Serious Injuries, 2016 to 2020

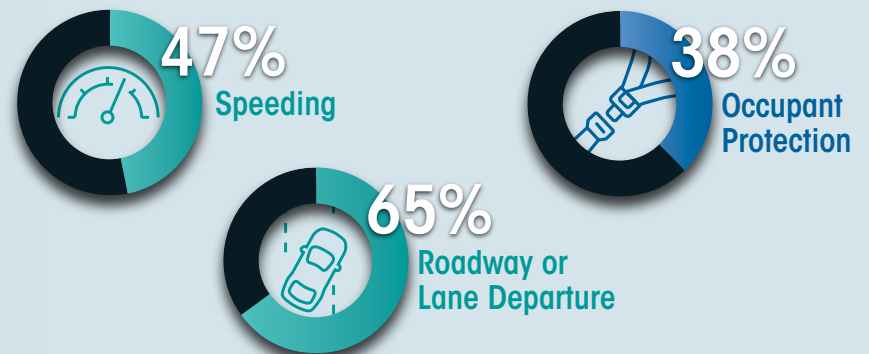


TWO-THIRDS
of Alaskan drivers have
READ, SEEN, OR HEARD
ABOUT DRUNK DRIVING
ENFORCEMENT
in 2022



Source: Alaska Highway Safety Office and Center for Safe Alaskans, 2022 Transportation Attitudinal Survey.

Impaired Driving Overlapping Emphasis Areas





SAFE ROADS AND SAFE SPEEDS

The **Safe Roads and Safe Speeds** Emphasis Area uses design, operations, and maintenance to support a roadway environment that mitigates human mistakes, encourages safer behaviors, and protects vulnerable road users. Redundancy is key in roadway design to both prevent crashes and lessen the severity when crashes do occur.

Safe Roads and Safe Speeds seek to increase safety by lessening the most common types of fatal and serious injury crashes at intersections and due to lane or roadway departures. It also incorporates education, outreach, and enforcement about the transportation environment and safe driving behaviors such as speed management.

ROADWAYS



ROADWAY DESIGN INFLUENCES THE TYPES AND SEVERITY OF CRASHES. Over half of all people killed or seriously injured on Alaska’s roadways were in a vehicle that veered into another lane or drove off the road. One out of every five people killed at an intersection is a pedestrian or a bicyclist.

STRATEGIES FOR ROADWAYS



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



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



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

80% of public road centerline miles in Alaska are **RURAL ROADS**

LANE DEPARTURE

A vehicle leaves its travel lane but remains on the roadway.



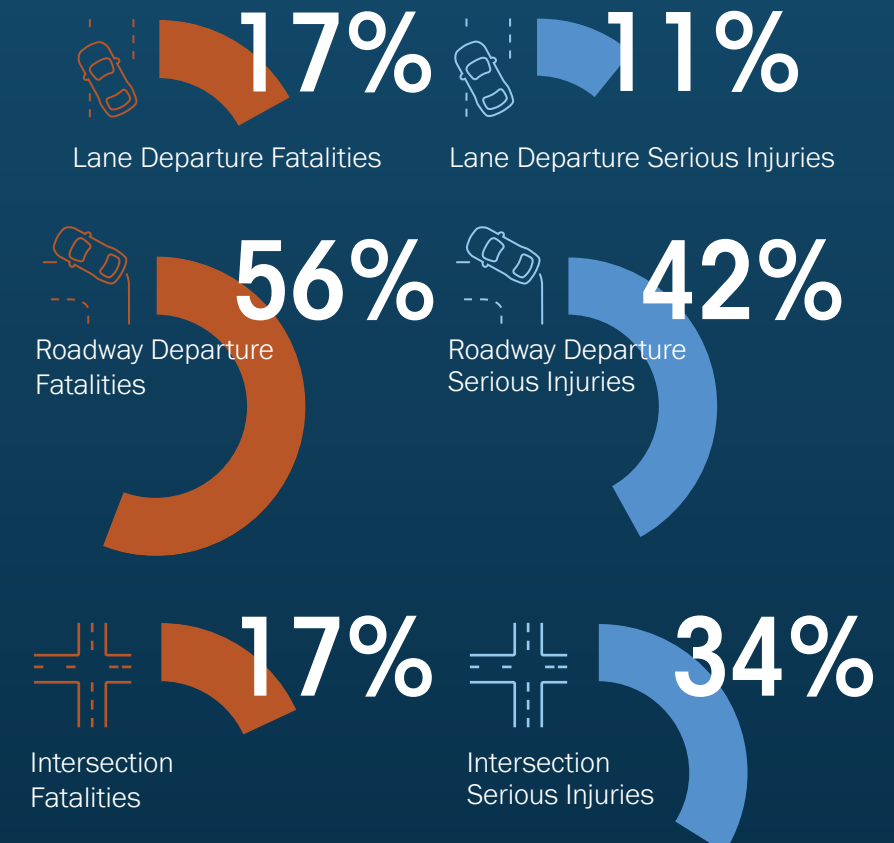
ROADWAY DEPARTURE

A vehicle leaves the roadway, even if they re-enter the roadway.



Source: Federal Highway Administration, [Highway Statistics 2020](#).

Percentage of all Alaska fatalities and serious injuries, 2016-2020



The design and operation of Alaska’s roadways influences driver behaviors, vehicle speeds, and contributing circumstances to crashes. The roadway and surrounding environment provide cues to drivers such as how fast to drive, when to pass, and where to look for other cars or people. It is important to design roadways that protect all road users fitting the roadway’s context and purpose.

The majority of public roads in Alaska are local, rural roads managed by boroughs, municipalities, or other jurisdictions. Collaboration will be crucial to address traffic safety on all roads.

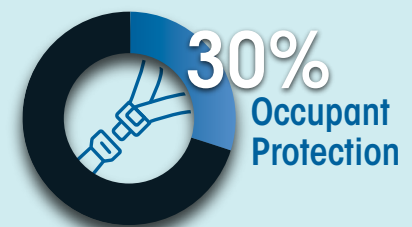
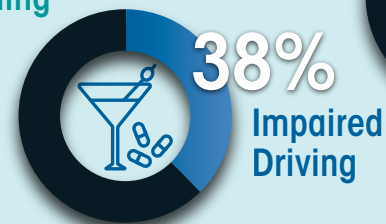
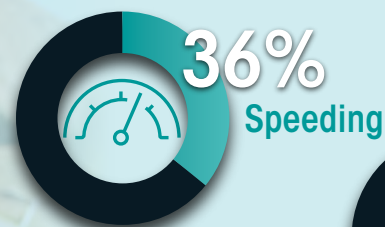
Lane and roadway departure crashes occur when a vehicle leaves its lane and either has a non-collision crash or collides with another vehicle, people, structures, trees, and/or other objects. In a lane departure crash the vehicle remains on the roadway, whereas the vehicle completely leaves the roadway in a roadway departure crash.



Leaving the travel lane could be due to improper passing, wrong way driving, weaving through traffic, swerving, overcorrecting, **speeding**, or **aggressive** or **distracted driving** behaviors. Drivers who are **impaired** or **drowsy** may struggle to stay in their lane. Poor weather and slippery road conditions also play a role.

When a vehicle leaves the paved roadway, it can be difficult for the vehicle to safely reenter the road. Roadway departures are more prevalent on rural roads, which are more likely to be unpaved or high-speed roads through mountainous terrain with worse surface conditions in winter.


Lane and Roadway Departure Overlapping Emphasis Areas



Intersections are roadways where vehicles traveling in different directions may come together, including at-grade rail crossings. Intersections are likely to have other types of road users present, including **pedestrians and bicyclists**.

This convergence of roadways creates conflict points that require the full attention of each road user to safely cross or pass through. Road users have to pay attention to traffic control devices, where and when other vehicles are going, and people in and near the roadway. Dangerous driving behaviors such as **speeding** or **driving impaired** can be deadly at an intersection.

2 out of 10 DEATHS & 3 out of 10 SERIOUS INJURIES took place at an intersection



2 out of 10 FATALITIES at intersections are **pedestrians & bicyclists**

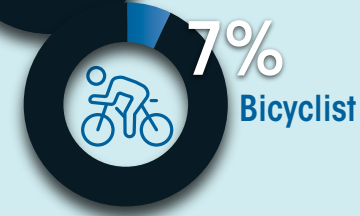
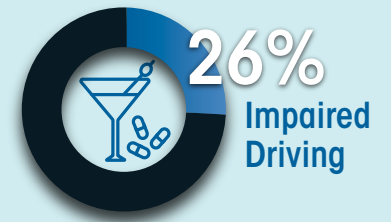
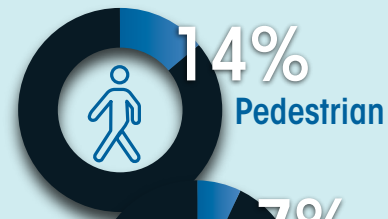
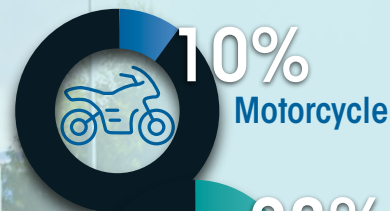
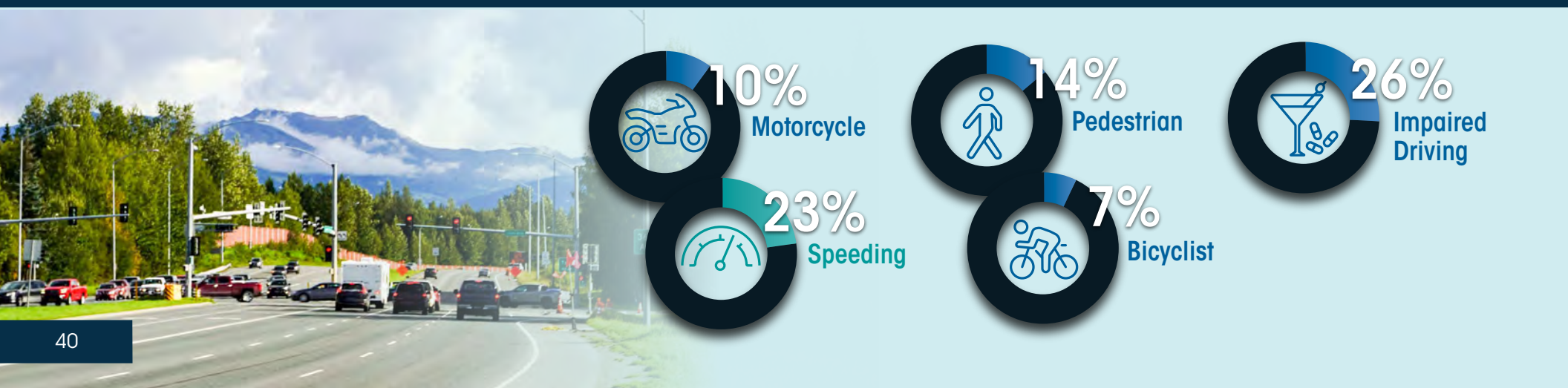


78% of all fatalities and serious injuries at **INTERSECTIONS** were in urban areas



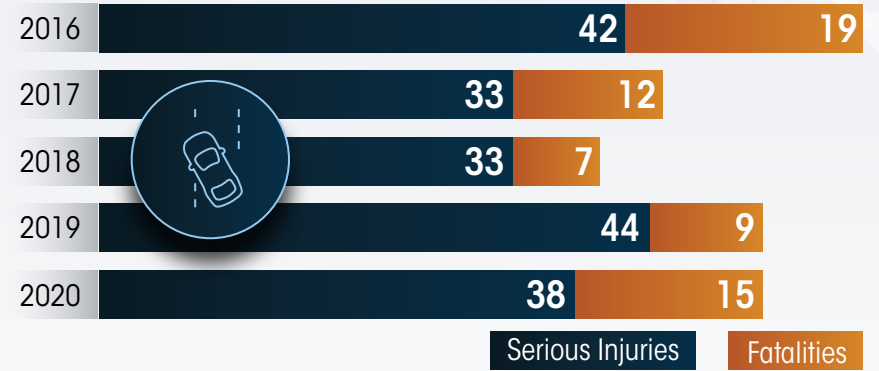
Intentional design and operation of intersections and surrounding corridors can provide redundancies to increase visibility of vulnerable road users and clarity of traffic movements and expectations.

Intersection Overlapping Emphasis Areas

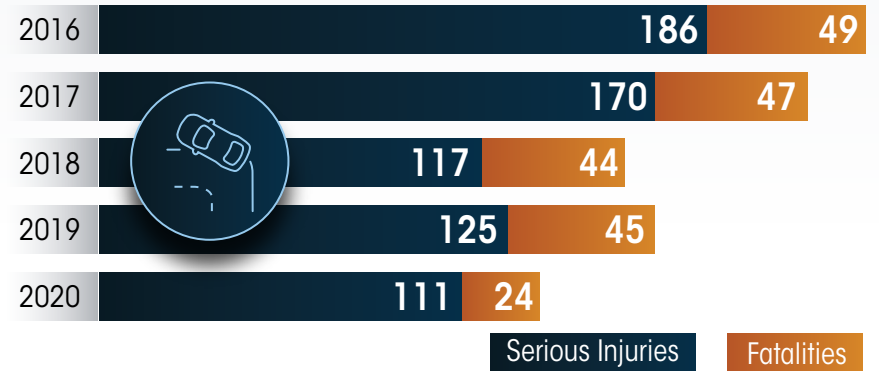




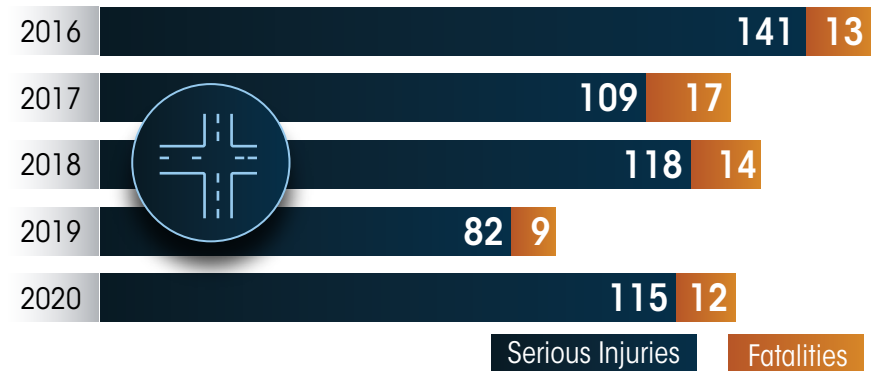
Lane Departure Fatalities and Serious Injuries, 2016 to 2020



Roadway Departure Fatalities and Serious Injuries, 2016 to 2020



Intersection Fatalities and Serious Injuries, 2016 to 2020



SPEED MANAGEMENT

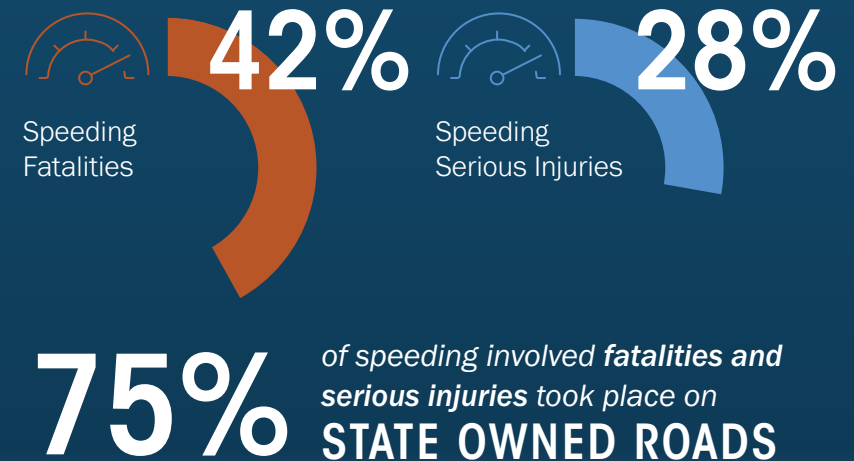
SPEEDING MAKES CRASHES MORE LIKELY AND MORE DEADLY. Driving too fast for conditions or exceeding the speed limit contributed to almost 30 percent of all traffic fatalities and serious injuries in Alaska.

STRATEGIES FOR SPEED MANAGEMENT

-  **CONDUCT** high-visibility enforcement and awareness campaigns to reduce speeding.
-  **DEVELOP** model policies and implement and innovative practices to reduce speeding.
-  **USE DATA** to support policy, legislative, and enforcement efforts aimed at reducing speeding.
-  **PROVIDE** training to law enforcement on best practices related to speed enforcement.

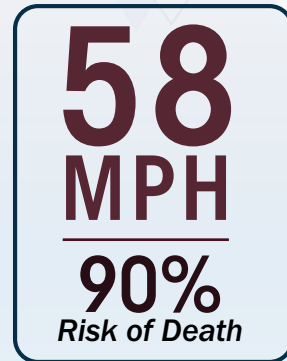
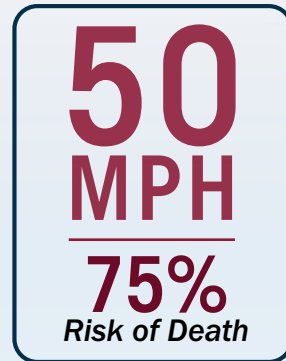
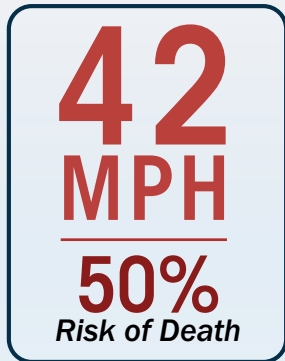
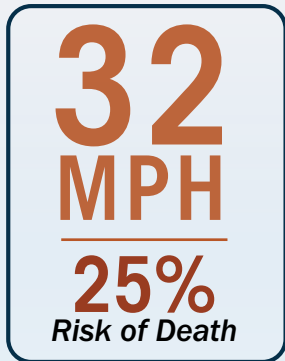
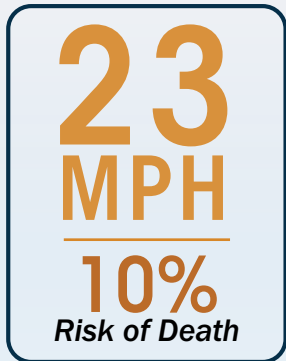
Speeding is dangerous to all road users. The human body is vulnerable, and increased speeds mean increased impact forces on the body during a crash – often fatal for vulnerable road users such as **pedestrians and bicyclists** even at lower speeds. **Motorcyclists, all-purpose vehicle riders,** and **snowmachine riders** are also more vulnerable to the physical impact of a crash.

Percentage of all Alaska fatalities and serious injuries, 2016-2020



Source: Photo courtesy of Rebekah Cadigan.

The **RISK OF DEATH** for a pedestrian struck by a vehicle *increases with vehicle speed*. When hit by a vehicle traveling at:



Source: [AAA Foundation for Traffic Safety](#), 2011.

Pairing speeding with other dangerous driving behaviors increases the consequences of speeding-involved crashes. For example, an impaired driver may be more likely to make risky decisions such as driving too fast for conditions. One out of every two speeding related fatalities and serious injuries also involved an **impaired driver**.

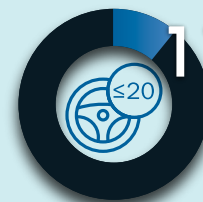
Not wearing a seat belt can be a fatal decision when speeding, with unrestrained vehicle occupants potentially thrown from the vehicle. Two out of every five people killed or severely injured in a speeding-involved crash were **not wearing a seat belt**.

When speeding, a driver may lose control of the vehicle or run off the road. Two-thirds of speeding-related fatalities and serious injuries occurred when a vehicle **left the travel lane or roadway**.

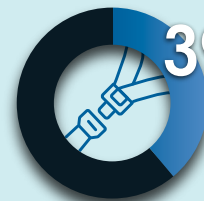
Speeding Overlapping Emphasis Areas



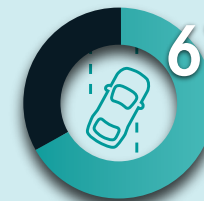
Impaired Driving



Young Drivers



Occupant Protection



Roadway or Lane Departure

Young drivers are disproportionately killed or seriously injured in speeding crashes, representing 11 percent of speeding-involved deaths and serious injuries, but only seven percent of all deaths and serious injuries. Young drivers may make riskier decisions like exceeding the speed limit. Young drivers are also less experienced and may not be able to react quickly or recover safely if they lose control of the vehicle.



14%

of Alaskan drivers *often or always* drive **FASTER THAN 35 MPH** on a local road with 30 mph speed limit



13%

of Alaskan drivers *often or always* drive **FASTER THAN 70 MPH** on a local road with 65 mph speed limit

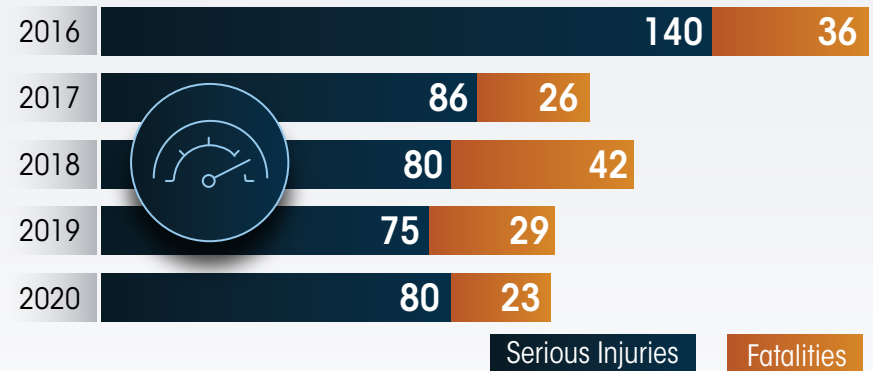


23%

of Alaskan drivers thought the **chances of getting a speeding ticket** for driving over the speed limit were **unlikely** (39% thought likely)

Source: Alaska Highway Safety Office and Center for Safe Alaskans, 2022 Transportation Attitudinal Survey.

Speeding Fatalities and Serious Injuries, 2016 to 2020





SAFE VEHICLES

The **Safe Vehicles** Emphasis Area acknowledges that different types of vehicles and safety technologies can influence the occurrence and severity of crashes. **Safe Vehicles** means that commercial vehicle drivers drive responsibly, while other roadway users operate safely around commercial vehicles. Vehicle safety equipment also plays a key role in mitigating the harm of crashes with both long-standing and emerging safety technologies. It is important that vehicle operators know how to use – and don't turn off – their vehicle's safety features.

SAFE VEHICLES





VEHICLE SAFETY

The majority of road users and commercial goods travel by vehicle on Alaska's roads. Utilizing the safety features of our vehicles can both **PREVENT CRASHES AND LESSEN THE IMPACTS OF CRASHES** on the human body.



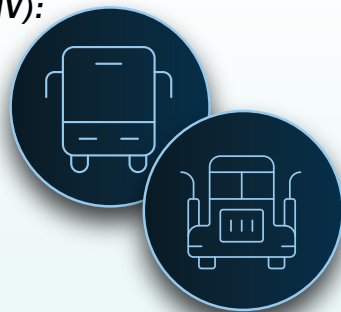
Source: Alaska DOT.

STRATEGIES FOR VEHICLE SAFETY

-  **EDUCATE** drivers on how to properly use their vehicle's safety features, such as lane assist and forward collision warning systems.
-  **UPDATE** and share safe driving best practices with tourism commercial vehicle operators and owners.
-  **CONDUCT** education and outreach about regulations and safety topics related to commercial motor vehicles.
-  **ENFORCE** commercial motor vehicle regulations.

A large commercial motor vehicle (CMV):

- MANEUVERS LESS NIMBLY THAN PASSENGER CARS**
- HAS LARGE BLIND SPOTS**
- TAKES LONGER TO COME TO A COMPLETE STOP**
- HAS HIGHER IMPACT FORCE**



Percentage of all Alaska fatalities and serious injuries, 2016-2020



6%

Commercial Motor Vehicle Fatalities

21 TOTAL CMV FATALITIES



4%

Commercial Motor Vehicle Serious Injuries

60 TOTAL CMV SERIOUS INJURIES



It is important for commercial vehicle drivers to operate responsibly, including practicing safe driving behaviors, following federal hours of service requirements, and carrying properly permitted and sized loads. It is also vital for other roadway users to drive safely around commercial vehicles.

Vehicle safety equipment and technologies help prevent and mitigate the harm of crashes. Long-standing safety features like seat belts and air bags protect vehicle occupants. Advanced driver assistance system technologies help drivers to be fully aware of their surroundings, stay in their lane, and brake to avoid a collision.

Alaska will need to anticipate, regulate, and plan for new and emerging vehicle technologies, such as connected vehicles and automated vehicles.



Advanced Driver Assistance System
Technologies include:

REAR AND SIDE CAMERAS

BLIND SPOT DETECTION

AUTOMATED BRAKING

FORWARD COLLISION WARNING

LANE MONITORING AND LANE DEPARTURE WARNING

ADAPTIVE CRUISE CONTROL



96%
of CMV Fatalities & Serious Injuries occurred on **STATE OWNED ROADS**



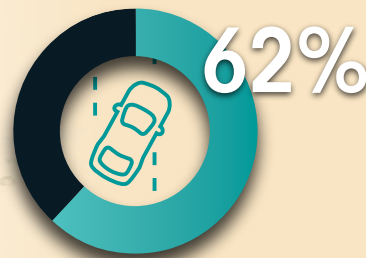
69%
of CMV Fatalities & Serious Injuries occurred in **RURAL AREAS**



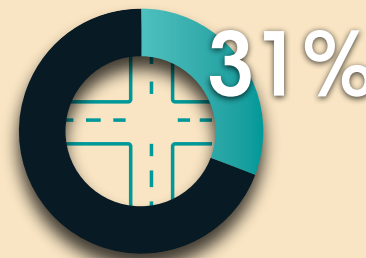
6.7%
of all vehicles registered in Alaska in 2022 were a **COMMERCIAL TRUCK, COMMERCIAL TRAILER, OR BUS**

Source: Alaska Department of Administration, Division of Motor Vehicles, 2022.

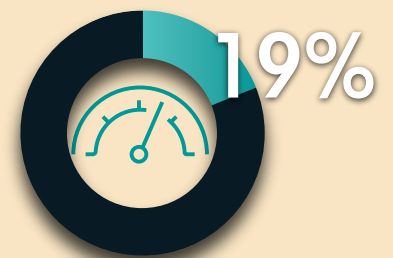
Vehicle Safety Overlapping Emphasis Areas



Roadway or Lane Departure



Intersections



Speeding



POST-CRASH CARE

The **Post-Crash Care** Emphasis Area seeks to increase the survivability of crashes while preventing secondary crashes. **Post-Crash Care** promotes the timely arrival and on-scene protection of emergency medical services, law enforcement, tow operator, and fire department responders. It also includes collecting, sharing, and linking crash and traffic information with other key data repositories to support informed decision-making by all traffic safety stakeholders.

POST-CRASH CARE

EMERGENCY RESPONSE

After a crash, prompt emergency response and effective incident management can make the **DIFFERENCE BETWEEN AN INJURY AND A DEATH.**

STRATEGIES FOR EMERGENCY RESPONSE



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



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



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

THE QUICK ARRIVAL OF EMERGENCY RESPONDERS CAN SAVE LIVES. However, in Alaska's rural areas, emergency response times may be long as first responders must travel great distances. These prolonged response times mean life-saving medical treatment is delayed for injured crash victims.

EFFECTIVE AND EFFICIENT TRAFFIC INCIDENT MANAGEMENT CAN PREVENT FURTHER INJURIES. Quickly and safely clearing a crash scene can save additional lives by minimizing the risk of a secondary crash. It also protects the lives of emergency responders, emergency medical services, fire departments, law enforcement, road service workers, and tow operators at the scene of the crash.

As one of the 4 Es of traffic safety, collaboration is essential between DOT&PF and state and local emergency response partners.



ENGINEERING



ENFORCEMENT



EDUCATION



EMERGENCY RESPONSE

SLOW DOWN AND MOVE OVER

It is the law in Alaska to **slow down** when approaching a stationary ambulance, fire vehicle, law enforcement vehicle, tow truck, maintenance vehicle, or vehicle with emergency flashing lights.

If the road has two or more lanes traveling in the same direction, also **move over** to the lane farther away from the stationary vehicle. (Alaska Statute 28.35.185)

TRAFFIC RECORDS



Traffic records are a key component to move *Alaska Toward Zero Deaths* on our roadways. Crash data analysis can help identify, deploy, and evaluate traffic safety countermeasures. The traffic records systems underpin all efforts to make data-driven decisions and efficiently use all resources.

The Alaska Traffic Records Coordinating Committee (ATRCC) is invested in **IMPROVING THE TIMELINESS, ACCURACY, COMPLETENESS, UNIFORMITY, INTEGRATION, AND ACCESSIBILITY** of traffic records data. Representatives include the AHSO, DOT&PF, Division of Motor Vehicles, Alaska Court System, and state and local law enforcement agencies.

The ATRCC Traffic Records Strategic Plan describes specific, quantifiable, and measurable improvements planned for Alaska’s core safety databases. The Strategic Plan facilitates communication, coordination, and assistance among collectors, managers, and users of Alaska’s traffic records systems.

Alaska’s core safety databases include data about:



ATRCC VISION

Provide users with *timely, accurate, complete, consistent, and well-documented traffic records information* enabling analysis and supporting timely decision-making.

ATRCC MISSION

Support data and data exchange improvements and identify and secure the necessary resources for these improvements through coordinated multi-agency leadership to maximize the efficiency and effectiveness of traffic records data collection and analysis and facilitate timely data sharing and use.

Current projects seek to improve traffic records data by integrating injury surveillance, citation, and crash report data sets. Leveraging these combined data sets could point to strategies to address complex crashes.

IT IS IMPORTANT THAT HIGH-QUALITY CRASH DATA IS AVAILABLE IN A TIMELY MANNER TO IDENTIFY CRASH TRENDS. THIS ALLOWS APPROPRIATE COUNTERMEASURES TO BE DEPLOYED WHERE AND WHEN NEEDED. The AHSO is currently working with a vendor to catch up on the backlog of crash data entry into the state's crash system.

Additionally, the AHSO continues to provide a software system free of charge to all law enforcement agencies who choose to use it so they can report crashes and citations electronically. Electronic reporting of crashes and citations improves the accessibility, timeliness, uniformity, completeness, and integration of all aspects of these records over paper crash reports and citations.



IMPLEMENTATION AND EVALUATION

Alaska will implement the SHSP Emphasis Areas strategies and actions over the next five years through its statewide transportation planning and programming processes. DOT&PF will collaborate and coordinate with many safety partners to address roadway safety on all public roads in Alaska.

The Focus Area teams will assist with and evaluate implementation progress, while the Steering Committee and AHSO will continue to track fatality and serious injury trends over this period with Executive Committee oversight.



IMPLEMENTATION

This updated SHSP and the accompanying Safe System Emphasis Area action plans provide a roadmap for effective implementation of the SHSP vision, mission, and goals.

Creating Alaska's 2023-2027 SHSP improved our understanding of Alaska's safety challenges and increased the network of diverse stakeholders across the state, which will aid in the implementation of this plan.

Alaska Highway Safety Office staff will manage the ongoing coordination and implementation. Support and accountability for implementation comes from DOT&PF and other statewide agencies, MPOs, Tribes and Nations, boroughs, and local government through Focus Area team and Steering Committee participation, and other partnerships forged in the SHSP development process.

The roles and responsibilities of the SHSP Executive Committee, Steering Committee, Emphasis Area Leaders, Focus Area Team Leaders and Members, and Action Champions are defined in the "SHSP Roles and Responsibilities" chapter.

New to this SHSP is the integration of the **Safe System Approach**. Alaska must work diligently to build our safety culture within DOT&PF, with all relevant safety agencies and partners, and with the public. Alaska must also address inequities in how transportation improvements have been implemented, particularly in underserved communities.

To accomplish the goal of moving *Toward Zero Deaths* and serious injuries, Alaska's engineers, planners, law enforcement officers, education specialists, emergency response personnel, communities, and citizens must work together to create a safe and efficient roadway system for all users.

The SHSP will also integrate the experiences and expertise of Alaska Native and American Indian people through the newly established Tribal Advisory Committee.

The Focus Area action plans will guide the implementation process (included in Appendix B). These action plans identify the agency or organization responsible for coordinating implementation, reporting progress and identifying barriers for each project or program. The action plans also list how Alaska will determine the action step was successfully implemented by tracking the output or outcome measures and data sources within a projected timeframe.



Another new aspect of this SHSP is the re-establishment of an SHSP Executive Committee. Although the Alaska DOT&PF will lead the SHSP effort, Alaska cannot achieve zero fatalities and serious injuries without partnerships across the state. Many of the strategies outlined in the SHSP involve other state and local agencies and communities to be successful. The role of the Executive Committee is to provide organizational resources; remove barriers to support the SHSP goals, objectives, and strategies; ensure statewide accountability; and support adoption of the **Safe System Approach**.

The Steering Committee will meet a minimum of three times annually to track progress, address challenges, and determine evolving or new needs. In advance of each Steering Committee meeting, Focus Area and Emphasis Area Team Leaders will provide updates on their progress and challenges for the Steering Committee. One Focus Area Team's work will be spotlighted in each Steering Committee meeting with a speaker or best practices presentation.

Annually, DOT&PF will provide a presentation to the SHSP Steering Committee about Emphasis Area trends, performance, and progress toward the SHSP objectives. This annual update will be coordinated with the availability of new traffic fatality and serious injury data.

The Emphasis Area Teams will meet a minimum of three times each year to review action plans and provide updates on activities for each Focus Area. Action champions and Focus Area team members will coordinate with partners and organizations to track progress and report on strategy and action implementation.

For the Alaska SHSP to be successfully implemented, all of Alaska's partners must play a part in eliminating fatalities and serious injuries. This includes:

- » Updating state, MPO, and local government safety plans to align with the SHSP's vision, mission, and strategies
- » Demonstrating shared accountability in implementing SHSP strategies and promoting the **Safe System Approach** principles
- » Educating employees on the **Safe System Approach** and encouraging them to be ambassadors instilling a safety culture throughout their organization
- » Promoting initiatives that enhance our safety culture by increasing roadway users' understanding of Alaska's most significant traffic safety problems and their shared responsibility in reducing fatalities and serious injuries
- » Supporting and advocating for national, state, and local initiatives, policies, and projects that promote highway safety



EVALUATION

Evaluation is critical to understanding what works and should continue versus what is not working and should be modified or discontinued.

The Focus Area action plans include performance measures for each of the proposed action steps. This will enable Alaska to determine if, when, and to what degree each action has been implemented thus far. It may also indicate if additional project-level evaluation is needed. The Steering Committee and Focus Area Teams will monitor performance and progress toward meeting our fatality and serious injury targets.

To track and evaluate implementation, DOT&PF will develop and publish an online dashboard tracking both overall and Focus Area-specific traffic fatalities and serious injuries. The dashboard may also track Focus Areas action plans and performance. The dashboard will serve as the primary tool to report, track, and evaluate the effectiveness of SHSP strategies. The dashboard will be updated prior to each Focus Area team meeting.

Additionally, the Steering Committee will use the Federal Highway Administration (FHWA) Evaluation Process Model reporting during the second or third year of this SHSP cycle. This will help identify how Alaska could both improve the SHSP update process and better evaluate progress. The FHWA guide will enable Alaska to determine the effectiveness of their organizational structure, whether there was multidisciplinary coordination, how data was


used to identify problems and solutions, and how well the plan adhered to the principles and elements of the **Safe System Approach**.

DOT&PF also intends to develop a website to serve as a resource for the public and stakeholders to help move the state *Toward Zero Deaths* and serious injuries. This website will have an element to gather the public's input and safety concerns. The website will share information about upcoming safety events, track SHSP implementation progress, and provide another opportunity for accountability for the SHSP. This will help make the plan more recognizable to safety stakeholders and the public.



APPENDIX A

ACRONYMS



| | |
|-------------------|---|
| 3HSP | Triennial Highway Safety Plan |
| AHSO | Alaska Highway Safety Office |
| APV | All-Purpose Vehicle |
| ATRCC | Alaska Traffic Records Coordinating Committee |
| ATV | All-Terrain Vehicle |
| CMV | Commercial Motor Vehicle |
| CVSP | Commercial Vehicle Safety Plan |
| DMV | Division of Motor Vehicles |
| DOT&PF | Alaska Department of Transportation and Public Facilities |
| EMS | Emergency Medical Services |
| FARS | Fatality Analysis Reporting System |
| FHWA | Federal Highway Administration |
| HSIP | Highway Safety Improvement Program |
| MPH | Miles Per Hour |
| MPO | Metropolitan Planning Organization |
| NHTSA | National Highway Traffic Safety Administration |
| OPUS | Occupant Protection Use Survey |
| SHSP | Strategic Highway Safety Plan |
| SSA | Safe System Approach |
| STIP | State Transportation Improvement Program |
| SWOT | Strengths, Weaknesses, Opportunities, Threats |
| TIP | Transportation Improvement Program |
| USDOT | United States Department of Transportation |
| VMT | Vehicle Miles Traveled |
| VRU | Vulnerable Road User |

APPENDIX B EMPHASIS AREA ACTION PLANS

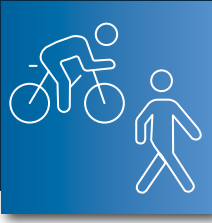
The SHSP has four Emphasis Areas: **Safe Road Users**, **Safe Vehicles**, **Safe Roads and Safe Speeds**, and **Post-Crash Care**. Each Emphasis Area has one or more Focus Areas with dedicated strategies and action steps to eliminate all fatalities and serious injuries on Alaska’s roadways. The Focus Areas are **Pedestrians and Bicyclists; Young Drivers and Older Drivers; Motorcycles, All-Purpose Vehicles, and Snowmachines; Dangerous Driving; Roadways; Speed Management; Vehicle Safety; and Emergency Response**.

Each Focus Area has strategies and actions to address traffic safety through engineering, education, enforcement, and emergency medical services countermeasures. The Focus Area Teams drafted action plans based on strategies and actions from the previous SHSP, stakeholder input, and proven countermeasures and national best practices.



The Focus Area action plans include champions and estimated timeframes to ensure actions are implemented or challenges to implementation are brought to the attention of the Steering Committee.

The AHSO also has the Impaired Driving Task Force, Occupant Protection Task Force, and Alaska Traffic Records Coordinating Committee; however, those strategic plans are not included here.



PEDESTRIANS AND 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.

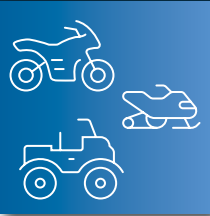
| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|---|---|-----------------|
| 1.1 | Review existing state and municipality administrative codes, policies, and manuals to identify gaps and update them as needed to include pedestrians, bicyclists, and other active transportation users. | Alaska Outdoor Alliance DOT&PF | Memorandum detailing proposed updates to the Alaska Administrative Code for VRU safety developed. Policy adopted and Alaska Administrative Code updated. Additional proposed updates to policies identified, as needed. | Year 1, ongoing |
| 1.2 | Leverage the federal revisions to the Safe Routes to School (23 U.S. C. § 208) program to revitalize and expand Alaska's infrastructure and non-infrastructure projects offered under the program and coordinate with school districts. | Department of Health, Division of Public Health DOT&PF Center for Safe Alaskans | Statewide inventory and map of SRTS plans created. Gaps and opportunities for future SRTS projects and plans identified. | Year 1, ongoing |
| 1.3 | Develop and implement a statewide Complete Streets construction, design, and maintenance policy that considers local-level Complete Streets policies. | DOT&PF | Policy language drafted. Policy language implemented. Stakeholders made aware of policy change(s) and rationale for change(s). | Years 1-2 |
| 1.4 | Research and implement low-cost, quick-build engineering solutions and pedestrian-focused lighting pilot projects at roadway crossings for active transportation users. | DOT&PF Bike Anchorage University of Alaska Fairbanks Center for Safe Alaskans | Research memorandum and recommendations produced. Effectiveness of VRU-related engineering solutions evaluated. One VRU roadway crossing pilot projects annually. | Years 2-4 |
| 1.5 | Develop the Pedestrian Standards section (section 1220) of the Alaska Highway Preconstruction Manual. | DOT&PF | Standards developed and adopted. Manual updated. | Year 3 |

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

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|---|--|-----------|
| 2.1 | Develop model language and fact sheets for statewide “stop for pedestrians in crosswalks” and “right turn on red” policies. | Bike Anchorage University of Alaska Fairbanks DOT&PF Center for Safe Alaskans | Policy model language developed. Fact sheets developed. | Years 1-2 |
| 2.2 | Develop and evaluate the effectiveness of comprehensive education campaigns targeting pedestrians, bicyclists, and other active transportation users in Alaskan communities on topics including “rules of the road” and using helmets, high-visibility gear, and other protective equipment. | Department of Health, Division of Public Health Center for Safe Alaskans University of Alaska Fairbanks | VRU educational campaigns developed. Changes in active transportation users’ awareness and/or behavior as identified in attitudinal surveys and pre and post campaign behavior observations; percent increase annually. | Years 2-5 |

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

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|--|---|-----------|
| 3.1 | Develop a strategic data collection plan to obtain pedestrian and bicycle counts, including researching methods to crowdsource count data. | DOT&PF University of Alaska Fairbanks | Request for Proposal to secure a consultant initiated by the beginning of 2024. Strategic plan completed by end of 2025. | Years 2-3 |
| 3.2 | Develop a DOT statewide active transportation safety action plan in coordination with municipal and Metropolitan Planning Organization plans. | DOT&PF Center for Safe Alaskans | Plan developed. | Year 3 |



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.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--|--|--------------------|
| 1.1 | Research and compile data into an annual report about motorcycle licenses, registrations, education programs, or other available statistics. | JN Consulting | Report submitted annually to the FA team and available as an online publication by the second quarter of each year. | Years 1-5, ongoing |
| 1.2 | Compile information and develop fact sheets to inform legislators and executives and support legislation and/or policies regarding the use of safety gear (including helmets), addressing penalties for riding without an endorsement (as appropriate), and behaviors unsafe to the operation of motorcycles and APVs. | FAST Planning University of Alaska, Fairbanks | Fact sheets drafted and shared with Focus Area team for review. Fact sheets finalized and available for distribution in Year 1. Fact sheets are distributed electronically to target audiences no later than Year 2. Number of changes in legislation, number of new policies implemented. | Years 1-2 |
| 1.3 | Review existing state and municipal policies, statutes, regulations, and manuals to identify gaps in consideration of motorcycles, All-Purpose Vehicles (APVs), and snowmachines. | University of Alaska, Fairbanks | Memorandum developed summarizing existing policies, manuals, and identified gaps. Model language developed and distributed to state and local agencies. | Year 2, ongoing |
| 1.4 | Compile information and develop fact sheets to inform public outreach, law enforcement, and legislators about jurisdictional and state requirements for operation of APVs on roadways. | FAST Planning University of Alaska, Fairbanks | Data collected, best practices identified, and fact sheets drafted and shared with Focus Area team for review. Fact sheets finalized and available for distribution in Year 2. Fact sheets are available as an online publication and distributed electronically statewide no later than Year 3. | Years 2-3 |
| 1.5 | Develop data collection processes to increase understanding of risk-tolerant behaviors when riding motorcycles and APVs. | University of Alaska, Fairbanks | Data collected and best practices identified. | Year 3 |

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

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|---|---|--------------------|
| 2.1 | Establish a state motorcycle/APV safety program responsible for establishing and overseeing motorcycle and APV training standards, an annual rider education professional development program, a training quality assurance program, and creation and distribution of program information/promotion. The program's state coordinator should be a certified rider coach/instructor trainer who also collaborates on pertinent DMV tasks and on motorcycle and APV-related communications and outreach activities. | JN Consulting ABATE of Anchorage AHSO | Funding sources identified and approval to establish the program secured in Year 1. Qualified program state coordinator selected within 6 months of approval to establish the program. Coordinator is an active member of the FA team. Motorcycle/APV training information developed and electronically available annually by Year 2. Training standards, rider education professional development program, and training quality assurance programs established and operational before Year 3. Collaboration with the DMV on motorcycle/APV communications and outreach programs occurs annually. | Years 1-5, ongoing |

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

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|--------|--|-----------------|
| 3.1 | Provide training to law enforcement on crash investigation practices and state and jurisdictional laws and policies specific to motorcycles and APVs. | AHSO | Training needs assessed and training schedule developed to match needs. Online course materials developed and implemented. Data collected about the number of officers trained and agencies using new course materials annually. | Year 2, ongoing |

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

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|---------------------------------|---|-----------|
| 4.1 | Research existing education courses, trainings, and best practices for off-road vehicle operators and on-road APVs and develop recommendations for on-road APV rider education training. | University of Alaska, Fairbanks | Research memorandum and recommendations produced. | Year 1 |

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|---------------|--|--------------------|
| 4.2 | Develop a booklet for distribution to motorcycle course graduates on topics including pertinent laws, motorcycling best practices, tips for riding in Alaska, and other appropriate topics. | JN Consulting | Booklet developed and shared with Focus Area team for review. Booklet finalized and available for distribution in Year 1. Online version posted by Year 2 and 5,000 copies of print booklet distributed statewide to appropriate organizations (DMV, motorcycle dealers, rider education organizations and clubs, etc.) in Year 2. Booklet reviewed annually, updated as needed, and printed for distribution in Years 3-5. | Years 1-5, ongoing |
| 4.3 | Develop a booklet for distribution to owners and riders of snowmachines and APVs on topics including pertinent laws, best practices, tips for riding in Alaska, and other appropriate topics. | FAST Planning | Booklet developed and shared with Focus Area team for review. Booklet finalized and available for distribution in Year 1. Online version posted by Year 2 and 5,000 copies of print booklet distributed statewide to appropriate organizations (DMV, APV/snowmachine dealers, rider education organizations and clubs, etc.) in Year 2. Booklet reviewed annually, updated as needed, and printed for distribution in Years 3-5. | Years 1-5, ongoing |
| 4.4 | Conduct a comprehensive education campaign that provides information for both motorists and motorcycle riders about motorcycle safety needs, protective equipment, visibility, speeding, and perception-reaction times. | AHSO | Campaign creative developed. Campaign conducted. Number of impressions/views, and annual increase. Changes in awareness and/or behavior as identified in public survey pre- and post-campaigns. | Years 3-5, ongoing |
| 4.5 | Conduct a comprehensive education campaign about licensing, registration, and insurance requirements and using protective equipment to operate APVs on public roads. | AHSO | Campaign creative developed. Campaign conducted. Number of impressions/views, and annual increase. Changes in awareness and/or behavior as identified in public survey pre- and post-campaigns. | Years 3-5, |



YOUNG DRIVERS AND OLDER DRIVERS

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

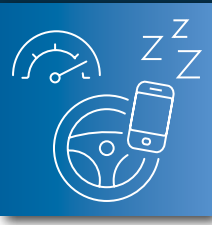
| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|--|---|--------------------|
| 1.1 | Implement peer-to-peer education programs to promote safe driving, walking, and riding to young people that encourage young people to speak up if someone is drinking and driving and participating in other dangerous driving behaviors. | Center for Safe Alaskans Providence Alaska Medical Center | 25 youth involved in designing education initiatives annually. 1,000 youth reached through peer-to-peer education initiatives annually. Five percent increase in observed youth seatbelt use based on pre- and post-observations. Changes in community/state-wide Youth Risk Behavior Survey responses from 2023 baseline to 2027. | Years 1-5, ongoing |
| 1.2 | Conduct a comprehensive education campaign to curtail risky driving behaviors of young drivers. | AHSO | Campaign creative developed. Campaign conducted. Number of impressions/views, and annual increase. Changes in awareness and/or behavior as identified in public survey pre- and post-campaigns. | Years 1-5, ongoing |
| 1.3 | Develop education campaigns for young drivers and caregivers on Alaska's graduated drivers licensing law and driver education opportunities. | Center for Safe Alaskans | One annual campaign conducted reaching target audiences. 500 people reached annually. | Years 2-5, ongoing |

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.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--------------------------|--|--------------------|
| 2.1 | Develop educational campaigns to promote procedures for assessing medical fitness to drive and provide frontline licensing personnel, health care providers, family and caregivers with resources to recognize and assess at-risk older drivers. | Center for Safe Alaskans | One campaign conducted annually reaching target audiences. 500 people reached annually. One new resource developed with updates as needed. | Years 2-5, ongoing |

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

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--------------------------|--|--------------------|
| 3.1 | Work with nonprofits to expand the CarFit program statewide. | Center for Safe Alaskans | Five new locations providing CarFit by 2027. Five CarFit events annually. | Years 1-5, ongoing |



DANGEROUS DRIVING

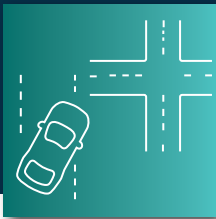
STRATEGY 1: Explore and implement best practices and policies to address dangerous driving behaviors.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|---|---|-----------|
| 1.1 | <p>Add criteria and standards in the Alaska Traffic Manual for:</p> <ul style="list-style-type: none"> » A data driven process to identify candidate locations for urban traffic safety corridors; » Required agreements, prior to the designation of urban traffic safety corridors, between state and local engineering, enforcement, and educational agencies with jurisdiction for coordinated traffic control planning and monitoring activities/responsibilities; and » Deployment of traffic control devices. | DOT&PF | New language approved by FHWA and incorporated into the Alaska Traffic Manual. | Years 1-2 |
| 1.2 | Investigate solutions to improve the collection and quality of data on aggressive, distracted, and drowsy driving. | Center for Safe Alaskans Transportation Injury Prevention Community of Practice | Research summary memo developed. | Years 1-2 |
| 1.3 | Develop fact sheets and model language for statewide and municipal “hands-free devices only” policies in work zones, active school zones, and safety corridors to encourage statewide adoption of a “hands-free devices only” policy on all Alaska roads. | Anchorage Police Department Center for Safe Alaskans Transportation Injury Prevention Community of Practice | One fact sheet created. Policy/legislation model language created. Three municipalities adopting a “hands-free devices only” policy annually. | Years 2-3 |

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|--|---|-------------|
| 1.4 | Review the existing <i>Alaska Driver Manual</i> and research and incorporate effective best practices for safe driving behaviors. | Department of Administration, Division of Motor Vehicles | Review of Driver Manual conducted, and gaps identified. Driver Manual revised to incorporate identified topics, as needed. | Years 2 & 5 |
| 1.5 | Assemble a Task Force to address street racing. | Anchorage Police Department JN Consulting | Task force members identified and commitments to participate secured. Actions, champions and performance measures to address street racing identified. | Years 2-3 |

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

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--------------------------|---|--------------------|
| 2.1 | Conduct public education and awareness campaign to demonstrate negative impacts of distracted driving, model safe driving behaviors, and encourage vehicle passengers to speak up when witnessing dangerous driving behaviors. | Center for Safe Alaskans | One campaign conducted reaching target audiences. Three resources developed. Five percent increase, from baseline, in awareness and/or self-reported behavior as identified in the annual attitudinal survey. | Years 1-5, ongoing |
| 2.2 | Provide evidence-based "mindfulness training" for drivers provided by the Department of Public Health - Injury Prevention and Center for Safe Alaskans. | Center for Safe Alaskans | 30 drivers trained annually. Five percent increase in level of mindfulness and five percent decrease in propensity for angry driving measured validated and reliable using pre- and post- intervention surveys. | Years 1-5, ongoing |
| 2.3 | Conduct comprehensive education campaigns about aggressive, distracted, and drowsy driving, while continuing statewide, high-visibility enforcement (HVE) and saturation enforcement in active school zones, safety corridors, and work zones. | AHSO | Campaign creative developed. Campaign conducted. Number of impressions/views, and annual increase. Changes in awareness and/or behavior as identified in public survey pre- and post-campaigns. | Years 1-5, ongoing |



ROADWAYS

STRATEGY 1: Update DOT&PF policies and manuals to include effective countermeasures to mitigate lane and roadway departures.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|--------|---|-----------|
| 1.1 | Revise Chief Engineer’s Directive on rumble strips to update designs, uses, and techniques. | DOT&PF | New Directive issued. Directive change and rationale communicated to stakeholders. | Year 1 |
| 1.2 | Update the Alaska Highway Preconstruction Manual to require all new roads and repaving of roads to include the SafetyEdgeSM technology. | DOT&PF | Policy developed and adopted. Manual updated. | Years 2-5 |

STRATEGY 2: Perform timely and adequate winter weather maintenance for all road users.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|---|--|-----------------|
| 2.1 | Identify DOT&PF Maintenance and Operations Lead to coordinate winter weather maintenance needs and secure and prioritize sustainable funding for weather maintenance of service for all road users. | DOT&PF | Statewide M&O lead identified. Research conducted to determine level of funding necessary. Funding secured. Budget established. | Year 2, ongoing |
| 2.2 | Coordinate with local agencies, jurisdictions, and community stakeholders to develop a priority system and plowing sequence on routes for winter maintenance on motorized and non-motorized facilities. | DOT&PF Municipality of Anchorage Center for Safe Alaskans | Priority routes and targets identified. DOT&PF, local agencies, and jurisdictions coordinate annually on priority routes. | Year 2, ongoing |

STRATEGY 3: Implement a media campaign to help road users understand how to navigate various roadway types and elements.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--------|---|--------------------|
| 3.1 | Conduct a comprehensive education campaign on roadway facility types, elements, and topics that contribute to the top crash types. | AHSO | <p>Campaign creative developed.</p> <p>Campaign conducted.</p> <p>Number of impressions/views and annual increase.</p> <p>Changes in awareness and/or behavior as identified in attitudinal phone survey pre- and post-campaign, and annual increase.</p> | Years 2-5, ongoing |





SPEED MANAGEMENT

STRATEGY 1: Conduct high-visibility enforcement and awareness campaigns to reduce speeding.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|--------|--|--------------------|
| 1.1 | Conduct high visibility enforcement (HVE) mobilizations/patrols and operations through local law enforcement and Alaska State Troopers, using a data-driven approach to select enforcement times and locations. | AHSO | Participation of 12 or more agencies in HVE annually by 2027. Total number of contacts made annually, percent increase annually. | Years 1-5, ongoing |
| 1.2 | Conduct a comprehensive education campaign on the dangers of speeding in Alaska, risks to vulnerable road users, and driving appropriately in inclement weather conditions. | AHSO | Campaign creative developed. Campaign conducted. Number of impressions/views, and annual increase. Changes in awareness and/or behavior as identified in public survey pre- and post-campaigns. | Years 1-5, ongoing |

STRATEGY 2: Develop model policies and implement and innovative practices to reduce speeding.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|-------------------------------------|--|-----------------|
| 2.1 | Develop a model urban speed limit setting policy that encourages speeds appropriate for the road's purpose, considers all mode users, and is consistent across the state, regions, and municipalities. | Municipality of Anchorage DOT&PF | Model policy language developed. | Year 1 |
| 2.2 | Investigate the use of the Transportation System Management & Operations (TSMO) strategies such as integrating traffic and road weather information sensors into Variable Speed Limit (VSL) practices and other "big data" sources to manage speeds on the named highway system. | DOT&PF | Recorder/sensor deployment plan leading to a robust VSL network on appropriate corridors developed by 2027. One VSL corridor pilot project implemented by Year 3. | Year 2, ongoing |

STRATEGY 3: Use data to support policy, legislative, and enforcement efforts aimed at reducing speeding.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|------------------------------------|--|-----------------|
| 3.1 | Provide law enforcement with access to existing traffic recorder/sensor speed data in Alaska's Traffic Data System. | DOT&PF | Law enforcement agencies provided live access to data. | Year 1, ongoing |
| 3.2 | Collect data to support the future use of automated speed enforcement, red light cameras, higher fines for speeding, and other tools and techniques to reduce speeding, and to inform legislators and executives about the state of speeding in Alaska and national automated enforcement best practices. | DOT&PF Bureau of Highway Patrol | Data collected and automated enforcement best practices identified. Action plan developed and executed in coordination with DOT&PF and Department of Public Safety Legislative Liaisons for education campaign targeted at departmental executives and legislators. | Years 1-3 |

STRATEGY 4: Provide training to law enforcement on best practices related to speed enforcement.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|-------------------------------------|--|-----------------|
| 4.1 | Develop online course materials to be completed in conjunction with in-person checks to train police officers on speed enforcement best practices and current law. | AHSO Department of Public Safety | Training needs assessed and training schedule developed to match needs. Online course materials developed and implemented. Data collected about the number of officers trained and agencies using new course materials annually. | Year 2, ongoing |
| 4.2 | Provide training on basic and advanced speed measuring devices and high-visibility enforcement best practices to new law enforcement officers and as continuing career education. | AHSO Department of Public Safety | Training needs assessed and training schedule developed to match needs. Online course materials developed and implemented. Data collected about the number of officers trained and agencies using new course materials annually. | Year 2, ongoing |



VEHICLE SAFETY

STRATEGY 1: Educate drivers on how to properly use their vehicle’s safety features.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--------------------------|---|-----------------|
| 1.1 | Expand offerings of the CarFit program to educate all vehicle drivers on how to correctly adjust their vehicle to fit them and properly use the vehicle safety features (including emerging driver assistance technologies). | Center for Safe Alaskans | 50 drivers/vehicles checked annually. Five events held annually. | Year 1, ongoing |

STRATEGY 2: Update and share safe driving best practices with tourism commercial vehicle operators and owners.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--|--|-----------|
| 2.1 | Review current Tourism Best Management Practices (TBMP) guidelines, incorporate additional guidelines addressing transportation safety topics, and share relevant information with tourism owners and operators. | Juneau Tourism Best Management Practices | Model guideline language drafted. Guidelines adopted. | Years 1-2 |

STRATEGY 3: Conduct education and outreach about regulations and safety topics related to commercial motor vehicles.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--------|---|--------------------|
| 3.1 | Provide education and outreach to various industry groups and carriers on CMV safety topics including hours of service requirements and use of safety belts. | DOT&PF | Ten outreach events and activities held annually. | Years 1-5, ongoing |
| 3.2 | Conduct safety outreach events to teenagers about how to interact safely with CMVs. | DOT&PF | One event held annually. | Years 1-5, ongoing |
| 3.3 | Provide outreach and training to law enforcement on CMV identification, relevant regulations, and crash reporting based on state and federal definitions. | DOT&PF | Six outreach events and activities held annually. | Years 1-5, ongoing |

STRATEGY 4: Enforce commercial motor vehicle regulations.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|---|--------|--|--------------------|
| 4.1 | Conduct CMV inspections to enforce CMV regulations, to include but not limited to weight regulations and hours of service requirements. | DOT&PF | 6,000 documented inspections conducted annually. | Years 1-5, ongoing |





EMERGENCY RESPONSE

STRATEGY 1: Identify the contributing factors for crashes involving first responders and emergency vehicles.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|---------------|---|-----------|
| 1.1 | Review best practices to efficiently collect, analyze, and share data from crashes that involve first responders and emergency vehicles. | AHSO ATRCC | Review of best practices conducted. Memorandum on best practices issued. Data on number of crashes involving first responders and emergency vehicles collected and distributed. | Year 1 |

STRATEGY 2: Protect first responders at crashes through tools, techniques, technology, and information-sharing practices.

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|---|---|--------------------|
| 2.1 | Re-introduce and improve Traffic Incident Management (TIM) policies and training to include regional incident response protocols and incident debriefing. | AHSO | Model TIM policies developed. TIM training opportunities identified, and materials developed and implemented. | Years 1-2 |
| 2.2 | Identify emerging technologies and tools to protect the first responders and other emergency vehicles on the incident scene. | Mat-Su Borough Fire Department | Information on new tools and technologies identified and disseminated annually. | Years 1-5, ongoing |
| 2.3 | Identify and share methods to deliver prompt and accurate reporting, detection and verification of traffic incidents, and prompt and accurate notification to responders and through traveler information systems. | Tlingit and Haida Indian Tribes of Alaska AHSO | Review of methods conducted. Webinar to share information conducted. Informational piece or website format developed and distributed. | Year 2 |

STRATEGY 3: *Implement a media campaign about Alaska’s Move Over Law.*

| # | ACTION | AGENCY | PERFORMANCE MEASURE | TIMEFRAME |
|-----|--|--------|---|--------------------|
| 3.1 | Conduct a comprehensive education campaign to inform the public of Alaska’s Move Over law (Alaska Statute 28.35.185 - Overtaking and Passing Certain Stationary Vehicles) when approaching a stationary emergency vehicle. | AHSO | <p>Add question to telephone survey on knowledge about Move Over Law.</p> <p>Campaign creative developed.</p> <p>Campaign conducted.</p> <p>Number of impressions/views, and annual increase.</p> <p>Changes in awareness and/or behavior as identified in public survey pre- and post-campaigns.</p> | Years 1-5, ongoing |



APPENDIX C SHSP STAKEHOLDERS



Source: Photo courtesy of Brian Chandler.

Traffic safety is the responsibility of everyone throughout Alaska. DOT&PF recognizes and thanks the organizations and individuals listed below for their commitment and contributions to move us Toward Zero Deaths and serious injuries on Alaska's roads.

The people listed here participated in the SHSP update as a member of the Steering Committee, Emphasis Areas and Focus Area teams, and/or as a reviewer. These stakeholders represent the **4 Es of Traffic Safety: engineering, education, enforcement, and emergency response.**

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APPENDIX D HSIP SPECIAL RULES

The Bipartisan Infrastructure Law (BIL), signed into law on November 15, 2021, established or continued three special rules under the Highway Safety Improvement Program (HSIP), which is legislated under Section 148 of Title 23, United States Code (23 U.S.C. 148).

HIGH RISK RURAL ROADS

Alaska defines **High Risk Rural Roads** as “rural segments of roads and highways functionally classified as major collector, minor collector, and local roads with significant safety risks as evaluated by frequency and/or rates of fatal and major injury crashes.” This definition is aligned with 23 U.S.C. 148(g)(1).

The High Risk Rural Roads special rule applies to DOT&PF if the fatality rate on rural roads in Alaska increased over the most recent two-year period, using five-year averages. If this rule applies to Alaska, then Alaska is required to obligate a minimum of \$900,000 for high risk rural road projects in the next fiscal year.

For the FY 2024 HSIP, the High Risk Rural Roads special rule does not apply in Alaska because the fatality rate on rural roads decreased from the Calendar Year (CY) 2015-2019 average to the CY 2017-2021 average.



OLDER DRIVERS AND PEDESTRIANS

In accordance with 23 U.S.C. 148(g)(2), the **Older Drivers and Pedestrians** special rule is triggered if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in Alaska increases over the most recent two-year period, using five-year averages.

If the **Older Drivers and Pedestrians** special rule applies, then DOT&PF must include strategies in the SHSP to address the increases in those rates, such as recommendations in the FHWA *Highway Design Handbook for Older Drivers and Pedestrians* (FHWA-RD-01-103).

For the FY 2024 HSIP, the Older Drivers and Pedestrians special rule does not apply in Alaska because the traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 decreased from the CY 2015-2019 average to the CY 2017-2021 average.

Although the special rule does not apply, this SHSP includes strategies and actions to decrease older driver fatalities and serious injuries on Alaska’s roadways in the Young Drivers and Older Drivers Focus Area, including:

- » Increase the knowledge of medical providers, law enforcement, licensing personnel, family and caregivers on the recognition and assessment of older at-risk drivers.
- » Educate drivers on how to properly use their vehicle’s safety features.

This SHSP includes strategies and actions to decrease older pedestrian fatalities and serious injuries on Alaska’s roadways in the Pedestrians and Bicyclists Focus Area, including:

- » Implement best practices and proven countermeasures and incorporate into state and local policies and manuals to support safe travel for pedestrians and bicyclists.
- » Educate pedestrians, bicyclists, and other vulnerable road users about “rules of the road” and safety equipment.
- » Develop and implement a statewide active transportation safety action plan and data collection plan.



Source: Alaska DOT&PF.

VULNERABLE ROAD USER SAFETY

The Vulnerable Road Users (VRU) Safety special rule (23 U.S.C. 148(g)(3)) is triggered when the number of traffic fatalities for vulnerable road users is equal to or greater than fifteen percent of the total statewide fatalities in a single year period.

The definition of “vulnerable road user” is provided in 23 U.S.C. 148(a)(15) as a non-motorist with a Fatality Analysis Reporting System person attribute code for pedestrian, bicyclist, other cyclist, person on personal conveyance, or an injured person equivalent to a pedestrian or pedalcyclist. Vulnerable road users include highway workers on foot in work zones. The definition for vulnerable road user does not include a motorcyclist.

If the VRU special rule applies to Alaska, then DOT&PF is required to obligate 15 percent or more of the next fiscal year HSIP funds allocated under 23 U.S.C. 104(b)(3) to projects specifically addressing the safety of vulnerable road users.

For the FY 2024 HSIP, the Vulnerable Road Users (VRU) Safety special rule applies because the total annual fatalities for VRUs is equal to or greater than 15 percent of total annual crash fatalities in Alaska in CY 2021. Therefore, in the FY 2024 HSIP Alaska will obligate a minimum of 15 percent of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.



APPENDIX E VULNERABLE ROAD USER SAFETY ASSESSMENT

The Bipartisan Infrastructure Law (BIL), signed into law on November 15, 2021, requires all states to develop a Vulnerable Road User (VRU) Safety Assessment as a part of their Highway Safety Improvement Program (23 U.S.C. 148(1)).

The definition of “vulnerable road user” is provided in 23 U.S.C. 148(a)(15) as a non-motorist with a Fatality Analysis Reporting System person attribute code for pedestrian, bicyclist, other cyclist, person on personal conveyance, or an injured person equivalent to a pedestrian or pedalcyclist. Vulnerable road users include highway workers on foot in work zones. The definition for vulnerable road user does not include a motorcyclist.

Using a data-driven process, the Alaska VRU Safety Assessment examines Alaska’s safety performance for vulnerable road users, as well as identifies programs and projects to improve their safety. The SHSP Emphasis Areas will incorporate the assessment findings through state and local implementation of strategies and actions in the Focus Area action plans.

Alaska’s VRU Safety Assessment is underway and will be completed as required by November 15, 2023. While the SHSP must be submitted to FHWA for approval in May 2023, the assessment will be added to this Appendix after it’s completion as required by federal guidance.



ALASKA

STRATEGIC HIGHWAY SAFETY PLAN

2023-2027

