

ALASKA STATE LEGISLATURE
SENATE TRANSPORTATION STANDING COMMITTEE

February 28, 2023

1:31 p.m.

MEMBERS PRESENT

Senator James Kaufman, Chair
Senator David Wilson, Vice Chair
Senator Löki Tobin
Senator Jesse Kiehl
Senator Robert Myers

MEMBERS ABSENT

All members present

COMMITTEE CALENDAR

PRESENTATION: NON-MOTORIZED TRANSPORTATION AND VULNERABLE ROAD
USERS BY THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

-HEARD

PREVIOUS COMMITTEE ACTION

No previous action to record

WITNESS REGISTER

SHANNON MCCARTHY, Communications Director
Commissioner's Office
Department of Transportation and Public Facilities (DOTPF)
Anchorage, Alaska

POSITION STATEMENT: Delivered the presentation, "Non-Motorized
Transportation and Vulnerable Road Users."

SCOTT THOMAS, P.E. Traffic and Safety Engineer
Central Region
Department of Transportation and Public Facilities (DOTPF)
Anchorage, Alaska

POSITION STATEMENT: Responded to questions during the
presentation, "Non-Motorized Transportation and Vulnerable Road
Users."

KIRK WARREN, Maintenance Chief
Central Region,

Department of Transportation and Public Facilities (DOTPF)
Anchorage, Alaska

POSITION STATEMENT: Responded to questions during the presentation, "Non-Motorized Transportation and Vulnerable Road Users."

MATT WALKER, P.E. Traffic and Safety Engineer
Central Region,
Department of Transportation and Public Facilities (DOTPF)
Anchorage, Alaska

POSITION STATEMENT: Responded to questions during the presentation, "Non-Motorized Transportation and Vulnerable Road Users."

ACTION NARRATIVE

[1:31:07 PM](#)

CHAIR JAMES KAUFMAN called the Senate Transportation Standing Committee meeting to order at 1:31 p.m. Present at the call to order were Senators Wilson, Tobin, Kiehl, Myers and Chair Kaufman.

PRESENTATION: NON-MOTORIZED TRANSPORTATION AND VULNERABLE ROAD USERS BY THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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CHAIR KAUFMAN announced the consideration of a presentation titled Non-Motorized Transportation and Vulnerable Road Users by the Department of Transportation and Public Facilities.

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SHANNON MCCARTHY, Communications Director, Commissioner's Office, Department of Transportation and Public Facilities (DOTPF), Anchorage, Alaska, introduced herself.

SCOTT THOMAS, P.E. Traffic and Safety Engineer, Central Region, Department of Transportation and Public Facilities (DOTPF), Anchorage, Alaska, introduced himself.

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MS. MCCARTHY began the presentation with slide 2, "Safety is a Core DOT&PF Value." She informed the committee that she would discuss fatalities in a dispassionate way, however the department acknowledges the incredible impact of losing a loved one.

Integrity: Doing the right thing even when no one is watching. Doing what you say you are going to do

Excellence: Commitment to continually improve

Respect: Positive regard for customers, stakeholders, investors and colleagues

Safety: Commitment to safeguarding transportation systems and users while promoting a safety culture in the workplace

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MS. MCCARTHY moved to slide 3, "Non-Motorized and vulnerable user update: 2023."

Tracking Trends: Fatalities have increased in 2021, 2022

Review Results: Alaska's Safety Plan 2023 5-year Strategic Highway Safety Plan (SHSP) wrapping up

Improve Outcomes: Highway Safety Improvement Plan (HSIP) projects annually (data driven)

Renewed Focus & New Funding

Eligibilities: Eliminate deaths and serious injuries statewide

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SENATOR TOBIN asked about the target to reduce fatalities versus eliminate them. She wondered if the department strives for a particular goal.

MS. MCCARTHY highlighted the nationwide goal of zero deaths. She remarked about the Knik Goose Bay designation as a highway safety corridor. The designation led to years without fatalities. She stated that factors like education, enforcement and engineering affect the safety of roadways.

MR. THOMAS responded to Senator Tobin's question by citing examples in the state Strategic Highway Safety Plan. He believed that certain interventions would move the state toward the goal of zero deaths.

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MS. MCCARTHY moved to slide 4: "Problem: Pedestrians are Over-Represented in Alaska Fatality Counts." She stated that fatal crashes in Alaska involve more pedestrians than other states.

MS. MCCARTHY continued with slide 5, "Problem: Different Crash Types Require Different Solutions." She highlighted the five year count of serious injury crashes shown on the slide. The department strives to reduce the number of pedestrian and other vulnerable road user deaths.

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SENATOR MYERS asked about off road vehicle and motorcycle crashes. He wondered if the crashes always involved another vehicle.

MR. THOMAS responded that the off road vehicle and motorcycle crashes may be single vehicle crashes.

SENATOR KIEHL asked about the general classification of crashes. He wondered about criteria used to assign a crash to a classification.

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MR. THOMAS replied that the motorcyclist or pedestrian involved takes priority when assigning a crash classification. He explained that the angle classification relates to vehicle-to-vehicle crashes. He mentioned that a rear-end collision involving a motorist and a bicycle would be classified as a bicyclist crash.

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SENATOR TOBIN asked who collects the crash data.

MR. THOMAS replied that the report is populated by both police and citizen reports.

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MR. THOMAS continued with slide 6, "Pedestrian injury crash factors in Alaska." He stressed that the crash factors increase in dark months. Visibility is one of the top factors, as displayed by increases in pedestrian crash data in the winter. He added that rain, snow and ice along with low light and commuter hours contribute to the increases. The highest conflict period is seen between 4:00 p.m. and 7:00 p.m. during commute hours.

CHAIR KAUFMAN asked how moose impact the crash data.

MR. THOMAS replied that winter moose collisions are also darkness and commute-hour problems.

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MR. THOMAS continued with slide 7, "Pedestrian Crash Data."

Reported Crash Data

- ~160 crashes per year
- 3 out of 4 are in Anchorage
- 85 percent injury
- 1 in 4 are serious or fatal
- 1 in 5 of all statewide fatal crashes
- Trend: total crashes declining while fatalities increase again
- Increasing fatalities past 5 years

SENATOR TOBIN requested a state map categorizing fatalities by district. She guessed that fatalities happened in the downtown corridors.

MR. THOMAS replied that he will describe the corridor risks in more detail later in the presentation. He moved to slide 8, "Bicyclist Crashes."

Reported Crashes

- ~120 crashes/year
- 3 out of 4 are in Anchorage
- 85 percent injury
- 1 in 10 are serious or fatal (no change)
- 1 in 100 of all statewide fatal crashes
- Trend: total crashes declining while fatalities increase again
- Mostly at side streets, driveways

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SENATOR MYERS observed that total crashes are declining while fatalities are increasing. He asked about the trend.

MS. MCCARTHY hypothesized that pedestrian and bicycle travel is increasing, which leads to increases in fatalities. She observed trends in higher rates of speed, which may also contribute to the increases.

MR. THOMAS added that work schedules have changed since the pandemic. He agreed that higher speeds may contribute to the increase in fatalities.

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MR. THOMAS moved to slide 9, "Motorcyclist Crashes."

Reported Crashes

- ~115 crashes/year
- Half are in Anchorage
- 85 percent injury
- 1 in 3 are serious or fatal
- 1 in 10 of all statewide fatal crashes
- Mostly uncontrolled intersections (side street STOPS, driveways)

Some factors:

Skid resistance
Visibility
Safety gear
Safety training

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SENATOR WILSON asked the percentage of motorcyclist crashes that are deemed the fault of the motorcyclist.

MR. THOMAS responded that he would search the database for causality rates.

CHAIR KAUFMAN referenced a study about motorcycles and a report called "The Hurt Report." The report's analysis displays various high-risk areas for motorcycle travel. The report also provides safety suggestions for motorcyclists.

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MR. THOMAS added that the department researched striped crosswalks and skid resistance. He noted department efforts to work with infrastructure and foster safe driving conditions.

MS. MCCARTHY moved to slide 10, "Challenges."

Extreme winter conditions

Pedestrian movements increasing

Lack of snow storage areas results in snow on pedestrian facilities

Slower-moving equipment contributes to delays in sidewalk clearing

Durable infrastructure needed to withstand climate

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SENATOR TOBIN asked about winter maintenance for protected walkways or bike lanes.

MS. MCCARTHY deferred the question to the maintenance chief from the Central Region.

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KIRK WARREN, Maintenance Chief, Central Region, Department of Transportation and Public Facilities (DOTPF), Anchorage, Alaska, responded that snow removal planning accounts for separated bike paths, protected bike paths and sidewalks.

SENATOR TOBIN requested further information about the community efforts for more protected bike lanes. She requested additional strategies to separate pedestrians and other non-motorized users from high-speed traffic lanes.

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MR. WARREN offered to respond to the committee about the safety issue.

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SENATOR WILSON asked about roads with bike lanes. He assumed that snow was moved into the bike lane to spare the sidewalk for pedestrian use. He opined that plowing snow into the bike lane was safer than pushing it onto a sidewalk and forcing people to walk in the road.

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MR. WARREN replied that the state occasionally uses half lanes to store snow. The department utilizes high-speed plows making it more difficult to slow down. He opined that roads are cleared before sidewalks. He cited state spending at \$7500 per lane mile

for roadway maintenance. He opined that the service level could improve with the right equipment, which comes at a cost.

SENATOR WILSON asked for the definition of a high-speed plow. He wondered if the plows are traveling faster than the speed limit.

MR. WARREN replied that the department uses high-speed plows and those drivers adhere to the speed limit. The lower-speed plows are used and maintained by municipalities on roads that have lower speed limits. He mentioned that half lanes are sometimes used to store snow.

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SENATOR WILSON commented on snow removal in communities like Juneau.

CHAIR KAUFMAN commented on the challenge of the interfaces. He asked if the City and Borough of Juneau or the state was responsible for maintaining the sidewalks in the municipality. He wondered about road versus sidewalk maintenance.

MS. MCCARTHY replied that when the state owns the road, they own the sidewalk. When a road is deemed Priority 1, the accompanying sidewalk is included. She agreed that sidewalk clearing is often much slower. She worked with the municipality of Anchorage through a transfer of responsibility agreement providing the public with consistent and reliable service.

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CHAIR KAUFMAN wondered if virtual medians make it easier to plow. He asked if the department shifted to designs that enable easier snow removal.

MS. MCCARTHY stated that the department is mindful of maintenance impacts during the design process. The maintenance experts collaborate with the designers to establish plans and simplify maintenance.

MR. THOMAS added that medians are designed as a safety treatment. Medians complicate work for snowplow drivers, but they also provide snow storage areas. Depressed medians are used in the Wasilla Lake area because of snow drifting.

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SENATOR TOBIN asked about clearing snow on sidewalks. She observed that people were walking in the Anchorage roadways when

the sidewalks were covered with piles of ice and snow. She wondered how sidewalk maintenance is prioritized.

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MS. MCCARTHY reported that she also witnesses pedestrians on the Anchorage roadways. She communicates regularly with the Central Region about the need for additional sidewalk maintenance and snow removal. She credited the snow removal backlog with the department's higher vacancy rate and the need for a snow haul in the Anchorage area.

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MR. WARREN echoed his colleague's comments. He agreed that the confluence of the back-to-back snow storms, ice and windstorms made it difficult to clear the roadways. He stated that the roadways are generally cleared before the sidewalks.

SENATOR TOBIN understood that the department lost 340 positions over the recent years. She felt concerned about the effect of the vacancies on state road maintenance.

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SENATOR WILSON appreciated the department and the road conditions in his district. He asked if contractual services are utilized for road maintenance and snow removal. He wondered if the contractual services are in the department's budget request.

MS. MCCARTHY responded that the department did contract with private entities during emergency situations. She remarked that the contract option was far more expensive than the department operating its own equipment with state employees. The favored option is to swap maintenance areas with municipalities.

SENATOR WILSON expressed concern that the necessary positions will remain vacant until next winter. He expected the administration to submit a budget request to address the recruitment and retention issue. He argued that the lives of people are important, and the maintenance vacancies might lead to safety risks.

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MS. MCCARTHY replied that qualified operators are also lacking in the private sector.

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MR. THOMAS moved to slide 11, "Solutions: Multiple Agency, Partnership Approach."

EMS - Emergency lifesaving:
Best equipment, training

ENGINEERING - Build forgiving roads:
All modes, less conflict

ENFORCEMENT - Presence: Encourage better Behavior

EDUCATION - Educate about all "E"s:
All angles, community conversation, awareness

EVERYONE Discuss: Drive, walk, and bike safely,
reasonably

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SENATOR KIEHL suggested further conversation about winter maintenance and engineering opportunities.

MR. THOMAS replied that engineering requirements include snow storage in the design process. Planning documents typically include an option for a buffer for snow storage. He spoke about the differences in snowplow blades. The state and municipality swaps take advantage of the variety of snowplow blades and uses.

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MS. MCCARTHY moved to slide 12, "Challenge: Solutions."

Transportation Alternative Program (TAP) partnership
with Fairbanks North Star Borough (FNSB) for Bike
Interchange - Steese & Graehl Park

Created connection between Steese pathway and park

DOT&PF addressed drainage plaguing the parks

FNSB maintained park amenities including some in state
right of way

Result: more orderly parking, improved bicycle and
pedestrian access to the park and downtown Fairbanks

MS. MCCARTHY continued with slide 13, "Challenge: Solution."

Crosswalks and traffic calming during summer - by the
City with DOTPF agreement

Partnership with City of Homer

Seasonal low speed zone extension - tied to vulnerable road user congestion

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CHAIR KAUFMAN commented on the idea of traffic calming. He pointed to the notions of constricting or restricting traffic. He asked about repurposing traffic lanes as parking areas to alter the flow of traffic.

MR. THOMAS replied that temporary measures make sense when there are more pedestrians on the street. He mentioned a partnership with the City of Homer that shifts the summertime maintenance responsibility to the city. Permanent traffic calming measures exist on roads with less conflict.

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MS. MCCARTHY continued with slide 14, "Challenge: Solution."

Girdwood: Alyeska Highway at Hightower Avenue pedestrian crossing

Community-driven solution by the Girdwood Board of Supervisors, Municipal of Anchorage, with DOT&PF partnership

Seasonal pedestrian traffic control - tied to vulnerable road user congestion

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MS. MCCARTHY moved to slide 15, "Challenge: Solutions." She explained that the picture illustrates pedestrians walking on a median dividing a six-lane highway, which is deemed high risk.

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MS. MCCARTHY continued with slide 16, "Challenge: Solutions." She explained the two pictures on the slide involving a six-lane highway and a pedestrian walkway. The "after" photo displays the solution involving a more sophisticated overcrossing built in 2020.

MR. THOMAS added that the cost difference between the older construction in 2005 and the 2020 upgrade was approximately \$25 million.

SENATOR KIEHL asked how to travel from one side of the Glenn Highway to the other in Anchorage.

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MR. THOMAS informed the committee that the bridge displayed on slide 16 crosses the Glenn Highway. The overpass shown is a city street in Anchorage. Pedestrians walk with signals up to a school and market without walking on the lower, high-speed road.

SENATOR KIEHL asked if the sidewalks are cleared on the overpass.

MR. THOMAS replied yes, the sidewalks are cleared. Several designs involve work with the local municipality. He pointed to interventions shown in the picture on the left, which resulted from five deaths in the last decade.

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SENATOR WILSON asked about other projects with a pedestrian overpass solution. He mentioned an equation calculating the number of fatalities that occur before a project is prioritized.

MS. MCCARTHY responded that roadways are analyzed regularly by the department. Trends are identified through analysis. The analysis provides crash and fatality data. The trends allow the department to prioritize projects that may prevent serious problems before they develop.

MR. THOMAS added that the non-motorized collisions are often serious and fatal. All crash history is screened to target incidents. The department studies the crash sites in an effort to create safer roadways. He mentioned various pedestrian crossings in Anchorage and the goal for zero fatalities. He stressed that the department wants projects that help prevent pedestrians crossing large, high-speed roadways. He spoke about community collaboration and the development of safe routes to school. The communities communicate to the department about preferences for pedestrian traffic flow. The community feedback enables the department to adequately design the crossings. When crossings are designed without community participation, the projects might be more expensive than necessary.

SENATOR KIEHL asked about the history of the collaborative approach with communities. He appreciated the ability to meld local input with the department planning process.

MR. THOMAS asked if Senator Kiehl referred to working together or planning a network.

SENATOR KIEHL asked about collaborative efforts planning a network and seeking feedback about best pedestrian traffic flow.

MR. THOMAS recalled a department decision in 1995 to consider non-motorized users with every project. He mentioned a time when the department could not fund all the non-motorized facilities. Many engineering standards say that based on the motor vehicle data, we do not need shoulders, but now shoulders are considered with every project. He remarked that community collaboration started in the early 1990s. The Strategic Highway Safety Plan unifies the collaborative efforts.

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MR. THOMAS moved to slide 17, "Strategic Highway Safety Plan Update."

Comprehensive 5-year transportation safety plan

Coordinated with other State safety plans including:

- Highway Safety Improvement Program
- Highway Safety Plan (HSP)
- Commercial Motor Vehicle Safety Plan (CMVSP)
- Statewide Transportation Improvement Program (STIP)
- Long Range Transportation Plan (LRTP)

Updated plan expected May 2023

Will incorporate the Safe System Approach

Focus Area Teams meet three times annually to implement Emphasis Area Action Plans

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MR. THOMAS continued with slide 18, "SHSP Emphasis and Focus Areas." He spoke about the four categories of focus including safe vehicles, safe roads and safe speeds, safe road users, and post-crash care. He stated that safety must be prioritized across all categories.

SENATOR TOBIN asked about the Highway Safety Improvement Program (HSIP) and traffic calming. She queried community access to traffic calming resources for high fatality corridors. She

wondered if areas in Anchorage might carry more risk and benefit from the resource.

MR. THOMAS offered to provide attritional data following the hearing. He stated that Muldoon is one of the top corridors screened in Anchorage.

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MS. MCCARTHY continued with slide 19, "Alaska Statewide Active Transportation Plan (ASATP).

Improve safety

Increase agency-user coordination and progress measures

Promote healthy lifestyles

Develop a safer and more efficient active transportation network and infrastructure to encourage walking and bicycling

CHAIR KAUFMAN asked how the is ASATP progressing.

MS. MACCARTHY replied the program was updated in 2019 and the department has new opportunities. She acknowledged that there is more to do.

CHAIR KAUFMAN asked for a projected timeline for ASATP.

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MATT WALKER, P.E. Traffic and Safety Engineer, Central Region, Department of Transportation and Public Facilities (DOTPF), Anchorage, Alaska responded that ASATP does not require an update. He pointed to progress with action steps listed in the plan. He stated that prior to the 2019 update, the plan was not updated for 20-25 years. He added that the department utilizes the American Association of State Highway and Transportation Officials (AASHTO) bike guide in the department's highway preconstruction manual. The AASHTO pedestrian guide is a recent publication that will be included in the manual following completion of the Complete Streets policy.

CHAIR KAUFMAN remarked that the department incorporated federal requirements as needed rather than establishing a central plan update.

MR. WALKER concurred with the remark.

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MS. MCCARTHY continued with slide 20, "Alaska Statewide Active Transportation Plan Policy and Procedure Lead Role."

DOT&PF is moving to modernize policies:

- Complete Streets Policy and Implementation Strategy
- Policy and Procedure, Manual Updates
- Track Federal Funding
- Data Collection

SENATOR TOBIN appreciated the Complete Streets policies. She asked about "context sensitivity solutions process terminology" and how it is related to Complete Streets.

MR. THOMAS explained that the municipalities have context sensitive solutions processes and checklists. He added that the terms change, but serving non-motorized users continues to be a department priority.

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MS. MCCARTHY continued with slide 21, "Americans with Disabilities Act (ADA)."

ADA issue if insufficient width to navigate the sidewalk

Solution: Gambell Street utility undergrounding (to begin 2024/2025)

DOT&PF's ADA Transition plan identifies methods for system screening, inventorying, and prioritizing barriers to accessibility

- o DOT&PF ADA Transition Plan is currently being updated

Each DOT&PF region has an ADA Improvement Project for small projects focused on fixing ADA deficiencies

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SENATOR WILSON asked how the department widens streets in Southeast Alaska where the mountains and ocean limit available land for expansion.

MS. MCCARTHY agreed that Alaskan environments pose challenges. The department arrives at creative solutions with communities. She cited an example where the state required the right-of-way to underground utilities. The solution modernized lighting for safety purposes and the utilities were run under the highway.

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SENATOR KIEHL noted that the department is dedicated to meeting Americans with Disabilities Act (ADA) requirements and deserves praise.

SENATOR TOBIN wished to continue correspondence about the issue. She hoped to ensure that people continue to have access to facilities during times of construction.

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MS. MCCARTHY talked about slide 22, "Raised and Leading Crosswalks."

Raised crosswalks:

- Several on local roads in Anchorage
- Option on case-by-case basis
- Maintenance challenges
- Could have targeted use in conjunction with local planning

Other crossing solutions possible based on traffic speed, volumes, walking age, and demand.

Leading Pedestrian Interval (LPI):

- LPI signal timing
- Option on a case-by-case basis
- Best used at intersections with heavy pedestrian volume & heavy vehicle turning
- Hasn't been implemented yet in Alaska

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SENATOR MYERS asked if "leading pedestrian interval" means that pedestrians are released before the traffic.

MS. MCCARTHY replied in the affirmative.

SENATOR MYERS queried the reasoning behind the delay. He stated that cars slide through intersections in the winter and the delay might make the problem worse.

MS. MCCARTHY agreed that the use of any proposed treatment must be carefully considered. She added that driver behavior is an important consideration. She wondered if another solution might involve a separate right-turn lane to allow better communication between the pedestrian and the driver.

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SENATOR WILSON discussed the time delay and the driver's inability to visualize and plan for the delay. He agreed with Senator Myers that leading pedestrian intervals might not be the best option for safety.

MR. THOMAS agreed that the intervention must be used on a case by case basis.

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MR. THOMAS moved to slide 23, "Safety: Where do we take our next steps." He remarked that the department safety efforts are not limited to pedestrians and bicycles. Other unshielded users include all terrain vehicles.

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MR. THOMAS continued with slide 24, "Next Priorities: Strategic, Accountable Process." He stated that the department is most effective when a project has ample community support. The slide depicts the process and mirrors the implementation of safety corridors and suggests a plan to address urban issues.

MR. THOMAS moved to slide 25, "Continue making all urban roads and walkways faster." The slide depicts a municipal example of winter problems and solutions.

MR. THOMAS continued with slide 26, "Continue making all urban roads and walkways faster." The slide depicts an example of the preliminary work on planning a slow-speed network. The planning enables optimal crosswalk placement. He stated that most communities have a community-driven map or priority for walking and biking, which leads to additional crossings and traffic devices.

SENATOR MYERS asked about the use of speed humps to slow traffic. He asked if the department moved away from the use of speed humps.

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MR. THOMAS agreed that speed humps can restrict speed to 20 mile-per-hour range. He remarked that the Anchorage municipality had the best protocol manual for lower to intermediate speed roads. The state tends to manage 45 mile-per-hour and higher speed roads. The state did not utilize speed humps regularly.

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MR. THOMAS moved to slide 27, "Continue making urban arterials safer." He pointed out that new Light Emitting Diode (LED) lighting was installed on the same high-crash roadway.

SENATOR WILSON asked if the state or municipality pay for streetlights.

MR. THOMAS responded that the state had existing lighting covered by the state. The new LED technology allows for twice as much light for the same cost to the state.

SENATOR WILSON wondered about the Knik Goose Bay (KGB) road project and who pays the utility bill for the additional lighting.

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MS. MCCARTHY replied that the conversion to LED lighting lowers the electricity bills considerably. She noted that the state swapped the borough for utilities on the KGB road.

CHAIR KAUFMAN asked if the LED design changed to prevent icing issues at lower temperatures.

MR. THOMAS replied that the issue was brand specific. He mentioned LED streetlights that failed within months on the Kenai Peninsula.

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MR. THOMAS moved to slide 28, "Continue making urban intersections safer." The slide displayed a high conflict intersection in Anchorage; it was C St. and Dimond Blvd Road where the state constructed a median refuge. The example shows a combination of a median refuge and islands around a large intersection. The islands shrink the crosswalk distances, allowing pedestrians to cross the road faster. Surveys of the intersection show higher yielding rates.

CHAIR KAUFMAN agreed that the intersection depicted was large by Alaskan standards.

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SENATOR KIEHL asked about the medians as they relate to crossing the road.

MR. THOMAS explained that some intersections utilize signals to divide a large roadway. The department provides adequate timing with a slower walking speed of 3.5 feet per second to get from island to island. He pointed out that additional construction time is allocated for each corner. The design provides refuge and visibility allowing vehicle drivers to better visualize pedestrians.

CHAIR KAUFMAN added that snow removal is complicated if a crosswalk is divided by a raised median.

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SENATOR TOBIN shared that she utilizes the intersection depicted on slide 28 for her bicycle commute. She appreciated the safety additions as they saved her life.

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MS. MCCARTHY continued that congestion in rural areas can also increase safety risks. She pointed to the picture on slide 29 and observed the person walking on the sidewalk, traffic moving and two children on bicycles looking for an opportunity to cross the road. With more congestion comes more conflicts, leading the department to design projects on a case-by-case basis.

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MR. THOMAS offered to condense the remaining three slides of the presentation.

CHAIR KAUFMAN asked the department to conclude the presentation. He asked committee members to submit additional questions about the presentation to his office and he would seek follow up from the department.

MR. THOMAS concluded the presentation with the serious problems with pedestrian crashes listed in slides 30-31. He highlighted slide 30, "Pedestrian crash factors in Alaska."

- 30 percent of fatal crashes are hit and run
- 20 percent of crashes, alcohol is suspected
- 30 percent of crashes are at signals
- 20 percent of crashes are at side streets with stop signs
- 50 percent of crashes are crossing midblock

50 percent of crashes are on arterials— half on state roads, half on local roads

CHAIR KAUFMAN asked about slide 30 and the challenges involved in snow removal. He sympathized with constituents who suffer from the snow removal challenges. He supported the department efforts and he hoped to work together to improve road safety.

SENATOR MYERS wondered about vulnerable road users and school zones. He recognized that most school zones are located in municipalities but wondered about those in rural areas on state roadways.

CHAIR KAUFMAN replied that he would add school zones to the list of topics for future consideration.

[3:02:28 PM](#)

There being no further business to come before the committee, Chair Kaufman adjourned the Senate Transportation Standing Committee meeting at 3:02 p.m.