

# House Transportation Committee

## Department of Transportation & Public Facilities

Pam Golden, P.E., Statewide Traffic Engineer

Alex Read, P.E., Group Chief, Central Region Design

Shannon McCarthy, Communications Director

Title: Pedestrian Fatalities and Safety

Jan. 22, 2026



KEEP ALASKA MOVING



# Updated 2026 Highway Safety Improvement Plan

- HSIP 2026 Plan – Updated
- No projects were cancelled
- HSIP Funding flexible
- Coordinated with the Municipality of Anchorage
- Employing Advance Construct (AC) to capture FFY26 Funding
- Conducting the technical reviews to enable us to understand impacts to network of roads, given the number of lane drops
- Updated 2026 Anchorage funding is \$30M



# Road Diets vs. Lane Drops

Lane drops are not in FHWA Clearinghouse, because they do not yet have a body of study on one-way roads. Multiple lane drop and road diet projects were proposed in Anchorage and understanding the system impacts of multiple reductions is important to ensuring the desired outcome of both a safe and efficient network

1. A Street (multiple safety features moving forward)
2. Fireweed Lane Rehabilitation
3. 36<sup>th</sup> Avenue (Spenard Rd. to Lake Otis Parkway)
4. 5<sup>th</sup> and 6<sup>th</sup> Avenue Complete Streets (I Street to Reeve Boulevard)
5. 5<sup>th</sup> and 6<sup>th</sup> Avenue (M Street to Reeve Blvd)
6. Ingra Street (3<sup>rd</sup> Ave to Northern Lights)
7. Gambell Street (3<sup>rd</sup> Ave to Northern Lights)
8. I & L Streets Reconstruction to Complete Streets
9. Northway Drive (Debarr Road to Penland Parkway)
10. Dimond Blvd: Jewell Lake Road to Arctic Blvd.
11. Spenard Road Rehabilitation-Minnesota Dr to Benson Blvd
12. Spenard Road Rehabilitation- Northwood Dr to Minnesota Dr
13. Mountain View Dr: Anchorage Metropolitan Area Transportation Solutions (AMATS) moving forward

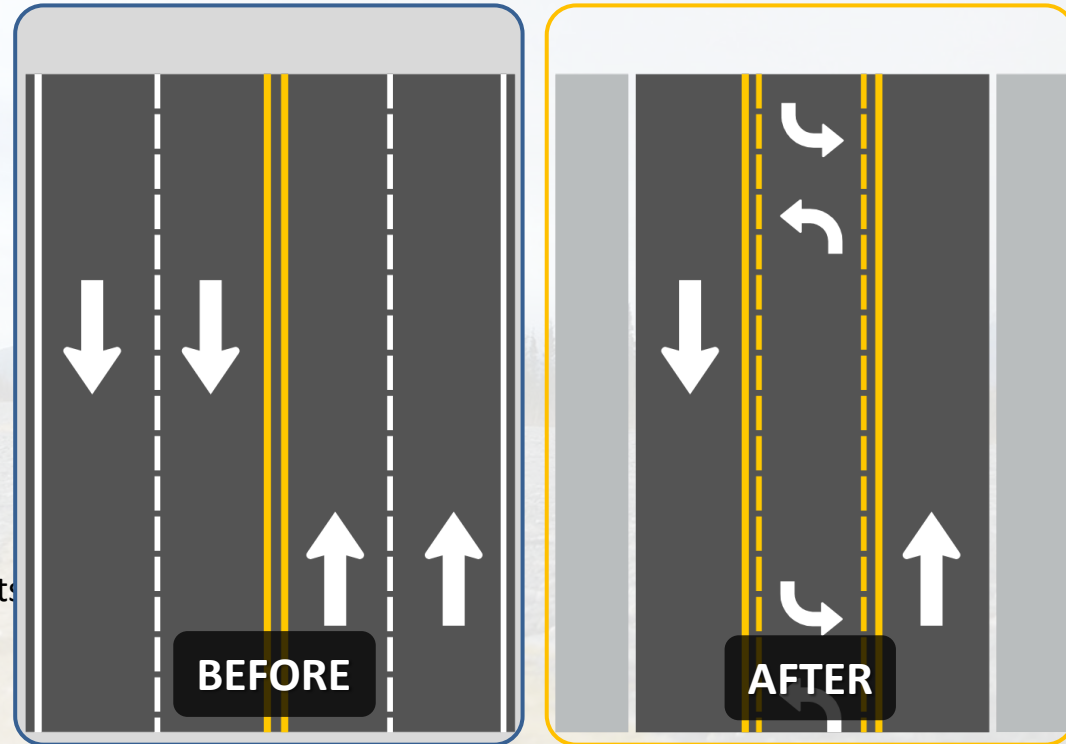


Diagram: Road Diet



# Updated 2026 HSIP Spending Plan

---

## Ingra Street & Gambell Street [\$19.4M in FFY2026]

- HSIP: Ingra and Gambell Street Overhead Signal Improvements
- HSIP: Gambell Street Utility Pole Removal and Increased Lighting
- Utilities: Gambell Street 5<sup>th</sup> Ave to 15<sup>th</sup> Ave Power Underground (Telecoms, Natural Gas, Water and Sewer)

## Tudor Road [\$6.1M in FFY2026]

- HSIP: Tudor Road – Baxter Road to Patterson Street Channelization
- HSIP: Tudor Road at Wright Street and Dale Street Intersections– VRU (Vulnerable Road User) Improvements

A Street Safety Improvements: Fireweed to 9<sup>th</sup> Ave. \$632,000 in FFY2026

New light at 16<sup>th</sup> Avenue and pathway from Chester Creek Trail to 14<sup>th</sup> Avenue

5<sup>th</sup> Avenue \$3.9M in FFY2026 Concrete Street to Karluk Street Pedestrian Improvements

# Highway Safety Improvement Program

Legislated under Section 148 of Title 23,  
*United States Code (USC)*

Limited to 29 types of projects that include:

- Construction of infrastructure
- Road safety audits
- Collection and analysis of data
- Connected vehicle technologies
- Transportation safety planning

Projects require cost benefit analysis – Alaska DOT&PF's average is 5.96 to 1 (Three years post-project; the monetary value to the public of reducing crashes over cost of project)

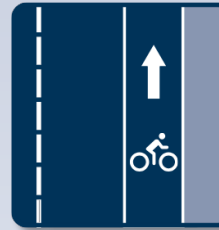
HSIP accounts for 5-6% of total federal aid spending – larger safety projects use other funding sources such as National Highway Performance Program (NHPP), State Transportation Block Grant (STBG)



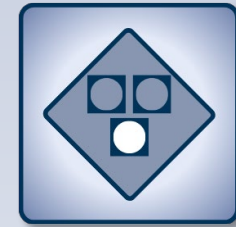
# Proposals Identify Potential Countermeasures

- Federal Highway Admin (FHWA) Proven Safety Countermeasures (PSC)
- FHWA Crash Modification Factor Clearinghouse
- Road Diets = PSC with a Crash Modification Factor (Widely used across the US, used on two-way roads)
- Lane Drop on One Way Road = No Established Crash Modification Factor. Need a series of studies with results
- We look for one or more PSC that might mitigate the specific crashes
- Evaluate in context of location
- Review existing planning documents
- Coordinate with communities

## Pedestrian/Bicyclist Countermeasures



Bicycle Lanes



Pedestrian Hybrid Beacons



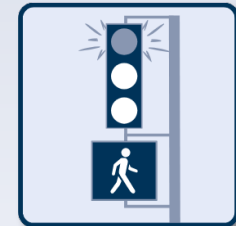
Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Walkways



Road Diets (Roadway Reconfiguration)



Leading Pedestrian Interval



Crosswalk Visibility Enhancements



Rectangular Rapid Flashing Beacons (RRFB)



# Concept to Project



Regions prepare nomination packages; submit to Statewide Traffic & Safety:

- Description of the safety problem
- Identification of the countermeasure(s)
- Benefit-Cost predictions
- Proposed delivery schedules

Statewide Traffic & Safety may add projects to the program of statewide applicability as well as specific safety projects

Statewide Traffic & Safety reviews eligibility, conformance with the Strategic Highway Safety Program (SHSP) and presents projects eligible for the program to the Commissioner's Office for approval to advance for funding

Projects are prioritized for funding based on:

- Potential for crash reduction
- Benefit-Cost Ratio
- Deliverability/Duration
- Fund Management



# Project Development & Delivery



Regions work with communities where applicable to include projects in the Transportation Improvement Program (TIP)

Regions conduct design and construction activities, including public involvement

Occasionally, project scope changes are considered; when this happens, the project is renominated and reprioritized for funding

Once three years of post-construction crash data is available, a final benefit-cost calculation for the project is made



# HSIP Projects can be Controversial

The goal is maximizing lives saved and serious injuries reduced per dollar spent. To do this, we often look to:

- Interim solutions
- Projects within the existing right-of-way
- Lowest cost solutions (near term and ongoing maintenance)

May change the way a person uses the infrastructure:

- Channelization for vehicles
- Safety fencing for pedestrians
- Roundabouts

Projects are data driven, so public involvement starts after solutions identified



# HSIP – Ingra St/Gambell St Safety Improvements





# 5th Ave: Concrete St to Karluk St Pedestrian Improvements

Improved Lighting: options will be coordinated with Merrill Field staff to minimize impacts to aircraft operations

Glare Screen

Fence Ending

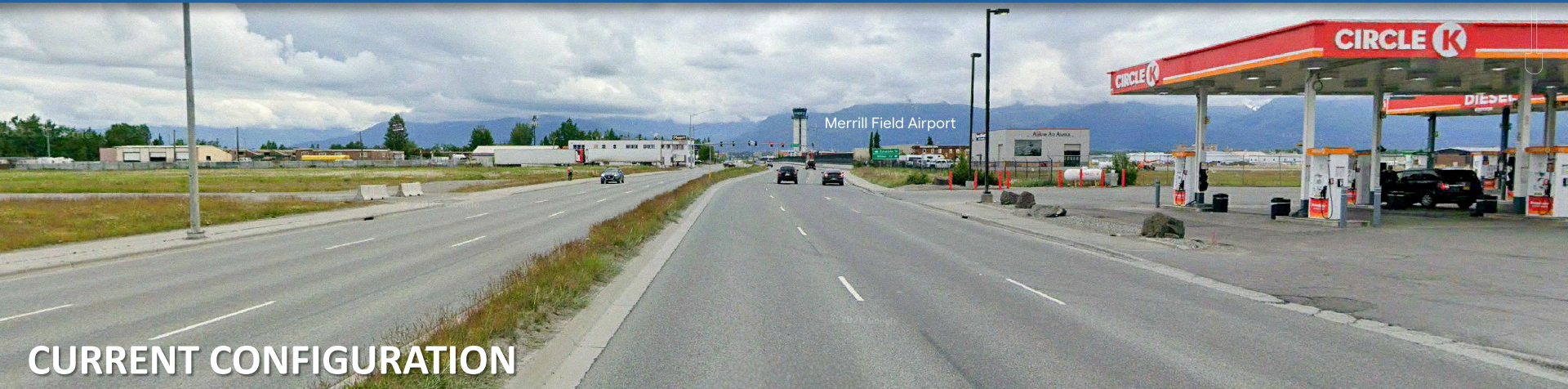
height approx 6 ft

Several fencing options and colors exist which will be discussed with stakeholders during public outreach efforts this spring

Barrier-fence system is required to be crash rated

The design team is looking into potential concrete design element possibilities to improve aesthetics

**PROPOSED CHANGES**



**CURRENT CONFIGURATION**





# Kodiak Area Safety Highlight

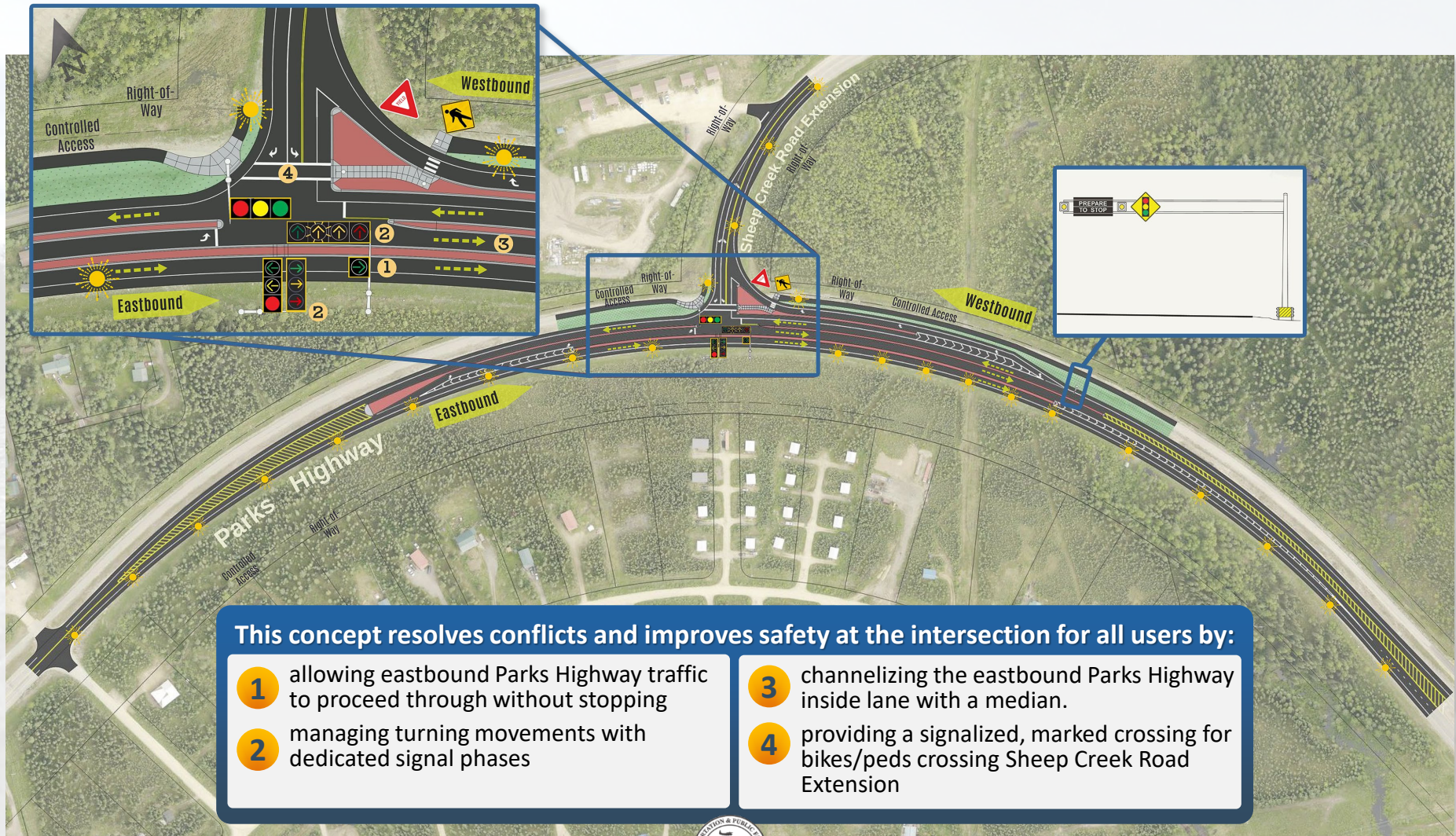
- Smart Pedestrian Lighting Pilot – Targeted crosswalk safety to improve nighttime visibility by dynamically illuminating pedestrians crossing roadway (on Rezanof Drive near Cope Street) Installation Jan. 2026
- Regionwide Guardrail Inventory and Upgrades – areas on Kodiak include:  
Rezanof Drive Mileposts 1.47-1.6 and Mileposts 3.89-10.15 (Roads over 40 mph)





# Fairbanks Area Safety Highlight

## Parks Highway/Sheep Creek Road Extension Traffic Signal





# Mat-Su Borough Safety Highlights

- Bogard Road at Engstrom Rd/Green Forest Drive Intersection Improvements
- Vine Road at Hollywood Rd Intersection Improvements
- Wasilla-Fishhook Rd and Spruce Avenue / Peck Street Roundabout
- Pittman Rd Shoulder Widening & Slope Flattening
- Bogard Road: Greyling Street to Grumman Circle Safety Improvements
- Bogard Road: Trunk Road to Engstrom Road Safety Improvements

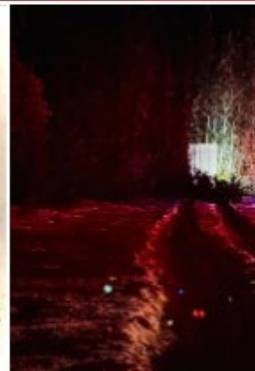


Bogard Road at Engstrom Rd/Green Forest Drive Intersection Improvements



# Safety Spotlights Across Alaska

- Extrication Project – Deltana Volunteer Fire Department already utilized
- Reflective Gear – continuous effort
- C St & Benson Boulevard – intersection improvement
- Egan Drive-Yandukin Drive Seasonal Speed Reduction (protected crossing coming)
- VRU Safety Audits – Geist Road and College Road
- VRU Safety Audits – Muldoon: 36<sup>th</sup> Avenue to Glenn Highway, and Tudor Road: Minnesota Drive to Kingston Drive
- Tudor Road and Muldoon Road – Community requested speed reduction, hearing first quarter of 2026
- Pedestrian, Work Zone and Seat Belt outreach campaigns
- Crash Data publicly available: [public.alaskadata.net](https://public.alaskadata.net)



# Fatal and Serious Injury (F+SI) Crashes in Top Five Areas

<b>Borough</b>	<b>% of Alaska's population</b>	<b>% of Alaska's total F+SI crashes 2020-2024</b>	<b>% of Alaska's total VRU F+SI crashes 2020-2024</b>	<b>% of F+SI crashes in borough that are VRU 2020-2024</b>
<b>Anchorage Municipality</b>	39%	35%	66%	33%
<b>Mat-Su Borough</b>	16%	21%	7%	6%
<b>Fairbanks North Star Borough</b>	13%	12%	7%	11%
<b>Kenai Peninsula Borough</b>	8%	15%	5%	6%
<b>Juneau City and Borough</b>	4%	2%	3%	28%
<b>Total of 5 most populous areas</b>	<b>80%</b>	<b>85%</b>	<b>88%</b>	<b>84%</b>



# 2025 and 2026 Pedestrian Safety

## 2025 Preliminary Update:

- 18 pedestrian deaths
  - 15 pedestrian fatalities in Anchorage
  - Two pedestrian fatalities in Palmer
  - One pedestrian fatality in Kenai
- 0 bicycle fatalities

Nov. 22, 2025 – Jan. 21, 2026

- 0 pedestrian fatalities

Dec. 24, 2025 – Jan. 21, 2026

- 0 vehicle fatalities



# Thank You.

Pam Golden, P.E., Statewide Traffic Engineer

Alex Read, P.E., Central Region Design

Shannon McCarthy, Communications Director

Alaska Department of Transportation & Public Facilities

[DOT.Commissioner@alaska.gov](mailto:DOT.Commissioner@alaska.gov)

Alaska 511: [511.alaska.gov](http://511.alaska.gov)

