

# DENALI BOROUGH

## HEALY TRANSPORTATION AND PEDESTRIAN SAFETY PLAN

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## TABLE OF CONTENTS

<b><u>SECTION 1 -OVERVIEW OF SAFETY PLAN GOALS</u></b>	<b>3</b>
▪ TRANSPORTATION AND PEDESTRIAN SAFETY PLAN GOALS	
▪ PURPOSE OF TRANSPORTATION AND PEDESTRIAN SAFETY PLAN	
<b><u>SECTION 2 – HISTORY AND APPROACH</u></b>	<b>4</b>
▪ HISTORY OF TRANSPORTATION AND PEDESTRIAN SAFETY PLANNING	
▪ HEALY TRANSPORTATION AND PEDISTRIAN SAFETY PLAN APPROACH	
▪ RECENT ACTIVITY SUMMARY	
▪ ACTION PLAN SUMMARY	
▪ CURRENTLY USED TRAILS	
<b><u>SECTION 3- GOALS, PROCESS, MEASURES AND CHALLENGES</u></b>	<b>8</b>
▪ GOAL 1: INFRASTRUCTURE	
▪ GOAL 2: EDUCATION	
<b><u>APPENDIX A:</u></b> HEALY TRANSPORTATION AND PEDESTRIAN SAFETY COMMITTEE PUBLIC SURVEY	<b>13</b>
<b><u>APPENDIX B:</u></b> HEALY TRANSPORTATION AND PEDESTRIAN SAFETY COMMITTEE SURVEY COMBINED DATA: APRIL AND MAY 2015	<b>19</b>
<b><u>APPENDIX C:</u></b> SUMMARY OF OCTOBER 15, 2014 OPEN HOUSE PUBLIC COMMENTS	<b>23</b>
<b><u>APPENDIX D:</u></b> HEALY FOCUS AREA MAPS	<b>25</b>
<b><u>APPENDIX E:</u></b> SUMMARY OF DOT PEDESTRIAN AND TRAFFIC TURNING MOVEMENT PARKS HIGHWAY AND HEALY SPUR ROAD JUNE 4, 2014	<b>28</b>
<b><u>APPENDIX F:</u></b> DENALI BOROUGH WALKING AND BIKING SAFETY BROCHURE	<b>30</b>

## SECTION 1- OVERVIEW OF TRANSPORTATION AND PEDESTRIAN SAFETY PLAN GOALS

### **Overall Goal:**

To prevent vehicle-pedestrian related accidents and conflicts in a growing community.

**Goal 1:** To establish safe traffic and pedestrian routes within the community of Healy (infrastructure)

**Goal 2:** Promote a culture of safety and mutual respect between motorized and non-motorized user groups (education)

### **PURPOSE**

The purpose of the Healy Transportation and Pedestrian Safety Plan (the Plan) is to establish a framework to realize improved vehicle and pedestrian safety within the community of Healy.

Healy is the largest community within the Denali Borough. While its census population has remained around 1000 residents since 2000, in 2015 an additional 1,100 seasonal workers were counted living in the Healy area, effectively doubling the population for the summer months when the traffic increases on the highway.

To get an understanding of how residents move around the area, a survey in 2015 showed that 97% of respondents use vehicles such as cars, trucks and vans as their primary mode of travel. For secondary modes of transportation 78% indicated they also walk, jog and/or run in the area. Bicycles were used by 55% of the respondents and ATVs by 43%.

In a separate survey of Tri-Valley students, it was determined that 55% arrive at school via the highway (using cars and buses), 21% arrive using Coal Street and 19% from the Healy School Road.

As demonstrated in the following history section, there has been interest and support on the issue of transportation and pedestrian safety for over a decade and this plan is the next step of making the area safer for all users.

## SECTION 2- HISTORY AND APPROACH

### HISTORY OF DENALI BOROUGH TRANSPORTATION AND PEDESTRIAN SAFETY PLANNING EFFORTS

The Denali Borough was incorporated as a home rule borough in December 1990. At that time, the borough accepted only those powers required by home rule formation – planning and platting, education, and taxation. The borough did not assume road powers.

The Denali Borough Assembly has long supported the safe travel of its residents and visitors by advocating for improvements as evidenced by a number of formal resolutions. By approving Resolutions 95-17, 07-30, 09-03, and 10-17, the Denali Borough Assembly supported the construction of vehicular travel improvements and pedestrian facilities via the Alaska Department of Transportation (DOT) and Public Facilities' State Transportation Improvement Program. A number of improvements identified in these resolutions have been completed, such as adding a turn lane onto the Healy Spur Road from the Parks Highway, adding a passing lane climbing southbound from Healy on the Parks Highway, and constructing frontage roads and pedestrian facilities in the Nenana River Canyon. Other identified projects which are currently in progress include replacing the Riley Creek Bridge to accommodate turn lanes, and improving pedestrian facilities and turn lanes at milepost 231 of the Parks Highway.

The Borough Assembly, in Resolution 10-25 and again in Resolution 11-26, requested direct legislative appropriation via the State of Alaska's Capital Budget "For planning, scoping, designing, and implementing a long term construction project consisting of a borough wide system of multi-use trails and pathways providing for a safe means of travel for students, other citizens and visitors alike between points within the Denali Borough." These funding requests were not granted. The Denali Borough Planning Commission, via Resolution PC 07-26, supported adding "Multi-use lighted trails along the Parks Highway and around Tri-Valley Community Center and Tri-Valley School" to the scheduled milepost 239-262 Parks Highway rehabilitation project. Also, the Planning Commission, via Resolution PC 15-01, resolved to "encourage and support the Alaska Department of Transportation to include multi-use paths along the Parks Highway in Denali Borough especially in congested areas and those areas heavily used by tourists and local communities."

The Denali Borough Comprehensive Plan contains goals for transportation planning. Goal number ten states "Continue to encourage and support DOT and NPS in their efforts to develop multi-use paths along the Parks highway through communities and in heavily used tourist areas." Goal eleven is to "Continue to encourage and support DOT and NPS in improving highway safety with the implementation of turning lanes, passing lanes, pedestrian crosswalks, traffic signals, reduced speed limits in congested areas, pedestrian bridges and tunnels."

In 2010, via Resolution 10-06, the Denali Borough Assembly instituted a "planning/steering committee with the goal to produce a master plan and steer development of a system of multi-use trails and byways throughout the borough." That committee never formed, nor met. In a 2013 meeting with DOT's Northern Region Director, Mayor Walker was advised to "start small, focus on the areas of greatest need and develop a plan for trails." The subsequent growth of employee housing in Healy highlighted transportation and pedestrian safety needs in that area of the borough. In May of 2014, the assembly unanimously approved Resolution 14-07, which established the Healy

Transportation and Pedestrian Safety Committee (HTAPSC). The Ad-Hoc Committee was tasked with “developing a road and trail plan for controlling traffic and facilitating safe travel for pedestrians.”

## HEALY TRANSPORTATION AND PEDESTRIAN SAFETY PLAN APPROACH

This safety plan was developed using action plan resources published by the Federal Highway Administration. Key components used to create the Plan include:

- Defining Objectives
- Identification of Locations of Safety Concern
  - Public Comment Periods
  - Public committee work sessions
  - Collection and analysis of data (including traffic counts and local surveys)
- Selection of Countermeasures
  - List of prioritized measures for each identified area of concern
- Implementation Strategies
- Borough-wide Commitment

## RECENT ACTIVITY SUMMARY

The following list provides an overview of actions that have been completed since the establishment of the Healy Transportation and Pedestrian Safety Committee:

- Assisted in the designating of a Healy school zone through discussions with the Department of Transportation (DOT) and the Denali Borough School District (DBSD).
- Safety reflectors for students were ordered through the Alaska Injury Prevention Center and distributed to all Tri-Valley elementary students.
- *Travel Safe in the Denali Borough* brochure created for distribution to seasonal employees and students.
- DOT confirmed a pedestrian activated Rectangular Rapid Flash Beacon (RRFB) will be installed on the north leg of the Parks Highway/Healy Spur/Hilltop intersection as part of the current highway project in Healy.
- A comprehensive list of road signage requests for the Healy focus area was given to DOT.



Intersection of Healy Spur Road and George Parks Highway-Northbound

## **ACTION PLAN SUMMARY (core focus areas)**

### **Goal 1 - Infrastructure:**

Close collaboration between the Denali Borough, stakeholders and the DOT to identify potential opportunities for improved vehicle and pedestrian safety through the following measures:

- Increased signage of existing speed limits
- Clearly marked crosswalks in School Zone
- Reduced Speed Limits
- Widened road shoulders
- Multi-use trails
- Turn pockets
- Illumination of high pedestrian traffic areas within student travel routes
- Paved pedestrian pathway

### **Goal 2 - Education:**

- Public education /awareness
  - Contacting the top seasonal employers annually
  - Distributing informational material
  - Trail signs if multiuse trails and/or paved pathways installed
- Primary and secondary school awareness
  - Contacting school officials bi-annually
  - Distributing informational materials
  - School Newsletters
  - Encourage voluntary efforts within and outside of the school



Healy Spur Road: Eroded shoulder

**CURRENTLY USED TRAILS:**

Most of the major roads in the Healy area have man made trails in the roads right-of-way (R.O.W). Year round uses primarily seen are motorized off-road vehicles. People will also use these trails to walk or bike depending on if the road has enough shoulder room. There are trails mainly on school property connecting the Chamber of Commerce, the Community Center, the School, and the Post office starting off the Healy Spur Road. The trails in DOT's R.O.W are listed below.

Table 1. Location of trail as it pertains to the road.

<p><b>George Parks Highway</b></p>	<p>West Side - Stampede to Dry Creek -Driveway north of School road intersection to Otto Lake Road</p>	<p>East Side - Stampede to Dry Creek - Park Lane to Miner's Market</p>
<p><b>School Road</b> -Trails are just off road shoulder in the ditch</p>	<p>East side - Healy Spur Road to the bend in the road</p>	<p>North Side - Bend in the road to the school buildings</p>
<p><b>Coal Street</b></p>	<p>West side of the road from Dry Creek Road to the Healy Spur Road</p>	
<p><b>Healy Spur Road</b></p>	<p>North Side - George Parks Highway to the eastern most Sulfide Way</p>	<p>South Side - George Parks Highway to the Nenana River bridge before the power plant</p>

## SECTION 3- GOALS, PROCESS, MEASURES, AND CHALLENGES

**GOAL 1:** To establish safe traffic and pedestrian routes within the community of Healy (Infrastructure)

### PROCESS

Public input and DOT data were used in determining areas of concern and the selection of countermeasures.

These processes included

- Public comment periods in fall 2014 by mail, email and open house
- Public committee work sessions
- Collection and analysis of data (including traffic counts and public surveys)

#### Public Survey (Spring 2015):

The Committee conducted a web-based survey to gather feedback from year-round and seasonal residents of the Denali Borough in the spring of 2015. Survey questions were designed around areas of concern from local community members identified during public meetings and committee work sessions. A copy of the final questionnaire used in the survey is provided in (Appendix A).

The survey was distributed using SurveyMonkey.com, a free on-line survey hosting website. In addition, the Borough Office mailed a hard copy of the survey to each post office box within the borough. The first distribution of the survey took place April 2015, with 217 respondents. The second distribution of the survey took place May 2015 and had 43 respondents. Of the respondents, 94% live and/or work in the Denali Borough.

Below is a summary report of the responses obtained from 260 survey respondents. It is important to note that the total number of respondents answering a specific question may be lower than the 260 respondents that took the survey, as some individuals may have opted not to answer a specific question.

#### Focus Area

The Healy focus area includes a 4-mile stretch along the George Parks Highway, starting at milepost 247 (Otto Lake Road) to 251.2 (Stampede/Lignite Road intersection), Suntrana Road, School Road, Hilltop Road and Healy Spur Road.

#### Areas of Primary Concern

When asked to rank targeted locations on a scale of 1-4, with 1 being the highest risk, respondents of the survey identified the intersection of the George Parks Highway, Hilltop Road and Healy Spur Road to be the area of greatest concern. Respondents expressed the second highest concern regarding safety for pedestrians on the bridges at Lester Road and Dry Creek. A slightly smaller number of respondents indicated concern about Coal Street, Suntrana Road and Healy School Road and the George Parks Highway itself between Stampede Road and Otto Lake Road (Appendix B, Table 1).



## MEASURES

Survey respondents identified the following as their preferred action measure for the targeted locations within the focus area:

### **Area 1:** Intersection of George Parks Highway/Hilltop Road/Healy Spur Road

Respondents would like to see a crosswalk installed that includes a flashing seasonal light that warns drivers of the pedestrian crossing. Their secondary measure would include a non-motorized paved pedestrian path along one side of the Healy Spur Road within the utility or road easement (Appendix B, Table 2).

### **Area 2:** Narrow bridges at Lester Road and Dry Creek

The majority of respondents feel that wider bridges would allow for safe pedestrian use. A secondary measure would be to formalize a multi-use trail (for motorized and non-motorized traffic) over Dry Creek Slough (Appendix B, Table 3).

### **Area 3:** Coal Street/Suntrana Road/Healy Spur Road

To address concerns in this area, respondents preferred widening the shoulders on all 3 roads to a minimum of 5 feet on both sides. The secondary preference to add a multi-use trail versus a non-motorized paved pedestrian path was nearly equal (Appendix B, Table 4). However, the Area 1 preference on Healy Spur Rd was a non-motorized paved path.

### **Area 4:** Parks Highway from Stampede Road to Otto Lake Road

Although this area was identified as an overall concern, it ranked the lowest of the four locations of being judged hazardous to pedestrians. Respondents preferred action would be to add a multi-use trail (for motorized and non-motorized traffic) along one side of the George Parks Highway south from Fisher Fuel to Otto Lake Road. Their second preference would be to have a multi-use path north from Fisher Fuel to Stampede Road (Appendix B, Table 5). Widening the Parks Highway at the intersection of Stampede and Lignite Roads to create turn lane for traffic was preferred over reducing speed limits in that area.

Infrastructure needs as listed by the Committee. These are not ranked in order of preference but in order of simple to complex measures.

#### **1) Increased signage of existing speed limits**

In 2015, the Denali Borough mayor submitted a request to the DOT for the following road sign changes/additions:

- Coal Street Speed Limit signs
- Suntrana Street Speed Limit sign
- Park Lane Speed Limit sign
- Relocate pedestrian sign and 10mph sign on School Road to a position before the playground or perhaps add a playground sign
- Signage warning motorists of pedestrian crossing around the intersection of the Parks Highway and Healy Spur Rd/Hilltop

#### **2) Clearly marked crosswalk in School Zone**

- Mark common student travel routes with crosswalks and public awareness signs (Healy Spur Road and Healy School Rd, Coal Street and Suntrana Road)

- Work with DBSD, school facility and students to determine if trails can be developed on school lands so students can avoid busy roads and connect with safe travel routes

### 3) **Reduced speed limits**

In 2015, the Denali Borough mayor submitted a request to the DOT for the following speed reductions:

- Lignite Road -30 or 25 mph (currently 35)
- Hilltop Road – 30 or 20 mph (currently 35)
- Healy Spur Road (Parks Highway to Healy School Road) – 35mph (currently 45)
- Healy School Road – 20 mph (currently 30)
- Parks Highway – Reconsider placement of 55 mph and 65 mph signs when driving northbound from Healy. In the interest of safety, the borough suggests moving the 55 mph sign north of Dry Creek Slough Bridge and the 65 mph just north of the Stampede/Lignite turn off

### 4) **Widen Road Shoulders (minimum of 5 ft)**

The following list is ranked in order of priority:

- Coal Street
- Healy Spur Road
- Suntrana Road
- Healy School Road
- Ranch Road
- Hilltop Road

### 5) **Multi-use trails**

Non-paved multiuse trails for pedestrians, bicycles and motorized equipment users (excluding cars and trucks):

- Formalize multiuse trail to bypass Dry Creek Slough Bridge on Parks Highway  
Multiuse trail along Parks Highway from Stampede Road to Otto Lake Rd. As well as, along the west side of Coal Street, one side of Suntrana Road and Healy School Road (if road shoulders are not widened)

### 6) **Turn pockets on Parks Highway at Stampede/Lignite and Lester Road**

### 7) **Illumination of high pedestrian use areas**

High seasonal pedestrian traffic between Tesoro gas station and Carquest

### 8) **Paved pedestrian pathway**

Paved pathway which can be used by pedestrians, bicycles, and other non-motorized form of transport. This topic has been brought up multiple times in public comment period for a wide range of locations (Parks Highway, Stampede Road, local roads) and has received support from the Borough Assembly in the past 10 years. The 2015 public survey reveals respondents are most in favor of a paved path along one side of the Healy Spur Road. There is also significant interest in a paved path along one side of the Parks Highway.

## CHALLENGES

The following have been identified as potential challenges to the success of Goal 1:

- Besides adding signage, the initial cost of the projects for both design and construction will be high. The Denali Borough must compete for funding construction projects on both state and nationwide levels and those funding sources may be bias towards one type of development and not the locally preferred alternative.

The Denali Borough does not exercise road powers and has no budget for maintaining trails once they are constructed. A non-profit or volunteer organization could take on these tasks, however, the Borough could not establish or operate the organization.

- Most areas mentioned for trail development in this plan fall in the DOT right of way. That said, landowners may still be opposed to development at the edge of their land.
- DOT has a mandate to keep traffic flowing efficiently across the state and that means faster speeds and less stops. This can come into conflict with communities that want slower traffic in their neighborhoods.

**GOAL 2:** Promote a culture of safety and mutual respect between motorized and non-motorized user groups (Education)

## PROCESS

Education for pedestrian safety and multi-use trails/roads is something that must be provided even without existing infrastructure. The current informal trail system, road shoulder and roadways are shared by various user groups, creating a need for basic safety education for the different user types. Data from the 2015 survey mentioned in Goal 1 indicates that locals use the following methods of transportation in Healy: personal vehicle, foot, bicycle, ATVs and assorted outliers (equestrian, ski, bus).

User groups include year-round residents, seasonal employees and highway traffic between Anchorage and Fairbanks.

## MEASURES

Public education /awareness

- Distribute the “Traveling Safely in Denali Borough” educational brochure.
- Encourage seasonal employers to distribute the education brochure at the beginning of each summer season.
- The development of any new trails (whether multi-use and/or paved pathways) should include informational signs indicating the proper use of the trail.

Primary and secondary school awareness

- Contacting school officials bi-annually (winter and summer) to submit a short reminder about roadway/trail safety to be included in the school newsletters. This message may include information from the “Traveling Safely in the Denali Borough” educational brochure.
- Encourage volunteer efforts to collect, organize and distribute materials on safe travel in the Denali Borough (walking, biking, ATVs, driving)

## CHALLENGES

The following have been identified as potential challenges to the success of Goal 2:

- The Denali Borough does not have a designated staff position to spearhead the educational outreach to businesses and schools. Volunteer efforts will be encouraged and supported, but cannot be guaranteed.
- Seasonal employees present a unique educational challenge to the Denali Borough. Each year, thousands of seasonal employees are recruited from all over the world, bringing with them a diverse understanding of basic pedestrian rules. As a result, education must happen annually.
- School education also needs to happen biannually to reinforce proper safety habits and educate new students. Most students use roadways/trails in a variety of ways, and use changes from winter to the summer.



Young resident riding bike in Healy community

**APPENDIX A:**  
**HEALY TRANSPORTATION AND PEDESTRIAN SAFETY COMMITTEE**  
**PUBLIC SURVEY**

**Healy-Transportation and Pedestrian Safety (H-TAPS)**

Introduction

In 2014, the Denali Borough Assembly created a volunteer-based Healy Transportation and Pedestrian Safety Ad-Hoc Committee (HTAPS) to address concerns regarding roadway safety in Healy. The goal of HTAPS is to develop a pedestrian and traffic safety plan that prioritizes and communicates immediate community needs to possible funding sources. Although funding the plan is not within the scope of the committee at this time, having a safety plan in place allows us to effectively implement changes when and if funding opportunities arise in the future. Such opportunities include roadwork being done by the Department of Transportation (DOT). For example, if there was a plan in place before the DOT started the Parks Highway widening project, the Denali Borough could have used a plan to leverage support for wider shoulders or bike lanes as part of the road improvement design.

The HTAPS has used public input, DOT data, and internal discussions to compile a list of local areas with traffic safety concerns, primarily for non-motorized users such as walkers, joggers, and bicyclists. As the population of Healy nearly doubles with seasonal workers in the summer and the year-round population continues to grow, we are hoping to prevent further accidents before they happen.

At this stage of the process, the committee is seeking additional public input through the survey provided below. It can be filled out either by submitting a completed paper copy to the Borough Office or by using the online survey. The questions are identical, so use the format of your choice.

PLEASE COMPLETE EITHER THE ONLINE SURVEY AT:  
<https://www.surveymonkey.com/r/HTAPS1>

OR

RETURN THIS SURVEY TO THE DENALI BOROUGH OFFICE **BY APRIL 22, 2015.**

The survey is in two parts. Part 1 helps the committee gather a little more information about you and which of the identified areas you feel are of the most immediate concern. Part 2 asks you to rank a list of improvement measures for each featured area, with 1 signifying your top priority, 2 for the next priority, etc. If you do not support a particular measure at all - please put N/A.

HTAPS work sessions and meetings are open to the public. We invite you to attend and join the discussion. For more information, contact the Denali Borough at (907) 683-1330.

**PART 1**

1. Do you live or work in the Denali Borough? Yes \_\_\_\_\_ No \_\_\_\_\_
2. What methods of transportation do you use to get around in Healy (includes recreation)? Check all that apply.

\_\_\_\_\_ Car/Truck/Van                      \_\_\_\_\_ ATV/ORV  
 \_\_\_\_\_ Bus                                      \_\_\_\_\_ Horse  
 \_\_\_\_\_ Walk/Jog/Run                      \_\_\_\_\_ Bicycle

Other (please specify) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

3. **Please rank the following targeted Healy locations in order of potential danger to either traffic or pedestrians.** Rank them 1 through 4, with 1 being the highest danger. Maps of each area are included on Page 5.

	Coal Street/Suntrana Road/Healy School Road (side streets near the Tri Valley School)
	Intersection of Parks Highway and Hilltop/Healy Spur Road includes from the intersection to Ranch Road and from the intersection to Healy School road
	Parks Highway from Stampede Road to Otto Lake Road
	Narrow bridges at Lester Road and Dry Creek

4. Do you have any additional comments or clarifications for your answers in Part 1?  
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**Part 2**

**This section is to prioritize measures for each of the targeted areas mentioned above. You will prioritize measures for each location separately. If you do not support a measure at all, choose "N/A". You can add as many "N/A" choices as you feel necessary. We encourage you to comment in the provided text boxes to clarify your answers.**

5. **Coal Street, Suntrana Road, and Healy School Road** - Please rank these choices from 1 to 5, with 1 being your most preferred and 5 being the least. If you do not support a particular measure at all, put N/A.

	Add flashing school zone signs/reduced speed limit sign immediately before and after school hours and during the secondary school lunch hour on the Parks Highway and Healy Spur Road.
	Add crosswalk at Healy School Road/Sulfide Road and Healy Spur Road intersection.
	Widen paved road shoulders on Suntrana Road, Coal Street, and Healy School Road a minimum of 5 feet on one or both sides.
	Add <i>multi-use trail (for motorized and nonmotorized traffic)</i> along west side of Coal Street, along one side of Suntrana Road and one side of Healy School Road using utility or road easements.
	Add <i>non-motorized paved pedestrian path</i> along west side of Coal Street, along one side of Suntrana Road and one side of Healy School Road using utility or road easements.

6. Additional comments about this area.

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7. **Intersection area of Parks Highway, Hilltop Road and Healy Spur Road.** Please rank these choices from 1 to 7, with 1 being your most preferred and 7 being the least. If you do not support a particular measure at all, put N/A.

	Reduce speed limit to 35 mph on Healy Spur Road from Parks Highway to Healy School Road/Sulfide Road.
	Install crosswalks and seasonal flashing lights (visible from north and southbound lanes) over Parks Highway at the intersection to warn of pedestrian crossing
	Install on-demand crosswalk stoplight on Parks Highway at intersection of Hilltop/Healy Spur Road
	Widen paved road shoulders on Healy Spur Road between Healy School Road and Parks Highway a minimum of 5 feet on each side.
	Add <i>multi-use trail (for motorized and nonmotorized traffic)</i> along one side of Healy Spur Road using utility or road easement.
	Add <i>non-motorized paved pedestrian path</i> along one side of Healy Spur Road using utility or road easement
	Add turning lane (short extra lane) from northbound lane of Parks Highway onto Healy Spur Road.

8. Additional comments about this area:

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9. **Parks Highway from Stampede Road to Otto Lake Road.** Please rank these choices from 1 to 7, with 1 being your most preferred and 7 being the least. If you do not support a particular measure at all, put N/A.

	Reduce speed limit to 55 mph between Dry Creek Bridge and north of Stampede/Lignite Road intersection.
	Add <i>non-motorized paved pedestrian path</i> along one side of Parks Highway <b>south</b> from Fisher Fuel to Otto Lake Road
	Add <i>multi-use trail (for motorized and nonmotorized traffic)</i> along one side of Parks Highway <b>south</b> from Fisher Fuel to Otto Lake Road
	Add <i>non-motorized paved pedestrian path</i> along one side of Parks Highway <b>north</b> from Fisher Fuel to Stampede Road.
	Add <i>multi-use trail (for motorized and nonmotorized traffic)</i> along one side of Parks Highway <b>north</b> from Fisher Fuel to Stampede Road.
	Illuminate road and/or walkways along Parks Highway between Fisher Fuel and Carquest
	Widen Parks Highway to account for turn lanes and turn pockets onto Stampede, Lignite, and Lester Roads.

10. Additional comments about this area:

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11. **Bridges over Dry Creek and Dry Creek Slough (near Lester Road).** Please rank these choices from 1 to 4, with 1 being your most preferred and 4 being the least. If you do not support a particular measure at all, put N/A.

	Formalize <i>multi-use trail (for motorized and nonmotorized traffic)</i> over Dry Creek Slough
	Add flashing on-demand lights on both north and south sides of bridges that pedestrians and bicyclists can activate to warn drivers they are crossing the bridge.
	Widen bridges to allow for pedestrian use when bridges are replaced
	Build separate pedestrian bridges over both Dry Creek Slough and Dry Creek

12. Additional comments about this area:

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13. Do you have any other additional concerns or comments about pedestrian and traffic safety in Healy?

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**Thank you! We appreciate you taking the time to make our community safer for everyone.**

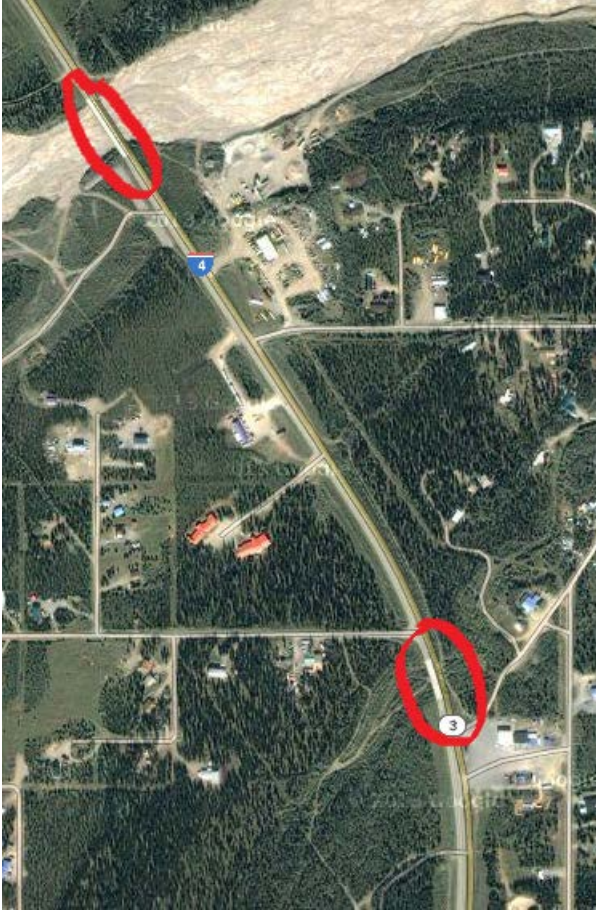
Coal Street/Suntrana Road/Healy School Road (side streets near the Tri Valley School)



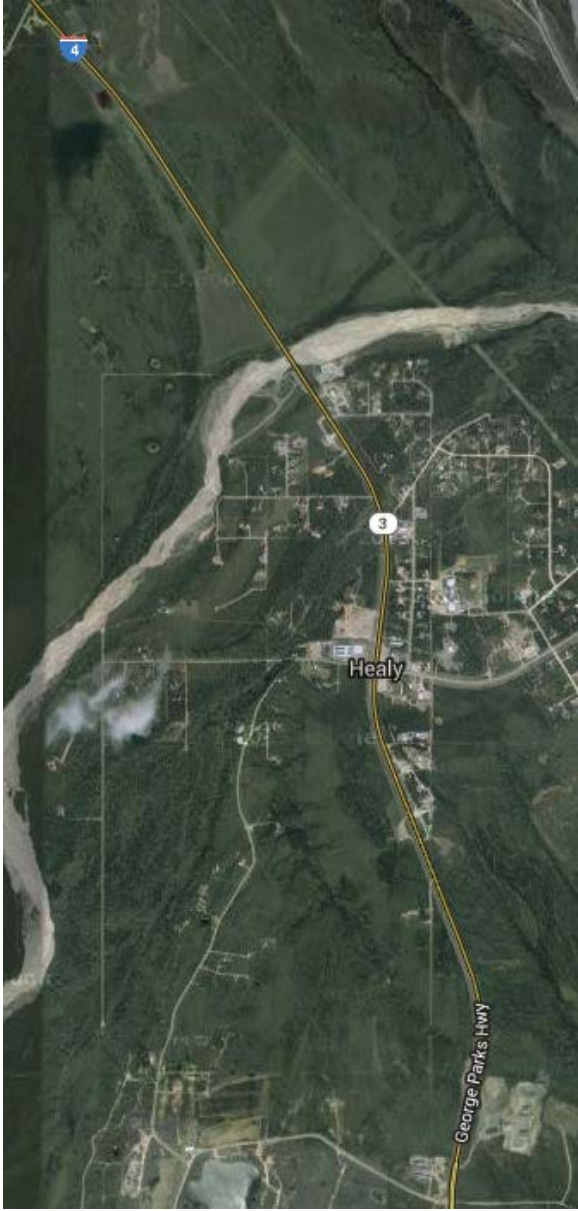
Intersection of Parks Highway and Hilltop/Healy Spur Road



Narrow bridges at Lester Road and Dry Creek Road



Parks Highway from Stampede Road to Otto Lake Road



**APPENDIX B:**

**HEALY TRANSPORTATION AND PEDESTRIAN SAFETY COMMITTEE SURVEY  
COMBINED DATA: APRIL AND MAY 2015**

**Healy Transportation and Pedestrian Safety Committee Survey  
Combined Data: April and May 2015**

**Do you live or work in the Denali Borough?**

Yes	245	<b>94%</b>	
No	15	6%	

**What method of transportation do you use to get around in Healy?**

Car/Truck/Van	239	<b>97%</b>
Bus	50	20%
Walk/Jog/Run	192	78%
Bicycle	135	55%
ATV/ORV	106	43%
Horse	15	6%
Other	22	9%

**Table 1: Please rank the following Healy locations in order of potential danger to either traffic or pedestrians.**

				Combined Weighted Avg	Weighted Avg/2
Coal St/Suntrana Rd/Healy School Rd				5.22	2.61
Intersection of Parks Highway /Hilltop/Healy Spur Rd				3.63	<b>1.82</b>
Parks Highway from Stampede Rd to Otto Lake Rd				5.39	2.70
Narrow bridges at Lester Rd and Dry Creek				4.8	2.40

**Table 2: Intersection of Parks Highway /Hilltop/Healy Spur Rd-Preferred Measure of Action**

	Reduce speed limit to 35 mph on Healy Spur Road from Parks Highway to Healy School Road/Sulfide Road.	Install crosswalks and seasonal flashing lights over Parks Highway at the intersection to warn of pedestrian crossing	Install on-demand crosswalk stoplight on Parks Highway at intersection of Hilltop/Healy Spur Road	Widen paved road shoulders on Healy Spur Road between Healy School Road and Parks Highway a minimum of 5 feet on each side.	Add multi-use trail (for motorized and non-motorized traffic) along one side of Healy Spur Road using utility or road easement.	Add non-motorized paved pedestrian path along one side of Healy Spur Road using utility or road easement.	Add turning lane (short extra lane) from northbound lane of Parks Highway onto Healy Spur Road.
<b>Combined Weighted Avg</b>	8.25	5.5	7.66	6.13	6.06	5.78	6.74
<b>Weighted Avg/2</b>	4.13	<b>2.75</b>	3.83	3.07	3.03	2.89	3.37

**Table 3: Narrow bridges at Lester Rd and Dry Creek-Preferred Measure of Action**

	Formalize multi-use trail (for motorized and non-motorized traffic) over Dry Creek Slough	Add flashing on-demand lights on both north and south sides of bridges that pedestrians and bicyclists can activate to warn drivers they are crossing the bridge.	Widen bridges to allow for pedestrian use when bridges are replaced	Build separate pedestrian bridges over both Dry Creek Slough and Dry Creek
<b>Combined Weighted Avg</b>	4.22	5.29	4.16	4.36
<b>Weighted Avg/2</b>	2.11	2.65	<b>2.08</b>	2.18

**Table 4: Coal St/Suntrana Rd/Healy School Rd-Preferred Measure of Action**

	Add flashing school zone signs/reduced speed limit sign immediately before and after school hours and during the secondary school lunch hour on the Parks Highway and Healy Spur Road.	Add crosswalk at Healy School Road/Sulfide Road and Healy Spur Road intersection.	Widen paved road shoulders on Suntrana Road, Coal Street, and Healy School Road a minimum of 5 feet on one or both sides.	Add multi-use trail along west side of Coal Street, one side of Suntrana Road and one side of Healy School Road.	Add non-motorized paved pedestrian path along west side of Coal Street, along one side of Suntrana Road and one side of Healy School Road using utility or road easements.
<b>Combined Weighted Avg</b>	6.53	5.99	5.19	5.63	5.65
<b>Weighted Avg/2</b>	3.27	3.00	<b>2.60</b>	2.82	2.83

**Table 5: Parks Highway from Stampede Rd to Otto Lake Rd-Preferred Measure of Action**

	Reduce speed limit to 55 mph between Dry Creek Bridge and north of Stampede/Lignite Road intersection.	Add non-motorized paved pedestrian path along one side of Parks Highway south from Fisher Fuel to Otto Lake Road	Add multi-use trail (for motorized and non-motorized traffic) along one side of Parks Highway south from Fisher Fuel to Otto Lake	Add non-motorized paved pedestrian path along one side of Parks Highway north from Fisher Fuel to Stampede Road.	Add multi-use trail (for motorized and non-motorized traffic) along one side of Parks Highway north from Fisher Fuel to Stampede Road.	Illuminate road and/or walkways along Parks Highway between Fisher Fuel and Carquest	Widen Parks Highway to account for turn lanes and turn pockets onto Stampede, Lignite, and Lester Roads.
<b>Combined Weighted Avg</b>	8.8	6.07	5.39	6.35	6.03	7.9	6.05
<b>Weighted Avg/2</b>	4.40	3.04	<b>2.70</b>	3.18	3.02	3.95	3.03

**APPENDIX C:**  
**SUMMARY OF OCTOBER 15, 2014 OPEN HOUSE PUBLIC COMMENTS**

OCTOBER 15, 2014  
HTAPSC OPEN HOUSE  
TRI-VALLEY SCHOOL LIBRARY

**SUMMARY OF CITIZEN COMMENTS**

**PUROPSE**

Provide Safety corridors for various users.

**Summarization**

Areas of Concern:

1. - passing lanes high speed traffic coming out of passing lane at Stampede/Lignite intersection. Drives high speed traffic into this intersection.  
SOLUTION Include turn lane east west at intersection
2. - Park Lane intersection traffic not slowed down soon enough to turn onto park lane
3. - Pedestrian traffic associated w/ 49th state has employee housing on Park Lane
4. - semi air brake noise slowing to 45mph  
SOLUTION SPEED LIMIT reduced to 45 mph before Dry Creek. Bridge.
5. - Dry Creek Bridge dangerous for pedestrians, because No place for pedestrian traffic  
SOLUTION-PEDESTRIAN WALKWAY alongside bridge.
6. - Pedestrian traffic: employees at housing accessing Parks Hwy businesses. Park Lane. Lester Rd. employees to Healy businesses over Dry Creek. Slough Bridge  
SOLUTION provide alternative access parallel to bridge
7. - School Zone to include: Suntrana Rd., Coal St., Healy School Rd, Healy Spur Rd. & quadrant defined between Healy Spur Rd, Usibelli Spur Rd. Healy School Rd. & Dry Ck.

Slough.

CONCERNS student safety. Reckless driving ATV's & excessive speed on & around school property & adjacent roadways.

SOLUTIONS additional signage, & x-walks

8. -HEALY INTERSECTION Spur Rd Healy Suntrana Rd. to the east, Ranch Rd. to the west, Parks Hwy. to the North and South

. CONCERNS seasonal pedestrian use of Parks Hwy corridor between Dry Ck. Slough Bridge, through Healy Intersection to 49th State Brewing Co. Especially late at night, early morning.

SOLUTIONS include greater traffic enforcement by troopers.

9. - Increased pedestrian traffic May through Sept. during summer visitor season. This adds to congestion of the Healy Intersection. Makes it difficult for through traffic.

SOLUTION. Pedestrian warning signs, x-walks, a tunnel, pedestrian overpass, and or reduction in through traffic highway speed... A further reduction from the present 45mph.

( Area bounded by Ranch Rd. 49th State, spur Rd, Park Lane, adjacent to Parks Hwy, appear to be major concern.)

10. - ATV and motorcycles impact this already fragile safety zone to a great degree and often appear to use excessive speed that is not regulated.

#### SOLUTION

separation all modes of travel.

Paved multi use trails or pedestrian/ bicycle trail

strictly designated ATV or motorcycle trail.

Other solution dictated by circumstances might include:

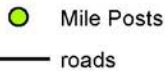
- traffic light
- x-walks
- additional signs. W/ trails separated from highway also to include shoulders on all given roads within scope of this project. -

It is time to keep Motorized Vehicles, Pedestrians and Bicyclists separate while each is traveling. In this area we have road shoulders. Healy does not have designated bicycle trails



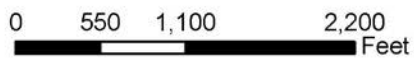
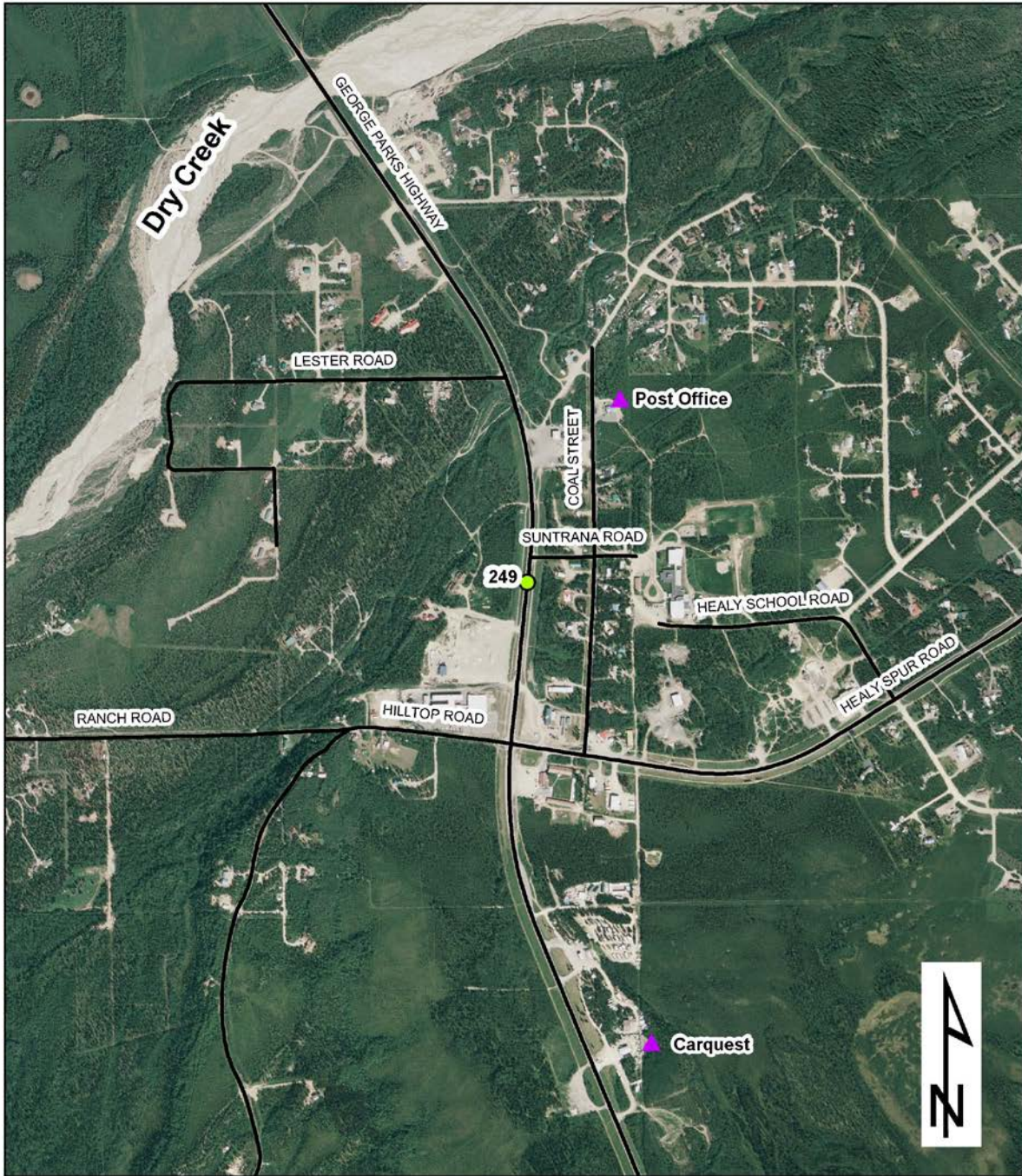
APPENDIX D:  
HEALY FOCUS AREA MAPS

# Stampede/Lignite Road to Dry Creek Bridge



Created by: M. Lambert 9/30/14

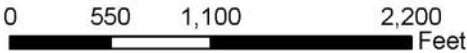
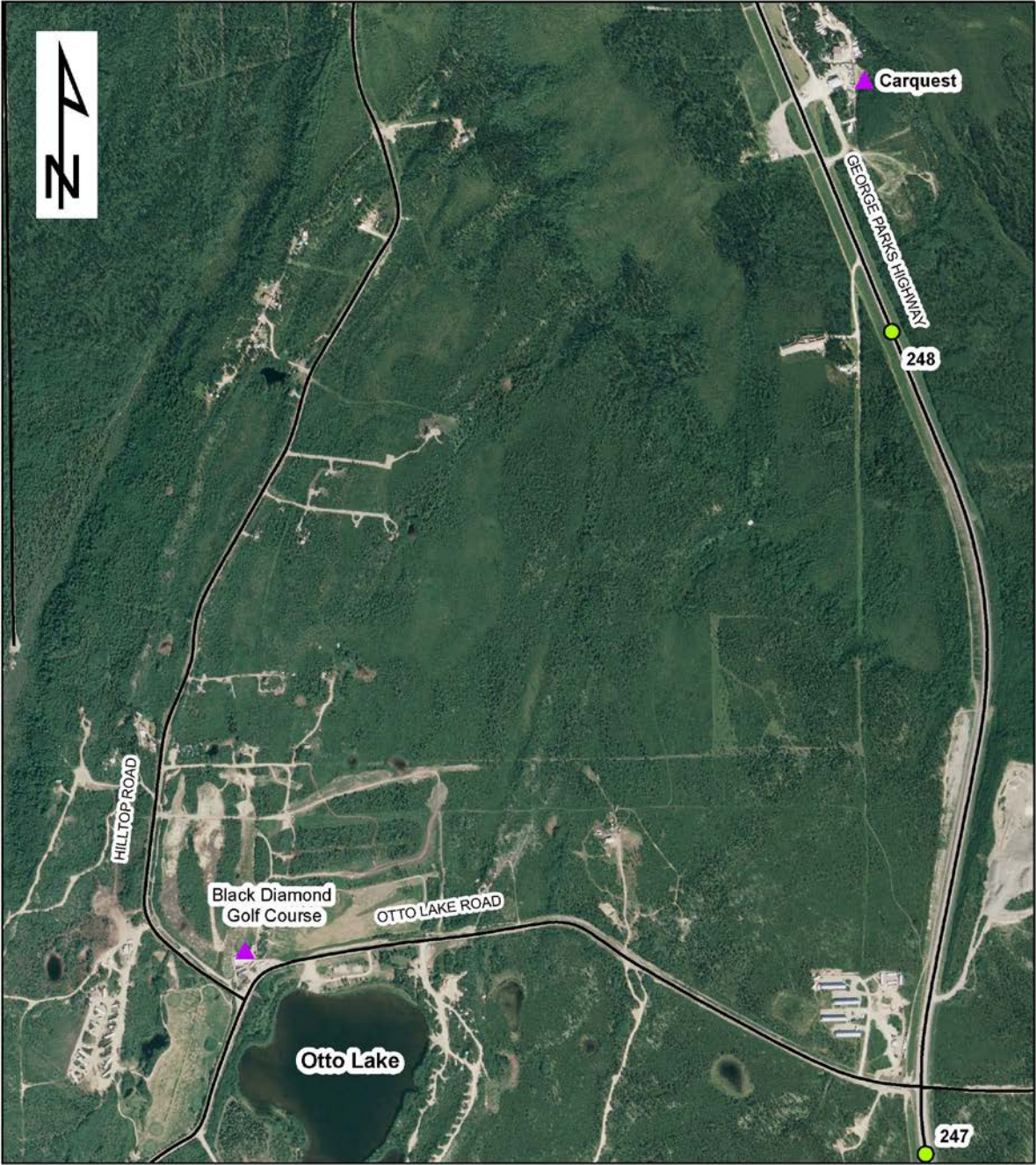
# Dry Creek Bridge to Carquest



-  Mile Posts
-  Roads

Created by: M. Lambert 9/30/14

# Carquest to Otto Lake Road



- roads
- Mile Posts

Created by: M. Lambert 9/30/14

**APPENDIX E:  
SUMMARY OF DOT PEDESTRIAN AND TRAFFIC TURNING MOVEMENT  
PARKS HIGHWAY AND HEALY SPUR ROAD  
JUNE 4, 2014**

**DATA COLLECTION AND ANALYSIS**

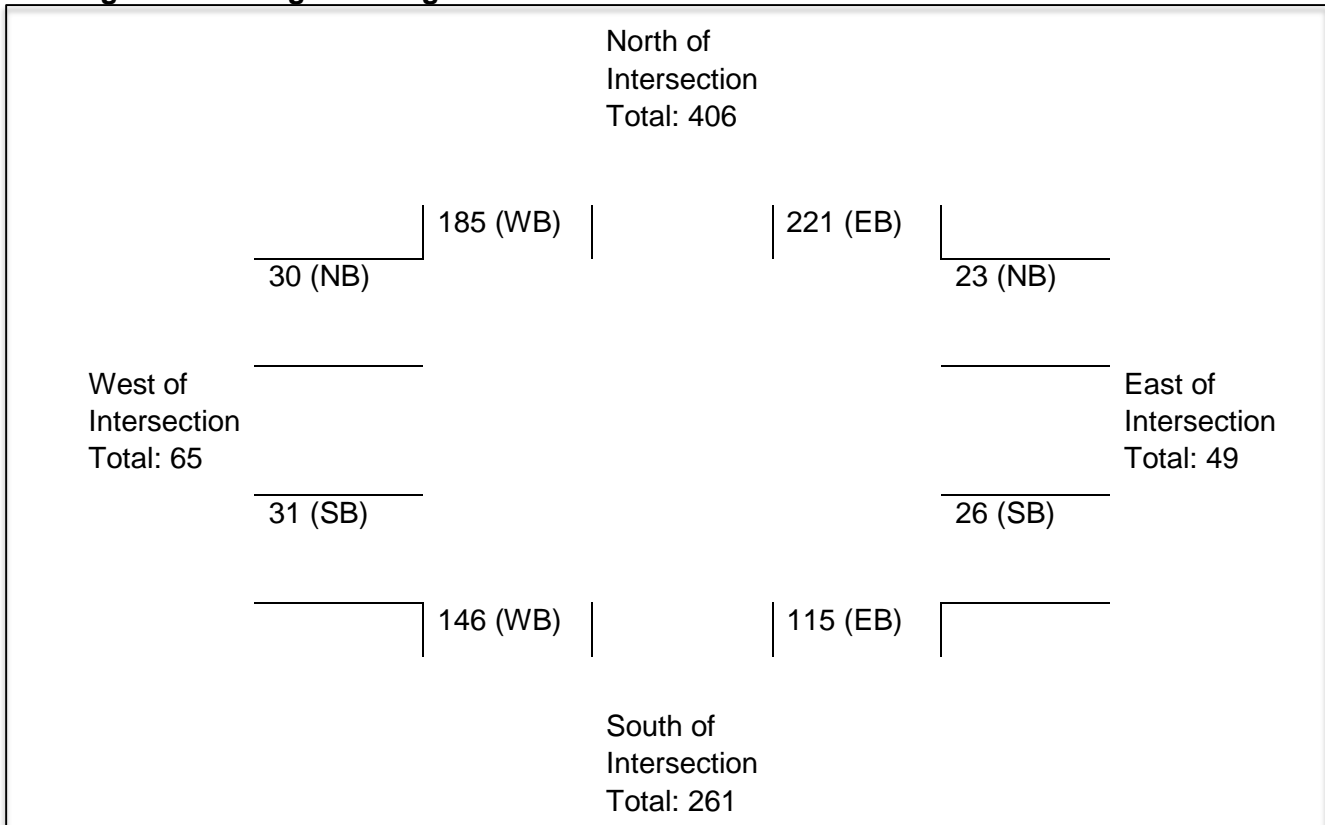
**Department of Transportation: Turning Movement and Pedestrian Counts**

Following is a summary of vehicular and pedestrian traffic, including turning movement, at the George Parks Highway and Healy Spur Road intersection. Data was collect by the Department of Transportation (DOT) on June 4 and 5, 2014 from 6:00am-11:45pm.

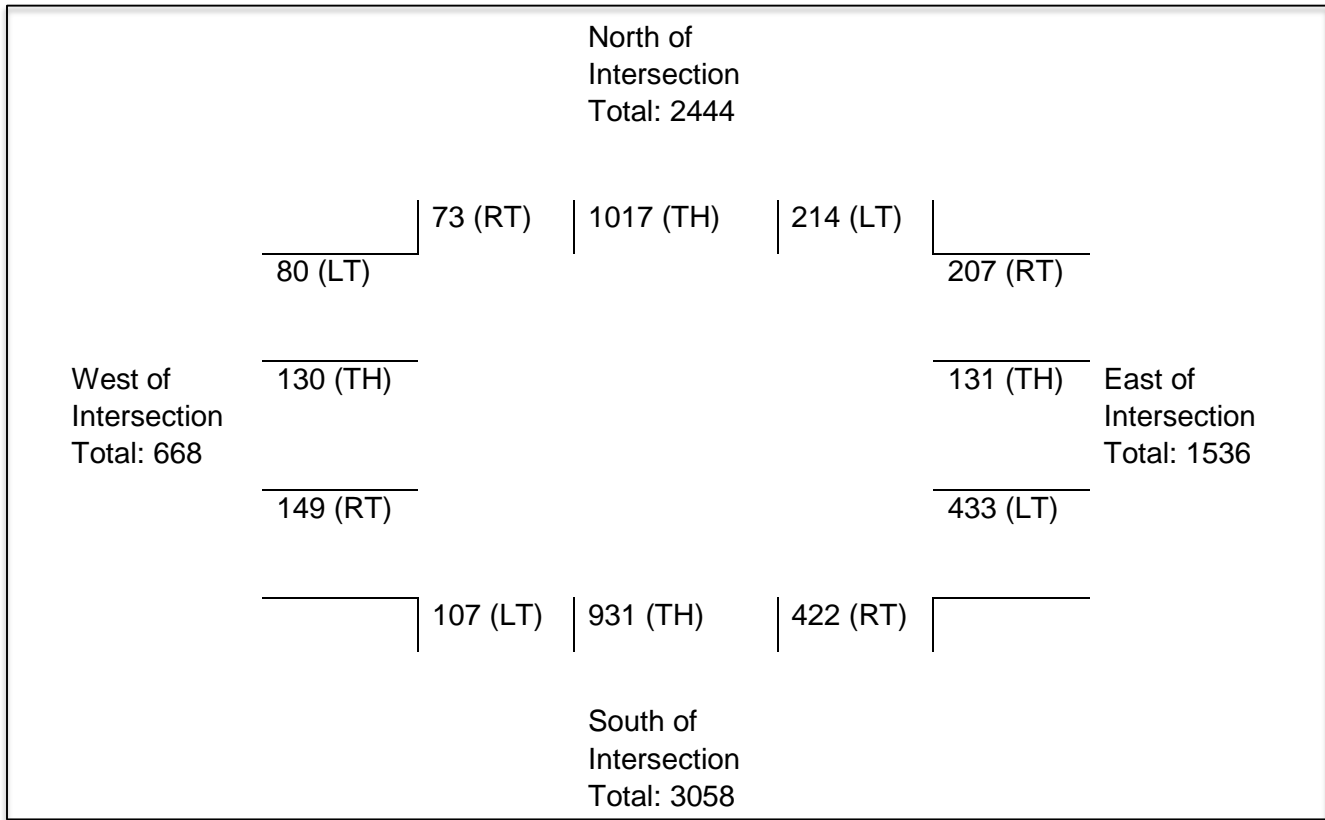
Figure 1 illustrates the two-day average of all pedestrian traffic, including bicycles.

Figure 2 illustrates the two-day average of all vehicular traffic. This includes cars, trucks, and off road vehicles (ORV)

**Figure 1: Average Turning Movement of Pedestrian Traffic**



**Figure 2: Average Turning Movement of Vehicular Traffic**



Based on the data collected, the George Parks Highway and Healy Spur Intersection does not meet DOT requirements for traffic signal installation, as it was determined that the traffic flow in this area provides an acceptable gap for pedestrian crossing and vehicle movement.

**Note:** Turn directions included in DOT data are inaccurate.

APPENDIX F:

DENALI BOROUGH WALKING AND BIKING SAFETY BROCHURE



# Travel safe in the Denali Borough

Information for pedestrians, cyclists and ATV users.

## Alaska's REDDI Program

Report Every Dangerous Driver Immediately

Call 911 when you believe there is a risk of death or injury due to dangerous driver behavior. Provide a plate number, direction of travel and description of behavior, whenever possible.



### Highlights

- On foot- move against traffic
- On wheels-move with traffic.
- Do not travel in roadway.
- Be able to see and hear approaching traffic.
- Make yourself visibly to traffic.



Brought to you by:

Healy Transportation and Pedestrian Safety Committee



In an emergency DIAL 911

## Walking, Running, Skiing, Etc.

Always walk facing traffic, as far to the left as you can get.

When crossing roads, always look left, right and left again.

If vehicles are present, make eye contact with the driver before crossing.

NEVER use a phone, headphones or device while crossing the street.

Wear light and/or reflective clothing.

Never assume a driver sees you.

Be aware of multi-directional traffic, such as cars on the road and ATV's in the ditch.

## Biking

Alaska bicycle law requires cyclists to follow motorized traffic laws.

Always signal to stop, turn or slow.

Travel with traffic, as far to the right as possible and yield to all pedestrians.

Wear a helmet, and avoid headphones that impair hearing.

If possible, use mirrors, flags or other safety gear.

Be aware of narrow shoulders and bridges. If needed, wait for traffic to pass.

## ATV's and Snow Machines

Always wear a DOT compliant helmet.

Never travel on paved roads, except to cross when done safely.

Respect all age and passenger restrictions for specific ATV use.

Slow or stop to safety pass pedestrians, or allow them to pass you.

Be aware of blind corners, dust clouds, blowing snow and other conditions which may limit your ability to see pedestrians.

Use your headlights.



<https://www.dot.state.ak.us/stwdplng/hwysafety/assets/BikeandSafetyManual/AlaskaLaws.pdf>

<http://www.dps.state.ak.us/pio/reases/resources/Brochures/ATV%20Driver's%20Guide.pdf>

